

ELK GROVE VILLAGE

Community Revitalization Master Plan

POTENTIAL
IDENTIFYING REDEVELOPMENT



APRIL 8, 2025





ENVISION ELK GROVE:

Community Revitalization Master Plan

IDENTIFYING REDEVELOPMENT POTENTIAL

ACKNOWLEDGMENTS

Village Board

Craig B. Johnson, Mayor
Joseph D. Bush, Village Trustee
Jeffrey C. Franke, Village Trustee
Kathryn A. Jarosch, Village Trustee
Tammy K. Miller, Village Trustee
Christine K. Prochno, Village Trustee
Stephen F. Schmidt, Village Trustee

Envision Elk Grove Steering Committee

Stephen F. Schmidt, Chair, BLF Committee, Village Trustee
Tammy K. Miller, BLF Committee, Village Trustee
Kathryn A. Jarosch, BLF Committee, Village Trustee
John Glass, Plan Commission Chair
Matthew Roan, Village Manager
Maggie Jablonski, Deputy Village Manager
Jared Polony, Director of Community Development
Colby Basham, Director of Public Works

Village Staff

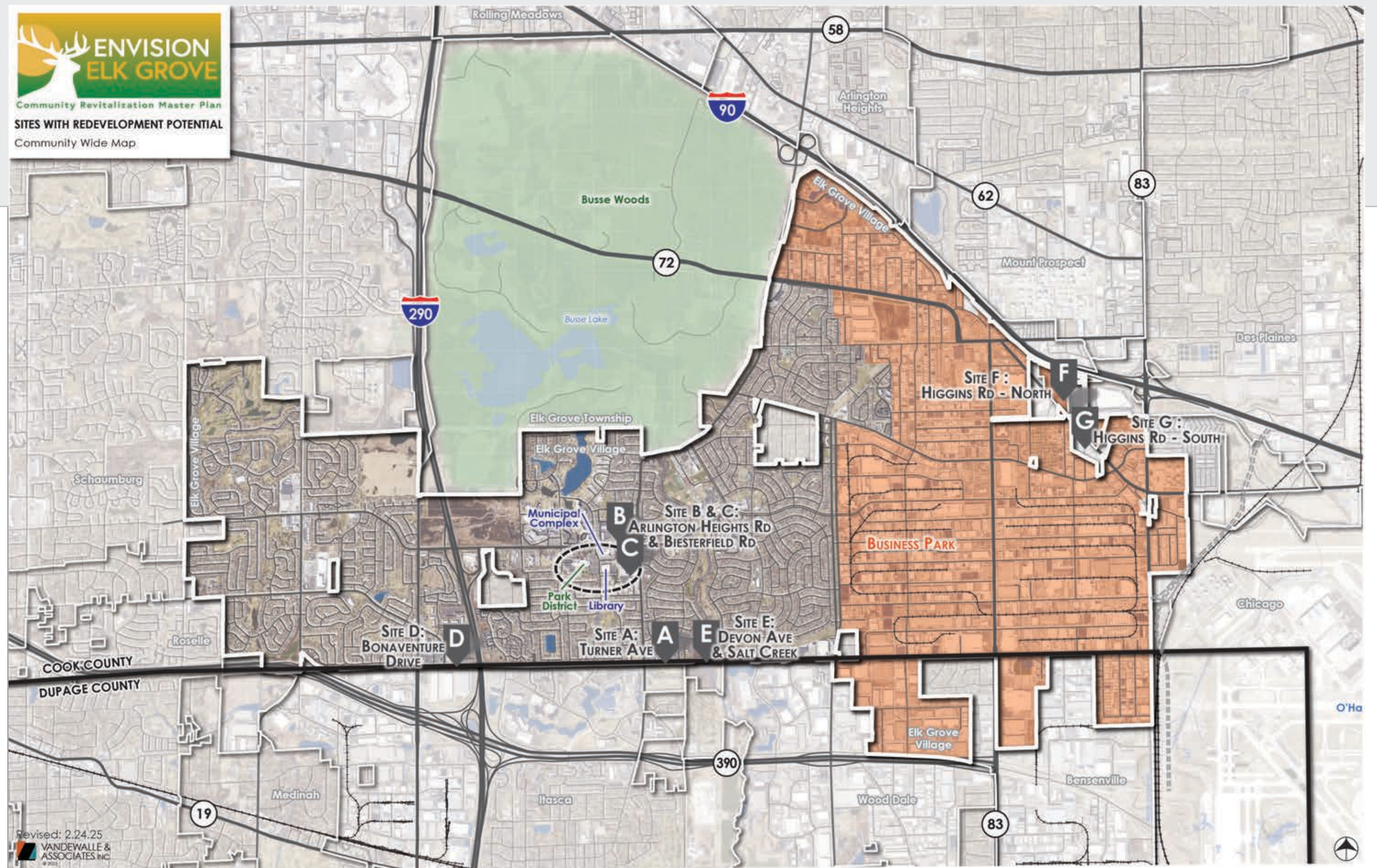
Matthew Roan, Village Manager
Maggie Jablonski, Deputy Village Manager
Caroline Tittle, Assistant Village Manager
Jared Polony, Director of Community Development
Ron Raphael, Deputy Director of Community Development
Bryan Kozor, Deputy Director of Community Development
Colby Basham, Director of Public Works
Ken Jay, Deputy Director of Public Works
Bryan Gripppo, Deputy Director of Public Works
Sue Dees, Director of Business Development & Marketing

Consultant Team

Vandewalle & Associates, Inc., Lead Consultant
Engineering Resource Associates, Inc., Sub-Consultant
Gary R. Weber Associates, Inc., Sub-Consultant
Opportunity Alliance, LLC, Sub-Consultant

TABLE OF CONTENTS

Introduction	2	Site E: Devon Avenue & Salt Creek.....	43
Map of Redevelopment Sites.....	2	Existing Conditions.....	44
Redevelopment, Growth, and Change	3	Development Objectives	48
Existing Conditions.....	4	Concept Alternatives.....	50
Development Objectives.....	4	Site F: Higgins Road - North.....	53
Site A: Turner Avenue	5	Existing Conditions.....	54
Existing Conditions.....	6	Development Objectives	57
Development Objectives	10	Concept Alternatives.....	58
Concept Alternatives.....	12	Site G: Higgins Road - South.....	61
Site B & C: Arlington Heights Road & Biesterfield Road	19	Existing Conditions.....	62
Existing Conditions.....	20	Development Objectives	65
Development Objectives	24	Concept Alternatives.....	66
Concept Alternatives.....	26	Implementation	69
Site D: Bonaventure Drive.....	31	General Implementation Considerations.....	70
Existing Conditions.....	32		
Development Objectives	36		
Concept Alternatives.....	38		





INTRODUCTION

The Village has identified several sites as having redevelopment potential over the next five to 20+ years. This document addresses Existing Conditions, Concept Alternatives, and Concept Plans for each of the potential redevelopment sites. A Concept Plan (or conceptual plan) is an illustration of a possible future redevelopment state. In addition to Concept Plans, this document presents multiple Concept Alternatives with different development options for two of the potential redevelopment sites.

Redevelopment, Growth, and Change

As more people want to live, work, visit, and invest in Elk Grove Village, market forces will put pressure on certain areas of the community to grow or change. Because Elk Grove Village is surrounded by other communities, it cannot grow by simply expanding its boundaries. Future growth or change will come only with infill or redevelopment.

In order to overcome the high costs associated with it, redevelopment often results in more development on the site than there was before. Sometimes redevelopment includes a mix of both housing and business/commercial within a single building or site (i.e., mixed-use development). The Village endeavors to carefully guide redevelopment projects to minimize impacts to existing development and residents. In many cases, a redevelopment project

could support other Village goals. For example, it could involve removing poorly maintained properties, cleaning up old industrial sites, creating local jobs, providing more local shopping and dining options, housing community organizations or services, incorporating sustainable design, or providing new housing options not currently available in the Village.

The type of development recommended in this plan has a direct relationship with the financial health of the Village. Through conversations about the redevelopment sites that occurred during this planning process, it became evident that there is a wide range of future uses and development that the community would like to see. Some of these would generate more tax base for the community while others would generate very little. Some of the

"REDEVELOPMENT" MEANS RENOVATING OR REPLACING WHAT CURRENTLY EXISTS ON A SITE WITH NEW BUILDINGS, STRUCTURES, ETC. "INFILL DEVELOPMENT" MEANS THE DEVELOPMENT OF EMPTY LOTS OR MINIMALLY DEVELOPED PROPERTY.

community wants and needs, such as upgraded utilities, come with very little taxable benefit, but they are essential to the operation of the Village; others come with very little taxable benefit but provide less tangible but equally important quality of life benefits, such as green space, landscaping, and community gathering spaces.

This plan generally emphasizes higher-density, mixed-use development that prioritizes housing, businesses, and efficient use of land --examples of development that can pay for itself now and into the future through increased tax base. In the absence of new tax base and development, the Village must look to existing taxpayers to cover the costs of important community investments.



Existing Conditions

The Existing Conditions section summarizes existing conditions on each redevelopment site, addressing aspects such as configuration, building and improvement conditions, access, surrounding uses, and environmental constraints.

A data table provides property address, acreage, zoning, and other information for each site. The section also includes an initial assessment of the redevelopment potential of each site. Parcels that could be redeveloped in the future are identified as "potential redevelopment targets." This section lays the groundwork for the development of the Concept Plans and Concept Alternatives.

Development Objectives

For each of the sites, the Village has identified development objectives that should be reflected in that site's future redevelopment. These development objectives are based on existing site conditions, market potential, other Village goals, and input from the public, Steering Committee, and the Village Board. The development objectives are intended to guide potential redevelopment of each site and clearly articulate the Village's goals to prospective developers, residents, and other stakeholders.

All of the Concept Plans and Concept Alternatives in this chapter meet the development objectives, but the degree to which they do so may vary.

It is important to note that the Concepts included in this chapter are not the final word for any potential redevelopment site. They are intended to convey development ideas and goals rather than highly specific development plans. Components or details – such as the location and size of buildings, number of housing units, design of multi-use paths, or even land use – are expected to change as the market shifts and as developers propose specific redevelopment plans.

Together, these Concept Plans and Concept Alternatives present a vision to guide future decision making and to shape development as opportunities become available.

IDENTIFIED SITES WITH REDEVELOPMENT POTENTIAL

Site A: Turner Avenue

Site B & C: Arlington Heights Road & Biesterfield Road

Site D: Bonaventure Drive

Site E: Devon Avenue & Salt Creek

Site F: Higgins Road - North

Site G: Higgins Road - South

CONCEPT ALTERNATIVES

The concepts and alternatives shown in this document are intended to convey development ideas and goals rather than highly specific development plans.

SITE A: TURNER AVENUE



S Arlington Heights Rd



Devon Ave



Carlsle Ave





SITE A: TURNER AVENUE

Overview: Existing Land Use

Redevelopment Site A includes 17 commercial parcels at the corner of Devon Avenue and Arlington Heights Road, centered on Turner Avenue. The site is home to a mix of retail, office, service, and dining land uses.

Architectural styles vary widely within Site A. Most buildings are in good or fair physical condition, but some are quite outdated in appearance, with many buildings likely dating back to the 1960s or 1970s. The large office building in the center of the site is entirely vacant, and many of the surrounding buildings appear to have several vacancies. In addition, the assessed values of most buildings are about equal to the land values. This site is dominated by large amounts of impervious surface, primarily disconnected vehicle circulation areas, and surface parking. The corner of Devon Avenue and Arlington Heights Road is entirely parking; while convenient for shoppers, this layout misses the economic opportunity of this highly visible corner.

SURROUNDING LAND USES

- **North** – Single-family neighborhood
- **West** – Church
- **South** – Gas station and Community Athletic Fields
- **East** – Single-family neighborhood

REDEVELOPMENT POTENTIAL

- Redevelopment Targets: Parcels 1 – 17

STREET AND UTILITY ACCESS

- Seven existing vehicular access points off Devon Avenue.
- Four existing vehicular access points off Arlington Heights Road.
- One existing vehicular access point off Newport Avenue.
- Thirteen existing vehicular access points off Turner Avenue.
- Water, storm sewer, sanitary sewer, and underground electrical are located within the Turner Avenue right-of-way and can be reconfigured or abandoned as the utilities only serve the site.

ID NO.	ADDRESS	ACRES	ZONING	% IMP VALUE OF TOTAL *
1	1301 S ARLINGTON HEIGHTS RD	0.29	B-2	54.1%
2	1301 S ARLINGTON HEIGHTS RD	0.20	B-2	0.0%
3	1325 S ARLINGTON HEIGHTS RD	0.38	B-2	31.6%
4	50 TURNER AVE	0.47	B-2	44.1%
5	60 TURNER AVE	0.16	B-2	70.6%
6	60 TURNER AVE	0.24	B-2	0.0%
7	70 TURNER AVE	0.27	B-2	0.0%
8	90 TURNER AVE	0.29	B-2	65.6%
9	100 TURNER AVE	0.42	B-2	36.9%
10	110 TURNER AVE	0.29	B-2; R-3	67.3%
11	90 E DEVON AVE	0.50	B-2	64.7%
12	80 E DEVON AVE	0.36	B-2	40.8%
13	66 E DEVON AVE	0.23	B-2	54.3%
14	20 E DEVON AVE	0.24	B-2	39.4%
15	75 TURNER AVE	1.10	B-2	56.8%
16	10 E DEVON AVE	0.92	B-3	62.6%
17	11 TURNER AVE	1.26	B-2	0.0%
TOTAL		7.98		

*Assessed value of building/improvements as percent of total assessed value (land + building/Improvement)

TABLE 1: SITE A EXISTING CONDITIONS DATA

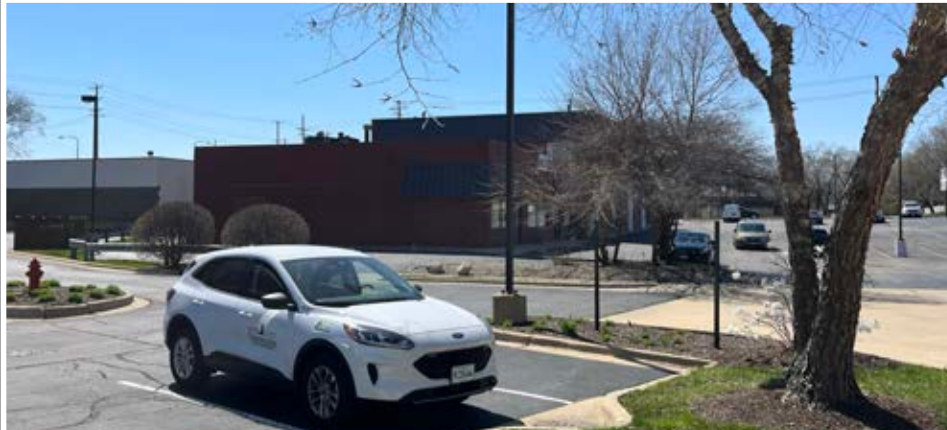
SITE A: TURNER AVENUE
Utilities and Existing Land Use:

-  REDEVELOPMENT AREA
-  ELK GROVE MUNICIPAL BOUNDARY
-  PARCELS
-  PARCELS ON SITE
-  SITE ID NUMBER
-  WATER MAINS
-  STORM MAINS
-  SANITARY MAINS
-  ELECTRIC LINES





Challenges and Opportunities



MARKET OPPORTUNITIES

- Commercial opportunity at the corner of Arlington Heights Road and Devon Avenue.
- Horizontal mixed-use (commercial and residential side-by-side) and/or vertical (residential over commercial).
- Suitability for garden-style apartments, small-scale multi-family, and townhomes.
- Sites with lower improvement values relative to total value may present early redevelopment opportunities.
- Enhanced pedestrian connections across Devon Avenue to northeastern entrance to Community Athletic Fields and onward to Salt Creek would make site more attractive for residential development.

CONSTRAINTS

- Presence of adjacent single-family neighborhoods may limit the potential density and height of future development.
- High amount of traffic along Arlington Heights Road and Devon Avenue could likely limit first-floor residential opportunities adjacent to street.
- Site is bisected by Turner Avenue, which may need reconfiguration or potential vacation of right-of-way to maximize redevelopment opportunities.
- Municipal boundaries may complicate improvements to pedestrian connections across Devon Avenue.

SITE A: TURNER AVENUE
Environmental Constraints

-  REDEVELOPMENT AREA
-  ELK GROVE MUNICIPAL BOUNDARY
-  PARCELS
-  PARCELS ON SITE
-  1' CONTOURS
-  100 YEAR FLOODPLAIN
-  500 YEAR FLOODPLAIN
-  WATER
-  WETLANDS



ELK GROVE VILLAGE

ITASCA

Revised: 02.14.25

VANDEWALLE & ASSOCIATES INC.

COOK COUNTY
DUPAGE COUNTY

SITE A: TURNER AVENUE

DEVELOPMENT OBJECTIVES



DENSITY

Locate higher-density residential and **greater building heights along Devon Avenue** to capitalize on views of Community Athletic Fields

Transition density and height downward toward the adjacent single-family neighborhood

Orient smaller-scale multi-family residential to Turner Avenue

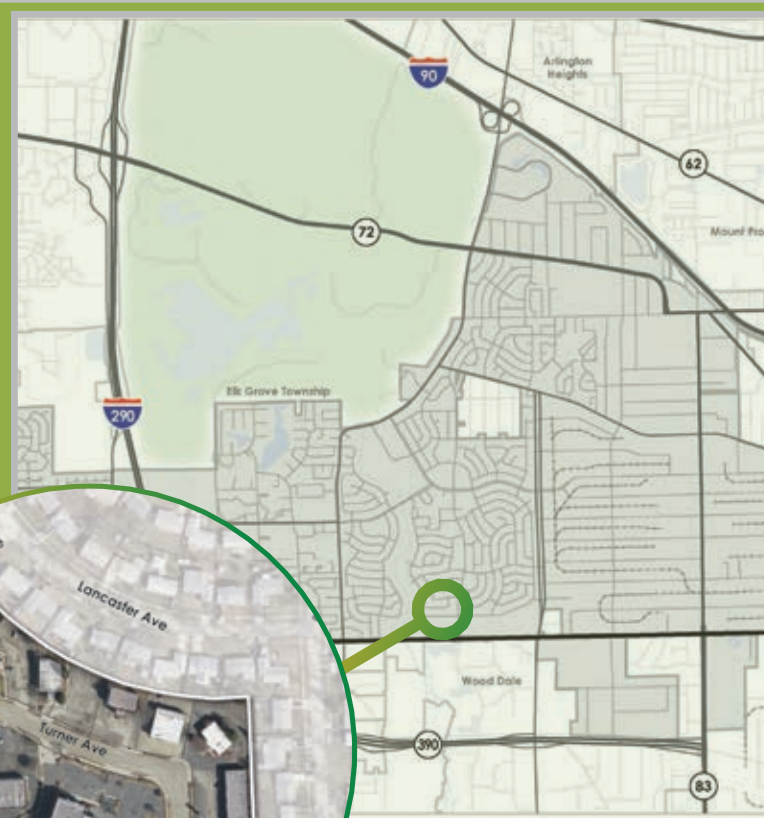
MIX OF USES

Incorporate a mix of uses, including:

- **Residential or mixed-use building up to 5 stories** at the corner
- **Limited amount of commercial at the southwest corner** of the site that could include shopping, services, and restaurants that serve Village residents

HOUSING MIX

Promote homeownership opportunities by encouraging small-scale multi-family formats (townhomes, duplexes, four-unit buildings, etc.)





UNDERGROUND PARKING



GATEWAY

CORRIDOR CHARACTER

Install gateway features on both sides of Arlington Heights Road at Devon Avenue

Retain fence and buffering adjacent to existing residential neighborhood

PARKING

Reduce the amount of surface parking by **utilizing underground and underbuilding parking** with multi-family development. Locate most surface parking areas in front of buildings or in interior of the site rather than between the buildings and public streets

WALKABILITY

Encourage walkability and vitality within the site by creating pedestrian-friendly areas between the buildings and the street and connecting buildings with internal sidewalks/paths

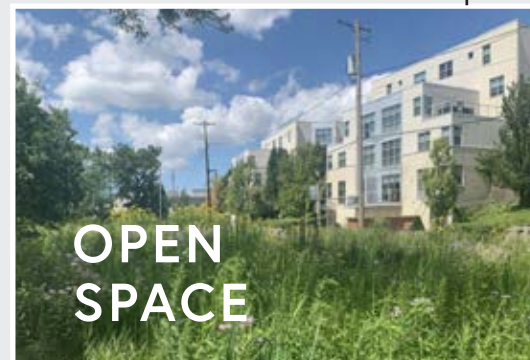
Improve pedestrian safety and crossings at and along Devon Avenue, and enhance pedestrian connections to the Community Athletic Fields and Salt Creek

OPEN SPACE

Incorporate open space with residential development



PEDESTRIAN FRIENDLY SPACES



OPEN SPACE



PEDESTRIAN CONNECTIONS



SITE A CONCEPT ALTERNATIVES



This section presents five Concept Alternatives for Site A. While each alternative achieves the Village's desired Development Objectives, there are key variations primarily in the amount of commercial development recommended at the southwest corner, the amount of residential, and the amount of property available for redevelopment. All alternatives retain the current alignment of Turner Avenue. Most alternatives identify an opportunity for gateway features such as public art or an architectural element on both sides of Arlington Heights Road on the north side of Devon Avenue.

The northern portion of Site A is immediately adjacent to the backyards of existing single-family homes. For this reason, lower density development is recommended along the site's northern and eastern borders to ensure a gentle land use transition and compatibility with the surrounding area.

In all alternatives, sidewalks are maintained along both sides of Turner Avenue and along Arlington Heights Road and Devon Avenue, and the site would be integrated with the planned off-street sidepath along Devon Avenue.

ALTERNATIVE 1

Alternative 1 and related Alternatives 2 and 5 were added in response to input from the public and project Steering Committee. The public was less supportive of the large development included in Alternative 4 but expressed strong support for commercial such as retail and restaurants on Site A. Alternatives 1, 2, and 5 seek to reduce the overall amount of development on the site as compared to Alternative 4. They further seek to provide a balance of commercial and residential, and they are careful not to over-commit to commercial development given the current challenging environment for commercial. Limiting the total amount of commercial will ensure the viability of new commercial. If the market improves for commercial, commercial square footages could be increased or buildings envisioned as all-residential could be changed to mixed use buildings with first-floor commercial space.

Alternative 1 depicts redevelopment potential if existing commercial development in the southeast, southwest, and northwest areas of the site was not available for redevelopment. This alternative incorporates two three-story townhome buildings and a large open space on the north side of Turner Avenue. South of Turner Avenue, there are two three-story multi-family buildings with under-building parking and additional surface parking.



SITE A CONCEPT ALTERNATIVE 2



ALTERNATIVE 2

This alternative is a variation on Alternative 1. All of the components are the same, but it includes a pedestrian bridge to the south of one of the multi-family buildings. As a pedestrian overpass of Devon Avenue, this bridge will provide a safer, grade-separated connection to Community Athletic Fields and to Site E (Devon Avenue & Salt Creek). The pedestrian bridge over Devon Avenue and the relationship between Sites A and E is more clearly illustrated on the Concept Alternative for Site E.

ALTERNATIVE 3

Alternative 3 includes a freestanding commercial building at the corner of Arlington Heights Road and Devon Avenue. This building features pedestrian areas along the street edges of both roadways, activating the corner and anchoring it with an engaging use that changes the relationship between the site and the public right-of-way. Surface parking is located to the building's north. To the north and east are three three-story multi-family buildings with a significant greenspace area for resident use. These buildings include both under-building parking and surface parking designed to minimize the visual impact of parking.

This alternative also includes duplexes and townhome buildings on the north and east sides of Turner Avenue, which gradually transition residential density between the multi-family development and the surrounding single family neighborhood.

The driveways for the duplex buildings take access directly from Turner Avenue. The townhomes are rear loaded, meaning the garages take access from a shared rear drive, separate from Turner Avenue. This directs vehicle activity to the rear and allows for on-street parking. The townhome buildings shown in this alternative have four to six units each, but the number of units could vary depending on the final layout of the site. The land along Newport Avenue would be reserved for single-family lots, consistent with the single-family development to the north and east. Open space areas for residents are provided along the north side of Turner Avenue.

SITE A CONCEPT ALTERNATIVE 3



SITE A CONCEPT ALTERNATIVE 4



ALTERNATIVE 4: ESTIMATED REDEVELOPMENT POTENTIAL	
Retail/Commercial Space	14,000-21,000 sq ft
Residential Space	270,000-406,000 sq ft
Residential Units	210-310

ALTERNATIVE 4

Like the previous alternative, Alternative 4 has commercial development at the corner, multi-family along Devon Avenue, and smaller-scale multi-family north of Turner Avenue; however, Alternative 4 is more intensely developed. Instead of several freestanding buildings along Devon Avenue, it includes a mixed-use development with a commercial component connected to three five-story multi-family buildings with under-building parking. All three buildings surround a shared structured parking area, which serves the development's commercial and residential tenants. Additional surface parking serving the commercial tenants is located to the northwest of this development. The buildings are oriented to the street, and pedestrian areas are provided between the buildings and the street.

Two- and three-story townhome development is located on the north and east sides of Turner Avenue. This alternative shows five townhome buildings with four to seven units per building. The number of units could vary depending on the final layout of the site, and the smaller townhome buildings could be arranged in different four-unit configurations. The townhomes are rear loaded, meaning the garages take access from a shared rear drive, separate from Turner Avenue. This allows for on-street parking on Turner Avenue and focuses vehicle activity to the rear. One townhome building is oriented to Arlington Heights Road, while the other townhomes are oriented to Turner Avenue.

ALTERNATIVE 5

Alternative 5 is a variation on Alternative 2. It includes the townhomes, multi-family buildings, and pedestrian bridge in Alternative 4, but it reflects a scenario in which all parcels in Site A are available for redevelopment. In particular, a four-story mixed use building with an outdoor dining/patio area is located at the southwest corner of the site. This could be configured as three stories of residential over one story of commercial, or as four stories of residential with a one-story commercial portion on the west side of the building. This building includes under-building parking. Surface parking lots are provided for commercial tenants and residents of the multi-family and mixed use buildings.

The northwest corner of the site includes two new single family lots along Newport Avenue, with the single-family development to the north and east. Three-story townhome development is located on the north and east sides of Turner Avenue. This alternative shows four townhome buildings with four to six units per building, but the number and configuration of units could vary. Open space areas for residents are provided at the northeast corner of the site.

SITE A CONCEPT ALTERNATIVE 5



ALTERNATIVE 5: ESTIMATED REDEVELOPMENT POTENTIAL	
Retail/Commercial Space	13,000-18,000 sq ft
Residential Space	160,000-239,000 sq ft
Residential Units	120-180



Site Specific Implementation Considerations

In addition to the General Implementation Considerations at the end of this document, the following are specific implementation considerations for advancing the Concept Alternatives for Site A:

Project Phasing. As noted previously, the redevelopment of these sites will be driven by property owners and may occur in phases over a period of many years. Accordingly, care must be taken to ensure the remaining businesses and properties are not adversely affected. Regarding business relocations, refer to the General Implementation Considerations section at the end of this document.

Pedestrian Crossings. All of the Concept Alternatives include improved pedestrian facilities on the north side of Devon Avenue and improved crosswalks across Devon Avenue near the Arlington Heights Road intersection. Devon Avenue is a Cook County road and is located in both Elk Grove Village and the Village of Itasca. Accordingly, coordination with and/or approval by Cook County and Itasca will be required to provide enhanced crosswalks and pedestrian facilities on both sides of Devon Avenue. Further, the potential pedestrian bridge over Devon Avenue would connect Site A to the Community Athletic Fields, which are owned and operated by the Elk Grove Park District and located in the Village of Itasca. Coordination would be needed with these entities as well.

Gateway Feature. All of the Concept Alternatives include a gateway feature on the northwest corner of Arlington Heights Road and Devon Avenue. There is likely insufficient right-of-way to accommodate the feature, which will require obtaining an easement from the adjoining property owner, the Prince of Peace United Methodist Church.

SITE B&C: ARLINGTON HEIGHTS ROAD & BIESTERFIELD ROAD



John F Kennedy Blvd

S Arlington Heights Rd

Wellington Ave

Commercial Dr

Commercial Dr

Biesterfield Rd





SITE B & C: ARLINGTON HEIGHTS ROAD & BIESTERFIELD ROAD

Overview: Existing Land Use

As the planning process evolved, the Village determined that it would be preferable to combine Site B: Elk Crossing and Site C: Elk Grove Town Center into a single redevelopment site for analysis. Both sites include older commercial areas that present potential to establish a new Village gathering place near the existing civic heart of the community at the intersection of Biesterfield Road and Arlington Heights Road.

North Side. North of Biesterfield Road, the site is characterized by several large shopping centers and expansive parking areas. The site includes four large multi-tenant buildings in a strip center format facing a large central parking lot and five freestanding "outlot" buildings oriented to Biesterfield Road. The multi-tenant building containing Jewel also has smaller tenant spaces oriented to Arlington Heights Road. Smaller format retail buildings fronting Arlington Heights Road are located on the north side of the site. The site is home to a mix of uses, including retail, banks, personal services, casual dining, and childcare.

Commercial buildings generally are in good physical condition, but have a dated appearance. Some buildings have assessed values that are only slightly higher than the land values. One of the larger retail spaces has had a long-standing vacancy. Parking and vehicle circulation comprise over three-quarters of the total land area with limited landscaping along street frontages and scattered landscaped islands in the over-sized parking areas.

South Side. This portion of the site south of Biesterfield Road and west of Commercial Drive includes the Charles J. Zettek Municipal Complex, Police Department, Fire Department, and Clock Tower Plaza. This area is an important civic hub and is expected to continue to host large outdoor events. East of Commercial Drive, the site includes three commercial outlot buildings with frontage on Biesterfield Road. Elk Grove Town Center, a large shopping center, is located at the south end of the site. It includes a large multi-tenant building in a strip center format, containing a mix of retail and services uses, including a fitness center and a physical therapy business. On the west side of the retail area, there are two smaller multi-tenant buildings centered on a wide pedestrian plaza that runs north-south along the front of the two buildings. This plaza also runs east-west, providing a pedestrian connection to the Municipal Complex, Elk Grove Village Public Library, and Clock Tower Plaza located immediately to the west.

The multi-tenant buildings on the site are well maintained. Buildings within the Elk Grove Town Center shopping center generally have matching architecture, light fixtures, and landscaping. The brick façades remain in good condition, and, overall, the architecture is more attractive than that of many other multi-tenant buildings in the Village. Similar to development across Biesterfield Road, the retail area is dominated by pavement, parking, and driving lanes, but somewhat softened by landscaping in and around paved areas. The pedestrian plaza on the west side of the commercial area also enhances the overall environment, featuring quality pavers, pedestrian-scale light poles, and landscaped planters.

ID NO.	ADDRESS	ACRES	ZONING	% IMP VALUE OF TOTAL*
1	750 S ARLINGTON HEIGHTS RD	1.01	B-2	N/A
2	770 S ARLINGTON HEIGHTS RD	0.24	B-2	1.2%
3	770 S ARLINGTON HEIGHTS RD	0.90	B-2	50.4%
4	780 BOARDWALK ST	0.17	B-2	N/A
5	790 S ARLINGTON HEIGHTS RD	0.41	B-2	0.9%
6	785 S ARLINGTON HEIGHTS RD	0.43	A-2	N/A
7	800 S ARLINGTON HEIGHTS RD	0.80	B-3	47.0%
8	20 BIESTERFIELD RD	1.40	B-2	88.8%
9	52 BIESTERFIELD RD	11.30	B-2;B-3	51.7%
10	10 BIESTERFIELD RD	0.66	B-2	79.7%
11	50 BIESTERFIELD RD	0.55	B-2;B-3	81.0%
12	70 BIESTERFIELD RD	0.89	B-3	71.0%
13	100 BIESTERFIELD RD	7.92	B-2;B-3	67.1%
14	900 S ARLINGTON HEIGHTS RD	0.93	B-3	74.4%
15	1000 ELK GROVE TOWN CTR	12.78	B-5	8.4%
16	[NONE]	0.46	[NONE]	90.7%
17	980 ELK GROVE TOWN CTR	1.61	B-5	87.3%
18	930 ELK GROVE TOWN CTR	1.43	B-5	60.3%
19	770 S ARLINGTON HEIGHTS RD	0.22	B-5	N/A
20	1001 WELLINGTON AVE	6.14	O-T	N/A
TOTAL		50.27		

*Assessed value of building/improvements as percent of total assessed value (land + building/Improvement)

TABLE 2: SITE B & C EXISTING CONDITIONS DATA

SURROUNDING LAND USES

- **North** – Boardwalk Condominiums (three-story), single-family residential
- **West** – Six four-unit rental residential buildings, Veterans Memorial Park, Jack A Claes Pavilion, Pirates Cove
- **South** – Elk Grove Village Public Library, Village Grove Apartments (independent senior living), movie theater
- **East** – Church, single-family residential



Community Revitalization Master Plan

SITE B & C: ARLINGTON HEIGHTS ROAD & BIESTERFIELD ROAD

Utilities and Existing Land Use

- REDEVELOPMENT AREA
- PARCELS
- PARCELS ON SITE
- SITE ID NUMBER
- PRESSURIZED WATER MAINS
- STORM MAINS
- SANITARY MAINS
- ELECTRIC LINES



STREET AND UTILITY ACCESS

- Ten existing vehicular access points on Arlington Heights Road – five north of Biesterfield Road and five south of Biesterfield Road.
- Two existing vehicular access points on Wellington Avenue south of Biesterfield Road.
- Three existing vehicular access points on the north and south sides of Biesterfield Road (including traffic signal at Commercial Drive).
- Sanitary, storm, and pressurized water mains run throughout the site to serve existing buildings and could be relocated or abandoned to facilitate redevelopment.
- North side - water mains connect to the site at Biesterfield Road and connect to the parcel to the west and into a water main within Wellington Avenue. 16-inch JAWA water main on north side of Biesterfield Road.
- South side - water services are directly connected to the Village water main on Biesterfield Road.
- Underground electric runs within the north and south side of the Biesterfield Road right-of-way and a portion of Arlington Heights Road.
- Sanitary sewer connects into the site at the intersection of Arlington Heights and Lonsdale Roads and from Arlington Heights Road near Biesterfield Road.

Revised: 02.13.2025
VANDEWALLE & ASSOCIATES INC.

Challenges and Opportunities

MARKET OPPORTUNITIES

- Village-central location at the western intersection of Arlington Heights and Biesterfield Roads presents a market opportunity for a mix of uses, including retail, commercial, residential, hospitality, civic, and employment.
- Potential to create a new Village identity in a central location through development of a large parcel of land.
- Opportunity to increase market for residential by establishing a "Village Center" / community hub.
- Opportunity to connect new uses to the civic campus (Library, Park District, Municipal Complex, etc.).
- Opportunity to increase market for residential by creating walkable places oriented to pedestrians and by creating strong pedestrian crossings across Biesterfield Road and across Arlington Heights Road.
- Opportunity to increase market potential for mixed-use by connecting development on both sides of Biesterfield Road with safe and appealing pedestrian crossings and creating visual and physical connectivity to Clock Tower Plaza to the west.

CONSTRAINTS

- Multiple owners make site assembly and integration difficult.
- Need to balance civic and events needs with needs of businesses and new uses.
- Need to preserve Boardwalk Condominiums' access to Arlington Heights Road.
- The configuration of the westernmost building on parcel 19 limits the ability to provide a strong open space/pedestrian connection to the civic space to the west.
- Existing buildings along Biesterfield Road limit visibility into the site and may impact retail marketability.
- Potential covenants on portions of the site from past retail tenants or owners may limit redevelopment potential.
- Any redevelopment project would require an environmental assessment to understand the potential need for environmental remediation.
- High occupancy and the presence of numerous successful businesses in properties that are in good condition in this area would need to be considered as part of any potential redevelopment plans.





Community Revitalization Master Plan

SITE B & C: ARLINGTON HEIGHTS ROAD & BIESTERFIELD ROAD

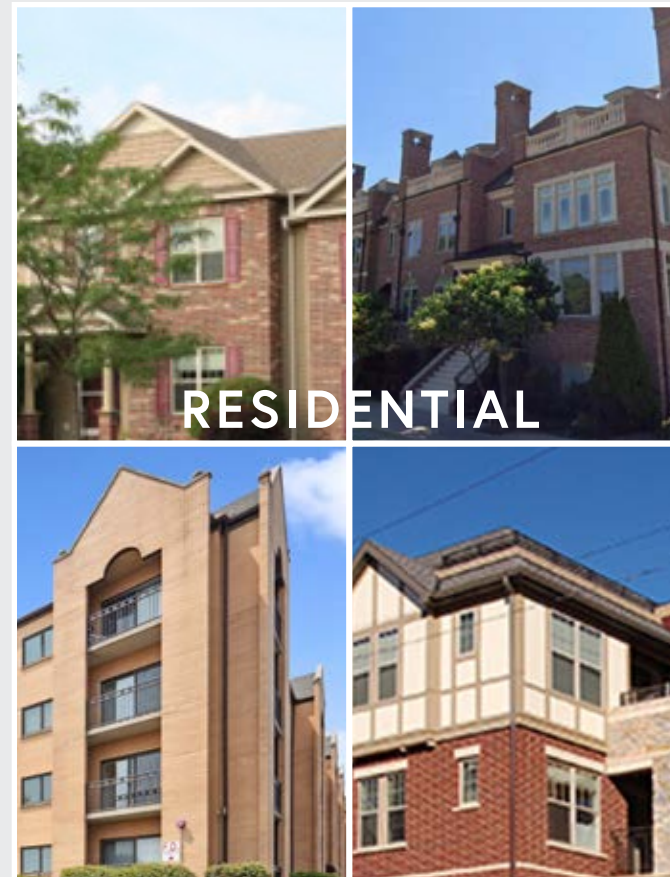
Environmental Constraints

- REDEVELOPMENT AREA
- PARCELS
- PARCELS ON SITE
- 1' CONTOURS
- WATER



Revised: 02.13.2025
VANDEWALLE & ASSOCIATES INC.

SITE B & C: ARLINGTON HEIGHTS ROAD & BIESTERFIELD ROAD DEVELOPMENT OBJECTIVES



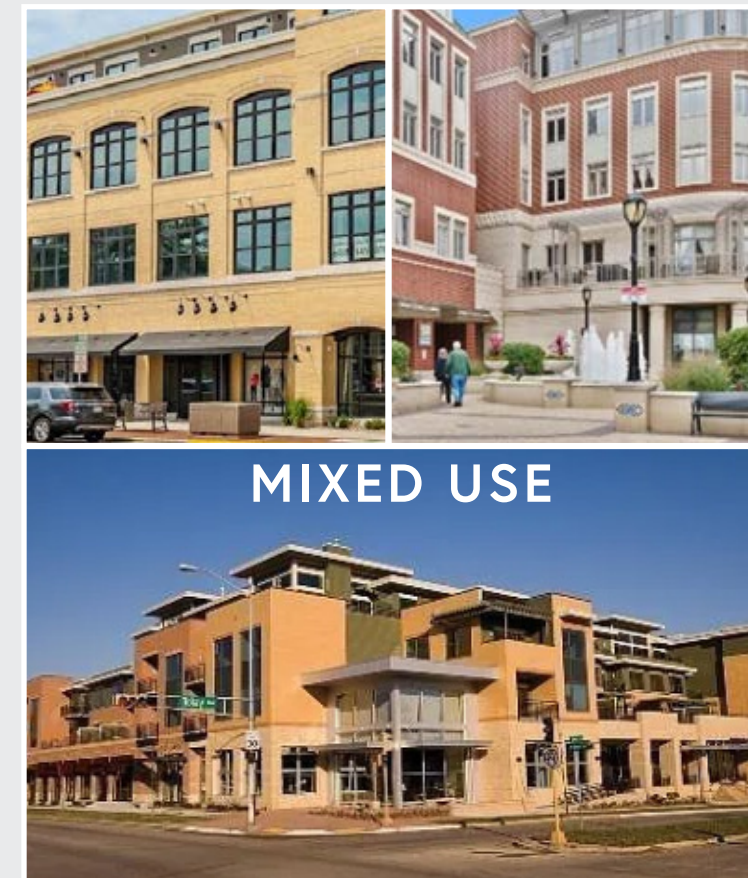
RESIDENTIAL

MIX OF USES

Create a walkable village center with a mix of uses, creating a community identity:

Residential buildings ranging from 2 to 4 stories

Mixed-use buildings ranging from 2 to 5 stories



MIXED USE



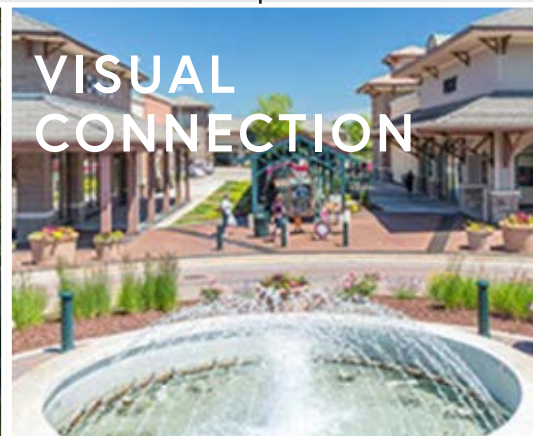
INTERNAL
STREETS



SOLAR
ACCESS



TRAFFIC CALMING



VISUAL
CONNECTION



PUBLIC
ART



WATER FEATURES

CHARACTER & CONNECTIONS

Organize future development around **new internal streets**. Construct streets to public standards and include sidewalks on both sides, ensuring continuous pedestrian connectivity throughout the site and to adjacent roadways.

Connect new development to the existing civic campus (municipal, library, park, school district).

Maintain solar access and avoid a "canyon" effect resulting from tall buildings along Biesterfield Road and other public streets.

Improve pedestrian connections and safety by including ample pedestrian facilities and incorporating traffic calming techniques.

Tie north and south sides of the site together with both physical and visual connections across Biesterfield Road.

EXPANDED PUBLIC PLAZA

Extend the existing Clock Tower Plaza/Village Green eastward to Arlington Heights Road. **Incorporate a north-south pedestrian path** through this area that connects Classic Cinemas to Biesterfield Road and enhances pedestrian connectivity.

Enhance the expanded Clock Tower Plaza/Village Green as a **public open space or plaza that functions as a central focal point** and destination within the site and the greater community.

Design the area to attract people, create activity, and support walkable retail by accommodating adjoining outdoor dining areas, private patios, and similar outdoor uses oriented to the open space or plaza.

Create an inviting pedestrian environment by incorporating streetscaping enhancements such as landscaping, decorative lighting, seating, and art and water features.



PEDESTRIAN
PLAZA



SITE B & C CONCEPT PLAN



This section presents a generalized Concept Plan for Site B & C. A phased approach is anticipated for the redevelopment of this large site.

RESIDENTIAL

On the northwest portion of the site there is an opportunity to convert existing retail to multi-story residential. New residential development can provide built-in customers for commercial uses within the site and also can help offset the high costs of redevelopment. This area should include a new interior public or private street and future pedestrian walkways and sidewalks. Building entrances should be oriented to the streets and sidewalks. Parking should be provided under or behind the buildings.

The northernmost portion of the site has potential for redevelopment as a two- to three-story residential development with parking behind or under the buildings. The existing private street will need to be maintained as the primary access to the Boardwalk Condominiums to the west.



PARKING LOT INFILL OPPORTUNITY

The existing Elk Grove Town Center parking lot presents an opportunity for infill development. Because these parking lots are oversized for the current level of commercial activity, infill development could occur there with minimal disruption to the surrounding site. A primary feature of this concept involves the extension of Clock Tower Plaza and the Village Green eastward through the Site B & C creating a continuous stretch of open space from the Jack A. Claes Pavilion to Arlington Heights Road. This area is envisioned as a lively and dynamic community gathering space where residents, visitors, and employees can gather at all times of the day and into the evening. Serving as the Village's "Main Street," it will be a pedestrian zone with a combination of paved surfaces, landscaping and greenspace, and opportunities for other amenities and furnishings such as decorative lighting, seating, outdoor dining and entertainment, public art, and water features. The integration of these features will create a dynamic activity area that creates a compelling sense of place, includes visual interest, provides multiple areas for gathering, and promotes activity throughout the site. To increase pedestrian access to the Open Space/Plaza and connect it to the surrounding area, a continuous north-south pedestrian connection also should be provided starting from the Classic Cinemas Elk Grove Theater in the south, continuing through the Open Space/Plaza, and connecting to Biesterfield Road.

Two-story mixed-use buildings could be located adjacent to the expanded Open Space/Plaza with main entrances oriented to the plaza. Parking should be provided behind the buildings and should be screened from pedestrian zones by landscaping. New streets with sidewalks are incorporated to ensure safety of people walking, bicycling, and driving throughout the development.

ESTIMATED REDEVELOPMENT POTENTIAL	
Retail/Commercial Space	63,000-95,000 sq ft
Residential Space	420,000-625,000 sq ft
Residential Units	370-550

These mixed-use buildings and the extended Open Space/Plaza described above could occur as first phase projects as they would be constructed within existing parking lots.

The Concept includes pedestrian crossing enhancements where Commercial Drive crosses Biesterfield Road to promote biking and walking within and across both sides of the site. Public art as a gateway feature is located at the highly visible intersection of Biesterfield Road and Arlington Heights Road to create a sense of place and arrival.

Minimal changes are envisioned to the Municipal Complex in order to continue to support outdoor events at that location. There is potential to improve pedestrian connections and upgrade some parking areas into multipurpose plazas that function well for both parking and special events.

BIESTERFIELD ROAD MIXED-USE

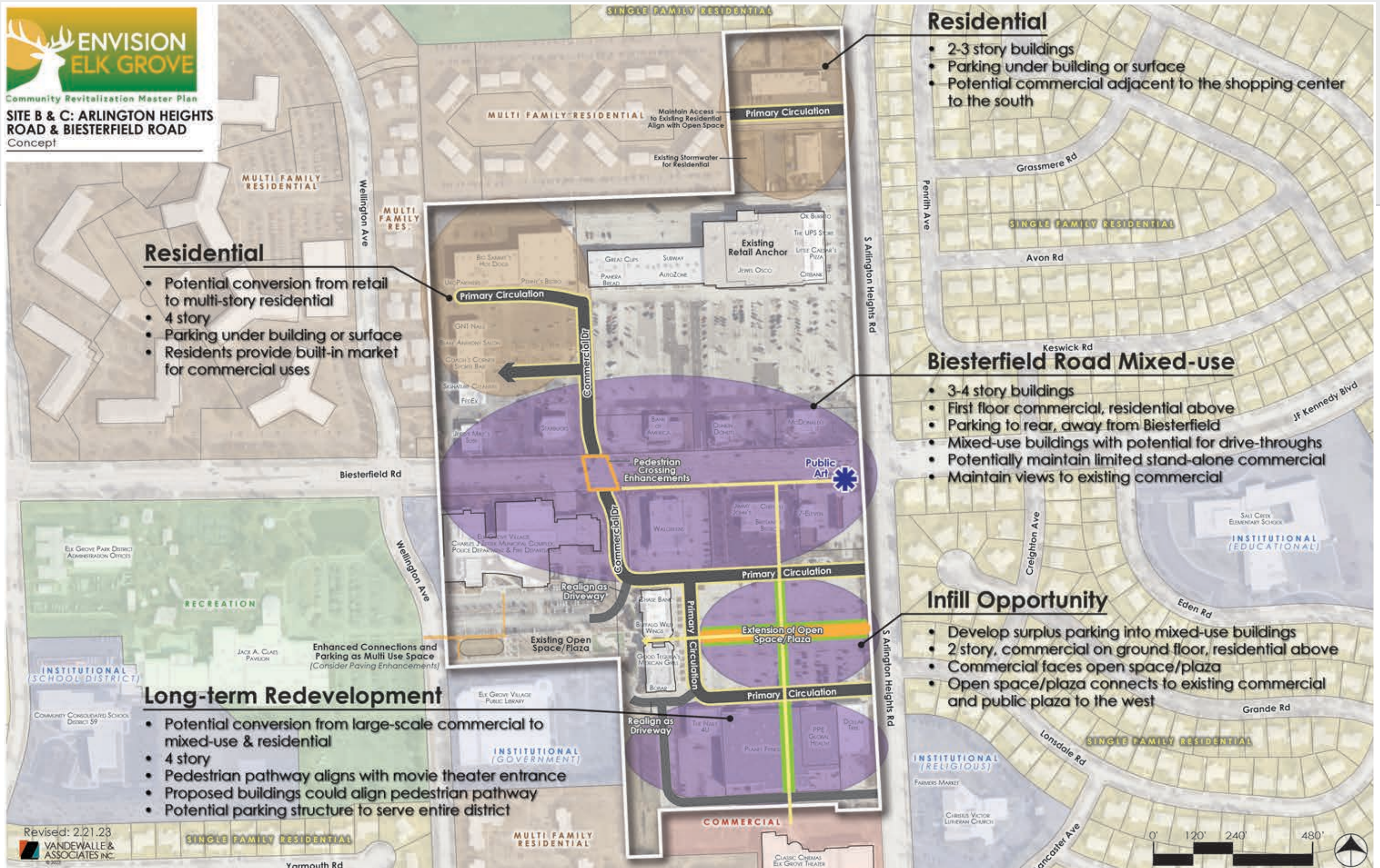
Along the north and south sides of Biesterfield Road there is potential for mixed-use development, particularly for buildings with first-floor commercial uses and second-floor residential units. The upper stories of these buildings may be stepped back from the street to reduce the apparent bulk of the buildings as viewed from the street. Parking should be provided under buildings and at the rear of buildings where possible. The existing surface parking is reserved for the multi-tenant retail building anchored by Jewel-Osco, which is expected to remain. New and potentially private interior streets with sidewalks should be provided on the north side of Biesterfield Road.

LONG-TERM REDEVELOPMENT

On the southernmost portion of the site there is potential for a change of use from large-scale retail to mixed-use and residential, increasing the variety of uses, promoting higher development densities, and making better use of available land. As buildings are reimagined, a pedestrian pathway running north-to-south should connect the Open Space/Plaza to the movie theater entrance. New buildings should be aligned with and oriented to this pedestrian pathway. There is potential for a parking structure in this location, which could serve the greater area as the surface parking is replaced with new development. This subarea may be a longer-term implementation effort due to the high occupancy rate, good condition of many buildings, existence of several popular community destinations, and anticipated high redevelopment costs.



SITE B & C: ARLINGTON HEIGHTS ROAD & BIESTERFIELD ROAD
Concept



Site Specific Implementation Considerations

In addition to the General Implementation Considerations section at the end of this document, the following are specific implementation considerations for advancing the Concept Plan for Site B & C:

Project Phasing. As described above, the extension of the Open Space/Plaza and mixed use infill on the south side of Site B & C could occur as the first phase of the project, as it would occur within existing parking areas. Other redevelopment projects would occur as parcels/buildings become available.

As noted previously, the redevelopment of these sites will be driven by property owners and will occur in phases over a period of many years. Accordingly, care must be taken to ensure the remaining businesses and properties are not adversely affected.

Boardwalk Street. Located in the far northeast corner of the site, Boardwalk Street serves as the primary entry to the Boardwalk Condominiums to the immediate west. This private street has a substandard design and likely will need to be reconfigured/rebuilt as part of any redevelopment project in that area, and access to the condominiums will need to be maintained throughout.

Commercial Drive. Commercial Drive appears to extend north into Site B & C from Biesterfield Road, but this section of the street actually is a shared private drive serving all of the parcels on the north side of Biesterfield. The Concept Plan includes the addition of new "streets" on both Sites B & C, which are likely to be private drives rather than dedicated public streets. However, there may need to be public utility easements that align with these drives.

Zoning. The area south of Biesterfield Road has a unique zoning district (B-5) that may need to be amended to accommodate aspects of the Concept Plan.



Page Intentionally Left Blank

SITE D: BONAVENTURE DRIVE



Nerge Rd



Devon Ave

290





SITE D: BONAVENTURE DRIVE



Overview: Existing Conditions

Redevelopment Site D, located on the southwest side of the Village, includes 12 commercial parcels centered on Bonaventure Drive. The site is home to a mix of retail, office, dining, and lodging land uses. A highly visible, closed carwash with frontage on Devon Avenue is ready for immediate redevelopment. While most buildings are fully occupied and in good physical condition, the majority are more than 30 years old and are outdated. Assessed improvement values generally are equal to or less than the land value, which is a sign of underdevelopment or lack of investment in the site. In addition, most sites are characterized by large amounts of impervious surface, primarily disconnected vehicle circulation areas, and surface parking.

ID NO.	ADDRESS	ACRES	ZONING	% IMP VALUE OF TOTAL*
1	1081 NERGE RD	0.76	B-2	45.4%
2	1050 BONAVENTURE DR	0.92	B-2	40.8%
3	1040 BONAVENTURE DR	0.64	B-2	59.4%
4	1020 BONAVENTURE DR	2.14	B-2	57.3%
5	1002 BONAVENTURE DR	0.97	B-2	67.8%
6	1000 W DEVON AVE	1.72	B-3	69.8%
7A	1020 W DEVON AVE	0.88	B-3	
7B	1022 W DEVON AVE	0.88	B-3	54.1%
7C	1024 W DEVON AVE	0.88	B-3	54.1%
7D	1026 W DEVON AVE	0.88	B-3	54.1%
7E	1028 W DEVON AVE	0.88	B-3	54.1%
7F	1030 W DEVON AVE	0.88	B-3	54.1%
7H	1032 W DEVON AVE	0.88	B-3	54.1%
7I	1034 W DEVON AVE	0.88	B-3	54.1%
7J	1036 W DEVON AVE	0.88	B-3	54.1%
8	1021 BONAVENTURE DR	0.59	B-3	61.3%
9	1191 NERGE RD	0.99	B-3	20.0%
10	1051 BONAVENTURE DR	0.74	B-3	39.7%
11	1129 NERGE RD	0.65	B-3	23.5%
12	1101 NERGE RD	0.55	B-3	27.8%

TOTAL 18.60

*Assessed value of building/improvements as percent of total assessed value (land + building/Improvement)

SURROUNDING LAND USES

- **North** – Willow Crossing Apartments (5-story) and stormwater pond
- **West** – Commercial, hotel, event center, and restaurants west of Nerge Road
- **South** – Industrial warehouse and distribution on south side of Devon Avenue
- **East** – Interstate 290

REDEVELOPMENT POTENTIAL

- Parcel 1 could remain in its current use, though improvements and maintenance are encouraged where needed.
- Parcel 2 could be redeveloped in the future, but has barriers to short-term redevelopment as it has recently been upgraded, with many usable years left.
- Parcel 4 was recently renovated.
- Parcels 3 - 12 are potential redevelopment targets, which could be redeveloped in the future.

STREET AND UTILITY ACCESS

- Three existing vehicular access points on Nerge Road.
- One existing vehicular access point on Devon Avenue.
- Eleven existing vehicular access points on Bonaventure Drive.
- A water main runs under Bonaventure Drive; could be relocated to facilitate site assembly for redevelopment, but would need to connect through the site. This water main is a critical piece of infrastructure as it serves as the Village's emergency connection between the east and west pressure zones.
- Sanitary sewer and underground electric lines that run along the north side of Bonaventure Drive serving the site could be relocated or abandoned to facilitate redevelopment.
- Storm sewer from Bonaventure Drive to stormwater pond could be relocated or abandoned to facilitate redevelopment.

TABLE 3: SITE D EXISTING CONDITIONS DATA

SITE D: BONAVENTURE DRIVE
Utilities and Existing Land Use

-  REDEVELOPMENT AREA
-  ELK GROVE MUNICIPAL BOUNDARY
-  PARCELS
-  PARCELS ON SITE
-  SITE ID NUMBER
-  WATER
-  WATER MAINS
-  STORM MAINS
-  SANITARY MAINS
-  ELECTRIC LINES



Revised: 02.13.25
VANDEWALLE & ASSOCIATES INC.



Challenges and Opportunities

MARKET OPPORTUNITIES

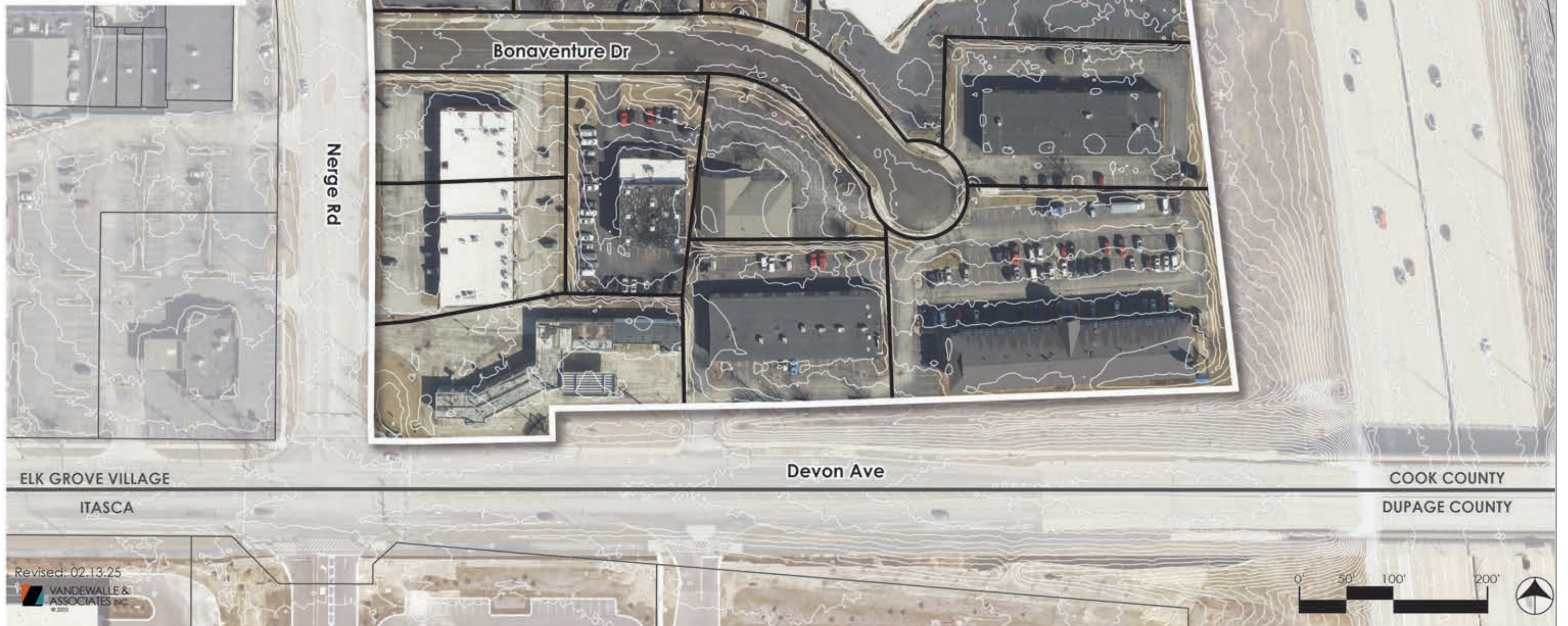
- I-290 provides commercial market visibility, but no direct access, for consumer products companies.
- Potential residential opportunity adjacent to existing apartments to the north.
- High traffic volumes on Nerge Road and Devon Avenue provide commercial market opportunities.
- Potential for residential or mixed-use development (residential and commercial) on northern portion of the site, due to proximity to existing residential areas and relative distance from Nerge Road and Devon Avenue traffic.

CONSTRAINTS

- Diverse ownership pattern creates difficulty in assembling larger sites to meet today's commercial needs and requirements.
- No interchange access at I-290.
- Light industrial uses to the south.
- Any redevelopment project would require an environmental assessment to understand the potential need for environmental remediation.

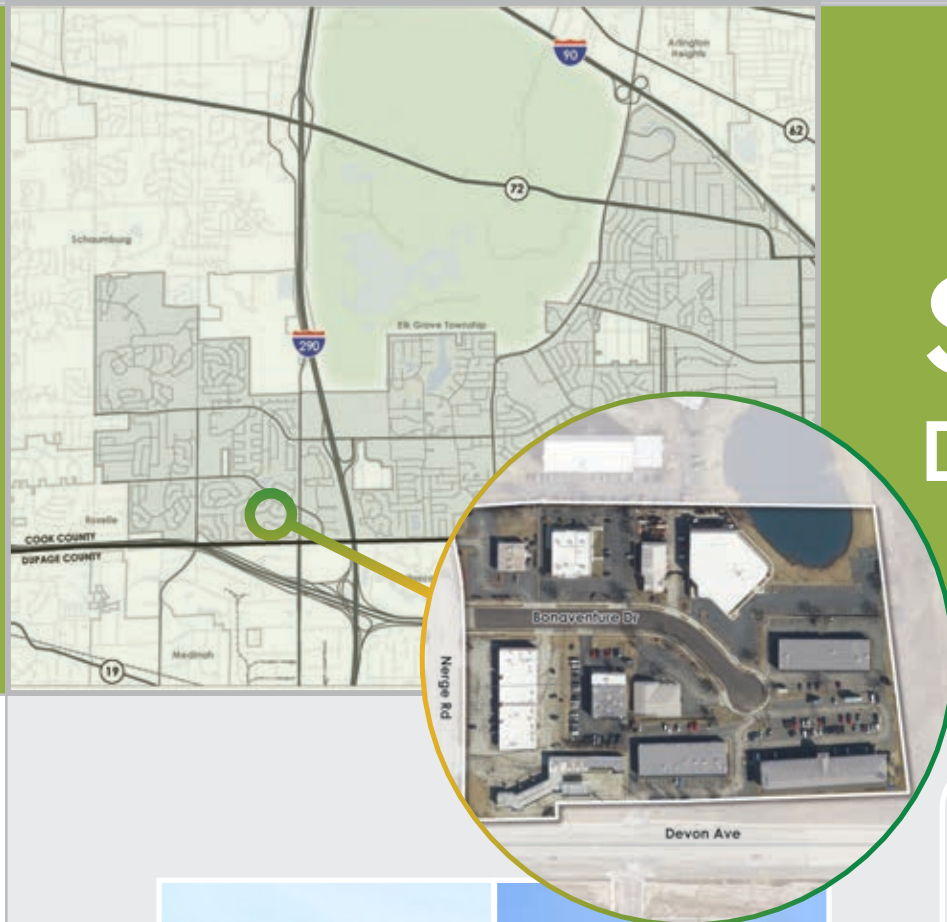
SITE D: BONAVENTURE DRIVE
Environmental Constraints

-  REDEVELOPMENT AREA
-  ELK GROVE MUNICIPAL BOUNDARY
-  PARCELS
-  PARCELS ON SITE
-  1' CONTOURS
-  WATER



Revised: 02.13.25

 **VANDEWALLE &
ASSOCIATES INC.**
© 2025



SITE D: BONAVENTURE DRIVE

DEVELOPMENT OBJECTIVES



MULTI-FAMILY AND
SENIOR HOUSING

MIX OF USES

Incorporate a mix of uses, including:

Mixed-use or commercial at the corner of Nerge Road and Devon Avenue, encouraging shopping, services, and restaurants that serve Village residents

Up to 5 stories of residential to the north (multi-family/senior-friendly)

Encourage development that capitalizes on visibility from I-290 and upgrades the site's overall appearance as viewed from the roadway

Opportunity for uses to the east that would benefit from Interstate visibility (i.e., hotel), 6+ stories



MIXED USE

COMMERCIAL

VISIBILITY



CONNECTIONS

Improve pedestrian connectivity and safety by providing pedestrian connections to commercial uses west of Nerge Road

Improve the visual and physical connection between this site and the commercial development west of Nerge Road, and improve traffic safety between the two areas

Connect to future multi-use paths along Devon Avenue and Nerge Road

Encourage walkability and vitality within the site by creating pedestrian-friendly areas between the buildings and the street and connecting buildings with internal sidewalks/paths

PARKING

Utilize surface parking to support commercial uses and **locate parking areas behind buildings** or in the site's interior rather than in front of the buildings along Nerge Road or Devon Avenue.

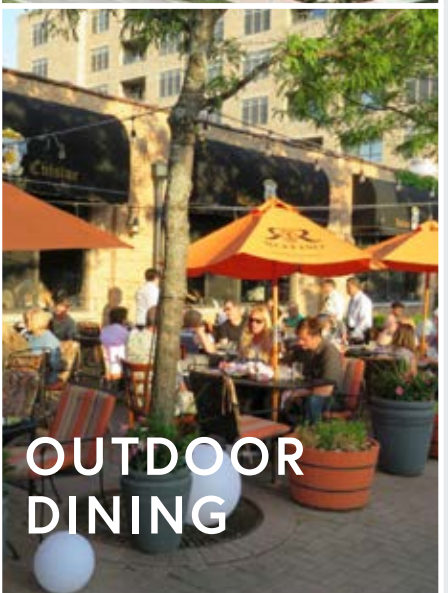
Reduce the amount of surface parking for multi-family development by utilizing underground and underbuilding parking.

OUTDOOR SPACE

Include private open space such as outdoor dining, patios, balconies, and green space

Include public art in visible and high impact locations

Incorporate open space and existing retention pond as amenities for residential development to the north



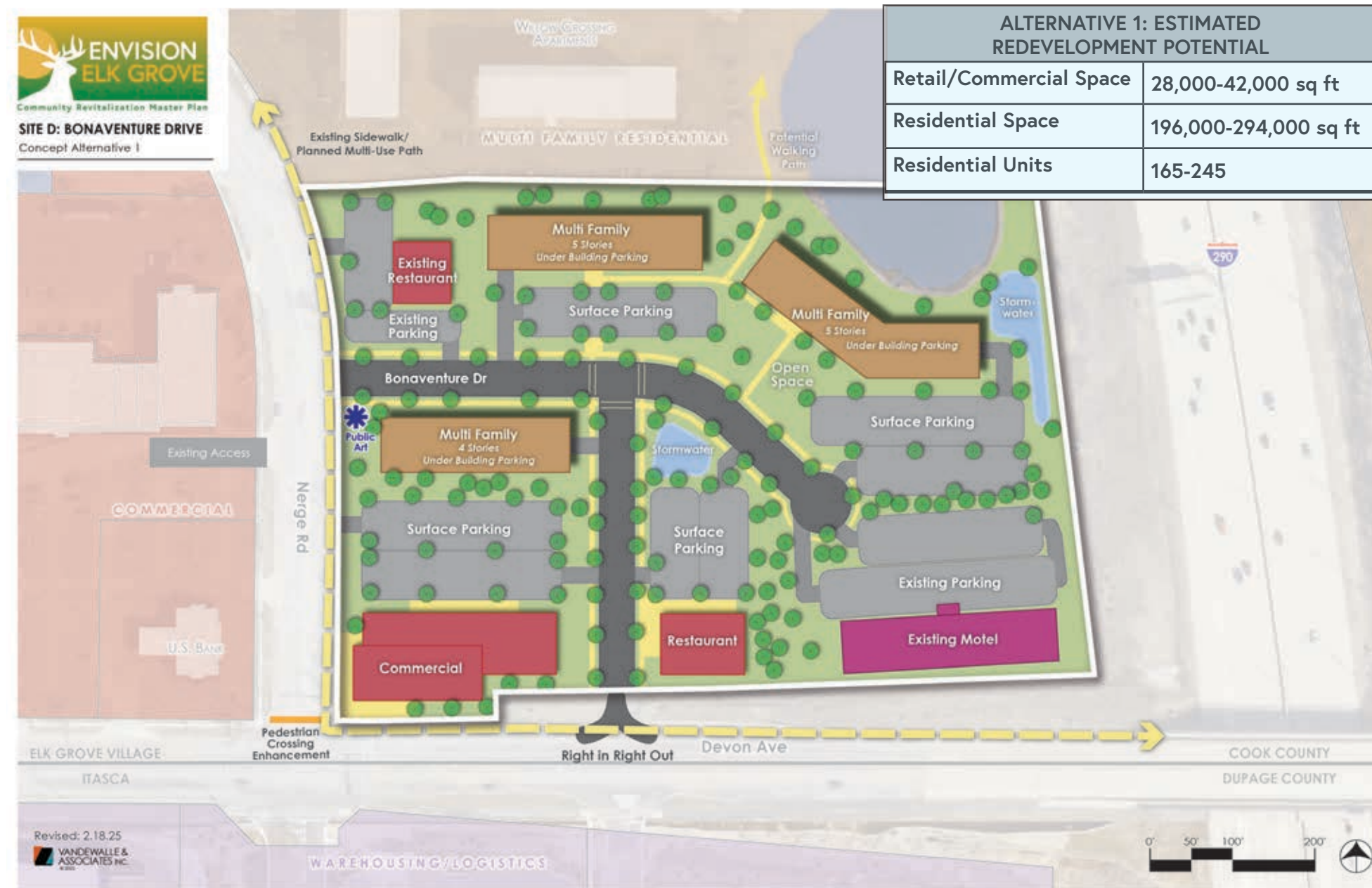
SITE D CONCEPT ALTERNATIVES

This section presents four Concept Alternatives for Site D. Each alternative achieves the Village's development objectives in different ways. Notable variations between the alternatives include the land use on the southern portion of the site, recommendations for the existing motel site, and the location of Bonaventure Drive. Final development plans likely will differ from these alternatives, possibly reflecting a blend of multiple alternatives.

ALTERNATIVE 1

This alternative includes a freestanding commercial building at the corner of Devon Avenue and Nerge Road with surface parking at the rear. A new north-south roadway connects Bonaventure Drive to Devon Avenue with right-in-right-out only access on Devon Avenue. Just east of this new roadway is a site for a freestanding restaurant (or other commercial use), which provides surface parking at the rear and good visibility from Devon Avenue. The existing motel and parking lot remain in place at the site's southeast corner. The northern portion of the site includes two multi-family buildings near the existing stormwater pond and existing five-story Willow Crossing Apartments. Another multi-family building with under-building parking is located south of the intersection of Bonaventure Drive and Nerge Road. All multi-family buildings include both under-building and surface parking. Interior sidewalks connect to the existing sidewalk s and provide continuous pedestrian access to planned multi-use trails on Devon Avenue and Nerge Road.

At the northwest corner of the site is an existing restaurant and parking lot. As compared to Alternatives 2, 3, and 4, this alternative reflects the lowest degree of change over current conditions as Bonaventure Drive and the existing motel remain in their current locations.



SITE D CONCEPT ALTERNATIVE 1

ALTERNATIVE 2: ESTIMATED REDEVELOPMENT POTENTIAL

Retail/Commercial Space	28,000-42,000 sq ft
Residential Space	233,000-349,000 sq ft
Residential Units	195-290

ALTERNATIVE 2

In Alternative 2, Bonaventure Drive is relocated to the south to align with the existing driveway on the west side of Nerge Road. As in Alternative 1, a new north-south road connection from Bonaventure Drive to Devon Avenue provides right-in-right-out only access on Devon Avenue. This alternative includes a freestanding commercial building at the corner of Devon Avenue and Nerge Road with surface parking at the rear. On the south side of the site is a freestanding restaurant (or other commercial use) with surface parking at the rear and with good visibility from Devon Avenue. A multi-family building located at the site's southeast corner would replace the existing motel. The northern portion of the site includes two multi-family buildings near the existing stormwater pond and existing five-story Willow Crossing Apartments. Another multi-family building fronting Bonaventure Drive is located near the center of the site. All multi-family buildings in this alternative include both under-building and surface parking. Interior sidewalks connect to the existing sidewalk s and provide continuous pedestrian access to planned multi-use trails on Devon Avenue and Nerge Road.

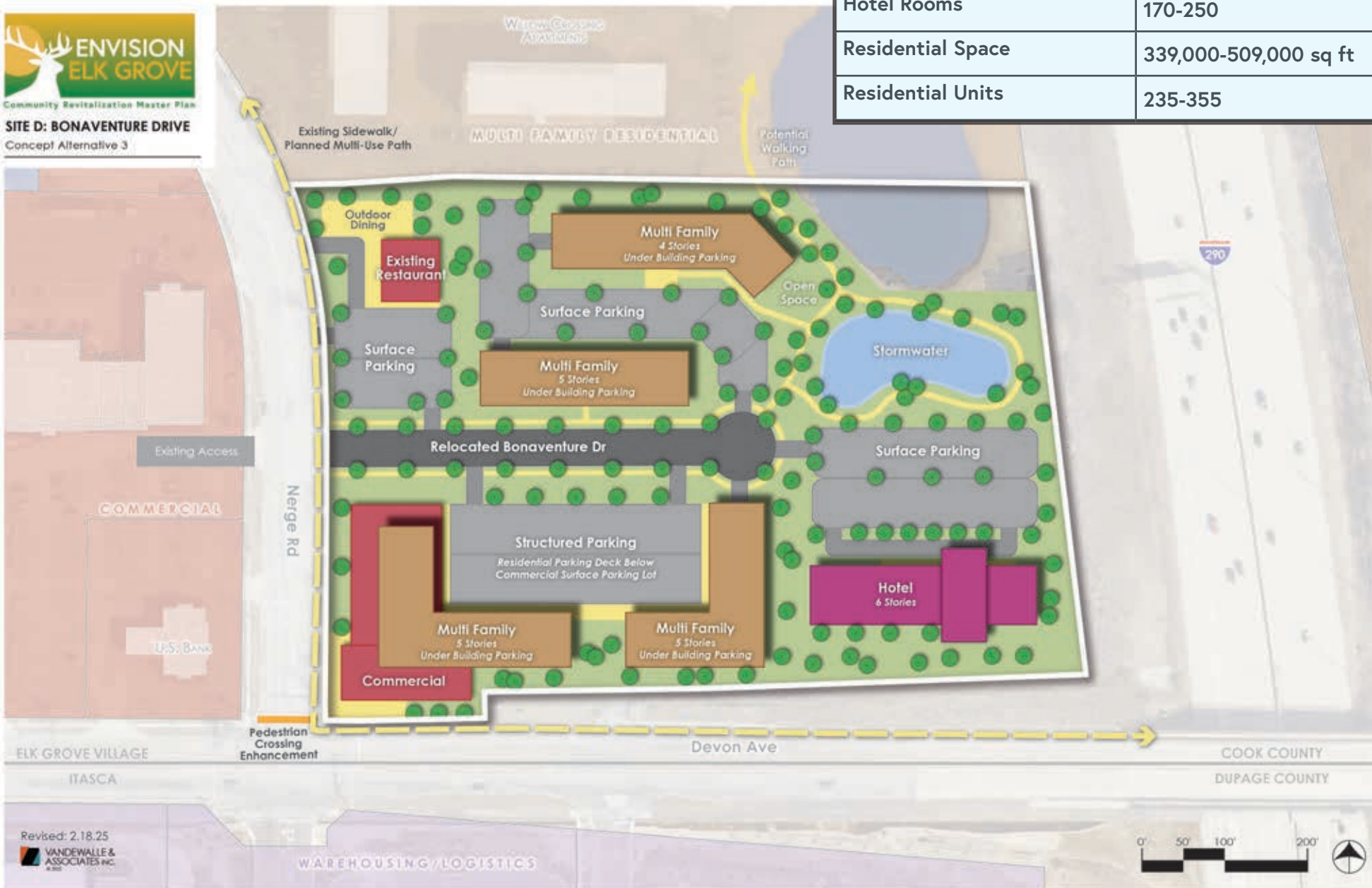
At the northwest corner of the site is an existing restaurant with room for open space, public art, and expanded surface parking made possible by the relocation of Bonaventure Drive.



SITE D CONCEPT ALTERNATIVE 2

Shifting Bonaventure Road to the south to align with the driveway to the west across Nerge Road comes with several potential benefits:

- Physical alignment of access points from Nerge Road reduces the number of potential conflict points for turning vehicles and improves safety
- Visual connection to successful commercial area across Nerge Road
- Creates a larger developable area to the north and creates space for open space and public area
- Creates more evenly sized developable areas north and south of Bonaventure Drive



ALTERNATIVE 3: ESTIMATED REDEVELOPMENT POTENTIAL	
Retail/Commercial Space	27,000-40,000 sq ft
Hotel Spaces	103,000-154,000 sq ft
Hotel Rooms	170-250
Residential Space	339,000-509,000 sq ft
Residential Units	235-355

ALTERNATIVE 3

Like Alternative 2, Alternative 3 includes the relocation of Bonaventure Drive to the south to align with the existing driveway on the west side of Nerge Road as well as multi-family residential development on the north side. Unlike Alternative 1, Alternative 3 envisions a new, six-story hotel on the southeast corner of the site. This location has excellent visibility from I-290 and could alternatively serve as an office headquarters if the market for office space improves. This alternative depicts Bonaventure Drive ending in a cul-de-sac that does not provide access to Devon Avenue.

This alternative includes a high-density mixed-use building at the corner of Devon Avenue and Nerge Road. This building includes one level of commercial close to the street with an attached five-story residential tower above and set back from the street. To the east is a multi-family building with substantial visibility from Devon Avenue. Both buildings include under-building parking with a shared structured parking area located between them providing surface parking for commercial tenants atop an underground parking deck for use by residents.

North of Bonaventure Drive is an existing restaurant with an expanded outdoor dining area to the north and parking relocated to the south utilizing space created by the relocation of Bonaventure Drive. To the east of the restaurant are two multi-family buildings: one located along Bonaventure Drive and another near the existing five-story Willow Crossing Apartments. Both multi-family buildings include under-building and surface parking. An internal sidewalk and path network encircles the stormwater pond, connecting to Willow Crossing Apartments and to the existing sidewalk s and planned multi-use trails on Devon Avenue and Nerge Road.

SITE D CONCEPT ALTERNATIVE 3

ALTERNATIVE 4: ESTIMATED REDEVELOPMENT POTENTIAL

Retail/Commercial Space	27,500-41,000 sq ft
Residential Space	324,000-485,000 sq ft
Residential Units	230-345

ALTERNATIVE 4

This alternative was added in response to input from the public and project Steering Committee. The public is strongly in favor of commercial uses such as retail and restaurants on Site D. This alternative seeks to provide a balance of commercial and residential, and is careful not to over-commit to commercial development given the challenging environment for commercial right now. If the market improves for commercial, commercial square footages could be increased or buildings envisioned as all-residential could be changed to mixed use buildings with first-floor commercial space.

Like Alternatives 2 and 3, Alternative 4 includes the relocation of Bonaventure Drive to the south to align with the existing driveway on the west side of Nerge Road. Alternative 4 includes a multi-family building on the southeast corner of the site in lieu of the existing motel. The Steering Committee recommended multi-family in this location instead of a new hotel. This alternative also includes a new north-south roadway connection from Bonaventure Drive to Devon Avenue.

Like Alternative 3, this alternative includes a high-density mixed-use building at the corner of Devon Avenue and Nerge Road; however, the building in Alternative 4 is somewhat smaller. This building includes mixed-use development with ground floor commercial use along the Devon Avenue frontage with a residential wing along the Nerge Road frontage. Under-building parking is provided for the multi-family, while surface parking is provided at the rear for commercial tenants. To the east is a freestanding restaurant (or other commercial use), which provides surface parking at the rear and visibility from Devon Avenue. The Steering Committee recommended a freestanding commercial building in this alternative as it could accommodate drive-through restaurants, which have strong demand in the market right now.



SITE D CONCEPT ALTERNATIVE 4

At the northwest corner of the site is an existing restaurant with room for open space, public art, and expanded surface parking made possible by the relocation of Bonaventure Drive. The northern portion of the site includes two multi-family buildings near the existing stormwater pond and existing five-story Willow Crossing Apartments. Another multi-family building fronting Bonaventure Drive is located near the center of the site.

All multi-family buildings in this alternative include both under-building and surface parking. Interior sidewalks connect to the existing sidewalks and provide continuous pedestrian access to planned multi-use trails on Devon Avenue and Nerge Road.



SITE SPECIFIC IMPLEMENTATION CONSIDERATIONS

In addition to the General Implementation Considerations at the end of this document, the following are specific implementation considerations for advancing the Site D Concept Alternatives:

Project Phasing. All of the Concept Alternatives include the entire site, but redevelopment may occur in phases as individual properties become available. In that case, care must be taken to ensure the remaining businesses and properties are not adversely affected.

Street Relocation & Utility Relocation. As noted, some of the Concept Alternatives include the relocation of Bonaventure Drive in order to align it with the entry drive to the commercial center to the west. This not only includes the street, but the many utilities located within it. Careful coordination with Village and private utilities will be required. Additionally, the cost of the project will be significantly higher than in Concept Alternatives without the proposed street relocation.

Access to Devon Avenue. Some of the Concept Alternatives include access to Devon Avenue, which is a Cook County Road. Accordingly, coordination with and approval by Cook County will be required.

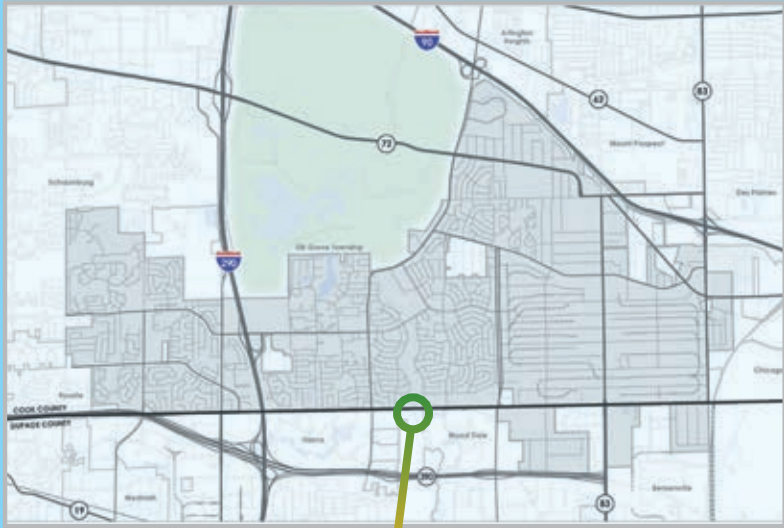
Stormwater Management. All of the Concept Alternatives assume the large stormwater pond on the northeast corner of the site will be available to handle some of the runoff generated by the redevelopment projects. This pond appears to be shared with the apartment complex to the north of the site, so coordination with that property owner will be required to ensure the pond can meet the needs of the redevelopment. That said, all of the Concept Alternatives include considerably more open space/pervious area than the existing development, so the associated runoff should be significantly less.

SITE E: DEVON AVENUE & SALT CREEK



Devon Ave





SITE E: DEVON AVENUE & SALT CREEK



Overview: Existing Land Use

Site E includes a largely undeveloped natural area traversed by Salt Creek. The site includes two areas on either side of Devon Avenue. The portion of the site north of Devon Avenue includes five parcels in Cook County, which are privately owned. The portion of the site south of Devon Avenue includes four parcels in DuPage County; this area is unincorporated and is outside of the Village limits. Parcels 7 and 8 are owned by the DuPage County Forest Preserve. Parcel 9 contains the maintenance building for the Salt Creek Golf Club in Wood Dale; the golf club is immediately to the south of Site E.

The site is almost entirely constrained by 500- and 100-year floodplains. Wetlands are present along the banks of Salt Creek. These environmental constraints greatly limit the site's development potential.

SURROUNDING LAND USES

- **North** – Single-family neighborhoods and undeveloped floodplain
- **West** – Church, single-family neighborhood, and Community Athletic Fields
- **South** – Golf course
- **East** – Overhead power lines, industrial development, wetland, and stormwater pond

REDEVELOPMENT POTENTIAL

- Parcels 1-9 have minimal redevelopment potential and are best suited for open space preservation.

STREET AND UTILITY ACCESS

- Devon Avenue bridge over Salt Creek is eligible for replacement based on the most recent structural evaluation.
- No existing vehicular or pedestrian access points from public rights-of-way.
- No pedestrian or connection between the north and south sides.
- Sidewalks on Devon Avenue are narrow, immediately adjacent to the vehicle travel lanes, and separated from the site by guardrails.
- Village water main on north side of Devon Avenue runs under Salt Creek.
- Overhead power lines immediately to the east.

ID NO.	ADDRESS	ACRES	ZONING	MUNICIPALITY
1	132 E DEVON AVE	5.86	R-3	ELK GROVE VILLAGE
2	NONE – SALT CREEK	0.55	R-3	ELK GROVE VILLAGE
3	136 E DEVON AVE	3.11	R-3	ELK GROVE VILLAGE
4	136 E DEVON AVE	1.93	R-3	ELK GROVE VILLAGE
5	136 E DEVON AVE	0.27	R-3	ELK GROVE VILLAGE
6	WOOD DALE IL 60190	022	R-2*	UNINCORPORATED DUPAGE COUNTY
7	1118 STONEHAM BENSENVILLE IL 60106	2.01	R-2*	UNINCORPORATED DUPAGE COUNTY
8	DEVON AVE WOOD DALE IL 60191	16.37	R-2*	UNINCORPORATED DUPAGE COUNTY
9	DEVON AVE WOOD DALE IL 60191	4.39	R-1*	WOOD DALE
TOTAL		34.71		
*Not an Elk Grove Village zoning district				

TABLE 4: SITE E EXISTING CONDITIONS DATA

**SITE E: DEVON AVE &
SALT CREEK**

Utilities and Existing Land Use

-  REDEVELOPMENT AREA
-  ELK GROVE MUNICIPAL BOUNDARY
-  PARCELS
-  PARCELS ON SITE
-  SITE ID NUMBER
-  WATER
-  WATER MAINS
-  STORM MAINS
-  SANITARY MAINS
-  ELECTRIC LINES

Note: Some data sources are limited to within Village boundary.



Revised: 11.9.23

**VANDEWALLE &
ASSOCIATES INC.**
© 2023

Challenges and Opportunities

RECREATION OPPORTUNITIES

- Floodplains and wetlands preclude development but support natural resource preservation.
- Established wooded area provides opportunity for passive public recreation use.
- Potential to connect to existing or future trail network and surrounding recreation uses such as Community Athletic Fields to the south and possibly Burbank Park to the north.
- Replacement of existing roadway bridge over Devon Avenue could potentially incorporate pedestrian access to Salt Creek.

CONSTRAINTS

- Salt Creek and Devon Avenue divide the site, limiting usable area for recreation.
- Wetlands and 100-year floodplain limit the types of improvements that could be constructed.
- Municipal boundaries may complicate improvements to pedestrian connections across/under Devon Avenue.

SITE E: DEVON AVE & SALT CREEK

Environmental Constraints

-  REDEVELOPMENT AREA
-  ELK GROVE MUNICIPAL BOUNDARY
-  PARCELS
-  PARCELS ON SITE
-  1' CONTOURS
-  100 YEAR FLOODPLAIN
-  500 YEAR FLOODPLAIN
-  WATER
-  WETLANDS

Note: Some data sources are limited to within Village boundary.



Revised: 11.9.23
VANDEWALLE & ASSOCIATES INC.
© 2023



SITE E: DEVON AVENUE & SALT CREEK DEVELOPMENT OBJECTIVES

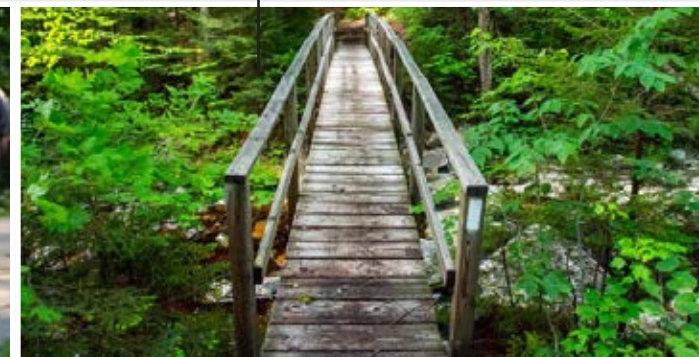




PEDESTRIAN
CONNECTION



PEDESTRIAN
PATH



PEDESTRIAN CONNECTIONS AND ACCESS

Improve pedestrian connections and access to and through the site:

- Provide pedestrian access into the site and along Salt Creek
- Reconstruct and raise the Devon Avenue roadway over Salt Creek to improve waterflow within the creek during periods of flooding
- Provide a widened sidewalk/pedestrian path (sidepath) on both sides of Devon Avenue as part of the Devon Avenue roadway reconstruction
- Provide a grade-separated pedestrian pathway over Devon Avenue with a pedestrian bridge closer to Arlington Heights Road
- Add pedestrian paths to connect Community Athletic Fields parking lot to Salt Creek to provide new passive recreation opportunities for park users



PEDESTRIAN
BRIDGE

TRAIL NETWORK CONNECTIONS

Connect to the existing and planned trail network to the east

Connect to a potential future greenway trail to the north along Salt Creek



GREENWAY RIVER
PATH



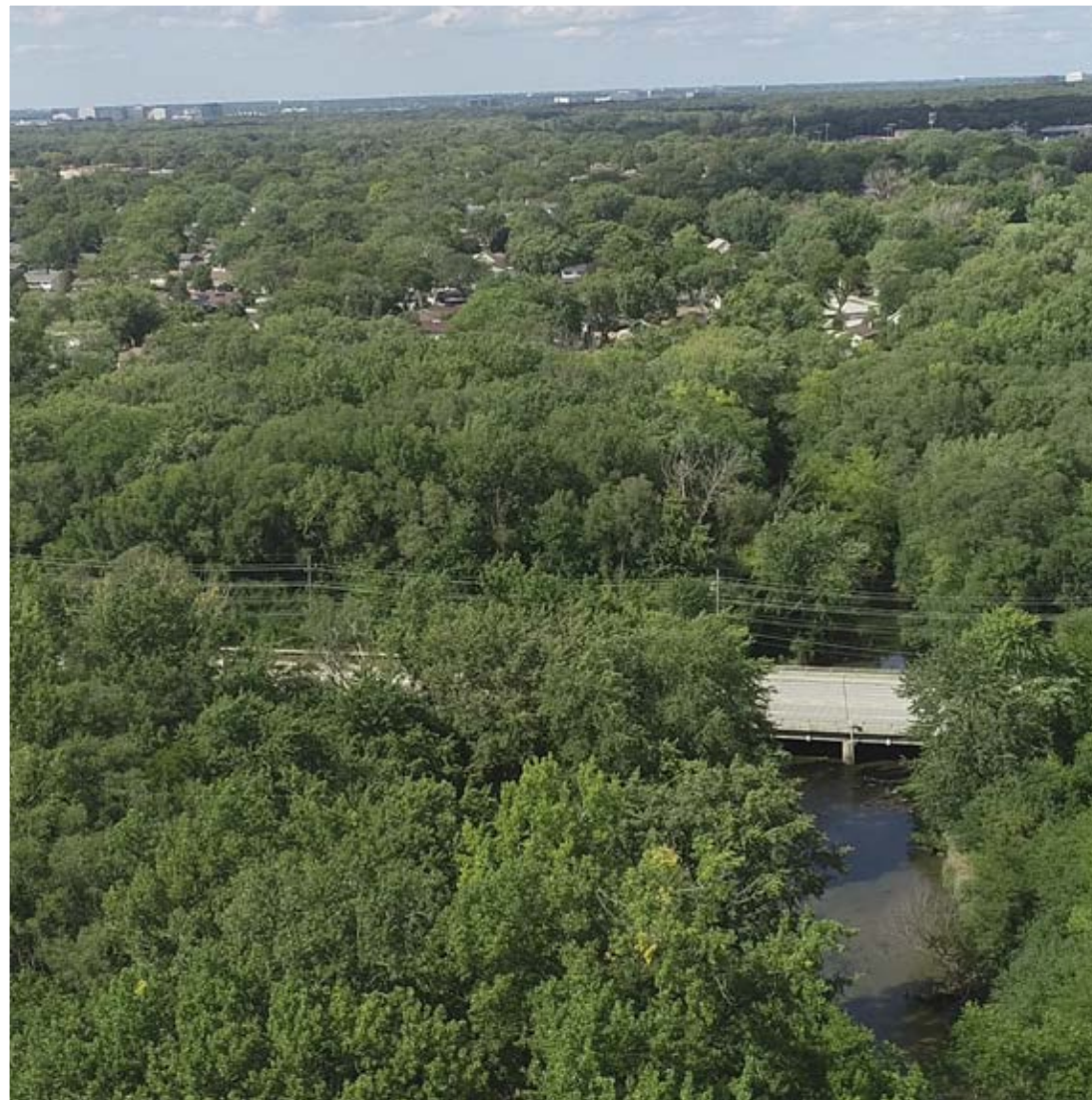
SITE E CONCEPT PLAN

Site E includes land on either side of Salt Creek and on the north and south sides of Devon Avenue. The north side is not accessible from Devon Avenue, while the south side can be accessed via the driveway to a golf course maintenance building. There is no direct connection between the north and south sides of the site (except by boat), as the Devon Avenue road deck is too low. The concept illustrates the enhanced connectivity and access that could be possible through a pedestrian bridge over Devon Avenue connecting Site A (Turner Avenue) on the north side of Devon Avenue and Community Athletic Fields on the south side. This concept is oriented to providing safe, grade-separated access between Community Athletic Fields and the neighborhood north of Devon Avenue, including the new residential development envisioned for Site A. On Site A, the bridge is connected to the existing and future pedestrian network. On the other end of the bridge, pedestrian paths connect the bridge to the existing parking lots in Community Athletic Fields.

This concept also includes connections through the wooded areas on the west side of Salt Creek with connections to the adjacent neighborhood, the existing path around a stormwater pond in an industrial area (in Wood Dale), a planned path in the ComEd right-of-way, and to a possible future greenway trail continuing north along Salt Creek.

The planned off-street sidepaths along Devon Avenue will improve pedestrian access to Community Athletic Fields from Devon Avenue at street level. Below street level, trails through the wooded areas on the west side of Salt Creek connect to Community Athletic Fields, further connecting the two areas. These trails connect to new and existing paths within the Community Athletic Fields. The trails are designed to work with existing grades and avoid the 100-year floodplain.

A second Concept Alternative for Site E was presented at the public open house that included a pedestrian underpass of Devon Avenue, connecting the north and south sides of the site and providing direct pedestrian access from the street level down to the wooded area below. The public and the Steering Committee did not prefer this option and instead strongly favored the option with the pedestrian bridge described here.



Site Specific Implementation Considerations

In addition to the General Implementation Considerations section at the end of this document, the following are specific implementation considerations for advancing the Concept Plan:

Project Phasing. As noted previously, the Devon Avenue roadway over Salt Creek is nearing the end of its functional life and will need to be replaced in the near future. As part of the design of that project, likely to be led by Cook County, the Village should encourage the inclusion of improved pedestrian facilities along both sides of Devon Avenue between Ridge Avenue and Arlington Heights Road. The south side of Devon Avenue west of Salt Creek poses challenges for the inclusion of a path/sidewalk given the drainage ditch that parallels the road, but it is possible it could be overcome with creative design solutions.

Property Ownership and Jurisdictions. The parcels immediately flanking the east and west sides of Salt Creek on the north side of Devon Avenue are unincorporated and privately owned, and east of those is a gas and electrical transmission line corridor owned by ComEd, where a trail has been planned and expected to be installed in the very near future. South of Devon Avenue, the land immediately west of Salt Creek is unincorporated and owned by the DuPage County Forest Preserve District. The parcel containing the golf course maintenance building is owned by Wood Dale Park District. Community Athletic Fields, located immediately west of Site E, are owned and operated by the Elk Grove Park District and are located within the Village of Itasca. As a result, significant intergovernmental and property owner coordination will be required to plan for and implement the proposed trail network shown on the Concept Plan.

Pedestrian Bridge. The Concept Plan includes a potential pedestrian bridge over Devon Avenue that would connect Site A to the Community Athletic Fields, which are owned and operated by the Elk Grove Park District and located in the Village of Itasca. Accordingly, coordination with and/or approval by Cook County and Itasca will be required. Further engineering will be necessary to determine the feasibility of a pedestrian bridge, account for existing features such as the cell tower, utility poles, and topography, and determine the exact footprint and design of the bridge.

SITE F: HIGGINS ROAD - NORTH



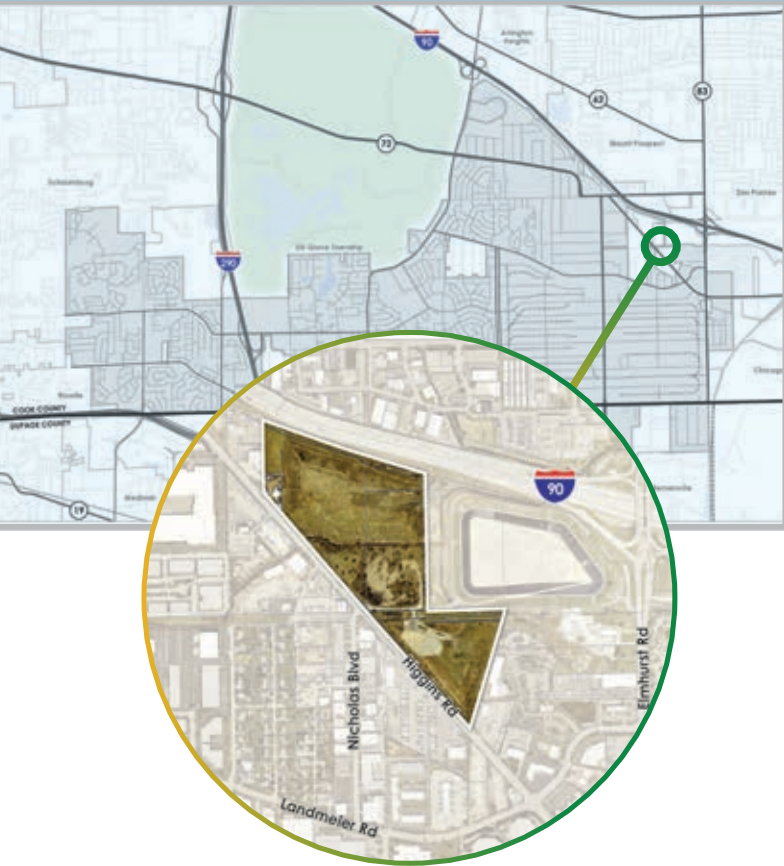
Nicholas Blvd

Higgins Rd

Landmeier Rd

Elmhurst Rd





SITE F: HIGGINS ROAD - NORTH

ID NO.	ADDRESS	ACRES	ZONING	MUNICIPALITY
1	2200 E HIGGINS RD	1.08	I-1*	UNINCORPORATED COOK COUNTY
2	2110 E HIGGINS RD	22.13	I-1*	UNINCORPORATED COOK COUNTY
3	2550 E HIGGINS RD	3.31	I-1*	UNINCORPORATED COOK COUNTY
4	2550 E HIGGINS RD	33.07	I-1*	UNINCORPORATED COOK COUNTY
5	2400 LANDMEIER RD	2.38	I-1	ELK GROVE VILLAGE
6	2400 E HIGGINS RD	0.60	I-1*	UNINCORPORATED COOK COUNTY
7	2400 E HIGGINS RD	0.35	I-1*	UNINCORPORATED COOK COUNTY
8	2400 E HIGGINS RD	13.86	I-1*	UNINCORPORATED COOK COUNTY
TOTAL		76.79		
*Not an Elk Grove Village zoning district				

Overview: Existing Land Use

Site F includes lands on the northeast side of the Village, generally east of the intersection of Nicholas Boulevard and Higgins Road. The site is surrounded by the Elk Grove Village Business Park. Most of this site's land area is unincorporated and not part of Elk Grove Village.

The northern portion of this site is adjacent to I-90. Parcels 1-4 currently contain large amounts of fill, which resulted from the development of a large Metropolitan Water Reclamation District of Greater Chicago (MWRD) stormwater facility located on the Elmhurst Road and I-90 interchange immediately to the east. Additional fill is located on parcels 6-8 to the south. Due to the large amount of fill, these sites are generally not suitable for development. These areas are owned by MWRD and are in an unimproved, overgrown state. Parcel 5 is a paved access road to the south end of Parcel 4 and the large stormwater pond.

SURROUNDING LAND USES

- **North** – I-90, industrial
- **West** – Industrial/Elk Grove Village Business Park
- **South** – Industrial/Elk Grove Village Business Park
- **East** – Large MWRD stormwater facility and Industrial/Elk Grove Village Business Park

REDEVELOPMENT POTENTIAL

- Parcels 1-8 have minimal redevelopment potential and are best suited for open space preservation

STREET AND UTILITY ACCESS

- Eight existing vehicular access points on Landmeier Road.
- One existing vehicular access point on Higgins Road.
- Utilities on the north and south end of Higgins Road.

TABLE 5: SITE F EXISTING CONDITIONS DATA

Challenges and Opportunities

RECREATION OPPORTUNITIES

- Undeveloped areas offer passive recreation opportunities with unique views of the Chicago skyline and O'Hare air traffic.
- Increase cohesion between parcels 1-8 and increase connectivity between the northern and southern portions.
- Potential to clean up municipal boundaries through annexation.

CONSTRAINTS

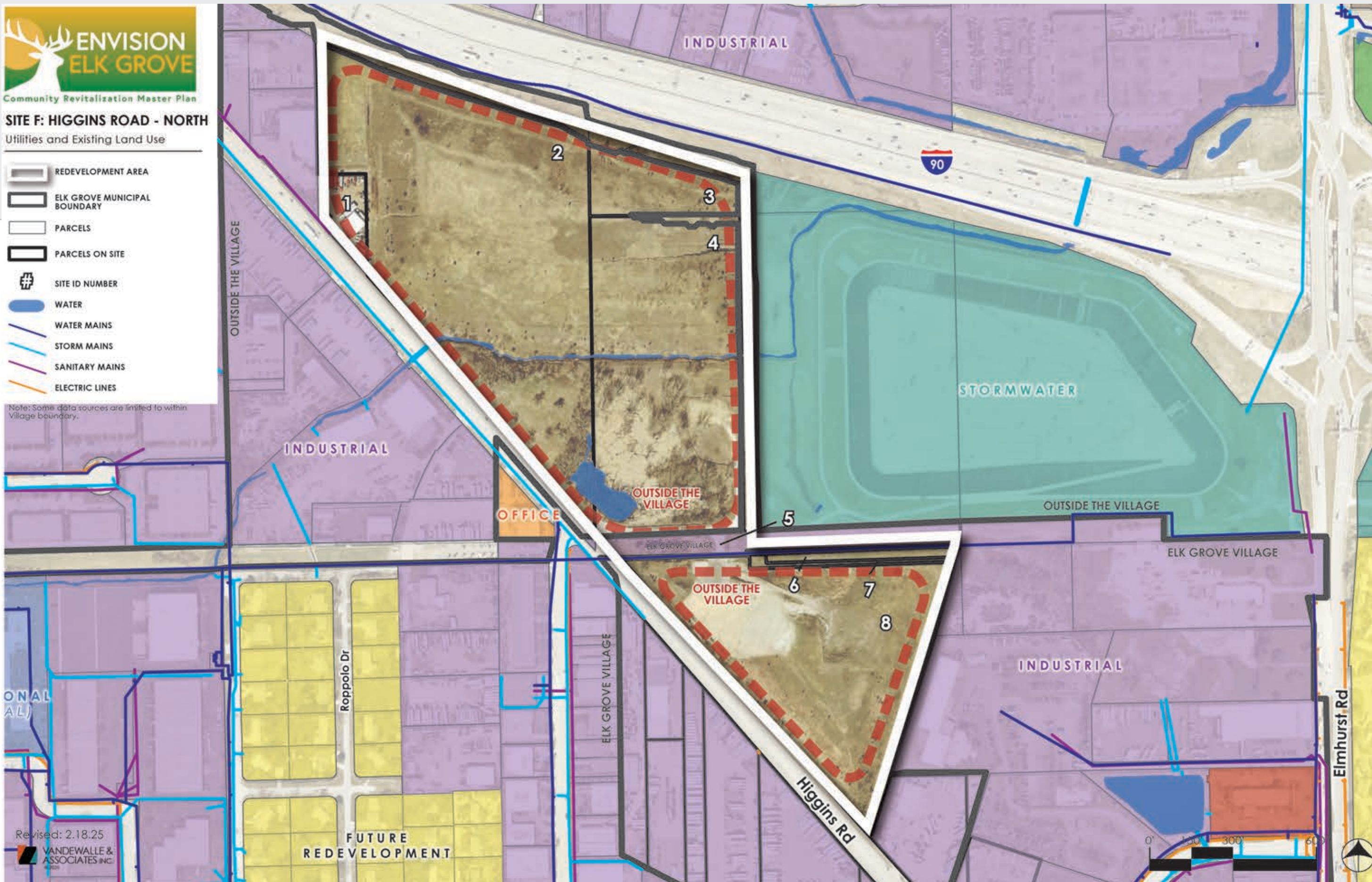
- Large fill sites cannot be developed.
- Wetlands on the southern end of parcels 3 and 4.
- Multiple jurisdictional boundaries may complicate improvements.
- Potential for environmental contamination given past fill.

SITE F: HIGGINS ROAD - NORTH

Utilities and Existing Land Use

-  REDEVELOPMENT AREA
-  ELK GROVE MUNICIPAL BOUNDARY
-  PARCELS
-  PARCELS ON SITE
-  SITE ID NUMBER
-  WATER
-  WATER MAINS
-  STORM MAINS
-  SANITARY MAINS
-  ELECTRIC LINES

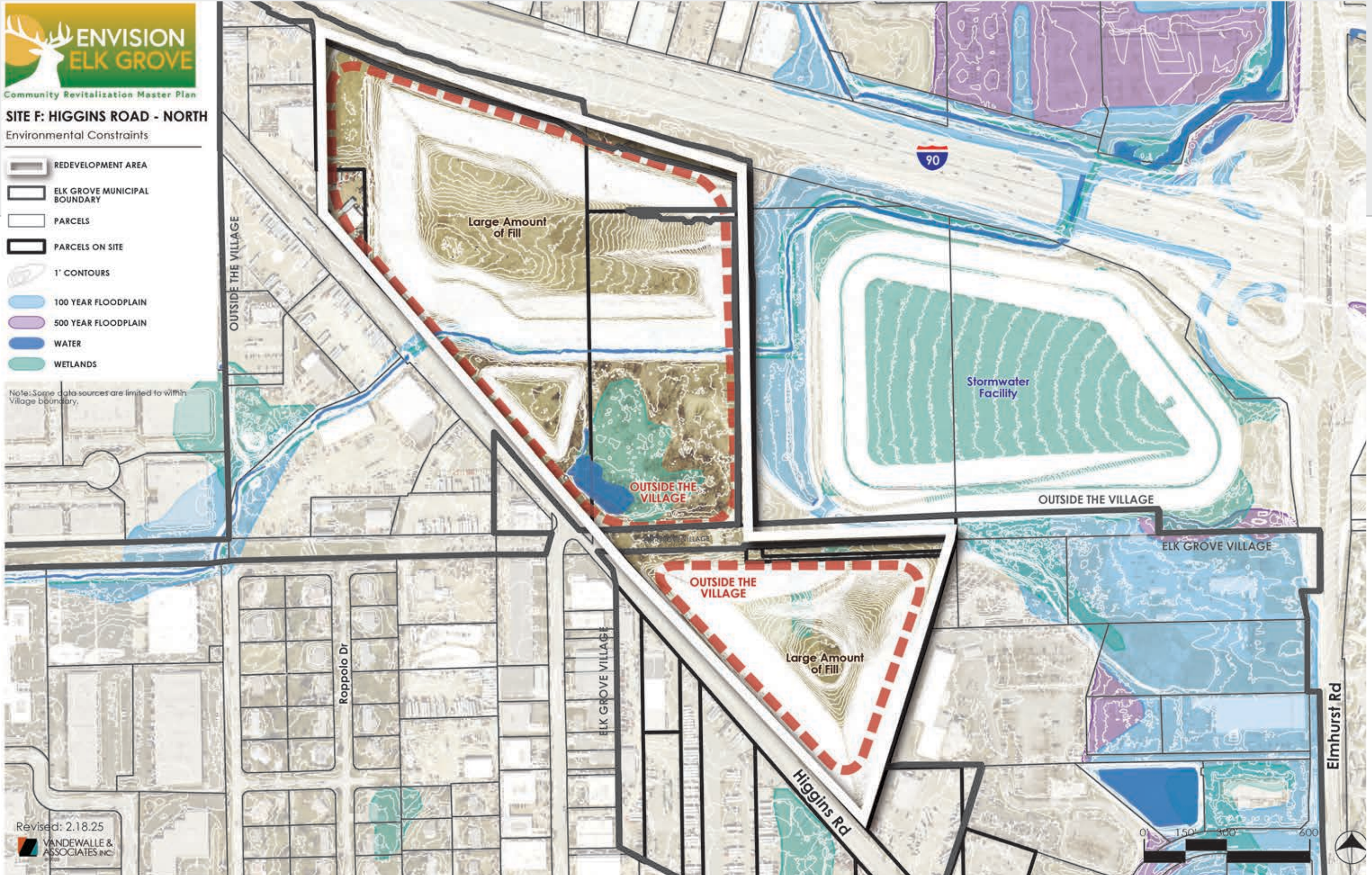
Note: Some data sources are limited to within Village boundary.



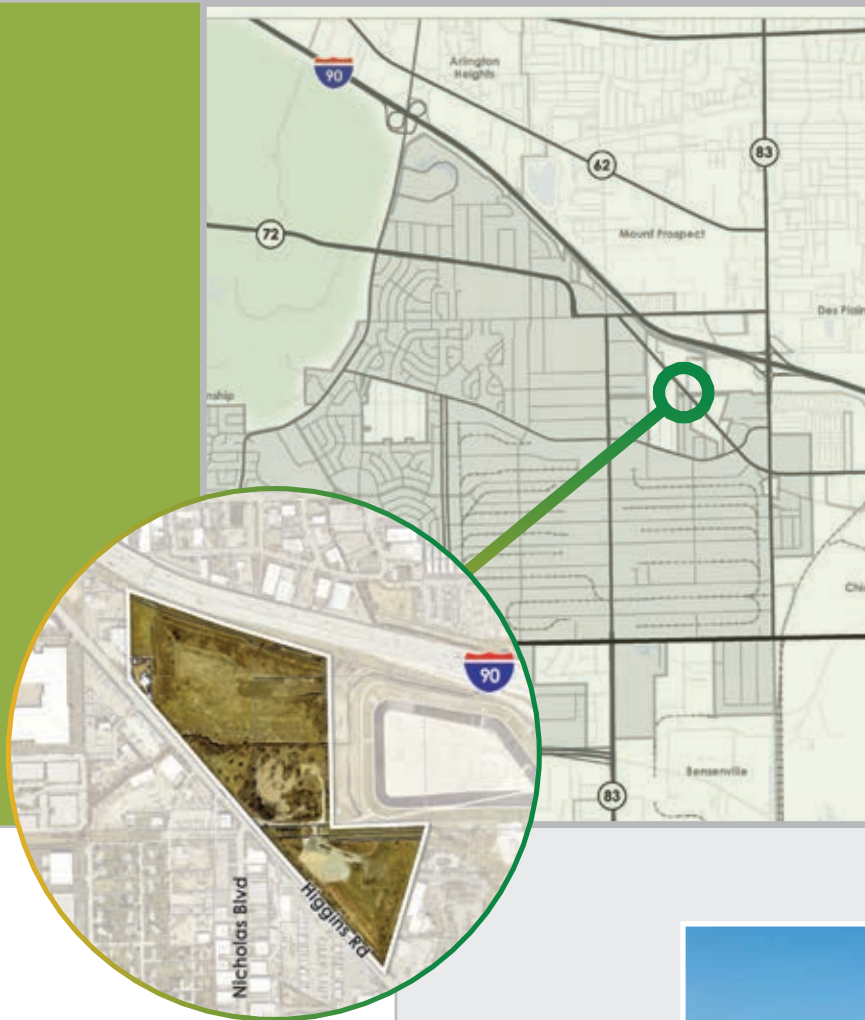
SITE F: HIGGINS ROAD - NORTH
Environmental Constraints

-  REDEVELOPMENT AREA
-  ELK GROVE MUNICIPAL BOUNDARY
-  PARCELS
-  PARCELS ON SITE
-  1' CONTOURS
-  100 YEAR FLOODPLAIN
-  500 YEAR FLOODPLAIN
-  WATER
-  WETLANDS

Notes: Some data sources are limited to within Village boundary.

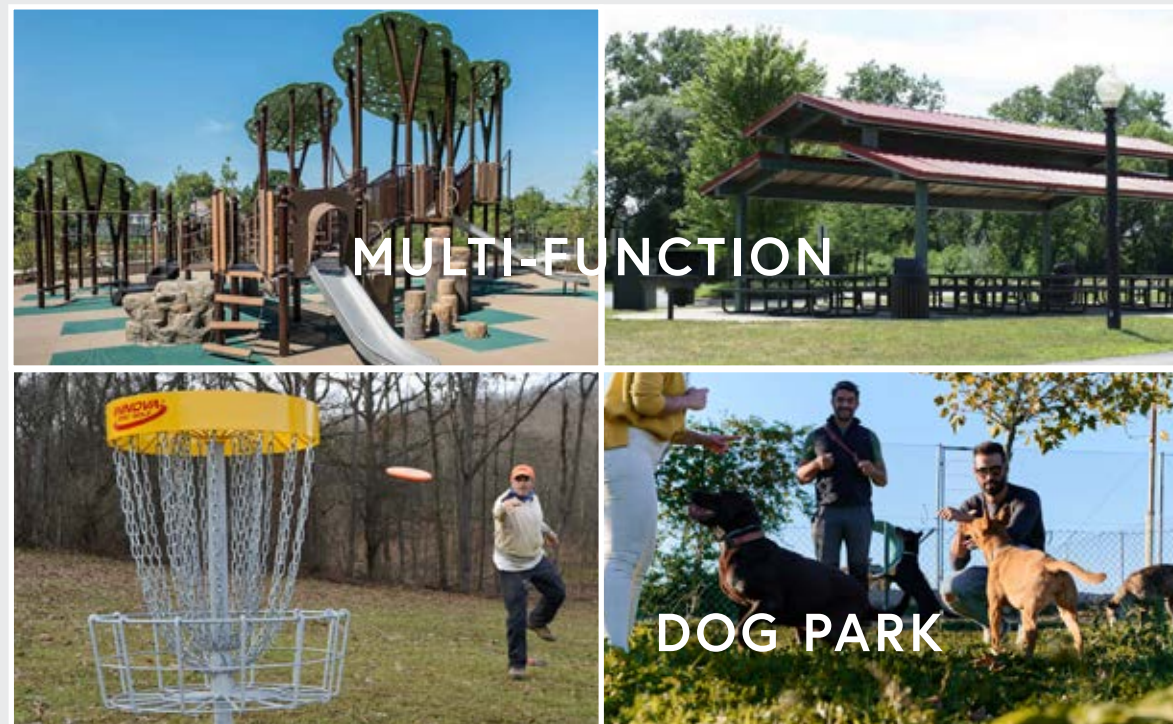


Revised: 2.18.25
VANDEWALLE & ASSOCIATES INC.



SITE F: HIGGINS ROAD - NORTH

DEVELOPMENT OBJECTIVES



Utilize MWRD lands as a **multi-functional recreation amenity** for Village residents

Activate the MWRD site by focusing on **uses that will bring people into the space**



SITE F CONCEPT PLAN

This Concept Plan illustrates potential recreational use of the undeveloped lands owned by the Metropolitan Water Reclamation District of Greater Chicago (MWRD). Developing this area into a park would establish a new recreational amenity for Village residents, better utilizing a site that is currently overgrown and vacant. This alternative includes many potential recreational features intended to increase use of the site as a park, including.

NORTHERN SECTION:

- Looped trails throughout the site; switchbacks in steep areas and boardwalk in wetland areas
- Hilltop observation deck with a view of O'Hare and downtown Chicago
- Scenic overlooks
- Disc golf course (holes 7-18)
- Playgrounds including one that is nature-inspired with water features
- Native prairie
- Parking lot

In addition, this alternative should improve the appearance of street frontage along Higgins Road by clearing overgrown vegetation, incorporating new plantings, and adding trails within the park alongside the road.

SOUTHERN SECTION:

- Dog park – areas for small dogs and large dogs
- Disc golf course (holes 1-6)
- Sledding hill and warming shelter
- Exercise steps built into the slope
- Native prairie
- Parking lot
- Food truck park serving park users and area employees

Site Specific Implementation Considerations

In addition to the General Implementation Considerations section at the end of this document, the following are specific implementation considerations for advancing recommendations for Site F:

Property Ownership and Jurisdictions. As noted above, MWRD owns the proposed park parcel on the north side of Higgins Road, and the land currently is under the jurisdiction of and leased by the Mount Prospect Park District. Further, portions of the property are unincorporated. As a result, significant intergovernmental coordination will be required to plan for and implement the proposed park improvements.

Park Development and Operations. Elk Grove Village residents are served by the Elk Grove Park District, which owns and operates nearly all of the recreation facilities in the Village. (The primary exception is Busse Woods, which is owned by the Forest Preserves of Cook County). The site is under the jurisdiction of the Mount Prospect Park District. The Village intends to work with either the Elk Grove Park District or the Mount Prospect Park District to determine the most appropriate approach to developing and operating the proposed park and the responsibilities of each entity.

SITE F: HIGGINS ROAD - NORTH
Concept Plan



Page Intentionally Left Blank

SITE G: HIGGINS ROAD - SOUTH



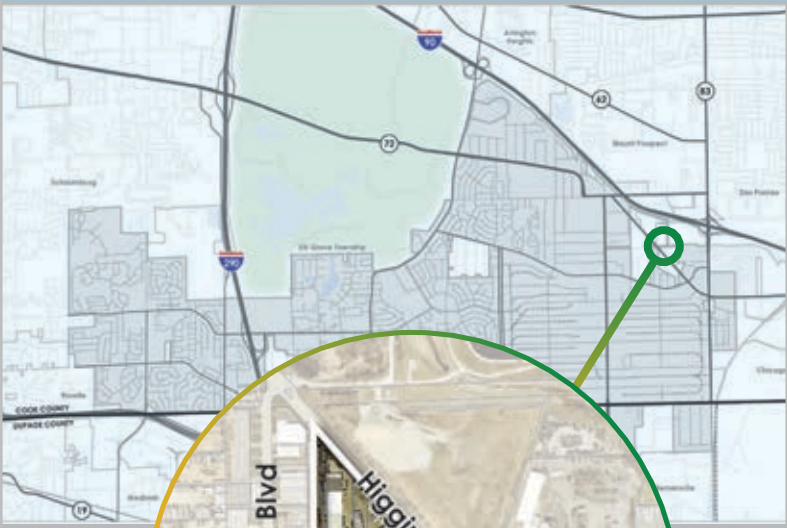
Nicholas Blvd

Higgins Rd

Elmhurst Rd

Landmeier Rd





ID NO.	ADDRESS	ACRES	ZONING	% IMP VALUE OF TOTAL	MUNICIPALITY
1	2627 E HIGGINS RD	0.10	I-1	53.0%	ELK GROVE VILLAGE
2	2627 E HIGGINS RD	0.10	I-1	54.4%	ELK GROVE VILLAGE
3	2627 E HIGGINS RD	0.13	I-1	48.6%	ELK GROVE VILLAGE
4	2627 E HIGGINS RD	0.12	I-1	48.2%	ELK GROVE VILLAGE
5	2325 E HIGGINS RD	1.88	B-3	0.0%	ELK GROVE VILLAGE
6	2545 E LANDMEIER RD	1.59	I-1*	50.1%	UNINCORPORATED COOK COUNTY
7	2545 E HIGGINS RD	1.49	I-1*	0.0%	UNINCORPORATED COOK COUNTY
8	2513 E HIGGINS RD	4.35	I-1*	49.7%	UNINCORPORATED COOK COUNTY
9	2513 E HIGGINS RD	3.20	I-1*	30.6%	UNINCORPORATED COOK COUNTY
10	2513 E HIGGINS RD	1.34	I-1*	28.3%	UNINCORPORATED COOK COUNTY
11	2415 E HIGGINS RD	1.60	I-1*	0.9%	UNINCORPORATED COOK COUNTY
12	2415 E HIGGINS RD	1.10	I-1*	59.6%	UNINCORPORATED COOK COUNTY
13	2401 E HIGGINS RD	1.89	I-1*	46.9%	UNINCORPORATED COOK COUNTY
TOTAL		28.10			
*Assessed value of building/improvements as percent of total assessed value (land + building/Improvement)					

TABLE 6: SITE G EXISTING CONDITIONS DATA

Overview: Existing Land Use

Site G includes lands on the northeast side of the Village, generally northwest of the intersection of Landmeier Road and Higgins Road. The site is surrounded by and partially within the Elk Grove Village Business Park. Most of this site's land area is unincorporated and not part of Elk Grove Village.

South of Higgins Road, parcels 6-13 are home to various trucking and truck repair companies. This area is characterized by industrial buildings and extensive semi-trailer parking on asphalt surfaces. Chain-link fences enclose the site, but do not screen the truck parking from Higgins Road.

Parcels 1-5 include a vacant auto repair and tire shop and a large undeveloped parcel. The degree of vacancy here may indicate a challenging market for commercial and potential for redevelopment and change of use. Parcels 1-5 are within Village limits and under the same ownership; these could present an early redevelopment opportunity.

SURROUNDING LAND USES

- **North** – Vacant MWRD land and Industrial/Elk Grove Village Business Park
- **West** – Industrial/Elk Grove Village Business Park
- **South** – Industrial/Elk Grove Village Business Park
- **East** – Industrial/Elk Grove Village Business Park

REDEVELOPMENT POTENTIAL

- Redevelopment Targets: Parcels 1-13

STREET AND UTILITY ACCESS

- Nine existing vehicular access points on Higgins Road.
- Utilities on the north and south end of Higgins Road.

Challenges and Opportunities

MARKET OPPORTUNITIES

- Surrounding industrial uses lend the site to additional industrial/business park use and a limited amount of commercial use.
- Vacant MWRD land and Industrial/Elk Grove Village Business Park.
- Potential to clean up municipal boundaries through annexation.

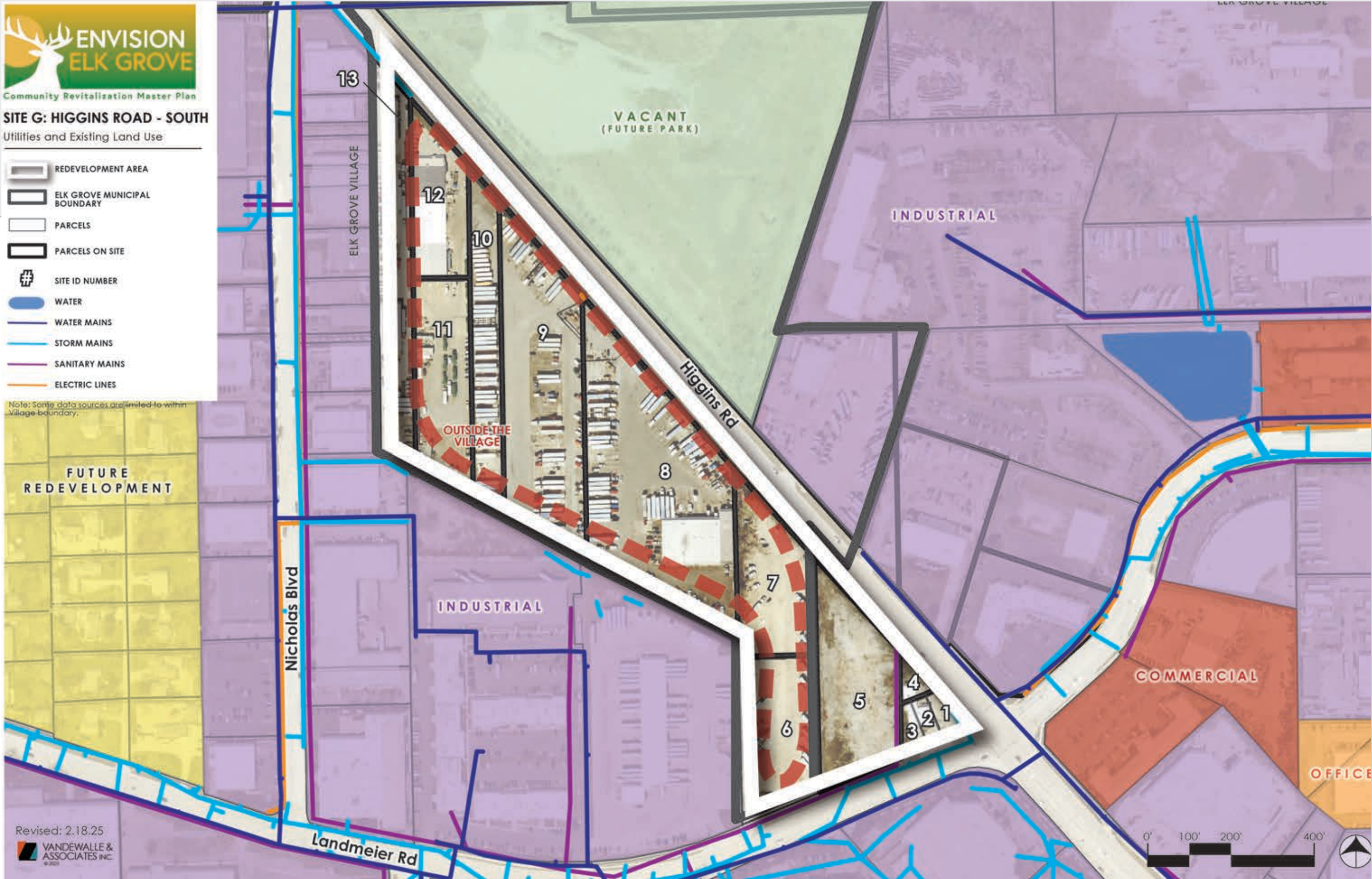
CONSTRAINTS

- Irregularly shaped sites along Higgins Road may limit development opportunities.
- Wetlands on the south side of Higgins Road.
- Multiple jurisdictional boundaries may complicate improvements.
- Potential for environmental contamination given existing and past uses. Any redevelopment project would require an environmental assessment to understand the potential need for environmental remediation. Illinois EPA has brownfields information available online.

SITE G: HIGGINS ROAD - SOUTH
Utilities and Existing Land Use

-  REDEVELOPMENT AREA
-  ELK GROVE MUNICIPAL BOUNDARY
-  PARCELS
-  PARCELS ON SITE
-  SITE ID NUMBER
-  WATER
-  WATER MAINS
-  STORM MAINS
-  SANITARY MAINS
-  ELECTRIC LINES

Note: Some data sources are limited to within Village boundary.

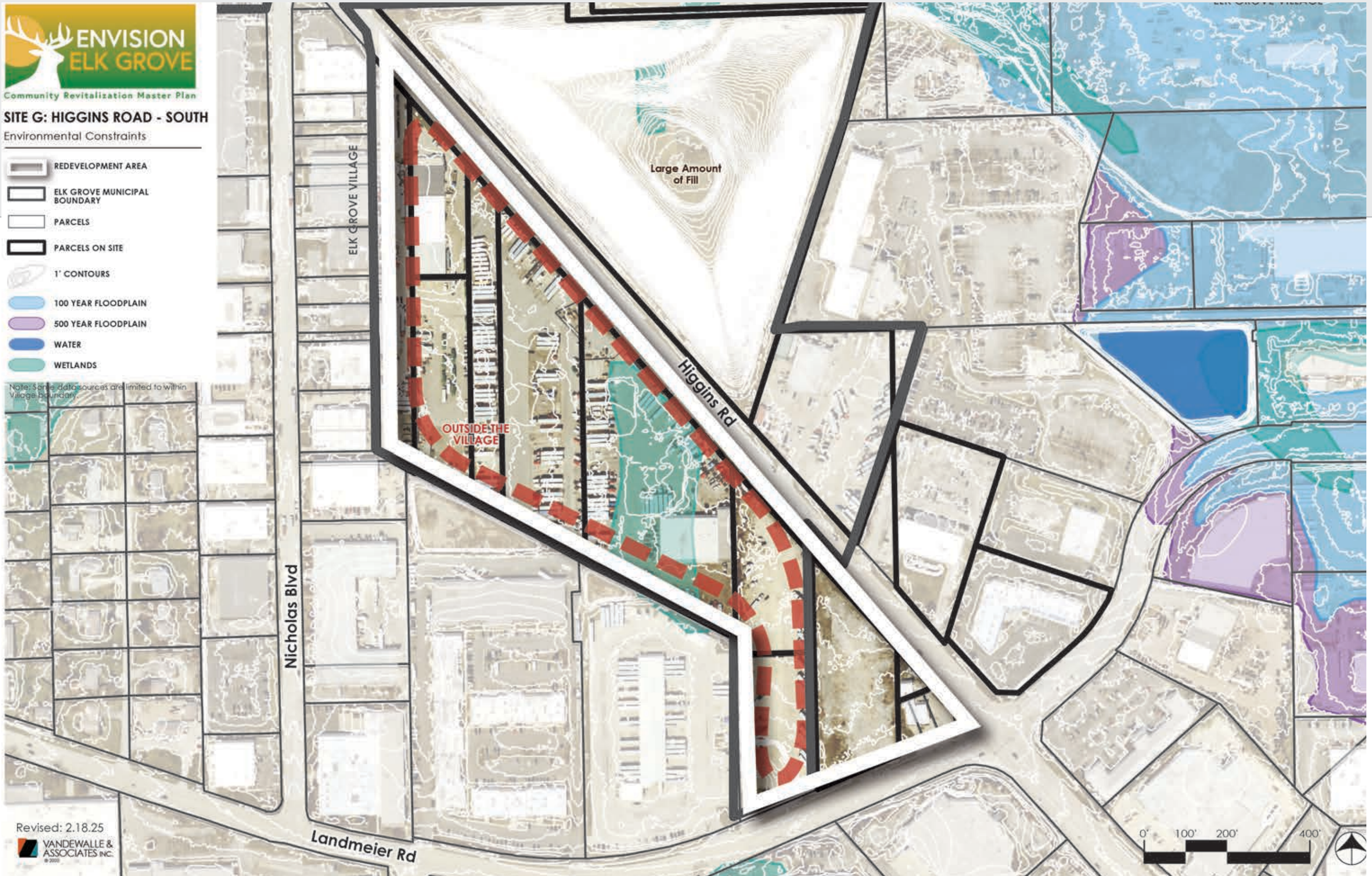


SITE G: HIGGINS ROAD - SOUTH

Environmental Constraints

-  REDEVELOPMENT AREA
-  ELK GROVE MUNICIPAL BOUNDARY
-  PARCELS
-  PARCELS ON SITE
-  1' CONTOURS
-  100 YEAR FLOODPLAIN
-  500 YEAR FLOODPLAIN
-  WATER
-  WETLANDS

Note: Some data sources are limited to within Village boundary.



Revised: 2.18.25

VANDEWALLE &
ASSOCIATES INC.
© 2025

SITE G: HIGGINS ROAD - SOUTH

DEVELOPMENT OBJECTIVES



Establish the area along Higgins Road as a **modern business park gateway for the Village**

Incorporate uses that would benefit from **visibility from the intersection of Landmeier and Higgins Roads**

- Office
- Flex space
- Showrooms

Incorporate light industrial uses with typical industrial building heights

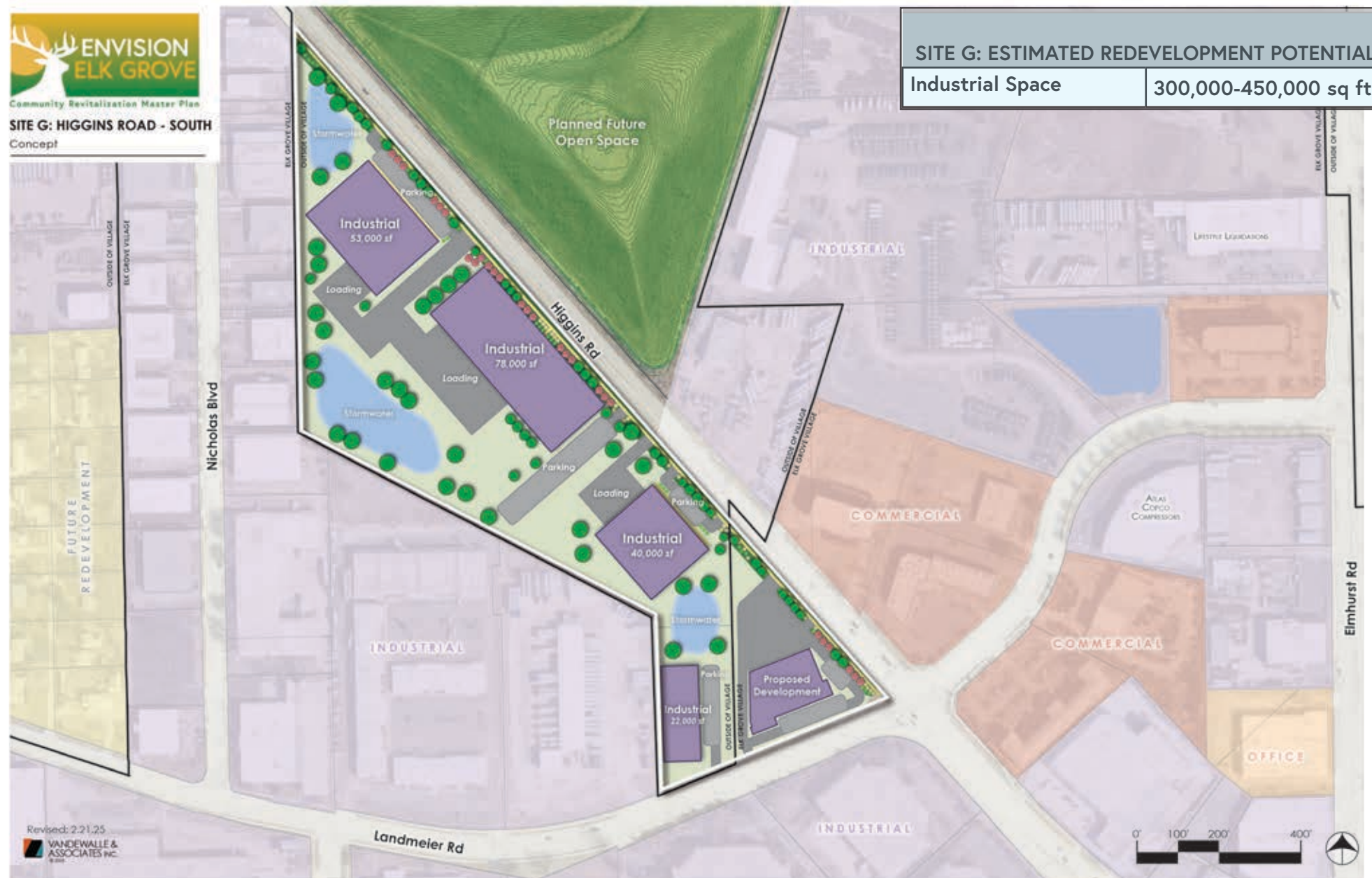
Add **sidewalk and streetscape improvements** along both sides of Higgins Road

Provide a **landscaped parkway or berm adjacent to the street** and landscaping within development sites

- Locate loading areas at the rear or sides of buildings, not along Higgins Road
- Minimize the amount of parking located between buildings and Higgins Road



SITE G CONCEPT PLAN



This Concept Plan includes light industrial redevelopment along Higgins Road north of Landmeier Road. Several buildings ranging from 22,000 to 75,000 square feet in size are shown on both sides of Higgins Road, but actual building sizes could vary. Throughout the site, access drives from Higgins Road are consolidated and shared among industrial buildings. Surface parking and loading areas are intentionally separated, with parking at the front and sides of the buildings and loading areas located at the rear. No outdoor storage or outdoor activities, other than loading, are anticipated.

This alternative also includes sidewalk and streetscape improvements along both sides of Higgins Road. Buildings should be set back a sufficient distance from the street to allow for a landscaped parkway or berm, which will soften the appearance of the large buildings as viewed from Higgins Road. New development would be designed to include landscaping around buildings and parking areas as well. Sample landscaping schemes are provided on the following page.

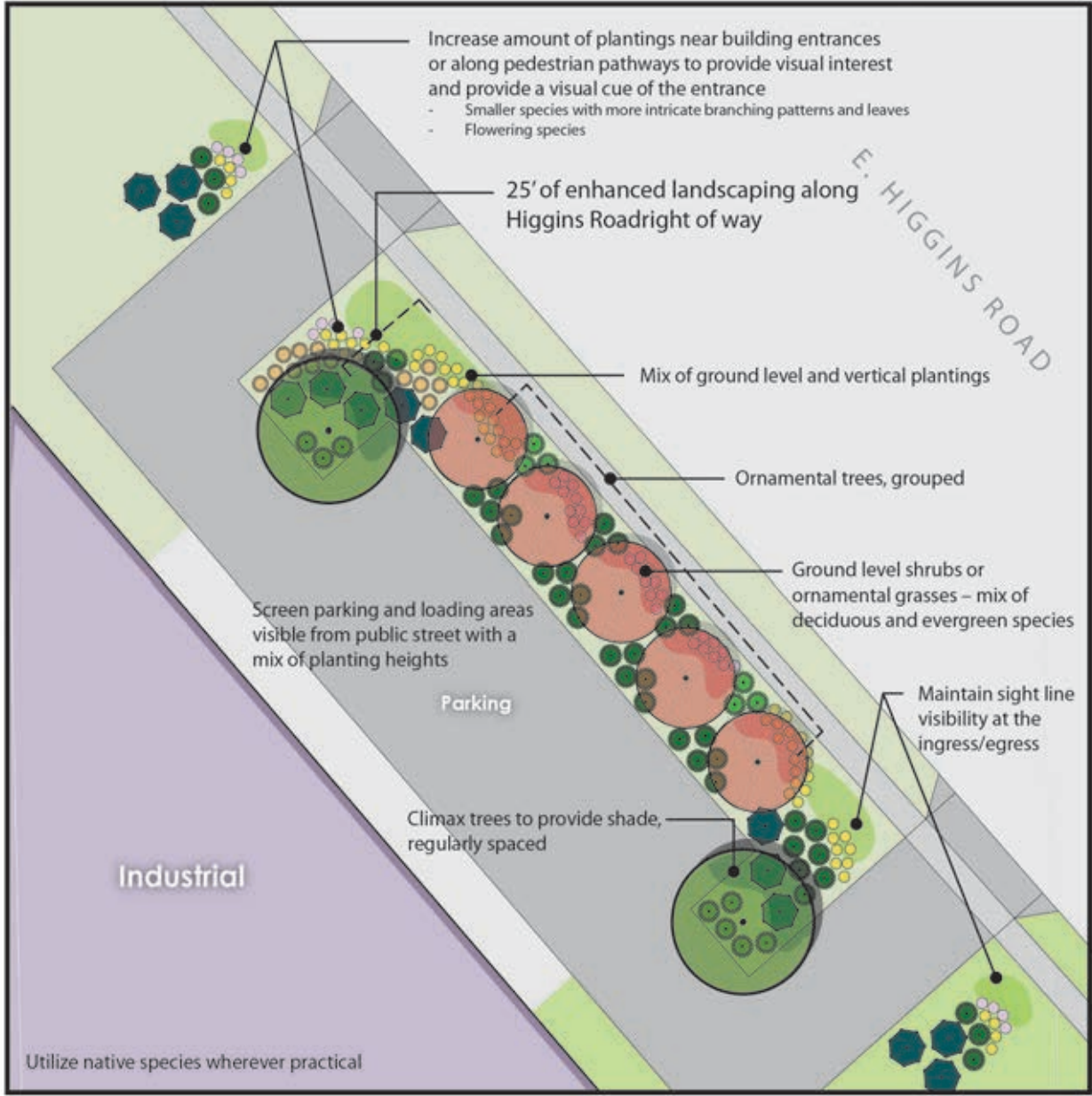
Site Specific Implementation Considerations

In addition to the General Implementation Considerations section at the end of this document, the following are specific implementation considerations for advancing recommendations for Site G:

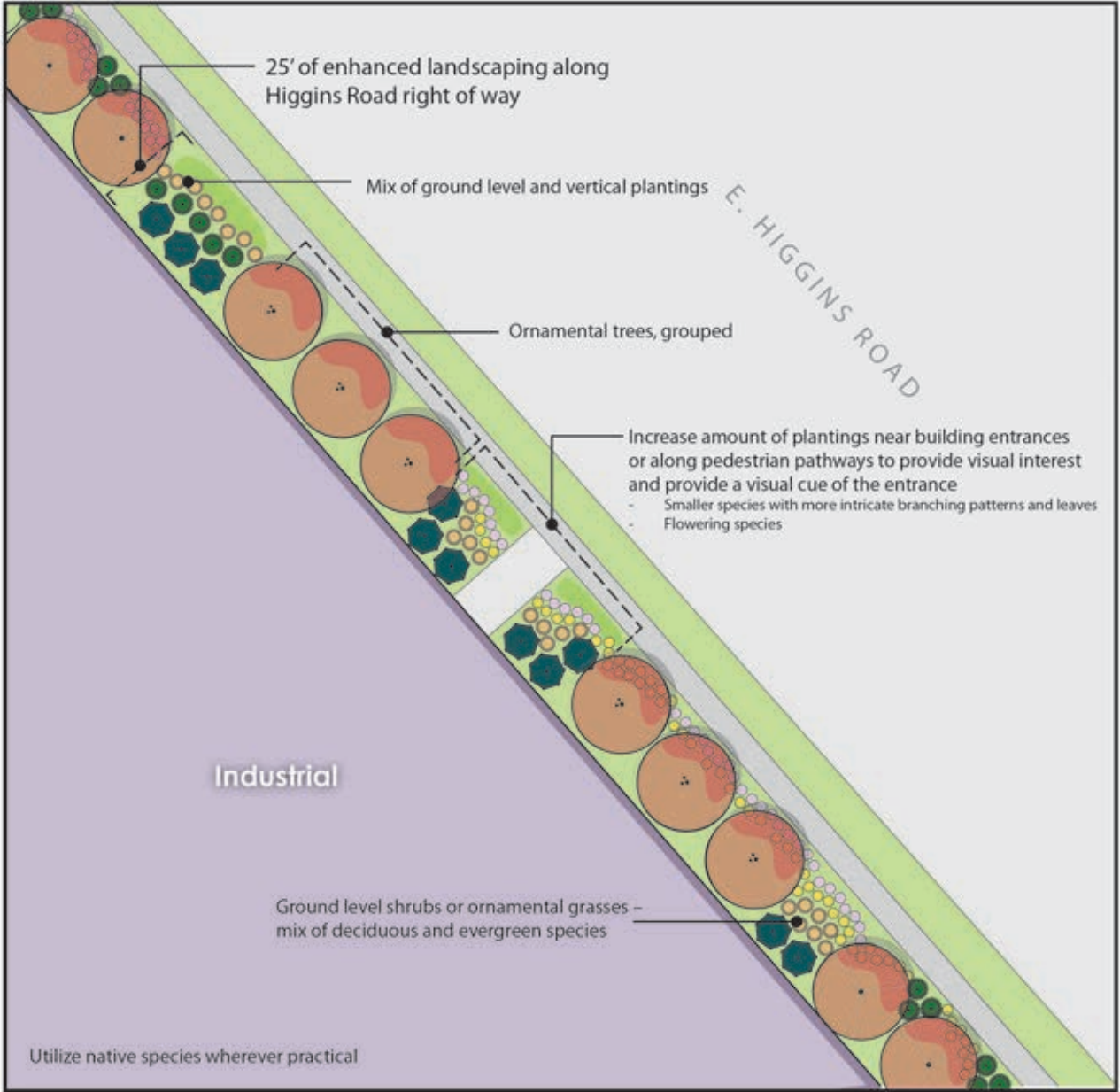
Annexation. Most of the proposed industrial development on the south side of Higgins Road is unincorporated. As redevelopment occurs, property owners should look to annex their properties into Elk Grove Village and rezone them as appropriate.

SITE G HIGGINS ROAD - SOUTH CONCEPT PLAN

SITE G LANDSCAPING CONCEPT



LANDSCAPING ALONG PARKING LOT



LANDSCAPING ALONG BUILDING

Page Intentionally Left Blank

IMPLEMENTATION





GENERAL IMPLEMENTATION CONSIDERATIONS

Each site has unique characteristics and redevelopment potential that will require a tailored approach to implementation. However, there are commonalities between many of the sites that give rise to several key considerations for formulating site-specific implementation strategies:

Timing is Market-Driven

The timing of redevelopment on any particular site, or portion of a site, will be dependent on several factors, but the primary driver will be the private sector. This could take the form of an owner offering their property for sale, a business closing or relocating, or a developer seeking approval for a new project. In each of these cases, the Village will determine an appropriate response, which could involve processing a rezoning or site plan review request, relocating or extending needed infrastructure, providing some form of financial assistance to close financial gaps, or property acquisition. While the Village may proactively engage with existing

property owners to determine their long-term plans and discuss redevelopment opportunities with developers, the Village intends to follow market interest rather than impose unilateral timeframes for the redevelopment of each site. As a result, some sites may see redevelopment within a 5-10 years of the adoption of this plan, while others may take two decades or more. Further, sites may redevelop in phases over a period of several years as individual properties become available.

Business Relocation will be Voluntary

There may be instances where the owner of a commercial property wishes to sell but the tenant business would like to continue, or instances where most of the owners/businesses in a redevelopment site are ready to sell but one or two are not. Elk Grove Village has earned its moniker of Beyond Business Friendly by respecting and

promoting local businesses of all types and will work with businesses to ensure they continue to be successful. This may take the form of incorporating the business into a redevelopment project, helping the business find a new location, or assisting them with making improvements to their existing location to best fit with the surrounding redevelopment. That said, it is important to understand there may be cases where the current business owners do not desire to continue under any conditions, and a sale to another operator is not likely. In all cases, the business owner will determine what is best for them, and the Village will seek to facilitate that to the extent possible.

While the Village has assisted with relocation of businesses in the past, it is not always feasible to do so. There are numerous challenges associated with business relocation, many which are unique to each business or situation. Additionally, some businesses may not be interested in relocating due to the nature of the business or even personal circumstances. In all situations, business relocations will be voluntary.



Maximize and Improve Infrastructure

All of the privately owned redevelopment sites (Sites A, B, C, D, and G) have existing utility and road infrastructure available to them either on-site and/or adjacent to them. In some cases, certain on-site infrastructure may need to be relocated or extended to facilitate the site's full redevelopment potential. In any case, the Village has made and continues to make significant investments in a full range of quality infrastructure (water, sewer, stormwater, streets, sidewalks/paths, etc.), which is a key factor in making these redevelopment sites so attractive. As a result, new projects on the sites should seek to take full advantage of these investments and make on-site adjustments as necessary to optimize the infrastructure for the betterment of both the projects themselves and the Village-wide systems.

Increase Value to Overcome Redevelopment Costs

Each of the privately owned sites involve multiple parcels, structures, owners, and businesses. In many cases, these parcels were created decades ago and no longer meet the needs of contemporary development. As a result, several parcels may need to be assembled

in order to have sufficient space to accommodate redevelopment. Such site assembly can take a considerable amount of time and expense. Beyond the cost of the property purchase itself, there can be additional costs such as demolition, environmental remediation, business relocation, and infrastructure relocation/extension. Accordingly, the taxable value of the completed redevelopment needs to be many times greater than the value of what it replaces in order to make economic sense. This will lead to greater development intensities and densities than currently exist on the site, as shown in the various Concept Plans for each redevelopment site. While this does change the appearance and character of the immediate site, it benefits the Village through increasing the tax base, making greater use of existing infrastructure, and providing new housing and business options while still respecting and minimizing impacts on adjoining neighborhoods.

Market Feasibility

The Concept Plans provided for each redevelopment site reflect current market conditions for residential and commercial development. As those conditions change so, too, will the mix and types of uses – as market feasibility will be ultimate driver of all of the private-led redevelopment. During the planning process, several members of the public indicated a desire for more commercial development on some of the sites, including freestanding, one-

story buildings. However, current -- and likely future -- market conditions do not support these, particularly when all of the costs of redevelopment are taken into account as described above. The public also expressed interest in lower intensity uses such as single family residential and public parks, but, as described above, the economics of redevelopment can support only a small amount of lower intensity uses. Likewise, existing on-site businesses may find it challenging to relocate within a redevelopment project as the rents in a new building will be considerably higher than those in existing buildings, many of which are several decades old and have not seen significant reinvestment in quite some time. Where appropriate, and in furtherance of the goals and objectives of this plan, the Village may extend some form of assistance to address extraordinary costs and site challenges; however, each redevelopment project will need to demonstrate both market and general financial feasibility as a prerequisite for Village involvement.

