

APPROVED

PLAN

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

COMMISSION

RE: CHAPTER 28 TEXT AMENDMENT - SOUTH ARLINGTON HEIGHTS ROAD
CORRIDOR - OVERLAY ZONE - PC# 19-007

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 22nd day of May, 2019 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
MARY JO WARSKOW
BRUCE GREEN
GEORGE DROST
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

BILL ENRIGHT, Planning & Community Development Deputy Director
JACOB SCHMIDT, Assistant Development Planner

APPROVED

CHAIRMAN ENNES: This meeting of the Arlington Heights Plan Commission is called to order. Would you all please rise and join us in the pledge of allegiance?

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Thank you, please be seated. Can we read the roll?

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. ENRIGHT: Commissioner Dawson.

(No response.)

MR. ENRIGHT: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. ENRIGHT: Commissioner Lorenzini.

(No response.)

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. ENRIGHT: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. ENRIGHT: Chairman Ennes.

CHAIRMAN ENNES: Here. Thank you, Bill.

So, we have first item on the agenda, approval of minutes. We had two hearings that have to, that the minutes are completed and we have to approve: Arlington 425 project and Yamada America. Can we have a motion to approve this?

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN ENNES: And second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anyone opposed or that missed the meeting, either one of them?

(No response.)

CHAIRMAN ENNES: Okay, that's right, we had everybody last week.

Okay, thank you.

So, we also have a public hearing tonight on Chapter 28, Text Amendment, South Arlington Heights Road Corridor Overlay Zone. I believe we are going to get a report on that from Staff, PC# 19-007.

MR. ENRIGHT: Correct. Thank you, Chairman Ennes. Just a point of clarification, was the motion to approve both meeting minutes then?

CHAIRMAN ENNES: Yes.

MR. ENRIGHT: Okay, thank you. We're here tonight to go over a text amendment proposed for Chapter 28 of the Zoning Code regarding establishing an overlay zoning district for a portion of the South Arlington Heights Road Corridor, south of Algonquin and

APPROVED

east of Arlington Heights Road. It's about 17 acres of land. This was reviewed by the Ordinance Review Committee in April and recommended to move forward to the Plan Commission for public hearing. Public notice was posted 15 days in advance of the meeting in the Daily Herald.

This is an offshoot of the South Arlington Heights Road Corridor Plan which was adopted in 2018 by the Village Board of Trustees to enhance the corridor from I-90 North to Golf Road along Arlington Heights Road. One of the sites that we're looking at for redevelopment, as articulated in the South Arlington Heights Road Corridor Plan, is the aerial that I'm showing here in front of you. So, basically, the overlay zone would extend along the south side of Algonquin Road, and then on the east side of Arlington Heights Road, south to the tollway right-of-way which is actually the off-ramp here, and as far east as the former Daily Herald building here at the south end of the property, as well as the Algonquin Road property office building just off of Tonne Drive which is right here.

Currently, this office building here on Arlington Heights Road is 50,000 square feet. It's vacant entirely. It used to be, historically when it was built, LaSalle Bank had their offices there as well as a drive-through here which is also vacant. At the immediate corner was the former gas station many years ago which was eventually converted into a Cash For Gold which then left town. So, that small building is vacant.

Over here on Algonquin Road at Tonne Road is the former Applebee's which has been vacant for several years now. At the south end adjacent to Arlington Heights Road is the Guitar Center which has been there for probably over 20 years, and that building is occupied by that sole tenant. On Algonquin Road fronting the Tonne Road access drive is a one-story office building, about 150,000 square feet, which has various tenants under various ownership, office-related uses, including the Zillon Day Care Center at the southern end here. At the south end is a five-story office building previously owned by the Daily Herald. They've since moved their offices to another office building located in Arlington Heights on Algonquin Road.

There is a developer that has owned these properties over here, the five-story office building in the corner as well as the former bank drive-through and the Applebee's site. Bradford Allen Real Estate based in Downtown Chicago has owned this property for a number of years, and they've taken an active interest in redeveloping this area. They have purchased the Daily Herald building recently, and they've been talking and reaching out to the owners of the office building here on Algonquin Road as well as ownership of the Guitar Center.

So, one of the recommendations in the South Arlington Heights Road Corridor Plan was to look at stimulating the redevelopment of different parcels along the corridor, and this is one of several. We have some plans that have been submitted for some of the other parcels north of here, one of which will be going to the Plan Commission hopefully this summer. That will be rezoned to R-7 and B-3, or B-2. This particular site, though, allows for low density commercial as well as some residential at a very low scale.

The purpose of the overlay zone, and this is kind of the boundary, the overlay zone, Algonquin Road on the north and as I said the tollway on the south, the 145 East Algonquin office building on the east as well as the former Daily Herald, and then on the west Arlington Heights Road. Current zoning includes, the parcels kind of at the northwesterly portion of the overlay zone are currently B-2, or B-3 Commercial rather, and then the office

APPROVED

building and former Daily Herald office building is currently zoned Manufacturing M-2. But the purpose of the overlay zone is really to establish unique standards to this specific area.

The Village has used the overlay zone concept in several locations of town, most recently in the Hickory/Kensington area which is just east of our downtown area. That property is a combination of commercial and residential. But standards were set up unique to that area because the lay of the land there is unique given the property sizes and street layout and what the goals were for that particular area. So, the Village Board created an overlay zone at the recommendation of the Plan Commission to set up specific development standards in that part of town.

We've also used the overlay zoning district in the Arlington Downs development site which is a large 25-acre site, as you're all well aware, where the former Sheraton Hotel is at Algonquin, or I'm sorry, at Euclid and Rohlwing Roads. That developer has owned the property for about seven years. They converted the former Sheraton high-rise into a rental building and they are moving forward with the second phase which would include a five-story hotel as well as a five-story apartment building, two separate projects there. Eventually, they want to do several outlot buildings with commercial.

So, with that property, although it's zoned commercial, it really didn't allow for the type of development that was envisioned there. The Village Board, again at the recommendation of the Plan Commission, recommended a series of overlay zone standards unique to that area. So, we're recommending that here as well to create a mixed use, 24/7 type atmosphere with higher density developments, similar to downtown in terms of density, a little bit taller height given its proximity to I-90 and the fact that it's not adjacent to any residential areas.

So, what you see here are some of the key corridor plan objectives for this area to create the mixed use commercial restaurants, potentially another hotel, residential, and hopefully some entertainment type uses. High density was called for, anywhere from 10 to 12 floors. However, the previously approved STAR Line Master Plan called for as many as 25 floors if there's a transit option. We're recommending, as you'll see, in the 200-foot range which could accommodate about 20 stories. Although we have talked to the developers interested in this site, they probably wouldn't go that high, but we want to have some flexibility and we think that that height of 200 feet, which is 60 feet higher than Downtown Arlington Heights, could withstand that neighborhood because you don't have residential close in proximity.

Some of the other key things are to consolidate access points. As I showed in the aerial, there's multiple curb cuts right now, so you'd want to really focus on a major access off of Tonne Road and Algonquin where there's a traffic signal, as well as a major right-in/right-out access off of Arlington Heights Road because it's limited due to the median in the center of Arlington Heights Road from the I-90 tollway up to Algonquin Road.

One of the key elements is making a more pedestrian-friendly environment. So, the master plan for the area called for moving the sidewalks which are now carriage walks, so the sidewalks in this corridor are right up against the curb and the streets. Of course you've got nine lanes of traffic and cars moving at a high rate of speed. It's not very conducive at all for pedestrians.

So, the overlay zone would require the developer to move the sidewalk eight to 10 feet off of the curb and do a parkway there with trees and give a little better

APPROVED

sense of safety to the pedestrians and make it much more inviting to walk in the area. This is something we would effectuate with any redevelopment down there. Even without redevelopment, it's something we'd want to pursue as a separate public works project. But it's one of the things we want to accomplish if it's redeveloped in this corridor as part of the overlay zone.

Creating key focal points at the corners, that can include enhanced landscaping, it could include water features. Really, you know, we're open to anything in terms of creating unique focal points and entryways in and out of the development and at the major intersection.

Some of the proposed text amendment to creating the overlay zone, and again I'll read what the overlay zoning district is. The purpose of the overlay zoning district is to implement the goals of the South Arlington Heights Road Corridor Plan by establishing guidelines specific to the corridor area. The following conditions of use shall supplement the underlying zoning for the area but supersede the underlying zoning where different.

So, as mentioned, one of the things we're recommending here, to promote redevelopment of this important site as a gateway into the Village with great visibility of course to I-90 and access to downtown as well as O'Hare, is to allow up to 200 feet in height. Dependent upon your floor plates as, you know, as our architects on the Commission know, you may or may not be able to get 20 floors in 200 feet, probably not, but the 200 feet would be the maximum.

Parking lot setbacks around the perimeter, we wouldn't want parking any closer than 15 feet to the public right-of-way so that it would create at a minimum a 15-foot landscape buffer from the property. In addition, moving the sidewalk off of the curb line would also create eight to 10 feet of parkway. So, we'd be adding upwards of 25 feet of green around the perimeter, and potentially even more depending upon the site layout. As I mentioned, sidewalks along the major arterials, in this case, Arlington Heights Road and Algonquin Road, setting them back eight to 10 feet.

Then D, building setbacks, one, two or three floors, we'd recommend 15 feet which is consistent with the parking lot setback. Then if it's above three floors, if there are some taller buildings which is what is envisioned here, you'd have to have a 50-foot setback from the perimeter which we think is very, you know, generous, especially given to the south you have the tollway, and to the east you have industrial properties. There's no single-family or multi-family within close proximity.

Parking, we'd be recommending standards kind of a hybrid between downtown and the Village as a whole. Right now, the Village as a whole outside the downtown requires two parking spaces per unit, and it doesn't matter how big that unit is. It can be a studio and you have to have two, which is excessive. As you're all well aware, we've had multiple multi-family developments, not just in the downtown, coming through; and of course the downtown benefits from the TOD type development which this site doesn't.

But we are recommending more reasonable parking requirements. So, for studios, we'd recommend one parking space per unit instead of what would normally be required which would be two. For one-bedrooms, increasing that to 1.5 parking spaces per unit instead of two. Then for two-bedrooms or greater, keeping it at the two parking spaces per unit.

For density, this is very similar to the downtown. The only difference

APPROVED

here is that for studio units, we'd require 250 square feet of land area per unit. That's not the size of the unit, that's the amount of land you have to have per unit. So, right now, a studio or a one-bedroom in downtown for instance, you need 300 square feet. We're saying in this area, if it's a studio, you would need a little less to promote studio development. Obviously studios have less population, they usually just have one person so a little bit more density for studios would be applicable here. Then one and two-bedrooms would remain the same as we have in the downtown. So, the densities wouldn't be much different in terms of how many units you'd get per acre here.

Item G, prohibited uses. Right now, the underlying zoning for a portion of the site is commercial along Arlington Heights Road and Algonquin. That does allow motor vehicle repair and vehicle/automotive sales as well as a currency exchanges, pawnshops, and second-hand stores. We didn't think that those types of uses would be conducive to try and enhance this gateway and try and create a mixed-use area that has, you know, entertainment uses, apartments with restaurants, things that can complement what's already there, in particular the hotels that we have. One of the things we heard from the hotel proprietors during the South Arlington Heights Road Corridor Plan is, and the survey that we did of the community where we received I think 600 responses, people wanted more restaurants in this corridor to complement the hotels down there. If there is more residential built at the southern portion of Arlington Heights, you know, to support those restaurants similar to downtown, we think that that's a better land use. So, we don't want these other types of automotive type uses finding their way into this particular site area.

H, a planned unit development would be required. That happens by code pretty much anyway because, as you know, if there's more than one building on a zoning lot, it has to be a PUD. So, this is kind of a repetitive thing, but it's just to make clear that even with this overlay zone, any development still requires review and a public hearing of the Plan Commission and approval by the Village Board. That's the time when we would get into all the site development aspects specifically with the Architectural Review by the Design Commission, and of course parking and traffic studies which are reviewed by, and the site plan layout, reviewed by the Plan Commission among other items.

First floor commercial would be required for buildings that front Algonquin and Arlington Heights Road. So, we wouldn't want just residential fronting up on those roads. If there was a building that had residential above, that's fine, but we would want commercial on the first level. If the residential buildings are farther off of the roadways, then they wouldn't necessarily have to have commercial on the first floor, although they could. So, we definitely want to have commercial up front with the good visibility to the two major roads there.

We're recommending a building lot coverage of 75 percent, so that would guarantee at least a minimum of 25 percent green space. Again, it could be even greater, but that would be a minimum. Also, a statement here that we want to see sustainable development features, and we've listed some but there are a lot of others, but these are kind of some of the bigger ones. We've been, you know, trying to do that with developers even though it's not codified. We do ask developers to list what they're doing in terms of sustainable development, and most developers have been, you know, giving us their opinion on what, you know, sustainable features that they're including.

So, here we want to make sure that it's in the code and that it's a

APPROVED

requirement, but we're not specifying exactly what it has to be because it's more of a laundry list of things that you can do. We'd like to see a little bit of each of these elements brought into any development here. So, this would really be the first time we've really codified it for an area which then gives us a little more leverage with the developer to institute these improvements and to make it known to them up front that we're expecting these types of things.

A lot of developers are doing this anyway because it's efficient, it makes sense. It saves them money over time. It might be a little bit more up front, but by and large, you know, more energy efficient buildings, you're going to save long term. So, you know, a lot of this, you know, we're not seeing developers, you know, kicking and screaming on these types of items, but we did want to list it as an overlay zone requirement.

So, at that point, you know, that concludes Staff's presentation. So, I do know that one of the property owners, one of the main property owners, Bradford Allen is here. They've been very involved in the process because they're a stakeholder here and they're very interested in doing something in this part of town given that they own several of the properties and actually bought the Daily Herald. So, you know, at that point, I'd like to open it up to the Plan Commission for public comment as well.

CHAIRMAN ENNES: Okay, can we have a motion to approve the Staff report?

COMMISSIONER WARSKOW: I'll make such motion.

CHAIRMAN ENNES: A second?

COMMISSIONER GREEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anyone opposed?

(No response.)

CHAIRMAN ENNES: Okay, the Staff report is approved. Do we want to ask questions or should we ask for comment from the community first? Could I see show of hands of people in the audience that would like to comment before the Plan Commission this evening? Bradford Allen people, I'm going to put you on the spot. Okay, you're here just to hear what's going on, okay.

Well, let's have at it. Do we want to start with some questions?

COMMISSIONER CHERWIN: I guess my questions would be more for Staff. I mean, I think that, for me, I'm totally supportive of it. You know, I'm down in this area so I was very excited to see the corridor plan. I think this plan makes a lot of sense. I think the concept for the overlay makes sense. I don't see anything that stands out to me as like, you know, this is crazy.

I would say, you know, I mean, that's a big building. That height is fine and I would be very supportive of it. The one thing I'd say is, I mean, this is, like you said, it's going to be a very prominent site. I'm really excited that the developer is there and they've kind of taken an interest in this. But I think the standard on design is going to be extraordinarily high on this given the, you know, the size of it and everything given down there which, like I said, I'm fine with. I think it's just everything, you know, that's not really our purview as much, obviously it's going to be the Design Commission that's going to lead the way on that, but that would be my biggest thing as I think, you know, it's so prominent and it has such an opportunity

APPROVED

to really change the south end. I think the burden on the design is going to be very high, especially given that we're giving them such I think a large site.

I actually, I think it makes sense. I'm not saying I disagree with it. I just think that that's going to be the key is probably this whole thing coming together and making sure it's a great, you know, a great start to that south end. You know, other than that, it looks good to me. I don't really have anything else.

CHAIRMAN ENNES: Thank you, Commissioner Cherwin. Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes, likewise. I mean, I'm excited about this. I think this is a great project. It's a significant project, gateway to the city, our Village of Arlington Heights. Again, I share Jay's concern that, you know, design is going to be very critical, but again that's not our purview. But as far as this, I'm excited about this project. So, I've got no other comments.

CHAIRMAN ENNES: Commissioner Drost?

COMMISSIONER DROST: Two comments. One is to what extent could STAR Line be affected by this? Because STAR Line was a little bit more addressed and a little bit more, in other words, there were a lot of interesting concepts and ideas with open space, that the residential space would step up. My recollection was that it wasn't as possibly advanced as this, but that this in your opinion would be a good envelope with STAR Line as well?

MR. ENRIGHT: Absolutely. You know, I'm not optimistic that that's going to happen any time soon. But if it did, the Village does have on its Comprehensive Plan an area of green space that's actually to the east of the former Daily Herald site where there's about an acre and a half or so of land that potentially could be a location for a station if it were, you know, ever effectuated. So, certainly if the STAR Line came down the road and there is a development here of the magnitude that the overlay zone would allow, that would certainly be of great benefit to whoever lives there because they can just, you know, walk over.

COMMISSIONER DROST: Sort of getting into that duplicity or redundancy of transportation, right now there isn't, so the automobile space is required. If there is public transportation, you could make the case to reduce the number of automobiles. Then there's, you know, sort of events that will take place, not in my lifetime, but autonomous driving and rentals of cars, different concepts to Uberize these commodities and to really shrink the need and make things a little bit more economical.

Second question relates to whether or not the, we've got Bradford Allen out here, were all the other owners engaged in this process?

MR. ENRIGHT: You know, we have not talked, I have not talked to, I've talked to one of the owners of one of the components of the office building over here. It's my understanding that the Guitar Center owner is out of state. So, I'm not sure, you know, of which owners, I know one of the owners here is aware of the overlay, or not necessarily the overlay but certainly the South Arlington Heights Corridor Plan. But I have not heard directly from any of those owners recently other than one of the main owners which is Bradford Allen. So, no one else has shown an interest in necessarily taking on redevelopment. But certainly this overlay zone, if adopted, would not preclude any of the properties from continuing under their current use.

COMMISSIONER DROST: No, obviously the interest of Bradford Allen is

APPROVED

here. My question sort of goes to this point. Sometimes when we add overlays, we put these provisions in here as far as the transferability, marketability, alienability of real estate can be more restrictive. But this would seem to enhance the attractiveness and values for any of the owners.

MR. ENRIGHT: Absolutely.

COMMISSIONER DROST: Sometimes in overlay circumstances, it has a different dampening effect on values. But that's why I asked if anybody jumped, and you said no, no, no. But this would be sort of an endorsement to go ahead with a broader, more usable plan by any of the owners and would probably add value to the overall overlay district. That's just a conclusion. Would you agree with that?

MR. ENRIGHT: Yes, absolutely.

COMMISSIONER CHERWIN: Mr. Chairman, can I just follow up on what George said really quick?

CHAIRMAN ENNES: Sure.

COMMISSIONER CHERWIN: So, maybe it makes sense to talk about the interplay a little bit with the underlying zoning and just make sure that we kind of understand how that, you know, I guess it's a little different from village to village, but how do you see sort of the underlying zoning?

COMMISSIONER DROST: And I'll add this other little point, because in the past we had other projects, and I'll go on the Park District which wanted reservations and those reservations impacted the alienability I think of those pieces of property, sort of in concept like an overlay district. But you know, nothing that, it basically just showed an intention, and anybody that was a prospective owner wouldn't have as keen an interest in purchasing, in developing that property if they knew that there was somebody with a potential takeout of that transaction. So, that's where I was kind of coming from on that question, Jay.

COMMISSIONER CHERWIN: Yes, I'm just more concerned with just a little clarity around how the Village sees the overlay playing with the current zoning and how the Petitioner would look at sort of matching it up.

MR. ENRIGHT: Well, the underlying zoning, a portion of it is B-3 which allows commercial. So, that allows a myriad of commercial uses, and it does allow residential but at a very low density. The overlay just supplements that and says you can do high density here.

COMMISSIONER CHERWIN: Yes, so it's kind of like if they meet the overlay, then the underlying, it just trumps. But if the overlay doesn't address something particularly, they have to comply with the underlying.

MR. ENRIGHT: Absolutely. So, with this particular overlay, part of it is zoned commercial, part of it is manufacturing which is the purple in this area here. So, any developer of this site, if there was a master developer to acquire all this, they would need to rezone the manufacturing portion, which doesn't allow residential at all, to B-3 consistent with the corner piece here so that you would have the underlying zoning which allows commercial, restaurants, and residential. Exactly like downtown is actually a commercial district.

COMMISSIONER CHERWIN: Okay, so presumably they'd come in with their PUD application and a rezoning as well.

MR. ENRIGHT: That's correct.

APPROVED

COMMISSIONER CHERWIN: Sorry to interject.

CHAIRMAN ENNES: No, thank you.

COMMISSIONER DROST: No.

CHAIRMAN ENNES: Thank you. Are you done? Is that it?

COMMISSIONER DROST: I'm done, yes, yes.

CHAIRMAN ENNES: Commissioner Jensen.

COMMISSIONER JENSEN: Sure. Well, I was in the Ordinance Review Committee, and I think the Staff has done a great job of pulling all this together and developing a very nice overlay. I think they should be commended for that.

I really only have one area of concern, and it's a more general concern than just this particular area. We have, for a very long time, required that buildings of this type have a first floor or more of commercial use. It's been a fairly standard thing that I've seen throughout all of the things that have come before us.

Has Staff done any research into what we can expect the impact of online shopping to have on commercial properties? Which kinds of things would be immune from the online shopping and which would be trumped by the online shopping and we would, you know, we would have a problem there? I ask this because we don't want to end up with a lot of buildings that have commercial space that's vacant.

When you look at the downtown area, we found that restaurants do very well. But the little boutique shops that used to be here, they don't do real well. In fact, they're just about disappearing. So, I'm having a little bit of a concern through a number of projects that we may be forcing an unrealistic requirement on the developers.

So, my question, more generically, is have you done any real research into the impact of online shopping on commercial and how we ought to be gearing what we're asking the builders to do or the developers to do if we're going to have requirements for commercial?

MR. ENRIGHT: We haven't done any studies, but certainly the impact has been on, you know, furniture, clothes, shoes, things of that nature. Those types of stores are struggling pretty much everywhere because it's so easy to order online and get it delivered. Obviously, restaurants, more and more people are going out to eat than ever before, so restaurants seem to be thriving. In fact, you know, the Plan Commission has looked at a couple recently up on Rand Road, they were looking at having to come in.

So, I think the reason we want to include commercial on the first floor here is, we're not saying the whole site but it would just be any building that had a frontage up towards Algonquin or Arlington Heights Road, is that we don't want to, you know, necessarily give up on commercial in this prime corridor right off the tollway. The fact that, you know, we're allowing for very high density residential, we want to have kind of a 24/7 atmosphere here where there isn't just all residential and then you have to get in your car and drive half a mile or a mile to something else. That's, you know, a shared vision I know that the developer that's interested in this site has as well.

Certainly, when a plan is proposed, if there needs to be a modification to that, they can, you know, seek a variation if it makes sense as part of the overall project. But the reason we have that provision in there is that we don't want to create an overlay zone where it would just be strictly residential.

APPROVED

COMMISSIONER JENSEN: Sure, and I do understand that. I think when this came before the ORC, we had some discussion, would any of these buildings be suitable for a grocery store. You're going to have a lot of residents there, and as I remember the developer wasn't too excited about anything being used for a grocery store there. But as I said, I don't have a real major objection at this point. I just want to encourage Staff to take a look at what, you know, what the impact of online shopping is going to be because it's going to, it's starting to accelerate. We do not want to be ending up with just restaurants in all of these, at the bottoms of all of these buildings, or have them vacant.

So, I would encourage Staff to do a little work. A preliminary research that I did just putting that into Google search, there's about 20 or 30 studies that have been done, and they all say there's a significant impact on the local businesses, especially specific kinds. So, I think this is an area Staff should look at.

MR. ENRIGHT: Well, we're certainly well aware of that. You know, we have an economic development coordinator who is always trying to track new businesses. There's no doubt, we're well aware that, you know, retail shopping is a lot different. But there is still a demand for commercial real estate. I think this particular corridor right off the tollway, if it was new development with a lot of residential in this corridor which we're envisioning, also you have nine hotels in this area and a new one, the Ivy Hotel being proposed, potentially a hotel here with this site if feasible, you know, I think there's going to be a lot of different mixed uses down there that aren't there today that could, you know, supplement some of the businesses.

But yes, I don't think you're going to see a lot of, you know, retail stores in here selling, you know, shirts and shoes and things like that. You're going to see probably a series of restaurants and maybe some office, maybe some medical office, those types of uses with residential.

COMMISSIONER JENSEN: Once again, I just want to end and say I think you did a wonderful job with the overlay and the things that you have dealt with, even the one building that we want to go up to 200 feet for. I think you had a good rationale for that. So, I think it's a good piece of staffing.

CHAIRMAN ENNES: Thank you, Lynn. Commissioner Warskow?

COMMISSIONER WARSKOW: I also want to say that I think this would be a really good plan for this area. It would be a much better introduction to our community than is there now. I very much appreciate the inclusion of the sustainable development components to it.

I would be curious, there has been no further talk about the STAR Line or transit options with the new administration?

MR. ENRIGHT: I have not read anything.

COMMISSIONER WARSKOW: No, okay.

MR. ENRIGHT: No.

COMMISSIONER WARSKOW: Okay, I do know, you know, transit is being discussed but I just didn't know if it was STAR Line included. I think you had mentioned before when we talked about this area, that inside the loop of the 90 and exit, having conversations with, is it IDOT? No, the tollway.

MR. ENRIGHT: Tollway.

COMMISSIONER WARSKOW: Owns it. Has there been any further

APPROVED

discussions with them about what to do in that area?

MR. ENRIGHT: Well, interestingly, yes. Well, they've actually improved it. They've planted probably 50 trees.

COMMISSIONER WARSKOW: Oh, okay.

MR. ENRIGHT: And re-graded it, at least this off-ramp here which is in Arlington Heights. There's still a little bit of work to do over here to the west. But yes, this area, they re-graded it. It's not a big mound of dirt. It's all grassed over with some planting, natural plantings as well. You know, my estimate is they probably planted, you know, right around 50 trees there. Those were done last fall, so they've already started to come in a little bit.

So, that was something the tollway announced last year where they were going to spend, you know, millions of dollars on their interchanges. Interestingly, when we went through the process for the South Corridor Plan at the very beginning stages, we met and held a meeting down at one of the hotels down there, and one of the participants in that meeting was a tollway board member. He had mentioned, you know, not specifics but, you know, he basically foreshadowed that happening.

COMMISSIONER WARSKOW: What's coming? Okay, that tells you how much time I spend looking at that area of our community, that I was not aware that it's improved.

MR. ENRIGHT: It's actually quite nice now, yes.

COMMISSIONER WARSKOW: Okay, well, that's good. So, yes, I'm very supportive.

CHAIRMAN ENNES: Thank you. Commissioner Green.

COMMISSIONER GREEN: I, too, am very supportive of this project, and the developer, I applaud you guys because this is an exciting piece of property. Being on the STAR Line Master Plan committee, I thought the height there is something that is going to be very dramatic, and it is nice to get up in the sky and look over the tollway at what you get to see in all directions. So, I think it's a great thing and thumbs up to you guys, really. Good job.

CHAIRMAN ENNES: Okay, I do have a couple of questions. One to me that's very important is what is the anticipated timeline of when this could get started? Given a number of the other things that are going on, the number of vacant buildings that are over there, raises a question about the Daily Herald building. Is there anybody occupying that since they've moved out?

MR. ENRIGHT: No.

CHAIRMAN ENNES: So, it's totally vacant?

MR. ENRIGHT: That's my understanding, yes.

CHAIRMAN ENNES: Okay, so, which raises another issue of, with all these vacancies, real estate values are probably going to be down in taxes, which opens the opportunity for blight. Have there been any discussions, in regard to reduced assessed values, have there been any discussions with Staff about the possibility of making this a TIF-ed area to speed up the development?

MR. ENRIGHT: Yes.

CHAIRMAN ENNES: Okay, I'm not going to go any further on that. I just want to know if that's out there.

The STAR Line I think would be a key to really get this going and justifying some of the density that we're hoping to see there. So, as far as the timeline, what do

APPROVED

you see that as? Are we talking about some developments starting within a year or two years?

MR. ENRIGHT: Potentially, yes. I think a lot is going to depend on, you know, the Village is taking the steps we can to promote mixed use, higher density development here. Like I said, there's a landowner who owns several properties down here that's actively looking at redeveloping it and coming through the PUD process.

CHAIRMAN ENNES: Soon to go, huh?

MR. ENRIGHT: Yes. You know, at the end of the day, a lot is going to depend on the market, and things are holding pretty steady right now. But you know, it remains to be seen how long this, you know, economy is going to hold up because, as you all know, we all know here, the economy can be very cyclical. So, hopefully, things hold up.

I think there is definitely a demand for residential. I think there is some demand for commercial uses down here, especially restaurants. So, and that's based on, you know, other studies that we have seen from other developers, particularly in the downtown more recently when they've submitted market studies for, you know, the residential uses, that there is a pent up demand in this submarket for these types of developments.

CHAIRMAN ENNES: Actually for rental. Two last things, one kind of minor. I believe it was last year when we looked at the bicycle plan which included South Arlington. Will that be taken into consideration with these setback sidewalks that are going to be going south on Arlington Heights Road and possibly under the tollway there? Will they be accommodated to get through to Busse Woods?

MR. ENRIGHT: The Bicycle and Pedestrian Advisory Commission studied that and did not recommend a bike route south underneath the tollway given the constraints.

CHAIRMAN ENNES: Did they take it west on --

MR. ENRIGHT: Pardon me?

CHAIRMAN ENNES: They took it west on Golf, is that what they did?

MR. ENRIGHT: Yes, right, exactly. Yes. So, there's a lot, it's difficult to get a bike path through there because you have the ramp movements, and then it's very tight underneath the bridge for I-90. So, they recommended going a different way. So, that's what the focus is going to be.

CHAIRMAN ENNES: Okay, and then one last thought. Downtown business, we all know people can't find parking spots, some people can't, other people can. Do you think this will, if this is going to get going in a year or two, do you think this will be competition for our downtown businesses? Or do you think that there will be enough additional business out here? We already know there's a lot of other business in the area, not necessarily that you can walk to, but that the residential development and the commercial development that hopefully will go along with that will be serviced by people in the area and won't be too much competition to downtown?

MR. ENRIGHT: Yes, I think it's a little different here. I mean, keep in mind, although the site is Arlington Heights and downtown is about 3.5 miles away, you know, Downtown Mount Prospect is probably closer and, you know, they're always doing things.

CHAIRMAN ENNES: And Schaumburg.

MR. ENRIGHT: Well, Schaumburg is a little farther than this site. So, obviously, but you're right, Schaumburg presents competition and other areas. So, you know, in terms of competition, no, I think that given the proximity of the tollway, especially if they get some

APPROVED

unique uses here along the entertainment line, I think that that can bring in people from a wider area, from Elk Grove Village to the south for instance. So, and with the densities that are proposed, it's not just this site but we're looking at redevelopment, you know, up and down the Arlington Heights Road Corridor south of Golf, and the hotels that we have down there already, I think it's under-served right now in terms of those types of uses.

CHAIRMAN ENNES: Oh, the hotels, yes.

MR. ENRIGHT: Yes.

CHAIRMAN ENNES: I think it's a great project. Obviously, I was one of the people that sat in on the planning review of that. So, I'm looking forward to it. The sooner it gets going, I think the better. Are there any other comments?

COMMISSIONER DROST: No. I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 19-007, the South Arlington Heights Road Corridor Overlay Zoning District.

COMMISSIONER CHERWIN: I'll second.

CHAIRMAN ENNES: And can we have a roll vote, roll call vote?

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. ENRIGHT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. ENRIGHT: Chairman Ennes.

CHAIRMAN ENNES: Yes. So, we have unanimous approval and you'll be moving this up to the Village Board.

MR. ENRIGHT: Yes, we're looking at hopefully June 3rd.

CHAIRMAN ENNES: Okay.

COMMISSIONER DROST: That's good.

CHAIRMAN ENNES: Sounds good. Thank you.

(Whereupon, at 8:11 p.m., the above-mentioned petition was adjourned.)