

**WHEELING PLAN COMMISSION  
THURSDAY, JANUARY 28, 2016 6:30 P.M.**

**AGENDA FOR A REGULAR MEETING OF THE PLAN COMMISSION  
to be held in the Board Room of the Village Hall  
2 Community Boulevard, Wheeling, Illinois**

**THIS MEETING WILL BE TELEVISED ON WHEELING'S CABLE CHANNELS 17 & 99**

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1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL**
4. **CHANGES TO THE AGENDA**
5. **CITIZEN CONCERNS AND COMMENTS**
6. **CONSENT ITEMS** - none
7. **ITEMS FOR REVIEW**
  - A) [Docket No. PC 16-01](#)  
Horizon Park  
385 Schoenbeck Road  
Minor Site Plan and Appearance Approval of Park Modifications
  - B) [Docket No. PC 16-02](#)  
Blooming Minds Academy  
581 N. Wolf Road  
Minor Site Plan and Appearance Approval of Outdoor Play Space
8. **APPROVAL OF MINUTES** – [Jan. 14, 2016](#) (includes Findings for Docket No. 2015-5)
9. **OTHER BUSINESS**
10. **ADJOURNMENT**

**IF YOU WOULD LIKE TO ATTEND A VILLAGE MEETING BUT REQUIRE AUXILIARY AID SUCH AS A SIGN LANGUAGE INTERPRETER, PLEASE CALL (847) 459-2600 AT LEAST 72 HOURS PRIOR TO THE MEETING.**

**REQUEST FOR PLAN COMMISSION ACTION**  
**STAFF PROJECT REVIEW**

**TO:** Chairperson Ruffatto and Members of the  
Wheeling Plan Commission

**FROM:** Andrew C. Jennings, Director of Community Development  
Brooke A. Jones, Senior Planner

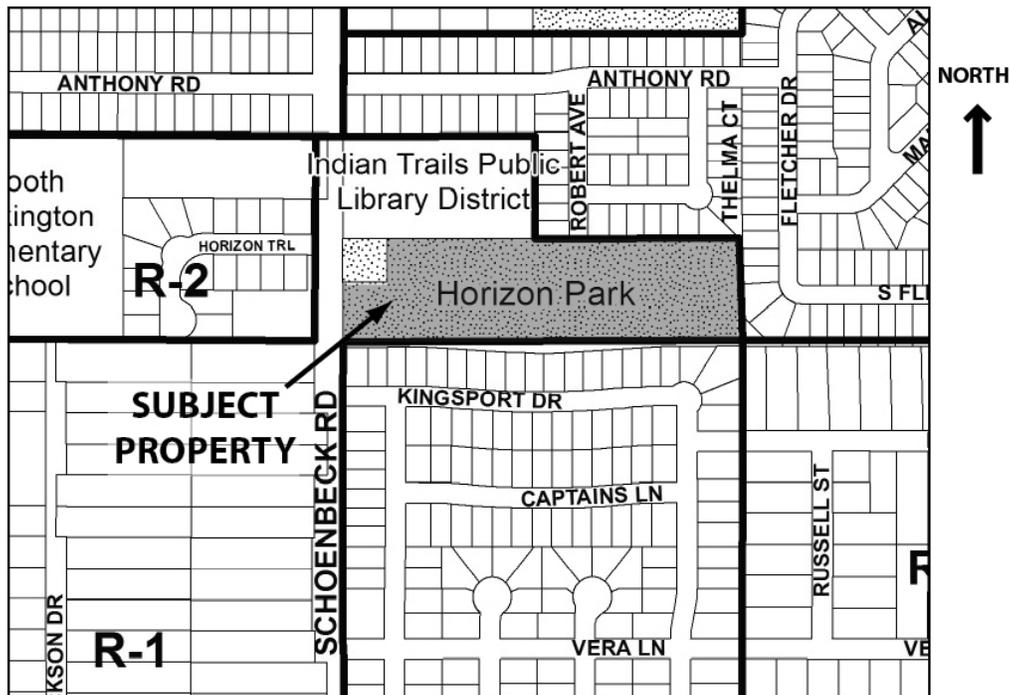
**RE:** **Docket No. PC 16-01**  
**Horizon Park Redevelopment**  
**385 Schoenbeck Road**  
**Minor Site Plan and Appearance Approval of Park**  
**Modifications**

**DATE OF REPORT:** January 22, 2016

**DATE OF MEETING:** January 28, 2016

**PROJECT OVERVIEW:** On September 10, 2015, the applicant attended the Plan Commission Meeting seeking minor site plan and appearance approval for modifications to Horizon Park including new playground equipment, shelters, walking paths, and site furnishings and the removal of the existing ball fields. At that time, the Plan Commission asked the petitioner to return with landscaping and site feature details.

**LOCATION MAP:**



**GENERAL PROPERTY INFORMATION**

**Applicant Name:** Lawrence Raffel (Superintendent of Planning)  
**Property Owner:** Wheeling Park District  
**Common Property Address:** 385 Schoenbeck Road  
**Common Location:** Located on the east side of Schoenbeck Road, between Kingsport Drive and Anthony Road.  
**Neighboring Property Land Use(s):** North: Institutional (Library) / Single-Family Residential  
West: Single-Family Residential  
South: Single-Family Residential  
East: Single-Family Residential  
**Comprehensive Plan Designation:** Open Space  
**Property size:** 10 acres  
**Existing Use of Property:** Park  
**Proposed Use of Property:** No change  
**Existing Property Zoning:** R-1 Single Family Residential  
**Previous Zoning Action on Property:**  
PC 15-12 Minor Site Plan and Appearance Approval for site modifications

**DESCRIPTION OF PROPOSAL**

The petitioner (Wheeling Park District) is proposing renovations to Horizon consistent with the Park District 2010 Community Survey results. On September 10, 2015, the petitioner presented the plans for minor site plan and appearance approval (PC 15-12). The Plan Commission approved the plans subject to the following condition:

- Landscaping and site features (trash receptacles, bike racks, benches) are not approved with PC 15-12. Those details shall return to the PC for review and approval prior to permit issuance.

At this time, the petitioner is presenting very detailed plans relative to the landscaping and site features in order to obtain minor site plan and appearance approval.

**SITE PLAN & APPEARANCE REVIEW**

**Scale of site plan:** 1" = 100'

**General site layout:** The overall site layout was approved on September 10, 2015. No changes are proposed at this time.

**Bicycle parking:** The Site Features sheet indicates the style of the proposed bike rack. Sheets S1.0 and S2.0 indicate the exact location of the bicycle parking.

**Site furnishings:** The Site Features sheet indicates the style of the proposed benches and trash receptacles. Sheets S1.0 and S2.0 indicate the exact location of those furnishings.

**Landscaping:** Very detailed landscape plans have been provided which include species, quantity, and size. A helpful plant material sheet is also provided that illustrates how each plant will look at its peak.

### **STAFF REVIEW**

**Impact on Adjacent Uses:** The proposed site plan modifications will not have a negative impact on the surrounding properties.

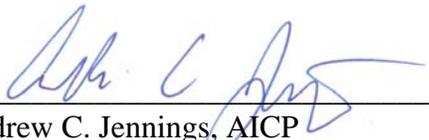
**Staff Recommended Action:** Staff recommends approval of the modifications to the existing Horizon Park.

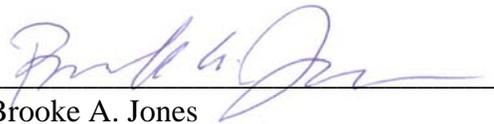
### **PROPOSED MOTION**

If the Plan Commission approves of the requested minor site plan and appearance modifications, an appropriate motion would be to:

**Approve Docket No. PC 16-01** to grant minor site plan and appearance approval for park modifications as shown on the following exhibits submitted January 14, 2016 by Wheeling Park District, for Horizon Park located at 385 Schoenbeck Road, Wheeling, Illinois:

- Cover letter
- Location plan, Sheet C1.0
- Topo survey
- Site landscape plan, Sheet L1.0
- Parking lot landscape plan, Sheet L2.0
- Playground area landscape plan Sheet L3.0
- Robert Ave. entry landscape plan, Sheet L4.0
- Site furnishings west plan, Sheet S1.0
- Site furnishings east plan, Sheet S2.0
- Plant material sheet
- Site features sheet

  
\_\_\_\_\_  
Andrew C. Jennings, AICP  
Director of Community Development

  
\_\_\_\_\_  
Brooke A. Jones  
Senior Planner

**Attachments:**      [Photos of existing conditions \(staff\)](#)

[Cover letter](#)

[Location plan, Sheet C1.0](#)

[Topo survey](#)

[Site landscape plan, Sheet L1.0](#)

[Parking lot landscape plan, Sheet L2.0](#)

[Playground area landscape plan Sheet L3.0](#)

[Robert Ave. entry landscape plan, Sheet L4.0](#)

[Site furnishings west plan, Sheet S1.0](#)

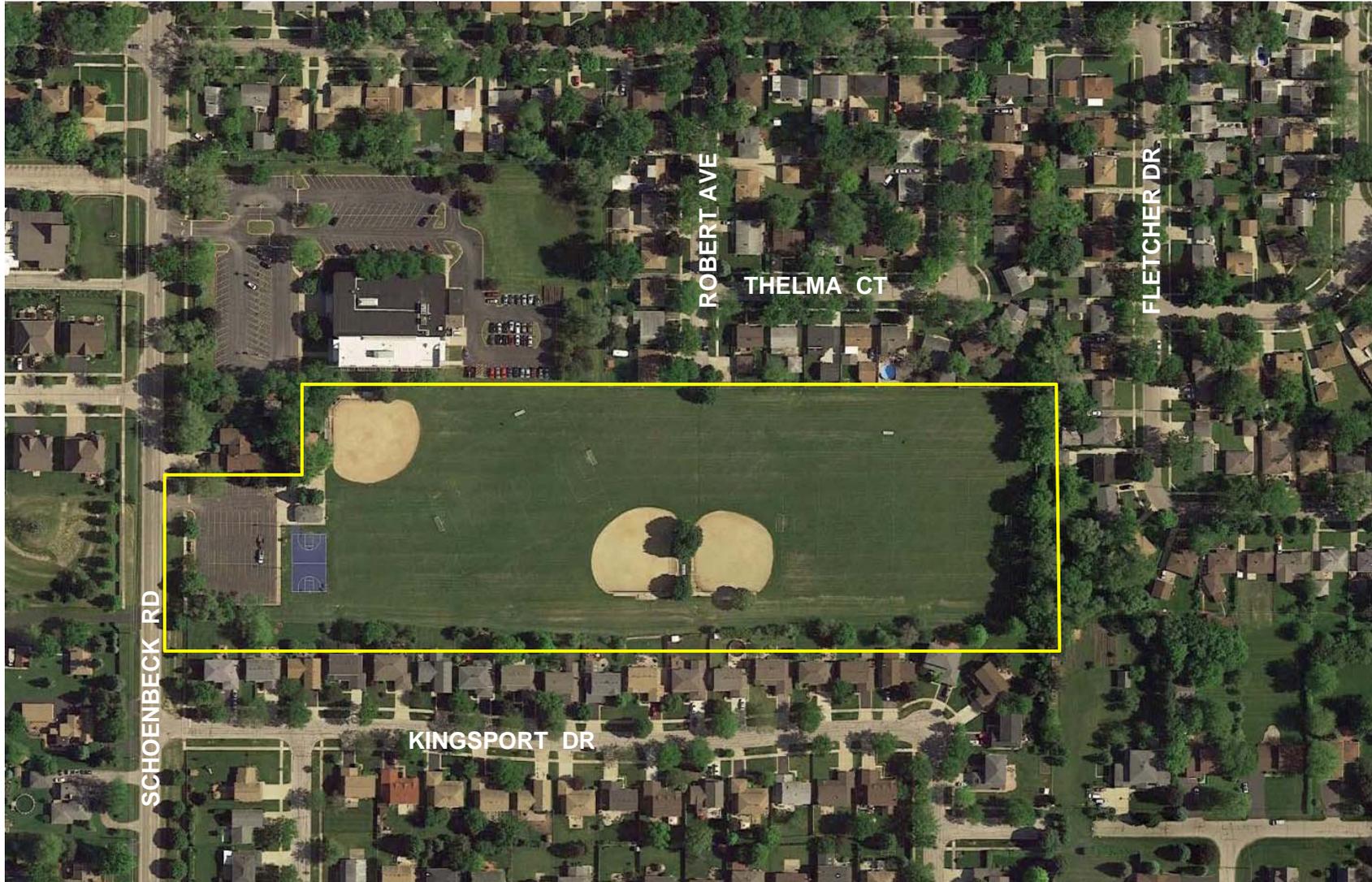
[Site furnishings east plan, Sheet S2.0](#)

[Plant material sheet](#)

[Site features sheet](#)

# Horizon Park – 385 Schoenbeck Road

Docket No. PC 16-01 (Minor Site Plan and Appearance Approval of Park Modifications)  
Plan Commission Meeting – January 28, 2016



Existing conditions of park – aerial view

## Horizon Park – 385 Schoenbeck Road

Docket No. PC 16-01 (Minor Site Plan and Appearance Approval of Park Modifications)  
Plan Commission Meeting – January 28, 2016



Existing conditions of playground – looking north

January 14, 2016

Andrew Jennings, AICP  
Director of Community Development  
Village of Wheeling  
Community Development  
2 Community Boulevard  
Wheeling, IL 60090

Re: Plan Commission Hearing for Horizon Park

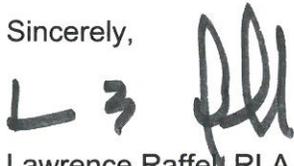
Dear Andrew,

Enclosed, please find information as required by the Plan Commission at the regular meeting on September 10, 2015.

As you know, previously the Plan Commission has recognized the Park District's commitment to quality standards and innovative park design through the completed project (ie. Northside Park, Meadowbrook Park, Husky Park and Pleasant Run Park), as well as our mission to the Wheeling community.

However, as required, we have provided a Landscape Plan prepared by a Registered Landscape Architect as well as a Site Furnishing Plan and Proposed Plant Material sheet with images of all the proposed plant material. In addition, we are re-submitting the Horizon Park Site Features sheet (dated August 12, 2015) that was provided as part of our original submittal for the September 10, 2015.

Sincerely,



Lawrence Raffel, RLA, ASLA  
Superintendent of Planning  
Wheeling Park District

cc. Jan Buchs, Executive Director, Wheeling Park District

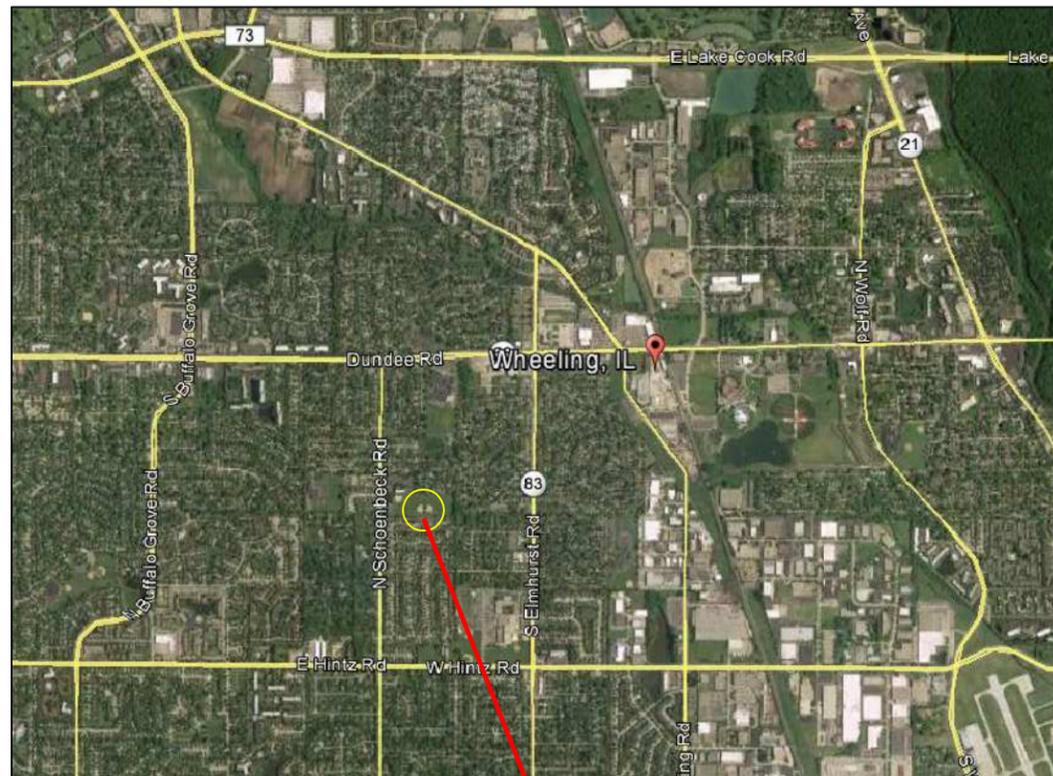
Exhibit received January 14, 2016

# HORIZON PARK IMPROVEMENTS LANDSCAPE DRAWINGS

**385 SCHOENBECK ROAD  
WHEELING, IL 60090**

**OWNER:  
WHEELING PARK DISTRICT  
333 W. DUNDEE ROAD  
WHEELING, IL 60090**

**CONTACT:  
LARRY RAFFEL, RLA, ASLA,  
SUPERINTENDENT OF PLANNING  
847-465-7772**



## Schedule of Drawings

### SHEET

- C 1.0 COVER SHEET
- 1 TOPOGRAPHIC SURVEY
- L 1.0 SITE LANDSCAPE PLAN
- L 2.0 LANDSCAPE PLAN ENLARGEMENT (PARKING LOT)
- L 3.0 LANDSCAPE PLAN ENLARGEMENT (PLAYGROUND AREA)
- L 4.0 LANDSCAPE PLAN ENLARGEMENT (ROBERT AVE. ENTRY)
- S 1.0 SITE FURNISHING PLAN - WEST
- S 2.0 SITE FURNISHING PLAN - EAST

**Wheeling Park District**  
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PLANNING & DEVELOPMENT  
333 W. DUNDEE ROAD  
WHEELING, IL 60090 / 847.465.3333

COVER SHEET	HORIZON PARK IMPROVEMENTS
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DATE	REVISION
04/27/12	LBR

Exhibit received January 14, 2016

SCALE:
DATE: 01/08/16
PROJECT NO.:
DRAWN BY: LBR
CHECKED BY: LBR

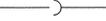
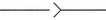
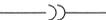
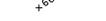
**NOTE:**  
The exact locations of all utilities shall be verified by the contractor prior to construction activities.  
For utility locations call:

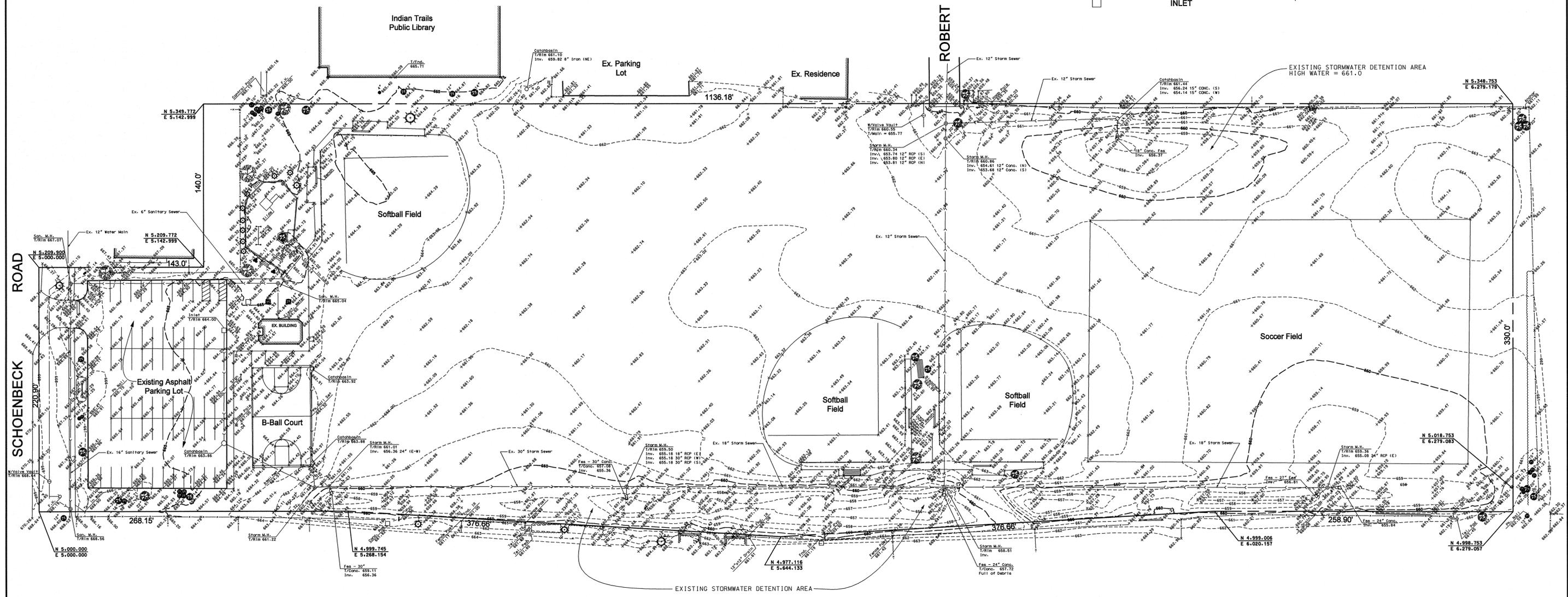
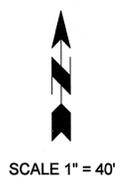
J.U.L.I.E.  
1.800.892.0123

**SHEET**  
**C 1.0**

PROJECT LOCATION

**EXISTING LEGEND**

-  STORM SEWER
-  SANITARY SEWER
-  COMBINED SEWER
-  WATER MAIN
-  EXISTING CONTOUR
-  EXISTING SPOT ELEVATION
-  MANHOLE
-  CATCHBASIN
-  INLET
-  FIRE HYDRANT
-  VALVE VAULT
-  FLARED END SECTION
-  LIGHT POLE
-  UTILITY POLE
-  UTILITY POLE
-  TREE
-  PINE TREE

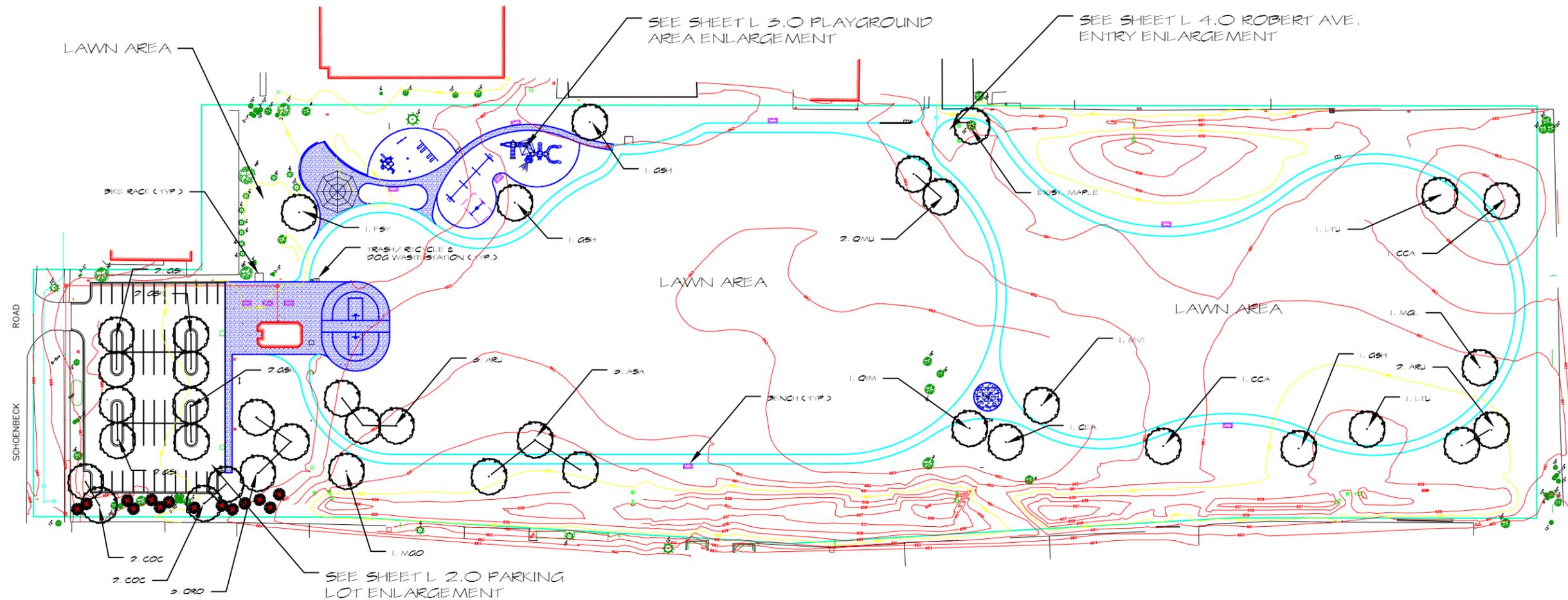


KINGSPORT VILLAGE II SUBDIVISION

Exhibit received January 14, 2016

 <p><b>DANIEL CREANEY COMPANY</b> CONSULTING CIVIL ENGINEERS 450 SKOKIE BLVD. SUITE 105 NORTHBROOK, ILLINOIS (847) 480-5757</p>	<p><b>HORIZON PARK</b> SCHOENBECK ROAD WHEELING, ILLINOIS</p>		<p>SHEET <b>1</b> OF 1</p>
	<p><b>TOPOGRAPHIC SURVEY</b></p>		<p>DATE _____ BY _____ REVISION _____ DATE 11-12-15</p>
DESIGNED BY: E.J.B./P.C. CHECKED BY: R.H. SCALE: 1" = 40' DRAWN BY: E.J.B./J.S. JOB NO.: 7369 BOOK: 244			

11/12/2015 j:\dca\7369\cad\field\work\_v8\_fulltopo fields .dgn



**PLANT LIST**

ABBR.	COMMON NAME	BOTANICAL NAME	QUANT.	SIZE	COMMENTS
<b>TREES</b>					
ARU	ARMSTRONG RED MAPLE	ACER rubrum	5	3" CAL.	B & B
ASA	FALL FIESTA SUGAR MAPLE	ACER saccharum	3	3" CAL.	B & B
GSK	SKYLINE THORNLESS HONEYLOCUST	GLEDITSIA triacanthos var. inermis	8	3" CAL.	B & B
GSH	SHADEMASTER THORNLESS HONEYLOCUST	GLEDITSIA triacanthos var. inermis	3	3" CAL.	B & B
CCA	BLUE BEECH	CARPINUS caroliniana	2	3" CAL.	B & B
COC	HACKBERRY	CELTIS occidentalis	4	3" CAL.	B & B
CEA	EASTERN REDBUD	CERCIS canadensis	1	3" CAL.	B & B
CHE	HEART OF GOLD REDBUD	CERCIS canadensis	2	6' HT.	B & B
CRO	ROYAL WHITE REDBUD	CERCIS canadensis	3	6' HT.	B & B
FSY	TRICOLOR BEECH	FAGUS sylvatica	1	8' HT.	B & B
LTU	TULIP TREE	LIRIODENDRON tulipifera	2	3" CAL.	B & B
MVI	SWEETBAY MAGNOLIA	MAGNOLIA virginiana	1	8' HT.	B & B
MGO	GOLDEN RAINDROPS CRABAPPLE	MALUS 'GOLDEN RAINDROPS'	1	8' HT.	B & B
MPR	PRAIRIEFIRE CRABAPPLE	MALUS 'PRAIRIEFIRE'	2	8' HT.	B & B
MGL	DAWN REDWOOD	METASEQUOIA glyptostroboides	1	10' HT.	B & B
PGL	BLACK HILLS SPRUCE	PICEA glauca 'DENSATA'	14	8' HT.	B & B
QRO	HERITAGE OAK	QUERCUS robur	3	3" CAL.	B & B
QIM	SHINGLE OAK	QUERCUS imbricaria	1	3" CAL.	B & B
QMU	CHINKAPIN OAK	QUERCUS muehlenbergii	2	3" CAL.	B & B
<b>SHRUBS</b>					
BDA	BLUE CHIP BUTTERFLY BUSH	BUDDLEIA davidii	6	#5	CONT.
HAN	ANNABELLA HYDRANGEA	HYDRANGEA arborescens 'ANNABELLE'	5	#5	CONT.
HGL	GLOWING EMBERS HYDRANGEA	HYDRANGEA macrophylla 'GLOWING EMBERS'	20	#5	CONT.
HLI	LIGHT O DAY HYDRANGEA	HYDRANGEA macrophylla 'LIGHT O DAY'	6	#5	CONT.
HPI	PINKY WINKY HYDRANGEA	HYDRANGEA paniculata 'PINKY WINKY'	9	#5	CONT.
HVA	VANILLA STRAWBERRY HYDRANGEA	HYDRANGEA paniculata 'VANILLA STRAWBERRY'	5	#5	CONT.
PLI	LITTLE DEVIL NINEBARK	PHYSOCARPUS opulifolius	4	30"	B & B
PDA	DART'S GOLD NINEBARK	PHYSOCARPUS opulifolius	7	30"	B & B
RAR	GRO-LOW SUMAC	RHUS aromatica 'GRO-LOW'	20	#3	CONT.
SME	DWARF KOREAN LILAC	SYRINGA meyeri	5	36"	B & B
<b>ORN. GRASSES / PERENNIALS</b>					
AGM	ASTIBLE / GERANIUM MIX	ASTIBLE / GERANIUM MIX	148	#1	CONT. 50/50 MIX
HST	STELLA DE ORO DAYLILY	HEMEROCALLIS 'STELLA DE ORO'	82	#1	CONT.
HHA	HAPPY RETURNS DAYLILY	HEMEROCALLIS 'HAPPY RETURNS'	8	#1	CONT.
HSC	STRAWBERRY CANDY DAYLILY	HEMEROCALLIS 'STRAWBERRY CANDY'	12	#1	CONT.
HESM	CORALBELL / CONEFLOWER / SALVIA MIX	HEUCHERA / ECHINACEA / SALVIA MIX	48	#1	CONT. 33/33/33 MIX
HAU	AUGUST MOON HOSTA	HOSTA 'AUGUST MOON'	72	#1	CONT.
MSI	LITTLE ZEBRA GRASS	MISCANTHUS sinensis	148	#1	CONT.
NFA	WALKER'S LOW CATMINT	NEPETA x faassenii	120	#1	CONT.
PAL	HAMELN FOUNTAIN GRASS	PENNISETUM alopecuroides	96	#1	CONT.
SHE	PRAIRIE DROPSEED / RED FLAME GRASS MIX	SPOROBOLUS heterolepis / MISCANTHUS sinensis MIX	84	#1	CONT. 50/50 MIX

Exhibit received January 14, 2016

DATE	REVISION

SCALE: 1"= 100'
DATE: 01/12/16
PROJECT NO.:
DRAWN BY: LBR
CHECKED BY: LBR

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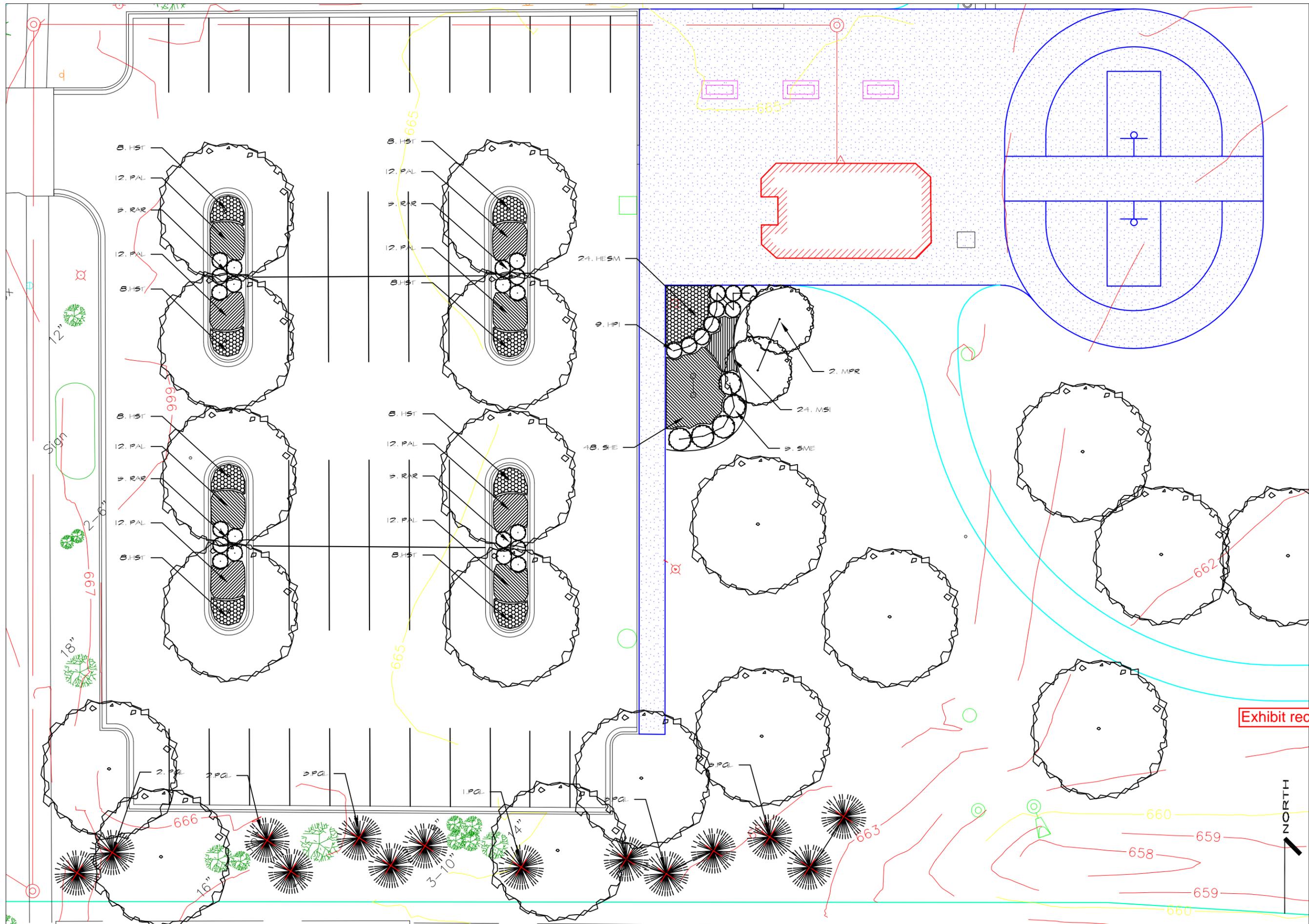
**healing Park District**  
*We're People Driven*

**PLANNING & DEVELOPMENT**  
333 W. DUNDEE ROAD  
WHEELING, IL 60090 / 847.465.3333

**SITE LANDSCAPE PLAN**

**HORIZON PARK**  
**IMPROVEMENTS**

**NOTE:**  
The exact locations of all utilities shall be verified by the contractor prior to construction activities. For utility locations call:  
J.U.L.I.E.  
1.800.892.0123




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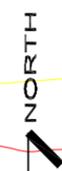
**LANDSCAPE PLAN**  
**ENLARGEMENT**  
**(PARKING LOT)**

**HORIZON PARK**  
**IMPROVEMENTS**

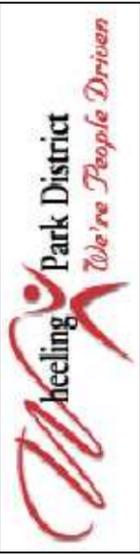
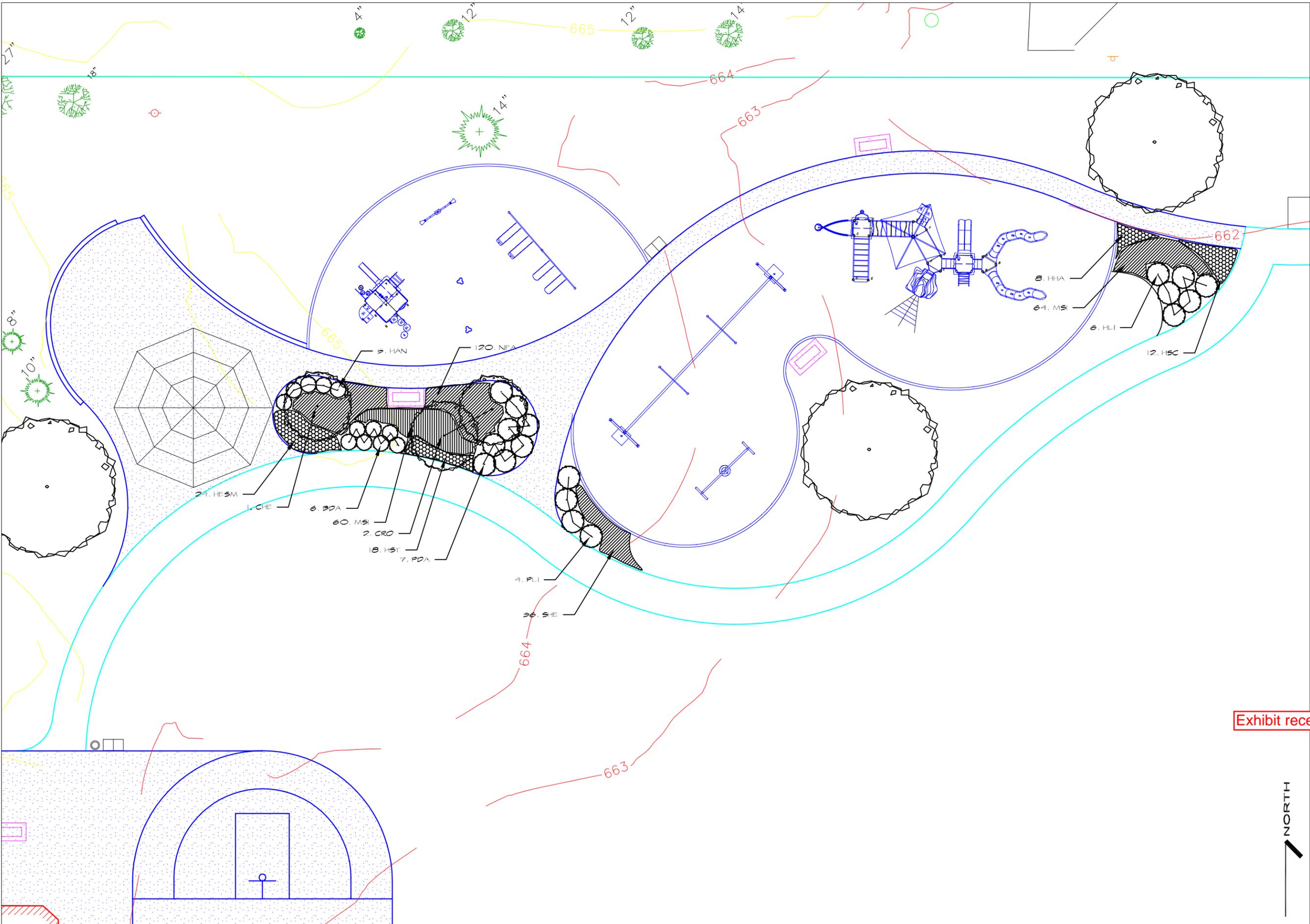
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 DATE: 01/07/16  
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PLANNING & DEVELOPMENT  
 333 W. DUNDEE ROAD  
 WHEELING, IL 60090 / 847.465.3333

LANDSCAPE PLAN  
 ENLARGEMENT  
 (PLAYGROUND AREA)

HORIZON PARK  
 IMPROVEMENTS

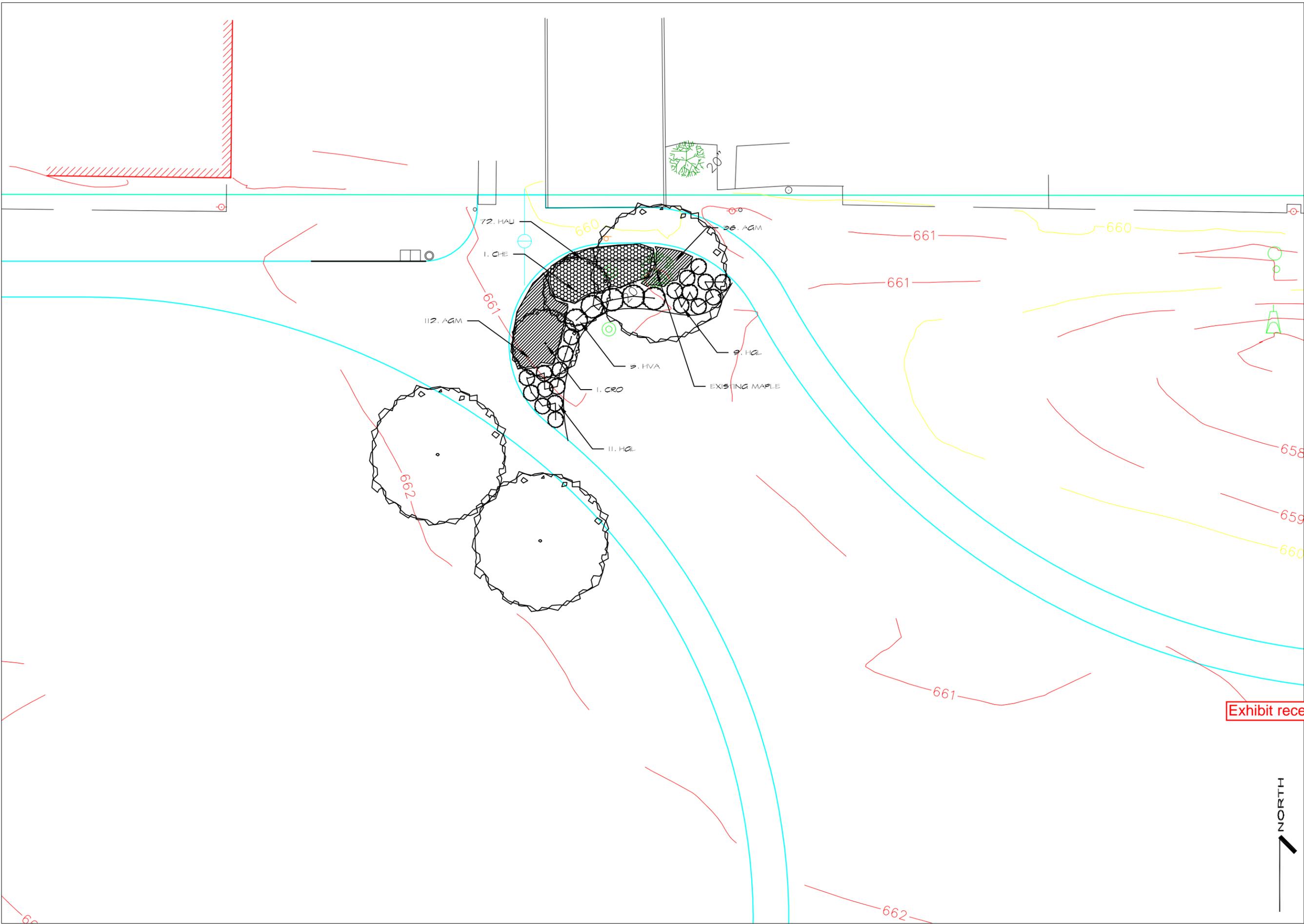
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PLANNING & DEVELOPMENT  
 333 W. DUNDEE ROAD  
 WHEELING, IL 60090 / 847.465.3333

LANDSCAPE PLAN  
 ENLARGEMENT  
 (ROBERT AVE. ENTRY)  
 HORIZON PARK  
 IMPROVEMENTS

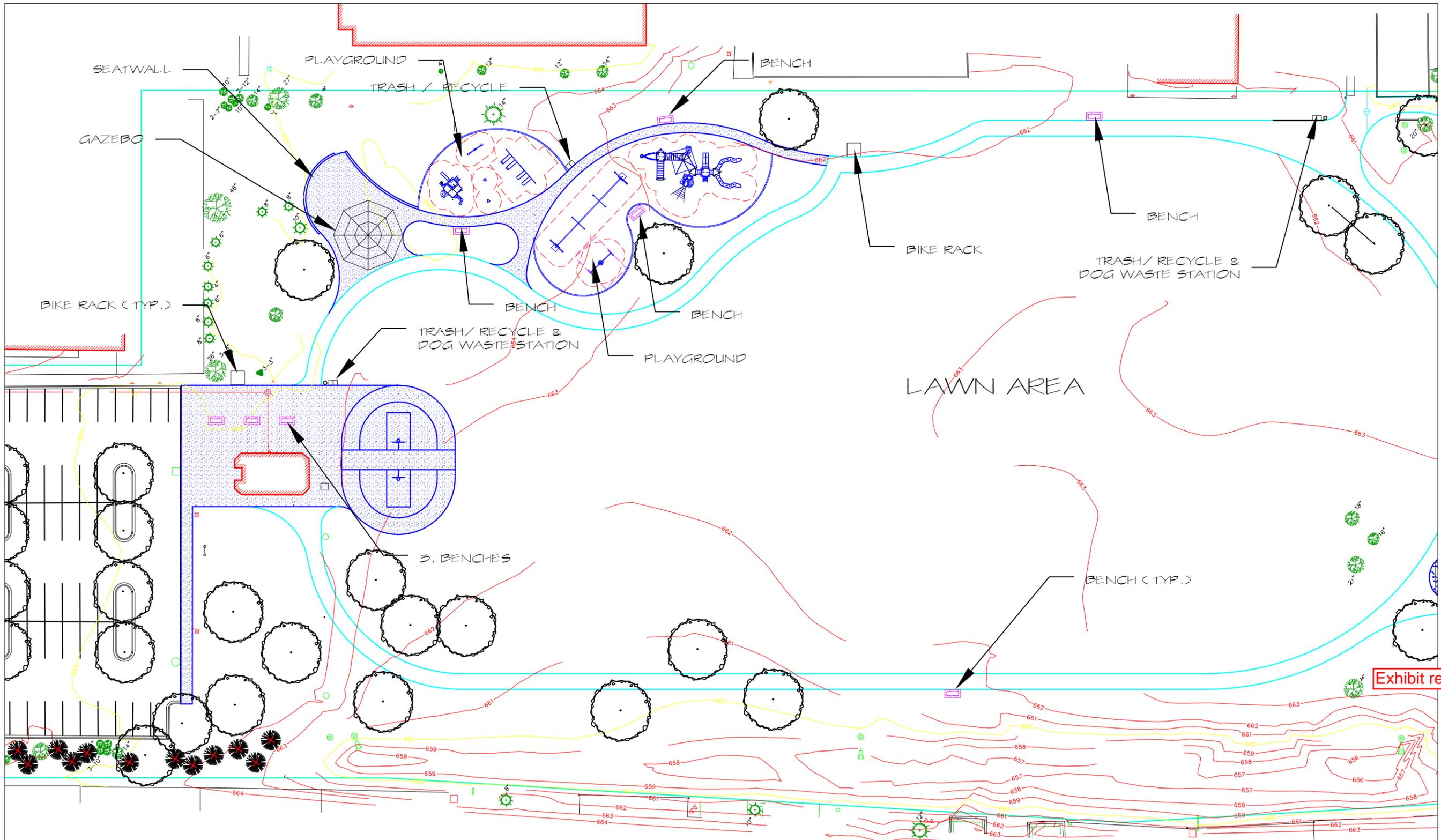
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PLANNING & DEVELOPMENT  
 333 W. DUNDEE ROAD  
 WHEELING, IL 60090 / 847.465.3333

**SITE FURNISHING PLAN WEST**

**HORIZON PARK WEST IMPROVEMENTS**

Exhibit received January 14, 2016

DATE	REVISION

SCALE: 1"= 50'
DATE: 01/08/16
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**SITE FURNISHING LIST**

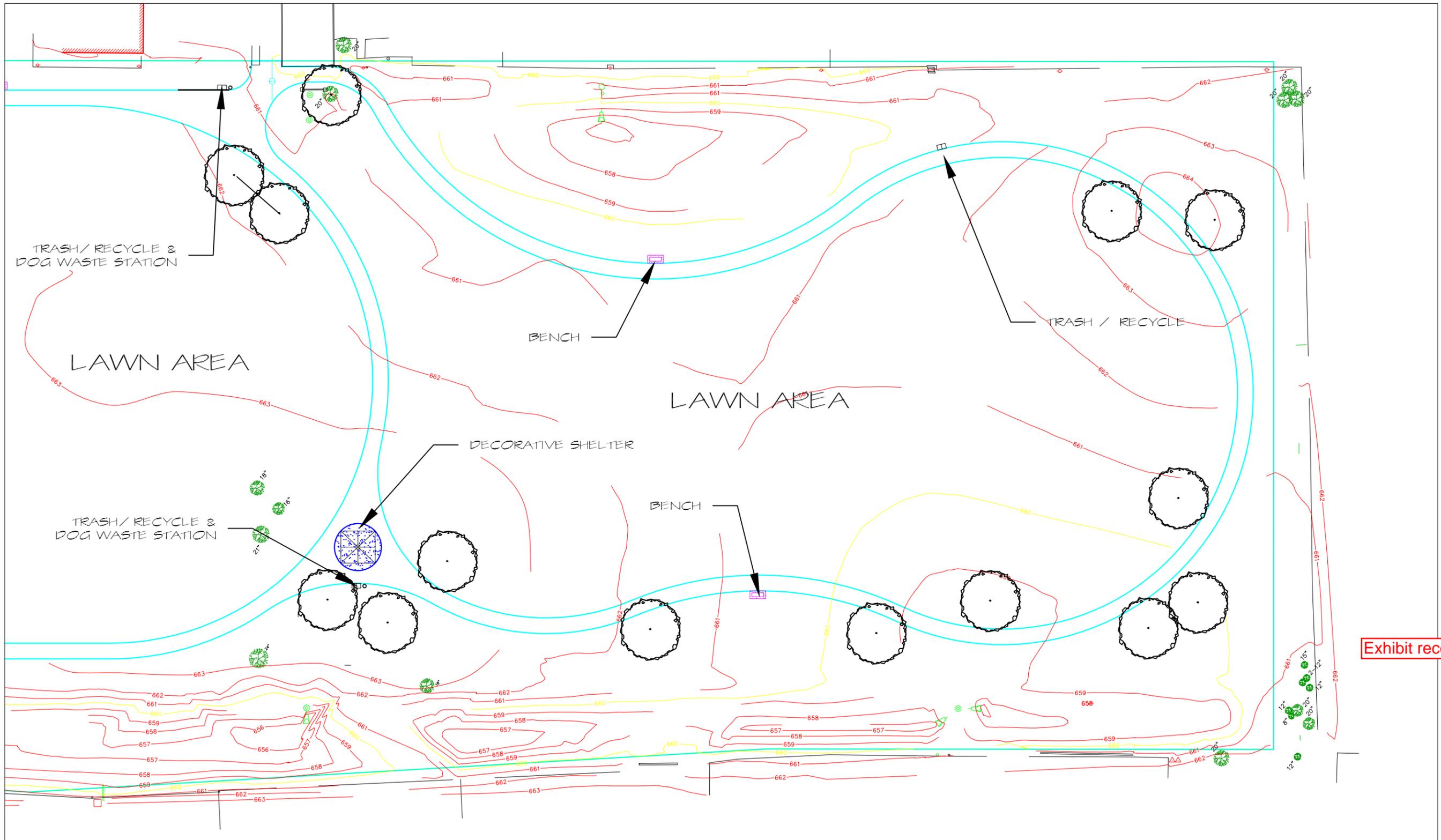
ITEM	MANUFACTURER	MODEL	QUANT.
BENCH	DUMOR SITE FURNISHINGS	165-60PL BLACK FINISH / CEDAR PLANKS	10
TRASH / RECYCLING RECEPTACLE	DUMOR SITE FURNISHINGS	187-32PL BLACK FINISH / CEDAR PLANKS	10
BIKE RACK	ANOVA	BRP 300 7 BIKE BLACK SURFACE MOUNT	2
DOG WASTE STATION	CROWN PRODUCTS	PP-SD-01-2R400	3

**NOTE:**  
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J.U.L.I.E.  
 1.800.892.0123



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PLANNING & DEVELOPMENT  
 333 W. DUNDEE ROAD  
 WHEELING, IL 60090 / 847.465.3333

SITE FURNISHING PLAN  
 EAST

HORIZON PARK  
 IMPROVEMENTS

Exhibit received January 14, 2016

DATE	REVISION

SCALE: 1"= 50'
DATE: 01/07/16
PROJECT NO.:
DRAWN BY: LBR
CHECKED BY: LBR

**SHEET**  
**S 2.0**

**NOTE:**  
 The exact locations of all utilities shall be verified by the contractor prior to construction activities. For utility locations call:  
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 1.800.892.0123



**TREES**



ARMSTRONG RED MAPLE



FALL FIESTA SUGAR MAPLE



SKYLINE THORNLESS HONEYLOCUST



SHADEMASTER THORNLESS HONEYLOCUST



BLUE BEECH



HACKBERRY



EASTERN REDBUD



HEART OF GOLD REDBUD



ROYAL WHITE REDBUD



TRICOLOR BEECH



TULIP TREE



SWEETBAY MAGNOLIA



GOLDEN RAINDROPS CRABAPPLE



PRAIRIEFIRE CRABAPPLE



DAWN REDWOOD



BLACK HILLS SPRUCE



HERITAGE OAK



SHINGLE OAK



CHINKAPIN OAK

**SHRUBS**



BLUE CHIP BUTTERFLY BUSH



ANNABELLA HYDRANGEA



GLOWING EMBERS HYDRANGEA



LIGHT O DAY HYDRANGEA



PINKY WINKY HYDRANGEA



VANILLA STRAWBERRY HYDRANGEA



LITTLE DEVIL NINEBARK



DART'S GOLD NINEBARK



GRO-LOW SUMAC



DWARF KOREAN LILAC

**ORN. GRASSES / PERENNIALS**



ASTIBLE / GERANIUM MIX



STELLA DE ORO DAYLILY



HAPPY RETURNS DAYLILY



STRAWBERRY CANDY DAYLILY



CORALBELL / CONEFLOWER / SALVIA MIX



AUGUST MOON HOSTA



LITTLE ZEBRA GRASS



WALKER'S LOW CATMINT



HAMELN FOUNTAIN GRASS



PRAIRIE DROPSEED / RED FLAME GRASS MIX

**HORIZON PARK  
PROPOSED PLANT MATERIAL**

**Wheeling Park District / Planning and Development**

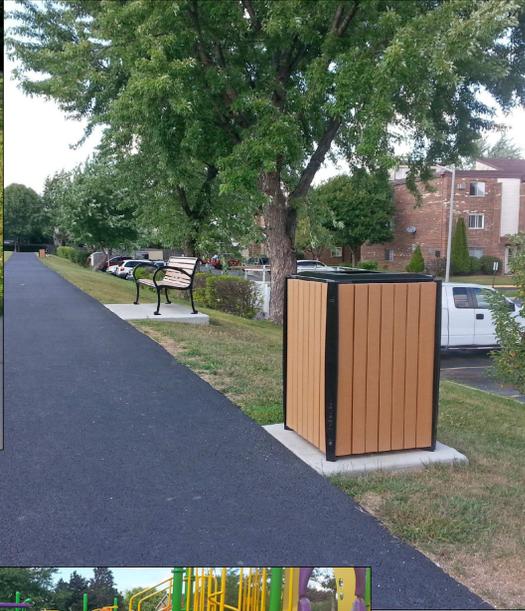
Exhibit received January 14, 2016



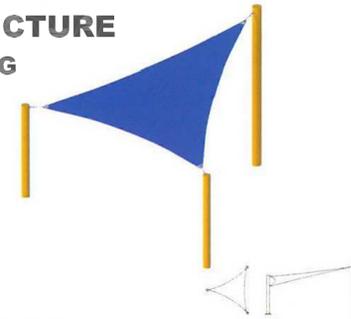
**January 14, 2016**



**TRASH / RECYCLE RECEPTACLES**



**CUSTOM FABRIC SHADE STRUCTURE**  
PLAYGROUND and EXISTING BUILDING



**Triangle Sail**

Our Triangle Sail shade is a great solution for *all spaces, large or small*. This design has many practical uses — from shading picnic tables to entire pools. Triangle Sail shades are custom to every space.

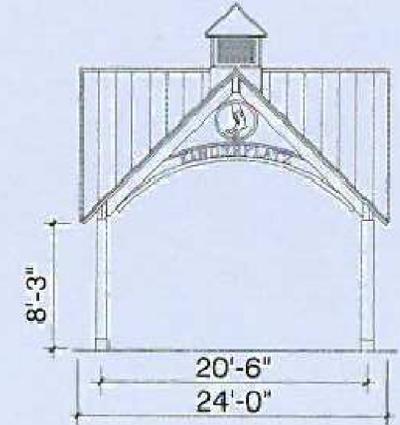
\*Sail size limited to 50' per triangular edge.



**SHELTER**

**24' SQUARE W/ SHINGLE ROOF & CUPOLA**  
CUSTOM COLUMN DESIGN & ORNAMENTATION

**CRS 24**



**SEAT WALL**

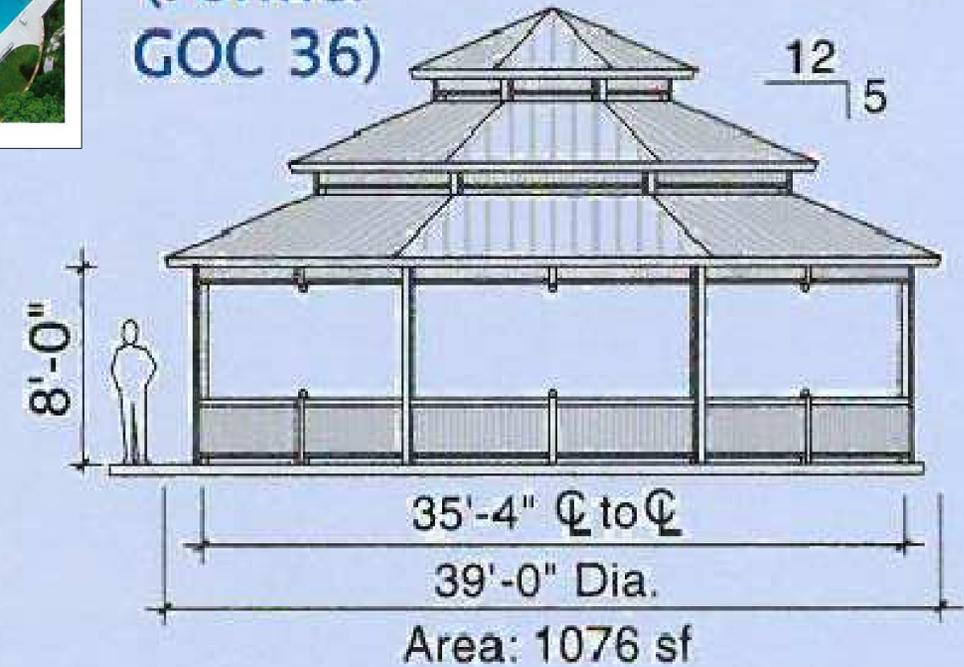


**BIKE RACK**



**BENCH**

**GCO 39**  
(Former  
GOC 36)



**GAZEBO**

**39' DIA. OCTAGON W/ THREE TIER SHINGLE ROOF**  
CUSTOM COLUMN DESIGN & ORNAMENTATION

# HORIZON PARK SITE FEATURES

**REQUEST FOR PLAN COMMISSION ACTION**  
**STAFF PROJECT REVIEW**

**TO:** Chairperson Ruffatto and Members of the  
Wheeling Plan Commission

**FROM:** Andrew C. Jennings, Director of Community Development  
Brooke A. Jones, Senior Planner

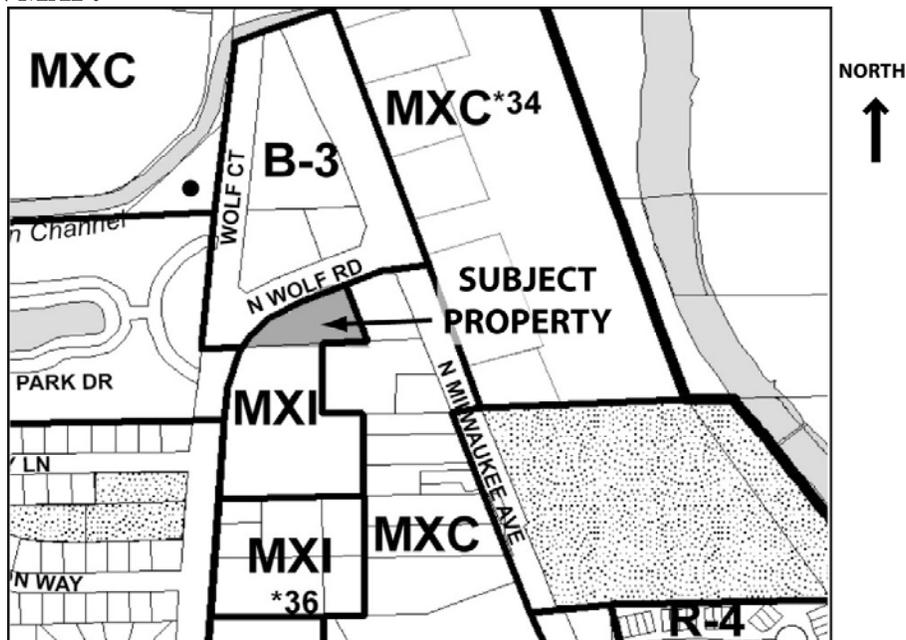
**RE:** Docket No. PC 16-02  
Blooming Minds Academy  
581 N. Wolf Road  
Minor Site Plan & Appearance Approval of Outdoor Play Space

**DATE OF REPORT:** January 21, 2016

**DATE OF MEETING:** January 28, 2016

**PROJECT OVERVIEW:** The petitioner is requesting minor site plan and appearance approval to construct an outdoor play space for the existing recreation and instruction facility.

**LOCATION MAP:**



**GENERAL PROPERTY INFORMATION**

<b><u>Applicant Name:</u></b>	Olga Khamichonak
<b><u>Property Owner Name:</u></b>	Baker Holdings of Green Oaks, LLC
<b><u>Common Property Address:</u></b>	581 N. Wolf Road
<b><u>Common Location:</u></b>	Located at the eastern intersection of Wolf Court and Wolf Road

<b><u>Neighboring Property Land Use(s):</u></b>	North: Light industrial / office West: Multi-Family Residential South: Light industrial / office East: Commercial
<b><u>Comprehensive Plan Designation:</u></b>	Commercial
<b><u>Property size:</u></b>	45,767 sq. ft. for the entire site; 13,133 sq. ft. for the entire building; 1,650 sq. ft. leased building space
<b><u>Existing Use of Property:</u></b>	Recreation and Instruction Facility
<b><u>Proposed Use of Property:</u></b>	No change
<b><u>Existing Property Zoning:</u></b>	MXI Mixed Use Industrial
<b><u>Previous Zoning Action on Property:</u></b>	
2012-13	Ordinance No. 4722, passed 9.17.2012, granted a Special Use for a Specialty School (Recreation and Instruction Facility).

### **DESCRIPTION OF PROPOSAL**

The applicant proposes to build an outdoor play area for use within the parameters of the existing business, Blooming Minds Academy. This business has a special use permit that allows for education enrichment programs for children aged 1 to 17.

No additional modifications are proposed to the existing space or operations. The applicant is only seeking minor site plan and appearance approval to construct the outdoor play area.

### **SITE PLAN AND APPEARANCE REVIEW**

**General site layout:** The petitioner is proposing to install fencing at the rear of the property to create an approximately 20-foot by 40-foot outdoor play area for children. The fenced area will be directly accessible to the subject unit (581) through an existing rear exit. The proposed fence area will also be adjacent to an overhead garage door that connects to the adjacent unit (583). The landlord has authorized the proposal. However, it is not known how the proposed outdoor play space will impact the adjacent unit (583). The Commission may wish to discuss the proposal's impact on the adjacent unit (583).

**Appearance review:** The petitioner has provided fencing details. The proposal includes 53 linear feet of galvanized chain link fencing that is 6-feet in height. Safety bollards will also be installed on the outside of the fence.

### **STAFF REVIEW**

**Fire Department Review:** The Fire Department has reviewed the proposed plans and provided the attached comments, dated January 21, 2016.

**Engineering Division Review:** The Engineering Division has reviewed the proposed plans and has no comments at this time.

**Health Division Review:** The Health Division has reviewed the proposed plans and has no concerns at this time.

**Impact on adjacent uses:** No impact on adjacent uses is expected.

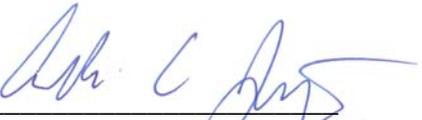
**Staff Recommended Action:** Staff recommends approval of the proposed minor site changes.

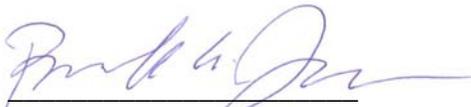
**PROPOSED MOTION**

If the Plan Commission approves of the requested site modifications, an appropriate motion would be to:

**Approve Docket No. PC 16-02** granting minor site plan and appearance approval for an outdoor play space in accordance with the following exhibits submitted January 14, 2016 by Blooming Minds Academy, located at 581 N. Wolf Road, Wheeling, Illinois:

- Cover letter,
- Site plan, and
- Fencing details (3 sheets).

  
\_\_\_\_\_  
Andrew C. Jennings, AICP  
Director of Community Development

  
\_\_\_\_\_  
Brooke A. Jones  
Senior Planner

**Attachments:**                    [Fire Department memo, dated 1.21.2016](#)  
  
   [Photo of existing conditions \(staff\)](#)  
  
   [Cover letter](#)  
  
   [Site plan](#)  
  
   [Fencing details, 3 sheets](#)



## MEMO – Fire Prevention Bureau

**TO:** Brooke Jones, Village Planner  
**FROM:** Ronald S. Antor, Fire Inspector  
**CC:** Andrew Jennings, Director of Community Development  
Keith Maclsaac, Fire Chief  
FPB File  
**DATE:** January 21, 2016  
**SUBJECT:** Proposed Outdoor Recreation Area – 581 North Wolf Road – Blooming Minds Academy – Plans received for review by the Fire Department, January 15, 2015.

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The Wheeling Fire Department has reviewed the submittals received related to the above referenced project and has the following comments:

### Site Plan

1. The Fire Department has safety concerns with the location of the proposed fenced area due to the proposed location being directly adjacent to a parking lot that serves an industrial building used by a number of trucks on a daily basis. The petitioner has also apparently identified this hazard and their proposal shows seven (7) bumper posts “to deter car crash in chain link”.  
  
The installation of the posts shown shall comply with the Fire Prevention Code (Section 312) for protective bollards. Based on the information provided, additional posts will be required to meet the spacing requirements in the Fire Prevention Code.
2. The fenced area is part of the exiting system for the petitioners tenant space. The gate referenced in the submittal documents shall meet the requirements in Chapter 10 of the Village’s Fire Prevention Code. This would include:
  - a. The use of padlocks to secure the gate would prohibited.
  - b. Latching hardware provided shall be lever type or a push bar to meet the requirements in Section 1008.1.9 of the Fire Prevention Code
3. The proposed fenced area blocks the access to the loading dock door for the adjacent tenant space. Documentation should be provided from the landlord and the 583 N. Wolf tenant space showing that they are aware that this door is not accessible for that tenant.
4. The installation of the fencing shall not affect the access to the buildings; fire sprinkler room.

At this time there are no other Fire Department comments related to the project as presented in the documents reviewed.

# **Blooming Minds Academy – 581 N. Wolf Road**

**Docket No. PC 16-02 (Minor Site Plan and Appearance Approval of an Outdoor Play Space)**  
Plan Commission Meeting – January 28, 2016



**Existing conditions of rear space – looking east**

# **Blooming Minds Academy – 581 N. Wolf Road**

**Docket No. PC 16-02 (Minor Site Plan and Appearance Approval of an Outdoor Play Space)**  
Plan Commission Meeting – January 28, 2016



**Existing conditions of rear space – looking northeast**



Blooming Minds Academy  
581 N. Wolf Rd.,  
Wheeling, IL 60090

Dear Brooke:

I would like to submit a petition for allowing me to build a fence in the back of my business located at 581 N. Wolf Rd., Wheeling, IL 60090. To continue a healthy growth of my business, and to offer additional enrichment programs with outdoor access to our students, I kindly ask that I am allowed to build a fence in the back to allow my students some time outdoors when the weather is nice.

Thank you very much!

Kind regards,

Olga V. Khamichonak  
President

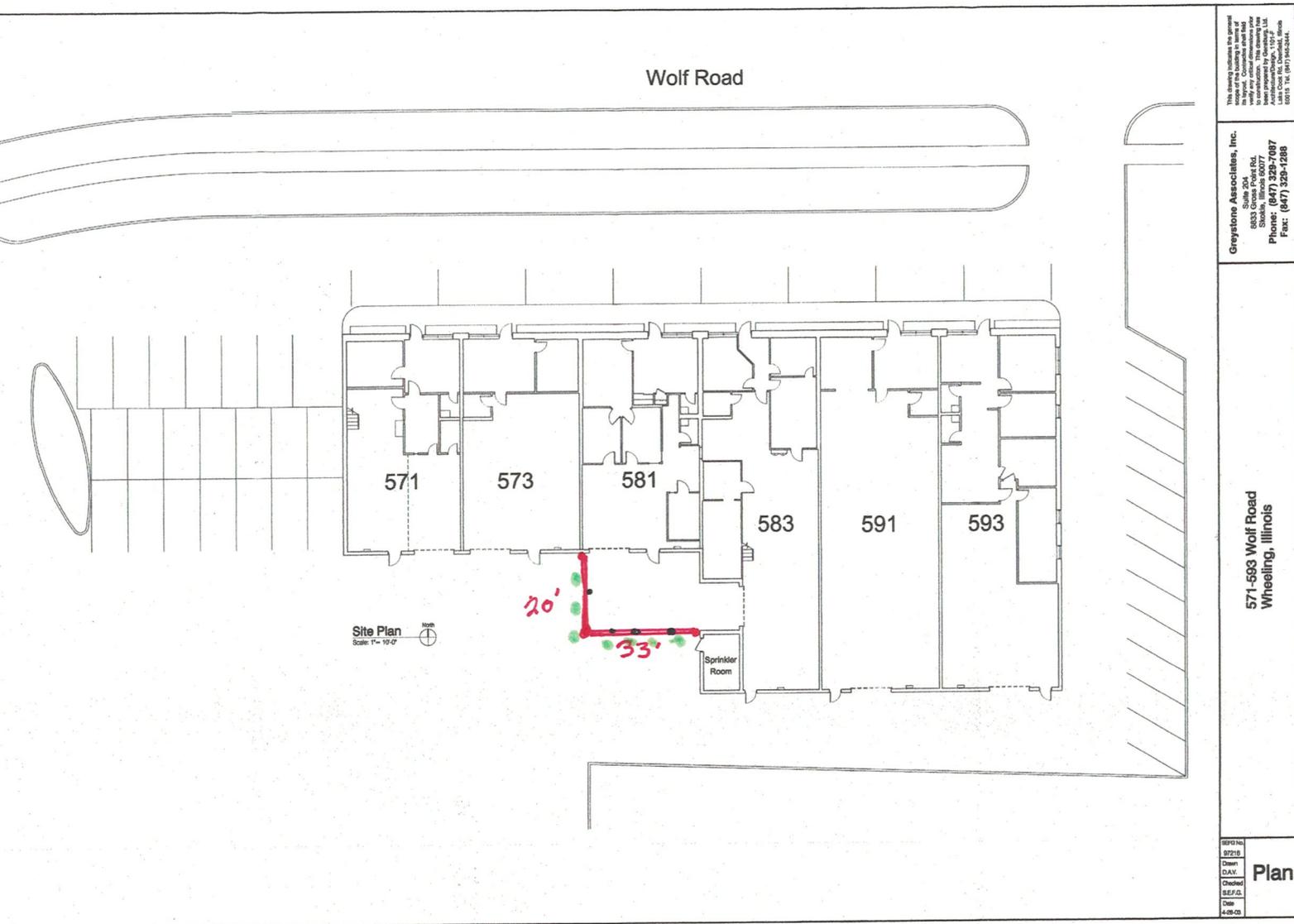
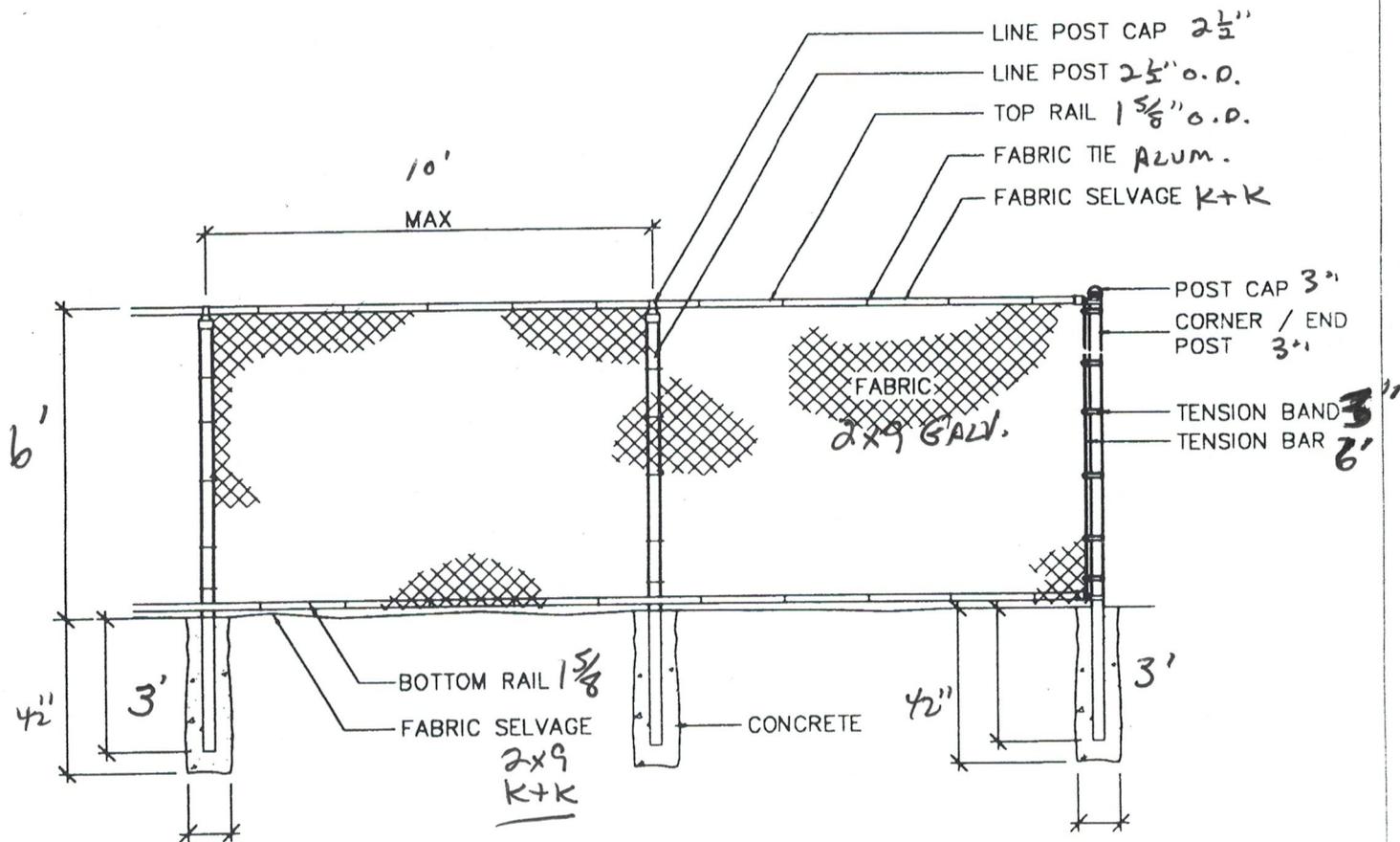


Exhibit received Jan. 14, 2016

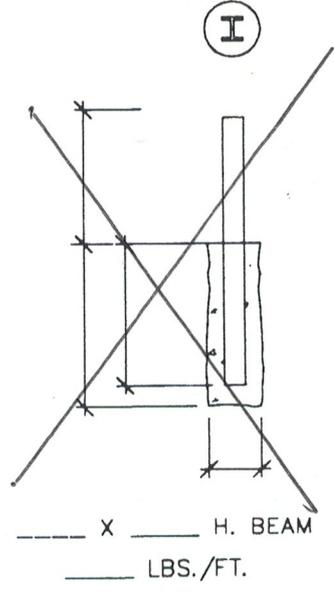
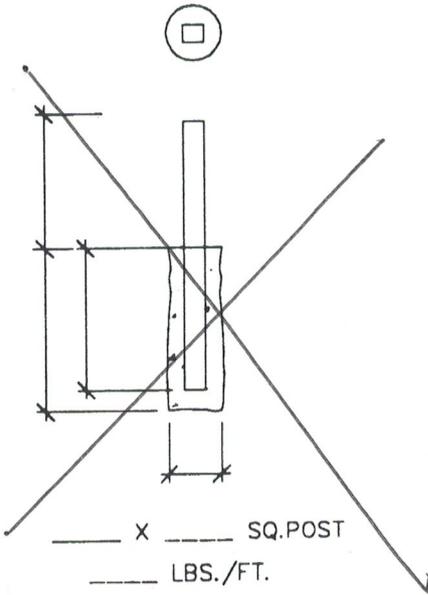
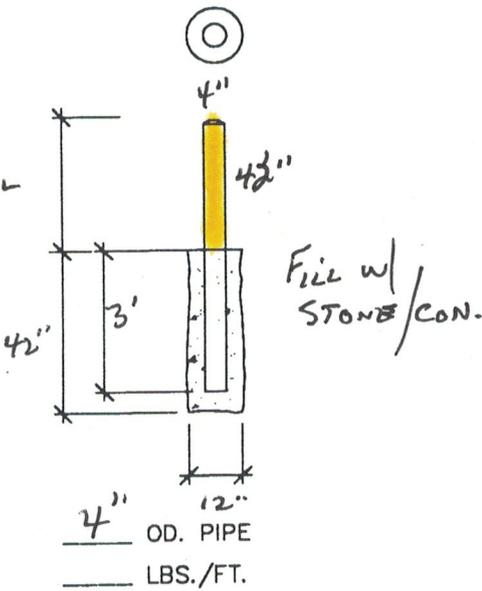
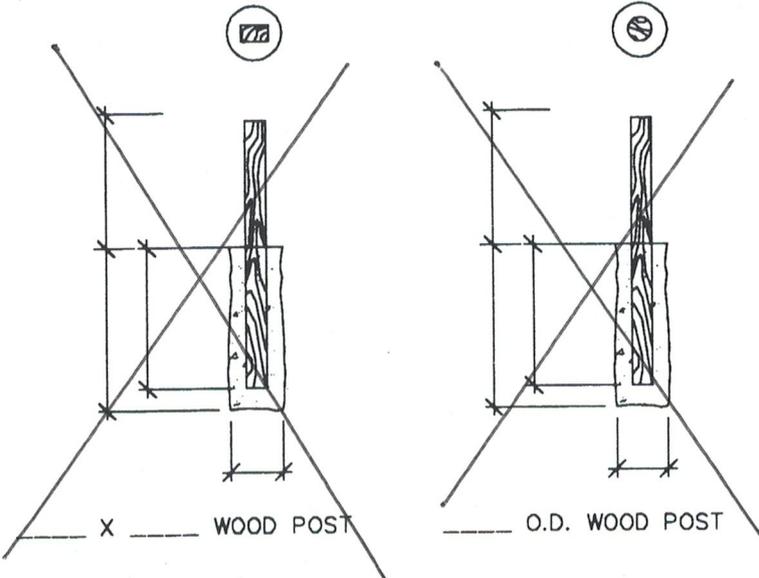


**6' ~~8'~~ CHAIN LINK FENCING DETAIL - GALVANIZED**  
 STYLE: TOP AND BOTTOM RAIL (CL-09)

NOTES:

- ADD (7) 4" x 7' YELLOW PAINTED, STONE/CONCRETE FILLED  
 BUMBERS ON OUTSIDE OF FENCE.

Exhibit received Jan. 14, 2016



**BUMPER POST AND BOLLARD DETAILS**  
(CL-47)

NOTES:

(7) BUMPERS 3 ON 20' SIDE  
4 ON 33' SIDE

Exhibit received Jan. 14, 2016

# DURA BILT FENCE II, INC.

433 Denniston Ct.  
Wheeling, IL 60090  
847-520-5880 Fax: 847-520-4885

PROPOSAL SUBMITTED TO: <b>Blooming Minds</b>	PHONE: <b>224-250-0872</b>	DATE: <b>1-13-16</b>
STREET: <b>581 N. Wolf Road</b>	FAX:	JOB PHONE:
CITY, STATE AND ZIP CODE: <b>Wheeling, IL 60090</b>	JOB NAME:	
ATTENTION: <b>Olga Khamichonak</b>	DATE OF PLANS:	JOB LOCATION:

We hereby submit specifications and estimates for the following:

## Furnish & Install 53' of 6' tall Galvanized Chain Link Fence & Gate

### Materials:

Wire - 2" x 9 Gauge Galvanized

Terminal Posts - 3" O.D.

Line Posts - 2-1/2" O.D.

Top & Bottom Rail - 1-5/8"

Gate - (1) 3' x 6' with 1-3/8" Frame with Padlockable Hardware

Bumper Posts - (7) 4" x 7' on outside of Fence to deter Car crash in Chain Link. Paint (7) Posts Yellow.

Dig all Posts through an asphalt surface & set in concrete filled holes.

Total

\$3,995.00

### \*Exclusions: bonds, permits, fees, licenses and removals

We Propose hereby to furnish material and labor - complete in accordance with the above specifications, for the sum of:

**Three Thousand Nine Hundred Ninety Five Dollars (\$ 3,995.00 )**

Payment to be made as follows: Net 15 Days

#### ALL PERMITS MUST BE OBTAINED BY OWNER

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner, on a regular time basis according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by workman's compensation insurance.

Customer hereby assumes full responsibility for the location of the line upon which said materials are to be installed and locate any and all private cables to include sprinkler systems, electric, septic fields, gas lines, grills, lighting, etc. Durabilt Fence to call J.U.I.L.E.

Authorized Signature: Pat Majury Note: This Proposal may be withdrawn by us if not accepted within 15 days.

I, THE UNDERSIGNED, HEREBY AGREE THAT IN THE EVENT OF DEFAULT IN THE PAYMENT OF ANY AMOUNT DUE, AND IF THIS ACCOUNT IS PLACED IN THE HANDS OF AN AGENCY OR ATTORNEY FOR COLLECTION OR LEGAL ACTION, TO PAY AN ADDITIONAL CHARGE EQUAL TO THE COST OF COLLECTIONS INCLUDING AGENCY AND ATTORNEY FEES AND COURT COSTS INCURRED AND PERMITTED BY LAWS GOVERNING THESE TRANSACTIONS. ALL PAST DUE ACCOUNTS WILL BE CHARGED AT THE RATE OF 1.5% ON UNPAID MONTHLY BALANCE

**Acceptance of Proposal:** the above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Date of acceptance: \_\_\_\_\_

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Exhibit received Jan. 14, 2016

**1. CALL TO ORDER**

Chairman Ruffatto called the meeting to order at 6:30 p.m. on Thursday, January 14, 2016.

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

Present were Commissioners Dorband, Issakoo, Johnson, Powers, Ruffatto and Zangara. Commissioner Sianis was absent with prior notice. Also present were Brooke Jones, Senior Planner, Andrew Jennings, Director, Community Development and Mallory Milluzzi, Village Attorney, Fire Chief MacIsaac, Fire Inspector Antor, John Tack, Village Engineer, John Melaniphy, Director Economic Development.

**4. CHANGES TO THE AGENDA – None**

**5. CITIZEN CONCERNS AND COMMENTS – None**

**6. CONSENT ITEMS**

- A) SCBA 16-01  
Windy City Linen  
1150 Willis Avenue  
Appearance Approval of a Wall Sign

Commissioner Johnson moved, seconded by Commissioner Dorband to approve the following consent item.

**Approve Docket No. SCBA 16-01** to permit installation of the wall sign in accordance with the sign drawing submitted January 8, 2016 by Creative Edge Visual Solutions, on behalf of Windy City Linens, located at 1150 Willis Avenue, Wheeling, Illinois;

On the roll call, the vote was as follows:

AYES: Commissioners Dorband, Issakoo, Johnson, Powers, Ruffatto, Zangara  
NAYS: None  
ABSENT: Commissioner Sianis  
PRESENT: None  
ABSTAIN: None

There being six affirmative votes, the motion was approved.

**7. ITEMS FOR REVIEW**

- A) Docket No. 2015-5 (Continued from December 17, 2015)  
Wheeling Town Center Development  
351 W. Dundee Road  
Special Use-Site Plan Approval of a Preliminary Retail & Residential Planned Unit Development

See Findings of Fact and Recommendation for Docket No. 2015-5.

Commissioner Dorband moved, seconded by Commissioner Johnson to recommend approval of Docket No. 2015-5, Granting PRELIMINARY Approval of a Planned Unit Development, including Special Use-Site Plan-Building Appearance for the Wheeling Town Center Planned Unit Development, consisting of a master plan for a mixed-use transit-oriented development, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-09 Planned Unit Developments, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, as shown on the plans/exhibits submitted on December 31, 2015, by WTC LLC, as shown on the Exhibit List for the Wheeling Town Center Planned Unit Development, to be located on the property consisting of approximately 16.25 acres described as the vacant parcel currently known as 351 W. Dundee Road, the commuter parking lot adjacent to the Wheeling Metra Station, and the right-of-way of Northgate Parkway, located in Wheeling, Illinois;

And with the following conditions of approval:

1. That reductions in parking, landscaping, building square footage, and walkways are anticipated in order to demonstrate proper accommodations for larger vehicles and utilities. The Final PUD plan shall clearly document the extent of these reductions; The utility plans shall be revised to the satisfaction of the Engineering Division and the Fire Department prior to final PUD approval;
2. That the Final PUD submittal shall include an exhibit summarizing all of the agreements associated with the development, including but not limited to: easement for use of the Metra parcel, extension of the Station Area Development agreement, Park District roadway modification, Park District utility relocation easement, maintenance of roadways and parking areas, easements related to Burger King modifications and access, pipeline relocation agreement, and declarations associated with common property maintenance; and
3. That a temporary construction easement shall be agreed upon by Burger King in order to construct the five parking stalls directly east of Burger King. If Burger King does not agree at present time, then the area may be landbanked for future construction of parking.

On the roll call, the vote was as follows:

AYES: Commissioners Dorband, Issakoo, Johnson, Powers, Ruffatto, Zangara  
NAYS: None

**Wheeling Plan Commission  
Regular Meeting**

**January 14, 2016**

ABSENT: Commissioner Sianis  
PRESENT: None  
ABSTAIN: None

There being six affirmative votes, the motion was approved.

Commissioner Dorband moved, seconded by Commissioner Johnson to close Docket No. 2015-5. The motion was approved by a voice vote.

**8. APPROVAL OF MINUTES – December 10, 2015 and December 17, 2015**

Commissioner Zangara moved, seconded by Commissioner Johnson to approve the minutes dated December 10, 2015 as presented. The motion was approved by a voice vote. Commissioner Dorband abstained.

Commissioner Dorband moved, seconded by Commissioner Zangara to approve the minutes dated December 17, 2015 as presented. The motion was approved by a voice vote. Commissioner Johnson abstained.

**9. OTHER BUSINESS**

Commissioner Johnson mentioned he received an invitation from the Library for a State of the Community on Thursday, February 11. He questioned if there would be a Plan Commission meeting on that day. Ms. Jones reported it was very likely there would be a meeting scheduled on February 11.

Commissioner Zangara reported he would not be present at the February 11<sup>th</sup> meeting.

Chairman Ruffatto thanked the Commission for all the work done on the town center. He appreciated all the work the Commission and Staff did.

**10. ADJOURNMENT**

Commissioner Dorband moved, seconded by Commissioner Powers to adjourn the meeting at 8:42 p.m. All were in favor on a unanimous voice vote and the meeting was adjourned.

Respectfully submitted,

---

Steve Powers, Secretary  
Wheeling Plan Commission

**DISTRIBUTED TO THE COMMISSION 01.22.2016  
FOR APPROVAL ON 01.28.2016**

**DRAFT FINDINGS OF FACT  
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: Docket No. 2015-5  
Wheeling Town Center Development  
351 W. Dundee Road  
Special Use-Site Plan Approval of a Preliminary Retail & Residential Planned  
Unit Development

WTC LLC, contract owner, is seeking the following for the property known as the Wheeling Town Center Development: Special Use-Site Plan Approval of a Preliminary Planned Unit Development for Retail and Multi-Family Residential Uses in the MXT Transit Oriented Mixed Use District, as required under Chapter 19-05 Mixed Use and Overlay Districts, Chapter 19-09 Planned Unit Developments; Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections. The subject property consists of: the vacant parcel at 351 W. Dundee Road (former Wicke's Furniture), the commuter parking for the Wheeling Metra Station, and the existing right-of-way of Northgate Parkway, all of which is zoned MXT Transit Oriented Mixed Use District and is comprised of a total of 16.25 acres.

Commissioner Powers read the following statement aloud.

A zoning Special Use, as defined in Title 19, of the village of Wheeling (Zoning), is a use of parcel of land that requires review and consideration before approval due to circumstances or effects on the surrounding properties that may adversely affect them. In order to be considered for a special use the petitioner is required to demonstrate through testimony to the Plan Commission at the public hearing why their request meets the conditions of the village code including, but not limited to, how the proposed use will not damage the enjoyment or use of the surrounding properties. Prior to the public hearing the petitioner provides written statements meant to show that their request for a special use meets the standards established in Title 19. The Commission Chairperson will typically direct that these statements be entered into the record without a full reading of them at the hearing. Based upon the testimony and supporting materials submitted, the Plan Commission will make findings in support of, or against, the petitioner's testimony and report those findings to the Village Board.

Chairman Ruffatto called Docket No. 2015-5 on November 12, 2015. Present were Commissioners Dorband, Johnson, Powers, Ruffatto and Zangara. Commissioner Sianis was absent with prior notice. Also present were Brooke Jones, Senior Planner, Mallory Milluzzi, Village Attorney, Andrew Jennings, Director, Community Development, Fire Chief MacIsaac, Fire Inspector Antor, John Tack, Village Engineer and consultants Kevin Shaffer, Haeger Engineering and Lynn Means, Gewalt Hamilton Associates.

Chairman Ruffatto explained the Wheeling Town Center Development had been discussed at the

## **Findings of Fact and Recommendation**

**DOCKET NO. 2015-5**

conceptual level for several years and had been in front of the Plan Commission numerous times as a workshop. It is the Plan Commission's intention to review the various aspects of it and complete it in a timely manner after many previous workshops and discussions with Staff. This is the first public hearing. The preliminary PUD is an opportunity for the Commission to revise the plans with the help of Staff and the petitioner. This step is a confirmation of the master plan for the development and includes a more thorough review of the plan. The proposed project is a 16-acre mixed use development that includes numerous complex issues. Staff has an outline for the discussion to keep it focused, to get the preliminary review done and moved forward in the near future. He explained if they were unable to complete the review tonight, it would be continued to next week's meeting. However, it is the expectation that answers were not expected so it would be a continuation of the meeting. It would be unfair for Staff and the Commission to try and review it during the short time between meetings.

Village Attorney Milluzzi asked if the Commission wanted to adopt rules of procedures for the public hearing. Chairman Ruffatto was in agreement. Village Attorney Milluzzi distributed the procedures. A motion would be needed in order to adopt the rules of procedures. She explained it sets forth the general order of the presentation. The following order was provided:

- Swearing in anyone that wants to testify;
- Petitioner gives presentation;
- Staff gives a summary of the Staff notes;
- Public's cross examination of the petitioner, Staff introduces their own evidence or provides general comment;
- Petitioner has a chance of rebuttal to answer the questions made by the public and/or Staff;
- Plan Commission has opportunity to ask questions; and
- Final rebuttal by the petitioner.

Village Attorney Milluzzi further explained it also sets forth the understandings of the Plan Commissioner's role in placing reasonable limitations on evidence or testimony that is repetitious, irrelevant or immaterial and the Chairman's ability to control the hearing.

Commissioner Dorband moved, seconded by Commissioner Johnson to adopt the rules of procedures for Docket No. 2015-6. The motion was approved by a voice vote.

Mr. Friedman reviewed the order for the meeting. He will provide a presentation about the town center and will address a number of concerns that had been brought up based on his bi-weekly meetings with Village Staff. His team will address any questions relating to any specific questions regarding civil engineering, architecture, general contracting, landscaping, traffic or parking.

Mr. Brad Friedman, WTC LLC, 500 Lake Cook Rd, Deerfield, IL, Mr. Anthony Fasolo, Architect, RTKL, Mr. Steve Corcoran, Traffic Engineer, Eriksson Engineering, 145 Commerce Dr., Grayslake, IL and Mr. Eric Handley, Randolph Inc., 820 Lakeside Drive, Gurnee, IL were present and sworn in.

Mr. Friedman thanked the Commission for the opportunity to present. He gave an overall review of the development. It is a retail, restaurant, entertainment-based town center that revolves around the village green with a large luxury residential apartment building. They are trying to create a public realm and provide a sense of community with a central gathering place. He provided an image of

## **Findings of Fact and Recommendation**

**DOCKET NO. 2015-5**

the town center site plan showing the residential building toward the back, the village green, Flix Brew House and other retail pads that would fill in over time.

What it takes to make a successful town center. Mr. Friedman explained according to the Urban Land Institute, they need to create a central gathering place for the community which they have done with the village green and theater. Integrate multiple uses which they have done with the entertainment component, the restaurant, the retail and the residential. Provide a pedestrian friendly environment which they feel they have done based on the site plan revolving around the village green, all very pedestrian friendly. A cohesive public/private partnership is needed which they have in place and also need to connect to the community. They have some wonderful facilities neighboring the subject property. There is the Park District recreation center, the aquatic center, the performance pavilion, Heritage Park, Village Hall, the Fire Department, the Police Department and the Metra station. The site plan has been designed to integrate with all of its neighboring properties.

The Wheeling town center is about a \$100 million mixed use transit oriented development with approximately 100,000 square feet of commercial space anchored by Flix Brew House. They have convenient surface parking throughout the project and a 5-story residential building with 295 luxury rental units that will offer a superior amenity package and a lavish courtyard. The anchor tenant, Flix Brew House is a unique first run movie theater that offers food and beverage service. They also brew their own beer on site. It is a state-of-the art movie theater and will host special events. They believe it will be the cornerstone of the town center that helps to create the central gathering place. A movie theater is a great centerpiece because it serves as a landmark and a central gathering place that becomes a part of the community. They will create it with the village green and the movie theater. They will have an outdoor dining experience, interactive water features, green space, pedestrian friendly and very user friendly. They want to create useable space where people can meet and gather. They want to host public events (i.e. street fairs, art festivals, farmer's market) and have seating areas, pergolas, trellises, ornamental pots, planters, trees, built in wood benches and natural stone seating.

Mr. Friedman provided a first floor plan of the residential building. The idea is to have the amenity space off of the village green, very inviting and open so when people are visiting the town center going to the restaurants and movies they can stop into the leasing office if interested. He provided photographs of similar projects with courtyards. They plan on having a pool, fire pit, seating areas, pergolas, putting green, bocce ball, ping pong gaming tables, etc. He provided a floor plan for a typical floor on levels 2-5. Pictures were provided of the interior units. They usually offer two different types of finishes, a light finish and dark finish. All will have high quality finishes with granite countertops, nice cabinets, a demonstration kitchen, gaming tables with a club room and lounge. It will be first class.

Mr. Friedman provided a preliminary elevation of the residential building. They will have leasing agents, a property manager, maintenance engineers and a full-time cleaning staff. The parking will have assigned parking within the parking deck. All of the spaces will be numbered and any renter will have an option of renting one or two parking spaces unless they have a studio which would be limited to one parking space.

Mr. Friedman referred to the external factors they needed to be identified and cleared up before

coming in for the preliminary PUD presentation. They received conditional approval from the Park District and now have the ability to present. The “lost” parcel which was an issue before has been identified through Near North National Title. The Village could provide a quick claim deed. Everyone seems to be on board on how it needs to be handled. West Shore Pipeline was another issue that needed to be resolved. There is a reimbursement agreement that has been reviewed by the Village Attorney and the petitioner’s attorney and is ready for execution. The other outstanding item was the Metra parcel. They have an easement from Metra. It is an easement agreement that also sets forth the terms of the shared parking moving forward. The document has been reviewed by a Village Attorney, the petitioner’s attorney and Metra’s attorney and the document is also ready for execution.

Mr. Friedman referred to the proposed timeline.

- November – working through the preliminary PUD;
- February – They hope to obtain final PUD. West Shore Pipeline is going to work on their engineering plans and get final bids.
- Spring 2016 – West Shore Pipeline should be ready to break ground and relocate the actual underground pipe. The permit-ready drawings will be finalized and submitted to HUD.
- Summer 2016 - Close on financing. Break ground, start work on the infrastructure and then go vertical with the residential building and the Flix Brew House. It is approximately six months for the core and shell for Flix Brew House and another six months for the FFNE.
- Summer 2017 – Opening of Flix Brew House. The residential building will still be under construction. There will also be some construction on the future retail pads as they are leased.

Mr. Friedman referred to the concern about the phasing of the construction and maintaining access especially for the Metra commuters. A diagram was provided of the overlay of the existing conditions which shows stage one of construction where they utilize the existing Northgate Parkway and the Metra parking at the north while they are doing construction to the southern portion of the relocated Northgate Parkway and the southern portion of the new shared parking. Stage two includes additional construction to the Metra parking. They will also do construction to Northgate Parkway. They will do construction to one side of Northgate Parkway, leaving the other side open and then flip it in order to ensure continuity of access for the Metra commuter parking lot. Once Northgate Parkway, Community Blvd. and the Metra parking have been constructed, they will then have the ability to commence construction on the residential building and the Flix Brew House. The future retail pads would be built as they get leased.

Mr. Friedman referred to the Metra parcel conveyance. The easement agreement would trigger a new reciprocal parking agreement. They would have to provide 150 commuter parking spaces plus 6 ADA parking spaces and 8 kiss and ride on Monday through Friday until noon. If demand exceeds 85%, they would provide 292 parking spaces for Metra commuters.

Mr. Friedman referred to the parking management. The site plan was reviewed and they received a memo from Sergeant Paul Hart and all of his recommendations had been taken into consideration. They have designated areas for Metra commuters; a designated area for the residents that would park in the parking deck, visitors would also park in the residential parking deck on the first floor. The Flix employees would park on the top level (6<sup>th</sup> floor) of the parking deck and then the customer

parking is throughout the entire town center. It is a shared parking concept. The Village would be in charge of collecting commuter parking fees and would manage and police it.

Mr. Friedman referred to the previous concern of angled parking in front of building E. He was unsure about the concern and mentioned that there were a lot of downtown areas with angled parking in front of the retail stores and that it worked well. He thinks it contributes to the charm and overall feel of what they were trying to achieve.

Mr. Friedman referred to the previous concern about valet parking. They added some addition queuing for valet parking. They now have space for 20 vehicles for drop off/pick-up. He met with Park Place Valet and reviewed the site plan with the owner of the company in great detail. He felt it was a perfect location for the valet parking. He felt there was ample room for drop off and pick-up. He had a couple of suggestions which include incorporating some awnings with built in heaters and some built-in key cabinets up against the buildings.

Mr. Friedman referred to the previous concern with giving vehicles the ability to turn left from Northgate Parkway into the northeast quadrant of the retail center between buildings A and C. He explained it was required in order to get Starbucks to come to the center. He understands the concern because vehicles that would be exiting the town center would queue up and nobody wants to see traffic buildup as vehicles are waiting to turn left. He suggested limiting the left turn to the mornings since Starbucks is busy. They would add a sign that prohibits left turns after 3:00p because in the evenings is when the traffic would stack up. This is needed in order to get Starbucks and he believes everyone would agree that it would be a wonderful tenant to have at the town center.

Mr. Friedman referred to the previous concern regarding Waste Management and the efficiency of how the trash would be picked up. He had a meeting with Waste Management. All of the buildings have an interior area with the trash facility. Waste Management would pull their vehicles in and wheel the trash containers out and then would be side loaded onto the container. They also looked at the loading for the cinema and waste pickup and didn't have any problem with the proposed design. There was one area they didn't think was appropriate to have the internal waste behind buildings F and G because of the parking. They didn't want to have any vehicles that would be parked and interfere with the potential pickup of the waste. They relocated the trash to the parking field and they would make sure it would be fully enclosed and protected. Mr. Friedman stated they wanted to keep the pedestrian cut-through open at all times. The best way to do it was to locate two ADA parking spaces which would ensure there would always be a pedestrian friendly cut-through where no vehicles would be parked.

Mr. Friedman referred to the previous concern regarding the residential loading area, parking garage and the trash area. He confirmed there will be two shoots (recycle and garbage). There is an overhead door for the waste area, a loading area and garage area. He provided turning radius diagrams that were prepared by his civil engineer to show there was ample space for vehicles to maneuver for the pickup of the waste and loading depending on the trucks size. A 3D rendering was provided of what the loading area and the garage entry would look like for the residential building.

Mr. Friedman referred to the previous concern regarding snow removal. He met with Bertog Landscaping who explained they would pile up the snow in the low parking demand areas but they

don't want to compromise parking so if needed, they would haul off snow to their facility which is located on the other side of the tracks. They have ample space to pile snow and have vehicles to handle the haul off of the snow if necessary.

Mr. Friedman referred to the previous request for a definition of public versus private ownership. He explained it was defined in the redevelopment agreement. It is Exhibit 5 to the redevelopment agreement. It shows Section 1.1 in yellow which defines the residential area and Section 1.2 in blue which is the area for Flix. The gray is the area that would be dedicated back to the Village. It is Northgate Parkway, Community Blvd. and the Metra parking. It is dictated by Metra. They are requiring that their commuter parking and access roads be owned by the Village.

Mr. Friedman referred to the previous request to provide clarity for the framework for the management of the town center. There will be a master association; WTC LLC will be the master association. Under the umbrella, there will be WTC Residential Development LLC for the residential building and there will also be WTC Retail for all of the retail buildings. There will be a declaration for the subdivision which will be prepared and recorded at an appropriate time. There will be a general blanket for the easement cross access, maintenance and parking.

Mr. Friedman referred to the previous request for the framework for the retail. It has been defined in the redevelopment agreement. There were some prohibited uses that were identified in Section 5.4 and Exhibit 3. Some examples of prohibited uses for the town center are automotive, mattress, currency, gas station, laundromats, pawn shops, tattoo parlors and video rental stores.

Mr. Friedman referred to the previous question about non-retail maximum square footage that would be allowed. This item was addressed in the redevelopment agreement. It is defined as non-sales tax producing retail. They would be limited to 15% of the total ground floor square footage in the town center.

Mr. Friedman referred to the previous question about pedestrian access throughout the site. He explained they feel it had been addressed with the overall site plan. They tried to identify a couple of areas of all of the pedestrian cross access pathways they were providing from the parking fields to the village green to the retail pads. They are also providing pedestrian access from the residential building to the Metra station and from the residential building to the Park District facilities.

Mr. Friedman provided a preliminary sign plan identifying monument signs to the north by Dundee and a number of vehicular directional signage, pedestrian signage and retail ID signage. He provided some conceptual drawings that were prepared to give an idea of what the monument signs might look like.

Mr. Friedman referred to the requested bicycle parking. He explained there was ample bicycle parking throughout the development in four locations that were identified on the plan. They will make sure they have signage for the bicycle parking and that they provide bicycle parking racks that are harmonious with the town center vibe they are trying to create.

Mr. Friedman referred to the street lighting. The landscape architect provided a couple of options for street lighting that could be used on the village green or on Northgate Parkway or Community

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Blvd. that would help create a charming downtown feel. Pictures of lighting fixtures were provided. They are LED and the idea is that they were invisible during the day but would provide ample lighting at night.

Mr. Friedman referred to the proposed pavers. They have been talking about using permeable pavers in the village green and the areas surrounding the retail buildings. This is a product recommended by the general contractor. Pictures of the different colors and styles were provided.

Mr. Friedman referred to the previous concern regarding the exterior of the Flix building. He explained the movie theater doesn't have a lot of storefront windows. However, because it is a unique cinema, they have a bar and grill concept and have the entire northern portion of the building with glass front windows. The kettles and bar and grill area will be seen. There are no storefront windows to the south and is up against the village green. They want to make sure the area is not cold and is warm and inviting. The initial elevation provided from Flix needed some improvement. They put together a rendering showing what could be done to the building using different materials (lighting, planters, providing pergolas and trellis and seating areas) that would warm up the façade and make the village green more inviting.

Mr. Friedman referred to the expectations to approve the overall site plan and to approve the phase one buildings (Flix Brew House and the residential building). All of the additional retail pads would be approved at a later point in time as leases were finalized.

This concluded Mr. Friedman's introductory presentation. Chairman Ruffatto asked Mr. Jennings to provide a recap of the Staff Report.

Mr. Jennings wanted to reiterate some points that Commissioner Powers and Chairman Ruffatto made in their opening remarks. He mentioned that the proposed was a very large and exciting project for the Village of Wheeling. The location is unique for the region. It is uniquely situated with not just the traffic volume of Dundee Road but there is also fairly easy access to Lake Cook Road. Along the west side of the property, there is the Metra station and access to the municipal campus and access to the Heritage Park complex with all of its new improvements. He explained it was an exciting opportunity for the Village to realize a vision that had been put in place about 15 years ago.

Mr. Jennings reviewed Staff's comments. He noted that Lynn Means, consulting traffic engineer from Gewalt Hamilton assisted Staff and a consulting civil engineer, Kevin Shaffer, Haeger provided comments. Chief MacIsaac from the Fire Department also provided comments.

Mr. Jennings explained one of the items that Staff is trying to recognize is there are some unique challengers with the unique opportunity. The site does have limited access. There is a T intersection that essentially ends into the site with all of the traffic issues with Northgate and Dundee. With the preliminary PUD and the master plan associated with it, they want to ensure that the elements on the master plan were given their greatest chance of success. He explained the site was driven by the two anchor buildings and the village green. There is a residential building which is an anchor and then the theater building. He thinks there is an opportunity to work with the development team to ensure that those two buildings were supported to the greatest extent possible.

He felt there was a really well developed plan for both of the buildings. The Flix is extremely valuable to the success of the development as is the residential building. He wants to discuss the issue of the site plan as an element of supporting the functions of those two buildings. The anchor buildings are on the south end of the site. The north end of the south is primarily the second phase buildings. The speculative retail and the success of the speculative retail really depend greatly on the ability of the two anchor buildings to thrive in the site plan. Mr. Jennings referred to the challenge to provide adequate access around the site since it was narrow and the location of the tracks.

Mr. Jennings noted there were a few items that he felt had opportunities to help support the buildings better and give them an even greater chance of success. He mentioned the pedestrian access was limited on the east side of the site and the access to Village Hall was lacking. There are some concerns with the intersection design near Northgate and Dundee. The parking field that is in the middle of the speculative buildings was noted in the consulting civil engineer's report and has a substandard stall depth on the perimeter. He noted there was an opportunity here to improve the pedestrian access which could result in the loss of some of the parking spaces in the area. He mentioned there were utility locations that they have been working with the project engineer. There may be a need to deal with utility conflicts on the east side relative to the Village's storm water pipe and the water main in the area. He noted that Mr. Friedman's presentation did cover the issue of the extent of the initial parking.

Mr. Jennings referred to the south end of the site. He felt there was an opportunity to work at the preliminary PUD stage to help improve the access and the relationship between the buildings. The building is the centerpiece of the development. He felt there was an opportunity as it was currently designed that was missed to have it relate to the park. There is an existing access point which connects to the band shell and loop path around Heritage Park and has a great opportunity to increase the pedestrian access. He suggested maybe providing a ground level door. The east west vehicular connectivity on the site was somewhat limited. The extension of Community Blvd. at the north is the primary east west connection. The other connections are mainly pedestrian. He thinks one of the impacts of it that should be considered at the preliminary PUD stage was the volume of use that this particular drive would get. The cross traffic does not stop. The particular drive serves a large number of uses. It serves the entire residential building including the theater employee parking on the upper deck. It serves the residential guests, residential deliveries, and a portion of the valet. The number of parking spaces is 716. He thinks there is an issue where the residential function and the theater function were potentially negatively impacted by that limiting factor. He referred to the number of apartments and amount of retail was roughly equivalent to Northgate Crossing plus Arlington Club Commons.

Mr. Jennings referred to the Fire Department review. He noted that the turning radius exhibits illustrate potential points of conflict. The site plan may need to be revised especially due to the impact of snow accumulation. The civil engineer also noted a similar issue with the turning radius. A second point is the conflict between light pole bases and fire hydrants that needs to be resolved. He felt this had the potential to decrease the number of parking spaces in the parking fields. They require some separation from other structures to the fire hydrants.

Mr. Jennings referred to trash collection methods that may require further modifications. He thought

some of the additional discussion tonight might address most of Staff's concerns.

Mr. Jennings referred to the snow removal plan. He felt this detail could be done later but wanted to remind the Plan Commission of the challenges with the relatively limited runs in the parking lots that end in landscaping. It is a challenge to find locations to keep the snow on site. There may be some opportunities to stage snow in less utilized areas of the parking lot. He thought the areas might need to be adjusted over the course of a couple years of operation.

Mr. Jennings referred to the assumption in the Fire Department review that the buildings are of type 2 construction. He explained the detail has limitations on the separation. There is a minimum of building separation based on the type of construction.

Mr. Jennings referred to the Gewalt Hamilton Traffic Engineering memo. There is a point (listed as #6 in the memo) that notes that several aspects of the plan would require IDOT approval. The consultant has recommended that these items be discussed with IDOT as part of the preliminary PUD process.

Mr. Jennings referred to the question regarding the raised medium. An exhibit was provided at the meeting that shows a break in the medium. They can go back and discuss it with the consultant to make sure it was an adequate solution for it.

Mr. Jennings referred to the full access driveway relating to the same point. IDOT could be OK with it provided that there was a time restriction. It does require IDOT's review since it was very close to the Dundee and Northgate intersection.

Mr. Jennings referred to way finding signage. An exhibit was provided relating to way finding signage. There is a need to make sure motorists know where to go to find the valet, Metra parking, and access to the visitor parking for the residential building.

Mr. Jennings referred to the question from the traffic consultant regarding the overflow parking. The Village's consultant review of it was that the overflow parking was still necessary on a limited basis. He suggested having the two consultants go through the reasons related to it.

Mr. Jennings referred to the civil engineer's comments. He referred to the variation relating to the parking stall depth in a few locations. He noted in the locations, there were not adequate opportunities to overhang at the curb. A lot of times, there will be reduced depth parking where there is a large landscaped area so you overhang with a drip strip and that allows the corresponding decrease given an adequate drive aisle is behind it. In this case, there are locations of shorter parking stall depths. They are combined with limited width landscape strips which may produce some negative consequences according to the Village's consultant review.

Mr. Jennings referred to the sidewalk comments. There is a decrease in sidewalk depth. There are some sidewalks that were previously shown but were omitted on this version of the site plan. He thinks it was an oversight. There is no sidewalk connecting from Dundee south.

Mr. Jennings referred to the turning radius diagram. The footprint of retail E may pose some

challenges for the number of utilities that are in the area. There is a water main relocation that is likely to require an easement from the Park District to the south of the residential building.

Mr. Jennings referred to the storm water conveyance pipe. There is an existing 72" pipe with a connection at the southeast corner of the site. It is an easement that is half on Park District property and half on Village property. They need confirmation between the water main and the storm sewer. Chairman Ruffatto opened the discussion to the public.

From the audience, Mr. Adam Cole, Director of Development, Tri City Foods, 1400 Opus Place, Downers Grove was present and sworn in. He noted that Tri City Foods was the tenant and operator of the Burger King business located at 425 Dundee Road.

Mr. Cole referred to the previous meetings and comments but expressed his disappointment that Burger King had not been mentioned by the developer or Village Staff as an adjacent business. He mentioned that they are the only operating retail business in the area on Dundee and utilizing the intersection. He noted that Burger King was mentioned in the reports that he had just received earlier in the day. He noted that they had never been contacted. He understands the developer sent a notice to the landlord who had notified him today about the meeting.

Mr. Cole understands if the preliminary approval is granted, the final plan must just conform to the preliminary approval and Code. He felt it was important that their concerns were heard and addressed.

Mr. Cole referred to the common locations and the north boundary listed on page 1 of the Staff Report and noted it was listed as vacant commercial. He referred to the Burger King that was operational and adjacent to the proposed development.

Mr. Cole referred to the luxury apartments and stated that they would love to see the growth in the neighborhood. He is happy to see it moving forward but was not happy that there had been no communication or effort to discuss the plans with the sole retail business operating adjacent.

Mr. Cole acknowledged that the land owner, Mr. Alvarado was present at the meeting.

Mr. Cole referred to Section A4 and the concern about offsite parking. He explained they had the same concern about parking in their lot which they were paying for to support their customers and the expenses that might be associated on high volume nights to provide extra security. They want to make sure there is adequate parking.

Mr. Cole referred to Page 6 in Section B3 regarding traffic management. He emphasized there was no discussions with Burger King about traffic management and they were a business that does 70% of their business through drive-through operations. They have a significant component of cars ingressing and egressing the site daily with extended hours from 6:00a to 11:00p seven days a week, including holidays.

Mr. Cole believes the presented plans would have a detrimental effect to their business and will create disruption to the movement they enjoy with the two current curb cuts on Northgate and would

render one of their access points. He referred to the crossing over traffic that was indicated to be higher volume traffic. He referred to the proposed cut between retail A and C for the left inbound so that a Starbucks could be contemplated. He didn't hear any mention that it could help the Burger King keep an access or ingress or egress. He explained if the cut were made, people south heading northbound up Northgate might try to turn left through the access to visit Burger King at the same time someone was trying to turn left on southbound Northgate going into the Starbucks creating an unsafe situation. He felt the design was ill conceived and does not consider the existing operations.

As an operator of a drive-through business, Mr. Cole believes the concept of a raised medium and timed intervals of acceptable left turns were not practical and would be in contrast with the signage. He felt it could be a complication and a better design could provide for a better solution.

Mr. Cole stressed that the existing driveways at Burger King were 23' wide and so under the design, the south driveway would have to convert to an ingress and egress but he felt it wasn't an adequate width for two-way traffic. He felt 24' was a minimum he saw typically by municipalities and many require 25'.

Mr. Cole referred to the traffic engineer Item 6 on Page 8 that recommends a discussion with IDOT occurs for approvals they must grant. He is unclear whether it has occurred and wants to be involved.

Mr. Cole referred to Item 12 on Page 8 that the sidewalks to Dundee along Northgate were not illustrated and it wasn't clear. He felt since his business fronts on Dundee and Northgate that he would be concerned and wants to see it.

Mr. Cole referred to setback adjustments and the developments on the frontage on Dundee were a little unclear. He wants to see more clarity.

Mr. Cole didn't see the signage review addressed. He felt the PUD would typically include how the signs would impact or their proximity to the existing Burger King pylon sign. He was uncertain that the proposed spacing on the widened Northgate meets the requirements for spacing under the ordinance nor does he believe there was any consideration given to the pre-existing user and tenant. He asked the Village that they not grant anything different then they would to two adjacent businesses elsewhere in the community in a way that excessive signage would hinder or harm the viability or success of the pre-existing business.

Mr. Cole referred to the proposed schedule. He didn't see anywhere on how to protect the existing businesses from extreme disruption over such a lengthy period. He expressed concern about the massive amounts of site work, earth relocation, paving, dusts, disruption, extreme level of mud over four seasons a year that will clutter the site and surrounding roads and the entrance to their restaurant. He encouraged that any approvals for this had a clear and comprehensive plan for site maintenance, cleanliness, street cleaning, dust containment and etc. from the construction activities.

Mr. Cole thinks there should be a requirement for reasonable coordination to prevent disruption from the existing businesses in the community. As he saw it described, the entrance to Burger King would be impacted during phase 1, 2 and 3 from 2017-2021. He does not want to put up with the

hassle of it every day between now and then.

Mr. Cole thinks it is shameful of the developer and the Village for not recognizing the impact it could have on a longstanding business partner in the community.

Mr. Cole referred to the civil engineering report. He referred to Item 6; they are concerned about the demolishing not being clear. They are concerned with Item 10, the deceleration lane changes and the stacking it would create. He reminded the Commission that they are a drive-through business and rely on cars being able to come in and out of their site. He thinks there needs to be a more conscious design and the drive-through specifics need to be addressed in the transportation study.

Mr. Cole referred to the unclarity of the sidewalk plans on number 11 and the landscaping plans on number 23. He referred to the drive-through consideration on number 24 and thought it was in the developer's favor but not the existing business. He referred to the parking concerns in number 25.

Mr. Cole referred to the traffic report and the concerns of the double left lane, the raised median and egress. He felt he did not have enough notice to read the entire report. He wanted to be invited to another meeting because he felt their comments were sincere and warranted. He felt the proposed development as presented would have a detrimental impact on their business.

From the audience, Mr. Pedro Alvarado, property owner, 425 Dundee Road was present and sworn in. Mr. Alvarado stated he had the same concerns as Mr. Cole. He requested that the right hand turn should be discussed at a future meeting. He expressed concerns regarding the proposed apartment building. He stated there were more Latinos in the area than non-Hispanics. He questioned the price point of the apartments. Mr. Friedman stated they were between \$1,000-\$1,200/per month. He questioned what the catalyst would be for changing the demographics in the area. He did not believe the demographics matched. He stated that he had been an appraiser since the 1990s and studied markets. He referred to the DePaul and Lincoln Park areas that had been a high crime area but when DePaul University moved in and housing was rebuilt the area changed. He also referred to The Glen. He felt the proposed development would work in the City but not in Wheeling. He was not saying it shouldn't be built but felt the residential portion was a big question for him. He wants it to succeed for everyone.

Village Attorney Milluzzi addressed the brief notice issue. She reported that notices were sent to all the property owners within 250' including Tri City Foods. Mr. Cole stated that he was not aware of Tri City Foods receiving any notice. He stated their landlord received the notice and provided it to him today. Village Attorney Milluzzi referred to an address of 2824 N. New Castle Road, Chicago, IL. Mr. Cole stated it was an address of one of the entities of the landlord but was not the address of Tri City Foods. Village Attorney Milluzzi explained it was the address listed on the Treasurer's website that pays the property taxes and that is what was used to send out the notices. Mr. Cole confirmed Tri City Foods was not located at that address.

Chairman Ruffatto asked if Mr. Friedman wanted to respond to the Village.

Mr. Friedman questioned the relationship between Tri City Foods and Heartland. Mr. Cole explained Tri City Foods purchased a number of assets owned by Heartland in November 2014. Mr.

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Friedman stated that he had several phone and e-mail conversations with Jeff McDonald from Heartland Corporation regarding the development. He invited him to his office to go over the site plan to discuss the town center and project in detail. He also reached out to the attorney who represents Mr. Alvarado and asked on a number of occasions to have meetings with the property owner to discuss the town center project in great detail but the response was too busy and didn't have time to meet with him.

Chairman Ruffatto asked Mr. Friedman if he had comments about the tenant or from what Mr. Jennings presented.

Mr. Friedman explained a lot of the items relating to the traffic would need to be addressed by the traffic consultant. He suggested addressing them one by one.

Chairman Ruffatto asked Mr. Cole and Mr. Alvarado if they had any comments to Mr. Friedman's statement. Mr. Cole stated that Tri City Foods acquired the property in November 2014. He was unsure what occurred prior to that date. He stated that he had received no calls during the last twelve months.

Contact information was exchanged between Burger King, the petitioner and Village Staff.

Chairman Ruffatto requested a break.

Commissioner Powers moved, seconded by Commissioner Dorband to take a recess at 8:00 p.m. The motion was approved by a voice vote.

Chairman Ruffatto turned the meeting over to the Commission for questions or comments relating to the traffic and onsite flow.

In reply to Commissioner Powers' question, Ms. Jones explained if there was something that changed the site drastically after preliminary PUD approval; the petitioner would need to return.

Commissioner Powers thanked Staff for all of their work.

Commissioner Powers referred to the traffic flow between Northgate Parkway and the Village campus. He questioned if Staff felt it was acceptable. Mr. Jennings deferred to traffic consultant, Lynn Means. Ms. Means feels they have a handle on how much traffic would be coming in and out and the potential impacts along Northgate Parkway as well as the internal and external connections through the development.

Commissioner Powers referred to the east side of the development. He questioned if it would be addressed if it became a problem in the future. Mr. Jennings explained the concern he had mentioned was between retail H and E. He had suggested that there was an opportunity during the preliminary review to look at how the different parts of the site function together. He had a concern that the daily resident in and out experience could be difficult here because of the wide mix of uses at that location. There are so many other users that share that particular drive. He suggested there was an opportunity at this time to work with the developer so as it gets refined and to ensure the

greatest chance of success for the building.

Commissioner Dorband questioned if Staff was comfortable with it. Mr. Jennings felt the preliminary Community Development review was relative to the site plan and the function of the site plan and its relationship to its surrounding. They have supporting reviews from the Village's consulting traffic engineer and a supporting review from the Village's civil engineering consultant. The Fire Department also contributed some review relative to the site plan and utility layout. He felt Staff did have some concern with some of the elements of the plan. He thinks generally everyone was pretty confident that there could be modifications. When you look at the reviews, you are looking at suggested modifications and issues that should be addressed. He doesn't want to say that Staff is comfortable with it exactly as proposed but thinks there is a good level of confidence that with some refinement the various elements could work together very successfully.

Commissioner Dorband questioned if the traffic light at Community Blvd. along with the traffic at Northgate would be enough for the flow to move along or would there be a backup along Dundee Road or in another direction. Ms. Means explained there are some capacity constraints that currently and would still be realized in the future. The study did identify that there was need for future improvement along Dundee Road for a third through lane. However, there are no current plans for it so there will still be capacity constraints especially in the morning going eastbound and in the evening going west along Dundee Road. They did propose an additional access to the site via modification of the limited one-way access in between Northgate and Community Blvd. to provide it to be a right in and right out access along with a right turn lane added in the east bound direction along Dundee Road. There are some additional improvements to help to facilitate the external traffic movement on Dundee Road but there will still be some constraints as there are today.

Commissioner Johnson felt the IDOT approval was number one on the list. He thinks some major work still needs to be done at the intersection because of Burger King. He can't imagine going through the drive through and trying to turn left and get home while the food was still warm. He wasn't too concerned with the Village Hall drive and Community Blvd. He was more concerned with the intersection. He referred to the double left turn and questioned the reason for it. Ms. Means explained it was because the study found that most traffic would be heading in that direction. He felt if someone wanted to turn right and someone at the front of the line was going straight it would back up traffic that could have otherwise gotten out. Ms. Means explained the volumes would be shared with the through and the right and was modeled to handle between that distance the through and the right turn volumes without necessitating an additional right turn lane on the northbound approach. She agreed there would be delay and they can't stack freely in a right turn lane and make the turn if there was another person in front of them waiting to go straight.

Mr. Friedman added if someone was going right there were two other access points going east. There is the cross access drive and then Community Blvd. Commissioner Johnson felt it was designed to get out on Northgate.

Mr. Corcoran, Traffic Consultant, Ericksson Engineering explained more than half of the parking was on the east side of the site, including the garage. He felt there was opportunity for them to use the right out as well as to use the Community Blvd access to go east. In the morning, the apartment dwellers may find that it's the easier way to go to Community Blvd. He agreed there would be right

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turning traffic on the south leg at Northgate but there were other opportunities to turn right. They were not expecting the through volume to be very high so it justifies one lane and not two.

Commissioner Zangara asked if they contacted the railroad regarding the gates going up and down. He felt that was the biggest traffic issue when the train comes and everything gets backed up. Mr. Friedman confirmed they had many conversations with Metra because of the easement and shared parking. He explained the Metra platform needs to be relocated significantly to the south which would allow the gates to remain open.

Commissioner Zangara referred to the traffic between buildings E and H and a concern during phase 2 and the construction. He suggested exiting straight through the cross roads by the apartment building garage. Ms. Friedman explained he would love to have cross access but the Park District doesn't want any cross access along that area. The Park District wanted to eliminate any traffic patterns on the private Park District Road. They didn't want the increased traffic.

Mr. Eric Handley, General Contractor, Randolph Inc. explained they have a great deal of experience involving similar phased projects. He mentioned they worked on the Walmart store and expanded that project and kept them operational the entire time. He explained when they develop the phasing plan; they will address contractor parking, contractor access and all the concerns regarding storm water, dust control, etc. The site will be fenced in and secured. The construction will be segregated from the operating areas at all times. They will make sure that there are clear and distinct paths for construction and the residents. He confirmed they have a good plan in place for it.

Chairman Ruffatto referred to the Northgate entrance on Dundee Road. He asked for the petitioner to address the comments from the Village's traffic consultant and what could be done to make it better. Mr. Corcoran provided a drawing. They show the three outbound lanes, the dual lefts and the shared through right. He referred to the request for a raised medium which was added. They left a break. He referred to the concern when someone was stopped that they would block the in bound to the center. He mentioned the lane was much wider (approx. 26-28') so trucks could make the right and left turns. They have room to put a painted medium so a car could get out of the way with through traffic. In the morning the center is closed except for Starbucks. The Metra parking is coming in and not going out in the morning. Starbucks is asking for the left turn to come in so they could access the store. They added the medium to address the issues. He understands Burger King's concerns but also added it was a safe place if a vehicle needed to stop in the morning to get out of the through traffic. There is only one lane of traffic coming in at a time and one section will always be free.

Chairman Ruffatto felt it was somewhat disjointed. He referred to getting to the apartments. He feels it doesn't seem to have a good flow since it wasn't a straight shot. He wants to see the flow improved. He referred to the deliveries to the eastern side which would add even more traffic to the traffic flow from building C to H. Chairman Ruffatto referred to the pedestrian area between Flix and the apartment complex. He felt it would make a perfect spot for an access to the parking on the west. He felt the area should be improved. Chairman Ruffatto didn't think there was good front access to the apartment complex. Mr. Friedman agreed and felt it was killing the rent ability of all the units that faced the pedestrian corridor by installing the street. Mr. Corcoran referred to the access for the apartments and felt the connection didn't really help it. He understands the concern

about some of the circulation for parking for the customers. He felt it would not be that much of a help for the majority of the parking in terms of the traffic. Chairman Ruffatto questioned if it would relieve some of the volume on the east side that had been discussed. He questioned how the deliveries would be handled for the retail and were they being restricted to certain times. Mr. Friedman explained they hadn't gotten into deliveries for the future retail pads since they don't know the tenants. Chairman Ruffatto referred to deliveries for Flix. Mr. Friedman explained they had a loading area to handle the demand.

Chairman Ruffatto asked about the status of the IDOT review process. Ms. Corcoran explained over the summer they worked with Staff and the consultants to modify the plan. Once they were comfortable, they submitted the site plan and traffic studies to IDOT and it is currently in their review queue. They won't give a date for completion. Chairman Ruffatto questioned if it needed to be complete for final. Mr. Jennings explained it was a question for the Plan Commission. The specific elements rely on an assumption of IDOT approval. The traffic study includes some proposed modifications. He felt there was general agreement about some of the modifications but the question remains if IDOT was likely to accept them as drawn or require modifications that could ultimately impact the flow into and out of the site. He thinks it is a fair question to go through with the traffic consultants.

Mr. Corcoran mentioned they were not on the same page whether the medium was painted or raised. He didn't think it would have much of an impact on the greater plan since the basic roadway stays the same. It was a construction detail. He referred to the issue of the eastbound right turn lane on Dundee Road and noted both of the traffic consultants were in favor of it. He questioned if Staff was comfortable to move forward but have the final IDOT determination before final approval. Chairman Ruffatto felt it would be necessary to have it well before final and part of preliminary. Ms. Jones stated Staff was in agreement. Mr. Jennings didn't think Staff would be comfortable going on to end preliminary. He thought at best there would be a conditional approval that if IDOT was not in agreement they would have to come back and discuss the impact it would have on the site plan. He explained if there was a willingness of the Commission and the Board to move ahead with the understanding the final would not be reviewed without it. Staff would generally go with a more conservative approach to have some preliminary discussion with IDOT prior to moving ahead with the master plan of the preliminary PUD. Chairman Ruffatto agreed.

Chairman Ruffatto questioned if there were any major disagreements that needed to be discussed. Ms. Means explained most of them were highlighted by Mr. Jennings and related to the Northgate approach at Dundee Road. She felt it was a significant concern just addressing the medium access and working to try and get the right turn lane on to eastbound Dundee at Northgate. There are key elements that need to be in place related to way finding and valet parking. She felt working with Burger King to make the property work with the existing use was also important. She felt there was still some concern to be worked out related to the valet parking in close proximity to the main intersection as well as potentially having one main east west corridor through the property to have parking in front of building E. She felt it would be more desirable to have the parking in the rear of the building on the other side south of building E instead of backing into the main aisle.

Chairman Ruffatto requested that the petitioner address the parking by building E. Mr. Corcoran explained some retailers felt it was important to have the parking in front of the store. He mentioned

it was not an uncommon situation on much busier roads and a number of suburban downtowns and other town centers. He referred to The Glen in Glenview which has a lot of parallel and angle parking. He reiterated that they were trying to create a town center as opposed to the typical suburban development.

Mr. Friedman addressed the valet. He explained the goal was to have valet parking easily accessible for vehicles that were entering the town center from Northgate Parkway. He explained the proposed design allowed vehicles to turn right or left and immediately find valet parking staff. When he met with the valet parking operator and owner and they discussed the plan. He mentioned from an operational standpoint there was the ability to have staff at the intersection helping traffic and directing them to areas for valet parking. He felt it was an operational and management issue that would be handled.

Commissioner Johnson referred to coming off of westbound Dundee into the striped area to turn left into the Starbucks or retail D, C or E and questioned the number of cars that could stack up between the opening and the crosswalk in order to be out of the intersection. Mr. Corcoran stated there was room for three or four vehicles. Commissioner Johnson felt it wasn't a lot. Mr. Corcoran explained the intention was to serve Starbucks in the morning and not at lunchtime or other hours of the day. Commissioner Johnson sees a big conflict. Chairman Ruffatto felt it was a valid point. Ms. Means explained it was part of their concern and that the analysis shows that the queue in the morning time period, 95% of the time it would exceed the storage provided within the break. They would expect that opening to be blocked a majority of the time. They also have a concern without a restriction to be able to go left out of the driveway between buildings C and A given the relationship to Metra. Some folks would want to go in and get Starbucks and then get a train. The opening of the medium is one of their greatest concerns.

Mr. Friedman reminded everyone that if the medium was closed off it would then be detrimental to Burger King. Chairman Ruffatto questioned if Ms. Means addressed it. Ms. Means suggested that the applicant work with Burger King to potentially come up with a solution to possibly improve access by either having the medium extend not farther than the south access so that way they could still get patrons out successfully from their driveway. She mentioned another possible solution was to consolidate the north and south driveways and potentially looking at redesigning the parking lot so they could allow full movements coming in and out of one driveway to the Burger King access.

Mr. Corcoran confirmed he had reviewed the Village's traffic study and provided a reply to the comments. He referred to the lack of communication with Burger King so they have not been in a position to generate any discussion on how they could assist and improve their access. He believes it will happen after the meeting. He referred to the morning traffic and mentioned that a 95 percentile queue was the maximum queue they would see and the typical queue would be smaller. He agreed there would be times when the inbound left would be blocked but it would not be blocked constantly. He stated a left out was not their intention and they would put a medium there if necessary.

Ms. Jones noted for the record that Staff received a memo from Mr. Corcoran today regarding traffic updates. Staff did not have a chance to review it.

Chairman Ruffatto asked for comments and questions regarding parking.

Commissioner Johnson wanted details regarding the parking structure. Mr. Friedman confirmed the top deck was just for Flix employees. The visitor parking is on the first floor. The parking will be gated. Visitors could go in but would need a ticket in order to get out. The Flix employees and residents would have key fobs. The master key fob allows residents access to the parking garage areas, common area amenities, the hallways and was a unique system.

Chairman Ruffatto requested an explanation regarding the visitor parking. Mr. Friedman explained visitors get out with a disposable parking pass which the tenants would have.

In response to Commissioner Johnson's question, Mr. Friedman stated the parking fee for the residents was \$40/month. Their market research found out that new suburban projects charged a \$75+ per parking space a month. Commissioner Johnson questioned what would prevent a tenant that didn't want to pay it from using the surface lot. Mr. Friedman explained it would be policed. There will be a designated area for overnight parking.

Commissioner Johnson brought up his previous concern that Park District patrons would use the eastern side of the lot because it was closer than the Park District's south end parking lot. He was unsure on how it would be managed. Mr. Friedman felt it could go the other way as well. Commissioner Johnson questioned what would prevent a commuter who didn't want to pay for the Metra parking from parking in a surface lot and walking through the green space. Mr. Friedman explained it was addressed in the memo and the operational management aspects that would be required. He explained it was a training exercise where Staff and Metra commuters would need to get used to how the operation worked and what the best way to police and enforce it.

Commissioner Johnson questioned if they planned to include electric charging stations. Mr. Friedman confirmed they were including electric charging stations in the residential parking deck. They will also have rental car options available (Zip cars).

Commissioner Zangara asked for an explanation on how the Flix employees get out of the parking deck. Mr. Fasolo, Architect, RTKL reviewed a drawing that showed the stair and elevator on the sixth floor parking deck located in the southeast corner and a stair on the southwest corner. He felt most people would take the southeast corner down and then walk through the garage to a painted path in the garage to get out on the first floor. The employees would not have access to the residential building. The floors would require access with a fob.

Commissioner Zangara referred to the valet parking. He questioned where they suggested dropping off the cars and where the valet would park the cars. Mr. Friedman explained the drop off and pickup areas were the same. The cars would probably be parked in the southwest corner of the site which was the least desirable parking space for customers.

Commissioner Zangara questioned the location for overflow parking. Mr. Friedman explained they don't feel there was a need for overflow parking. In the event there was a demand and they required additional parking for the employees, there were neighboring facilities including Bertog Landscaping and the Metra lots that could be utilized for the employees. A shuttle would be

provided if necessary.

Commissioner Zangara questioned if they would consider having valet by the shops. Mr. Friedman explained they would have an awning with a built-in heat lamp and would have built in key cabinets. The area would be sufficient if someone wanted to wait outside for the car or they could wait inside the building until their car arrived.

Commissioner Zangara questioned if there was a bus stop on Dundee Road. Mr. Jennings explained that Pace had stopped along Dundee Road in the past but they have a tendency to stage their buses in locations that the Village had an issue with in terms of the access to the Strong and Milwaukee intersection. Their intention is to utilize the Metra area to stage. They had previously no intention of providing regular bus service to the Metra station but there had been recent discussions about bringing the buses into the kiss and ride area.

Commissioner Powers felt it would be a full time job to manage the parking but felt it would be adjusted as needed. Mr. Friedman agreed it was an operational and management issue that needs to be addressed throughout the process. The project is not getting built overnight and as it evolves they will better understand the needs that need to be addressed.

Commissioner Dorband referred to the Zoning Code parking requirements that show it was 25% below the requirement. She questioned if there was an issue with it. Mr. Friedman explained the overall issue is that it was a transit oriented development and based on market research, there is less demand for parking in transit oriented residential developments. Mr. Corcoran confirmed they were meeting 78% of the Zoning Code requirement. The differential of 156 spaces is being offset because most of the demands for the other users were at night and Metra will be in the morning and afternoon. The parking demands for the residents and other retail uses were more in the evening. He further explained that in residential transit oriented design they are seeing less parking than what the Zoning Code requires. They are providing 85% of the residential Code requirement. They think the number will be a lot less due to the transit oriented design and the type of development based on studies for this issue. They are asking for a 13% reduction for the commercial uses because of shared parking.

Commissioner Dorband asked if they were still considering using the Metra lot after 11:00 a.m. Mr. Friedman explained it was part of the Metra shared parking agreement. He noted that his attorney and the Village attorney had reviewed it. They are fine with the shared parking component. Mr. Corcoran noted that the basic train schedule showed that 95% of the people were in the Metra parking spaces by 10:00 a.m.

Chairman Ruffatto asked for a review of the variation on the apartment parking. Mr. Corcoran explained the Village Code had two requirements depending on the number of bedrooms. For studios and 1 bedrooms it is 1.7 spaces per unit and for 2 and 3 bedrooms it is 2.2 spaces per unit. They are providing 1.67 spaces per unit. Chairman Ruffatto questioned if Staff felt it was a number that was acceptable. Mr. Jennings explained if it was broken down by the units, it was equivalent to each residential unit having a parking space. They tried to play it out how it would look like over time. Because they will be able to manage the leases, the distribution of spaces and the restriction on overnight parking, Staff felt they were fairly comfortable with it. They felt it was likely to work

out. Staff's concerns were more about the assumptions made with use restrictions on the commercial side. Mr. Friedman provided numbers based on the assumptions for the parking ratio based on the units. He stated that a studio would get 1 parking space, a 1 bedroom would get 1.3 spaces and the 2 & 3 bedrooms would get 2 spaces.

Chairman Ruffatto referred to the variation on the commercial. He asked for an explanation on the variation. Mr. Corcoran explained the variation for the commercial was 964 required versus 836 provided. He explained it was due to the variation by the time of day for some of the uses. They also looked at the industry parking demand for some of the uses. He noted that retail was generally a little less than 4. The bank in the northeast corner would be closed at night and the parking would be available for the other uses at night and the weekends. He stated their analysis on an hourly basis showed they could provide the parking shown.

Chairman Ruffatto referred to the table provided on page 9 of the traffic study. He questioned if they took into consideration the Park District activities when they did the traffic studies. Mr. Corcoran confirmed they took it into consideration for the traffic study. They received projections from the Village and made some adjustments. They have not assumed any Park District parking coming onto their parking or vice versa. Chairman Ruffatto was not certain why it wasn't taken into consideration since it would happen. Mr. Friedman explained there was synergy amongst all the uses and that was the reason the Village decided to take the land and create a town center. He noted that when he met with Village Staff, the number one comment was they wanted to create a town center area that revolves around the municipal campus and that works in synergy with the existing facilities offered by the Park District. He believes it was the desire when the master plan and the RFP were issued for the site.

Chairman Ruffatto referred to the table. He noted at 8:00 p.m. was the minimum amount of spaces that would be available. The table showed it had 701 vehicles and was 84% of the capacity but would still have 135 spaces open during the week and 67 on the weekends. Mr. Corcoran agreed the statement was correct. Chairman Ruffatto questioned if the calculations took valet parking into consideration. Mr. Corcoran confirmed it was the parking demand regardless of who parked the car.

Chairman Ruffatto questioned the uses used for the parking study. Mr. Corcoran explained it was based on the Flix with 1,032 seats including the bar area and includes a bank, a Starbucks and the roughly 50,000 square feet remaining was based on 20,000 of it being restaurants and roughly 38,000 for retail users.

Chairman Ruffatto referred to the turning ratio issues and felt it would definitely impact parking. Mr. Friedman explained the turn radius diagrams had been provided. The parking report was consistent with the submitted plan. The diagram shows areas where parking spaces were eliminated. The current parking count reflects the spaces that were shaded out in order to accommodate the turning radius. He confirmed the calculations reflected the recommended changes for turning radiuses that the Fire Department recommended. They are not reflected in the plans. The parking study is updated.

Chairman Ruffatto asked for an explanation for the overhang spaces in the northeast corner. He questioned what the impact would be if it needed to go back to regular sized parking. Mr. Friedman

questioned the concern with the overhang. Mr. Tack explained his comment was regarding the variance and the overhang on the perimeter spots that were in locations with very narrow widths and would cover the limited green space. Mr. Friedman agreed there was limited green space but noted the development was located next to a park.

Ms. Jones referred to the 17' dimension of the stall length and explained Staff also had concerns regarding the safety for the drive aisles. They felt motorists may not pull in all the way to overhang a full 2' dimension in the rear into the drive aisle creating a hazard. Mr. Friedman felt overhangs were common in every downtown area. Mr. Corcoran agreed overhangs were common not only in downtown areas but also in suburban parking lots especially along curbed and landscaped areas. He stated they were providing a 62' bay and in the retail industry standard it was a 60' bay so they were actually a little wider than normal. He mentioned most vehicles were generally under 17' except for the large SUVs, Pick-ups and mini vans.

Chairman Ruffatto asked Mr. Cole if he had any questions regarding the traffic or parking. Mr. Cole referred to the Starbucks slide and expressed concern that the ingress and egress would have on the customers of Burger King. He questioned if trucks were included in the traffic study. He was referring to the trucks that serviced the food and beverage tenants and other retail tenants. He mentioned the typical delivery truck in Chicago was a minimum of 24' box on a truck. It is 36' long with a fixed axel. He noted that more typically for a national retailer would be a 48' semi-trailer or a 53' semi-trailer. He expressed concern if there was inbound and outbound traffic of trucks it would be one truck that would fill the void. He questioned if it was analyzed in the traffic study. George reported the width of the driveway was in excess of 24'. Mr. Cole expressed concern with the outbound since one semi would prevent any inbound traffic from crossing over the lane since the truck would physically block it. Mr. Corcoran explained it was happening at Dundee Road with two lanes and when someone was turning to make a right. Mr. Cole questioned if trucks were considered in the timing, queuing and flow through. He hopes it is considered in the plans as it relates to the intersection.

Mr. Cole questioned if Burger King's egress and ingress traffic was included in the study. Mr. Corcoran confirmed it was included. Mr. Cole questioned who supplied the data. Mr. Corcoran explained they did traffic counts. Mr. Cole offered to supply the data on an hourly and daily basis.

Mr. Cole questioned if the parking for the center was metered. Ms. Jones confirmed it was not metered parking. Mr. Cole expressed concern that people would park in the Burger King parking lot when the center was under parked or if it was metered. Mr. Corcoran stated they were not under parked. Mr. Cole thought it was a 13.3% reduction per Code. Mr. Corcoran explained they expected demand for the development to be less than Code.

Mr. Alvarato asked for details regarding the eastbound traffic. Mr. Corcoran explained the results of the traffic study, traffic counts and projections indicated that a separate right turn lane was warranted to go from eastbound into the development. He explained there wasn't enough right-of-way in this section of Dundee Road for them to implement it. Mr. Corcoran explained they did not have the control of the land to do it so they are not adding another lane. Mr. Alvarato mentioned he had seen a drawing with an extra lane. Chairman Ruffatto confirmed the extra lane was not being added. Mr. Friedman explained when they met with the Commission for the concept meeting, the

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recommendation was to provide a cross access easement for Burger King so that was when he reached out to the property owner and suggested if they could work with them on the right deceleration lane they would provide the cross access.

Chairman Ruffatto suggested continuing the docket to next week's meeting. The existing documentation would be used in addition to the presentation that was provided tonight. The review would continue next week.

Commissioner Johnson moved, seconded by Commissioner Dorband to continue Docket No. 2015-5 to November 19, 2015.

On the roll call, the vote was as follows:

AYES: Commissioners Dorband, Johnson, Powers, Ruffatto, Zangara  
NAYS: None  
ABSENT: Commissioner Sianis  
PRESENT: None  
ABSTAIN: None

There being five affirmative votes, the motion was approved.

**PUBLIC HEARING NOVEMBER 19, 2015**

Chairman Ruffatto called Docket No. 2015-5 on November 19, 2015. Present were Commissioners Dorband, Johnson, Powers, Ruffatto and Zangara. Commissioner Sianis was absent with prior notice. Also present were Brooke Jones, Senior Planner, Mallory Milluzzi, Village Attorney, Andrew Jennings, Director, Community Development, Fire Chief MacIsaac, Fire Inspector Ron Antor, John Tack, Village Engineer and consultants Kevin Shaffer, Haeger Engineering and Lynn Means, Gewalt Hamilton Associates.

Mr. Brad Friedman, WTC LLC, 500 Lake Cook Rd, Deerfield, IL, Mr. Anthony Fasolo, Architect, RTKL, Mr. Steve Corcoran, Traffic Engineer, Eriksson Engineering, 145 Commerce Dr., Grayslake, IL, Mr. George Dreger, Eriksson Engineering, Ms. Michelle Kelly, Upland Design and Mr. Eric Handley, Randolph Inc., 820 Lakeside Drive, Gurnee, IL, were present and previously sworn in. Mr. Peter Farquhar, Randolph Inc, 820 Lakeside Drive, Gurnee, IL was present and sworn in at tonight's meeting.

Chairman Ruffatto requested an update on the progress made with the Burger King property. Mr. Friedman reported there was a meeting yesterday at Village Hall to discuss alternatives to the access and curb cuts along Northgate Parkway. Chairman Ruffatto questioned if progress was being made. Mr. Friedman explained they were having discussions but had not yet come up with an alternative plan. The petitioner's traffic engineer and civil engineer were present at the meeting and will work with the architects in order to redesign Burger King's existing curb cuts based on some suggestions and requests that came up at the meeting and ultimately would shift the "Starbucks" left turn access a little to the south.

Chairman Ruffatto questioned if the petitioner had any meetings with IDOT. Mr. Friedman confirmed they had not met with IDOT. Mr. Corcoran confirmed a meeting had not yet been scheduled with IDOT but were in the process.

Chairman Ruffatto questioned if Mr. Cole had any comments about the discussions. Mr. Cole confirmed they met with Village Staff, the developer and consultants. They heard their concerns and would work together, hopefully to a solution that would be agreeable to both parties. His comments addressed parking, concerns about the infrastructure on egress/ingress and in search for some public parking between their lot and the public way. A primary point of discussion was signage and the proposed placement of it. He is hopeful that the developer will respond positively with some change that was good for them and the landlord.

Mr. Alvarado stated he was a real estate appraiser with over 500 hours of appraisal classes. He has done appraisal reviews throughout the country. He clarified that his mother was the actual owner of the Burger King property for 11 years and not him. He felt the tax collections from Burger King had likely helped to subsidize the purchase of the proposed site. He mentioned that Burger King had been in existence for over 30 years and has had a left turn access entrance from the Northgate Northbound traffic for the entire period. He mentioned last week he learned that one of the proposed changes was to lose the access. He mentioned the public was shown Burger King as vacant land in the request for Commission action staff project review docket 2015-5. He felt the two actions were prejudicial to his family and the lease holder. He mentioned it was the only Hispanic owned property adjacent to the soon to be town center that leased to a restaurant that employs a number of Hispanics. He explained that his mother relies on the existence of the Burger King for her livelihood. The property was obtained after several decades of hard work and savings. It is her entire nest egg. Ms. Milluzzi reminded Mr. Alvarado to keep it relevant to the actual PUD. Mr. Alvarado explained that none of the changes shown in the plans were made or discussed with him before being posted on the website last week. He received an e-mail from Mr. Friedman on May 11, 2015 requesting a new right turn lane on Dundee Road and placing a sidewalk on his property. The request did not include any survey on what was being requested. He spoke with Mr. Friedman after receiving the e-mail and requested the change again and he declined. Chairman Ruffatto reminded Mr. Alvarado to keep the discussion to the PUD and not the history of the e-mail exchanges.

Mr. Alvarado referred to yesterday's discussion at the meeting regarding the possible solution to the left turn matter. He expressed concern that the changes discussed would have a negative impact to the layout of the site making it difficult to attract a similar national tenant if the Burger King leaves. He felt the only reason for the change to the left turn was for one perspective tenant, Starbucks. He asked if a coffee shop was an important service in a development that the traffic consultant, Mr. Corcoran and Mr. Friedman have both stated that was a transient oriented development. He referred to a December 2014 report by the Regional Transportation Authority (Living a Transit Lifestyle) that it was not. 38,000 respondents from 14 transit oriented developments were surveyed for the report. He provided documentation which indicated municipalities should ensure that their TOD areas offered a full range of use at a scale appropriate for the market that addresses every day needs of the residences. They can include a grocery store, restaurant, pharmacies and other services while avoiding offering only limited services such as a coffee shop and dry cleaner. He felt even if they allowed the left turn to occur, there was no guarantee there wouldn't be a bottleneck.

Mr. Alvarado asked every Commissioner to please don't allow the left turn into the roadway off Northgate since it made no sense and would cause bottlenecks and would hurt the Burger King business.

Mr. Cole clarified that there was a suggestion that they were not in agreement on some concepts to mitigate their concerns. He didn't feel it was the case. They will work with the landlord and were not in contrast with the objectives of the landlord. The relationship between landlord and tenant require them to be inline and there may have been some misunderstandings on the events of the meeting. Chairman Ruffatto confirmed he did not have any misunderstanding.

Chairman Ruffatto asked if Mr. Friedman wanted to comment. Mr. Friedman indicated that John Melaniphy would have more information regarding the economics of a Starbucks versus a Burger King.

Chairman Ruffatto explained that the Plan Commission needed to ensure that the petitioner was working together with the franchisee, the landowner and IDOT to ensure that it was a quality town center and the traffic flow worked. He felt a lot of it would depend on IDOT.

Chairman Ruffatto asked the petitioner to address the site plan and pedestrian access.

Mr. Friedman believes they have created a town center that provides a lot of pedestrian access so pedestrians that were parking in the parking fields had the ability to access the retail stores and also access the village green and that the residents who live in the residential building had the ability to access the Metra area and the Park District facilities. They believe they have addressed it and provided a very pedestrian friendly town center which revolves around a Village green that was 100% pedestrian friendly. There is no parking surrounding the area, nor is there any vehicular traffic in front of the residential building. They believe the design contributes to the entire concept of providing a pedestrian friendly transit oriented development town center.

Chairman Ruffatto asked the Commission for their comments and questions.

Commissioner Zangara liked the site plan better since the landscaping and the Burger King was included. He wants the town center to feel like a campus with everything connecting. He didn't believe there was a sidewalk from retail E to the Village. He felt there was a disconnect in that area. He felt the residents would use the surrounding green space.

Commissioner Zangara referred to Starbucks and felt their customers would get their coffee one way or another. He referred to the Starbucks at Deer Park Center and at Kensington Road and Route 83 which had a one-way in and one-way out and were always packed. He questioned if retail A and B could be flipped. Mr. Friedman agreed it could be done and was a great suggestion. He mentioned they originally had the Starbucks in building B but Starbucks changed their mind and wanted to go in building A instead. He explained in today's world, the retail tenants such as Starbucks were calling the shots and they had to accommodate them. Mr. Friedman believed Starbucks drinkers were habitual and they would continue to visit the location and eventually learn the preferred route. He believes the preferred route was to turn right on the cross access road. Starbucks has made it

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clear they want the access and if they need to shift it down a little to the south, and shave off a little of the retail square footage in building C they could make minor tweaks and adjustments in order to make sure the Village, the Burger King, the property owner, IDOT and Starbucks were all happy.

Commissioner Zangara questioned if there was any reason not to make retail E smaller to gain another in and out access. Mr. Friedman stated they did look at it but was rejected by the Park District. If they kept the road straight and then cut through, the issue from a traffic standpoint was that it didn't allow vehicles enough maneuverability.

Commissioner Zangara questioned if they could have the cross access from parking lot to parking lot for the cars in order to avoid people exiting the movie theater in front of the first floor apartments. He felt those first floor residents would never open their windows or blinds. He also suggested maybe removing the apartments on the first floor. Mr. Friedman explained from a residential living standpoint, it was nicer to have a pedestrian pathway that had been decorated with pavers, pergolas, benches and planters. He felt it was much more inviting. They felt it was a very important lease-ability aspect of the project to provide the buffer without any vehicular traffic that would interfere with the tenants who would have units on the first floor. They want to keep it a very open and pedestrian friendly environment.

Chairman Ruffatto asked for details on the landscaping.

Ms. Michelle Kelly, landscape architect, provided the landscape plan. She explained that all of the plants hadn't been designed yet but would be done after this phase. She confirmed all of the landscaped areas had lush landscaping with ornamental shrubs, evergreen shrubs, trees, perennials, ground covers which would provide flowering throughout the summer and evergreens during the winter.

Commissioner Dorband felt there needed to be a lot of landscaping with all of the proposed parking.

Commissioner Dorband referred to the previously mentioned conditionally approval from the Park District regarding the pipeline. Mr. Friedman explained there was conditional approval from the Park District for the cross access area. He believes part of the agreement was a cross access agreement which would allow for Community Blvd. to extend and cut through to the site. The conditional approval from the Park District was needed in order for them to proceed with the preliminary PUD because part of the traffic study identifies it as an additional right in and right out access point. He further explained that the pipeline was a separate issue. There was an underground pipe (high pressure petroleum) that needed to be relocated. Commissioner Dorband questioned if he had concern of any contamination. Mr. Friedman didn't have any concern. West Shore Pipeline did a feasibility study so it was addressed in their report with regards to the relocation. They have already done an environmental report and soil report so they were familiar with the site conditions. Commissioner Dorband questioned if they were good with the relocation of the pipeline. Mr. Friedman explained they were waiting on some exhibits from West Shore Pipeline. In general, all parties were in agreement with the structure of how it will be relocated.

Commissioner Dorband questioned the capacity of the number of people that could fit in the Village green area. Mr. Friedman didn't know the capacity from a pedestrian standpoint. He explained the

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general concept was to create user friendly space. They can bring in a lot of plush landscaping through planters, ornamental pots and other seating areas and wall planters.

Commissioner Dorband referred to Commissioner Zangara's suggestion to swap A and B. She questioned if it was a deal breaker for Starbucks. Mr. Friedman stated that Starbucks wants the left access. He believes the issue can be resolved by making slight modifications to the site plan in order to satisfy IDOT. He believes IDOT will dictate what can and can't be done. He was confident if the left turn was shifted to the south, it would resolve a lot of issues.

Commissioner Johnson suggested moving Starbucks to the north end of retail C so the drive-thru would be between C and D. Mr. Friedman would be OK with it but explained that Starbucks was dictating what they want at this location. Commissioner Johnson explained it would move the entry further away from the Burger King problem and stacking problem. Mr. Friedman would prefer to have Starbucks closer to the village green experience but Starbucks wants a freestanding out lot.

Chairman Ruffatto reiterated that it was the Village's town center and he wants to see something more concrete. He does not want the Village to be driven by a retailer. He wants more analysis.

Commissioner Johnson felt Starbucks was acting like the anchor.

Commissioner Johnson referred to the far south end of the west side parking where it abuts against the Park District parking lot. Mr. Friedman explained it was because the Park District didn't want cross traffic there. Commissioner Johnson was still having issues with the single access for the residents. He was not familiar with a similar project in the area that had a one way in and out with the residential building at the far end. Mr. Friedman noted the North Shore 770 located at Dundee and Skokie Blvd. was similar. Commissioner Johnson would not want to drive through the pedestrian activity and the parking lot if he was a resident living in the development.

Commissioner Powers questioned if the proposed layout would allow someone to turn left into Burger King from Northgate Parkway when leaving the development. Mr. Friedman explained he was not in favor of the raised medium. The suggestion came from the Village's traffic consultant.

Commissioner Powers suggested a no left turn sign to go into the area of retail A and B and would force everyone to go down to the triangle. He thinks traffic may flow better because there will be a double left out to go westbound on Dundee.

Commissioner Powers liked Commissioner Zangara's suggestion to make retail E smaller to gain another in and out. He thinks a bottleneck is at the entry into the garage. He questioned if there was a way to have multi entries into the garage. Mr. Friedman confirmed it was not possible with the current design. He explained the Park District has made it clear that they do not want to provide cross access with additional traffic. They have done the best they could with a single access to the residential garage. He referred to a similar building designed by RTKL in Orland Park, 9750 on the Park was a 295 5-story building with residential units that wrapped around a garage with a single entrance and exit and had no problems.

Commissioner Powers questioned if the walkway by the residential building was an access point.

Mr. Friedman confirmed it was a fire emergency pedestrian only access point.

Commissioner Powers agreed that landscaping was needed because he did not want to see all parking lot. He asked that they add a lot of landscaping.

Commissioner Sianis commented that a lot of his concerns echoed other comments that had been made earlier in the meeting. He thinks the site plan is more pedestrian friendly. He thinks the site plan has an issue with vehicular traffic with how you get through it and how residents of the mid-rise building would access it. He thinks some of it needs to be rethought if it was going to be a useful development.

Commissioner Sianis felt items like painted crosswalks, asphalt streets, brick pavers were all part of a site plan. Mr. Friedman stated it would be a combination of asphalt streets and parking lots. The village green would have a lot of pavers. The original intention was to have pavers for the crosswalks but after initial comments from the concept review and board meetings they were looked down upon from a maintenance standpoint. Painted pedestrian crosswalks would be easier. He is open to whatever the Village wants for the crosswalks.

Commissioner Sianis felt the site plan worked for retail E but left the cinema complex, residential mid-rise and retail H left out. He questioned if the developer hoped that people would come in and park toward the front and walk in. Mr. Friedman confirmed that was their plan and it would be similar to a mall or lifestyle center. He thought it was the request from the original meetings on what the Village wanted to see and provide to the community.

Commissioner Sianis questioned if the parking along the west side of the property was solely dedicated for Metra. Mr. Friedman confirmed it was shared parking between Metra and the theater. It is part of the Metra shared parking agreement that sets forth the terms where they provide 150 parking spaces designated for Metra commuters Monday through Friday until noon and then it becomes open public parking for the retail.

Commissioner Sianis questioned if there would be signage along Northgate when you enter to assist with direction. Mr. Friedman confirmed there would be way finding signage. He feels it is an operational aspect and will evolve and be a management issue. He referred to the valet company who would have the ability to stand at the intersection and direct traffic.

The Commission took a break at 7:37 p.m. and reconvened at 7:47 p.m.

Chairman Ruffatto referred to building E and the shortened parking stalls and didn't think there was access on that side to the whole campus. He questioned if there was an existing sidewalk on the north end by retail A and B. Mr. Friedman confirmed there was an existing sidewalk. Chairman Ruffatto wanted to see a walk to Village Hall. Mr. Friedman questioned the width that could go in that wouldn't upset the fire department's truck turning radius.

Mr. Fasolo explained a 3' walk could be added if the minimum drive aisle could be reduced to 24' from 25'. He explained it wasn't very much with added landscaping. Chairman Ruffatto suggested working on it.

Chairman Ruffatto referred to the walk heading south on the west side of the apartment building. Mr. Faolo confirmed the walk did continue down south but wasn't highlighted on the plan.

In reply to Chairman Ruffatto's question, Mr. Faolo explained there was a side access on the west and south sides of the apartment building along with the main lobby on the northeast corner and a secondary lobby on the east side. Chairman Ruffatto wanted to see a walk on the south side of the parking area on the north side (208 parking spaces). Mr. Fosolo suggested adding a crosswalk from building D to the landscaped area on the south side of the lot and then cross over by building E. Chairman Ruffatto asked to add some pedestrian access on the south side of the parking lot with 208 spaces.

Chairman Ruffatto felt it was important to have access to the Village, Park District and Metra. Mr. Friedman asked if he was asking for a painted pedestrian walkway, striped or pavers. Chairman Ruffatto wanted it to match the walkways within the Wheeling Town Center.

Chairman Ruffatto referred to the landscaping. He agreed with Commissioner Powers that it was a large variation to request. He wants to work on it to add more green. The entire Commission was in agreement for the need of more landscaping.

Chairman Ruffatto referred to the signage. He questioned if there was a sightline view of the signage. Mr. Friedman explained it was just requested yesterday in the meeting with Burger King.

Chairman Ruffatto referred to snow removal. He questioned if there were any issues from a Fire Department concern. Fire Chief MacIsaac explained the biggest issue associated with the site is the fire truck turning radiuses. They have to jump the curb in several places. He further explained there were a number of locations where it was very tight on some of the turning radiuses and in some cases in good weather were cutting across curbs and parking spaces. He explained if snow was added it would only exasperate the situation for the Fire Department. They will work with the petitioner on tweaking a lot of the preexisting turning radiuses but it still leaves the issue of snow and how tight it would be to operate. Fire Chief MacIsaac referred to the Metra parking area with 51 spaces and explained they would need to cut across one of the islands. He agreed it would be very tight and it would be a concern for the Fire Department with winter snow removal. He also mentioned medical calls and fire alarms that would also occur.

Commissioner Sianis questioned if some of the issues could be solved with additional access provided along the southeast portion and southwest portion of the development. Fire Chief MacIsaac agreed it would help but wouldn't solve the problem. He mentioned the site was a very tight development.

Fire Chief MacIsaac referred to the east side and the emergency access point since they realized there would be times they would be cut off and would need a secondary route in a larger incident. He noted it was also not perfect since it would be a tight turn. He would prefer to see less parking spaces so they could improve the turning radiuses. He referred to the islands that will have trees that will become mature trees and would impact the turning radiuses of their vehicles. He noted that these issues would be also very similar to the issues associated with trash collection and delivery

trucks.

Mr. George Dreger, civil engineer stated they will be working with the Fire Department. He mentioned some of the radii had already been improved. Fire Chief MacIsaac confirmed the dialogue had been very active and they had been very receptive to working with the Fire Department. He cautioned that it was a very dense site and for every change made, there was a secondary affect somewhere else. He asked the Commission to keep it in mind.

Chairman Ruffatto wanted assistance from Staff in help with the snow removal and enforcement. He wants assistance with the wording for a condition. Mr. Jennings explained the natural pairing for it would be the overnight parking regulations that were discussed at last week's opening of the hearing. The developer had noted there wouldn't be overnight parking in the development. There is discussion of a designated space for limited overnight parking but the rest of the development would not allow it. This would allow for a more complete overnight snow removal.

Commissioner Johnson questioned if larger fire trucks would respond. Fire Chief MacIsaac explained that they had been working with the developer and on the turning radius drawings a dual axel ladder truck was used which is the worst case scenario.

Commissioner Powers referred to the areas on the site that required a variation to go down from 18 ½' to 17'. He questioned where they were located on the site. Mr. Fasolo explained they were usually along the perimeters where they abut a landscaped area in the east property line and west property line. Commissioner Powers questioned the percent of the total parking. Mr. Fasolo was unsure but confirmed it was mostly the perimeters spots. Mr. Dreger confirmed they took the worst case scenario in determining the turning radiuses.

Commissioner Sianis felt there needed to be another access along the south side of the development in order for the residential portion to succeed.

Chairman Ruffatto felt the main focus should be the residential property and Flix but he didn't think they were getting the access.

Chairman Ruffatto referred to the walking area in between Flix and the residential area. He didn't think it seemed to work. He asked the petitioner to look at that area.

Mr. Jennings referred to the Village's traffic consultant's comment for a raised medium. He asked the traffic consultant to address it.

Ms. Means referred to the raised medium at the Northgate Parkway access. She explained it was in their opinion that the raised medium would be required by IDOT just based on the proximity of the proposed driveway between buildings C and A on the site as well as associated with the dual left turns on the approach. She explained it was standard practice by IDOT to require a raised medium adjacent to it. As they suggested based on the raised medium, they recommended potentially that the medium extend to just to the north of the southern current configuration of the Burger King access. The only access it would inhibit would be from the town center to the Burger King. They made a further suggestion of possibly looking at exploring a consolidation of other two access points

to the Burger King that would permit full access at the southern point. It would allow all movements coming in and out at a south access point. Another consideration would be for the Burger King and Town Center to work together and maybe provide a cross access on the south limits of the Burger King property and the northern limits of the town center property.

Commissioner Johnson questioned if it would only affect the northbound traffic being able to get into Burger King. Ms. Means explained if the raised medium were to extend to just north of the southern driveway you could get a southbound in and coming out you could turn both left as well as right. You wouldn't be able to come in northbound so that is why they potentially suggested they look at consolidating both the north and south drives to have one driveway that allowed both entering and exiting into the Burger King access.

Commissioner Powers questioned if a left turn going eastbound when entering the property on Northgate Parkway with the raised medium could still be made. Mr. Friedman requested holding off on further discussion regarding the curb cuts on Northgate Parkway since they were in the process of redesigning it.

Chairman Ruffatto asked the petitioner to review the appearance of both of the buildings before discussion. He asked if anyone from the audience had any questions or comments regarding the discussion of the site plan.

Mr. Cole had a comment regarding signage. He mentioned there was only a minimal amount of signage other than the site plan itself. He explained they had a strong objection to the proposed size and placement of the primary monument sign being on the most minuscule portion of the Wheeling town center site in the right-of-way as opposed to somewhere on the east side of Northgate. They think it creates a lot of interference with their business and felt there were so many other options from a site plan perspective.

Mr. Fasolo referred to the primary elevation of the residential building. There is a large canopy at the entry and is centered on the green into the residential lobby off the first floor. They have not changed much on the design of the residential building as far as the materials and look. They have a mix of traditional and modern materials, limestone at the ground floor, masonry above mixed in with some projected bays of a cementitious board, aluminum windows, projected balconies (except on the corners) constructed of metal, storefronts with canopies at the base along the lobby and amenities. The rhythm wraps around all sides of the building so there is no backside.

Mr. Friedman referred to the Flix building. He explained they received a drawing from the Flix architect and it needed work because they were not satisfied with the façade that was up against the village green. He thinks the north portion of Flix will look fantastic. It has a lot of brick, a lot of storefront windows, bar and grill area, beer garden, beer kettles and nice signage. The concern was with the southern portion of the Flix that fronts the village green because there were no storefront windows.

Mr. Friedman provided renderings from Flix and a rendering on the petitioner's vision. Through the use of different materials, planters, lighting, seating areas and pergolas that would abut up against the building and contribute to the village green they will work with their general contractor to come

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up with materials that contribute to the overall feel they were trying to achieve with the village green and town center.

Chairman Ruffatto requested a review of the light standards. Mr. Friedman explained they didn't have a lighting plan but the idea was to create ambiance lighting all along Northgate Parkway, the village green and Community Blvd. He provided a slide of the lighting options. The proposed lighting for the parking areas were invisible during the day but provided sufficient lighting at night. They are all LED energy efficient lights. Chairman Ruffatto explained the location of the lighting and a photometric plan would be needed in the future.

Commissioner Powers referred to the rendering of the residential building. He asked if stucco was going to be used on the building. Mr. Friedman explained that stucco would be used in very minimal areas that were not necessarily exposed but more as a filler for certain areas of the building. Commissioner Powers did not want to see a lot of stucco. He requested an illustration on where the stucco would be used. Commissioner Powers was OK with the appearance of the residential building.

Commissioner Powers referred to the Flix building. He had never seen metal ridged panels used. He asked if it was specific to Flix or if there were other buildings in the area that had used the same panels. Mr. Friedman explained it was a suggestion from Flix but found it to be totally unacceptable. He mentioned it would probably not be used.

Chairman Ruffatto asked for clarification of the proposed stucco. Mr. Fasolo confirmed it was EIFS. Chairman Ruffatto asked if the petitioner had seen the Village's standards and mentioned it was low on the list of preferred materials. Mr. Fasolo stated they could minimize it to areas in the courtyard. Chairman Ruffatto wanted to know the specific locations.

Commissioner Sianis questioned if the hardy board type façade was used only at the entrance of the residential building. Mr. Fasolo explained it would be mixed in throughout. It would be used mostly in the bays throughout all sides of the building. There will be a mix of masonry and hardy board.

Mr. Farquhar explained they were in the design development stage and were working with the architects to achieve the desired look. He explained there were some materials that look and feel like brick and stone but were a fiber cement product that goes on in sheets and was more resilient and normally had a 50 year warranty. He has used it on a number of buildings throughout the area. It is more cost effective and is typically used on the upper levels. Chairman Ruffatto referred to the Village's standards and order of preference. Mr. Farquhar explained it was their intention to work together as a team to come up with the best solution.

Commissioner Sianis' preference was to have a full brick façade to match the existing campus. He felt it would help to provide a more unified look throughout the campus.

Commissioner Sianis suggested considering a faux tinted window along the base of the Flix building to break up the monotone look. Mr. Friedman would consider it as long as there was a wall in front of the glass component in order to block out the sun. Mr. Fasolo explained it would be a spandrel

glass. Mr. Friedman agreed to explore the suggestion.

Commissioner Johnson didn't have any issues with the residential building. He liked Mr. Friedman's vision for the Flix building. He wants to see the other sides of the building. Mr. Friedman agreed and explained they planned on working with the general contractors and the Flix architects and business development team to achieve a look that was satisfactory to Flix and the Village. Commissioner Johnson wants to make sure the east end was attractive for the residents who would be looking at the building.

Commissioner Dorband wants to see the buildings in the town center compliment the Park District and Village Hall buildings.

Commissioner Zangara referred to the front façade of the residential building. He would prefer to have windows and not sliders for the three or four apartments on the main floor. He did not think anyone would place outdoor chairs in that public space. Mr. Fasolo explained that every unit had a private outdoor space. Mr. Friedman explained the patios would be fenced in. He questioned the concern. Commissioner Zangara didn't know the patio would be fenced in. Mr. Friedman felt it was important for image and comfort since renters want the ability to access the outdoors from their unit.

Commissioner Zangara suggested eliminating the 3-4 apartment units in the front and making them a retail space. Mr. Friedman explained the village green leads out to the main entry. The idea is for it to be open and inviting. They want to design it where people think it was a café but was a common area as part of the residential building. They will have a little coffee area with tables, chairs and a small fitness room. They will have a golf simulator, yoga studio, conference room, large club area with a pool table. They will have a demonstration kitchen for events and will provide a gathering place for the tenants to watch sporting events. He explained the idea was to create a community space. He provided photographs of the community space from his last project.

Mr. Friedman referred to Commissioner Zangara's suggestion to eliminate the 3-4 apartments. He explained they really did try and utilize as much of the first floor space to provide the amenities. He thinks there are people that want an urban lifestyle.

Commissioner Zangara questioned if they would provide coverage for the fifth floor balconies. Mr. Friedman explained he would not cover those balconies. He referred to units in the Logan Square area that had similar balconies. He feels the balconies without a cover appear as a greater space. He believes there is something for everybody, some with canopies and some without.

Commissioner Zangara referred to the Flix building. He questioned if it would return again to the Plan Commission when it was ready to go in. Ms. Jones explained actual elevation plans would be needed for preliminary PUD approval.

Commissioner Zangara questioned the number of theaters. Mr. Friedman stated there would be eight screens with 970 seats.

Commissioner Zangara questioned how the brewery would work with underage customers. Mr. Friedman explained it was an operational aspect that he didn't control. He will rely on the Flix

operators to address it.

In reply to Commissioner Zangara's question, Mr. Friedman confirmed there would be no gaming machines.

Chairman Ruffatto questioned the location of the proposed pavers. Mr. Friedman noted the locations on the site plan. Chairman Ruffatto requested that the locations be included on the final plans.

Chairman Ruffatto questioned the location of the slotted solar screens. Mr. Fasolo explained they were using the materials on some of the retail outlet buildings but were not being proposed on the apartment or Flix buildings.

Chairman Ruffatto questioned the color of the metal canopy over the entrance. Mr. Friedman stated the color pallet had not been finalized. Chairman Ruffatto wanted color pallets and material samples included on the final plans.

Chairman Ruffatto questioned the material of the privacy fence for the apartments. Mr. Fasolo thought it would be a cedar fence with plantings. Chairman Ruffatto thought it should be wrought iron to match the metal on the buildings. He wants it detailed when they return.

Chairman Ruffatto questioned the material of the trash enclosure. Mr. Friedman referred the question to his general contractor. Chairman Ruffatto wanted it described.

Chairman Ruffatto questioned the locations of the bike racks. Mr. Friedman provided a slide of the locations and noted there was also bicycle parking in the residential building for the tenants. There will also be a bike kitchen which allows the residents to maintain their bicycles.

Chairman Ruffatto questioned if there was storage for the apartment units. Mr. Friedman explained there was storage in certain corners of the building and additional storage in the parking facility. Each apartment has the ability to have a storage unit. There will be different size options available.

In reply Chairman Ruffatto's question, Mr. Friedman confirmed there were washers and dryers in each unit.

Chairman Ruffatto wants the buildings to align with the Village's standards.

Commissioner Zangara referred to Burger King's existing fence along the back property. He questioned if they were going to keep the fence. Mr. Friedman explained it was in the area they were contemplating relocating their access drive based on yesterday's meeting. He explained it was ultimately Burger King's decision. Mr. Cole stated they wanted to keep the fence.

Chairman Ruffatto questioned the phasing of the management. Mr. Jennings explained the suggested topics in the outline were written prior to the slides being presented. Mr. Farquhar explained they would originally have the 150 parking spaces in phase one parking. During that time they would be constructing the parking area below it and would create 160 parking spaces. During

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the first phase, they will be working on clearing the land in the main area and putting in the new infrastructure and making the site ready for construction. Phase two is where the parking is in place for the Metra parking and they will be constructing a two-way residential area along with the village green and 2B would be constructed for Flix. They have a plan to maintain the entrance to the Burger King. They will keep one half open as they work on the other half. They will provide cross access so it would not affect the Burger King operation. He envisions all the roads to be constructed for the future phases for the additional retail.

Chairman Ruffatto expressed concern for future phase in the two parking areas. Mr. Farquhar explained initially during construction they would need to return when there was another retail tenant.

Chairman Ruffatto questioned where the parking would be once the apartments and Flix were built. Mr. Friedman explained Flix would park on the western portion of the site and the residential building would part itself.

Ms. Jones requested a plan that would show what parking would be constructed upon the completion of the Flix and apartment buildings.

Mr. Jennings referred to the continuity of access issue from the April 10<sup>th</sup> concept review. The continuity of access and coming up with the plans on how to provide access to the Metra parking, access to the Burger King and access to the construction site.

Chairman Ruffatto referred to private vs. public ownership. Mr. Jennings mentioned that Metra had agreed conceptually to everything going on with the development but one of the issues was the nature of the agreement with respect to the ownership. Staff had previous discussions with Metra in which the indication to the Village was that the property in its entirety could be conveyed to the developer. The agreement would be an agreement with the Village because it relates to the original stationery development agreement from the late 90s. The agreement will be done with the Village and the conveyance of the land would be like a covenant. The developer had a subsequent discussion and a slightly different understanding. He felt there was general agreement at this point among all of the parties about the concepts associated with the development but they need to go back to Metra. The Village Attorneys, Village Staff and the developer and his attorney need to go back to Metra and clarify the draft agreement to determine if it was a requirement that the Village maintains the ownership of certain roads. The Village's preference is to not own the roads inside the core of the development. If it is an absolute requirement with Metra, they need to come up with a maintenance agreement that spells out who does what. There is a concern with the method of snow removal. He felt it was an operational detail.

Chairman Ruffatto questioned if it needed to be in place during preliminary PUD. Mr. Jennings explained the agreement didn't need to be executed but they needed to know the expectation for the ownership arrangement. The Village has not been in favor of ownership and a maintenance responsibility of the drive aisles.

Chairman Ruffatto referred to the plan for the management of the entire complex. Mr. Friedman explained the general idea was that there was a master association. The master association would be

WTC LLC with separate associations for the residential building and a separate association for the retail buildings. There would be blanket easements covering the parking, maintenance and the cross access and there would be a declaration of the subdivisions between the spaces recorded. Chairman Ruffatto questioned if they were separate taxing entities. Mr. Friedman explained WTC Residential Development LLC was a single purpose entity and there was the same thing for the retail components. They would both fall under a blanket umbrella of WTC LLC.

Chairman Ruffatto questioned if it would be similar to the Westin development that had different owners for each segment. Mr. Friedman explained they would need to have separate parcels that were owned by WTC Residential Development LLC. The retail pads is the remaining portion of the development but there needs to be cross access for the residential dwellers in order to access the garage and loading areas. Chairman Ruffatto questioned if each pad would be a separate owner. Mr. Friedman explained as of now it is WTC Retail LLC and until further notice that was the plan. Their plan is to build and lease out the retail buildings and to have ownership of the town center. He does not believe it works if they are separated from an ownership standpoint. He thinks there are too many issues and liabilities. He felt ownership for the retail components should really be under one LLC or one umbrella LLC.

In reply to Chairman Ruffatto's question, Mr. Friedman explained ideally they would be built without knowing they were future phases. Once they make progress and break ground and show the retail tenants that the project was happening they would have an opportunity to finalize a lot of the LOIs that they had received over the years and build the retail pads.

Chairman Ruffatto referred to last week's packet and the sheet on variations. He mentioned there were a number of variations that would be voted on and wanted to ensure that everyone read them and understood them. He asked for the Commission to address any concerns with the developer.

Commissioner Powers felt the landscaping was short. He wanted more of it since a lot of it was being consumed by parking.

Commissioner Dorband questioned how Staff felt about the variations. Mr. Jennings felt it was important to remember with a PUD was that there was an underlying assumption of Code relief with any PUD. They do require them to provide a list so the Commission understands the variations associated with it. He suggested looking at the variations side by side with the plan.

Chairman Ruffatto reviewed the list of items that were needed for the next meeting.

- Need IDOT resolved including the Burger King property;
- Greater percentage of landscaping;
- Pedestrian traffic to the total campus;
- Traffic flow to give the best access to the two primary sites (Flix and residential);
- Provide a lighting plan, photometrics, materials, designation of overnight parking;
- Status of agreements;
- Turning radiuses.

Commissioner Powers asked for multi-point access into the garage to improve the access.

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Chairman Ruffatto referred to the retailer (Starbucks) on the north side of the property. Mr. Friedman felt it came down to the access and making sure the design was appropriate. He realizes there needs to be some modifications. He is open to modifying the intersection so it works for everybody.

Mr. Friedman referred to the comment about the landscaping and green space. He felt there was a sacrifice of either parking or pavement. He questioned what was more important, having a clean environment with planters and nice seating areas or grass. He questioned the overall vision for the project. He agreed to work with his team on a plan.

Commissioner Powers liked the rendering provided but wanted to know what would be surrounding the retail buildings. Mr. Friedman explained a lot of it comes to allowing the restaurants to have the ability to have the outdoor dining experience and providing a buffer for privacy. He wants it to be useable space for a farmer's market, additional vendors for street fairs, art festivals and etc.

Ms. Jones summarized the suggestions of the Plan Commission which would be addressed with a new submittal in time for the December 17<sup>th</sup> continued date.

- Provide feedback from IDOT;
- Resolve Burger King access;
- Increase amount of landscaping;
- Consider additional pedestrian access to the campus;
- Consider additional access to the anchor buildings, Flix and residential;
- Provide greater detail especially for lighting, materials, overnight parking, outside agency agreements;
- Turning radius, etc.;
- Review of the sign;
- Make sure there is no conflict near retail E that would affect the placement of the building;
- Define ground level patios at residential building;
- Elevations of Flix.

Commissioner Sianis moved, seconded by Commissioner Johnson to continue Docket No. 2015-5 to December 17, 2015.

On the roll call, the vote was as follows:

AYES: Commissioners Dorband, Johnson, Powers, Ruffatto, Sianis, Zangara  
NAYS: None  
ABSENT: None  
PRESENT: None  
ABSTAIN: None

There being six affirmative votes, the motion was approved.

**PUBLIC HEARING DECEMBER 17, 2015**

Chairman Ruffatto called Docket No. 2015-5 on December 17, 2015. Present were Commissioners Dorband, Issakoo, Powers, Ruffatto, Sianis and Zangara. Commissioner Johnson was absent with prior notice. Also present were Brooke Jones, Senior Planner, Andrew Jennings, Director, Community Development and Mallory Milluzzi, Village Attorney.

Mr. Brad Friedman, WTC LLC, 500 Lake Cook Rd, Deerfield, IL, Mr. Anthony Fasolo, Architect, RTKL, Mr. Steve Corcoran, Traffic Engineer, Eriksson Engineering, 145 Commerce Dr., Grayslake, IL, Mr. George Dreger, Eriksson Engineering, Ms. Michelle Kelly, Upland Design and Mr. Eric Handley, Randolph Inc., 820 Lakeside Drive, Gurnee, IL, were present and previously sworn in. Mr. Peter Farquhar, Randolph Inc, 820 Lakeside Drive, Gurnee, IL was present and previously sworn in.

Mr. Jennings noted the previous discussion identified several items that the Plan Commission requested follow-up. The development team has been working on the follow-up. He gave an overview of some of the feedback relative to IDOT. The Village was copied on the IDOT correspondence.

Mr. Jennings referred to the impact of having the dual left turn at Northgate. The question was whether or not IDOT would require a median in that location. IDOT responded that they do not require it because it was not technically part of the State right-of-way. They strongly recommend it because it relates to the function of the State right-of-way. Their indication was that they would prefer for it to break farther south and the developer has been working with Burger King to discuss how the access would be provided.

Mr. Jennings referred to the second issue of a dedicated right turn lane. The response from IDOT was that the dedicated right turn lane should be required in and out of the development. There were two options for the configuration of the lane coming from Dundee onto Northgate. IDOT indicated a preference for a dedicated right turn as opposed to a slip lane (similar to the existing). The developer is working to try and provide the preferred configuration of the turn lane. The developer's traffic consultant did not agree with IDOT on the issue of a turn lane out of the development. It is currently shown for the development to have a straight right shared lane. IDOT has indicated that a right turn dedicated from northbound Northgate on to eastbound Dundee should be provided.

Mr. Jennings referred to the setback of perimeter buildings. There had been a question raised by the third party civil engineer consultant for the Village relative to the drive-thru configuration along Dundee Road. The question was whether adequate separation was provided. IDOT does not have a standard so it would essentially be the review of the Commission and their recommendation.

Mr. Jennings referred to the issue regarding the function of the intersection itself with the signal. The introduction of the dual left turn lane is going to have an impact on the phasing of the signal. The response from IDOT was a suggestion because of the dual left turn requires dedicated left turn only time, the amount of right turn from southbound can be increased by going with a straight right lane and a dedicated right lane.

Mr. Jennings provided a slide that showed Burger King's preliminary comments from the operator

of the restaurant but not the landowner. There will be a need for both parties to sign off on the changes. A summarization of Burger King's operations response to the modification was a suggestion that some of the parking stalls would be more appropriate for use by Burger King. The request was that the development's monument sign shift to the other side of Northgate. There is a request to provide a new drive aisle to safely get to the south without having to backup. The suggestion was made to eliminate some of the parking spaces to create a drive aisle.

Mr. Jennings referred to a note in the Village's civil engineer's review regarding the utility complex along the east side of the site. The Village is still working with the development team. There are some adjustments expected to the utility layout in the area. They do expect that the January 14<sup>th</sup> version should be able to address the issues in that location.

Chairman Ruffatto explained tonight's meeting is a public hearing but there wouldn't be a vote since the packet didn't get to Staff in time to properly review it. The meeting is to bring the Plan Commission up-to-date. The hearing continuation will be scheduled to January 14<sup>th</sup>. Therefore, the resubmittal packet needs to get to Staff by December 31st.

Mr. Friedman reviewed some of the items addressed based on the last two meetings and some of the changes that were made to the site plan. There were a lot of comments and concerns about trying to increase landscaping in certain areas. Some adjustments were made to the parking space dimensions internally to allow adequate aisle widths for the fire trucks for turning radius requirements which allowed them to increase the sidewalk area and add additional landscaping based on suggestions from the Plan Commission and Village Staff.

Mr. Friedman explained they shifted building C to the north and made the curb access for the northeast quadrant parking field further south not to interfere with the intersection also now not to interfere with Burger King's access. They've made some changes with regard to their entry and that has caused them to shift the out lots over to the right. They lost one drive-thru aisle for building B. Burger King had mentioned that they would want an easement for their directional signage entrance and exit so their customers could easily identify the signs.

Mr. Friedman referred to the northwest parking field quadrant. There was a slight redesign of the layout for the parking area. They created some additional landscaping and it also provides them with some additional space for snow storage and snowplow.

Mr. Friedman referred to Main Street. He stated that Mr. Jennings had brought up a point that Community Blvd. is a northwest street and then turns to an east west street which could cause some possible confusion. He suggested that the developer may want to rename the street to avoid confusion. They were currently using Main Street as a placeholder and will come up with an appropriate name for the street to help clarify and avoid confusion.

Mr. Friedman explained they added some crosswalks. They want to bring everybody over to the south side of Main Street, in front of building E. They want all of the pedestrians to have access to the site. They have increased the width of the area so they now have additional landscaping in front of building E. They have also made some slight changes to the corner area so it was now be a more landscaped plush corner. Additionally, they have shaved off some square footage of retail building

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E to allow for an additional right turn out since there were concerns and comments about residential tenants having the ability to exit the center.

Mr. Friedman referred to the northeast parking quadrant. The idea was to highlight the area and provide additional landscaping. They provided a pedestrian crosswalk in the area to help identify it as a main entrance with beefed up landscaping.

Mr. Friedman referred to the southern portion of the development with the residential building. Sidewalks have been added for the pedestrians as suggested by the Plan Commission and Staff.

Mr. Friedman referred to the phasing diagrams of the project and tried to clean them up so they were easier to read and understand.

Mr. Friedman referred to a slide based on the concern from Burger King that their monument sign would block their visibility. They did a site line study and shifted their monument sign to the south in order to increase their visibility. They made a suggestion to add signage to identify the town center and possibly to help identify some of the Park District facilities. They want to try and get some of the traffic to utilize Community Blvd. and Main Street as part of their access to the project.

Mr. Friedman reported that they had met with Fire Chief MacIsaac. He is very satisfied with the truck turning radius diagrams presented.

The elevations have been updated with some new colors and materials. Samples were provided at the meeting.

Mr. Friedman provided the plan for the first floor residential building. Not much has changed from the last version. They made some slight changes to the amenity area but in general, the overall unit mix and concept remained the same for the residential building and the layout of the amenity space. Updated elevations of the Flix building were provided. He met with ATMI. A revised perspective based on some of the meetings was provided. They made sure the elevations on all sides did a good job of breaking up the building so it wasn't one long monotonous building.

Mr. Friedman provided the landscaping plans. He noted that landscaping had been brought up at the last meeting. They have done everything possible to increase the landscaping. They had talked about potentially renaming the concept of the village green and maybe calling it a plaza. The purpose is to create a central gathering place for the community and to handle the pedestrian traffic. Most lifestyle centers, shopping centers and urban plazas have a lot of brick pavement along with a lot of landscaping to help create the plush environment with trees, lighting and hanging baskets. He explained it was their intention to create an urban plaza that could handle the pedestrian traffic but at the same time would provide a wonderful central gathering place with a lot of landscaping elements that would make it feel very warm, plush and inviting. He thinks it will work very well with the movie theater, restaurants and outdoor seating.

Chairman Ruffatto requested material and landscaping details.

Mr. Fasolo explained they didn't really change materials. Off the main plaza, the white will be a

cast stone that would be a combination of a smooth finish and a rock face finish. There will be a projected metal canopy over the main entry off of the plaza that leads into the residential lobby. There are metal balconies that are hung off the structure for each dwelling unit. There are paved patios on the ground floor. Mr. Fasolo reviewed the building material and color samples. They will use a lighter grey brick and a burgundy brick used on the main elements on the upper floors. They are looking at using a double glazed glass with a darker grey or black frame color for all windows. The storefront windows for the Flix building would have a clearer glass. The brownish horizontal panels in between windows would be either a fiber cement product or a metal panel. Chairman Ruffatto explained that a decision regarding the product needed to be made before the next meeting. The projected bays would be metal panels.

Mr. Farquhar reviewed the perspective of the Flix Brewhouse. The front element will have a thin brick product and the other elements are an architectural precast with some darker color stained elements. The entire shell is made out of a precast material with either thin brick or architectural sandblasted/stained finish. The lines are architectural reveals that are about ½” deep. He mentioned that the Rosemont Outlet Mall was made of a precast panel. The glazing will be more of a clear glass in order to see the brewery in the background.

Mr. Farquhar referred to the loading area that has a typical overhead insulated door.

Chairman Ruffatto asked about the green elements on the Flix drawing. Mr. Friedman explained it was a suggested option from RTKL to offer some additional green components with a green screen. He explained it could be a combination of the green screens and the brick overlay.

The Commission looked at the material samples that were provided at the meeting.

Ms. Michelle Kelly, Upland Design referred to the plant list that was provided. There will be a variety of flowering shrubs that will provide color throughout the seasons. In addition, there are layers of perennials along with bulbs. Boxwoods and yews are included to provide color in the beds when everything else is dormant. There are proposing 120 trees on site with lots of variety.

Ms. Kelly referred to the plan and explained they were able to increase the size of a couple of beds and added additional landscaping.

Ms. Kelly referred to the first floor patios. She provided a sketch which includes shrubs along the building and then wraps around the patios. They will add some perennials in the bump outs. They are proposing a 5’ tall ornamental fence. The shrubs will help provide some visual barrier for the first floor units. The east, west and south sides of the buildings have a little different layout that includes grasses and shrubs. There is nice green landscape around the building.

Ms. Kelly referred to the village green. It is divided into different areas. The outside area will have outdoor seating with the retail buildings or cinema. It is a pedestrian friendly area but there won’t be much plant materials. In the center, there is entry features both at the north and south which will be welcoming with both planting beds and pots. They will be elevated a little so it appears as a feature. The two central activity areas will include seat walls and other community seating. The flexible space is not owned by a restaurant but the whole community. The central space is the interactive fountain area which lights up at night. A tree could be added during the winter or other greens using

the lighting even when the fountain is off.

Ms. Kelly referred to the landscape sections. It gives the feeling of a streetscape and a town look to it. Each side has a street tree and planting bed and some light poles with banners or hanging baskets. Seating and pots are also included along with a landscape bed.

Chairman Ruffatto opened the discussion to the audience.

From the audience, Mr. Adam Cole, Director of Development, Tri City Foods and operator of the Burger King on Dundee and Northgate came forward and was previously sworn in. He appreciated the forwarding of the comments by Mr. Jennings. They have been working with the developer in trying to address some of Burger King's concerns. He felt the plan was a good improvement over the first presentation. They were happy to see it and thankful for the cooperation. They still believe there were some challenges created with it. He referred to some concerns about inbound traffic being headlight to headlight with someone else in the parking lot. They feel it could create a dangerous situation so they would like to see some improved circulation as a result of all the massive changes at the intersection. He referred to the past presentation that included two pods of parking in front of their curb cuts or just east of them. They had expressed concern about them at the last meeting. There were 13 spaces presented east of the property line between their property line and Northgate and now there are 6 spaces. They strongly believe that the whole concept of parking in front of their entrances was infeasible because it was a one way entry. Once parked, the only way to get out was to go through their private parcel for egress. He did not believe it was allowable. He had expressed concern about the striping and tapering that were presented but were not shown on the current plans. They are concerned that the widths and so forth were not up to par that would typically be turning lanes or striping. He felt it was acting like a turn lane for the inbound traffic from Dundee going southbound on Northbound on Northgate and turning left into the retail driveway (between retail C and D). They were wondering why it was not presented as a left hand turn lane. They are concerned that the proposed parking is proposed at 3.3-3.5 times increase of hourly traffic at peak times per the current traffic so they felt it was a lot of additional movement. He mentioned a stop sign was being proposed which they are OK with the concept but felt it becomes inferior to all of the northbound and southbound movement. He referred to their current two forms of egress at the north and south entrance and were now being asked to go to one place of egress only on the south side with traffic increasing 3.5 fold in each direction during peak hours. They are requesting a better solution or better explanation of how it works functionally from a traffic engineering standpoint.

Mr. Cole referred to the continue proposal for the monument sign to be located on the green space parkway. He felt it was a large sign at 15' wide and 30' tall. He felt it was a huge obstruction and a distraction to their building and business. He noted it would be the largest sign in the Village located on 60' of frontage.

Mr. Cole believes there is a big step forward but they still had some concerns and felt some of the critical items that effect their operation hadn't been fully addressed.

Mr. Cole referred to the phasing. They asked that the driveway configuration be changed first before the hard medium comes in. Mr. Farquhar confirmed the medium would go in last in the

second phase.

Chairman Ruffatto asked the petitioner to address Mr. Cole's comments.

Mr. Corcoran reported they had attempted to address many of Mr. Cole's comments. He mentioned they could adjust the striping for the left turn into his site. He referred to the sign and explained it was set far enough back that it wasn't causing a traffic related issue for people going into the right turn lane to turn right. He referred to the issue with the six parking spaces. They will look at the suggested alternatives and will try and work with Mr. Cole to resolve his concern.

Commissioner Zangara referred to the signage. He questioned if there had been discussion to allow Burger King to go on the sign. Mr. Friedman explained he didn't think it was appropriate since fast food restaurants were a prohibited use to the town center but he was in agreement to discuss it. Commissioner Zangara questioned if a coffee shop was considered fast food. Mr. Friedman explained the redevelopment agreement allowed for fast casual restaurants such as Pot Belly, Panera and certain sandwich places. It prohibits fast food restaurants such as Burger King, McDonalds, Taco Bell and KFC, etc.

Commissioner Zangara referred to the parking. He liked the idea of moving the drive but would like it to go past building D. Mr. Friedman explained it was to allow the outlots to have the additional access. He felt most of the town center was really based along Northgate Parkway. He mentioned there were some requests from the retail leasing agent that some people want the traditional retail shopping center and that was the reason for the location of building E. He explained the concept was to satisfy the need for those tenants that wanted the traditional outlot with the drive-thru or the in-line space that would face Dundee Road. In order to lease and make the outlots attractive, the tenants need to be offered a perceived curb access as opposed to having to go all the way through the in-line stores and then back up.

Commissioner Zangara referred to the turn in area between the two buildings and suggested it would be a good opportunity to make it a parking garage. Mr. Friedman explained they had considered it but the issue was the garage would block all the visibility of retail building E. Commissioner Zangara felt building E was set back far enough. Mr. Friedman explained they would need to do some additional site line studies. Commissioner Zangara preferred having the study done now instead of in the future. Mr. Friedman mentioned he would love to have a parking garage in the area by the West Shore underground pipe but nothing could be located above it. He stated that there was sufficient parking according to the parking studies. Commissioner Zangara felt it looked like a shopping center with all the parking and not a town center. He felt the garage would help hide the cars and protect the cars during inclement weather. Mr. Friedman agreed to look at the site lines and ramifications of adding a garage and how it would impact the visibility of retail building E.

Commissioner Zangara referred to the valet and questioned if the customers pick up the cars where they are dropped off. Mr. Friedman explained it was an operational question that would be handled by the operations and management. The idea is to give the customer a choice.

Commissioner Zangara questioned overnight parking. Mr. Friedman explained the overnight parking for the visitors of the residential building was housed in the garage. If overnight parking

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was ever needed in the parking lot, it was suggested that the triangle area would be the appropriate place for it. Mr. Friedman just became aware that the Village does not currently offer overnight parking in the Metra commuter parking lot. They will cooperate with the Village's direction regarding the overnight parking.

Commissioner Zangara referred to the pie shape parking area and suggested changing the parking to provide more green space. He provided a rough drawing. Mr. Friedman was open to new options. Commissioner Zangara felt the smaller green space islands at each end were hard to maintain so he suggested a larger green area that was easier to maintain.

Commissioner Zangara suggested adding lights during the holidays since there will already be electric for the irrigation system. Mr. Friedman agreed to the concept and having it flow into the Village town center, Northgate Parkway, Community Blvd. and the plaza.

Commissioner Zangara questioned if there was coping on the top of the Flix building. Mr. Farquhar confirmed there would be some type of metal coping on the top.

In reply to Commissioner Zangara's question regarding the residential building, Ms. Kelly explained there were shrubs either in front of the fence or grasses. Commissioner Zangara questioned if there would be a wall to form the patios. Mr. Friedman confirmed there would be no wall.

Commissioner Dorband questioned the depth of the balconies to determine if a chair would fit. Mr. Fasolo stated the depth was 5' 6".

Commissioner Dorband liked the green on the Flix building.

Commissioner Dorband liked the choice of the landscape plantings and the proposed fence style.

Commissioner Dorband was confused about the parking since 10 spaces were lost since the original meeting. She questioned if there was anywhere they could be added. She expressed concern and referred to the issues at the Westin and didn't want the same issues. Mr. Friedman explained the addition of a garage would make it difficult to lease building E because of the visibility. He mentioned they had lost 2,000 square feet of retail space with all of the adjustments and then the demand for parking also drops.

Commissioner Powers questioned if the monument sign was moved since the last meeting. Mr. Friedman confirmed it was moved further south which increased the site line coming from the west.

Commissioner Powers liked that the drive between buildings C & D was moved further. He questioned if they still had the right-in capability east of the Park District cross access area. Mr. Friedman confirmed it remained. He felt it was the preferred route and felt repeat customers would learn the best route.

Commissioner Powers questioned if there had been a double drive-thru in retail B that was made into a single drive. Mr. Friedman explained building B was a three lane drive-thru which was now a two lane drive-thru. The footprint of building A stayed consistent but was shifted over.

In reply to Commissioner Powers' question, Mr. Corcoran confirmed the hard median was a typical 6" barrier curb.

Commissioner Powers questioned if they were planning to save some of the existing trees on the site. Ms. Kelly confirmed all of the existing trees would be removed. A majority of the trees were not of good quality.

Commissioner Powers appreciated the additional green and beds especially around retail E.

Commissioner Powers asked about the proposed irrigation. Ms. Kelly explained the plan was to irrigate the majority of the landscaping. They typically do not irrigate the islands in the parking lots. The streetscape up and down the areas would be irrigated. Commissioner Powers requested an irrigation plan.

Commissioner Powers appreciated the turning radius diagram showing the flow.

Commissioner Powers referred to the overnight parking. He questioned if a guest of the residential building could park in the garage. Mr. Friedman confirmed guest parking was located in the garage. He noted that he had reviewed the guest parking plan with a property manager from a neighboring new construction residential development and he had thought the plan was brilliant and much better than their plan.

Commissioner Powers requested an explanation of using a stain over precast. He questioned if it was durable and maintenance free. Mr. Farquhar noted the stain was only used on the Flix building. It was typically a 20-year warranty. The intent was to use as much of the natural pre-cast concrete as possible.

Commissioner Powers referred to the white doors on the west elevation of Flix. Mr. Friedman confirmed they were delivery doors. Commissioner Powers questioned how the signs on the west side were applied to the building. Mr. Friedman was unsure since it wasn't part of the elevation and was added after the building was up. He confirmed the posters would be lit and protected. Mr. Farquhar explained the delivery doors could also be painted to blend in with the rest of the architecture.

Commissioner Powers felt the Flix elevations were great.

Commissioner Sianis echoed Commissioner Zangara's comments about looking into a parking garage on the northeast side of the development.

Commissioner Sianis referred to the southeast quadrant. He thinks there needs to be some type of gated access so residents don't have to travel through the town center to access the parking garage. He felt it would be easier for the residents and would decrease traffic through the town center. Mr. Friedman explained he really wants to but can't do it. He made another call into Larry at the Park District regarding getting another curb cut but the Park District was not in agreement. Mr. Friedman agrees with Commissioner Sianis' suggestion and hopes the Park District changes their mind in the future. He mentioned the Park District's concerns related to the traffic at the pre-school drop off.

Commissioner Sianis thanked the petitioner for the improved plans. He likes a lot of the modifications that were made.

Commissioner Issakoo questioned if there was a charge for the garage parking. Mr. Friedman confirmed they would charge residents for parking spaces. He explained it was customary to charge for parking at all new construction apartment buildings. They will charge \$45/month per parking space which is well below the normal charge of \$75 to \$100+. He confirmed there was no other overnight parking allowed.

Commissioner Issakoo requested information regarding their parking study. Mr. Friedman confirmed they were meeting the requirement for retail and were asking for a variance on the residential parking based on the fact that it is a transit oriented development and looking at other competing apartment buildings and parking ratio they demand. Mr. Corcoran stated they did a parking study and looked at several different things. One of the reasons they were asking for a variance was that the residential parking demand, and the type of transit oriented design as well as looking at other similar apartment complexes within the Northwest suburbs to help support the residential reduction. From the commercial and zoning standpoint, they had to consider the 154 Metra parking plus the retail demand and add it together and come up with one number when in reality, the Metra parking is basically during the day and the peak for the restaurants and Flix was in the evening. During the day there are Metra parking commuters and as they leave, there is Flix and other restaurant users for the shared parking. They did an analysis that showed the demand for every hour during the day. They made projections for Metra for the future since their demand will increase as population in Wheeling increases and came up with numbers that will be supported by the parking demand.

Chairman Ruffatto questioned how the reduction in the square footage translated into the reduction of parking. Mr. Corcoran explained the basis for the reduction was the changes in the site plan. The Zoning Code was 4 spaces per 1,000 square feet so it was roughly 8.5 spaces.

Chairman Ruffatto requested additional details on the phasing. Mr. Farquhar explained initially they needed to maintain the 160 Metra parking spaces and then they would work on developing the parking area. They will build the parking first while they are doing the earth work and putting in the site utilities. The intent is to do all the earth work in the area and put in the utilities and then build the residential and Flix buildings and central court area. He noted another critical area was revising the main area before the two buildings become operational. Half of the roadway would be done at a time so it enables them to keep the Burger King open with minimizing their traffic interruption. They will always have a minimum of two lanes. Buildings A&B, C&D and E&F are all future phases and would be applied for later. At the end of phase 2 (getting roads in, building residential & Flix buildings), there will be 1,028 parking spaces. The other parking areas will be built in the future with the future phases of retail. Mr. Friedman added that chances are during the 18-month construction of the residential building, they will have made additional progress with some of the other retail tenants, LOIs and leases. He felt the average person would not realize that the project was going in phases since chances are they would be breaking ground and constructing the other retail pads while the residential building is wrapping up its construction. A lot of the retail buildings are just a 6-month build out with another 5 months for the furniture and equipment on the interior.

Chairman Ruffatto noted there would be an apartment building and Flix building after the first phase. Mr. Friedman stated that Flix was a 38,000 square foot movie theater with 960 seats. He explained that Flix was constantly making changes to their plans for the cinemas and seating. Chairman Ruffatto referred to the 446 parking spaces for the movie theater. Mr. Friedman mentioned the 100 spaces on the sixth floor of the garage for employees. Chairman Ruffatto questioned if 446 spaces were enough spaces for the 960 theater seats. Mr. Friedman was unsure. Mr. Corcoran stated that the Zoning Code requires 444 spaces for the proposed sized theater. The 1,028 parking spaces represented 79% of their parking.

Chairman Ruffatto expressed a concern with the circulation and that people could still get stuck in the back of the town center. He thinks they have done a good job in the other areas but still has a concern and is unsure if it could ever be addressed.

Chairman Ruffatto questioned why the sign couldn't be moved to the east side of the property. Mr. Friedman explained it related to the architectural site planning standpoint. The project based on the site plan and location of the sign it was centrally located and also allows vehicles to identify the retail signage before they turn into the town center. They are having multiple monument signs with retail identification. They want to make sure they provide enough signage for the cars using the Northgate Parkway, Community Blvd. but also the private Park District cross access area.

Chairman Ruffatto wanted to keep publicizing Village and Park District events and incorporate it on the reader board. Mr. Friedman explained they had not yet discussed if they would replace it or add to it.

Chairman Ruffatto referred to the egress for the Burger King on the south side. He felt it almost looked like a right turn only on the south entrance of Burger King. Mr. Dreger explained they moved the driveway in part from the meeting with Burger King to accommodate some of their concerns. They also knew the north entrance would be a right-in and IDOT would probably require the raised median. They could curve the southern part of it a little and make it more like an "S" shape. He felt people would learn how to use it.

Chairman Ruffatto referred to the west elevation of Flix. Mr. Friedman explained it was in-flux regarding the type of signage and advertising that would be displayed. He was unsure of the type of advertisement Flix wanted. He questioned the concern. Chairman Ruffatto explained he did not have a concern but questioned if it would be considered part of the sign package. Ms. Jones explained it would probably be considered more the design of the building to allow for changeable copy related to the movie theater and their branding. It would be separate from the business identification signs. Chairman Ruffatto felt it was a great idea since it broke up the wall. Mr. Friedman noted it faced the tracks so the Metra commuters had the ability to see the town center with different advertising opportunities.

Chairman Ruffatto felt the general consensus from the Commission was that the parking garage should be considered. Analysis was needed. He referred to a comment made by the petitioner that it was the first he had heard about a parking garage. Chairman Ruffatto had brought it up in one of the workshops. He thinks it should be considered and evaluated for the next meeting.

Chairman Ruffatto questioned if the concerns for IDOT been addressed. Mr. Jennings explained that he summarized the issues from the discussion points. He mentioned the fourth item which questioned if there was something else that should be done with the signal timing of the intersection. IDOT has indicated that the right turn out of the development would be required to be a dedicated right turn lane. The traffic consultant for the development team has taken issue with it. The way IDOT had phrased it was based on the traffic study. There is disagreement about the interpretation of that peak hour number and applying it. Mr. Corcoran explained they had provided three ways to go right on to Dundee Road (Northgate signal, right-in and right-out for the Park District, alternative to go to Community Blvd.). The traffic volumes turning right were not that high to justify a single lane. In their traffic study they have between 50 and 75 cars an hour turning right during different peak hours. They don't feel the volume projects warrant providing a separate northbound lane.

Chairman Ruffatto questioned when the dialogue with IDOT would occur. Mr. Corcoran explained they would not have an answer by December 31 because of the holidays. They could draw up an alternative that shows a northbound right turn lane if they lose the battle with IDOT. Mr. Friedman questioned if it was a recommendation or a requirement from IDOT. Mr. Corcoran confirmed it was a requirement.

Mr. Jennings explained Staff's suggestion regarding the issue was similar to what Mr. Corcoran suggested. Show it as required by IDOT and then let the development team, consultants work with IDOT to see if it could be removed.

Chairman Ruffatto explained he expected to have the following for the January 14<sup>th</sup> meeting.

- Final packet
- Engineering
- Fire
- Lighting plans
- Review of a parking garage
- Address all of Burger King's concerns
- IDOT issue resolved

Chairman Ruffatto explained there was a possibility there could be a vote at the next meeting but he could not guarantee it. The Commission wants to ensure what they are shown is what goes before the Village Board. It needs to be clear and concise. There can't be any question about what was being presented and would be built for the town center.

Commissioner Dorband mentioned that one of the daylily plants was mislabeled. The photo provided was not of a daylily. Ms. Kelly confirmed it was mislabeled. The King Alfred was a daffodil.

Commissioner Zangara questioned if the only access was through the stop light between phases one and two. Mr. Friedman explained the cross access could not be done until the traffic signal at Community Blvd. was installed. Mr. Jennings stated that it had a highly likelihood of being built before any of the buildings would be occupied. He explained the project for Community Blvd.'s signalization involves other modifications to Dundee Road.

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Chairman Ruffatto questioned if phase 1 cut off the access to the Park District. Mr. Friedman clarified that the Park District wants it cut off.

Mr. Jennings felt there was confusion about how the phasing will work. He suggested that the phasing drawings should be shown based on the existing conditions as a transition to the proposed.

Chairman Ruffatto suggested reviewing the list of items discussed. Ms. Jones reviewed the following list.

1. Specify all building materials and colors;
2. Address Burger King's concerns;
3. Explore options for a parking garage;
4. Consider reconfiguration of the triangular parking area to create a larger landscaped island;
5. Provide a landscape irrigation plan at final PUD;
6. Consider options for an additional east/west connection to create a circular traffic flow;
7. Consider options for an additional access to/from the residential building separate from the retail traffic;
8. Explore options for monument signs;
9. Resolve dedicated right turn requirement from northbound Northgate as noted by IDOT;
10. Clarify phasing plans with existing conditions.

Mr. Friedman asked for details regarding item 1. Ms. Jones explained the Plan Commission wants definitive proposals and not options.

Mr. Farquhar questioned how a change would be addressed during the final construction phase. Ms. Jones explained they would approach Staff who would determine how it would be addressed.

Mr. Jennings referred to the question about resolving the potential impact of utilities. He suggested adding to the list that the utility conflicts had been resolved to the extent necessary for the preliminary review.

Commissioner Powers questioned if the storm water issue had been addressed. Mr. Jennings explained it was one of the items being referred to in the utilities conflict.

Commissioner Powers moved, seconded by Commissioner Sianis to continue Docket No. 2015-5 to January 14, 2016.

On the roll call, the vote was as follows:

AYES: Commissioners Issakoo, Dorband, Powers, Ruffatto, Sianis, Zangara  
NAYS: None  
ABSENT: Commissioner Johnson  
PRESENT: None  
ABSTAIN: None

There being six affirmative votes, the motion was approved.

**PUBLIC HEARING JANUARY 14, 2016**

Chairman Ruffatto called Docket No. 2015-5 on January 14, 2016. Present were Commissioners Dorband, Issakoo, Johnson, Powers, Ruffatto and Zangara. Commissioner Sianis was absent with prior notice. Also present were Brooke Jones, Senior Planner, Andrew Jennings, Director, Community Development and Mallory Milluzzi, Village Attorney, Fire Chief MacIsaac, Fire Inspector Antor, John Tack, Village Engineer, John Melaniphy, Director Economic Development.

Mr. Brad Friedman, WTC LLC, 500 Lake Cook Rd, Deerfield, IL, Mr. Anthony Fasolo, Architect, RTKL, Mr. Peter Farquhar, Randolph Inc, 820 Lakeside Drive, Gurnee, IL, Mr. Steve Corcoran, Traffic Engineer, Eriksson Engineering, 145 Commerce Dr., Grayslake, IL, Mr. George Dreger, Eriksson Engineering, Ms. Michelle Kelly, Upland Design and Mr. Eric Handley, Randolph Inc., 820 Lakeside Drive, Gurnee, IL, were present and previously sworn in.

Chairman Ruffatto explained the docket had been continued from December in order for the petitioner to provide responses to comments and requests that the Commission had made during the meetings in November and December. The Commission received an updated submittal.

Mr. Friedman provided a quick presentation to address the items that needed to be addressed based on the last meeting with the Plan Commission.

***Burger King concerns*** – They have made adjustments to the Northgate Parkway curb cuts, added a striped left turn lane as requested, made changes to the internal circulation with an added path for vehicles to have the ability to park and exit the facility without having to access the private Burger King property. They have discussed with Burger King about providing them with an easement for their directional signage so their directional signage could be located on Northgate Parkway versus internally within their property lines. They also provided some superimposed monument sign visuals to illustrate that they would not be blocking their visibility based on the location of the monument sign. They shifted the monument sign a little bit to the south in order to enhance Burger King's visibility.

***Addition of a potential parking garage in the northeast quadrant*** – They did a study and have visuals but unfortunately, the parking garage blocks the visibility for retail building E and some of the other retail buildings. The other potential area for a parking garage would have been the northwest quadrant but there were limiting factors mainly due to the West Shore Pipeline easement which requires a 50' building setback so it would be a very narrow garage and wouldn't provide adequate circulation and wouldn't be economically feasible. Mr. Friedman explained that unfortunately, there wasn't a place on the site where they could incorporate an additional parking garage. Visuals were provided.

Mr. Friedman referred to Commissioner Zangara's alternative sketch for the southeast quadrant. He liked the idea and they were going to incorporate it but they checked with the Fire Chief and he wants to leave that area open for emergency vehicle access so unfortunately, they were not able to incorporate it. He applauded Commissioner Zangara for the sketch.

***Adding a east/west connection within the site*** – It would be to the north of the residential building.

The area is currently a 50' pedestrian pathway that is at the southern end of the Village Green pedestrian friendly plaza. There were a number of reasons why the development team was opposed to adding a street there. They have a traffic study which indicates that the intersection of Northgate Parkway and Community Blvd. could accommodate additional vehicles that may be searching for parking spaces between the east and west sides of the site. He understands there is a perceived benefit to adding an additional roadway; however, their capacity analysis shows that the intersection works without the added roadway and it does not provide significant improvements. They know there is no benefit for any of the residential tenants or anyone who would park in the parking garage deck because there is no reason for them to access the west side of the site. If they look at the southwest quadrant of the parking field of the site, he would refer to it as the least desirable area for any retail customer that would want to park there. Most of the parking in the southwest quadrant was really for commuter parking. It will eventually be shared parking that the retailers could use on nights and weekends but it was the furthest away from the retail and therefore, the least desirable. It would have minimal traffic and because it is the least desirable, it was actually a very good location for them to have valet service park the vehicles.

Mr. Friedman referred to the northeast quadrant (the largest parking field serving a number of the retail out lot pads) which has the most parking spaces for any quadrant. If for any reason patrons can't find a parking space in the northeast quadrant, it leads those vehicles back to Community Blvd. and then they have the option to go to the west side to seek parking options.

The southeast quadrant is the smallest parking field and is the only area that could potentially benefit from the addition of an east/west connection. Customers who are seeking parking in the southeast quadrant could benefit from the added connection; however, the volume of traffic would be less than 30 vehicles per hour and does not justify an additional road given the other substantial negative impacts. The proposed roadway would need to be approximately 30-32' wide in order to accommodate the two-way traffic and maintain emergency access routes. They would lose a lot of landscaping, a lot of green space, and a lot of pedestrian crosswalks because of it. There would also be a lack of privacy, increased noise and traffic for the residential tenants, it would be less inviting for visitors and potential renters to approach the residential building with the added street and it would really take away from the entire concept of what they were trying to create with the pedestrian friendly plaza.

Mr. Friedman provided a copy of the site plan. He referred to the request to add connectivity to the north of the residential building. He tried to show that any customer that was looking for parking and couldn't find it, would go back to Community Blvd. and head to the west side of the site so they would not benefit from an additional roadway to the north of the building. The southwest quadrant was the least desirable since it was the furthest away from the retail so it would not be the first choice for vehicles. The area that could benefit for the connectivity would be the triangular area in the southeast quadrant but based on the traffic study it would be a minimal amount of vehicles.

***Options for additional access for the residential tenants*** – Mr. Friedman reached out to Larry from the Park District but unfortunately, his answer had not changed. The Park District does not want to provide any curb cuts. The only way to get some additional access for the residential building was to obtain easements and curb cuts from the Park District. He wishes they would be more willing to work with them but unfortunately they were not. To some extent, he understands some of the Park

District's concerns especially with not interfering with the Pre-School drop off area which currently is on the private roadway which divides the two sites. They don't want any additional traffic in the area.

***Resolve the dedicated right turn lane (required by IDOT)*** – They added the right turn lane out of Northgate Parkway.

***Resolve the utility conflicts*** – He and his civil engineer met with John Tack, Village Engineer, and Larry from the Park District this morning to discuss the easement that was being requested to the south and east of the residential building. They also went over existing easements and utilities. Mr. Tack understands it is there for a water main and sewer. He just wanted to know the use of the easement and to make sure the legal document specified the specific use for the easement as opposed to providing a blanket easement agreement.

***Adjustment made to building E*** – They shaved off some of the retail on the eastern side of retail building E to allow for the underground utility elliptical pipe. There are currently no conflicts.

***Provide a snow removal plan*** – Mr. Friedman met with Fire Chief MacIsaac and Bertog Landscaping and Snow Removal and reviewed the plan. Everyone seems to be in agreement with the areas marked to handle the piling of the snow and the process of hauling off the snow.

***Phasing of plans*** – Mr. Farquhar reported they designated an existing Metra parking area that will be used while they are reconstructing the additional Metra parking in stage one. He referred to the widening of Northgate Parkway. They would do it in two phases. The first phase will remove half of the roadway and leave the other area for construction access. Once it is done, they will flip it over and build the other half. Most of the whole major intersection would be done in a phased approach (first the left side and then the right). Access to Burger King will be maintained throughout the construction.

Mr. Farquhar reported that all of the Metra parking would be completed in Phase One as well as the building of the Flix Theater, parking deck, apartment building and the village green. There will be 1,028 parking spaces after the parking deck and Flix Theater are installed.

Chairman Ruffatto asked for the slide from the street perspective of the monument sign. Mr. Friedman explained it was part of the PUD submittal and was not included in tonight's presentation.

Chairman Ruffatto asked for input from the public. No one came forward.

Commissioner Zangara referred to the parking garage and understood the reason of not having visibility from building E. He explained if someone was traveling east from Dundee Road there never was a visual of building E until you were past building B or the site. He felt the monument sign was key to the whole development. He personally would still like the garage since he felt it would help in the long run. He believes people are creatures of habit so when someone knows something is in the town center they would know how to get there. He referred to retailers H1 and H2 and noted they were never seen from the street and were completely hidden by building E. He mentioned that the Flix building was also hidden by building E. He felt the monument sign would

be used for anything in the town center. He personally would still like to see the garage.

Commissioner Zangara referred to the angled Metra parking. He questioned if there was a reason why only one set of parking stalls were angled and the rest were not. Mr. Friedman explained it was a one way and was because they had to make a shift in order to accommodate the West Shore Pipeline easement. The drive aisle was originally 25' and then it had to be increased to 30' and because of it they lost the ability to do the regular parking that was not angled and a two way street. Commissioner Zangara felt it made sense.

Commissioner Johnson questioned the status of the pipeline relocation. Mr. Friedman explained the attorneys had been going back and forth with the reimbursement agreement. They have completed the feasibility study and have an agreement where the new pipeline would be relocated. It is a matter of wrapping up the legal agreement. The attorney for West Shore Pipeline left and caused some delays. The Village Attorney has been following up and working with his attorney and the West Shore attorney in order to finalize the agreement. Ms. Milluzzi reported that she thought they were waiting for comments from West Shore. She confirmed it was just the finalization of the agreement.

Commissioner Johnson referred to the monument sign. He questioned the reason it couldn't be on the east side of Northgate. Mr. Friedman explained they felt it had better visibility and felt the proposed location provided a central location. He also referred to the Village Ordinance that monument signs shouldn't be located too close to each other so he felt the best way to provide the separation was to have two monument signs, one on the east corner and one on the west corner. He felt the proposed location was the best way to maximize visibility for the customers to utilize both entrances of Northgate. They want to add a third sign to inform customers that they can access the town center through Community Blvd.

Commissioner Johnson referred to a parking garage and is in agreement with Commissioner Zangara. He felt it would be needed if the center was as successful as they hope. He mentioned the Village had been burned on parking in other developments and felt it would be an important feature to have. He questioned the current status of the parking count variation. Mr. Friedman stated the only variation with the parking was regarding the residential building and not the retail. A lot of it is based on transit oriented development and market studies that show the average rental unit in Wheeling had a parking demand of 1.3 per unit. A lot of the new construction apartment buildings were getting built at 1.6 per unit. They are at 1.64 per unit which is not taking into consideration the transit oriented development aspect of their project. The other projects (Tapestry or Woodview) were at 1.6 which is below the proposed ratio and they are not located next to a train station. Commissioner Johnson questioned if the amount for the retail was OK. He thought it was still low. Mr. Jennings explained they were providing for the shared uses and demonstrated that the demand did not exceed the amount of parking provided at any given time. The petitioner's traffic consultant provided analysis that demonstrates the fluctuation of parking demands throughout the day based on the uses. They have the Urban Land Institute tables that back it up. They submitted a fairly detailed analysis. There was some adjustment made to the plan as a result of the initial analysis. They did reduce the cap of available restaurant space to ensure that the peak parking demand didn't exceed what was provided at any given time.

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Commissioner Johnson referred to the comments in the Fire Department's memo regarding the issues they have with the latest submittal. He felt some of it would impact the actual floor plan of the residential building and the number of parking spaces if they get the proper access for the Fire Department. He questioned if the Fire Department or developer had any comments. Fire Chief MacIsaac agreed a lot of them were repeat items on previous reviews. Many of them were tweaks that needed to be done in the drawings before final to bring them into closure. Some of them would have minor affects on parking. In the residential building, there is currently no indication as to where they plan to put fire pumps, fire risers, etc. that would eventually change the configurations of some of the apartments. He mentioned the water main system was still going through discussions and would need to be worked out with Engineering, Fire Department and the developer.

Commissioner Johnson mentioned that one of the Flix elevations had a notation for barn wood or weathered wood. He questioned if it was something new. Mr. Friedman felt it would be a good idea to add the element for the outdoor beer garden. They will not incorporate the barn wood but would look at a fiber cement component that would resemble wood but would pass for the Type II construction to keep them within Code.

Commissioner Dorband wanted to discuss the issue with the Metra parking. She mentioned that the Northgate residents could conceivably park at the Metra Station which would reduce the number drastically so there wouldn't be the available parking to be utilized after 12:00 p.m. She asked for Staff's input. Mr. Jennings mentioned that the petitioner's parking table incorporated some projection for growth of demand of the commuter parking. Metra had been satisfied with the time restriction that was listed. Mr. Corcoran explained that their Metra projections for the west lot did include population projections and increases based on growth in the Village. They increased it roughly 20-25% usage of the Metra lot during the day to account for the growth.

Commissioner Dorband was also in agreement with a parking garage. She felt people would not come if they couldn't find a parking space and it would hurt the profitability of the retail uses. She felt if they allowed more parking they would get more people. She expressed concern with Staff's comments about the deficiencies. She asked Staff to address. Mr. Jennings explained the petitioner was provided the same report in an effort to ensure the petitioner could be adequately prepared for the meeting. It is one of the questions for tonight, have the items from the December meeting been addressed through the submittal and then the supplemental information prior to it.

Commissioner Dorband referred to a restaurant chain that was listed as Terra Fiamma. She mentioned there was only one other location. She requested more background. Mr. Friedman reported that Terra Fiamma was owned by his financial partner and located in Florida. They met with the owner and showed her the plan for the town center and she wanted to expand the business and has family ties in Chicago and wants to participate in the project. They are thrilled to have her on board. She loves the idea of incorporating outdoor seating up against the plaza area and right across from the movie theater entrance. She is currently in a shopping center that has a movie theater and understands the benefit from the traffic.

Commissioner Powers referred to the northeast quadrant parking and felt if it was full people would park in the Village campus lot. He questioned if it would be permitted. Mr. Friedman explained it would technically not be permitted but would be up to the Village to police it.

Commissioner Powers referred to Burger King. He asked for an explanation of the traffic flow. Mr. Friedman explained the extra lane was added so the five employee parking vehicles would have the ability to exit the area without having to drive on to the private Burger King property. Commissioner Powers questioned if Burger King was OK with the 5 parking spaces and lane. Mr. Friedman reported that Tri City Foods was still opposed to the five parking spaces.

Commissioner Powers questioned which intersection they were referring to in the statement handling the load. Mr. Friedman confirmed they were referring to Community Boulevard and Northgate Parkway. Commissioner Zangara still had an issue with the southeast quadrant since he felt it was the bottleneck to get into the garage. He questioned if there was any way to add an entrance off the west side into the garage by removing one or two rooms. Mr. Friedman stated they had not since they hadn't seen the benefit by adding it.

Commissioner Powers agreed a parking garage was needed in the northeast quadrant. He thinks the petitioner could be creative so it didn't look like a cement slab. He felt there were possibilities.

Commissioner Issakoo echoed the concerns from the Fire Department memo and the implications it might have to some of the parking concerns. He deferred to the concerns of his colleagues regarding a parking garage. He asked about the location. Mr. Friedman noted the northeast location but explained it would kill the visibility and it would kill the viability of leasing the retail buildings and it would take away all of the retail concepts and the town center. He explained a town center needs the retail tenants. He further explained retail tenants needed visibility. There were cases where retail tenants didn't have visibility but those were the shopping centers that failed and didn't get leased up. He mentioned that people don't want to park in a garage. He agrees people were a creature of habit. As the project moves along and people were familiar with the retail tenants, it might not be a problem and maybe further down the road if there really was a parking problem, they could look into putting in a parking garage. He felt at this time, a parking garage would kill the project if it was added in the northeast quadrant. He explained his information comes from a retail broker. Visibility is important to them.

Commissioner Issakoo wanted to get a sense of how much over the threshold of what was required regarding parking as is and how much further would it expand with a parking garage. Mr. Friedman mentioned they were at 93% at peak time at 8:00 p.m. on a Saturday.

Chairman Ruffatto referred to the unresolved issue regarding the five spaces at Burger King. He questioned the option of removing those spaces. Mr. Friedman explained he would not let it stop the project but he also knows that parking is a concern. They are trying to maximize the amount of parking provided. He felt using the parking spaces for employee parking would help a little but would not let it holdup the project. He suggested landbanking. Chairman Ruffatto felt it might be an option to remove them since Burger King was not in agreement with the easement. Mr. Friedman questioned the easement. Ms. Jones explained they would still need a temporary construction easement. Chairman Ruffatto questioned if Burger King was in agreement. Mr. Friedman confirmed they were not. Chairman Ruffatto questioned if an option would be to remove the five spaces and landbank them. Mr. Jennings agreed it could be phrased that the temporary construction easement would need to be agreed to in principle and added to the plan at such time as Burger King

indicates agreement with the temporary construction easement. He mentioned there was a possibility that Burger King would not grant the temporary construction easement while the spaces were still shown. If it is necessary to remove them in order to receive the easement and everyone understands that those may be removed to acknowledge it would be acceptable. Chairman Ruffatto suggested adding the condition.

Chairman Ruffatto mentioned the building materials that Staff put together. He questioned if the barn wood was part of the list of building materials. Mr. Friedman agreed it was based on the submittal from 12/31 and at the regular biweekly meeting with the Village Staff. The elimination of the barn wood and the replacement of an alternative material were discussed. The alternative material was subsequently submitted to Staff. A sample was provided at the meeting. Chairman Ruffatto noted the plans that were submitted to the Plan Commission still showed the barn wood listed.

Chairman Ruffatto referred to the circular flow east to west and questioned if they had considered making it just one way. Mr. Friedman mentioned it had been reviewed and discussed numerous times and he explained it wasn't just the development team or the architects and engineers but were also his financial partners, the representatives at HUD, property managers, leasing agents and etc. He explained there had been a lot of discussion regarding the elimination of the pedestrian friendly plaza/crosswalk. The whole concept of the town center has always been to have everything focus around the pedestrian friendly plaza. They feel it is very important for the retail viability, for the residential lease ability/attractiveness and the ability to have people visit the movie theater, go to the restaurants and feel they can walk up to the residential building, tour the facility, look at the amenities, check out the courtyard area and have it all be very inviting and pedestrian friendly. In addition, he has to rely on the analysis that had been done by their traffic consultant who has indicated there isn't a benefit to adding the east/west connection from a traffic standpoint. They have looked into it and considered it but feel it has a negative impact on the project.

Chairman Ruffatto felt professionals could also be found to speak favorably about adding the access. He questioned what impact HUD had on the project. Mr. Friedman explained they were financing the project. Chairman Ruffatto questioned what HUD had said about the access. He didn't understand the connection. Mr. Friedman confirmed they have had discussions with HUD and property managers, leasing agents and his financial partners who have over 30,000 units that they manage and operate throughout the US and have a large portfolio and successful business so he relies on their input. They have all agreed that keeping it pedestrian friendly was the right approach combined with the analysis that had been done by the traffic consultant. Everyone feels it would have a negative impact on the lease ability and the overall concept for the town center project but mainly the residential building. Chairman Ruffatto didn't necessarily agree with it.

Chairman Ruffatto referred to the utility conflicts and Staff's comment that it wasn't clear that the Park District had agreed to the easements. Mr. Friedman confirmed the Park District had conceptually agreed to the easements. They had a meeting this morning and had no problem with granting the easements for the underground utilities. They wanted clarification on what would go in the easement. They don't want to provide a blanket easement. They want to know exactly what the easement would be used for and was told it would be used for a water main and sewer.

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Chairman Ruffatto noted there were a number of issues and he wants to make the determination from the Plan Commission if they were large enough before approving the preliminary PUD or if they should be added as a condition.

Chairman Ruffatto referred to Staff's comment about the west side of the apartment building and the closeness of the parking. He questioned if anything had been considered especially on the first floor. Mr. Friedman confirmed their intention was to provide a landscape buffer for the privacy of the units. Chairman Ruffatto explained it needed to be something different than the front. Ms. Kelly mentioned the west side of the building was the narrowest. There is a sidewalk along the units so there is both a fence and a perennial, feather wheat grass between the patio and public right-of-way walk. On the north side, there is the addition of an evergreen shrub in the middle. Chairman Ruffatto questioned what happens to the plants in a snow fall. Ms. Kelly explained they were pretty light and feathery so most of the time the plant stays upright throughout most winters. They re-grow every spring.

Chairman Ruffatto referred to the parking garage. Ms. Milluzzi asked to comment about it since it was such a large change to the plan and wasn't part of the concept and would probably amount to a policy decision. She explained the Commission could recommend that the petitioner consider it but it could not be added as a condition of approval for the preliminary PUD because it would affect the RDA (Redevelopment Agreement). She further explained the Findings could reflect the Plan Commission's concerns and a poll could be taken but she recommended not making it a poll to add it as a condition to approval. Ms. Jones asked if it could be stated as a formal recommendation in the list of conditions. Ms. Milluzzi explained it shouldn't be listed as a condition but could be included in the Findings of Fact as a recommendation to the Board to consider exploring it further.

The Commission took a break at 7:47 p.m. and reconvened at 7:57 p.m.

Chairman Ruffatto questioned the status of the outstanding Fire Department's issues. Chief MacIsaac reported that many of them were outstanding issues that were reviewed several times. He does not think there should be an issue to hold up preliminary approval but he requested that there be a motion to acknowledge that these issues would need to be resolved prior to coming back for final approval. Ms. Jones confirmed she had a condition drafted – "Reductions in parking, landscaping, building square footage and walkways are anticipated in order to demonstrate proper accommodations for larger vehicles and utilities. The final PUD plan shall clearly document the extent of these reductions." Chief MacIsaac would like to add a condition "That all of the utilities would have to be coordinated through the Engineering Department and Fire Department." He mentioned there were still some outstanding issues with the underground that still needed to be resolved. Mr. Jennings explained typically the utility plan was firmed up at this stage between preliminary and final. The utility plan is part of the current submittal and he thought there was an acknowledgement through the condition that there would be some adjustments. He explained it could be rephrased if there was a specific concern. Mr. Tack felt there was still a lot of work that needed to be done on the utility plans. They want it to be something to the extent that it would need to meet the final approval of both departments. Mr. Jennings suggested a condition that acknowledges that the utility plan shall be revised to the satisfaction of the Village Engineer and Fire Department prior to final PUD review. It is part of the Code requirement but in this situation due to the other condition of approval that acknowledges some tolerance of fluctuation and other site

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features it doesn't hurt to also emphasize it.

Chairman Ruffatto proposed taking some polls to determine if there was a big enough impact that the meeting needs to be continued or if conditions could be added to the preliminary PUD except for a parking garage. The question that would be asked regarding a parking garage would be whether the Commissioners feel that a parking garage was needed for the development. If so, it will show the Plan Commission's concern to the Village Board.

Following were the polls taken at the meeting.

*Chairman Ruffatto asked if the Commission felt there should be a parking garage added.*

Commissioner Zangara: Yes

Commissioner Dorband: Yes. She wanted a recommendation sent to the Village Board that they look at the overall plan and make the decision.

Commissioner Powers: Yes

Commissioner Issakoo: Yes. He wanted a recommendation sent to the Village Board that they look at the overall plan and make the decision.

Commissioner Johnson: Yes

Chairman Ruffatto: Yes

The consensus of the Commission was that there should be a parking garage added.

*Chairman Ruffatto questioned if the building materials presented were sufficient to move forward.*

Commissioner Johnson: Yes

Commissioner Issakoo: Yes

Commissioner Powers: Yes

Commissioner Dorband: Yes

Commissioner Zangara: Yes

Chairman Ruffatto: Yes

The consensus of the Commission was that the building materials presented were sufficient.

Commissioner Johnson noted one side was only heard at tonight's meeting. He asked if the Burger

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King's representative could respond.

Mr. Pedro Alvarado, landlord, stated that the five parking spaces would take away from Burger King. He felt it was like driving into a public parking lot in order to get to the Burger King. He felt it took away from the whole restaurant. He mentioned it was currently a green area. He stated that Tri City was very opposed to it. Commissioner Johnson questioned if there was anything beyond the five parking spaces. Mr. Alvarado stated that Mr. Cole was also opposed to the large monument sign. He felt it took away a little of the visibility from the Burger King.

Commissioner Powers questioned if there was any cross access between the Burger King lot into the town center lot. Mr. Friedman confirmed there was not any access between the two. Commissioner Powers was unsure what was gained with the five spaces.

*Chairman Ruffatto questioned if the following condition was satisfactory enough to move through or should it be brought back for discussion at another meeting. "Temporary construction easement shall be agreed upon by Burger King in order to construct the five parking stalls directly east of Burger King. If Burger King does not agree at present time, then the area may be landbanked for future construction of parking."*

Commissioner Johnson: Yes

Commissioner Issakoo: Yes

Commissioner Powers: Yes

Commissioner Dorband: Yes

Commissioner Zangara: Yes

Chairman Ruffatto: Yes

The consensus of the Commission was in agreement with the proposed condition.

*Chairman Ruffatto referred to Commissioner Zangara's sketch and questioned if it was sufficiently explained and the reasoning behind it.*

Commissioner Zangara: Yes

Commissioner Dorband: Yes

Commissioner Powers: Yes

Commissioner Issakoo: Yes

Commissioner Johnson: Yes

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Chairman Ruffatto: Yes

The consensus of the Commission was that Commissioner Zangara's sketch was sufficiently explained.

*Chairman Ruffatto referred to the east/west circular flow and the additional explanation presented at the meeting. He questioned if the proposed no east/west access in front of the apartment building should remain.*

Commissioner Johnson: Yes

Commissioner Issakoo: Yes

Commissioner Powers: Yes

Commissioner Dorband: Yes

Commissioner Zangara: Yes

Chairman Ruffatto: Yes

The consensus of the Commission was to keep the proposed no east/west access in front of the apartment building.

*Chairman Ruffatto referred to the analysis that was provided by the petitioner tonight regarding the access on the east side of the residential building. A Plan Commissioner proposed an access for the residential building on the west side of the building. Mr. Friedman wanted to know the benefit of adding an entrance on the west side of the residential parking garage. Commissioner Powers explained it related to the traffic flow in the southeast corner. There was no roadway in front of the residential building and he felt it would congest it more and would be pinned into the corner. Mr. Friedman asked if the Commission wanted them to look into it even though they had a traffic report that says it wasn't necessary. He asked if the Village's traffic consultant had suggested it. Chairman Ruffatto asked the Commission if there needed to be further discussion regarding the feasibility about it.*

Commissioner Zangara: No

Commissioner Dorband: No

Commissioner Powers: No

Commissioner Issakoo: No

Commissioner Johnson: No

Chairman Ruffatto: Yes

The consensus of the Commission was there was no need for additional discussion regarding adding an access on the east side of the residential building.

*Chairman Ruffatto referred to the location of the monument signs. Mr. Friedman mentioned that he had sent an e-mail to Mr. Cole from Tri City Foods and copied Village Staff that provided the visuals of the monument sign. He also showed the updates to the site plan. Mr. Cole's response was that he was opposed to the five parking spaces and didn't address the monument sign after they submitted the visuals. Mr. Friedman feels they have addressed it and made adjustments to not hinder the visibility of the Burger King. Chairman Ruffatto questioned if the placement of the monument sign on the western part of the property was acceptable.*

Commissioner Johnson: Yes

Commissioner Issakoo: Yes

Commissioner Powers: Yes

Commissioner Dorband: Yes

Commissioner Zangara: Yes

Chairman Ruffatto: Yes

The consensus of the Commission was that the proposed location of the monument sign on the western part of the property was acceptable.

*Chairman Ruffatto referred to the further clarification on the phasing. He asked if it had been sufficiently addressed with the additional information presented tonight.*

Commissioner Zangara: Yes

Commissioner Dorband: Yes

Commissioner Powers: Yes

Commissioner Issakoo: Yes

Commissioner Johnson: Yes

Chairman Johnson: Yes

The consensus of the Commission was satisfied with the clarification regarding the phasing.

*Chairman Ruffatto referred to the snow removal plan and asked if it was acceptable.*

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Commissioner Johnson: Yes

Commissioner Issakoo: Yes

Commissioner Powers: Yes

Commissioner Dorband: Yes

Commissioner Zangara: Yes

Chairman Ruffatto: Yes

The consensus of the Commission felt the proposed snow removal plan was acceptable.

Chairman Ruffatto referred to the utility conflicts. He felt they sufficiently moved things around. He questioned if the Park District's conceptual agreement was sufficient enough. He questioned if a condition was needed. Ms. Jones explained there was a draft condition in the Staff Report that addresses agreements not only with the Park District but other entities (Metra, Burger King, pipeline). She read the proposed condition aloud "That the Final PUD submittal shall include an exhibit summarizing all of the agreements associated with the development, including but not limited to: easement for use of the Metra parcel, extension of the Station Area Development agreement, Park District roadway modification, Park District utility relocation easement, maintenance of roadways and parking areas, easements related to Burger King modifications and access, pipeline relocation agreement, and declarations associated with common property maintenance." Chairman Ruffatto felt it was sufficient.

*Chairman Ruffatto referred to the screening of the patios on the east and west sides of the residential building. He questioned if it was sufficient.*

Commissioner Dorband: Yes

Commissioner Issakoo: Yes

Commissioner Johnson: Yes

Commissioner Zangara: Yes

Commissioner Powers: Yes

The consensus of the Commission was satisfied with the proposed screening of the patios on the east and west sides of the residential building.

Chairman Ruffatto noted there were no split votes on any of the polls.

Chairman Ruffatto asked the Plan Commission if there was anything else that should be considered prior to making a motion. Commissioner Johnson questioned if there was any way they could urge

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the Park District to play nice with their future neighbor since it would solve a few problems regarding access. Chairman Ruffatto felt discussion had gone on between the Village and the Park District. Mr. Friedman was unsure if there had been a board to board/Plan Commission reach out between the parties. He felt it would be beneficial to the project. He felt he had done everything he could and would appreciate any further involvement. Commissioner Powers suggested documenting it for the Board so they know about their concerns.

*Chairman Ruffatto felt the Plan Commission and Village Board need to continue discussions with the Park District on access. He asked if the Commission was in agreement.*

Commissioner Zangara: Yes

Commissioner Dorband: Yes

Commissioner Powers: Yes

Commissioner Issakoo: Yes

Commissioner Johnson: Yes

Mr. Friedman addressed the Plan Commission. He understands the concerns with regard to the parking and project and the reasons they were asking for a parking garage. He doesn't want to get into a heated debate and upset anybody but reiterated that a parking garage in the northeast quadrant would kill the retail viability of the town center. Retail buildings C, D and E would not get leased or built. Chairman Ruffatto explained he understood and explained the Commission just voiced how they felt about it. He asked Staff to find some experts and deal with it. Mr. Friedman wanted to make it clear that it drastically changed the economic impact of the project in many different ways.

Chairman Ruffatto asked Ms. Jones to read the proposed conditions.

1. That reductions in parking, landscaping, building square footage, and walkways are anticipated in order to demonstrate proper accommodations for larger vehicles and utilities. The Final PUD plan shall clearly document the extent of these reductions; The utility plans shall be revised to the satisfaction of the Engineering Division and the Fire Department prior to final PUD approval;
2. That the Final PUD submittal shall include an exhibit summarizing all of the agreements associated with the development, including but not limited to: easement for use of the Metra parcel, extension of the Station Area Development agreement, Park District roadway modification, Park District utility relocation easement, maintenance of roadways and parking areas, easements related to Burger King modifications and access, pipeline relocation agreement, and declarations associated with common property maintenance; and
3. That a temporary construction easement shall be agreed upon by Burger King in order to construct the five parking stalls directly east of Burger King. If Burger King does not agree at present time, then the area may be landbanked for future construction of parking.

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Commissioner Dorband moved, seconded by Commissioner Johnson to recommend approval of Docket No. 2015-5, Granting PRELIMINARY Approval of a Planned Unit Development, including Special Use-Site Plan-Building Appearance for the Wheeling Town Center Planned Unit Development, consisting of a master plan for a mixed-use transit-oriented development, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-09 Planned Unit Developments, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, as shown on the plans/exhibits submitted on December 31, 2015, by WTC LLC, as shown on the Exhibit List for the Wheeling Town Center Planned Unit Development, to be located on the property consisting of approximately 16.25 acres described as the vacant parcel currently known as 351 W. Dundee Road, the commuter parking lot adjacent to the Wheeling Metra Station, and the right-of-way of Northgate Parkway, located in Wheeling, Illinois;

And with the following conditions of approval:

1. That reductions in parking, landscaping, building square footage, and walkways are anticipated in order to demonstrate proper accommodations for larger vehicles and utilities. The Final PUD plan shall clearly document the extent of these reductions; The utility plans shall be revised to the satisfaction of the Engineering Division and the Fire Department prior to final PUD approval;
2. That the Final PUD submittal shall include an exhibit summarizing all of the agreements associated with the development, including but not limited to: easement for use of the Metra parcel, extension of the Station Area Development agreement, Park District roadway modification, Park District utility relocation easement, maintenance of roadways and parking areas, easements related to Burger King modifications and access, pipeline relocation agreement, and declarations associated with common property maintenance; and
3. That a temporary construction easement shall be agreed upon by Burger King in order to construct the five parking stalls directly east of Burger King. If Burger King does not agree at present time, then the area may be landbanked for future construction of parking.

On the roll call, the vote was as follows:

AYES: Commissioners Dorband, Issakoo, Johnson, Powers, Ruffatto, Zangara  
NAYS: None  
ABSENT: Commissioner Sianis  
PRESENT: None  
ABSTAIN: None

There being six affirmative votes, the motion was approved.

Commissioner Dorband moved, seconded by Commissioner Johnson to close Docket No. 2015-5. The motion was approved by a voice vote.

Respectfully submitted,

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Jim Ruffatto, Chairman  
Wheeling Plan Commission/  
Sign Code Board of Appeals

**DISTRIBUTED TO THE COMMISSION 01.22.2016  
FOR APPROVAL ON 01.28.2016**

**DRAFT**