

Village of

WHEELING

DOWNTOWN STATION AREA PLAN

August 2019

FARR ASSOCIATES

Produced for:



Produced by:



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Executive Summary

Transit-Oriented-Developments (TOD) are walkable, dense, and mixed-use places. They promote walkability and vitality through a dynamic mix of land uses and the design of pedestrian-friendly streets and building frontages. Wheeling’s 2004 Station Area Plan envisioned the area around the Metra Station as a TOD however, most of the new development within the Wheeling Station Area since 2006 has been designed in a more conventional auto-oriented manner: the buildings are set behind surface parking lots back far from the sidewalk, and many have drive-throughs and individual curb cut access to Dundee Road, adding to congestion. In short despite having a rare high-value Metra-served location, Wheeling is experiencing most of the problems of sprawl while getting few of the benefits of TOD.

The goal of this Master Plan Update is to get more benefits and fewer problems by re-evaluating the conditions of the Station Area and make recommendations to guide future land use and design decisions. One question in a community-wide survey, conducted at the mid-point of this process, confirmed the public support for a new approach to the station area: “Do you agree that a Village center with walk-to destinations should be the preferred vision for the area around the Metra station?” The overwhelming response was “Yes.”

Despite current limitations on train service, Wheeling’s Metra station is a relatively rare and valuable asset. Other Chicagoland suburbs that have capitalized on their Metra stations to create thriving TODs offer valuable lessons. The Village should continue to encourage higher density developments in order to increase the population of transit riders. The market analysis on page 37 demonstrates that the current population (including entitled but not-yet-built projects) is still several thousand people short of neighboring examples with strong TODs. To achieve the full potential of Wheeling’s TOD will require Village involvement. This master plan identifies three levels of involvement, organized from least to most intensive, that the Village of Wheeling must choose from to achieve the sought-after benefits of TOD. They are to regulate, coordinate, and participate.

REGULATE

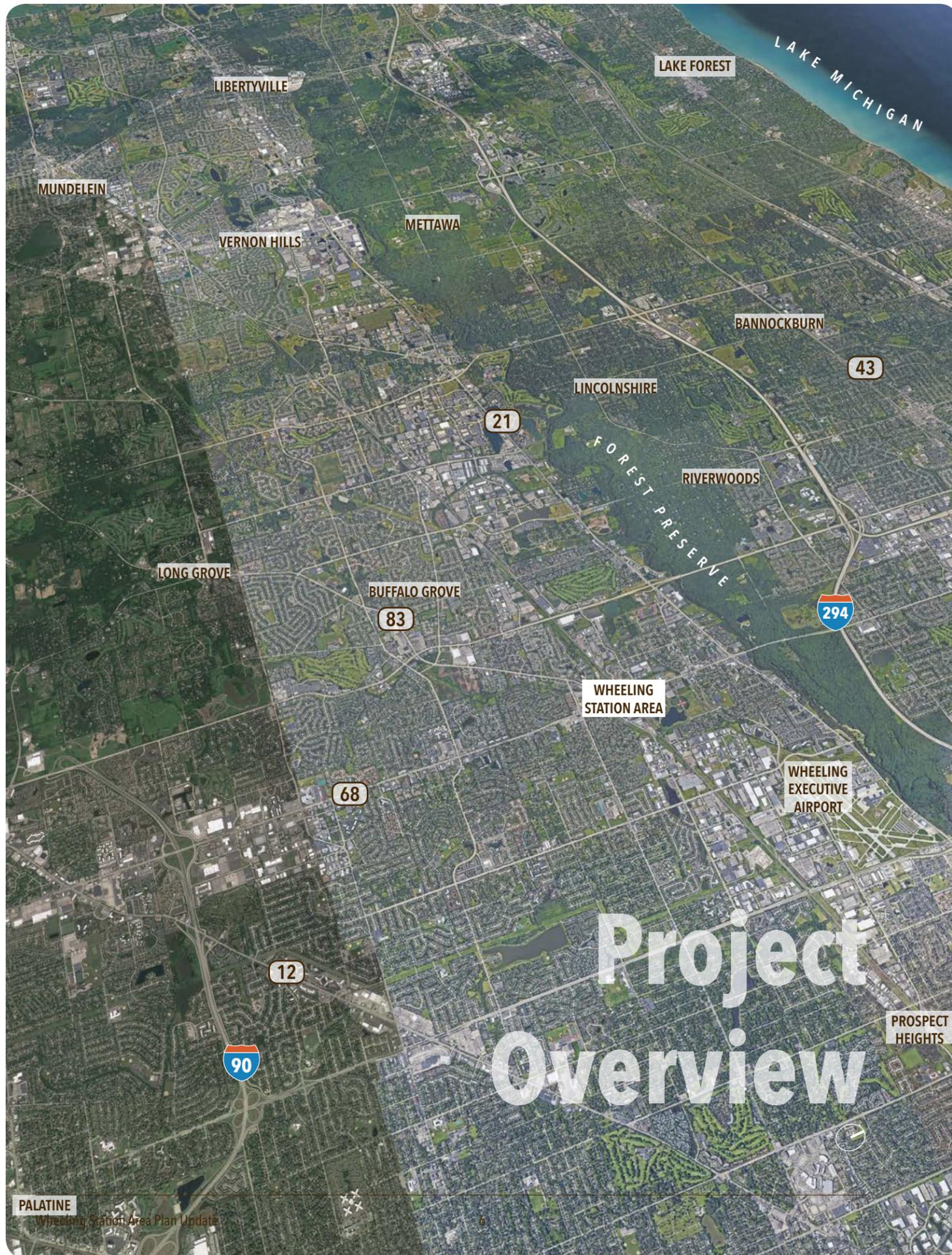
Adopt a form-based code to guide development. The new mixed-use multi-family projects already in the pipeline, with their addition of population and diverse uses within walking distance, will add to the viability of the TOD. But they also represent missed opportunities to shape a truly walkable urban district due to the form of their design. This trend can be reversed incrementally over time through the adoption of a “form-based code,” which would regulate developments more precisely to provide a more unified, predictable, and pedestrian-friendly streetscape.

COORDINATE

Improve access and reduce congestion. The conditions for walkable urbanism can be further enhanced by creating cross-axis easements that allow curb cuts to be consolidated while respecting existing property lines, or by assembling parcels into larger develop-able sites with more optimal circulation. Planning for a changing future in regards to off-street parking, drive-through service, and vehicle ownership is a critical component of this study and will be addressed in subsequent sections of the document.

PARTICIPATE

Assemble parcels for higher quality development. Larger sites tend to afford more rational circulation flows, efficient parking layouts, and, directly related to parking, increased density. The Station Area contains several sub-areas where parcel assembly would fundamentally change what is possible in terms of developing TOD-supportive projects. This report illustrates conceptual plans that demonstrate how these specific properties could be developed in accordance with a future form-based code. While Wheeling’s TOD is in a Catch 22 about not getting more development without more frequent ridership and vice versa, in the long term the presence of the regional passenger rail service will inevitably prove to be a valuable asset and should be embraced and supported by future planning policy. This master plan provides Wheeling with the tools to both improve the quality and accelerate the pace of development and urge leadership to adopt the most ambitious path.



Chapter 1: Project Overview

After nearly 15 years since the adoption of the 2004 Plan, a change in market forces has led to a reexamination. This update to the Wheeling Downtown Area Plan focuses on setting the stage for implementation beginning today.

A Village with Great Attributes

Wheeling is surrounded by attractive towns, has access to transportation options, and boasts natural amenities and world-class recreational facilities. The Village is well connected to the greater Chicago region with readily available access to Interstate-294, Interstate-90, IL-21 (Milwaukee Ave), the Wheeling Executive Airport, and the North Central Service (NCS) Metra line. Forest preserves, bicycle trails, and the Des Plaines River are nearby amenities that connect residents with nature and surrounding communities.

A New Focus on Implementation

A variety of factors have kept the 2004 Plan from fulfilling expectations. This 2019 Station Area Plan Update builds on its intentions. The 2019 Plan looks at the Station Area through a different lens: one that focuses on timely implementation, walkability, and high-quality urban design. Demonstrating to the investment community all that Wheeling has to offer with high-quality design, developer-friendly parcels, and a Village-supported vision that repositions the Station Area Plan for implementation, beginning today.

Physical Challenges to Expansion of the TOD

Recent high quality mixed-use developments, highlighted by Wheeling Town Center, are proof of the market's confidence in the Village's future growth. This introduction of new residents and businesses into the Station Area is the starting point for a viable pedestrian-oriented village center. The question is, how is the "core" that is established by Wheeling Town Center and the adjacent Metra Station to expand into a fully-functioning TOD? Expansion is challenged by physical constraints: Dundee Road serves as a barrier (rather than connective spine, as would a traditional "high street"), making development to the north disconnected. Expansion to the east is all but impossible due to the existing municipal and Park District facilities. The natural trajectory for expansion, therefore, is to the west, into what is now vacant or underutilized land. It should also be noted, however, that with pedestrian-focused improvements to the Dundee right of way, such as introducing crosswalks and reducing the width of travel lanes, the land north of Dundee and east of Northgate Parkway has great potential.

Background

2004 Station Area Plan

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

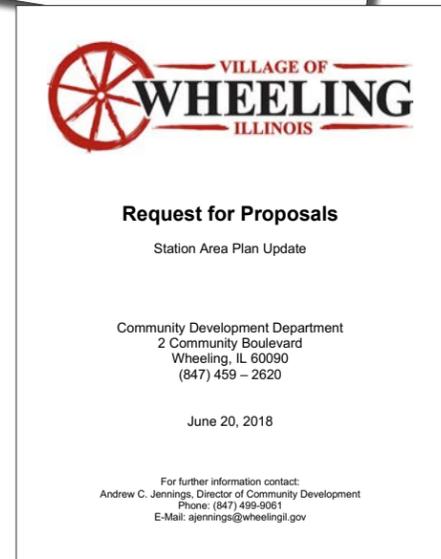
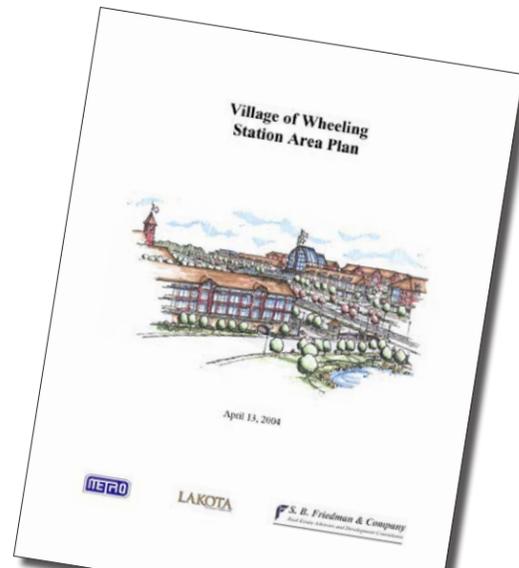
- Working with the Federal Emergency Management Agency (FEMA) to modify the flood plain map for the area;
- Developing a zoning framework to encourage transit-oriented development;
- Investing in the construction of Village Hall on land near the train station;
- Acquiring strategic properties in the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

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

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

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

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



Study Area

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

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

Process

Existing Conditions Analysis

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

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

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

Charrette

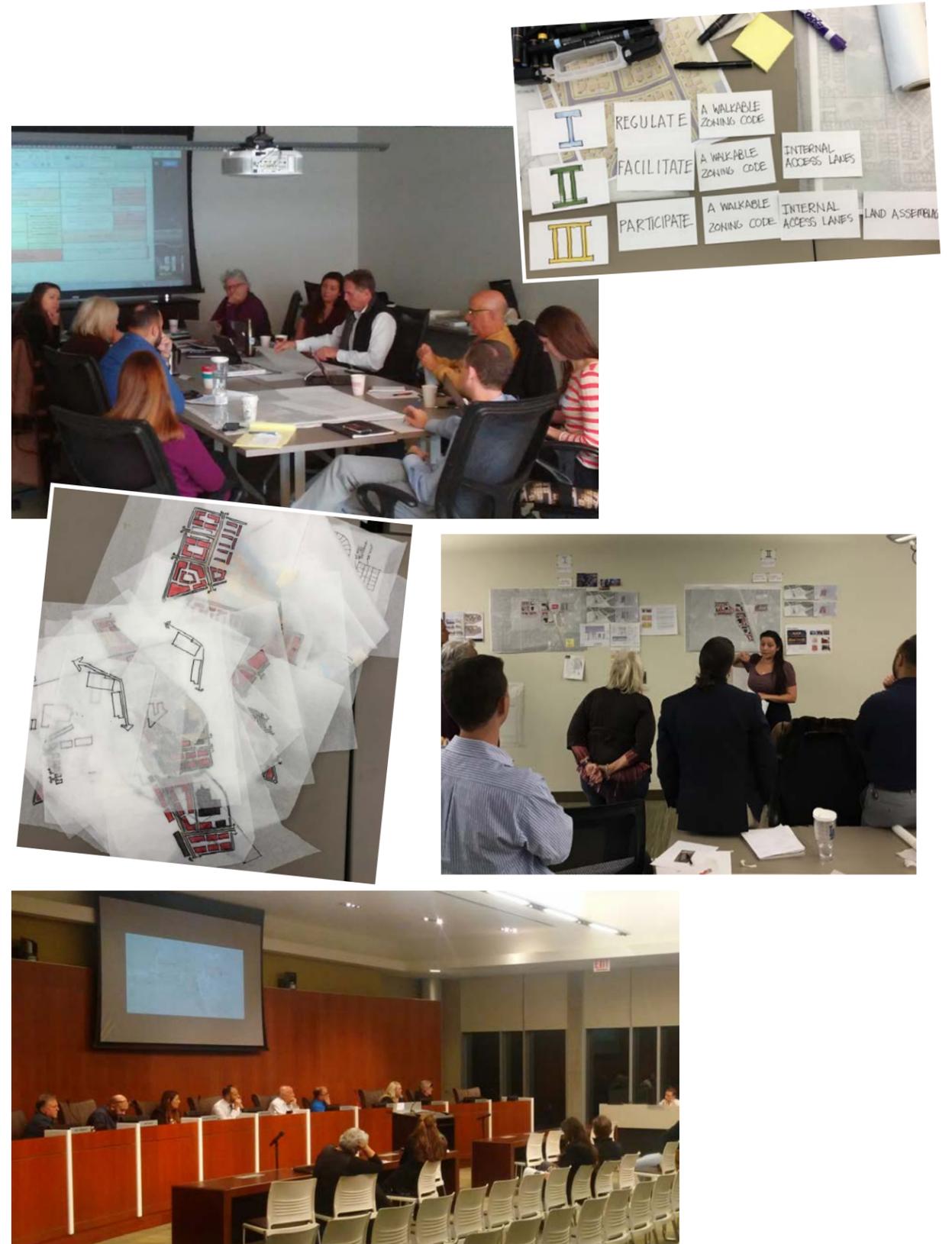
The consultant team conducted a 3-day “Charrette” to advance 3 preliminary conceptual plans for the Study Area. The National Charrette Institute (NCI) Charrette model is the national standard for a structuring multiple feedback loop interactive process that helps arrive a critical decisions quickly and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

Three Preliminary Concepts

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

Recommended Plan

Based on feedback received from the presentation of the three concept plans, the team drafted a single recommended plan that incorporates and synthesizes the preferred strategies tested for each sub-area. The site plans and building footprints depicted in this plan illustrate one of many potential development scenarios that could result from the regulating plans proposed for each sub-area.



Existing Conditions Analysis

Key Constraints and Opportunities

Expansion of the "village core" is physically constrained in most directions. The diagram on the opposite page illustrates how the most likely trajectory for expansion is to the west, utilizing the mostly vacant or industrial land between the railroad and Wheeling Road.

Connect Along, Across, and Parallel to Dundee

The Station Area lacks a traditional network of blocks and the accompanying connectivity that this kind of urbanism affords. Instead, it contains a series of superblocks connected almost exclusively by their adjacency along Dundee Road. Mobility recommendations for this site focus on creating opportunities for the site to become more accessible via non-motorized trips, through establishing viable pedestrian connections along, across, and parallel to Dundee Road. Another important recommendation is the addition of a multi-use trail from Elmhurst Road to Heritage Park along the Buffalo Creek, creating a new connection to Heritage Park and the surrounding neighborhood.

Crosswalks Few and Far Between

Walkable places are characterized by streets that accommodate pedestrian crossings from one side to the other. Dundee Road's ability to function as a pedestrian-friendly street suffers greatly due to the expansive distances between existing crosswalks which are spaced, on average, over 1/4 mile apart. This is more than the length of the world's largest air craft carrier.

To encourage pedestrian activity on the current and proposed roadways surrounding the Wheeling Metra station, four new crosswalks are proposed along Dundee Road (refer to pages 42 - 43 for more information).

Current Zoning Produces Auto-Oriented Sprawl

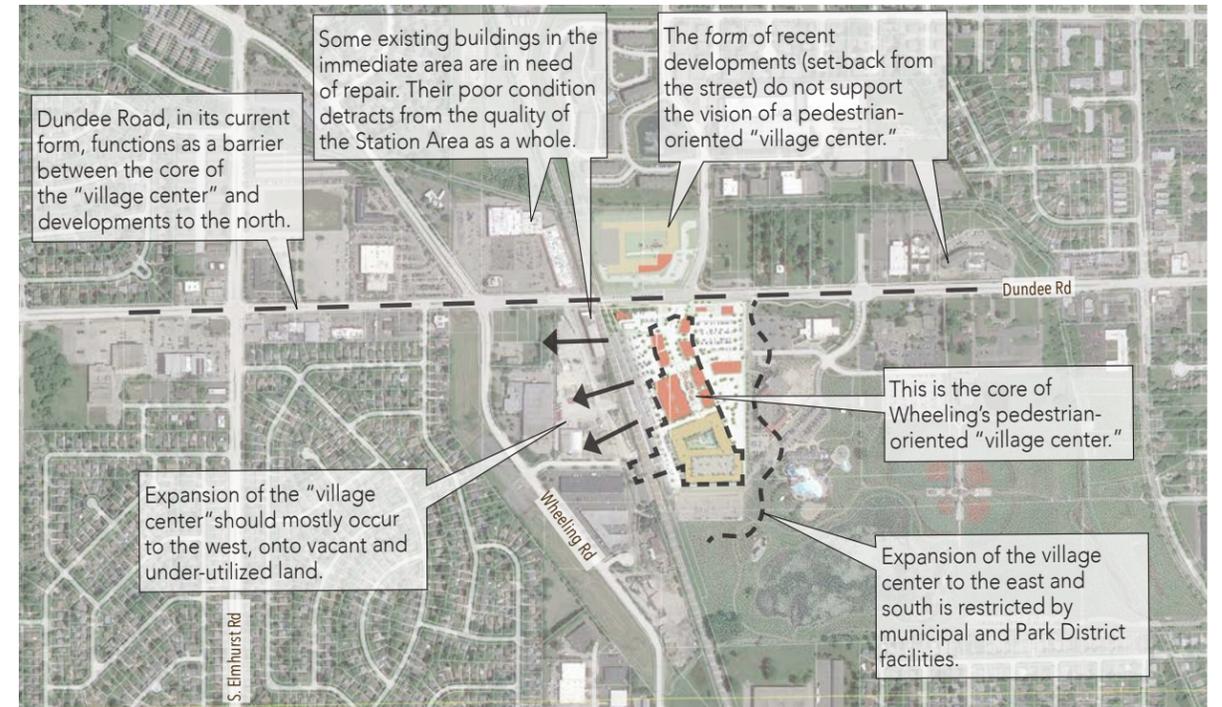
Walkable places are characterized by streets that accommodate pedestrian crossings from one side to the other. The Station Area's newest developments, Wheeling Town Center and Uptown 500, while examples of high quality construction and desirable uses, were designed in accordance with an underlying zoning that reinforces auto-oriented sprawl instead of pedestrian-oriented urbanism. The MXT Zone applies B-3 criteria for building placement and setbacks. This translates to a setback along Dundee that is equal to the height of the building (25 feet at a minimum). Thus, the design of Uptown 500 began with the premise that it should be set-back at least 68 feet from the sidewalk, rationalizing the decision to include surface parking along the frontage.



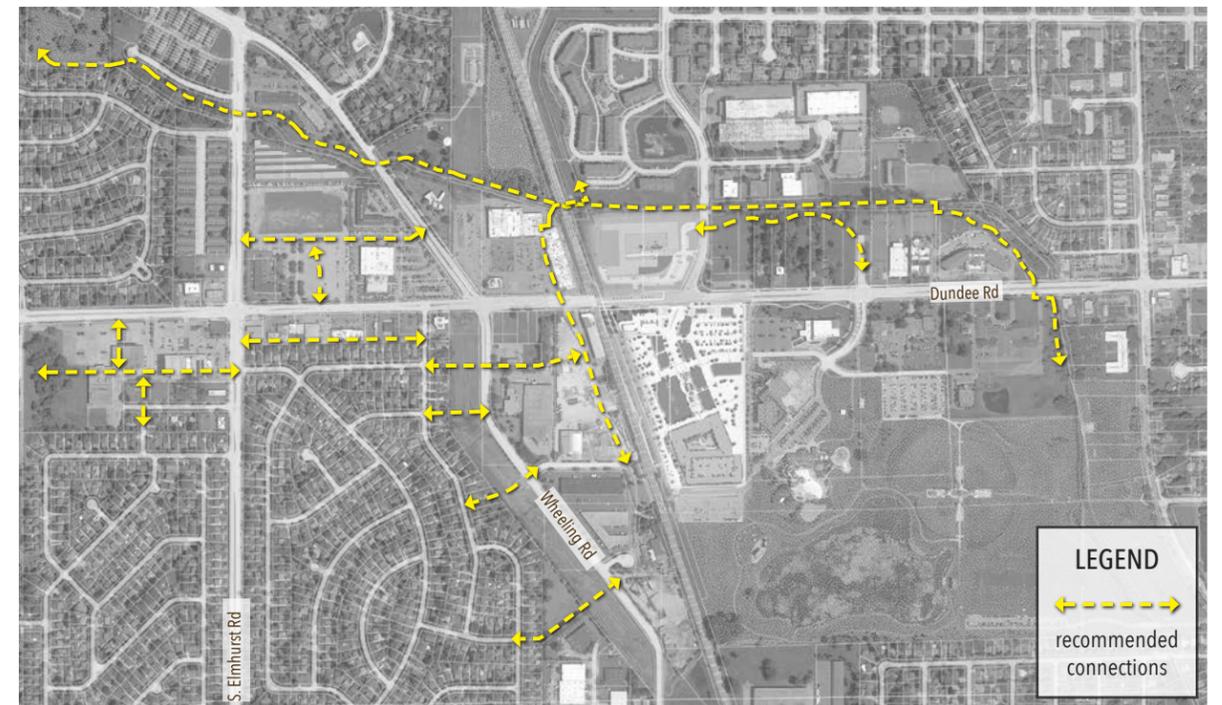
Intersection at Dundee & Northgate Pkwy



Uptown 500 Development



Existing Conditions Diagram



Mobility Recommendations Diagram



Market Position

Chapter 2: **Market Position**

Market positioning applies market, demographic, and financial analysis with an understanding of trends to provide a context for the decisions associated with Station Area Plan

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

The result is a very competitive regional market that extends beyond community boundaries into a regional market where communities and projects are changing existing development patterns.

To succeed in this market, plans must devise a development strategy to carve out a market niche that incorporates both this changing market and community aspirations. The plan must also respect the study area's development history and strengthen existing businesses.

016 **Real Estate Trends**

018 **Current Wheeling Market Opportunities**

Real Estate Trends

Approaches for Wheeling

Concepts that guide Wheeling to the right market position include:

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

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

By respecting current conditions while understanding planning decisions often dramatically shift future opportunities, market positioning directs interventions that move from immediate tactics, through lean development to climax development.

Industrial

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

- Industrial parks' manufacturing replaced by logistics with more traffic

Residential

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

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

Retail

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

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

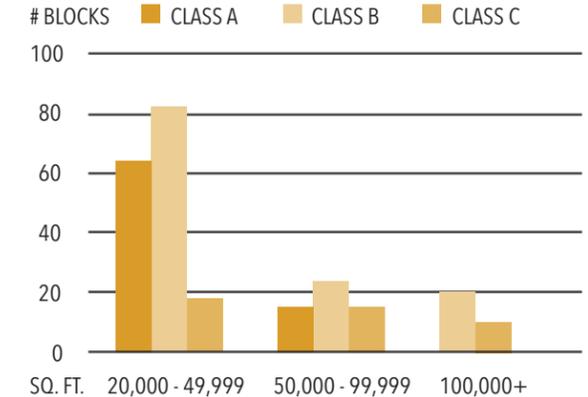
TYPE	LOCAL EXAMPLES	ANNUAL MUNICIPAL SALES TAX REVENUE
FITNESS	OrangeTheory, Anytime Fitness	Minimal
FOOD: GROCERY	Buffalo Grove Woodman's, Aldi Vernon Hills	\$150,000+
FOOD: RESTAURANT	Independent	\$5,000 - \$15,000
	Quick Service with drive thru	\$20,000 - \$90,000
FUN	Urban Air, Top Golf	Minimal without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

Table 3-1: Retail Markets

Office

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

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



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

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

(Top) Table 3-2: Industrial Markets

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

Current Wheeling Market Opportunities

Overview

The study area is a diverse collection of land uses that developed in a regional economy much different from today's commerce and logistics dominated environment. With three projects that include nearly 900 new apartments and 110,500 square feet of commercial, completed or under construction, the combined Wheeling TOD development is the largest mixed-use project in the Northwest suburbs. Although flexibility is vital in this economy, which is being transformed by business and life style changes, there are opportunities to guide new uses in a manner that enhances the region and supports the success of the emerging projects.

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

- Retail
 - Today's tough market means a single site will host multiple businesses over its economic life.
 - Temporary and event retailing is frequently bridging the transition to a new market
 - Table 3.2 lists today's expanding retailers
- Industrial
 - Low rents only support low construction and site costs
 - Regional competition makes it difficult to keep tenants
 - Odd or 24-hour operations can impact adjacent residential
- Office
 - Preserving "authentic, vintage" space is very desirable for young businesses
 - Under 50,000 square feet new buildings are unlikely

- New development requires large sites and visibility
- Adding "Gathering Space" is desired in office clusters as well as for community use
- The Town Center Project and park are significant amenities that could be a catalyst
- Residential
 - Even with full absorption of approved projects, Wheeling's ½ mile pedestrian market will fall short of the urban pedestrian density experienced in suburbs, such as Evanston's and Oak Park's 10,000 residents per square mile

Comparison to nearby suburbs that are creating more pedestrian oriented TOD areas reveals that, even after absorbing approved development, Wheeling with still have fewer residents and daytime customers.

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

Table 3-4 Northwest Chicagoland suburban TOD comparisons

"Grab and Go" Increasingly Drives Sales

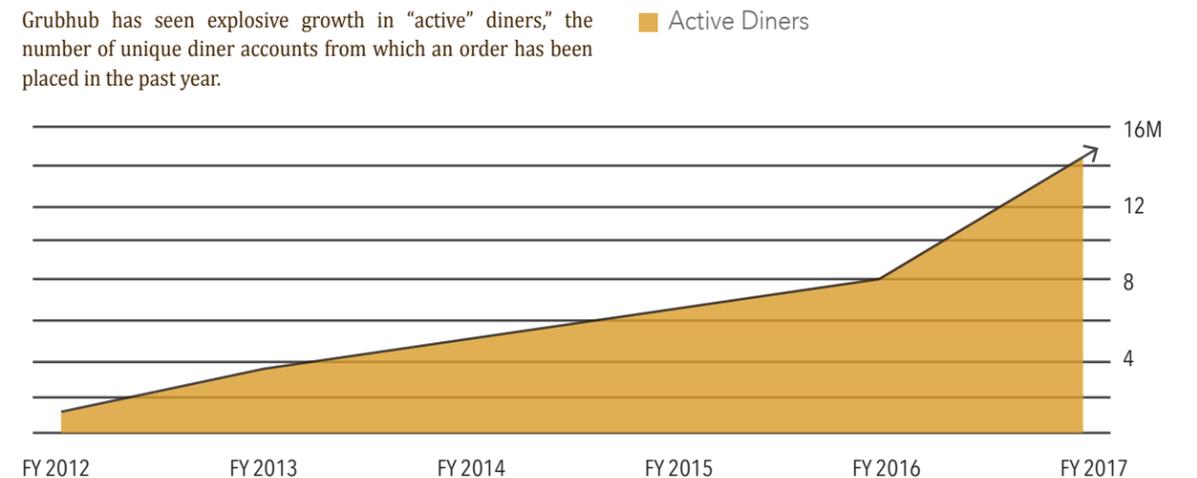
Internet purchasing on mobile devices, primarily cell phones, has transformed how consumers shop and purchase both goods and fully prepared food. With mobile apps and other tech tools providing easier access to food and merchandise than ever before—and with speed and convenience driving the purchase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

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



It's What's For Dinner

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





Master Plan

Chapter 3: Master Plan

A cohesive vision for the Station Area demonstrates a commitment to investment in one of the Village's core assets: its transit core. This plan depicts a transformation of the Station Area, through strategic, incremental improvements, into a pedestrian-oriented destination where people choose to live, work, and play.

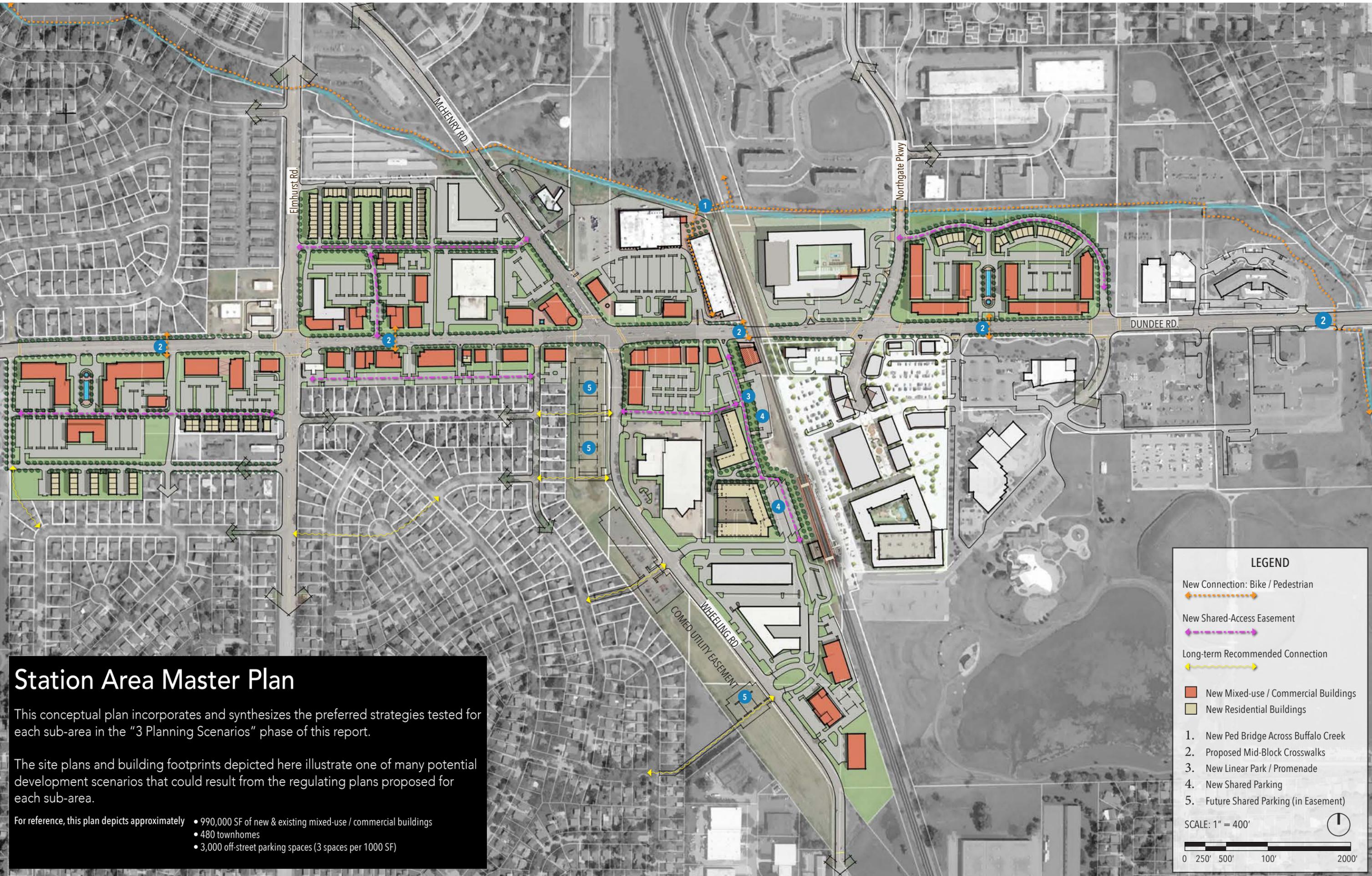
The Wheeling Station Area needs a Master Plan that includes high-quality urban design, responds to the local context, respects the economics of development, and is supported by the Village. Emphasis should be placed on reinforcing TOD with pedestrian-friendly building form and an increased residential population near the Metra station.

022 Master Plan

024 Detailed Sub-Area Plans

The relationship of the TOD core, established by Wheeling Town Center and the existing Metra Station, to areas of potential expansion is challenged by the physical design of Dundee Road and the lack of street connectivity

The following pages outline a vision for the Wheeling Station Area with a focus on creating a successful "pedestrian friendly village center."



Station Area Master Plan

This conceptual plan incorporates and synthesizes the preferred strategies tested for each sub-area in the "3 Planning Scenarios" phase of this report.

The site plans and building footprints depicted here illustrate one of many potential development scenarios that could result from the regulating plans proposed for each sub-area.

- For reference, this plan depicts approximately
- 990,000 SF of new & existing mixed-use / commercial buildings
 - 480 townhomes
 - 3,000 off-street parking spaces (3 spaces per 1000 SF)

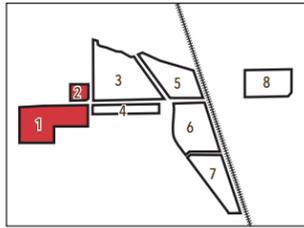
LEGEND

- New Connection: Bike / Pedestrian
- New Shared-Access Easement
- Long-term Recommended Connection
- New Mixed-use / Commercial Buildings
- New Residential Buildings
- 1. New Ped Bridge Across Buffalo Creek
- 2. Proposed Mid-Block Crosswalks
- 3. New Linear Park / Promenade
- 4. New Shared Parking
- 5. Future Shared Parking (in Easement)

SCALE: 1" = 400'

STRATEGY: REGULATE

Illustrative 3D Scenario



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

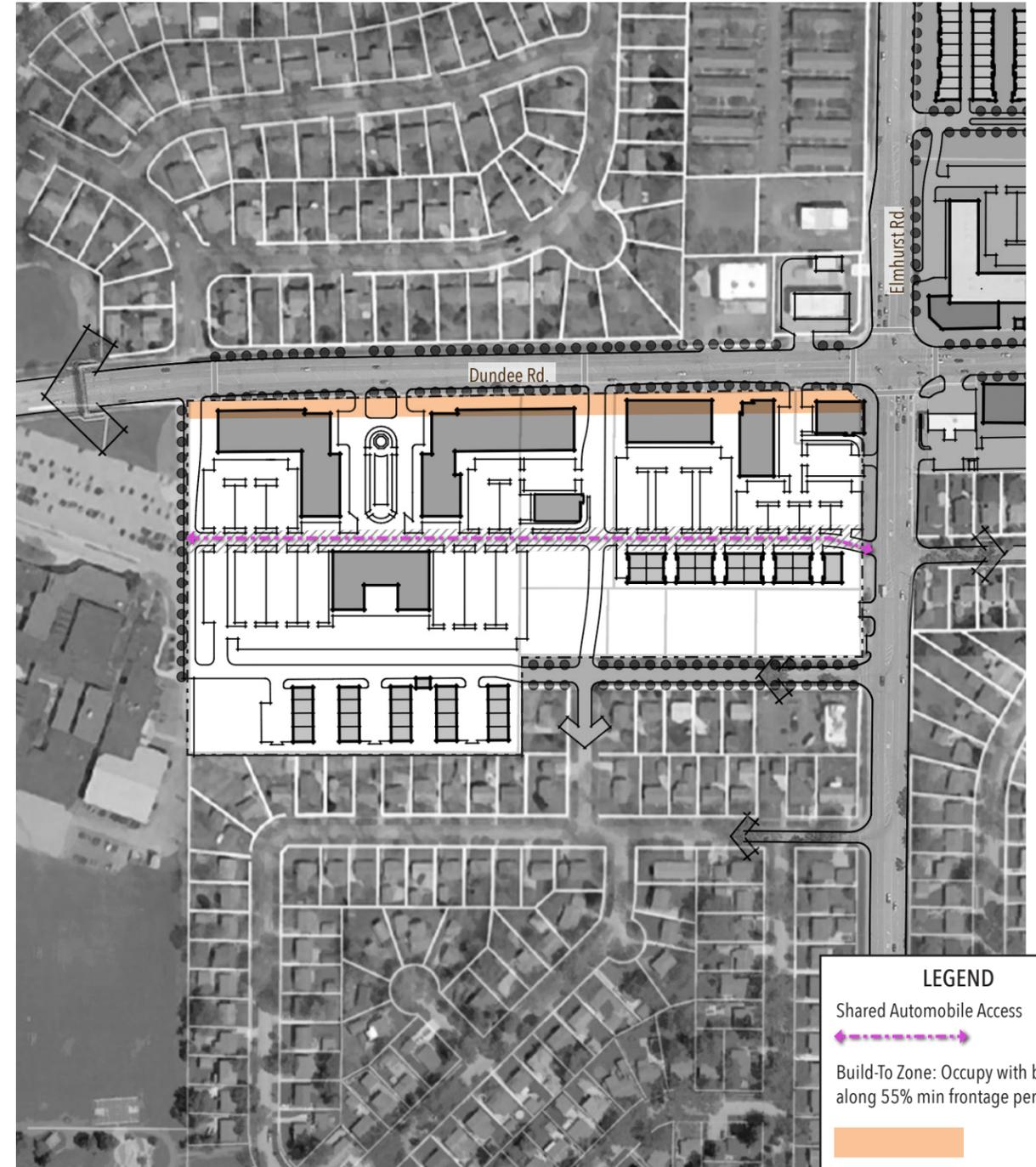


Conceptual birds eye view illustrating one of many potential development scenarios that could result from the proposed regulating plan.

- This example depicts approximately
- 200,000 SF of mixed-use buildings (based on 2 story buildings, typical)
 - 700 parking spaces / 3.25 spaces per 1000 SF
 - 38 residential units (3BR townhomes, typical)

SUB-AREA 1 & 2

Conceptual Regulating Plan

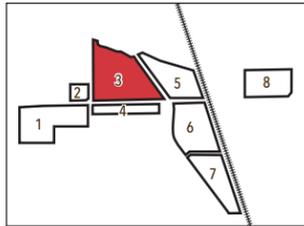


LEGEND

- Shared Automobile Access
- Build-To Zone: Occupy with building along 55% min frontage per parcel
- Cross-Access Easement Zone

STRATEGY: COORDINATE

Illustrative 3D Scenario



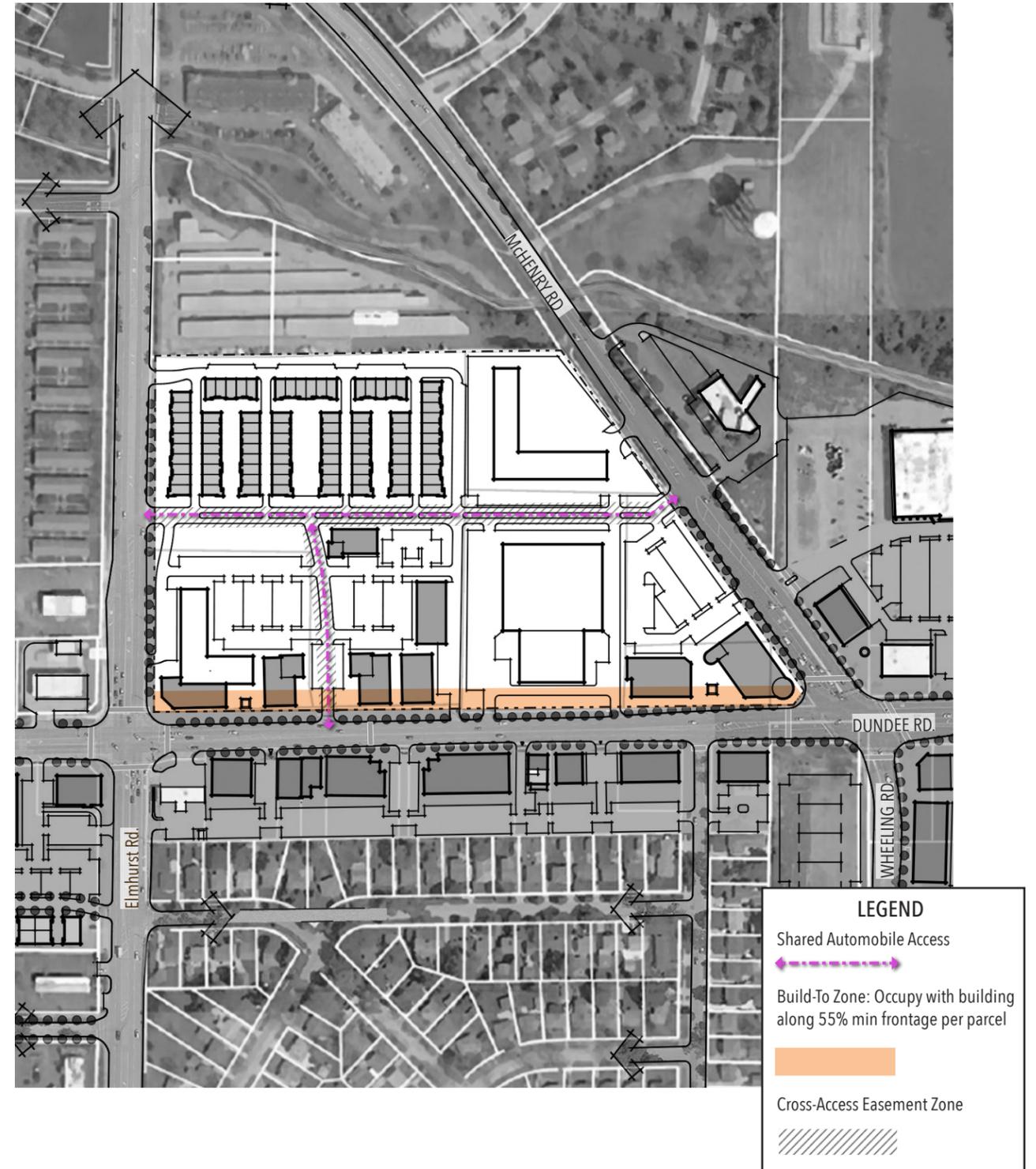
By creating a cross axis easement within the existing superblock, several curb cuts along Dundee could be eliminated. Future development could include mixed-use buildings along Dundee Road and townhouse product at the north end of the former Kmart property. While the existing auto dealership building would likely not adhere to future form based code (FBC) regulations, as its facade would be beyond the build-to zone, the building's frontage design, with its high ceilings and high level of transparency are in the spirit of design guidelines that would accompany a FBC. The corner of Dundee and McHenry Road is a high-profile site and should be redeveloped with a building whose architecture reinforces the acute geometry of the site.



Conceptual birds eye view illustrating one of many potential development scenarios that could result from the proposed regulating plan.

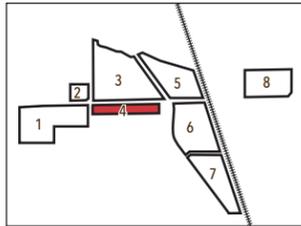
- This example depicts approximately
- 178,000 SF of mixed-use buildings (based on 2 story buildings, typical)
 - 490 parking spaces / 2.75 spaces per 1000 SF
 - 85 residential units (3BR townhomes, typical)

SUB-AREA 3 Conceptual Regulating Plan



STRATEGY: REGULATE

Illustrative 3D Scenario



Transformation of Sub-area 4 into a pedestrian-friendly urban form can occur through form based code regulations, but it will be an incremental process. As each individual property redevelops it will be subject to the FBC, the most critical aspect of which will be the establishment of a cross-access easement zone along the rear of the block. However, since the timing each of parcel's redevelopment cannot be predicted or coordinated with the others, it will be necessary to allow each property to maintain curb-cut access to Dundee Road so that the rear parking / circulation zone is not "landlocked" while waiting for the full redevelopment of the block to be realized.

New buildings could be mixed-use, with ground floor commercial (or live-work) space on the ground floor close to the sidewalk, with the majority of parking located to the rear of the site. (See Scale Comparisons #9 in the Appendix)



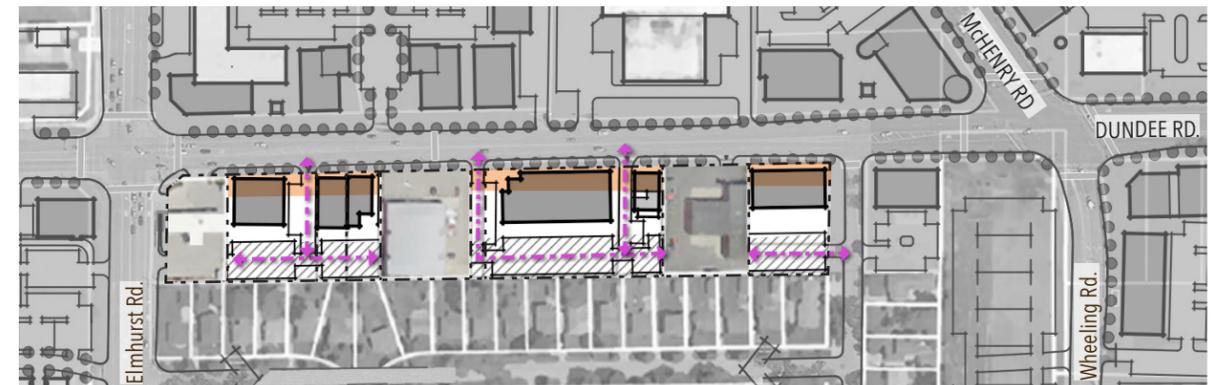
Conceptual birds eye view illustrating one of many potential development scenarios that could result from the proposed regulating plan.

- This example depicts approximately
- 54,000 SF of mixed-use buildings (based on 2 story buildings, typical)
 - 200 parking spaces / 3.75 spaces per 1000 SF
 - mixed-use buildings could accommodate 20-40 units on second floors

SUB-AREA 4 Conceptual Regulating Plan



In the long-term, the form based code regulations will produce a unified streetscape, where the relationship between building and parking is flipped.



As redevelopment continues incrementally over time, the rear parking / cross access easement zone will become more effective.

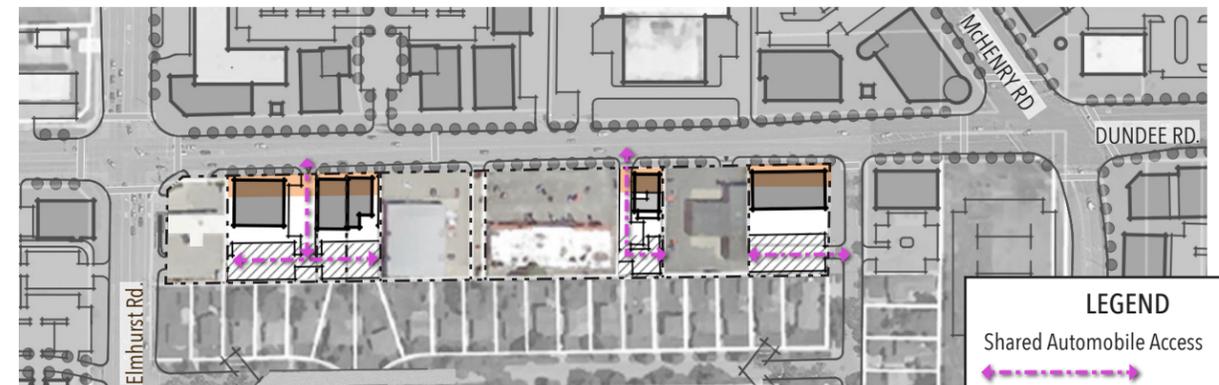


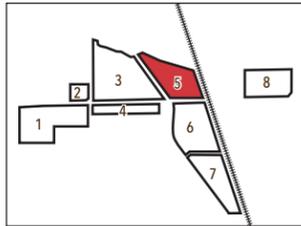
Illustration of how redevelopment is likely to occur in the earliest phases. Note that each parcel requires its own curb cut access to Dundee Road.

LEGEND

- Shared Automobile Access
- Build-To Zone: Occupy with building along 55% min frontage per parcel
- Cross-Access Easement Zone

STRATEGY: REGULATE

Illustrative 3D Scenario



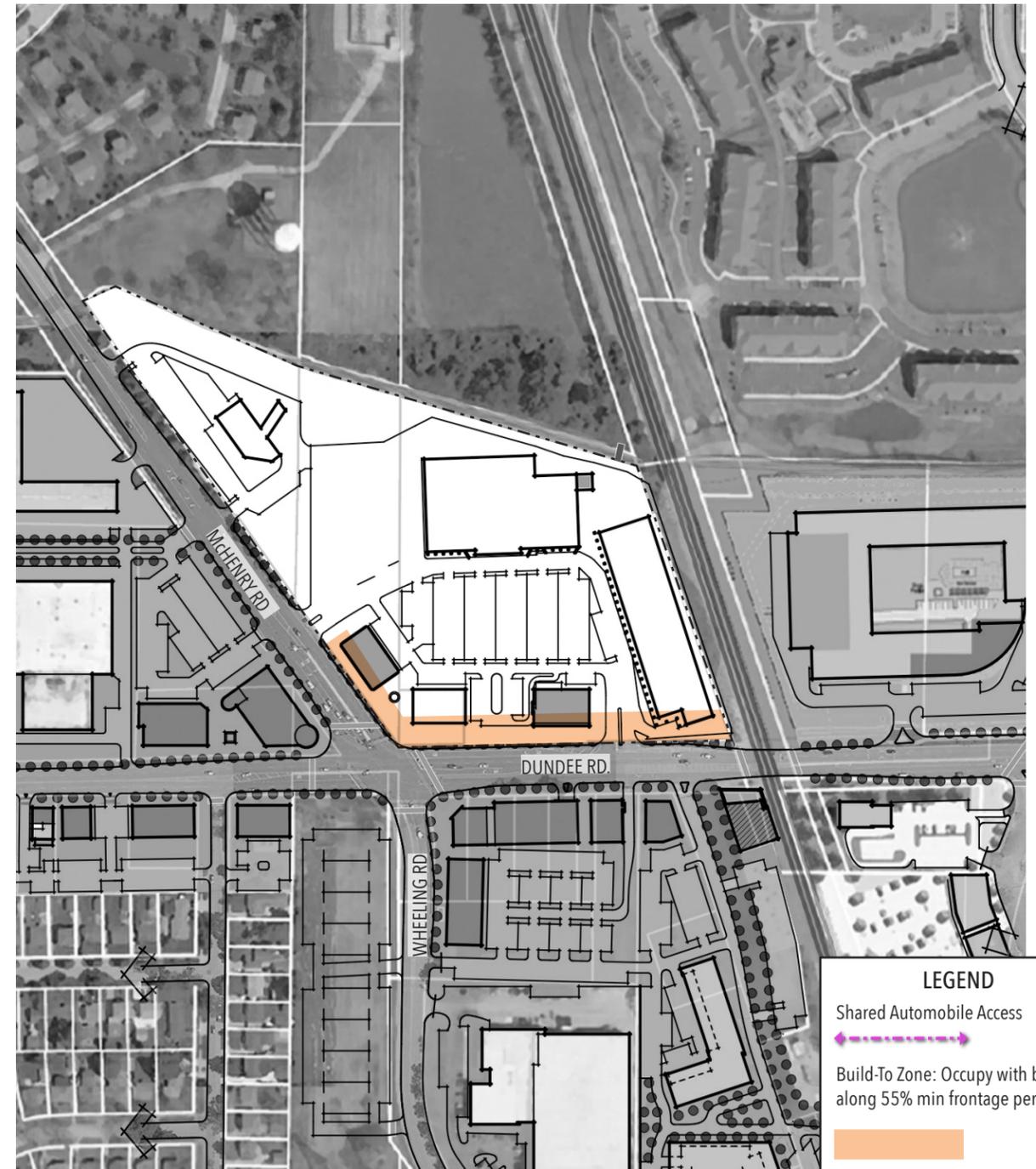
Sub-area 5 contains Lynn Plaza, MB Financial Bank, and a large swath of land within the Comed utility easement. New cross access and shared parking arrangements would not be likely to affect the development potential for the site. With the bank and shopping center properties interrupted by the utility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



Conceptual birds eye view illustrating one of many potential development scenarios that could result from the proposed regulating plan.

- This example depicts approximately
- 105,000 SF of new and existing commercial buildings (based on 1 story buildings)
 - 150 parking spaces + 115 spaces w/in utility easement / 2.5 spaces per 1000 SF
 - 85 residential units (3BR townhomes, typical)

SUB-AREA 5 Conceptual Regulating Plan

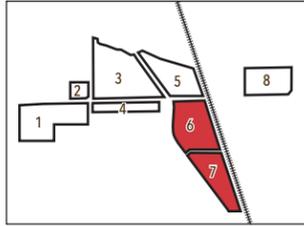


LEGEND

- Shared Automobile Access
- Build-To Zone: Occupy with building along 55% min frontage per parcel
- Cross-Access Easement Zone

STRATEGY: PARTICIPATE

Illustrative 3D Scenario



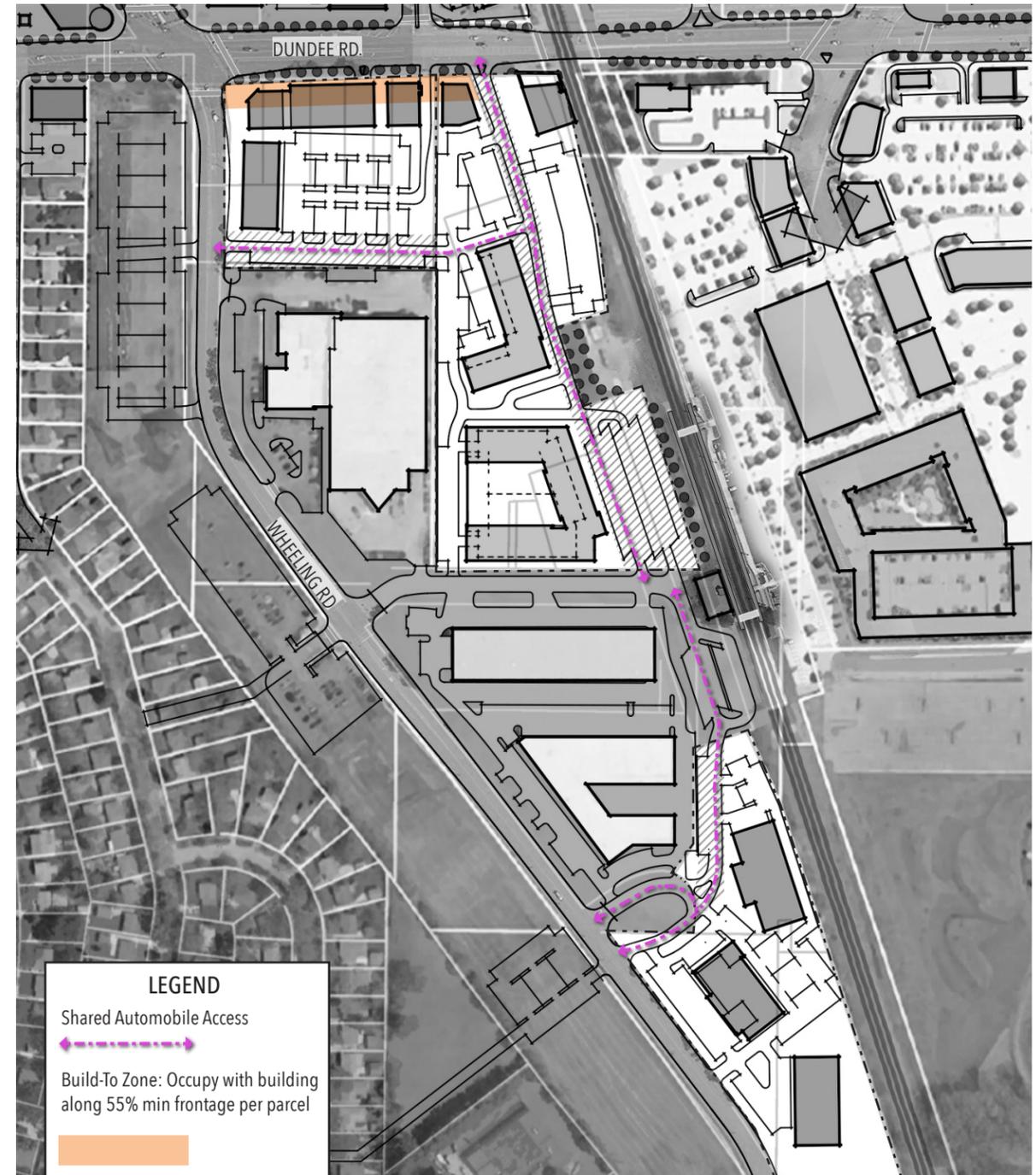
The west side of the tracks could be developed as a campus with a distinct architectural character that embraces its industrial roots. While the new mixed-use developments in the Station Area are high-quality design and construction, in their uniform new-ness they lack a certain authenticity or charm that comes with historic structures are rooted in Place... one might say, the area could use some "grit." Adopting a "rail depot" aesthetic would differentiate the redevelopment of the Ozinga property from neighboring developments and give it a brand that could be both marketable and economical to construct. Examples like the American Tobacco Campus and Santa Fe Rail Depot show how existing industrial structures can be retained as architectural artifacts that help in the effort of place-making.



Conceptual birds eye view illustrating one of many potential development scenarios that could result from the proposed regulating plan.

- This example depicts approximately
- 200,000 SF of new and existing commercial buildings (based on 1 and 2 story buildings)
 - 1,000 parking spaces + 300 potential spaces w/in utility easement / 5 spaces per 1000 SF
 - 250 residential units (1 & 2 BR apartments)

SUB-AREA 6 & 7 Conceptual Regulating Plan

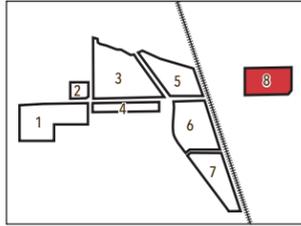


LEGEND

- Shared Automobile Access
- Build-To Zone: Occupy with building along 55% min frontage per parcel
- Cross-Access Easement Zone

STRATEGY: PARTICIPATE

Illustrative 3D Scenario



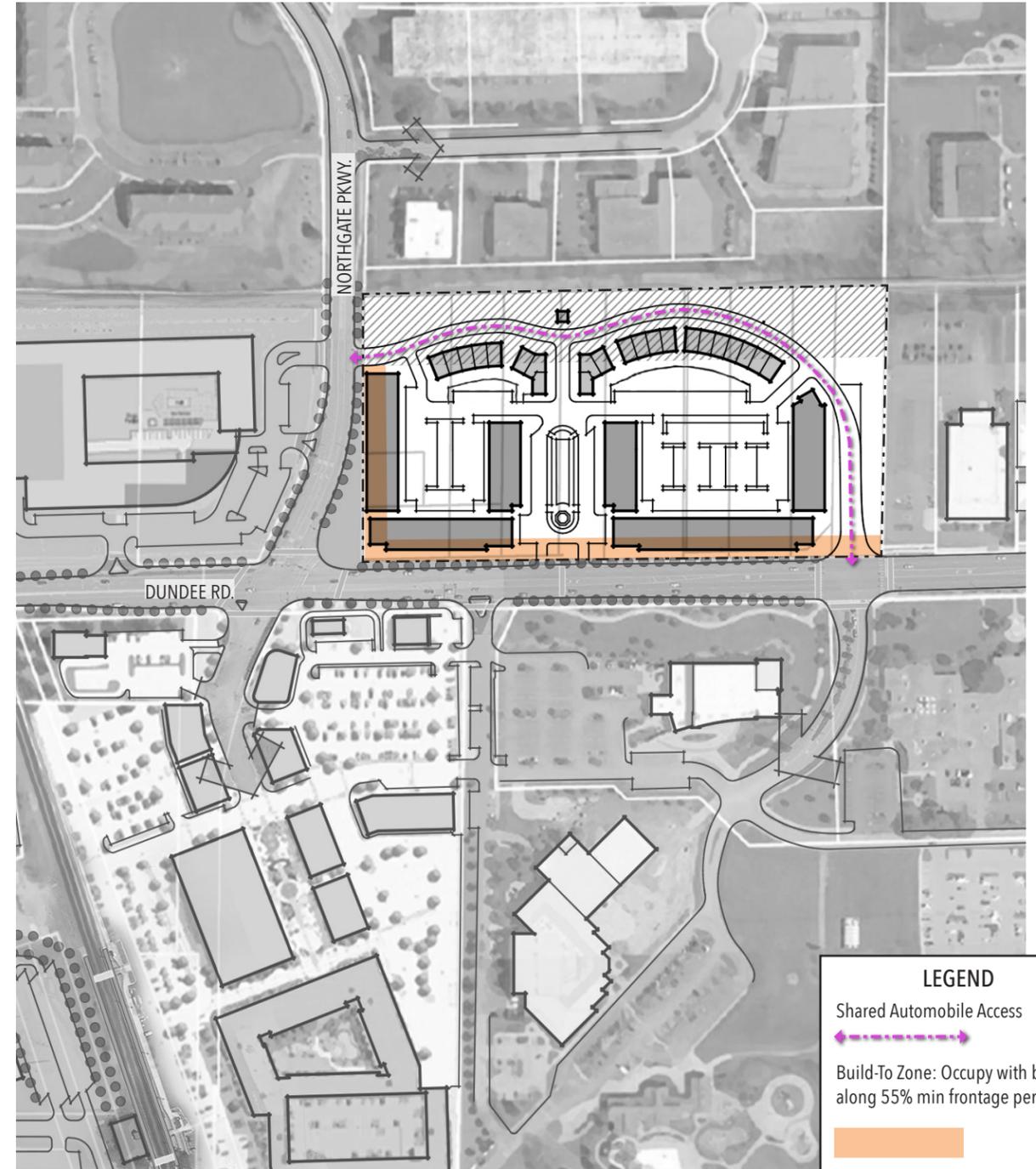
Building on the previous (Coordinate) scenario, this plan illustrates what could happen if all of the land within Sub-area 8 were assembled under common ownership. With auto connections at Dundee and Community Blvd and at Northgate Pkwy and a new internal street, the remaining frontage could have minimal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



Conceptual birds eye view illustrating one of many potential development scenarios that could result from the proposed regulating plan.

- This example depicts approximately
- 90,000 SF of ground floor commercial / office
 - 200 apartments (floors 2-3) + 22 townhomes
 - 275 surface parking spaces (structured parking likely req'd to support this SF)

SUB-AREA 6 & 7 Conceptual Regulating Plan



LEGEND

- Shared Automobile Access
- Build-To Zone: Occupy with building along 55% min frontage per parcel
- Cross-Access Easement Zone



Chapter 5: Realizing the Plan

The role the Village can play in setting the stage for appropriate, TOD-reinforcing private investment is critical to the redevelopment of the Wheeling Station Area.

The 2019 Station Area Plan Update is a plan for action. The Village should focus on the High Priority Projects outlined in this chapter of the report. Coordinated efforts will produce quick results. Identifying the potential “hold-ups” that the development community may face and breaking down any unnecessary barriers, both physical and regulatory, can accelerate redevelopment.

Phasing is not necessarily linear for the redevelopment of the Station Area. Though some of the parcels within the Sub-Areas are ready to redevelop due to vacancy and/or Village ownership, certain moves may open up greater opportunities in the near-term. One of the most significant obstacles to redevelopment is the presence of the Ozinga cement plant and an unknown timeline on a future relocation for the facility.

While efforts advance to bring the 2019 Plan to fruition, the Village should continue to advertise the Station Area as an active destination for residents of Wheeling and surrounding communities.

- 038 Steps to Implementation
- 040 Phasing of Sub-Area 6
- 042 Mid-Block Crosswalks
- 044 Collins Property
- 046 Creekside Trail
- 048 Parking Regulations
- 050 Ozinga Development

5 STEPS TO IMPLEMENTATION

1 ADOPT THIS PLAN.



2 CREATE A FBC CODE FOR THE SAP.

The Form Based Code will regulate developments more precisely to provide a more unified, predictable, and pedestrian-friendly streetscape, laying the ground work for the Station Area's evolution into a pedestrian-friendly village center.



3 MARKET THIS PLAN.

(But wait to issue Requests for Proposals until Wheeling Town Center and Uptown 500 are complete, as it can be expected that the quality of bids will improve as a result of these projects)



4 IMPLEMENT HIGH PRIORITY PROJECTS



5 AVOID STEPS IN THE WRONG DIRECTION.

Some of the recommendations in this report can be initiated immediately, others may take years for implementation. In the mean time, it is important to resist taking action that is inconsistent with the Station Area Plan. Decisions should build toward a climax condition. In other words, don't do something today that will have to be undone tomorrow; work with the end in mind.



HIGH PRIORITY PROJECTS



PHASED DEVELOPMENT OF SUB-AREA 6



MID-BLOCK CROSSWALKS



COLLINS PROPERTY



RELOCATE OZINGA



CREEKSIDE TRAIL



PLAZA DEL ARROYA (LYNN PLAZA)



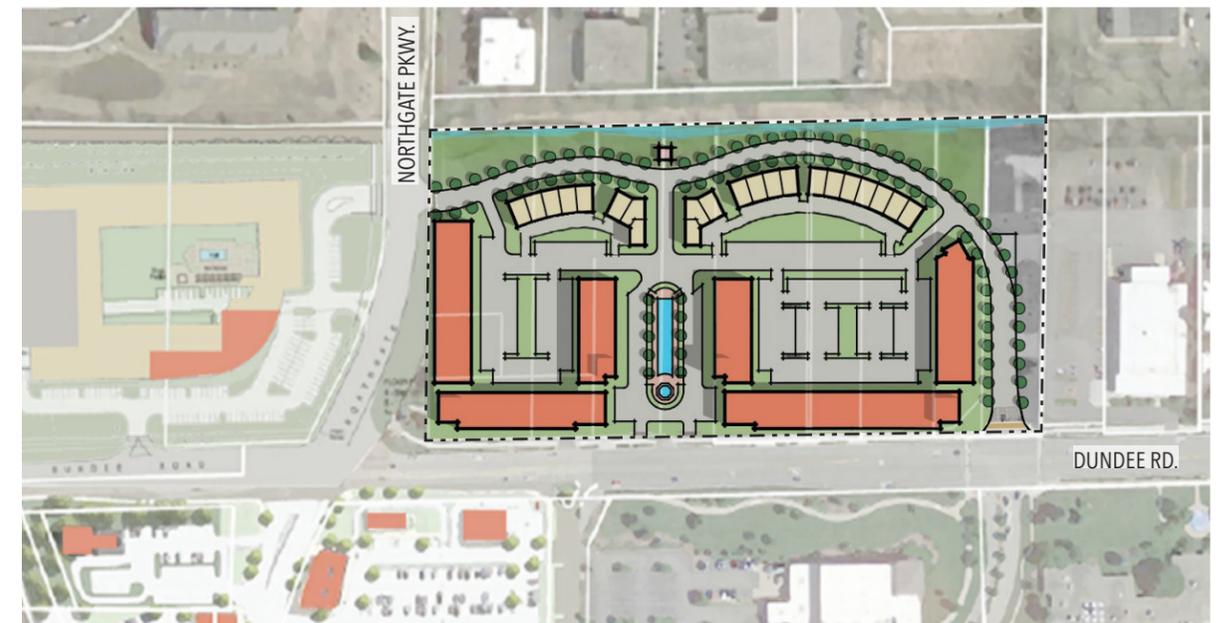
PARKING REGULATIONS

Phased Development of Sub-Area 6

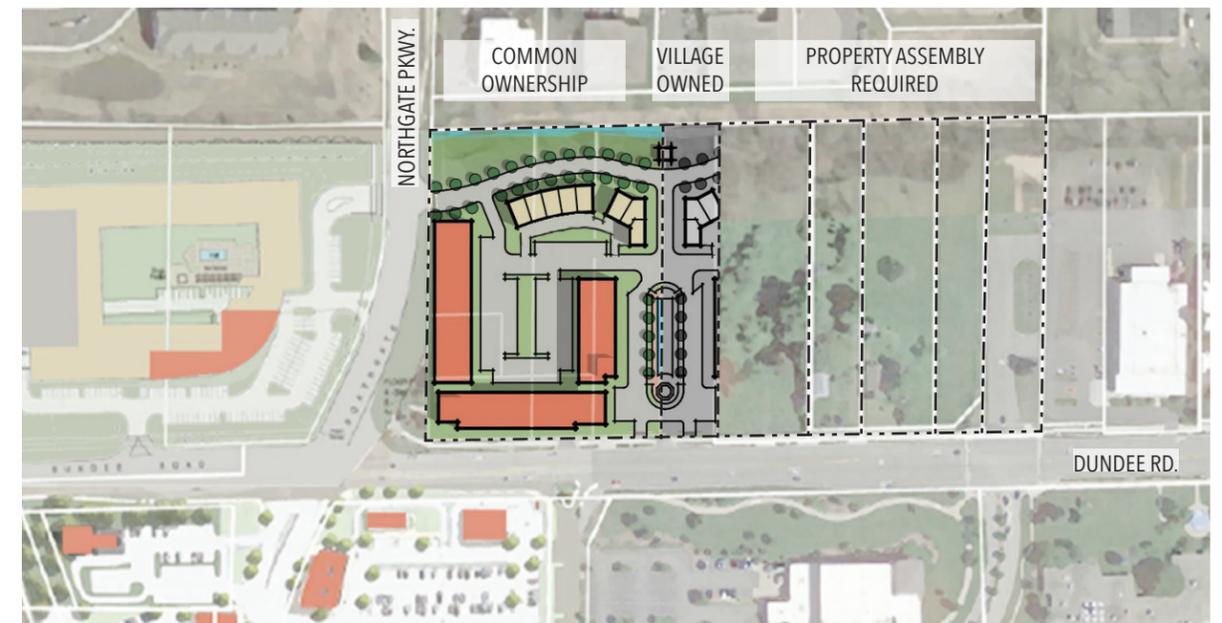
The western half of the 10 acres of land between Northgate Pkwy and the federal post office on the north side of Dundee is under common ownership with the exception of one parcel in the middle, owned by the Village of Wheeling. The Village has held this property as leverage to exert more control over what gets developed at this important location. The conceptual site plan illustrated in the recommended Station Area Master Plan shows how a cohesive design of the entire 10 acres can be achieved incrementally in two phases.

A key aspect of this design is the establishment of a private or public right of way along the north side of the property that connects Community Blvd to Northgate Pkwy and allows access to all of the buildings within development from the rear. The rationale behind this is strengthened by the fact that much of the land along this north edge of the block is within a flood plain and not suited for the placement of buildings.

Implementing the first phase of this site plan concept depends on the Village selling its lot, allowing for the contiguous assembly of the four westernmost parcels.



Phase 2 (complete) development scenario includes full assemblage of parcels in sub-area.



Phase 1 development

Mid-Block Crosswalks

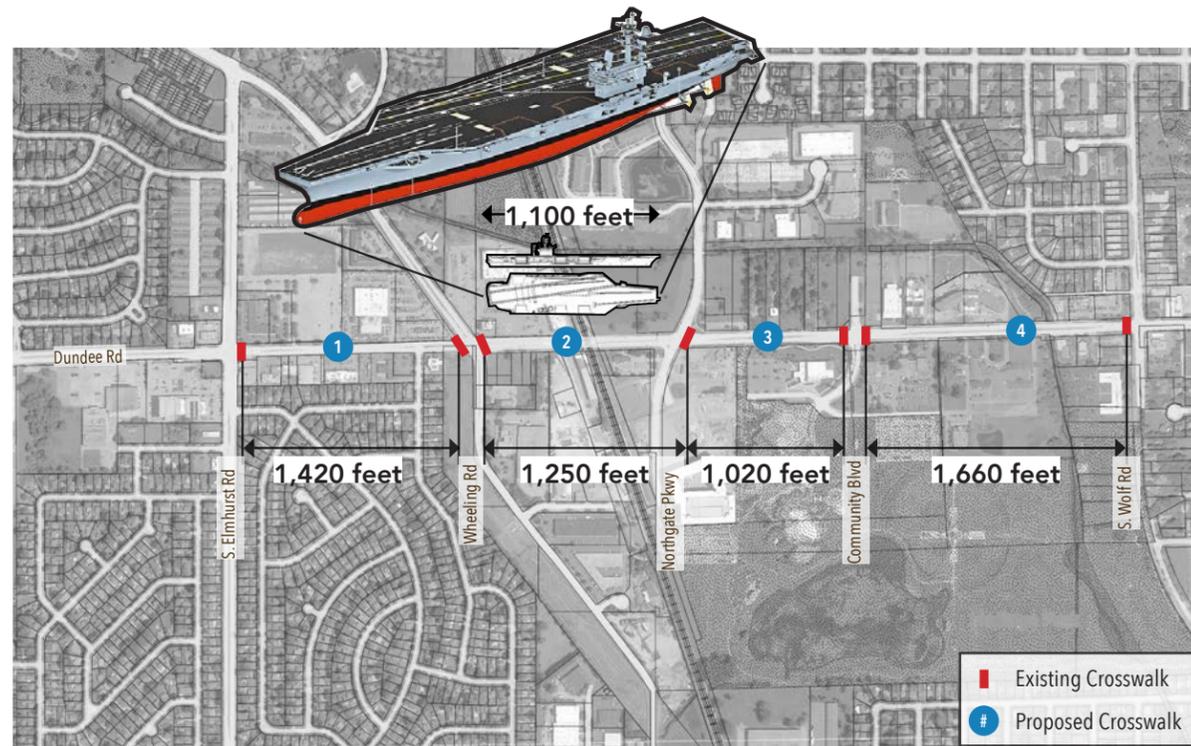
One of the biggest barriers to transforming the Station Area into a pedestrian-friendly village center is the physical form of Dundee Road. As illustrated in the map below, connectivity between the north and south sides of Dundee is greatly challenged by the lack of crosswalks, which are currently located only at signalized intersections, spaced approximately 1/4 miles apart. This is 5 minute walk for the average human or, to put it another way, the length of the world's longest aircraft carriers. This report recommends that the Village install several new strategically located crosswalks.

Dundee Road is under the jurisdiction of the Illinois Department of Transportation and it is their policy to evaluate requests for pedestrian crossings at locations without a traffic signal. According to agency guidelines, based on traffic volume, speed, and number of lanes, the two easternmost new crosswalk location proposed on Dundee would need to provide a pedestrian refuge island within the turn lane area and a rectangular rapid flashing beacon along

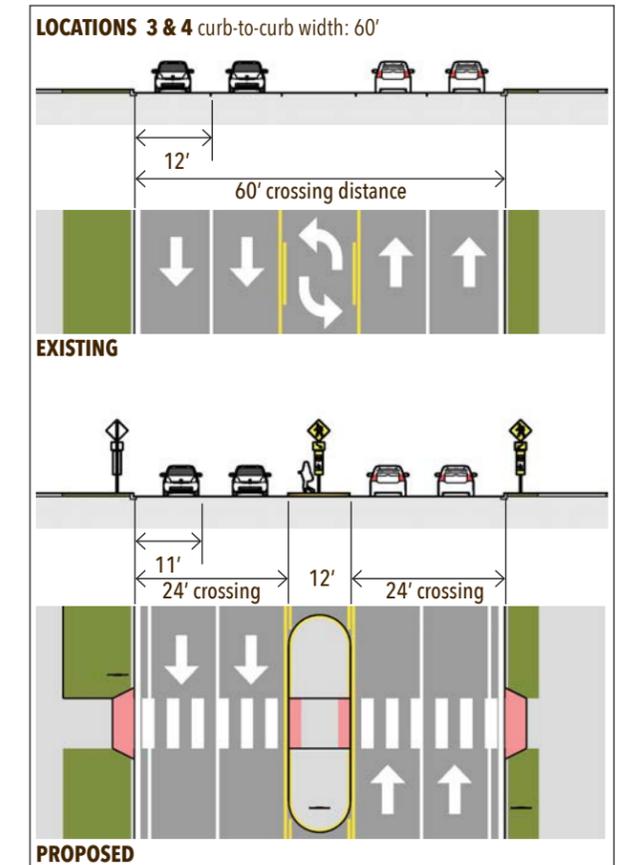
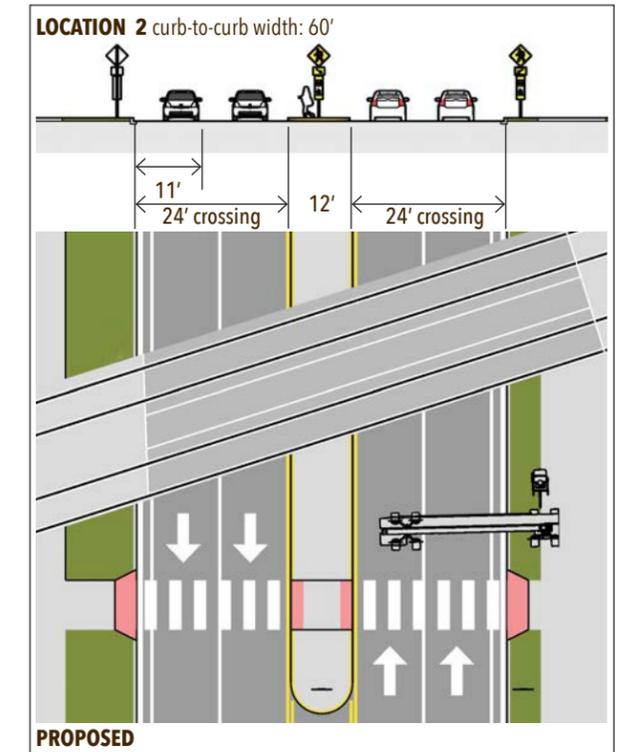
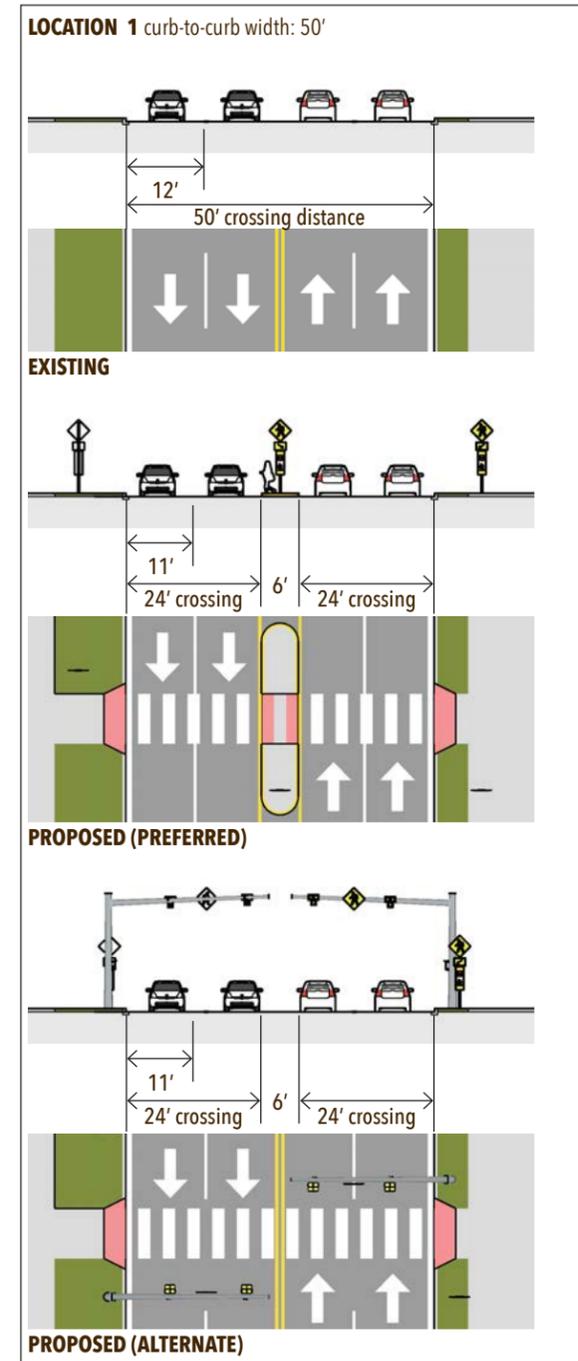
with other warning signage. The westernmost location, because there is not an existing 5-lane section, would need to be modified to provide a refuge island by narrowing the four travel lanes to 11' and fitting in a 6' median. If an adequate refuge island cannot be constructed, alternatively, a Pedestrian Hybrid Beacon is the recommended crossing treatment per IDOT guidelines.

Once IDOT approves the Village's request, including location and treatment design, the Village will be responsible for funding and constructing the improvement. Cost estimate for refuge island+ rectangular flashing beacon: \$30,000-50,000 ea.

Since Dundee is an IDOT road, this project will be more complex and subject to more coordination challenges than if it were a Wheeling street, but this should not deter the Village from pursuing this important project. A nearby example in Libertyville, where the NCS line crosses Milwaukee Ave. serves as a useful precedent.



Map of Existing Crosswalks.



Collins Property

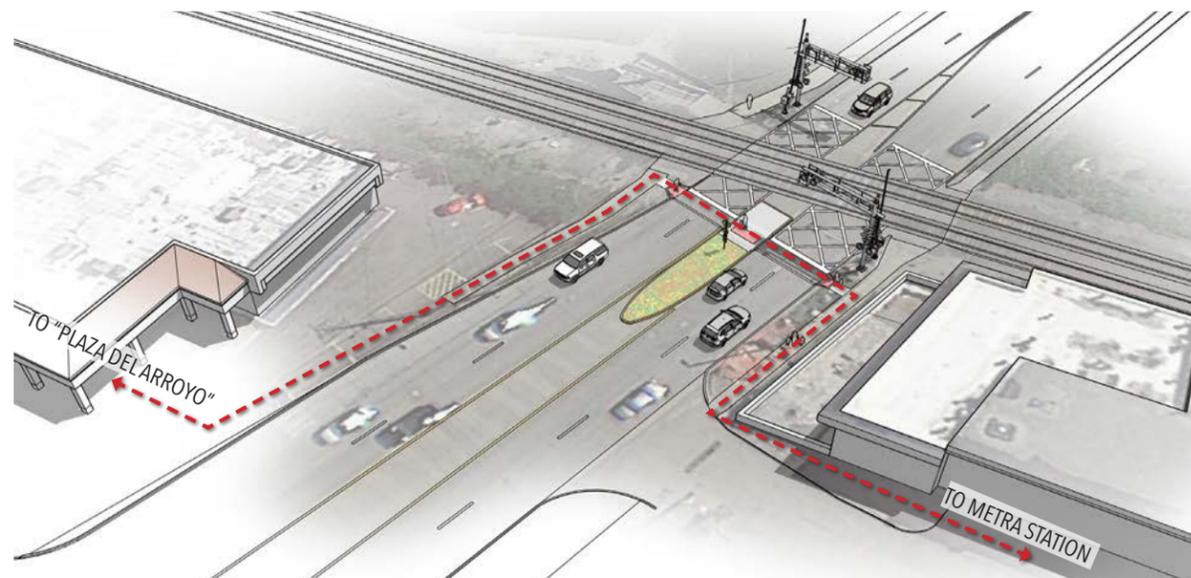
The former Collins Fireplace and Outdoor Living property, now owned by the Village, occupies an important location in terms of connecting north-south across Dundee. It is at the mid-point between the proposed trail bridge at Buffalo Creek (and imagined "Plaza del Arroyo") and the Metra Station, adjacent to one of the proposed mid-block crosswalks. The original part of the building (north end) has unique architectural character and should be considered for adaptive re-use; ideally its street-facing patio could have an active use, which would strengthen both the east-west pedestrian connection along Dundee and the north-south connection that this Plan is trying to establish across Dundee at this location. Regardless of whether the existing structure is partially retained or completely demolished, there should be a right of way through the property that invites pedestrian traffic from Dundee Road to the Metra Station. This could be in the form of a linear park or "shared street" promenade. The southern portion of the building could be retained and put to use, or replaced with shared surface parking if that were found to be a better use. The east side of the building has high visibility from Dundee Road and from the train. What is now a completely blank facade could provide a branding opportunity for the Station Area in the form of a new mural (see example from nearby Mundelein, IL).



Collins Building From East



Example of Building Mural, Mundelein IL



Proposed Crosswalk Between Wheeling Rd and Northgate Pkwy. Connecting Lynn Plaza to Metra Station



Former Gas Station in St. Louis - BEFORE Restoration



Former Gas Station in St. Louis - AFTER Restoration



Olio Wine Bar and Eatery, St. Louis: Example of Adaptive Re-Use of Dilapidated Building.

Ozinga Development

The site plan of Wheeling Town Center has two east/west axes that offer the opportunity to visually, if not physically, connect to future development on the west side of the railroad tracks. When one enters the Town Center and looks west from the first intersection, they are met with a key vista. The glimpse of the tall structures on the Ozinga site that you get from here today offers a lesson in how future development might take shape.

The west side of the tracks could be developed as a campus with a distinct architectural character that embraces its industrial roots. While the new mixed-use developments in the Station Area are high-quality design and construction, in their uniform new-ness they lack a certain authenticity or charm that comes with historic structures are rooted in Place... one might say, the area could use some "grit."

Adopting a "rail depot" aesthetic would differentiate the redevelopment of the Ozinga property from neighboring developments and give it a brand that could be both marketable and economical to construct. Examples like the American Tobacco Campus and Santa Fe Rail Depot show how existing industrial structures can be retained as architectural artifacts that help in the effort of place-making. Perhaps the cylindrical structure could be retained and slightly relocated to anchor a future open space between two residential buildings.



Precedent Example - Santa Fe Railyards, Santa Fe NM



Precedent Example - American Tobacco District, Durham NC



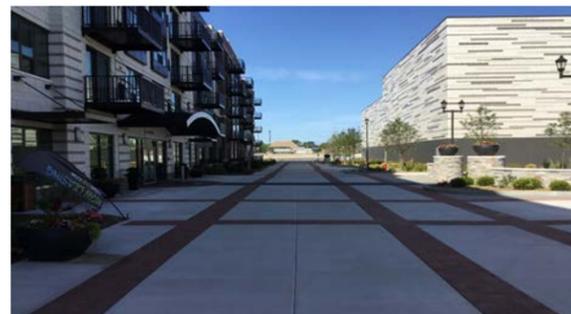
Conceptual Birds Eye View of Redevelopment of Ozinga Property, From East



Conceptual Birds Eye View of Redevelopment of Ozinga Property, From South



Key Vista #1 From Wheeling Town Center to West - Existing



Key Vista #2 From Wheeling Town Center to West - Existing



Existing Industrial Equipment at Ozinga Cement Plant in Wheeling.

Creekside Trail

The Wheeling Station Area has a potential urban design asset hiding in plain site. What Google Maps labels “Wheeling Drainage Ditch” is actually a natural amenity and should be recognized and re-branded as “Buffalo Creek.” The Village should study the possibility of constructing a multi-use trail that follows the creek, creating the conditions for another kind of “TOD.”

“Trail-Oriented Development” is a concept that is becoming more and more recognized as a successful economic development strategy (see Urban Land Institute article on opposite page). In the case of Wheeling, creating a multi-use trail alongside Buffalo Creek has the potential to connect thousands of households north of Dundee Road, including the 600+ units in the new Northgate Crossing development, to commercial properties west of the railroad tracks. It should tie-into the existing multi-use trail network in Heritage park and all the way east to the Des Plaines River Trail and Childerly Park to the west.

Advocacy Advance, Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure

“By mapping real estate transactions, researchers have been able to show that bike facilities can have positive, statistically significant impacts on home values. The design identifies the value placed on home proximity to urban bicycle greenways with a statistical formula that controls for other housing features. A study of home values near the Monon Trail in Indianapolis, Ind. measured the impact of the trail on property values. Given two identical houses, with the same number of square feet, bathrooms, bedrooms, and comparable garages and porches – one within a half mile of the Monon Trail and another further away – the home closer to the Monon Trail would sell for an average of 11 percent more. Surveyed business owners attributed an average of one-quarter of their gross revenue directly to trail users. Two-thirds said that they saw some increase in gross revenue due to their proximity to the trail.”



Birds Eye View of Proposed Buffalo Creek Trail

URBANLAND

SECTIONS

Urban Land > Infrastructure > Trail-Oriented Development: The Next Frontier in People-Friendly Design

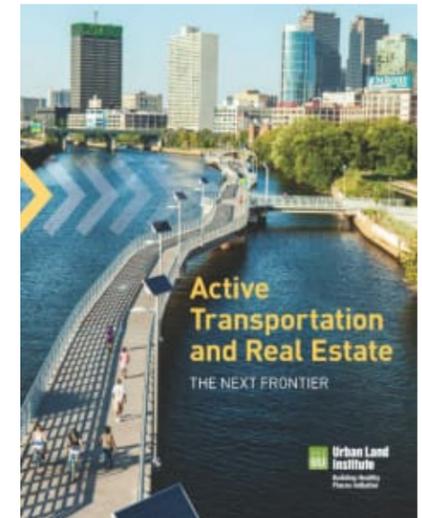
Trail-Oriented Development: The Next Frontier in People-Friendly Design

By [Trisha Riggs](#)
April 25, 2016

Text Size: **A A A**

[Print](#) [Email](#) [Share](#) [Facebook](#) [LinkedIn](#) [Twitter](#)

Real estate developers and cities are becoming more responsive to cyclists’ needs by creating an increasing number of communities tailored to those who would rather bike than drive. A new ULI publication, *Active Transportation and Real Estate: The Next Frontier*, identifies this trend as “trail-oriented development,” the latest phase in the evolution of urban development from car-centric to people-friendly design.



Similar to transit-oriented development, trail-oriented development takes advantage of and leverages infrastructure that supports active ways of getting around in urban areas. “Communities big and large are now investing in bicycle and pedestrian infrastructure. Their efforts are reshaping destinations across the globe, and have the potential to benefit people of all income brackets, as biking provides mobility for those needing or wanting a less expensive alternative to automobile ownership, maintenance, and use,” the report states.

The projects show that “leading development practitioners are recognizing the competitive advantage of investing in active transportation amenities,” the report states. “By leveraging and enhancing access to walking and bicycling facilities, they are helping to initiate a win-win cycle of mutually reinforcing private and public sector investment in active transportation in communities around the world.”

The concept of “Trail Oriented Development” is recognized as an effective economic development tool by the Urban Land Institute.

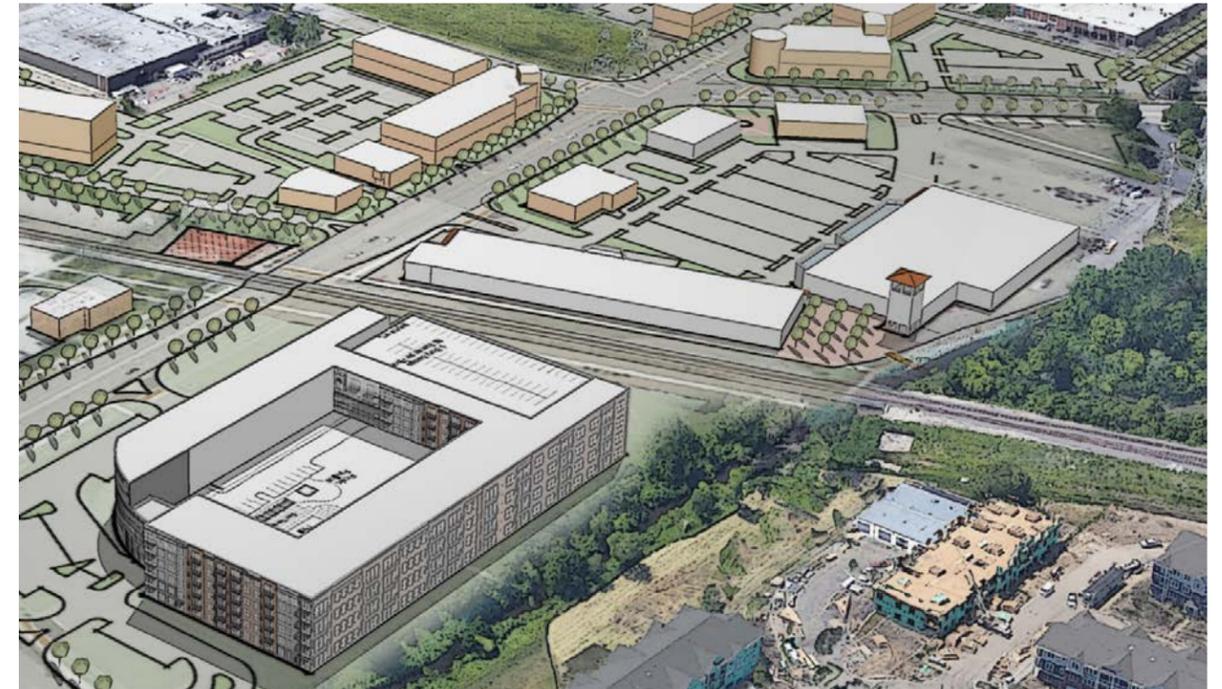
Plaza del Arroyo (Lynn Plaza)

This planning study identified an opportunity to transform the site of Lynn Plaza in a way that connects it to many hundreds of households that are within walking distance (as the crow flies) but currently cut-off by physical barriers. The rail crossing at Buffalo Creek is high enough to allow for a bike / pedestrian crossing underneath. This, along with a simple pedestrian bridge across the creek, would create a new connection between Lynn Plaza and the neighborhoods to the north, including the 600 new units in Northgate Crossing.

By cutting an opening through the existing building, a new plaza space could be created that could be used for outdoor dining. A new iconic tower element would be visible from Dundee to the south and Northgate Crossing to east, drawing pedestrians into the new plaza. The shopping center could be re-branded in a way that embraces the hispanic architecture and businesses.



Birds Eye View of Lynn Plaza Looking Northeast.



Birds Eye View of Lynn Plaza Looking West.



Conceptual View of Lynn Plaza Looking North Toward "Plaza del Arroyo."

Parking Regulations

Getting parking “right” is critical to ensuring the most effective land use mix, and achieving the lowest necessary parking ratios can help decrease the cost of construction, improve affordability, and improve livability. There has been a considerable amount of research over the last few years regarding the indiscriminate application of uniform parking requirements across the country, as opposed to developing requirements in response to actual demand and the rapidly changing transportation landscape. The Village should take this opportunity to analyze the existing parking requirements, assess industry standards, and holistically consider off-street parking and loading amendments to the zoning code through actual utilization counts and a best practice review of how other communities have modified minimum requirements, incorporated maximum requirements and shared parking, and addressed variance procedures.

**Request for Proposals:
Parking Analysis**

**To Provide Direction to the
Wheeling Village Council for
Parking Management and
Future Capacity**

**Village of Wheeling
Community Development
Department**
Released October, 2019



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timeline that
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It is
rvices in
s must

Attn: Nicolas Sparacio
900 Quay Street
Manitowoc, WI 54220

Manitowoc, WI 54220, or USB
City of Manitowoc at the address listed below:

V. Selection Criteria and Process

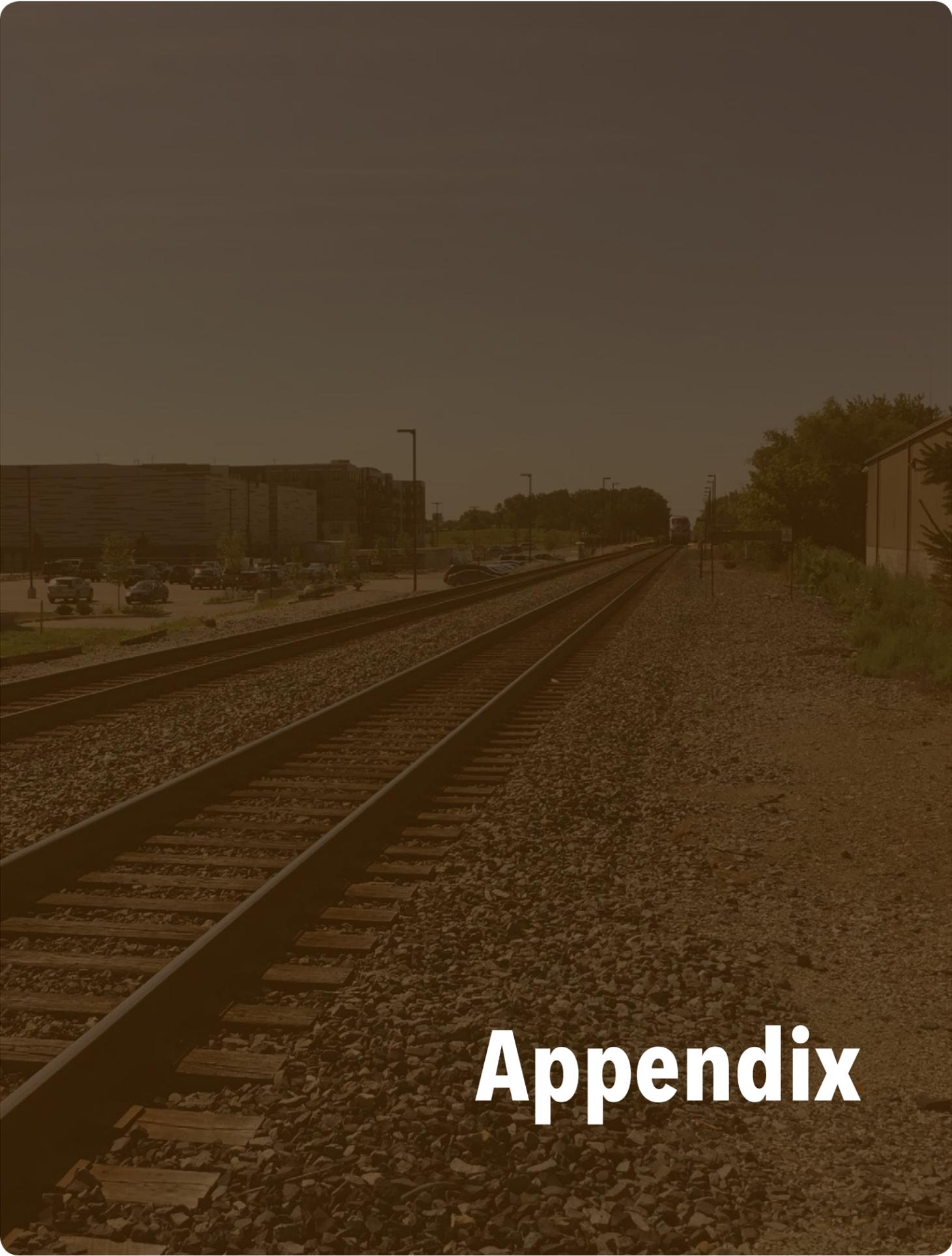
A. Selection Criteria

The proposals will be reviewed and scored by the project selection team using the following point system.

Firm Experience and Examples	25
Project Approach and Scope	25
Project Cost	25
Key Project Staff	15
Proposal Document Quality	10
Total Possible Points	100

6

(Hypothetical RFP for a parking study)



Appendix

Chapter 6: **Appendix**

Would you like to know more? Continue reading to discover the process behind creating the Wheeling Station Area Plan.

- 054 **Wheeling Planning
Commission Presentation
November 15, 2018**
- 062 **Wheeling Planning
Commission Presentation
June 27, 2019**
- 066 **Public Survey**
- 068 **Existing Conditions**
- 084 **Plans Options**
- 090 **Detailed Plan Options**
- 102 **Scale Comparisons**

Wheeling Planning Commission Presentation November 15, 2018

greater wheeling
design charrette

guiding principles

Current Market Development: Continue and Expand Programming

- Welcome new residents
- Retain existing residents
- Support new businesses
- Improve existing businesses
- Capitalize on public recreation facilities
- Increase jobs through entrepreneurship

greater wheeling market

Plan Implementation

- Connect the pieces
- Retenant as needed
- Add more residents
 - Entice renters to remain as owners
 - Provide full product offering
- Fill dayparts with activity
- Integrate old buildings with new
- Attract signature jobs

greater wheeling market

- + Add people (housing and/or jobs)
- + Make a walkable place through zoning & design
- + Connect across, along and parallel to Dundee Rd.
- + Realize the vision in three scenarios

greater wheeling

3 schemes

- I. Parcel by parcel
 - No access roadways
 - No parcel assemblage
- II. Parcel by parcel
 - Access roadways
 - No parcel assemblage
- III. Access
 - Access roadways
 - Max parcel assemblage
 - No curb cuts on Dundee

0. walkable site

"ped-zones"

- + Add people (housing and/or jobs)
- + Make a walkable place through zoning & design
- + Connect across, along and parallel to Dundee Rd.
- + Realize the vision in three scenarios

greater wheeling

How Existing Markets Use Greater Wheeling

- 30-Minute Drive Time
 - Population: 1.4 million
 - Jobs: 1.1 million
- Community
 - Population: 38,000
 - Jobs: 20,500
- ½ Mile Pedestrian
 - Population: 2,460
 - Jobs: 1,205

greater wheeling markets

- + Add people (housing and/or jobs)
- + Make a walkable place through zoning & design
- + Connect across, along and parallel to Dundee Rd.
- + Realize the vision in three scenarios

greater wheeling

Conventional Zoning

- Prioritizes USE over FORM

Form-Based Zoning

- Prioritizes FORM over USE

advantages of form-based code

- The market is not the limit
- Compete fearlessly
- Form is more important than use

greater wheeling market

how many users is enough?

	Wheeling Town Center Today	Wheeling Town Center + 900 Units	Park Ridge	Arlington Heights	Palatine	Mount Prospect
Population	2,460	3,810	4,843	5,702	4,534	4,688
Jobs	1,205	1,205	6,013	3,615	4,288	2,121
Combined	3,665	5,015	10,856	9,317	8,822	6,809
Planning Guidance						
Additional Units			329	484	689	585
Additional Jobs			1,225	3,083	4,808	916

Conventional Zoning

- Mainly TEXT

Form-Based Zoning

- Mainly GRAPHIC

advantages of form-based code

Conventional Zoning

- Mapped GENERALLY (by area)

Form-Based Zoning

- Mapped SPECIFICALLY (by parcel)

advantages of form-based code

Conventional Zoning

- Based on GENERIC POSTWAR forms

Form-Based Zoning

- Based on EXISTING LOCAL forms

advantages of form-based code

- Emphasis:
 - Use: Housing, retail, office, etc.
- Measurements:
 - Density use
 - FAR (floor area ratio)
 - Setbacks
 - Parking requirements
 - Maximum building heights
- Results:
 - ???

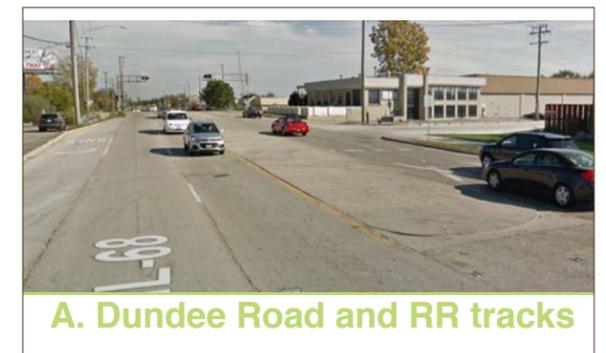
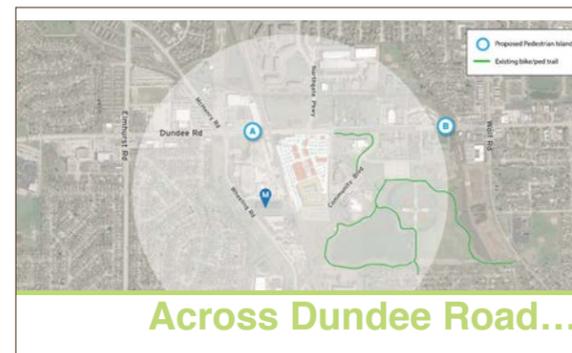
conventional zoning code



- Emphasis:
 - Form
- Measurements:
 - Street & building types (or mix of types)
 - Build-to lines
 - Number of floors
 - Percentage of built site frontage
- Results:
 - Pedestrian friendly form

walkable zoning code

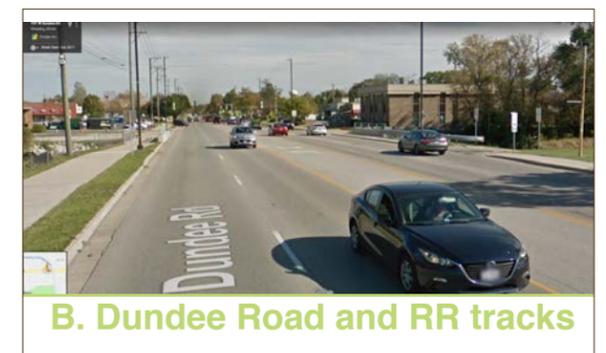
infill & repair



missing middle housing

- + Add people (housing and/or jobs)
- + Make a walkable place through zoning & design
- + Connect across, along and parallel to Dundee Rd.
- + Realize the vision in three scenarios

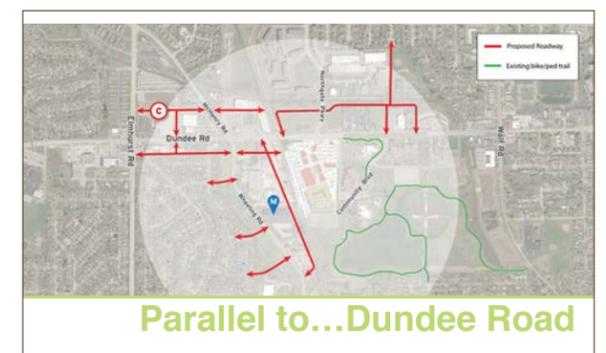
greater wheeling



pedestrian & bicycle study area

- 29,000 ADT
- Large number of cuts/drive-ways #
- Disjointed bike/ped facilities
- Wide roadways (up to 71')
- Higher speeds (45-50 mph)
- Large curb radius (up to 119')

Dundee Road





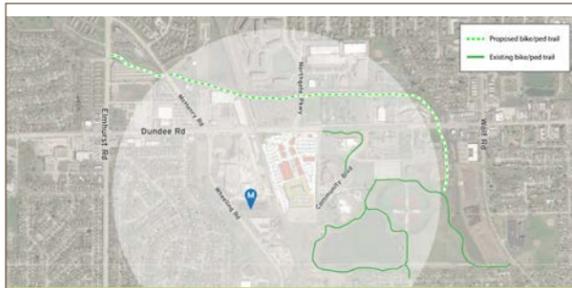
Recommendation #1: Elmhurst to Wheeling



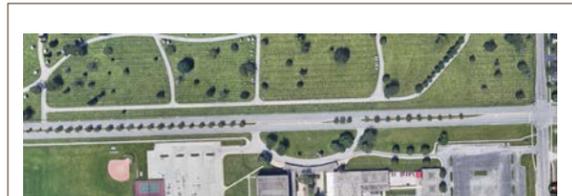
Recommendation #1: Elmhurst to Wheeling

- + Add people (housing and/or jobs)
- + Make a walkable place through zoning & design
- + Connect across, along and parallel to Dundee Rd.
- + Realize the vision in three scenarios

greater wheeling



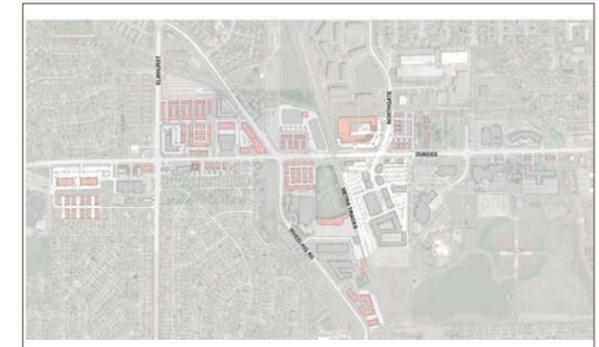
Along...Dundee Road



- Fewer curb cuts/drive-ways
- More continuous bike/ped facilities
- Landscaped median
- Shortened curb-to-curb radius

Along...Dundee Road

I. regulate



- Fewer curb cuts/drive-ways
- More continuous bike/ped facilities
- Landscaped median
- Shortened curb radius facilities

Along...Dundee Road

- Distance from pedestrian intersection 600 ft
- Access points that may lead vehicles to turn into pedestrians
- Number of existing pedestrians and/or cyclists in the area
- Surrounding amenities (parks, residential, etc.)
- Crash data (number of fatalities, injuries, etc.)

Fuzzy IDOT criteria for pedestrian island

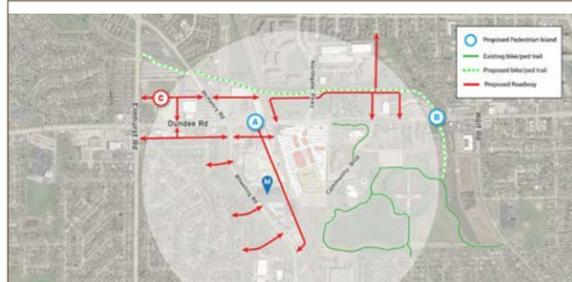


building models



- Shared parking with surrounding land uses
 - Including Metra, residential, Park district, etc.
- TOD overlay zone with reduced parking requirement
- On-street parking on new local roadways

Decreased parking demand and regulations

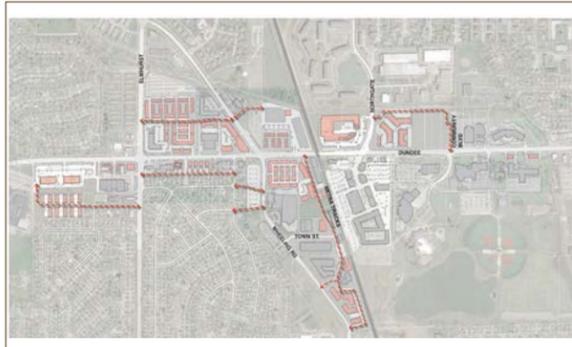


Along...Across...Parallel to...

- | | |
|--|---|
| Pros <ul style="list-style-type: none"> • Improves predictability • Improves development quality • Advances a walkability agenda • Least Village effort • Low Staff Burden | Cons <ul style="list-style-type: none"> • Lowest ROI • Delays development by years • Consultant fees and construction costs |
|--|---|

I. municipal level of effort - regulate

II. facilitate



lynn plaza connection



lynn plaza connection



retrofit: playspace



retrofit: industrial character



retrofit: industrial character

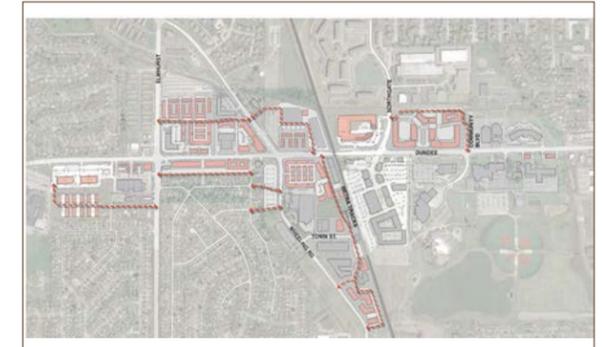


townhomes

<p>Pros</p> <ul style="list-style-type: none"> • Local-level transformation • Improves predictability • Improves development quality • Advances a walkability agenda • Feeds the TIF • Higher ROI • Accelerates development by years (compared to I) 	<p>Cons</p> <ul style="list-style-type: none"> • Moderate Village effort • Moderate Staff Burden • Consultant fees and construction costs
--	---

II. municipal level of effort - facilitate

III. participate



corner conditions



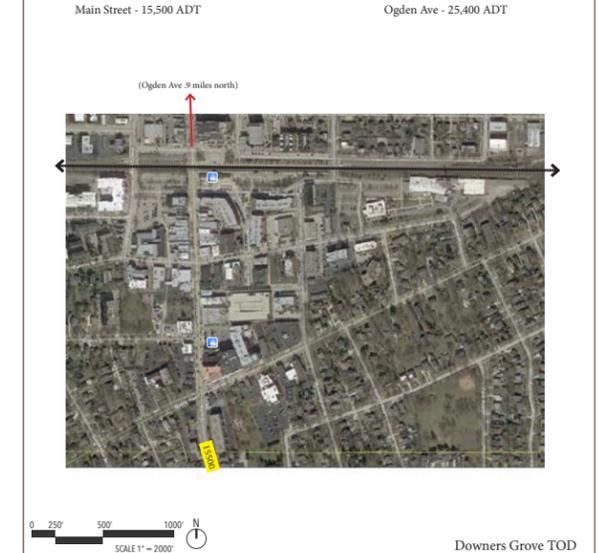
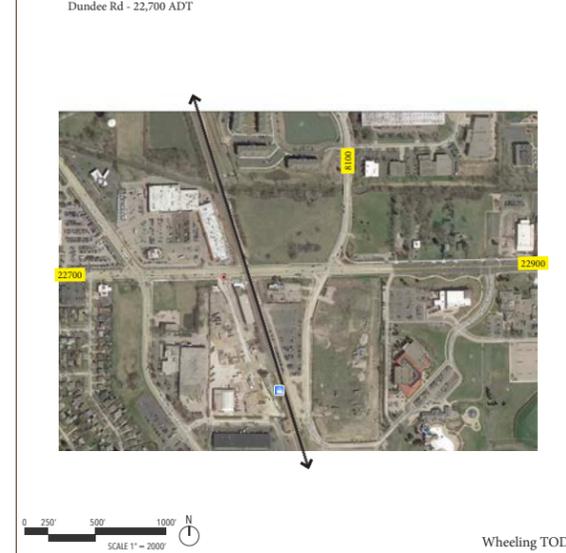
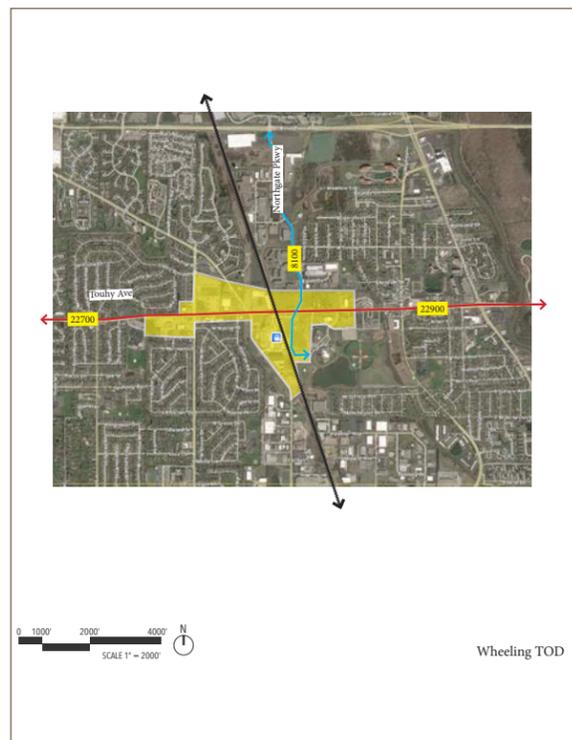
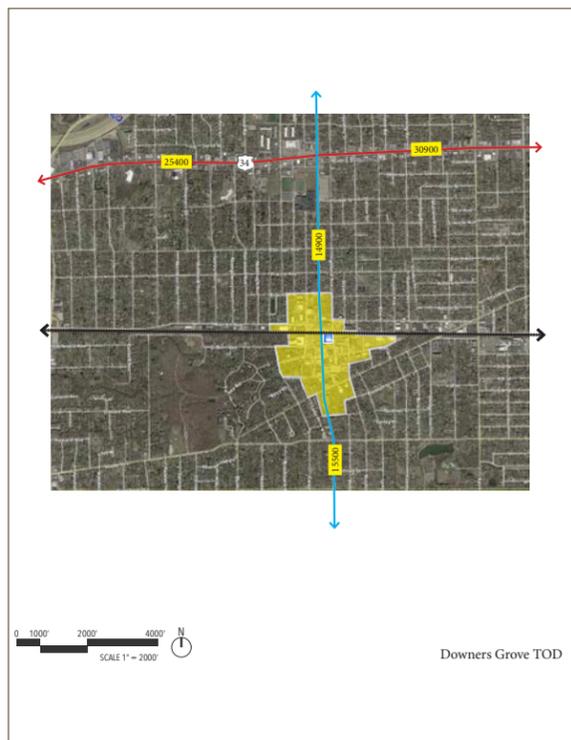
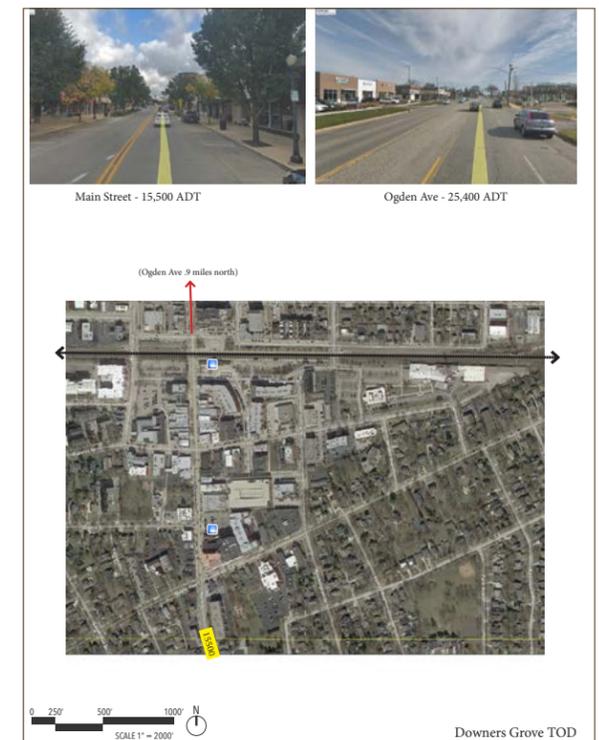
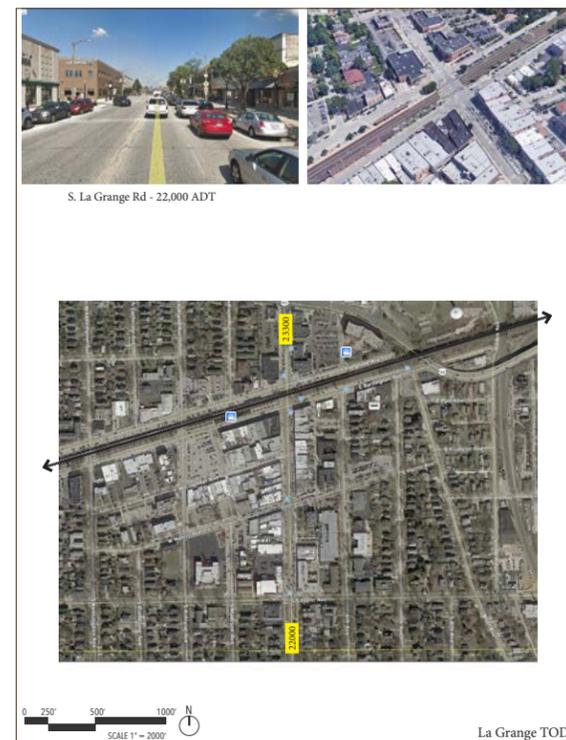
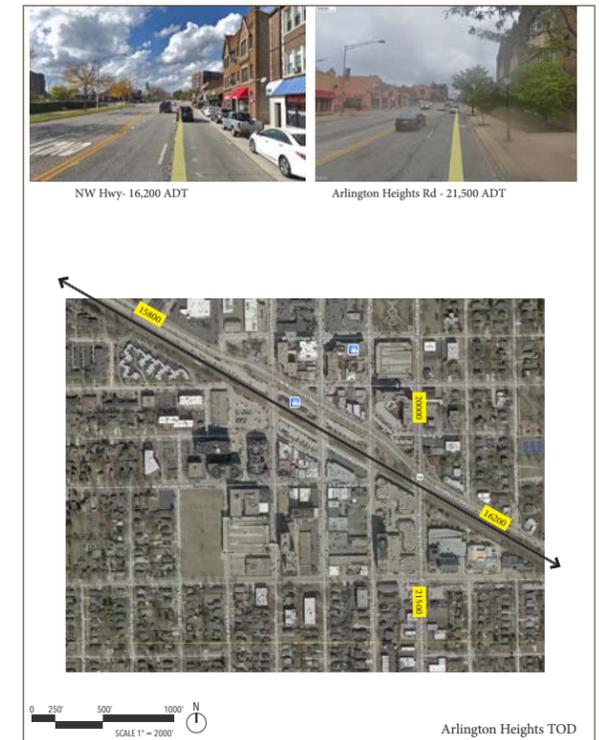
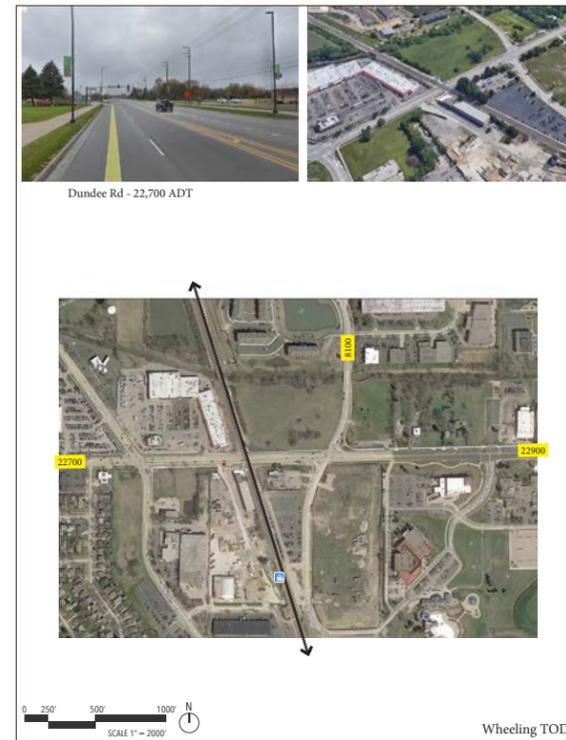
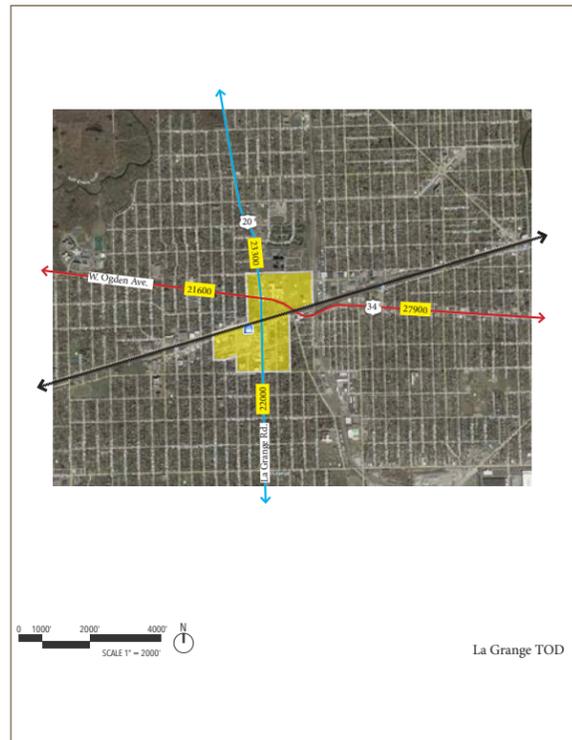
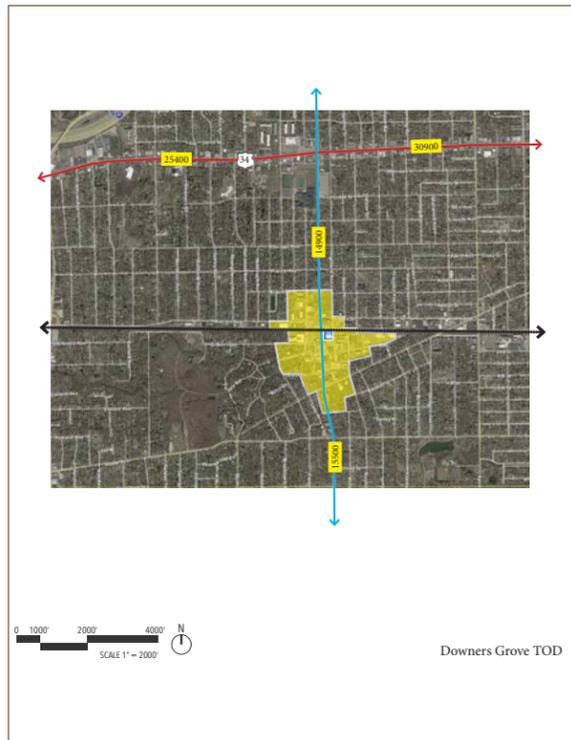
<p>Pros</p> <ul style="list-style-type: none"> • Regional-level transformation • Improves predictability • Improves development quality • Advances a walkability agenda • Feeds the TIF the most • Highest ROI • Accelerates development by years (compared to II) 	<p>Cons</p> <ul style="list-style-type: none"> • Consultant fees and construction costs • High Village effort • High Staff Burden
--	---

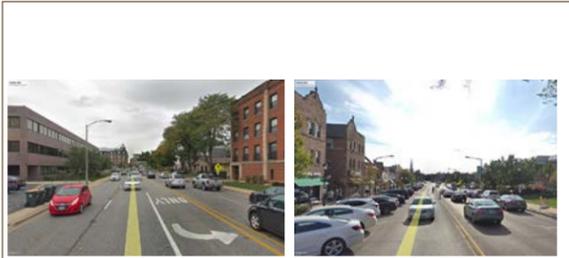
III. municipal level of effort - participate

from here...

greater wheeling
design charrette

Wheeling Planning Commission Presentation June 27, 2019





Touhy Ave - 30,300 ADT

S. Prospect- 4,600 ADT



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Public Survey

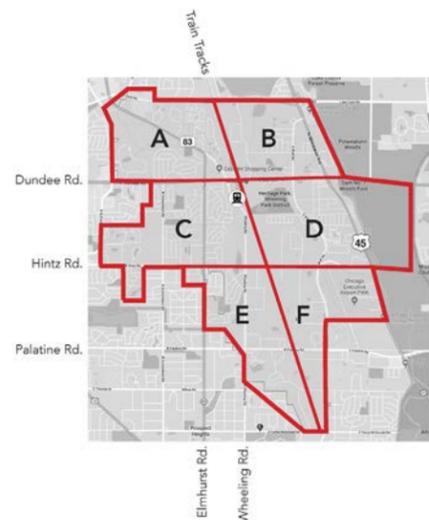
WHEELING STATION AREA PLAN PUBLIC RESPONSE SURVEY

GIVE US FEEDBACK ON THE PLANNING STUDY

- The conceptual plans illustrated in the accompanying document are all fundamentally aimed at creating a Village center with walk-to destinations. Do you agree that a pedestrian-oriented Village center should be the preferred vision for the area around the Metra station? If not, what is your preferred vision for the area?
- Are there particular aspects of these conceptual plans that you like or dislike? Please be as specific as possible.
- What is missing from the Station Area? Are there any types of businesses, amenities, or infrastructure improvements that you think would enhance the quality of life for Wheeling residents? Please be as specific as possible.
- Any additional comments?

NOW TELL US ABOUT YOURSELF

- What is your age?
 - Under 18
 - 18 – 34
 - 35 – 49
 - 50 – 65
 - Over 65
- How many children under 18 are in your household?
 - None
 - 1 – 2
 - 3 – 4
 - 5 or more
- I live or work in ____ area on map below.



- A
- B
- C
- D
- E
- F
- I don't live or work within Wheeling

Feedback on Planning Study			
Question	Key Take-aways		
1	The conceptual plans illustrated in the accompanying document are all fundamentally aimed at creating a pedestrian-oriented Village center. Do you agree that a Village center with walk-to destinations should be the preferred vision for the area around the Metra station? If not, what is your preferred vision for the area?	13 yes 1 no	
2	What are the aspects of these conceptual plans that you like or dislike? Please be as specific as possible	wide support for proposed bike trails. mostly support for increased density and economic development, particularly with focus on entertainment uses, but some concern over existing vacancies and potential traffic impact	
3	What is missing from the area around the train station /Village of Wheeling that you'd like to see? Are there any types of businesses, features/amenities, attractions, or infrastructure improvements that you think would enhance the quality of this area? Please be as specific as possible.	several mentions of open space amenity and more dining & shopping options, including grocery. One mention of desire for more homes, specifically senior housing.	
4	What/where are your favorite places to go for dining, shopping, or entertainment? What do you like about it?	most respondents named places in surrounding municipalities, like Glenview, Mt. Prospect, Arlington Heights and Longgrove. Restaurants, entertainment and dog park were most popular answers.	
5	Any additional comments?	see specific comments (only 8 short comments)	
Demographics of Survey Participants			
Question	Summary		
1	Number of Children in household under the age of 18	none 46%	
		1 to 2 33%	
		3 to 4 20%	
		5 or more 0%	
		under 18 0%	
2	Participant's Age	18 to 24 0%	
		25 to 44 46%	
		45 to 65 53%	
		over 65 0%	
		live or work in ____ location on map	A 33%
3		B 42%	
		C 0%	
		D 8%	
		E 17%	
		F 0%	

Existing Conditions

MOBILITY & CONNECTIVITY TRANSIT AVAILABILITY

METRA STOP

Wheeling Station lies on the North Central Service (NCS) line from Antioch, to O'Hare Airport, ending at Union Station. Wheeling is in Zone F with a 1 hour travel time to Union Station. The southbound train leaves about every 25 minutes during peak hours and about every two hours outside of peak times. There are no trains late in the evenings or on the weekends.

The Wheeling park-and-ride station has two lots, one directly across the tracks and the second 1/4 mile away on Town St., servicing the station with ~235 spaces.

BUS STOPS

Pace Route 234 runs down Dundee Rd with stops at Holy Family Hospital, Wheeling High School and downtown Wheeling. The Route begins in Des Plaines, travels north through Prospect Heights, and east through Wheeling.

CHALLENGES

There are two challenges in particular related to the rail line: its affect on automobile traffic at Dundee Rd, and its limited service. The policy that many in the community are familiar with: that gates remain down until north-bound trains completely clear Dundee,

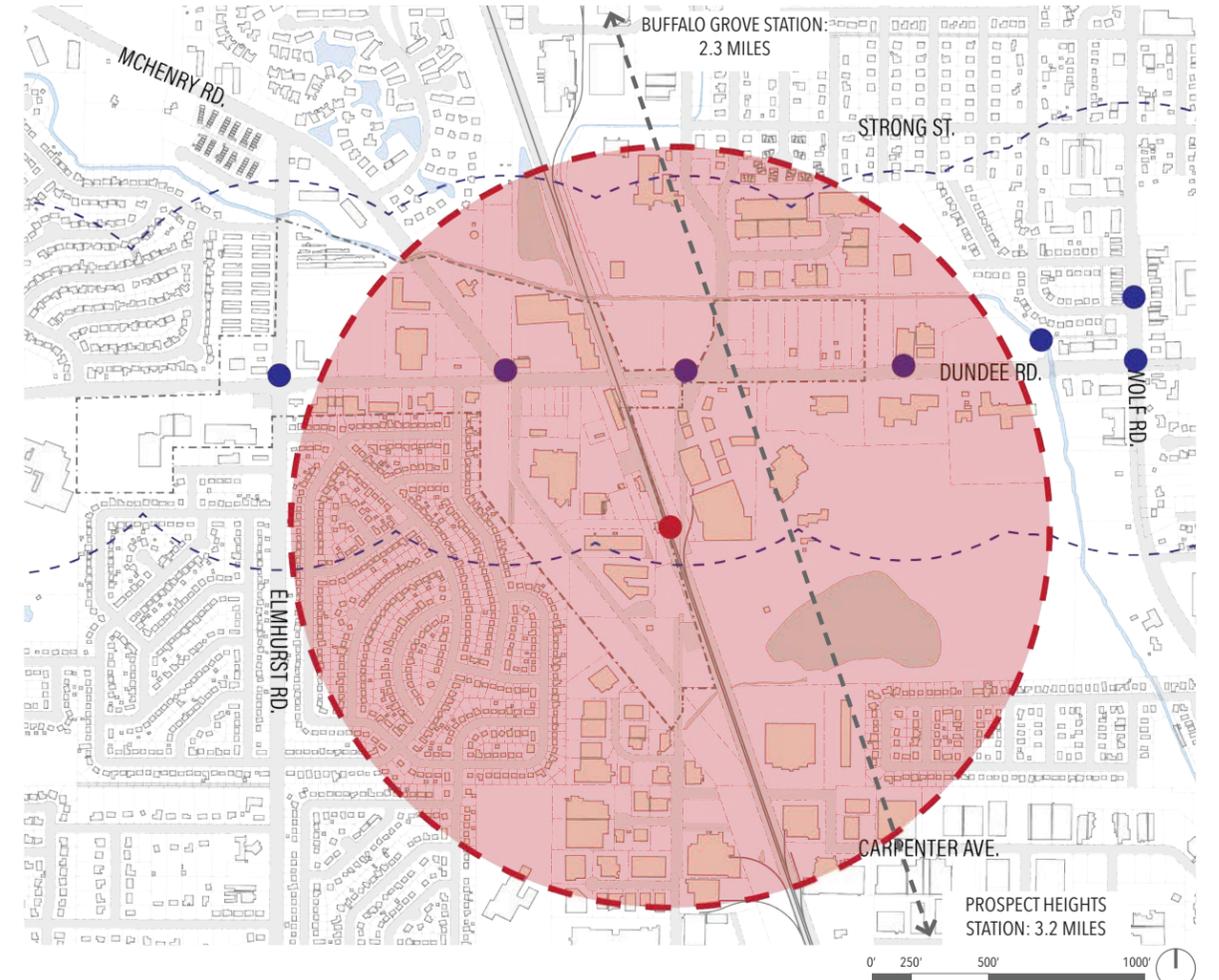
belongs to the owner of the rail line, Canadian National (CN), not Metra. The idea of creating a grade-separation at the Dundee intersection has been studied in the past and proven to be cost-prohibitive. The authors of this report are currently studying CN's policy in terms of the proximity that triggers gates to close and whether there is any possibility of moving the platform outside of that critical distance.

Metra funding poses an additional challenge. The North Central Line is one of two lines that are currently at risk of being terminated. The North Central Service Analysis and Implementation Study with RTA funding will soon be underway in January or February which will be identifying locations to cut or expand service lines.

To maintain a downtown TOD with walkable facilities, the Village should prioritize keeping transit in the area. However, Wheeling faces a chicken-and-egg challenge; increasing ridership would position the Village for expanded service. But until service is expanded, potential riders will continue to rely on private automobile travel.



Village of Wheeling | Station Area Plan



EXISTING PUBLIC TRANSPORTATION

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



TRANSIT SCORE: MINIMAL TRANSIT

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

02 | Existing Conditions

MOBILITY & CONNECTIVITY WALKABILITY

ANALYZING STREETS

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

REWARDING EXPERIENCES: 4.6%

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

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

POOR EXPERIENCES: 74.5%

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

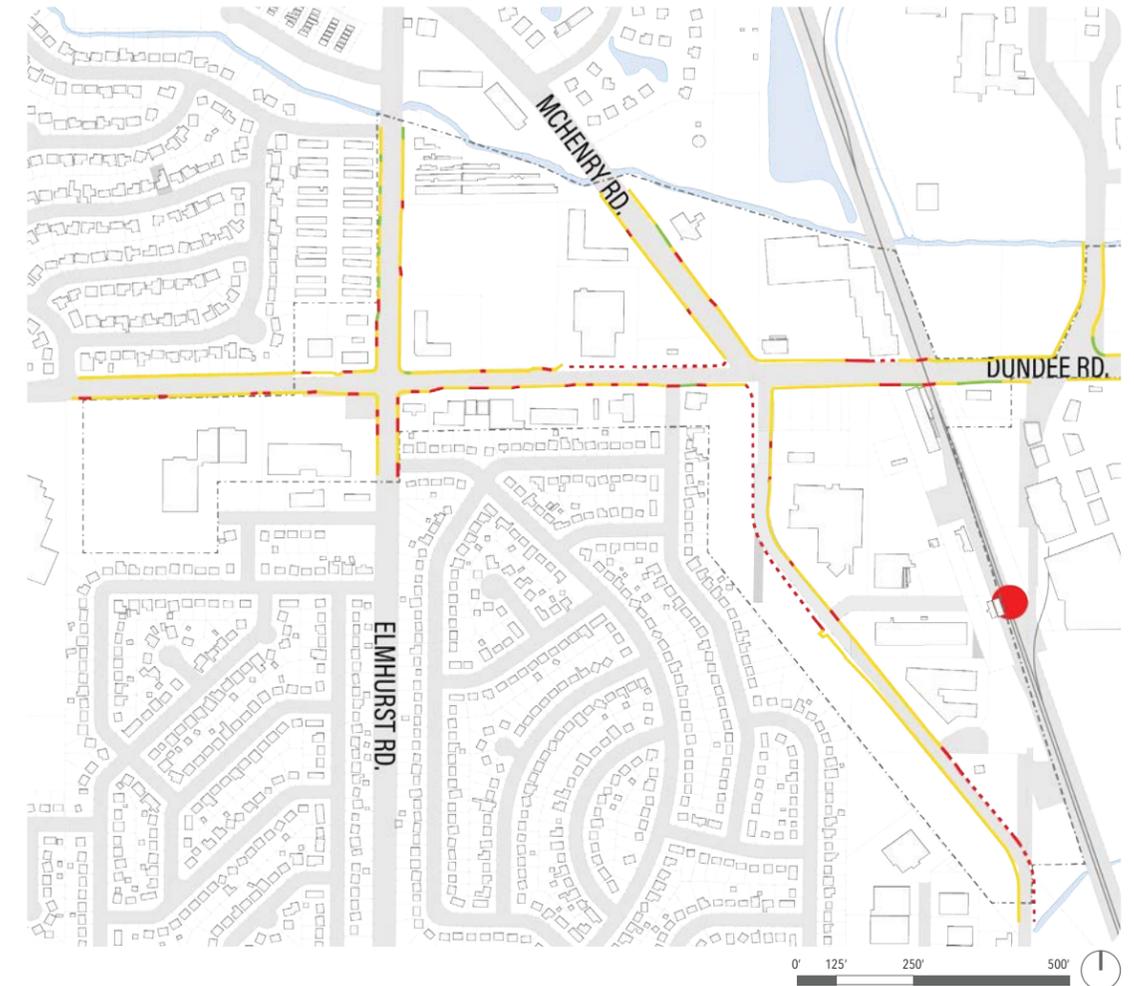
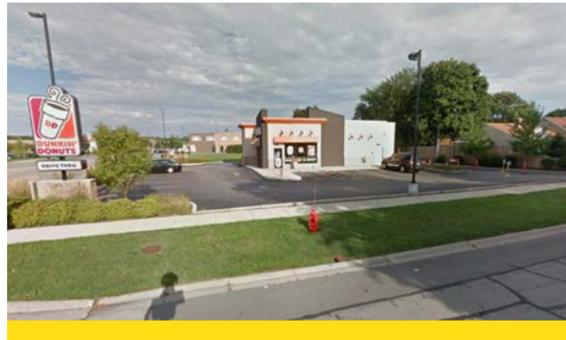
- Little to no pedestrian protection from traffic by buildings or trees
- Building setbacks are far from the sidewalk
- No pedestrian connection to entrances
- Blank walls or tall fences
- Adjacent to parking lots

CONFLICT ZONES: 9%

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

SIDEWALK ABSENT: 11.9%

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



"PED ZONE" ANALYSIS

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

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

MOBILITY & CONNECTIVITY VEHICULAR MOBILITY

AUTO-ORIENTED FRONTAGES

Sprawl types, as defined by the Smart Code Sprawl Repair Manual, include Big Box, Gas Station, Religious Buildings (civic / municipal buildings being analogous), Drive-Thrus and, primarily, Strip Centers. Many of the businesses east and west of the Station Area contain drive-thrus.

There are currently two within the Station Area: the Burger King, with its drive thru located behind the building, allowing for a pedestrian-oriented frontage, and the Hoyne Savings Bank, whose drive thru is located to one side and discharges directly onto Dundee. Two additional businesses with drive thrus are under construction as part of the Town Center project; in both cases the drive thru will be located on the Dundee-side of the building.

Planning for a changing future in regards to off-street parking and drive thrus is a critical component of this

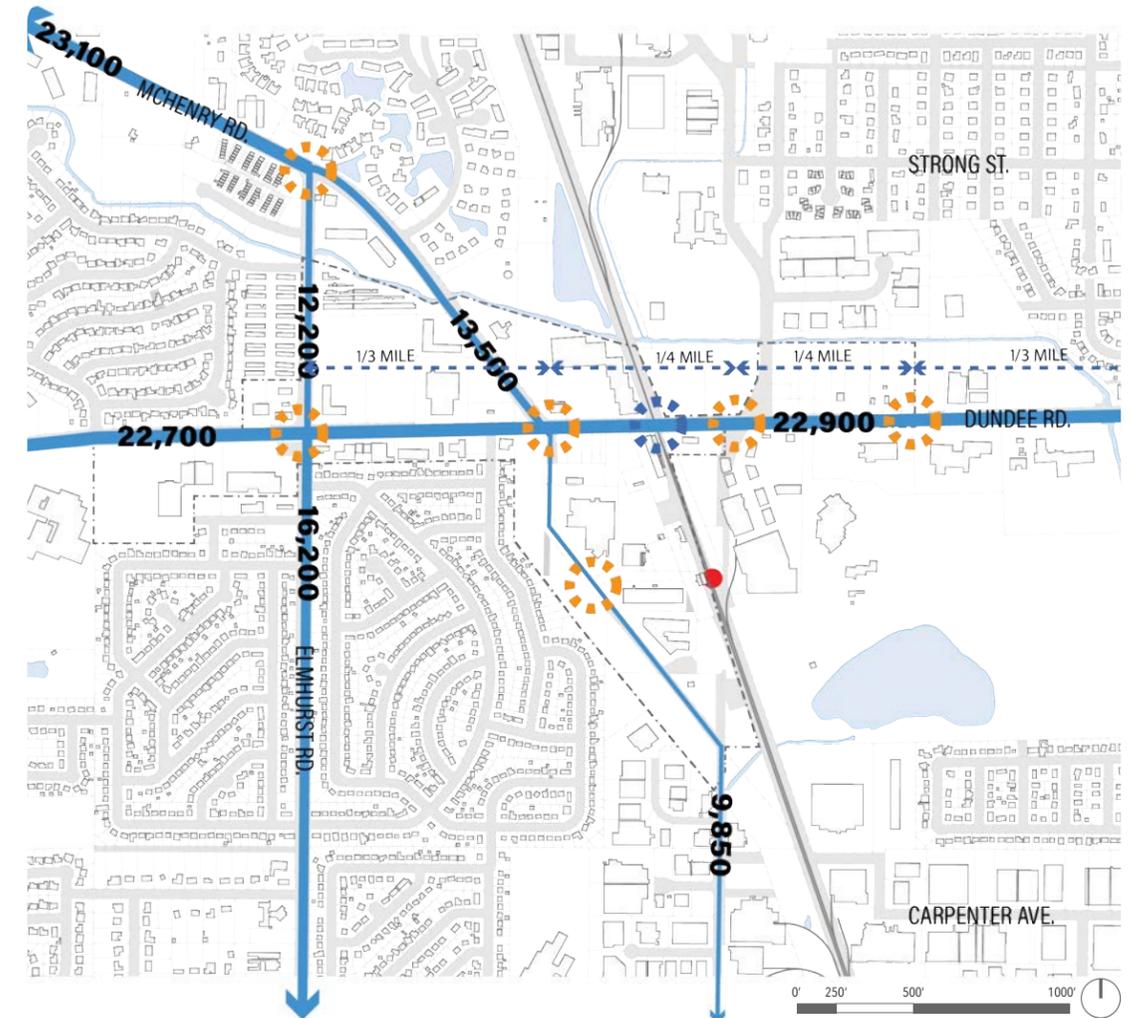
study and will be addressed in subsequent sections of the document.

LIMITED CONNECTIVITY

The Dundee Road corridor is a primary east-west arterial with relatively high traffic volumes (although the volumes have actually decreased in recent years). With 5 lanes of traffic, pedestrian crossings can only occur safely at signalized intersections. However, these signalized intersections occur at intervals of 1/4 to 1/3 of a mile, meaning that pedestrians must walk 5-7 minutes before having the opportunity to cross the road.

HISTORIC TRAFFIC COUNTS			
STREET NAME	2017 COUNT	2015 COUNT	2013 COUNT
DUNDEE	22,900	26,900	27,100
Elmhurst	16,200	18,600	18,100
McHenry	23,100	13,400	21,600
STREET NAME	2017 COUNT	2014 COUNT	2010 COUNT
Wheeling	-	9,850	14,900
Wolf	-	13,300	13,300

NON-RESIDENTIAL PARKING RATIOS			
BLOCK CODE	BUILDING AREA (SF)	OFF-STREET PARKING SPACES	PARKING SPACES PER 1000 SF
1	12,300	77	6.26
2	205,000	1050	5.12
3	110,000	550	5
4	107,000	455	4.25
5	54,900	250	4.56
6	245,000	709	2.89
7	3,400	53	15.58
8	100,000	675	6.75



TRAFFIC COUNTS & TRAFFIC SIGNALS

- MAJOR VEHICULAR ROUTES
- ⊗ AT-GRADE RAIL CROSSING
- ⊗ SIGNALIZED INTERSECTION
- ← → WALK DISTANCES

PARKS, OPEN SPACE & AMENITIES

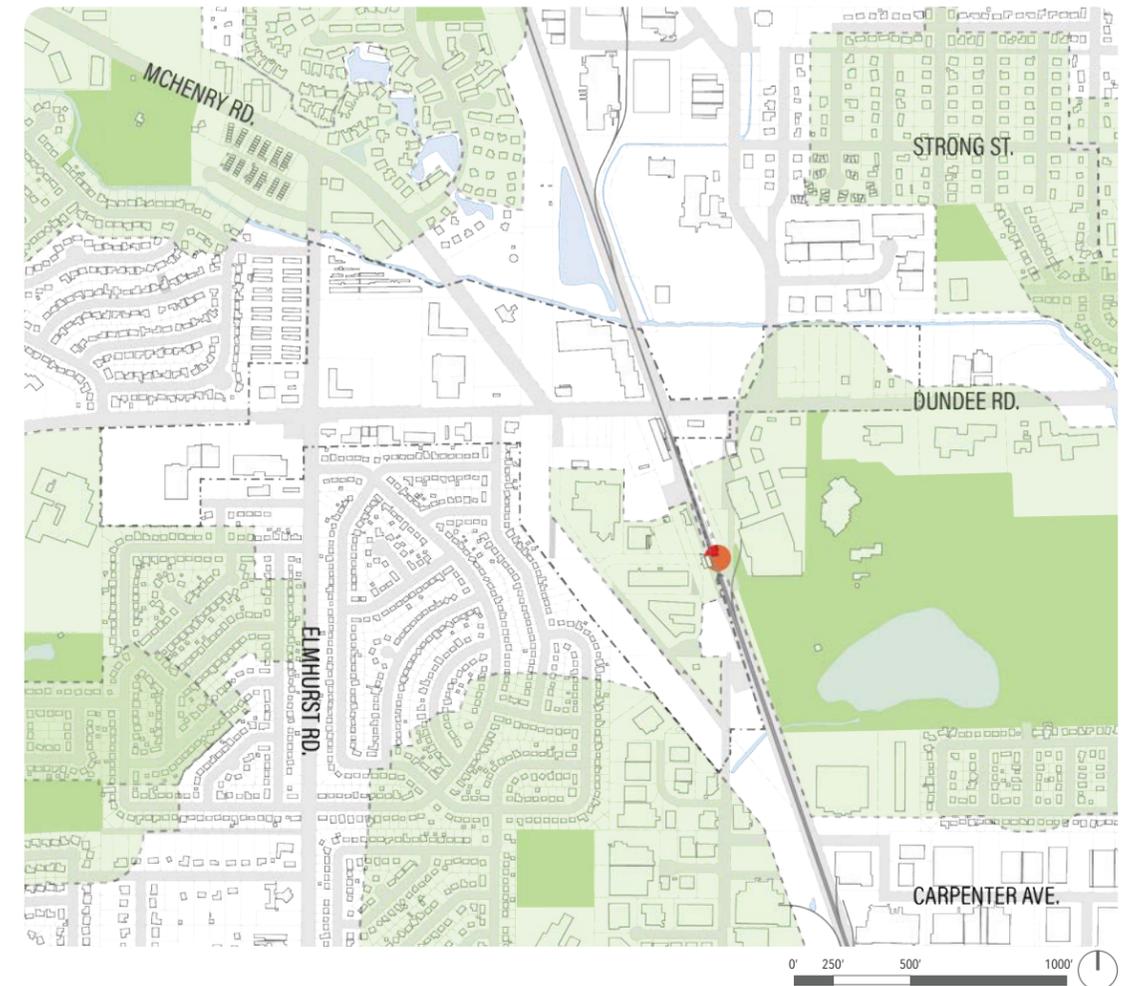
GAPS IN COVERAGE

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

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

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

The updated Station Area Plan should consider strengthening pedestrian connections to Heritage Park, particularly from the neighborhoods to the west.



CONNECTION TO OPEN SPACE

- PUBLIC PARK
- 5 - MINUTE WALK

ZONING EXISTING CLASSIFICATIONS

STUDY AREA

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

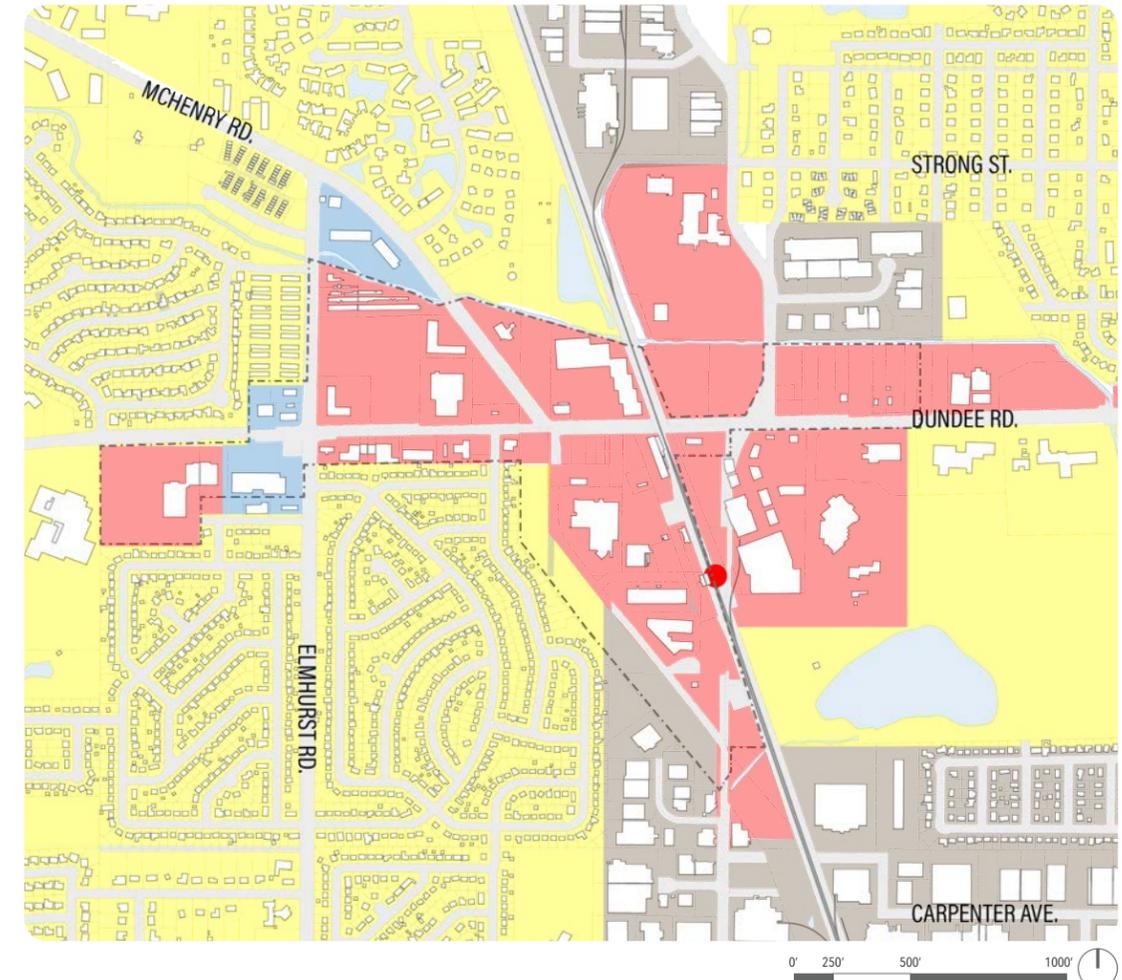
A few B-1 and B-2 zones in the study area allow for shopping centers and neighborhood commercial. Specific uses may include service oriented businesses, small and large retail tenants or offices.

ADJACENT ZONING

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

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

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



EXISTING ZONING

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

ZONING PARCELIZATION & OWNERSHIP

PARCELIZATION

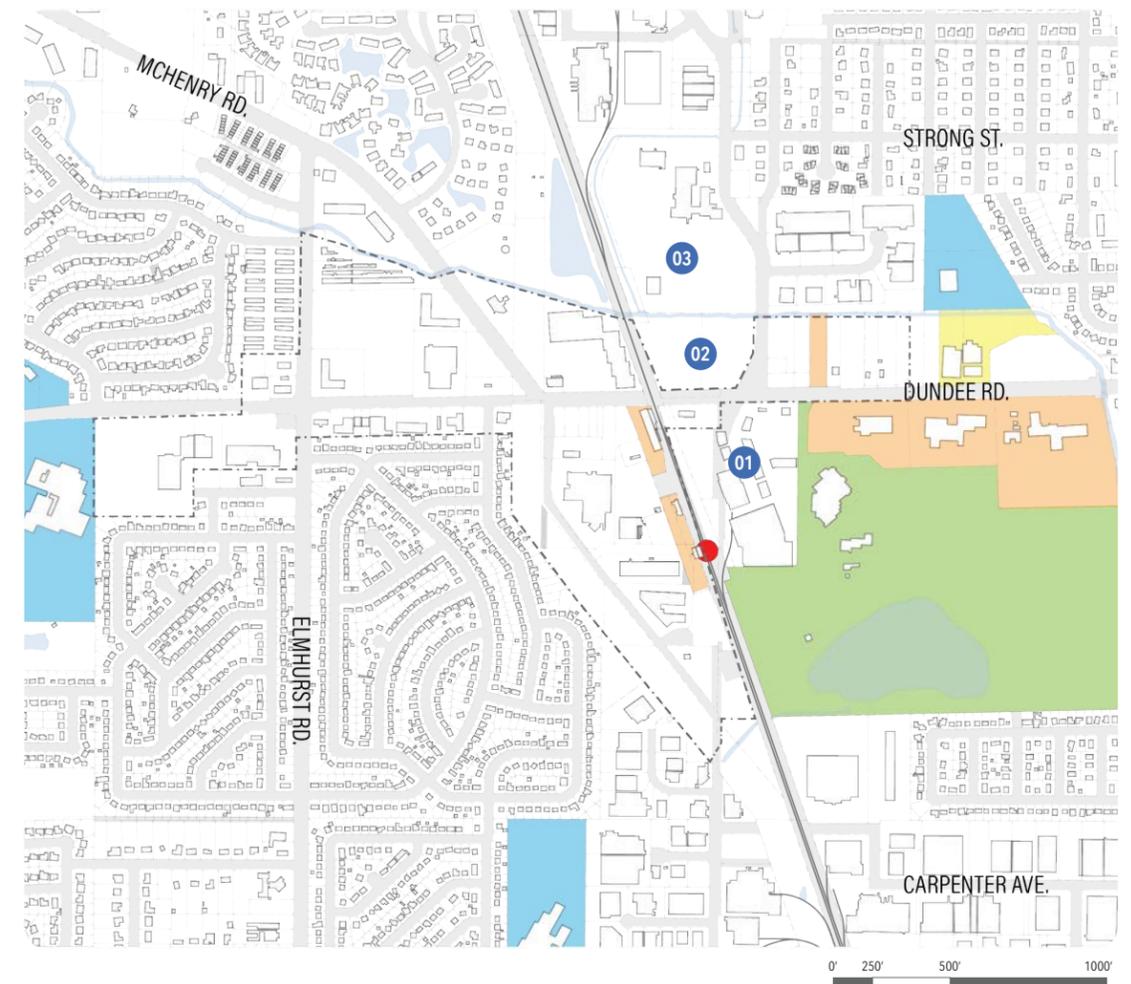
The Station Area does not contain any consistent or coherent block structure. There is little to know connectivity / intersection alignment across Dundee and no connectivity whatsoever between east and west across the train tracks. With the exception of the industrial parcels south of Dundee, between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

KEY PARCELS & OWNERS

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

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

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



PUBLICLY OWNED LANDS

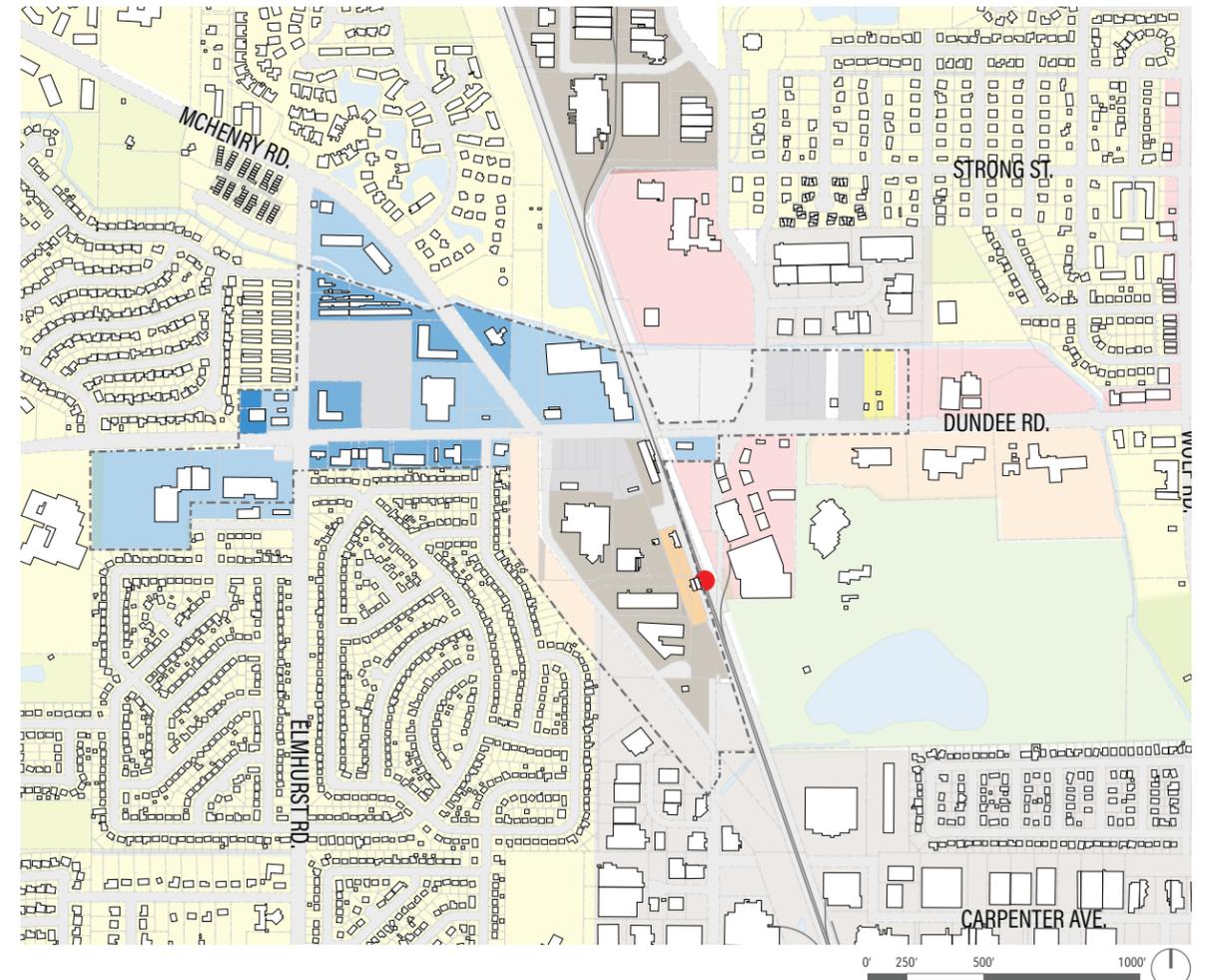
The Village owns several key parcels within the Station Area, a building at the corner of Dundee and the rail line, the parcel containing the Metra shelter and adjacent parking lot, and along Dundee Rd. The latter sits across from Village Hall and has been incorporated into recent development proposals.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

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

EXISTING CONDITIONS ZONING ALLOWANCES

	MXC	MXT	MXI
RESIDENTIAL & EDUCATIONAL USES			
Multi-family	P	P	P
Temporary Real Estate Sales	S	S	S
Home Occupations	P	P	P
Daycare, Home/Center	S	S	S
School, Any	S	S	S
Recreation & Instruction Facility	S	S	S
COMMUNITY-SERVING USES			
Adult Day Services	S	S	S
Community Center or Library	S	S	S
Cultural Institutions	S	S	S
Public Safety Facility	S	S	S
Religious Assembly	S	S	S
COMMERCIAL, OFFICE & MEDICAL USES			
Artist Studio	P	P	P
Bank (with drive-through)	P (S)	P (S)	P (S)
Currency Exchange	S	S	S
Farmer's Market	-	S	-
Garden/Landscaping Center	S	S	S
Ground Transport., Dispatch	P	P	P
Home Improvement Center	S	S	S
Office, General (Government)	P	P	P (S)
Outdoor Merchandise	S	S	S
Retail Establishment, Auto Parts	S	S	S
Retail, <20k sf (> 20k SF)	P (S)	P (S)	P (S)
Secondhand Store	P	P	P
Sidewalk Sales	P	P	P
Short-term Lending Facility	S	S	S
Medical Office	P	P	P
Health Clinic (Hospital)	S (S)	S (S)	S (S)
Medical Research (Service)	S	S	S
Nursing Home	S	S	S
Social Service Facility	S	S	S
SERVICE USES			
Building Maintenance Service	P	P	S
Business Service	P	P	S
Catering Service	S	S	S

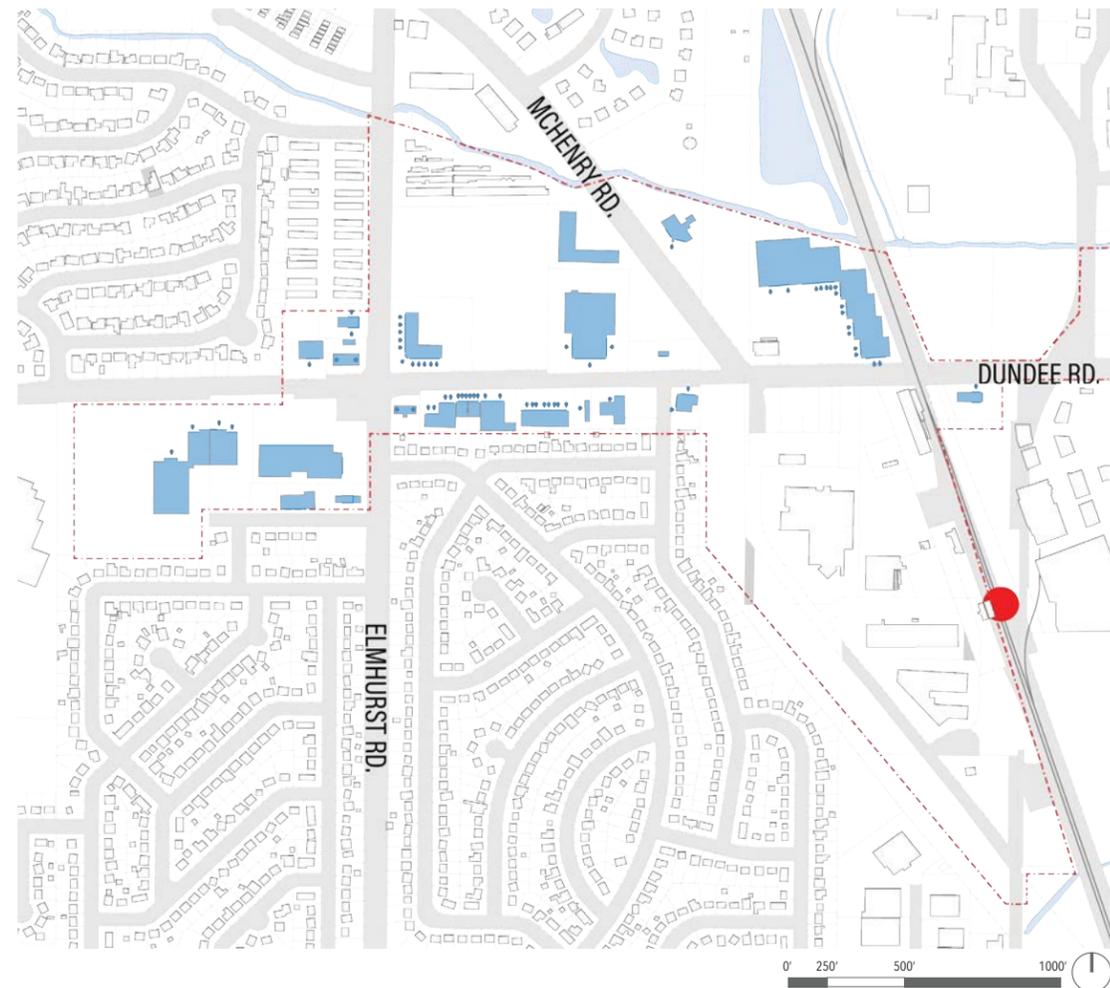
	MXC	MXT	MXI
Day Spa	S	S	S
Dry Cleaning - no plant (with plant)	P (S)	P (S)	P (S)
Funeral Home	S	S	S
Furniture & Appliance Leasing	S	S	S
Household Maintenance & Repair	P	P	S
Laundromat	P	P	P
Personal Service Establishment	P	P	P
Tool/Equipment Rental Facility - Indoor (w/ Outdoor Displays)	P (S)	P (S)	P (S)
Animal Boarding/Grooming/Training/ Clinic Facility	S	S	S
MOTOR VEHICLE & PARKING USES			
Car Wash	S	S	S
Drive-through (principle use)	S	S	S
Gas Station/Convenience Store	S	S	S
Car Rental Facility (Heavy Sales)	S (-)	S (-)	S (S)
Car Repair Facility (Heavy)	S (-)	S (-)	S (S)
Sales Facility, New/Used (Enclosed)	S (-)	S (-)	- (P)
Parking Lot, Accessory (Principle)	P (S)	P (S)	P (S)
Parking Structure, Accessory (Principle)	P (S)	P (S)	P (S)
ACCOMMODATION, FOOD, ENTERTAINMENT & REC. USES			
Assembly Hall	S	S	S
Bed & Breakfast/Hotel	S	S	S
Liquor Stores, Package	S	S	S
Restaurant, Any Kind	S	S	S
Tavern (Nightclubs/Clubs)	S (S)	S (S)	S (S)
Convention & Exposition Center	S	S	S
Health Club	S	S	S
Public Parks & Open Space	S	S	S
Entertainment Establishment	S	S	S
Rec./Instruction Facility (Small)	S (P)	S (P)	S (P)
Sports & Rec. Facility, Outdoor	S	S	S
Theater, Indoor	S	S	S
TRANSPORTATION, INDUSTRIAL & UTILITY USES			
Broadcasting/Recording Studio	P	P	S
Substation, Indoor (Outdoor)	S (S)	S (S)	P (S)
Transmission Tower/Water Treatment	S	S	S



DETAILED ZONING

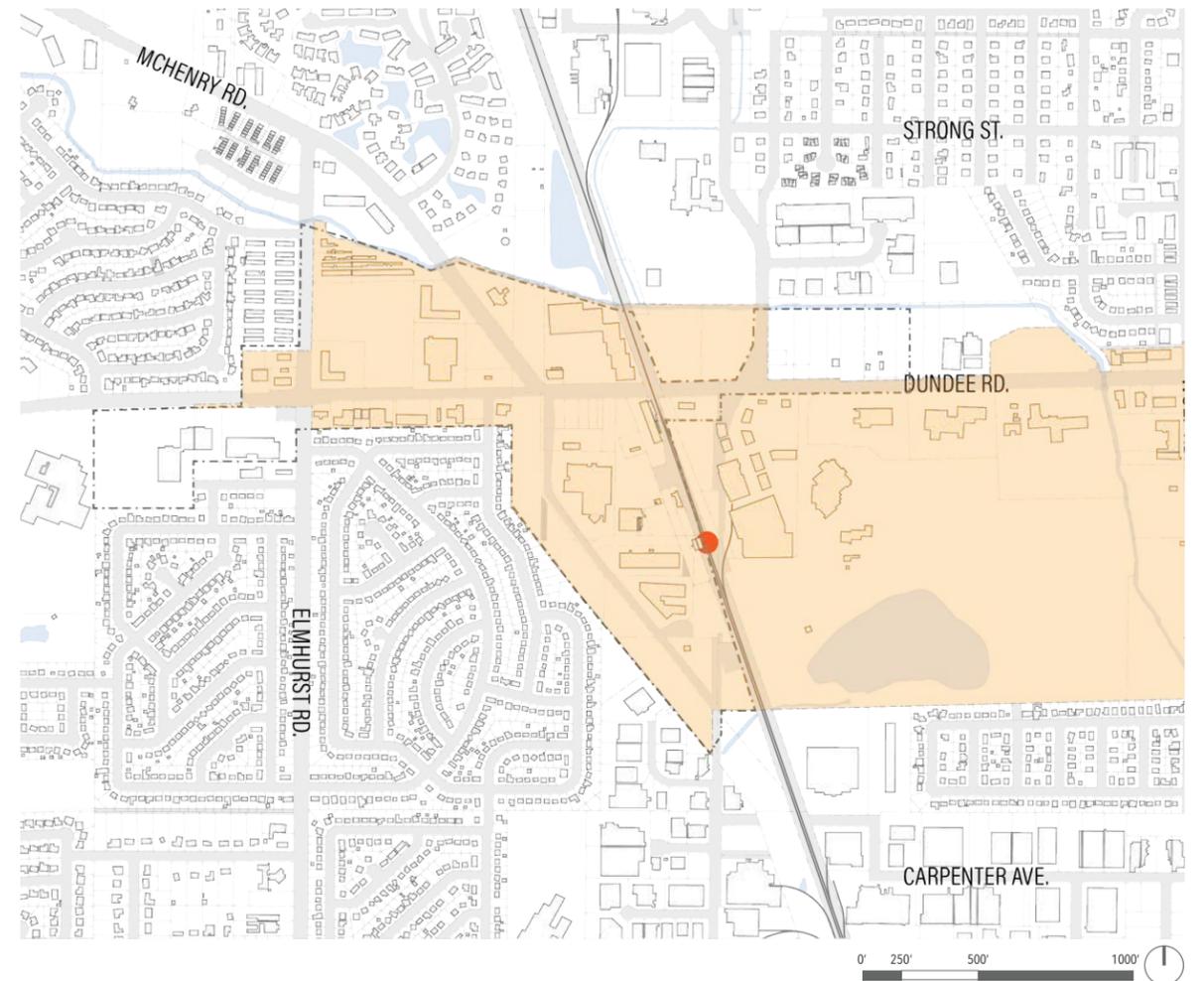
- PUBLIC LAND/FUNCTIONS
- INDUSTRIAL
- COMMERCIAL - SERVICE
- COMMERCIAL - RETAIL
- VACANT BUILDING/PARCEL
- SINGLE-FAMILY RESIDENTIAL

EXISTING CONDITIONS COMMERCIAL BUILDINGS



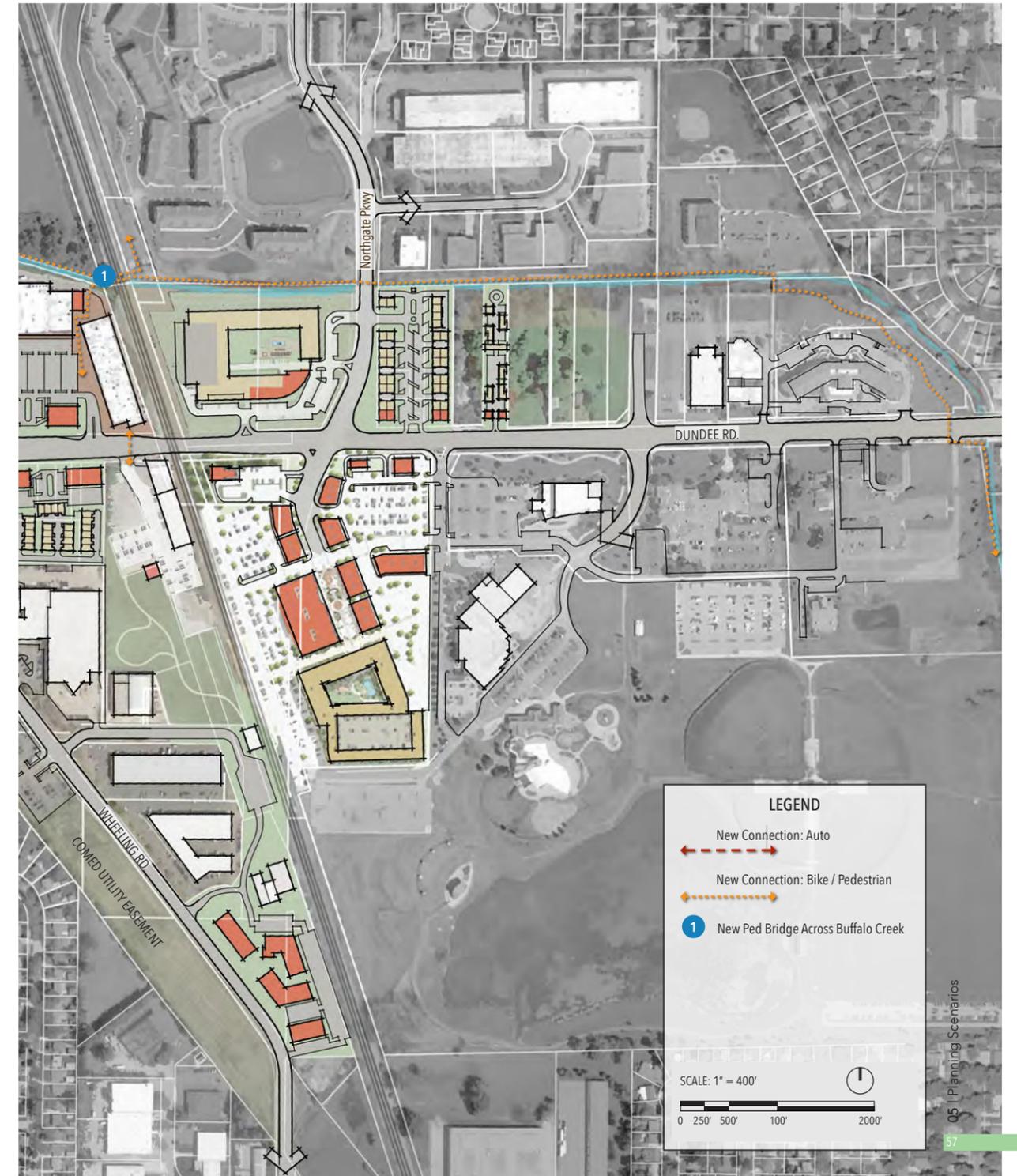
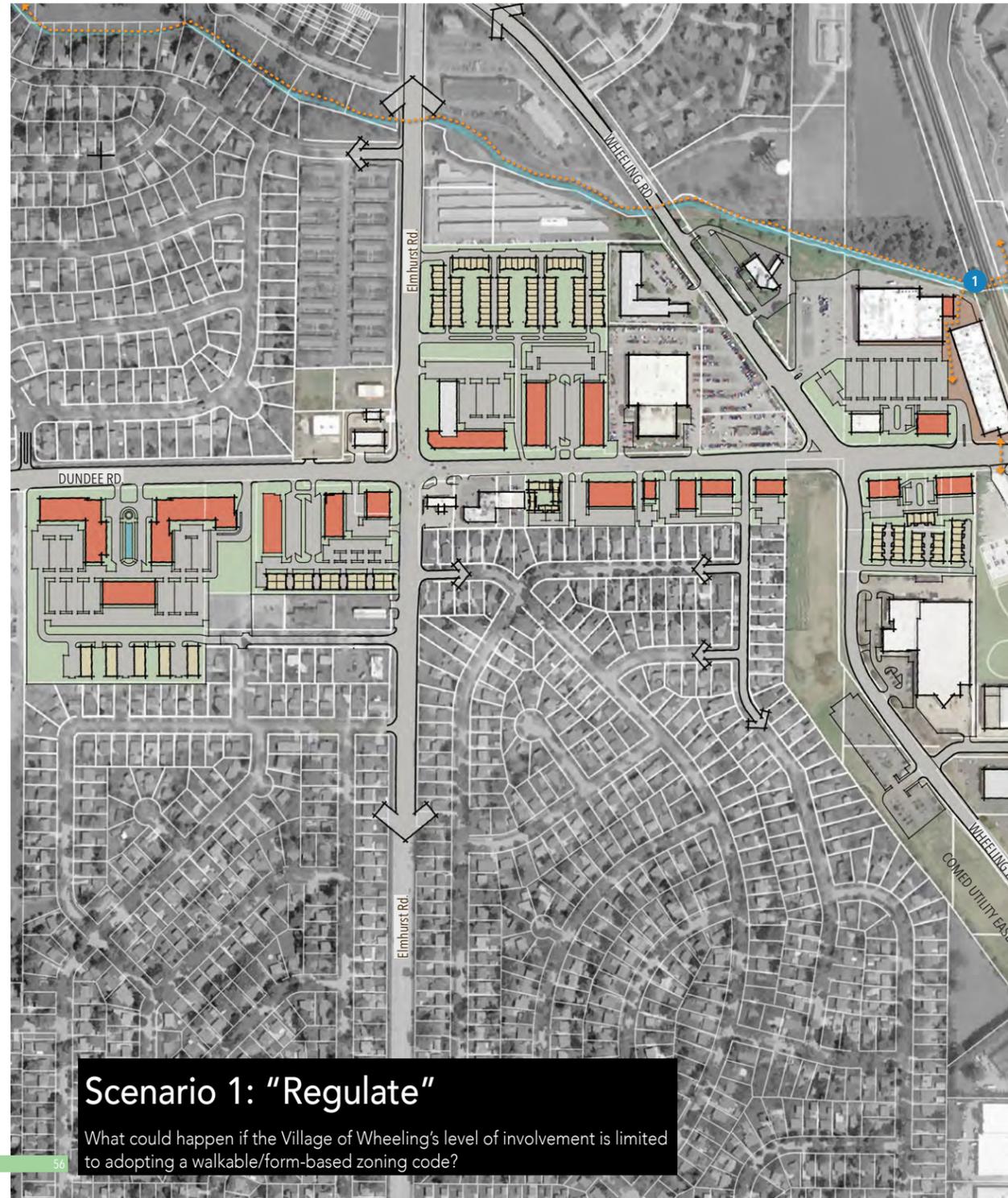
- COMMERCIAL BUILDINGS
- COMMERCIAL FRONTAGES
- PUBLIC ENTRANCES

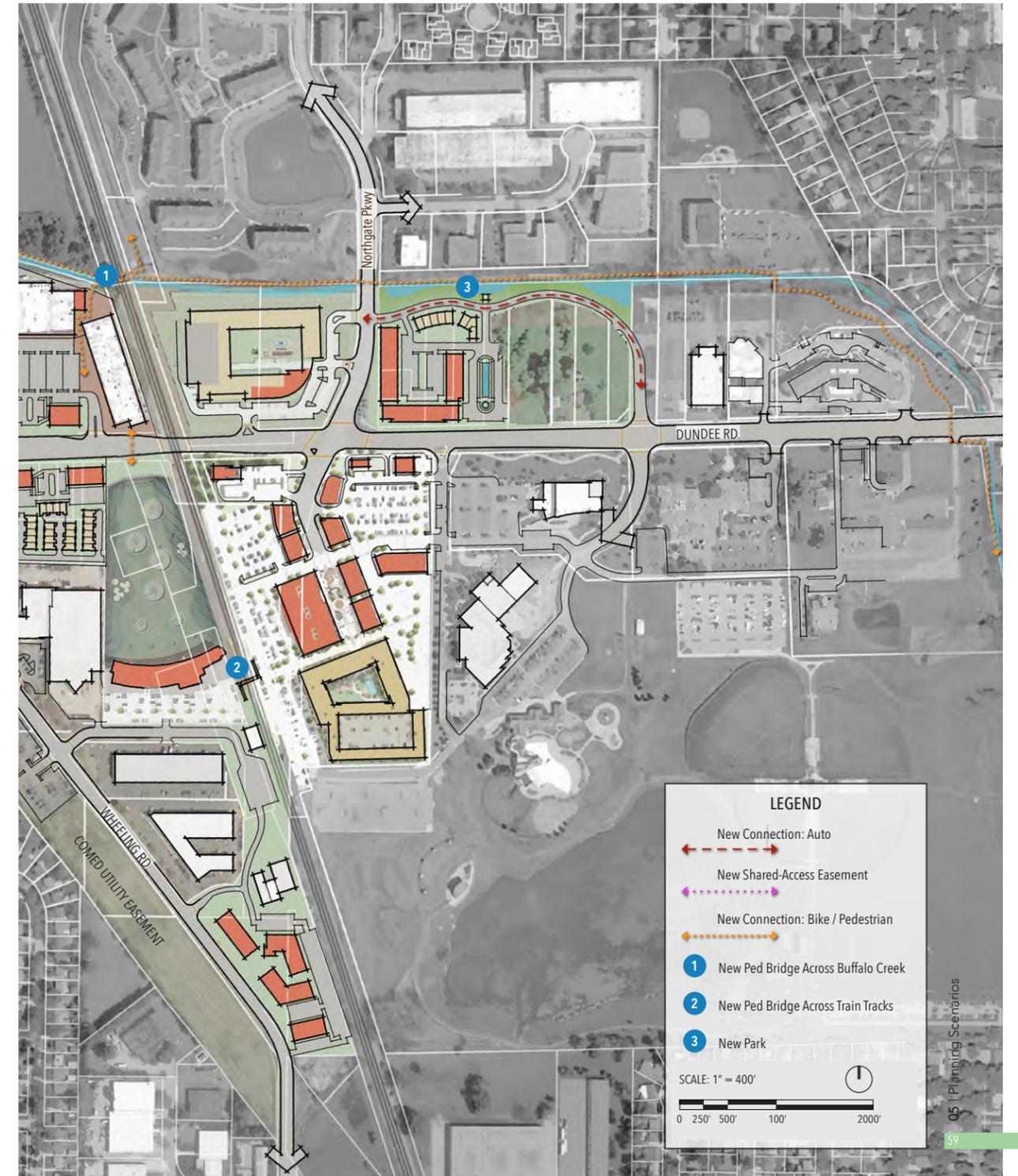
EXISTING CONDITIONS TIF FUNDING

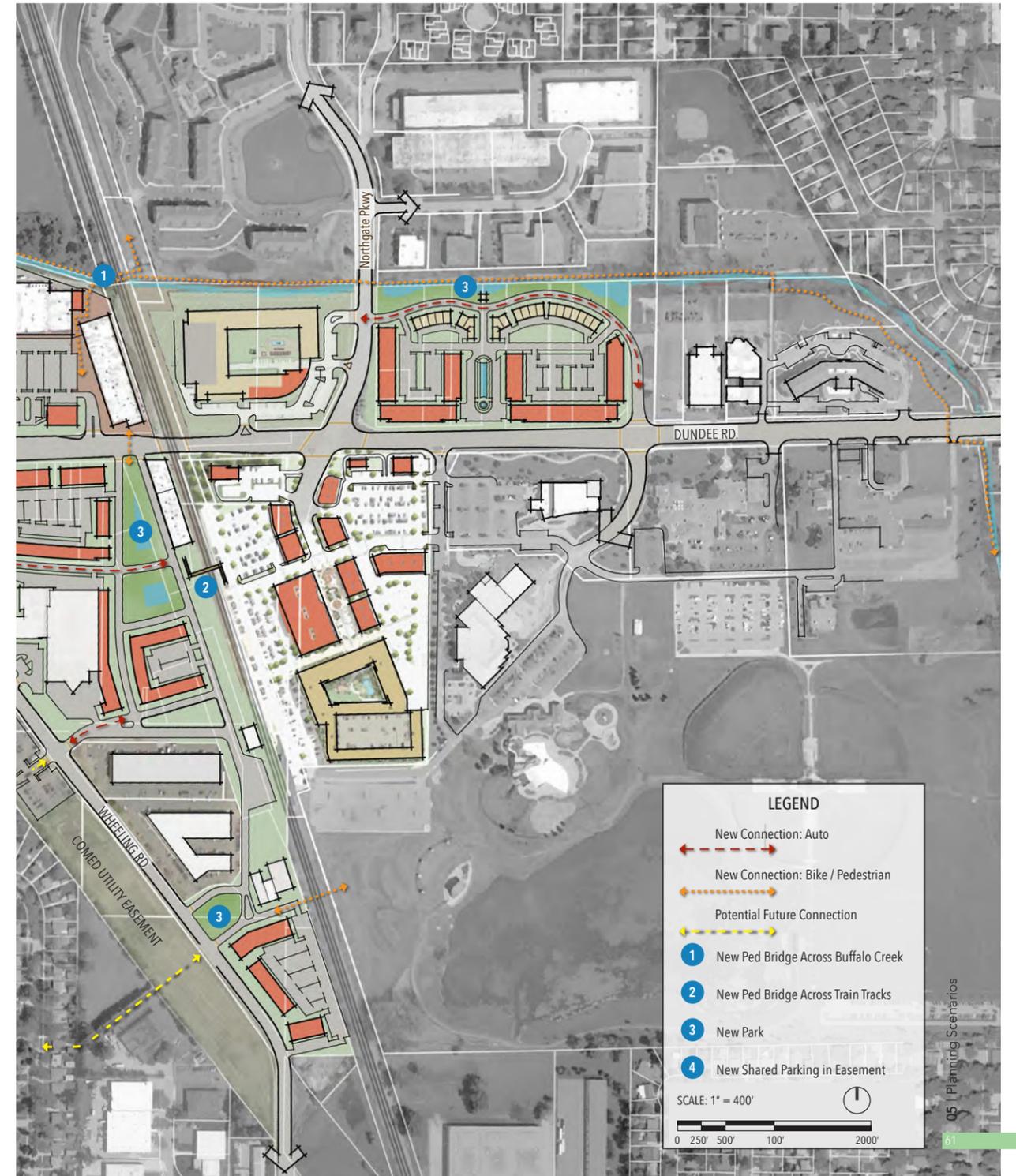
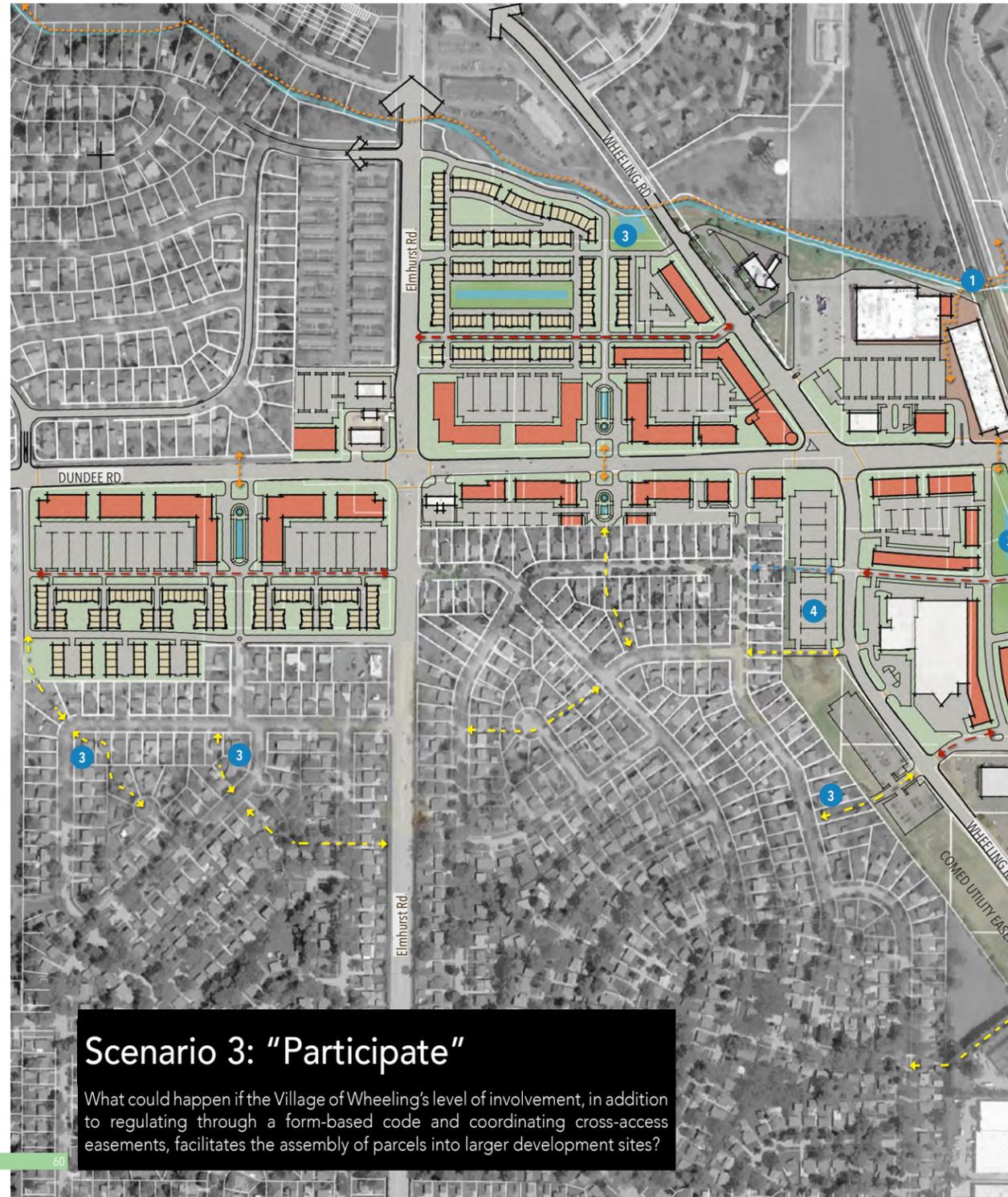


- TIF FUNDING ZONES
- TIF VILLAGE OF WHEELING-MILWAUKEE AVE CORRIDOR

Plan Options

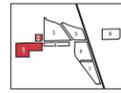






Detailed Plan Options

STRATEGY: REGULATE ILLUSTRATIVE 3D SCENARIO



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

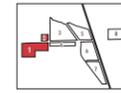


SUB-AREA 1 & 2 CONCEPTUAL SITE PLAN



05 Planning Scenarios

STRATEGY: PARTICIPATE ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 1 & 2 CONCEPTUAL SITE PLAN



05 Planning Scenarios

STRATEGY: COORDINATE ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 1 & 2 CONCEPTUAL SITE PLAN



05 Planning Scenarios

STRATEGY: REGULATE ILLUSTRATIVE 3D SCENARIO



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

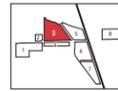


SUB-AREA 3 CONCEPTUAL SITE PLAN



05 Planning Scenarios

STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



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

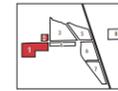


SUB-AREA 3
CONCEPTUAL SITE PLAN



05 Planning Scenarios

STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 1 & 2
CONCEPTUAL SITE PLAN



05 Planning Scenarios

STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 3
CONCEPTUAL SITE PLAN



05 Planning Scenarios

STRATEGY: PARTICIPATE
ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 1 & 2
CONCEPTUAL SITE PLAN



05 Planning Scenarios

STRATEGY: REGULATE
ILLUSTRATIVE 3D SCENARIO



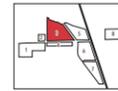
Sub-area 3, the site of the former Kmart, is the largest and likely the most immediate development opportunity within the Station Area. At the time of this report there appear to be plans for redevelopment, after many years of sitting vacant. This sketch shows how the northern portion of the site could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



SUB-AREA 3
CONCEPTUAL SITE PLAN



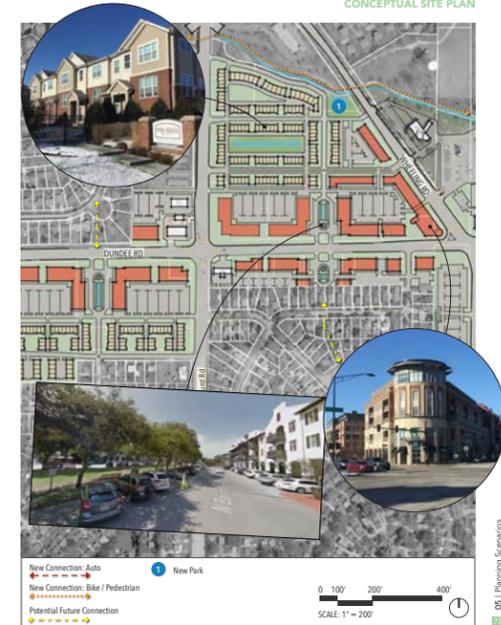
STRATEGY: PARTICIPATE
ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 3
CONCEPTUAL SITE PLAN



STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 3
CONCEPTUAL SITE PLAN



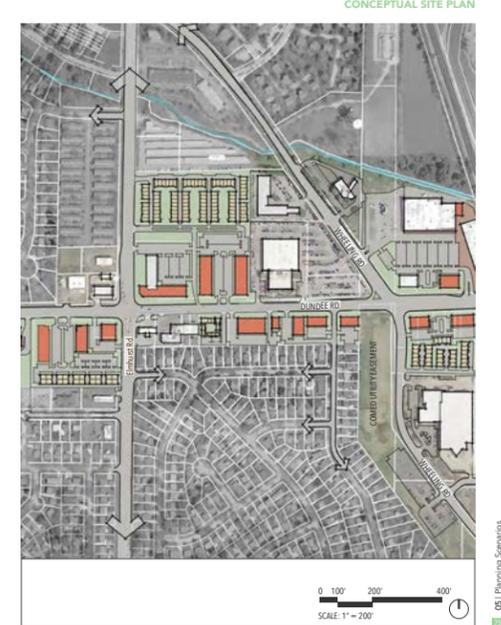
STRATEGY: REGULATE
ILLUSTRATIVE 3D SCENARIO



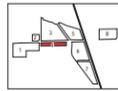
Sub-area 4, with its relatively shallow lot depth and aggregation of small parcels, would be particularly challenging to transform into a pedestrian-friendly streetscape through form based code regulations alone. Transformation could take place incrementally as properties redevelop one at a time. New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



SUB-AREA 4
CONCEPTUAL SITE PLAN



STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



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

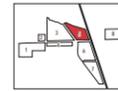


SUB-AREA 4
CONCEPTUAL SITE PLAN



OS Planning Scenarios

STRATEGY: REGULATE
ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 5
CONCEPTUAL SITE PLAN



OS Planning Scenarios

STRATEGY: PARTICIPATE
ILLUSTRATIVE 3D SCENARIO



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

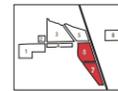


SUB-AREA 4
CONCEPTUAL SITE PLAN



OS Planning Scenarios

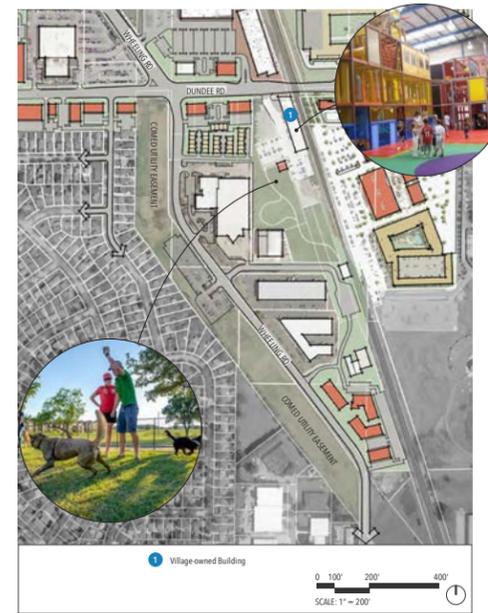
STRATEGY: REGULATE
ILLUSTRATIVE 3D SCENARIO



The site of the Ozinga plant, with its immediate adjacency to the Town Center, is a natural place for the future expansion of Wheeling's TOD. Unless and until that business relocates, a larger, more unified development west of the tracks is not viable. However, there are immediate opportunities for improvement. The existing building immediately west of the tracks on Dundee, owned by the village of Wheeling, currently sits vacant. It may be re-purposed in the short to medium term with program that could take advantage of its large interior spaces, like an indoor playground. In the event that the Ozinga plant does move, the remediation requirements for residential use may prove prohibitively expensive in the short to medium term. Uses that do not require large upfront investment, like a dog park should be considered.

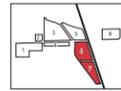


SUB-AREA 6 & 7
CONCEPTUAL SITE PLAN



OS Planning Scenarios

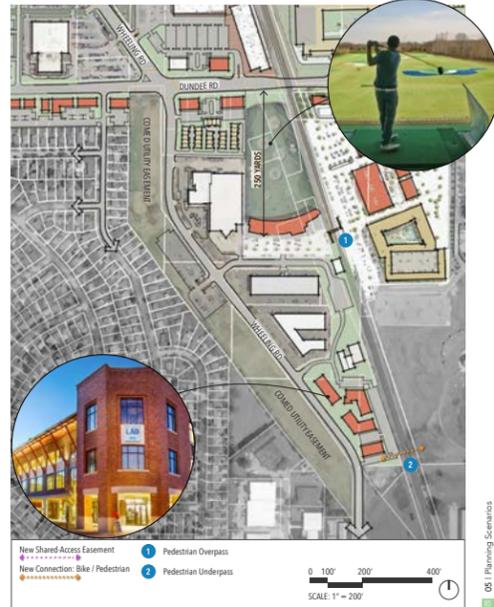
STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



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

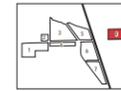


SUB-AREA 6 & 7
CONCEPTUAL SITE PLAN



- New Shared Access Easement
- New Connection: Bike / Pedestrian
- 1 Pedestrian Overpass
- 2 Pedestrian Underpass

STRATEGY: REGULATE
ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 8
CONCEPTUAL SITE PLAN



- New Connection: Auto
- New Connection: Bike / Pedestrian
- 1 Right-in / Right-out access
- 2 4-Plex Residential Units
- 3 Village-owned Parcel

STRATEGY: PARTICIPATE
ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 6 & 7
CONCEPTUAL SITE PLAN



- New Connection: Auto
- New Connection: Bike / Pedestrian
- Potential Future Connection
- 1 Park / Plaza
- 2 Pedestrian Overpass
- 3 Pedestrian Underpass

STRATEGY: PARTICIPATE
ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 1 & 2
CONCEPTUAL SITE PLAN



- New Connection: Auto
- New Connection: Bike / Pedestrian
- Potential Future Connection
- 1 New Park

STRATEGY: PARTICIPATE
ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 8
CONCEPTUAL SITE PLAN



05 Planning Scenarios

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Scale Comparisons

SCALE COMPARISON 1 MARKET SQUARE. LAKE FOREST, IL

Market Square was built as what we now refer to as mixed-use, transit-oriented development, with stores on the first floor and apartments on the second, across a narrow street from what is now the Lake Forest stop on the Union Pacific North Metra line. It provides a useful and often copied model for plans seeking to balance parking with traditional urban design. Unlike conventional strip mall site plans whose buildings are set back from the street behind a field of surface parking, Market Square provides a limited amount of convenience "teaser" parking directly in front of buildings that are oriented perpendicular to the street. The effect is more of an urban plaza than a parking lot.



0 100 200 400
SCALE 1" = 200'

SCALE COMPARISON 2 THE GLEN TOWN CENTER. GLENVIEW, IL

As the high-density, mixed-use focus of the 1,100-acre redevelopment of an abandoned naval air station, The Glen Town Center is designed to evoke the classic, main street shopping districts of the prominent North Shore communities located nearby. Characterized by a cohesive integration of department stores, street retail, a movie theater, restaurant and parks, the development serves as the area's prime destination for shopping and entertainment. Key residential ingredients include luxury apartments located above the retail stores, and two collections of gabled townhouses (Tower Crossing) situated at either end of the development.



0 50 100 200 400
SCALE 1" = 200'

06 | Appendixes

SCALE COMPARISON 5 THE RAILYARDS, SANTA FE

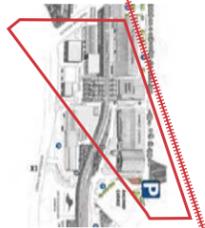
The Santa Fe Railyard has over 100,000 square feet of mixed use space with one and two story shops, restaurants (with indoor and outdoor seating), anchor tenant REI (Recreational Equipment Inc.) and other retailers and office spaces. It is also home to the year-round Santa Fe Farmers' Market, an artist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

RAILYARD PARK
An Informal Outdoor Performance Space slopes gently out of a hillside. A Children's Play Area features creative climbing, sliding and play objects made from natural and built materials in a fun, exploratory environment for all ages. Picnic Areas are set amid shady groves and gardens. 5,000 feet of Walk-Bike Trails will link to a citywide trail network.

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

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

RAILYARD PLAZA
An innovative Water Harvesting System ensures a sustainable, water-wise park.



0 100 200 400
SCALE 1" = 200'

SCALE COMPARISON 6 AMERICAN TOBACCO CAMPUS. RALEIGH, NC

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

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



0 100 200 400
SCALE 1" = 200'

06 | Appendixes

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

Cabore dus, voluptam am voluptatium ut perferum ne equi asin nos et ditusa mentiae sum verum etur rendo doluptatem ut la im reum quidisi istempore reherectis dolore norsed eristomo molupta tustum, seque labo. Unquas plaut evel millibus nis et fuga. Nequiatior mossi dolenenemquam aliquae volo omolorum at restibus as est incosicentis volo ee eum repentum cor

solupta tempore, nonsequod



0 100 200 400
SCALE 1" = 200'

SCALE COMPARISON 4 UPTOWN. PARK RIDGE, IL

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

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



0 100 200 400
SCALE 1" = 200'

06 | Appendixes

SCALE COMPARISON 7 TOPGOLF DRIVING RANGE PROTOTYPE

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

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



0 100 200 400
SCALE 1" = 200'

SCALE COMPARISON 8 THE GLEN TOWNHOMES. GLENVIEW, IL

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

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



0 50 100 200
SCALE 1" = 100'

06 | Appendixes

**SCALE COMPARISON 9
ONE-STAIR WALK-UP BUILDING**

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

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

Code research and design by David Kim



**SCALE COMPARISON 10
TUCK-UNDER TOWNHOMES, CHICAGO SUBURBS**

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



0 25' 50' 100'
SCALE 1" = 50'

06 / Appendices

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