

WHEELING

FALL EDITION • 2015



A Man On The Go

*Village President
Dean Argiris Won't Settle
For Second Best*

Gem At Wolf-Milwaukee

*Westin Continues
To Invest In Community*

Reaching New Heights

*Chicago Executive
Serves Lofty Demands*

Keats Stresses Local Flavor

*Manufacturer
Taps Into
High Schools*

A Community With Purpose

Wheeling Has Come A Long Way Since Its Early Beginnings In 19th Century

By ANNE LUNDE | JOURNAL & TOPICS REPORTER

When people think “Wheeling,” they should think of the village as a destination.

That’s the opinion of Bill Hein, village trustee and former village president, and current president of the Wheeling Historical Society.

A local resident since 1955, he’s seen the blossoming of the rural farming community into a modern suburb.

He wants to make sure that Wheeling doesn’t lose all of its country charm in the process, and that newer residents understand the fabric of the community as it has grown.



Wheeling Station

PIONEER DAYS

Wheeling’s first white residents, reputedly, were a Mr. Sweet, who moved in as a squatter, and George Strong, who bought Sweet’s claim rights shortly before the federal government settled the Black Hawk War treaty in 1833. Strong found himself initially surrounded by some threatening native Americans, but became the first permanent white settler.

Within a few years, pioneer settlers began to make their own claims.

Cook County’s original board delegated three teams of residents to identify routes to be improved as mail routes out of Chicago. Although there was an army road to Fort Howard (Green Bay Road) no one else was supposed to use it.

Chosen to find the best northern route were Mark Noble, Sr. (of Chicago’s Norwood Park area) and Richard Steele and Thomas McClure who lived north of Lake-Cook Road. They chose the old Indian trail to Milwaukee.

The route headed northwest out of Chicago, through Niles, crossed the Des Plaines River at the future Prospect Heights, followed the west side of the river past Indian Creek, and crossed to the east again near Gurnee.

Part of the improvements were to widen the route so pioneer wagons and

(Continued on page 24)

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Our airport is also a major employer providing nearly 500 jobs. These men and women then spend a portion of their \$124 million in annual wages to purchase goods and services from many of the businesses that call both Wheeling and Prospect Heights home. In 2013, businesses operating at Chicago Executive Airport paid \$2.3 million in local property and sales taxes.

WHEELING

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News that hits home.*

*Special thanks to Wheeling Village President Dean Argiris
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Friendship Park at Milwaukee Avenue
and Dundee Road is one of Wheeling's
most recognized and endearing icons.

Ready For Take Off

Chicago Executive Airport Home To 3 Runways, 90 Hangars And 78,000 Departures, Landings Yearly



The wheels of jet airplane leave runway at Chicago Executive Airport.

By **RICHARD MAYER** | ASSIST. MANAGING EDITOR

Chicago Executive Airport (CEA), owned and operated by the village of Wheeling and city of Prospect Heights since 1986, handles an average of 78,000 takeoffs and landings every year.

Airport Executive Director Jamie Abbott says that number has remained fairly constant over the last handful of years with slight increases at times. With such high traffic, CEA is considered the third busiest airport in Illinois behind O'Hare and Midway.

Chicago Executive serves private corporations and is considered more for general aviation, Abbott said.

"We are a reliever airport, meaning we relieve O'Hare from general aviation traffic such as corporate jets and we conduct all training on site because O'Hare doesn't have the time or space for those capabilities," explains Abbott.

Several different types of hangars can be found on Chicago Executive Airport grounds west of Milwaukee Avenue and south of Hintz Road.

Abbott says there are approxi-

mately 90 hangars on site. Twenty of those are corporate community hangars; 68 T-Hangars---which can accommodate a single plane. Additionally, there are three terminals where aircrafts can obtain fuel or drop off passengers.

There are three runways on site. One stretches 5,000 ft. long, another spans 4,415 ft., and the third comes in at 3,677 ft.

According to Abbott, a good mix of planes take-off and land at CEA. He said typical business aircrafts have two engines but some jets may feature three engines.

He said there are also some single engine piston propeller aircrafts that land and take off at CEA in addition to some helicopters.

There are no cargo planes that come in or leave CEA. Abbott said those types of planes that land is for demand package services such as carrying medical supplies or parts for manufacturers.

The airport is home to 497 jobs, generating an estimated \$30-\$35 million in direct payroll.

In 2013, businesses operating at the airport produced more than \$2.3 million in sales and real estate tax revenues combined.

Over the years, the airport has seen several upgrades. Between 1989-2009, many of the improvement projects focused on safety and bringing the airport into compliance with Federal Aviation Administration (FAA) regulations.

In mid-2014, the CEA Board recognized a need for a new master plan. The airport's previous comprehensive study was completed over 30 years ago to support its public acquisition. Under the 1984 master plan, the primary focus of development revolved around bringing the airfield into compliance with FAA safety regulations.

This effort recently culminated in the installation of the Engineered Materials Arrestor System (EMAS) on the south end of Runway 16/34, with an additional system being installed later this year on the north end of Runway 16/34.

This safety improvement is designed to slow down and eventually stop aircrafts that overshoot the runway end and keep them from entering onto roadways or other populated areas.

The current master plan update is expected to be completed in

multiple phases, the first of which involved an overview of pertinent development considerations.

Phase I included substantial data collection and analysis to investigate existing conditions of the airport and nearby environment as well as gauge the current and forecasted state of the aviation industry. This analysis resulted in a series of considerations for the subsequent and more substantive phases of the master plan process.

Abbott says the second phase should be completed within the next year.

Founded in 1925 as the 40-acre Gauthier's Flying Field, the airport began just 22 years after the famed Wright Brothers first manned flight at Kitty Hawk, N.C. In the late 1920s, the airport was renamed Palwaukee Airport after the major roads of Palatine Road and Milwaukee Avenue.

By the 1940s, Palwaukee had nearly tripled in size to 109 acres. In 1953, Priester Aviation Service purchased the airport. Runway lighting, paved surfaces, and additional hangars were added to the airfield resulting in four runways and by 1961 instrument approach capabilities. **(Continued on page 19)**



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Village President Dean Argiris gives the thumbs up while standing in front of the waterfall at the Westin North Shore Conference Center.

Wheeling's Man Who Gets Things Done

President Dean Argiris Just Getting Started, And He Won't Settle For Second Best

By TODD WESSELL | JOURNAL & TOPICS EDITOR

Wheeling Village President Dean Argiris considers himself a "do-er".

"I want to get things done. I'm a problem solver. And there's lots of enthusiasm at village hall."

For anyone who knows and works with Argiris, they can't help but also notice that he's high-energy---someone who always seems to have an idea in his head and a hug or pat on the back for the many friends and acquaintances he's made since moving here with his wife Marian 26 years ago.

Argiris, 56, is not new to community service having spent 18 of his more than 2-½ decades in Wheeling serving on village pan-

els. He first became involved in 1997 when he was appointed by then Village President Greg Klatecki to the Plan Commission, a board that studies proposed developments and makes recommendations to the elected village board. Four years later, he was elected village trustee. He served in that role until 2013 when voters elected him village president. During those years he and Marian raised their two children. Their son, Sam, is 27 and works for the village of Arlington Hts. Daughter Alexandra is 25 and she works in the real estate industry.

Argiris grew up in the village of Niles, a town he praised as being proactive and business friendly with good schools and "neighbor-

hoods with lots of kids." So when the Argiris' were preparing to have a family and contemplating moving, they focused their attention on a town that had many of the same characteristics as Niles.

"The number one thing we were looking for was young families with kids, like when we grew up in Niles," said Argiris. Wheeling had all the makings of greatness.

"This community needed a pro business mentality," says Argiris referring to the time he and Marian relocated here in 1989. "I'm not satisfied with second best." He explains that once during a Plan Commission meeting when members were discussing a redevelopment proposal, he spoke up

asking, "When are we going to clean up our place?" That question was a prelude of things to come.

As a trustee and the last two years as village president, Argiris and village board members have instilled a new sense of urgency and energy to local government. Embracing a host of available redevelopment tools such as the creation of Tax Increment Financing districts (TIFs), they have launched a campaign to not only improve the image of Wheeling, but to also generate millions of dollars in new sales and property tax income as well as more opportunity through the creation of new jobs. The most glowing example of Wheeling's new direction is the "Four Corners" of Milwaukee Av-



Wheeling Village Trustees (from left to right) Ken Brady, Dave Vogel, Ray Lang, Bill Hein and Mary Krueger with Mayor Dean Argiris (far right) at the recent groundbreaking of Northgate Crossings.

venue and Dundee Road. Through the use of a TIF, which uses new real estate tax income to pay for public improvements, Friendship Park and its iconic waterfall were developed and a fresh, modern look given to Fresh Farms grocery store and the opening of a new Walgreens.

"We're creating partnerships," Argiris continues. "We've accomplished a lot in the last two years. We've gotten younger people involved on village commissions. We want to build bridges. I care about today and tomorrow.

"We're promoting Wheeling and I'm proud of that."

Even though Argiris is employed as a mortgage broker, he considers his role as village president, which pays an annual salary of \$11,000, a full-time job. In addition, he is currently secretary of the Northwest Municipal Conference (NWMC), which assists area municipal members on many issues including lobbying in Springfield and research. Argiris is also

a member of the Lake County Stormwater Management Commission.

Argiris also points with pride to the fact that Wheeling is home to 275 Industrial buildings with 14 million sq. ft. of space, which makes it one of the largest manufacturing communities in the U.S.

"In 2013 our Manufacturing vacancy rate was 13%. Today, it's less than 5%. There are new jobs and much renovation. We've gotten property back on the tax rolls," says the village president.

Other Wheeling jewels include Northgate Crossing, a 288-unit Residential development currently under construction and the \$100 million Wheeling Town Center with its planned 288 apartments and impressive retail components.

Also, says Argiris, Prairie Park, located near Lake Cook Road and Milwaukee Avenue, recently opened with its 70 luxury condominiums each valued in the half a million dollar range.

Another of the village's gems is

the \$125 million Westin North Shore hotel and expo center development at Milwaukee Avenue and Wolf Road, which was made possible through the creation of a TIF district.

"It's a great revenue source," Argiris states. Besides the Westin, eight restaurants presently operate at that corner.

"We're also marketing properties we own such as the former Frito Lay site at 800 Northgate Parkway. Restaurant sales in the

village are over \$90 million a year and retail \$598 million. I enjoy what I do," Argiris adds.

"I'm proud that we have an open for business policy," he continues praising the "top-notch" village staff. "We get along and we talk with each other.

Adds the village president, "I want to continue to make this community great. A team does it and our residents and businesses deserve it. I think we're on the right track." ■



Wheeling Village President Dean Argiris (right), recently visited one of the village's most popular eating spots, Spears, with owner Joseph Romeo.

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An Emblem Of Success

*Westin Epitomizes
Confidence Major
Firms Have In Wheeling*

By DENISE FLEISCHER | LIFESTYLE EDITOR



Over \$8 million has been reinvested in the Westin North Shore Hotel and Convention Center during the past two years.

The Wheeling hotel plays a vital role in the area by providing a significant amount of property tax revenue to the village of Wheeling, local schools and other local government. It also generates income for the village through a local Occupancy Tax and employment for 200 people.

A horse stable and fruit market originally occupied the property where the Westin is located at Milwaukee Avenue and Wolf Road. Walsh Construction opened the hotel's doors in 2006. Rockbridge, a private equity firm in Columbus, Ohio, now owns the Westin Chicago North Shore. TPG Hospitality, a hotel management company, was hired to manage the hotel. It took over operational control on Aug. 13, 2013.

According to Aaron Bastable, director of sales and marketing, guest room renovations were

completed in September 2014. The ballrooms' and lobby's renovation are slated for completion in October 2015.

"We finished the guest room project by replacing all of the carpeting and wall coverings and added new high definition TV technology," says Bastable.

"We installed new surfaces to

"We finished the guest room project by replacing all of the carpeting and wall coverings and added new high definition TV technology." — Aaron Bastable

all of the furniture, refurbished the existing credenzas, dressers, nightstands and installed new tops to all of those," he adds. "New desk chairs, lounge chairs, and a refrigerator were installed in each room."

The hotel's specialty suites were completely rebuilt from the ground up by focusing on furniture, electronics, art and layout.

The full service hotel is the tallest building in Wheeling: 15-stories, 412 guest rooms and two Presidential suites. It accommodates the business traveler's needs from private board meetings to

spacious conferences as well as social events. There's 35,000-square feet of meeting room space, used for both conventions and weddings. The largest ballroom is 15,000-square feet, while three other junior ballrooms are

5,000-square feet each. Social events and extensive conventions should be booked five months to two years in advance.

Nine specialty suites can comfortably accommodate a bride and groom.

The hotel offers a full-service restaurant. Executive Chef Peter Menteer has more than 18 years experience as a classically-trained chef crafting an extensive knowledge in regional fine dining, catering and banquets. Menteer studied culinary arts at The Western Culinary Institute in Portland, OR, later graduating with honors and receiving a Le Cordon Bleu Degree. After establishing his career at some of Portland's top restaurants, he moved to Chicago in 2004. He worked at the Sheraton Chicago Hotel and Towers before coming to Westin North Shore.

The Westin continues to be a good community partner with its continuous efforts to conserve energy, provide jobs, and give back to local school districts. ■

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The proposed renovation for the Indian Trails Public Library District will include large windows to allow more light into the building, and a drive-up window for picking up and dropping off books. The renovation is scheduled to begin in Spring 2016



Superdawg

drive-in

Superdawg Drive In is just one of a large number and wide variety of restaurants that line Wheeling's Restaurant Row along Milwaukee Avenue.



TOP FOODS

Group Drives Traffic To Wheeling's Restaurant Row

By **MELANIE KALMAR** | JOURNAL & TOPICS WRITER

To eat at one of the Chicago area's premier restaurants, head to Wheeling, where a foodie's paradise nicknamed "Restaurant Row" exists along Milwaukee Avenue.

"Nobody actually said, 'let's call it Restaurant Row,'" said Frank D'Angelo, general manager of Tuscany in Wheeling. "It became that based on the world class restaurants coming into the area, Bob Chinn's, Le Francais, Tuscany."

About 20 years ago, the restaurants and hotels of "Restaurant Row" formed the "Restaurant Row Hospitality Group," within the Wheeling/Prospect Heights Chamber of Commerce, to work together on issues affecting their businesses and drive more traffic into the area.

"By banding together, we achieve much more and strengthen the brand of Restaurant Row, which is something unique in itself," said D'Angelo, who heads up the group. "There are a lot of places with different brands of restaurants. In some cases, we'll do marketing together. Calling and talking to neighbors and knowing what's going on is important."

One of the group's strongest efforts took place more than a decade ago, D'Angelo said, when the

resurfacing of Milwaukee Avenue caused power outages, that forced restaurants to close, and construction that blocked driveways, making restaurants that were open appear to be closed. The group successfully advocated for change by gaining the Village of Wheeling's support in its dealings with Commonwealth Edison and the Illinois Department of Transportation. They worked together to bury the power lines, lessening the likelihood of outages, and agreed that the agencies will provide restaurants with ample notice of construction projects, to help them prevent road work from disrupting their businesses.

"We also do fantastic things, like 'Taste of the Town,'" D'Angelo said of the group. A premier foodie event that's open to the public, "Taste of the Town 2015" will celebrate the fall harvest with food and drinks from more than 20 local restaurants, wineries and breweries, and feature live entertainment and cooking demonstrations. Sponsored by the Wheeling/Prospect Heights Chamber of Commerce, Restaurant Row Hospitality Group, and the Village of Wheeling, "Taste of the Town 2015" will take place from 5 to 8 p.m. Wednesday, Oct. 28 at the Westin Chicago

Northshore, 601 Milwaukee Ave., Wheeling. Tickets are \$35.

"We're keeping the price really low, because we want to have everyone in the area come,"

D'Angelo said. A portion of the proceeds will benefit the Wheeling Township Food Pantry and Wheeling-based Korean Cultural Center of Chicago. ■



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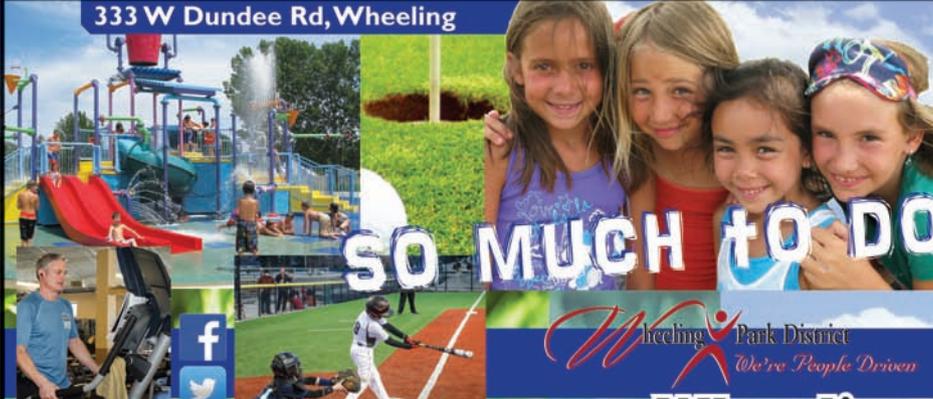
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847-465-3333 wheelingparkdistrict.com **Wheeling Park District**

The Wheeling Park District's new 100-acre Heritage Park, southwest of Wolf and Dundee roads, opened in June. It's not just the park district's latest crown jewel that attracts people from throughout the Midwest and even Canada. It's also a key part of the Levee 37 project designed to control flooding along the nearby Des Plaines River. Work on the major, multi-million dollar Heritage Park project began in May 2012.

The Levee 37 project which was completed this August, kicked off in 2009 after several devastating floods in 2007 and 2008. Its intent is to protect 600 homes and dozens of businesses along the river. Various government agencies worked together to make it a reality. Those entities in-

cluded the U.S. Army Corps of Engineers, the Illinois Dept. of Natural Resources, the communities of Wheeling, Des Plaines and Mount Prospect, the Wheeling Park Dist., U.S. Rep. Jan Schakowsky (D-9th) and U.S. Sen. Dick Durbin (D-IL).

Heritage Park's vast athletic facilities include a sports complex with four athletic fields, a large concession building with a second floor press box and bleachers that can seat 400 people, new lighting, and a versatile natural grass soccer field that can accommodate as many as five soccer, football or lacrosse games played at once. The park also features a covered stage with sound, lighting and a natural grass amphitheater, trails, natural plantings, a creek, a 10-acre lake and six areas which dou-

ble as detention basins.

The park's four fields are marked for baseball or softball, the largest of which also has a football or soccer gridiron in the outfield. The baseball diamonds vary in size with one center field distance stretching 230 feet from home plate. Two fields are 300 feet from home plate and the largest, 375 feet from home plate.

None of the four fields in the sports complex use the grass or dirt of conventional baseball diamonds. They play on artificial turf instead. Beneath that turf are sets of underground pipes to quickly drain any water on the field after a rain event.

Flood detention costs were paid by the Metropolitan Water Reclamation Dist. of Greater Chicago (MWRD) and other agencies,

with the Wheeling Park Dist. paying \$2.8 million for additional improvements outside MWRD's scope of work such as the artificial turf and concessions building.

That turf and drainage system has already paid dividends. Wheeling Park Dist. Athletic Director Brien Halterman says that because of that drainage system, baseball and softball games, which might have been called at many other park districts, were only delayed for a while at Heritage Park.

Halterman explains that once all but the heaviest rain events stop, it takes only 10 minutes to dry the field and resume the game. He says one adult league manager told him before coming to Heritage Park they had to cancel as many as 80 games in one season

Dual Purpose At Heritage

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where none were canceled because of rain at Heritage Park.

That dependability has booked those baseball fields seven days a week from 4 to 11 p.m. on weekdays and from 8 a.m. to 11 p.m. on weekends. Teams come from not only the immediate area, but also from Iowa, Kentucky, Minnesota, Indiana, Wisconsin, Nebraska and even Canada. The fields also host 19 weekend tournaments with 500 teams. Competition includes youth baseball and softball to approximately 100 adult baseball leagues.

Halterman said revenue to the park district from those outside groups has brought in hundreds of thousands of dollars. Local businesses like nearby McDonald's and Subway restaurants see so much new business from Heritage Park, Halterman said they call

park district officials ahead of events in order to make sure they are adequately staffed.

Besides the athletic features, Heritage Park is used as a stormwater detention area for the Levee 37 project. Levee 37 is a floodwall running along the west side of the Des Plaines River protecting much of Mount Prospect and other areas from flooding.

At Heritage Park there are six areas that can be used as stormwater detention basins. Three of those areas are part of the 10-acre Heritage Lake. These basins all serve as locations where rainwater can be temporarily stored, which keeps water out of homes and businesses not only in Wheeling but also downstream. ■



Heritage Park is a place where softball, soccer, football games are played and concerts presented.



Wheeling's Landmark

*Enduring Icon Led Way By
Instilling Class At Busy Corner*

Friendship Park, developed 15 years ago, centerpiece for village's prosperity.

By LAUREN BARRY | JOURNAL & TOPICS REPORTER

For the past nine years, the waterfall of Friendship Park has become a landmark for residents of Wheeling and visitors to the community. From newlyweds to high school couples on the way to their homecoming dance, people come together at the fountain to celebrate, explains Village Manager Jon

Sfondilis.

Built nearly 15 years ago by MACTEC Engineering at a cost of approximately \$1.7 million, the fountain graces the intersection of Milwaukee Avenue and Dundee Road, an area now known as “the four corners.” The money used to pay for the water feature came from village Tax Increment Fi-

nancing district funds and in a form of a grant from the Illinois Department of Commerce and Community Affairs.

Officially named the Lehmann Fountain after the late Wheeling Trustee Trevor Lehmann, the waterfall was part of a larger project that included the establishment of the Westside of Friendship Park

and a gazebo overlooking the cascading water of the structure.

At the time, the park was planned as a program to revamp blighted areas along Milwaukee Avenue, Sfondilis says.

“The idea of it was to create the foundation of a real sense of community through architecture and the arts,” he remarks, “and to pro-



vide a roadmap of what we wanted the community to look like.”

So far, the campaign has worked. Since the fountain was turned on, Walgreen’s and Fresh Farms have settled in the area, as well as the Westin Hotel and the Prairie Park residential development not far away. When people visit Wheeling they see the four

corners area as an example of what other suburbs can do to develop a destination spot for residents, says Sfondilis.

When weather begins to turn cold each year, the water from the Friendship Park fountain is drained. However, even in the winter the fountain serves as a community hub, explains Sfondilis, who adds that it is “al-

ways an attraction, even if there is no water in it.” In fact, newly-installed LED lights make the structure the centerpiece of Lights Around Wheeling, a holiday celebration in the village.

This event occurs every year on the Sunday before Thanksgiving, and includes a visit from Santa and a colorful display of the fountain’s lights, turned on by a special guest.

“It’s a nice, family event that brings the community together,” Sfondilis says.

Friendship Park’s Fountain is more than just an aesthetically-pleasing addition to the village landscape. It has lived up to the hopes the village staff had when they set out to inspire progress and a sense of community throughout Wheeling. ■

Vision Takes Shape

SOMEONE
TO KNOW

Through Use Of Incentives, Hard Work Wheeling Sees Remarkable Growth



Helping lead Wheeling's redevelopment effort are, from left, Dru Garcia, Business Development coordinator, John Melaniphy, Economic Development director, Village President Dean Argiris, and Deputy Village Clerk Lisa Leonteos. (Journal Photo)

By TODD WESSELL | JOURNAL & TOPICS EDITOR

A surge in creativity, hard work and perseverance is transforming the community of Wheeling into a major force in the North and Northwest suburbs as a desirable location to operate a business and to raise a family.

In a way, Wheeling is reinventing itself as it pushes forward on creating a new downtown next to the village's municipal campus on Dundee Road, working side-by-side with developers to bring high-quality residential projects and a myriad of manufacturing and retail companies looking to relocate to a community where cooperation and encouragement have become key to future growth and prosperity.

"Wheeling has benefited from the turnaround in the economy following the Recession," says John Melaniphy, director of Wheeling's Economic Development Department. "We are part of the 10th Congressional District which is the fourth largest concentration of

manufacturing employment in the U.S. Wheeling is in the center of commerce and industry in the Northern suburbs in terms of manufacturing employment with nearly 14 million sq. ft. of space."

In short, Wheeling has a vision and it knows where it's going.

The heart of Wheeling's efforts is the new Metra commuter train station that runs perpendicular to Dundee Road west of the Community Campus and village hall. To the east of the rail line, the new Wheeling Town Center will rise sometime in 2016 bringing with it new stores, offices and restaurants.

"It's the first phase of our downtown and transit-oriented development adjacent to the Metra station," explains Melaniphy. "Now, there isn't a downtown. We are creating a downtown and the Metra line will be its epicenter."

Planned around the train station and Town Center will be the new Northgate Crossings residential development north of Dundee Road,

which is now under construction. On the west side of the tracks, there are two large parcels where village leaders envision transit-oriented, mixed-use development of retail, industry and residential projects.

"All will be centered around the Metra station," adds Melaniphy. "The reason we never had a downtown is because we did not have a Metra commuter line or train station."

Another project which might soon come to fruition is development of a 186,000 sq. ft. industrial building in the community that will be built on speculation meaning tenants aren't yet secured, but they will likely soon be signed up.

"That would be the first such development of that size in Wheeling in two decades," Melaniphy says. "It's an indication of our low vacancy rate and the need for additional manufacturing space to meet the prototype needs of today's manufacturers."

Melaniphy praises the village's

working relationship with the Wheeling-Prospect Heights Chamber of Commerce which works to create a "positive business climate that's conducive for growth and creates an environment businesses want to be a part of." Currently, there are approximately 800 businesses in Wheeling, 300 of which are manufacturing-related. In the last two years, Wheeling has attracted over 700,000 sq. ft. of new manufacturers, according to Melaniphy.

When a business is interested in relocating or opening in Wheeling, the first point of contact is Melaniphy or his colleague Dru Garcia the Business & Development coordinator.

"They see us first," he mentions. "We are the first point of contact in terms of sites and available buildings. We've enhanced our website where we have a list of available sites and buildings online 24/7. We also have an industrial space availability report as well as a retail and office space report."

IN THE NEWS

(Continued from page 5)

Four years later, in 1965, the primary runway was extended to 5,000-ft. and widened to better serve the aircraft utilizing the airport. In 1967, the FAA commis-

sioned an air traffic control tower due to the increasing level of activity at CEA and the surrounding airspace.

In December 1986, the airport was acquired from Priester Aviation Service by Prospect Heights and Wheeling.

Twenty years later, the airport was renamed Chicago Executive Airport to reflect the airport's role as Chicago's reliever airport of choice for business and corporate aviation.

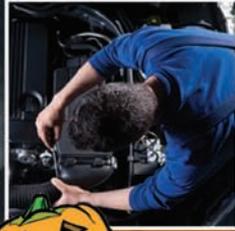
"Chicago Executive Airport is an economic engine for commu-

nities surrounding the airport and beyond," Abbott said. "We are excited about the future and that is why the master plan is so important. It will provide the needs to serve our users and tenants into the future and will also provide us with a vision for the future." ■

Wheeling has made it its business to embrace a number of economic incentives it can use to help companies relocate. One such attraction is the Cook County Class 6B property tax exemption, which can save companies large sums of money for up to 12 years. Another widely accepted incentive is the use of Tax Increment Financing districts (TIF). Five TIFs now operate in the village. Property tax income generated by TIFs is used to pay for public improvements such as new streets and sewers that can save developers millions of dollars. Wheeling's TIF program was used to attract the \$125 million Westin Hotel project at Milwaukee Avenue and Wolf Road that has evolved into one of the area's most popular hotspots with a number of new casual and fine dining restaurants. That one TIF alone allowed the funneling of \$23 million of incremental property tax revenue into the Westin project. The TIF District around Chicago Executive Airport will assist with redevelopment efforts and attract additional manufacturing, commercial and airport-related uses to this premier aviation facility.

"The village has worked diligently with the Wheeling-Prospect Hts. Chamber to create a business climate that is conducive to growth and provides networking opportunities and partnerships with manufacturers, retailers, hospitality, medical and not-for-profit organizations where businesses are working together to take Wheeling to the next level," says Melaniphy. "With this we're able to enhance the number of businesses we're able to assist in their goals." For more information and to talk with Melaniphy directly, call 1-847-499-9094. ■

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A New Downtown

Metra Station Sparks \$100 Million Town Center Project



By LAUREN BARRY | JOURNAL & TOPICS REPORTER

Progress is steadily moving forward on Wheeling's \$100 million Wheeling Town Center project after some setbacks earlier in the year.

Tentative agreements with the U.S. Post Office, the Wheeling Park District and West Shore Pipeline Co. represent some "objectives that needed to be met," before further action on the development could take place, according to Economic Development Director John Melaniphy.

Earlier this year, it became apparent an underground pipeline

required relocation around the 17-acre parcel that will eventually become Wheeling Town Center. The pipeline relocation slowed the process of finalizing the project's Planned Unit Development (PUD).

Currently, the village is working on a reimbursement agreement with West Shore, explains Melaniphy. He says, "relocation of the pipe has to align with federal standards," making it necessary for the utility company to control the contract rather than the village itself. Melaniphy says

that both parties have already exchanged a "draft agreement," in which they would split the cost of the relocation. Further research needs to be conducted before the cost is determined. However, Melaniphy expects the price to be finalized soon.

Another important move in making the Town Center a reality mentioned by Melaniphy is an agreement with the U.S. Post Office, its landlord, the village and the Illinois Department of Transportation (IDOT) to install a traffic light at Community Boulevard.

This signal will enhance safety and access to the community campus, the Wheeling Park District, the Aquatic center and the Village Hall. The traffic signal will also assist with traffic flow around the Town Center. The primary access to the Wheeling Town Center is provided by Northgate Parkway. This agreement is part of a larger plan to extend Community Boulevard north of Dundee Road, connecting it with the U.S. Post Office parking lot.

Melaniphy explains how extending the street allows visitors



Artist's rendering depicts the wide sidewalks and many shopping and recreational opportunities at Wheeling's planned new Town Center.

of Wheeling's municipal area, including the Family Aquatic Center, the Community Center and Village Hall, to access the Town Center without using Dundee Road. This portion of the Downtown Master Plan was "very complicated and took many years," Melaniphy remarks. It included extensive negotiations with the Post Office, the owner of the Post Office parking lot, Wheeling Park District and IDOT. Since an agreement has been reached, Melaniphy estimates that the extended street and

traffic light will be installed by the spring of 2016.

One of Wheeling's main goals in planning the new area is to create a "pedestrian friendly development," Melaniphy says. Current versions of the PUD include walking paths that connect with the Town Center as well as the extended access for vehicles. Cooperation between the village, the park district, IDOT, Metra and Canadian National Railroad has been instrumental in making this happen, according to Melaniphy. Residents of the Town Center's

300-unit luxury apartment complex will also benefit from this easy access layout, as will the occupants of Northgate Parkway's 288-unit complex which opens next month within walking distance north of the site.

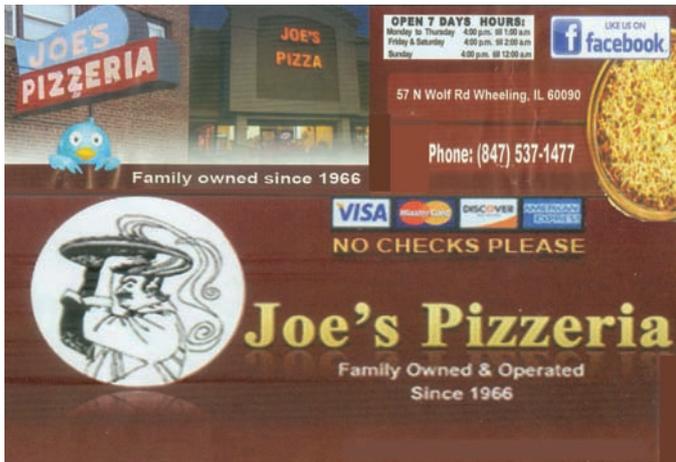
Significant interest from potential tenants continues to remain steady. Flix Brewhouse, a 38,000 sq. ft. movie theater and micro-brewery with eight screens, dining and house-made craft beers, is locked in as the development's anchor tenant. Starbucks, Red Mango, Noodles & Co, Wheeling

Ale House, Verizon and Jersey Mike's have also given letters of intent to the village.

"Creating a downtown is a complex undertaking," Melaniphy mentions. The project, which was started before the Great Recession of 2008, has been frustrating for the village. However, completion is likely right around the corner.

In regard to the immediate future of the project Melaniphy says, "we plan to move through approval rapidly." He said as of now it looks like construction will begin in the spring of 2016. ■

Business Friendly



Kolssak Funeral Home

Three generations have stood behind **Louis A. Kolssak's** mission of dealing with people in the manner he would want to be treated.

Kolssak opened his family's first funeral home in the 1930s, at 4255 W. Division, in Chicago. He learned the trade by treating everyone with respect and by providing the funeral they desired. In 1974, **Louis A. Kolssak II**, and wife, **Carolyn**, opened **Kolssak Funeral Home** at 189 S. Milwaukee Ave. in Wheeling. For 50 years, the late **Louis II**, followed in his father's footsteps.

Today, **Jon Kolssak** and wife, **Michelle**, **Jon's** mother **Carolyn**, his brother, **David**, and his wife, **Melissa**, are fulfilling **Life Celebrations**, as well as traditional funerals.

Every aspect of the loved one's life is engaged through flowers, music, photos and personal mementos cultivating a touching memory. Celebrations of Life have included a tailgate theme, **casino night**, **hobbies** even **motorcycle processions**. **Kolssak Funeral Home** also provides **Life Celebrations** and funerals for all faiths.

Joe's Pizzeria

For nearly 50 years, **Joe's Pizzeria** has served pizzas, hearty sandwiches, pasta, ribs, chicken, shrimp and perch.

Since the 1970s, **Greg Sauer** and **Rich Wildenhain** have continued what **Greg's** father, **Ron** and his partners started. **Joe's Pizzeria**, located at 57 N. Wolf Rd. in Wheeling, serves up hearty dishes for the whole family.

"We specialize in thin crust pizza. Any given night, **pizza is our best seller**," said **Wildenhain** before opening the restaurant on a Tuesday afternoon.

"What we love about the business are the **great customers** we've had over the years. **Joe's** is well known in the area so we've seen **three generations come in here**," said **Wildenhain**.

Eat in the dining room, order carry out or have your order delivered if you live within five miles of the Wheeling restaurant.

DID YOU
KNOW

Wheeling By The Numbers

Population: 38,015	Number of licensed businesses: 800	
Number of households: 13,280	Number of industries/manufactures: 300	
Year village incorporated: 1894	Chicago Executive Airport voted No. 1 reliever airport in the state of Illinois. #1	
Number of take offs and landings at Chicago Executive Airport annually: 80,000	The 10th U.S. Congressional District including Wheeling is the fourth largest manufacturing concentration in the United States. #4	
Number of miles from O'Hare Airport: 10	Number of square feet of office space: 1 Million	
Year Chevy Chase Country Club opened: 1920	Number of public and private elementary and middle schools: 10	
Number of restaurants along Wheeling's Restaurant Row: 21	Number of square feet of industrial space: 14 Million	



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Wheeling has a long, rich heritage dating back to the time when settlers first arrived here from New England.



OUR HISTORY

(Continued from page 2)

stage coaches could get through. They removed trees growing in the center of the road and added planking over the muddiest stretches.

By the end of 1835, Cook County split off both DuPage and Lake to become independent counties.

A post office, named “Wheeling,” was established here in 1837, one of the earliest in the area. There subsequently was a “Wheeling” voting precinct, and when Cook County’s township system was incorporated with names in 1850, there was also a Wheeling Township.

One of Strong’s early neighbors, settler Joseph Filkens, noticed that with the improved travel route to downtown Chicago, Wheeling was only a five-hour trip away. He started the Stage Coach Tavern to offer meals. Travelers could have all they could eat for 23 cents. Filkens also

became the first postmaster.

A second hotel was opened in 1840 by James Parker. Several stores and a blacksmith followed.

Some early farmers came from New England states but after the 1840s, Wheeling was a popular place for German immigrants to settle. Those German traditions continued into the 20th century.

RAILROADS

When railroads were built in the 1850s, subdivisions along commuter routes flourished. Des Plaines and Mount Prospect were on the Chicago & North Western’s northwest line.

Wheeling was on the Soo Line (Wisconsin Central), but its “Wheeling Station,” while important as a freight stop for businesses like Quirine Weidner’s lumber, coal and flour business, did not offer much commuter service.

Even after Maine Township High School opened in 1902, the only way to get there was to catch a ride on the morning milk train.

Students might miss several early classes if the train was late. Later generations arranged to get daily rides to Deerfield Shields, the predecessor of Highland Park High School.

To get to downtown Chicago, Frank Forke ran a local horse-drawn coach to Shermerville (Northbrook) where there was direct commuter service on the Milwaukee Road.

Wheeling didn’t get regular local commuter service until modern times when Metra started the North-Central service.

The village of Wheeling was officially incorporated in June 1894.

Even into the early 20th century there were few gathering places except the schoolhouse and the Community Presbyterian Church.

The original village hall, now the Historical Society headquarters, and the church are among buildings moved to Chamber Park in an arrangement with the Wheeling Park District.

For a long time the settlement was considered to be a small town. Dundee Road was paved, old timers reported, but Milwaukee at some points was still a dirt road.

In “Wheeling Through the Years,” a collection of oral histories compiled by Barbara K. and Robert L. McIntyre for the Wheeling Historical Society, residents recalled the early years of the 20th century.

Farmers along Milwaukee Avenue had their homes and crops west of the road, and their barns between Milwaukee Avenue and the Des Plaines River, where cows used the woods for pasture.

That changed when the Forest Preserve District claimed the woods along the river. So did the local use of the river. The sand bars along the banks, used as local beaches, and the clear, shallow waters for swimming were replaced by the dams. A route at Hintz Road provided a crossing and a swimming area that became popular.

As automobiles became popular after 1914, families or friends might go on excursions. New roadhouses and pubs opened in Wheeling, a new generation of hospitality businesses.

Farms continued to provide a lot of jobs, for local young men, for Spanish-speaking migrant workers, and for German prisoners of war during World War II.

Truck farmers provided Chicago groceries and restaurants with produce, but there were also farmstands in Wheeling, which often had lines of customers.

The farming community continued to surround the crossroads that marked Wheeling, but there were some new additions.

UNIQUE ATTRACTIONS

One came when Frances Crane Lillie, whose father headed Chicago’s Crane Company, bought a large farm in the Wheeling area with her husband, Dr. Francis R. Lillie.

On the south half of their Buffalo Creek Farm, Dr. Lillie experimented with breeding better cattle.

On the northern end, Mrs. Lillie and friends Edith Foster Flint and Elisabeth Valm Port started Childerley. Funded by Frances' father, Richard Crane, this project provided education for children of widowed mothers, especially from families of Crane Co. workers and charitable cases from United Charities and Catholic Charities. It was one of the social action initiatives of its time.

Later, Catholic students from University of Chicago used the school chapel and other buildings as a retreat center.

The Servite Sisters purchased the northern property in 1940 as a retreat center. In 1977 the property was purchased by the Wheeling Park District and is part of Childerley Park.

THE AIRPORT

As interest in flying expanded after World War I, the River Road corridor had numerous small fields through the western and northwestern suburbs. Most of these have disappeared, especially after the Orchard Place field at the corner of Des Plaines and Rosemont expanded into O'Hare International Airport in 1960.

Frank and Pete Barchard started Pal-Waukee Airport in 1926 on their 40-acre field. Their air space was far enough north of O'Hare to still survive with independent air space.

Pal-Waukee, at the intersection of Palatine Road and Milwaukee Avenue, specialized in small, primarily private planes. It went through several ownerships during the 20th century.

Bill Hein remembers working, as a village official, with airport owner Charlie Priester when the decision was made to convert it into a municipal airport. Wheeling and Prospect Heights became co-owners in 1986. It acquired its current name in 2006.

Chicago Executive Airport now is a destination for private planes from around the world and has its own customs office. With the Westin Hotel nearby, Wheeling is hosting guests for important occasions.

MODERN WHEELING

Subdivisions began replacing farmland in the 1950s. Developer E.A. "Red" Herzog started the first of three phases of "Dunhurst Heights" along Dundee Road west of the Soo Line in 1955. These included 750 houses. He also built the Meadowbrook development.

Residential Wheeling expanded between Rt. 83 and Schoenbeck Road.

Meanwhile, improved access and modern roads helped to establish industrial areas as well.

While Wheeling is still bounded primarily by Hintz Road on the south and Lake-Cook Road on the north, the village has gradually absorbed most of the unincorporated areas in between.

Modern shops, including national chains, have replaced most of the older landmarks on Milwaukee Avenue and Dundee Road, which still serves as a major crossroads.

The village and the historical society, working with the Park District, have started to save significant historic buildings and move them to more protected settings.

At Chamber Park, the original village hall building now houses the Wheeling Historical Society. The Community Presbyterian Church is a meeting space.

The modern Restaurant Row is booming. La Francaise and Don Roth's may be shuttered and the original Hackney's departed to other suburbs, but Bob Chinn's Crab House is a major name attraction.

Kilcoyne's Redwood Inn holds the current record for the longest run with the same owners, Hein says.

Even Chicago's classic Superdawg drive-in hot dog stand, identified for visits in the book, "1000 Places to See Before You Die," chose Wheeling to open its second location a few years ago.

Hein promises that Wheeling is working on some new "destination" strategies on the north end of the village for the near future. ■

Reflecting On How Much Wheeling Has Grown



By MELANIE KALMAR | JOURNAL & TOPICS WRITER

Bill Hein remembers seeing the village of Wheeling's welcome sign, for the first time, 60 years ago. It was surrounded by cornfields, the only view for miles, and it read "Population 678."

Hein, 76, was just a teenager when he came from Hurley, WI, to Wheeling, IL, to teach his newly-widowed grandmother how to drive. His grandfather purchased a home in the Dunhurst Heights subdivision, after he retired from the Northwestern Railroad Company. But he passed away six months later, leaving his wife alone in a town that was new to her.

Hein's father, an automotive machinist, saw opportunity in Wheeling and moved his family here in 1955. He opened a full-service Mobil Gas Station in town that catered to the residents of Dunhurst Heights.

"Most of them worked in the city of Chicago," Hein says. "They needed two cars to get around. There was no public transportation." Business boomed. The family opened more gas stations and eventually sold them all to pursue other opportunities -- auto parts stores, a liquor store, and a pub -- and develop what is now Riverside Plaza Shopping Center.

Hein, a retired real estate developer, raised three children in Wheeling, and says the village of 38,015 residents has a lot going for it: its own international airport, proximity to downtown Chicago, the toll roads, and O'Hare. He also likes that it progressed, from a commercial, industrial and residential standpoint, at a much quicker pace than neighboring towns like Buffalo Grove.

He saw the village's first large employer, Eco-Products, come to town, and he witnessed the industrial park grow into the approximately 13 million square-foot of space it occupies today.

"It was kind of neat to be a part of that revolution," he says. "Because we lived in town, we worked in town, and we had our businesses in town, it was natural for us to become involved in government."

Hein began as a volunteer firefighter and helped raise more than \$40,000 to buy the village's first ambulance, fully-equipped for EMT service. He advanced to chairman of the Police and Fire Commission, village trustee, and, from 1970 to 1981, mayor. A "semi-retirement" followed.

"You get more out of life by being a part of what's happening in your community," explains Hein, who is once again a village trustee and member of the historical society. "In doing so, you become a part of its history." ■



Wheeling Clock Tower



Friendship Park



Village Hall



W E L C O M E T O



Fresh Farms

WHEELING

By DENISE FLEISCHER | LIFESTYLE EDITOR

Keats Manufacturing is just one company that is helping Wheeling become a leader in being home to a growing number of manufacturing/industrial businesses.

Keats produces custom made metal stampings, wire forms, and assembles for a broad spectrum of businesses, including automotive, defense, aerospace, medical industries and electronics.

Its 40,000 sq. ft. facility at 350 Holbrook Dr. has 110 employees. Twenty-eight of those 100 have made the company's "20 year club." The facility operates 24 hours a day, 5 days a week, with 60 production machines, some with the capability of creating 10

million pieces a year.

"Keats Manufacturing was founded in 1958 on Cicero Avenue by my grandfather and great uncle," said Matt Eggemeyer, COO for the last 10 years and vice president of the Wheeling Chamber of Commerce. "It's still family run by the second and third generation."

Keats also has 17 employees who are Wheeling High School graduates. Eggemeyer is working hard to recruit young talent into manufacturing by hosting "Manufacturing Day," but equally values 20-year club members, who have mastered the skills and proven their dedication. They pass their knowledge on to the younger employees. ■

Chicago-based REVA Development Partners has created a VIP list to provide precedence to the large number of people who've expressed interest in residing at Northgate Crossing, a new 288-unit luxury rental community in Wheeling. To join the VIP list, prospective renters can visit <http://www.northgatewheeling.com>. Pre-leasing will begin in October with first move-ins scheduled for mid-December.

Located at 250 Northgate Pkwy, Northgate Crossing is part of the village's ongoing redevelopment effort for its Town Center district, which is anchored by the municipal campus, fitness and aquatic centers, large-scale Heritage Park redevelopment and an existing Metra train station. Current plans call for adding hundreds of luxury residences, shopping, restaurants and a boutique brew pub/theater concept to the area. The 20-acre Northgate Crossing development located two blocks north of the Metra station, will feature nine three-story luxury apartment buildings on a heavily landscaped, amenity-rich site. The residences will include one-bed/one-bath, one-bed + den/one-bath and two-bed/two-bath plans measuring approximately 696 to 1,212 square feet.

"We are very excited to be part of the Wheeling community and, in particular, its downtown area," said Matt Nix, principal of REVA Development. "In recent years, Wheeling has made a strong commitment to increasing the town's sense of place and livability and has added a wide variety of retail, office development and park space to its downtown center. It will become a destination for people in the North suburbs to live, work and play and Northgate Crossing will help further support those enhancements by providing new-construction apartments within walking distance to community attractions and the Metra."

REVA's focus on lifestyle is represented by the various amenities at Northgate Crossing, including an approximately 7,000-sq. ft. clubhouse with a fitness center, club room, business services, demonstration kitchen, gaming /theater room and management offices. Residents will also enjoy outdoor features, such as a resort style swimming pool and sun-deck, grilling stations, ample patio seating, fire pit, bocce ball court, sand volleyball court and walking paths.

"The transit-oriented, town center design coupled with the mix of amenities and a maintenance-free apartment lifestyle is attracting a variety of residents, including young professionals, downsizers and transferees," noted Nix. "In recent years, there hasn't been any type of development like this in Wheeling and the northern Cook County market, so this will be a terrific new option for people wanting a new-construction, condo-quality rental apartment in the area."

The proximity of Northgate Crossing to the North suburban office corridor will also be a major draw for residents, notes Nix. "With nearby employers such as Walgreens, Discover, Takeda and Estellas, the property is drawing interest from a wide cross-section of professional fields," he said. "Plus, offering a walkable Metra station means that a commute to the city is a viable option for singles and couples splitting their commute between the Loop and the northern suburbs."

Northgate Crossing is located between Lake Cook Road and Dundee Road on Northgate Parkway, approximately 1 mile west of Milwaukee Avenue.

REVA Development Partners is a privately held, Chicago-based real estate development company.

For more information, visit www.revadevelopment.com and www.kinziegroup.com. ■

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Lynn Plaza, located on the corner of Dundee Rd. and Old McHenry Rd., has been a vital part of Wheeling since 1972. Anchored by Carniceria Jimenez, the shopping center is in the heart of Wheeling and remains an integral part of the retail community of Wheeling and several adjacent suburbs.

For the past 43 years the diversity of the tenant mix has provided not only necessities but products and services that enrich our lives.

Lynn Plaza is home to 19 stores and services featuring food, personal care, electronics, printing, finance, insurance, medical and health care, dining, recreation and tax preparation.

Shoppers can reach Lynn Plaza via the close proximity of three major highways and Metra. ■

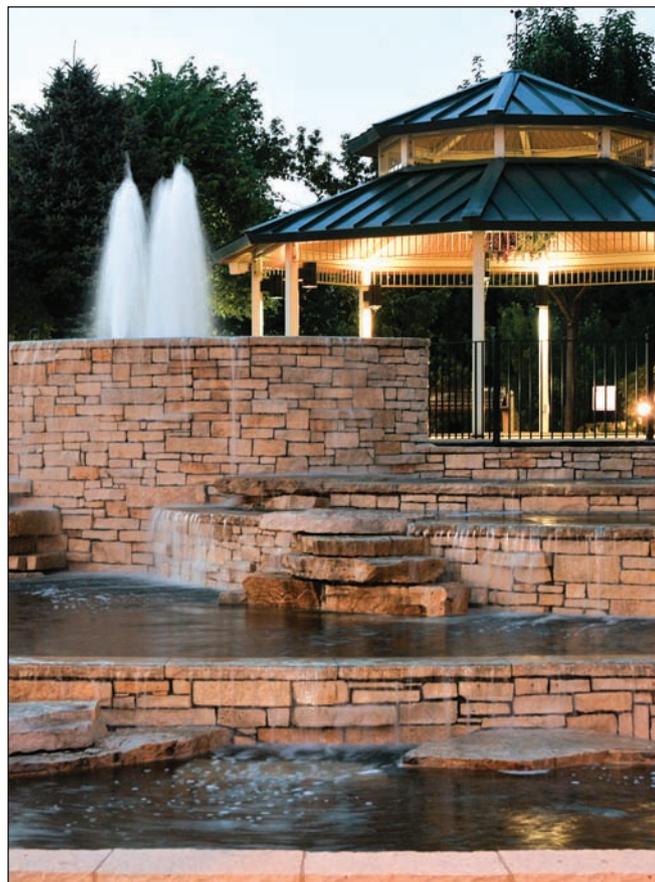
Union Ale House, 1211 S. Wolf Rd., Prospect Heights (just south of Palatine Road) recently celebrated its 2d Anniversary. An upscale, but casual eatery is the sister business of Rocky Vanders' Sports Bar, also located in Prospect Heights.

Union offers 16 Taps, famous wings, pizza, Toyko Shrimp, Saganaki, great sandwiches, wraps and more.

Now serving Sunday breakfast from 11 a.m., highlighting its own smoked ham off the bone.

With 22 TVs, ample seating, daily specials, this is a great venue for a holiday get together or call for catering assistance on or off the premises.

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As many as a thousand local residents and business leaders are expected to visit the many special food tasting booths that will be set up at Taste of the Town on Oct. 28 at the Westin North Shore hotel.

It's Taste Of The Town Time

Wheeling's Taste of the Town returns on Oct. 28 from 5 to 8 p.m. at the Westin Chicago North Shore, 601 N. Milwaukee Ave.

An extremely successful Taste of the Town 2014 gathered 900 attendees onsite with food tastings and beverage selections from over 20 local restaurants and sponsors along with live entertainment, silent auction and great raffle prizes.

Tickets may be purchased in advance for \$35, with a portion of

proceeds benefitting the Korean Cultural Center of Chicago and Wheeling Township Food Pantry. Additionally, a food drive will be held on the evening of the event to benefit the Food Pantry, a not-for-profit 501(c)(3) organization and a member of the Greater Chicago Food Depository. The food pantry serves over 400 low-income families every month, and guests are encouraged to bring in non-perishable canned goods including beans, soups, cereal, condiments, toiletries and other necessities.

With a "Healthy Harvest" theme for the evening, guests can expect live cooking demonstrations, live interactive musical entertainment and emcee by Carey Smolensky, Interactive Entertainer, Producer, and long-time Wheeling supporter,

Participating restaurants include: Allgauer's on the Riverfront, Benihana, Bob Chinn's Crab House, Cooper's Hawk Winery and Restaurants, Deka, E&O, Meatheads, Pete Miller's Seafood & Prime Steak, Pinstripes, RAM

Restaurant & Brewery, Ruth Chris Steak House, Saranello's Ristorante Italiano and Banquets, Spears Bourbon-Burgers-Beer, Sullivan's, Superdawg Drive-In, Taste on Chesnut, Tuscany Wheeling, Wa-Pa-Ghetti's Pizza and the Westin Chicago North Shore.

Guests can purchase tickets at www.wphchamber.com or call 847.541.0170 for info and group sales. The cost is \$35 through Oct. 27 and \$45 at the door. Cash bar is available. ■

LEXINGTON

HEALTH NETWORK

Wheeling
Health Care Center

730 West Hintz Road • Wheeling • 847.537.7474
www.lexingtonhealth.com



For seniors looking for a range of care, the 198-bed Lexington of Wheeling, part of the greater Lexington Health Network, is an outstanding healthcare center providing post-acute care and rehabilitation, long-term skilled care, memory care, short-term respite services as well as home health, hospice, and private care services in the home. Specialty post-acute rehabilitations include Pulmonary, Cardiac, Orthopedic, and Wound Care. The facility in Wheeling features state-of-the-art therapy services including the Alter G Anti-Gravity Treadmill and the OmniVR, the world's first virtual rehabilitation system for older adults. Patient rooms are fully equipped with individual flat screen televisions, pillow speaker, electric beds, personal phone lines, individual thermostats, and Wi-Fi services.

In addition, Lexington takes pride in its integrated network of post-acute services which provides an unmatched continuity of patient care. Transitional Care Nurses, Advanced Practice Nurses (APNs), and physicians create a seamless, collaborative care process for any patient entering into Lexington. The Transitional Care Nurses serve as a source of education and support in helping the patient manage his or her disease process and/or post-surgical event, as well as serving as an additional resource for the patient and family. The APNs collaborate with the patient's physician, which creates a constant line of open communication should a need for immediate intervention due to a patient's change in condition arise. Additionally, the patient is linked to 24 hours/day care through highly advanced technology specific to Lexington known as LexConnect and receives care as necessary.



Lexington of Wheeling takes great pride in providing the best and highest quality of care to its patients, residents, and their families through its state-of-the-art building, expert-trained staff and in-depth programs and protocols. Lexington is also Joint Commission Accredited.



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