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REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING  
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS  
PLAN COMMISSION

COMMISSION

RE: SOUTH ARLINGTON HEIGHTS ROAD CORRIDOR PLAN - PC#18-004

REPORT OF PROCEEDINGS had before the Village of  
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village  
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,  
Illinois on the 14th day of March, 2018 at the hour of 9:15 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman  
LYNN JENSEN  
JOE LORENZINI  
BRUCE GREEN  
JOHN SIGALOS  
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Community Development Planner  
BILL ENRIGHT, Community Development Deputy Director

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CHAIRMAN ENNES: Okay, we have one more item on our agenda. I believe, Mr. Enright, you're going to be presenting this?

MR. ENRIGHT: Yes.

CHAIRMAN ENNES: He's kicking you out of the seat, huh, Sam? Good evening, Bill.

MR. ENRIGHT: Good evening, Chairman Ennes and members of the Plan Commission, and the public. We have several members of the business community in the public here, so I want to kind of go through the presentation quickly so we can get any potential comments.

The South Arlington Heights Road Corridor was identified as a priority corridor by the Village Board when the 2015 Master Plan for the Village was updated. We have been working with the business community having, you know, we had a kickoff meeting in September of last year at the DoubleTree, and we did a community survey which we received over 600 responses to. We followed up with stakeholder meetings with individual property owners and some of the hotels, we reached out to all the hotels, with respect to the corridor study.

The corridor is basically the south end of Arlington Heights Road from I-90 to just north of Golf Road including off of each direction east and west on Algonquin and Golf Road as well. There are certainly great attributes to this corridor, great access of course to I-90, high traffic volumes, seven hotels which are kind of the economic engine of the area with 900 rooms plus. So, there's a large economic impact on employment in this corridor, actually with a lot of office uses like the OSHA facility which brings in a lot of people for training who then stay at the hotels and hopefully shop in the area. But also critically, there's a lot of development opportunities in this corridor, especially on the east side of the road.

The current Comprehensive Plan was, as I said, updated in 2015 and identified this as a priority corridor. At that time, we also did a survey of the community and 90 percent agreed that the appearance of corridors throughout the Village including this one could be enhanced in terms of development on the private side but also in the public portion of the streets. As I mentioned, we did a community outreach with the September presentation where we invited the businesses and the property owners in the corridor. We did the community survey, stakeholder meetings, and we sent out e-mail blast updates.

On the survey, we received 607 responses included in the results in the Novus packet which is online for the public and the Plan Commission. We asked the public whether or not they felt improvements were needed to this specific corridor. 85 percent of the respondents said yes, six percent said no, and eight percent not sure. Then we asked them to rate some of the various improvements just to get a feel for what the people think is important. We have our ideas but we want to know what to prioritize.

Landscape medians averaged 6.4 out of 10. Focal points 6.9, we'll get into a little bit about this as we move forward what these are, focal points 6.9 out of 10. Burying the ComEd utilities or possibly relocating them which traverse the west side of the road through the corridor, 6.8 out of 10, although that's a very expensive and probably realistically unfeasible. Development of parcels ranked very high, 7.9, because we have a lot of vacant parcels or underdeveloped parcels that we'll get into here in a second. Then pedestrian

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improvements was very critical, that also ranked a 7.9.

So, the nice thing about surveys like this is, obviously a lot of these things are going to cost money, at least the public part of it, but also the private investment that would be needed. But it really helps us kind of focus on some of the critical aspects of this. People may want to move about, pedestrians with all the hotels in that area and the restaurants, or well, the offices, there's a few restaurants, that was identified as a need as well as having more restaurants in the area, and there were a lot of other survey questions, I just kind of highlighted a few of them here. But this helps us prioritize certain aspects of the plan to meet the needs of the community that responded.

Some of the overall goals of the Comprehensive Plan, and I won't go through each one of them, but basically to improve upon the image of corridors, create better ingress and egress safety, coordinating parking lots so you reduce curb cuts on the roadways, and compatibility between uses as well, and pedestrian movements.

This specific corridor plan, some of the objectives outlined are development standards set up for land parcels along the east side of Arlington Heights Road, enhanced pedestrian access and walkability of the corridor. One thing that we would do with any new development is get the sidewalks off of the curb. Those sidewalks are carriage walks so they're right up against Arlington Heights Road where people are traveling in very high speed. Even though it's 40 miles an hour, people will exceed that, and it's not very comfortable to walk along there. So, we want to move the sidewalks at least eight to 10 feet off the curb and have landscape in medians in between as redevelopment occurs. That can be accomplished with redevelopment on the east side. It's a little tougher on the west side because we have so much built there. When I-90 was widened as part of the full interchange of I-90 about 22 years ago, the road moved very close to a lot of those buildings and parking areas, so there's really not a whole lot of room to do much right now on the west side with your sidewalks.

Enhance landscaping and gateway features, we're going to look at possible landscaping within the medians, certainly with redevelopment of parcels, having ample setbacks and ample landscaping buffers along the peripheral of the sites along Arlington Heights Road and the other side roads. This will help kind of reintroduce landscaping that used to exist in this corridor. Remember before Arlington Heights Road was widened that there were quite a few mature trees up and down both sides of the road, and that dramatically changed with the necessity to widen the road when the full access interchange was developed.

We want to work with the business community on the marketing plan for the area to give it an identity and a name. We have the uptown area which is Rand Road, we have downtown here of course. We tested through the survey the concept of possibly calling the area the gateway or gateway district or gateway to Arlington Heights. I would say it kind of had a lukewarm response. Some people thought it was a good idea, some people thought it was so-so. But we want to work with the hotels and the businesses down there and the property owners on trying to come up with a good identity from a marketing strategy standpoint so that people know this is a certain shopping district and mixed use district.

A critical component is these various funding mechanisms to implement the plan which we're going to do in a second, and also promoting sustainable development and the efficient use of land. One of the recommendations with the Comprehensive Plan is to, we have kind of a hodgepodge of uses here with offices and commercial and the school district is currently at that facility but they'll move at the end of the

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year, is to create a mixed use district along the east side of Arlington Heights Road through to Tonne Road from Seegers all the way down through to I-90. This will allow more land uses to consider, residential being part of it, also mixed use development. We want to see commercial fronting the major streets with possible residential behind or above. We would like to see more restaurants in the area as we think that's a need that was certainly identified through the survey and we've heard a lot about that from the hotel operators as a need. So, we want a little bit more flexibility with this corridor instead of the rigid zoning, the rigid Comprehensive Plan that says you can only do an office building over there, or you can only do commercial right there, you can't do residential here. We want it to be more fluid and responsive to the market.

One of the ways of doing that is on the left of the map we have a series of different zoning districts right now. We have Office-Transitional here at Seegers and Arlington Heights Road. That's a one-story office building, there's also another office building at the south end just north of the Holiday Inn. That's all that would be allowed there with the current zoning is office, and O-T only allows two floors. We would like to liberalize the zoning in the area by creating an overlay zoning district on the right which would mirror the Comprehensive Plan change. We would establish in this area kind of outlined in the light red, come up with specific zoning standards for this area for how it should look and setbacks and heights and things of that nature. That would be one of the first things we would do in implementing this plan is creating zoning that would better implement the idea of mixed use development in this area and more responsive to market demand again.

Components of the plan of course is establishing an identity for the area, landscaping and aesthetic improvements are important, improving the economic development and land use and new design guidelines for the area, enhancing pedestrian traffic movements, and then of course the funding mechanisms. Right now, we're in part of the approval process, we're at the Plan Commission hearing, this will then go before the Village Board. Of course, implementation is kind of two phases, there's a short-term phase, things that we can do pretty quickly, in less than a year to three years, and then longer term with redevelopment of parcels that can take, you know, depends on the market and the willingness of developers.

I will say though that of the parcels that we're looking to develop, of course at the north you have TIF 4 which we've been working on for years. I'm somewhat optimistic about that because we hired a consultant to do a market study, so we are working with International Plaza ownership to kind of reinvent this area and make it more mixed use. So, we're cautiously optimistic on that happening. Then you have the office complex that I mentioned before. Down here you have the School District 59's administrative offices, they're moving to Elk Grove. They bought the Wellington a couple of years ago, a few years ago, tore that building down, so they own those sites. But they have sold it to a developer who wants to do mixed uses with commercial and residential. We've already had preliminary discussions with that developer. Then just to the south of that, the former Yanni's site which would be a great site for a restaurant, there is an owner that wanted to do a food court with Asian cuisine. We haven't heard back from that developer in several months although they did present some concept plans, so we want to continue to try and foster that and see how we can assist that because we think that would be a good use there.

Then you see at the southeast corner of Algonquin and Arlington Heights Road several parcels here. Some of it is owned by, a big portion of it is owned by a

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developer who we met with on a couple of occasions that is looking to do mixed use here with residential and commercial, and looking at all sorts of different uses. But it also includes potentially all the way down to the Daily Herald building as well, although this particular developer wouldn't necessarily be looking over at that direction, but we think there are opportunities for either retrofitting, you know, the Daily Herald site because, you know, they've been downsizing. We would also talk with one of the owners of the single-story office building at Tonne and Algonquin Road at the southeasterly portion of that.

So, you know, there's a real good opportunity here to have pretty extensive redevelopment of all these areas in shaded of various types of land uses. It would dramatically change the corridor for the better I believe. We don't want to overdo it either. You don't want, you know, 2,000 dwelling units here either. But I think part of it is going to be spurred by some residential, you know, potentially some degree of height particularly down at the south end and certainly in some of the parcels in the middle as well, but also that helps promote getting more commercial along the frontages and brings some people to patronize any future restaurants that might want to come in because there's great access with the hotels and visibility. So, you know, we want to be responsive and come up with a good overall vision for a variety of uses here and really stimulate the development in the area.

You know, some of the redevelopment opportunities I won't go through. I just pointed those out. These are just aerials of the potential. You know, these buildings are just examples that are six to eight stories roughly. I'm not saying that would be everywhere on the east side of Arlington Heights, but we'd consider some sort of density in the area as long as ingress and egress works and the traffic and parking works out which all of that gets evaluated, you know, on a case by case basis.

We want to make aesthetic improvements to the area. We have a potential gateway sign. We have one already, this is at the tollway exit. This is looking north at Arlington Heights Road and I-90. We have a little bit of a sign here that's, you know, okay, it's not the best. We'd like to enhance that and make a real nice gateway feature here welcoming people to Arlington Heights. We would work with the Tollway Authority, we'd need an easement from them to do this.

We also want to reach out to the Tollway Authority about their cloverleaf ramps. When they redid I-90, they dumped a lot of soil there, there's detention there. They're not, you know, much of an amenity in terms of green space. But interestingly, late last year or early this year, I read an article in the Daily Herald that the Tollway Authority has budgeted I think \$50 or \$60 million on improving their cloverleaves throughout the area, and we want to reach out to them and see if this is a priority for them hopefully or get it at the top of the list so that those cloverleaves can be nice entryways as you get off the highway and could be very nicely landscaped. But we also want to do things up and down the corridor as well.

Landscape medians, we want to look at, you know, medians in strategic locations along Arlington Heights Road. Obviously, we've got to maintain access for the businesses and visibility. These types of improvements are subject to the Illinois Department of Transportation. We do want to, with redevelopment along the east side of the corridor, require developers to coordinate their parking areas so there are cross access easements, so that you can limit the number of curb cuts. When you limit the number of curb cuts, then you can gear traffic to go in and out at certain locations. Right now, there's a dual left-turn lane up and down Arlington Heights Road and it's kind of a free-for-all for cars, you know, and then you

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add in cars going 55 miles an hour, you know, at times it can be a little unnerving. So, one of the benefits of landscaped islands is obviously the aesthetic part of it, but it's also to funnel traffic to make turning movements at appropriate locations rather than more helter-skelter.

One of the ideas, too, is to make big, wide crosswalks, not just five feet wide but, you know, eight, 10, 12-foot wide crosswalks with stamped concrete at the major intersections, and also look at the timing of any pedestrian-activated signals. It's really difficult and it really always will be difficult to get through the Algonquin and Arlington Heights Road intersection. There's just so many lanes of traffic. There's nine lanes when you include the turning lanes. So, it makes it very difficult to cross here but we want to do what we can to enhance that and make motorists aware of it.

But one of the components of this plan is to approach IDOT with redevelopment in front of the Wellington site, this blue dot here on the image of a new intersection, it's a traffic signal. There's a traffic signal on Algonquin Road in front of the hotels about the same proximity west of Arlington Heights Road as this would be north of Algonquin Road. We think IDOT could be supportive of this because it then funnels traffic to a certain location. We would encourage all these properties here as they redevelop to have cross access so that a lot of the traffic could be funneled through a signal. Of course the signal then gets timed with the signals here so that the traffic still flows. This would also allow for the opportunity, again it's six lanes of traffic up here plus the center turning lane, to introduce crosswalks that are stamped concrete. That could help with pedestrians crossing and I believe it's safer at the busy intersection. It's still a long distance to travel for pedestrians.

This shows it a little bit better. You know, we'd want to work with the hotels. There's two hotels on the west side. We've met with the owner of the two hotels, one owner owns both Red Roof and Comfort Inn, to look at maintaining access for that hotel with this concept here, and then to the right would be the new development contemplated on District 59-Wellington site by the developers who bought that property.

Looking at various funding options, state grants, not optimistic about that. But general fund, obviously the Village has funded other projects throughout the community with general fund. Special assessment or special service area, that's an additional tax on property owners, but it has to be approved by the property owners 51 percent. So, that's a process of negotiating and deciding whether or not it's something that would be acceptable. Another mechanism that the Village has used sparingly but very effectively is tax increment financing, although there are concerns, you know, with the school districts on using that financing tool. But we want to explore all options as we move forward with the implementation of development projects both public and private.

Recommendations, you know, regarding sidewalks, traffic signal, pedestrian crossings, the decorative banners, the focal points. Focal points meaning, you know, major intersections, we want to enhance the appearance of each of the corners as property gets developed. Funding options and amending the land use plan as well as an overlay zoning district to be adaptive to market conditions. Coordinate with IDOT and ComEd. The utility lines, burying them is very costly and probably not feasible, maybe relocating them to behind the properties might be a better option. But you know, we're going to take our best shot at it but it's very expensive and I don't want to make any promises on that one. Landscaped island and medians, an identity for the area and branding, working with the business community on that, and promoting the area with developers and businesses and bringing in new businesses that will

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complement what's there now, and of course coordinate with the tollways I mentioned earlier.

Next steps would be go to Village Board hopefully in April. After that, we have a capital improvement plan which is five years advanced of budgeting items on a preliminary basis for public improvements. That's the first step of getting things budgeted, things that the Village might do here in the public way. Obviously, developer proposals, we've already met with three developers of the property on the east side of Arlington Heights Road, and I think they're all very active developers that want to do something relatively quickly. Then funding sources, some of these funding sources, you know, do require public processes or public input.

At that point, I'd like to conclude. I know we've got some members of the public, we did receive a nice letter of support from Jeffrey Bernstein from Bradford Allen who is one of the main property owners at the south end of this corridor. At that point, I'll turn it over to the Plan Commission.

CHAIRMAN ENNES: Thank you, Director Enright. Do we have a motion to accept the director's report?

COMMISSIONER JENSEN: I'll so move.

COMMISSIONER GREEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Okay. How many people in the audience would like to comment? Let's start with you over here. We'll start in the front this time. If you'll come up, state your name and spell it again? We'd like to hear your comments.

### **QUESTIONS FROM AUDIENCE**

MR. COATES: Yes, good evening. John Coates, C-o-a-t-e-s. From a high level standpoint, I endorse the plan. But I think for future work, we need to consider some of the effects that are going to drive success to the plan.

The first one concerns mode. There's three principal modes of transport: pedestrian mode, automobile mode, and mass transit mode. Mass transit is off the table. Right now this is an automobile/truck corridor. So, anything done is not necessarily going to increase the alternative which is pedestrian traffic. In order to increase pedestrian traffic, we need an origin of where those pedestrians will start and where they're going to go to. So, if we increase the sidewalk space, et cetera, cosmetically, absolutely. Okay, if we put in what I call creature comforts, and I mean that in a positive way, you know, with cityscaping and things like that, it will look great. But we're not going to alter the fundamental pieces that are there.

What I do support is what was mentioned earlier, and that is a residential environment. We need a residential environment to support whatever pedestrian changes we make. With the rhetorical comments over the last 10, 15, 20 years about Arlington Heights not having sufficient residential space for the low income and some of the low median income families, this is an excellent opportunity to make headway in that social commitment. Independent of what those prices are, the idea is whatever residential properties originate, they should be in keeping with what the rest of Arlington Heights is.

Arlington Heights, with the exception of downtown and Rand is six, eight, 10, 14 stories, okay. The rest of the buildings are two stories, maybe three stories. It's my suggestion and my opinion that we can find the area from the tollway to "the Algonquin

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intersection." Whether that cascades 50 feet or 100 feet, that's insignificant. That should be the highest area commercially driven. As you move forward north, what we presently have is an environment that is not green space. It is presently parking lots, open spaces, and any green space is going to go away with development.

For that reason, what I suggest we do is concentrate two and three-story structures going from north of Algonquin to Golf Road and have that as an area for residential. Residential will support whatever pedestrian improvements we want to make in terms of streetscape and crossings and things of that nature. As we go farther from Golf, that area to the left and to the right as you go north has always been "underutilized," okay, and I'm being polite by that. We know what it looks like on the east side. On the west side by Jewel parking lot, you know, I have yet to see that parking lot full in the last 20 years.

So, what we need to do is really spend time, if we've got an 80,000 foot view right now which I personally think is fantastic, when we get to the 60,000 foot view, what we need to do is concentrate on residential origins, whatever they happen to be and whatever the destinations are, whether it's restaurants, et cetera. Because right now, anybody driving from the tollway to north of Golf, it's an automobile environment. People don't park their car in Jewel and walk across to the International Harbor Place. They get in their car and go. So, we need to consider that.

The last piece that I would offer for support is whatever we do with streetscaping, we need to consider is that a one time investment or is that part of an ongoing investment? Okay, this project is huge. It's going to cost a fortune to do it right. It's not going to be some Taj Mahal, it's going to be looking and blocking and tackling elements that we need to include in order to make it attractive.

My vision that I see in this is as you exit the toll road and go north, there are some six 10-story office buildings, whatever the sizes, they're not 14 or 20 stories, but they're there, and as you proceed north they drop down with residential properties left and right. You get up to Golf Road and north of Golf Road you have a continuation on the east side of the medical offices that are one or two stories tall. North of Golf, the height does not exceed that dimension, and with appropriate cityscaping it will be an attractive area.

The last point I'd like to make is utilities. Costs are a consequence. Costs should not drive a decision of should we do it or not. Those poles that are out there now are awful. If anybody has been to Southern California, this looks like the valley. That area from Golf Road south to the toll road looks like the San Fernando Valley, the drive through it. If you don't have the opportunity to go to California, go to Orland Park and drive on Lagrange Road, same thing. It's a place built for automobiles.

Arlington Heights is not a place built for automobiles. It's a place built for residences, and that being our invitation to come on in. This is where I see the planning efforts need to be. Just as information, I'm happy to volunteer and help the Plan Commission in any way to make this, you know, make it go forward or whatever. But again, that's just an offer. I'm not saying it's a requirement.

But I'm passionate for it. I've been here for 35 years and we need to make this the attraction that it is. That's all.

CHAIRMAN ENNES: Mr. Coates, right? Thank you for your comments.

Bill, our gateway plan that we did a number of years ago, the whole area around --

MR. ENRIGHT: STAR line Master Plan?



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CHAIRMAN ENNES: Yes.

MR. ENRIGHT: Well, that was predicated on a Metra line coming up I-90. That's probably not going to happen, at least not in the near future if at all. But that did look at the southeast quadrant of Algonquin, mostly Bradford Allen's property but also through the Daily Herald property and even east as you go through some of the industrial one story buildings, to change that whole quadrant to a very high density mixed use development. But again, a lot of that, you know, you have, you know, people still drive in the suburbs unless there's an alternative mode of transportation which there isn't down here. I mean there is a bus line, there are bus routes, but you know, buses are somewhat limited in scope and use in the surrounding areas out here.

So, that plan really only makes sense if there was a Metra line. Again, that doesn't appear that that's going to be, I mean maybe it will down the road but that's probably --

CHAIRMAN ENNES: That's long term in view.

MR. ENRIGHT: So, the idea, and the gentleman speaking I think is very spot on, is to have taller buildings potentially south of Algonquin. Then as you go farther north, you kind of get down to maybe, you know, a little bit lower than that, maybe four, maybe five stories. But you know, we want to work on that as part of an overlay zone and figure out what's right and work with the property owners that own these properties, respond to what they want to do. But you know, if it's not, if it's a, you know, a requirement that we think is out of the scope of this plan, we wouldn't recommend it.

CHAIRMAN ENNES: Right.

MR. ENRIGHT: But in our conversations with the developers that we've met with so far, what they want to do is consistent with what we think the vision is for this area. Of course, each of those projects would have to go through public hearing process.

As far as housing, the Village has an affordable housing policy. So, any new residential doesn't mean, you know, it doesn't have to provide affordable housing, it can provide a fee in lieu of. Most of the developments that we've seen recently either built or proposed, except for Park View Apartments that's just finishing up on the north side of downtown, contribute a fee to our trust fund to promote affordable housing in different areas of the Village. We don't have enough money in that trust fund yet to do anything with it, but we're going to be building it up if these developments occur.

So, you know, there wouldn't be affordable housing concentrated necessarily in this area, but certainly a developer could set aside a certain percentage of units like 10 or 15 percent or pay a fee in lieu of in your trust fund. So, really it goes developer by developer.

CHAIRMAN ENNES: Okay, thank you. Do you have a comment? Would you come forward?

MR. WADA: Hi.

CHAIRMAN ENNES: Hi, please.

MR. WADA: My name is Chris Wada, last name is W-a-d-a. I represent the property owner for the OSHA building. My question related to that building is where would the new intersection be, you said related to the Comfort Inn? I couldn't tell from the picture that was shown where that was in relation to the OSHA building.

Then my next question was regarding the removal of the middle turn

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lane that runs up Arlington Heights Road. Would there still be turn lanes into the buildings so that you can, if you're driving north on Arlington Heights Road from the highway, you could still get into the OSHA building or the other locations that are there? Or would you have to go farther down and make a U-turn just to get back to the building?

Then sort of unrelated to the building was I've noticed that nothing was really mentioned about bike friendliness. Will there be bike lanes or would people riding their bike be able to ride on that sidewalk? It's just thinking about it in general. Would you want people riding their bikes down to Busse Woods? It seems like that would be a major feature for new residential units or people north of this area who want to travel to Busse Woods maybe riding a bike. If there were some means of making that friendly so that they don't have to ride on Arlington Heights Road, I thought that would also be useful for the people who may come to visit the OSHA building. They may be there for a long weekend or a long week, and walking over to Busse Woods may be something they want to do.

I don't know how feasible that is considering once you go south of the highway there is not really any sidewalks along Arlington Heights Road. That's all I have, thank you.

CHAIRMAN ENNES: So, Mr. Wada, are you on the Bicycle Commission?

MR. WADA: No, just as a resident of a suburb in the area, I noticed the whole suburban area is not bike friendly. I think it would be helpful if --

CHAIRMAN ENNES: It is something we've been working on a long time.

MR. ENRIGHT: Well, let me answer his questions.

CHAIRMAN ENNES: Yes.

MR. ENRIGHT: The proposed intersection would be by the Comfort Inn here at the blue dot. OSHA is way up here.

MR. WADA: Yes.

MR. ENRIGHT: So, this would not affect you. As far as landscaped medians, we want to work with all the property owners because we don't want to just start cutting off access to everybody and making people do U-turns. It has to be reasonable. So, it may be more limited, I mean ideally it would be great if we could have it up and down the whole stretch. But even if we did landscaped islands, even under this scenario, there would be a left-turn lane so that people can get in to the hotel and then vice versa coming south to get into the school's 59 location.

So, any medians that we put in, we try and fill in the gaps in between curb cuts because we're not going to start cutting off everybody's properties. So, we'd have to design that with engineers and work with all the business owners and property owners there so that we're not eliminating that. So, that's certainly maybe more difficult.

Regarding bike paths, there will not be a bike path through Arlington Heights Road south unfortunately. With the tollway, the new interchange, with the rebuild of I-90, they didn't have any accommodation for movements underneath the tollway at I-90. Our Bike Commission has developed a new master plan that was adopted by the Plan Commission and Village Board last year in 2017. There are new bike routes to the east on Goebbert as well to the north on Golf Road to go east-west or north-south, but not to Busse Woods here because of the constraints of the tollway.

There is a connection to Busse Woods but it's circuitous and difficult to get to but it's kind of at the southwest corner of Arlington Heights Road. That's where the Bike

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Commission focused their attention to improve that access at that location, because once you get over to Busse Woods at that point, there's connections to their bike paths.

CHAIRMAN ENNES: Thanks, Bill. Who would like to come up next?

Good evening.

MR. PARULO: Good evening, gentlemen. My name is Dave Parulo, D-a-v-e P-a-r-u-l-o. Professionally, I'm president of Meet Chicago Northwest. We are the convention business bureau for the Village of Arlington Heights in the northwest suburbs.

Just coming here, I want to give a little bit of historical background on this project and also to thank the Village for moving this project forward. The convention bureau is very much in support of this project. With us tonight are several hotel operators.

In that corridor is a bit of a historic, a recent history. The operators convened with members of the Plan Commission, members of Village Staff to express concern with the current condition of the intersection. The operators represent 700 hotel rooms within 700 feet, it's very interesting. Our concern, and we're so glad to hear, is that it is a gateway activity of greeting folks to the Village of Arlington Heights. As business owners, the feeling was that the visitor was not feeling a connection to the Village or welcoming. So, we're very excited about the welcome concept.

In regard to the current curb appeal and things of that sort, we're very delighted with the aspects of road improvements, of greenery coming. We're also very happy about the ideas of the sidewalk and things of that sort. Historically, one of the issues that we brought to the Village to consider was that the current lack of feeling a connection to the Village of Arlington Heights is kind of leading to visitors exiting the Village and going into Rolling Meadows and the Village of Schaumburg for shopping and for dining purchases. One of the hopes is that as the corridor project moves on, that it develops a wayfaring type of feeling with the hope of additional restaurants but also to have a welcoming corridor leading towards the downtown entertainment district and posing that a little bit closer as the other gentleman had mentioned.

The discussion about adding sidewalks and safe passage, beyond just an aesthetic point of view and life safety, what's very important in regard to our hotel operators is that there are two established business destinations that people come to that we find that we want to support the visitors to visit. One is the Guitar Center, believe it or not it's a hugely important destination for folks to get over to. Maybe perhaps more importantly, a safe passage to the International Market Place and Mitsuwa, particularly the hotels have international travelers coming in to go there, folks coming from across the United States and locally, and they really kind of view it as their bread and butter business.

Additionally, the discussion we think is really germane in regard to changing the safety in regard to the sidewalks and things of that sort that are buyers, people who are using our hotels, their demographic is beginning to change over time and their desirability to have outside activities and walking and things of that sort is increasing. As the other gentleman had mentioned, yes, Arlington Heights was really developed in that corridor as a driving location. As times are changing, buyers are kind of looking for a different type of opportunity.

The last thing I think is important is the conversation in regard to the aesthetic flags and things of that sort. We really feel that it's important from the business point of view that it is a welcoming situation but also that it develops a sense of place. You know, we feel that it's almost a hotel corridor for the Village and we think it's an important economic

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engine. Once again, we're very pleased that this project is moving forward and getting attention from the Village.

CHAIRMAN ENNES: Thank you, Mr. Parulo.

MR. PARULO: Thank you.

CHAIRMAN ENNES: Anyone else? Yes. Welcome.

MS. SKRODZIUK: Good evening. My name is Carolina Skrodziuk, S-k-r-o-d-z-i-u-k, and I'm the general manager of Arlington Heights South Courtyard Marriott. The one comment I want to make about the name of this district, I think if we will be naming this complicated, it's not going to drive attention. This is a hotel district. If we will just call it hotel district, I mean when you guys are marketing it and you are trying to market to developers, the moment they hear hotels here at the hotel district, my restaurant is going to pick up because there are hotels, it's a hotel district. My store is going to have an attention because people from the hotels are going to be going out.

If we will be calling it a gateway or whatever it is, I think that it will be harder to sell for the developers around. It's seven hotels within 700 feet. So, if we will call it hotel district, I think it will grab better attention when it comes to further development in this area. It's just a suggestion of course.

The other thing I want to talk about is when I saw that presentation and I saw just putting those trees in the middle of the street, I was disoriented. I didn't know where that intersection is. So, I started sharing that with my colleagues and people in the area. Just putting those trees in the middle of the street makes such a difference. It makes, you know, I know that burying of course the lines and everything is very expensive and, you know, I don't know if within the next 10 years we will have enough money to do this. But just putting these trees, these trees will distract from the hanging lines. Not only that, it will create this natural stop when you cross the street. So, maybe we can make there a stop for the pedestrians in case, you know, there is light issue or something.

I think that it's something that we should really focus in trying to make it happen because it is changing the appearance of this entire place. I thought it's just my opinion so I shared that picture with my colleagues, and everybody was like where is it? It looks so nice. Nobody recognized that that's our intersection. So, you know, I don't know how expensive that is and what are the obstacles, but I think that that's something that is worth to put on top of the priority. Then of course the crossways are extremely important because as much as we can call it a hotel district and we can have pretty trees there, but if those guests are not able to cross to the developments, to the Mitsuwa, to the Guitar Center, then it's all for nothing because we will have nice trees but we want to help those businesses to grow and would likely drive the revenue.

One idea, I know that it's another one huge project like that IDOT lights, when we are talking about the sidewalks, I completely understand the idea of moving them away from the street. But that should be the idea for the bike route straight to Arlington Heights Downtown. There is a huge trend right now in the hotels that hotels are renting bikes. In the suburbs, if you guys go check by Deerfield, Highland Park, these hotels rent bikes because all of this new generation, Generation Y, they come and look for bikes and this is the cool thing to do.

So, if you guys will think, I don't know if we need to widen the sidewalks because I don't know if we will ever have enough traffic to go all the way from us to

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Arlington Heights. But if you guys will think about putting that bike route there, that is a different story because you will have, this is what's going to drive the traffic to Arlington Heights, because these kids, they don't get on the bikes right now. For us, it could be a fantastic attraction. If we can, and I don't know if I would be renting mine, I would just have it to keep my guests happy so they can get the bikes and go straight downtown. Think about this type of development because I think it would make a great difference.

Then as we will improve the traffic, the bike traffic towards Arlington Heights, I think that it will also help the entire corridor because now you have these bikers who are stopping by, right? Now you have the families biking down, so that may help the businesses alongside to downtown. So, that's the suggestion.

I want to say that I greatly appreciate the attention to this because it's seven of us there and it's a very unique situation. We are predators to each other. We keep stealing business from each other, going after each other. We are a competition and it's very rare for seven general managers and seven owners to come together and acknowledge we have all one problem, meet and spend so much time on discussing it and having to really speak. So, I think that, so I just want to say thank you for listening and for even considering that.

CHAIRMAN ENNES: So, you're a strong supporter of the improvements.

MS. SKRODZIUK: Absolutely.

CHAIRMAN ENNES: And you think it really will increase your occupancy rates?

MS. SKRODZIUK: Yes, and this is a real story which I shared on the very first meeting. So, I had a situation where my guest was coming back from a run from the outside and I'm standing there eating with a bottle of water and I was smiling and I'm asking so how was your run? He thinks about it and he's like, well, my run was fine but that is not a very safe neighborhood. There was nothing dangerous that happened there, it was just the perception.

So, but the intersection is already cleaned up a lot. We appreciate that. There was some tiny landscaping improvement, but there was a lot of, you know, that Yanni's Restaurant's old garbage is gone. That makes a huge difference just this little thing. But if we can, you know, back to trees, so that guests when they are arriving, they don't feel that they are arriving to the end of the world. So, I think that that would help us a lot.

CHAIRMAN ENNES: Thank you. Anyone else?

MR. BERNSTEIN: My name is Jeff Bernstein, B-e-r-n-s-t-e-i-n. I'm with Bradford Allen, and as Bill was talking about, we own the site for, we have several of the sites on the southeast corner of Arlington Heights Road and Algonquin Road.

I can't say that we started out, when we first bought the office building, with this thought that this would be a development site. But over time, we've seen the potential. We've continued to acquire more sites in that area. It is a very rare opportunity for alignment of interests between property owners and the Village to be able to do something special here.

Whether we call it a gateway development or some other name, I think it's less important. I think it's the opportunity to create a more pedestrian-friendly area, to be able to create greater density in the area, to create critical mass in the area. Obviously, we have self interest in this. This is our site and so it's, you know, it's definitely in our best interest to see a higher density development there. But I still think that the attributes of what could be done there and the plan that's been developed is very comprehensive, I think very enlightened. We

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fully support it.

While we are in the business of trying to make money, we are also part of the community and we want to, the best interests of the community is also in our hearts, too. I think this is just a moment in time and hopefully it won't be squandered. The street level improvements I think have to go in, but I think it has to be part of the Comprehensive Plan. I think that as a local business owner and an owner of that property, that we can assist with that. In any way that we can support the initiatives by the Village, we're here to do that.

CHAIRMAN ENNES: You're a man of vision.

MR. BERNSTEIN: Excuse me?

CHAIRMAN ENNES: You're a man of vision and we're glad you're investing in our community.

MR. BERNSTEIN: Actually, I would say that Arlington Heights is a Village with vision. We develop all over the country and this is very rare to see what's happening here. I would also say that one of the big negatives that we've seen over the years, what's referred to as a hodgepodge of development is actually opportunity. Had it been built up in different ways over the years, I don't think this opportunity would present itself. I think that this particular area is a perfect bookend to what has been done downtown and I think that if this critical mass is continued, I think the Village, the stakeholders, all the residents and future residents would definitely benefit from it.

CHAIRMAN ENNES: Thank you.

MR. BERNSTEIN: Thank you very much.

CHAIRMAN ENNES: Anyone else? Good evening.

MR. SOBCZEK: Good evening, gentlemen. My name is Lucas Sobczek, S-o-b-c-z-e-k. I'm a director of sales at DoubleTree Arlington Heights. I do support this project.

I also want to just come and mention about slowing down the traffic at the intersection. After living for 25 years in Downtown Chicago, this is the only intersection I'm afraid to cross. Honestly, I've never seen anything like that. I believe that guests from our hotels wouldn't mind walking somewhere five to 10 minutes if they could, but it's just this area doesn't seem safe at all because of that, because of the traffic. So, that's the main thing I wanted to mention. Thank you.

CHAIRMAN ENNES: Thank you. Anyone else? No? Okay, that closes the public portion of our meeting. Do any of the Commissioners have comments or questions?

COMMISSIONER LORENZINI: One quick question. Refresh my memory, how will the overlay zoning district work in this case?

MR. ENRIGHT: You know, the Village wants to work with the property owners in coming up with development standards that are going to be flexible but also within reason, but also addressing the desires of building up the area in a reasonable manner. The overlay zone is something that's drafted by Staff and it goes through a process. But that process would start with the property owners that are directly impacted by the overlay zone. It would then go through the Plan Commission review process which you have a subcommittee, the Ordinance Review Committee which then reports to this full Plan Commission. You'll then hold a public hearing and then make a recommendation to the elected officials, the Village Board, who will make the ultimate decision to approve an overlay zone.

We have several overlay zones in the Village because as you know, the B-2 zoning is scattered throughout the town. But every area of town is really unique or

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different, and the vision for different areas of town can be unique or different. That's what we want to do here. We want our zoning to be able to be adaptive to that. Right now it's not.

COMMISSIONER LORENZINI: All right, Bill, thank you.

COMMISSIONER JENSEN: Yes, just a comment. First of all, I think it's a great report, Bill. I think the report has been getting better and better by Staff and I think it's a great report on how to develop this area. You and the Staff should get the kudos as well as the committee that worked on it.

I just have a couple of questions and another comment. You mentioned sales tax a couple of times in a couple of different ways. One is sales tax revenue sharing and the other is a sales tax for this area as you develop it. Are they two different things?

MR. ENRIGHT: Yes. You know, the Village has used sales tax revenue sharing for large sales tax generators like auto dealerships, or large like Lowe's, we have an agreement with them and several auto dealerships at the north end of town where the developer puts in the improvements and we share some of the subsequent revenue over a 10-year time period that comes in the sales tax revenue. So, that's a possibility here. But I don't necessarily see car dealerships coming here or necessarily big box users, and I'm not sure that's what we want either, at least not, I don't want to say never on either of those items but, you know, I think that's not quite in the vision. So, that's what I'm talking about with the sales tax revenue sharing.

There is also a business district that can be created which is an area designated and it has to be approved through the, by the Village Board which is an increase in sales tax in a specific area of one percent. Those I don't think are, I think those are almost counterproductive because, you know, the area then gets stigmatized with an extra sales tax on top of the, you know, relatively high sales tax already. So, I don't think that's a real option. It doesn't generally generate a lot of money.

So, I think realistically, you know, you're looking at a combination of general fund, potentially tax increment financing if any of these areas qualify, and potentially a special service area which would be an additional tax over a 10-year period on property owners that would directly benefit from any improvements. Again, that requires 51 percent of the property owners to approve it, so that's really in the hands of the property owners and we work with them on such a process to see if it makes sense to them because they're the ones that would have to approve it.

COMMISSIONER JENSEN: Yes. Actually, I don't need to say anymore. You've said what I thought needed to be said, especially about the sales tax. I think that's counterproductive and would not be a good idea and I'd hope you'd rule that out. That was actually the point that I wanted to make.

The only other comment I want to make is about the survey. Surveys given a small one is impressionistic, I wouldn't go to the bank with everything that's in it. What I found more useful than anything was the volume of comments, because even the comments, they started getting to funding issues and a variety of other things and opportunity costs and tradeoffs. So, what I would put some effort into is what I think George Drost asked at the committee meeting at least according to the minutes is some more analysis of those open-ended questions, because I thought there is a lot of gold there that could be mined. I don't put quite frankly that much confidence in the actual quantitative analysis that comes out of these questions because they're just not representative of a city our size when you have 600 people and you don't know who responded actually, but I do think that the survey does shed some light

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if you spend some time with those comments.

MR. ENRIGHT: Just to address that, we did summarize the open-ended question responses.

COMMISSIONER JENSEN: No, I saw that. You summarized them but, for example, you didn't say whether the comment was either a positive or a minus, you just put it into a category.

MR. ENRIGHT: Right.

COMMISSIONER JENSEN: You need to break the category bar because two-thirds may have been opposed to it and a third might have been in favor of it. When you just read that's the number in that category, you have no sense on that. So, it needs more work but there's a lot in there and I thought it was very useful.

MR. ENRIGHT: Okay, we can do that.

CHAIRMAN ENNES: Anyone else?

COMMISSIONER LORENZINI: Well, I just want to say that the young lady from Courtyard made a lot of good points about bikes. Yes, the younger generation, they definitely like the bikes, so if there is some way we can work that in or accommodate it, I think it would be worthwhile.

COMMISSIONER CHERWIN: I think Mary Jo would appreciate that as well perhaps. The other thing I'd say, you know, first of all, I think to the Staff, you know, great job, I commend you and the committee working on it. I've lived in this area since 1984 and so I've driven by it, you know, thousands of times. It does need some work. I'm glad to see Bradford Allen who's got a big chunk there, I'm sure they'll do a great job with their space and the developers to the north.

Yes, I'm supportive of it. I guess the one thing I'd say, Bill, is really I would try to do whatever you can to hold on to that utility because I do think that's a big, you know, I think that's going to always kind of be there in the background and detract. Maybe it's, you know, don't let it hold you up or anything, but maybe as we plan, who knows, you know, it could be a 15-year goal if you can get it. But if we kind of put aside a little bit as an investment and when we do all our restructuring here, we kind of do it with a vision that that would eventually be a part of it, I really think that would be worth the wait even if we had to wait long for it. So, that would be my one input, but otherwise, yes, I think it's great. I'm looking forward to it. Thank you.

CHAIRMAN ENNES: Jay, you're talking about burying the power lines?

COMMISSIONER CHERWIN: Yes, I'm sorry. Burying the overhead lines.

CHAIRMAN ENNES: Yes, absolutely. I think that's critical.

COMMISSIONER CHERWIN: Really, yes.

CHAIRMAN ENNES: Anyone else?

COMMISSIONER SIGALOS: I would agree that you've done a great job with this, Bill, you and the Staff in developing this plan. I would go along with what Jay was saying as far as making a priority to get these utility lines buried because no matter what you do, they're still an eyesore. But everything else looks great.

CHAIRMAN ENNES: It really does. It beautifies the area; it really opens it up.

COMMISSIONER GREEN: I think you've got to put them underground, too.

CHAIRMAN ENNES: Absolutely.



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COMMISSIONER GREEN: Because if you move them to the back of the property, then you have the next group of neighbors that are going to complain about the power lines because you're just shifting the problem. So, underground, I agree, Jay, good point.

CHAIRMAN ENNES: Do we have a motion?

COMMISSIONER JENSEN: Sure. I'm going to move approval.

### **A motion to recommend to the Village Board of Trustees approval of PC#18-004, the South Arlington Heights Road Corridor Plan.**

COMMISSIONER SIGALOS: I'll second that.

CHAIRMAN ENNES: Can we have a roll call vote?

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes, with comment.

MR. ENRIGHT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. ENRIGHT: Chairman Ennes.

CHAIRMAN ENNES: Yes, absolutely.

COMMISSIONER JENSEN: Let me finish comment, just a brief one. Once again, I think as others have said as well, good job and Staff really needs to be recognized for doing that. The last point I want to make is I think that Mr. Coates made a lot of good points. I hope that, I know they will be in the minutes but I think he made a lot of points that we ought to consider and attention ought to be drawn to them, to the Board with respect to those remarks.

CHAIRMAN ENNES: Thank you. Okay, good job.

MR. ENRIGHT: I'm not sure when this will go to the Board. Maybe April 16th, depending upon, you know, how packed the agenda is for the Board that night. Otherwise it would be early May, but hopefully the 16th.

CHAIRMAN ENNES: Maybe some of us will show up there.

MR. ENRIGHT: Certainly please check with me, you know, by the 10th or 11th of April.

CHAIRMAN ENNES: Thank you.

MR. ENRIGHT: Thank you.

CHAIRMAN ENNES: Okay, can we have a motion to adjourn?

COMMISSIONER JENSEN: So moved.

COMMISSIONER GREEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: We're out of here, okay. Thank you very much.

Thank you all for coming and your comments.

(Whereupon, the above-petition was adjourned)

**APPROVED**

at 10:15 p.m.)