

**1. CALL TO ORDER**

Chairman Ruffatto called the meeting to order at 6:30 p.m. on Thursday, June 9, 2016.

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

Present were Commissioners Dorband, Issakoo, Johnson, Ruffatto, Sianis and Zangara. Commissioner Powers was absent with prior notice. Also present were Brooke Jones, Senior Planner and Mallory Milluzzi, Village Attorney.

**4. CHANGES TO THE AGENDA - none**

**5. CITIZEN CONCERNS AND COMMENTS - none**

**6. CONSENT ITEMS - none**

**7. ITEMS FOR REVIEW**

- A) [Docket No. 2016-9](#) (Continued from May 26, 2016 Hearing)  
Medtec Healthcare  
43 W. Dundee Road  
Special Use-Site Plan Approval for Adult Day Service

See Findings of Fact and Recommendation for Docket No. 2016-9.

Commissioner Dorband moved, seconded by Commissioner Zangara to continue Docket No. 2016-9 to June 23, 2016. The motion was approved by a voice vote.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

- B)**     [Docket No. 2016-14](#)  
          Orange Crush  
          571 Wheeling Road  
          Concept Review of a Zoning Code Text Amendment, Rezoning, Zoning  
          Variations, and a Special Use for an Asphalt Plant in the I-2 Limited  
          Industrial District

Mr. Tim Winter, Pal Group and Mr. Ray Packnozi, Orange Crush, Mr. Bernard Citron, lawyer, Thompson Coburn were present.

Mr. Winter stated the existing asphalt plant located at 231 South Wheeling Road had been there for over 50 years. They currently have operated the plant for the last 25 years. It is an outdated, inefficient plant that has inefficiencies including environmental, energy and operational. Even with these inefficiencies they have no known complaints or violations and they meet all the requirements of the Village of Wheeling and IEPA. For the last 10 years, they have been talking with Village Staff about relocating their facility within the Village of Wheeling to help with the redevelopment of the downtown Metra area. Within the last year they have increased their conversations with Staff to move the plant roughly a ¼ mile south to a larger site located at 571 and 871 South Wheeling Road. The site is 7 acres compared to their existing site at about 3.5 acres. He provided the proposed preliminary layout. They tried to keep the operation of the plant in a similar fashion as the existing with having the aggregate material on the east side of the property and the plant along the west side of the property near Wheeling Road. They will not move the asphalt silos any closer to the road than what is on their current site. The road material and recycler will be at the south end of the property.

Mr. Winter referred to the inefficiencies with the current operation because of the age. A lot of it has to do with IDOT's requirements with the increased specifications. When the existing plant was installed there were only a couple of asphalt mix designs. Now there are over a dozen of mix designs. Part of the inefficiencies is that they don't have the storage to make all of the asphalt. They can only have two silos now and can't store all of their production. They have to make the asphalt and then load it directly onto a truck. The truck will sit for up to five minutes while it is being loaded and has a longer queue sitting in the parking lot idling. With the upgraded equipment, they will be able to have additional silos, four 300 ton silos with a possible expansion for an additional four silos. This would give them an opportunity to make the asphalt, store it in the silos and be ready for when the customers come to load the trucks. They would save the idling time for the trucks. There is also the opportunity because of the additional storage that they could store it early in the morning and not have to have the plant operating throughout the day.

Mr. Winter referred to the inefficiency of not having a road material recycler at the current property. All of IDOT's specifications have recycle to asphalt in the mix design. Currently, they have to take the raw material to another facility to recycle down to the gradation that IDOT requires and then bring it back to the property. He explained just bringing the material off the property and back on

takes an average of about 30 truck trips a day. During peak times, it can get up to 50 trucks a day. The updated equipment would help reduce traffic.

Mr. Winter referred to the trees along Wheeling Road that they want to maintain as part of the screening. They will also add additional trees. They will have a solid 10' fence across the entire property line for screening and additional landscaping plants/bushes between the fence and trees.

Mr. Winter referred to a Village Board workshop session and have met with the Park District, School District and neighborhood meeting to listen to the questions/concerns from the neighbors about the property. They want to get the Plan Commission's questions/concerns so they can address them during the formal application which will come later this summer.

Chairman Ruffatto questioned if the Village was aware of the neighborhood meeting. Ms. Jones confirmed Staff was aware that they were meeting but were not invited.

Chairman Ruffatto asked about the questions/concerns from the neighbors. He asked if the meeting was documented. Mr. Winter confirmed they had notes from the meeting. Mr. Winter stated there was an unknown about an asphalt plant. There were concerns about trucks, environmental issue of the property and the appearance.

Commissioner Zangara questioned if the dead end street would be used for truck access. Mr. Winter stated they do not plan to use it for access. They plan to use all the entrances off Wheeling Road. They were in agreement to keep it as an emergency access if the Fire Department wanted but it would be gated off.

Commissioner Zangara questioned the number of trucks that could be staged in the site at one time. Mr. Winter will provide the number during the formal application. Commissioner Zangara questioned where the trucks were staged on the existing site. Mr. Winter explained they create a couple of rows going up to the silos on their existing site when it gets busy. Mr. Packnozi explained they pull into the property, get in line and were loaded. He stated the process took less than 3 minutes.

Chairman Ruffatto requested details about the special use, text amendment, variations and rezoning. Mr. Citron believes they were preexisting legal, non-conforming use in the Village of Wheeling. He stated that nowhere in the ordinance does it allow for an asphalt plant but the plant had been in the Village for 50 years. He explained they it was needed since most of the streets in Wheeling and nearby villages were asphalt. They supply asphalt to the Village of Wheeling and most of the other municipalities for the road paving projects. Because of the nature of the asphalt, you can't truck it in from miles away. These plants need to be located near to where they were needed. There is a need to keep the plant within the general location but expand the number of acres to be more efficient. The first step is a text amendment that would allow an asphalt plant including outdoor storage as a Special Use within the Village of Wheeling. They are not suggesting that this should be an allowed permitted use because of the potential impacts from an asphalt plant. They were suggesting the heaviest industrial district in the Village. The next step was to rezone the property to the appropriate district and then the special use.

Mr. Citron stated there was no odor from the plant. There has never been a complaint during the 25 years of being in Wheeling.

Mr. Citron referred to the variations needed because of the height of the silos. The efficiencies in the new location included being able to put more in the silos.

Mr. Citron referred to the previous hearing on this that was unsuccessful so they didn't go forward with it. They have finally been able to put together a site that worked that was more efficient and would enable them to continue supplying asphalt to Wheeling and nearby communities.

Chairman Ruffatto referred to the green space variation. Mr. Citron explained the site should be paved and anything that would be landscaped (except for along Wheeling Road) would probably not survive. Also, the site would need to be cleaned up every day to keep the site dust down. It worked better to have a paved surface. The variation was all practical based. They are adding landscaping along Wheeling Road which would also provide a buffer along the property.

Commissioner Zangara referred to the potential additional four 85' tall silos. He questioned if they would need to return to the Plan Commission. Mr. Winter confirmed the proposal was for four initially with a possible expansion to eight. They would like to seek approval for all eight at this time.

Commissioner Sianis questioned if they would maintain ownership of the existing property. Mr. Winter confirmed they would maintain ownership and work with the Village for future redevelopment. Commissioner Sianis mentioned the site would be barren with a large concrete pad.

Commissioner Sianis questioned if there would be higher truck traffic on the proposed site with the increased efficiency. Mr. Winter confirmed they were not anticipating additional truck traffic. The truck traffic went up and down depending on the construction projects. The only thing that would impact the truck traffic was the road material recycler since they won't need to haul off the broken road material and bring in the recycle material which they do now.

In reply to Commissioner Sianis' question, Mr. Winter confirmed they would maintain the current hours of operation.

Commissioner Sianis referred to the storm water management. Mr. Winter stated the southeast corner of the site was an existing detention basin for the property at 581 South Wheeling Road. They would provide underground storage.

Commissioner Sianis questioned what mixed designs they would produce. Mr. Winter explained it was all asphalt mixed designs with different courses. He didn't have the specifics but agreed to have it available at the next meeting.

Commissioner Dorband questioned if there was an issue with the height of the silos. Ms. Jones explained they would need a variation because of the maximum 20' allowed height of an accessory structure. They are asking for 85'. Chairman Ruffatto mentioned it was a 31% increase from their current 65'.

Commissioner Dorband referred to the height and questioned if it would visually impact the Town Center. Ms. Jones referred to the largest structure, residential building with the parking deck at the Town Center at 5 or 6 stories for a comparison. Commissioner Dorband questioned if the back side parking structure would camouflage the 85' silos. Ms. Jones was unsure since she hasn't seen a rendering that would show the perspectives. Chairman Ruffatto mentioned that 85' was 8.5 stories. Ms. Jones was uncertain about the elevation.

Commissioner Dorband referred to the green space requirement of 25% and the proposed was only 9%. She had an issue with it.

Commissioner Dorband was on the Commission the last time the petitioner came before the Commission. She questioned if they would be bringing in material from old roads and regrinding it and sending it back out. She questioned the difference between the current plan and the previous plan. Mr. Winter confirmed they would bring in existing roads, grind it and bring it out. He explained the difference was the recycle facility. He further explained that large chunks of roads would be brought into the facility by trucks and then it would be put through the recycler and then put into the asphalt mix as small rocks.

Commissioner Dorband referred to the long hours stated at their last proposal. Mr. Winter confirmed they would keep their same hours from 6:00 a.m. to 6:00 p.m. Commissioner Dorband thought it was 24 hours.

Commissioner Dorband wanted to hear from some of the neighbors. She questioned if they had been notified. Ms. Milluzzi confirmed they would be notified for the Public Hearing. Commissioner Dorband questioned how the petitioner notified the neighbors for their meeting. Mr. Winter explained they had a neighborhood meeting at the Park District building. They sent notification to all of the property owners inviting them to an informal meeting about the proposed relocation. The meeting lasted two hours. Commissioner Dorband was disappointed she wasn't aware of the meeting since she would have wanted to attend.

Commissioner Issakoo requested copies of the notes from the neighborhood meeting. He felt it would be helpful to know about the questions and concerns from the neighbors.

In reply to Commissioner Issakoo's question, Ms. Jones confirmed that Staff has no preference on the Zoning. The appropriate options are either I-3 or I-4.

Commissioner Issakoo expressed concern about the silos and heights. He questioned the reason for the proposed layout. Mr. Winter explained the main reason for the silos being close to Wheeling Road was because of the truck traffic. They want to keep all of the trucks being loaded with asphalt away from their operations and machines. They want to keep all the trucks to the west and their operation to the east.

Chairman Ruffatto asked for a description of the layout. Mr. Winter explained a truck enters the property and goes straight across to behind the aggregate bins to keep them away from their operations. The trucks would unload the aggregate and drive back out to Wheeling Road. The high

lifts would run in between the bins depending on the type of asphalt they were making. For the trucks coming in to load up with asphalt, they would come in the entrance and go directly underneath the silo to get loaded and then they would drive off the property.

In reply to Chairman Ruffatto's question, Mr. Winter confirmed the 85' included underneath the silos.

Commissioner Issakoo asked for details on how to mitigate any of the environmental impacts. Mr. Winter explained the asphalt plant is governed by the IEPA. They get tested to make sure that nothing else other than steam was going out. He mentioned the newer plant would have better technology to clean things up.

In reply to Commissioner Johnson's question, Mr. Winter confirmed the silos were filled with different types of an asphalt mix. He explained they first want to determine the demand to see if the additional silos were needed before putting them in. Commissioner Johnson questioned if the silos were heated. Mr. Winter confirmed they were heated and insulated. Commissioner Johnson had an issue with the height of the silos but no other concerns.

Chairman Ruffatto questioned if they would dismantle the existing site if they received approval. Mr. Winter confirmed they would take down the asphalt plant. Chairman Ruffatto wanted to see new fencing for the existing site when they moved out since it was in such poor shape.

Chairman Ruffatto wants to know the hours the recycler would be running and the size of the piles of broken concrete and asphalt.

Chairman Ruffatto asked if the 10' high fence would require a variation. Ms. Jones confirmed it would require a variation.

Chairman Ruffatto asked the reason for the piles of broken material. Mr. Winter explained the existing facility did not have a recycler so the material was brought in and then loaded out. They would be able to recycle at the new facility. Mr. Winter explained the broken material arrives on the site and is placed in the piles. They will then recycle what is needed for the design. Chairman Ruffatto wants to control the size of the piles.

Chairman Ruffatto noted there was no mention of the east side of the property that faces the train. He wants details regarding fencing, landscaping, etc. Mr. Winter explained they were currently trying to work with ComEd to have an easement on their property. Chairman Ruffatto referred to the train traffic and wants to see plans for the back. He wants it to look as good as possible from the back for the train traffic. He asked that they consider it the same as Wheeling Road.

Chairman Ruffatto wants to see the truck stacking included on the plans.

In reply to Chairman Ruffatto's question, Mr. Winter stated there would probably be one person in the office, one person in the control room and one person on the machine loading the asphalt plant. They will confirm the number of employees. The parking is located at the north end of the property. Ms. Jones explained the parking requirements would probably be determined based on the

operations and granted by the Plan Commission.

Chairman Ruffatto wanted the petitioner to investigate increasing the caliper of the trees. He does not want small trees that would take years to cover the silos. He wants the trees to be larger at the beginning to help shield the site. Chairman Ruffatto mentioned there were also some overhead wires.

Chairman Ruffatto questioned the reason they needed three entrances on the property. Mr. Winter explained they were all existing driveways. Chairman Ruffatto questioned if they needed them all since they could increase their greenery by closing one. Mr. Winter agreed to investigate.

Chairman Ruffatto referred to concerns from their neighbors the last time they came before the Plan Commission. He mentioned the concerns were odor and particulates that were emitted. Mr. Winter stated they would have someone at the next meeting that would address all the issues.

Chairman Ruffatto reiterated that landscaping was important to the Commission.

In reply to Commissioner Dorband's question, Mr. Winter confirmed the hours have always been 6:00 a.m. to 6:00 p.m.

In reply to Commissioner Dorband's question, Ms. Jones confirmed they would be working with the petitioner on the text amendment.

Commissioner Johnson questioned if they would still need the same hours with the improved efficiency. Mr. Winter confirmed the same hours would be needed because of the asphalt delivery through road construction projects.

Chairman Ruffatto referred to number 3, "reduce plant operation time" listed under the potential benefits to the community in the Staff Report. Mr. Winter explained the silos would be filled in the morning with 1,200 tons of asphalt and depending on how quickly the asphalt would go down, they would shut off the plant for a couple of hours. Currently, because they only have 400 tons available, they were constantly running at the current plant. Chairman Ruffatto questioned how it translated to a benefit to the community. Mr. Winter explained it was less energy being used and all the environmental impacts because they were not operating. The noise would also be decreased. He will have details at the next meeting. Chairman Ruffatto felt it was tough to quantify it.

Chairman Ruffatto wants to know how often the recycler would be used.

Commissioner Dorband wants to make sure that anybody that lives around the plant would be notified. Chairman Ruffatto explained it was standard operating procedures for a public hearing.

Chairman Ruffatto asked the Commission to submit any questions or comments to Ms. Jones.

Commissioner Sianis expressed a concern about storm water qualities. Mr. Winter agreed to address it.

Ms. Jones read the following:

- The trees along Wheeling Road should be greater than 3” caliper to provide greater screening immediately;
- Provide neighborhood meeting minutes;
- Provide screening on the east side;
- Provide a truck stacking plan;
- Consider closing one access drive to achieve more green space;
- Address air quality sediment issues, storm water quality and noise issue;
- Address silo height and placement;
- Address access to the ComEd right-of-way;
- Property beautification screening on the east side of property is encouraged and clarify timing of operation;
- Height of asphalt piles; and
- Variation needed for fences.

The Commission took a break at 7:56 p.m. and reconvened at 8:03 p.m.

- C) [Docket No. 2016-15](#)  
Dundee Commons  
430 W. Dundee Road  
Concept Review of a PUD for Retail Use in the MXT Transit Oriented Mixed Use District

Mr. Bill Hein and Mr. Anderson, Haeger Engineering were present.

Mr. Hein stated that Dundee Commons had previously been before the Village Board. Since that time, things had changed and they feel they were bringing a good concept into the Village.

Mr. Hein described phase one which includes a 6,382 square foot building. Phase two includes another retail building of 9,000 square feet. Mr. Hein explained the reason for the phases was because of the economic conditions and the amount of people interested coming into Wheeling. He stated that they were not building a spec building. The first building (6,382 square feet) has its first tenant, a jeweler that will be at a manufacturing and retail level. They will be located in the first phase building.

Mr. Hein explained the reason for the different engineering and site plans. As they were in the process of developing and looking at the site they were talking with Village Staff to determine what could be done with comp storage because it's located in the floodway. They were told they could use some of the comp storage offsite in Heritage Park through a 6' pipe going through Town Center. The pipe will not be in place for probably one year and they were trying to get the project going quicker. A site plan was included in the packet showing the building in a different spot. As they started to develop the engineering on the site, they came to the conclusion it was possible to use a different way to get into Heritage Park. It was determined that Buffalo Creek could be used to get into Heritage Park. They feel they can use the drainage ditch and be in compliance with all the different agencies. This gave them the opportunity to take the land that was going to be used for temporary storage and to move the building further east on the property toward Northgate Parkway.

Mr. Hein provided the preliminary PUD plans. There is an ingress/egress on Dundee and Northgate Parkway. There will be a restaurant in the first phase one building facing Dundee Road with a drive-thru facility. A suggestion was made to make it a two out and one in access on Dundee Road. The restaurant will be in unit A, 2,290 square feet, unit B is 1,163 square feet, unit C is 1,063 and the last unit is 1,462 square feet. They will provide the necessary parking to comply.

Chairman Ruffatto referred to the direction from the Village Board meeting was to go to the Plan Commission with a complete plan for the entire property. He mentioned the Village Board did not want phases because of the traffic flow, parking and comp storage issues that need to be addressed as a whole and not just in phases. He questioned if it was the petitioner's intention. He reiterated that the Commission wants to see the entire site when they return for approval. Ms. Jones further explained that the buildings don't need to be built immediately but there needs to be a long term plan for the site that is comprehensive and addresses storm water management, traffic flow, parking, etc. Mr. Hein referred to the site plan provided that includes both buildings. He mentioned there was a site plan that showed the buildings and elevations.

Chairman Ruffatto referred to the designation of phases. Mr. Hein agreed to refer to the plans as building one and building two. Chairman Ruffatto interpreted the use of the term "phases" as contrary to what was conveyed by the Village on Monday evening. For the record, Mr. Hein confirmed he was proposing two buildings on the site. He confirmed that building one would be built first. Commissioner Dorband was under the impression that the Village wanted the entire project done at the same time. Ms. Jones explained the Village wants the entire project to be engineered at the same time. Commissioners Johnson and Issakoo understood it similarly. Ms. Jones explained the approval was to build the two buildings but they did not need to be built at the same exact time. Mr. Hein confirmed they were building two buildings but they may not be built at the same time.

Chairman Ruffatto referred to the second building that was moved. Mr. Hein confirmed the location of the first building had not changed.

Ms. Jones noted that there was only a lighting and landscaping plan for the first building. Mr. Anderson confirmed the architecture on the second building would be very similar to the first building.

Ms. Jones explained that engineering plans meant including existing conditions, storm water calculations, utilities, paving, etc. Mr. Anderson confirmed both buildings would be combined on the next presentation.

Commissioner Issakoo referred to the access from Dundee going through to Northgate Parkway. He asked for details about the connection. Mr. Anderson explained the ingress/egress to Northgate Parkway was just planned as one in the middle. There is further talk about moving it. The complete engineering will be included in the whole packet. Mr. Hein confirmed there was ingress/egress on Northgate Parkway.

Commissioner Issakoo referred to the letters of intent and asked for an explanation about the

process. Mr. Hein explained they were not a destination center but were developing a retail area for a convenience center for all of the people. They want to provide different types of services.

Commissioner Johnson referred to the flow across the front of the buildings coming from Dundee Road and driving west in the parking area into a dead end. Mr. Anderson agreed it was a valid point and will discuss with Village Staff to address it.

Commissioner Johnson felt the plan was short on parking for four stores. He didn't think 26 spaces was a lot. Mr. Anderson explained they misread the ordinance and used the wrong multiplier but explained there was a lot of room on the site and could easily meet the parking requirements.

Commissioner Johnson's concern was if another strip mall was needed in the Village. He mentioned there were over 35 empty storefronts in the Village not including the empty Garden Fresh center. He questioned what would make people want to stay in the center. Mr. Hein explained it was not a destination center but a neighborhood type setting. Commissioner Johnson questioned why the retailers would want to be in the center since there were plenty of other places in town. Mr. Hein explained the retailers were looking for a newer type building. Certain retailers want to be in certain places in town. He explained market conditions were based on the needs of the people and where they were for that particular service. He felt the Town Center would be a big boost for them and would help. Town Center is considered a destination center because of the retail and amenities. The proposed center is designed to be more of a convenience center for the people that live in the Crossings and Town Center.

Commissioner Johnson liked their previous proposal with a major restaurant on the corner.

Commissioner Sianis referred to the Deer Park shopping center. He mentioned there were two sides (east and west sides of Rand Road) and one side seemed to do better than the other side. He expressed concern that something similar could happen when Town Center was developed. Mr. Hein explained the conditions of the marketing of Wheeling changed with Town Center. More national type businesses will be returning to Dundee Road. The properties along Dundee Road will get filled and have a lot more interest. Commissioner Sianis questioned if he thought they would compete with the Town Center. Mr. Anderson felt both sides of Dundee Road would have options of businesses. He did not believe everyone would flock to Town Center.

Commissioner Sianis expressed concern that their site would become a cut-thru since Dundee and Northgate backup because of the railroad crossing. He questioned if it could be designed to help alleviate it. Mr. Hein felt it was the Village's issue and could be a good thing. Chairman Ruffatto thought IDOT was considering a right turn lane at Northgate.

Commissioner Sianis mentioned that people fly down the center medium on Northgate. He thought this could be another way to bypass sitting trying to turn right on Dundee Road. He felt there were some traffic concerns with the site plan.

Commissioner Dorband questioned if they had any other letters of intent. Mr. Hein confirmed they have one other letter of intent. He confirmed they both were in the 6,000 square foot building.

Commissioner Dorband questioned if the petitioner had an existing list of potential tenants. Mr. Hein stated they had a large list of potential tenants with a good response from businesses not currently in the Midwest. They are coming from the south, west and east coasts.

Commissioner Dorband questioned if they were considering a restaurant use. Mr. Hein confirmed they have one site for a restaurant and was close to getting a letter of intent from them.

Commissioner Zangara referred to the drive-thru lane. He questioned if two cars could fit. Mr. Anderson confirmed it was shown as 16' so it would be wide enough for two cars.

Commissioner Zangara questioned when they planned to break ground. Mr. Hein stated they would start building in the fall.

Commissioner Zangara questioned if they could use a centralized trash enclosure to eliminate some of the asphalt in the back and maybe bring the drive-thru closer to the building. Mr. Anderson explained it was a small building with not a lot of trash needs. He feels the trash needs could be handled with the trash enclosure next to the restaurant. They will create a landscape screen through the drive-thru and a fence around the dumpster. Mr. Anderson felt each building should have their own trash enclosure.

Commissioner Zangara wanted to see the entrance on Northgate Parkway on the northern side. He also requested that the petitioner work on the parking. He was not in favor of having parking signage for specific businesses like at the Westin.

In reply to Commissioner Zangara's question, Mr. Anderson confirmed the previously proposed gazebo was no longer included in the current plan.

Chairman Ruffatto referred to access to the property from the northeast corner at Northgate and Dundee Road. He suggested working with Staff to ensure there was walking access to the proposed development.

Chairman Ruffatto felt it seemed like a good plan but wants to be sure material samples were provided at the next meeting. He referred to the proposed building to the north facing the building along Dundee. He wanted extra consideration given to the back of the building as to how it will look. Mr. Anderson referred to Exhibit 7 that shows the elevation in the back which would be seen from the center. He explained most of that building would have a lot of architectural features and would not be a plain blank wall. Chairman Ruffatto suggested having the doors and trash enclosures fade into the building. Mr. Anderson suggested adding awnings.

Chairman Ruffatto wants a traffic study included. He suggested that the petitioner avoid using the word "phase" since they were engineering the entire property.

Ms. Jones suggested the petitioner look at Staff's memo dated June 7 to make sure they were meeting all of the points.

In reply to Commissioner Dorband's question, Chairman Ruffatto confirmed a traffic study was

required along with lighting plans, photometrics, landscaping for the total property.

Chairman Ruffatto wanted the following details for the next meeting.

- Provide a list of zoning variations, if necessary;
- Provide labels and dimensions;
- Everything shall be properly scaled;
- Everything shall be consistent among all plans, written statements, and images.

Ms. Jones read the following list.

1. The plan should be fully engineered for both retail buildings and shall include cohesive engineering, traffic flow, lighting, landscaping and architecture;
2. Consider site design that prevents cut-thru traffic;
3. Consider a centralized trash enclosure;
4. Provide pedestrian access to the Village owned plaza on the corner; and
5. Design the buildings to be viewed from multiple sides.

**8. APPROVAL OF MINUTES – [May 26, 2016](#) (includes findings for Docket No. 2016-11 and partial findings for Docket No. 2016-12)**

Commissioner Issakoo moved, seconded by Commissioner Zangara to approve the minutes dated May 26, 2016 as proposed. The motion was approved by a voice vote.

**9. OTHER BUSINESS**

Commissioner Johnson commented on the number of vacant storefronts in the Village. He counted 40 empty units. He thinks something better could be done with the property.

Commissioner Zangara requested an update on the Town Center. Ms. Milluzzi reported they were still working with the Park District to get approval for the easements.

Chairman Ruffatto reported that the parking lot at the Gaslight Shopping Center was in terrible shape with lots of potholes. Ms. Jones reported that the Property Maintenance inspectors were currently working with the business.

**10. ADJOURNMENT**

Commissioner Dorband moved, seconded by Commissioner Issakoo to adjourn the meeting at 9:00 p.m. All were in favor on a unanimous voice vote and the meeting was adjourned.

**Wheeling Plan Commission  
Regular Meeting**

**June 9, 2016**

Respectfully submitted,



Paul Zangara, Secretary Pro Tem  
Wheeling Plan Commission

**DISTRIBUTED TO THE COMMISSION 6.17.2016  
FOR APPROVAL ON 6.23.2016**