

**WHEELING PLAN COMMISSION
THURSDAY, JUNE 22, 2017 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**

REVISED JUNE 16, 2017

This meeting will stream live and be televised on Wheeling's Cable Channels 17 & 99

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. CHANGES TO THE AGENDA**
- 5. CITIZEN CONCERNS AND COMMENTS**
- 6. CONSENT ITEM**
 - A) [Docket No. SCBA 17-27](#)
I Love Kickboxing.com
45 Huntington Lane
Appearance Approval of a Wall Sign
 - B) [Docket No. SCBA 17-28](#)
Pamarco
171 Marquardt Drive
Appearance Approval of a Wall Sign
- 7. ITEMS FOR REVIEW**
 - A) [Docket No. 2017-5A&B](#) (Continued from May 11, 2017 hearing)
Bella's Bistro
25 Huntington Lane
(2017-5A) Special Use-Site Plan Approval of a Sit-Down Restaurant
(2017-5B) Special Use-Site Plan Approval of Packaged Liquor Sales
 - B) [Docket No. 2017-7](#)
Dunshire
370-400 W. Dundee Road
Concept Review of a Mixed-Use Residential and Commercial Planned Unit Development
 - C) [Docket No. 2017-3](#)
Uptown 501
501 W. Dundee Road
Special Use-Site Plan Approval of a Preliminary Planned Unit Development for Mixed-Use Retail and Residential

8. APPROVAL OF MINUTES – [May 25, 2017 and June 8, 2017](#)

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.

**Public Hearing Information
Wheeling Plan Commission Meeting
June 22, 2017
(Attachment to Agenda)**

2017-3 Daniel Rezko, applicant, on behalf of 501 W. Dundee Wheeling, LLC, contract owner, is seeking Special Use-Site Plan Approval of a Preliminary Planned Unit Development for a retail and multi-family residential mixed-use development 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 parcels at 501 W. Dundee Road, which is approximately 7.65 acres at the northwest corner of Dundee Road and Northgate Parkway.

2017-5A&B Hardeep Bhalla, contract lessee on behalf of Bella's Bistro, is seeking the following actions for the property at 25 Huntington Lane, Wheeling, Illinois, which is zoned B-2 Neighborhood Commercial District, and located in the Arlington Club Commons:

2017-5A Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use and Overlay Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a sit-down restaurant; and

2017-5B Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use and Overlay Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish packaged liquor sales.

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

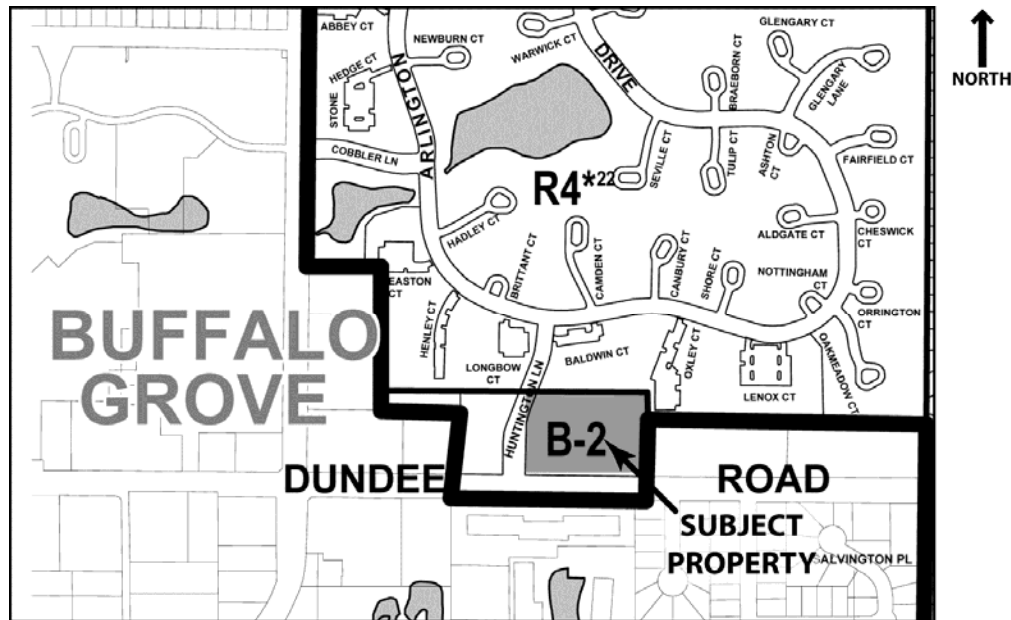
RE: **Docket No. SCBA 17-27**
I Love Kickboxing
45 Huntington Lane
Appearance Approval of a Wall Sign

DATE OF REPORT: June 6, 2017

DATE OF MEETING: June 22, 2017

PROJECT OVERVIEW: The petitioner is requesting appearance approval of a wall sign for a new kickboxing studio.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	Signarama
<u>Property Owner:</u>	Richard M. Robey, Court Appointed Receiver
<u>Common Property Address:</u>	Arlington Club Commons
<u>Existing Use of Property:</u>	Indoor Recreation and Instruction Facility
<u>Existing Property Zoning:</u>	B-2 Neighborhood Commercial District

Previous Zoning Action on Property:

PC 194 Site Plan and Appearance Approval of a shopping center (Ord. No. 2429).
2017-1 Special Use-Site Plan Approval for a kickboxing studio (ord. No. 5077).

DESCRIPTION OF PROPOSAL

The petitioner is requesting appearance approval to install a wall sign for a kickboxing studio, which recently received special use approval.

SIGN REVIEW

Sign Location: The proposed wall sign is located in the designated sign band near the parapet walls of the subject unit.

Sign Type, Material and Size: The sign is comprised of raceway mounted internally illuminated channel letters and a cabinet sign containing the graphic logo of the business. There is also a graphic element, boxing gloves, that is attached to the letter “g” of the business name. The sign lettering has black faces at daytime and white faces at night. The graphics are black and red. The total area of the sign is 104.17 sq. ft., of which approximately 20 sq. ft. is the box sign. The unit has a frontage of 54.5 feet. If the 50% sign area bonus is provided because of the use of the graphics, then the proposed sign meet the size requirements of the Sign Code.

STAFF REVIEW

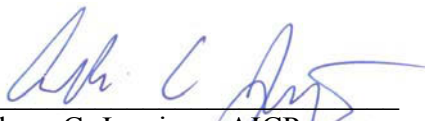
Impact on adjacent uses: No impact on adjacent uses is expected.

Staff Recommended Action: Staff recommends approval of the wall sign.

PROPOSED MOTION

If the Plan Commission approves of the requested wall sign, an appropriate motion would be to:

Approve Docket No. SCBA 17-27 to grant appearance approval for the wall sign in accordance with the sign plan submitted June 2, 2017 by Signarama, on behalf of I Love Kickboxing.com, located at 45 Huntington Lane, Wheeling, Illinois.



Andrew C. Jennings, AICP
Village Planner



Brooke A. Jones
Senior Planner

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

[Wall sign plan](#)

I Love Kickboxing – 45 Huntington Lane
Docket No. SCBA 17-27 (Appearance Approval of a Wall Sign)
Plan Commission Meeting – June 22, 2017



Existing conditions of subject unit (looking north)

PROOF TEMPLATE



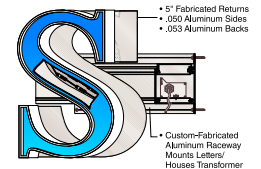
300" x 50" Overall
Raceway Mounted
Internally-Illuminated
Channel Letters
25.5" Capital Letters

Mounted with
3/8" through
bolts. 3 on top
and 3 on bottom.

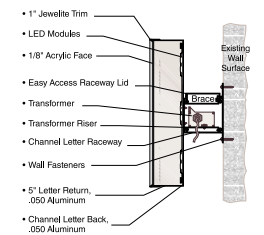


View at night

Raceway-Mount Channel Letter Detail



Raceway-Mount Cross-Section Detail



Sign Type: Channel Letters
Mount Type: Raceway
Raceway Color: To be determined
Trim Cap Color: White
Return Color: White
Return Size: 5"
Face Color: Black(Day)/White(Night)

Electrical Within 5'?: Yes
Remove Existing?: No
LED Color: White
Rear Access to Sign?: Yes
Special Notes: White Acrylic
w/ Black Perforated Vinyl
(Black at Day / White at Night)
Black and Red Trans. Vinyl vinyl.

WE WILL NOT BEGIN ANY WORK UNTIL THIS SHEET IS SIGNED & RETURNED. Thank You.

Exhibit received June 2, 2017

Signature: _____ Date: ____/____/____

All designs and concepts depicted here are confidential and are the property of Signarama of Elgin, IL. They are not to be distributed, copied, or used in any way without our written permission. Copyright Signarama of Elgin, IL 2016

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

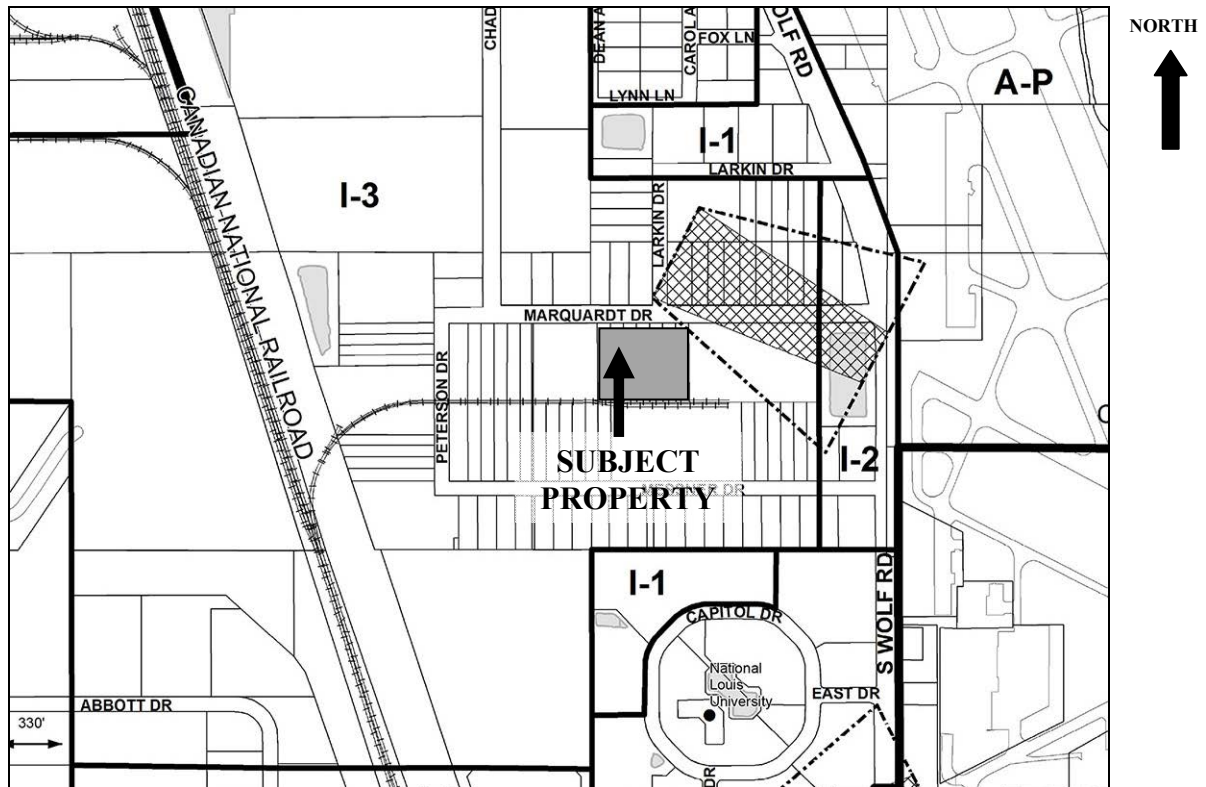
RE: **Docket No. SCBA 17-28**
Pamarco
171 Marquardt Drive
Appearance Approval of a Wall Sign

DATE OF REPORT: June 12, 2017

DATE OF MEETING: June 22, 2017

PROJECT OVERVIEW: The petitioner is requesting appearance approval of a wall sign for an existing industrial business.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant Name: Jim Nicpon, Pamarco

Property Owner: Pamarco Realty

Common Property Address: Located on the north side of Marquardt Drive
Existing Use of Property: Light Industrial
Existing Property Zoning: I-3 General Industrial District

DESCRIPTION OF PROPOSAL

The petitioner is requesting appearance approval to install a wall sign for an existing business that manufactures rubber rollers for the printing industry.

SIGN REVIEW

Sign Location: A sign is proposed for the north façade (facing Marquardt Drive).

Sign Types, Materials and Sizes: A non-illuminated, stud-mounted, individual lettered sign is proposed. The sign will be comprised of the business name in white letters and a multi-colored logo. The letters are 24" in height. The overall sign size is 34.85 sq. ft. The logo comprises 23% of the sign area. The building has a frontage of 185 feet. The proposed sign meets the size requirements of the Sign Code.

STAFF REVIEW

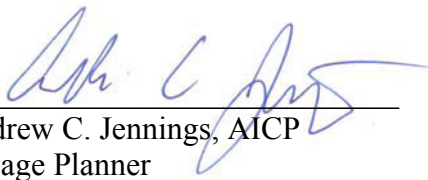
Impact on adjacent uses: No impact on adjacent uses is expected.

Staff Recommended Action: Staff recommends approval of the wall signs.

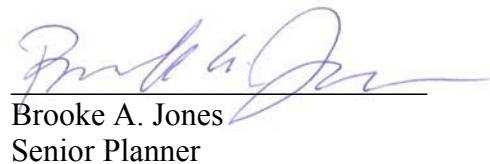
PROPOSED MOTION

If the Plan Commission approves of the requested wall sign, an appropriate motion would be to:

Approve Docket No. SCBA 17-28 to grant appearance approval for the wall sign in accordance with the wall sign plans submitted June 6, 2017 by Pamarco located at 171 Marquardt Drive, Wheeling, Illinois.



Andrew C. Jennings, AICP
Village Planner



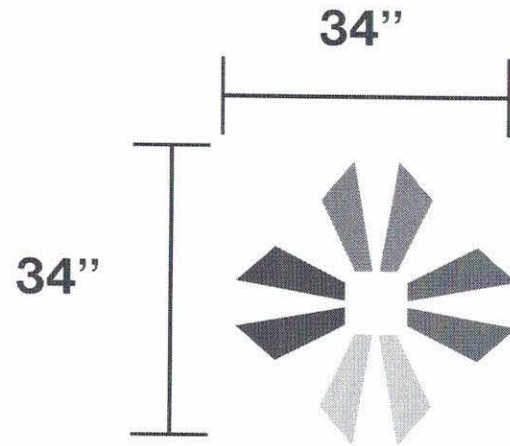
Brooke A. Jones
Senior Planner

Attachments: [Wall sign plans \(2 sheets\)](#)



FORMED PLASTIC LETTERS - STUD MOUNTED





25.75" | pamarco | 19.9"

FORMED PLASTIC LETTERS - STUD MOUNTED
1.5" DEEP

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

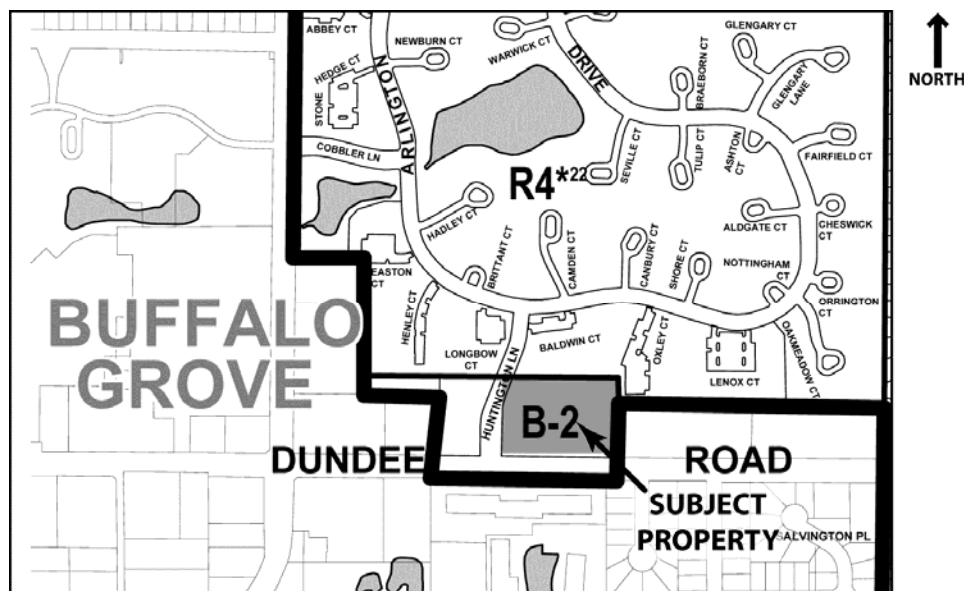
RE: **Docket No. 2017-5A&B**
Bella's Bistro
25 Huntington Lane
**(2017-5A) Special Use-Site Plan Approval for a Sit-Down
Restaurant**
**(2017-5B) Special Use-Site Plan Approval for Packaged
Liquor Sales**

DATE OF REPORT: June 15, 2017

DATE OF MEETING: June 22, 2017

PROJECT OVERVIEW: The petitioner is seeking special use and associated site plan approval to establish a sit-down restaurant and packaged liquor sales in the Arlington Club Commons. The restaurant special use hearing was opened by the Plan Commission on May 11th and continued so that the petitioner could properly apply for a packaged liquor sales special use, as well.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant Name: Rocky Bhalla, business owner

Property Owner Name: Richard M. Robey, Court Appointed Receiver
Common Property Address: 25 Huntington Lane
Common Location: Located on the north side of Dundee Road at Huntington Lane in Arlington Club Commons
Neighboring Property Land Use(s): North: Multi-family residential (R-4 District)
West: Commercial (B-2 District)
South: Multi-family residential (Buffalo Grove)
East: Multi-family residential (Buffalo Grove)
Comprehensive Plan Designation: Commercial
Property size: 3.69 acres for the property
1,977 sq. ft. for the unit
Existing Use of Property: Vacant (a portion of the former Arcadia Deli)
Proposed Use of Property: Sit-Down Restaurant & Packaged Liquor Sales
Existing Property Zoning: B-2 Neighborhood Commercial District
Previous Zoning Action on Property:
PC 194 Site Plan and Appearance Approval of a shopping center (Ord. No. 2429).
2017-1 Special Use-Site Plan Approval for a kickboxing studio (ord. No. 5077).

UPDATE SINCE MAY 11, 2017 HEARING

At the May 11, 2016 Plan Commission hearing, Docket No. 2017-5 was continued to June 22, 2017 for two reasons:

First, it was determined on May 11th that the petitioner planned to sell packaged liquor. Therefore, a packaged liquor sales special use application would need to be filed. The packaged liquor sales special use application has since been properly noticed. At this time, the petitioner is now seeking two special uses (sit-down restaurant and packaged liquor sales).

Second, the hearing was continued so that the petitioner could address suggestions made by the Plan Commission and revise the plans accordingly. The Plan Commission asked that the floor plan accurately depict the build-out of market stations, storage, all seating, fireplace, and bathrooms. A revised floor plan has been provided.

DESCRIPTION OF PROPOSAL

At this time, the petitioner is requesting special use-site plan approval for a sit-down restaurant and packaged liquor sales. The business concept includes an Italian bistro/café, a wine bar and lounge, a specialty grocery and wine market, and video gaming. No exterior changes are proposed to the building façade or site.

According to the previous project description, the proposed hours of operation are 9am to midnight. It also stated that there will be 5 or 6 full time employees and additional part-time employees.

SITE PLAN REVIEW

Scale of Floor Plan: $\frac{1}{4}'' = 1'$

General site layout: No modifications to the site are proposed. Full vehicular access to the shopping center is provided at Dundee Road and at Huntington Lane via a signalized intersection at Dundee and Huntington Lane.

Floor Plan: The revised floor plan includes various customer spaces. Upon entry to the venue, the customer is located in the “market area” which includes shelving units, bins, and other merchandise stations. Just beyond this area is the food service prep area and bar with seating for nine. Next to the bar is the dining area with seating for 30. At the rear of the space, but now clearly visible from all customer areas, is the “VIP Room” which includes five video gaming stations. The plan no longer includes a lounge area with a sofa.

Ownership: The property is currently in receivership. The business owner has a contract to lease the unit.

Total Number of Parking Spaces: The parking requirement for the proposed use is 1 stall per employee (during peak shift) plus 1 stall for every 3 seats. Based on a floor plan with 39 (30 table chairs & 9 bar stools) seats and 5 employees, the parking requirement for the business is 18 stalls. The shopping center has a total parking count of 179 stalls. The unit was last occupied by a deli, which required 13 parking spaces. There are several vacant units in the shopping center and the actual parking demand for the center is low. The proposed use meets the parking requirements of the Zoning Code.

Bicycle parking: The plans do not address bicycle parking. Bicycle parking for two will be added to the west end of the building, as a condition of approval for the recently approved kickboxing studio.

Trash: Existing trash enclosures are located at the rear of the site along the rear service drive.

Site Lighting: No changes are proposed. There are existing pole-mounted light fixtures in the parking lot that provide adequate lighting for pedestrians and vehicles.

Landscaping: No changes are proposed. The existing landscaping for the shopping center includes shrubs and some mature trees that line the perimeter of the parking lot and parking islands with shade trees.

STANDARDS FOR SPECIAL USE

Following are standards for special use with the petitioner's responses in italics. (**Village Planner comments are in bold.**)

1. State why the Special Use is necessary for the public convenience at the proposed location.

"Bella's Bistro will benefit the community by providing a quiet, relaxing atmosphere to unwind in."

Access to the proposed restaurant with carry-out liquor sales will be convenient to customers along the Dundee Road corridor. The proposed business may also bring additional customers to the existing business in the half vacant Arlington Club Commons shopping center.

2. State how the Special Use will not alter the essential character of the area in which it is to be located.

"There is currently not a business like ours in the vicinity and the residents will find a place to relax and visit without bright lights or loud music."

The proposed restaurant with packaged liquor sales will be located in an existing shopping center, which allows for a mix of retail, restaurant, service, and office uses. The commercial uses of the center compliment the adjacent multi-family residential uses.

3. State how the location and size of the Special Use, the nature and intensity of the operation involved in or conducted with it, the size of the site in relation to it, and the location of the site with respect to streets giving access to it will be in harmony with and not impede the normal, appropriate and orderly development of the district in which it is to be located and the development of surrounding properties.

"We never have intention to cause any type of conflict with the surrounding properties. Our business may bring in additional businesses that will cater to the wine enthusiast."

The existing parking is adequate for the proposed restaurant with packaged liquor sales. Due to the relatively low number of seats and employees, there will be very low impacts on traffic in the vicinity. Moreover, there is very good vehicular access to the parking lot.

4. State how the location, nature and height of buildings, walls and fences, and the nature and extent of the landscaping on the site shall be such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings, or will not impair the value thereof.

"Our location is located within an already established strip mall. We do not have intentions to development beyond our allocated space."

No exterior modifications are proposed.

5. State how the parking areas will be of adequate size for the particular use, properly located and suitably screened from adjacent residential uses, entrance and exit drives shall be laid out so as to prevent traffic hazards and nuisances and the development will not cause traffic congestion.

“Adequate parking is provided by management and it is easily and safe access.”

No change to the existing parking lot is proposed. There is adequate parking for the proposed special use.

6. State how the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone.

“No exceptions.”

A special use permit is necessary for a restaurant to operate in the Village and for packaged liquor sales. Without the special uses, the proposed use would not be allowed.

STAFF REVIEW

Fire Department Review: The Fire Department has submitted a comment memo on June 14, 2017. These comments will be addressed at building permit.

Engineering Division Review: The Engineering Division has no comments at this time.

Health Division Review: The Health Division has received the revised floor plan and has no additional comments at this time.

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

Staff Recommended Action: Prior to recommending approval of the proposed special use for a sit-down restaurant, staff suggests reviewing the revised floor plan with the petitioner.

PROPOSED MOTIONS

If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of special uses and associated site plan approval, appropriate motions would be to:

Recommend approval of Docket No. 2017-5A, Special Use-Site Plan Approval as required under Chapter 19-06 Commercial Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Sit-Down Restaurant in accordance with the project description and floor plan submitted June 2, 2017 by Bella’s Bistro, to be located at 25 Huntington Lane, Wheeling, Illinois;

And with the following conditions of approval:

1. Live entertainment is permitted on an occasional basis;
2. Business hours shall be consistent with liquor licensing.

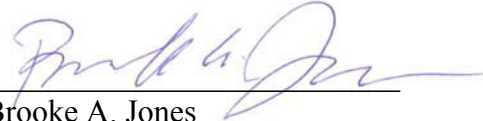
And recommend approval of Docket No. 2017-5B, Special Use-Site Plan Approval as required under Chapter 19-06 Commercial Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Packaged Liquor Sales in accordance with the project description and floor plan submitted June 2, 2017 by Bella's Bistro, to be located at 25 Huntington Lane, Wheeling, Illinois;

And with the following conditions of approval:

1. Live entertainment is permitted on an occasional basis;
2. Business hours shall be consistent with liquor licensing.



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Jones
Senior Planner

Attachments:

[Fire Department comments 6.14.2017](#)

[Photos of existing conditions \(staff\)](#)

[Project Description \(received 6.02.2017\)](#)

[Floor Plan \(received 6.02.2017\)](#)

[Plat of survey](#)



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: June 14, 2017
SUBJECT: Proposed New Restaurant and Market – 25 Huntington Lane – Bella's Market, Bistro and Bar – Plans received for review by the Fire Department, June 5, 2017.

The Wheeling Fire Department has reviewed the revised submittals received related to the above referenced project. After review there are no additional comments to those provided in the Fire Department's May 4, 2017 review. Those comments were as follows:

Site Plan

1. The proposed plans show no changes to the existing Fire Department access to the site.

25 Huntington Lane – Remodeled Tenant Space

1. Based on the documents submitted for review, the proposed remodeled tenant space for the petitioner's proposed use would be a 1,977 square foot mixed use occupancy consisting of (M) Mercantile and (B) Business Use Groups as defined in the 2012 Editions of the International Building Code (IBC) and Fire Prevention Codes (IFC).
2. The proposed occupancy load for the occupancy will be verified during the remodeling process.
3. The building is an existing sprinklered building. The sprinkler system shall be modified as required during remodeling in accordance with the 2012 Editions of the International Building Code and Fire Prevention Codes as amended by the Village of Wheeling.
4. The building is equipped with an existing fire alarm system and the system shall be modified as needed in accordance with the 2012 Editions of the International Building Code and Fire Prevention Codes as amended by the Village of Wheeling.
5. Based on the items presented for review, there will be no cooking equipment in the proposed occupancy. If provided, all cooking equipment shall meet the requirements of the Village's Building, Mechanical and Fire Prevention Codes (2012 Editions).
6. All construction shall comply with the Village's Building and Fire Prevention Codes (2012 Editions of the International Building Code & International Fire Code – with amendments).

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

Bella's Bistro– 25 Huntington Lane

Docket No. 2017-5A&B (Special Use-Site Plan Approval of a Sit-Down Restaurant and Packaged Liquor Sales)
Plan Commission Meeting – June 22, 2017



Existing conditions of subject property (looking northeast)

Bella's Bistro– 25 Huntington Lane

Docket No. 2017-5A&B (Special Use-Site Plan Approval of a Sit-Down Restaurant and Packaged Liquor Sales)
Plan Commission Meeting – June 22, 2017



Existing conditions of subject unit (looking north)

Bella's Bistro– 25 Huntington Lane

Docket No. 2017-5A&B (Special Use-Site Plan Approval of a Sit-Down Restaurant and Packaged Liquor Sales)
Plan Commission Meeting – June 22, 2017



Existing conditions of rear access drive and trash enclosures (looking west)

6/2
Hardeep Bhalla
P.O. Box 1263
Bloomington, IL 61702
(630) 673-7625

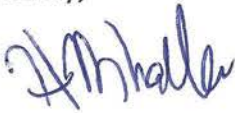
June 2, 2017

Ms. Brooke Jones,

Elite Restaurant Group would appreciate the opportunity to expand our business concept to the Village of Wheeling. Included is the special use application and we have emailed the liquor license application to the appropriate department. Our concept includes a relaxing atmosphere for our customers to enjoy imported wines and a light menu. We will also have an Italian market component that would allow our customers to take home products to enjoy in their homes. We would also offer our customers the opportunity to participate in video gaming.

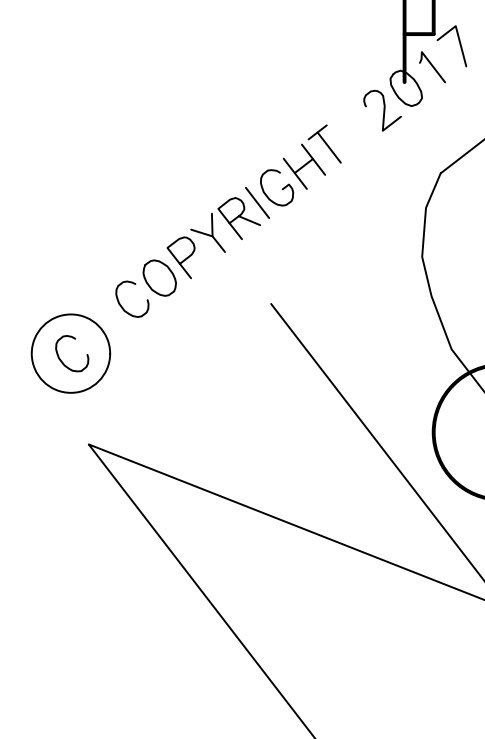
Thank you for the time for us to present our concept to the Village of Wheeling. We look forward to move forward with Bella's Bistro.

Sincerely,

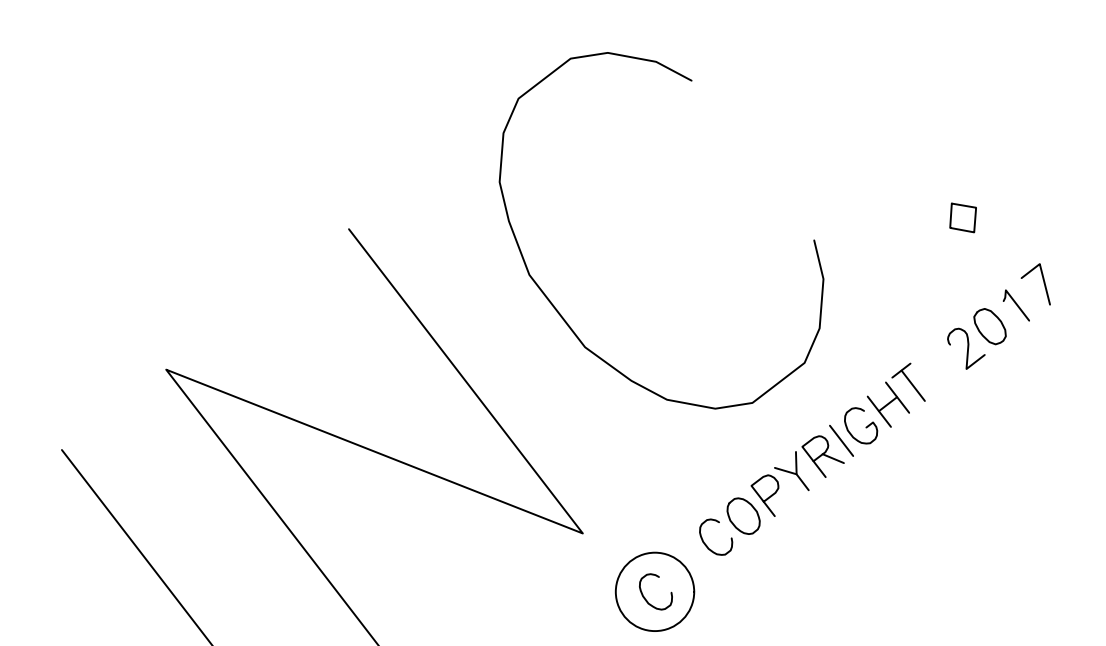


Hardeep Bhalla

Exhibit received June 2, 2017



SCALE: $1/4" = 1'-0"$



SCALE: $1/4" = 1'-0"$

Exhibit received June 2, 2017

NOTICE TO CONTRACTORS AND SUBCONTRACTORS:
THIS DRAWING MAY NOT BE USED FOR PERMIT OR CONSTRUCTION
IF NOT SIGNED AND STAMPED IN RED BY NOVA DESIGN BUILD, INC.

A-1

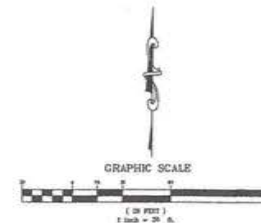
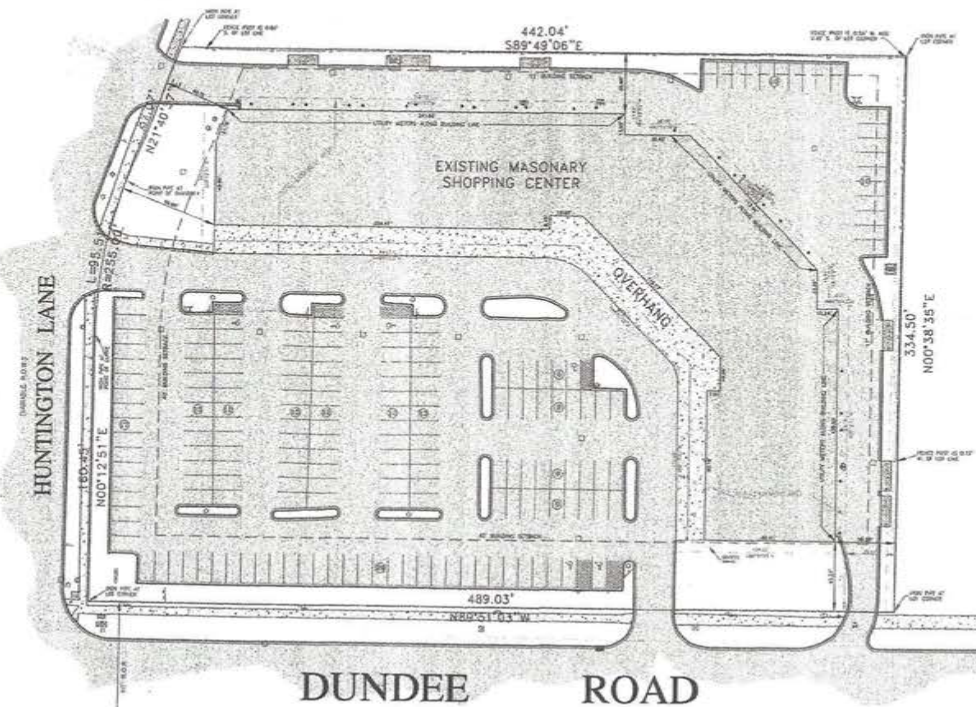
NOVA DESIGN BUILD, INC.
ARCHITECTS ENGINEERS
2044 TECHNY ROAD NORTHBROOK IL, 60062
PHONE NO. (847) 514 0704 / FAX NO. (888) 769 6358

W.C. DOLAND ENGINEERING, INC.
-CIVIL ENGINEERING - LAND SURVEYING - LAND PLANNING-
509 EAST DUNDEE ROAD
PALATINE, ILLINOIS 60074
(847) 991-5086
(847) 934-3427 FAX

ALTA/ACSM LAND TITLE SURVEY

-OF-

LOT 2 IN FINAL PLAT OF ARLINGTON COMMONS SUBDIVISION, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



- PARKING SUMMARY -

128 TOTAL PARKING SPACES
- 123 STANDARD PARKING SPACES
- 5 HANDICAPPED PARKING SPACES

- NOTES -

- 1) EASEMENTS FOR PUBLIC UTILITIES AND DRAINAGE OVER ALL AREA EXCEPT INSIDE PORTIONS OF THE LOTS ACCORDING TO NON CONSENTIVE WORKS ON THE PLAT OF SUBDIVISION RECORDED AS RECORD NO. 8653182.
- 2) PROPERTY AREA = 3.69 ACRES.

- LEGEND -

- TR TRANSFORMER
- U UTILITY
- P PILE
- CS CATCH BASIN
- W WAREHOUSE
- V VALVE VAULT
- T TRAFFIC SIGNAL
- U UTILITY PERSONAL
- U UTILITY POLE
- L LIGHT POST
- T FIRE TOWER
- P PIPE BOLLARD
- T TRAFFIC SIGN
- B BUSINESS SIGN
- W WOOD FENCE
- S BITUMINOUS PAVEMENT
- C CONCRETE WALK

101
REPUBLIC BANK OF CHICAGO
FREEDOM TITLE CORPORATION
ARLINGTON CLUB OWNERS LLC

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH MINIMUM STANDARDS SET BY THE ILLINOIS SURVEYING BOARD, AND THAT THE SURVEYOR HAS COMPLIED WITH THE REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA, ACSM AND NSPS IN 1993, AND REVISED THEREIN, A, 2001, B, AND 10 OF "TABLE A" THEREOF, PURSUANT TO THE ACCOUNT STANDARDS AS ADOPTED BY ALTA, NSPS AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION.

I FURTHER CERTIFY THAT I HAVE PLOTTED HEREON ALL PLATABLE EASEMENTS MENTIONED IN TITLE COMMITMENT No. 1410 002115380 IS ISSUED BY CHICAGO TITLE INSURANCE COMPANY, DATED FEBRUARY 8, 2002.

W.C. Doland
SURVEYOR
ILLINOIS PROFESSIONAL LAND SURVEYOR





MEMORANDUM

TO: Chairperson Ruffatto and Members of the Wheeling Plan Commission

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

DATE: June 22, 2017

SUBJECT: Concept Review (2nd PC meeting)
Mixed Use Residential and Commercial Planned Unit Development
370-400 W. Dundee Road (Dunshire)

On May 15, 2017, the petitioner, Neder Capital Services, presented a concept to the Village Board for Dunshire, a Commercial and Residential PUD located at 370-400 W. Dundee Road. On May 25, 2017, the Plan Commission conducted a concept review of the same plans that were presented to the Village Board. The purpose of this memo is to discuss the changes to the plans and to provide direction to the Plan Commission for the June 22nd concept review of Dunshire.

Development Summary

The development team of 400 W. Dundee LLC is proposing a retail and residential development at the northeast corner of Dundee Road and Northgate Parkway. The project is a 5-acre development featuring a mixed use building along Dundee Road with rowhomes/townhomes along the north side of the parcel. The mixed-use building would provide 10,780 sq. ft. of retail space on the first floor with apartments on the 2nd through 4th floors (39 total). A combined total of 38 rowhomes/townhomes are proposed for the balance of the property.

The developer has previously received Preliminary PUD approval for a retail-only development at the west end of the subject property (November 2016), but has determined that the approved development has limited retail appeal due to access constraints. The office building property (370 W. Dundee) and Village parcel (382 W. Dundee) were added to area of the approved Preliminary PUD so that a full access driveway on Dundee should be possible. The additional land allows the project area to extend far enough east to avoid a conflict with the planned westbound left turn land into the town center.

The developer continues to pursue additional land to the east, and it is possible that future phases of rowhomes and retail development will follow. The plan provides for access connections to aid in future expansion to the east.

Update Since May 25th PC Concept Review

At the first Plan Commission concept review, which took place on May 25, 2017, the Plan Commission asked the petitioner to revise the plans based upon the following comments that the Village Board expressed during its concept review on May 15, 2017:

1. Increase the parking ratio of the row homes;
2. Address the shared parking among the mixed use building; and
3. Reconsider the density and/or site configuration of the row homes.

The revised submittal includes the following notable changes to the plans since the May 25th PC Meeting:

1. There is now a mix of townhomes (front loading) and rowhomes (rear loading), whereas the previous concept plan only included rowhomes (rear loading). New plans for the townhomes have been provided;
2. The density of townhomes/rowhomes has been reduced. The previous submittal included a total of 45 rowhomes. The current submittal includes a combined total of 38 homes (16 rowhomes and 22 townhomes).
3. Additional parking for the rowhomes/townhomes has been provided. Five additional spaces are located in the northern greenspace, which is also designated floodway. As such, staff has concern that these parking spaces may not be feasible. Seven additional spaces are provided along the drive that divides the residential and commercial halves of the property. It is conceivable that this parking may also be used by the retail/apartment uses.

Summary of Submittal

The following is a list of exhibits received June 8, 2017:

1. Exhibit list
2. Project narrative
3. Location map
4. Existing conditions
5. Geometric plan
6. Grading plan
7. Utility plan
8. Fire truck turning analysis
9. Site plan (expanded view)
10. Site plan (zoomed-in view)
11. Landscape plan
12. Floor plans of mixed-use building (2 sheets)
13. Renderings/elevation plans of mixed use building
14. RTU diagram/trash enclosure elevation
15. Renderings/elevation plans of townhome buildings (4 sheets)
16. Renderings of proposed rowhome buildings (2 sheets)

Staff Comments and Suggested Discussion Points

Fire Department Review: The Fire Department has provided a detailed review memo, dated 6.15.2017, which will assist the developer in preparing for Preliminary PUD.

Engineering Review: The submittal has been provided to the Engineering Division. Additional comments may be available before the meeting.

Staff Recommended Action: Staff suggests The Plan Commission discuss the following items with the developer to prepare for the next stage of the review process (Preliminary PUD):

1. **Development Character.** Staff had concern with previous drafts of the concept due to the character of the proposed homes and the overall streetscape. The current submittal proposes a mix of units with rear-loaded and front-loaded garages. The townhomes/rowhome area is buffered from Dundee Road by the placement of the mixed-use building, and the homes themselves are separated from the bulk of the taller building. New plans have been provided that illustrate the character of the new townhomes. The Plan Commission may wish to comment on the new character of the product.
2. **Residential Density.** The previous plan had 45 rowhome units. The new plan has only 38 townhomes/rowhomes. The total number of apartment units remains at 39. Combining all unit types, the previous plan had a residential density of 16.8 units/acre. The current plan has a residential density of 15.4. It is worth a reminder that these residential uses are sharing the 5.0 acre site with 10,780 sq. ft. of retail. No change to the retail space has been made. The Plan Commission may wish to comment on the new density of the product.
3. **Parking.** While additional parking has been provided and the number of residential units has been reduced, it is unknown how the parking will be shared. Without knowing who will be allowed to use the parking stalls perpendicular to the east-west drive between the mixed use building and the rowhomes/townhomes and how the mixed-use building parking will be shared, it is difficult to provide a parking analysis for the uses. The Plan Commission may wish to ask the petitioner how the parking will be managed.

Attachments: [Fire Department memo, dated 6.15.2017](#)

[Exhibit list](#)

[Project narrative](#)

[Location map](#)

[Existing conditions](#)

[Geometric plan](#)

[Grading plan](#)

[Utility plan](#)

[Fire truck turning analysis](#)

[Site plan \(expanded view\)](#)

[Site plan \(zoomed-in view\)](#)

Landscape plan

Floor plans of mixed-use building (2 sheets)

Renderings/elevation plans of mixed use building

RTU diagram/trash enclosure elevation

Renderings/elevation plans of townhome buildings (4 sheets)

Renderings of proposed rowhome buildings (2 sheets)



Memo

To: Andrew Jennings, Community Development Director
Brooke Jones, Senior Village Planner

From: Keith S. MacIsaac KSM

CC: File – Fire Prevention Bureau File
Ronald Antor, Fire Inspector

Date: 6/15/2017

Re: Preliminary Site Plan Review – Dunshire Development (Revised)

The following are comments based upon the revised plans for the “Dunshire Development” received on June 13, 2017:

- Page 7 – Utility Plan: Both East/West water mains need to be upsized to ten (10) inch diameter in order to provide adequate pressure and flow associated with the on-site fire suppression systems and to permit further expansion regarding the proposed Phase II portion of the project. This change can be completed at the time of final engineering.
- Page 7 – Utility Plan: Both East/West water mains need to have additional sectional valves installed just West of the connection point to the North/South water main. This will allow minimal impact to residents, should repairs need to be made to the water main system. This change can be completed at the time of final engineering.
- Page 7 – Utility Plan: No indication is shown regarding the domestic/fire suppression water supply line to the retail/apartment building. Ultimate sizing of this water supply line will be based upon both domestic and fire suppression calculated water demands. This change can be completed at the time of final engineering.
- Page 7 – Utility Plan: The domestic/fire suppression water supply line to the townhomes is shown as 1½ inch diameter. Ultimate sizing of this water supply line will be based upon both domestic and fire suppression calculated water demands. In addition, the water supply line to the end units is shown entering an exterior wall. This is highly discouraged due to the potential for freezing; particularly units on the North end. This modification, if necessary, can be completed at the time of both final engineering and architectural design.
- Page 7 – Utility Plan: Current fire hydrant spacing exceeds 300 feet in separation as measured along the roadway layout. Adjustments in spacing and additional fire hydrants are required on the site. In addition, fire hydrants need to be installed at or near the termination points of the East/West water mains where further expansion into the proposed Phase II of the project is anticipated. This is to permit proper

flushing of the water main system and maintenance of overall water quality. In addition, depending upon where the domestic/fire suppression supply line is brought into the retail/apartment building, a fire hydrant, which is not placed on the building water supply line, is required within fifty (50) feet of the fire department connection (FDC). These changes can be completed at the time of final engineering.

- Page 8 – Fire Truck Routing Plan: Current plans are incomplete. Additional analysis needs to be completed at the Northwest corner and Northeast corner of the retail/apartment building. In addition, analysis must be completed confirming maneuvering is possible in both directions of travel. The current analysis is presented in one (1) direction of travel only. Adjustment of the various turning radiuses, if necessary, can be completed at the time of final engineering.
- Page 11 – Landscaping Plan: Several trees situated at various street corners and parking islands may adversely impact the turning radius associated with fire apparatus. Therefore, smaller growth landscaping may be required to be used in these locations, once the final fire truck routing plan is completed. In addition, all landscaping must allow unobstructed access to fire hydrants and the fire department connections. Adjustment to the various landscaping selected, if necessary, can be completed at the time of final engineering.
- Page 12 – First Floor Plan: Common utility spaces are not shown on the floor plan. Due to the configuration of the building, this building will most likely require a fire pump and all other associated hardware, in addition to room for separation of the domestic water supply. Furthermore, a common trash collection point will be needed for the residential portion of the building. If trash is to be contained within the building, a trash collection room will need to be added to the building footprint. A single elevator is shown servicing the residential building. The elevator car must comply in size to accommodate a Fire Department stretcher. Covered outdoor seating is shown on the West end of the restaurant space. This area will be required to be protected with either a dry pipe fire sprinkler system or dry sidewall fire sprinklers. These modifications can be completed at the time of final architectural and mechanical design.
- Page 14 – Front Elevation (Retail/Apartment Building): Complete roof details are not provided. However, it appears that decorative faux parapets are attached to the building. Depending upon the height variation from the top of the parapet to the deck of the roof, secondary safety platforms may be required. In addition, no access to the roof is shown on the interior floor plan. These modifications can be completed at the time of final architectural design.
- General Comments – Retail/Apartment Building: Based upon the size and combined use of the building, the minimum construction type for this building will be Type II construction. In addition, a rated fire separation will be required between the retail portion of the building and the residential portion of the building. The restaurant kitchen will be required to have a complete hood and duct fire suppression system installed that is interconnected to the natural gas/electric services, as well as the building fire alarm system. Furthermore, this building will be required to have a

complete fire alarm system, a complete fire suppression system, and hose standpipe systems in the stairwells. Each dwelling unit will be equipped with interconnected smoke alarms, carbon monoxide detectors, and a complete fire sprinkler system. This will be verified at the time of final architectural and mechanical design.

- General Comments – Townhome Buildings: Based upon the size of the proposed structures, the minimum construction type for these buildings will be Type IIIA construction. In addition, there will be fire rated separations between the units and the attached garages. Each dwelling unit will be equipped with interconnected smoke alarms, carbon monoxide detectors, and a complete fire sprinkler system. This will be verified at the time of final architectural and mechanical design.

This project is acceptable to the Fire Department, subject to the conditions noted above and final engineering, mechanical, architectural design, review, and approval.

EXHIBITS

1	RENDERINGS - MULTI USE BUILDING, ROW HOME
2	PRELIMINARY PUD NARRATIVE- PRELIMINARY LIST OF VARIATIONS REQUIRED- SIGNAGE PLAN
3	HAEGER ENGINEERING - PROJECT LOCATION
4	HAEGER ENGINEERING - EXISTING CONDITIONS PLAN
5	HAEGER ENGINEERING - SITE PLAN - PROJECT STATISTICS
6	HAEGAR ENGINEERING - SITE GRADING PLAN
7	HAEGAR ENGINEERING - UTILITY PLAN
8	HAEGER ENGINEERING - FIRE TRUCK ROUTING PLAN
9	HAEGER ENGINEERING - STORM WATER REPORT
10	PHOTOMETRIC PLAN
11	LANDSCAPE PLAN
12	MIXED USE BUILDING - FIRST FLOOR PLAN
13	MIXED USE BUILDING - FLOORS 2-4 TYPICAL
14	MIXED USE BUILDING - FRONT ELEVATION
15	MIXED USE BUILDING - REAR ELEVATION
16	MIXED USE BUILDING - LEFT, RIGHT ELEVATIONS, SECTION, MATERIALS
17	MIXED USE BUILDING - ROOFTOP UNIT DIAGRAM, TRASH ENCLOSURE
18	ROW HOME FRONT AND REAL ELEVATIONS
19	ROW HOME LEFT AND RIGHT ELEVATIONS- MATERIALS
20	ROW HOME KITCHEN AND LIVING VIEW
21	ROW HOME GROUND AND FIRST LEVEL PLAN
22	ROW HOME SECOND LEVEL PLAN - BUILDING SECTION
23	PROJECT TEAM

DUNSHIRE

Summary
6 Acre site
Mixed Use Building
10,780 sq. ft. of Retail
39 apartment units above
Rowhome development 48
units

Dunshire

PUD Plan Narrative

The project consists of a Multi Unit Building with Retail on the Ground Floor. A possible restaurant may become a tenant on the corner. Enclosed Garages are provided at the rear of the building.

Above the First Floor will be Rental Apartments for floors 2, 3 and 4.

The apartments will have tall ceilings. They will have a “Loft Feel” with large double hung windows. the floor to floor construction will have foam between the structure to achieve a high sound rating minimizing sound travel.

Behind the Multi use Building will be row homes. The Row homes are 22’ wide units with parking pads in front. A common green area is located at the rear of the town homes.

The Row homes are detailed so that the entry roofs of the units and the materials of the units insert a variety of form and texture. They will not read as “Canyons.”

Access off Dundee Road is now moved far to the east to accommodate turn requirements.

Northgate Access is now as far north as the Engineering constraints will allow. The 30’ wide road is designed to continue to the east in the future.

The PUD retains features that were desired in the last meeting. A clean circulation path for vehicles. The connection to the Vest Pocket Park of the Village of Wheeling.

Dunshire

List of Variations from Title 19, 17 and 21

Multiple buildings on one lot.

Special use for any restaurant that will become a tenant.

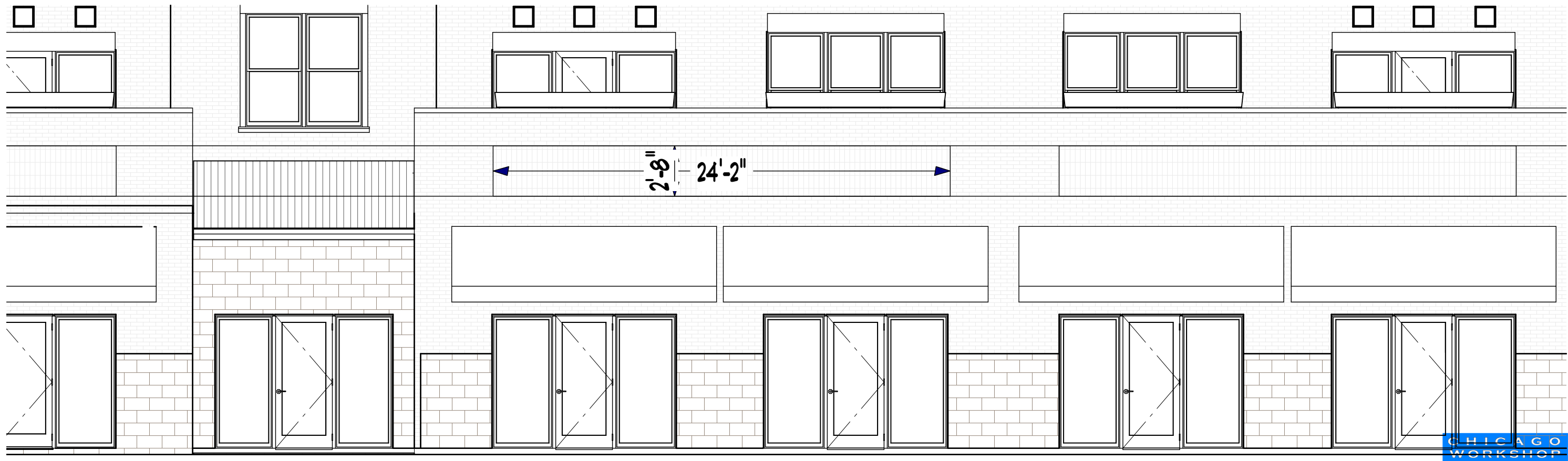
A blended parking ratio of 4.5 cars per thousand square feet for both Restaurant and Retail

Dunshire

Signage Plan

All signs will conform to Title 21 Village of Wheeling with regards to, backlighting and graphics.

Individual Block lettering will be required. Sign must fit into the detail masonry area allocated.



DUNSHIRE PRELIMINARY ENGINEERING PLANS MIXED USE DEVELOPMENT

SECTIONS 2 TOWNSHIP 42N RANGE 11E
WHEELING, ILLINOIS
COOK COUNTY

DEVELOPER / SUBDIVIDER:

Neder Capital Services
350 E. Dundee Road, Suite 305
Wheeling, IL 60090

PREPARED BY:

Haeger Engineering LLC
Illinois Prof. Design Firm #184-003152
100 East State Parkway
Schaumburg, IL 60173
Tel: 847-394-6600

VILLAGE OF WHEELING

2 Community Boulevard
Wheeling, IL 60090
Tel: 847-459-2600

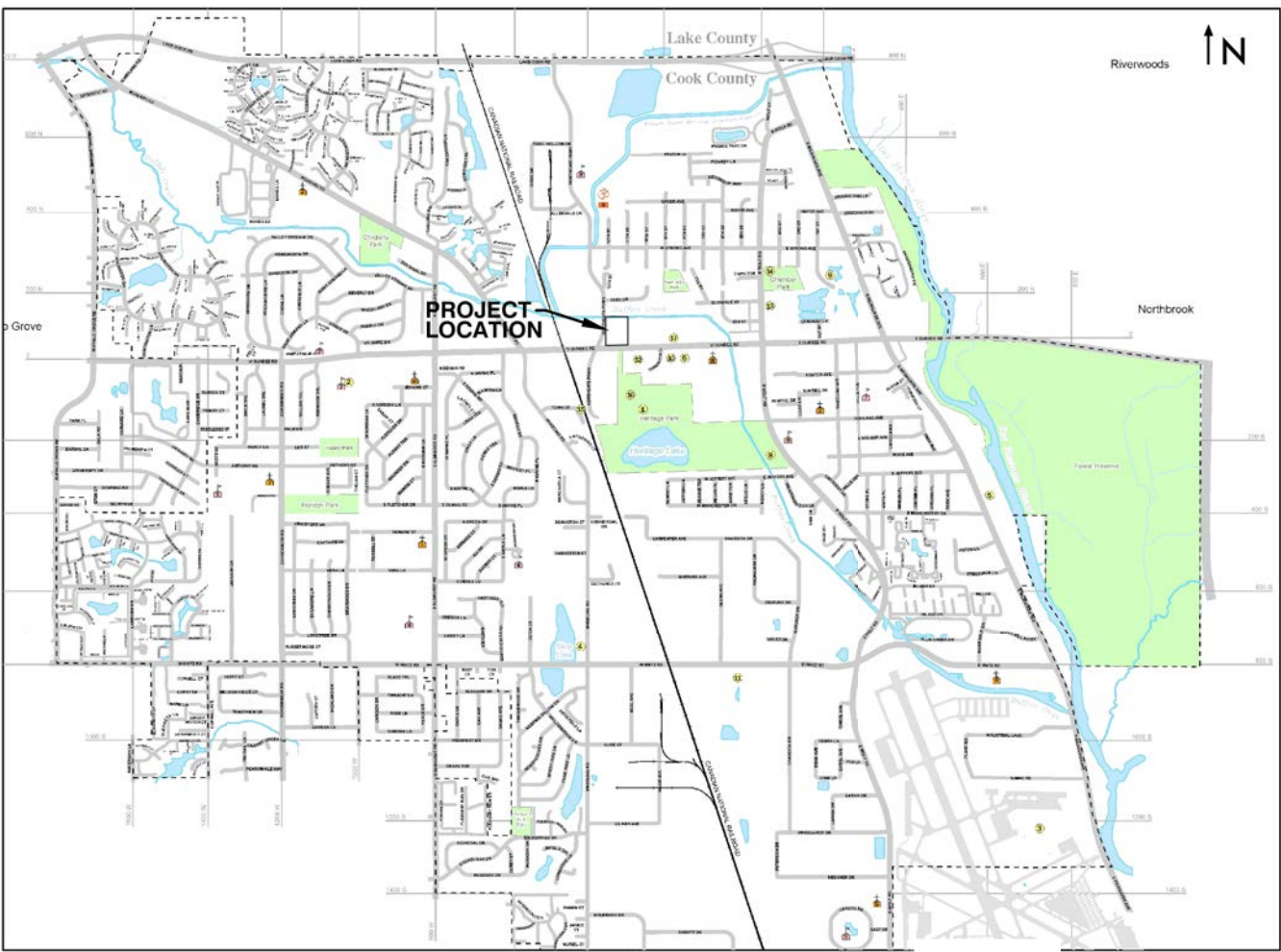
Benchmark

Source Benchmark

Description: Wheeling BM # 8
Brass Disk on Head Wall
Location: West Side Northgate Parkway 160
Feet North of Dundee Rd.
Elevation: 652.118 NAVD 88

Site Benchmark

CP # 12010 (See Survey)
Description: Mag Nail
Elevation: 645.97 NAVD 88



INDEX TO SHEETS	
NO.	DESCRIPTION
C1.0	TITLE SHEET
C2.0	EXISTING CONDITIONS & DEMOLITION PLAN
C3.0	PRELIMINARY SITE GEOMETRY PLAN
C4.0	PRELIMINARY SITE GRADING & EROSION CONTROL PLAN
C5.0	PRELIMINARY SITE UTILITY PLAN
C6.0	PRELIMINARY FIRE TRUCK ROUTING EXHIBIT

LEGAL DESCRIPTION

PARCEL 1:

LOT 1 (EXCEPT THE EAST 210 FEET THEREOF AND EXCEPT THE SOUTH 17 FEET THEREOF) IN WHEELING HEIGHTS, BEING A SUBDIVISION OF THE EAST 50.01 ACRES OF THE SKINNER FARM IN THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THE WEST 100 FEET (EXCEPT THE SOUTH 17 FEET THEREOF) OF THE EAST 210 FEET OF LOT 1 IN WHEELING HEIGHTS, BEING A SUBDIVISION OF THE EAST 50.01 ACRES OF THE SKINNER FARM IN THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:

THE EAST 110 FEET OF LOT 1 (EXCEPT THE SOUTH 17.00 FEET THEREOF AS TAKEN BY THE DEPARTMENT OF TRANSPORTATION FOR THE STATE OF ILLINOIS IN CONDEMNATION CASE 87151180 AND ORDER RECORDED AS DOCUMENT 80388017) IN WHEELING HEIGHTS, BEING A SUBDIVISION OF EAST 50.01 ACRES OF THE SKINNER FARM IN THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THE WEST 1 ACRE OF THE WEST 3 ACRES OF LOT 2 IN WHEELING, BEING A SUBDIVISION OF THE EAST 50.01 ACRES OF THE SKINNER FARM IN THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE SOUTH 50 FEET DEDICATED FOR ROAD BY DOCUMENT RECORDED JANUARY 26, 1977 AS DOCUMENT 23801553), IN COOK COUNTY, ILLINOIS.

Existing Symbol	LEGEND	Proposed Symbol
	Description	
	Storm Sewer Manhole	
	Catch Basin	
	Inlet	
	Flared End Section	
	Headwall	
	Area Drain	
	Sanitary Sewer Manhole	
	Clean Out	
	Storm Sewer	
	Storm Sewer Service	
	Perforated Underdrain	
	Sanitary Sewer	
	Sanitary Sewer Service	
	Combined Sewer	
	Force Main	
	Water Main	
	Water Main Service	
	Fire Hydrant	
	Valve Vault	
	Valve Box	
	B-Box	
	Well Head	
	Light Pole	
	Light Pole With Mast Arm	
	Traffic Signal	
	Traffic Signal With Mast Arm	
	Hand Hole	
	Fence	
	Guardrail	
	Pipe Bollard	
	Sign	
	Gas Valve	
	Gas Line	
	Electric Line	
	Overhead Utility Line	
	Fiber Optic Line	
	Electrical Pedestal	
	Electric Manhole	
	Guy Wire	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Telephone Line	
	Cable TV Line	
	Cable TV Pedestal	
	Flagpole	
	Mailbox	
	Handicapped Parking Stall	
	Number of Parking Stalls	
	Curb & Gutter	
	Reverse Pitch Curb & Gutter	
	Depressed Curb	
	Retaining Wall	
	Curb Elevation and	
	Gutter/Pavement Elevation	
	Pavement Elevation	
	Sidewalk Elevation	
	Ground Elevation	
	Open Lid Frame & Grate	
	Closed Lid Frame & Lid	
	Swale	
	Hardscape Flow	
	Softscape Flow	
	Contour Line	
	Deciduous Tree	
	Coniferous Tree	
	Brushline	

PROJECT LOCATION



Know what's below.
Call before you dig.

Note:
Call 811 at least 48 hours, excluding
weekends and holidays, before you dig.



LEGEND

- Floodway
- Zone AE Floodplain

AREA SUMMARY

PARCEL 1	82,161 S.F.	1.8861 AC.
PARCEL 2	46,650 S.F.	1.0709 AC.
PARCEL 3	51,378 S.F.	1.1795 AC.
PARCEL 4	37,160 S.F.	0.8531 AC.
	217,349 S.F.	4.9896 AC.

LEGEND

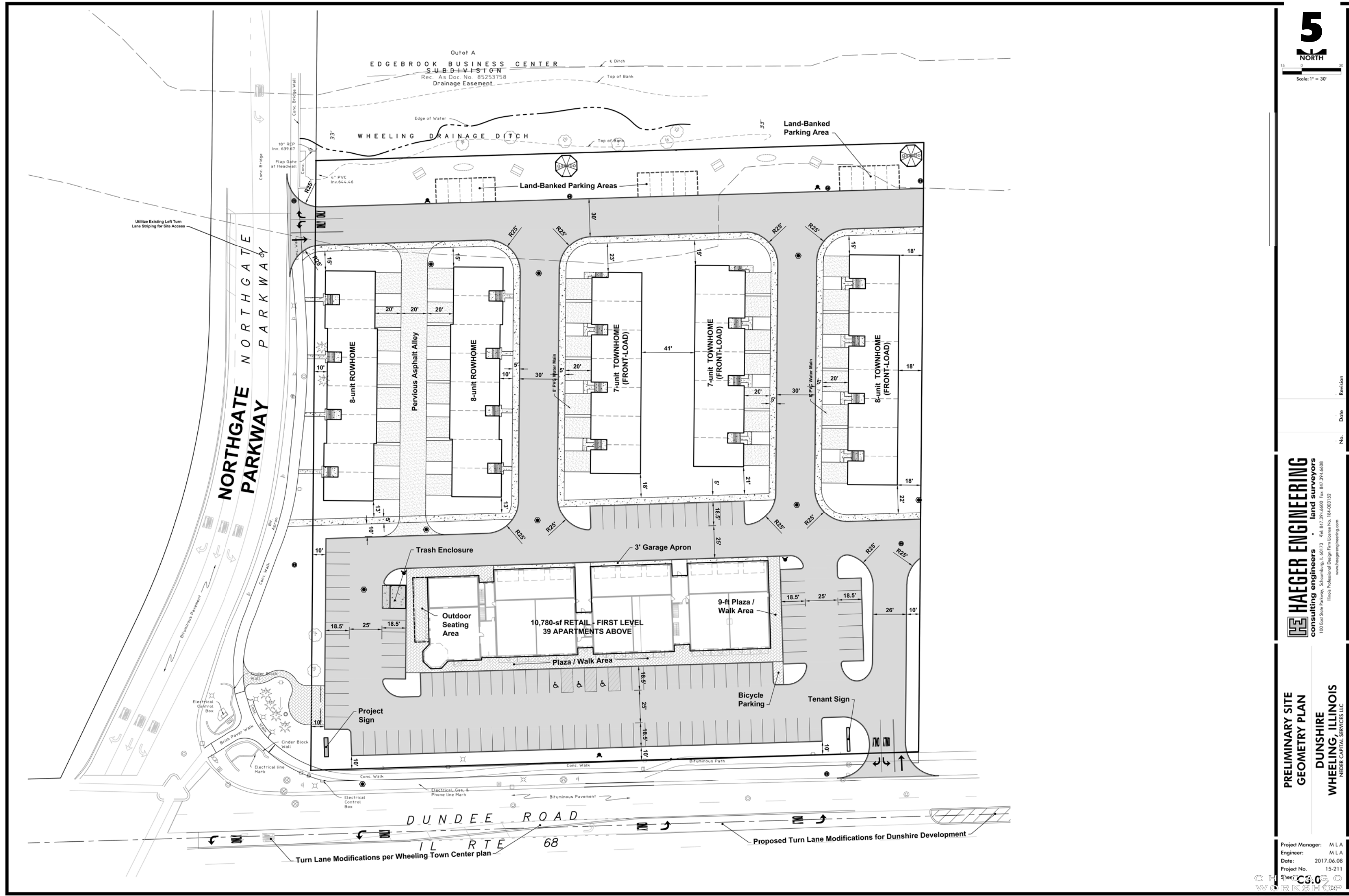
- Manhole
- Catch Basin
- Inlet
- Fire Hydrant
- Valve Box
- B-Box
- Light Pole
- Hand Hole
- Pipe Bollard
- Sign
- Overhead Utility Line
- Guy Wire
- Utility Pole
- Number of Parking Stalls
- Curb & Gutter
- Depressed Curb
- On Line
- Record
- Measured

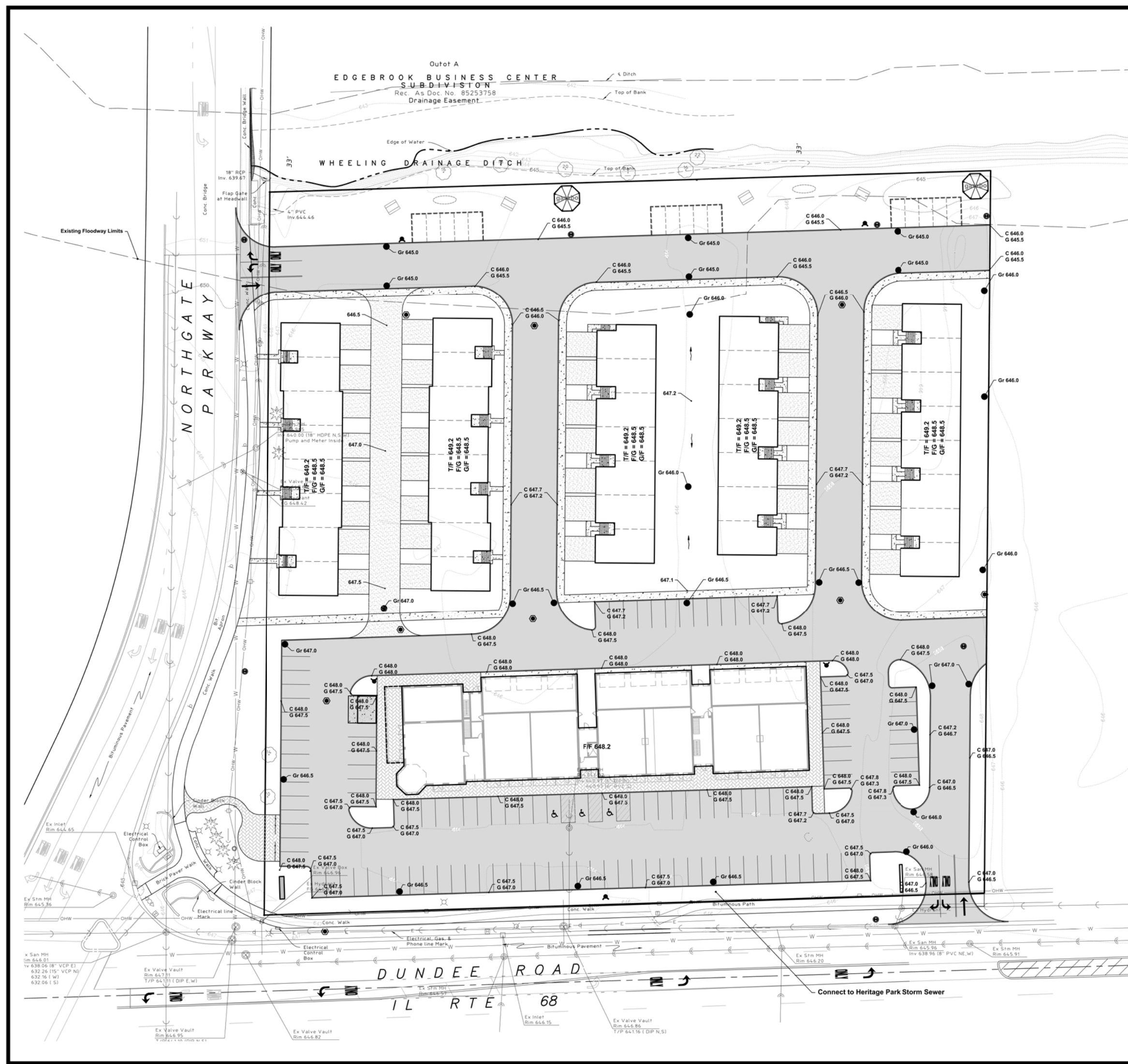
Benchmark

Source Benchmark
Description: Wheeling BM # 8
Brass Disk on Head Wall
Location: West Side Northgate Parkway 160
Feet North of Dundee Rd.
Elevation: 652.118 NAVD 88

Site Benchmark
CP # 12010 (See Survey)
Description: Mag Nail
Elevation: 645.97 NAVD 88

EXISTING CONDITIONS PLAN





DETENTION SUMMARY

Project Area	4.99 ac.
Impervious Area	3.73 ac.
Pervious Area	1.26 ac.
Weighted CN	89

Required Detention Volume, MWRD Nomograph 1.30 ac-ft

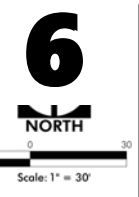
Detention Volume Storage provided Heritage Park basin

COMPENSATORY STORAGE SUMMARY

	(cu.ft.)	(ac-ft)
Overall Site Existing Floodplain Volume	17,860	0.41
Proposed Site Floodplain Fill Volume	16,800	0.38

Compensatory Storage provided by Village compenstoary storage credits within the Heritage Park system (150% @ 0.38 = 0.57 ac-ft)

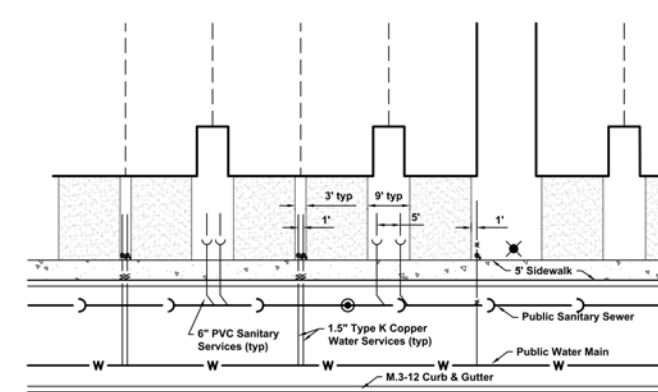
SITE GRADING PLAN



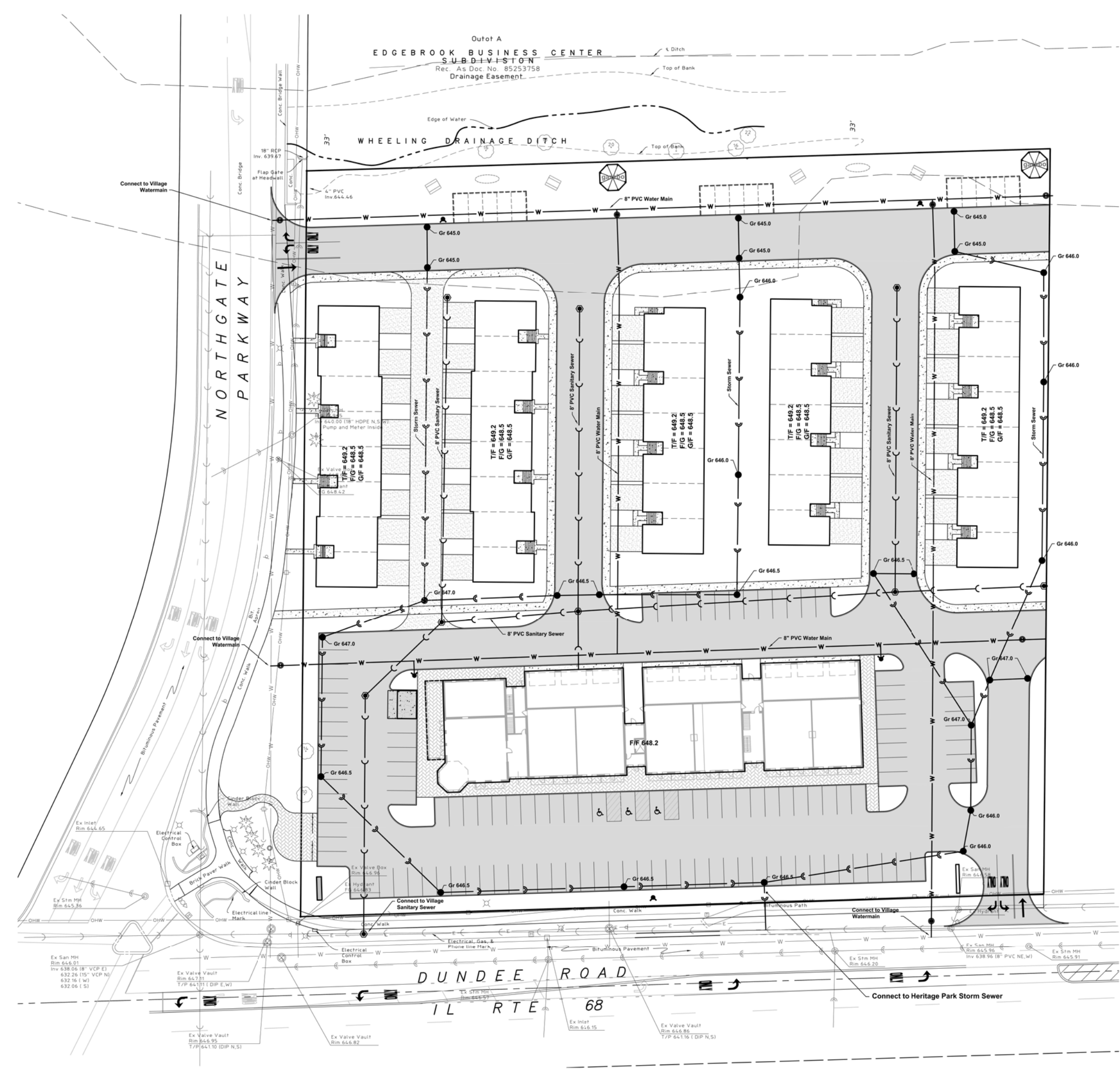
HAEGER ENGINEERING
consulting engineers • land surveyors
100 East State Parkway, Schaumburg, IL 60173 • Tel: 847.395.6600 Fax: 847.394.6608
www.haegerengineering.com

**PRELIMINARY SITE GRADING
& EROSION CONTROL PLAN**
DUNSHIRE
WHEELING, ILLINOIS
NEDER CAPITAL SERVICES LLC

Project Manager: M.L.A.
Engineer: M.L.A.
Date: 2017.06.08
Project No: 15-211



TYPICAL TOWNHOME UTILITY SERVICE DETAIL



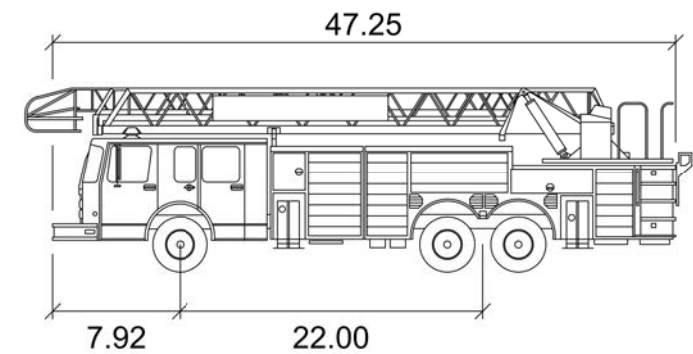
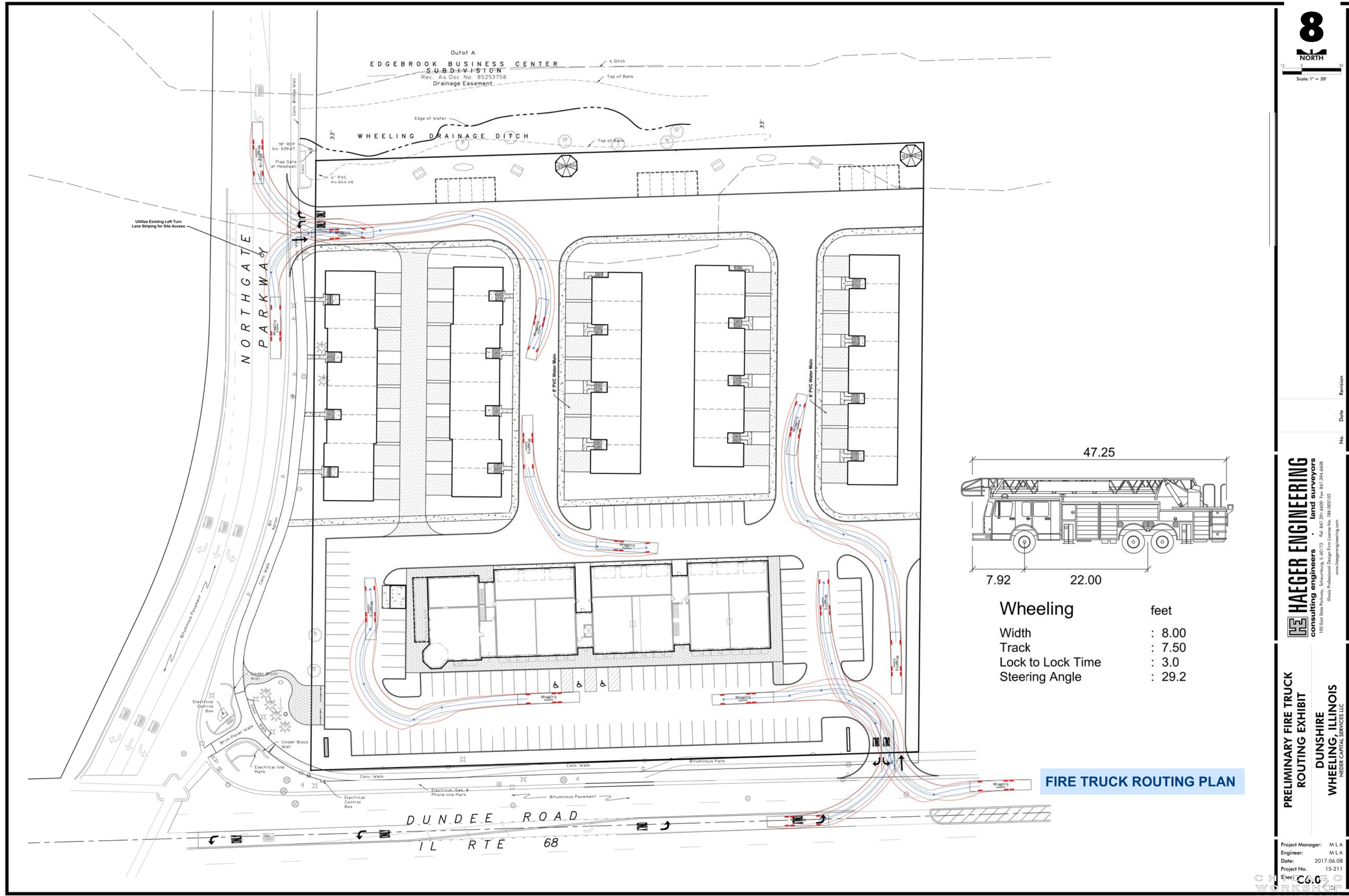
UTILITY PLAN

HAEGER ENGINEERING
consulting engineers
land surveyors
100 East State Parkway, Schaumburg, IL 60173
Tel: 847.395.6000 Fax: 847.394.6008
www.haegerengineering.com

PRELIMINARY SITE UTILITY PLAN
DUNSHIRE
WHEELING, ILLINOIS
NEDER CAPITAL SERVICES LLC

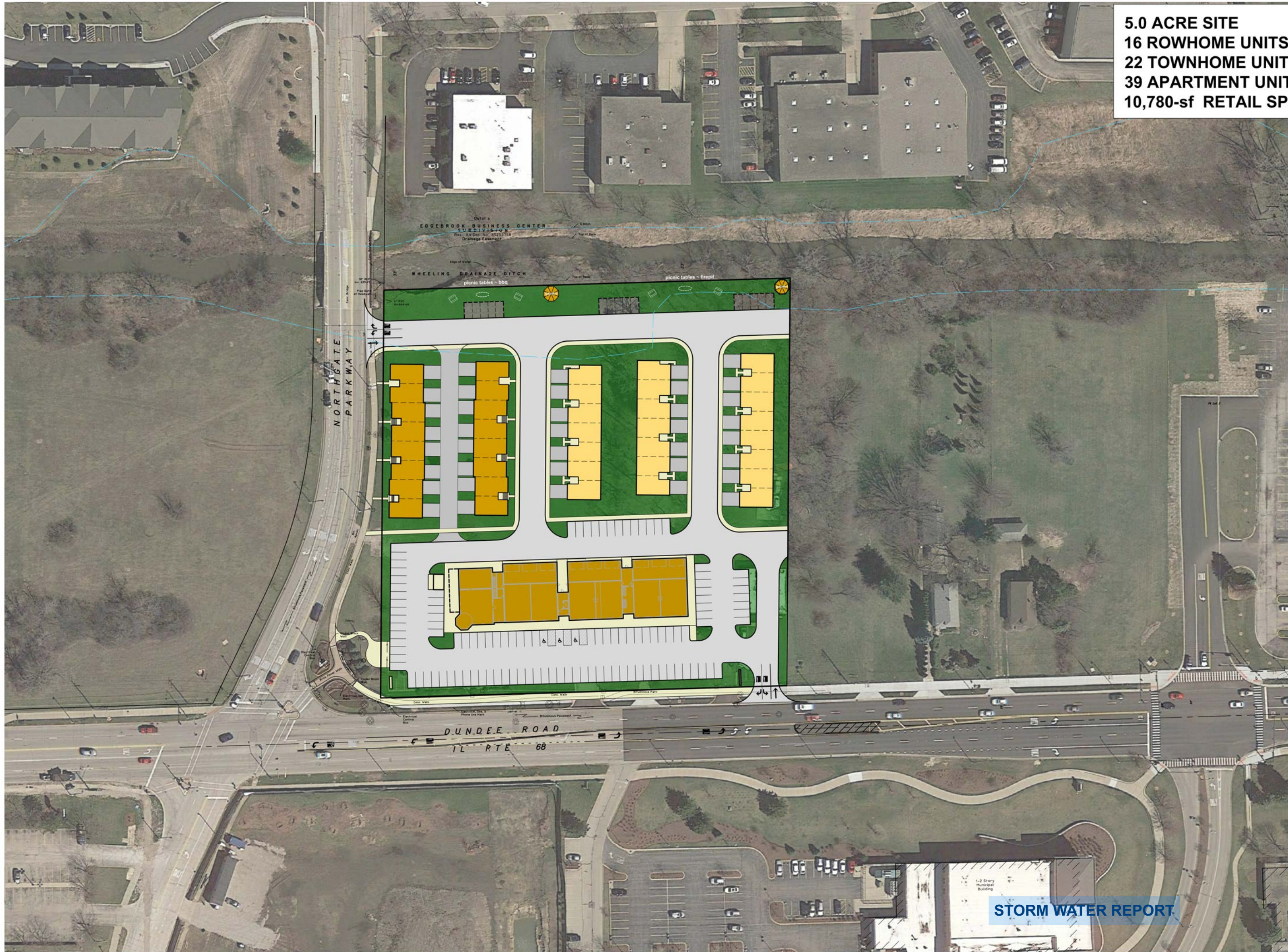
Project Manager: M.L.A.
Engineer: M.L.A.
Date: 2017.06.08
Project No. 15-211

CMCA
WORKSHOP

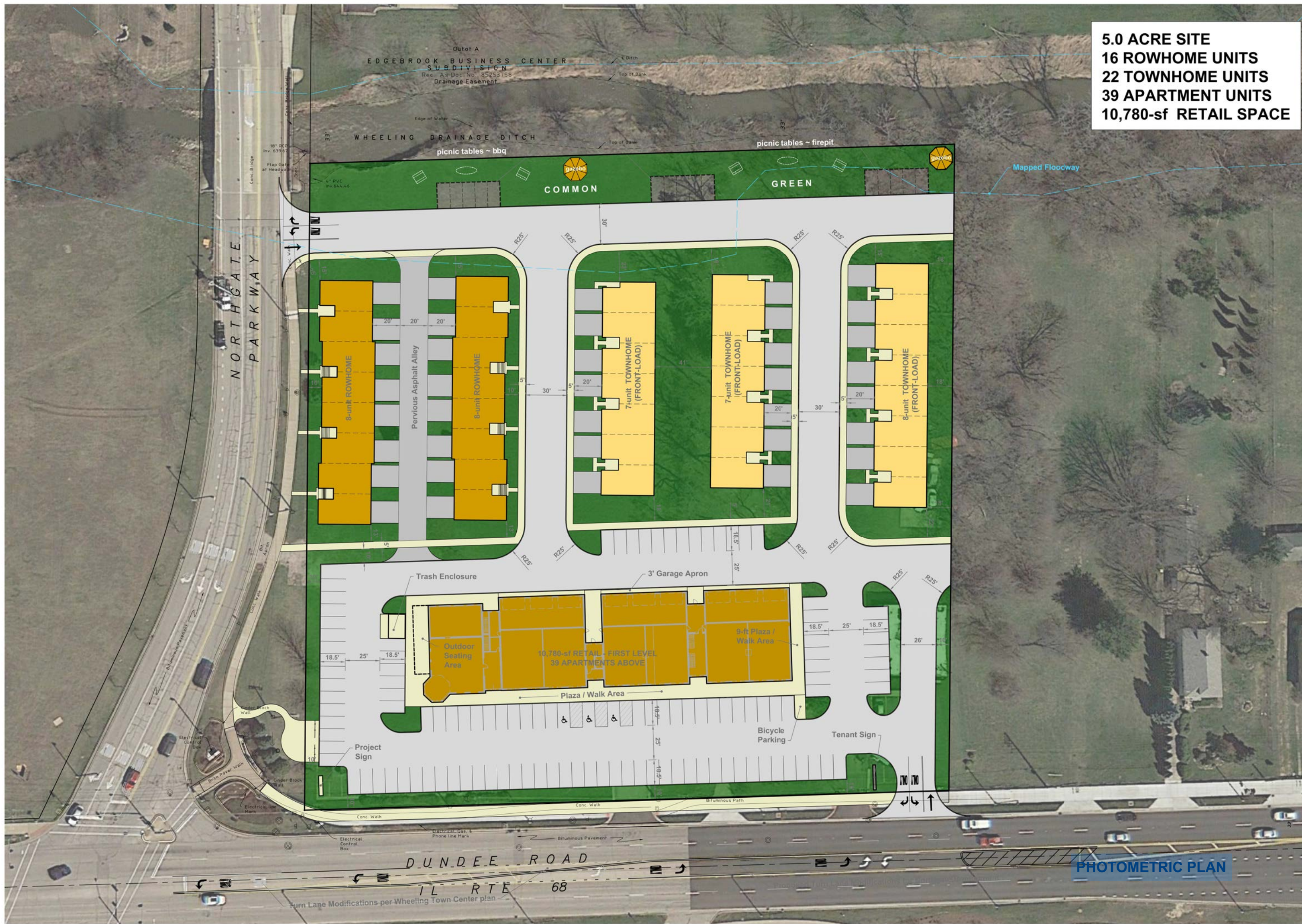


Wheeling	feet
Width	: 8.00
Track	: 7.50
Lock to Lock Time	: 3.0
Steering Angle	: 29.2

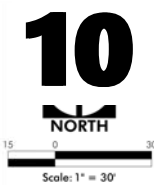
FIRE TRUCK ROUTING PLAN



5.0 ACRE SITE
16 ROWHOME UNITS
22 TOWNHOME UNITS
39 APARTMENT UNITS
10,780-sf RETAIL SPACE



5.0 ACRE SITE
16 ROWHOME UNITS
22 TOWNHOME UNITS
39 APARTMENT UNITS
10,780-sf RETAIL SPACE

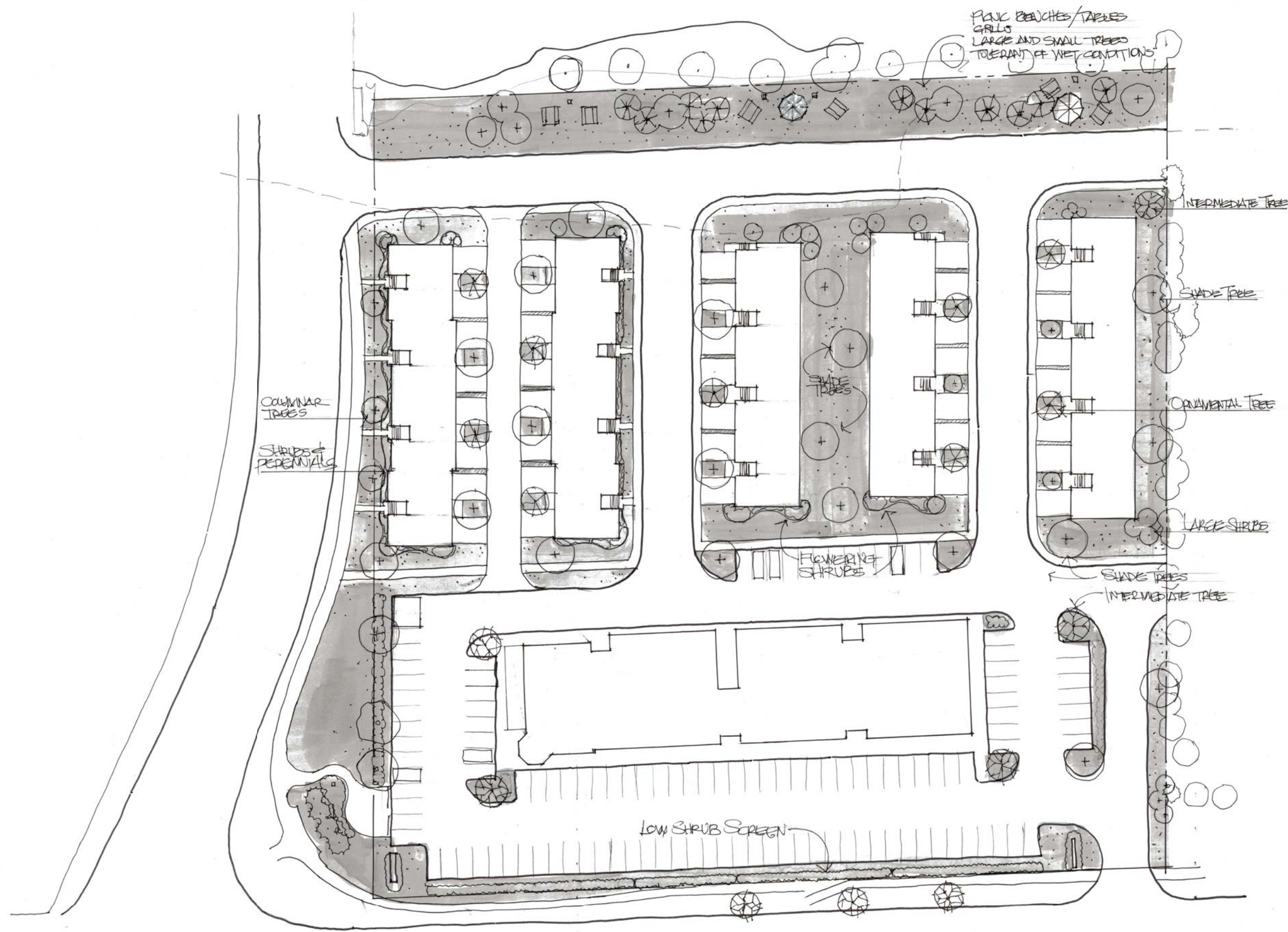


HAEGER ENGINEERING
consulting engineers • land surveyors
100 East State Parkway, Schaumburg, IL 60173 • Tel: 847.395.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com

CONCEPT
SITE PLAN
DUNSHIRE
WHEELING, ILLINOIS
NEDER CAPITAL SERVICES LLC

Project Manager: M.L.A.
Engineer: M.L.A.
Date: 2017-06-08
Project No. 15-211

CHICAGO
WORKSHOP



Plants tolerant of Moist soils
Acer rubrum
Betula nigra
Taxodium distichum
Arctostaphylos
Cornus baileyi
Itea virginica
Salix sp.
Viburnum celticum

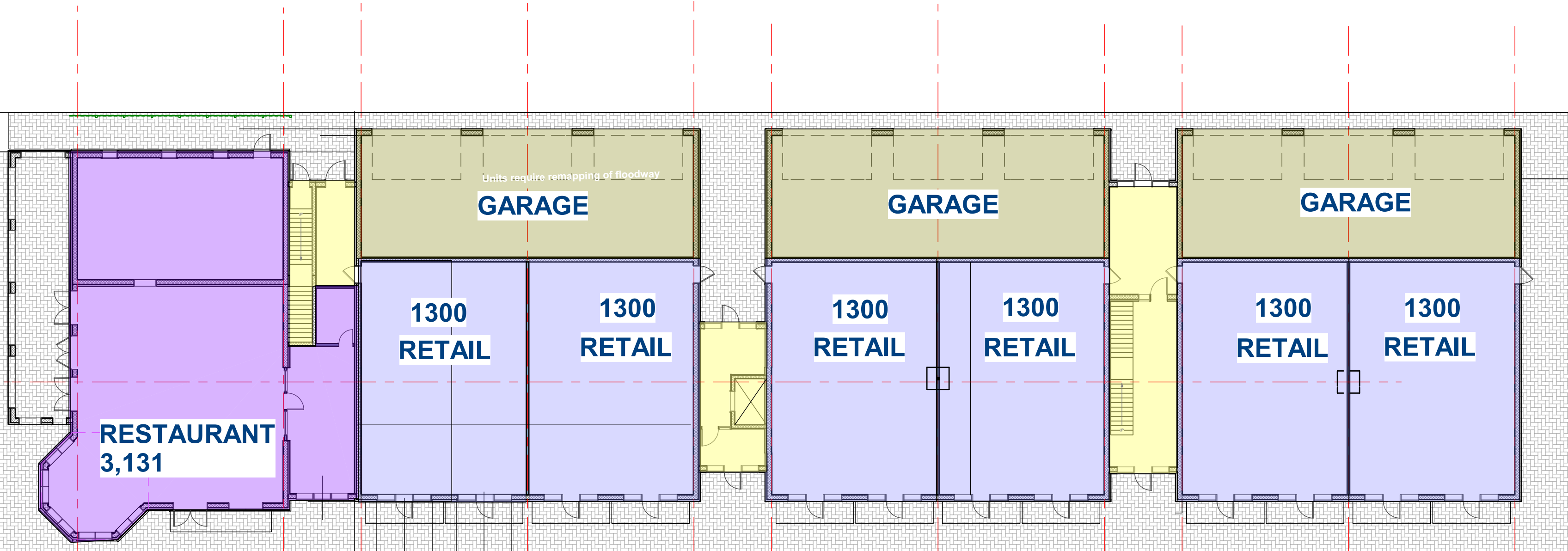
- GENERAL SPECIES - PARTIAL LIST
- SHADE TREES
Acer freemanii 'varieties'
Aesculus pavia
Acer saccharum
Carpinus betulus
Celtis occidentalis
- INTERMEDIATE TREES
Betula nigra
Panax persica
Rhus glabra 'Cultivars'
Syringa reticulata 'Ivor Silk'
- COLUMNAR TREES
Acer freemanii 'Armstrong'
Fagus sylvatica 'Fastigiata'
Quercus robur 'Royal Prime'
- ORNAMENTAL TREES
Amelanchier canadensis
Cercis canadensis
Malus var.
Cornus var.
SHRUBS
Berberis var.
Cornus sericea
Eucymus alata var.
Forsythia
Hydrangea var.
Spiraea var.
Syringa var.
Viburnum var.
GROUNDCOVER
Eucymus f. 'coloratus'
Liriope muscari 'variegata'
Viola minor 'Dart's Blue'
Turf

LANDSCAPE PLAN
1"=60'

EXTERIOR DIMENSIONS
landscape architecture

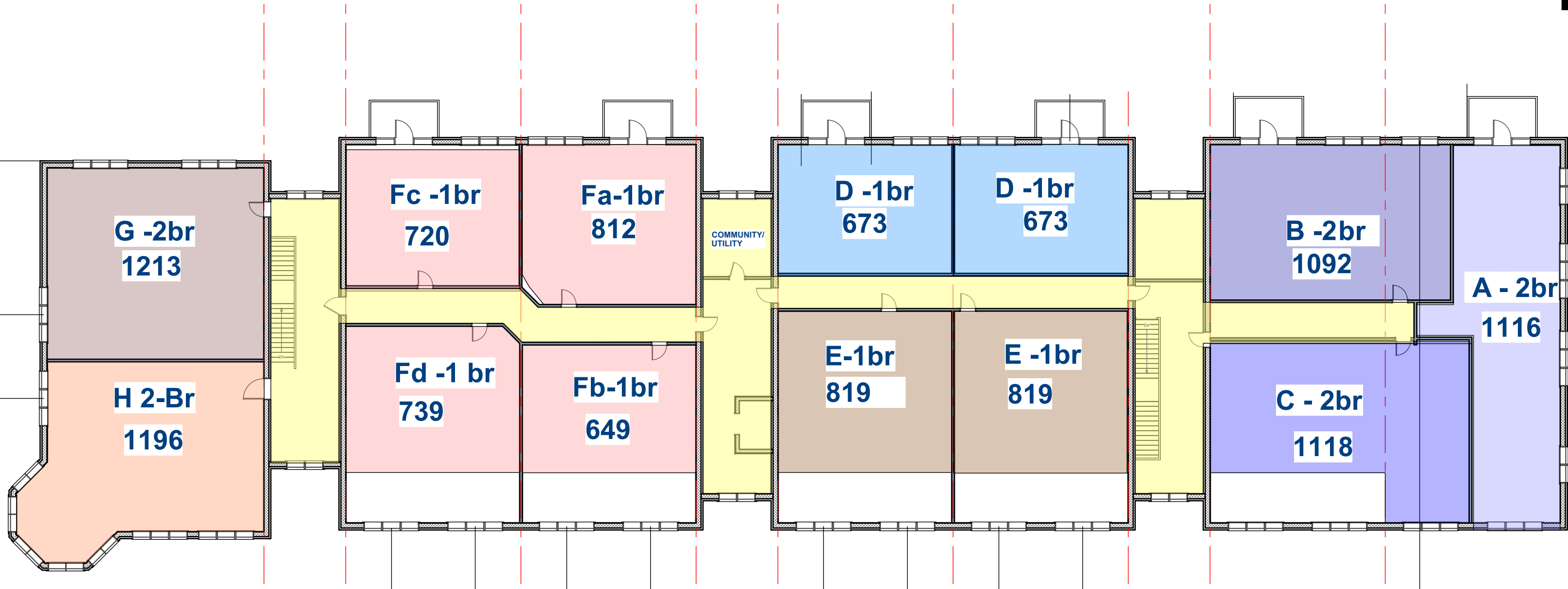
PRELIMINARY
LANDSCAPE PLAN
DUNSHIRE
WHEELING, ILLINOIS

765 Old Mill Grove Road, Lake Zurich, IL 60452-0193



MIXED USE BUILDING - FIRST FLOOR PLAN
SCALE 1"=16'

10,780 RETAIL (INCLUDING POSSIBLE
RESTAURANT)
GARAGE PARKING 18 SPACES FOR APARTMENTS



MIXED USE BUILDING - Typical Floor plan Floors 2 - 4
SCALE 1"=16'

BUILDING FOOTPRINT AREA		
FIRST FLOOR AREA		17,122
FLOORS 2-4		15,550*3=46,650
TOTAL		63,772
8 - 1Br unit per floor	total	24 1Br-
5- 2Br unit per floor	total	15 2Br
Total units		39 Units



FRONT ELEVATION - MULTI USE BUILDING
SCALE 1"=16'





REAR ELEVATION - MULTI USE BUILDING
SCALE 1"=16'





LEFT ELEVATION - MULTI USE BUILDING
SCALE 1"=16'



BUILDING SECTION - MULTI USE BUILDING
SCALE 3/32"=1'



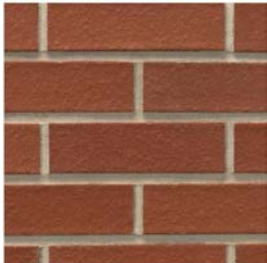
RIGHT ELEVATION - MULTI USE BUILDING
SCALE 1"=16'

MATERIALS

STONE:
Buechel Stone Corporation- Earth- Stone panels- St. Croix Panels
LINTELS AND DETAIL BLOCKS
Indiana Limestone
PARAPET CAP
Pac Clad Metal- Emerald
MASONRY



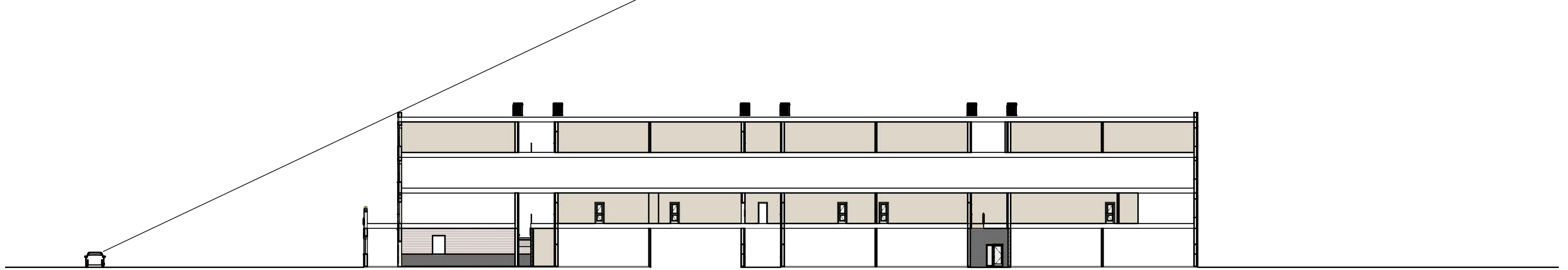
St Croix - Panels



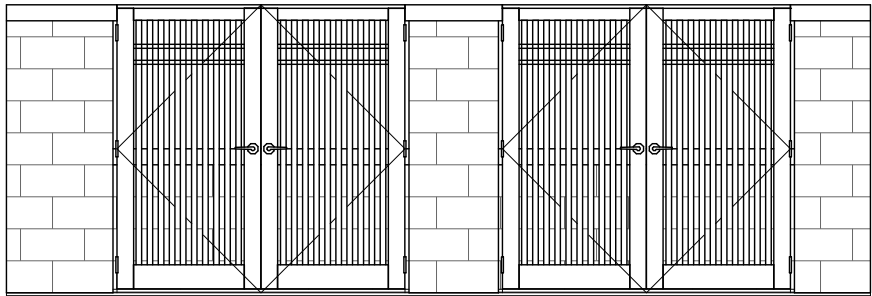
Garnet
Size: Modular
Texture: Smooth
TUP002, JDE 102453



Desert Tan Flash
Size: Modular
Texture: Velour
DVP216, JDE 770720



ROOF TOP UNIT DIAGRAM
SCALE 3/64"=1'



6' HIGH ENCLOSURE
CEDAR GATES
VENEER STONE MATCHES BUILDING
PAINTED METAL CAP

TRASH ENCLOSURE ELEVATION
SCALE 1/4"=1'



DUNN-SMITH ARCHITECTURAL SERVICES, LLC 1/25/2016 11:16 AM





DUNNSHIRE ROWHOME BRICK- 11 x 17 6/8/2017 6:20:12 PM







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

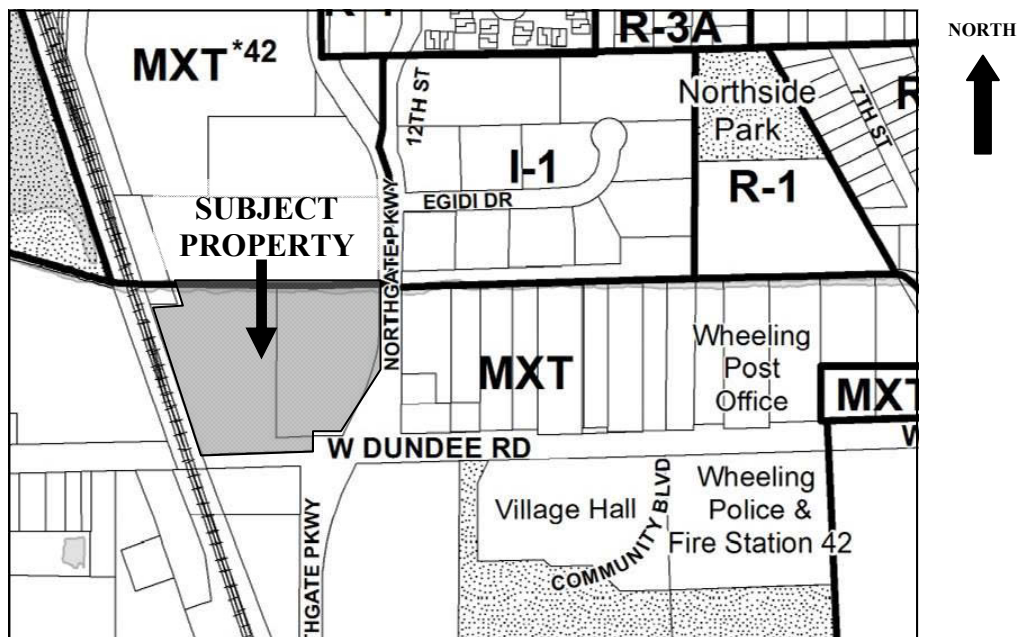
RE: **Docket No. 2017-3**
Uptown 501
501 W. Dundee Road
**Special Use-Site Plan Approval of a Mixed-Use Retail and
Residential Preliminary Planned Unit Development**

DATE OF REPORT: June 15, 2017

DATE OF MEETING: June 22, 2017

PROJECT OVERVIEW: The petitioner is seeking Preliminary Planned Unit Development (PUD) approval to construct a mixed use development at the vacant northwest corner of Dundee Road and Northgate Parkway, which is zoned MXT Transit Oriented Mixed Use District. The proposed development consists of a mixed use building with 12,000 sq ft of retail, 264 residential units, and a parking garage.

LOCATION MAP:



Applicant Name: 501 W. Dundee, LLC

Property Owner: Wheeling Station, LLC

<u>Common Property Address:</u>	Located on the northwest corner of Dundee Road and Northgate Parkway.
<u>Neighboring Property Land Use(s):</u>	North: Multi-Family (Northgate Crossing) South: Commercial (Town Center) West: Commercial (Lynn Plaza) East: Vacant land
<u>Comprehensive Plan Designation:</u>	Transit Oriented Mixed Use
<u>Property size:</u>	7.65 acres (total lot) 290,500 sq. ft. (264 residential units) 12,000 sq. ft. (retail)
<u>Existing Use of Property:</u>	Vacant
<u>Proposed Use of Property:</u>	Mixed-use multi-family residential and commercial
<u>Existing Property Zoning:</u>	MXT Transit Oriented Mixed Use District
<u>Previous Zoning Action on Property:</u>	None.

SUMMARY OF RESPONSE TO CONCEPT REVIEW

On February 6, 2017 the Village Board reviewed this project on a conceptual basis. On March 9, 2017, the applicant attended the Plan Commission Meeting for preliminary review. Overall, the Plan Commission was receptive of the project. The following critical comments were provided by the Plan Commission during concept review:

1. A residential market study should be provided to demonstrate the market is not saturated;
2. There is some concern with the local competition with the Town Center. A commercial market study is required;
3. Provide a traffic study to address the congestion at this busy intersection;
4. Ensure adequate onsite truck maneuverability; and
5. Consider additional greenspace.

The Preliminary PUD submittal addresses each of these concerns, as described below:

1. The developer has submitted a market study for the residential units. The study is extremely thorough, and compares the development to several existing buildings in the market area. Some of the buildings are still in the initial lease up phase. The Plan Commission is likely familiar with most of the comparable projects (AMLI Deerfield, Tapestry in Glenview, Northshore 770 in Northbrook, and Northgate Crossing). The market study assumes absorption of 8-12 units per month, leading to full occupancy within 2 to 2 ½ years. The study predicts that the building will be competitive in the market due to its proximity to the Metra station and the Wheeling Town Center.
2. The developer has provided a retail market summary that can be used to attract investors and tenants to the development. It identifies the context of the project and provides relevant market analysis. Limited analysis of the commercial market is also provided within the residential market study. It should be noted that the development's retail

component is now 12,000 sq ft, slightly less than half of the amount included in the original concept.

3. A complete traffic study has been provided. The recommendations of the study have been incorporated into the plan. The most significant improvement recommended by the traffic study is the widening of Northgate Parkway to allow for a dual right turn onto westbound Dundee. The traffic study projects that the impact of this improvement could be as much as an 800 ft reduction in the afternoon peak hour stacking on Northgate. The development will also dedicate adequate right-of-way along Dundee to allow for a third lane of westbound traffic over the railroad tracks should the Village or IDOT pursue that project in the future.
4. The traffic consultant has provided a series of fire truck turning diagrams to illustrate maneuverability through the site starting from each entrance and traveling clockwise and counterclockwise. Staff has reviewed these exhibits, and notes that they will be used in developing the final geometric plan for the Final PUD plan submittal.
5. The fire lane around the north and west sides of the building has reduced the open space ratio, but the configuration of the building itself has been modified in several key ways that increase greenspace and improve the function of the outdoor areas. The reduction of the retail area has allowed for open plaza space at the southeast corner of the building, and for private patio space for the westernmost residential units. The spillover impact of this retail reduction is that the overflow garage contemplated for the northeast corner of the building is no longer necessary. The petitioner has taken full advantage of the removal of the east garage by: (a) shifting the indoor amenity space and leasing office east to create a more attractive exterior; (b) opening up a much larger internal courtyard for the apartment building; and (c) adding greenspace along Northgate in a very visible location. As the building plan has evolved, the developer has also added outdoor terraces to the 3rd and 5th levels of the building. While the landscape plan does not detail the plantings in the upper level terraces, the rendering shows that the trees in the terraces give the building a much greener appearance.

ROLE OF PRELIMINARY AND FINAL PUD REVIEW

The purpose of the preliminary Planned Unit Development (PUD) approval is to provide a formal approval of the basic elements of the plans that have been discussed in the informal Concept Review. Please see the following excerpt from the Zoning Code for a more detailed description of the role of the preliminary PUD approval. Once preliminary approval has been granted, the Final Plan must be in substantial conformance with the materials attached to the preliminary approval ordinance.

The following table summarizes the differences between a preliminary and final PUD plan. For a complete description of the requirements for each type of application, see Chapter 9 of the Zoning Code:

Wheeling Plan Commission
Meeting date: June 22, 2017
RE: Docket No. 2017-3

Preliminary PUD	Final PUD
Written plan describing the project and how the various standards for a PUD are to be met.	Same.
Maximum projected figures for the following elements: dwelling units, buildings, bedrooms, paved area. Projected number of parking spaces and bike parking spaces. Minimum amount of land to be landscaped open space.	Actual count of the items listed for preliminary review plus the amount of land to be devoted to accessory structures areas.
A map of features within 500'	A map of features within 1000'
Plat of survey	Same.
Scaled existing conditions plan.	Same.
A site plan showing general locations of buildings, building uses, approx. building heights, open spaces, setbacks, buffers, access to existing and proposed streets, pedestrian and vehicular circulation, parking and loading.	Actual locations of items listed for preliminary review plus refuse collection facilities and exterior lighting.
General information on proposed signage.	Detailed sign information.
Preliminary landscaping plan.	A final landscape plan showing details of all proposed plantings and screening elements including parkway trees.
Pictures of the site and surrounding context	Same.
Any additional materials required by staff.	Materials required as a condition of preliminary approval.
Preliminary list of code relief (variations).	Final list of code relief (variations).
Preliminary elevations	Final exterior elevations for all buildings.
Preliminary engineering	Detailed engineering (Site Grading Plan & Site Utility Plan)

DESCRIPTION OF PROPOSAL

The petitioner is requesting a special use for a Preliminary Planned Unit Development to facilitate the construction of a mixed use development consisting of a five story apartment building with 264 residential units, an integrated parking garage and 12,000 sq. ft. of retail space. The five story structure wraps around a courtyard that hosts multiple recreational opportunities for the residents, including ample green space, a swimming pool and a patio. Adjacent to the courtyard is a 9,500 sq. ft. multi-story club and amenity complex for residents, which includes an exercise/yoga studio, café, and an on-site leasing/management office (see Site Plan for floor plans detailing the club area). According to the Preliminary PUD plan, the residential units include 28 Studio/Convertible units, 108 one-bedroom units, and 128 two-bedroom units. In addition to the main courtyard amenity area, the plans feature outdoor space on the 3rd and 5th floors.

CODE RELIEF REQUESTED

In conjunction with most Planned Unit Developments, the petitioner requests some form of code relief from Title 19 (Zoning) and/or Title 17 (Planning, Subdivision, and Developments) in order to provide for a development of a particular character or layout. A complete list of the required code relief must be submitted with a Final PUD plan, while a projection of the code relief is sufficient for a preliminary PUD plan. The petitioner discusses the project's code variations in Special Use Standard #3. Staff has also identified zoning variations related to minimum unit size and open space. The following is a projected list of code relief:

1. Open Space: The Preliminary Stormwater Calculations report indicates an open space measurement of 15%. The minimum required green space is 25%.
2. Unit Size: Proposed unit size for the studio apartments is 550 sq. ft. The minimum allowed size of a studio unit is 675 sq. ft.

3. Building Height: The maximum allowed building height is 50 feet and four stories. The proposed structure has a height of 57.5 feet and is five stories.
4. Building Setbacks: The required minimum building setback is the height of the building (57.5 feet). The proposed rear (west) building setback is 41 feet, which abuts the railroad.
5. Residential Density: The proposed density is 34.5 units/acre. The maximum allowed density is 20 units/acre.
6. Sign Variations: Freestanding signs are required to be at least 300 feet apart. The proposed development would have four signs that are less than 300 feet from each other.
7. Required Parking: Based upon a speculative retail use for the retail square footage, 5.5 spaces are required per 1,000 sq. ft. of space. The proposed 12,000 sq. ft. of net space requires 66 spaces. The project data sheet indicates that there are 69 surface stalls available to the retail component, but reports the ratio as 5.4 per 1,000 sq ft (the project narrative correctly reports the ratio as 5.75/1000). In previous projects, the Village has approved a maximum square footage of restaurant space so that individual tenants do not necessarily require a parking variation. There are 443 total stalls for the residential building (400 garage and 43 surface). The minimum parking for the residential component would total 564 spaces (231 for the studio and 1-bedroom, 282 for the 2-bedroom, and 52 unreserved guest stalls). See additional discussion under **Total Number of Parking Spaces**.

SITE PLAN REVIEW

Scale of Site Plan: 1"= 30'

Proposed General Site Layout: Access to the site would be provided by a single right-in/right-out driveway on Dundee Road, a full access drive near the creek along Northgate, and a right-in/right-out aligned with the courtyard driveway. The residential building provides access to open space in a large courtyard at the ground level and terraces at the 3rd and 5th levels. The seven units to the west of the retail space also have access to private patios.

The building is positioned so that there is parking in front of the retail area, and the retail is visible from the Dundee/Northgate intersection. The residential parking garage is located at the west side of the building, visible to the railroad tracks but otherwise hidden.

Site Access and vehicle flow: The northernmost access drive on Northgate is the only full access drive is intended to align with the likely location of the access to the development across the street. Residential traffic would be somewhat separated from retail traffic as the entrance to the garage is within the courtyard area. The service area for the building is at the southwest corner of the site.

Traffic Study / Roadway Improvements: A traffic study has been provided, and the plan incorporates improvements to the Dundee / Northgate intersection. These improvements would be in addition to the modifications associated with the Wheeling Town Center plans. The most

significant improvement is the widening of Northgate to provide dual right turn lanes onto westbound Dundee Road. According to the traffic study, this will allow the southbound stacking during the evening peak period to be reduced by as much as 800 ft. The inner right turn lane would taper and allow for adequate space for a right turn lane into the development from Dundee. It should be noted that the development would dedicate additional right-of-way on Dundee so that a third lane of westbound traffic across the railroad tracks would be possible in the future.

Total Number of Parking Spaces: There is a slight discrepancy between the project data sheet, which identifies the retail parking ratio as 5.4/1000 and the narrative, which identifies the ratio as 5.75/1000 (the correct ratio). There are 112 surface stalls, of which 43 are dedicated to the residential use (15 in the courtyard, 9 near the lobby, 6 near the skybridge, and 13 at the far southwest corner). The remaining 69 surface stalls would be available to the retail use. Of the 43 dedicated to residential use, the 6 near the skybridge will appear to visitors to be retail parking and may ultimately be added to the retail ratio if it is demonstrated that the garage has adequate guest parking for the residential building. The ratio of 5.75 / 1000 for the retail building meets the speculative requirement in the code, but would limit the amount of square footage for high demand uses, such as restaurants. The Plan Commission may wish to provide a recommendation for the final PUD requiring the developer to propose a limit for high-demand uses in the development.

The residential parking requirement for the mix of units would total 564 spaces (231 for the studio and 1-bedroom, 282 for the 2-bedroom, and 52 unreserved stalls). The development as proposed would provide 443 total stalls (400 garage and 43 surface) for the residential building. Staff has analyzed the parking and believes that it seems likely that only 37 surface stalls will be easily dedicated to the residential use. In order to meet the guest parking demand for the residential building without negatively impacting retail parking, Staff believes that an additional 10 stalls should be made available for guests within the parking garage. With the guest set-aside of 47 stalls, the parking available to residents would be 390 stalls (equivalent to 1.48 per unit). While this is below the minimum code requirement, Staff's opinion is that resident parking is more easily controlled through leases and it is preferable to make more parking available to the retail uses and residential guests.

Bicycle parking: The data sheet indicates that the building will accommodate storage for 132 bicycles for residents. The floor plan shows a locker area that may be intended for bike storage. There will be bike racks to accommodate an additional 10 bicycles for retail customers and employees.

Site Lighting: A site lighting plan is not provided. The plan will be required for the Final PUD review.

Ownership: The subject property is under contract, with the sale to the developer contingent upon Preliminary PUD approval.

Sidewalks / Pedestrian Access: The existing sidewalk on Dundee would be replaced in conjunction with the development, and the temporary walk along Northgate would be rebuilt as a

permanent sidewalk providing access from Dundee to the bridge over the creek. The petitioner is proposing crosswalks to access the building at the two right-in/right-out driveways, as well as a diagonal access connecting the retail plaza and the intersection. Staff suggests that the Dundee sidewalk configuration should be modified so that the jog to align with the railroad crossing occurs at the far west end of the site, allowing pedestrians more separation from traffic.

LANDSCAPING PLAN REVIEW

Existing Landscaping to Remain: An existing conditions survey is provided. The site is mostly vacant with pockets of vegetation concentrated along the creek and railroad tracks. The site plan and landscape plan give the appearance that this vegetation will remain.

Proposed Landscaping: The preliminary landscape plan includes shade trees, ornamental trees, large flowering shrubs, low shrubs, and dwarf flowering shrubs. While there is limited open space on the site, the plan shows that the open space will be adequately landscaped. During the Final PUD review, it is likely that the addition of features such as parking lot lighting and fire hydrants will cause modifications to the landscaping.

Buffers and Screening: The petitioner is proposing to provide dense landscaping along the west wall of the parking deck. The plans also indicate that there will be a wing wall to screen the view of the service area at the southwest corner of the building.

Additional features: The plan for the building includes a large ground level courtyard, and terraces at the 3rd and 5th levels. The units at the southwest portion of the building also have small private patios. The courtyard design includes a pool, a putting green, a BBQ pavilion, and an outdoor lounge.

Landscape Irrigation: No reference to irrigation is provided. The Plan Commission may wish to discuss this requirement and require a delineated irrigated plan at Final PUD.

APPEARANCE REVIEW

Building/Unit Size: The project data sheet lists the building footprint as 98,800 sq ft, with 290,500 sq ft total for the residential component, 12,000 sq ft of retail, and 141,500 sq ft of parking garage. The site plan lists the following unit sizes: studio units will be 550 sq ft, one-bedroom units range from 700-780 sq ft, and two-bedroom units range from 1,105 to 1,125 sq ft, with a single unit that is 1,500 sq ft.

The building height is listed in the data sheet and shown on the elevation plan as 57.5'. The building is a five story building with a lower height on the retail area and the parking deck.

Elevation Plan Review: The building's mass is broken up by the glass storefront area, outdoor terrace space, and vertical bands of balconies. The primary building materials include a field brick and a cement fiber board panel alternating in the large areas in between the balconies. The elevation plan also shows an accent brick, an aluminum balcony system, a metal sunshade, a glass panel guardrail on the upper level terraces, a glass and aluminum storefront system on the

retail area, and a wood composite accent area near the residential lobby. The rendering provided with the submittal is a better illustration of the proposed appearance of the building.

Screening: The screening of the rooftop units is shown on the elevation plans. The west elevation, which is the open side of the parking deck facing the railroad tracks, includes a planter system to partially screen the vehicles and improve the overall appearance of the garage.

Trash enclosure: It appears that all of the trash for the residential units and retail space will be collected from a single service area at the southwest corner of the building. The Plan Commission may wish to confirm the details of trash collection.

SIGNAGE PLAN REVIEW

The preliminary signage plan (exhibit 7) features a primary sign at the intersection, two secondary signs (Dundee driveway and northernmost Northgate driveway), and an additional entrance monument sign at the right-in drive aligned with the residential garage entrance. The plan also indicates that retail tenants will have an area for wall signage.

STANDARDS FOR SPECIAL USE

Following are standards for a special use with the petitioner's responses in italics. (**Village Planner comments are in bold.**)

1. State why the Special Use is necessary for the public convenience at the proposed location.

“The Proposed Development is critical to unifying existing development in the surrounding area and fulfilling the Village’s vision for the area near the Metra station. The large-scale, mixed-use Town Center development will be located to the south of the Proposed Development, across Dundee Road. The relatively lower-density, residential Northgate Crossing development is located adjacent to the Proposed Development to the north. The intermediate scale and design of the Proposed Development will provide a transitional bridge between the Town Center and Northgate Crossing, creating a unified neighborhood, rather than a series of disconnected developments.

The Proposed Development also promotes the general land use scheme called for by the Village’s Station Area Plan and Town Center Plan to revitalize the area surrounding the Metra station. The retail component of the Proposed Development will front Dundee Road, contributing to the establishment of a new shopping and dining destination that will improve the quality of life of existing residents, attract new residents, and lure visitors from neighboring communities. The residential portion of the Proposed Development is designed to appeal to a combination of “empty nesters” and young professionals who desire to live in Wheeling but who also seek convenient access to downtown Chicago and local shopping, dining, outdoor activities, and other amenities.

The applicant will construct various improvements in connection with the Proposed Development that will improve the quality of life of Village residents. Those improvements

include dedicated land to expand the Dundee Road right-of-way, stormwater facilities, and utility improvements.

A special use is necessary to construct the Proposed Development because, under the Village's Zoning Ordinance, the subject property cannot be developed without obtaining approval of a special use for a planned unit development. The subject property is located within the Village's Transit Oriented Mixed Use District ("MXT District"). In the MXT District, all developments with a gross site area greater than two acres must be approved as a planned unit development, which is a special use in the MXT District. The subject property is approximately 7.65 acres. Therefore, the applicant does not have the option to develop the subject property as a use that is permitted "as of right," without the need for special use approval."

The Comprehensive Plan identifies a vibrant mix of uses for the town center and MXT District.

2. State how the Special Use will not alter the essential character of the area in which it is to be located.

"The Proposed Development will not alter the essential character of the area. Rather, it will help fulfill the Village's longstanding plans to transform the area near the Metra station into a mixed-use, transit-oriented, pedestrian-friendly, and vibrant neighborhood in the heart of Wheeling. The Village has, through its Station Area Plan and Town Center Plan, encouraged the area around the Proposed Development to be developed with a mixture of multi-family residential and retail uses that will appeal to people who desire convenient access to downtown Chicago and local shopping, dining, and other amenities. The Proposed Development is a response to the Village's plans and is critical to realizing them."

The proposed development is consistent with the concept of a mixed-use town center described in the Comprehensive Plan.

3. State how the location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with it, the size of the site in relation to it, and the location of the site with respect to streets giving access to it, will be in harmony with and will not impede the normal, appropriate, and orderly development of the district in which it is to be located and the development of surrounding properties.

"The location, size, nature, and intensity of the uses within the Proposed Development will complement and contribute to the development of the greater "town center" area in accordance with the general land use scheme set forth in the Village's Station Area Plan and Town Center Plan. The Village has encouraged multi-family residential and retail development in the area near the Metra station. The Proposed Development will help to realize the Village's vision by providing a transitional bridge between the Town Center development and the Northgate Crossing development. The Proposed Development represents an intermediate level of intensity that would unify the three developments and create a new neighborhood in the heart of Wheeling.

The Proposed Development is also consistent with the regulations of the Village's Zoning Ordinance applicable to the MXT District. Pursuant to Section 19.05.010(l)(1) of the Zoning

*Ordinance, developments within the MXT District are not required to comply with a prescribed set of fixed development standards. Rather “all development standards for properties located in the MXT District shall be established through the Planned Development process” on a case by case basis. Standards may differ from property to property, depending on the circumstances, in order to advance the purpose and intent of the Village’s Zoning Ordinance and plans for the area. To provide guidance for evaluating proposed development standards, Section 19.05.010(l)(1) of the Zoning Ordinance identifies nonbinding “base” standards that serve as a frame of reference. With respect to mixed-use buildings in the MXT District, the base standards are the height and setback regulations of the B-3 District, the residential density regulations of the R-4 District, and the parking regulations set forth in Section 19.11.010(e) of the Zoning Ordinance (collectively, the “**Base Guidelines**”).*

The Proposed Development is consistent with most of the Base Guidelines, and the few inconsistencies with the Base Guidelines are harmonious with the Village’s plans for development in the vicinity of the Metra station. In the B-3 District, building height may not exceed the greater of 50 feet or four stories, and side setbacks may not exceed the greater of 15 feet or the height of the building. The height of the Proposed Development would be 60 feet and five stories. One side setback, located between the railroad right-of-way to the east and the parking structure elevation to the west, would be 40 feet, rather than 60 feet. In the R-4 District, residential unit density may not exceed 20 units per acre, whereas unit density in the Proposed Development would be 34.5 units per acre. Finally, the Proposed Development would have four freestanding signs located less than 300 feet from another freestanding sign, which is inconsistent with the standard in the Village’s Sign Code. These proposed development standards will not interfere with other land uses or impede development in the area surrounding the Proposed Development. Rather, these standards are generally consistent with the mixed-use development that the Village has encouraged in the “town center” area.”

The traffic impact study supports the proposed uses in context to the Northgate and Dundee intersection and the adjacent developments.

4. State how the location, nature and height of buildings, walls and fences, and the nature and extent of the landscaping on the site shall be such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings, or will not impair the value thereof.

“The Proposed Development will not hinder or discourage the use, or impair the value, of adjacent land. On the contrary, many of the properties in the vicinity of the Proposed Development are currently being developed in similar ways. The Proposed Development and the other nearby developments are a response to the Village’s efforts to create a new, mixed-use, transit-oriented development in the area near the Metra station. As a result, the Proposed Development and the other developments complement each other and will have a positive, not negative, effect on the development and value of other properties in the vicinity.”

While the building height exceeds the maximum allowed 50 feet and five stories, it is adequately set back from the Northgate Parkway, Dundee Road, and the shared property line with Northgate Crossing. The rear (west) property line has a setback of

only 41 feet, but is adjacent to the railroad, which provides a barrier to other adjacent developments.

5. State how the parking areas will be of adequate size for the particular use, properly located, and suitably screened from adjoining residential uses, entrance and exit drives shall be laid out so as to prevent traffic hazards and nuisances, and the development will not cause traffic congestion.

“The Proposed Development would have adequate parking. The Proposed Development would provide a total of 512 parking spaces: 400 spaces within the parking structure, and 112 spaces within the surface parking lot. With respect to the residences, the Proposed Development would provide a total of 443 spaces, or an average of 1.68 spaces per residential unit. Because the Proposed Development is designed to be a transit-oriented development, the amount of parking suggested by the Base Guidelines (518 spaces, or an average of 1.96 spaces per dwelling unit) is more than is necessary. In all other respects, the number, location, and screening of the parking spaces in the Proposed Development would comply with the Base Guidelines.

The entrance and exit drives within the Proposed Development are designed to minimize adverse impacts on traffic. In addition, the applicant’s traffic engineer has prepared a traffic plan to reduce traffic impacts related to the Proposed Development.

To implement that plan, the applicant proposes to dedicate a portion of the subject property to the Village for the purpose of expanding the Dundee Road right-of-way. The expanded right-of-way will improve the flow of traffic entering and exiting the Proposed Development and on Dundee Road generally.”

As noted in this report, Staff believes that 6 of the surface stalls dedicated to the residential use are more likely to be perceived as retail parking when the building is constructed. That would increase the retail parking to 75 stalls. The ratio for retail parking is not likely to support a large percentage of high demand uses. The Plan Commission may wish to provide a recommendation that the developer include a maximum square footage of restaurant space in the Final PUD plan. This will ensure adequate parking for the remaining retail space, and also reduce the zoning approval burden on prospective tenants. Staff has also analyzed the residential parking and believes that the overall parking is sufficient. In order to prevent residential guests from negatively impacting the retail parking availability, staff suggests that additional guest stalls (10) should be made available in the parking garage. The resident parking can be managed through leases, but the guests to the residential building could occupy retail parking stalls if not provided adequate parking.

6. State how the special use will conform to all applicable regulations and standards of the zoning district in which it is to be located.

“Under the Village’s Zoning Ordinance, the subject property cannot be developed, and therefore cannot yield a reasonable return, except pursuant to an approved special use. The property has been unimproved and vacant for many years. The Village Board previously approved a special use for a planned unit development for the subject property in connection

with a similar proposed project, acknowledging that the subject property cannot yield a reasonable return without approval of a special use.”

Staff has identified several variations that would be required based upon the current plan. The variations are identified under the CODE RELIEF REQUESTED section of this report.

STAFF REVIEW

Staff met with the development team prior to the Concept Review submittal and discussed a variety of topics. The preliminary PUD submittal addresses many of the concerns raised by Staff during the Concept Review. The plans area also supported by additional documents, such as the traffic study, retail market study, and residential market study.

Upon receipt of the Preliminary PUD plans, Staff met internally and discussed the project. Based on the details provided with the preliminary PUD plans, Staff identified several items on the plans that required additional discussion with the development team. The request for supporting documentation was conveyed to the developer, and the design professionals then met with the individual departments for a more thorough discussion of the project.

Due to the nature of the review, Staff requested that the developer provide a summary of these consultations with staff. The following Staff review is based on the summary provided by the petitioner.

Fire Department Consultation:

1. Details regarding the fire lane transition to the drainage ditch are lacking and may need bank stabilization and/or intensive engineering for retaining walls.

Petitioner intends for Final PUD to shift the fire lane south 6' to provide separation from the grading issues that would affect the bank of the creek. This would still allow for a landscaped area alongside the building. It is the applicant's intention to not install retaining walls unless necessary for public safety.

2. There is a conflict with the utility easement and fire lane.

By adjusting the drive 6' south as described above, the conflict would be corrected. The applicant will work with engineering staff on the correct location of the utility line located within the easement to ensure that no long-term conflicts arise.

3. There is a conflict with the proposed vegetation and fire lane.

Shade trees that were proposed too close to the fire lane will be moved on the Final PUD plan so that the crowns will not impede usage of the lane.

4. Fire truck maneuverability is a concern; fire truck turning analysis exhibits are required.

Fire truck turning analysis exhibits have been submitted by the applicant's Traffic Consultant (KLOA) and have been reviewed by the Fire Department. These exhibits will be used in creating the final geometric plan to be submitted in conjunction with the Final PUD plans.

5. The storm water vault needs to be located away from the main access drive and be clearly marked.

The engineering plans for Final PUD will locate the vault so it will not be impacted by the main vehicular route. The vault will be marked by signage for ease of maintenance.

6. A fire lane must be added to the south side of the access drive to the garage.

The applicant is in agreement to add the fire lane. It will be marked and no parking signage will be posted and enforced.

7. The residential service area located on the southwest corner of the building needs to be clearly identified and marked to ensure that the fire lane will not be impeded.

The applicant has agreed to address this concern through signage and enforcement. The applicant has noted that this service area is for residential trash service and will not impact the fire lane.

8. Fire Hydrants need to be placed every 300' around the perimeter of the building requiring a looped water main on the north and west sides of the building.

The applicant will coordinate with Village staff to set the locations of the hydrants to meet the requirements and ensure ease of maintenance. The applicant will provide a looped water main on the north side of the building and connect with the existing water main along the west side of the property. The applicant will assume responsibility of maintenance of the existing main on the subject property.

9. Overhead clearance at the entrance to the lobby at the 'Skybridge' needs to be a minimum of 14' to accommodate the fire equipment.

The 'Skybridge' is located at the 3rd floor of the proposed building and allows for a minimum 22' clearance.

10. Residential deliveries and loading need to be identified so there are no conflicts with fire and EMS vehicles.

Residential deliveries and move-ins will be located on the east side of the building. The drive at this location has an expanded width of 33' to accommodate delivery trucks and residential move-ins and loading without impeding vehicular movement on the access drive.

11. The BBQ Pavilion cannot offer grills unless it is sprinkled.

The applicant will be providing gas grills located in the open air, outside of the BBQ pavilion. No grilling will be allowed in the pavilion. A main gas shut off will be located nearby and clearly labeled.

12. Utility Plan did not include a lighting plan.

A lighting plan will be provided in the Final PUD Plans.

13. Construction materials and details

Construction materials and details will be provided by the applicant in the Final Engineering Plans.

Engineering Consultation:

1. Details regarding the fire lane transition to the drainage ditch are lacking and may need bank stabilization and/or intensive engineering for retaining walls;

The fire lane alignment will be adjusted as noted in the Fire Consultation summary. In addition the petitioner will evaluate the creek bank stability and will if necessary provide a planting or structural support as applicable during final engineering design.

2. Provide a looped watermain on north and west sides of development.

The petitioner has coordinated with engineering and public works to provide a loop in the watermain along the south bank of the creek. The developer understands that they will need to assume responsibility for the existing watermain on the subject property.

3. The floodway limit conflicts with the building footprint at the northwest corner of the site.

The applicant has initiated contact with the Village and IDNR-OWR to remap the floodway along the south bank of the creek and understands that the remapping of the floodway must be complete prior to building permit approval. Based on the project engineer's analysis of the Floodway mapping and the existing topographical conditions, the floodway is mapped incorrectly along part of the south side of the creek between the railroad tracks and Northgate Parkway.

Although the mapping will likely be corrected as part of the Buffalo Creek/Wheeling Drainage Ditch analysis by Erik Gil of CBBEL being done for the Village of Wheeling, the timeline for completion will likely be after the expected groundbreaking for this project. Therefore the developer proposes to coordinate with the Village of Wheeling and IDNR-OWR to privately remap the reach of the floodplain in 2017.

4. Written request for comp storage and detention.

The applicant wishes to utilize available credits for compensatory storage and stormwater detention in the regional basin and has contacted MWRD to obtain conceptual approval of the design. Developer estimates that, under applicable stormwater regulations, 2.18 acre feet of stormwater detention must be provided in connection with the construction of the proposed development on the property. Developer requests 1.61 acre feet of off-site stormwater credits.

Developer estimates that, under applicable stormwater regulations, 2.53 acre feet of compensatory storage must be provided in connection with the construction of the proposed development on the Property. The applicant requests 2.53 acre feet of compensatory storage

credits. These figures are estimates only and the final volumes may not be known until final engineering plans are prepared.

5. 3rd party permitting.

The applicant understands that permitting is necessary from outside agencies such as FEMA, IDOT and MWRD. The petitioner has initiated approvals with some of the agencies, and understands that the building permit will not be issued until all necessary outside agency permits are obtained.

Review of Additional Supporting Documents

Staff has reviewed the following documents provided by the petitioner: Traffic Study, Phase I Environmental Study, Residential Market Study, Preliminary Stormwater Calculations, and Retail Market Study. Each study supports the development, or, as in the case of the traffic study, contains recommendations that were incorporated into the plans. Excerpts from several of these documents have been forwarded with the Staff report and the full documents are available on request.

Items requiring discussion or clarification

1. Location of bicycle parking.
2. Allocation of 10 parking spaces within the parking garage for residential guests.
3. Clarification of landscaping in the upper level terraces.
4. Address any comments that arise from the review of the building material samples.
5. Expectations for Final PUD with the respect to the following:
 - a. Address the specific items from the Staff consultations summarized in this report.
 - b. Develop a more specific tenant mix table for the retail space in order to establish a maximum ratio of restaurant space and reflect any use guidelines contained in the Redevelopment Agreement.
 - c. Provide preliminary review of IDOT for the proposed intersection improvements.

Staff Recommended Action: Staff suggests the Petitioner and Plan Commission review the above stated items for discussion or clarification. Upon concurrence by all parties, staff recommends approval of the Preliminary PUD.

PROPOSED MOTION

If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of special use-site plan-building appearance approval for a Preliminary PUD Plan, an appropriate motion would be to:

Recommend approval of Docket No. 2017-3; PRELIMINARY Review of Special Use-Site Plan-Building Appearance for Uptown 501 Planned Unit Development, consisting of a five (5) story mixed use building, with 264 residential units, 12,000 sq ft of retail, and an integrated parking structure, 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

Wheeling Plan Commission
Meeting date: June 22, 2017
RE: Docket No. 2017-3

Approval Requirements, as shown on the following plans/exhibits submitted on May 25, 2017 (except as noted), for the Uptown 501 Planned Unit Development to be located on the property currently known as 501 W. Dundee Road, Wheeling, Illinois:

- Project Narrative (5 pages)
- Zoning Statistical Sheet
- Vicinity Exhibit
- Site Plan
- Rendering
- Elevation Plans (last revised date of June 16, 2017)
- Landscape Plan
- Sign Plan
- Engineering Plans (5 sheets)
- Proposed Roadway Geometric Exhibit (excerpt from Traffic Study)

And with the following conditions of approval:

1. Address the specific items from the Fire Consultation and Engineering Consultation as summarized in this report.
2. Develop a more specific tenant mix table for the retail space in order to establish a maximum ratio of restaurant space and reflect any use guidelines contained in the Redevelopment Agreement.
3. Provide IDOT's preliminary review of the proposed intersection improvements.



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Jones
Senior Planner

Attachments: [Fire Department review, dated 6.16.2017](#)

 [Engineering Division review, dated 6.16.2017](#)

 [Project Narrative \(5 pages\)](#)

 [Zoning Statistical Sheet](#)

 [Vicinity Exhibit](#)

 [Site Plan](#)

 [Rendering](#)

[Elevation Plans](#)

[Landscape Plan](#)

[Sign Plan](#)

[Engineering Plans \(5 sheets\)](#)

[Geometric Plan for proposed roadway improvements \(traffic study excerpt\)](#)

[Excerpts from Traffic Study \(7 pages\)](#)

[Excerpts from Residential Market Study \(14 pages\)](#)

[Retail Market Analysis \(6 pages\)](#)



Memo

To: Andrew Jennings, Community Development Director
Brooke Jones, Senior Village Planner

From: Keith S. MacIsaac KSM

CC: File – Fire Prevention Bureau
Ronald Antor, Fire Inspector

Date: 6/16/2017

Re: Development Comment Review – Uptown 501 (Dundee Road & Northgate Parkway)

I have reviewed several general site plan revisions dated June 14, 2017 , as well as the Developer's summary of proposed actions (attached) provided on June 15, 2017, and believe the Developer has made substantial progress in addressing the Fire Department's needs. Sufficient details have been provided that the Fire Department concurs with this project proceeding to the Plan Commission for further discussion and consideration. I believe all remaining issues can be successfully resolved during the final engineering, mechanical, and architectural design, review, and approval process.

If you should have any questions, please feel free to contact me at ext. 2665.

Fire and Safety:

1. Details regarding the fire lane transition to the drainage ditch are lacking and may need bank stabilization and/or intensive engineering for retaining walls.

By adjusting the fire lane south 6', the applicant was able to clear the grading issues that would affect the bank of the Wheeling Ditch and not adversely affect the landscaped area alongside the building. It is the applicant's intension to not install retaining walls unless necessary for public safety.

2. There is a conflict with the utility easement and fire lane.

By adjusting the drive 6' south, the conflict has been corrected. The applicant will work with engineering staff on the correct location of the utility line located within the easement to ensure that no long-term conflicts arise.

3. There is a conflict with the Proposed vegetation and fire lane.

Shade trees that were proposed too close to the fire lane were moved so that the crowns would not impede usage of the lane.

4. Fire truck maneuverability is a concern; fire truck turning analysis exhibits are required.

Fire truck turning analysis exhibits have been submitted by the applicants Traffic Consultant KLOA and have been reviewed and approved by Chief MacIsaac.

5. The storm water vault needs to be located away from the main access drive and be clearly marked.

The applicant has located the vault so it will not be impacted by the main vehicular route. The vault will be marked by signage for ease of maintenance.

6. A fire lane must be added to the south side of the access drive to the garage.

A fire lane was added by the applicant and will be marked and no parking signage will be posted and enforced.

7. The residential service area located on the southwest corner of the building needs to be clearly identified and marked to ensure that the fire lane will not be impeded.

The Service area has been addressed by the applicant and will be signed and parking will be enforced. The applicant has noted that this service area is for residential trash service and will not impact the fire lane.

8. Fire Hydrants need to be placed every 300' around the perimeter of the building requiring a looped water main on the north and west sides of the building.

The applicant will coordinate with Village staff to set the locations of the hydrants to the meet the requirements and ensure ease of maintenance. The applicant will provide a looped water main on the north side of the building and connect with the existing water main along the west

side of the property. The applicant will assume responsibility of maintenance of the existing main on the subject property.

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The 'Skybridge is located at the 3rd floor of the proposed building and allows for a minimum 22' clearance.

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Residential service will be located on the east side of the building. The drive at this location has an expanded width of 33' to accommodate delivery trucks and residential move-ins and loading without impeding vehicular movement on the access drive.

11. The BBQ Pavilion cannot offer grills unless it is sprinkled.

The applicant will be providing gas grills located in the open air, outside of the BBQ pavilion. NO grilling will be allowed in the pavilion. A main gas shut off will be located nearby and clearly labeled.

12. Utility Plan did not include a lighting plan.

A lighting plan will be provided in the Final Engineering Plans.

13. Construction materials and details

Construction materials and details will be provided by the applicant in the Final Engineering Plans.

Engineering:

1. Details regarding the fire lane transition to the drainage ditch are lacking and may need bank stabilization and/or intensive engineering for retaining walls;

The fire lane alignment has been adjusted to allow for a landscape area between the north edge of the fire lane and the top of slope of the creek embankment. In addition the applicant will evaluate the creek bank stability and will if necessary provide a planting or hard armament plan as applicable during final engineering design.

2. Provide a looped watermain on north and west sides of development.

The applicant has coordinated with engineering and public works to provide a loop in the watermain along the south bank of the creek. The developer understands that they will need to assume responsibility for the existing watermain on the subject property.

3. The floodway limit conflicts with the building footprint at the northwest corner of the site.

The applicant has initiated contact with the village and IDNR-OWR to remap the floodway along the south bank of the creek and understands that the remapping of the floodway must be complete prior to building permit approval. Based on our analysis of the Floodway mapping and the existing topographical conditions, the floodway is mapped incorrectly along part of the south side of the reach between the RR tracks and Northgate Parkway. Although the mapping will likely be corrected as part of the Buffalo Creek/Wheeling Drainage Ditch analysis by Erik Gil of CBBEL being done for the Village of Wheeling, the timeline for completion will likely be after the expected groundbreaking for this project. Therefore developer proposed to coordinate with the Village of Wheeling and IDNR-OWR to privately remap the reach of the floodplain in 2017.

4. Written request for comp storage and detention.

The applicant wishes to utilize available credits for compensatory storage and stormwater detention in the regional basin and has contacted MWRD to obtain conceptual approval of the design. Developer estimates that, under applicable stormwater regulations, 2.18 acre feet of stormwater detention must be provided in connection with the construction of the proposed development on the property. Developer requests 1.61 acre feet of stormwater credits. Developer estimates that, under applicable stormwater regulations, 2.53 acre feet of compensatory storage for stormwater must be provided in connection with the construction of the proposed development on the Property. The applicant requests 2.53 acre feet of compensatory storage credits. These figures are estimates only and may not be known until final plans for the proposed development are approved by the board.

5. 3rd party permitting.

The applicant understands that permitting is necessary from outside agencies such as FEMA, IDOT and MWRD and has and will initiate approvals from said agencies.



MEMORANDUM

TO: Brooke Jones, Senior Planner

FROM: Jon M. Tack, P.E. Village Engineer

COPY: Andrew Jennings, Kyle Goetzelmann

DATE: June 16, 2017

SUBJECT: Development Comment Review – Uptown 501 (Dundee Road & Northgate Parkway)

The Engineering Division has completed a review of the original submittal and the supplemental narrative provided by the Developer on June 15, 2017.

At this time Engineering supports the project proceeding to the Plan Commission for discussion and consideration and believes that all engineering issues can be addressed in final engineering.

Please note that permits to develop the site cannot be issued until all Village development concerns have been addressed and an early start permit will not be allowed until the floodway limits have been remapped or the building moved beyond the floodway limits.

Uptown 501

CONCEPT DESIGN

The Mixed-Use/Transit Oriented Uptown 501 concept at the northwest corner of Dundee Road and Northgate Parkway was conceived out of the Village's long-term vision for the Wheeling Station Area and Town Center. This proposal is designed to work together with, and to assist in creating, a vital and thriving village center. Uptown 501 will stand alongside Wheeling Town Center and the Metra Station. The project will add vital retail space and residences to live, work and recreate in the Village. See Exhibit 3 for a stat sheet summary of the project.

Our mixed-use plan includes 12,000 sq ft of retail space fronting on Dundee Road integrated into a 5 story building with 264 residential units over and behind the retail space, served by a 5 story parking structure designed to be shielded from view from Dundee Road and Northgate Parkway. The courtyard has been designed for multiple types of recreation including a swimming pool, shade house, sun deck, BBQ Pavilion, Putting Green and multiuse lawn area for games or relaxing. Adjacent to the courtyard is a multistory 9,500 sq ft club and amenity complex for the residents with direct access from the courtyard and each floor. See Exhibits 6, 7 and 8 for the Uptown 501 site plan, signage plan, and landscaping plan.

The conceptual design of the project emphasizes the key Town Center intersection at Dundee Road and Northgate Parkway. The prime retail space faces the corner and the residential design above will be highlighted by architecture that will use natural materials such as brick, stone and glass with an emphasis on creating a dynamic streetscape. The overall design concept will integrate into the design themes and pedestrian orientation of the adjacent Town Center project. See Exhibit 10 for project rendering and elevations.

RETAIL

The retail component of our mixed-use plan provides 12,000 square feet of prime space with excellent visibility along Dundee Road. The space is designed to appeal to a broad range of national or local users with an eye towards class A tenant(s). A retail Gap Analysis (see retail brochure in Exhibit 9) reveals a shortage of food/beverage, clothing/accessory, and general merchandise stores within 1 mile of the project site. Uptown 501 will focus on filling the space with those tenant types to meet demand. The space has been designed to optimize visibility and flexibility to allow tenants to take on the space they desire. There is great interest in this project from local and national businesses due to the prime location adjacent to the Village Center.

RESIDENTIAL

The 264 units created at Uptown 501 will include 28 Studio/Convertible units, 108 1-bedroom units, and 128 2 Bedroom high quality rental homes (see site plan in Exhibit 6) with access to a spa-like amenity package. An outdoor pool, sun terrace, shade house, outdoor lounge with fire pit, BBQ pavilion with grilling stations, and putting green are contained within the courtyard space, which is large enough to provide plenty of light and air. The indoor facilities for the residents will include an exercise/yoga studio, indoor/outdoor café, both intimate and grand gathering spaces, and on site leasing/management office. There are also 2 landscaped upper 'Sky-Decks' on the 3rd and 5th floors to provide areas for residents to gather or relax outside.

The units will be appointed with high quality details such as stone counter tops, Energy Star appliances, designer window blinds, in-unit washer and dryer and individual heating and air conditioning units.

Uptown 501 has been conceived and designed to fulfill the Village's vision for a thriving Town Center. A market study performed by Resource Appraisal Group (Exhibit 9) anticipates the tenant profile to be comprised of persons who work in the area, commute via train or I-90, I-290, or I-294, or couples who work in different parts of the metropolitan area and require a centralized location. It is also anticipated that some of the demand for Uptown 501 will come from persons who have an existing connection to Wheeling. It is a location which could also appeal to people in transition, i.e. persons moving locally, divorced parents, or active grandparents relocating to be closer to their adult children and grandchildren.

PARKING/ACCESS

Our building is a modified 'Wrapped' building, meaning that the residential units will be served by a parking garage that is integrated into the design of the building – allowing residents to have an indoor parking space on the floor that they live on for convenience and safety. Also, this allows us to create a building that deemphasizes the parking by wrapping the garage with units, shielding it from view of major corridors such as Dundee Road and Northgate Parkway. We have positioned the garage at the west end of the site, creating a barrier to the Metra rail line. 400 parking spaces for residents are provided in the garage. 43 additional surface spaces are provided for residents, guests, and overflow parking adjacent to the club and lobby.

As a Transit Oriented Development, there are multiple controlled access points to the residences to optimize pedestrian accessibility to the neighboring Metra station and Town Center. Sidewalk crossings will be highlighted with a variation in paving and color to allow for safe and easy passage to the pedestrian crossing at Dundee and Northgate Parkway.

Retail uses are served by 69 surface spaces in close proximity to the commercial tenants to ensure that we are providing high quality leasable space for a multitude of users. A study of comparable retail properties in the vicinity indicate our average of 5.75 spaces per 1000 square feet of retail will be an attraction for major tenants (see retail parking comps 1 & 2 in Exhibit 9). Further, our traffic impact study (Exhibit 9) indicates our proposed parking plan safely parks our residential and retail tenants.

Access to the project is provided by a limited right-in/right-out access point on Dundee Road and Northgate Parkway as well as a full access point along Northgate Parkway on the north side of our project (see traffic impact study in Exhibit 9).

As part of the development, the southbound approach of Northgate Parkway will be widened to provide dual right-turn lanes. As shown in the capacity analyses (Exhibit 9: traffic impact study), the southbound queues on Northgate Parkway will be reduced by as much as 800 feet, providing a benefit to the area. As such, the proposed improvement in conjunction with the already planned improvements as part of the Wheeling Town Center will improve the traffic operation of the intersection.

A right-in/right-out access drive is proposed to be located on Dundee Road as far away as possible from Northgate Parkway while still maintaining approximately 250 feet of distance from the railroad tracks. As part of the proposed development and as previously indicated, an exclusive right-turn lane on Dundee Road with 135 feet of storage and 90 feet of taper will be provided at its

intersection with the proposed right-in/right-out access drive. In addition, it should be noted that the proposed development will be dedicating approximately 20-foot of right-of-way along Dundee Road in order to accommodate a potential widening of Dundee Road to provide three westbound through lanes. Given the results of the capacity analyses, the proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development..

The full access drive off Northgate Parkway will be located approximately 480 feet north of Dundee Road and will provide two inbound lanes and two outbound lanes with outbound movements under stop sign control. The proposed access drive serving the proposed Dunshire development across Northgate will be located opposite this access drive creating a four-legged intersection.

ENERGY & SUSTAINABILITY

The proposed mixed use development at 501 Uptown embraces sustainable design and development strategies to innovate, and bring clean and efficient technologies to its residents while reducing local and global environmental impact. The project is currently assessing design standards and strategies from established Sustainable Design Rating Schemes such as LEED, Energy Star and Passive House. Strategies currently under consideration include; Sensitive Design, Efficient Mechanical and Electrical system, and Renewable and Clean Energy.

The design embraces passive solar architecture practices such as:

- The building form is orientated to create long south and north facing elements which can harvest solar energy during the winter to reduce heating demands, and easily be protected from summer heat gains.
- Residential units are oriented to maximize views of green spaces and access to daylight
- Envelope detailing will reduce thermal bridges to maximize indoor comfort while reducing energy costs for occupants
- The internal courtyard site layout will provide an acoustically protected environment from adjacent roads encouraging the use of natural ventilation via operable windows during suitable times of the year.

The design embraces the opportunity to lead in the next generation of clean technologies and is considering the following strategies;

- Ground coupled water source heat pumps to provide year round heating and cooling while storing and drawing energy from the ground below the site.
- Energy recovery ventilation to capture waste heat from exhaust systems for re-use in Air Handling systems.
- Energy star appliances will provide residents with the opportunity to live with the highest levels of modern comfort, while realizing low monthly utility bills.
- Next generation building automation and controls will ensure
- LED Lighting technologies will illuminate the project site to provide a safe and energy efficient design that will be celebrated by the community.

- Storm water will be collected from building roofs, treated and re-used for irrigation of the property.

A Roof top solar array is being planned that will generate renewable electricity for use on site, and during times of low demand, be sold back to the utility grid reducing the need for polluting central power generation and lowering monthly cost of ownership for residents and tenants.

The development is being considered for an onsite cogeneration system that can generate clean electricity while generating domestic hot water for the apartments and heating the outdoor swimming pool. Opportunities to export heating to adjacent municipal buildings will also be explored.

ZONING & LAND USE

The Uptown 501 site is located within the MXT Transit Oriented Mixed Use Zoning District of the Village and will be developed as a Planned Unit Development. The Village Zoning Code does not prescribe strict development standards for properties located within the MXT District. Rather, standards appropriate for the project and the surrounding community are established by the Village through the Planned Unit Development process.

SITE CONDITIONS

Existing conditions and proposed engineering plans for the Uptown 501 development can be found in Exhibit 11. A Phase I environmental study (Exhibit 12) was performed on the site, revealing no problems or concerns on the subject property.

TAX INCREMENT FINANCING

The proposed development is located within the newly created Wheeling town center TIF district. A study of site conditions, market conditions and construction costs will determine to what extent TIF assistance will be needed to make the proposed development feasible.

THE TEAM

The project is being developed by a joint venture formed between DAC Developments and Atlas Residential, a Chicago-based international residential real estate company with over 30,000 units under management. Founded in 1993, Atlas has earned an extensive background in all phases of property acquisition, development, financing and management. Enclosed in this submission is an Overview of Atlas, including its current portfolio. OODA Development has been hired as development consultant. Eric Diamond, President, has over 10 years experience in the development of retail shopping centers and a variety of ground up development and construction projects.

Bloodgood Sharp Buster (BSB) Design is leading design and architectural services for the project. BSB Design was founded in 1966 to specialize in the planning and design of residential housing and communities. The firm has designed housing in all 50 states, Canada and a number of countries overseas. Through innovative methods of design and service, BSB Design has earned the reputation in the industry as an architecture firm that understands the importance of service and marketable designs.

John James Construction (JJC) Inc. will be the general contractor on the project. John Keich, president of the firm, has over 25 years experience in the development and construction of residential and

commercial real estate in greater Chicagoland. Since inception, JJC has been hired to lead numerous residential, commercial and mixed-use projects representing over \$250 million in construction value.

Taft Stettinius & Hollister LLP is leading the zoning and Planned Unit Development process for the project. Taft 's land use and zoning and real estate groups have been recognized by multiple organizations and publications as among the most qualified and experienced in the nation. Taft has helped obtain scores of land use and zoning approvals and has closed countless complex real estate transactions in the Chicagoland area and throughout the Midwest.

IG Consulting is leading the site engineering on the project. Enclosed in this submission is a biography of IG Consulting, including current and previous projects.

Suheil Nammari of Intercon Engineering is serving as Project Manager. For over 40 years, Suheil has represented numerous projects before zoning boards, plan commissions and other public forums.

Luay R. Aboona, a founding principal of KLOA, Inc, has been hired to provide a traffic study on the proposed development. Luay has over 29 years of professional experience, and oversees the firm's traffic, transportation and parking assignments for public and private sector clients. KLOA's staff of transportation engineers and planners have over 150 years of professional experience.

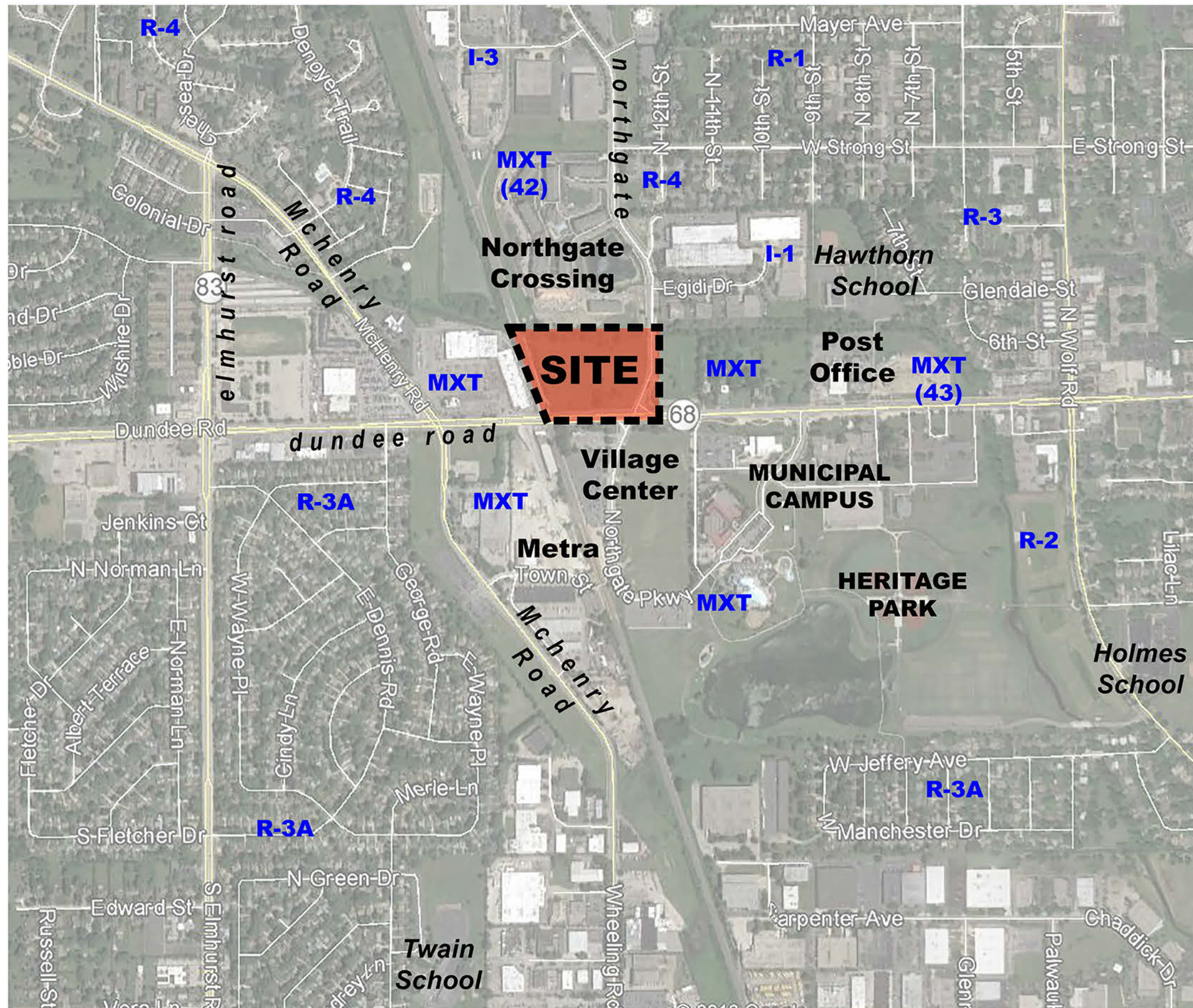
Robert Vanni of Midwest Ecological, Inc. has been hired to provide wetlands engineering services. Robert has participated in over 200 wetland delineations, 100 Army Corps of Engineers Wetland permits and the resolution of over 15 U.S. Army Corps of Engineers enforcement actions and holds several certifications in the wetland field. Pilewski & Associates has been hired as a financial consultant to determine what TIF financial assistance will be required for the project. Joe Pilewski has over 25 years of experience negotiating, structuring, and implementing business incentives, TIF, fiscal impact and tax-exempt financing in the public and private sector.

Gail Lissner of Appraisal Research Counselors has been hired to perform market analysis on the proposed development. Gail has been with the firm since 1975. Her overall experience includes appraisals and analytical studies of apartment, condominium, townhome, single-family residential and senior housing properties in addition to marketability and feasibility studies in a variety of new developments and existing projects. Gail is the co-author of The Suburban Chicago Apartment Benchmark Report.

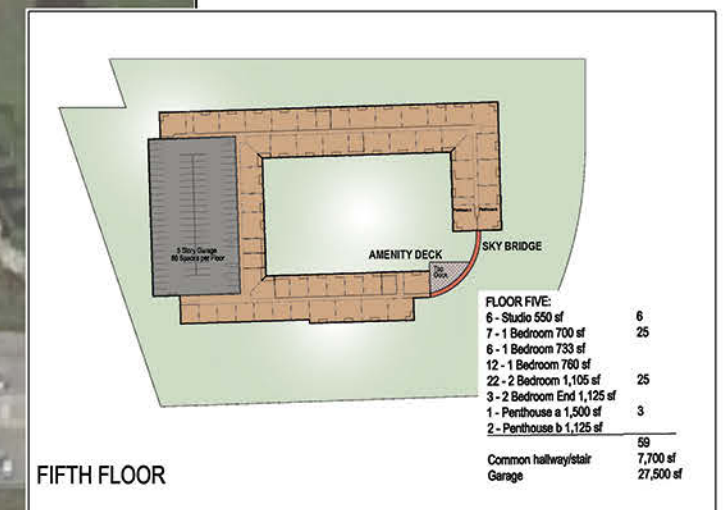
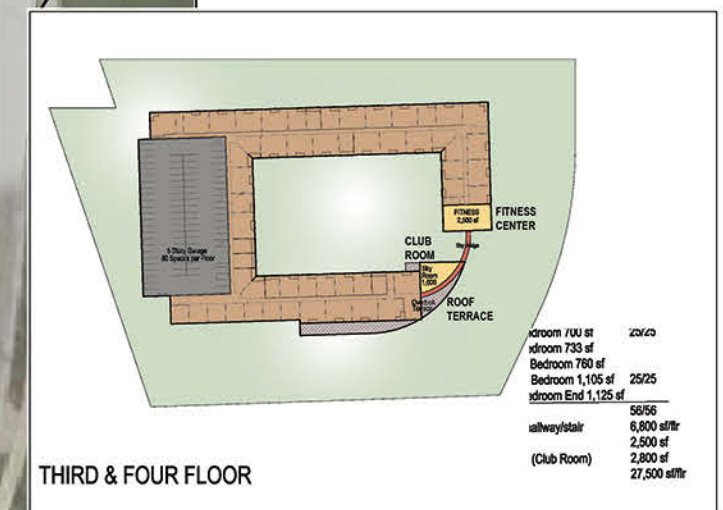
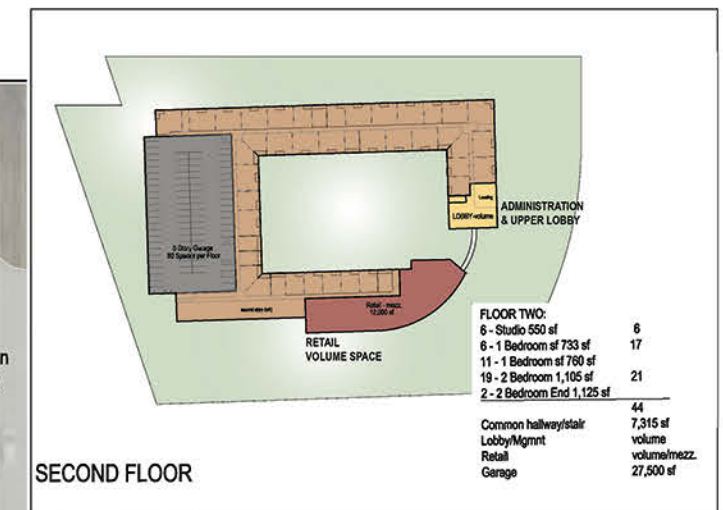
Joe Pilewski of Pilewski & Associates has been hired to assist in evaluating the project's need for TIF financing. Joe Pilewski has over 25 years of experience negotiating, structuring, and implementing business incentives, TIF, fiscal impact, and tax-exempt financing in the public and private sector to support business expansion, relocation, and new developments.

Wheeling Station
501 West Dundee Road
Wheeling, Illinois

<u>SITE INFORMATION</u>		
Gross Area		7.65 ac
1 Five Story Mixed Use Building	290,500 gsf - Res., Common and Club areas	
	12,000 gsf - Retail	
1 Five story garage	141,500 gsf	
Maximum area Covered by Building	98,800 gsf	
Maximum Area Covered by Pavement	92,750 gsf	
Total Number of Bedrooms	392	
Side Setback to R.R. R.O.W.	40'	
Rear Setback	60'	
Parking Lot Setback to R.O.W.	10'	
RESIDENTIAL		
Units Proposed	264	
Dwelling Units per Acre-GROSS		34.5
10.5% Convertible	28	
41% 1 Bedroom	108	
49% 2 Bedroom	128	
Building Height	57.5' or 46' to top of 4th floor	
RESIDENTIAL PARKING		
West Garage	400	
Surface	43	
Ratio		1.68 Spaces per unit
Bicycle Parking	132	
RETAIL		
Square Feet	12,000 gsf	
RETAIL PARKING		
Surface		69 spaces
Ratio		5.4 Spaces per 1000sf
Bicycle Parking	10	



Vicinity Map



Site Plan



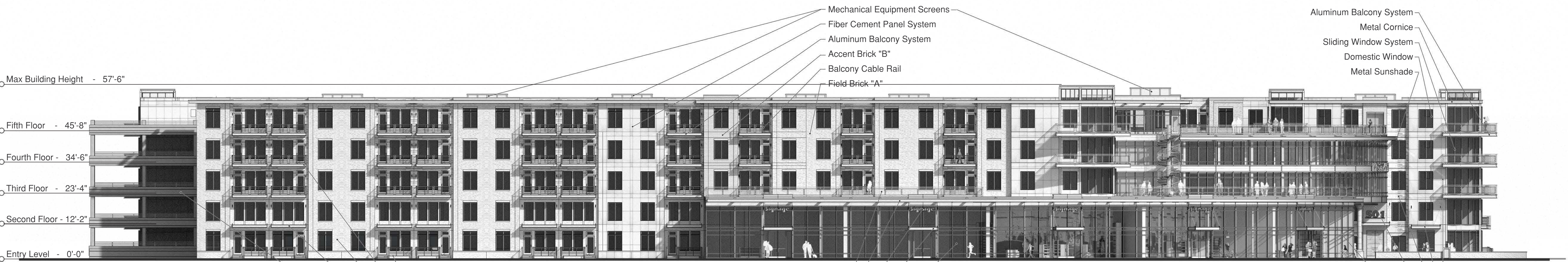
bsbdesign.com
The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e., applicable codes, structural and MEP design requirements, unit plan / floor plan changes, etc.)

Conceptual Streetscape Character

Uptown 501
Wheeling, Illinois

May 25, 2017
© 2017 BSB Design, Inc.





Dundee Road Elevation
1/16" = 1'-0"



Northgate Elevation
1/16" = 1'-0"



West Elevation
1/16" = 1'-0"

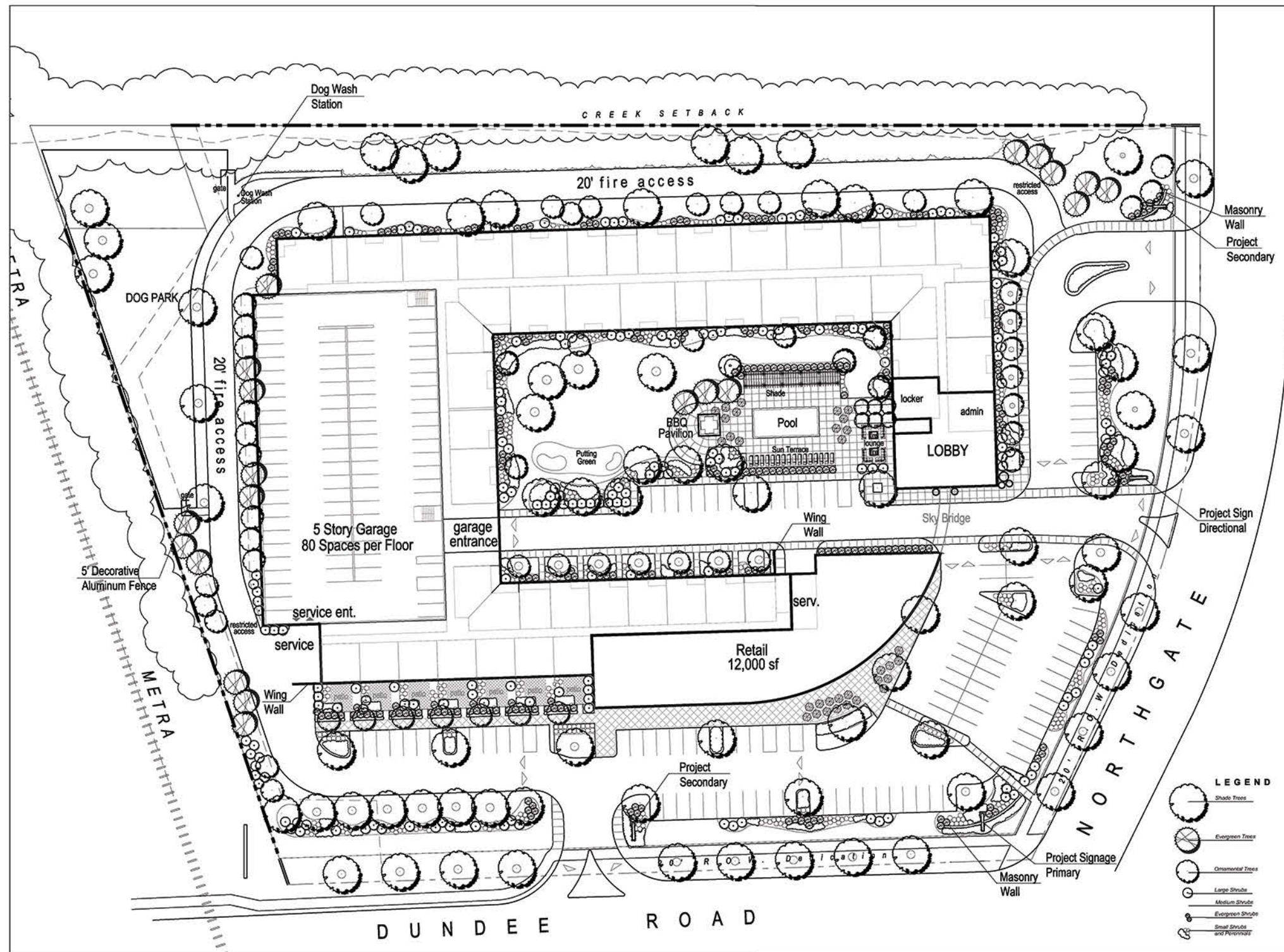
Conceptual Streetscape Character

501 Dundee Road
Wheeling, Illinois



The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural and MEP design requirements, unit plan / floor plan changes, etc.)





PLANT LIST

SHADE TREES

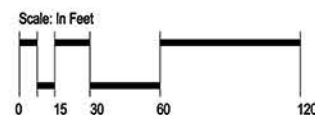
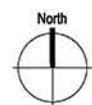
KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
AFm	Acer x freemanii 'Marmo'	Marmo Maple	3.0' BB
CO	Celtis occidentalis 'Chicagoland'	Chicagoland Hackberry	3.0' BB
GD	Gymnocladus dioica	Kentuck Coffee-Tree	3.0' BB
LT	Liriodendron tulipifera	Tulip Tree	3.0' BB
QB	Quercus bicolor	Swamp White Oak	3.0' BB
Qru	Quercus rubra	Red Oak	3.0' BB
RP	Robinia pseudacacia 'Chicago Blues'	Chicago Blues Robinia	3.0' BB
TD	Taxodium distichum	Bald Cypress	3.0' BB
TAr	Tilia americana 'Redmond'	Redmond American Linden	3.0' BB
UaH	Ulmus 'Morton's Glossy'	Triumph Elm	3.0' BB

INTERMEDIATE AND EVERGREEN TREES

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
AC	Amelanchier canadensis	Serviceberry	8' CL BB
ACo	Abies concolor	Concolor Fir	10' BB
CCA	Carpinus caroliniana	Musclewood	3.0' BB
CC	Cercis canadensis	Red Bud	7' BB
CA	Cornus alternifolia	Pagoda Dogwood	6' CL BB
CCi	Crataegus crus-galli inermis	Thornless Cockspur Hawthorn	3.0' BB
CP	Crataegus phaenopyrum	Washington Hawthorn	10' CL BB
HV	Hamamelis virginiana	Common Witchhazel	5' HT. BB
MS	Magnolia stellata	Star Magnolia	6' BB
Mdw	Malus 'Donald Wyman'	Donald Wyman Crab	3.0' BB
MA	Malus 'Adams'	Adam's Crab	3.0' BB
OV	Ostrya virginiana	Ironwood	3.0' BB
BHS	Picea glauca densata	Black Hills Spruce	10' BB
PS	Pinus strobus	White Pine	10' BB
VP	Viburnum prunifolium	Blackhaw Viburnum	5' CL BB

SHRUBS

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
AA	Aronia arbutifolia	Red Chokeberry	30' Cont.
DA	Thuja occidentalis	Dark Green Arborvitae	6' BB
CS	Cornus sericea	Redtwig Dogwood	36' BB
CSi	Cornus sericea 'Insantii'	Insantii Dogwood	30' Cont.
FG	Fothergilla gardenii	Dwarf Fothergilla	30' BB
HA	Hydrangea arborescens	Smooth Hydrangea	30' Cont.
HPl	Hydrangea paniculata 'Tardiva'	Tardiva Hydrangea	30' BB
IV	Ilex verticillata 'Red Sprite'	Winterberry 'Red Sprite'	30' BB
IVh	Ita virginica 'Little Henry'	Little Henry Itca	30' Cont.
JCSg	Juniperus chinensis 'Sea Green'	Sea Green Juniper	30' Cont.
JCPk	Juniperus chinensis 'Pfitzeriana Kallay'	Kallay Pfitzer Juniper	30' Cont.
POld	Physocarpus opulifolius 'Diablo'	Diablo Ninebark	30' BB
RAG	Ribes alpinum 'Green Mountain'	Green Mountain Currant	30' Cont.
Rsm	Rosa 'Scarlet Meidland'	Scarlet Meidland Shrub Rose	30' Cont.
Rgl	Rhus aromatica 'Grow-Low' (36" On Center)	Grow-Low Sumac	30' Cont.
SBt	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	30' Cont.
SMP	Syring meyerii 'Palabini'	Palabini Lilac	30' BB
TMT	Taxus medi 'Tauntoni'	Taunton's Yew	30' BB
TMH	Taxus medi 'Hicksii'	Hick's Yew	30' BB
VDw	Viburnum dentatum 'Wentworth'	Wentworth Arrowwood Vib.	36' BB
VCC	Viburnum carlesii 'Compactum'	Compact Koreanspice Vib.	30' BB
VTh	Viburnum trilobum 'Hahs'	Hahs Amer. Cranberry Vib.	36' BB
WF	Weigela florida 'Red Prince'	Red Prince Weigela	30' BB



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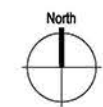
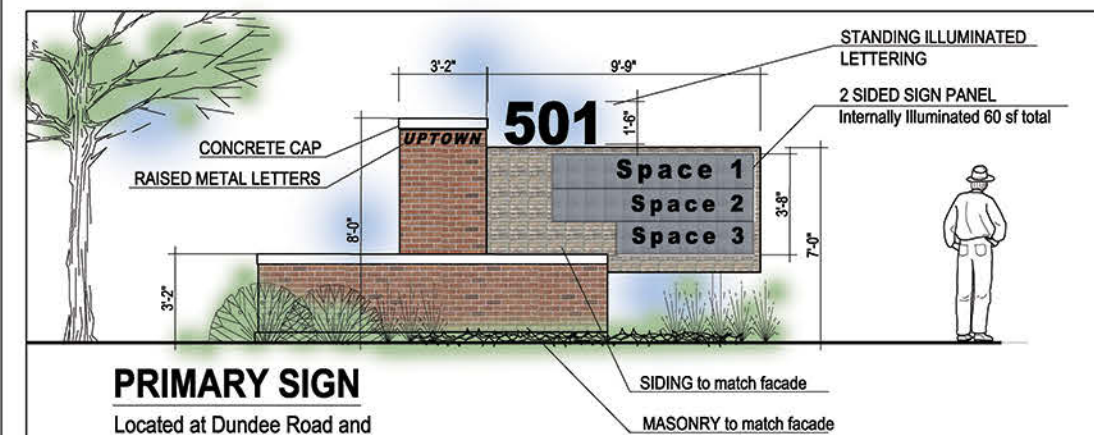
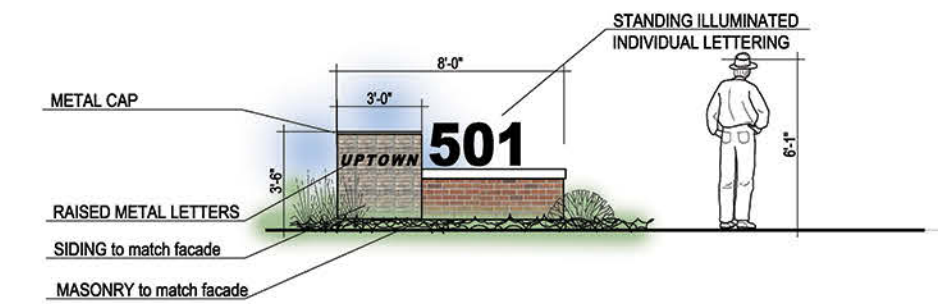
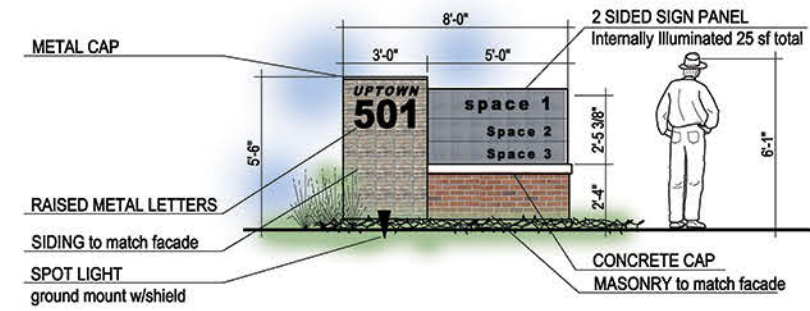
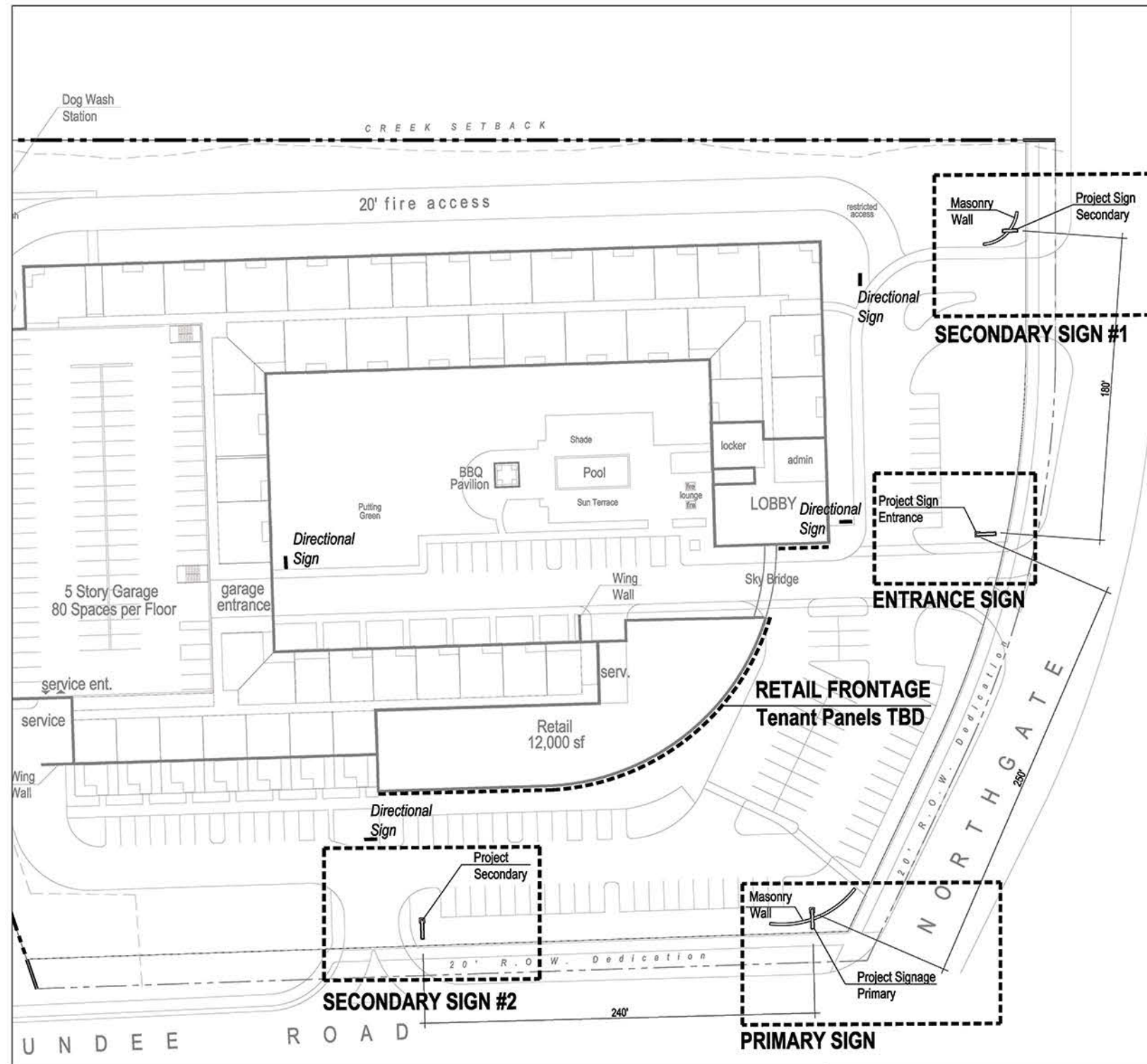
The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e., applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

Preliminary Planting Plan

EXHIBIT 8
Uptown 501
Wheeling, Illinois

May 24, 2017
© 2017 BSB Design, Inc.





WHEELING STATION

501 WEST DUNDEE ROAD

WHEELING, ILLINOIS

2017

GENERAL NOTES:

- It shall be the responsibility of the developer (owner) and the contractor to abide by, adhere to and perform all work in accordance with the requirements, specifications, standards, practices, policies and codes of the Village of Wheeling which includes but is not limited to labor, materials, procedures and safety.
- Underground construction shall comply with the applicable ordinances and requirements of the Village of Wheeling and the Illinois Department of Transportation "Specifications for Road and Bridge Construction", latest edition, and the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition. All construction shall conform to the Illinois Recommended Standards for Sewerage Works, latest edition, published by the Illinois Environmental Protection Agency (i.e.p.a.) except for conflicts with the Metropolitan Water Reclamation District of Greater Chicago (m.w.r.d.g.c.) Sewer Permit and Manual of Procedures Ordinances. In case of a conflict the most restrictive standards and requirements shall govern.
- All paving and excavation work shall comply with the applicable ordinances of the Village of Wheeling and the Illinois Department of Transportation "Specifications for Road and Bridge Construction" latest edition. In case of a conflict, the most restrictive standards and requirements shall govern.
- The contractor shall field check and verify all existing utility locations, dimensions and elevations in the field prior to the commencement of construction of the improvements or proposed work. All existing utility locations on the plans have been shown based on best available information. Notify the engineer immediately if discrepancies are found.
- Any changes, revisions or substitutions to the plans, specifications, materials, requirements or work shall be submitted to the Village Engineer, in writing, with written approval by the Village Engineer received prior to beginning said work. All materials and construction whether implicitly or explicitly stated or covered within the requirements, codes or specifications, shall be approved by the Village Engineer, prior to commencing the installation and construction.
- The contractor must contact j.u.l.i.e. at 1-800-892-0123 at least 48 hours prior to starting work. All other agencies shall also be notified as required.
- The contractor shall notify the Village of Wheeling Engineering Division at (847) 459-2620 and the Metropolitan Water Reclamation District of Greater Chicago (708) 588-4055 two (2) business days prior to the start of construction.
- It shall be the responsibility of the contractor to call the Village at 847-459-2620 at least 48 hours in advance and set up the necessary and proper inspection(s) for all work to be performed.
- One set of stamped approved plans shall be on site at all times during construction of the project.
- It is the responsibility of the contractor to maintain and keep at the job site, an up to date set of "Record Drawings" showing all changes from the original plans. The contractor shall deliver the "Record Drawings" to the engineer at the conclusion of the project, prior to any final inspections. The engineer will transfer the information to the original plans by incorporating the Village of Wheeling As-Built requirement list and furnish the Village three (3) sets of complete "Record Drawings," and, if required, one (1) set of electronic version of the Record Drawings and Site Information at the completion of the project.
- The location of all service connections for sanitary sewer, storm sewer and water shall be shown from the closest manhole or valve vault. All B-boxes and cleanouts must be shown with tied dimensions. The elevation of all risers and inverts shall be verified by the contractor and shown on the "Record Drawings".
- OSHA rules, regulations and requirements shall be strictly adhered to during the execution of all work to be performed under the approved drawings.
- The contractor shall provide video tape(s) or still pictures as required by the Village Engineer prior to the commencement of work.
- The contractor shall restore all disturbed off-site areas to at least a condition that existed prior to construction.
- All unpaved areas of the right-of-way are to be sodded. Restore right-of-way with six (6) inches of topsoil and sod.
- All existing field drainage tiles encountered or damaged during construction are to be restored to their original condition, properly rerouted and/or connected to the storm sewer system.
- Storm and sanitary sewer lines shall be cleaned of all construction debris and silt prior to Village inspection.
- All independent testing to be paid for by the developer. Testing to be conducted at the discretion of the Village.
- All obstructions that are not approved by the Village and which currently exist in the right-of-way shall be removed, which include all rocks and boulders.
- All septic and/or well abandonment's shall be in accordance with the requirement of the Village of Wheeling.
- The contractor shall refer to mitigation or landscape plans for complete information regarding planting locations, wetlands, walkways, walls, and stream and pond shorelines, if applicable.
- An iron pipe shall be found and located or set at each lot corner.
- All elevations are based upon NAVD 88 datum.

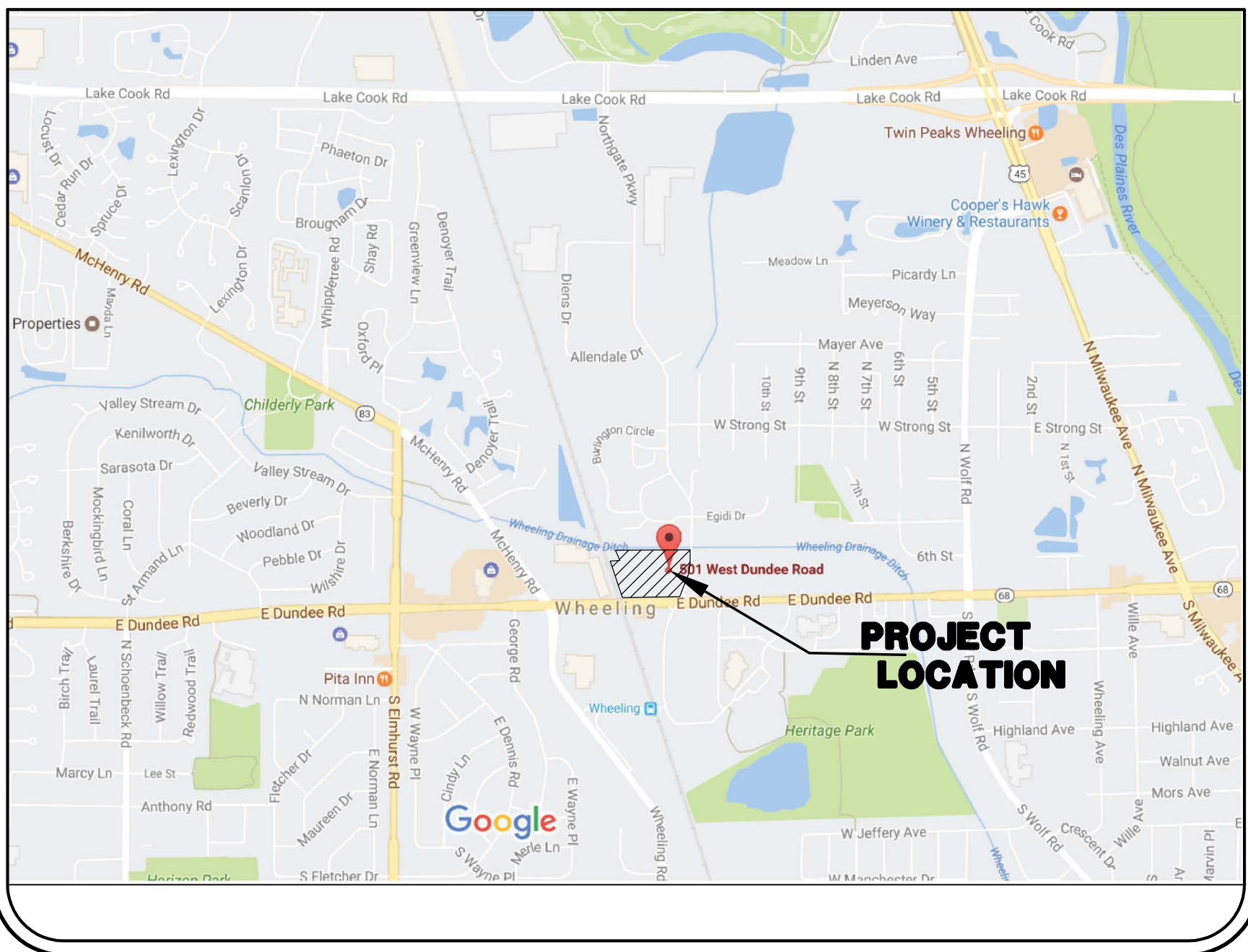
GENERAL UNDERGROUND UTILITIES:

- All sewer construction shall conform to the approved permit plans unless revisions have been approved by the Village, as well as any and all other Agencies.
- Trench backfill shall be provided under and within two feet (2') of all existing and proposed pavement. Concrete Curb & Gutter shall be considered a part of the existing and proposed pavement. Trench backfill material shall be CA-6, Grade 8, Crushed Limestone, virgin material unless otherwise approved.
- All manholes and catch basin structures must be a minimum of 48" in diameter, valve vaults must be a minimum of 60" diameter, unless approved otherwise.
- All sewer construction requires stone bedding 1/4" to 1" in size, (I.D.O.T. equivalent CA-11, CA-13) with a minimum thickness equal to 1/4 the outside diameter of the sewer pipe, but not less than four (4) inches, nor greater than eight (8) inches.
- If required, all trenches shall be dewatered PRIOR to laying any pipe or jointing. Trenches shall be dewatered to maintain the water level below the base of the bedding.
- Structures shall have a maximum of twelve inches (12") of adjustment rings with any combination up to a maximum of three (3) rings.
- Concentric cone sections shall be used on all manholes, catch basins, vaults, etc. unless approved otherwise by the Village Engineer.
- All storm, sanitary and watermain services to end at R.O.W. with proper termination for subdivision construction.
- The contractor shall mark location of the ends, if necessary, of any sanitary, water, and storm services with buried 4" x 4" wood posts extending a minimum of three (3) feet out of the ground and pointed red, blue, and green respectively, with appropriate signs attached stating "caution B-box do not remove until landscaping is complete".
- A minimum ten feet (10') horizontal separation shall be maintained between watermain and sewer or drain lines unless precluded by local conditions. When the watermain is located closer than ten feet (10') horizontally or the invert of the watermain is located closer than eighteen inches (18") vertically above the crown of any sewer or drain line, then:
The sewer or drain line shall be constructed of pipe equivalent to watermain standards and shall be pressure tested to assure water tightness in accordance with the Illinois Environmental Protection Agency (I.E.P.A.) requirements.
- When a watermain is crossing over a sewer or drain line closer than eighteen inches (18") vertically above the crown of that sewer or drain line, then the sewer or drain line shall be constructed according to the requirements listed in PROJECT NOTES & SPECIFICATIONS (SHEET 6 OF 7). SEWER AND WATER PART, WATER MAIN section 4.G.(1)&(2).
- If the watermain passes under a sewer or drain line, the following conditions shall be met: a vertical separation of eighteen inches (18") between the invert of the sewer or drain line and the crown of the watermain shall be maintained with support provided for the sewer or drain line(s) to prevent any moving or settling, rupture or breaking, and sewer or drain line shall be constructed as described in PROJECT NOTES & SPECIFICATIONS (SHEET 6 OF 7). SEWER AND WATER PART, WATER MAIN section 4.G.(1)&(2).
- The cost of all required testing of underground utilities shall be incidental to the construction cost of the same.
- When connecting to an existing sewer main by means other than an existing wye, tee, or an existing manhole. The sewer shall be circular saw-cut by proper tools ("sewer-top" machine or similar) and proper installation of hub-wye saddle or hub-tee saddle.
- Sewer connections to an existing structure shall be machine cored.
- A flexible rubber boot shall be used at all sanitary sewer manhole penetration connections.
- Protect and/or cover all pipes and underground structures until final grading, paving and landscaping are complete.
- For modification or repair of all sewers; addition of, or repair of, sewer clean outs, non shear couplings shall be used in connection of sewer pipes with prior approval from Village Engineering Division of Community Development Department.

SANITARY SEWER

- All sanitary sewers shall be P.V.C. pipe sdr 26 (min.) complying with astm d3034, with factory fabricated joints complying with astm d3212, and elastomeric gaskets complying with astm f-477 or as approved by the Village of Wheeling.
- All sanitary sewer mainline must be a minimum of 8 inches in diameter. All sanitary sewer services must be a minimum of 6 inches in diameter.
- All sanitary sewer service lines must have a depth of 3.5 feet to the top of the pipe.
- Non Shear Couplings are to be used for all dissimilar pipe connections with prior approval by the Village of Wheeling.
- All sanitary sewer and sewer joints shall conform to:
MATERIAL PIPE SPEC. JOINT SPEC.
DIP-CL 52 ANSI A-21.51 ANSI A-21.11
P.V.C.-SDR 26 MIN. ASTM D-3034 ASTM D-3212 (Gasket)
A.B.S. (SDR 26) ASTM D-2680 ASTM D-3212
SOLID (8"-15" TRUSS) ASTM D-2680 ASTM D-3212
- Flexible rubber boots shall be used at all connections and penetrations into sanitary manholes.
- All sanitary manholes to be provided with external "Cretex" type chimney seals.
- Manholes shall have steps sixteen (16) inches on center with step alignment to be perpendicular to the main pipe flow direction wherever possible.
- Sanitary services to be 6" diameter D.I.P. Class 52 (min.) with a minimum slope of 1% prior to entering clean out, with a distance from outside of the foundation wall to be 5 feet. Sanitary services to be 6" diameter PVC pipe SDR-26 (min.) with a minimum slope of 1% after leaving clean out. Provide clean out on every lot near each single family house, at the change of pipe material, or as required.
- All sanitary sewers shall be televised and air tested and manholes vacuum tested as required by the Village of Wheeling and the Metropolitan Water Reclamation District of Greater Chicago.
- Sanitary sewer services shall be connected to the main by use of a fitting or manhole. Use of a fitting must be approved by the Village Engineer prior to commencement of any work. For service line of larger than 6 inches in diameter, a manhole shall be constructed at the point of its connection with the sewer main or lateral.
- All service lines shall exit the foundation wall, as DIP CL-52 at a right angle (90°).
- All floor drains shall discharge to the sanitary sewer.
- All objectionable waste containing grease, fats and/or oils shall discharge to an exterior grease interceptor or grease basin, with "water-tight" covers, before discharging into the sanitary sewer, including but not limited to restaurant and food preparation facilities. Automatic dishwasher and effluent domestic waste shall not discharge through the grease interceptor.

LOCATION MAP



SECTIONS 3 & 2, TOWNSHIP 42 N, RANGE 11 E.

ALL ROADWAY CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ALL AMENDMENTS THERETO AS ADOPTED BY THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION (I.D.O.T.)

STORM SEWER, SANITARY SEWER AND WATER MAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (STANDARD SPECIFICATIONS). LATEST ISSUE

THIS DEVELOPMENT PROJECT DOES NOT INVOLVE ANY FLOOD PROTECTION AREA.

THE CONTRACTOR MUST CALL J.U.L.I.E FOR THE LOCATION AND STAKING OF EXISTING UNDERGROUND UTILITIES (GAS, ELECTRIC, TELEPHONE, ETC.) AT 1-800-892-0123 48 HOURS PRIOR TO DIGGING.

ENGINEER: KEVIN C. LEWIS

DATE

ILLINOIS REGISTRATION NO. 062-055368 EXPIRATION DATE: 11-30-2017

THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT THE SIGNATURE, SEAL, AND EXPIRATION DATE OF THE SEAL OF THE ENGINEER.

INDEX

- TITLE SHEET AND GENERAL NOTES
- EXISTING CONDITIONS
- GEOMETRIC PLAN
- GRADING PLAN
- UTILITY PLAN

LEGEND

EXISTING	PROPOSED

SITE BENCHMARK:
EAST BONNET BOLT OF FIRE HYDRANT ON EAST SIDE OF
NORTHGATE PARKWAY, APPROXIMATELY 300' NORTH OF
INTERSECTION OF DUNDEE ROAD AND NORTHGATE PARKWAY.

ELEVATION=651.68 (NAVD 88 GEOID12B)

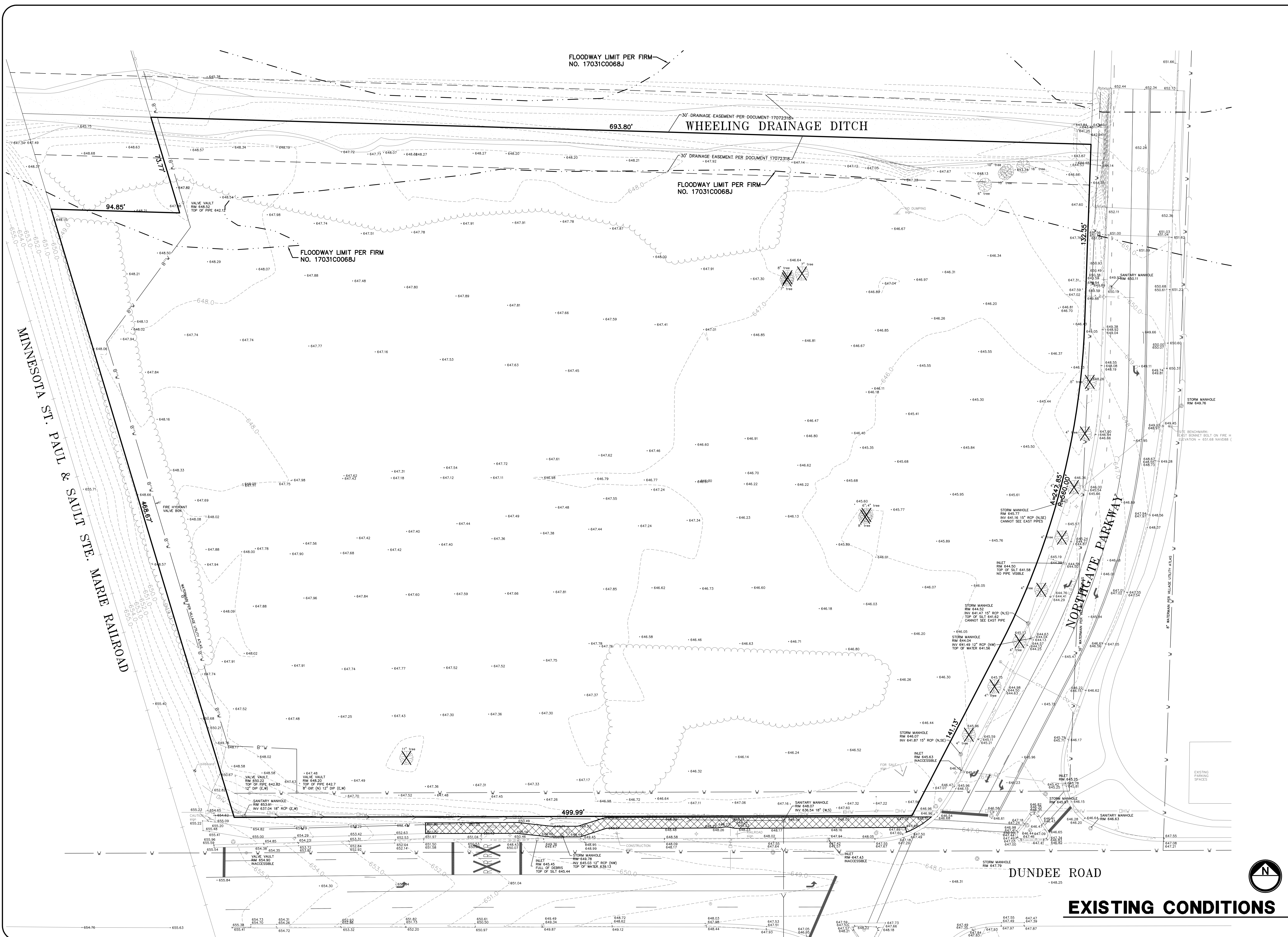
REVISIONS	DATE	DESCRIPTION	DRAWN BY

ig CONSULTING, INC.
e-mail: ig@igconsulting.net
INFRACON & GEOCON
CONSULTING CIVIL ENGINEERS & LAND SURVEYORS
300 MARQUARDT DRIVE WHEELING, ILLINOIS 60090 PH: (847) 215-1133 FAX: (847) 215-1177
DESIGN: J.K. DRAFTING: S.R.M. DATE: 05/24/17
SCALE: N/A
TITLE SHEET & GENERAL NOTES

WHEELING STATION
501 W. DUNDEE ROAD
WHEELING, ILLINOIS

PROJECT No.
17207

1 of 5

[illegible]

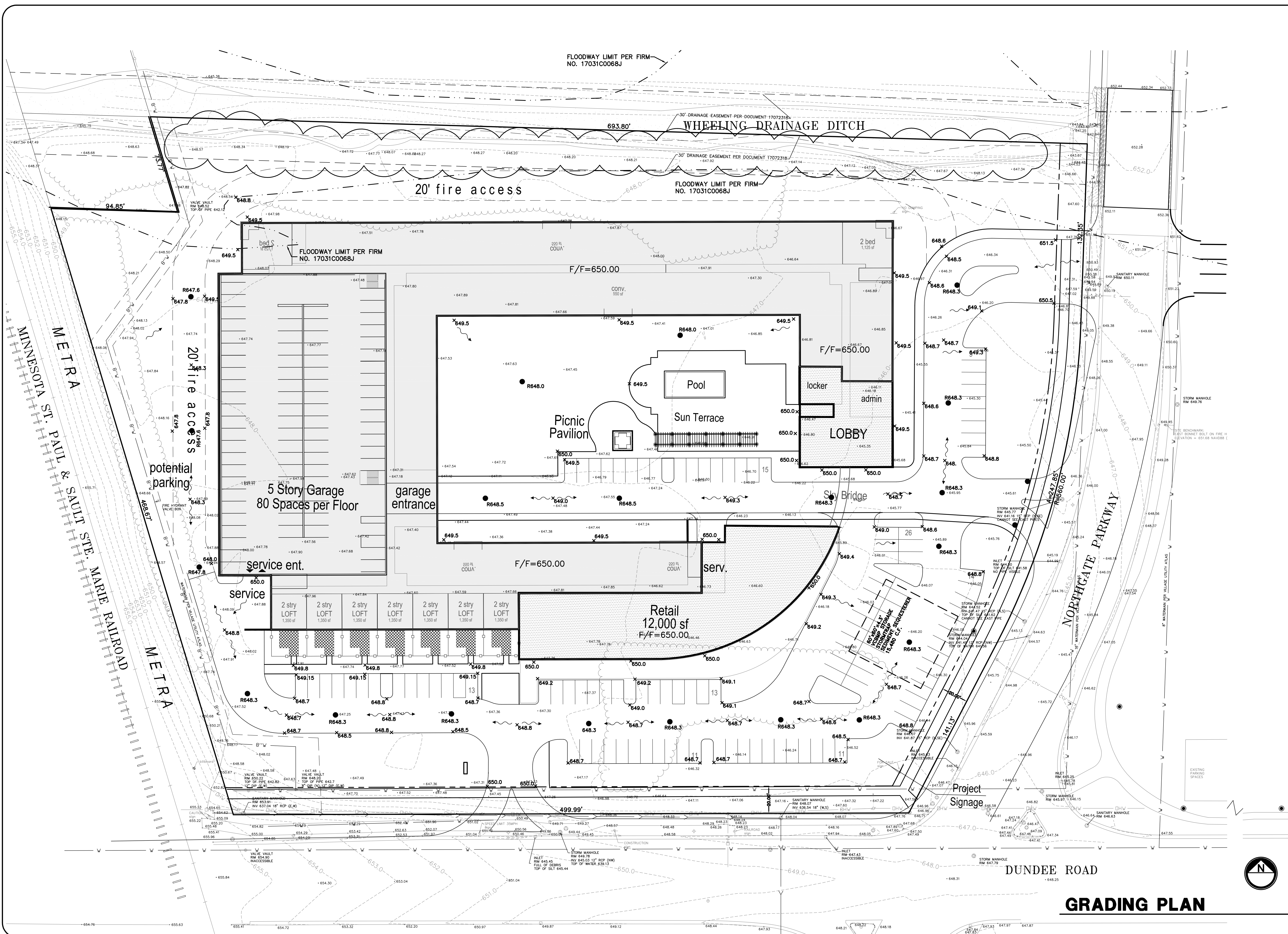
ig CONSULTING, INC.
 e-mail: ig@igconsulting.net
INFRACON & GEOCON
 CONSULTING CIVIL ENGINEERS, PLANNERS & LAND SURVEYORS
 300 MARQUARDT DRIVE WHEELING, ILLINOIS 60090 PH. (847) 215-1133 • FAX (847) 215-1177

EXISTING CONDITIONS	DESIGN: J.K.	DRAFTING: S.R.M.
	SCALE: 1"=30'	DATE: 05/24/17

PROPOSED DEVELOPMENT
501 W. DUNDEE ROAD
WHEELING, ILLINOIS

PROJECT No.
17207

2 of 5



REVISIONS

DATE	DESCRIPTION	DRAWN BY

igCONSULTING, INC.
e-mail: ig@igconsulting.net
INFRACON & GEOCON
CONSULTING CIVIL ENGINEERS, PLANNERS & LAND SURVEYORS
300 MARQUARDT DRIVE WHEELING, ILLINOIS 60090 PH. (847) 215-1133 -FX (847) 215-1177

PROPOSED SITE PLAN

DESIGN: J.K.
DRAFTING: S.R.M.
SCALE: 1"=30'
DATE: 05/24/17

PROJECT No.
17207

4 of 5

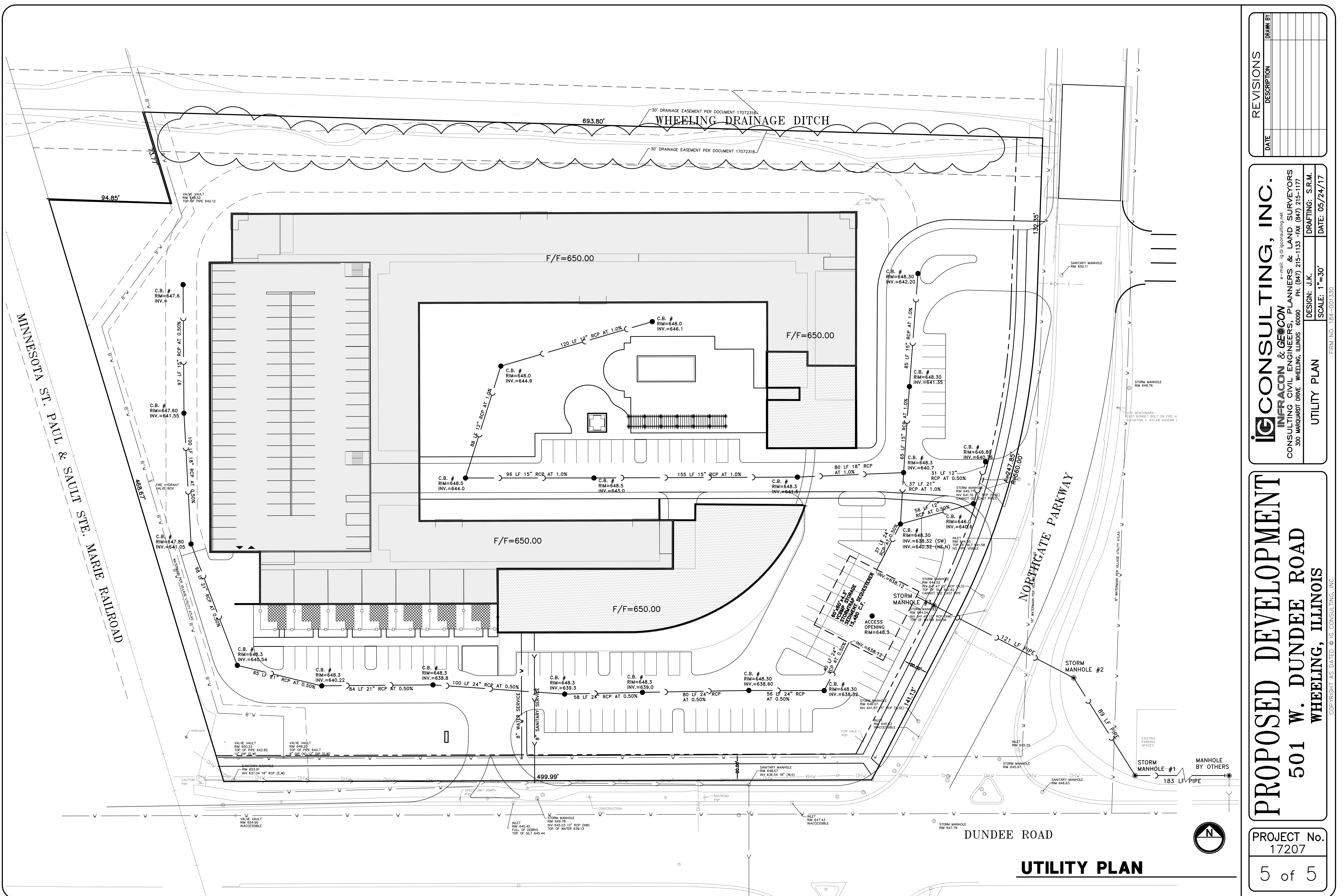
PROPOSED DEVELOPMENT

501 W. DUNDEE ROAD

WHEELING, ILLINOIS

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FIRM NO. 184-001330



REVISIONS	
DATE	DESCRIPTION

igCONSULTING, INC.
INFRACON & GEOCON
CONSULTING CIVIL ENGINEERS, PLANNERS & LAND SURVEYORS
300 MARQUARDT DRIVE WHEELING, ILLINOIS 60090 PH: (847) 215-1133 -FX (847) 215-1177
e-mail: ig@igconsulting.net

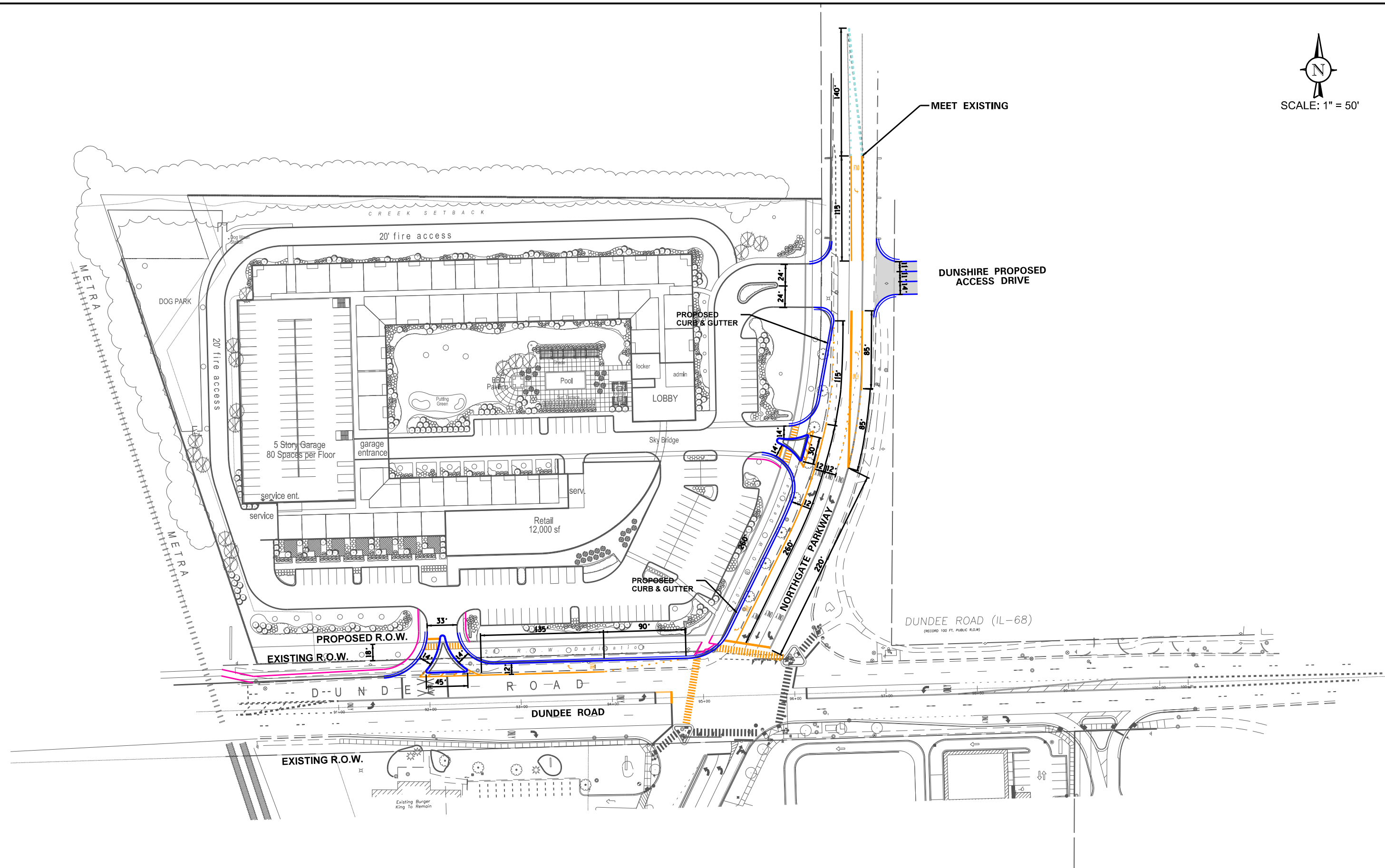
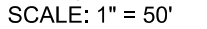
DESIGN: J.K.
DRAFTING: S.R.M.
SCALE: 1"=30'
DATE: 05/24/17

PROPOSED DEVELOPMENT

501 W. DUNDEE ROAD

WHEELING, ILLINOIS

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**DUNDEE NORTHGATE
MIXED USE
WHEELING, ILLINOIS**

PROPOSED ROADWAY GEOMETRICS

DRAWN: MD
DATE: 02-13-17
PROJECT # 17-004
FIGURE: A

CHECKED: JM
REV: 05-23-17

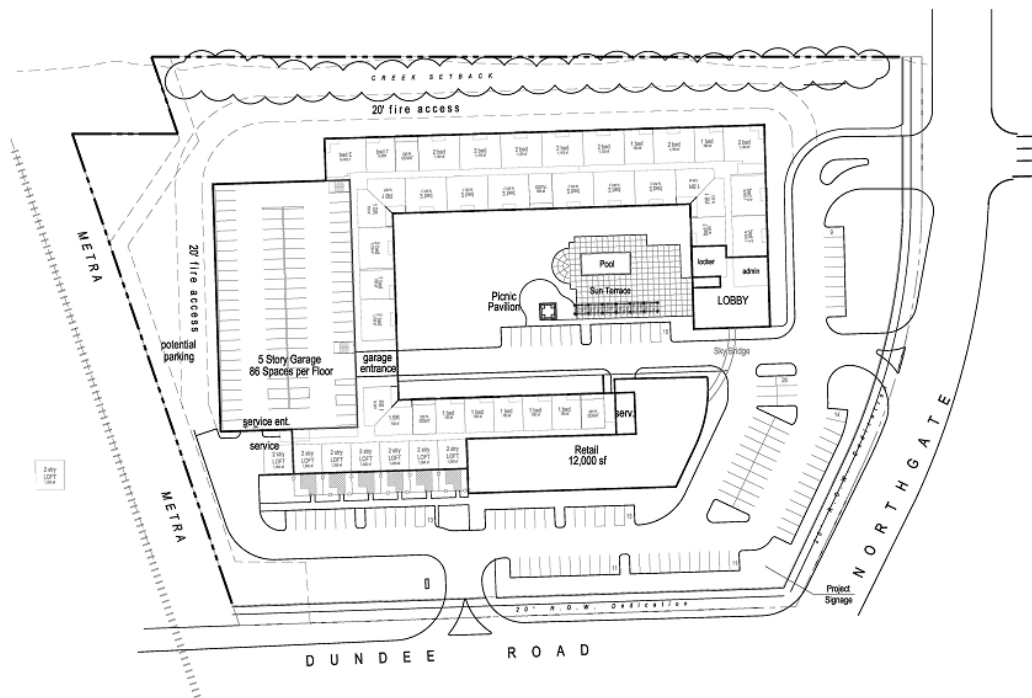


Traffic Impact Study

Proposed 501 Uptown

Mixed-Use Development

Wheeling, Illinois



Prepared For:

DAC Development

Prepared By



May 24, 2017

I. Executive Summary

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed 501 Uptown mixed-use development to be located at 501 W. Dundee Road in Wheeling, Illinois. The objectives of the traffic study are as follows:

- Determine the existing vehicular, pedestrian, and bicycle conditions in the study area to establish a base condition.
- Assess the impact that the proposed development will have on transportation conditions in the area.
- Determine any roadway or access system modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Vehicle, pedestrian, and bicycle counts were conducted during the weekday morning, weekday evening, and Saturday midday peak periods at the intersection of Dundee Road with Northgate Parkway in order to determine the general peak hour of commuter activity during these time periods.

Within the vicinity of the site, pedestrian facilities such as sidewalks are generally provided and the intersection of Dundee Road with Northgate Parkway provides crosswalks and pedestrian countdown signals. Approximately one-quarter of a mile to the southwest is the Wheeling Metra train station.

As proposed, the site will be developed with 264 apartment units and approximately 12,000 square feet of specialty retail. The residential component of the development will provide approximately 443 parking spaces (400 spaces in a garage and 43 surface parking spaces) while the retail portion will provide approximately 69 surface spaces. Access to the development will be provided via a full-movement access drive and a right-in/right-out access drive off Northgate Parkway and via a right-in/right-out access drive off Dundee Road.

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening and Saturday midday peak hours for the existing (Year 2016), no-build (Year 2026), and future projected (Year 2026) traffic volumes. The Year 2026 no-build and future projected traffic volumes include the existing traffic volumes increased by a regional growth factor and the traffic projected to be generated by the proposed Wheeling Town Center as well as other planned developments. Additionally, the Year 2026 analyses reflect the proposed Dundee Road and Northgate Parkway intersection improvements associated with the buildout of the Wheeling Town Center as well as the provision of dual southbound right-turn lanes on Northgate Parkway.

With the addition of site-generated traffic as well as background growth and buildout of the various planned/approved developments, the following conclusions and recommendations are made:

- The proposed development, given the recommended roadway improvements, will not have a significant impact on the intersection of Dundee Road with Northgate Parkway with delays and queues being reduced from what they are under existing or Year 2026 no-build conditions.
- Providing access off Dundee Road and Northgate Parkway will be adequate in accommodating the development-generated traffic and will ensure that efficient and flexible access is provided for both phases of the development
- The proposed development will provide a sufficient number of parking spaces to accommodate the projected parking demand.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development traffic.

Dundee Road with Northgate Parkway

The results of the capacity analysis indicate that overall this intersection currently operates at LOS A during the weekday morning peak hour, LOS D during the weekday evening peak hour, and LOS B during the Saturday midday peak hour. It should be noted that during the weekday evening peak hour, the southbound approach operates at LOS F due to the high number of southbound right-turning vehicles and the limited amount of green time allocated to the southbound approach. It is important to note that due to the limitations of the capacity analysis software, the analyses do not take into account the impact the at-grade railroad crossing has on traffic conditions when a train crosses Dundee Road. As discussed previously, while the provision of an exclusive right-turn lane on Dundee Road at its intersection with Wheeling Road has helped moved westbound traffic more efficiently, additional improvements on Dundee Road should be considered to address the regional need to reduce queues and delays.

Under Year 2026 no-build traffic conditions, assuming the background growth, the traffic to be generated by the adjacent background developments, and the planned intersection improvements, this intersection is projected to operate overall at LOS C during the weekday morning peak hour, LOS D during the weekday evening peak hour, and LOS C during the Saturday midday peak hour. The southbound approach will continue operating at LOS F during the weekday evening peak hour with long queues. Furthermore, northbound and southbound left turns are projected to operate at LOS F during the weekday morning peak hour due to the limited amount of green time allocated to these movements and the operation of these movements under a protected phase only.

As part of the development, the southbound approach of Northgate Parkway will be widened to provide dual right-turn lanes. Under Year 2026 total projected traffic conditions and based on the results of the capacity analyses, the intersection overall is projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening and Saturday midday peak hours, improving the operation of the intersection over the no-build conditions. Furthermore, the southbound approach is projected to operate at LOS E during the weekday morning and evening peak hours and at a LOS D during the Saturday midday peak hour. Additionally, the southbound right-turn movement will operate at a LOS D during all three peak hours. Further inspection of the capacity analyses indicates that the southbound queues on Northgate Parkway will be reduced by as much as 800 feet, providing a benefit to the area. As such, the proposed improvement in conjunction with the already planned improvements as part of the Wheeling Town Center will improve the traffic operation of the intersection. No additional improvements will be needed.

While the ultimate solution to improve the traffic flow along Dundee Road remains the regional improvement of providing a third westbound through lane, providing a deceleration lane at the proposed right-in/right-out access drive off Dundee Road (to be discussed in the next paragraph) together with the recently constructed right-turn lane on Dundee Road at its intersection with Wheeling Road will help facilitate this improvement.

Dundee Road with Right-in/Right-Out Access Drive

This right-in/right-out access drive is proposed to be located as far away as possible from Northgate Parkway while still maintaining approximately 250 feet of distance from the railroad tracks. As part of the proposed development and as previously indicated, an exclusive right-turn lane on Dundee Road with 135 feet of storage and 90 feet of taper will be provided at its intersection with the proposed right-in/right-out access drive. In addition, it should be noted that the proposed development will be dedicating approximately 20-foot of right-of-way along Dundee Road in order to accommodate a potential widening of Dundee Road to provide three westbound through lanes.

The results of the capacity analysis indicate that outbound movements from the proposed right-in/right-out access drive are projected to operate at LOS B during the weekday morning peak hour and at a LOS C during the weekday evening and Saturday midday peak hours. The provision of this access drive will enhance the ingress/egress flexibility of the development and reduce the number of right-turning vehicles on southbound Northgate Parkway as well as the number of vehicles turning left to the full-movement access drive. Given the results of the capacity analyses, the proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development. No additional geometric improvements will be necessary in conjunction with the proposed development.

Northgate Parkway with Full-Movement Access Drive

As previously indicated, the full access drive off Northgate Parkway will be located approximately 480 feet north of Dundee Road and will provide two inbound lanes and two outbound lanes with outbound movements under stop sign control. The proposed access drive serving the Dunshire development will be located opposite this access drive creating a four-legged intersection. The results of the capacity analysis indicate that outbound movements from the access drive are projected to operate at LOS C or better during all three peak hours. Outbound 95th percentile queues are projected to be one to two vehicles, which will not impact the internal circulation of the site. Furthermore, northbound left turns are projected to operate at LOS A during the three peak hours with 95th percentile queues of one to two vehicles, which can be accommodated by the proposed left-turn lane. Conversely, inspection of the capacity analyses for the intersection of Dundee Road and Northgate Parkway indicate that the southbound left-turn and through movement will not queue to or beyond the proposed access drive. As such, this access drive has been located far enough from the intersection of Dundee Road and Northgate Parkway that it will be adequate in accommodating the traffic projected to be generated by the proposed development thus providing efficient and flexible access.

Northgate Parkway with Right-In/Right-Out Access Drive

The results of the capacity analyses indicate that the outbound movements from the proposed right-in/right-out access drive will operate at a LOS B during all three peak hours. Outbound 95th percentile queues are projected to be one to two vehicles, which will not impact the internal circulation of the site. As such, no additional geometric improvements will be necessary in conjunction with the proposed development.

On-Site Circulation Evaluation

As proposed, the site will provide two-way circulation drive aisles on the east and south sides of the building with a 20-foot wide fire access drive surrounding the building to the north and west. The garage entrance will be located internally approximately 400 feet west of Northgate Parkway. Given the proposed two-way circulation drive aisles, vehicles will be able to maneuver within the site and access the site via all three proposed access drives. The service drive for the apartments will be located on the southwest corner of the building while the loading dock for the retail portion of the development will be located off the internal garage entrance. As such, all deliveries to either the residential or retail portion of the development will be made internally with minimal impact to internal circulation.

Parking Evaluation

The development is proposed to provide approximately 443 parking spaces for the residential portion of the development (a ratio of approximately 1.67 parking spaces per unit) and approximately 69 parking spaces (5.75 parking spaces per 1,000 square feet) for the retail portion.

Based on the ITE *Parking Generation*, 4th Edition, the residential component of the development will have a peak parking demand of approximately 337 vehicles and the retail portion approximately 56 vehicles. As such, the proposed number of parking spaces will be adequate in accommodating the projected peak parking demand.

6. Conclusion

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to assess the impact of the proposed 501 Uptown mixed-use development in Wheeling, Illinois. As proposed, the site will be developed with 264 apartment units and 12,000 square feet of retail space. The residential component of the development will provide approximately 443 parking spaces while the retail portion will provide approximately 69 surface spaces. Access to the development will be provided via a full-movement access drive and a right-in/right-out access drive off Northgate Parkway and via a right-in/right-out access drive off Dundee Road. Based on the preceding analyses and recommendations, the following conclusions have been made:

- The development is well-located with respect to the area roadway system.
- The volume of traffic estimated to be generated by this transit-oriented development is modest when compared to the existing traffic volumes in the area and will be reduced given its proximity to the Wheeling Metra train station.
- The existing intersection of Dundee Road with Northgate Parkway currently experiences long delays and queues, especially during the evening peak hour.
- As part of the proposed Wheeling Town Center development, the intersection of Dundee Road with Northgate Parkway will be widened to provide an exclusive eastbound-to-southbound right-turn lane on Dundee Road. The south leg of Northgate Parkway will be widened to provide dual left-turn lanes and a combined through/right-turn lane while the north leg will be realigned and restriped to provide an exclusive left-turn lane, a combined through/right-turn lane, and an exclusive right-turn lane
- As part of the proposed development, the north leg of Northgate Parkway will be further enhanced by widening it to provide exclusive dual right-turn lanes. The provision of dual right-turn lanes on the southbound approach of Northgate Parkway will have a positive effect on the traffic operations of the intersection.
- Providing access off Dundee Road and Northgate Parkway will be adequate in accommodating the development-generated traffic and will ensure that efficient and flexible access is provided.
- Providing a deceleration lane on Dundee Road at its intersection with the proposed right-in/right-out access drive coupled with the proposed 20-foot right-of-way dedication will facilitate the regional improvement of providing a third westbound through lane along the Dundee Road corridor.
- The proposed development will provide a sufficient number of parking spaces to accommodate the projected peak parking demand.

Market Study

For the

**Proposed Rental Apartment Building
Wheeling Station
Northwest Corner Dundee Road and Northgate Parkway
Wheeling, Cook County, Illinois**

As of

May 2017

For

Mr. Daniel Rezko
DAC Developments LLC
2150 S. Canalport Avenue #4C-12
Chicago, IL 60608

Prepared By

Appraisal Research Counselors
400 East Randolph Street, Suite 715
Chicago, Illinois 60601

EXECUTIVE SUMMARY AND CONCLUSIONS

Location: Wheeling Station – The north side of Dundee Road and the west side of Northgate Parkway, east of the train tracks, Wheeling, Cook County, Illinois

Concept: The subject is a proposed rental development that will include a 5-story, elevator building with 265 residential units and 443 parking spaces. It will be built on a vacant lot in Wheeling, a northwest suburban community which is approximately 30 miles from Downtown Chicago. We were provided with drawings dated April 25, 2017 identifying the unit type, square footage and unit tiers within the building but lacking the unit layouts. The architect is BSB Design. The following is the current development mix:

Developer Unit Mix					
Unit Type	No. Units	Percentage	SF Range	Avg SF	Total SF
Convertible	28	11%	550	550	15,400
1BR	108	41%	700-760	741	80,010
2BR	121	46%	1,105-1,125	1,108	134,045
2BR TH	7	3%	1,350	1,350	9,450
3BR	1	0%	1,500	1,500	1,500
Total	265	100%	550-1,500	907	240,405

Conclusion: Based upon our review of the market, the unit mix and sizes appear well suited for the market.

Market rents in current dollars on a net effective basis have been projected to average approximately \$1.88 psf in 2017 dollars (as of May 2017). We have not projected any rent growth at the time of occupancy in 2019/2020.

With 265 units, we have also projected the lease-up of the property within approximately 2 to 2 1/2 years (8 to 12 units per month).

Appraisal Research Counselors' Conclusions:

Property Location: The subject property is located in Wheeling, a community of approximately 39,000 persons located north of O'Hare Airport in the northwest suburbs of Chicago. The location is 30 miles from Chicago's central business district ("The Loop") and 15 miles from O'Hare Airport. Specifically, the subject is located in a transit oriented location across near the village hall, police department, post office and Wheeling park district community center, aquatic center and Heritage Park. The location is surrounded by commercial to the west of the train tracks, Northgate Crossing rental apartments to the north, and commercial to the east south. The proposed Wheeling Town Center mixed-use/rental apartment development is at the southeast corner of Dundee Road and Northgate Parkway.

The village is bordered by Buffalo Grove on the north, Prospect Heights on the south, Arlington Heights on the west and Northbrook and Glenview on the east. The closest interstate is Interstate 294 near the eastern border. The Village has a Metra stop approximately 1/3 mile south of the

subject at Wheeling Road and Town Street and is within walking distance of the subject. It is served by the Metra North Central Line. The train service is only available on weekdays.

The average household income is estimated at \$84,634 with a median household income of \$64,877, according to 2017 estimates by Nielsen. Within the past 12 months, according to MRED LLC (the local multiple listing service), the 166 detached single family home sales in Wheeling have averaged \$238,899, with a median house price of \$215,000. Home sales ranged between \$85,000 and \$467,500.

Accessibility to the metropolitan area is a key advantage of this location, with Interstates 294 and 94 located just four miles east. There is an interchange at Lake Cook Road with northbound entrance and southbound exit ramps to I-94 and a four-way interchange to I-294. The southbound entrance ramp for I-94 via the Edens Spur is five miles northeast at Deerfield Road. There is also a four-way interchange for I-294 at Willow Road, four miles southeast. Illinois Route 53 is four miles west and connects to I-90 and I-290 eight miles to the south. Cars are the main mode of transportation in the suburbs, but there is also a Metra station which is about a 5 minute walk from the subject site.

Retail amenities are extensive. Five miles from the subject property is Randhurst Village, a recently renovated mixed-use retail center with approximately 40 stores and restaurants, a multi-screen cinema, and hotel. Larger retailers include Carson Pirie Scott, Costco and Home Depot. Twelve miles southwest in Schaumburg is Woodfield Mall, one of the largest malls in Cook County. This is a premier shopping center and destination for both locals and tourists. Anchor tenants include Macy's, Nordstrom, Lord & Taylor, JC Penny and Sears. There are approximately 300 stores. Ikea, one of its two stores in the Chicagoland area, is also located in Schaumburg. To the south of the mall is the Streets of Woodfield which includes a 20-screen movie theater as well as additional retailers including Carson's and a Legoland Discovery Center. Deer Park Town Center in Deer Park is eight miles northwest. This lifestyle center features over 70 stores with 409,304 SF. Retail tenants include Crate & Barrel, Apple, Anthropologie, Chico's, Williams-Sonoma, Pottery Barn, Brooks Brothers and Lululemon and restaurants include Biaggi's, Stoney River Steakhouse, California Pizza Kitchen and Red Robin. There is also a 16-screen Century movie theater. Surrounding the lifestyle center are numerous national retailers including a Whole Foods market. There is an 180,000 SF mall under construction across the street from Deer Park Town Center that opened in spring 2017 with retailers including Nordstrom Rack and Nike.

At the southeast corner of Northgate Parkway and Dundee Road is the mixed-use Wheeling Town Center which is currently under construction. The development broke ground in late 2016. A total of 301 rental apartment units are planned plus 100,000 square feet of retail space. The residential development is similar to the subject in that it will be a wrap design with the residential units surrounding an interior courtyard or the garage. Architectural plans shown on the Village website for the typical floor indicate that most of the units will be one and two bedroom layouts, and there will also be some layouts of one bedroom plus den and three bedroom units. The amenities will include an outdoor swimming pool with sundeck and lounge areas, a fire pit, grilling areas, bocce ball area, putting green, clubroom with lounge, pool table, demonstration kitchen, and game room, business center with conference room and computer work stations and fitness center with separate yoga studio. Commercial tenants reported to have signed letters of intent and listed on the village's website include CMX Theaters, Terra Fiamma restaurant, Starbucks Coffee, Potbelly, Noodles and Company, Andy's Frozen Custard and AT&T. Since this development is already under construction,

it is expected to be in lease-up prior to the subject and some of the commercial space is also anticipated to be occupied. While the subject will compete with the residential units, the right commercial mix of tenants in this development is expected to help attract renters to the area and improve its desirability.

There has been limited large-scale rental apartment development in the northwest suburbs. Northgate Crossing opened in late 2015 in Wheeling. This project is located immediately north of the subject site. The 288-unit development includes a mix of one, one plus den and two-bedroom units. An additional 12 three-bedroom townhomes are currently under construction. Thus, once complete, this development will include a total of 300 units. Rents as of the 1st quarter 2017 range from \$1,525 to \$1,600 per month for one bedrooms, \$1,700 per month for one bedroom plus den, \$1,760 to 1,795 per month for two bedrooms with one bathroom and \$1,965 to \$2,070 per month for two bedrooms with two bathrooms. The property is still in lease-up and is reportedly leased 64.9% of the units, indicating an average absorption of 11.7 units per month. This development is a different style compared to the subject. There are nine three-story elevator buildings with built-in private garages spread out throughout the property. The amenities are in a separate clubhouse building.

Only two additional apartment buildings opened within the last several years in northwest Cook County. One Arlington in Arlington Heights is an adaptive reuse of a former hotel. The building opened in 2014 and includes 214 units with an average size of 936 square feet. The sizes of some of the units are larger than typical of new construction due to the adaptive reuse nature of the building. As of the 1st quarter 2017, rents are averaging \$2.12 PSF and occupancy is reported at 94.9%. The building stabilized in early 2016 indicating an absorption of 9.6 units per month. North680 is the only other project recently opened in the Northwest Cook County submarket. This building opened in mid April 2017. A total of 180 units will be available including a mix of one, one plus den, and two bedroom apartments and two bedroom townhomes. The average size is 894 SF and as of the 1st quarter 2017, rents are averaging \$2.10 PSF. A total of 12.8% or 23 units are reported leased in approximately one month. Leasing staff indicated that demand has been greatest for the smallest one-bedroom layout with none of the townhomes leased as of early May 2017. This development is similar in style to Northgate Crossing. There are several buildings scattered throughout the site with built-in private garage and a separate clubhouse building housing the amenities.

There are two additional rental apartment developments under construction in the northwest Cook County submarket including Buckingham Place in Des Plaines and 101 W. Liberty in downtown Barrington. Buckingham Place is outside of the downtown area and lacks the walkability to the Metra station similar to the subject. 101 W. Liberty has a very good location in downtown Barrington and will have superior accessibility and walkability to nearby amenities and the train. Once the proposed Wheeling Town Center is complete and leased-up, the subject will have walkable access to downtown-type amenities including a movie theater.

Housing Inventory: Appraisal Research Counselors has been tracking apartment development in the suburbs for over 40 years. In total, 22,776 units (through 2016) will have been brought to the market since 1996 for an average of 1,085 units per year. Northwest Cook County, which is the subject property's submarket, has had incredibly little new apartment construction during this 21 year period, with only 574 units delivered. Combined with the number of condo conversions that occurred in the market, the supply of rental units has actually seen a notable decline since 1996,

although there has been an increase in new development activity since 2013. There are an additional 3,240 units under construction as of the 4th quarter 2016 and planned for delivery in 2017 and 2018. 462 units of the 3,240 units are located in the Northwest Cook County market. There are an additional 1,878 units in various stages of planning for Northwest Cook County.

Renter Profile: The subject property is situated in a submarket which has experienced limited new rental apartment construction in recent years. Very little apartment development occurred in the overall Chicago suburban market between 2004 and 2012. Only within the last two years has new product come onto the market in the Northwest Cook submarket. These new developments include One Arlington in Arlington Heights, Northgate Crossing in Wheeling and North680 in Schaumburg. Additionally, there are two projects currently under construction. 101 W. Liberty is located in Barrington and Buckingham Place is located in Des Plaines. Thus, persons who are employed in the Northwest Suburbs had limited new Class A apartment options until very recently. Persons desiring a luxury apartment within close proximity of employment within Schaumburg or Rosemont would need to travel significant distances to find a newly constructed, Class A rental apartment development. We note that while Des Plaines' Kingston Pointe and River 595 are located in Northwest Cook, these buildings were originally planned as condominiums.

The subject's location in Wheeling is currently mostly commercial; however, the immediate area's improvements are changing. Wheeling Town Center is currently under construction and once complete will include an additional 100,000 SF of commercial space adjacent to a new 301-unit apartment building. Even though new Wheeling Town Center will improve access to entertainment, retail and restaurant amenities and the Metra station is within walking distance, this location would be most appealing to persons with use of a car. Thus, the location would be less appealing to the elderly empty nesters who would want a walkable suburban downtown location.

It is anticipated that the renter profile will be comprised of persons who work in the area, commute via train or I-90, I-290, or I-294 or couples who work in different parts of the metropolitan area and require a location which is centralized for their individual commutes. With the proximity to the O'Hare and Schaumburg office markets and the multitude of other employment opportunities available via the highway network, this is a rather central location for a person working in the northwest and north shore suburban market.

We also view that some of the demand for this location will come from persons who have a connection to Wheeling. It is also a location which could also appeal to persons in transition – i.e. moving locally or transferees, persons in the process of obtaining a divorce, divorced parents, or active grandparents relocating to be closer to their adult children and grandchildren and desiring a new construction rental apartment.

Competition Overview:

The subject will compete with other developments also located within the Northwest Cook submarket and more specifically those located within Wheeling and the surrounding communities including Schaumburg, Arlington Heights and Des Plaines, the Lake County community of Vernon Hills and the North Shore communities of Glenview and Deerfield. The competition is driven by both location and age of the complex. If the subject property were completed today, its primary

competitions would consist of Northgate Crossing in Wheeling along with Wheeling Town Center, a project which is currently under construction

Fourteen properties comprising of 3,103 units were identified as providing potential competition to the subject units.

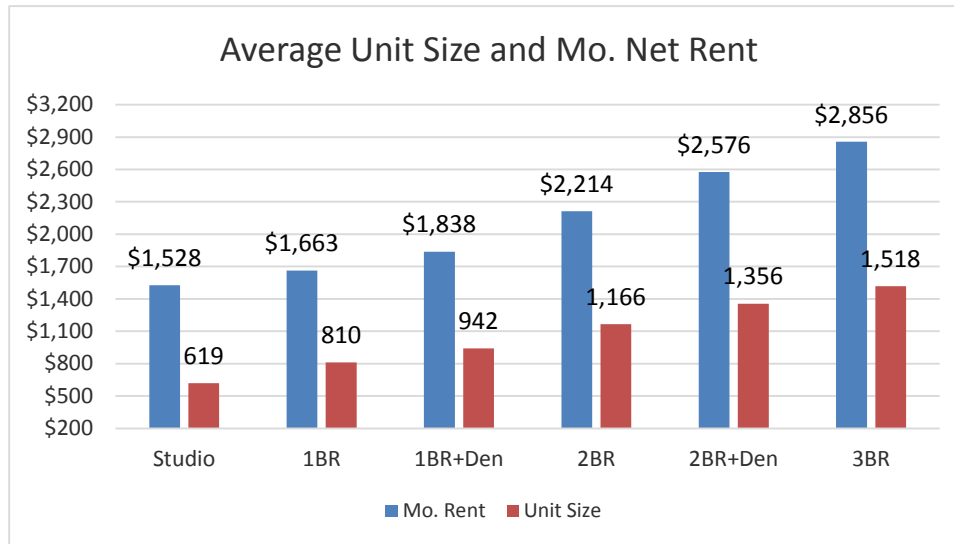
The following is a summary of the competitive properties:

Rental Survey Summary – Existing Properties

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MD No.	Name	Address	Suburb	Total Units	Date Built	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF	Occup.
Subject	Wheeling Station	NWC Dundee & Northgate	Wheeling	265	Proposed	907		\$1.88	
1	Amli at Museum Gardens	1155 N. Museum Blvd	Vernon Hills	294	2004	1,119	\$1.67	\$1.67	92.2%
2	Amli Deerfield	1525 Lake Cook Rd	Deerfield	240	2015	941	\$2.26	\$1.88	In lease-up
3	Commons at Town Center	1255 Town Center Rd	Vernon Hills	85	2010	1,256	\$1.65	\$1.52	96.5%
4	Kingston Pointe	1646 River St	Des Plaines	144	2009	1,203	\$1.72	\$1.58	89.6%
5	Midtown Square	998 Church St	Glenview	138	2014	920	\$2.42	\$2.22	92.8%
6	North680	680 E. Algonquin	Schaumburg	180	2017	894	\$2.10	\$2.10	In lease-up
7	Northgate Crossing	250 Northgate Pkwy	Wheeling	288	2016	899	\$1.90	\$1.82	In lease-up
8	Northshore 770	770 Skokie Blvd	Northbrook	347	2016	992	\$2.62	\$2.42	In lease-up
9	Oaks of Vernon Hills	103 Oak Leaf Ln	Vernon Hills	336	2014	1,037	\$1.92	\$1.77	93.5%
10	One Arlington	3400 W. Stonegate Blvd	Arlington Heights	214	2014	936	\$2.16	\$2.12	94.9%
11	Reserve at Glenview	195 N. Waukegan Rd	Glenview	239	2015	1,013	\$2.30	\$2.13	In lease-up
12	River 595	595 S. River Rd	Des Plaines	60	2011	1,397	\$1.66	\$1.52	90.0%
13	Tapestry Glenview	2550 Waterview Dr	Glenview	290	2014	887	\$2.19	\$2.19	93.8%
14	Woodview	15 Parkway North Blvd	Deerfield	248	2015	965	\$2.52	\$2.12	91.9%
Total/Weighted Average				3,103		998	\$2.13	\$1.99	84.5%

Unit Type	# of Units	%	Avg. SF	Quoted		Effective	
				Avg. Rent	Rent PSF	Avg. Rent	Rent PSF
Studio	122	4%	619	\$1,576	\$2.55	\$1,528	\$2.47
1BR	1,305	42%	810	\$1,791	\$2.21	\$1,663	\$2.05
1BR+Den	221	7%	942	\$1,968	\$2.09	\$1,838	\$1.95
2BR	1,228	40%	1,166	\$2,379	\$2.04	\$2,214	\$1.90
2BR+Den	132	4%	1,356	\$2,829	\$2.09	\$2,576	\$1.90
3BR	95	3%	1,518	\$2,933	\$1.93	\$2,856	\$1.88
Weighted Avg.	3,103	100%	998	\$2,107	\$2.13	\$1,963	\$1.99



Of the 14 properties, seven are stabilized and five are still engaged in lease-up.

Northgate Crossing which is located directly north of the subject site will be the primary competitor for the subject until the Wheeling Town Station residential units deliver. Then both will be primary competitors. Northgate Crossing started occupancy in December 2015 and is currently 65% leased up. Overall, the absorption has averaged about 12 units per month which is considered around average for a building of its size and amenity level. However, this development is the first of the three Wheeling apartment projects that are located within a couple blocks of each other. Any pent-up demand, if not satisfied by Northgate Crossing, will most likely be satisfied by Wheeling Town Station which is also expected to deliver prior to the subject.

In Glenview and Deerfield, five total projects opened within a short time span; Midtown Square, Reserve at Glenview and Tapestry Glenview are located in Glenview while Amli Deerfield and Woodview are both located in Deerfield. The lease-up of these projects has been impacted given the number of units that came to market within such a short time span. Three of the five projects have stabilized and concessions are offered at all of them. We note however, that of the 14 comparables, the rents are highest in these suburbs. While these developments are located in two suburbs and spread out with different locations in each town, in Wheeling, the three developments, Northgate Crossing, Wheeling Town Station and the subject will be located in the same location. Differentiation amongst these three projects will be much more difficult and will have to come from the building design, finishes and amenities.

Northgate Crossing, Oaks of Vernon Hills, Amli at Museum Gardens and North680 have a similar development design, with several low-rise buildings with built-in garages and a separate clubhouse. The subject's wrap design is similar to Amli Deerfield, Reserve at Glenview, Tapestry Glenview and Woodview. These buildings feature an interior courtyard with the outdoor amenities and a multi-level garage with the units built along the sides of it. These buildings also tend to offer long hallways between garage and some of the units although the parking is located on the same floor as the residence.

The subject's location is currently car dominated. It is not within a traditional suburban downtown area. Upon lease-up of the Wheeling Town Station and with the right commercial tenant mix, the

walkability of this location is expected to improve. The subject's location is within walking distance of the North Central Service's Wheeling Metra Station. This train line has more limited service compared to many of the other lines that run throughout the metropolitan area. There are fewer trains during the weekday and no weekend service. Northgate has a similar location as the subject. Kingston Pointe, Midtown Square, and River 595 are located within their towns' downtown areas and offer superior proximity and accessibility to restaurant and retail amenities as well as a Metra Station. While not within the downtown area, Reserve at Glenview is adjacent to a Mariano's grocery store and is across from the Golf Metra station.

Amli Deerfield is not close to a train station and is situated along a major commercial thoroughfare. Thus, this is not a pedestrian friendly location. Northshore 770 is located next to a Mariano's grocery store and while accessibility to the Edens Expressway is excellent, it is not within walking distance of a Metra station. This is similar to Tapestry Glenview which is also next to a Mariano's but lacks the walkable Metra access. One Arlington is also located in the western section of Arlington Heights. This location is outside of the downtown core and closer to Route 53. The location is within a 10 minute walk of a secondary (non-downtown) Metra station but the location lacks the walkable amenities within downtown Arlington Heights. None of the developments in Vernon Hills have walkable locations to the Metra Station. The train station in Vernon Hills is also the same line that stops in Wheeling. None of the other towns have stations along the North Central Service line and have superior service availability. Amli at Museum Gardens is located in Vernon Hills. This development is located across the street from Hawthorn Mall. This project has excellent proximity to shopping compared to the subject but similar to the subject it lacks the walkability. Commons at Town Center is located within a mixed-use development and offers some walkability to a few restaurants and retail amenities within the development. But overall, the walkability is similar to the subject. The Oaks of Vernon Hills is located ¼ mile northwest of the Commons. It is surrounded by corporate office buildings and is a more secluded location along a busy commercial street.

Kingston Pointe and River 595 offer more limited amenities. Kingston Pointe and River 595 were originally designed as condominiums which tend to offer more limited amenities compared to a rental building. Most of the newer developments include swimming pools. Midtown Square, One Arlington and Commons at Town Center as well as the two buildings previously discussed do not offer a swimming pool. The subject is planned to include an outdoor swimming pool with sundeck. This is a very desirable and marketable feature to residents. Many of the buildings include clubrooms with lounge areas or game areas and kitchens as well. These are also popular amenities. The subject is being designed with a "sky lounge" on the 3rd floor and fitness center. Game areas that include a billiard table are common in many of the developments. Northgate Crossing offers a ping pong table. The fitness center is planned to be located near the sky lounge. It is desirable for the amenities to be clustered together which is currently shown on the plans.

The outdoor amenities will be located within the central courtyard. The plans indicated a pool, sundeck and picnic area. Many developments offer lounge seating areas with couches, tables/chairs, grills and fire pits adjacent to the pool. These are all typical and very desirable among renters. It appears the sundeck may include some pergolas and this type of shade feature with added seating would be appealing to the tenants.

The current drawings show the leasing office on the 2nd floor, above the lobby. This office should be easily accessible and enhance the leasing experience for prospective tenants. The visit to the leasing office may be the first impression a prospective tenant has of the interior of the community. The

access should also be controlled so that prospective traffic does not have access to the building for security purposes.

Overall, the rents at Kingston Pointe and River 595 will represent the lower end of the market due to their age and limited amenities. The unit sizes at both of these developments are larger than typical since they were developed as condominiums which results in rents on a per square foot basis well below the subject. Amli at Museum Gardens is also older and finishes are expected to be inferior to those at the subject. This development also has larger unit sizes and is more heavily weighted toward two-bedroom units due to zoning requirements by the Village at the time of development.

Northshore 770 and Midtown Square represent the upper end of the market range. These developments were recently constructed, have excellent locations and offer the latest finishes and good amenities. Additionally, the other developments in Deerfield and Glenview have superior locations in areas with higher rent levels compared to the subject in Wheeling. Thus, it is expected that the subject's rent levels will fall between the older/smaller projects and these developments in Northbrook, Glenview and Deerfield.

Garage parking is available at all the competitive projects. Parking is located within common garages at all the developments except for North 680, Northgate Crossing and the Oaks at Vernon Hills. These projects have individual garages built into the first floor of each building. North 680 also has detached garages. The parking rates at these projects are toward the upper of the range compared to the rest of the projects given the private garages.

A total of 443 spaces broken out as 400 garage spaces and 43 surface spaces are planned to be developed at the subject. This equates to a parking ratio of 1.67:1 and appears to be adequate. The garage is the same number of floors as the residential floors. It is typical for tenants to park on the same floor as their unit. While the exact location of the elevators has not been determined, the developer indicated there will most likely be an elevator in the lobby as well as the hallway behind the first floor retail.

The Oaks of Vernon Hills and North 680 offer two-bedroom townhouse layouts. At both of these developments, the townhouses are in separate buildings with attached two-car garages. The subject is planned to offer seven two-bedroom townhouse units that will be built into the first floor of the southwest side of the building. These units will not have private attached garages. These units will be more marketable if they have entrances/exits into the common area corridors for access to the garages in addition to the private exterior entrance. The townhouse units are planned to have a gated private yard/patio at the front of the unit. This is a nice feature and none of the other comparables offer this. The location of these townhomes; however, is next to the commercial space, they front Dundee Road and are the closest units to the train tracks. Overall, the location is not very desirable for a housing style that is considered superior to traditional multi-family housing. These units would be better located at the north side of the building overlooking the creek and Northgate Crossing development to the north. Northgate Crossing will also offer three-bedroom townhomes; however, they are not yet complete and not on the market. The townhomes at the Oaks of Vernon Hills appear to rent at a slight premium over the traditional two-bedroom units. None of the townhomes at North 680 are rented since the leasing program recently began. Given the style of townhomes at the subject which are built into the building and do not offer private garage parking, we would not expect much premium for these layouts.

Occupancies are steady in the developments competitive with the subject property, with occupancies throughout the Chicago suburbs averaging over 95% and occupancies in the competing, stabilized survey properties ranging from 89.6% to 96.5%.

We have considered possible correlations between the average and median price of detached and attached housing in each of the primary competitive rental property towns to the effective rent per square foot at each of the competitive properties. The subject's location in the Village of Wheeling is a more affordable housing option when compared to the North Shore alternatives in Deerfield, Glenview and Northbrook. These communities have higher housing prices as well as higher median household incomes.

Attached and Detached Housing Prices and Median Income of Competitive Rental Property Communities

MD No.	Name	Suburb	Submarket	Net Rent PSF	2016 Avg Attached Sale Price	2016 Median Attached Sale Price	2016 Avg Detached Sale Price	2016 Median Detached Sale Price	2015 Median HH Income
Subject	Wheeling Station	Wheeling	Cook	\$1.88	\$171,510	\$156,500	\$232,547	\$207,500	\$56,110
1	Amli at Museum Gar	Vernon Hills	Lake	\$1.67	\$213,217	\$178,000	\$436,206	\$403,750	\$92,201
2	Amli Deerfield	Deerfield	North Shore	\$1.88	\$250,405	\$236,000	\$539,130	\$492,500	\$137,423
3	Commons at Town C	Vernon Hills	Lake	\$1.52	\$213,217	\$178,000	\$436,206	\$403,750	\$92,201
4	Kingston Pointe	Des Plaines	NW Cook	\$1.58	\$170,969	\$159,000	\$268,859	\$251,250	\$65,109
5	Midtown Square	Glenview	North Shore	\$2.22	\$305,573	\$260,000	\$627,752	\$532,500	\$93,240
6	North680	Schaumburg	NW Cook	\$2.10	\$164,483	\$152,000	\$314,177	\$299,500	\$74,086
7	Northgate Crossing	Wheeling	NW Cook	\$1.82	\$171,510	\$156,500	\$232,547	\$207,500	\$56,110
8	Northshore 770	Northbrook	North Shore	\$2.42	\$308,279	\$301,250	\$606,288	\$545,000	\$118,480
9	Oaks of Vernon Hills	Vernon Hills	Lake	\$1.77	\$213,217	\$178,000	\$436,206	\$403,750	\$92,201
10	One Arlington	Arlington Heights	NW Cook	\$2.12	\$187,340	\$169,500	\$404,973	\$370,000	\$81,059
11	Reserve at Glenview	Glenview	North Shore	\$2.13	\$305,573	\$260,000	\$627,752	\$532,500	\$93,240
12	River 595	Des Plaines	NW Cook	\$1.52	\$170,969	\$159,000	\$268,859	\$251,250	\$65,109
13	Tapestry Glenview	Glenview	North Shore	\$2.19	\$305,573	\$260,000	\$627,752	\$532,500	\$93,240
14	Woodview	Deerfield	North Shore	\$2.12	\$322,379	\$262,500	\$475,195	\$418,000	\$137,423

*Source of Sales Prices: MRED LLC



The net effective rent per square foot appears to be higher in towns with higher detached housing prices such as Deerfield, Northbrook, and Glenview. Des Plaines and Wheeling show the lowest prices of detached housing and also the lowest rents on a per square foot basis. Thus, the subject's rent levels will fall before those communities along the North Shore which show higher housing prices and also higher median income levels.

Critique of the Unit Mix & Layouts: The property is proposed with a mix of studio, one, two and three bedroom unit types with sizes of 550 to 1,500 with an average of 907 SF. Overall, the building provides a good unit mix with a variety of unit sizes within the one and two-bedroom unit types. The interior unit layouts were not provided; however we suggest that all the two bedroom units include at least two bathrooms including one attached to the master bedroom. Split bedroom arrangements are also popular providing some privacy for each bedroom.

Open kitchen, living and dining rooms are desirable features and typical in newly constructed buildings. A kitchen island can double as additional eating or work space eliminating the need for a separate dining room. These are particularly desirable in the smaller layouts.

We suggest that the unit layouts include walk-in closets in at least the master bedroom and good closet space throughout the remaining bedrooms and near the unit entry.

Critique of the Unit Finishes: The unit finishes were reported to be consistent with Class A luxury developments. We agree with the level of finish and recommend the following finishes:

Kitchens: a contemporary cabinet, stainless steel appliances, granite or quartz counter tops, tile backsplash and undermount sink.

In-unit washer dryer: A washer and dryer in each unit, a necessity in the market. Typically, this will be a full-size, side by side or stacked unit.

Flooring: The current trend for the entry, kitchen, and living room flooring is some sort of wood finish, whether hardwood or a laminate/vinyl plan flooring (faux wood) that has the appearance of wood. Bedrooms are frequently carpeted although we are also seeing a recent trend towards using the same flooring throughout the entire unit, including the bedrooms.

Baths: Bath finishes should be upgraded ceramic tile/stone floor and tub/shower surrounds with contemporary finishes, which is what is standard in the market. Mirrors, vanities, and accessories etc. should be good quality and good design.

Balconies: Balconies are a standard amenity in nearly all suburban developments. We suggest balconies for all units which appears to be designed on the current plans.

HVAC: HVAC, water, sewer, and trash costs will be passed on to the residents.

Ceiling: Ceilings should have drywall finishes and be 9' in height. A 10' ceiling height is not necessary.

Overall, these finishes will meet the expectations of luxury renters in the market.

Recommendations for the Common Area Amenities:

We were not provided with a detailed list of amenities but rather architectural drawings indicating the area for some amenities. The amenities are reported to include a swimming pool with sundeck and picnic area, fitness center, "sky lounge" and outdoor terrace adjacent to the clubroom/sky lounge and an on-site leasing office.

We also recommend at a minimum that the clubroom include an open kitchen. In the outdoor space, we recommend a fireplace and/or fire pit area with seating nearby and grilling stations with tables/seating. Leasing staff at rental properties comment that business centers and conference rooms are highly desired by tenants, particularly for persons who work from home. We recommend that these amenities be included in the subject development.

We also note that within the fitness center, many properties are expanding the traditional cardio/free weight area and incorporating multi-purpose/yoga studios. Several of the competitive properties include multi-purpose rooms with on-demand fitness programs which are projected onto a large screen which can include cardio, weight training, bootcamp, pilates, or cycling workouts.

Many of the newer buildings are also now incorporating amenities such as, dog parks, dog washing facilities, and a golf driving range. Dog parks and dog washing facilities are also very popular, as they cater to pet-owners. The indoor golf driving range has a more limited and targeted market appeal and is recommended only in developments which already have all of the other more important amenities. This type of product is heavily used by golfers but typically not the majority of the tenant base. While marketable, they do not make it to the top of the list of "must have" amenities.

These amenities should be clustered together rather than spread out throughout the building, as they provide a more substantial appearance. This appears to be the proposed plan on the drawings.

Indoor parking should also be provided, although it does not need to be a heated garage. This is a car-oriented location and it is expected that all residents will own a car. These spaces should be rented at an additional charge per month. The charge will ultimately depend on the number of spaces that are constructed. The architectural plans dated April 25, 2017, include 400 garage spaces and 43 outdoor surface spaces or a 1.67:1 parking ratio. It is recommended that spaces intended for the residential use and commercial use be labeled since during peak business hours it may become more difficult for a tenant or commercial patron to find parking. We could anticipate a higher demand than typical for the garage parking spaces given the more limited availability of surface spaces. An additional charge of \$75 is suggested for indoor spaces.

Recommended Units and Rents (average): Based upon our survey of rental properties which provide alternatives to the subject units, we have recommended average rental rates on a per unit per month basis which equate to approximately **\$1.88 psf in current dollars (as of May 2017)**. The actual rents on a chunk (per unit) basis is really what is focused on by renters in the market, and the monthly per unit rents which are projected below reflect the amenities, finishes, and new construction features of the proposed units.

We are not projecting any rent increases. While historically, there have been rent increases in the market overall, the subject development will be the third project to deliver Class A rental units near the intersection of Dundee and Northgate Parkway within a 2 to 3 year period and based on the trends shown in both the Deerfield and Glenview market, rent levels and lease-up patterns are affected when a large number of units hit the market around the same time. A total of 488 units opened in Deerfield in 2015 while 667 units opened in Glenview in 2014/2015. A total of 866 units are expected for the Wheeling market between late 2015 and 2018. Thus, we have not projected any rent growth.

Unit Type	Developer Unit Mix					ARC Suggested Rent (current 2017 dollars)		
	No. Units	Percentage	SF Range	Avg SF	Total SF	Avg Rent	PSF	Total Rent
Convertible	28	11%	550	550	15,400	\$1,300	\$2.36	\$36,400
1BR	108	41%	700-760	741	80,010	\$1,525	\$2.06	\$164,700
2BR	121	46%	1,105-1,125	1,108	134,045	\$1,925	\$1.74	\$232,925
2BR TH	7	3%	1,350	1,350	9,450	\$2,150	\$1.59	\$15,050
3BR	1	0%	1,500	1,500	1,500	\$2,500	\$1.67	\$2,500
Total	265	100%	550-1,500	907	240,405	\$1,704	\$1.88	\$451,575

These rent projections are on a net effective basis. It is also assumed that the utility charges will be paid by the residents, as is typical of newer properties in the overall market. Parking has also been estimated at **\$75 per month** which is consistent with most of the buildings in the market. It is expected that these projections will be further refined as a development plan for the subject site is further refined.

Estimated Absorption: The subject will be facing direct competition from at least two other developments in Wheeling upon delivery; Northgate Crossing and Wheeling Town Center. There

are several new developments proposed, under construction or in the early stages of lease-up in Wheeling and the surrounding areas. Northgate Crossing delivered in late 2015 and is 65% leased. This development is expected to be fully leased-up at stabilized levels by the time the subject delivers. While there will still be competition as this property is adjacent to the subject, we note that some leasing agents indicate that renters desire to be the first to live in a new unit. Wheeling Town Center is under construction and located south of the subject. This 301-unit development has a superior location which is across the street from the train station and is incorporated within a large mixed-use development. Depending on the timing of the subject, this development may still be in lease-up at the time the subject delivers.

Overall, we have projected the lease-up of the property at a pace of 8 to 12 units per month, achieving stabilized occupancy within approximately 2 to 2 1/2 years for a 265-unit development.

The following graphs show our rent and size conclusions in relation to the comparables. The subject is shown in Red.



DYNAMIC RETAIL SPACE AVAILABLE ADJACENT TO WHEELING TOWN CENTER NWC DUNDEE & NORTHGATE | WHEELING, IL. 60090

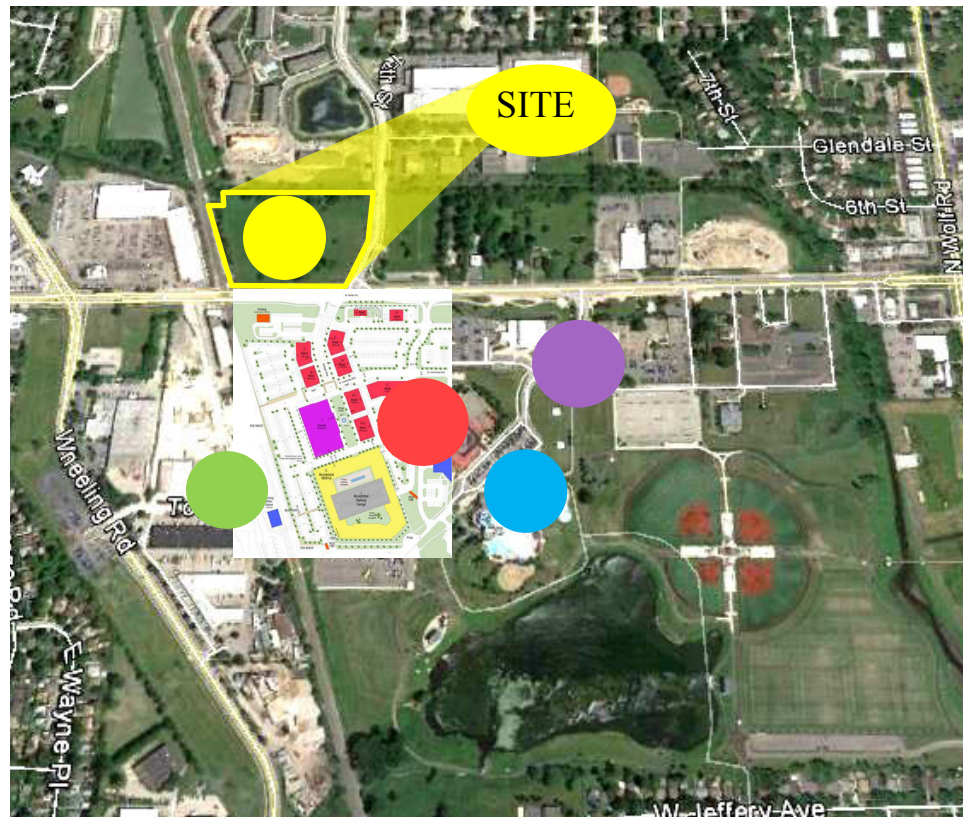
First In Realty Executives Inc is pleased to offer for lease

+/- 12,000-27,000 SF of Divisible Retail

Wheeling's Newest Proposed Lifestyle Center

Positioned Adjacent to Wheeling Town Center!

- Proposed 5 story 264 unit luxury condominium development
- 502' frontage on Dundee Road
- Across from Wheeling Town Center (2018 opening), a retail, entertainment, & lifestyle center showcasing:
 - ~ 300 luxury apartments
 - ~ 100,000 SF retail and restaurant
 - ~ CMX entertainment cinema
 - ~ 25,000 SF village green space
- Positioned by new Metra train station serving Downtown
- Walking distance to Wheeling Community Campus offering aquatic park, community center, village hall, and more
- Over 500 additional residential units coming available
- 45 Minute rail service to downtown Chicago
- 15 miles from O'Hare International Airport
- Ideal for lifestyle, restaurant, & fitness



- ♦ +/- 12,000-27,000 SF
- ♦ Divisible Retail

Traffic Counts:
+/- 26,900 VPD on Dundee Road

- SITE
- Wheeling Town Center "Lifestyle Center"
- Metra Station - Direct to Downtown Chicago
- Arctic Splash | Indoor/Outdoor Aquatic Center
- Wheeling Community Campus

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	1MI	3MI	5MI
Population	13,774	97,453	265,692
HH Avg. Inc.	\$72,671	\$97,452	\$109,843
#HH's	4774	37,940	101,334

Information contained herein has been obtained by sources deemed reliable. First In Realty Executives, Inc has not verified the information and makes no representations, warranties, or guarantees. You and your advisors should conduct a careful and diligent review of the investment and information contained herein.



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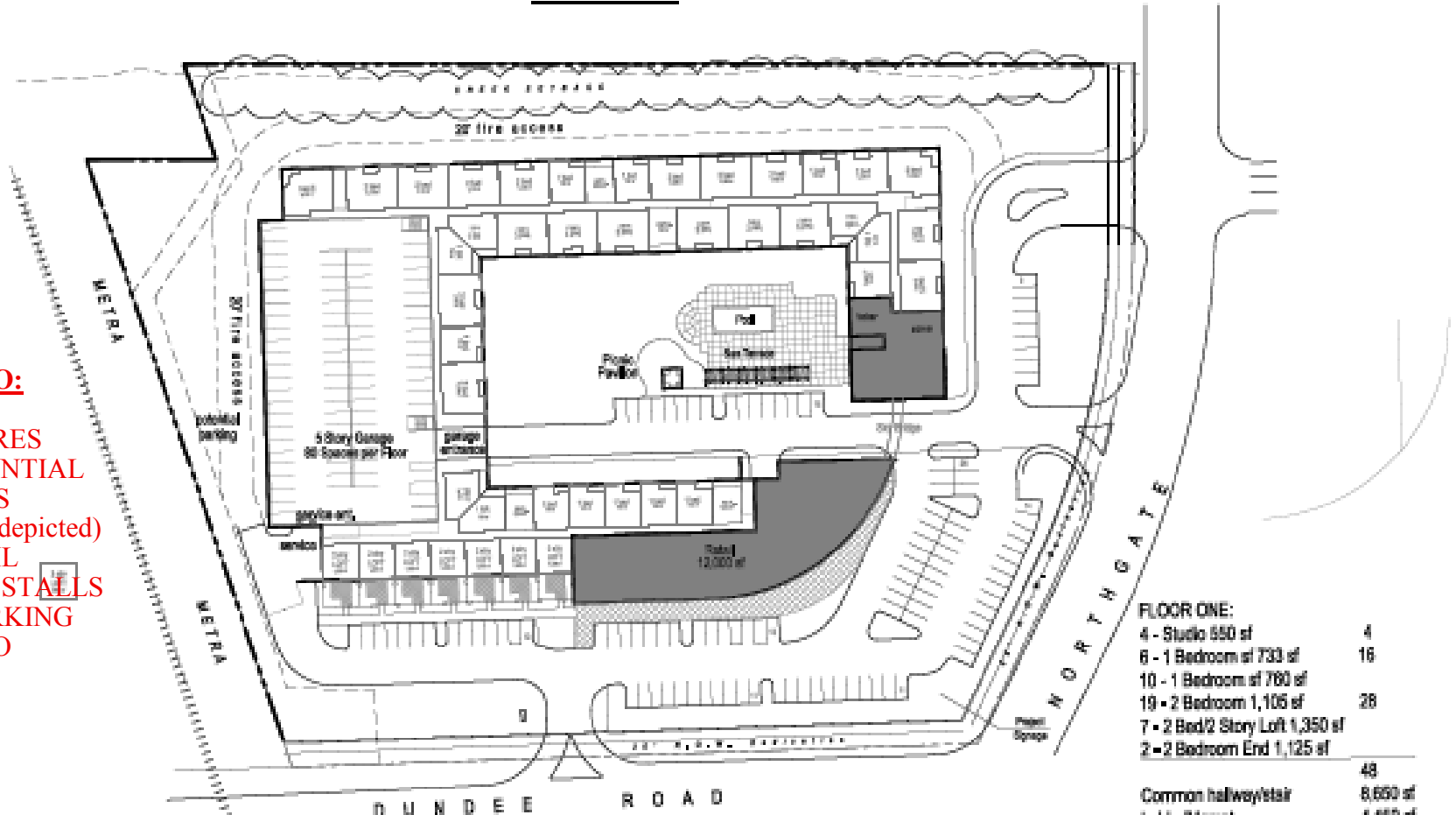


DYNAMIC RETAIL SPACE AVAILABLE ADJACENT TO WHEELING TOWN CENTER NWC DUNDEE & NORTHGATE | WHEELING, IL. 60090

SITE PLAN

SITE INFO:

- 7.44 ACRES
- 264 RESIDENTIAL UNITS
- 12,000 SF (as depicted) RETAIL
- 69 SURFACE STALLS
- 5/1000 PARKING RATIO

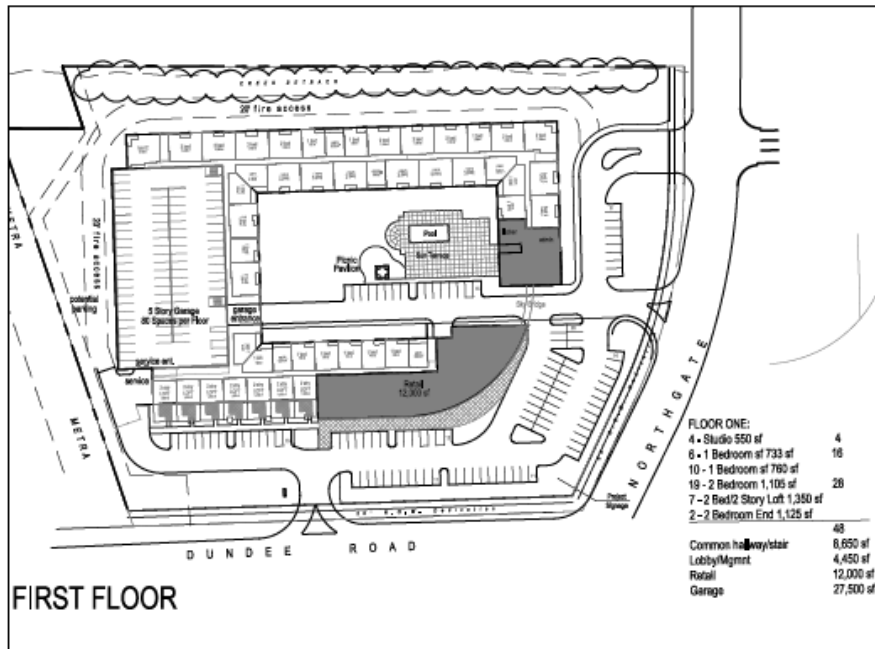


FLOOR ONE:	
4 - Studio 550 sf	4
6 - 1 Bedroom sf 733 sf	16
10 - 1 Bedroom sf 760 sf	
19 - 2 Bedroom 1,105 sf	28
7 - 2 Bed/2 Story Loft 1,350 sf	
2 - 2 Bedroom End 1,125 sf	
	48
Common hallway/stair	8,650 sf
Lobby/Mgmt	4,450 sf
Retail	12,000 sf
Garage	27,500 sf

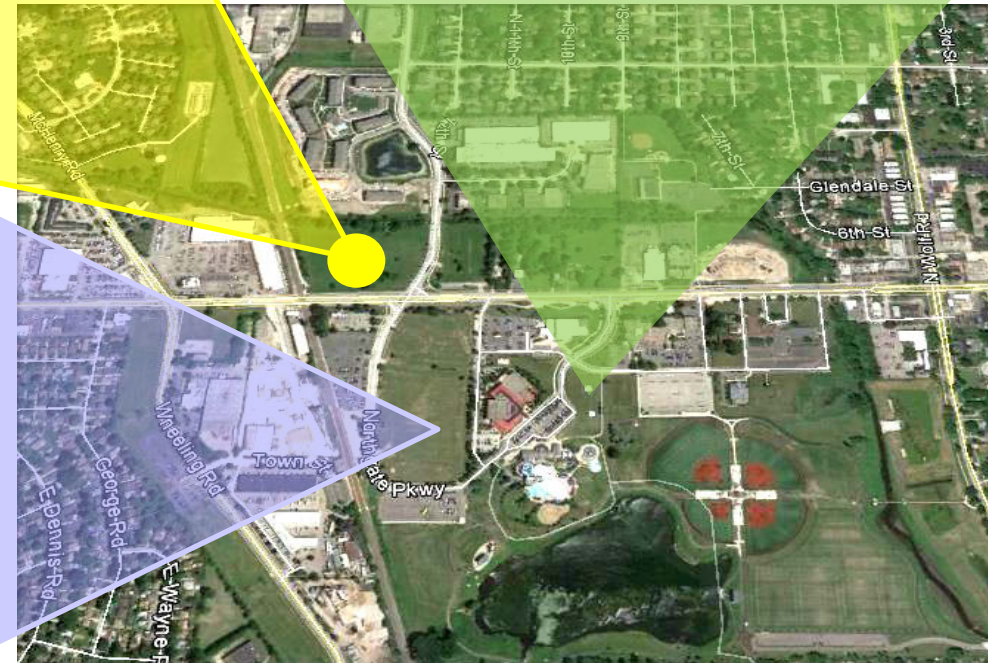
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DYNAMIC RETAIL SPACE AVAILABLE ADJACENT TO WHEELING TOWN CENTER NWC DUNDEE & NORTHGATE | WHEELING, IL. 60090



SITE



Wheeling Town Center



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DYNAMIC RETAIL SPACE AVAILABLE ADJACENT TO WHEELING TOWN CENTER NWC DUNDEE & NORTHGATE | WHEELING, IL. 60090

RETAIL SALES PROJECTIONS

	1 MILE	3 MILES	5 MILES
Retail Sales: Total Sales	\$192,464,341	\$1,275,612,799	\$4,889,329,856
Retail Sales: Potential Sales	\$188,163,354	\$1,899,512,453	\$5,874,877,379
Retail Sales: Shortage/Surplus	(\$4,300,987)	\$623,899,654	\$985,547,523
Food and Beverage Stores:Sales	\$23,840,320	\$143,063,575	\$703,557,975
Food and Beverage Stores:Potential	\$29,346,454	\$289,623,765	\$887,249,189
Food and Beverage Stores:Shortage/Surplus	\$5,506,134	\$146,560,190	\$183,691,214
Food and Beverage Stores:Businesses	8	43	137
Health/Personal Care Stores:Sales	\$14,115,950	\$98,210,048	\$265,976,880
Health/Personal Care Stores:Potential	\$10,108,679	\$102,173,021	\$317,374,529
Health/Personal Care Stores:Shortage/Surplus	(\$4,007,271)	\$3,962,973	\$51,397,649
Health/Personal Care Stores:Businesses	4	40	117
Clothing/Accessories Stores:Sales	\$1,864,472	\$31,905,792	\$165,341,760
Clothing/Accessories Stores:Potential	\$8,469,348	\$84,560,300	\$262,066,763
Clothing/Accessories Stores:Shortage/Surplus	\$6,604,876	\$52,654,508	\$96,725,003
Clothing/Accessories Stores:Businesses	4	40	166
Sports/Hobby/Book/Music Stores:Sales	\$901,308	\$22,783,099	\$118,009,897
Sports/Hobby/Book/Music Stores:Potential	\$4,259,353	\$42,227,048	\$130,633,622
Sports/Hobby/Book/Music Stores:Shortage/Surplus	\$3,358,045	\$19,443,949	\$12,623,725
Sports/Hobby/Book/Music Stores:Businesses	1	22	77
General Merchandise Stores:Sales	\$2,696,344	\$183,183,136	\$844,327,702
General Merchandise Stores:Potential	\$31,812,324	\$316,694,574	\$975,729,028
General Merchandise Stores:Shortage/Surplus	\$29,115,980	\$133,511,438	\$131,401,326
General Merchandise Stores:Businesses	6	20	56

Data prepared by ESRI Inc.

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DYNAMIC RETAIL SPACE AVAILABLE ADJACENT TO WHEELING TOWN CENTER NWC DUNDEE & NORTHGATE | WHEELING, IL. 60090

DEMOS

Radius	1 Mile	3 Mile	5 Mile
Population:			
2022 Projection	14,425	96,776	264,456
2017 Estimate	14,364	96,707	263,748
2010 Census	14,046	96,836	261,683
Growth 2017-2022	0.42%	0.07%	0.27%
Growth 2010-2017	2.26%	(0.13%)	0.79%
2017 Population Hispanic Origin	6,506	19,994	42,178
2017 Population by Race:			
White	12,158	79,481	221,249
Black	269	1,599	4,331
Am. Indian & Alaskan	315	813	1,345
Asian	1,369	13,333	32,932
Hawaiian & Pacific Island	13	61	139
Other	240	1,419	3,751
Households:			
2022 Projection	5,026	37,705	100,750
2017 Estimate	5,001	37,699	100,538
2010 Census	4,870	37,839	99,997
Growth 2017 - 2022	0.50%	0.02%	0.21%
Growth 2010 - 2017	2.69%	(0.37%)	0.54%
Owner Occupied	3,676	28,019	77,101
Renter Occupied	1,325	9,681	23,437
2017 Avg Household Income	\$74,344	\$103,347	\$114,493
2017 Med Household Income	\$56,630	\$79,805	\$87,656

Data courtesy of CoStar, Inc.

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1. CALL TO ORDER

Chairman Ruffatto called the meeting to order at 6:30 p.m. on Thursday, May 25, 2017.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present were Commissioners Blinova, Creech, Dorband, Johnson, Powers and Ruffatto. 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

- A) Docket No. SCBA 17-22
First Colonial Commons
820 S. Wheeling Road
Appearance of a Freestanding Sign
- B) Docket No. SCBA 17-22
Sweet
1568 Lake Cook Road
Appearance Approval of a Wall Sign
- C) Docket No. SCBA 17-25
Fox De Luxe Foods
275 E. Hintz Road
Appearance Approval of a Wall Sign

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

Approve Docket No. SCBA 17-22 to permit installation of the freestanding sign in accordance with the sign drawings submitted May 15, 2017 by Olympic Signs, on behalf of First Colonial Commons located at 820 Wheeling Road, Wheeling, Illinois,

Subject to the following conditions of approval:

1. That the sign be setback at least ten feet from the public right-of-way; and
2. That the existing tree be relocated.

Approve Docket No. SCBA 17-24 to grant appearance approval for the wall sign in accordance with the sign plan submitted May 17, 2017 by Sweet, located at 1568 Lake Cook Road, Wheeling, Illinois.

Approve Docket No. SCBA 17-25 to grant appearance approval for the wall sign in accordance with the wall sign plan submitted May 16, 2017 by SignTec, for Fox De Luxe Foods located at 275 E. Hintz Road, Wheeling, Illinois.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Powers, Ruffatto
NAYS: None
ABSENT: None
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

7. ITEMS FOR REVIEW

- A) Docket No. PC 17-8**
Siding-1 Windows-1
322 N. Milwaukee Avenue
Minor Site Plan & Appearance Approval of Façade Modifications

Mr. Jim Johnson and Jon Green, Siding-1 Windows-1, 322 N. Milwaukee Avenue were present for the docket.

The petitioners received TIF approval to do work on a building at 322 N. Milwaukee Avenue. They originally showed shutters on the renderings. They were now hoping to eliminate the shutters because they felt it looked more residential than commercial. Pictures of the building were provided without the shutters.

Commissioner Johnson preferred the building with the shutters. Mr. Johnson explained they wanted it to appear more commercial because of the location on Milwaukee Avenue. Commissioner Johnson questioned if their business sold shutters. Mr. Johnson confirmed they did but explained that people were now going without shutters and heavier trim around the windows. Commissioner Johnson felt the shutters gave the building more character.

Commissioner Powers agreed with Commissioner Johnson. He liked the shutters since he felt they

drew attention to the building.

Commissioner Blinova agreed she would also like to see the shutters.

Commissioner Dorband liked it either way. She understood the petitioner's reasoning for not wanting them. She had more concern about the planting boxes in the front. She wants to make sure they will continue with the boxes to add more color. Mr. Green confirmed the landscaping was their final phase and would include the landscape boxes.

Commissioner Dorband questioned if removing the shutters would void the façade grant. Ms. Jones explained the Façade Grant Committee would determine if they would be willing to reimburse subject to the amended site plan approval. They would not be reimbursed for the shutters but would be reimbursed for everything else that had been done per the approved plan and per the approved grant.

Commissioner Dorband understood the petitioner's concern that it was a business and not a resident and that people may misinterpret it. She reiterated that she wants to make sure the outside and appearance of the planting beds would be colorful and noticeable. Mr. Johnson confirmed they were not changing any of the approved landscaping.

Commissioner Dorband was OK without the shutters.

Commissioner Creech was OK without the shutters.

Chairman Ruffatto referred to the petitioner's original request to have different styles of siding on the building to depict what they were selling including shutters and to show how it would look in a residential area. Mr. Johnson confirmed they did include the different siding. Chairman Ruffatto mentioned that the shutters were part of that look. He felt if the petitioner had wanted it to look like a business the Commission would have wanted the building to have all of the same siding. Chairman Ruffatto felt the petitioner was telling two different stories since they now didn't want the building to look residential but wanted different types of siding to show what it would look like on a residential building. Mr. Johnson explained the shutters especially on the sliding windows didn't look right and they would not recommend it to customers. He explained the shutters appeared too small against the sliding windows. Mr. Johnson agreed to keep the shutters except for the sliding window in the front of the store.

Commissioner Blinova noticed the pictures that were provided were different than the proposed rendering. She mentioned the height of the landscape wall looked different. She questioned what they were proposing. Ms. Jones clarified the picture provided on the slide was the approved plan and the picture provided at the meeting was the existing condition.

In reply to Chairman Ruffatto's question, Ms. Jones confirmed the petitioner was before the Plan Commission at the end of 2015. Chairman Ruffatto mentioned the landscaping was not finished. He questioned when it would be completed. Mr. Johnson explained they had another date to finish it for the TIF. He confirmed the parking lot and landscaping would be completed by the new date.

Chairman Ruffatto took a poll regarding removing the shutters.

Commissioner Creech: in favor

Commissioner Dorband: in favor

Commissioner Powers: against removing the shutters

Commissioner Blinova: against removing the shutters

Commissioner Johnson: against removing the shutters but could compromise by removing them from the one window.

Chairman Ruffatto asked if Commissioners Blinova and Powers were OK with keeping the shutters except by the sliding windows. Chairman Ruffatto was in agreement with removing the shutters from the first window.

Commissioner Johnson moved, seconded by Commissioner Creech to approve Docket No. PC 17-8 to permit the building modifications in accordance with the cover letter and rendering of the building without shutters submitted by Siding-1 Windows-1 on May 10, 2017 for the property at 322 N. Milwaukee Avenue, Wheeling, Illinois with the following condition:

1. The proposal is modified to only remove the shutters from the first floor window on the north façade that is closest to the door.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Powers, Ruffatto

NAYS: None

ABSENT: None

PRESENT: None

ABSTAIN: None

There being six affirmative votes, the motion was approved.

- B)** [Docket PC 17-9](#)
Korean Christian Reformed Church
850 Jenkins Court
Minor Site Plan & Appearance Approval of Façade Modifications

Mr. Brian Seo, 850 Jenkins Court, Wheeling was present for the docket.

Mr. Seo explained they were trying to add a steeple on top of the existing church building. The steeple will be 18' high and will have a 3' cross on top of it. The materials will be fiberglass and manufactured in Texas. They are adding it to celebrate the church's 50th anniversary and to increase their visibility in the neighborhood.

Commissioner Dorband mentioned she had been in the church many years ago and had been impressed at how nice it looked. She visited the property last week and was extremely disappointed

at the exterior and the maintenance. She found it very sad to see the condition. She doesn't understand how the petitioner could let it get to its current condition.

Mr. Seo questioned what Commissioner Dorband was specifically speaking about. Commissioner Dorband explained it was the entire exterior, front, side and back. She mentioned trucks were parked in the back behind a locked fence. The property was overgrown, weeded and the parking lot was in horrible condition. Mr. Seo questioned when Commissioner Dorband had visited the site. Commissioner Dorband mentioned she visited the property on Monday and Tuesday. She failed to understand how the petitioner let the property get into its current condition. She suggested cleaning it up and taking care of the outside. Mr. Seo confirmed they were trying to take care of it and doing their best. He was unsure what area Commissioner Dorband was talking about. She offered to show him some pictures she had taken of the property.

Chairman Ruffatto mentioned that he also visited the property and Commissioner Dorband's comments were on target but he reminded the Commission the petitioner was present for review of the site plan and steeple. He suggested sending a note to Staff regarding the maintenance. He explained it would be done with Code enforcement. Commissioner Dorband mentioned in the past there had been other petitioners with issues on their property being in poor condition and the Commissioners had commented on it. She intended to comment on it at this time. Chairman Ruffatto felt comments were OK but it was not necessary to show pictures at this time.

Mr. Seo stated they had a plan to resurface the parking lot this year. He mentioned they were doing their best to maintain the site. Mr. Seo stated they painted the building last year.

Commissioner Creech expressed a concern regarding the height of the spire. He questioned if it was within the Code. Ms. Jones confirmed spires and other similar projecting features on buildings that could not be habitated in were permitted to project over the maximum height of buildings.

Commissioner Creech questioned if there was an issue that there was no lighting on top of the steeple. Ms. Jones did not believe it was an issue.

Commissioner Johnson had no issues with the steeple. He was in agreement with Commissioner Dorband that the petitioner needs to spend some effort on the exterior. He felt the building looked OK but felt the landscaping and parking lot needed work.

In reply to Commissioner Johnson's question regarding the trucks, Mr. Seo stated the trucks belonged to a church member. The church member parks overnight and then takes it out in the morning to go to work. He stated that he had been doing it for 2-3 months. He explained if it was a problem he would ask him not to do it.

Commissioner Blinova questioned if the steeple was too heavy for the roof. Mr. Seo stated the engineer had confirmed it was OK.

Commissioner Powers questioned if they had a desire to light the steeple. Mr. Seo confirmed they had no current plans to light the steeple.

Commissioner Powers was fine with the steeple and agreed about the condition of the property. He hopes the petitioner would work with Staff to improve it.

Chairman Ruffatto mentioned the grass on the east side of the building was so high. Mr. Seo confirmed the grass had been recently cut. Chairman Ruffatto explained that it needed to be maintained. He mentioned there used to be beautiful landscaping in front and now there was nothing. He was unsure if storing trucks on the property was a Code issue. Village Attorney Milluzzi will review the Code.

In reply to Chairman Ruffatto's question, Mr. Seo stated they had owned the church for 16 or 17 years. Chairman Ruffatto referred to reserved parking signs in the back that were used when it was a synagogue over 16 years ago. He explained it related to their lack of attention of the maintenance of the building. Mr. Seo agreed to remove the signs. Chairman Ruffatto wants the building to look attractive and explained that they have owned the building for 16 years and the signs were still up which shows a lack of attention to the overall facility. Mr. Seo agreed to try and do a better job.

Commissioner Powers moved, seconded by Commissioner Johnson to approve Docket No. PC 17-8 to permit the building modifications in accordance with the cover letter and rendering of the building without shutters submitted by Siding-1 Windows-1 on May 10, 2017 for the property at 322 N. Milwaukee Avenue, Wheeling, Illinois.

On the roll call, the vote was as follows:

AYES:	Commissioners Blinova, Creech, Dorband, Johnson, Powers, Ruffatto
NAYS:	None
ABSENT:	None
PRESENT:	None
ABSTAIN:	None

There being six affirmative votes, the motion was approved.

- C) Docket No. 2017-7
Dunshire
370-400 W. Dundee Road
Concept Review of a Mixed Use Planned Unit Development

Mr. Bill Hein, Project Manager, Bill Hein & Associates, 370 W. Dundee Road, Mr. John Mraibie, Mraibie & Associates, Attorney, represents the developers and property owners and Mr. Mike Anderson, Engineer, Haeger Engineering, 100 East State Parkway, Schaumburg were present.

Chairman Ruffatto pointed out that the Plan Commission had just received the packet on Tuesday night and the normal procedures were that completed packets were received on Friday so there was time for the Commission to review. Not everyone was in attendance when they had presented it to the Village Board. Chairman Ruffatto had seen the presentation and that the proposed was the exact same presentation that was presented to the Village Board. The Village Board had made some

comments about some deficiencies in the plan. Chairman Ruffatto asked Staff to read the comments for those Plan Commissioners who may not have had the opportunity to review it. Ms. Jones read the primary concerns of the Village Board when they reviewed the concept on May 15th:

- Increase the parking ratio of the row homes;
- Address the shared parking among the mixed use building;
- Reconsider the density and/or site configuration of the row homes.

Chairman Ruffatto asked the petitioner to give their presentation and the Commission would make comments and reinforce what the Village Board indicated. He asked the petitioner to be prepared to come back for another concept review. The Commission needs proper amount of time to review it.

Mr. Hein agreed to present and then come back with a product that everyone could live with.

Mr. Hein explained the vision develops a lifestyle of world class living in the harmony and makeover of the town center plan. It would promote a new urban lifestyle connected to the community, was pedestrian friendly and within steps of the Wheeling Town Center.

Mr. Hein provided an overall view of the area. The Wheeling Station site is to the west and directly across from the property. They are working with Staff and Wheeling Station to align streets and trying to develop a plan that would be cohesive to the entire area. They are also working on the properties to the east and down to the Post Office and Community Blvd. The 298 property (next to Community Blvd.) will be in their possession by the middle of June and they are working on the other projects to make it a complete PUD consisting of almost 16 acres.

Mr. Hein described the project that consists of a multiunit building with retail on the ground floor and a single family owner row home development (45 units) with rear loaded garage, a restaurant (LOI on the west corner of the property) with outdoor seating, enclosed garages that will be divided at the rear of the building, rental apartments above the first floor (2nd, 3rd and 4th floors). The apartments will be 1 and 2 bedroom units. There will be a common area along Buffalo Creek for all the residents to enjoy and will consist of gazebos, barbeques, fire pits and picnic tables. He stated the project was compatible with the comprehensive plan for the Village of Wheeling and it brings the highest and best use to the area. The access road off of Northgate Parkway, Dunshire Drive will eventually connect to Community Blvd.

Mr. Hein provided a rendering of the 4-story building with 10,570 square feet of retail below. The restaurant will have outdoor seating with a lounge area and full service family-oriented restaurant. The apartments above will range from 678-1,200 square feet. They are rental apartments and will enjoy all of the amenities of the row home concept. The first floor includes the restaurant taking up two spaces, a jewelry store and garages in the rear that will be shared within the 4-store building.

Mr. Hein provided a rendering of the proposed row home. The amenities, configuration and materials will be discussed at a later date. The front will be all brick and siding on both ends and on the rear. There will be 3 or 4 models. The residents of the row homes and apartments will have special access to the Wheeling Park District Fitness Center. They will make an option available in the assessment to purchase a family package at a discounted rate to enjoy all of the amenities of the

Wheeling Park District. They are working it out with the Park District. It would include Chevy Chase and will be a unique amenity.

Mr. Hein stated they were looking at the possibility of providing a neighborhood electric vehicle. It is legal on the street and licensed by the State of Illinois. The vehicles come in 2, 4 and 6-seater vehicles. They would make them available as a courtesy to the residents.

Mr. Hein referred to a market study and stated they had done a partial market study on the row homes and will present it at a later date.

Mr. Anderson explained the site had expanded with an additional property to the east since the last time he was present. It allowed the access to Dundee to be shifted further east which provides enough room to accommodate a left turn lane into the site. The access on Northgate has been shifted and they have coordinated with the developers of the Wheeling Station to make sure they were aligning to their proposed access.

Mr. Anderson mentioned another engineering change that was made since the last time. The storm water pipe that connects the storm water basin to Heritage Park was under construction. It will be brought up to Dundee Road. The Village is currently developing the crossing for Dundee Road for the pipe. He confirmed that this site would have access to the storm water credits in Heritage Park.

Mr. Anderson referred to the site. The main mixed use building in front of the site has also expanded so it is a bigger building east/west. The parking along the front has expanded as well and the back by the row homes had a transit oriented design focusing on pedestrian access and within a ½ mile of the train station and is high density. They have worked on similar style row home projects in Des Plaines, Park Ridge and Morton Grove all in similar proximity to train stations. Each unit will have a 2-car garage and 16 guest parking spaces scattered throughout the row home site.

Mr. Mraibie addressed some of the issues that the Village Board had brought up during the presentation. The parking ratio is well within the limits. Part of the problem with respect to parking in front, is that there is commercial with residential that the Board didn't think would work. He mentioned that most residential people would come in after the retail hours so they believe there wouldn't be an issue. Additionally, the shared parking space could be alleviated by identifying parking for commercial versus residential. The parking ratio for the row homes came into play based off of Staff recommendation. Staff wanted to see rear loading versus front loading and they would be working with Staff to see if they could work with a mixture of rear loading and front loading.

Commissioner Powers questioned if there were standard size streets in the row home area and in the rear by the retention area. Mr. Anderson explained the east/west street on the north side would eventually connect to Community Blvd. It is currently designed as a 30' wide pavement so it would meet the Village's Code. Currently the two north/south streets that go through the row home site were designed at 25' back to back. He agreed those streets could be widened to meet the Village Code.

Commissioner Powers questioned if they had shown the plan to the Fire Department to check the turning radiuses. Mr. Anderson didn't think the plan had been submitted for the Fire Department's review.

Commissioner Powers requested an explanation of the front and rear loading garages. Mr. Anderson explained the existing plan shows all rear-loading garages. The back of the units have an alley, driveway/apron but no traditional driveway storage in front of the garage. The aprons are 4'. The front doors and sidewalk connections are on the fronts of the buildings. They will try to have a mix of front and rear loading garages to allow for extra parking on the driveways for the front loading garages.

Commissioner Powers asked for an explanation of the banquet facility that had been previously mentioned. Mr. Mraibie explained it would be part of the restaurant and would be more of a private room in the restaurant pad.

In reply to Commissioner Powers' question, Mr. Mraibie confirmed the restaurant would have outdoor seating.

Commissioner Powers asked about the type of siding that would be used on the sides and back of the row homes. Mr. Mraibie stated it would be either hardy board or aluminum siding. Commissioner Powers was not in favor of aluminum siding. Mr. Mraibie explained the decision was based on the price point that it could sell.

Commissioner Powers hopes the front loading garages would alleviate some of the guest parking concerns for the row homes. Commissioner Powers felt parking would still be an issue. Mr. Mraibie felt it would make a dramatic change by having the front loading since it would go from 2 cars to 4 cars.

Commissioner Powers referred to the density issue. He also felt it was too dense.

Commissioner Johnson questioned the density. Ms. Jones stated the proposed site had a density of 16.8 (84 residential units on a 5-acre site).

Commissioner Johnson questioned the density for the future growth toward Community Blvd. Mr. Mraibie explained further amenities would be added so it wouldn't necessarily be as dense. There would be commercial facing Community Blvd. as it extends and possibly a club house or community facility.

Commissioner Johnson expressed concern with accessibility issues with the site. He questioned if they would be allowed to add a right only toward the western end onto Dundee. Mr. Mraibie agreed it could be discussed with Staff. Mr. Anderson confirmed it would not happen on Dundee since it was IDOT's jurisdiction. Commissioner Johnson felt it would still be an issue.

Mr. Hein stated his business located at the 370 building had noticed a remarkable change in making a left turn out of their building because of the new stop light. They currently have no problems making a left turn out of their building.

Commissioner Johnson questioned the status of the floodplain floodway issues. Mr. Mraibie explained the site had shallow floodplain on it. There will be a large storm sewer constructed on the east side of the Wheeling Town Center site. The compensatory storage for the floodplain and storm water detention would all be provided offsite through credits through the Village.

Commissioner Johnson asked for the percentage of green space in the proposed plan. Mr. Mraibie was unsure.

Commissioner Johnson referred to the building material and mentioned the Plan Commission was not a big fan of siding and would want as much masonry as possible.

Commissioner Johnson wants to see rear elevations of the retail and row homes.

Commissioner Johnson questioned the number of garage spaces for the apartments versus the number of apartments. Mr. Mraibie stated there were 39 apartments and 18 garage spaces. There are about 120 parking spaces in the presented plan including the garage spaces and surface spaces on the mixed use building. It is about 1.7 spaces per apartment unit which he thinks is similar to what was approved at the Town Center apartments. The retail would have a ratio of about 5 spaces per 1,000 square feet on the net retail.

In reply to Commissioner Johnson's question, Mr. Mraibie confirmed all of the row homes had 2-car garages. He explained one of the benefits of the row homes was that it hides all of the garage doors.

Commissioner Dorband felt it was too dense and was concerned about the snow removal plan for snow storage. Mr. Hein explained they would take advantage of the green area to the north for snow storage. Commissioner Dorband felt the north area was too far to move the snow.

Commissioner Dorband referred to the proposed 16.8 density compared to the Code's maximum density of 14. Ms. Jones explained it was a mix of uses with row homes, apartments and retail so 16.8 units per acre also includes almost 11,000 square feet of retail.

Commissioner Dorband expressed concern about the Fire Department's access and the size of the units. She mentioned the size was just exactly per Code. She wanted to see them made a little bigger.

Commissioner Dorband was unsure if aluminum siding was the best choice, she rather see vinyl.

Commissioner Blinova had a lot of concern but didn't have enough time to review it thoroughly. She suggested pushing a couple of the buildings back into the green area to create more room. She suggested dividing the retail building from the row homes. She expressed concern for the delivery trucks for the retail space.

Mr. Hein explained they would have more green area and could add more parking spaces by having front and rear loading garages for the row homes. He explained by having all rear loaded garages, they lost over 90 parking spaces.

Mr. Hein stated that they have all the specs for the fire engines so they could work out the plan. It will be handled in the next phase.

In response to Commissioner Blinova's request to move the buildings back into the green space, Mr. Mraibie explained they couldn't build there because of the floodplain.

In response to Commissioner Blinova's concern for the delivery trucks at the retail space, he explained that the size of truck would depend on the type of commercial use. They would look to have tenants that would service the row homes and apartments.

Commissioner Creech had the same concern about density. He questioned why the density of the row homes wouldn't be separate from the commercial when determining the density.

Commissioner Creech felt the parking was a problem especially the mixed use parking. He expressed concern about the widening of the roads. He questioned if the continuing of Community Blvd would be built according to Village Code. Mr. Hein confirmed it would be a private street within the complex and would be 30' wide with proper signage and would include speed bumps.

Commissioner Creech asked if they put together a plan for phase 2. He wanted to see how the two would blend. Mr. Mraibie confirmed they would bring it when they returned.

Commissioner Creech wanted to see elevations (front, rear, sides) for everything, floor plans with dimensions and the final site plan.

Ms. Jones clarified that the petition was only for the 5 acres adjacent to Northgate and Dundee. The property to the east was not under their control so they could not present a plan for it at this time so the Commission would not be reviewing it during the preliminary or final PUD process. They would need to return with a new concept for review. Commissioner Creech understood but felt the two were tied together. Ms. Jones explained the Commission needs to decide if the proposal merits approval based upon this plan solely. There is no guarantee that the property to the east would be developed under their control. Village Attorney Milluzzi explained the Commission would have to know that they would be approving it without the guarantee of the second phase. Mr. Mraibie confirmed they don't own the other parcels but had every desire to continue the project. They cannot guarantee they will be able to acquire the rest of the parcels needed for the second phase.

Commissioner Creech thought it was a great idea to put in the row houses and commercial on the site.

Chairman Ruffatto expressed his disappointment that the changes were not made to the plan from the time of the Village Board meeting to tonight's concept review. It is a radically different plan than the previous plan. He would have expected something more than the plan that was presented at tonight's meeting. He wants to see the changes that were incorporated that were asked for by the Village Board. He felt it should have been obvious when the Village Board made comments about the row home development being too dense, streets too narrow, limited parking, little open space and the use of masonry that in a concept review the changes should have been made.

Chairman Ruffatto referred to the residential parking by the retail. He was unsure how you could tell somebody that they couldn't park because a banquet was being held. He wants it to be reviewed.

Chairman Ruffatto wants the changes incorporated and brought back to the Plan Commission for another workshop before moving forward.

Commissioner Dorband referred to the banquet parking issue. She felt the banquet operation could take up a lot of parking and could be an issue. She wants a traffic study.

Commissioner Dorband asked for clarification of the ownership for all the parcels. Village Attorney Milluzzi explained the petitioner controls all of the proposed parcels except for a piece that is owned by the Village. They don't have the control of all of the parcels for the next phase.

In response to Commissioner Dorband's question, Mr. Mraibie confirmed they did not have control of any of the parcels for the next phase. There is pending litigation to a vacant lot next to Community Development. Commissioner Dorband asked if they had an estimated date of when they might have control of any of the four parcels. Mr. Mraibie explained the first parcel is going to foreclosure on June 10 or 15 and if they are successful on the foreclosure they would have control on that parcel. There is pending litigation for another parcel and the other two were private owners.

In response to Commissioner Dorband's question, Mr. Hein confirmed the proposed parcel would be completed at one time without any phases.

In reply to Commissioner Powers' question, Mr. Mraibie confirmed the plan for their storm water management was using the pipe to Heritage Park. Commissioner Powers referred to a comment made by one of the Trustees at the Village Board meeting that there was only so much that could be pushed in it so he hopes they don't make that type of assumption and do some planning for some onsite retention underground or in the green space. Mr. Mraibie agreed.

Chairman Ruffatto expressed his disappointed that the comments from the Village Board were not incorporated into the plan. Mr. Mraibie explained the Board made certain recommendations but they did not have time to meet with Staff to discuss before the Plan Commission meeting. They did not want to show one plan to the Board and another to the Plan Commission. Chairman Ruffatto felt they could have waited until all of the changes were made. Mr. Mraibie wanted to get the Plan Commission's comments so they could streamline their process and incorporate all the changes. Chairman Ruffatto mentioned that this was probably the only time that a concept went before the Village and they made suggestions that the petitioner didn't go back and make the changes before going before the Plan Commission. Mr. Mraibie apologized but thought they would present the same thing to avoid confusion. He confirmed the changes would be incorporated.

Commissioner Dorband questioned if the petitioner was stuck on the name. Mr. Mraibie confirmed they were open to changing the name. They were not stuck on the Dunshire name. They are open to suggestions.

Chairman Ruffatto announced they would return for another concept review.

Mr. Hein announced that he attended the Wheeling Station concept plan and he mentioned there was no hold back for it and their presentation was much less than the plan presented tonight.

Chairman Ruffatto took a poll regarding scheduling another concept review.

Commissioner Creech: in favor

Commissioner Dorband: in favor of at least one more

Commissioner Powers: in favor

Commissioner Blinova: in favor

Commissioner Johnson: in favor

The vote was all in favor of scheduling another concept review.

8. APPROVAL OF MINUTES – [May 11, 2017 \(includes partial findings for Docket No. 2017-5\)](#)

Commissioner Dorband moved, seconded by Commissioner Powers to approve the minutes dated May 11, 2017. The motion was approved by a voice vote.

9. OTHER BUSINESS

Chairman Ruffatto referred to Commissioner Dorband's suggestion of scheduling a drive around for the Commission and asked for an update. Ms. Jones announced she had contacted the airport and they had graciously offered to make their van available to the Commission. She is working with Andrew Jennings to schedule a time. She asked for input on anything in particular the Commission wanted to see in addition to the new developments.

Commissioner Dorband also wants to schedule a Fire Department tour. Ms. Jones confirmed they were investigating it with the Fire Department.

Chairman Ruffatto wanted to see the new developments and use of properties.

Commissioner Powers suggested the new Fed Ex property.

10. ADJOURNMENT

Commissioner Dorband moved, seconded by Commissioner Johnson to adjourn the meeting at 8:25 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 6.16.2017
FOR APPROVAL ON 6.22.2017**

1. CALL TO ORDER

Chairman Ruffatto called the meeting to order at 6:30 p.m. on Thursday, May 25, 2017.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present were Commissioners Blinova, Creech, Dorband, Johnson, Powers and Ruffatto. Also present were Andrew Jennings, Community Development Director and Brooke Jones, Senior Planner.

4. CHANGES TO THE AGENDA - None

5. CITIZEN CONCERNS AND COMMENTS – None

6. CONSENT ITEM

- A) Docket No. SCBA 17-26
Twin Dolphin Family Restaurant
274 McHenry Road
Appearance Approval of a Wall Sign

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

Approve Docket No. SCBA 17-26 to grant appearance approval for the wall sign in accordance with the sign plan submitted May 31, 2017 by Heritage Signs, on behalf of Twin Dolphin Family Restaurant, located at 274 McHenry Road, Wheeling, Illinois.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Powers, Ruffatto
NAYS: None
ABSENT: None
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

7. ITEMS FOR REVIEW – None

8. OTHER BUSINESS

A) Plan Commission driving tour of recently completed projects

The Plan Commission left Village Hall via van to tour recently completed multi-family residential and mixed use projects in the Village and in nearby communities. The following sites were visited:

1. Northgate Crossing: 200 Hudson Court, Wheeling
2. Amli Deerfield: 1525 Lake Cook Road, Deerfield
3. Northshore 770: 770 Skokie Boulevard, Northbrook
4. Tapestry Glenview: 2550 Waterview Drive, Northbrook

APPROVAL OF MINUTES - None

10. ADJOURNMENT

Commissioner Ruffatto moved, seconded by Commissioner Dorband to adjourn the meeting at 8:22 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 6.16.2017
FOR APPROVAL ON 6.22.2017**