

Hill Development Fox Valley Countryside

Local History
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West Dundee hears developers' proposal

Homart officials take plan for mall to the people

By DIANE DANNENFELDT

For more than 60 West Dundee residents, a presentation by the Homart Corporation Nov. 9 filled in some of the blanks concerning plans for the proposed shopping center at Routes 31 and 72.

The center's project director, Richard Welcome, a market analyst, a civil engineer, a traffic engineer and Homart's attorney each provided brief, specialized reports about the proposed center.

Studies to determine if the Dundee-Carpentersville area could financially support a center the size of the proposed Spring Hill center were begun five years ago, said marketing analyst Joan Walker, and have been used since in presentations to potential center tenants.

Walker described the center's trade area as that area in which 80 per cent of the people who would shop at the center are concentrated. The area is 27 miles in diameter and centered four miles northwest of the proposed site.

Northeastern Illinois Plan Commission growth predictions estimate the area's population will reach 300,000 by 1983, the center's planned third year of operation, Walker said.

Smaller centers seen as competitive with the proposed center would be downtown Elgin, Crystal Point Mall in Crystal Lake and Meadowdale Mall in Carpentersville; larger competitors would be Woodfield Mall in Schaumburg and Cherry Vale Mall in Rockford.

The predicted sales volume for the center, between \$70 and \$75 million annually, compares favorably with Woodfield's totals, although the proposed center would be a third the size, Walker said.

The initial development phase is planned to include the shopping center area of the parcel of land only, said project director Richard Welcome. The rest of the parcel, planned for commercial development, would be zoned for that purpose and developed later.

Because the commercial development has been postponed, Homart would not need to go through the procedure for a change in zoning now with the villages of Carpentersville and Sleepy Hollow.

The reason for the disannexing 25 acres from Carpentersville, which will then be annexed to West Dundee, is to prevent a village boundary from running diagonally through part of the shopping mall, Welcome said.

The center is expected to generate between \$900,000 and \$1 million annually in sales tax revenue. An additional \$13 to \$14 million is the expected assessed valuation, Welcome said. Revenue from the center for local schools should total over \$500,000 a year, he said.

Because the West Dundee village water supply would be inadequate, Homart proposes to drill two 90 gallon per minute wells, each 1,300 feet deep, and provide a 750,000 gallon storage tank, said Con-

sulting Engineer Cooper Roberts from Consoer, Townsend and Associates.

The system would interconnect with the existing system at Routes 31 and 72. Because of a difference in pressure between the two systems, water from the development would only be available to West Dundee in case of emergencies.

In order to provide an adequate sanitary sewer system, Roberts said the

developers would ask the village to enlarge the capacity of the system from a planned 0.5 million gallons a day to 0.66. The plant is now at its design capacity and the village is seeking funding to enlarge it.

To provide for stormwater runoff, the developer will provide two retention basins just north of Route 72 on the east

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and west edges of the property, Roberts said. Virtually no outside drainage is expected into the area, he said.

A storm outfall sewer would be run to the existing creek by Locust Drive from the center, not by way of the Sleepy Hollow lakes, Roberts said.

Traffic recommendations made by Brian Johnson of Barton, Aschman and Associates include widening Route 31 to a four-lane highway from Huntley Road south to Willow Drive, which is just north of Chateau Louise, and installing right turn lanes at the Route 72 intersection.

Johnson also recommended widening Route 72 from the southeast corner of the shopping center through Dundee to the intersection of Routes 68 and 72.

The road width of Route 72 from Route 31 to Route 68 should be limited to 44 feet, Johnson said, because the area is residential with mature trees. Widening the road to 48 feet would mean eliminating all the trees on one side of the street, he said.

Johnson recommended new signals at the drives into the center at Huntley Road and Route 31, at Routes 31 and 72 and an additional signal on Route 31 between Huntley Road and Route 72.

The recommended changes would make traffic conditions in the future better than today, which would be beneficial to the communities involved, Johnson said.

For the three villages, the major legal documents to be completed are the individual annexation agreements and an intergovernmental cooperation agreement.

Homart attorney Jack Siegel said the agreements had been filed with the three villages. Homart does not intend to have other users of the water and sewer systems subsidize its needs, he said, and would agree to buy revenue bonds if the village decided to sell them to make improvements and could not find a buyer.

Other alternatives would be for Homart to construct facilities and dedicate them to the village or to have a special assessment made for the center area.

If state and county funding is not available for necessary road repairs, Homart would come up with the front money, Siegel said. The corporation would then ask the villages to repay the money by giving 25 per cent of the sales tax revenue back to Homart for a period of 12 years.

Included in the intermunicipal agreement is the method of refinancing road improvements, the formula for sharing sales tax revenue, which is the same presented to the villages in July, and the requirement of the villages taking the necessary steps to annex and disannex territory as agreed.

Questions from the audience about the proposal concentrated on problems generated by the road improvements and increased traffic and on Homart's previous successes.

Had Homart ever built so large a center so close to a populated area before? asked Joe Motyl of the village plan commission.

Northbrook Court, an earlier Homart project, is directly adjacent to a development, Siegel said, and people have not complained about the center. Both Highland Park and Northbrook have had increased sales revenues instead of drops since the center was opened, Siegel said, although they had been afraid retail sales would drop.

Has Homart ever built a center where the major arteries near it cannot be widened to five or six lanes? asked Tony Arnone of the village plan commission.

This site has six access routes, said traffic engineer Richard Gern, more than Northbrook Court, which only has access two ways, both from Lake Cook Road.

What is the preliminary plan regarding downtown Dundee parking? asked Frank Schmitendorf of the Dundee Businessmen's Association.

Homart would provide \$200,000 to the village to allay the removal of on-street parking, Welcome said.