
1. CALL TO ORDER

Chairman Pro Tem Johnson called the meeting to order at 6:30 p.m. on Thursday, November 2, 2017.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present were Commissioners Blinova, Creech, Dorband, Johnson, Kalis and Powers. Commissioner Ruffatto was absent with prior notice. Also present were Brooke Jones, Senior Planner, Mallory Milluzzi, Village Attorney, Ron Antor, Fire Inspector and Kyle Goetzelmann, Civil Engineer.

4. CHANGES TO THE AGENDA - None

5. CITIZEN CONCERNS AND COMMENTS - None

6. CONSENT ITEMS - None

7. ITEMS FOR REVIEW

- A) Docket Nos. 2017-15, PC 17-18 and SCBA 17-43**
Uptown 500 (formerly Uptown 501)
500 W. Dundee Road (formerly 501 W. Dundee Road)
(2017-15) Final Planned Unit Development Approval of a Mixed-Use Retail
and Residential Development
(PC 17-18) Approval of a Preliminary Plat of Subdivision
(SCBA 17-43) Appearance Approval of Freestanding Signs

Mr. Thomas Maschek, Principal, Interface Engineering, 100 South Wacker Drive, Suite 350, Chicago, IL, and Mr. Joe Maschek, Land Planner, BSB, 1540 East Dundee Road, Suite 310, Palatine, IL, Mr. Luay Aboona, KLOA Traffic Engineers, 9575 W. Higgins Road, Suite 400, Rosemont, IL, Mr. Jeff Mellcrone, Architect, BSB, Mr. Kevin Lewis, IG Consulting, Mr. Dany Rosko, DAC Developments were present.

Mr. Maschek explained the development was a key component of the downtown area. The elevations and site plan are similar to what was presented a few months ago but several changes were made to the plan, architecture, materials and the interior layout of the building. They have responded

to the concerns and comments from Staff, the Plan Commission and the Village Board and tried to incorporate everything into the new revised plan. Mr. Maschek confirmed their team was the same and were present to answer any questions.

Mr. Maschek described the similar elements.

- Shape of the building;
- Position of the building;
- Courtyard; and
- Parking area.

Mr. Maschek explained they got into more detail with how the elements were put together and how they worked with fire protection, engineering, architecture and how they respond to the market and to the retail component. The site is 7.6 acres with 2.9% open space and buffers including a dog park to the west and the creek stabilization and naturalization along the north. There are a total of 423 garage spaces and 131 surface spaces with a total of 554 spaces over the whole site including both retail and residential. The residential parking is 441 spaces which is 1.67 spaces per unit and includes 30 surface spaces and 411 spaces in the garage. The retail remains at 12,000 square feet and is parked at 9.4 spaces per 1,000 square feet with 132 bicycle spaces. There are 113 spaces, 12 in the garage for overflow or employee parking.

Mr. Maschek confirmed there are 262 units including 111 1-bedroom units, 40 studios, 106 2-bedroom units and 5 2-bedroom townhouses.

The service entrance remains in the same location. There is a secondary garage entrance if there is a need for additional parking in the garage for retail. They added a turnaround closer to the garage entrance as a convenience for the future residents. The courtyard/pool area has a pavilion with outdoor barbeque locations along the west side of the pavilion, a shade structure along the north side of the pool which also provides privacy to the pool and outdoor area and other amenities.

There were some previous concerns about the size of the studios. They have a total of 40 studio apartments. The square footage was increased to 675. The studios are more of a one bedroom convertible with a moveable wall to provide privacy for the bedroom.

The first floor amenity includes a mailroom in the corner of the building. The garage includes a couple of spaces for pull over so the residents could run into the mailroom. There is leasing and lobby space on the first floor with a gathering room above it on the second floor. There is access on the northwest corner of the building north of the garage. There is an access point directly north of the lobby and leasing area that would feed out into the eastern parking area. There are also two more access points, one adjacent to the back of the retail and one on the southwest corner of the garage. There is a 2-story business center on the 3rd & 4th floors. It will provide private areas for residents to work outside of their apartments. The 4th floor amenity above the lobby is a training area and fitness room. The floors above the training area and fitness center are all public spaces that face out toward the front corner of the building to provide light, glass and activity to the street. There is a roof deck on the 5th floor above the business center which provides an outdoor space to gather with several outdoor tables as well as a counter space and cabinets and potentially some refrigeration. The garage

space has 5 ½ stories. The first floor at the back end provides 132 indoor bicycle spaces.

Mr. Maschek provided the floor plans of the residential units. The studios are 675 square feet and are more of a convertible one bedroom apartment. It includes a moveable wall to provide privacy for the bedroom and a kitchen/great room along the window wall. Every unit has a balcony. The inside corner units have a Juliet balcony. The one bedroom units are approximately 750-850 square feet. Two-bedroom units are approximately 1,100-1,350 square feet. There are now 40 convertible units versus the original 28 studios. There are 111 one-bedroom units, 106 two-bedroom units and 5 two-bedroom townhouse units that face Dundee Road tucked into next to the retail. There are a total of 262 units versus the original 265 units.

Mr. Maschek reported the retail space is 12,000 square feet. The service area accessed off of the entrance drive is a place for restaurant deliveries or retail service deliveries as well as a place to tuck the garbage in away from view and the residents. The retail can be divided up to 5 spaces but their preference is to see one large user. They provided a secondary hallway to provide an interior access to the service area as well as an exterior access to the front.

The architecture is similar to what was shown in June but they have added a lot more details relating to materials. Elevations of different views were provided. The sky bridge creates a bridge into the courtyard as well as the retail component. The retail is tucked into the residential part of the building. The townhouse units are 2-stories and are tucked into the façade since it was important to create something that blended with the rest of the building. A component of the garage can be seen coming from the west looking north on Dundee Road. The garage is about 50' back from the front face of the building. The material on the north side of the building is the same façade treatment as the others. Real brick is used in three different colors (light, medium, dark) as well two types of cementitious material used for two bands. The townhome units have private patios and a small front yard. The east elevation seen from Northgate is of the sky bridge with aluminum and glass for the two stories of walkways that connects the south legs of the building to the fitness center and provides access to the mailroom. There is an open corridor on the fifth floor with railings. The glass and aluminum retail frontage is more of a contemporary look with aluminum elements that frame it. The balconies have an aluminum system with cable and panels. For the design of the building, they wanted to take elements of the more traditional architecture that has been used in the area in the past but then creating a much more contemporary dynamic elevation by using some of the more modern materials. The north elevation has the same materials, masonry and banding as the other aspects of the building. The west elevation is very similar to the original plan with green plantings along the west side to both screen and provide a nicer look.

Mr. Maschek referred to the path to net zero and explained an important component was how to treat the garage. They needed to provide a certain amount of open space and open walls to the garage so they didn't have to heat it and provide other elements that drain the energy savings.

Mr. Maschek referred to the landscape and signage. They are well over the landscape requirements for the parking lot buffering and have a 16' setback from the edge of the parking lot to the new right-of-way on Dundee Road. They have an 8.5' setback from the edge of the parking lot to the new right-of-way on Dundee Road. They are requesting a 1.5' of additional setback but they provided much more landscaping between the sidewalk and edge of parking than required

There are four signage locations. The primary sign that ties into the corner plaza element with a seat wall and the signage sits on top and cantilevers over the top with up to 5 spaces for tenants. Secondary signs occur at the two entrances, one on Dundee Road and the full entrance on Northgate Parkway. It is also illuminated and provides signage space for the tenants of the retail space. There is an entrance sign that is primarily for the residential.

The townhouses are next to the retail and along Dundee Road. Each of the five units has a small fenced private front yard that gives screening from Dundee Road and the parking lot and from the activity of the retail.

The pool area has a pavilion with outdoor grills, a seat wall, extensive landscaping, and a fire pit and lounge area with a shade structure along the north side.

Mr. Maschek referred to the path to net zero. They have introduced a lot of new components that are not typically seen in buildings of this size.

- High performance envelope
- Appliance controls and lighting
- Efficient heating, ventilation and air systems – each unit has their own individual
- Energy generation and rooftop solar

They are working with Staff on civil engineering key features regarding detention. They have a small vaulted detention in the parking area on the southeast corner behind the main entrance sign.

They are still working with IDOT and the neighbors to the south and east. They are providing two right-hand turn lanes on southbound Northgate Parkway and providing an acceleration and turn lane on the north side of Dundee Road to feed their limited intersection and to allow for traffic to move smoothly.

Mr. Maschek opened the discussion to questions from the Plan Commission.

Ms. Jones stated that the Wheeling Town Center project and the Uptown 500 were making improvements to the intersection of Northgate Parkway and Dundee Road. The Village along with the developers agreed that it would be best to work together on the issue. The Village would like to take the lead in terms of processing the IDOT permit. There is a slight modification to the wording of the first condition of approval for Docket No. 2017-15. It shall now read “The petitioner shall execute a joint agreement for the Dundee Road and Northgate Parkway intersection improvements in accordance with the timing set forth in the projects redevelopment agreement or prior to permit issuance. Should the parties fail to come to an agreement, the developer shall complete the intersection improvements as illustrated in the final PUD plans.”

Ms. Jones referred to a note in the Staff Report regarding the preliminary plat, it was anticipated that there may be conditions of approval, there are none at this time. The motion shall read without any conditions. It is proposed as is.

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Commissioner Dorband thought there was a previous discussion about a water feature in front. Mr. Maschek explained space happened so it was removed. After further review and walking the corner of Milwaukee and Dundee, their intersection is a little splayed. He looked at how it would be activated and offset the retail as well. The proposal includes a seat wall, lighting and landscaping along with a paver plaza.

Commissioner Dorband felt the proposal was one of the better put together packets and she appreciated it.

Commissioner Dorband questioned how they planned to segregate employee parking and retail parking from residential parking. Mr. Maschek explained they would use signage. There would be 12 spaces allocated in the garage for employees. He felt it would be easy to do. They would be assigned on the first floor assessable to the retail along the western side.

Commissioner Dorband requested making sure all of their documents reflect the new address of 500. She noted some of the documents still had 501. She wanted the documents corrected prior to going to the Village Board.

In reply to Commissioner Dorband's question regarding roof access, Fire Inspector Antor explained it was one of the reasons the fire lane continued around the back. He thought there would probably be roof access points.

Commissioner Dorband referred to a project on McHenry Road that had a pork chop that people were always violating. She expressed concern on how they would make sure that people would not use the proposed pork chop inappropriately. Mr. Aboona explained they would design the pork chop space on IDOT's standards. There are extreme design requirements in terms of the radius and design of the triangular island (width and radius). It will not deter 100% but will be about 90-95% compliant. There will be signage to enforce it but there will be people that won't obey it. He felt it would be very difficult for people to make a left turn on Dundee Road. The design will make it very difficult.

Commissioner Dorband referred to the bicycle repair area included on the plan. The concept was new to her. Mr. Maschek explained a bike station was important to the millennials. Commissioner Dorband questioned if they planned on including racks inside the space. Mr. Maschek explained a bike stand was provided and located in the room. Lockers were also usually provided for tools. He explained the concept was becoming common in apartment complexes and was easy to include.

Commissioner Powers referred to a concern about the heights of the retail building, tops of the parapets and the 5-story building. Ms. Jones stated that 60' was the approximate height of the highest exterior wall but then there were some other accessory structures, stairwells, elevator shafts that were even higher. Mr. Maschek stated there was an enclosed stair tower on top of the garage and was at the center of the building. It is setback from the street. They want to make sure everything is covered.

Commissioner Powers didn't see the handicapped parking symbol on the drawings. Mr. Maschek explained he missed it but confirmed there were 17 handicap garage spaces. Commissioner Powers

asked that they be properly designated on the plan.

Commissioner Powers noted that the plans were excellent and he appreciated everyone's hard work. Commissioner Powers questioned if they could update the traffic and market study to reflect the change in units to 262 units from 264. He wants them to reference the accurate number. Mr. Maschek agreed to the request.

Commissioner Powers questioned if they had mentioned landbanked parking in their previous proposal. Mr. Maschek agreed he did but explained they locked the parking in because of the potential for a restaurant which the ordinance requires a lot more parking than standard retail. They have provided an additional 15 spaces in the area.

Commissioner Powers questioned the necessity for the retaining wall in the northeast corner. Mr. Maschek explained when they met with the Fire Department it was clear to provide safe access to all floors. They needed enough space to make sure the banks were stabilized. They looked at the existing grading plans and reduced the amount of retaining wall to a very small portion at the upper eastside. They will keep it at about 30".

Commissioner Powers questioned if each unit would have metal sun shades. Mr. Mellcrone explained they were strategically located in different areas. A lot of the sun shading was naturally done by the overhanging balconies. Along the top floors there will be bands to help screen the taller facades.

Commissioner Powers asked for details regarding the lap siding system and fiberboard panels. Mr. Mellcrone explained there were three different shades of the brick and a couple of different cement board. He confirmed the thickness was usually 5/8".

Commissioner Creech asked for details regarding the HVAC system. The proposed system is variable refrigerant flow technology. It comes from Asia and Europe that has had widespread use. The theory is that there is a central condensing unit that sits on the roof with tubing that runs vertically down through strategic locations inside each apartment unit. It allows the system to modulate down to the heating or cooling load that is present at a given point and time. As the heating requirement increases, the system has the ability to modulate upward and as the demand decreases it does the opposite. Heat will be extracted from the units in the summer and reject them to the atmosphere. It has the ability to draw heat from the atmosphere in the winter and discharge it inside the unit to heat the unit and does the reverse. There is less material, less equipment, far less energy consumption and better performance.

In reply to Commissioner Creech's question, Mr. Voltaggio confirmed the heat source functions like a heat pump.

Commissioner Creech asked about the floodplain issues that were previously discussed along the north side of the property. Mr. Kevin Lewis explained the mapping area showed a portion of the property that was part of the floodway. The floodway area was mapped incorrectly. The grades do not support it. The area is being corrected by a letter of map change through FEMA. The entire property has parts of it in the floodplain. They are providing compensatory storage in the same basin

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system in Heritage Park.

Commissioner Creech thanked the petitioner for a great package.

Commissioner Blinova had no concerns since they had addressed both of her previous concerns. Her first concern was that the pool would not see the sun and the other concern related to the townhouse.

Commissioner Blinova felt it was a great presentation.

Commissioner Kalis asked if the energy saving plan was part of the preliminary. Mr. Maschek explained they had not promised it but were intent on creating it.

Commissioner Kalis liked the proposed lighting. He questioned if it matched the Town Center. Ms. Jones confirmed it did not match since the development was located across the street.

Commissioner Kalis agreed it was a beautiful plan.

Chairman Pro Tem Johnson noted that some of the notes on the plans did not transfer over. Mr. Maschek agreed to fix it.

Chairman Pro Tem Johnson questioned if the roof deck was open. Mr. Maschek confirmed there would be a partial roof over the counter area.

In reply to Chairman Pro Tem Johnson's question, Mr. Maschek confirmed the clearance height of the bridge is 23'.

Chairman Pro Tem Johnson questioned if there was any security for the residential garage. Mr. Maschek confirmed they would use a gated system with a key card, fob or cell phone application.

Chairman Pro Tem Johnson wants the handicapped surface parking marked on the plan. Mr. Maschek confirmed there were 6 handicapped spaces outside.

Chairman Pro Tem Johnson questioned if they really needed another tenant panel sign on the corner versus integrating something into their wall similar to Milwaukee and Dundee. Mr. Maschek explained they created a place where it sits on top of the seat wall and is integrated into the design of the wall. Uptown 500 will project above the seat wall. The sign cantilevers over the top. Mr. Maschek will take a look at whether a second panel sign was actually needed. He explained that often Class A retailers have certain requirements on what they want.

Commissioner Dorband questioned what the petitioner envisioned for the retail space. Mr. Maschek explained the market was driving fast food and a convenience type of use. Mr. Rosko reported they did a market study and the market determined the two biggest needs in Wheeling were food and beverage and general services (Cell phone store, boutique gym) to serve the tenants and those across the street. They do still believe the greatest and most likely use is a single restaurant user taken the whole space. The space can be laid out up to five tenants.

Ms. Jones proposed adding a condition of approval - That prior to Board review the handicap

parking labels, landscaping text boxes and the project name shall be corrected on all plans.

Ms. Jones read the following conditions of approval from the Engineer Department's memo.

1. The developer shall prepare a bank stabilization plan for the south side of Buffalo Creek from the railroad tracks to the Northgate Parkway Bridge;
2. Work with Village Staff to prepare a joint agreement between Wheeling Town Center development, Uptown 500 development and the Village for Public Road Improvements;
3. The developer shall prepare the storm water plan from the development site to the Village proposed storm sewer crossing under Dundee Road for the conveyance of potential runoff from the development site; and
4. Floodway will need to be remapped at the northwest corner of the development.

Mr. Antor stated that any concerns from the Fire Department were in the Staff Report. They have met with the petitioner several times and they have worked diligently to address the issues.

Chairman Pro Tem Johnson questioned if the Commission had any questions about the signage.

Commissioner Powers understood Commissioner Johnson's comment about the proposed tenant signage on the front sign. He questioned if it were to change, could the packet still be approved. Ms. Milluzzi explained the Plan Commission could approve the sign as proposed and then if they want to change it they would need to return for approval for a different sign.

Commissioner Dorband moved, seconded by Commissioner Blinova to recommend approval of Docket No. 2017-15; FINAL Review of Special Use-Site Plan-Building Appearance for Uptown 501 Planned Unit Development, consisting of a five (5) story mixed use building, with 262 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 Approval Requirements, as shown on the following plans/exhibits submitted on October 5, 2017 for the Uptown 500 Planned Unit Development to be located on the property currently known as 500 W. Dundee Road, Wheeling, Illinois:

- **Project Narrative (5 sheets)**
- **Statistical Sheet Summary (4 sheets)**
- **List of variations (3 sheets)**
- **Vicinity Exhibit**
- **Site Plan**
- **Elevation Plans (4 sheets)**
- **Floor Plans (15 sheets)**
- **Landscape Plans (7 sheets)**
- **Irrigation Plan**
- **Signage Plan**
- **Site Fixture Plan**
- **Exterior Lighting Plans (4 sheets)**
- **Mechanical Screening Exhibit**
- **Snow Storage Plan**

- **Sun and Shade Study**
- **Engineering Plans (6 sheets)**
- **Proposed Roadway Geometric Exhibits (2 sheets) (excerpt from Traffic Study)**

Including the following relief from the Wheeling Municipal Code:

1. Increase the maximum allowed building height from four stories and 50 feet to five stories and 60 feet for the main building and 64 feet for the garage stair tower and/or elevator shafts (19.06.040 E);
2. Reduce the minimum required north side building setback from 60 feet to 59 feet (19.06.040 E);
3. Reduce the minimum required rear (west) building setback from 60 feet to 38 feet (19.06.040 E);
4. Reduce the minimum required parking setback from 10 feet to 8.5 feet (19.06.040 E);
5. Increase the maximum residential unit density from 20 units per net acre to 34.5 (Section 19.04.060 H);
6. Increase the number of permitted freestanding signs from two to four (Section 21.06.500 (b) 1 A);
7. Reduce the required distance between freestanding signs from 300 to 180 feet (Section 21.06.500 (b) 1 A);
8. Reduce the required parking count for the residential uses from 506 stalls to 441 stalls. If the Illinois Accessibility Code requires additional accessible stalls, then the parking variation may be increase to meet the accessible parking needs; and
9. Reduce the required freestanding sign setbacks from 10 feet to 0 feet (Section 21.06.500 (b) 5).

And with the following conditions of approval:

1. The petitioner shall execute a joint agreement for the Dundee Road and Northgate Parkway intersection improvements in accordance with the timing set forth in the project's Redevelopment Agreement (or prior to permit issuance); Should the parties fail to come to an agreement, the developer shall complete the intersection improvements as illustrated in the Final PUD plans.
2. The parking shall be modified in order to meet the requirements of the Illinois Accessibility Code.
3. That the freestanding sign setback variations are subject to submittal of a plan that demonstrates vision clearance for each location.
4. At building permit, a truck turning radius exhibit shall be provided that demonstrates a minimum inside vehicle turning radius of 23 feet and a minimum outside turning radius of 33 feet.
5. Prior to Board review, the handicapped parking labels, landscaping text boxes and project name shall be corrected in all plans.
6. All conditions of approval noted in the October 30, 2017 Engineering Division Memo shall be addressed.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Dorband to recommend approval of Docket No. PC 17-18; Approving Preliminary Plat of Subdivision for the DAC Subdivision under Title 17, Planning Subdivisions and Developments as shown on the Preliminary Plat received October 5, 2017, prepared by Illinois Professional Land Surveyor No. 2549, on behalf of DAC Development, for the property at the northwest corner of Dundee Road and Northgate Parkway, to be known as 500 W. Dundee Road, located in Wheeling, Illinois.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Dorband moved, seconded by Commissioner Blinova to approve SCBA 17-43, granting appearance approval for four freestanding signs as indicated in the Signage Plan and Landscape Plans submitted by October 5, 2017, for Uptown 500, to be located at 500 W. Dundee Road, Wheeling, Illinois,

And with the following conditions of approval:

1. The displayed name and address shall be consistent with that of the project; and
2. That plans shall be provided to demonstrate vision clearance for the proposed setbacks of the signs.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

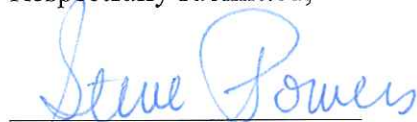
- 8. APPROVAL OF MINUTES – None**
- 9. OTHER BUSINESS**

Commissioner Dorband attended the Chamber of Commerce Conference. She mentioned people approached her with all positive comments about Wheeling.

10. ADJOURNMENT

Commissioner Dorband moved, seconded by Commissioner Powers to adjourn the meeting at 7:52 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 11.10.2017
FOR APPROVAL ON 11.16.2017**