

STAR Line Master Plan



Village of Arlington Heights, July 2009

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Introduction

Over the past several years, communities in the northwest and western suburbs have been working with Metra on the first suburb to suburb commuter rail service – The STAR Line. As part of this process, the Village of Arlington Heights this past year has been evaluating the opportunity for growth and development for the area near the proposed Arlington Heights commuter train station (east of Arlington Heights Road adjacent to Interstate 90). The idea is that, over a period of time, the transit area would redevelop, creating a mixed-use, high-density neighborhood providing new business opportunities, housing choices, and

cultural attractions. With the metropolitan area’s population, housing demand, and employment estimated to grow by 25% by 2030, it is anticipated that the transit station will attract investment to the area and provide the Village an opportunity to capture some of the region’s growth. This of course is predicated on implementation of the STAR Line, which has yet to obtain Federal approval. Metra’s goal at this point is to submit for Federal funds later this year to begin design engineering. Once designed, funds would be sought for construction, which would take several years to complete.

Regional Growth Projections by 2030*

	Current	Projected
Population:	8.1 million	10.1 million
Housing Units:	2.9 million	3.6 million
Employment:	4.3 million	5.5 million

**Chicago Metropolitan Agency for Planning*

Transit Area .5 Mile Radius



Suburban Transit Access Route (STAR Line)



The Suburban Transit Access Route (STAR Line) is proposed to connect nearly 100 communities in the Northwest, West, and Southwest suburbs. This inter-suburban Metra rail service will run over 55 miles connecting O'Hare International Airport to Joliet. The Northwest portion of the route would include a new rail line constructed in the median of I-90 running from O'Hare to Hoffman Estates. The next segment would run from Hoffman Estates to Joliet along the former EJ&E railroad, which was recently purchased by the Canadian National Railroad (CN).

The STAR Line would greatly enhance Metra's hub and spoke rail transit system by linking the spokes. The new service is estimated to be available to 1.2 million employees who work in proximity to the line and 1.6 million people who live near the proposed route. The proposed trains will be smaller with less cars, therefore they will accelerate faster and will be more fuel efficient. Benefits to the region include improved access to jobs and to O'Hare, reduced highway congestion and auto emissions, expanded transit alternatives, and economic development opportunities.

Metra is currently completing an Alternatives Analysis (AA) study, the first step in securing funding from the New Starts program of the Federal Transit Administration (FTA). This follows previous work completed by the Regional Transit Authority (RTA)

and the Northwest Municipal Conference. Transit options considered include bus rapid transit, light rail, high occupancy vehicle lanes, and others. The previous study identified commuter rail as the preferred option. Metra's AA builds on this previous work to identify an FTA-approved Locally Preferred Alternative (LPA) in this corridor. Metra anticipates completing the AA by Fall 2009 and applying to FTA for approval to enter Preliminary Engineering at that time. In order for this project to move forward, it will be necessary to secure a significant portion of the cost of the project from state and local funding sources. If a state capital program with sufficient funding is not in place, the STAR Line will not be able to move forward. However, this project does have wide political support at the local level. The projected target date to begin service was 2016.

Another issue of significance is the potential impact of the recent acquisition of the EJ&E railroad by Canadian National Railroad. Freight service will increase on the CN, which will impact the use of the tracks for Metra. At this point, CN has agreed to discuss with Metra use of the railroad for commuter rail, but has not made a formal commitment. Due to the increase in freight service, in order for Metra to run a commuter rail service as well, additional railroad tracks will be necessary.

Growth and Development Opportunities

The STAR Line creates opportunities for communities to tie land use and economic development to the transit line station area. Transit supportive development within the transit zone (defined as the area within one-half mile of the transit station), typically consists of high density, mixed use development. This type of development contains specific features that are designed to encourage public transit, which differs from auto related urban sprawl. Features include mixed use development such as office, retail, housing, and cultural and institutional uses that will use transit at all times of the day. Pedestrian access, public spaces, and reduced parking for autos are additional characteristics of transit supportive development. Regional growth and development can then be directed towards the transit zones thus reducing urban sprawl and reliance on auto trips. In Section Three of this Plan, a vision is presented for how the transit zone may develop over the next twenty to twenty-five years and beyond with potential benefits and constraints identified.

What is a Master Plan?

The STAR Line Master Plan creates a vision for what the area near the proposed STAR Line train station should become at some point in the future. It also includes the steps necessary to accomplish the vision. The Plan is long range in nature, up to twenty-five years, and serves as the guide for future growth and development. The Master Plan includes core elements such as land use, transit, housing, economic development, urban design, public spaces, utilities, and sustainable development. Issues and constraints are identified, but not solved as further study is often required as part of an implementation strategy. Also set forth in the Plan are Goals and Objectives, a Vision Statement, and Implementation Actions. It is important to keep in mind that a master plan is a vision, not an absolute. Plans should be revisited every five to ten years to evaluate progress and changing conditions. However this Plan should serve as a template for Village officials, property owners, developers and the public for years to come. It will take years to fully implement this plan, and its success will depend on long term commitment to the vision.

The STAR Line Master Plan contains two phases: Phase One – Station Area Development - illustrates two concepts for a first phase which would include construction of a train station, related parking, and access to the site. Issues and costs are defined as well. Phase Two – Long Range Vision - illustrates a conceptual build out plan for the area twenty-five years into the future.

What happens if the STAR Line is not implemented? As suggested, the Master Plan should be evaluated every five years as conditions may change. If in five years it appears that the STAR Line is not likely to be constructed, the Village should continue to focus efforts on redevelopment of the area based on the same general plan, however without transit less density could be supported and more parking would be required.

Current Conditions

The STAR Line plan area is approximately 85 acres generally bounded by Interstate 90 to the south, Algonquin Road to the north, Arlington Heights Road to the west, and properties fronting Clearbrook Drive to the east. The area includes 26 buildings, most of which are single story, totaling approximately 1.37 million square feet. The uses within the buildings are a mix of industrial/warehouse, office and some retail. The average age of buildings in the area is approximately 35 years. Certain buildings are showing signs of wear, while others are well maintained. At the west end of the plan area off Arlington Heights Road, is a full access interchange to I-90, which was completed in the early 1990's. This is the only full access interchange to I-90 between Route 53 and I-294. Traffic flow in the area outside of peak hours is good, however during the morning and evening peak hour, the Arlington Heights Road / Algonquin Road intersection operates at a poor level of service.

Land Use	# of Buildings	Total Building Area (SF)
Retail	3	30,100 SF
Industrial/Warehouse	11	907,200 SF
Office	12	429,800 SF
Total	26	1,367,100 SF

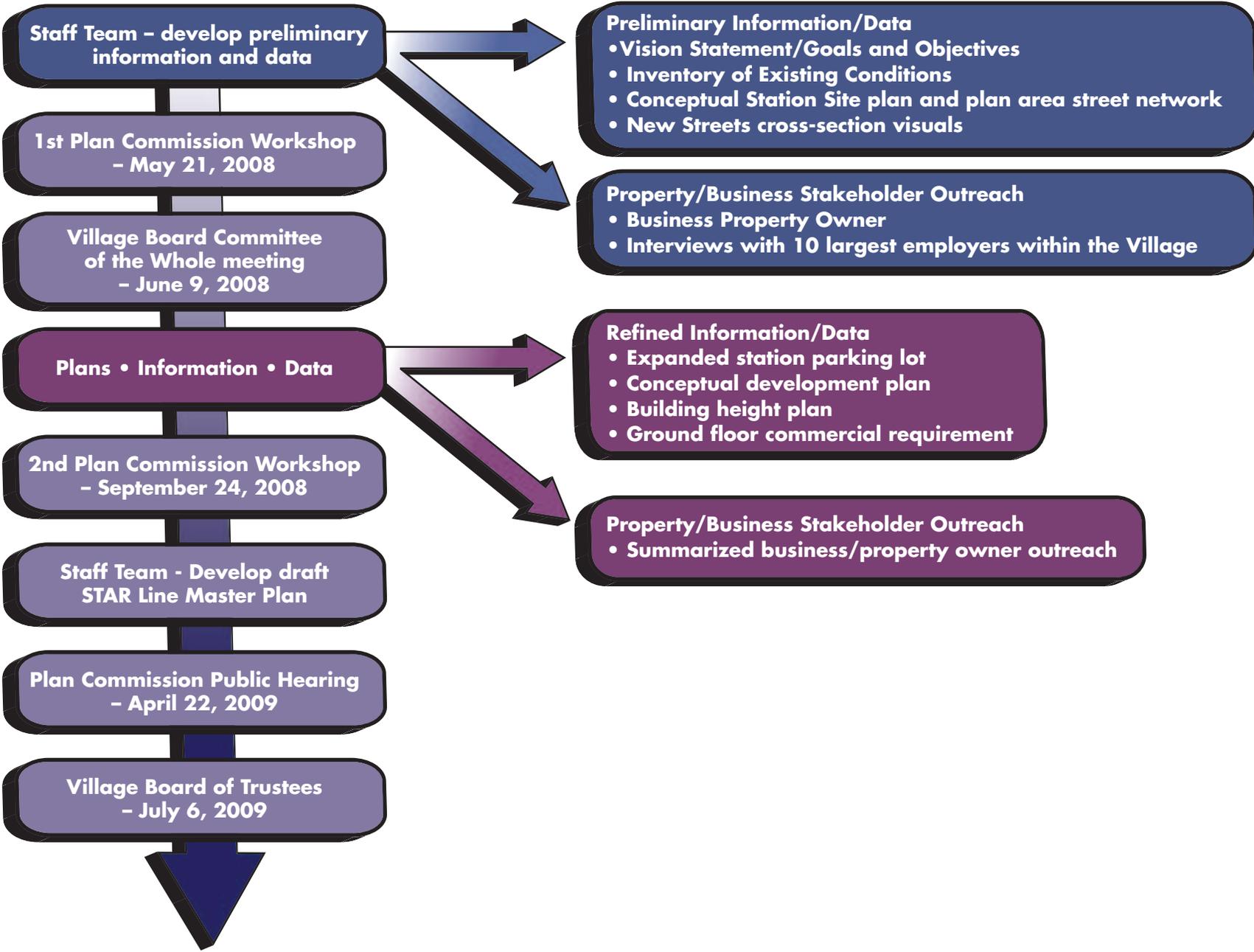
The area is predominately zoned M-2, Limited Heavy Manufacturing District, with the parcels located near Arlington Heights Road zoned B-3, General Service, Wholesale and Motor Vehicle District. Most of the properties are designated on the Village's Comprehensive Plan Future Land Use Map as Research & Development, Manufacturing and Warehouse. Other designations include Offices Only, Commercial and Government. The Government designation includes approximately 4.5 acres located along I-90 at the south end of 425 E. Algonquin Road. This is the location of the proposed STAR Line train station. In 2006, the Village amended the Comprehensive Plan and Official Map by designating this tract as future Government use.

Employers in the area include Paddock Publications, Grainger, LaSalle Bank, among others. In addition, both Boyer Rosene and DPI have recently built new warehousing facilities just east of the proposed train station location. Total employment in the area is estimated at 1,700. Total property taxes paid for tax year 2007 were approximately \$3,800,000 (Village portion: \$480,000). Guitar Center and Applebee's are the only sales tax generators.



Starline area looking northwest

STAR Line Master Plan Process Flow Chart



Public Process

Over the last several months, Staff has developed and implemented a process to obtain feedback and input from private stakeholders and Village officials relative to the proposed STAR Line Plan. The purpose of this process is to gauge interest in the potential use of the STAR Line station as well as to identify possible land use issues and opportunities for the area and region. The responses to the surveys and meetings were very positive as many property owners and employers see the STAR Line as a positive for their business and as an opportunity for future growth and development. Staff have taken extensive steps to outreach to property owners, businesses, and top employers in the Village.

Step 1-Private Stakeholders

The first step of the process was to reach out to various private stakeholders that may benefit from the proposed STAR Line. These include business and property owners within close proximity to the proposed Metra station as well as the ten largest employers within the community (Arlington Park, Northwest Community Hospital, Lutheran Home, AdvanSoft International, Weber Marking Systems, PACE, Alexian Brothers Health Care Systems, Paddock Publications, Moorings Health Care, and the United States Post Office).

The following is a list of completed actions:

- An informational meeting was held at Village Hall on March 25, 2008 for property owners within the proposed STAR Line station area.
- A survey was prepared by Staff and mailed to 88 property owners and businesses within the proposed STAR Line area as well as to the 10 largest employers within the Village. The purpose of this survey was to seek input and to gauge interest in the use of the potential station. The survey cover letter also included an invitation to the May 21, 2008 Plan Commission workshop/charette, where the framework for the STAR Line Master Plan was discussed along with the development concepts for the station area.
- Village Staff met with representatives from the Village of Mount Prospect, Elk Grove Village and the City of Rolling Meadows. The purpose of these meetings was to share information and to identify common issues and opportunities associated with the proposed STAR Line.

- Village Staff met with representatives of the Illinois Tollway Authority to discuss the Village's vision for the STAR Line area and the Tollway's plans for I-90/STAR Line.
- Village representatives conducted in-person interviews with 15 property owners and businesses to go over their survey responses as well as to discuss other potential concerns and/or comments.

Step 2-Village Officials

The second part of the process involved Village officials. The following meetings were held:

- On September 10, 2007 Staff gave a presentation to the Village Board Committee of the Whole on the background and status of the proposed STAR Line.
- The same information was presented at a public meeting before the Plan Commission on November 28, 2007.
- On May 21 and September 24, 2008, the Plan Commission held public workshops/charettes to discuss the components of the Master Plan such as the Vision Statement and Goals/Objectives. In addition, during the charettes, Plan Commissioners broke into smaller groups to sketch and map various ideas and visions for the area.
- The Village Board Committee of the Whole met on June 9, 2008 to discuss the concepts and general content of the Master Plan.
- Staff presented the Master Plan general concepts to the Chamber of Commerce on March 13, 2009.
- The Plan Commission held a public hearing on April 22, 2009.
- Village Board consideration of Master Plan.

Surveys

On May 2, 2008 a survey was mailed to all 36 property owners and 52 businesses within the proposed Metra STAR Line area as well as the ten largest employers in the Village. In addition, face to face interviews were held with several stakeholders from June through August 2008. The purpose of this outreach was to educate and gauge interest in the potential use of the STAR Line station as well as to identify possible land use issues and opportunities for the area and region. As mentioned, the feedback was very positive as summarized in the results. Northwest Community Hospital expressed an interest in the affordable rental housing component of the Plan as this is an issue of importance to the hospital and region. The Moorings indicated that they may have an interest in a vertical continuing care facility in the STAR Line area. Luther Village and Northwest Community Hospital indicated that many of their employees could benefit from the STAR Line suburb to suburb link. Several property owners in the Plan area such as Paddock Publications were interested in the development opportunities if the STAR Line is implemented.

Survey of Property Owners within STAR Line Area

Survey Findings:

- 88% indicated their employees/tenants would use the STAR Line station.
- 100% indicated employees/tenants currently use public transit and/or car pool, but do not offer employees/tenants shuttle service to other existing transportation facilities nor provide their employees/tenants with any incentives to use public transit.
- 33% indicated they would provide a shuttle service for their employees/tenants.
- 78% indicated they would consider alternate redevelopment models such as mixed use, office, residential, commercial/retail.

Survey of Businesses within STAR Line Area

Survey Findings:

- 71% indicated their employees would use the STAR Line station.
- 57% indicated some employees currently use public transit and/or car pool.
- 14% indicated they offer employees a shuttle service to other existing transportation facilities.
- 36% indicated they would provide a shuttle service for their employees.
- 7% indicated that they do not provide their employees with any incentives to use public transit.

Survey of Top 10 Employers within the Village

Survey Findings:

- 57% indicated employees would use the STAR Line station.
- 71% indicated some employees currently use public transit and/or car pool.
- 14% indicated they offer employees shuttle service to other existing transportation facilities.
- 86% indicated they would provide a shuttle service for employees.
- 71% indicated they do not provide employees/tenants with any incentives to use public transit.

The following Vision Statement and Goals and Objectives serve to guide the growth and development of the STAR Line Master Plan transit area.

Vision Statement

A transit-supportive development creating a new, vibrant neighborhood for the community which encourages personal interaction and growth.

Goals and Objectives

- Obtain public input through an open and transparent planning process.
- Emphasize Public / Private partnership during implementation.
- Establish a Transit-Supportive Neighborhood which encourages high-density, mixed-use development.
- Development of housing options of various price points including the provision of affordable rental housing; taking into consideration future population/demographics.
- Efficient and functional circulation systems emphasizing pedestrians and transit access.
- Corridors and gateways enhanced through landscaping and focal points.
- Incorporate form-based zoning or other alternative land use regulations to direct redevelopment.
- Plazas, focal points and open space in strategic locations.
- Train station as primary focal point.
- Encourage energy-efficient buildings, environmentally-sensitive design and engineering to reduce environmental impacts.
- Encourage a rich vocabulary of architecture.
- Expand the Village's economic base and business opportunities.

Phase I - Station Area Development

The first phase of development includes the train station, parking lot, and access drives to the site. Two concept plans have been designed providing for safe, functional and efficient circulation for autos, buses, and pedestrians, with a focus on sustainable development and conservation. Long term, the area is envisioned to redevelop for high-density mixed-use development, including a new station. However, if there is immediate interest from a developer in implementing the long term vision, then the station area may develop as part of a mixed use building with incentives such as a density bonus to the developer to construct the station.

The proposed location for the train station is the undeveloped portion of land (4.5 acres) at 425 E. Algonquin Road, which is an office/warehouse facility. In July, 2006, the Village designated the site as Government on the Village's Comprehensive Plan and amended the Official Map placing a reservation on 4.5 acres for future government use. A pedestrian bridge would connect the station with the platforms, which are proposed to be located in the center median of I-90. The Tollway Authority has indicated a need for additional right of way for the station area platforms/rail, therefore, the Village should reserve approximately 27 feet adjacent to the Tollway for future dedication. Metra requests that communities plan to be able to provide 1,250 commuter parking spaces at full build-out of new stations. This requirement may increase or decrease pending the results of the ridership modeling currently underway in the Alternatives Analysis. Commuter spaces can be provided in either surface lots or structured parking and may not need to be constructed for opening day. Also commuter parking requirements can be provided in cooperation with Elk Grove Village thus providing parking on both sides of I-90.

Concept Plan

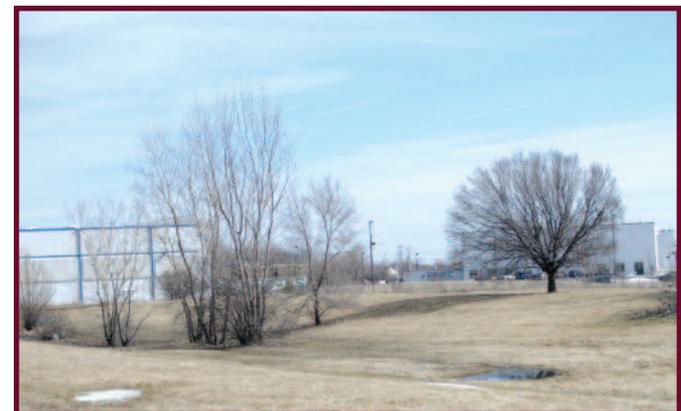
- 2,500 square foot train station incorporating green technology/conservation measures
- 286 surface parking spaces (Concept I); 587 spaces (Concept II)
- Storm water detention to accommodate existing detention and proposed detention
- Site to include covered pick up and drop off area and bus stop/shelter
- Site furnishings to include brick paver cross walks/sidewalks, decorative lighting fixtures, landscaping
- Parking lot lighting powered by solar energy; landscaping to be irrigated with rain water cisterns
- Closer in parking spaces equipped with electrical outlets for hybrid vehicles to recharge batteries
- Preliminary Cost Estimate: Concept I : \$5.40M to \$5.70
 Concept II: \$6.85M to \$7.15M



Phase 1 Station Area - View West From I-90 Tollway



Phase 1 Station Area - South View

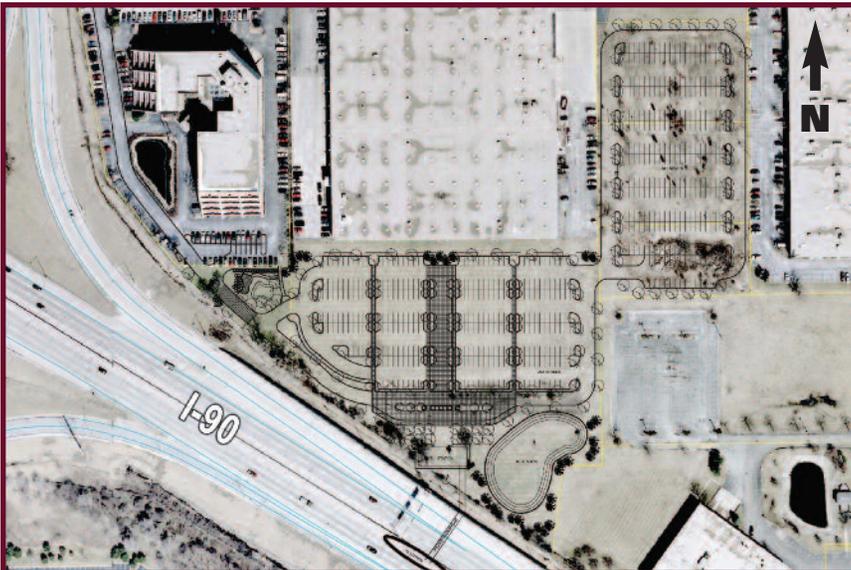


Phase 1 Station Area - East View

Concept 1



Concept 2



Access Points



Constraints / Issues

In developing a station area plan, several issues and constraints were identified. The primary issue is providing access for buses, autos, and pedestrians/bikes. The station site does not have direct access to Algonquin Road, therefore access would have to be secured from property owners to the north and northwest of the site. The preferred access is a connection to the private drive which currently provides access to the traffic signal at Algonquin Road and Tonne Drive for the Daily Herald and the Lincoln Atrium East office buildings. This would require negotiation of an access easement, or possibly acquisition of this drive as a public street. Alternative access points include the existing drive aisles along the west and/or east sides of the 425 E. Algonquin parking area. The Village should designate these three access options on the Official Map. Additional constraints and issues are outlined as follows:

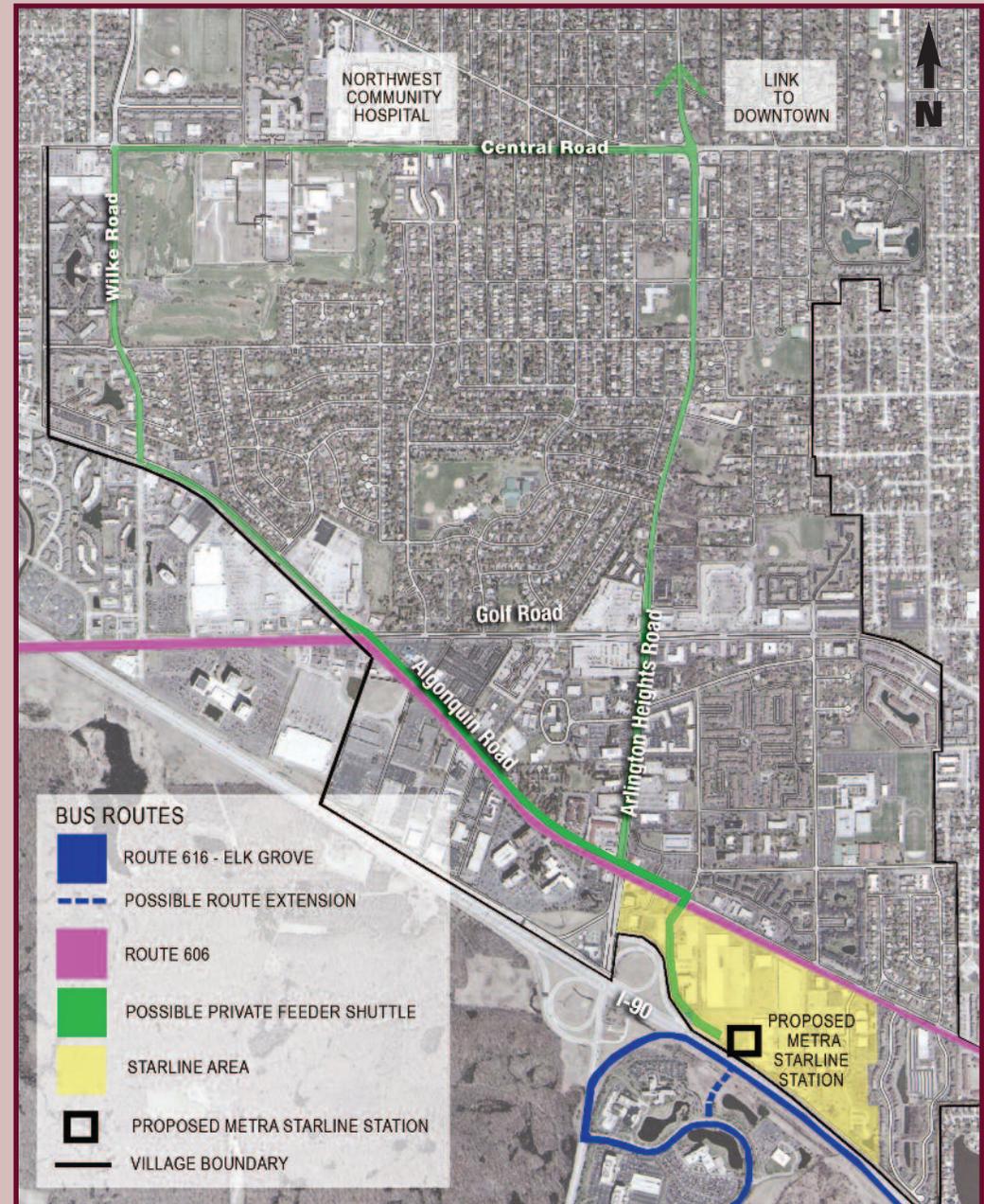
- **Access:** As described, access is the primary issue/constraint facing implementation of this plan.
- **Storm Water Detention:** Need to provide detention for parking lot and station area, as well as existing detention on-site.
- **Funding:** Costs to implement the Phase 1 development plan range from \$5.40 to \$7.15 million (2009 dollars), and does not include access costs. Sources of funding may include Village of Arlington Heights, Pace, State and Federal grants, and Tax Increment Financing.
- **Topography:** The site is approximately 15 feet below the grade of the Tollway, therefore stairs and elevators will likely be required to access a pedestrian bridge to the platforms. 27 feet should be reserved for additional Tollway right of way.
- **Traffic:** As expressed in interviews with current businesses and recent traffic studies, the left turn out at the Tonne Drive traffic signal can get backed up due to traffic on Algonquin Road. However congestion peaks from 5:00 pm to 5:30 pm. STAR Line traffic will likely occur later as it will take time for those who park at the station to depart work and take the STAR Line to the station. Also those who park at the station will not arrive to the station at the same time so traffic will be dispersed.

Process to Implement Phase I Plan

- 1.) Adopt Master Plan.
- 2.) Site Reservation – previously adopted; additional reservations for parking and access required.
- 3.) Acquisition – funds for acquisition and development have been designated in the Capital Improvement Plan as an unfunded project. Once the STAR Line is a certainty, the Village will need to obtain an appraisal and initiate an offer for land and access.
- 4.) Funding – cost of acquisition and construction to be included in a future fiscal year budget. Village to investigate other sources of funds for project such as cost sharing and grants.
- 5.) Design / Construction Timing – will depend on status of STAR Line implementation.

Transit to STAR Line – How Do You Get There?

The ultimate vision envisions people taking advantage of the STAR Line by walking, taking the bus, bicycling, van pooling/shuttle service and driving (car pooling and single occupancy). Pedestrian access to the site must include clearly defined and direct walkways/bikeways, and improvements to crosswalks and signals along Algonquin Road to allow safe crossing. Pedestrian access to the station from the west across Arlington Heights Road will be challenging given the intersection configuration at Algonquin Road, which is 9 lanes wide on all four legs. Given the constant turning movements at this intersection, a pedestrian bridge is the safest alternative, although timed cross walks should be investigated first to determine if that option is feasible. With several hotels located within one-half mile of the station, a private shuttle bus/van could be coordinated among the hotels to transport guests to and from the station. In addition, Pace suburban bus has existing routes servicing the south end of town east to west along Golf Road and another along Algonquin Road. Presently there is no north to south route which could connect to the STAR Line station to residential and employment areas, and the downtown/Metra station (NW line). Discussions with Pace officials indicated the possibility of existing routes diverting to the station area. Another option to explore is a new feeder route in Arlington Heights (see map). Additional bus routes should also be explored with Pace to maximize the benefits of the STAR Line.



Long Range Vision

A conceptual development plan has been designed to articulate a long term vision for the area, including how growth and development should be phased. This section of the Master Plan addresses the various components of the vision including:

- land use
- zoning
- parking/access
- urban design/environment
- housing
- transit
- funding
- infrastructure
- implementation

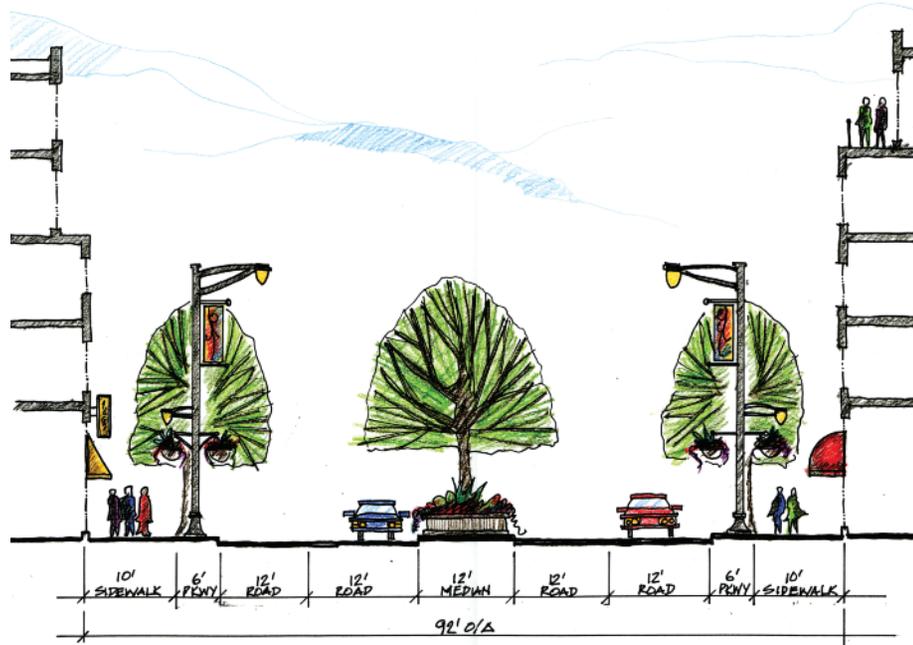
The plan is predicated on construction of the STAR Line including a station at the proposed location in Arlington Heights, which is the key component of the vision. Projections on ultimate build out have been estimated, but it is important to keep in mind that these projections are less important than the general vision and goals of the plan. The concept presented is intended as a guide for future growth based on sound planning principles, with the primary focus on transit and transit supportive development.

Transit Supportive Development

A transit-supportive development is a mixed-use residential and commercial area designed to maximize access to public transit, and often incorporates features to encourage transit ridership. A transit-supportive neighborhood typically has a center with a train station surrounded by relatively high density development with progressively lower density development spreading outwards from the center. Development is generally located within a radius of one-quarter to one-half mile from the transit stop, as this is considered to be an appropriate scale for pedestrians. Transit supportive development contains specific features that are designed to encourage transit use and differentiate the development from urban sprawl. Examples include mixed-use development that will use transit at all times of the day, excellent pedestrian facilities such as high-quality pedestrian crossings, narrow streets, and reduced amounts of parking.

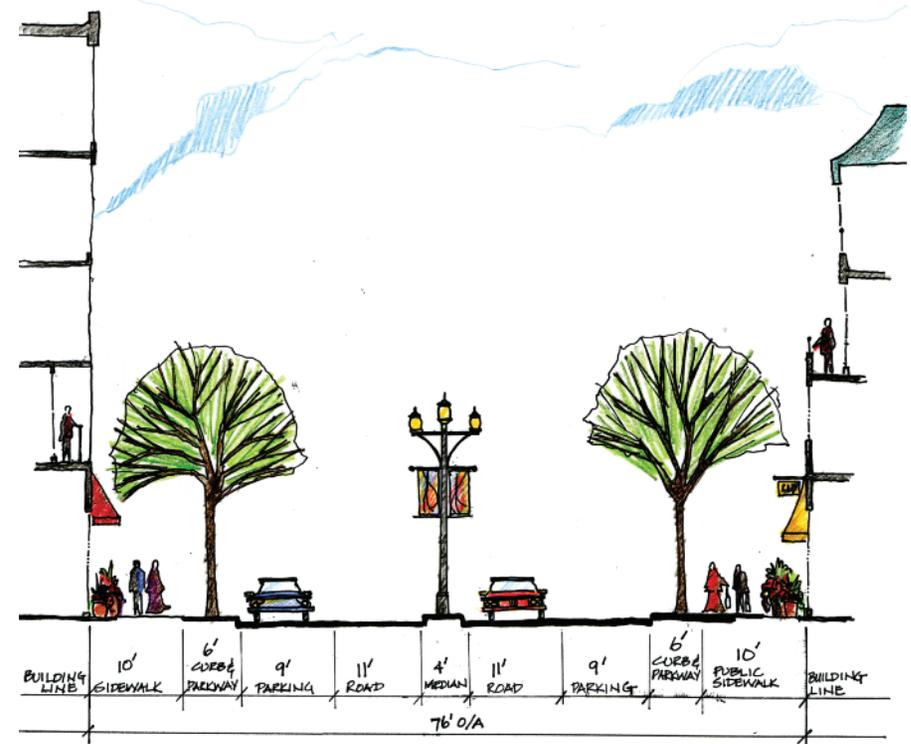
Street Network

The proposed street network is organized into a hierarchy of streets, with a primary ring road and a secondary set of streets that form a grid pattern (see page 15). This organization of primary and secondary streets correlates to developable block sizes and to a large extent current property lines and ownership. The ring road (depicted as green) would be the primary access drive to Algonquin Road and Arlington Heights Road, and would expand on the current driveway network. Primary access points to Algonquin Road would be at two existing traffic signals located at Tonne Drive and Goebbert Road. The cross section is designed to include a center landscaped median with two traffic lanes in each direction and dedicated left turn lanes to accommodate heavier traffic volumes. Critical to the development of the ring road are the procurement of necessary easement agreements from property owners, and IDOT approvals.



The secondary streets (depicted as blue) are scaled to be more pedestrian-oriented similar in character to downtown Arlington Heights. Cross sections include one lane in each direction with parallel parking on both sides and wide sidewalks. The secondary street encourages street connectivity for traffic flow and to help create a pedestrian-friendly, walkable neighborhood at a human scale. Block sizes are established by the secondary streets and are spaced to accommodate blocks large enough for mid to high rise mixed-use development. Also, a third traffic signal is proposed at the mid point between these signals, providing access to the core development area.

Also suggested is an underpass beneath I-90 just east of the train station site which would connect to Elk Grove Village and provide an alternate access to I-90 via Arlington Heights Road.



Street Hierarchy



Land Use

The transit area has been segmented into three sub areas: The Gateway, designated in red; The Core, designated in blue; and The Transition, designated in yellow. Although interrelated, each sub area is unique in purpose as described as follows.

Subareas

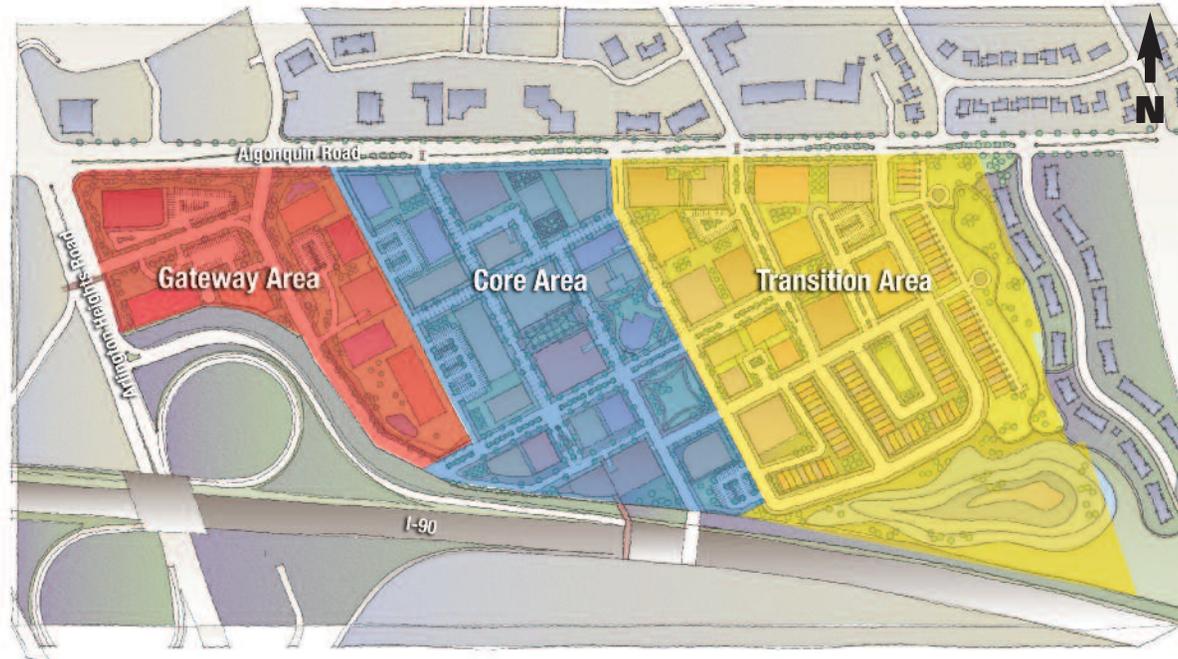
The Gateway is an area characterized by more of a suburban business park land use pattern, with wide boulevards for vehicular access, generous building setbacks, some surface parking, and primarily office, hotel and possibly cultural buildings such as a children's museum. Retail components may be considered as well. As a Gateway from I-90 into the Village and STAR Line area, the Gateway provides an opportunity to make a statement about the community. Like the other subareas, development should be intense in order to attract developers and to take advantage of the transit station.

The Core is characterized as more urban / downtown, with mixed land uses such as office, residential and commercial. In addition, institutional uses may be considered such as assisted living, health centers, recreation centers, and graduate/post graduate level educational uses. The Core could also include cultural uses as well. Streets are aligned on a grid pattern with generous

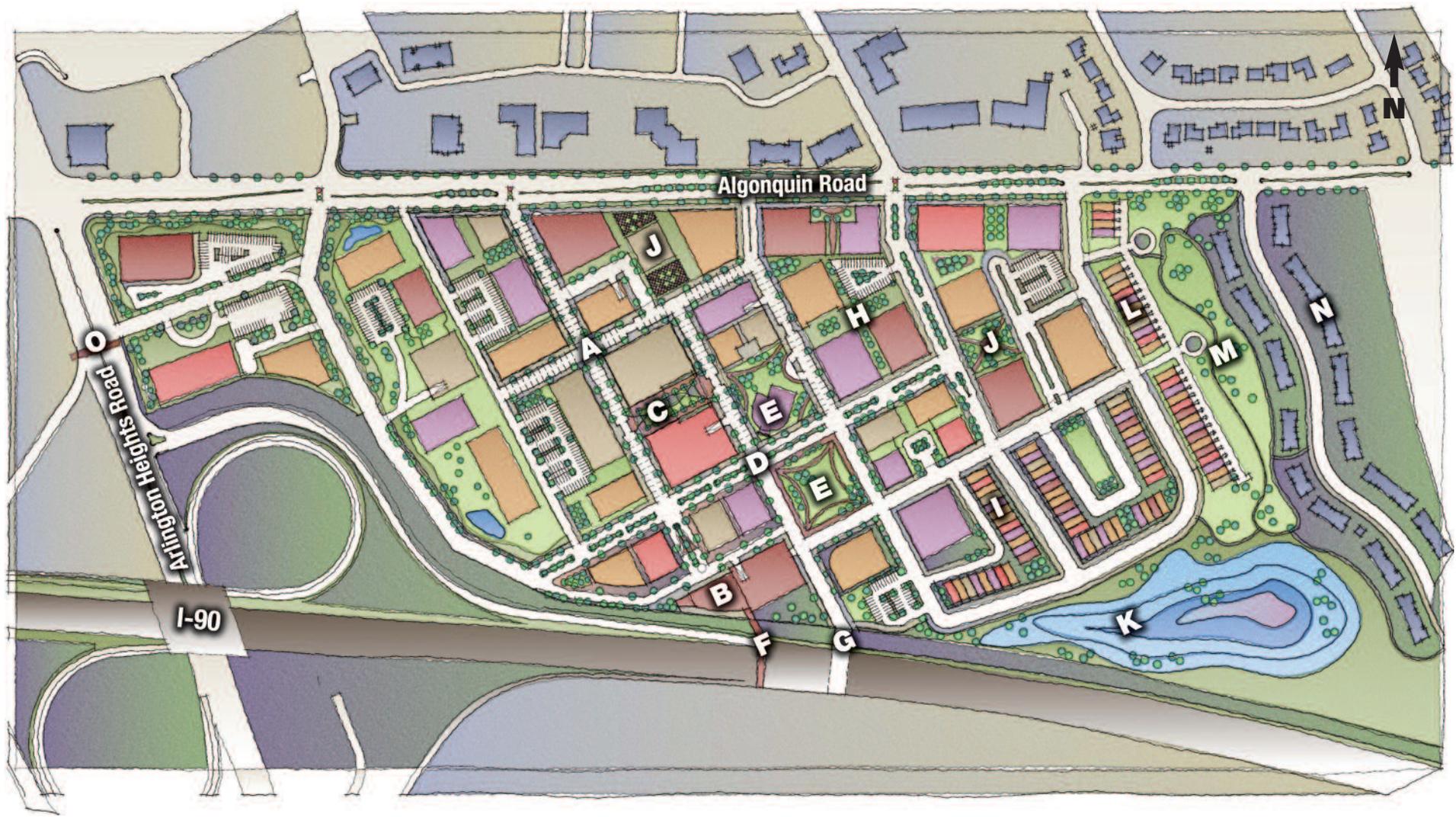
sidewalk widths to enhance the pedestrian experience. Plazas connecting the blocks place an emphasis on pedestrians versus autos. Loading and truck traffic shall be separated from pedestrians and placed in the rear of buildings with separate access. The primary focus of development in the Core is the STAR Line station towards the southern end. Development intensity should be high to again take advantage of access to the STAR Line station. Building design should maintain pedestrian scale by incorporating upper level setbacks, plazas, and walkways. Commercial uses shall be required on the first floor to create a mixed use, vibrant area with restaurants, services, and retailers.

The Transition provides for a less dense development pattern than the Core, and although it may include a mix of uses, the primary focus should be residential. This area should serve as a transition from the higher density core to the lower density developments to the east and northeast of the STAR Line area. Development may consist of mid-rise buildings to rowhomes.

With respect to phasing, it is recommended that development of the Core and Gateway shall be substantially developed prior to the Transition given existing property ownership, age of buildings, current uses, and proximity to the train station site.



Long-Term Vision Plan



- | | | |
|-------------------------------|--|-----------------------------|
| A. Main Street Retail | F. Bridge Connection to Platforms | K. Detention |
| B. Train Station | G. Underpass | L. Rowhomes |
| C. Urban Promenade | H. Housing/Multi-Family | M. Bike Path/Trail |
| D. Boulevard | I. Rowhomes | N. Existing Housing |
| E. Museum/Central Park | J. Focal Points at End of View Corridor | O. Pedestrian Bridge |



View looking west From I-90 Tollway



View looking towards Train Station



View of Central Park and Museum

Build out Projections

Projections have been developed for employment, population, housing units, and commercial square feet at various time intervals: 10 year, 15 year, and 25 year. Many assumptions are made with respect to density and building heights, allocation of building square feet for office, hotel, retail/service/cultural, and residential. Allocation of buildable area in the Gateway is 100% commercial (hotel, office, cultural); in the Core the allocation is 52% residential, 35% office and 13% retail/service/cultural. The Core allocation of residential and office is based on 60% of the upper levels (level two on up) developing as residential and 40% of the upper floors developing as office. This figure is not meant as an absolute as market demand will influence these figures, however, it is important that in order to create a transit supportive district, the area should have a significant residential component. A strong residential component will also keep the area active into the evening, and also allows for sharing of parking and reduced traffic impacts when compared to offices. The Transitional area is 100% residential. The following chart represents the conceptual use allocations at build out.

Currently, there is approximately 430,000 square feet of office in the STAR Line plan area, and a total of 1.4 million square feet of total building area.

Population and employment projections have been estimated based on the conceptual allocations at build out. Population figures are based on standards outlined in the Village's Land Dedication Ordinance, which includes population projections by dwelling unit type. Employment projections are based on industry standards for office, hotel, and retail / service uses.

Employment Projection: 4,800

Population Projection: 2,755

	Leaseable SF			Total	Parking SF*
	Gateway	Core	Transition		
Office:	580,000	775,000	0	1,355,000	665,000
Commercial:	75,000	290,000	0	365,000	280,000
Hotel:	225,000	0	0	225,000	40,000
Cultural:	0	23,500	0	23,500	15,000
Residential:	0	1,165,000 (850 units)	1,500,000 (1,020 units)	2,665,000 (1,870 units)	710,000
Total	880,000	2,253,500	1,500,000	4,633,500	1,685,000

* Parking based on structured parking and parking demand in a transit area.



Massing Model Looking North from I-90 Tollway

Zoning

Zoning regulations specific to transit supportive development will need to be adopted as an implementation action pursuant to the Master Plan. Once funding has been approved for design engineering of the STAR line, the Village will then need to begin the process of drafting zoning regulations and adopting said regulations. It is premature to adopt new zoning regulations based on transit area development until such time the STAR Line is a certainty. However, if the STAR Line project does not move forward, the Village should evaluate new zoning regulations to encourage redevelopment of the area. Without transit, less density could be supported and more parking would be required, but the general plan would remain.

Issues to address through zoning regulations include land uses, building height, floor area ratio (density), parking, setbacks, design and dedication of land for public uses. Several of these components have been thought out with respect to future zoning changes and are presented in the Master Plan as policy guidelines for future zoning actions.

Current Zoning

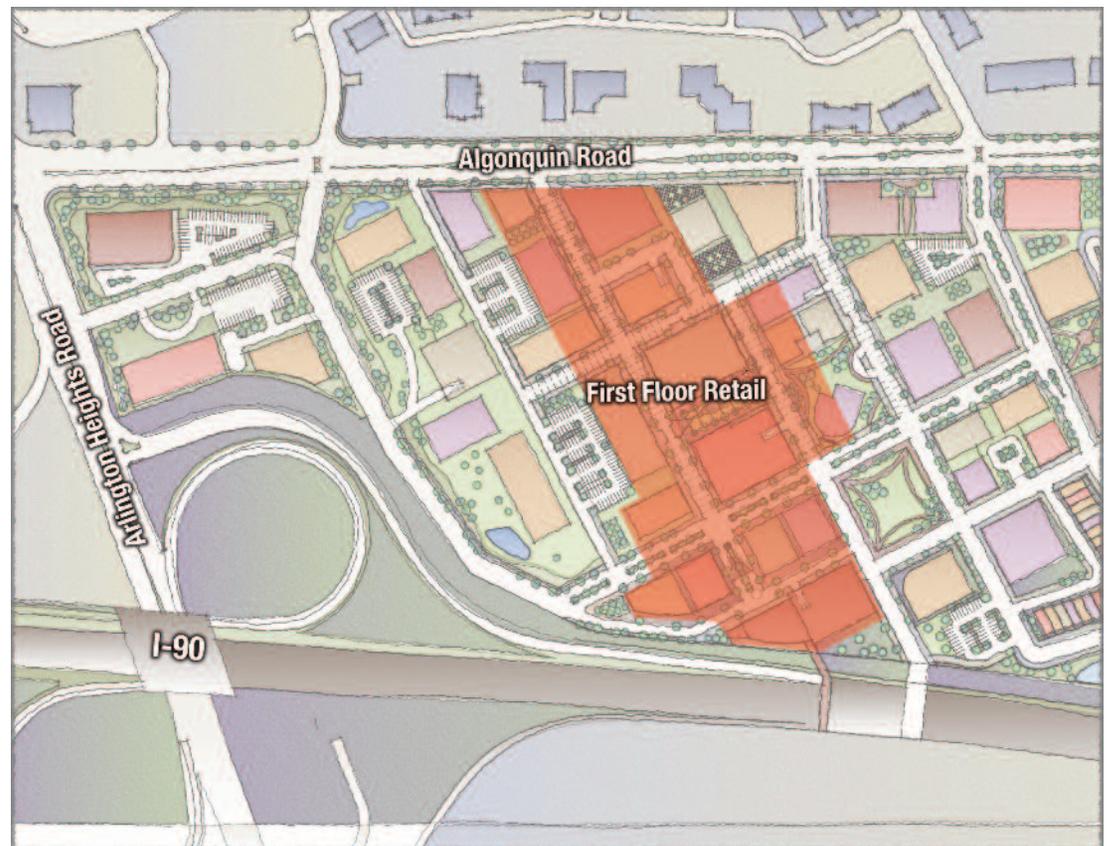
Much of the area is zoned M-2 manufacturing/warehousing, although properties fronting Arlington Heights Road are zoned B-3 commercial. There are no height limits in either zoning district, but the floor area ratios are limited to 250% for M-2 and 350% for B-3. Residential uses are not allowed in M-2 and are allowed to a very limited extent in B-3. Therefore in order to implement the Master Plan, a new zoning district and classification should be written expressly for the transit area.

Zoning Classification

As mentioned, a new transit supportive zoning district should be established in Chapter 28 of the Municipal Code. It is recommended that all new development in the transit district qualify as a Planned Unit Development, therefore, all development will be subject to Plan Commission review and Village Board oversight/approval. Requiring a PUD for development is critical to monitoring the growth and development of the area, in particular traffic and parking, and land use allocation (amount of office, commercial and residential).

Land Uses

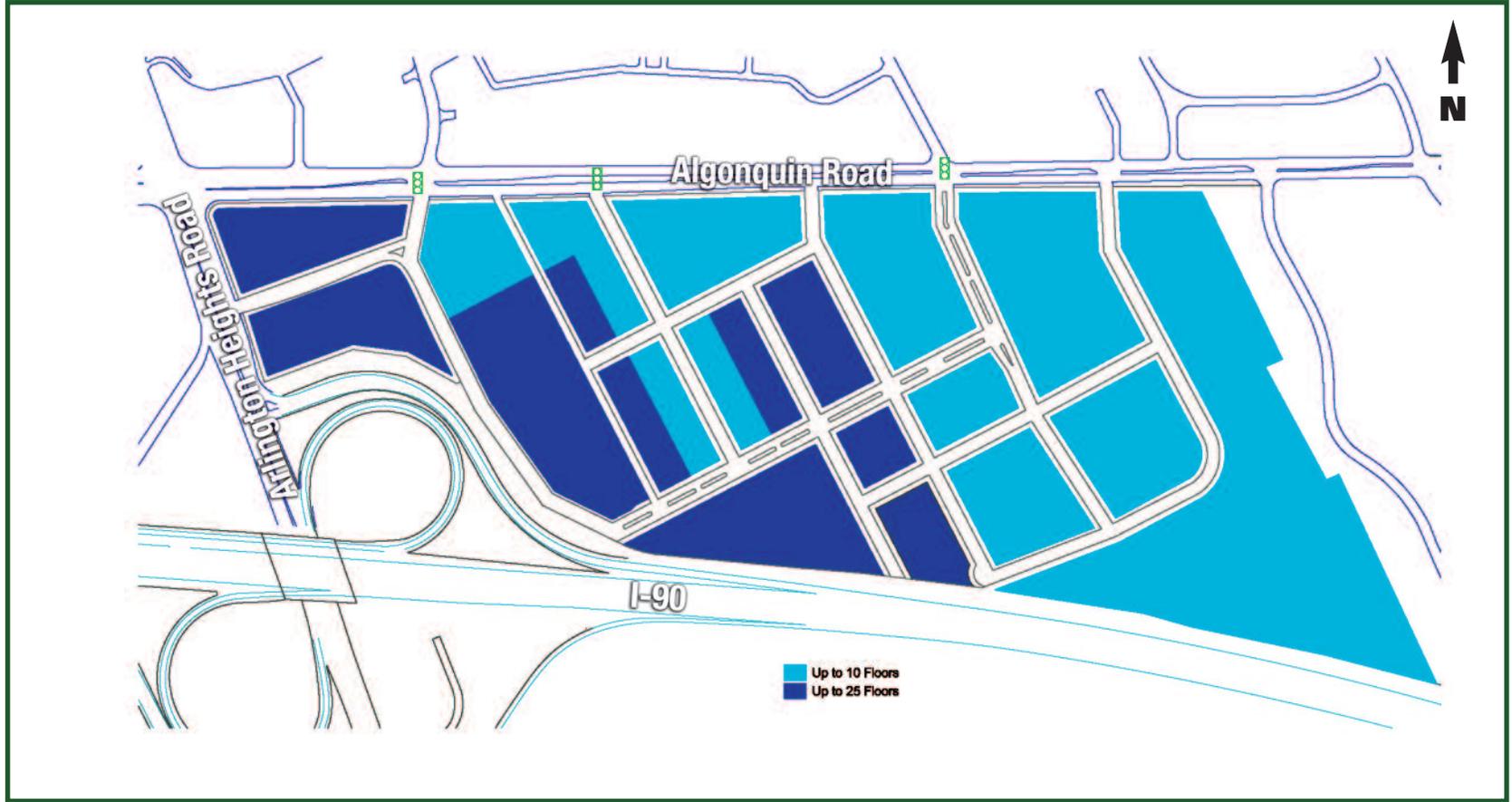
A successful transit supportive district will include a mix of uses, therefore regulations should allow for flexibility to build office, residential, commercial and cultural / institutional facilities. In the Core, it is important to require commercial / service uses on the first floor to create a vibrant, mixed use area. Certainly there can be flexibility for office lobbies and cultural/institutional uses, but for the most part the Core should provide for a full mix of uses and opportunities for businesses to service the area, again taking advantage of the STAR Line station and redevelopment. First floor commercial should be encouraged in the Gateway as well, although not mandated.



Building Height

Costs to redevelop the area will be high, so the Village needs to encourage redevelopment by allowing higher densities. It is important to keep in mind that due to market conditions and Village zoning oversight/approval, not all property will be developed to the maximum heights. Downtown Arlington Heights is a good example where 140 feet (13 floors) is allowed throughout downtown, yet only two buildings are at the maximum. Also, the Village should evaluate incorporating a height bonus system so that developers are required to provide certain amenities in order to develop to the suggested heights. The plan allows for greater heights up to 25 floors in portions of the Gateway and Core areas to encourage high density mixed use redevelopment, with lower heights, up to 10 floors, along Algonquin

Road and in the Transition area. Also, lower heights are suggested along the main street running North-South through the Core. The reasoning for lower heights is to maintain a more pedestrian character along the North-South main street, which terminates at the train station. Along this corridor, building height should be no more than 10 floors, however, architectural design should encourage upper level setbacks and recesses in the building facade to break down the building massing at the sidewalk/property line. In addition, minimum heights should be incorporated into the plan so as to prevent suburban strip-like development which underutilizes land and is counter to developing a high density, mixed use development. Minimum heights in the Gateway and Core should be five floors and in the Transition, three floors.



Floor Area Ratio

If FAR is used to regulate density, then in order to allow for significant heights, floor area ratios will need to be generous enough to allow for greater densities. However, in the downtown there is no floor area ratio. What limits density is building height, parking, and minimum lot size requirements per dwelling unit. The downtown allows from 85 to 145 units per acre depending on unit size (based on number of bedrooms). Similar regulations to downtown should be incorporated, although exact regulations will need to be studied in detail as part of a transit supportive zoning district. For commercial and office development, building heights and parking could determine density as they do in downtown, however, FAR's should be explored as well.

Parking

Parking requirements in a transit area should be reduced based on anticipated transit ridership. Models from other communities and industry standards should be investigated, however, the parking model developed for downtown Arlington Heights has proven to be effective and accurate. In the mid to late 1990's when the Village was evaluating three new developments in downtown, a traffic and parking consultant was hired to advise the Village. A shared parking model was developed, which reduced anticipated parking demand by 40% given access to transit and shared parking concepts. In a mixed use development, employees and commuters can occupy parking during the day, and at night, those spaces become available for residents who live in the transit zone. This greatly reduces parking demand. Parking needs for the STAR Line plan area is discussed in more detail later in this plan.

Setbacks

Buildings in the Core should be built to the property line / sidewalk at street level, although some flexibility should be allowed for architectural design and plaza space. Setbacks in the Gateway and Transition should allow for flexibility depending on the lot dimensions and use proposed.

Dedication of Land for Public Uses

The Village currently requires land dedication or fees in lieu of for parks and schools for all new residential housing units. The Village should evaluate as part of new zoning regulations additional impact fees for the provision of public spaces, public parking, roads, and utilities on all new development in the STAR Line plan area. Details would need to be evaluated as part of new zoning regulations. Fees could be based on square feet of building, or land could be dedicated for public uses.

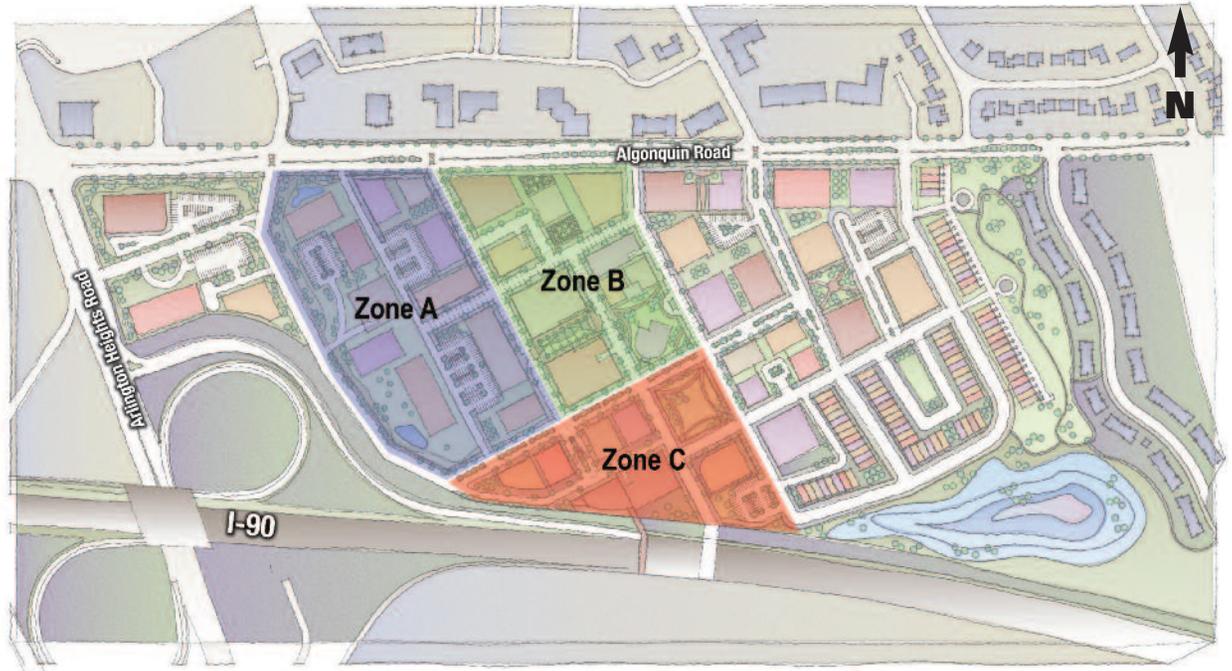
Parking

The amount of parking provided in a transit supportive, mixed use development is substantially less than normally required in a suburban environment. For example, parking in downtown Arlington Heights is provided at 60% of the levels required for the remainder of the Village given the proximity of development to the train station and the mixed uses. Required parking is reduced as transit is an option to driving. Also, with a mix of uses, parking spaces can be shared among the various user groups depending on when the spaces are needed by that user group. Therefore, a model of total parking required at ultimate build out has been developed, taking into consideration mixed use development, shared parking, and access to transit. Parking is provided at 60% of typical suburban standards. Assumptions are made regarding the amount of public vs. private parking, and the number of commuter spaces. For reference, downtown Arlington Heights includes 2,500 public garage parking spaces.

Public parking garages may be developed as an integrated part of the private buildings, or as stand alone structures. Either way, garages shall be designed to include first floor commercial spaces along commercial corridor frontages. The location of public parking shall ultimately depend on the developments planned, although parking should be dispersed throughout the Gateway and Core areas in parking zones illustrated on the map. Ownership of parking garages could be 100% private as well (no publicly owned garages), but each developer would be required to enter into a long term agreement to provide parking for public and private purposes. If the Village does own parking facilities, strong consideration should be given to hiring a private firm to manage the parking facilities.

Facility	# of Spaces	Uses	Location
Public* Garage	3,750	Mixed Use (residential, office, commuter, employee, shopper)	Gateway and Core
Public On Street:	300	Shopper (short term)	Core
Private Garage:	2,000	Residential only	Transition
Private Lots:	250	Office / shopper	Gateway and Core
Total:	6,300		
Assumptions:			
Commuter Parking:	1,250 provided in public* garages		
Office Parking:	100% public* garages		
Residential Parking			
Core:	50% private garages; 50% public* garages		
Transition:	100% private		
Shopper Parking:	Public* garages; public on-street; private lots		

**Ownership: Assumes public ownership of 3,750 spaces, although these could be privately owned and operated pursuant to long term agreements*



Parking Area Zones

Traffic

A necessary implementation action is the hiring of a traffic consultant to evaluate the impacts of the transit supportive development plan. Aspects to evaluate are current traffic conditions, current access, potential access improvements, current and future trip generation, and impact of transit on trip reduction. Currently, the Arlington Heights Road / Algonquin Road intersection operates at a poor level of service during the evening peak hour. This is due to regional traffic and traffic generated from existing development in the STAR Line area. This impacts traffic attempting to leave the office area (Paddock Publications) via Tonne Drive as left turns out to travel west are difficult given backups on Algonquin Road (left turn lanes accessing the Tollway) and given back-ups on the I-90 ramps. Within the next five years, the Tollway Authority plans to construct a full access interchange east of Arlington Heights Road likely at Route 83 (although others are being considered), which will be the only other full access interchange between Route 53 and O'Hare. This improvement should alleviate traffic on Algonquin Road as the new full access interchange will provide an alternative for traffic generated in Mount Prospect and Des Plaines (Arlington Heights Road currently provides the only west bound access to I-90 for the industrial park near Route 83 and Algonquin Road). Also the Tollway Authority has planned a major reconstruction for I-90 from O'Hare to Route 53, which may provide new opportunities for enhanced access into the STAR Line plan area. In discussions with the Tollway, the Village presented a concept where an underpass would be constructed to access the office park in Elk Grove Village. This would allow traffic an alternative to gain access to the Tollway via Arlington Heights Road south of the Tollway. The Village would have to pay 50% of the cost. This concept would have to be approved by Elk Grove Village.

As the STAR Line area redevelops, each development will need to provide detailed and current analysis of traffic impacts as part of the approval process. Certain improvements may need to be in place (such as the new full access interchange to the east), in order for development to proceed past a certain point. As each project will require a Planned Unit Development, projects will be evaluated for traffic and parking impacts and may need to be adjusted. Land use allocation (office vs. residential) will also have an impact on how much can be built as the two uses differ in their impacts on traffic and use of transit. Residential has less of an impact at peak hours than office development as trips generated by residential are more dispersed over time whereas office generates trips in a much narrower time frame (i.e., everyone leaves at 5:00 pm). Although the amount of auto trips will be significantly decreased with transit, there will still be a significant traffic impact on the area. The Village will need to closely monitor conditions at the time of development and evaluate new development carefully to ascertain the level of building the area can support.

Housing

All too often communities lack housing diversity. Beyond the question of equity, a lack of housing options has significant economic impacts – workers cannot live near their jobs, congestion increases, and retail dollars are spent elsewhere (1). The STAR Line provides a great opportunity for the Village to work with developers on the provision of new housing at various price points including affordable rental units, which are needed in the region. The Affordable Housing and Planning Appeal Act mandates that municipalities with less than 10% affordable housing develop a plan to bridge the gap. 2000 Census data indicated that the Village was above the 10% mandate, however, it is likely that the 2010 Census data will indicate a decrease in the amount of affordable housing to less than 10%. The Village has been proactive in addressing this issue and in 1998 adopted the following for all new multi-family housing planned unit developments:

It is the policy of the Village of Arlington Heights to promote adequate housing for all the community's people; to create and/or maintain sound viable neighborhoods, to meet the needs for housing by increasing the number of housing units for low and moderate income families and individuals, and to expand housing opportunities for all members of the community.

The Village's Multi-Family Affordable Housing Toolkit suggests a minimum number of affordable units depending on development size. Assuming a typical development, 15% affordable is suggested. Build out projections for the area estimate 1,870 units, therefore applying the 15% rate, 280 units would be affordable. 1,590 units (85%) would be at market price points.

Village Housing in 2000

Unit Type	Total	Affordable	
Owner occupied	23,608	3,100	10%
Renter occupied	7,155	1,900	25%
Total	30,763	5,000	16%

(1) Housing 1-2-3; CMAP, MPC, Illinois Housing Council, metropolitan Mayor's Caucus.

Housing constitutes 55% of the transit development plan at build out, and is therefore a critical component of the plan for the following reasons:

- Housing near transit helps sustain the area by providing ridership and by supporting employment, retail, and amenities offered in the area.
- Residents living within one-half mile of a train station (the transit zone), are five times more likely to use mass transit than other persons in the community.
- In order to establish a successful transit supportive neighborhood, consideration must be given to planning for housing opportunities for populations that are attracted to living near transit.
- Development of housing options of various price points including the provision of affordable rental housing, is important not only to the Village, but the region as well.
- Demand for apartment and condominium style housing near transit will continue to increase given projected demographic changes and housing preferences.
- Household types attracted to transit zone developments are typically single/smaller households, couples with no children, and senior citizens.
- Due to demographic trends housing demand will shift to denser housing with a higher demand for rental units.
- Although there has been a significant increase the past 15 years in the percentage of home ownership, the current housing/credit crises and longer term impacts may reverse this trend.
- The long term vision plan estimates that the area could include approximately 1,870 housing units at build out (year 2040). The provision of housing in the core area is estimated at 850 units and in the transition area 1,020 units. Since the core area is expected to develop prior to the transition area, the estimated 880 units could be completed by 2030.

Comparison: Number of Housing Units

	Core Area	Transitional Area	Total
Downtown: (actual)	1,115 units	575 units	1,690 units
STAR Line: (conceptual)	850 units	1,020 units	1,870 units

Design

Architecture and urban design must be exceptional in order to create a unique place which is vibrant, interesting, and ultimately a successful transit neighborhood. Specific design guidelines should be created as an implementation action concurrent with development of new zoning regulations. These guidelines should be informed by the Master Plan including the following:

- The built environment should reflect a unique, rich vocabulary of progressive architecture which enhances the experiences of people who visit and work in the area.
- Special attention should be given to the pedestrian in both private and public spaces.
- Building design and construction shall incorporate green principles to maximize energy efficiency.
- Construction shall mitigate external noise generated from the Tollway and aircraft given proximity to O'Hare.
- Buildings should be designed to reduce massing by incorporating upper level setbacks and other architectural features.
- Architectural design shall relate to pedestrian corridors and plazas.



Example of Mixed Use Street Corridor



Example of Pedestrian Scale Plaza

Corridors and Plazas

Important components of the vision are corridor enhancements, plazas, and pedestrian access, including bike access. If crossings are designed to encourage pedestrians, they will be used and offer an opportunity to reduce traffic. Also, once within the transit area, pedestrian walkways are designed to enhance movement and to make walking and biking safer and easier. The following items have been incorporated into the plan to make the STAR Line transit area pedestrian friendly and easily accessible:

- *Plazas mid block are planned throughout the transit area to enhance the pedestrian experience by providing more convenient access and linkages within the area. The plazas also create additional ground level commercial space for retailers and restaurants. A central park is envisioned with a cultural institution, such as a museum, as an anchor and focal point.*



- *Public spaces and plazas shall be designed to encourage interaction of people.*

- *The existing bike route along Goebbert Road should be extended to Algonquin Road and west along Falcon Drive to Tonne Drive at Algonquin Road. The existing traffic signals should be modified for pedestrian activated crossing signals with countdown LED signs. Stamped concrete could be explored for these crosswalks to draw attention to the pedestrian crossings.*



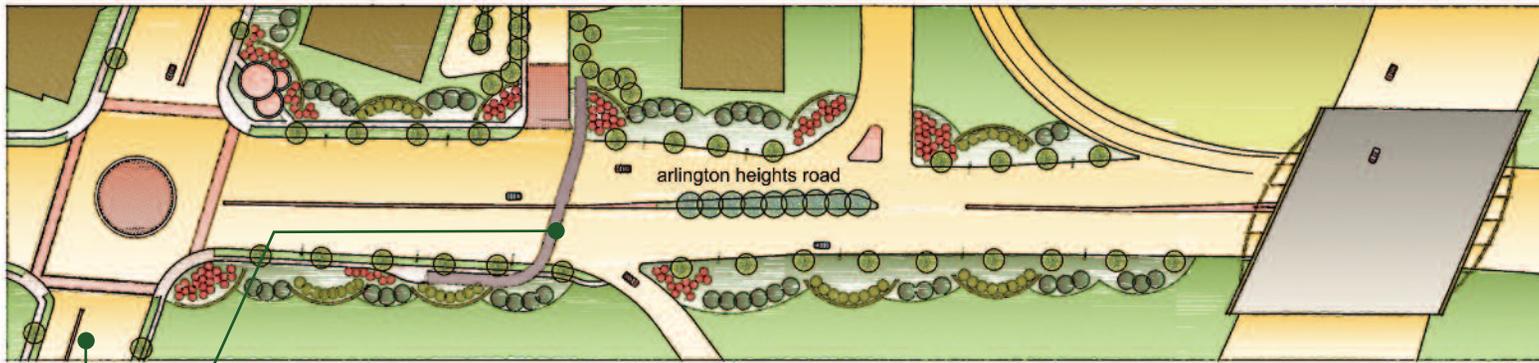
- *An extensive bike route is planned for the transit area linking to the train station and an underpass to Elk Grove Village.*

- *The vision includes designated bike lanes and paths to link the transit area to the neighborhoods to the north and west in Arlington Heights, as well as to Elk Grove Village and Busse Woods.*



An architectural feature is suggested for the I-90 overpass at Arlington Heights Road as a gateway to and from the Village's southern limits.

Arlington Heights Road Corridor

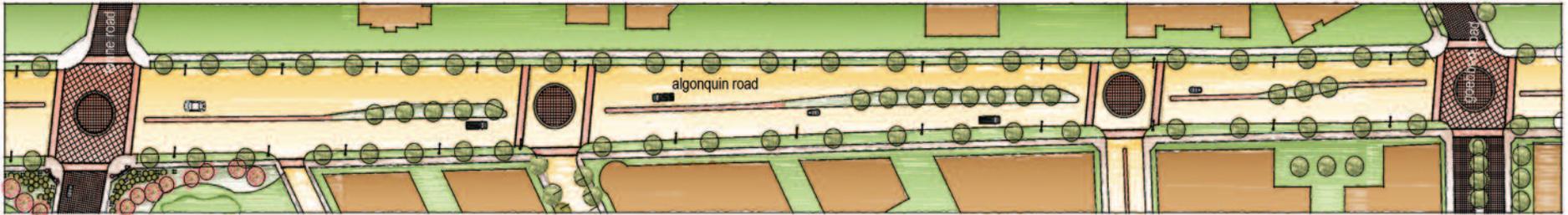


A pedestrian bridge is proposed to cross Arlington Heights Road to link the transit area to the west.



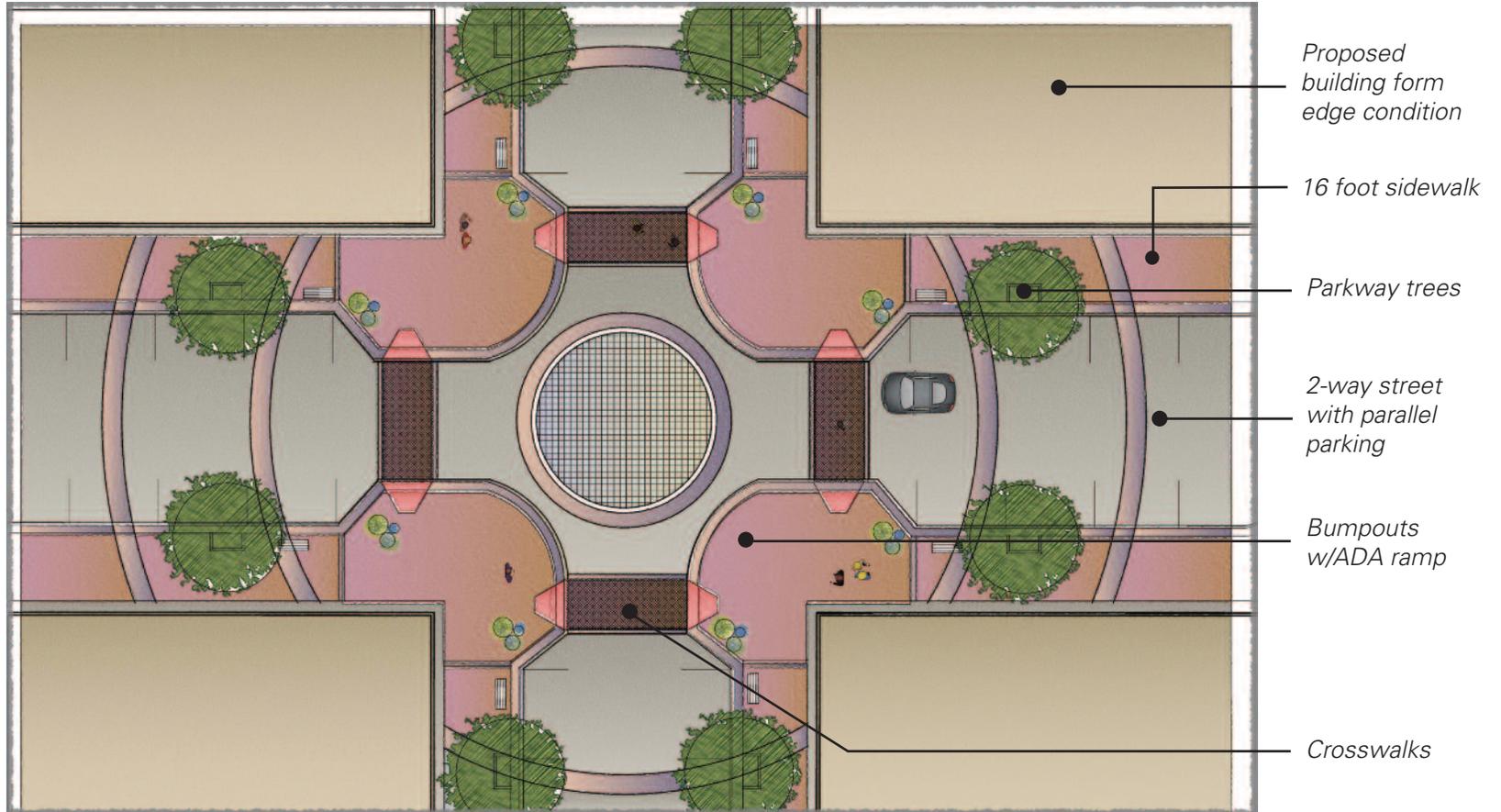
Enhanced corridors which are more visually appealing including additional trees, landscaped medians and parkways, unique street lighting fixtures, and enhanced pedestrian crosswalks.

Algonquin Road Corridor



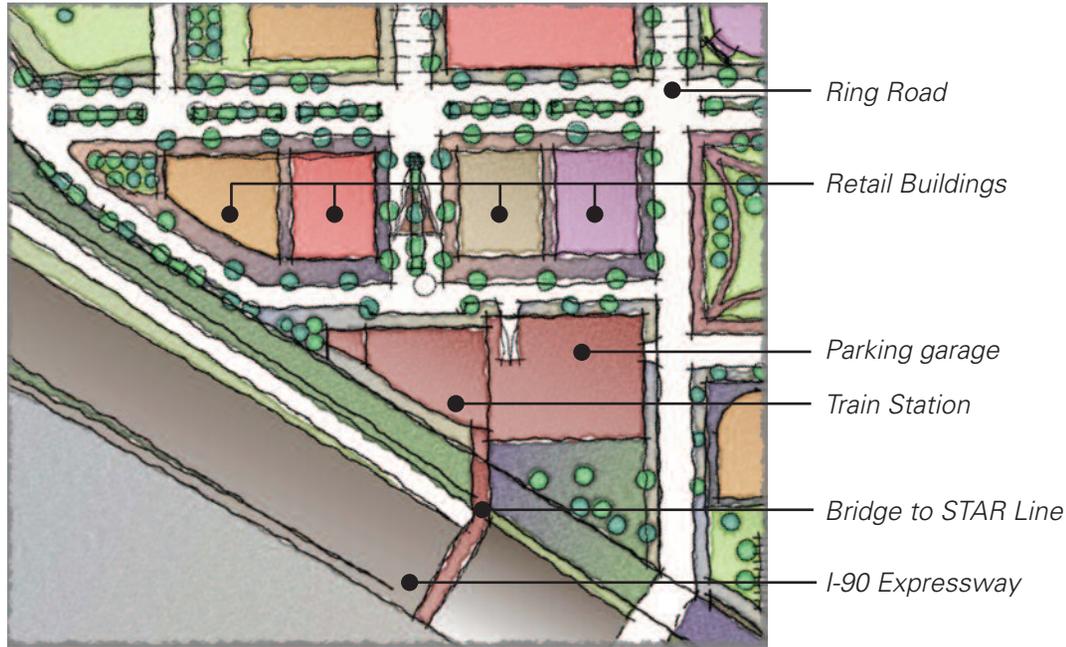
Enhanced streetscaping with emphasis on pedestrian crossings

Intersection Bump out

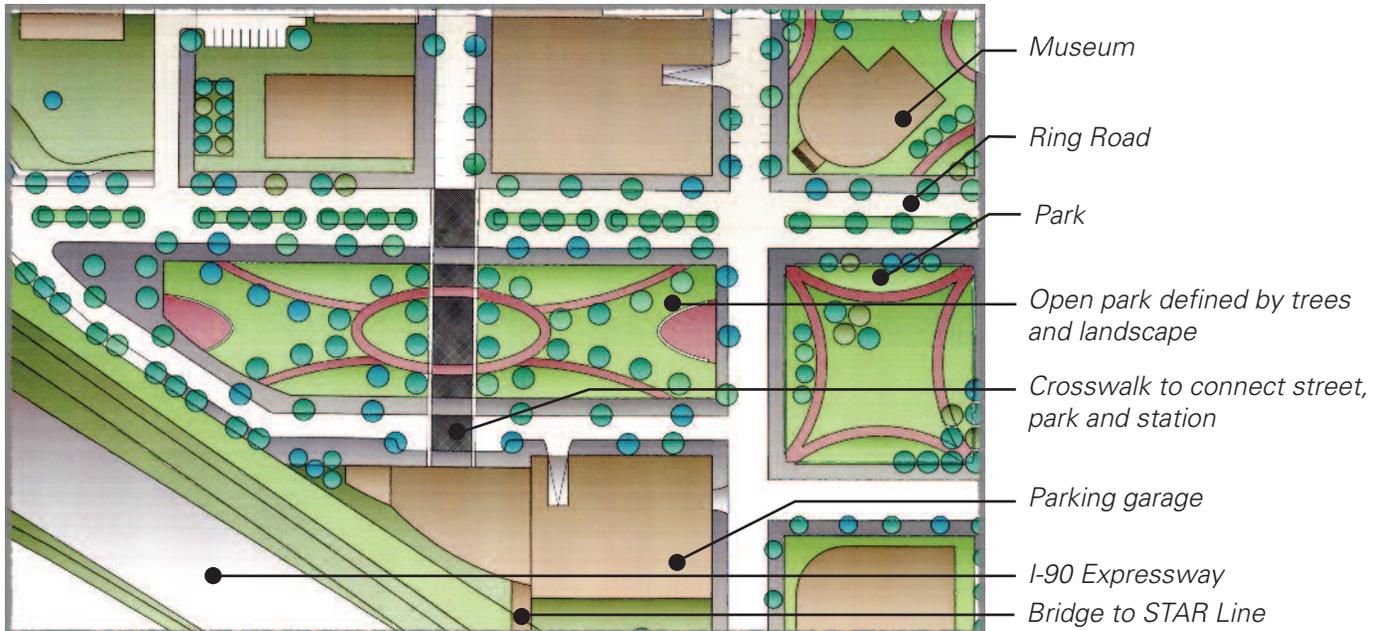


Sidewalks in the Core shall be 16 feet wide to allow for activity such as outdoor cafes, with decorative street furniture and lighting.

Train Station Site Plan



Alternate Train Station Site Plan



Sustainable Practices / Technology

Development of private and public buildings and public spaces shall take advantage of current technology to minimize environmental impacts by incorporating the most current sustainable practices for building and site construction. Principles include energy efficiency, recycling, water efficiency, indoor air quality, and waste reduction. The following are types of sustainable development practices which shall be incorporated into development in the transit area:

Building Site:

- Re-cycle any construction debris
- Use of local materials for building construction
- Use recycled materials for building construction
- Orient building north/south on site
- Orient building near public transportation
- Provide grey water
- Incorporate bike racks and paths

Energy:

- Use solar energy to supplement building power
- Evaluate wind power to supplement energy needs
- Use natural lighting and energy efficient lights
- Rooftop gardens
- Dark sky lighting

Parking Lot:

- Use solar energy to light parking lot
- Incorporate parking stations to re-charge hybrid cars
- Incorporate preferred parking spots for car pooling

Landscaping:

- Use of bio swales in parking lot
- Use of permeable pavers
- Drought tolerant and native landscape species
- Minimum use of irrigation / rain water cisterns for irrigation

Funding

The purpose of this section is to identify public projects and funding sources to implement public components of the long range vision. Cost estimates are in today's dollars, as are property and sales tax projections. This section should not be construed as a financial commitment by the Village as developers will have to share in certain costs, subject to negotiation. However, the scope of public infrastructure is significant and may exceed \$100 million.

Sources of Funds

There are at this time several sources of funds for improvements necessary to implement the vision. These include Tax Increment Financing (TIF), Special Service Area (SSA), Business District (BD), Sales Tax Revenue Sharing, Impact Fees, General Fund, and Other Government Sources such as State and Federal. A brief explanation of each is provided.

Tax Increment Financing (TIF)

TIF allows incremental property taxes generated as a result of redevelopment within a specified area to be used for development of public and private improvements in the area (TIF District). State law requires the municipality to find that the area is blighted pursuant to the criteria set forth in the statutes. An extensive public hearing process is required to designate a TIF District. If approved, a TIF district can last up to 23 tax years and is the most useful economic development tool available to municipalities. Currently, the Northwest Municipal Conference is leading an effort to amend the TIF statute to allow municipalities to designate TIF districts in areas serviced by public transit, such as the STAR Line. The proposed legislation would allow TIF districts within a one-half mile radius of the transit station and include up to 250 acres. New criteria for designating a transit oriented TIF district would supercede existing requirements. At this point the proposed legislation is moving forward. Based on the vision plan at build out, the area is estimated to generate, in today's dollars, approximately \$25,000,000 annually in property taxes (tax assumption: \$8.00 per square foot for commercial; \$5,000 per dwelling unit) and \$1,000,000 in annual Village sales taxes. Currently the area generates approximately \$3,800,000 in property taxes and minimal sales taxes. If a TIF is designated, the area could generate significant property tax increment to

assist in paying for infrastructure and other eligible costs. The Village could review this area under current TIF statute or an amended statute if approved.

Special Service Area (SSA)

An SSA is an additional tax on property located within the SSA boundaries. Taxes generated fund public improvements such as streets, sewers, and other public infrastructure. The build out projection would include almost 3.5 million square feet of commercial building. If an additional \$1.00 per square foot was assessed each commercial property, the SSA could generate \$3.5 million annually. When establishing an SSA, specific projects and costs must be known at the time of approval, including what the SSA tax rate will be for each property. If a majority of property owners object, the SSA cannot be established as public hearings are required.

Business District (BD)

A Business District is an additional sales tax of up to 1% in a specified area, which must be designated as blighted pursuant to State statute. Funds can be used for redevelopment based on a specific itemized budget. Based on the vision plan, the additional tax could generate approximately \$500,000 annually.

Sales Tax Revenue Sharing

The Village has used this tool to attract large sales tax generators such as auto dealerships and big box retailers. Although the vision plan does not advocate auto related businesses, it could be used to attract large retailers if they are willing to build in a more urban development like many big boxes are doing in Chicago. Revenue shared is a portion of the Village's sales taxes generated by that business and subject to negotiation.

Impact Fees

The Village currently requires all new residential buildings to pay a fee per dwelling unit to the elementary and high school districts, the park district, and library. The Village could also consider additional impact fees for all new development, such as a traffic impact fee, which is based on trips generated by the development. Funds could then be used to pay for new or improved streets and access in the area.

General Fund

The Village could designate the Village portion of property taxes generated by redevelopment for improvements in the area. At build out, the Village portion of property taxes is estimated at \$2.5 million annually, compared to \$480,000 in 2007. Funds could be used at the Village’s discretion.

Other Government Agencies

Other funds could be applied for through the State and Federal governments. If the STAR Line moves forward, then financial assistance may be available from the project for station construction and site development. Other agencies such as Metra, IDOT, PACE, and the Tollway Authority could contribute to development and improvements to the transit and roadway system.

Infrastructure

Current on-site infrastructure will likely have to be replaced in order to accommodate the build out plan. The water main servicing the area is probably adequate as the development area is surrounded by 12 inch Village water mains that are well supported by other looped 12 inch water mains. The proximity of the area to the Village’s south side water storage tank is another positive, although it may be necessary to construct a smaller water storage tank to service the transit area. As development progresses, the Village will have to keep the Illinois Department of Natural Resources advised of the development intensity and progress. The Village’s Lake Michigan water allocation should be increased at the appropriate time as necessary.

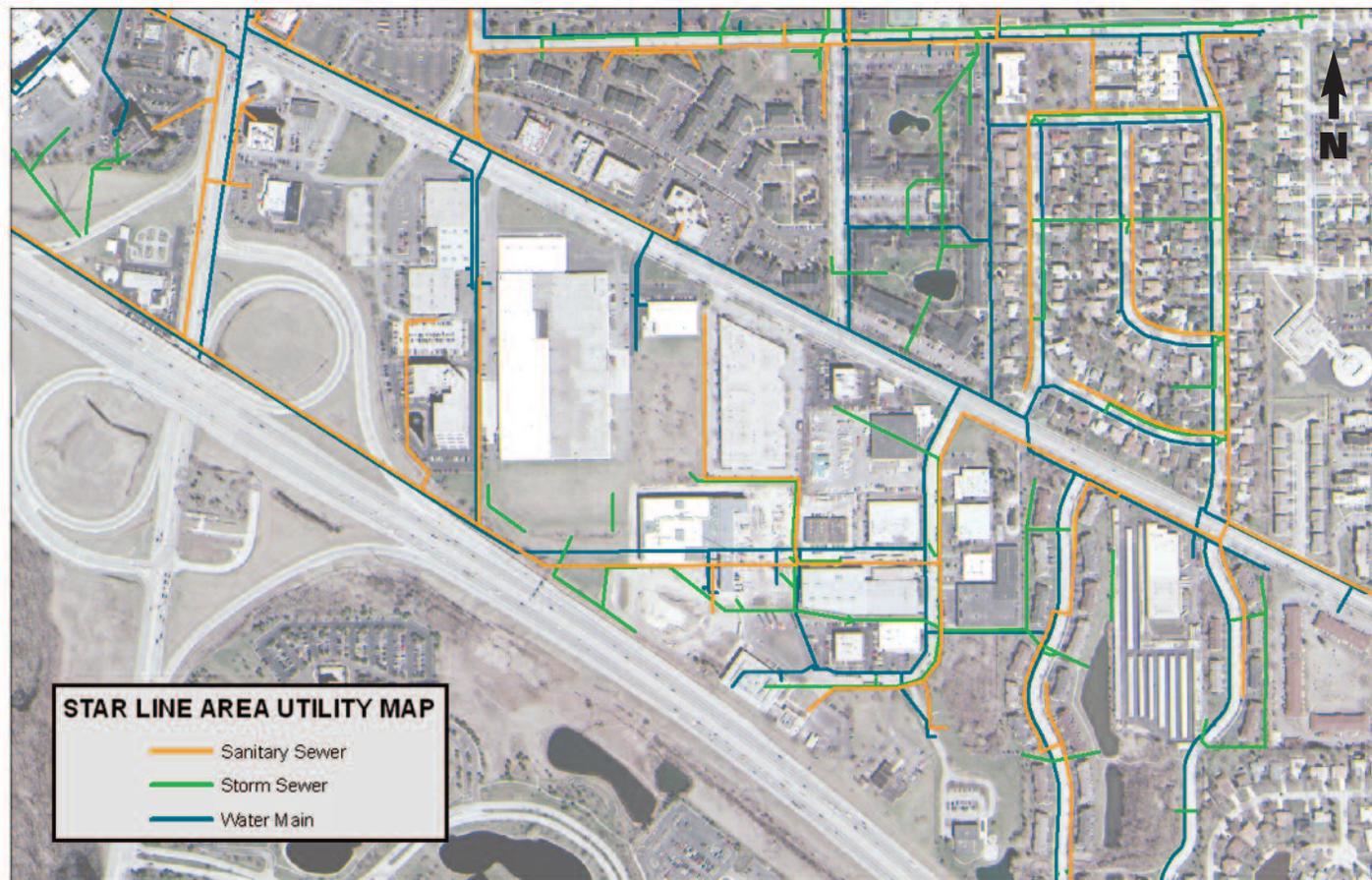
Item	Estimated Cost*
Streets/sidewalks/lighting:	\$5,200,000
Storm Sewer:	\$1,400,000
Sanitary Sewer:	\$1,750,000
Water Main:	\$1,750,000
Water Storage Tank: <i>(250,000 to 500,000 gallons)</i>	\$500,000
Sanitary Sewer Algonquin Road:	\$500,000 to \$2,000,000
Detention:	\$3,300,000
Sub-Total:	\$14,400,000 to \$15,900,000
Algonquin Road Streetscaping:	\$2,000,000
Underpass I-90:	\$2,000,000 to \$5,000,000
Pedestrian Overpass:	\$2,000,000
Public Parking*: <i>(*assumes 3,750 public parking spaces @ \$20,000 per space)</i>	\$75,000,000
Phase I Station Plan:	\$5,400,000 to \$7,150,000
Total:	\$102,000,000 to \$107,000,000

* Disclaimer: The cost estimates are general estimates based on 2009 dollars without the benefit of design engineering/construction documents and are subject to change as more detailed plans are developed.

The primary sanitary sewer servicing the area runs parallel to the Tollway, to Brook Drive, north on Clearbrook Drive to Algonquin Road. This sewer is currently at capacity, therefore a new sanitary sewer would need to be constructed in Algonquin Road adjacent to the development plan area. In addition, the existing sanitary sewer in Algonquin Road from Clearbrook Drive east to Busse Road in Mount Prospect will need to be evaluated for capacity and may need replacement. This segment of sewer is approximately three-quarter mile length and would be a significant cost.

Storm water detention would be required although it is difficult to estimate the amount unless a detailed engineering study is conducted. At this point it is premature, but the vision plan does provide for a significant detention area at the east end measuring approximately 260,000 square feet (6 acres). Construction costs are estimated at \$3.3 million.

Existing Utilities



Implementation Actions

The following Action items are recommended in order to implement various aspects of the Master Plan. The timeline for implementation will vary for each action, with many of the items linked to Metra’s timing for FTA approval. Action items are numbered for reference purposes only. Implementation of Action Items 1 through 6 shall begin upon approval of this Master Plan. Action Items 7 through 14 are longer term items to be implemented once funding has been secured for design/engineering of the STAR Line.

Action Item 1

A site reservation shall be considered for the south portion of 475 E. Algonquin Road for additional parking as part of the Phase One train station development - Concept Two.

Action Item 2

The existing site reservation for the train station location shall be expanded to include access to the site.

Action Item 3

Continue to work with the Illinois Tollway Authority on the I-90 reconstruction project to enhance access to the Star Line transit area.

Action Item 4

A traffic consultant shall be retained in order to conduct an analysis of current and future traffic including an evaluation of access options. The Village shall apply for RTA grant funds for the consultant study.

Action Item 5

Further study the South Arlington Heights Road corridor from Algonquin Road north to Golf Road to integrate with the STAR Line plan.

Action Item 6

Continue to work on design / funding options for the train station.

Action Item 7

New zoning regulations shall be established for the transit area by amending Chapter 28 – Zoning, consistent with the guidelines outlined in this Master Plan.

Action Item 8

Pursuant to the new zoning regulations, the area shall be rezoned to the newly created zoning district.

Action Item 9

Design guidelines specific to the STAR Line transit area shall be developed as part of the new zoning standards.

Action Item 10

The Village shall acquire land designated on the Comprehensive Plan and Official Map for the train station and related parking, and obtain access rights to the station area parcel.

Action Item 11

The Village shall take steps necessary to construct the train station including hiring design professionals, securing funding, and obtaining zoning approvals as required.

Action Item 12

Evaluate the eligibility of the transit area as a Tax Increment Financing District.

Action Item 13

Market sites to developers experienced in transit supportive development.

Action Item 14

Consider acquisition of property to facilitate redevelopment efforts.



Summary

Adoption of the Master Plan sets forth a policy indicating that the vision for the area long term is redevelopment as a transit-supportive, mixed-use development. The Plan serves as a template for Village officials, property owners, developers and the public for years to come. Although the vision is predicated on implementation of the STAR line, the Village should consider redevelopment if the transit line is not constructed. Further, it is important to keep in mind that the plan is long term, and must be flexible to adapt to market conditions. Therefore the Plan should be evaluated every five years to assess current conditions and progress in implementation. As with the Village's downtown, success will be determined by the commitment of the Village over time to implement the Plan by actively working with property owners, businesses, developers and the community. Adjustments will need to be made along the way, but the vision should serve to direct redevelopment for many years to come.



Village of Arlington Heights Planning & Community Development Department
33 S. Arlington Heights Road, Arlington Heights, IL 60005
www.vah.com
STAR Line Master Plan