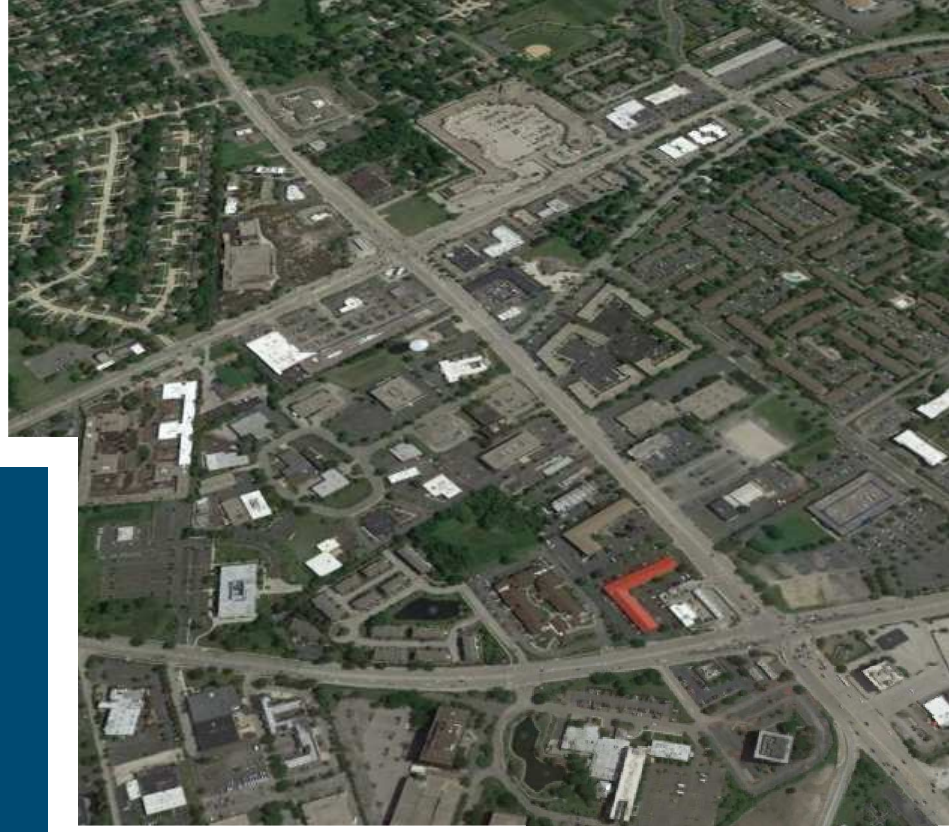
SOUTH ARLINGTON HEIGHTS ROAD CORRIDOR PLAN

I-90 TO NOYES



2018

Prepared by the Village of Arlington Heights
Department of Planning and Community Development

Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499

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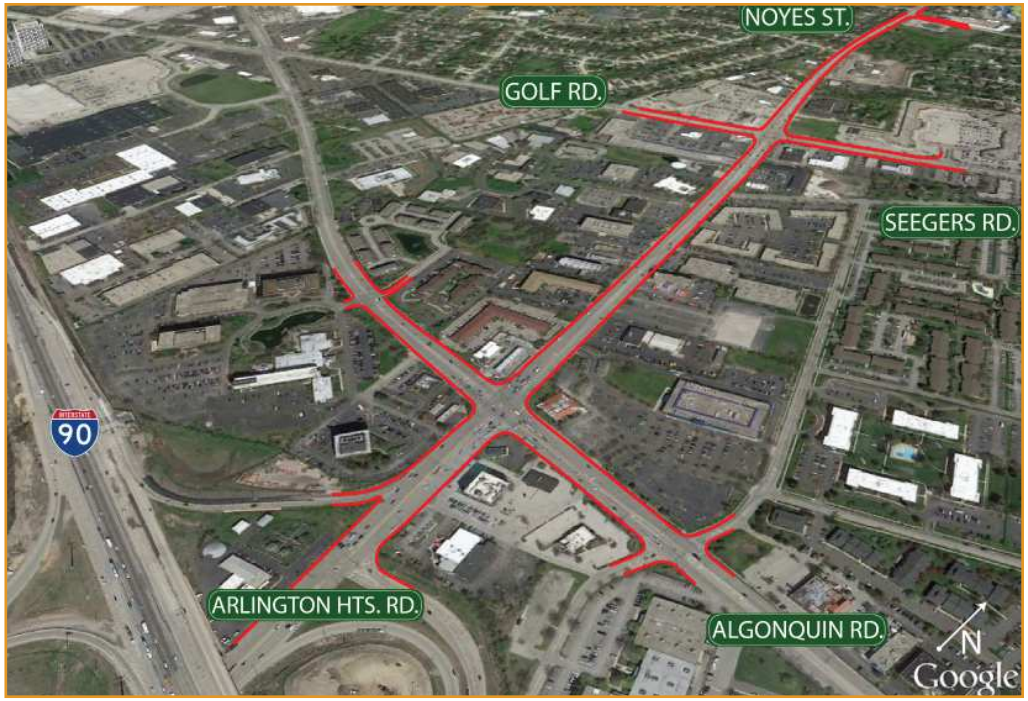
Introduction

Study Area

The South Arlington Heights Road Corridor Plan outlines the Village's vision and strategies for improvements to this important Gateway to the Village. In adopting the 2015 Comprehensive Plan for the Village, this gateway was identified by the Board as a priority corridor to improve upon the many existing positive qualities that the corridor offers while improving the gateway through beautification, redevelopment, walkability, and by establishing an identity for the area. The 1.2 mile long corridor begins at the southern border of the Village at the Jane Adams Tollway extending north to Noyes Street. The corridor consists of various commercial uses including 7 hotels with close to 1,000 rooms, which serve as an economic engine for the corridor. Unique to the corridor is the Mitsuwa Marketplace at Algonquin Road, which provides a marketplace for Japanese foods and retail items. In addition, the area is served by a full access interchange at I-90 and Arlington Heights Road, providing great access to the corridor.

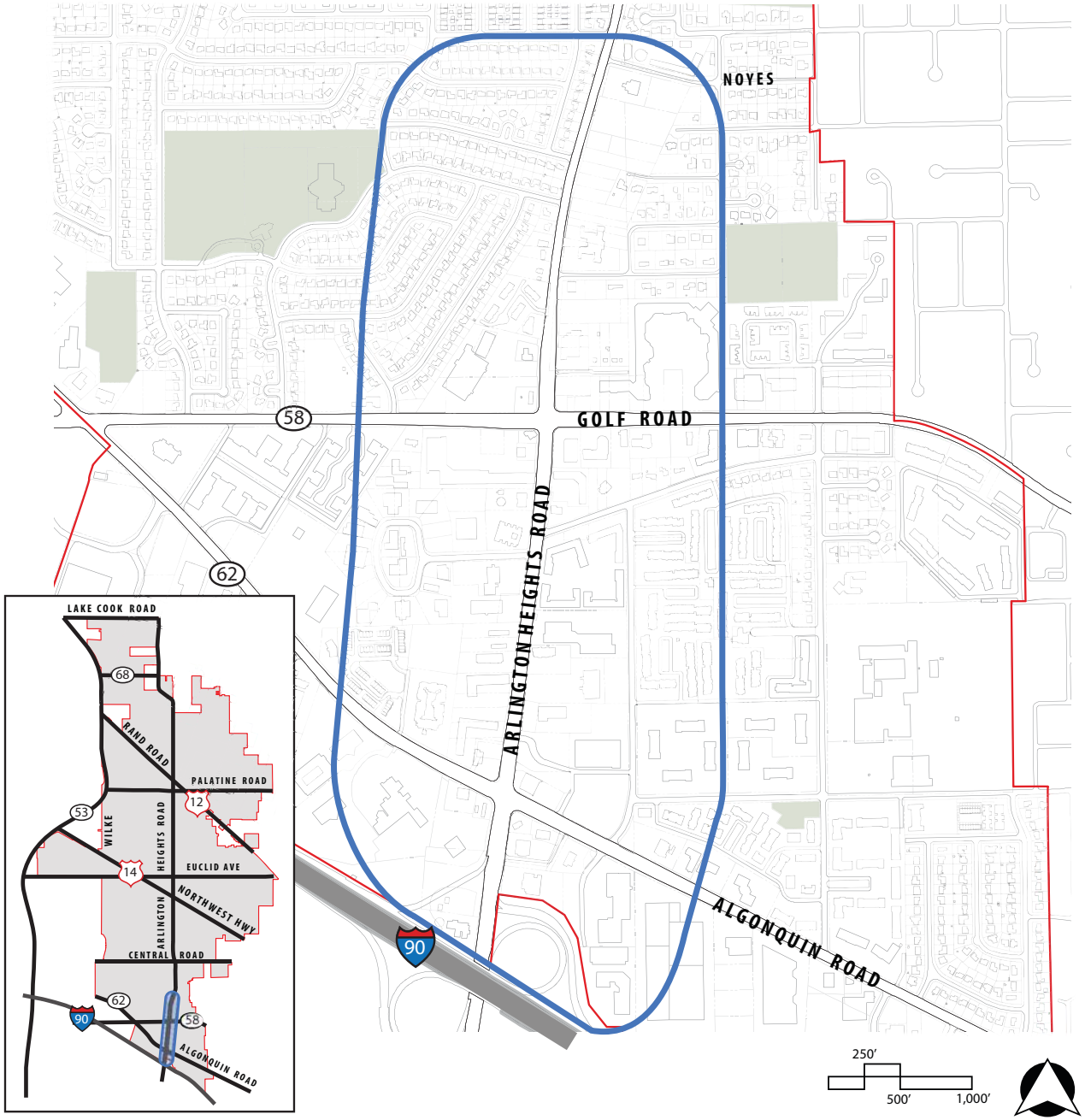
The Plan establishes recommendations to address current conditions and implement improvements to the corridor as the primary Gateway to the Village.



Key Issues

- Gateway into Village of Arlington Heights
- Loss of greenery when Arlington Heights Road was widened from I90 to Golf Road
- Overhead utility lines along west side of roadway from I90 to Golf Road
- Potential for redevelopment of larger sites comprising approximately 30 acres of land
- Multiple driveways and traffic conflicts; poor pedestrian access

Introduction



Introduction

Community Input

In September, 2017 the Village held an informational meeting at the Double Tree hotel for the business community to present preliminary concepts for improvements to the corridor. Over 100 property owners and businesses were invited to the presentation which allowed an opportunity for those attending to provide early input into the concepts for improvements in the corridor. Approximately 25 persons attended this meeting.

As a follow up to the meeting, the Village posted on the Village web page a preference survey relating to the concepts proposed. Over the course of the next two months, 604 responses were recieved with 85% of respondents answering yes to whether improvements are needed to the corridor. Other responses were as follows:

- 85% of respondents answered that the improvements presented would be either somewhat or very beneficial;
- Improvements to pedestrian walkability and redevelopment of land along the east side of Arlington Heights Road were weighted highest in terms of improvements;
- More restaurants and entertainment venues were rated highest in terms of priority;

Are Improvements Needed?	
Yes	85%
No	6%
Not Sure	8%

Rate Improvements	
Improvement	Importance
Landscaped Medians	6.4/10
Focal Points	6.9/10
Bury ComEd Utilities	6.8/10
Redevelop Parcels	7.9/10
Pedestrian Improvements	7.9/10

Land Use Priorities	
Restaurants	88%
Multifamily	41%
Hotels	31%
Retail	82%
Entertainment	85%
Offices	58%

Comprehensive Plan Survey 2015

In developing the 2015 Village wide Comprehensive Plan, an on-line survey was conducted and over 500 responses were received. Responding to corridor enhancement survey questions, the following responses were submitted:

- 90% of respondents strongly agreed or agreed that the Village should improve the appearance of certain corridors along major roadways.
- 77% strongly agreed or agreed that commercial areas along some major streets lack landscaping.

Chapter

1 Introduction

As illustrated in the map at right, there are several corridors which were identified for improvement in the 2015 Comprehensive Plan. Improvements are scheduled to commence in 2018 along the Rand Road corridor as well as the Northwest Highway corridor. These improvements include identification features and extensive landscaping. Further improvements are recommended in a phased approach over several years.

The improvements recommended in the South Arlington Heights Road Corridor Plan should also be phased over time. Certain improvements are short term, such as the recently installed decorative "Welcome" banners, while others are longer term such as improvements related to redevelopment. Certain improvements will be more difficult to attain, such as the burial of overhead power lines due to cost and feasibilty.

"With approximately 30 acres of land to redevelop, the character of the corridor will likely undergo significant change over the next several years."

Summary of Findings

In 2018 the Village should commence via the Capital Improvement Plan budget, outlining improvements over a 5 year time frame. These improvements could be funded by a combination of Tax Increment Financing, Special Service Area and possibly general funds. Other sources should be explored as well but are limited. Also an Overlay Zoning District should be adopted establishing development standards for the area. Village coordination with property owners and businesses should continue, and the Village should also continue to facilitate with developers redevelopment of the several parcels along the corridor.

Comprehensive Plan

The Comprehensive Plan is a document which establishes an overall strategy to guide the growth and development of the community. It is a policy statement aimed at the unified and coordinated physical and social development of the Village. The Comprehensive Plan consists of the Comprehensive Plan Map which indicates proposed land uses in the Community, and the text of the Comprehensive Plan, including Goals and Policies. There are several companion documents which focus on more specific areas of implementation such as the Downtown Master Plan. In addition, the Plan identified several Corridor Study areas including the South Arlington Heights Road Corridor.

Characteristics of corridors include: developed in a linear fashion along major routes; residential areas directly abutting with little or no screening; businesses developed incrementally with little relationship or connection to each other; and showing signs of age, deterioration, poor maintenance, vacant buildings and vacant sites. Therefore the purpose of this corridor study is to address these issues which exist to various extents along this corridor.

The 2015 Comprehensive Plan outlined a primary goal and four objectives for all corridors in the Village:

Corridor Plan Goal:
To improve upon existing conditions which detract from the overall functioning of the corridor.

Objective 1: Develop a strong and positive image and appearance which establishes a unified image and sense of place which reinforces and supports commercial and economic activities along the corridor.

Objective 2: Create a system of on and off street parking facilities which adequately serve the needs of commercial uses within the corridor in a safe and functional manner.

Objective 3: Promote a safe and effective traffic circulation system which adequately accommodates the varied types of traffic movement utilizing the corridor.

Objective 4: That development activities within the corridor be compatible with adjacent non residential and residential uses.

Specific Objectives for the South Arlington Heights Road Corridor:

Objective 1: Develop development standards for land parcels along the east side of Arlington Heights Road.

Objective 2: Enhance pedestrian access and "walkability" within the corridor.

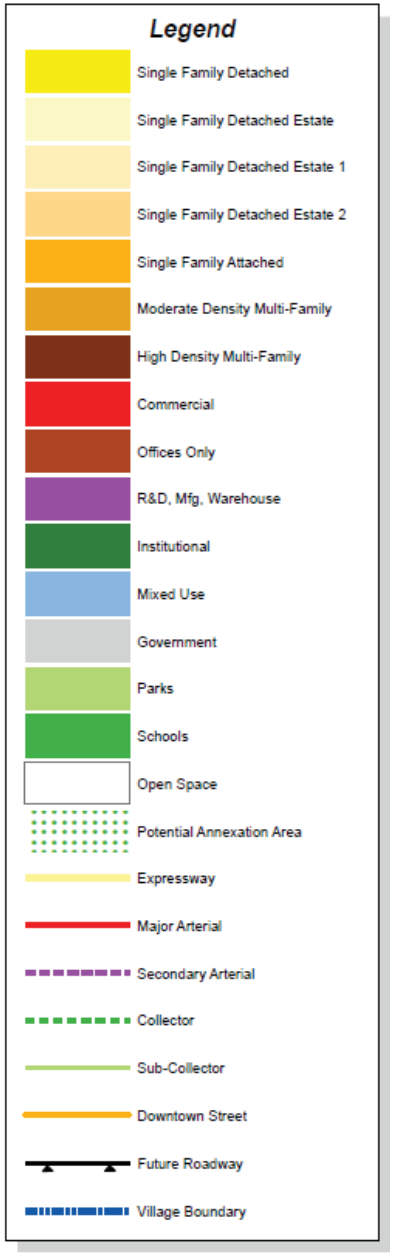
Objective 3: Develop a plan for enhanced landscaping and gateway features.

Objective 4: Explore burial or relocation of overhead utility power lines.

Objective 5: Develop a coordinated marketing plan for the businesses in the corridor.

Objective 6: Identify various funding mechanisms to implement the Plan.

Comprehensive Plan 2015- Corridor



Zoning

The current zoning along the corridor consists primarily of commercial districts such as B2 and B3, OT (Offices), and some properties are zoned M2 Manufacturing. Adjacent zoning includes R6 Multi Family to the east along Tonne Drive.

In order to facilitate redevelopment, the Village should evaluate the use of overlay zones to better address the vision for the area. Overlay Zoning has been successfully utilized in several locations in the Village to promote development consistent with an overall plan for an area.

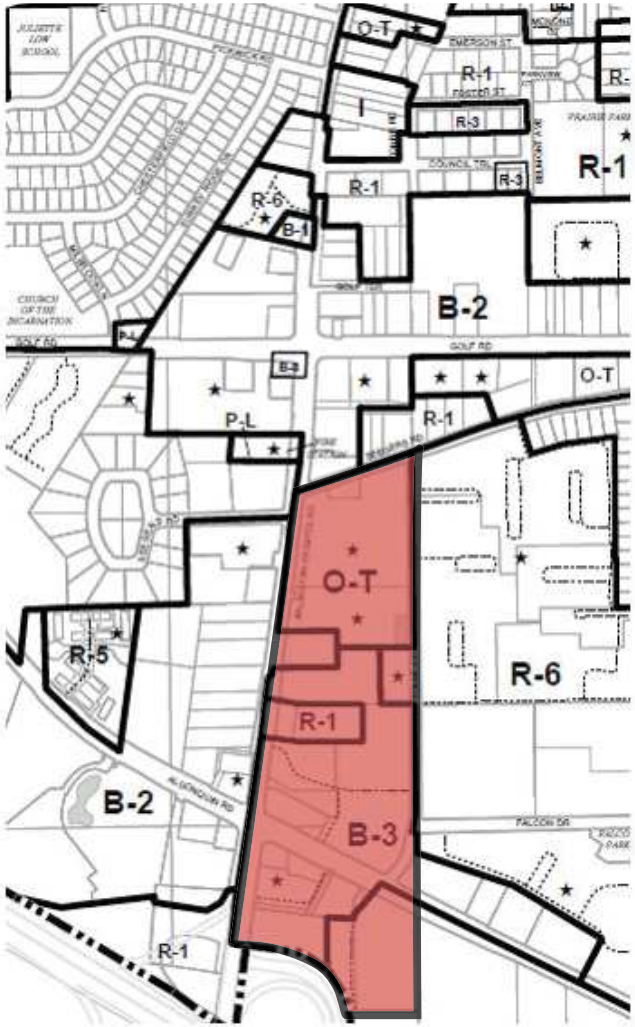
Overlay Zones establish zoning criteria specific to a location / area and address items such as building setbacks, land uses, building height, landscaping, sustainable development, parking and access and pedestrian mobility.

> "An Overlay Zoning District is a mapped area with restrictions beyond those in the underlying zoning. An overlay district is used to achieve planning objectives, which may not be achieved through the underlying zoning. Where conflicts arise between the overlay district and the underlying zoning, the overlay district restrictions shall apply."

Overall, the Village should encourage new development with more flexible zoning regulations in order to facilitate development. Possible boundaries for an Overlay zoning district are illustrated on the facing page as highlighted.

Zoning

Zoning Map



ZONING DISTRICT DESCRIPTIONS:

B-1 - BUSINESS DISTRICT LIMITED RETAIL

B-2 - GENERAL BUSINESS DISTRICT

B-3 - GENERAL SERVICE, WHOLESALE AND MOTOR VEHICLE DISTRICT

B-4 - LIMITED SERVICE DISTRICT

B-5 - DOWNTOWN DISTRICT

I - INSTITUTIONAL DISTRICT

M-1 - RESEARCH, DEVELOPMENT AND LIGHT MANUFACTURING DISTRICT

M-2 - LIMITED HEAVY MANUFACTURING DISTRICT

O-P - OFF-STREET PARKING DISTRICT

O-R - OFFICE AND RESEARCH DISTRICT

O-T - OFFICE TRANSITIONAL DISTRICT

P-L - PUBLIC LAND DISTRICT

R-E - ONE-FAMILY DWELLING DISTRICT

R-1 - ONE-FAMILY DWELLING DISTRICT

R-2 - ONE-FAMILY DWELLING DISTRICT

R-3 - ONE-FAMILY DWELLING DISTRICT

R-4 - TWO-FAMILY DWELLING DISTRICT

R-5 - MULTIPLE-FAMILY DWELLING DISTRICT

R-6 - MULTIPLE-FAMILY DWELLING DISTRICT

R-7 - MULTIPLE-FAMILY DWELLING DISTRICT

VILLAGE BOUNDARY
PRIVATE ROADS
RAILROADS
LAKES AND STREAMS
LOTS
ZONING DISTRICTS
RIGHT-OF-WAY (R.O.W.)
RIGHT-OF-WAY (R.O.W.) WITH PRESCRIPTION

ZONING AMENDMENTS:

DETAILS REGARDING THESE SITES ARE FILED IN THE PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

▲ OVERLAY ZONING DISTRICT

★ PLANNED UNIT DEVELOPMENT (P.U.D.) OR PLANNED DEVELOPMENT

Current Conditions

Current Land Uses

The 1.2 mile long corridor includes a variety of commercial uses including 7 hotels with 993 rooms total. The corridor serves as the largest concentration of hotel rooms in the Village, which generate over $900,000 annually in hotel / food and beverage taxes. In addition, the corridor includes Mitsuwa Market, and several office complexes including a regional office for OHSA. In total the corridor includes almost 2.2 million square feet of commercial space as depicted in the table below.

One of the main attributes of the gateway is the full access interchange at Arlington Heights Road and I-90, which provides excellent access to O'Hare International Airport, which is just 6 miles southeast. Characteristics of the Corridor as outlined in the 2015 Comprehensive Plan include:

- Large roadway pavement 6 to 9 traffic lanes
- Overhead utility lines on west side of road
- Lack of identity
- Buildings of various setbacks; 1 to 5 floors height, lack of uniformity.

Positive Attributes of Corridor include:

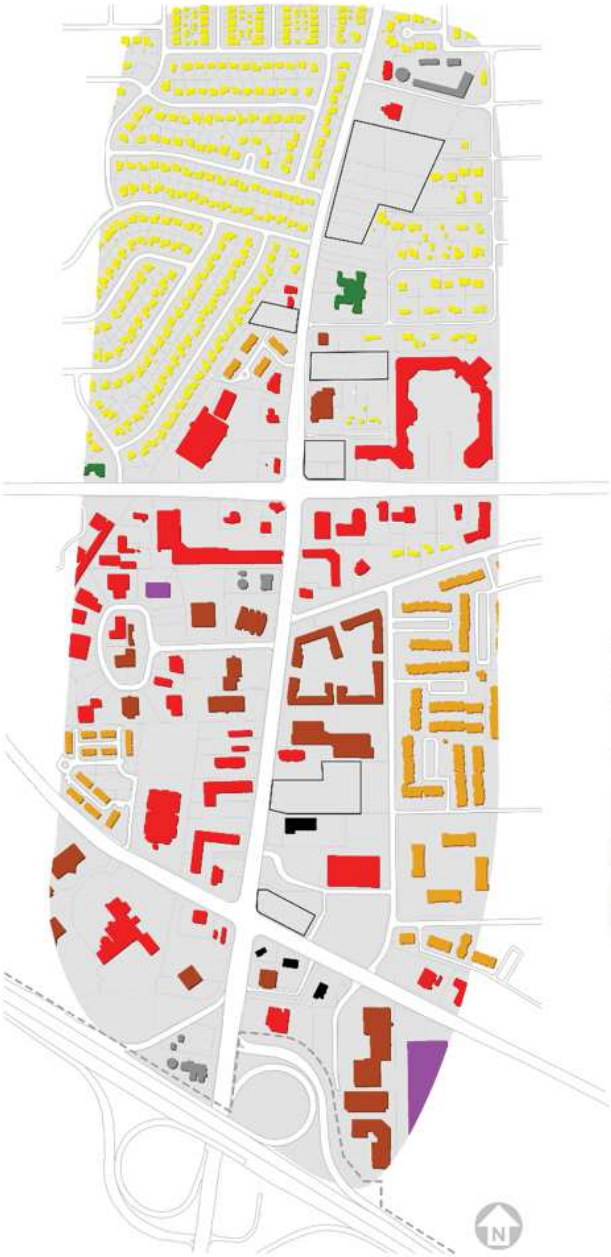
- Great Access (I90)
- High Traffic Volumes
- Seven Hotels with over 900 rooms
- Economic Impact (Value of Land)
- Development Opportunities

The total square feet of property has an equalized assessed value of just over $83.0 Million, which equates to real estate taxes of approximately $8.30 million annually. Of that, 12% is allocated to the Village, or $1.0 million annually.

Use	***Square Footage***
Retail	363,561
Industrial	304,506
Hospitality	455,731
Office	740,378
Flex Space	73,424
Healthcare	161,133
Vacant	73,844
Other	9,145
Total	***2,181,722***

Current Conditions

Land Uses



Long Term Vision

Vision

The Long Term Vision for this corridor includes both public improvements and private redevelopment. The Village should pursue a strategy that facilitates economic development via public enhancements to the corridor in addition to actively working with property owners of development sites.

Components of this vision include:

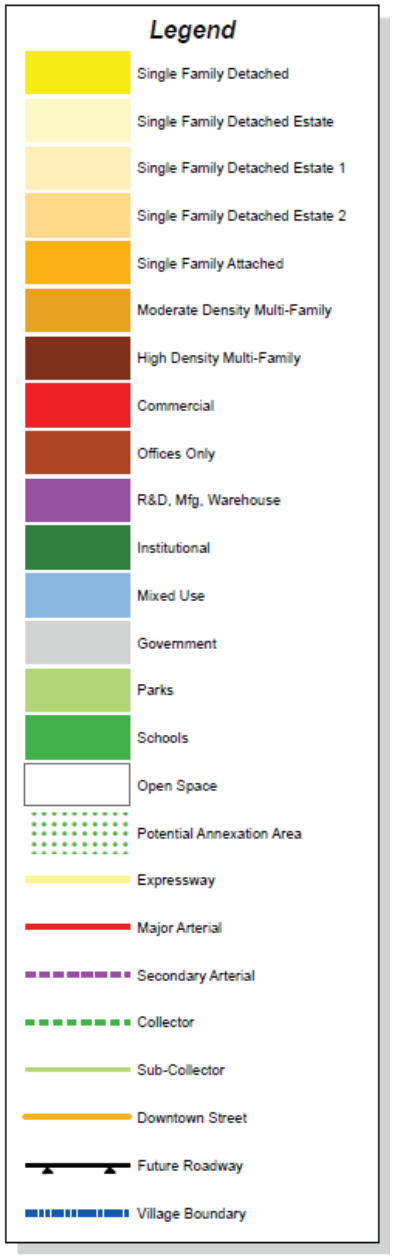
- Amending the Comprehensive Plan to allow for flexibility in development, including adopting an Overlay Zone to guide redevelopment.
- Corridor Enhancements such as landscaping improvements, mobility improvements for pedestrians, and creating an identity / branding for the corridor.

Comprehensive Plan – Proposed

One of the first steps to facilitate development is amending the Comprehensive Plan Future Land Use Map. The current land use map (see p.6) separates land uses by categories such as commercial, offices, and government. The proposed land use plan (at right) would re-designate all parcels along the east side of Arlington Heights Road from I-90 to Seegers Road to Mixed Use. This Mixed Use area would extend east to Tonne Drive. Mixed uses should include retail, restaurants, entertainment and residential uses. The rental apartment development market is currently strong and can serve as a driving force to any mixed use development proposals.

Long Term Vision

Comprehensive Plan - Proposed



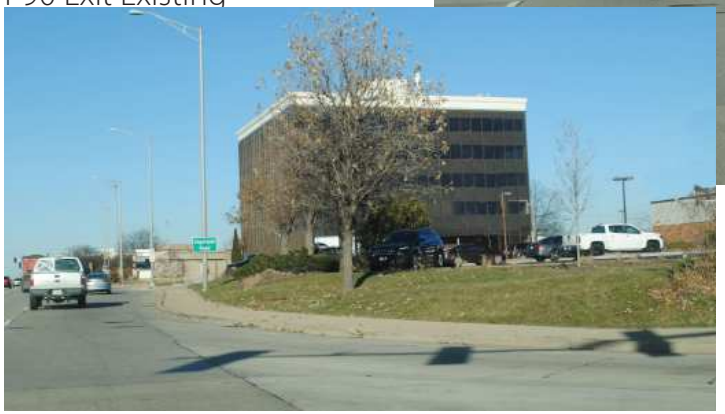
Long Term Vision

Landscaping - Focal Points

In order to create a positive identity for the corridor, enhancements such as landscaping and focal points should be designed and implemented in coordination with new development. Focal points are illustrated in the map at right at major intersections and entryways to the corridor area. This can include a higher level of tiered landscaping as well as decorative features such as artistic lighting. New landscaped parkways can be created by moving the carriage walk sidewalks back 8 to 10 feet to provide a landscaped buffer between the road and new sidewalks.

I-90 Exit with Proposed Gateway Feature

I-90 Exit Existing



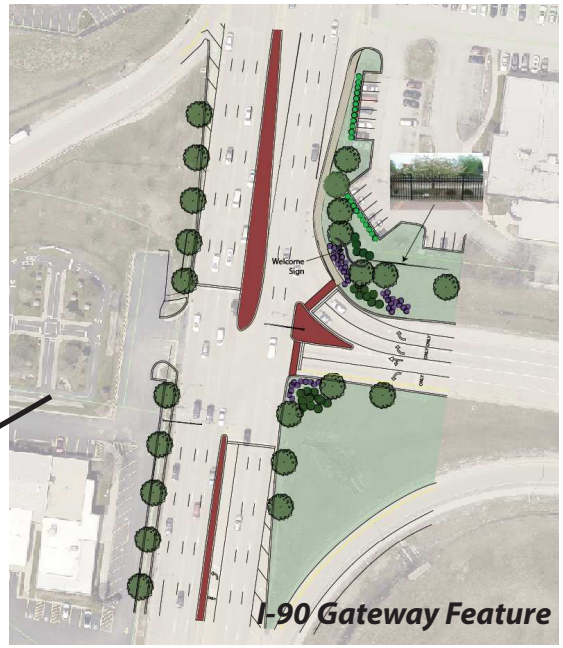
Long Term Vision

Corridor Enhancements

Entryways/ Focal Points

Intersection

Algonquin Road Intersection Improvements



I-90 Gateway Feature

Example of branding from Rand Road Corridor

Long Term Vision

Landscaping - Medians

In addition, landscaped medians along Arlington Heights Road can provide for enhanced safety by directing autos and trucks to protected left turn lanes rather than the current system of dual left turn lanes. Adding greenery to the center roadway can also break up the massing of the concrete roadway. Installing landscaped medians will require IDOT approval and will need to maintain access to abutting properties.

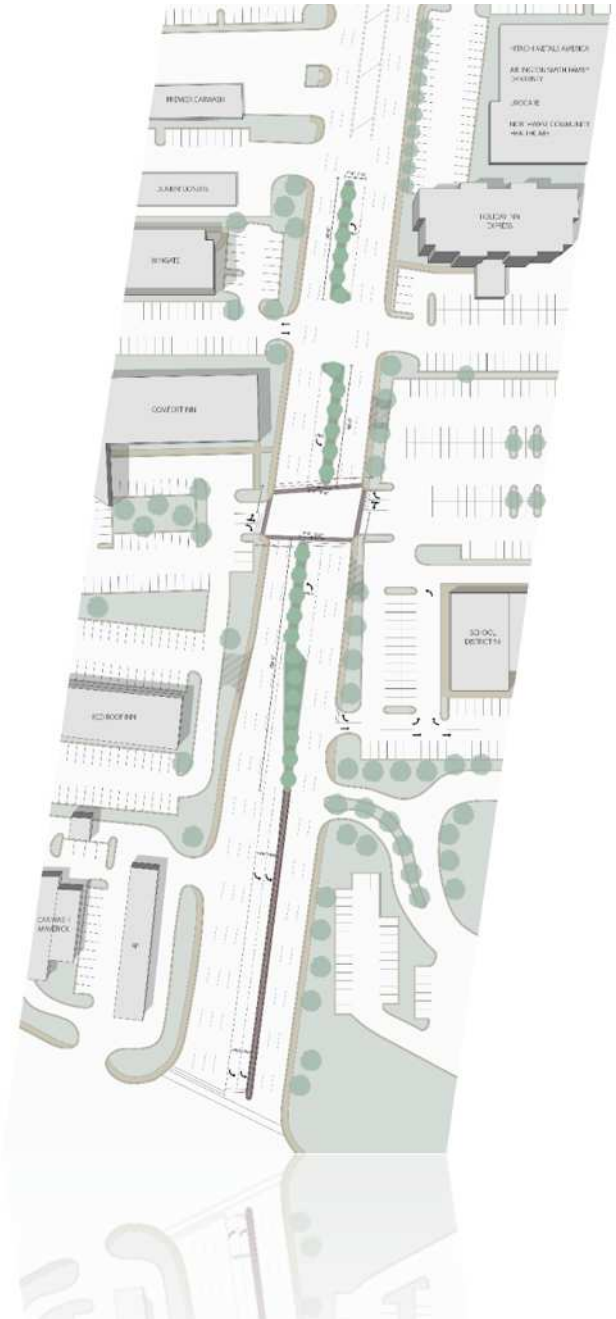
Median islands can be phased in over time, depending on timing of redevelopment, funding, and IDOT approvals. The illustration at right depicts islands along the southern portion of Arlington Heights Road from Algonquin Road north to the Holiday Inn. This concept includes a new traffic signal in front of the former Wellington site, which is critical to installing the medians as depicted.

The Village should work with adjacent property owners to encourage sharing of driveways to minimize curb cuts and driveways. With redevelopment of parcels, especially on the east side of Arlington Heights Road, cross access easements should be required to enhance vehicular and pedestrian movements within each property.

Long Term Vision

Existing

With Improvements



Long Term Vision

One significant negative feature of the corridor are the ComEd overhead power lines on the west side of Arlington Heights Road. Several communities have worked with ComEd on burial or relocating similar power lines in order to enhance the aesthetics of the area. Not only would relocation or burial improve the aesthetics of this corridor, it would also create space to move the current carriage walk sidewalks 8 to 10 feet from the roadway. However, burial or relocation is very expensive and the feasibility of implementing is difficult and complex.

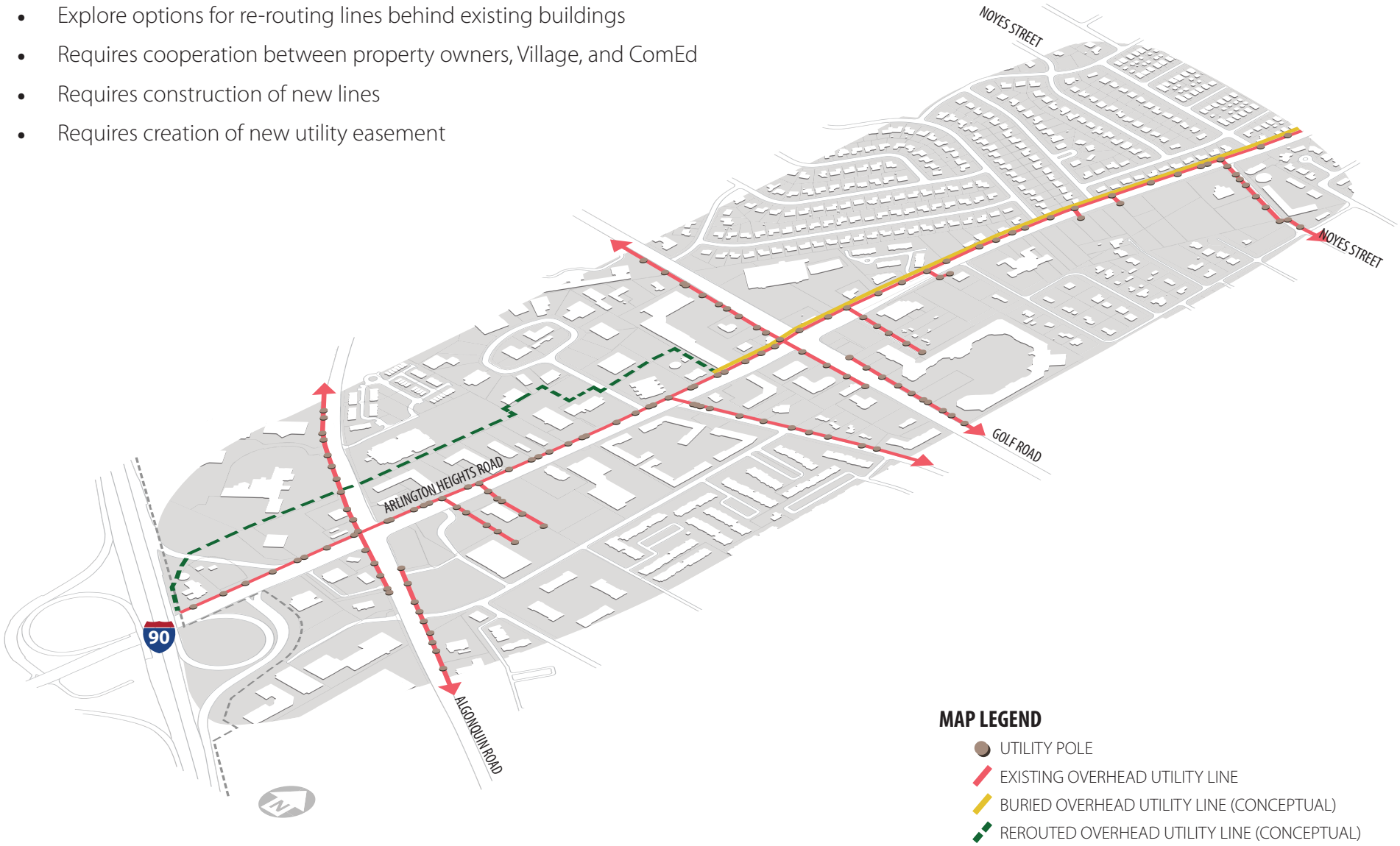
One option to explore is creating an easement along the rear of the properties so that the power lines can be relocated behind the properties which front on the west side of Arlington Heights Road. The illustration on the facing page depicts a possible route for related power lines.

Existing Conditions - Southbound Arlington Heights Road at Golf Road

Long Term Vision

Utility Poles - Current and Proposed

- Explore options for re-routing lines behind existing buildings
- Requires cooperation between property owners, Village, and ComEd
- Requires construction of new lines
- Requires creation of new utility easement



Long Term Vision

Mobility

Pedestrian improvements to enhance walking the corridor was rated the highest in importance in the community preference survey. On a scale of 1 to 10, pedestrian improvements rated an 8.7 average, just ahead of "redevelopment of parcels" in level of importance. The current corridor is auto dominated with as many as 9 lanes of traffic at the intersections of Golf Road and Arlington Heights Road and Algonquin Road and Arlington Heights Road. In between there are 6 traffic lanes with multiple curb cuts. The existing sidewalks are "carriage walks" which directly abut the roadway with no separation other than the curb. This provides for a very uneasy experience for pedestrians being so close to auto and truck traffic traveling at fairly high speeds. Due to the large cross sections of the roadways, crossing the intersection is not inviting. Several issues exist which must be addressed to improve connectivity and make pedestrians feel safe when walking the area.

Issues are identified below with possible solutions / improvements proposed:

Issue	***Proposed Improvement***
Carriage Walk Sidewalks	Set back new sidewalks 8 to 10 feet off of roadway and include a landscaped parkway separating the roadway from the sidewalk.
Connectivity between Private properties	Work with property owners on providing additional pathways / interconnections between private properties to allow for options for pedestrians to circulate.
New Crosswalks	Advocate for new traffic signal and pedestrian crosswalk in front of School District 59 site as part of redevelopment of site.
Existing Traffic Signals / Pedestrian Crossings	Replace striped crosswalks with wider 12 foot wide stamped and colorized concrete crossings to draw attention to the crosswalk. Evaluate with IDOT the current timing of the pedestrian activated crossing timed signals to assure adequate timing for pedestrians to cross.
Bike Routes	Implement the "Sidepath" off street bike path along Golf Road.

Midblock Traffic Signal / Pedestrian Crosswalk

A major component of enhancing pedestrian mobility is a new mid block traffic signal on Arlington Heights Road approximately 625 feet north of Algonquin Road. A new signal would serve as a primary entry into new development on the east side of Arlington Heights Road at the School District 59 / former Wellington sites. The signal would also serve two hotels on the west side of Arlington Heights Road.

Subject to IDOT approval, this signal would be timed with the signal at Algonquin Road, similar to the traffic signal in front of the Double Tree Hotel, which is approximately 725 feet west of Arlington Heights Road. There is also a signal on Algonquin Road approximately 675 feet east of Arlington Heights Road at Tonne Drive. A new intersection would not only serve pedestrians, but also allow for other properties to benefit via cross access easements on private property. Further, curb cuts on Arlington Heights Road could be reduced and combined to limit the number of cuts onto Arlington Heights Road. These are benefits that IDOT takes into consideration when approving new signals.

Public Transit

Public transit is available via Pace bus routes and the Pace Call-n-Ride service. Exiting routes are in the map on page 23. Although there is no Pace bus route from this corridor north to the Downtown Metra train station, the Call-n-Ride provides service to the area for persons who need transit to the Metra station. Unfortunately, a PACE bus route used to run north to downtown Arlington Heights but that service was cut years ago due to lack of ridership. With redevelopment of this corridor, the Village should reach out to PACE and evaluate if this route could be reinstated if warranted.

Long Term Vision

Improving Pedestrian Walkability

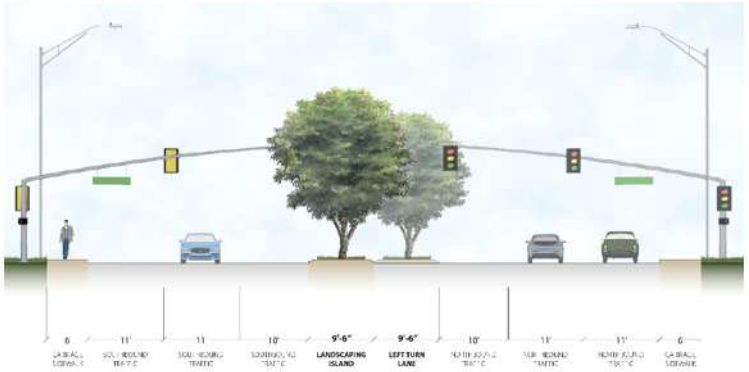
Transportation

- Proposed intersection and crossing location improvements at Golf & Arlington Heights Rd.

Long Term Vision

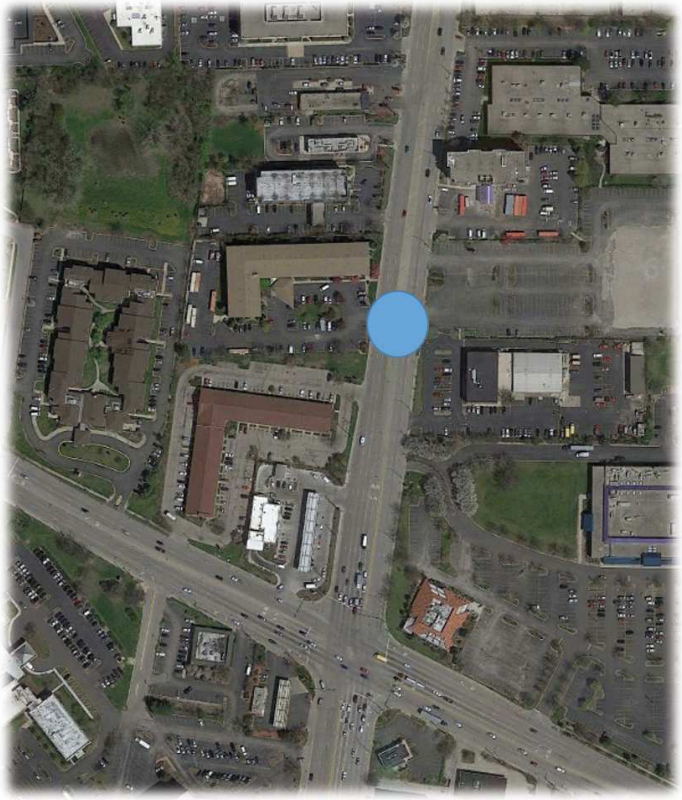
Midblock Crosswalk / Traffic Signal

Proposed



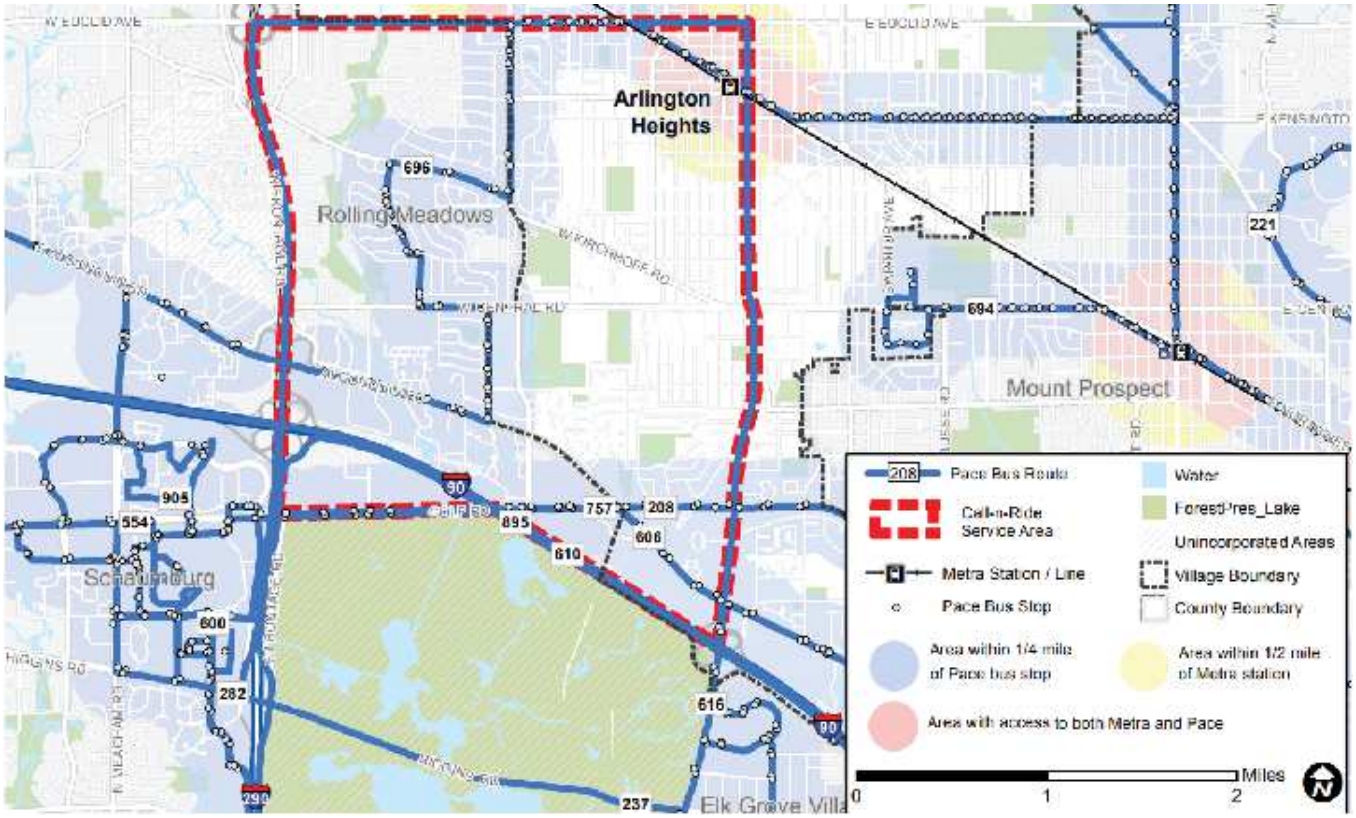
Current

Long Term Vision



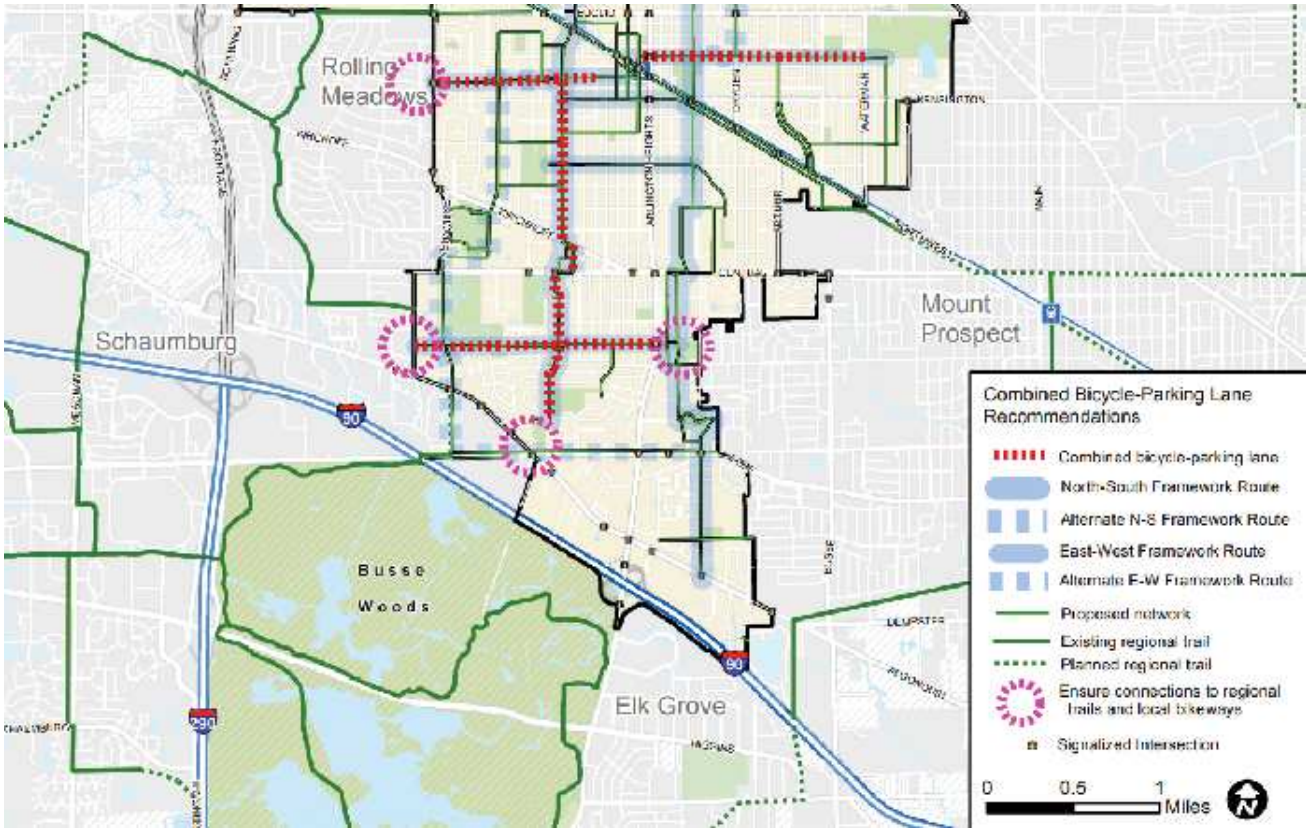
Transit Access

The map below illustrates existing transit options serving the corridor. Several East/West routes serve the area, but there is no route connecting to downtown Arlington Heights/Metra. The Township has a Call N ride service for a portion of the area. The Village should work with PACE regarding location/space needs for new bus stop shelters. In addition, as new development is built, the Village should discuss with PACE reinstating the Arlington Heights Road route to downtown.



Bicycle Infrastructure

In 2017, the Village Board approved the Bicycle and Pedestrian Policy Plan for the Village. The map below illustrates existing and proposed routes in the south end of the Village. Golf Road has been designated as an East/West Framework Route, therefore redevelopment of properties along Golf Road should include implementation of this new bike route. Please refer to the Bicycle and Pedestrian Plan for more detailed information.



Long Term Vision

Development Opportunities

There are seven development opportunity areas as depicted in the map on the facing page totaling approximately 60 acres of land. These properties represent a great opportunity to transform the corridor and implement the ideas put forth in this Plan.

The Village is actively seeking to redevelop portions of TIF 4 at Golf Road and Arlington Heights Road, and several other areas identified are being actively marketed to developers by the current owners.

This section of the Plan provides details regarding the development sites and how they could develop.

Long Term Vision

Vacant Office Land
- 7.0 Acres

TIF IV
- 19.7 Acres

Office Complex
- 8.2 Acres

Former Wellington Restaurant (SD 59)
- 6.5 Acres

Former Yanni's Restaurant (Yamasho Inc.)
- 4.0 Acres

Southeast Corner of Arlington Heights Rd. and Algonquin Rd.
- 15.0 Acres

Elk Grove Township Property
- 2.5 Acres

Vacant Office Land

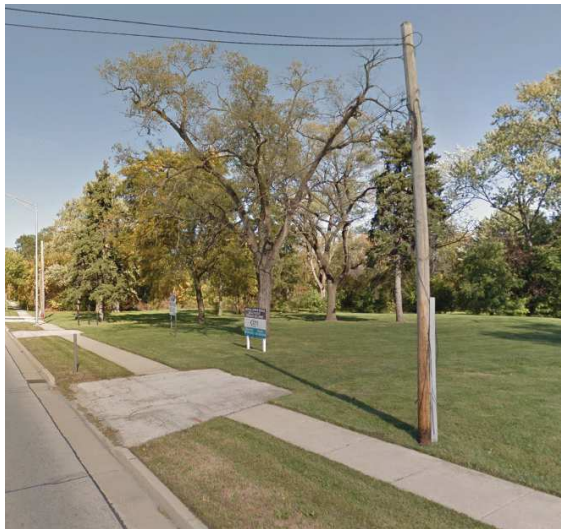
There are several parcels of vacant land under the ownership of two separate owners. The southern 2.0 acres is being marketed for sale and several medical office developers have shown interest in developing. The northern 5.0 acres does not appear to be on the market and there has been very few inquiries about developing.

Both areas are designated as Offices Only on the Comprehensive Plan which allows for 1 or 2 floor development for professional offices or medical offices. Institutional uses such as the recent Autumn Leaves memory care facility, should also be considered for these sites.

Key Development Standards

- Up to 2 floors
- Extensive landscaping buffer along the rear adjacent to single family homes
- Cross access easements interconnecting properties
- Office uses, medical or professional; Institutional uses such as care facilities

Long Term Vision



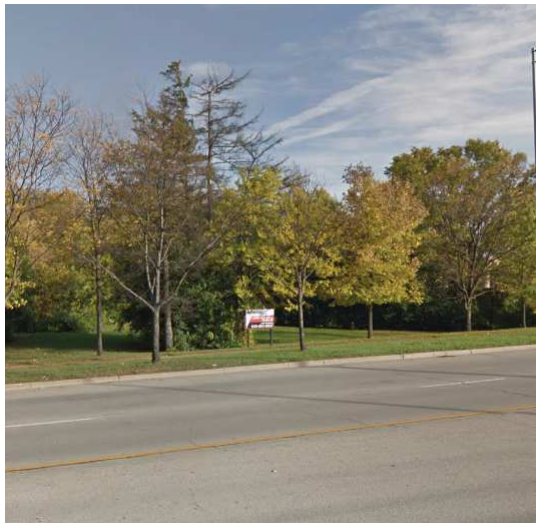
Tax Increment Financing District 4

Almost 20 acres of land comprise this development opportunity, which is included in TIF District #4 established in 2002. Since that time the Village has attempted to facilitate redevelopment of the multiple parcels, including acquiring several parcels. Currently the Village is working with a developer for the 1.4 acre corner for a Taco Bell and Wendy's. In addition, in late 2017 the Village hired a consulting firm to evaluate the highest and best use for the remainder of the area. The results of this study will form a basis for moving forward with possible additional redevelopment. The area is designated for Commercial, however mixed land uses may be considered based on market conditions.

Key Development Standards

- Focal point at NE corner of Arlington Heights Road and Golf Road
- Move sidewalks 8 to 10 feet from roadways and create landscaped parkways.
- Consolidation of parcels for redevelopment
- Mixed uses may be considered such as commercial, multi family housing, senior housing
- Up to 4 or 5 floors height
- Extensive landscaping to provide buffer to adjacent residential properties to north and east
- Implement bike route sidepath along north side of Golf Road
- Commercial Frontage

Long Term Vision



Office Complex

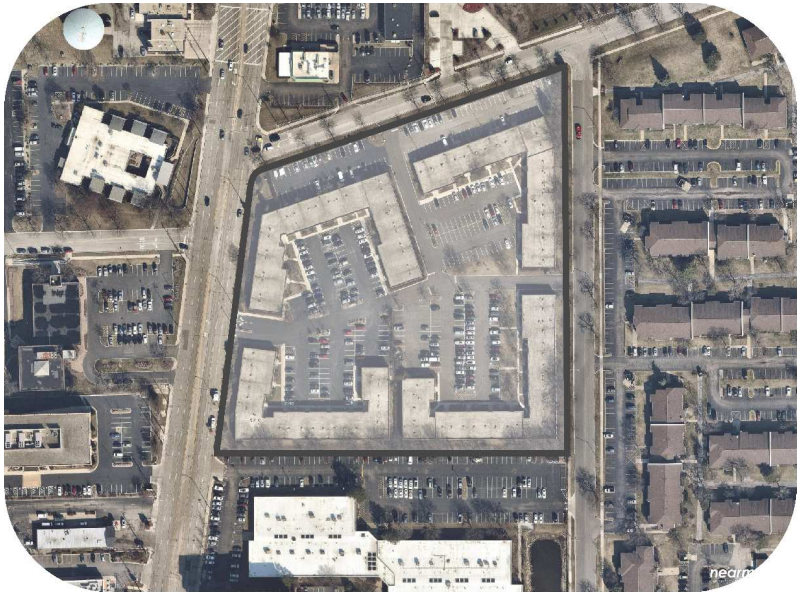
This single story office complex is approximately 40 years old and the current owner is evaluating redevelopment options. Current zoning is OT Offices which allows office uses only. The property, which is 8.2 acres, is suited to more intensive use possibly including commercial and residential land uses.

The property has access to three streets, however left turns onto Arlington Heights Road are difficult and pose safety concerns. Redevelopment should take advantage of Seegers Road for access for southbound turning movements onto Arlington Heights Road.

Key Development Standards

- Mixed use; commercial along Arlington Heights Road, residential to rear along Tonne Drive.
- Potential for landscaped median along portion of Arlington Heights Road while maintaining access to abutting properties
- Up to 4 or 5 floors height
- Primary access points on Seegers Road and Arlington Heights Road
- Possible cross access with property to south

Long Term Vision



Former Wellington Restaurant (School District 59)

This site is the current location of School District 59 administration offices, which are relocating to Elk Grove Village. In addition, several years ago the school district acquired the former Wellington banquet hall with the intention to redevelop for a new administration building and maintenance yard. However, with the decision to relocate, the school district decided to list the whole site for sale via closed bid. A developer has the property under contract and is evaluating options to redevelop the site, possibly for mixed uses.

Redevelopment of this site provides a great opportunity to begin addressing many of the goals of this corridor plan including the following:

Key Development Standards

- New mid block traffic signal and pedestrian crosswalks
- Mixed use development with commercial, entertainment, and residential land uses
- Enhance connectivity of properties to the north and south for safer pedestrian and auto access and circulation
- Enhanced corridor landscaping and lighting
- Relocation of carriage walk sidewalks by setting back 8 to 109 feet from roadway, including new parkways with trees
- Partial installation of new landscape medians within the center of Arlington Heights Road
- Up to 4 or 5 floors height
- Commercial Frontage

Long Term Vision

Long Term Vision

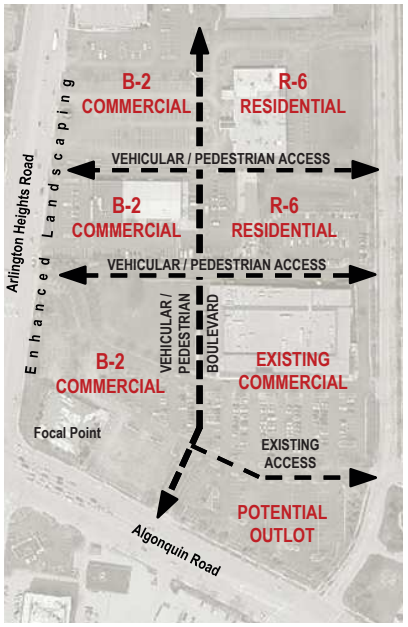
Former Yanni's Restaurant (Yamasho Inc.) - 4.0 Acres

This highly visible site includes two parcels. One parcel is the former Yanni's Restaurant at the NE corner of Arlington Heights Road and Algonquin Road. A private developer has acquired the site and plans to construct a 6,000 square foot building for a food court featuring Asian cuisine. The second parcel is owned by Yamasho Inc. and is adjacent to the west of the Mitsuwa Center. This site was once planned for a hotel, however the site sits vacant.

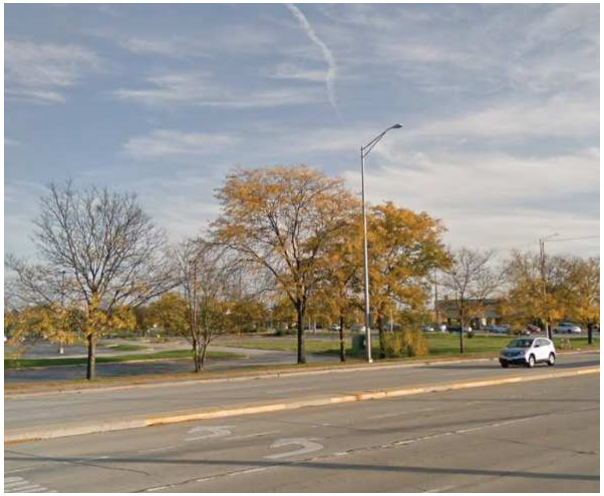
These two parcels provide an opportunity to link to and interconnect with the School District 59 sites to the north by providing cross access for pedestrians and autos. The graphic in the lower right corner depicts this concept which would benefit all the subject properties by enhancing access to existing and proposed traffic signals. Development of these sites should focus on commercial uses, preferably restaurants given the great visibility.

Key Development Standards

- Develop a focal point at the NE Corner of Arlington Heights Road and Algonquin Road
- Move carriage walk 8 to 10 feet off of roadways and provide a landscaped parkway
- Cross access easements; create private "boulevard" north/south for pedestrians and vehicles as illustrated below
- Focus on commercial uses especially restaurant and retail, up to 2 floors height



Long Term Vision



Long Term Vision

Southeast corner of Arlington Heights Rd. and Algonquin Rd.

This redevelopment site consists of several parcels owned by multiple property owners totalling up to 15 acres. The portion of the site near the Southeast corner of the intersection is owned by Bradford Allen Real Estate. This includes the 5 floor office building, former Cash for Gold commercial building, the vacant drive through bank, and the former Appleby's restaurant site. The current owner is actively seeking developers to redevelop these parcels for commercial and or mixed uses. The area for redevelopment could also include the existing Guitar Center retail building and site, as well as the one story office building to the east at 145 E. Algonquin Road. The Daily Herald may be looking for investment in their office building as well.

This prominent location along the I-90 corridor provides yet another great opportunity to enhance the corridor. As envisioned in the STAR Line Master Plan, approved in 2009, the area should redevelop for higher density, preferably mixed uses including restaurants, retail, residential and possibly entertainment. If the market warrants, a new hotel unique to the area could be considered given the access, visibility, and proximity to O'Hare.

Key Development Standards

- Mixed use commercial, restaurants, retail, hotel, residential, entertainment uses
- High density up to 10 to 12 floors (However, the STAR Line Master Plan called for up to 25 floors with transit options)
- Consolidate access points
- Move sidewalks 8 to 10 feet off roadways and create landscaped parkways
- Key access at Tonne Road and Algonquin Road
- Create focal points at corners of site at Arlington Heights Road and Algonquin Road; at Tonne Road and Algonquin Road; at I-90 off ramp at Arlington Heights Road

Long Term Vision

Long Term Vision

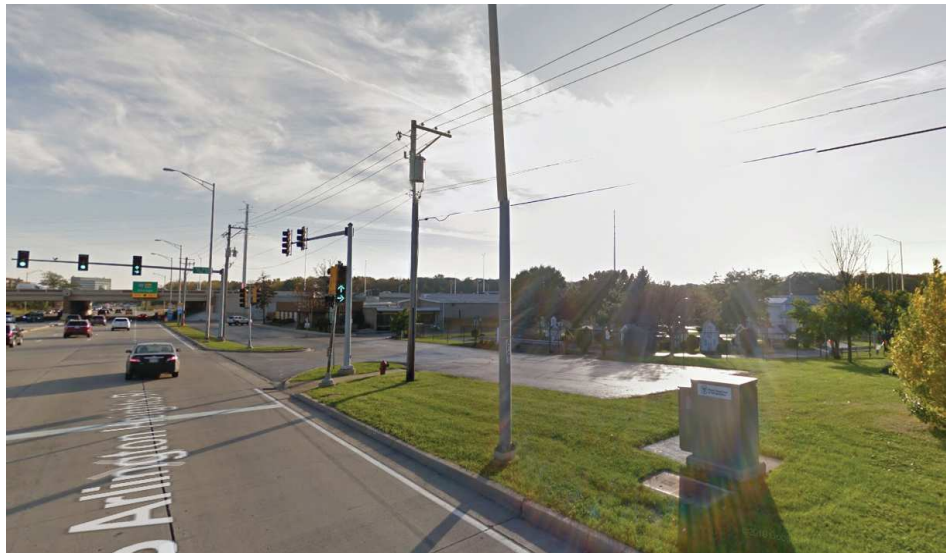
Elk Grove Township Site

This 2.5 acre site is the former location of the Elk Grove Township offices, and is currently being marketed for sale. The parcel is irregularly shaped but has great visibility to I-90 and Arlington Heights Road. There is a full access traffic signal serving the site on Arlington Heights Road. Currently zoned R-1 residential, the site is suitable for commercial zoning. As a gateway into the village, this site provides an opportunity to enhance the appearance of the southernmost portion of the corridor.

Key Development Standards

- Commercial uses, multiple floors depending on design and parking
- Enhanced landscaping along Arlington Heights Road as a focal point
- Provide new sidewalk along roadway 8 to 10 feet from road.

Long Term Vision



Long Term Vision

Phasing of Improvements

Public and Private Improvements

Phasing of improvements will depend on funding, timing of redevelopment of private parcels, IDOT approvals and level of feasibility. Certain improvements can move forward quickly, such as the recent installation of the new "Welcome" decorative banners along the corridor. Others will be linked to new development, which could take several years. The table below lists various improvements, public or private, short term or longer term, and level / degree of feasibility.

Several recommendations are outlined in the following section. Each include "actions" which need to take place in order to facilitate improvements. Much depends on the availability of funding therefore the Village should in 2018 fully explore funding options and make recommendations to the Board on moving forward with establishing funding sources to expedite improvements. This process should include recommending items in the 5 year Capital Improvement Plan.

Item	***Term***	***Feasibility***
Decorative banners	Short	High
Focal Points / Identification Features	Longer	High
New Sidewalks 8-10 feet off roadway	Longer	High
New mid block traffic signal /Ped crosswalks	Longer	Moderate/High
Burial of Com Ed Utility lines	Longer	Lower
New landscaped medians	Longer	Moderate/High
Enhanced crosswalks	Short	Moderate/High
Redevelopment of Parcels	Longer	High

Preliminary Cost Estimate

Improvement	***Low Estimate***	***High Estimate***	***Number/Amount***
Landscaped Medians	$125,000	$200,000	600-1,000 Linear Feet
Tollway Gateway	$81,000	$165,000	-
Entryways/Focal Points	$105,000	$175,000	7 locations
Banners	$25,000	$50,000	-
Traffic Signal	$250,000	$350,000	-
Crosswalks	$200,000	$225,000	1500 Linear Feet/ 18,000 Square Feet
Sidewalks	$250,000	$300,000	17,400 Linear Feet
Intersections	$100,000	$200,000	3 locations
Contingency	$227,200	$333,000	20% of estimate
Subtotal	***$1,363,200***	***$1,998,000***	-
Power Lines	$2,500,000	$5,000,000	-
Total	***$3,863,200***	***$6,998,000***	-

Funding

There are numerous public and private improvements identified in this study such as landscaping, signage, pedestrian enhancements, traffic signal, focal points, power lines burial/relocation, and private development/redevelopment of parcels. Several sources of funds which should be explored for improvements necessary to implement this Plan, including developer funds.

However, given the extent of public improvements, public funds will likely be necessary as well. Depending on the type and scope of public improvements, funding sources may be available such as: Tax Increment Financing, Special Service Areas, Special Assessments, Business Districts, Sales Tax Revenue Sharing, General Funds, and State and Federal Grants. Multiple funding options may prove effective in facilitating the recommendations of this plan. The following summarizes several tools potentially available subject to further study and analysis. Also included is an evaluation of their effectiveness as a funding source for various improvements.

Special Service Area

An SSA is a property tax that can be used to fund a wide range of services and physical improvements within a specific geographical area. In addition, State Statute defines special services as "all forms of services pertaining to the government and affairs of the municipality." Items such as marketing, special events, seasonal decorations, maintenance and general upkeep of area can be included. Public improvements can be funded such as streets, sewers, landscaping, parking, lighting, among other items. When establishing an SSA, specific projects and costs must be known at the time of approval. Public hearings are required to establish a SSA and if a majority of property owners within the proposed SSA object to the SSA it cannot be established.

Tax Increment Financing

Tax Increment Financing is a development tool that allows for incremental real estate taxes generated by new development to fund public and private improvements in a defined geographic area. The area must be found to be blighted pursuant to State Statute and the municipality must approve a Redevelopment Plan for the TIF District. The process to consider a TIF includes a public meeting of the impacted taxing districts and a public hearing of the municipality. TIF district's last for 23 years.

Business District

A Business District allows for an additional sales tax up to 1% for a specific geographic area. The funds generated can be used for a range of redevelopment activities such as land acquisition, infrastructure, marketing, among others. The municipality must find that the area is blighted per State Statute and public hearing must be held to consider a Business District. They can last up to 23 years.

General Fund

The Village could allocate a certain percentage of the Village share of property taxes from new development towards improvements in the area.

Funding

Sales Tax Revenue Sharing

The Village currently has a program to share a portion of Village sales tax revenue generated by large sales tax generators such as auto dealerships and big box retailers. These funds are used to reimburse a retailer for extraordinary development costs.

State and Federal Grants

Grants typically can be used for public improvements however due to current fiscal limitations these types of grants are limited. State and Federal

Grants

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Evaluation of Funding Options

The matrix below evaluates the funding options as they correlate to the categories on a scale of 1 (Low) to 5 (High). A score of 0 (No) indicates that funding via that category is not allowed by Statute. The scores are based on the usefulness of each category, and the potential funds generated by that option.

	Marketing/Events	***Infrastructure***	***Maintenence***	***Redevelopment***
Special Service Area	High (5)	High (5)	High (5)	Low (2)
TIF	High (5)	High (5)	No (0)	High (5)
Business District	High (5)	Moderate (3)	High (4)	Low (1)
General Fund	High (5)	Low (1)	Moderate (3)	Low (1)
Sales Tax Share	No (0)	Moderate (3)	Low (1)	Moderate (3)
Grants	No (0)	Low (2)	No (0)	No (0)

A review of funding options as they relate to the goals of this corridor plan indicate that the two most effective tools to implement the objectives are Tax Increment Financing and Special Service Area. Municipalities have used these two tools in combination to address certain items based on timing, scope and cost. Both require a public process to approve and include specific goals and objectives as well as improvements to be considered.

Summary

The following recommendations are made in order to implement the corridor goals and objectives stated in this Plan:

Recommendation 1: Sidewalks
Carriage walk sidewalks should be move 8 to 10 feet from roadway to create a parkway separating the new sidewalks from the roadway providing a safer pedestrian environment.

Action: As property redevelops, require new sidewalks meeting standard. Improvement could be installed via Special Service Area.

Recommendation 2: Traffic Signal
A new mid block traffic signal should be pursued approximately 625 feet north of Alqonquin Road to provide a centralized main access point for future redevelopment of the Wellington's and School District 59 site.

Action: Meet with IDOT officials regarding feasibility. Pursue with redevelopment of SD 59 site and commission feasibility study.

Recommendation 3: Pedestrian Crossing
As part of a new traffic signal, pedestrian crossings should be included to provide a safe mid block crossing.

Action: Meet with IDOT officials. Pursue with redevelopment of SD 59 site.

Recommendation 4: Pedestrian Crossings at Major Intersections
Enhanced pedestrian crossing should be provided that are 10 feet wide and colorized concrete. Crosswalk timing systems should be evaluated to provide adequate time for pedestrians to cross.

Action: Meet with IDOT to discuss pedestrian enhancements at intersections.

Recommendation 5: Decorative Banners
Install on existing light poles in corridor.

Action: Design long term permanent banner polls.

Recommendation 6: Focal Points
Develop design options for focal points at intersections and entryways to corridor.

Action: Prepare design details and cost estimates.

Recommendation 7: Funding Options
Explore funding options, in particular Tax Increment Financing and Special Service Areas.

Action: Meet with property owners for preliminary discussions regarding an SSA and TIF.

Recommendation 8: Amend Comprehensive Plan
Amend Comprehensive Plan for are along east side of Arlington Heights Road from I-90 to Seegers Road.
Action: Include amendment in Ordinance approving this corridor plan.

Recommendation 9: Overlay Zoning District
Develop overlay zoning district with development standards and permitted uses specific to this corridor.
Action: Begin developing development standards and commence text amendment public process.

Recommendation 10: Coordinate with IDOT
Coordinate with IDOT early in process on public improvements which require IDOT approvals.
Action: Meet with IDOT to discuss concepts.

Recommendation 11: Coordinate with ComEd
Coordinate with ComEd on possible relocation or burial of overhead utility lines along the west side of Arlington Heights Road.
Action: Meet with ComEd officials to discuss options and feasibility.

Recommendation 12: Landscape Islands in Medians
Detailed design of new landscape islands in median along Arlington Heights Road.
Action: Constructions details for medians when ready to implement.

Recommendation 13: Identity/Branding
Work with business community in corridor area on creating an identity and branding for the corridor to market the area.
Action: Work with property and businesses in the corridor on a branding image for area.

Recommendation 14: Promotion
Promote area to developers and desired businesses such as restaurants and entertainment uses.
Action: Create brochure to market the area.

Recommendation 15: Coordinate with the Illinois Tollway Authority
Coordinate with the Illinois Tollway Authority on proposed cloverleaf landscaping improvements planned by the Tollway for interchanges such as I-90 and Arlington Heights Road.

Village of Arlington Heights

Prepared by the Department of Planning and Community Development