

village of

WHEELING

DOWNTOWN STATION AREA PLAN UPDATE



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

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

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

Wheelingil.gov

BACKGROUND

2004 STATION AREA PLAN

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

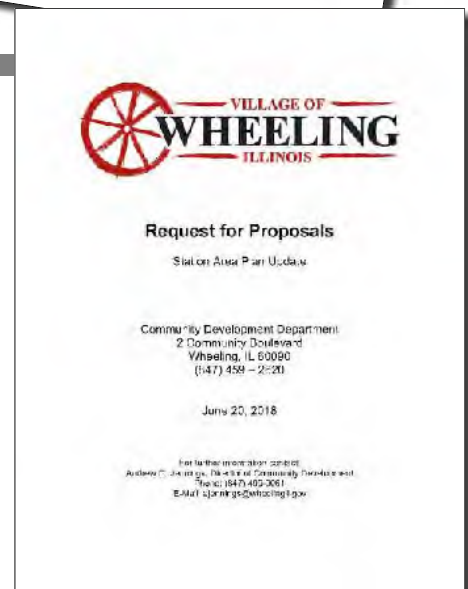
- Working with the Federal Emergency Management Agency (FEMA) to modify the flood plain map for the area;
- Developing a zoning framework to encourage transit-oriented development;
- Investing in the construction of Village Hall on land near the train station;
- Acquiring strategic properties in the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

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

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

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

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





STUDY AREA

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

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

PROCESS

EXISTING CONDITIONS ANALYSIS

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

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

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

CHARRETTE

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

THREE PRELIMINARY CONCEPTS

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

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

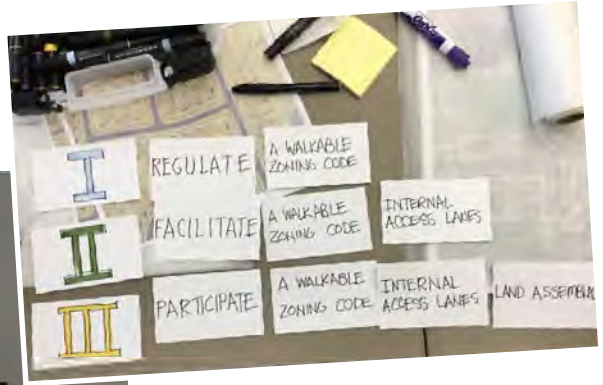
NEXT STEPS

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

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

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

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



EXISTING CONDITIONS

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

012 Mobility & Connectivity

018 Parks, Open Space & Amenities

020 Zoning

MOBILITY & CONNECTIVITY

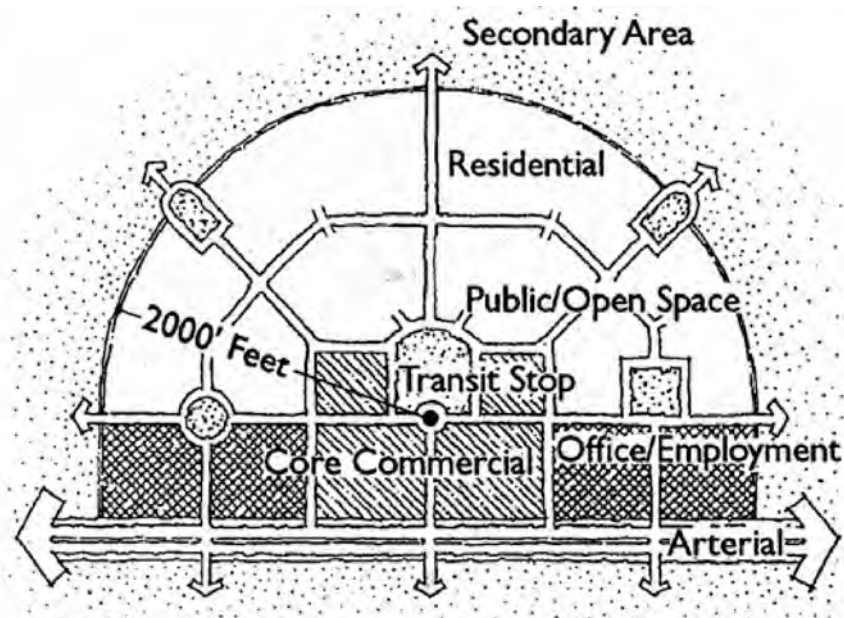
WHAT IS TOD?

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

There are a range of benefits to TOD such as:

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

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



MOBILITY & CONNECTIVITY WALKABILITY

ANALYZING STREETS

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

REWARDING EXPERIENCES: 4.6%

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

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

POOR EXPERIENCES: 74.5%

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

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

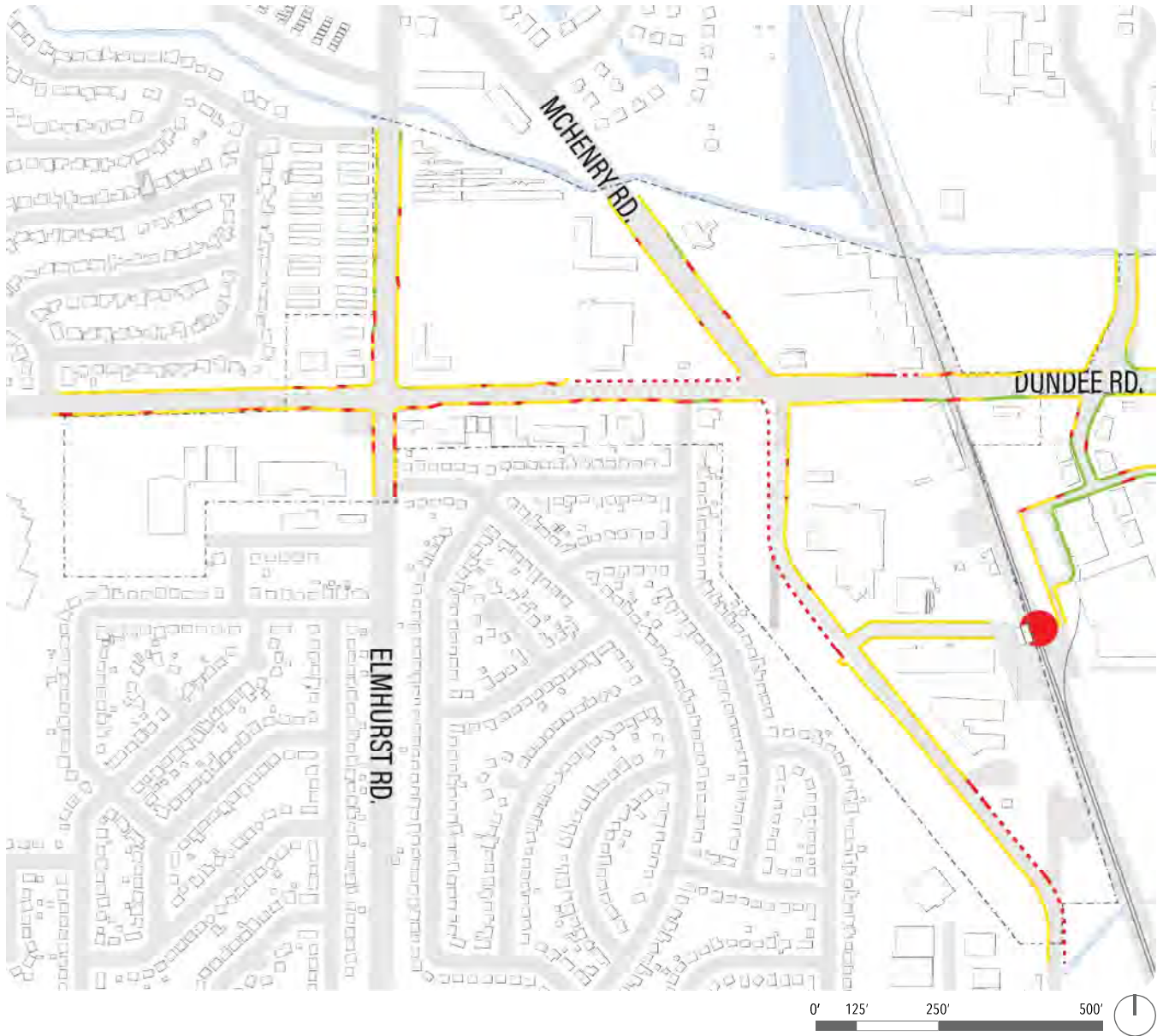
CONFLICT ZONES: 9%

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

SIDEWALK ABSENT: 11.9%

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





"PED ZONE" ANALYSIS

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

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

MOBILITY & CONNECTIVITY

STREETS AND TRANSIT OVERVIEW

STREET NETWORK

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

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

METRA STATION

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

PARKING UTILIZATION

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

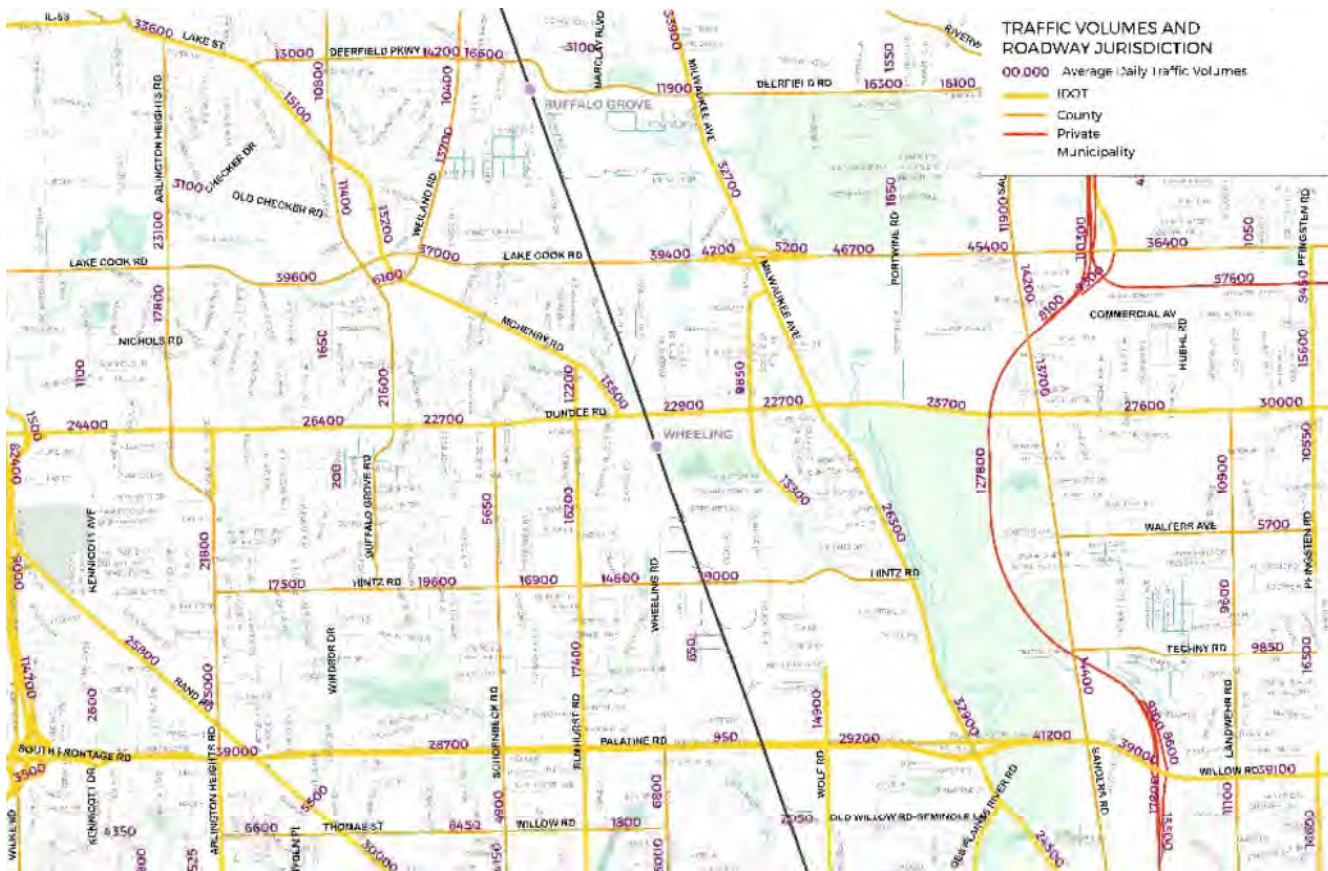


Figure 3-1

MOBILITY & CONNECTIVITY

PARKING AND TRANSIT SERVICE

PARKING REGULATIONS

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

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

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

HISTORIC (COMBINED) UTILIZATION

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

Figure 2-3

METRA SHARED PARKING FACILITIES



Figure 2-2

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

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

METRA SERVICE FREQUENCY

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

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

Figure 2-4

MOBILITY & CONNECTIVITY

TRANSIT SERVICE

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

Figure 2-5

STATION RIDERSHIP COMPARISON

Figure 2-5 shows that Wheeling’s ridership has grown by approximately 44% since 1997, and will likely continue to increase with the upcoming developments surrounding the Wheeling Metra station.

One way to leverage this growth in ridership would be to increase the frequency of Metra service. However, there are three primary constraints and issues that would need to be resolved before increased frequency could be pursued:

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

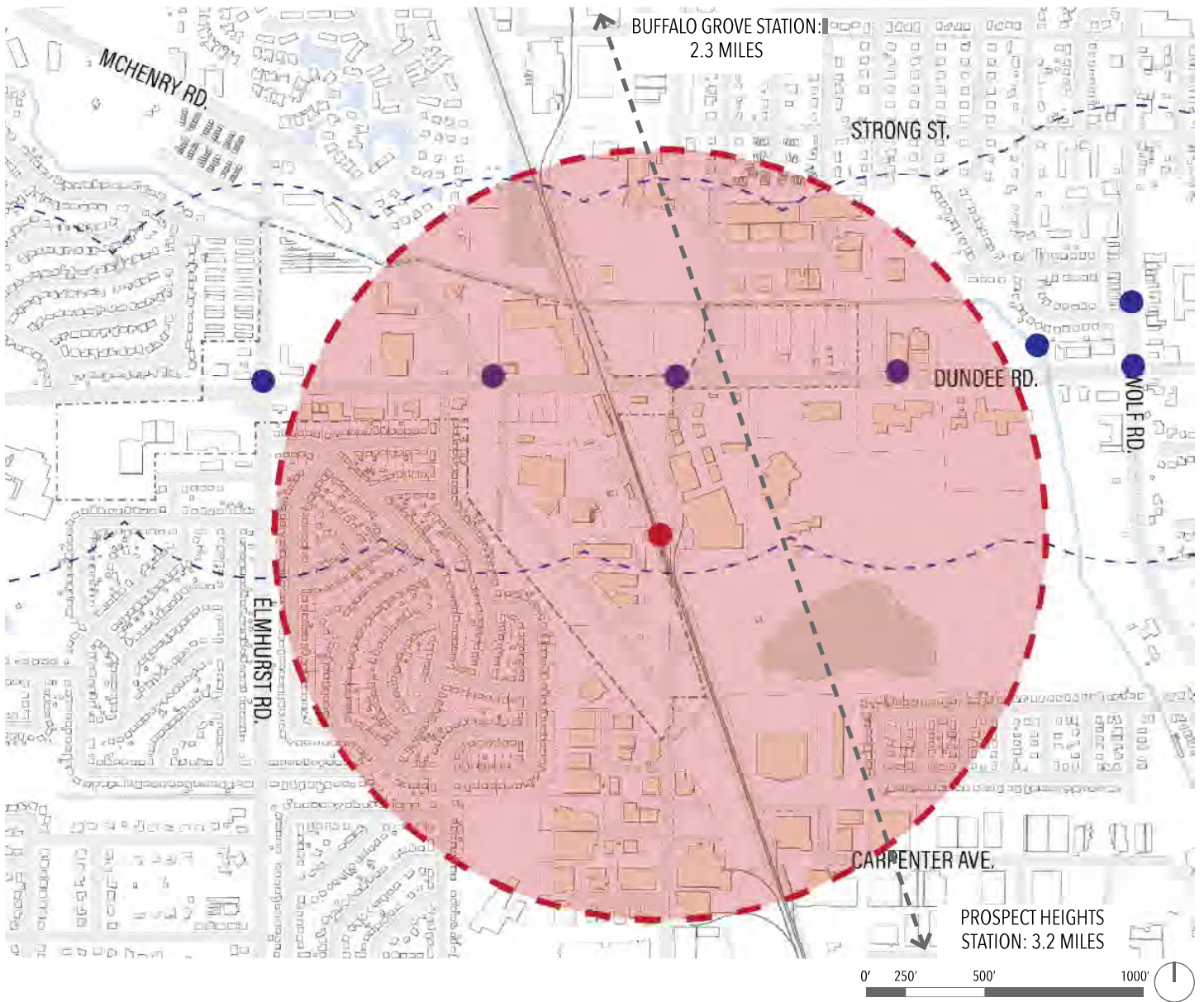
1. The railway gates block traffic on Dundee Road when Metra trains are stopped to pick up or drop off customers. This exacerbates the traffic experienced on Dundee Road during peak periods and increased frequency could further congestion issues.
2. Metra has limited funding which reduces their ability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

PACE ROUTE 234

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

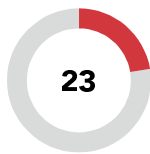
		EB Dundee at Northgate, northbound	WB Dundee at Northgate, southbound	Metra Station, southbound
Fall 2014	AVG ON	0.26	0.61	
	AVG OFF	4.44	0.06	
	TOT ACTIVITY	4.70	0.67	
Fall 2015	AVG ON	0.34	1.19	
	AVG OFF	2.94	0.21	
	TOT ACTIVITY	3.28	1.40	
Fall 2016	AVG ON	0.84	1.26	
	AVG OFF	3.52	0.89	
	TOT ACTIVITY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

Figure 2-6







EXISTING PUBLIC TRANSPORTATION

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



TRANSIT SCORE:
MINIMAL
TRANSIT

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

PARKS, OPEN SPACE & AMENITIES

GAPS IN COVERAGE

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

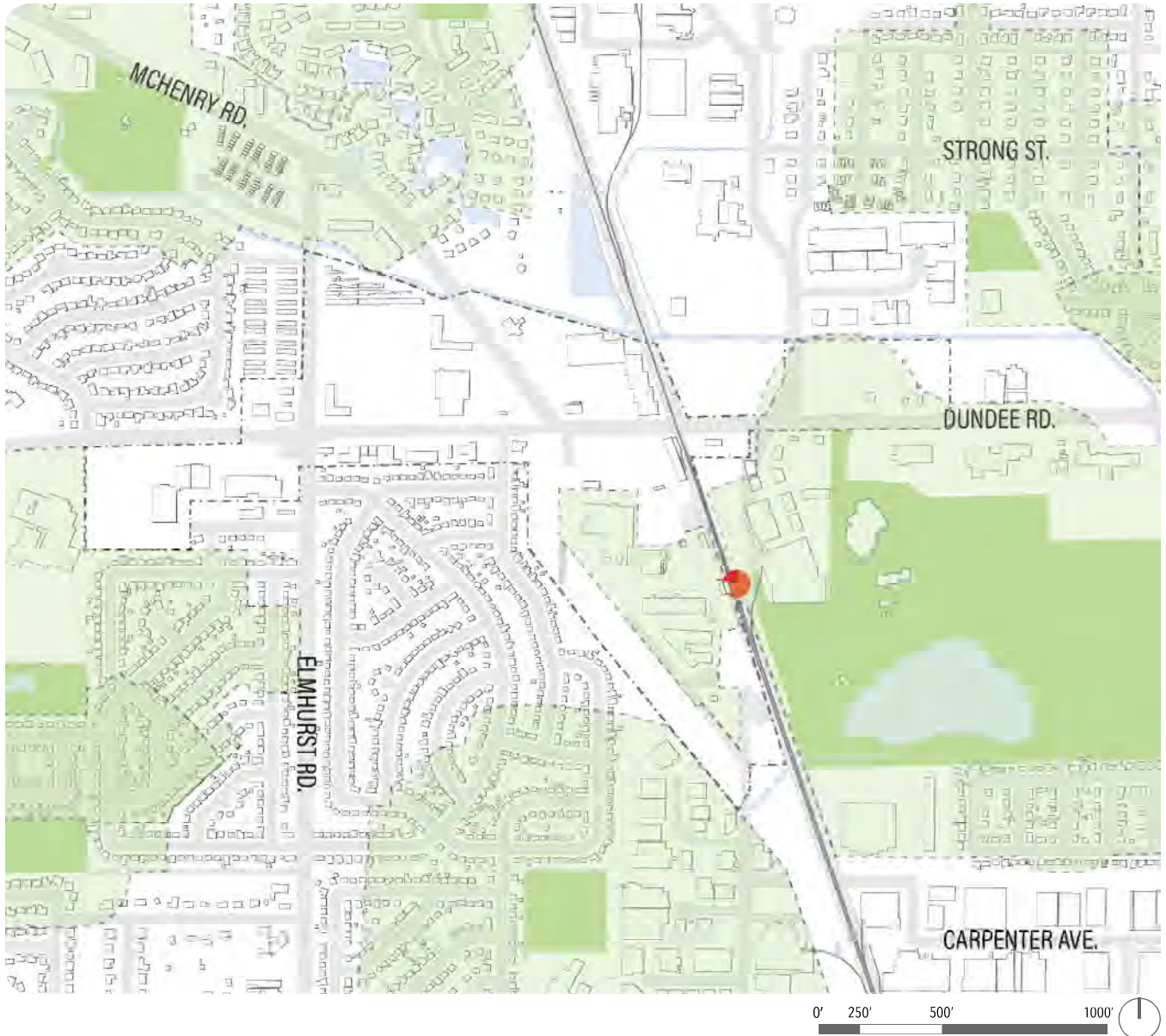
According to community-wide surveys conducted over an extended period of time, the Wheeling community views the Wheeling Park District as a positive asset and a good value. Recreation, fitness, programming, and athletics play a significant role in the quality of life in Wheeling.

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

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

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





CONNECTION TO OPEN SPACE

- PUBLIC PARK
- 5 - MINUTE WALK

ZONING EXISTING CLASSIFICATIONS

STUDY AREA

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

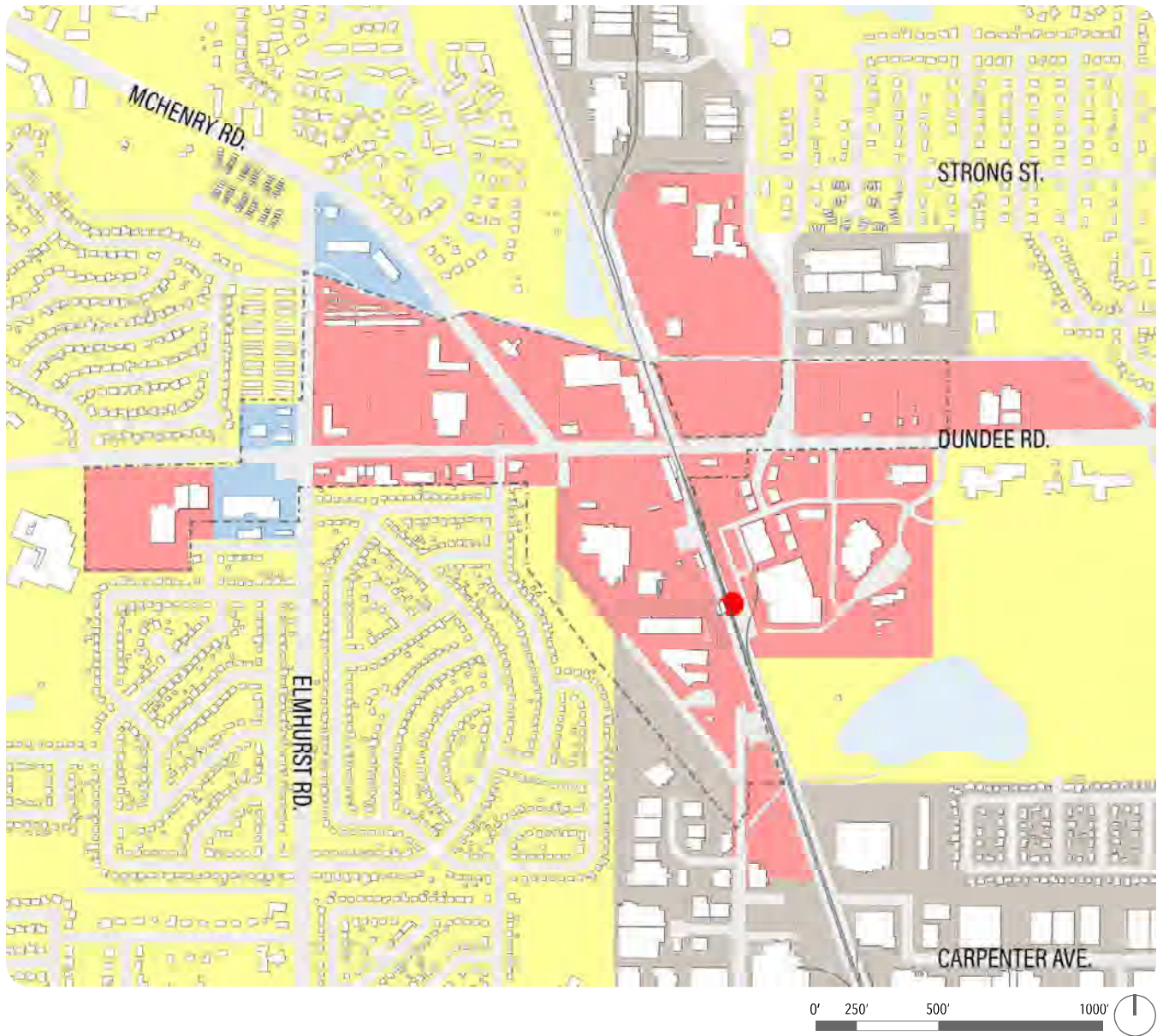
A few B-1 and B-2 zones in the study area allow for shopping centers and neighborhood commercial. Specific uses may include service oriented businesses, small and large retail tenants or offices.

ADJACENT ZONING

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

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

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



EXISTING ZONING

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

ZONING PARCELIZATION & OWNERSHIP

PARCELIZATION

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

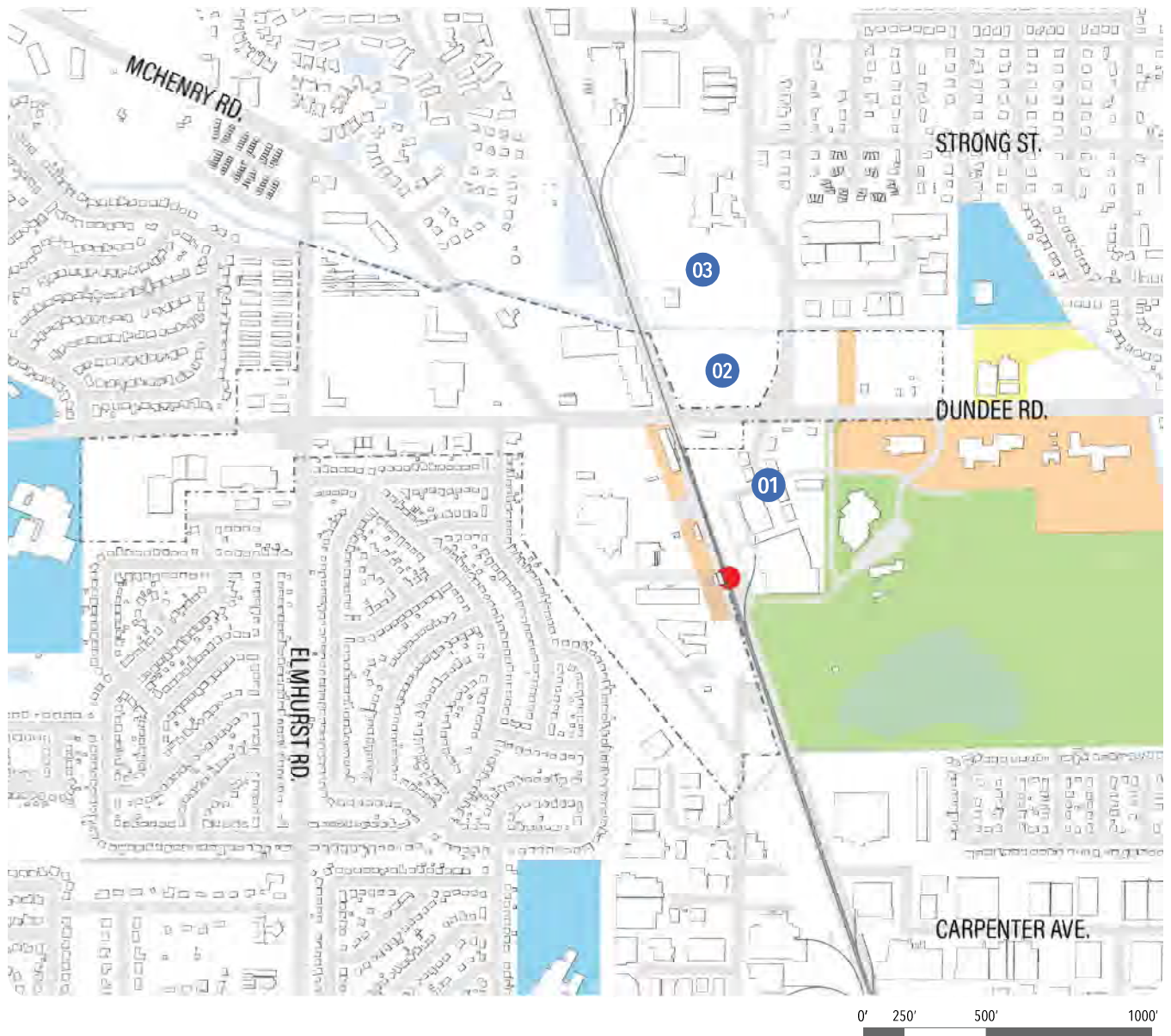
KEY PARCELS & OWNERS

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

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

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





PUBLICLY OWNED LANDS

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

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

MARKET POSITION

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

026 Real Estate Trends

029 Economic & Demographic Data

030 Strategic Opportunities

REAL ESTATE TRENDS MARKET FRAMEWORK

OVERVIEW

Market positioning applies market, demographic, and financial analysis with an understanding of trends to provide a context for the decisions associated with study area plans. The dramatic shifts caused by baby boomer retirement and 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.

APPROACHES FOR WHEELING

Concepts that guide Wheeling to the right market position include:

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

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

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

from immediate tactics, through lean development to climax development.

RETAIL

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

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

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

Table 3-1

REAL ESTATE TRENDS MARKET FRAMEWORK

RESIDENTIAL

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

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

INDUSTRIAL

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

- Industrial parks' manufacturing replaced by logistics with more traffic

SUBMARKET	RENTABLE BUILDING AREA (SQ. FT.)	AVAILABILITY RATE (%)	VACANCY RATE (%)	USER SALES (SQ. FT.)	LEASING ACTIVITY	NET ABSORPTION YTD (SQ. FT.)	UNDER 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

Table 3-2

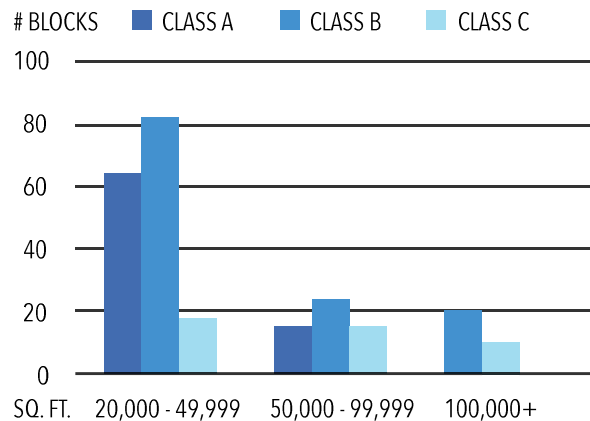
REAL ESTATE TRENDS

MARKET FRAMEWORK

OFFICE

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

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



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

Table 3-3 Chicago Suburban Office Statistics

*Total vacancy rate may not add up due to rounding.

Source: CBRE Research, Q3 2018.

REAL ESTATE TRENDS

CURRENT WHEELING MARKET OPPORTUNITIES

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

Table 3-4 Northwest Chicagoland suburban TOD comparisons

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

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

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

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

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

“GRAB AND GO” INCREASINGLY DRIVES SALES

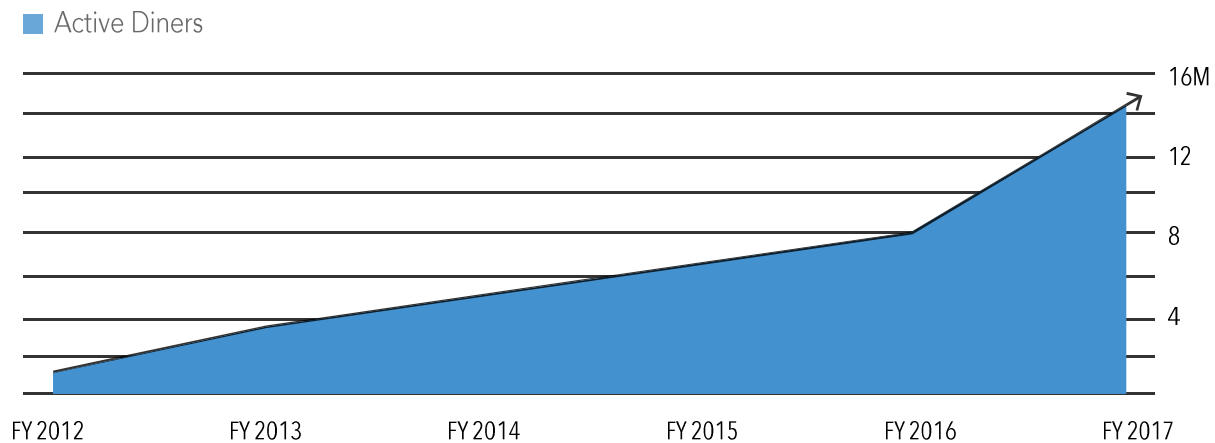
Internet purchasing on mobile devices, primarily cell phones, has transformed how consumers shop and purchase both goods and fully prepared food. With mobile apps and other tech tools providing easier access to food and merchandise than ever before—and with speed and convenience driving the purchase 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.





04

STRATEGIES AND TOOLS

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

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

STRATEGIES AND TOOLS KEY RECOMMENDATIONS

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

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

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

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

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

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

STRATEGIES AND TOOLS KEY RECOMMENDATIONS

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

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

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

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

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

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

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

STRATEGIES AND TOOLS FORM BASED CODES

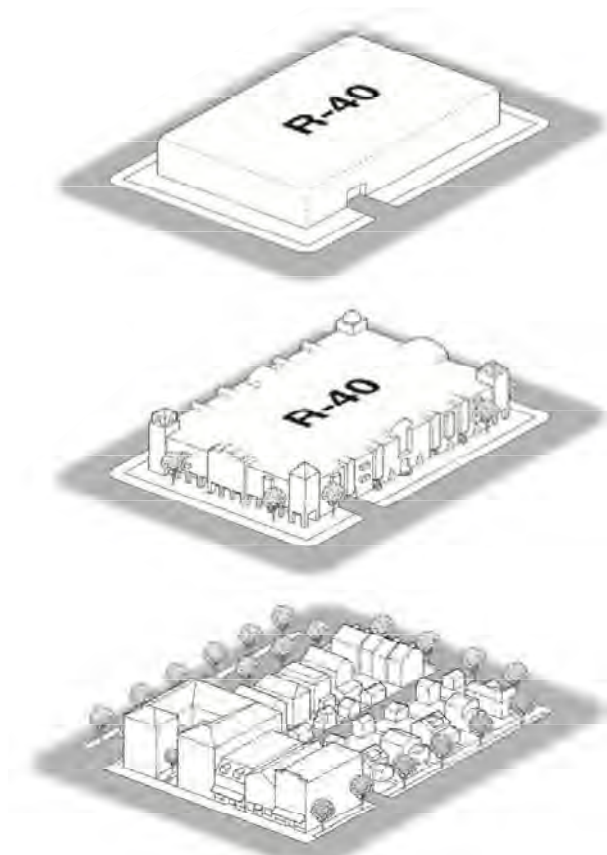
FORM OVER USE

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

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

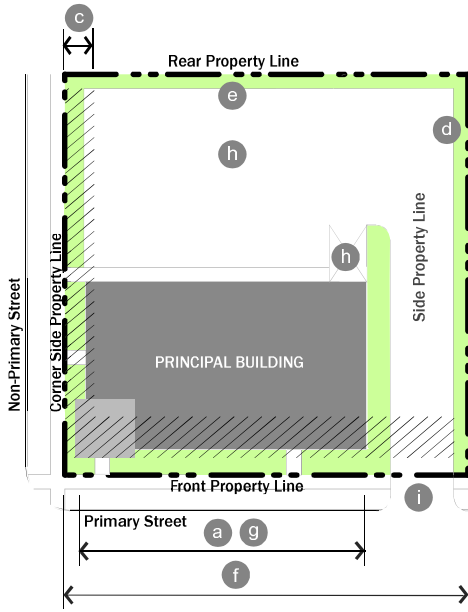
Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and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

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

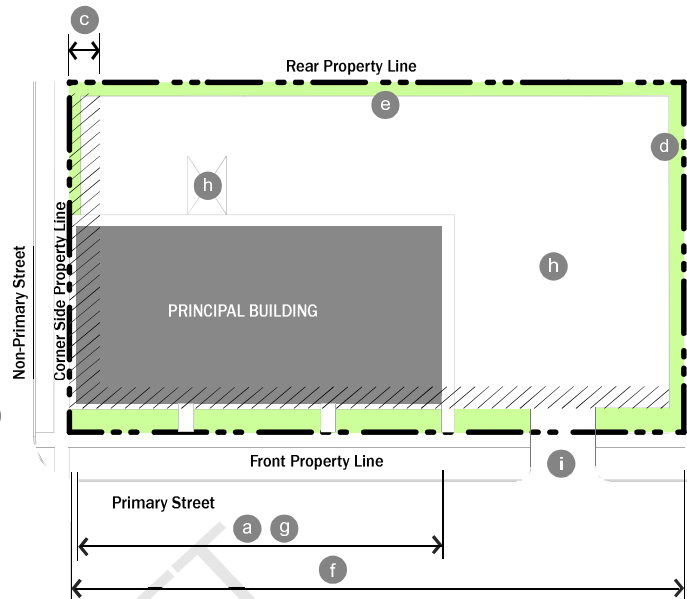


(Top) Form versus use in designing buildings; (Bottom) Specific zoning by parcels instead of general zoning for large areas; (Opposite page) Sample form based code.

STRATEGIES AND TOOLS FORM BASED CODES



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



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

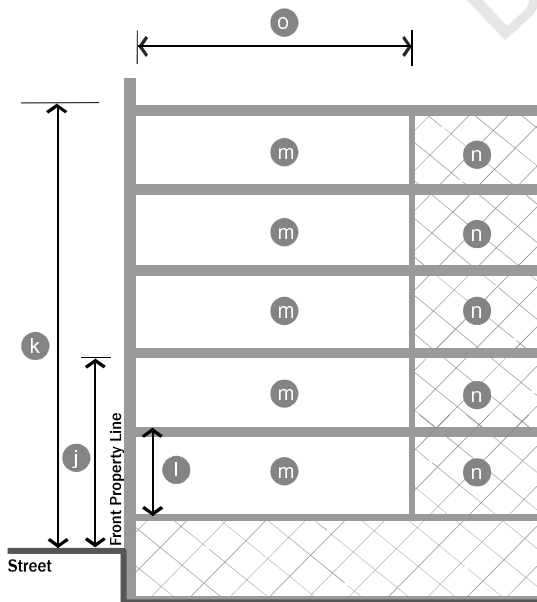


Figure 10-21-4D (3): Height & Use Requirements.

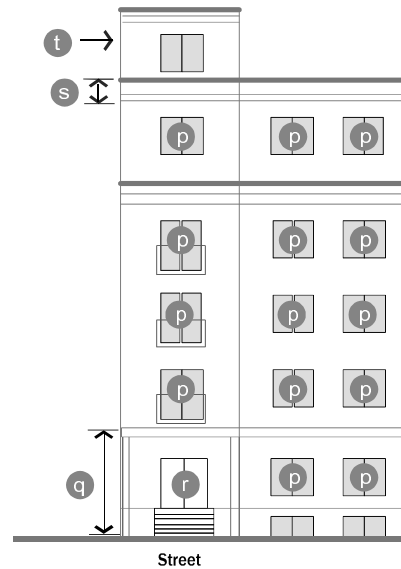
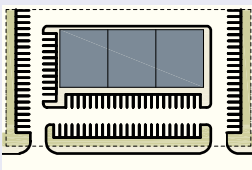
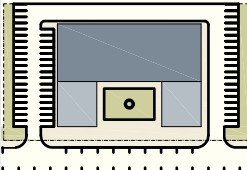
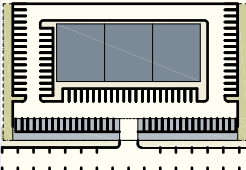
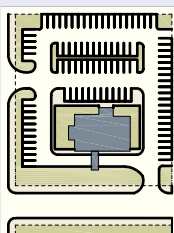
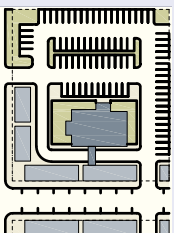
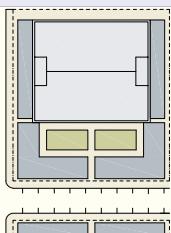
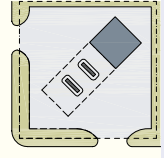
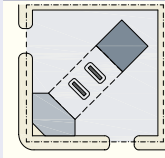
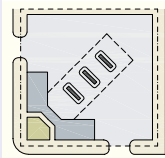


Figure 10-21-4D (4): Street Facade Requirements.

STRATEGIES AND TOOLS SPRAWL REPAIR TOOLKIT

BUILDINGS

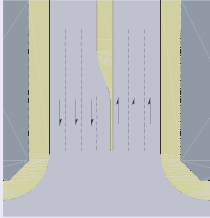
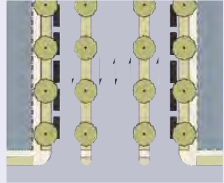
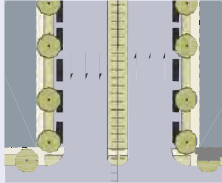
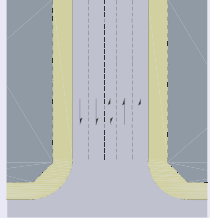
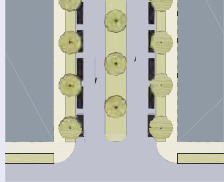
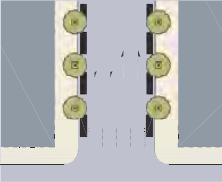
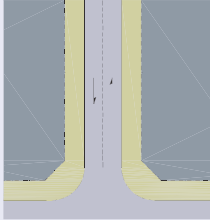
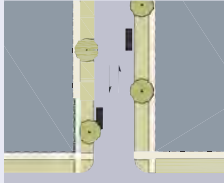
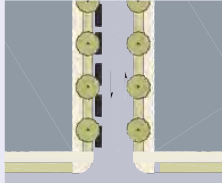
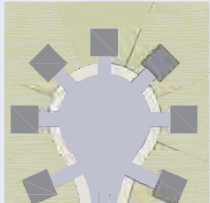
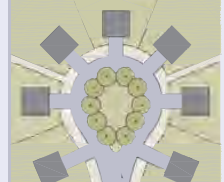

The Sprawl Repair Toolkit offers solutions for small buildings on large lots. Additional buildings can improve the street network and provide opportunities for new types of commercial and residential spaces.

SPRAWL BUILDING TYPES		TECHNIQUES	REPAIRED BUILDING TYPES	
STRIP CENTER		<ul style="list-style-type: none"> Convert the strip center into a recycling center Convert the building into Offices with incubator businesses in the front 	T4 T5	T4 T5
			<p>RECYCLING CENTER</p> 	<p>LINERS</p> 
DRIVE-THRU		<ul style="list-style-type: none"> Add liners in front of building to create a main street Keep drive-thru Replace buildings with perimeter block 	T4 T5	T5 T6
			<p>LINERS / MAIN STREET</p> 	<p>NEIGHBORHOOD STORES</p> 
GAS STATION		<ul style="list-style-type: none"> Keep gas station and pumps and build a corner store at the intersection Eliminate gas station; keep the pumps and increase them, plus build a corner store on both sides of intersection 	T4	T4 T5
			<p>CORNER STORE</p> 	<p>CORNER STORES</p> 

STREETS

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

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

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">ARTERIAL</p>		<ul style="list-style-type: none"> • Reduce Curb Radii • Reduce lane widths • Introduce Access Lanes • Introduce parallel parking • Introduce medians • Introduce transit • Introduce separated bikeways • Assemble Public Frontages according to T-zones 	<p style="text-align: center;">T4 T5 T6</p> 	<p style="text-align: center;">T5 T6</p> 
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">COLLECTOR</p>		<ul style="list-style-type: none"> • Reduce number of lanes • Reduce Curb Radii • Reduce lane width • Introduce parallel or diagonal parking • Introduce medians • Assemble Public Frontages according to T-zones 	<p style="text-align: center;">T4 T5</p> 	<p style="text-align: center;">T5 T6</p> 
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">LOCAL</p>		<ul style="list-style-type: none"> • Reduce Curb Radii • Reduce lane widths • Introduce parallel parking • Eliminate turning lane • Assemble Public Frontages according to T-zones 	<p style="text-align: center;">T3 T4</p> 	<p style="text-align: center;">T5</p> 
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">CUL-DE-SAC</p>		<ul style="list-style-type: none"> • Introduce a green Civic Space • Introduce pedestrian and bicycle Paths • Introduce new Thoroughfare connections where possible • Assemble Public Frontages according to T-zones 	<p style="text-align: center;">T3</p> 	<p style="text-align: center;">T3 T4</p> 

MOBILITY & CONNECTIVITY RECOMMENDATIONS

MOBILITY RECOMMENDATIONS

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

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

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

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

PARKING RECOMMENDATIONS

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

CROSSWALKS + PEDESTRIAN ISLANDS

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

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

MOBILITY & CONNECTIVITY RECOMMENDATIONS

PEDESTRIAN ISLAND AT RAIL CROSSING

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



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

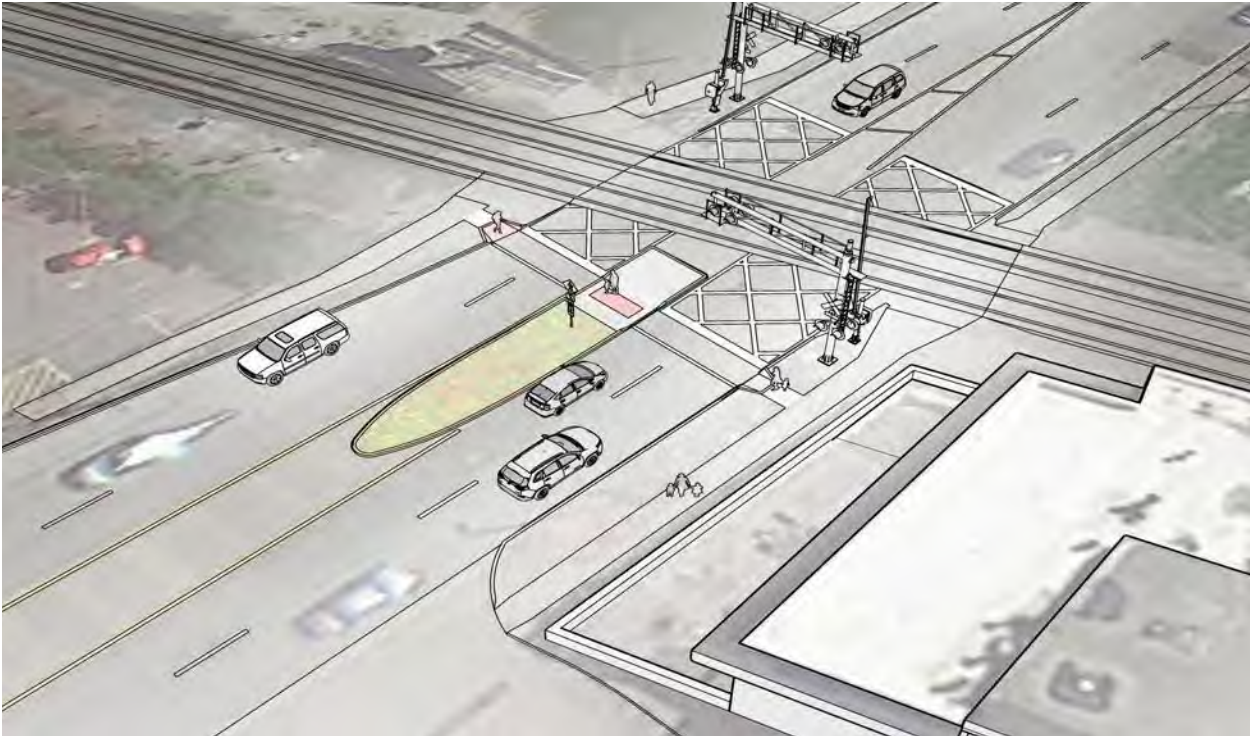
MOBILITY & CONNECTIVITY RECOMMENDATIONS



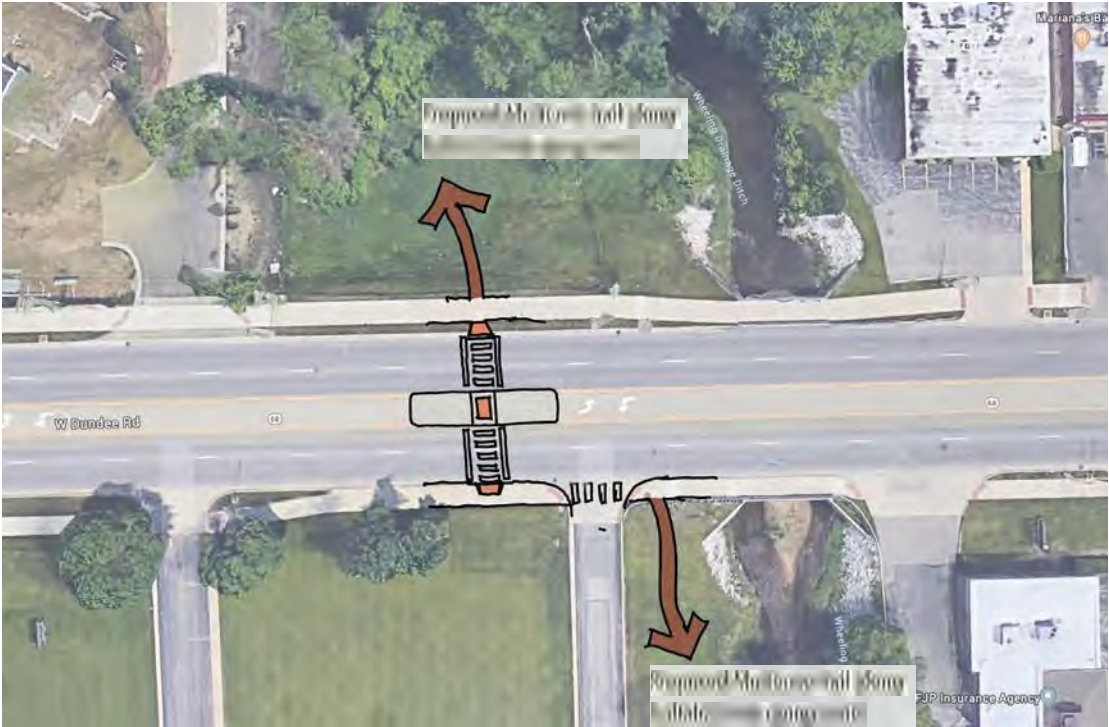
NEW (RECOMMENDED) CONNECTIONS

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

MOBILITY & CONNECTIVITY RECOMMENDATIONS



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



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

MOBILITY & CONNECTIVITY RECOMMENDATIONS

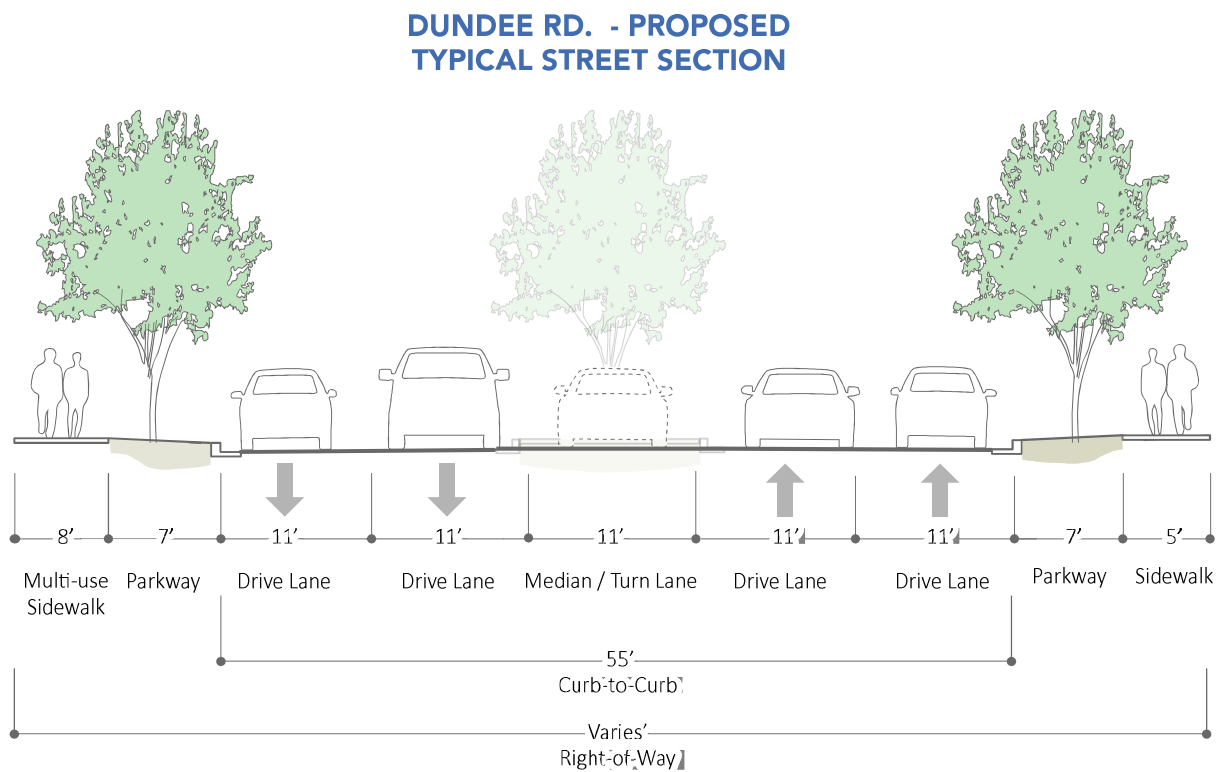
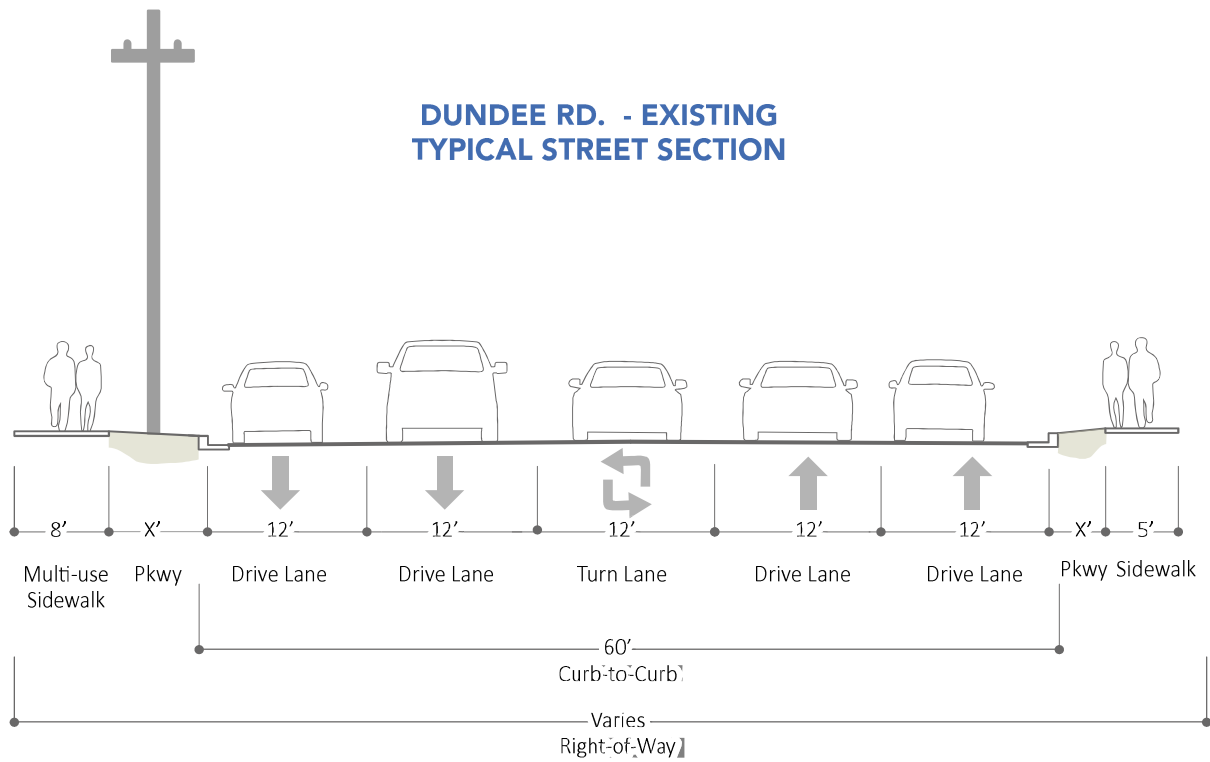


Existing condition - Dundee Rd. at Wheeling Town Center, looking east

STREETScape

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

MOBILITY & CONNECTIVITY RECOMMENDATIONS





WHEELING
STATION

04

3 PLANNING SCENARIOS

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

1. Regulate

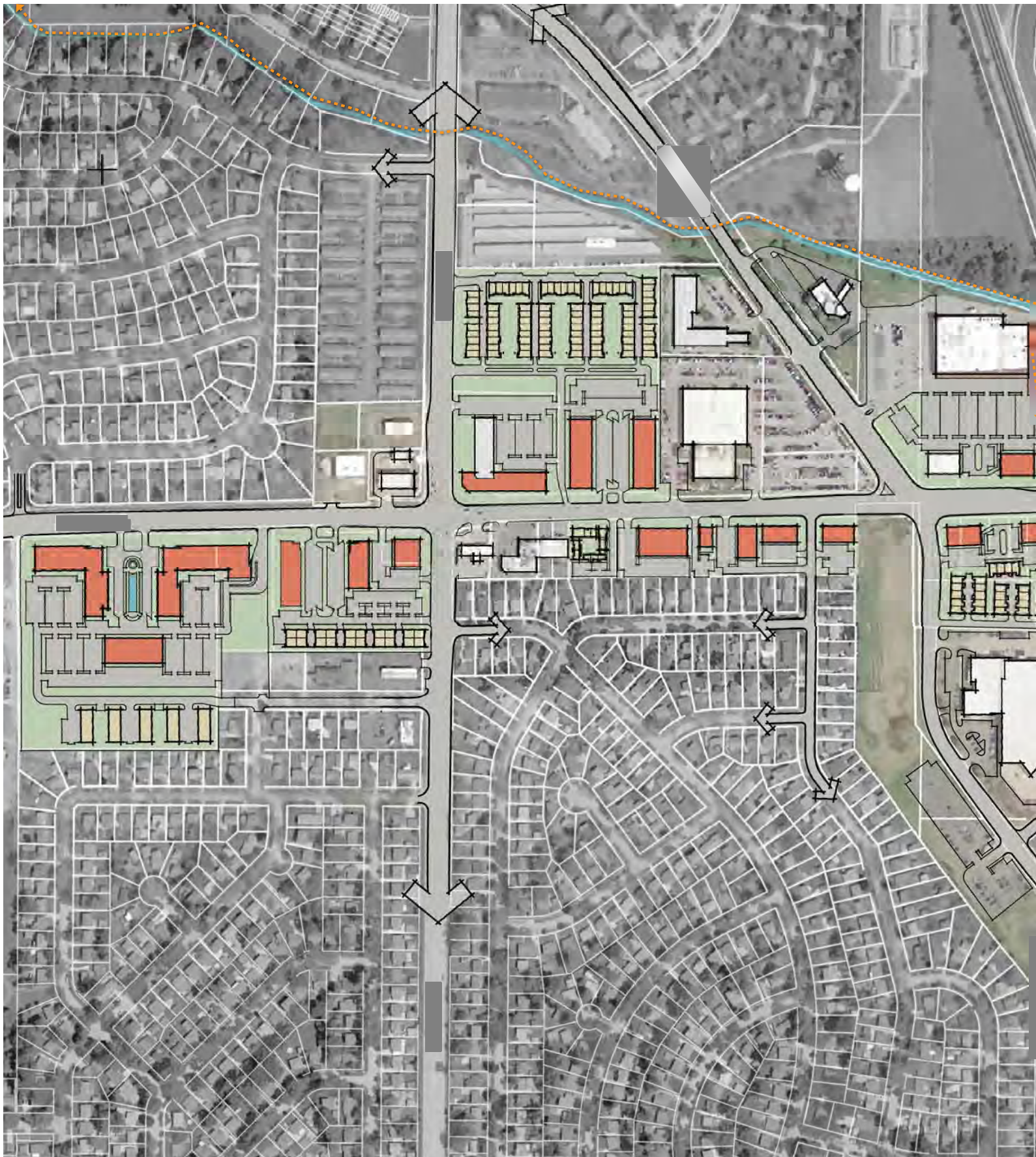
What is likely to happen if the Village of Wheeling's level of involvement is limited to adopting a walkable/form-based zoning code?

2. Coordinate

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

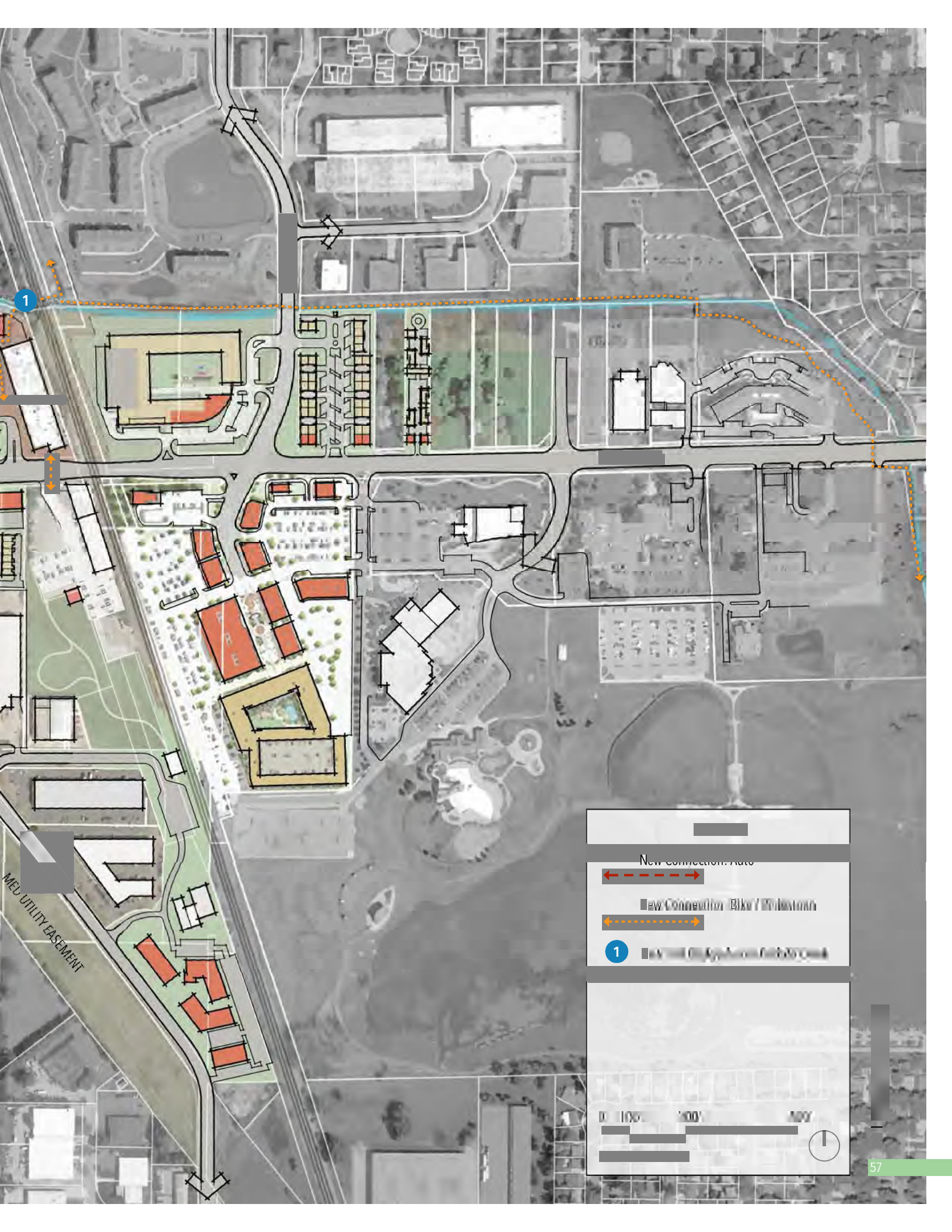
3. Participate

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



Scenario 1: "Regulate"

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

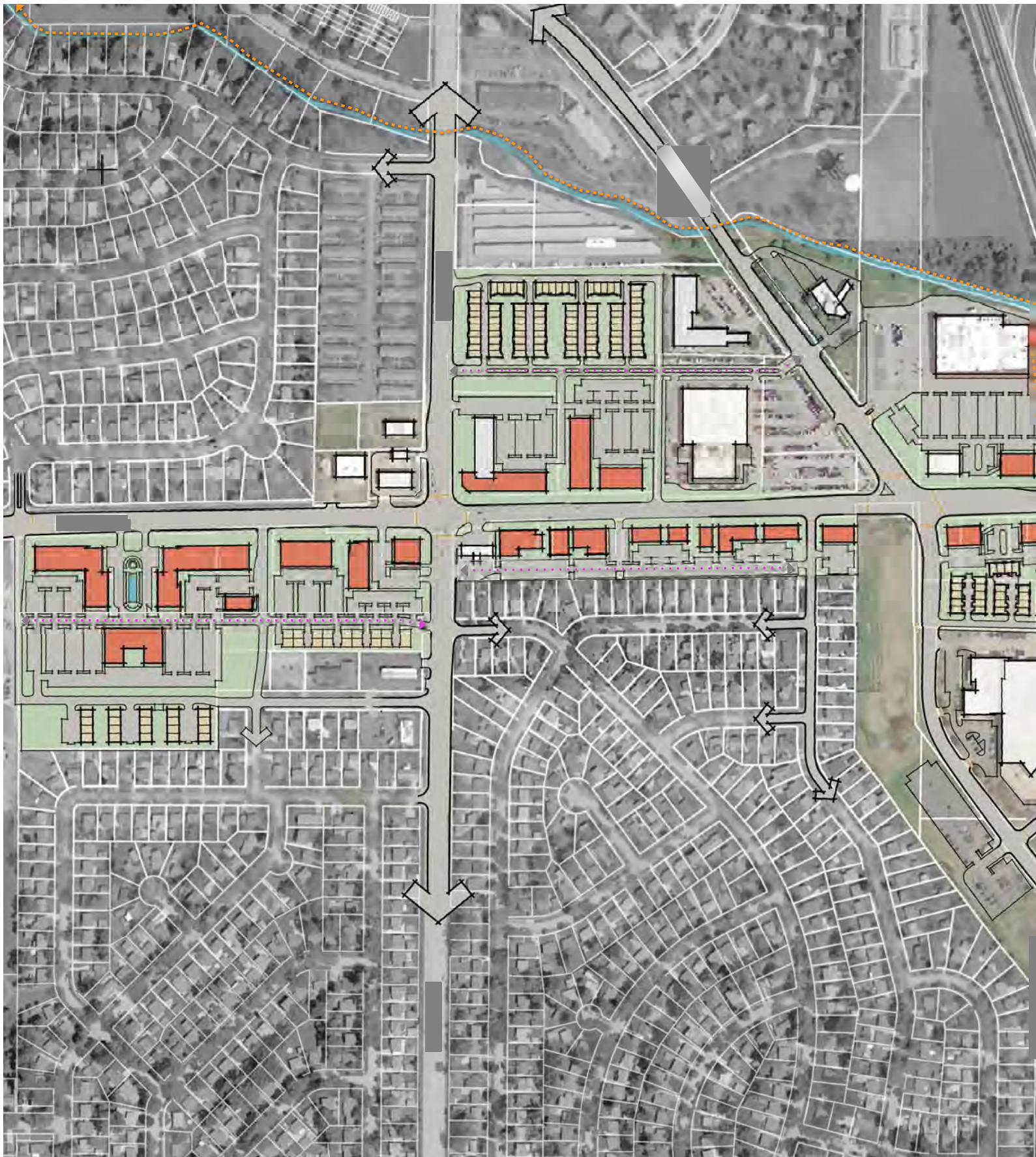


New connection. Auto

New Connector: Bike / Pedestrian

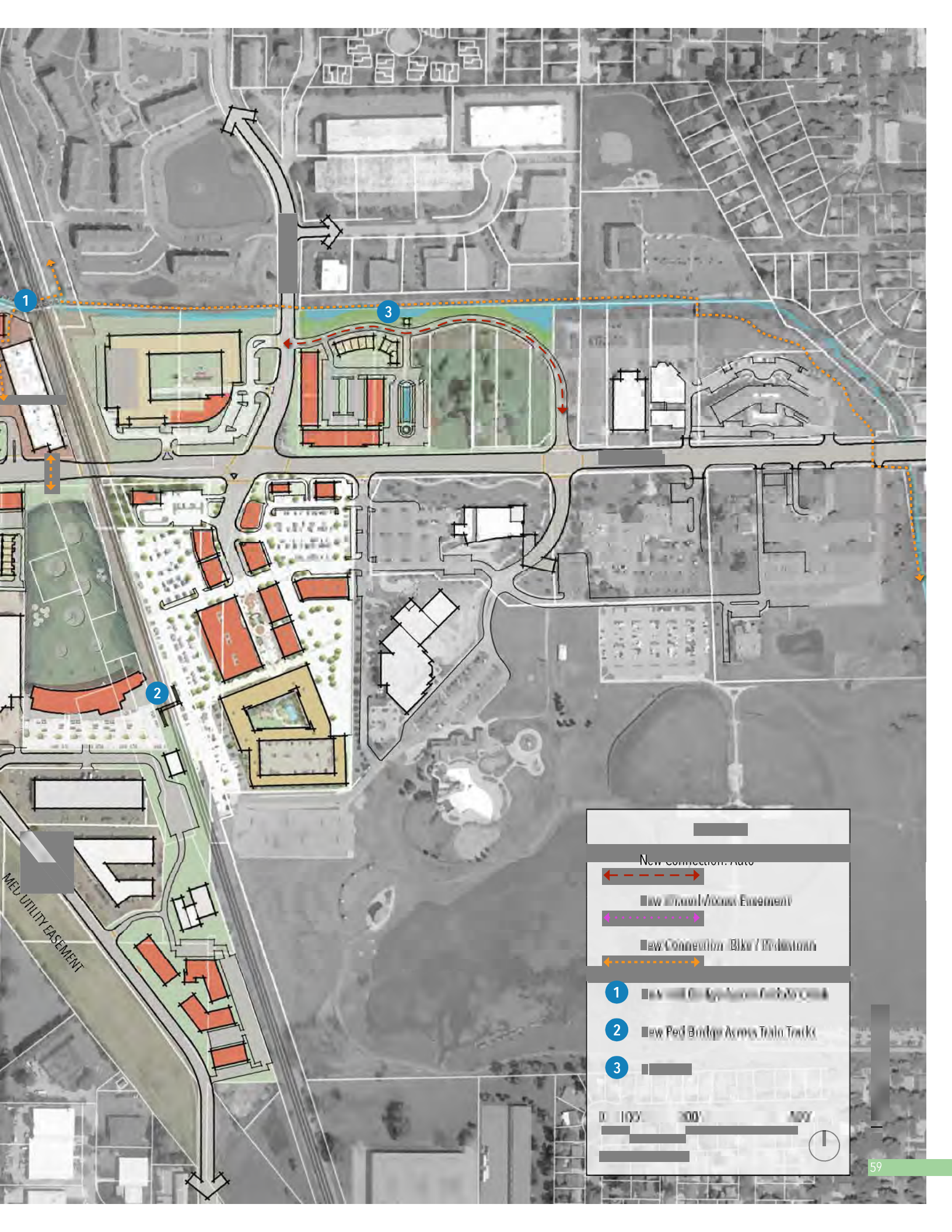
1 New Trail: Open Space / Multi-Use

0 100' 200' 300'



Scenario 2: "Coordinate"

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



1

3

2

MED. UTILITY EASEMENT

New Connection: Auto

New Annual/Access Easement

New Connection: Bike / Pedestrian

1 New Annual/Access Easement

2 New Ped Bridge Across Train Tracks

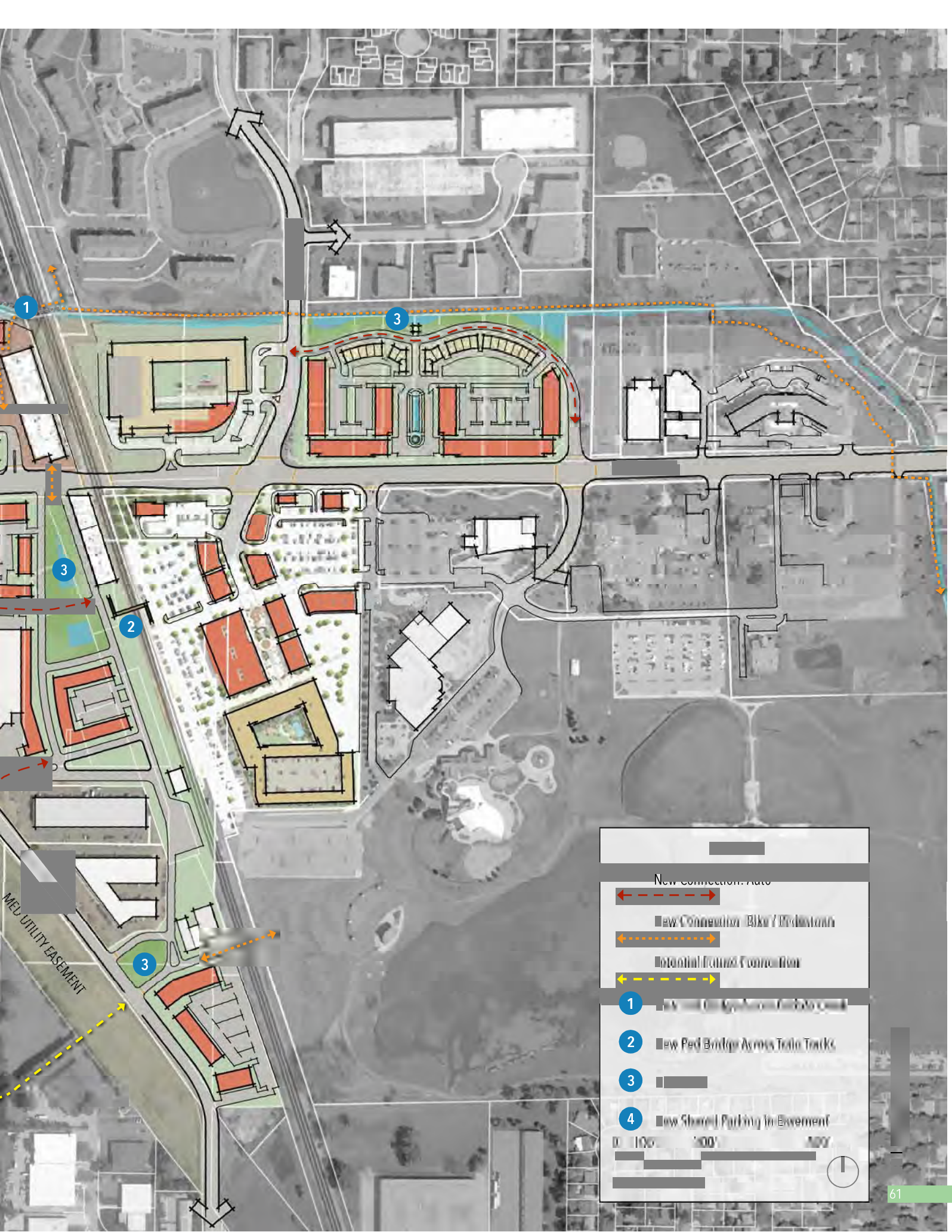
3

0 100' 200' 300'



Scenario 3: "Facilitate"

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



1

3

3

2

3

New connection: Auto

New Connection: Bike / E-bike

Potential Transit Connection

1 New Shared Parking in Easement

2 New Ped Bridge Across Train Tracks

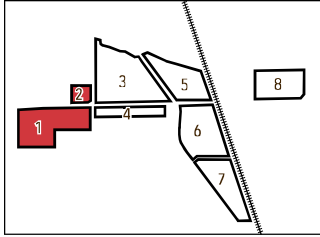
3

4 New Shared Parking in Easement

0 100' 200' 300'

STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO

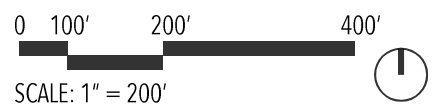


At the time of this report the majority of the parcels within Sub-Area 1 were under common site control and plans had already been submitted for site plan approval for a horizontal mixed-use development. The plans submitted essentially follow a conventional auto-oriented development pattern, where buildings 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)



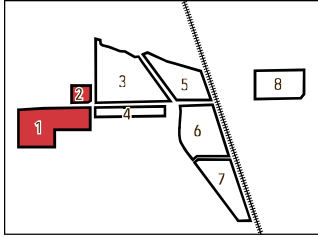
SUB-AREA 1 & 2

CONCEPTUAL SITE PLAN



STRATEGY: COORDINATE

ILLUSTRATIVE 3D SCENARIO



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

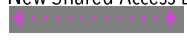


SUB-AREA 1 & 2

CONCEPTUAL SITE PLAN



New Shared-Access Easement

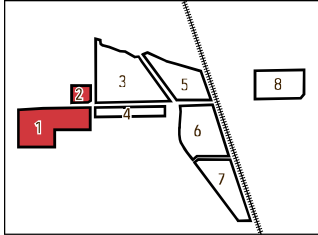


SCALE: 1" = 200'



STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO

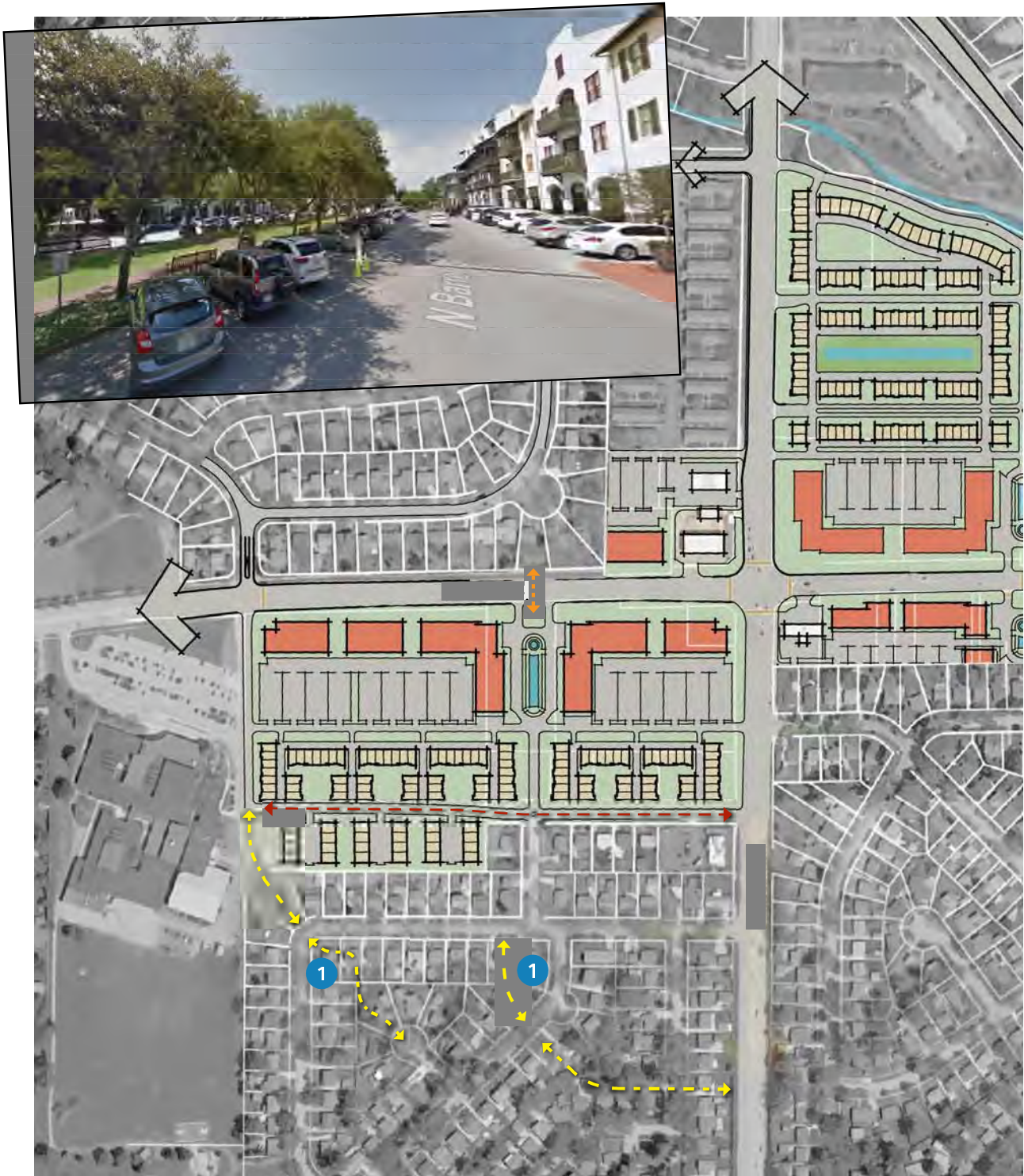


Assembling all of the parcels in Sub-Area 1 into a single development would provide further opportunities for improvements to connectivity. This sketch demonstrates how a strong north-south connection could be created across Dundee Road by aligning two plaza spaces. This new urban axis could connect 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

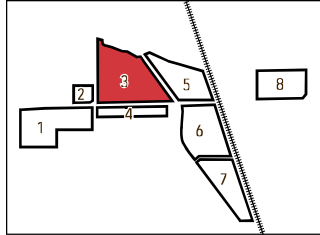
0 100' 200' 400'

SCALE: 1" = 200'



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



New Connection: Bike / Pedestrian



0 100' 200' 400'

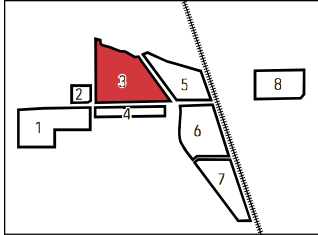


SCALE: 1" = 200'



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

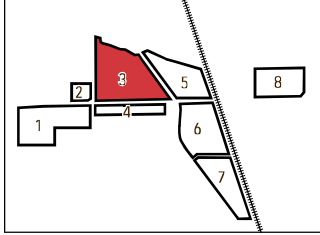


New Shared-Access Easement
New Connection: Bike / Pedestrian



STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 3

CONCEPTUAL SITE PLAN



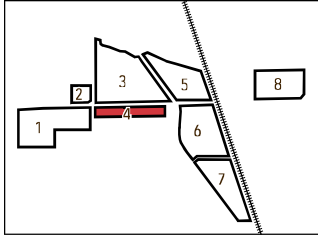
New Connection: Auto
New Connection: Bike / Pedestrian
Potential Future Connection

1 New Park



STRATEGY : REGULATE

ILLUSTRATIVE 3D SCENARIO

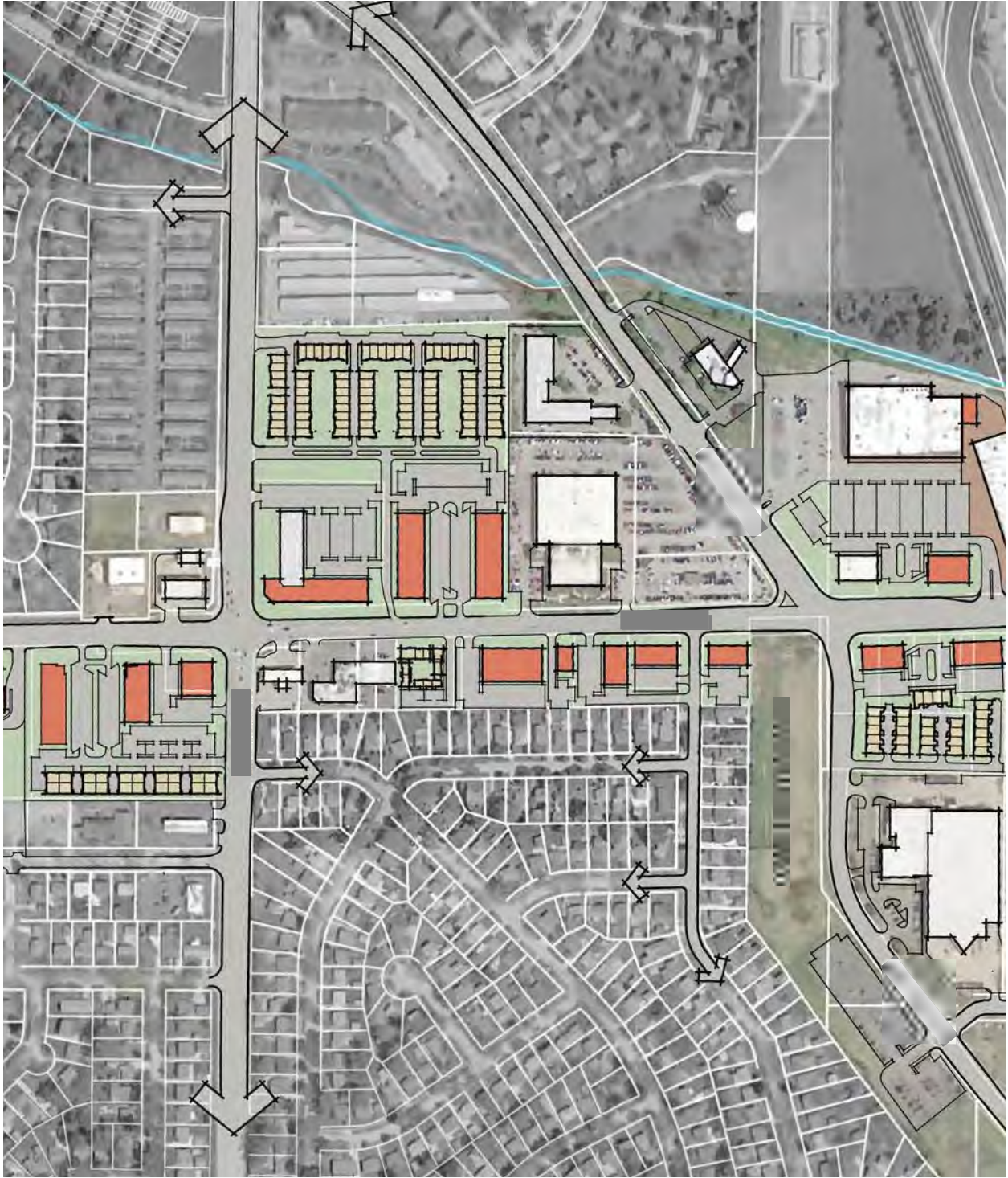


Sub-area 4, with its relatively shallow lot depth and aggregation of small parcels, would be particularly challenging to transform into a pedestrian-friendly streetscape through form based code regulations alone. Transformation could take place incrementally as properties redevelop one at a time. New 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



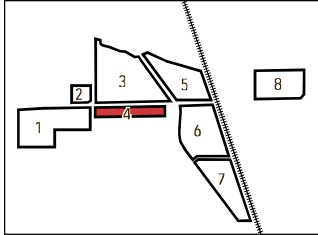
0 100' 200' 400'

SCALE: 1" = 200'



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



New Shared-Access Easement



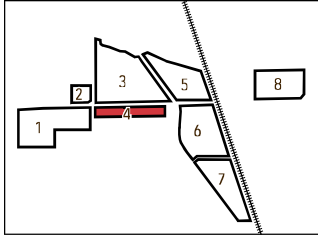
0 100' 200' 400'

SCALE: 1" = 200'



STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO

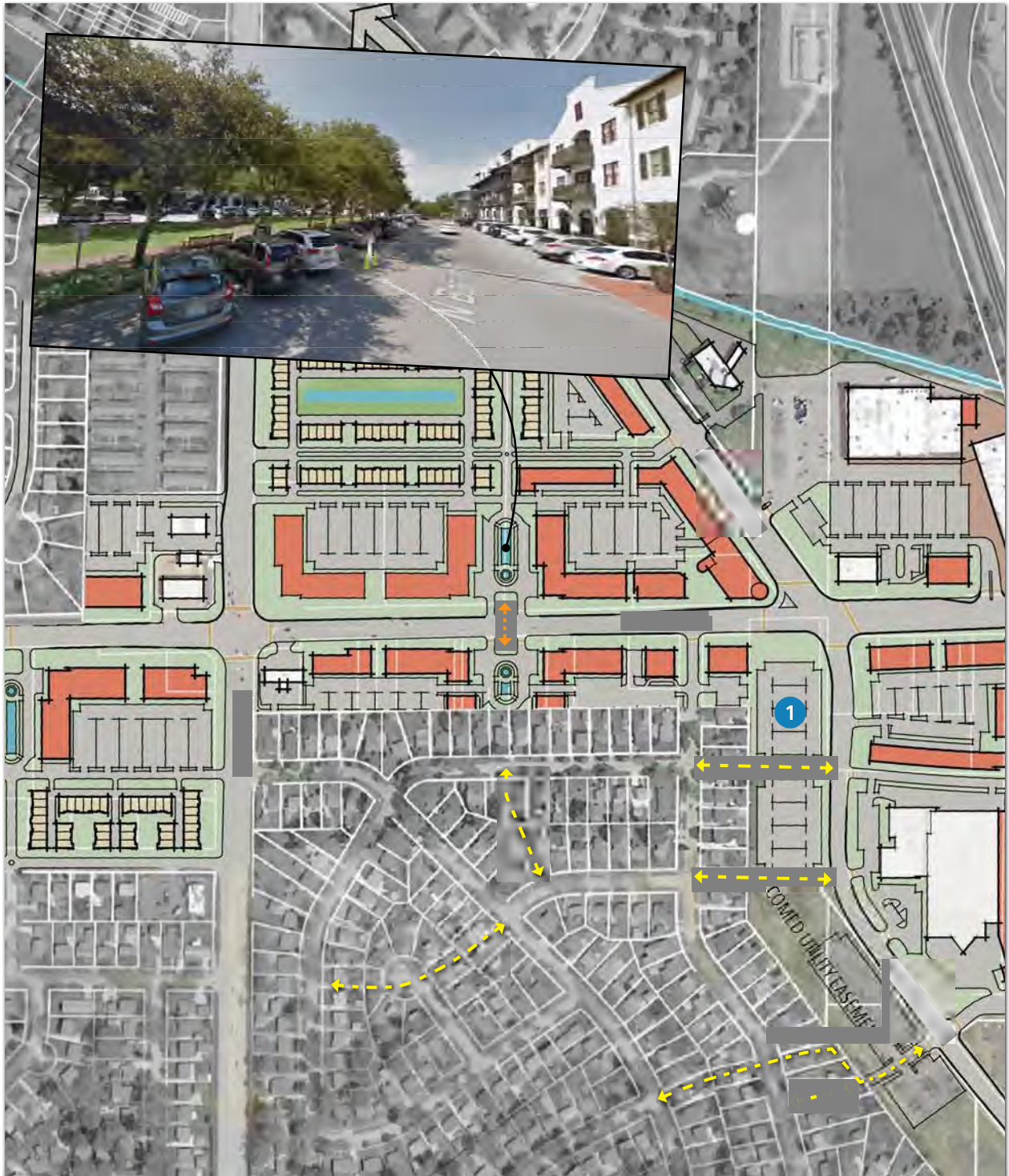


Similar to the approach depicted in the "Participate" scenario for Sub-area 1, a new development on the south side of Dundee could be paired with a corresponding development on the north side to create a strong north-south connection at the mid-block. The urban axis could extend north and south providing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



SUB-AREA 4

CONCEPTUAL SITE PLAN



New Connection: Auto

New Connection: Bike / Pedestrian

Potential Future Connection

1 Shared Parking in Comed Easement

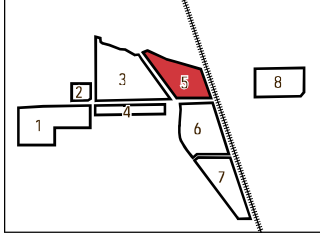
0 100' 200' 400'

SCALE: 1" = 200'



STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 5

CONCEPTUAL SITE PLAN



New Connection: Bike / Pedestrian



1

New Outlot Bldg w/ Drive-Thru

2

Partial Demolition & New Plaza

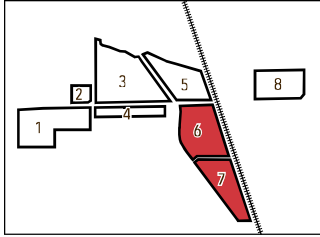
0 100' 100' 200'

SCALE: 1" = 100'



STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO



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

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

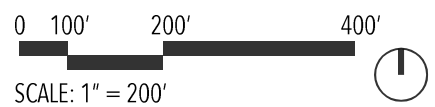


SUB-AREA 6 & 7

CONCEPTUAL SITE PLAN

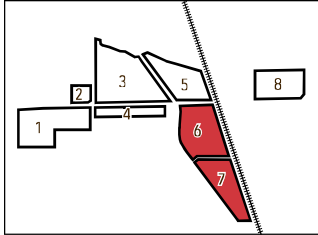


1 Village-owned Building



STRATEGY: COORDINATE

ILLUSTRATIVE 3D SCENARIO



The Ozinga site has the optimal size and orientation to accommodate a driving range (including the typical TopGolf model, as depicted). A use like this would likely allow the land to be used without the extensive level of environmental remediation that would be required for residential use. Furthermore, it would fill a gap in recreational programming offered by the Park District, as the WPD does not currently operate a driving range facility.

New buildings on the west side of the tracks could embrace a “rail depot” architectural aesthetic as a point of differentiation from the Town Center and Uptown 500 developments. (See Scale Comparisons #5, #6 and #9)



SUB-AREA 6 & 7

CONCEPTUAL SITE PLAN



New Shared-Access Easement

New Connection: Bike / Pedestrian

1

2

Pedestrian Overpass

Pedestrian Underpass

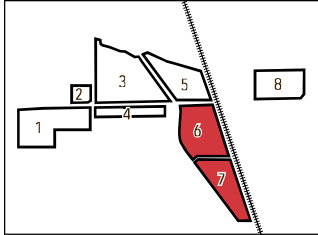
0 100' 200' 400'

SCALE: 1" = 200'



STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO



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



SUB-AREA 6 & 7

CONCEPTUAL SITE PLAN



New Connection: Auto

New Connection: Bike / Pedestrian

Potential Future Connection

1 Park / Plaza

2 Pedestrian Overpass

3 Pedestrian Underpass

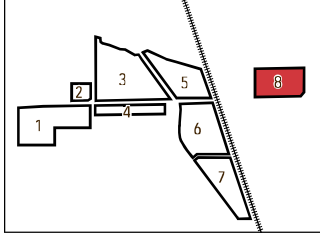
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SCALE: 1" = 200'



STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO

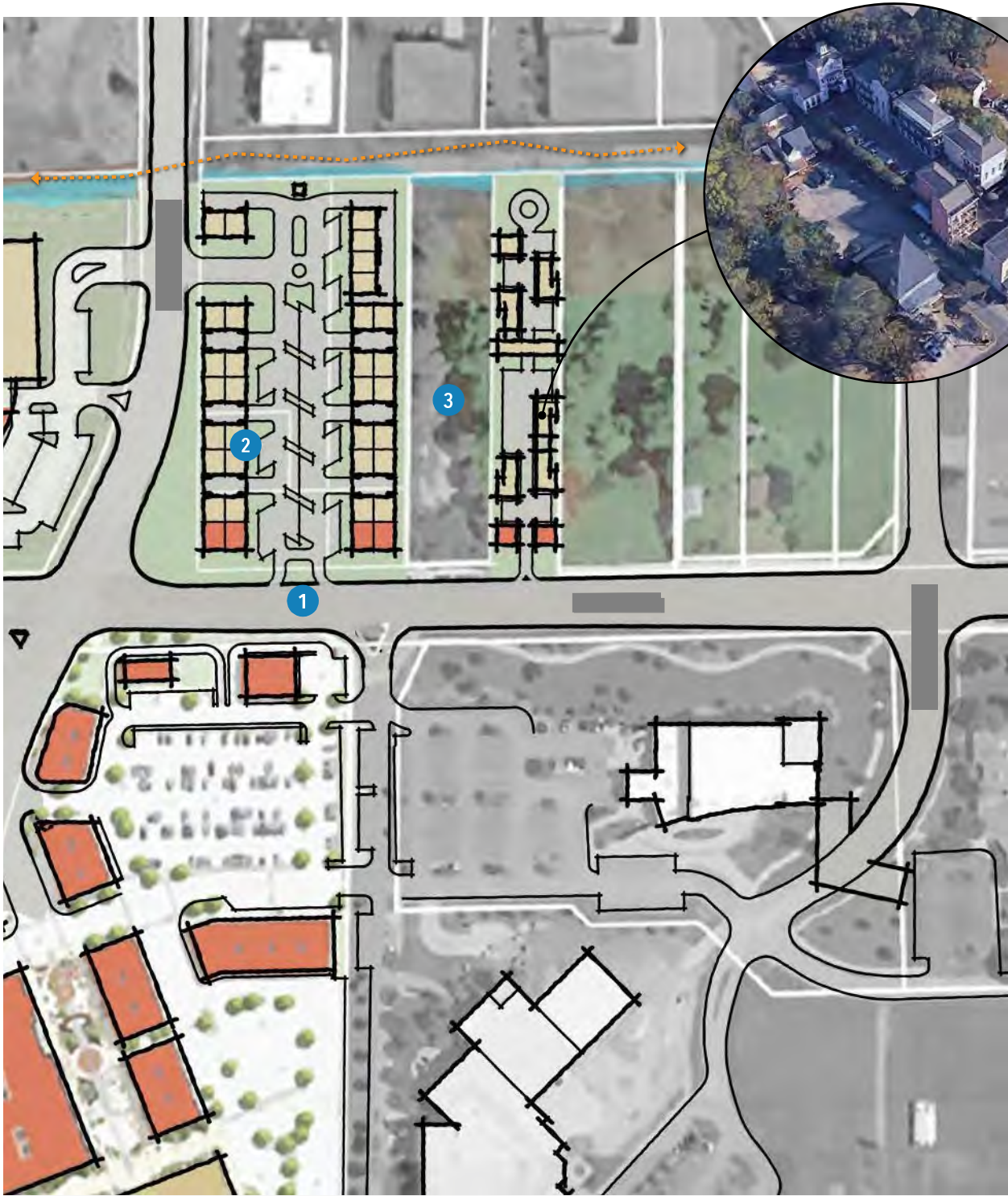


Sub-area 8 is made up of several parcels, some of which have already been assembled under common ownership. It also includes a parcel owned by the Village. The site has seen proposals in years past for mixed-use developments, which were ultimately denied site plan approval by the Village. Considering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



SUB-AREA 8

CONCEPTUAL SITE PLAN



New Connection: Auto

New Connection: Bike / Pedestrian

- 1 Right-in / Right-out access
- 2 4-Plex Residential Units
- 3 Village-owned Parcel

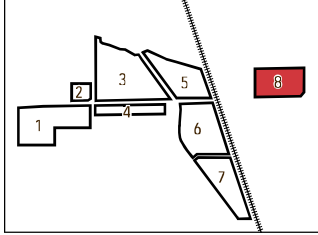
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SCALE: 1" = 200'



STRATEGY: COORDINATE

ILLUSTRATIVE 3D SCENARIO

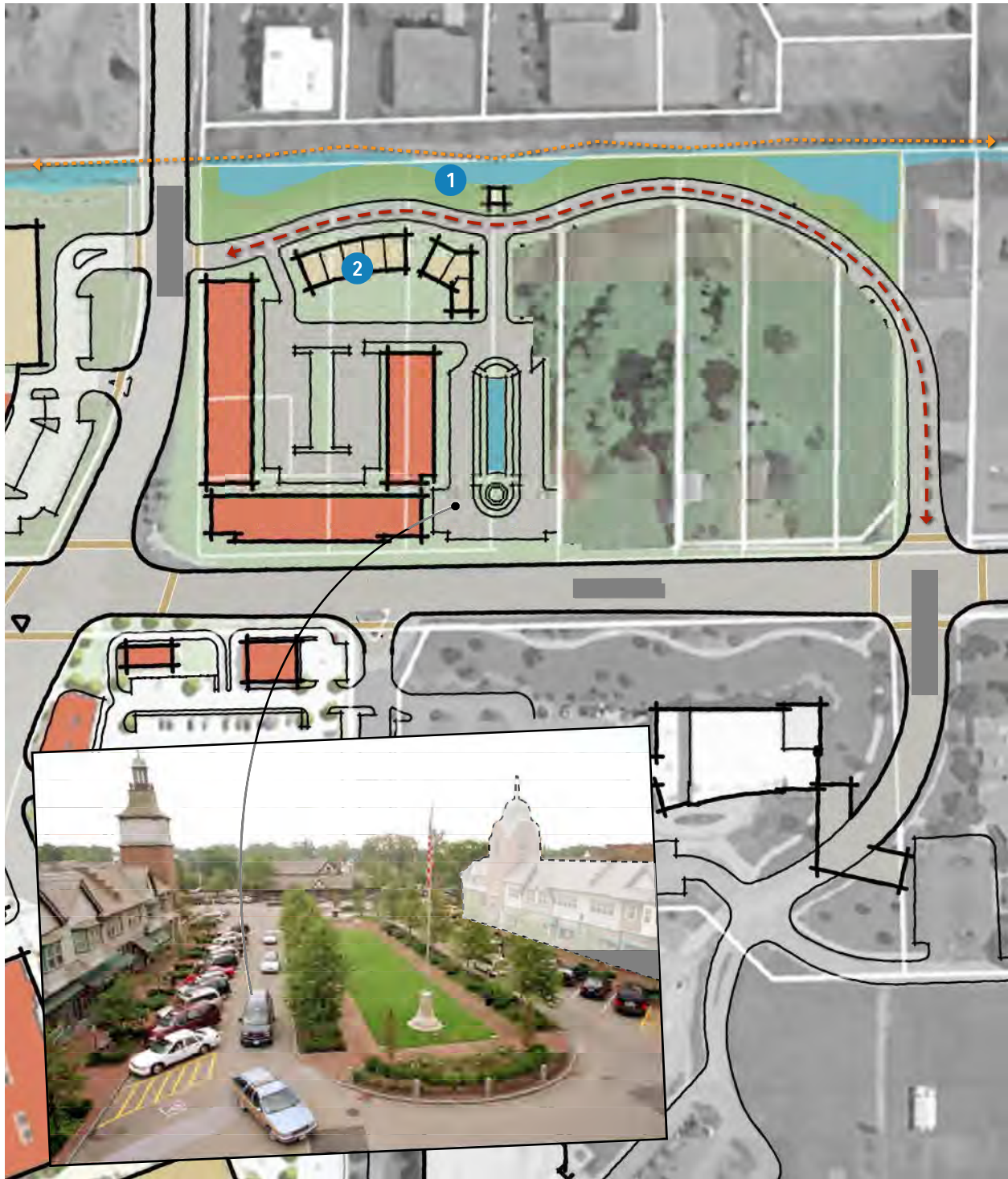


One of the challenging aspects of developing the parcels in Sub-area 8 is the limited access at Dundee Road due to the westbound traffic stacking at the Northgate Pkwy intersection, which limits traffic movements to right-in / right-out only. Creating a cross-access easement connecting Community Blvd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



SUB-AREA 8

CONCEPTUAL SITE PLAN



New Connection: Auto

New Connection: Bike / Pedestrian

1 Creek-side Park

2 Townhomes

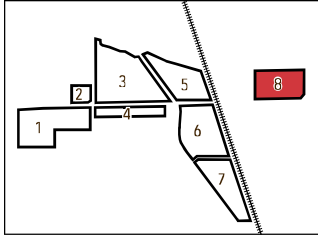
0 100' 200' 400'

SCALE: 1" = 200'



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



New Connection: Auto

New Connection: Bike / Pedestrian

1 Creek-side Park

2 Townhomes

0 100' 200' 400'

SCALE: 1" = 200'

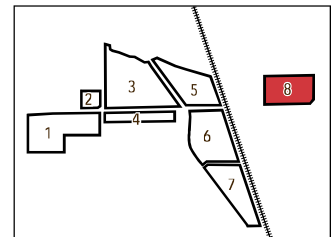


SCALE COMPARISON 1

MARKET SQUARE. LAKE FOREST, IL

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

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



0 100' 200' 400'

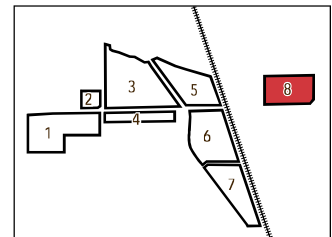
SCALE: 1" = 200'

SCALE COMPARISON 2

THE GLEN TOWN CENTER. GLENVIEW, IL

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

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



0 50' 200' 400'

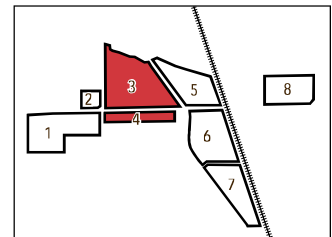
SCALE: 1" = 200'

SCALE COMPARISON 3

"BUCKLE" INTERSECTION. ROSEMARY BEACH, FL

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solupta tempore, nonsequod



0 100' 200' 400'

SCALE: 1" = 200'

SCALE COMPARISON 5

THE RAILYARDS, SANTA FE

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

PUBLIC OPEN SPACES

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

RAILYARD PLAZA

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

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

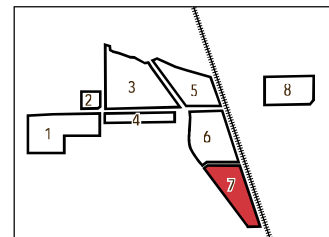
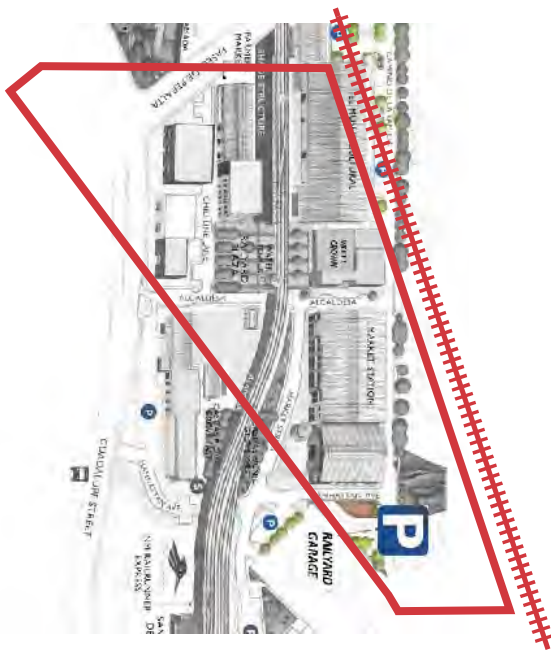
RAILYARD PARK

An informal Outdoor Performance Space slopes gently out of a hillside.

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

Over 300 trees and several thousand drought-resistant plants in the Railway Gardens and elsewhere create an oasis in Santa Fe's often thirsty environment.

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



0 100' 200' 400'

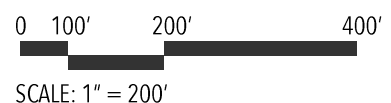
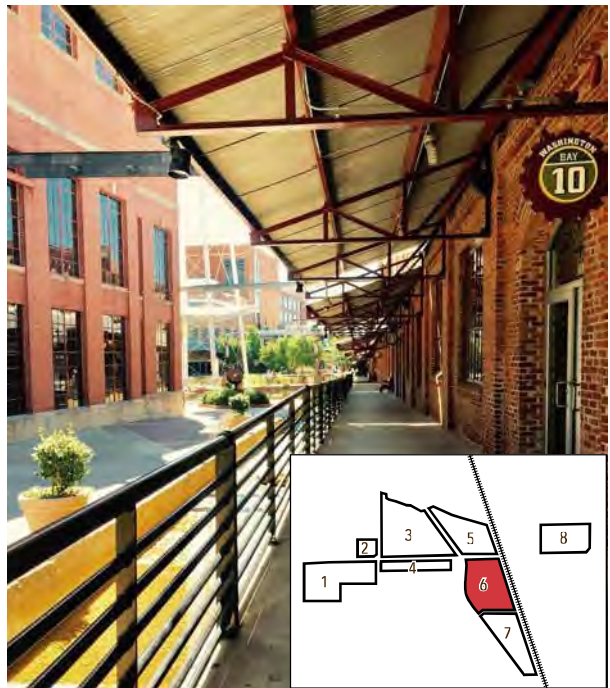
SCALE: 1" = 200'

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.

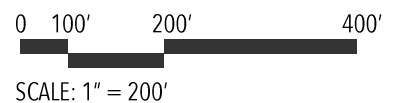
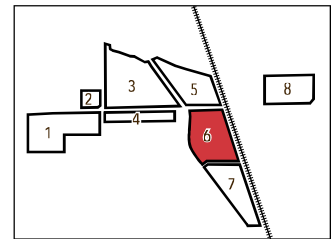


SCALE COMPARISON 7

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.

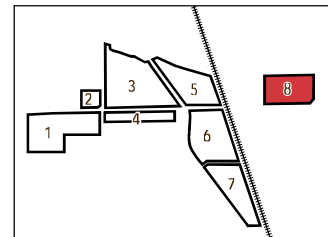
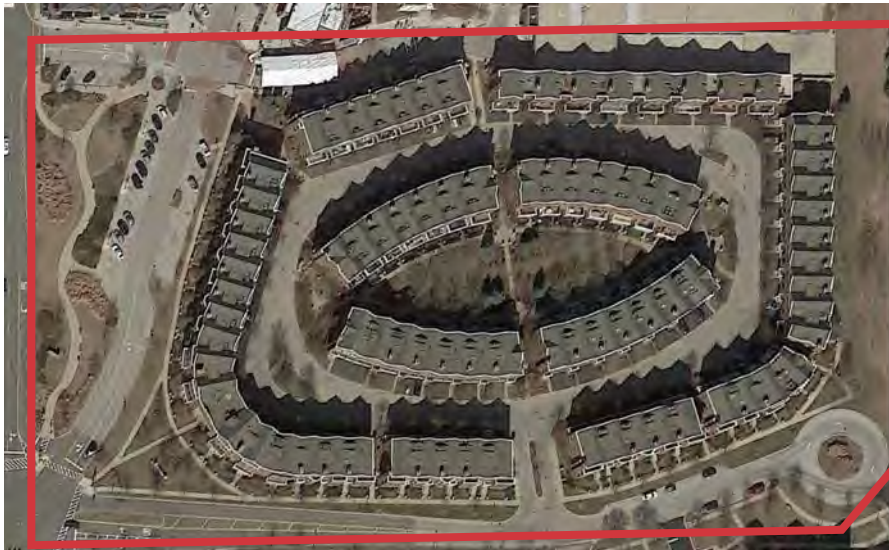


SCALE COMPARISON 8

THE GLEN TOWNHOMES. GLENVIEW, IL

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

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



0 50' 100' 200'

SCALE: 1" = 100'

SCALE COMPARISON 9

ONE-STAIR WALK-UP BUILDING

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

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

Code research and design by David Kim



SCALE COMPARISON 10 TUCK-UNDER TOWNHOMES. CHICAGO SUBURBS

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



0 25' 50' 100'

SCALE: 1" = 50'