



**WHEELING PLAN COMMISSION
THURSDAY, AUGUST 9, 2018 6:30 P.M.**

**AGENDA FOR A REGULAR MEETING OF THE PLAN COMMISSION
Board Room - 2 Community Boulevard, Wheeling, Illinois**

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. CHANGES TO THE AGENDA**
- 5. CITIZEN CONCERNS AND COMMENTS**

*Municipal Code 2.03.060 Subjects of Orders of Business:

Citizen Concerns and Comments. Members of the public may address the Plan Commission with comments regarding only those issues that are relevant to the Plan Commission's agenda or topics that the Plan Commission has the authority, pursuant to the Village Code, to address. The chairperson or his or her designee shall strictly restrain comments to matters that are relevant to the Plan Commission business and shall not permit repetitious comments or arguments. Members of the general public who wish to address the Plan Commission must sign the request to speak form prior to the commencement of the public meeting. The persons submitting a petition, concern or other comment shall be allocated five minutes to present their points.

6. CONSENT ITEMS

- A) [Docket No. SCBA 18-34](#)
Sprint
1538 Lake Cook Road
Appearance Approval of a Wall Sign

7. ITEMS FOR REVIEW

- A) [Docket No. 2018-18](#)
Lana's Dazzling Desserts
321 E. Dundee Road
Special Use-Site Plan Approval for Expansion of an Existing Restaurant
- B) [Docket No. 2018-19](#)
Karma Pub
79 S. Milwaukee Avenue
Special Use-Site Plan Approval of a Tavern
- C) [Docket No. 2018-20](#)
The Learning Experience
343 W. Dundee Road
Special Use-Site Plan Approval of a Child Daycare Center

8. **APPROVAL OF MINUTES** – [July 26, 2018](#) (including partial Findings for Docket No. 2018-13 and Findings for Docket Nos. 2018-14, 2018-15, 2018-16, and 2018-17))
9. **OTHER BUSINESS**
10. **ADJOURNMENT**

THIS MEETING WILL STREAM LIVE AND TELEVISED ON WHEELING'S CABLE CHANNELS 17 & 99.
IF YOU WOULD LIKE TO ATTEND A VILLAGE MEETING BUT REQUIRE AUXILIARY AID SUCH AS A SIGN LANGUAGE INTERPRETER, PLEASE CALL (847) 499-9085 AT LEAST 72 HOURS PRIOR TO THE MEETING.

Public Hearing Information
Wheeling Plan Commission Meeting
August 9, 2018
(Attachment to Agenda)

2018-18 Lana Kobrin, lessee, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to expand the existing restaurant at 321 E. Dundee Road into 333 E. Dundee Road, which is zoned B-3 General Commercial and Office District.

2018-19 Shailesh Desai, contract lessee, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a tavern at 79 S. Milwaukee Avenue, which is zoned B-3 General Commercial and Office District.

2018-20 Wheeling Commercial Development LLC, contract owner, who is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a daycare center at 343 W. Dundee Road, Wheeling, Illinois, which is zoned MXT Transit Oriented Mixed Use District.

TO: Chairperson Ruffatto and Members of the
Wheeling Plan Commission

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

RE: **Docket No. SCBA 18-34**
Sprint
1538 Lake Cook Road
Appearance Approval of a Wall Sign

DATE OF REPORT: July 26, 2018

DATE OF MEETING: August 9, 2018

PROJECT OVERVIEW: The petitioner is requesting appearance approval of a wall sign for a new cell phone store.

SUBJECT PROPERTY

MCHENRY ROAD

B-1

MXC

R-1

R-4

B-2

LAKE COOK ROAD

1. PAM CT
2. QUAD CT
3. ALPINE CT
4. BRAVER CT
5. FORE CT
6. EXETER CT
7. WYE CT
8. BLY CT
9. ZEE CT
10. FALL CT

11. AMY CT
12. ORE CT
13. HARMS CT
14. ELDER CT
15. JASPER CT
16. IOTA CT
17. DRAE CT
18. HALE CT
19. CLEO CT
20. GRAY CT

21. UNION CT
22. OBOE CT
23. THYNE CT
24. SPUR CT
25. NOVIA CT
26. ROTH CT
27. MAE CT
28. LOTUS CT
29. VAIL CT
30. WYNN CT

NORTH

<u>Applicant Name:</u>	Strictly Neon, Inc.
<u>Property Owner Name:</u>	Lake Cook Weiland, LLC
<u>Common Property Address:</u>	1538 Lake Cook Road
<u>Common Location:</u>	Schwind Crossing Shopping Center
<u>Neighboring Property Land Use(s):</u>	North: Single- Family Residential (Buffalo Grove) West: Commercial (Buffalo Grove) South: Commercial

East: Commercial

Existing Use of Property:

Retail

Existing Property Zoning:

B-1, Planned Shopping District

Previous Relevant Zoning Action for Unit:

none

DESCRIPTION OF PROPOSAL

The petitioner is requesting appearance approval to install a wall sign for a new cell phone store.

SIGN REVIEW

Sign Location: The proposed business identification sign will be located on the south façade.

Sign Type, Material and Size: The sign includes internally illuminated channel letters displaying the business name and the logo. The sign is flush mounted to the building façade. The sign has white letter faces and yellow logo faces with black trims and returns. The logo is 40% of the total sign area. The proposed sign is a total of 18 sq. ft. in size. The unit has a width of 18 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 sign.

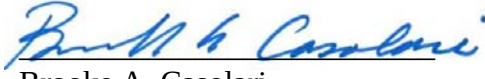
PROPOSED MOTION

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

Approve Docket No. SCBA 18-34 to grant appearance approval for the wall sign in accordance with the sign plan submitted July 24, 2018 by Strictly Neon, on behalf of Sprint, located at 1538 Lake Cook Road, Wheeling, Illinois.



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Casolari
Senior Planner

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

[Wall sign plan](#)

Sprint – 1538 Lake Cook Road
Docket No. SCBA 18-34 (Appearance Approval of a Wall Sign)

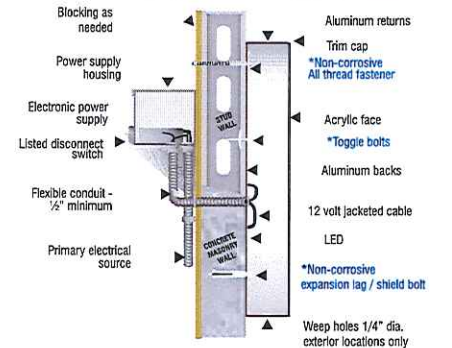


Existing conditions of subject property (looking north)

Internally Illuminated Flush Mounted Channel Letters



LED CHANNEL - REMOTE, FLUSH



****MOUNTING METHOD:**
(Use appropriate method following wall inspection)
Toggle bolts w/ hollow core-plywood backing
Expansion lag bolts & shields w/ solid concrete
Trim bolt-all thread fasteners w/ wood blocking

SEE US AT THE SOURCE
FOR ALL YOUR LED, CHANNEL LETTER, SIGN, AND LIGHTING NEEDS. WE'LL DESIGN, MANUFACTURE, AND INSTALL YOUR SIGN AND LIGHTING SYSTEM. WE'LL BE THERE FOR YOU EVERY STEP OF THE WAY. CALL US TODAY AT (708) 597-8638. WE'LL BE THERE FOR YOU EVERY STEP OF THE WAY.



STRICTLY NEON, INC.
4608 W. 137TH ST.
CRESTWOOD, IL 60445
(708)597-1616
(708)597-8638 FAX

LOCATION
1538 E. LAKE COOK RD
WHEELING, IL

CLIENT
SPRINT

INDIVIDUALLY INTERNALLY ILLUMINATED CHANNEL LETTERS.

- * FLUSH MOUNTED.
- * FACES 3/16" YELLOW AND WHITE.
- * RETURNS 5" DEEP, BLACK.
- * TRIM CAP 1" BLACK.
- * G.E. TETRA MAX WHITE LEDS.
- * LOW VOLTAGE POWER SUPPLIES.

Exhibit received July 24, 2018

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. Casolari, Senior Planner

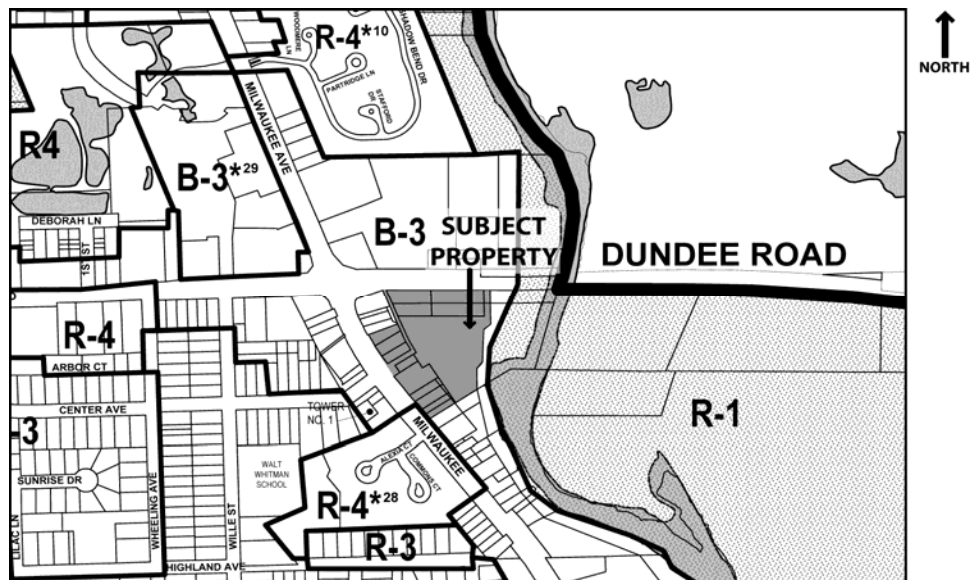
RE: Docket No. 2018-18
Lana's Dazzling Desserts
321 E. Dundee Road
Special Use-Site Plan Approval for Expansion of an Existing Sit
Down Restaurant

DATE OF REPORT: August 2, 2018

DATE OF MEETING: August 9, 2018

PROJECT OVERVIEW: The petitioner is requesting special use-site plan approval to expand its existing café and retail bakery into the adjacent unit at 333 E. Dundee Road. The existing business is located at 321 E. Dundee Road, which is in the Riverside Plaza.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	Lana Korbin, business owner
<u>Property Owner Name:</u>	Wheeling/Milwaukee Ave LLC
<u>Common Property Address:</u>	321-333 E. Dundee Road (Riverside Plaza)
<u>Common Location:</u>	Located on the south side of Dundee Road, just east of Milwaukee Avenue
<u>Neighboring Property Land Use(s):</u>	North: Commercial West: Commercial

	South: Commercial East: Forest Preserve
<u>Comprehensive Plan Designation:</u>	Commercial
<u>Property Size:</u>	4.96 acres (entire site) 2,980 SF for existing and expanded space
<u>Existing Use of Property:</u>	Restaurant within commercial shopping center
<u>Proposed Use of Property:</u>	Restaurant
<u>Existing Property Zoning:</u>	B-3 General Commercial and Office District
<u>Previous Zoning Action on Property:</u>	
Ord. 3998	Parking variation for entire shopping center, passed 7.11.2005
Ord. 4102	Special use for a restaurant at 321 E. Dundee, passed 7.10.2006
Ord. 4103	Parking variation for a restaurant at 321 E. Dundee, passed 7.10.2006
Ord. 4827	Special Use for a sit-down restaurant at 401 E. Dundee, passed 1.20.2014

BACKGROUND / DESCRIPTION OF PROPOSAL

In 2006, the applicant was approved for a sit-down restaurant special use and for a parking variation associated with the special use. The existing retail bakery and café has been successful and now desires to nearly double its space. The size of the kitchen will expand. In addition, the café area will expand from 12 seats to 19. The existing 6 outdoor seats will remain. The number of employees will increase from 4 to 6. No site changes are anticipated.

The hours of operation for the expanded business will be:

- Tuesday-Friday: 10am-7pm;
- Saturday: 10am-6pm; and
- Sunday: 10am-3pm.

SITE PLAN REVIEW

Site plan: No changes are proposed to the existing site.

Floor Plan: The petitioner is proposing to expand from the current location at 321 into the adjacent unit 333. Both units will be reconfigured to accommodate a more efficient layout. A café area and reception will be at the front of the space, while the majority of the unit will be the various kitchen and employee areas. A total of 19 indoor seats are planned for the restaurant aspect of the business.

Staff has provided the floor plan of the existing space as a reference.

Total Number of Parking Spaces: The existing business has a parking variation of 3. They were required to provide parking for 8, but only provided 5 stalls. The unit at 333 was previously occupied by an office and was allocated 6 stalls. Therefore, the proposed new retail bakery and restaurant will be allocated a total 14 parking spaces.

The expanded restaurant requires 7 stalls for 19 seats and 6 stall for employees, which is a total of 13 parking spaces. No parking is required for the outdoor seats. Therefore, the proposal includes a surplus of 1 parking stall.

Trash enclosure: No trash enclosures are on site. The dumpsters for each of the businesses are located in the service alley behind the building.

Lighting: There are existing site lights that are appropriate for the proposed use.

Bicycle parking: It does not appear that there is bicycle parking on site. A rack for two bicycles is required. A condition of approval has been added to the motion.

Landscaping: There is existing landscaping at Riverside Plaza. However, there is no approved landscape plan on file for Riverside Plaza.

Smoking area: A smoking area has not been designated. Staff added a condition of approval that prior to occupancy, an outdoor smoking area shall be designated.

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.

“Our company is experiencing growing demand for our product. Expanding the size of our kitchen and increasing maximum occupancy will help us to meet this demand.”

The petitioner has provided testimony of the need for the proposed use.

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

“Merging two neighboring units will be done inside of the building and will not have any impact on the businesses located on the same plaza.”

No impact on adjacent uses is expected from the expanded café space.

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.

“Our company is merging with the vacant office space. From our 12 years of experience we do not expect significant change in the number of daily visitors. Our intention is to increase the production capacity. Our operation will not produce any odor, smoke or noises that can cause a conflict with the adjacent businesses or shopping center visitors.”

The café component of the business is small and will not impede the normal orderly development of the shopping center or adjacent properties.

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 planned changes include merger of two neighboring units and cannot prevent any development outside of the currently leased unit limits.”

No new 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.

“The number of parking spaces on the plaza is significantly greater than the number of daily visitors to the shopping center. Our plan is to increase our maximum occupancy from 12 to 19 and cannot have any impact on parking or the shopping center traffic.”

The proposal for 19 indoor seats and 6 employees is accommodated by the existing parking at Riverside Plaza. The existing business was granted a 3 stall parking variation. No additional parking variation is required at this time.

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.

“Our company grew to the maximum capacity of our equipment. We can’t satisfy anymore growing demand. There are some instances that we refuse to take more orders because there is no room in the refrigerator or because we have no room for a working table for another employee. Our productivity suffers and we are losing competitive edge. Holiday seasons are especially difficult to accommodate customers. As a result this year we had a number of upset customers during Easter. We are very proud of the quality of our products and believe that we are a good addition to the Wheeling retailers. If we are refused by committee to expand our current location we might need to move or close our business.”

If the applicant is not approved for the proposed special use, the business will not be able to expand at the current location as proposed. The business would likely move (possibly out of Wheeling) to find a new space to accommodate the growing business.

STAFF REVIEW

Fire Department Review: The Fire Department has provided a comment memo dated July 30, 2018. These comments can be addressed at building permit.

Engineering Division Review: The Engineering Division has provided a comment memo dated August 2, 2018. These comments can be addressed at building permit.

Health Division Review: The Health Officer has reviewed the proposal and has no concerns at this time.

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

Staff Recommended Action: Staff recommends the Plan Commission review staff's suggested two conditions of approval prior to making a motion.

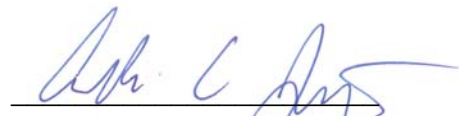
PROPOSED MOTION

If the Plan Commission approves of the requested special use-site plan amendment, an appropriate motion would be to:

Approve Docket No. 2018-18 to grant 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 expansion of an existing sit-down restaurant in accordance with the project description and floor plan submitted June 28, 2018 by Lana's Dazzling Desserts, located at 321 E. Dundee Road, Wheeling, Illinois.

And subject to the following conditions of approval:

1. Prior to occupancy, a rack for two bicycles shall be added to the site; and
2. Prior to occupancy, an outdoor smoking area shall be designated.



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Casolari
Senior Planner

Attachments:

[Fire Department review, dated 7.30.2018](#)

[Engineering Division review, dated 8.2.2018](#)

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

[Project description](#)

[Proposed floor plan](#)

[Approved floor plan for existing space \(staff\)](#)



MEMO – Fire Prevention Bureau

TO: Brooke Casolari, Village Planner
FROM: Ronald S. Antor, Fire Inspector
CC: Andrew Jennings, Director of Community Development
Keith MacIsaac, Fire Chief
FPB File
DATE: July 30, 2018
SUBJECT: Proposed Interior Expansion/Remodeling of an Existing Bakery/Restaurant – 321 East Dundee Road – Lana’s Dazzling Deserts – Plans received for review by the Fire Department, July 10, 2018.

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

Site Plan

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

Lana’s Dazzling Deserts - 321 Dundee Road – Expansion and Remodeling of Existing Bakery/Restaurant

1. Based on the documents submitted for review, the petitioner’s proposal is for the expansion into an adjacent tenant space and remodeling of an existing tenant space (321 East Dundee Road) previously classified as a (B) Business Use Group occupancy as defined in the 2012 Editions of the International Building (IBC) and Fire Prevention Codes (IFC). The proposed occupancy would retain this Use Group.
2. The proposed occupancy load for the occupancy will be verified during the remodeling process. The petitioner’s project description describes an increase in the occupancy load to 19 occupants. However, the petitioner’s preliminary floor plan shows seating for a total of 23 occupants.
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 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 required in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
5. All construction related to the remodeling shall comply with the Village’s Building and Fire Prevention Codes (2012 Editions of the International Building Code & International Fire Code – with amendments).

Ms. Brooke Casolari

SUBJECT: Proposed Interior Expansion/Remodeling of an Existing Bakery/Restaurant – 321 East Dundee Road – Lana's Dazzling Deserts – Plans received for review by the Fire Department, July 10, 2018.

July 30, 2018

Page 2

6. This review is not a review for issuance of a building permit and additional comments will be forthcoming in the permitting process.

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



MEMORANDUM

TO: Brooke Casolari, Senior Planner

FROM: Kyle Goetzelmann, Civil Engineer I

COPY: Jon Tack, Village Engineer

DATE: August 2nd, 2018

SUBJECT: Lana's Dazzling Desserts – Special Use
321 E. Dundee Rd. - Review Comments

The Engineering Division received a project description and floor plan for the subject project on July 10th, 2018. The Engineering Division has completed a review of the above referenced submittal and offers the following comments at this time:

1. ADA parking sign needs to be updated to reflect the current parking fine of \$250. It currently has the fine listed as \$100.
2. If health department requires an external grease basin, a Metropolitan Water Reclamation District (MWRD) and Village of Wheeling Engineering permit will be required prior to installation.

Lana's Dazzling Desserts – 321-333 E. Dundee Road

Docket No. 2018-18 (Special Use-Site Plan Approval to Expand an Existing Restaurant)



Existing conditions of subject units (looking south)

Project Description Letter

Lana's Dazzling Desserts has been at its current location, [321 E Dundee Rd, Wheeling IL](#), since August 2006. Our company provides a wide range of desserts for retail and wholesale customers.

Our current hours of operation will not be changed:

Tuesday to Friday 10 AM to 7 PM

Saturday 10 AM to 6 PM

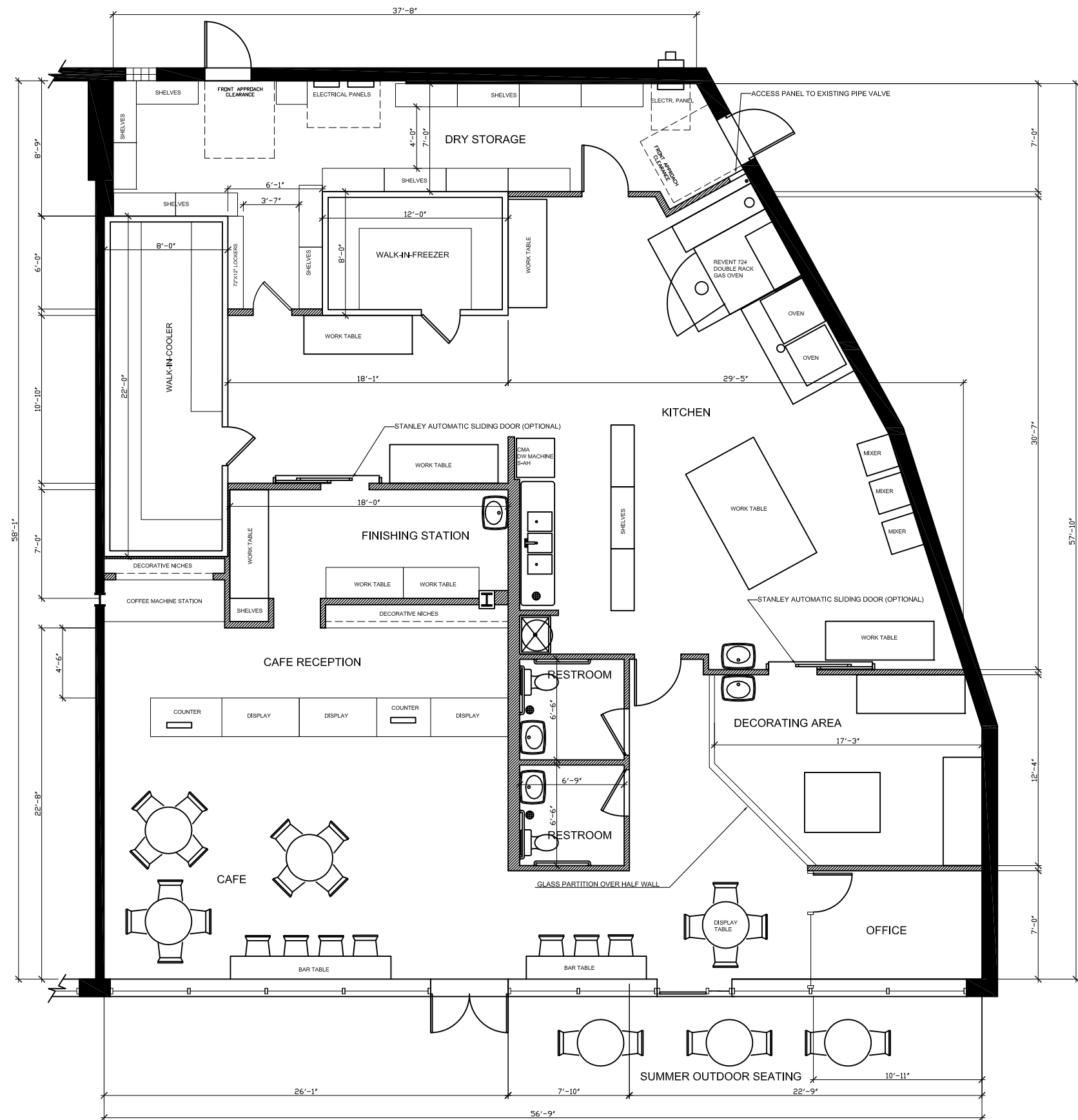
Sunday 10 AM to 3 PM

We have approximately 6 employees and we may grow slightly in the future.

Maximum occupancy of the café is 12 and will be increased to 19.

Our company owns 2 vehicles.

Over the years our company experienced permanent and steady growth. The size of our kitchen cannot satisfy the growing demand of the wholesale side of our business and this is the primary reason to acquire the next door unit. We need to increase size of walk-in cooler, freezer, oven and dry storage.



1 PRELIMINARY FLOOR PLAN
SCALE: 1/8"=1'-0"

ISSUED FOR APPROVAL	06-22-2018
ISSUED FOR CONSTRUCTION	
REVISION	06-29-2018
REVISION	07-02-2018
REVISION	
REVISION	

PRELIMINARY
FLOOR PLAN

OWNER INITIALS:

GC INITIALS:

Exhibit submitted June 28, 2018

Underground grease trap.
Exact location T.B.D.

Elec.

DRY STORAGE
136 S.F.

8 x 12
Cooler

Range

Oven

Oven

KITCHEN
266 S.F.

PREP AREA
238 S.F.

9⁸ x 16

321 E.
Dundee Rd.

Proposed Plan

Not to Scale



RECEIVED
MAY 26 2006
COMMUNITY DEVELOPMENT DEPT.

1,551.9 R.S.F.

5-25-06

This drawing indicates the general scope of the space in terms of its layout and is not intended to be used as a construction document. Verify dimensions prior to any construction. This drawing has been prepared by Gensburg, Ltd. Architecture/Design, 1101 Lake Cook Road - Suite F, Deerfield, IL 60015 Tel. (847) 945-2444.

Proposal for:

**321 E. Dundee Rd.
Riverside Plaza
Wheeling, Illinois**

St. Andrews Properties, Inc.
19 South LaSalle- Suite 1600
Chicago, IL 60603
Telephone: 312/236-0533

Docket No. 2006-18A&B
321 East Dundee Road
(Riverside Plaza)

ATTACHMENT (Seating/Floor Plan) TO
ORD. 4102 PASSED 7-10-06

DOCKET COPY

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. Casolari, Senior Planner

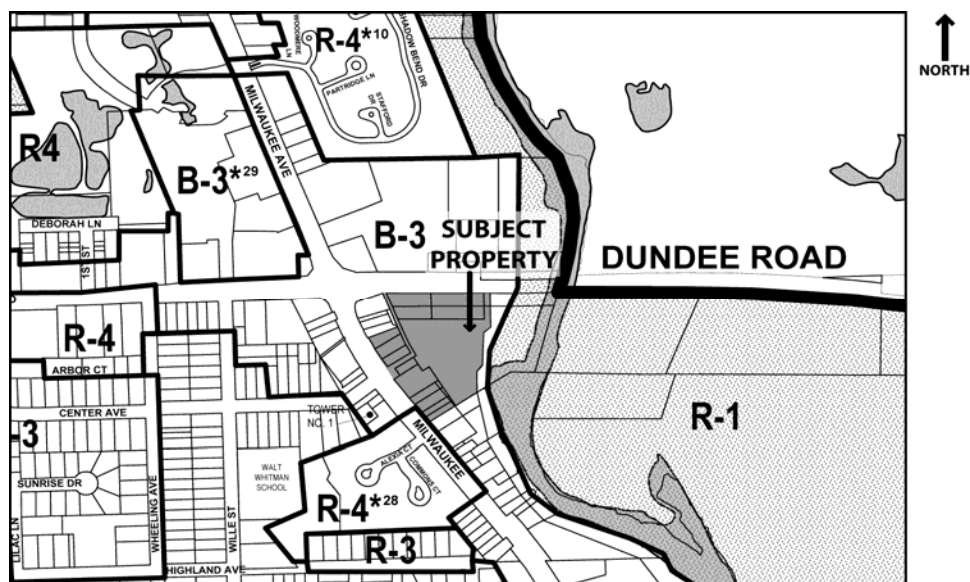
RE: **Docket No. 2018-19**
Karma Pub
79 S. Milwaukee Avenue
Special Use-Site Plan Approval of a Tavern

DATE OF REPORT: August 2, 2018

DATE OF MEETING: August 9, 2018

PROJECT OVERVIEW: The petitioner is seeking a special use permit to establish a tavern in the Riverside Plaza.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	Shailesh Desai, business owner
<u>Property Owner:</u>	Wheeling/Milwaukee Ave LLC
<u>Common Property Address:</u>	79 S. Milwaukee Avenue (Riverside Plaza)
<u>Common Location:</u>	Located on the south side of Dundee Road, just east of Milwaukee Avenue
<u>Neighboring Property Land Use(s):</u>	North: Commercial West: Commercial South: Commercial

	East: Forest Preserve
<u>Comprehensive Plan Designation:</u>	Commercial
<u>Property Size:</u>	4.96 acres (entire site) 1,583 SF for proposed tavern
<u>Existing Use of Property:</u>	Commercial – shopping center; vacant unit
<u>Proposed Use of Property:</u>	Tavern
<u>Existing Property Zoning:</u>	B-3 General Commercial and Office District
<u>Previous Zoning Action on Property:</u>	
Ord. 3998	Parking variation for entire shopping center, passed 7.11.2005
Ord. 4102	Special use for a restaurant at 321 E. Dundee, passed 7.10.2006
Ord. 4103	Parking variation for a restaurant at 321 E. Dundee, passed 7.10.2006
Ord. 4827	Special Use for a sit-down restaurant at 401 E. Dundee, passed 1.20.2014

DESCRIPTION OF PROPOSAL

The applicant, Karma Pub, plans to open a tavern with light snacks, entertainment and gaming within the Riverside Plaza. The applicant is requesting special use-site plan approval for a tavern.

The floor plan includes seating for 11 at the bar, 4 at one table, and 5 at gaming terminals, for a total of 20 seats. The floor plan also indicates a pool table and juke box. The project description indicates opportunities for DJs and other talents.

According to the project description, the proposed hours of operation are Sunday through Thursday, 11:00 AM to 1:00 AM and Friday and Saturday, 11:00AM to 2:00AM. No exterior changes are proposed to the building façade or site. The exact number of employees is not provided.

NOTE: The petitioner will need to agree to reduce seating or request a parking variation to proceed with the special use review.

SITE PLAN REVIEW

Site plan: No changes are proposed to the existing site.

Floor plan: The floor plan indicates seating for a total of 20 customers (15 in the bar area and 5 in the gaming area). There is additional open space on the floor plan that could potentially accommodate dancing or live entertainment. The Plan Commission may wish to clarify what entertainment is proposed.

Total Number of Parking Spaces: The existing space was occupied by an office and allocated parking at 4.0 stalls / 1,000 sq. ft., for a total of 7 spaces. The proposed use, which includes 20 seats and 1 employee (assumed), requires 8 parking stalls. The seating would need to be reduced by 2 to meet parking requirement with one employee. If additional employees are proposed, then additional seats will need to be removed from the floor plan. The alternative required action is that the petitioner may request a parking variation to maintain 20 seats. If a parking variation is requested,

then the Plan Commission will need to continue the special use hearing to September 13th (at the earliest) so that the parking variation request can be properly noticed.

To clarify the parking requirement and the future course of action for the hearing, the Plan Commission may wish to ask the petitioner the following questions:

1. During the peak shift, how many employees will there be?
2. Are you willing to reduce seating? Or will you prefer to request a zoning variation for parking?

Trash enclosure: No trash enclosures are on site. The dumpsters for each of the businesses are located in the service alley behind the building.

Lighting: There are existing site lights that are appropriate for the proposed use.

Bicycle parking: It does not appear that there is bicycle parking on site. A rack for two bicycles is required. A condition of approval has been added to the motion.

Landscaping: There is existing landscaping at Riverside Plaza. However, there is no approved landscape plan on file for Riverside Plaza.

Smoking area: A smoking area has not been designated. Staff added a condition of approval that prior to occupancy, an outdoor smoking area shall be designated.

STANDARDS FOR SPECIAL USE

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

1. State why the Special Use is necessary for the public convenience at the proposed location. (Explain how the proposed use will benefit residents, the neighborhood or the community-at-large.)

"We are bringing a place for residents to meet and mingle, socialize in a warm and friendly atmosphere. It will bring employment opportunities to the community. Also, increase revenue for Wheeling."

No additional Staff comments.

2. State how the special use will not alter the essential character of the area in which it is to be located. (Explain how the proposed special use is appropriate for the neighborhood or shopping center and how the overall character will not be affected by the special use.)

"By following all local and state laws, we will be operating in a safe and fun environment. Therefore, we will not be impacting the community adversely."

The proposed use will be located in a strip shopping center with retail, restaurants, offices, and service uses. The petitioner should expand upon the proposed

entertainment uses so that the Plan Commission can determine its appropriateness for the shopping center.

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. (Explain how the proposed use will allow the surrounding area to develop appropriately. Is the use too large for the site? Will it be in a location on the lot that will cause conflicts with adjacent properties? Does the use create noise, odor, smoke, or light that will affect other properties?)

“The location is perfect for this business. It will not adversely affect any of the businesses in the mall. Traffic will not be affected because the location has adequate parking and access.”

The petitioner should expand upon the proposed entertainment uses so that the Plan Commission can determine if noise or other operational issues could be an issue for adjacent businesses.

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. (Explain how the proposed use will not prevent development on adjacent properties. Will the proposed use have a negative impact on existing adjacent land uses?)

“Our business will not affect any future use of any other locations in the mall.”

No changes are proposed to the site.

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. (Is adequate parking provided? Is parking area visible from adjacent homes? Are the entrance and exit drives designed for safe access to the site? Will the special use generate so much traffic as to cause congestion? Will visitors to the special use access the site through residential streets?)

“The parking area is adequate and has safe access at this location.”

As proposed, the use requires a parking variation. If the seating is reduced (depending on the exact employee count), then a parking variation may not be required.

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. (Other than the special use listed in this application, the proposal must meet all other requirements of the Zoning Code. Note any other exceptions.)

“We need special use approval to allow sale of liquor which is needed for a neighborhood bar.”

The proposed use, tavern with gaming terminals, will also require a Class C-V liquor license, in addition to a special use permit.

STAFF REVIEW

Fire Department Review: The Fire Department has submitted a memo dated July 30, 2018, which will be addressed at permit.

Engineering Division Review: The Engineering Division has provided a memo dated August 2, 2018, which will be addressed at permit.

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

Impact on Adjacent Uses: The Plan Commission should request more information regarding the entertainment uses to determine if significant impact is anticipated on adjacent uses.

Staff Recommended Action: Prior to recommending approval of the proposed special use, Staff suggests that the Plan Commission review:

1. The exact number of employees during peak shift;
2. If the petitioner is willing to reduce seating by enough to not require a parking variation or if the petitioner will apply for a parking variation;
3. The various types of entertainment proposed, such as DJ, live entertainment etc.; and
4. The conditions of approval added by staff to the motion.

PROPOSED MOTION

If the Plan Commission approves of the requested special use for a tavern, an appropriate motion would be to:

Recommend approval of Docket No. 2018-19 to grant 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 tavern in accordance with the following exhibits submitted June 29, 2018 by Karma Pub, to be located at 79 S. Milwaukee Avenue Wheeling, Illinois:

- Project description (5 sheets)
- Floor plan
- Food and beverage exhibits (8 sheets)
- Photos of a similar use (5 sheets)

And subject to the following conditions of approval:

1. Prior to occupancy, a rack for two bicycles shall be added to the site;
2. Prior to occupancy, an outdoor smoking area shall be designated; and
3. *Others to be determined at the hearing.*



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Casolari
Senior Planner

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

 [Fire Department comments, 7.30.2018](#)

 [Engineering Division comments, 8.02.2018](#)

 [Project description](#)

 [Floor plan](#)

 [Food and beverage exhibits](#)

 [Photos of a similar use](#)

Karma Pub – 79 S. Milwaukee Avenue
Docket No. 2018-19 (Special Use-Site Plan Approval of a Tavern)



Existing conditions of subject unit (looking north)



MEMO – Fire Prevention Bureau

TO: Brooke Jones, Village Planner
FROM: Ronald S. Antor, Fire Inspector
CC: Andrew Jennings, Director of Community Development
Keith MacIsaac, Fire Chief
FPB File
DATE: July 30, 2018
SUBJECT: Proposed Tavern/Entertainment Facility – 79 South Milwaukee Avenue – Karma Pub
– Plans received for review by the Fire Department, July 10, 2018.

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

Site Plan

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

Karma Pub - 79 South Milwaukee Avenue – Proposed Tavern/Entertainment Facility

1. Based on the documents submitted for review, the petitioner's proposal is for the remodeling of an existing vacant tenant space into a tavern/entertainment facility, including gaming. The existing tenant space was previously a medical office and was classified as a (B) Business Use Group occupancy as defined in the 2012 Editions of the International Building Code (IBC) and Fire Prevention Codes (IFC). Based on the petitioner's submittal for their proposed use, the tenant space would retain that Use Group classification.
2. The proposed occupancy load for the occupancy will be verified during the remodeling process. The petitioner's documents show an occupancy load of 15 occupants but do not take into consideration the gaming stations which would add an additional 5 occupants.
3. The petitioner's project description also states that "We would also like to extend opportunities to local DJ's, talents, artists, to be able to showcase and highlight their talents". No information is provided on how these activities would be conducted or their impact on the occupancy load for the tenant space, including how these activities would utilize the floor plan of the tenant space shown in the submittal documents.
4. All construction related to the remodeling shall comply with the Village's Building and Fire Prevention Codes (2012 Editions of the International Building Code & International Fire Code – with amendments).
5. 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 and Fire Prevention Codes as amended by the Village of Wheeling.

Ms. Brooke Casolari

SUBJECT: Proposed Tavern/Entertainment Facility – 79 South Milwaukee Avenue – Karma Pub
– Plans received for review by the Fire Department, July 10, 2018.

July 30, 2018

Page 2

6. The documents submitted for review do not show if the petitioner is utilizing all or a portion of the existing space for the 79 South Milwaukee Avenue occupancy.
7. The building is equipped with an existing fire alarm system and the system shall be modified as required in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
8. This review is not a review for issuance of a building permit and additional comments will be forthcoming in the permitting process.

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



MEMORANDUM

TO: Brooke Casolari, Senior Planner

FROM: Kyle Goetzelmann, Civil Engineer I

COPY: Jon Tack, Village Engineer

DATE: August 2nd, 2018

SUBJECT: Karma Pub – Special Use
79 S. Milwaukee Ave. - Review Comments

The Engineering Division received a project description and floor plan for the subject project on July 10th, 2018. The Engineering Division has completed a review of the above referenced submittal and offers the following comments at this time:

1. If health department requires an external grease basin, Metropolitan Water Reclamation District (MWRD) and Village of Wheeling Engineering permit will be required prior to installation.

Karma Pub

...your traditional
local tavern and
entertainment

Riverside plaza. 79 S.
Milwaukee Ave Wheeling
IL.

Karma Pub: The Company

Business Sector: The owner would like to start a business in the hospitality industry.

Ownership Background: My name is Shaliesh (Sam) Desai. I am married to Harsha Desai and together we have two children who are both in college now. My son is 21, working on his medical school program and my daughter 28 is working on her Masters. My wife and I graduated with a law degrees from the Law College of Gujarat, India. When my family and I came to the states over 25 years ago, we had dreams of one day owning and operating our own business. Although our expertise is in law due to our infant children , I began working days as a clerk at various liquor stores. I moved up to manager, eventually owning a couple liquor stores.

After years of saving up and learning the ins and outs of the industry I finally invested in and opened a bar of my own.

Fast forward to today, with the cost of education for my two children I am currently the owner of 4 successful bars and a 7-11 store in the Lake County area. We would like to expand and continue our success by opening a new location in Wheeling. We are asking your consideration in this venture.

Company Management Structure: Shaliesh Desai is the sole owner of this business and is involved in all business decisions. A local trained manager will aslo be hired to look over the day to day shifts and operations involving payroll and hiring all under the consent of the owner.

Organized Timeline: Upon approval of licensing from municipality and state, we plan to do minimal upgrade and cleaning to give it a face lift, other than that we are keeping its structure and layout the same. We will also be conducting the hiring processes through this time. We are hoping to open about 60 – 120 days within receiving all licensing.

The Concept: To expand our family business of local taverns. This establishment will offer a variety of first class Indian beers, wines, and snacks. For example, chips, beef jerky, trail mix, etc. We will also high-end alcohol , wines, and draft beers. We will also offer jukebox and darts. We would also like to extend opportunities to local DJ's, talents, artists, to be able to showcase and highlight their talents. Video gaming equipment will be an additional accessory.

Ownership: Shaliesh and Harsha Desai, who have been in the industry for over 20 years. They have opened and operated several taverns and convenient stores in Illinois. We are looking forward to adding another friendly community establishment, Karma Pub, in Wheeling.

Goals and Objectives: To bring the ultimate customer experience of a neighborhood establishment. Week-ends will also be a focal point with different types of entertainments. Allowing customers to mix, mingle, drink, dance, try their luck, and best of all escape from the

ordinary. We will create an ambiance of fun friendly relaxed feel during happy hour with a twist of party vibes after dark.

Marketing Plan: Social Media is the KEY! Facebook Fan Page. Flyers will be mailed to residents within a 5- 7 miles of venue. Of course the oldest method in the book....word of mouth!

Pricing: Alcohol will be reasonable to local competition prices, including Happy Hour deals and specials (in accordance with liquor license happy hour laws). No cover at door. Free parking.

Advertising: If approved, we plan to do storefront advertising, ad in local community papers and magazines such as "Wassup" and Cook County newspaper.

Operations & Staffing: All bartenders and wait staff will be required to obtain or be BASSET certified before starting their very first shift. We plan to hire about 2 full time and 2 part time wait staff/bartenders. A manager will be on duty during all shifts. I already have many people that I can reach out to, in addition I may use staffing apps, "Now Hiring" or "Help Wanted" signs. We would have security present when needed.

Hours of Operation:

Sunday thru Thursday 11:00 a.m. to 1:00 a.m.

Saturday and Friday 11:00 a.m. to 2:00 a.m.

**Suppliers: Recommended suppliers and vendors by
State and Local Liquor Laws.**

Exhibit submitted June 29, 2018

27.3 ^u KARMA PNB ^g



Beer and Wine List

Kingfisher

Crisp malt flavor followed by a fruity bite.



Taj Mahal Indian Lager

Slightly stronger hoppiness, finished dry and satisfying.



Cobra

Smooth premium beer, less grassy lager.



Zingaro

Softer side, fruity finish.



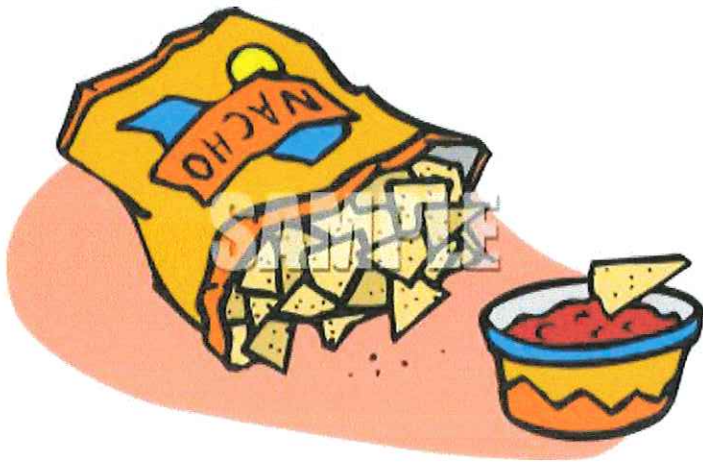


Exhibit submitted June 29, 2018



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Exhibit submitted June 29, 2018

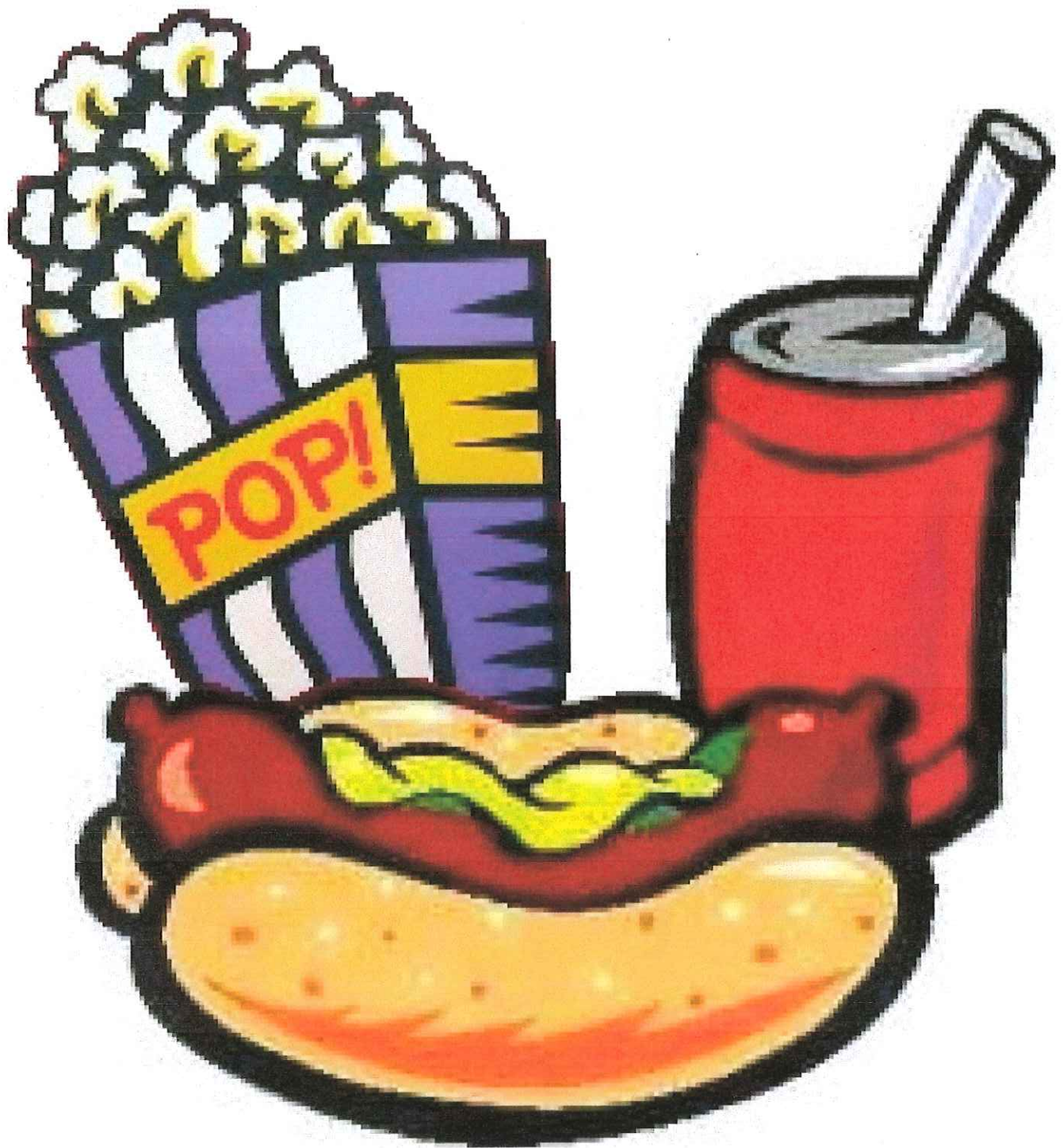


Exhibit submitted June 29, 2018

STRAIGHT FROM OUR FARM &
MADE IN OUR AWARD-WINNING
KITCHENS.

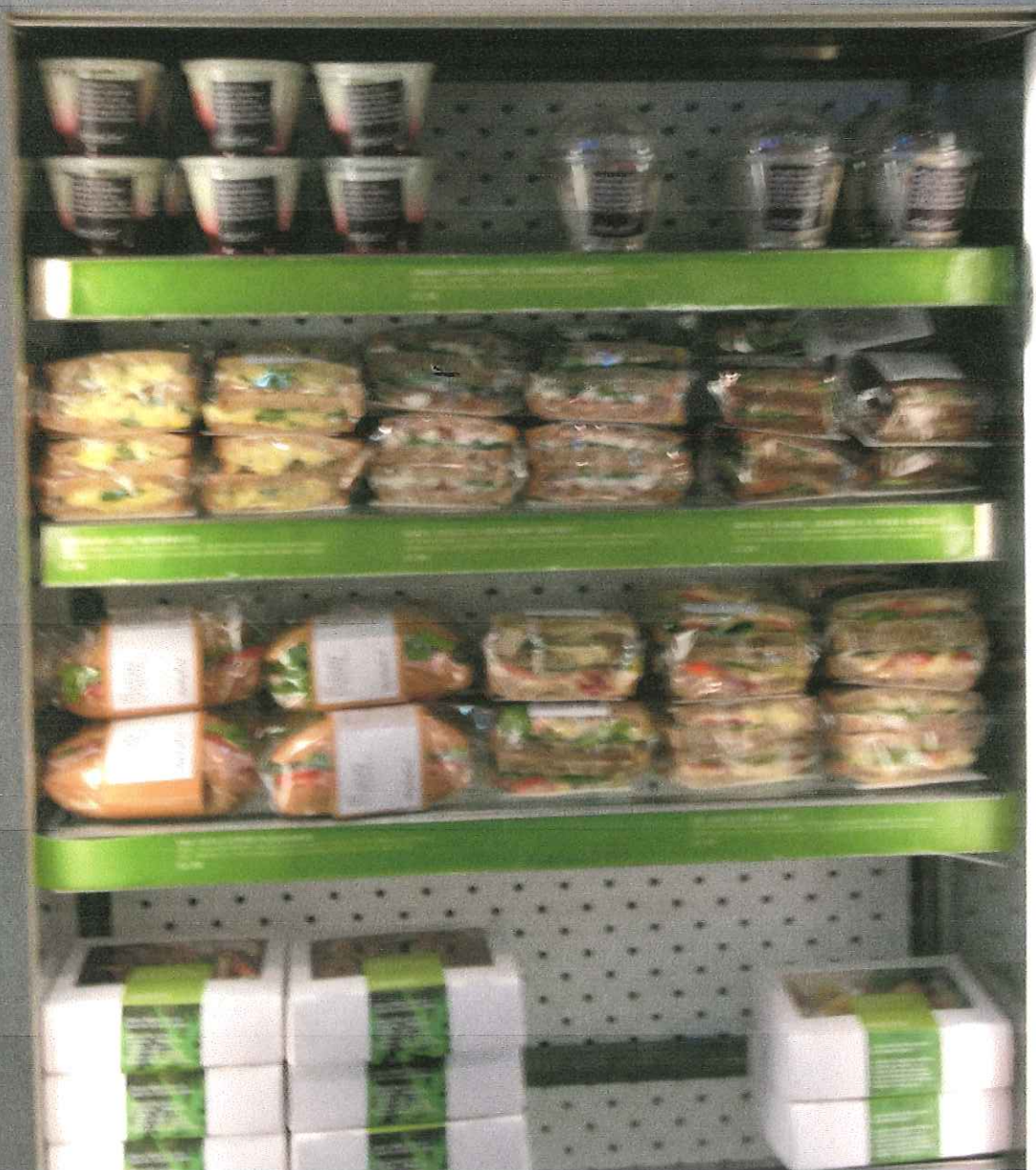


Exhibit submitted June 29, 2018

Other Domestic/Imported beers include *

Miller

Bud Light

Heineken

Coors Light

312

Blue Moon

Alpha King

Selected Wine List:

1. Grover La Reserve

Grape Variety: Cabernet Sauvignon, Shiraz
Aged in french oak barrels, this has a luscious bouquet of fruit and spices with a distinctive oak flavor. It luscious ripe fruits and an exquisite hint of spices.

2. Château d'Ori Cabernet Merlot 2007

Grape Variety: Cabernet Sauvignon, Merlot

This intensely aromatic deep red wine with spiced and candied prune notes just dances on the palette. It is a very smooth wine with a hint of oak that which leave a lingering taste. This strong tannins of cabernet and the elegance of merlot bring pleasure to ones palate.

3. Nine Hills Cabernet Sauvignon 2007

Grape Variety: Cabernet Sauvignon

Nine Hills stands apart with its soft tannins, which make it drinkable, just enough spiciness, long aftertaste, and a memorable mouth feel.

4. Chantilli Cabernet Sauvignon

Grape Variety: Cabernet Sauvignon

A full bodied oaky wine with a hint of black currant black cherries and rich complex finish.

5. Ivy Shiraz

Grape Variety: Shiraz

Type: Dry Red

Full bodied, deep purple with a minty nose of mulberry fruits and new oak.

6. Grover Vineyards Cabernet Shiraz

Grape Variety: Cabernet Sauvignon, Shiraz

This deep, ruby red wine is a blend of Cabernet Sauvignon and Syrah or Shiraz grapes, Full bodies, with a rich bouquet overlaid with notes of spices, it has delightfully delicate, lingering taste.

7. Sula Red Zinfandel

Grape Variety: Zinfandel

A luscious, jammy red Zinfandel redolent with blackberry aromas and cinnamon and plum flavours. Balanced, spicy, supple, delightful!

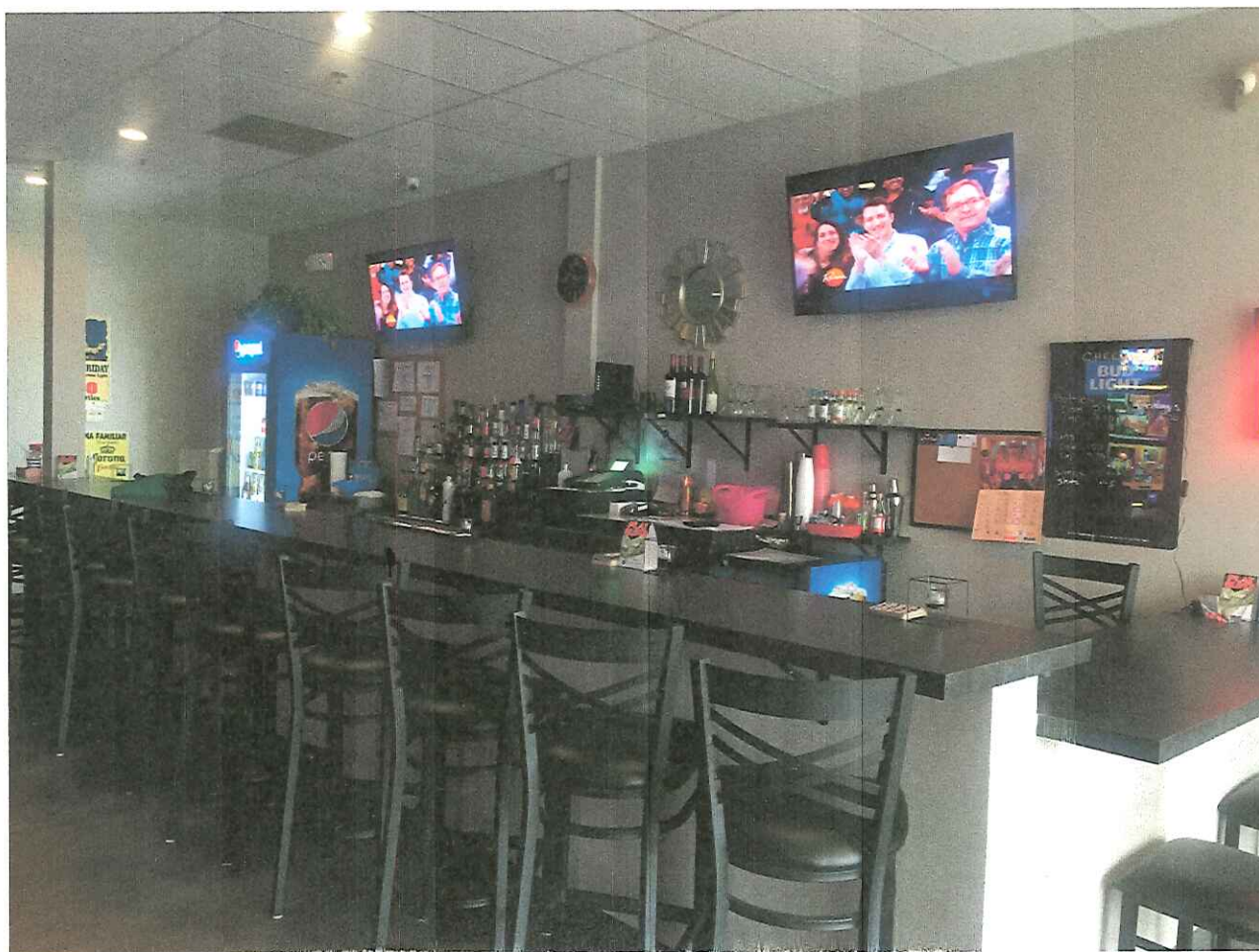


Exhibit submitted June 29, 2018

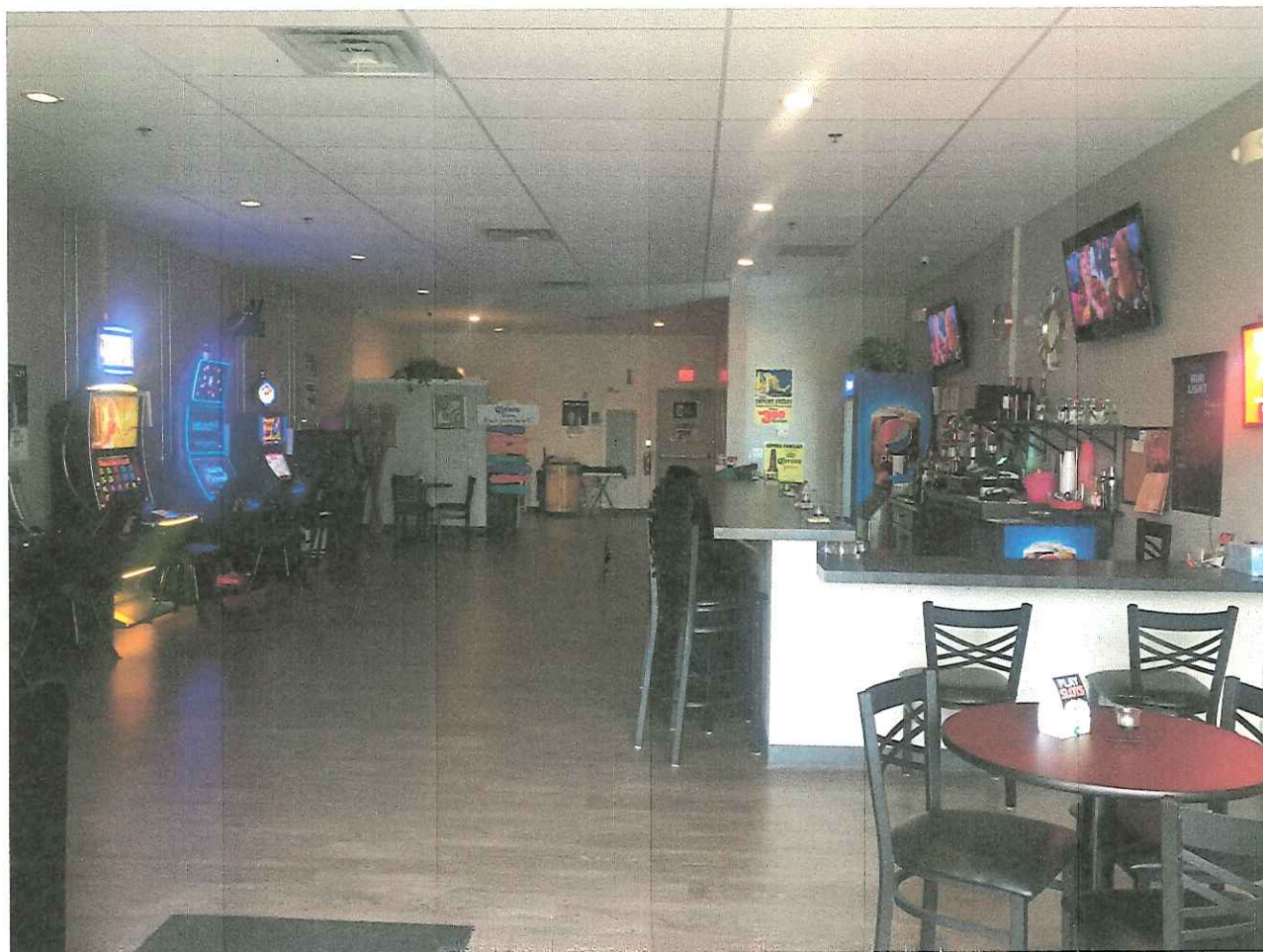


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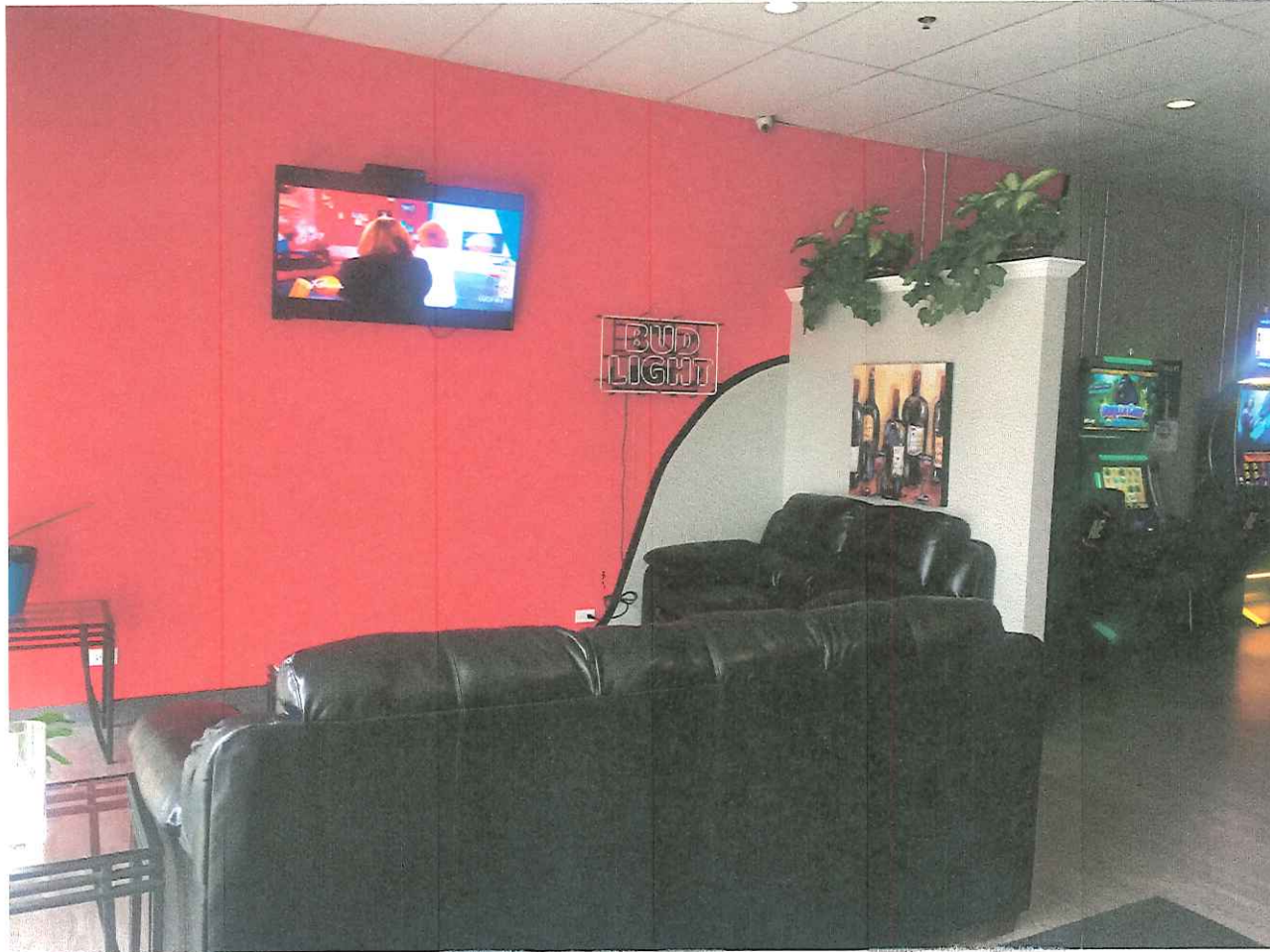


Exhibit submitted June 29, 2018



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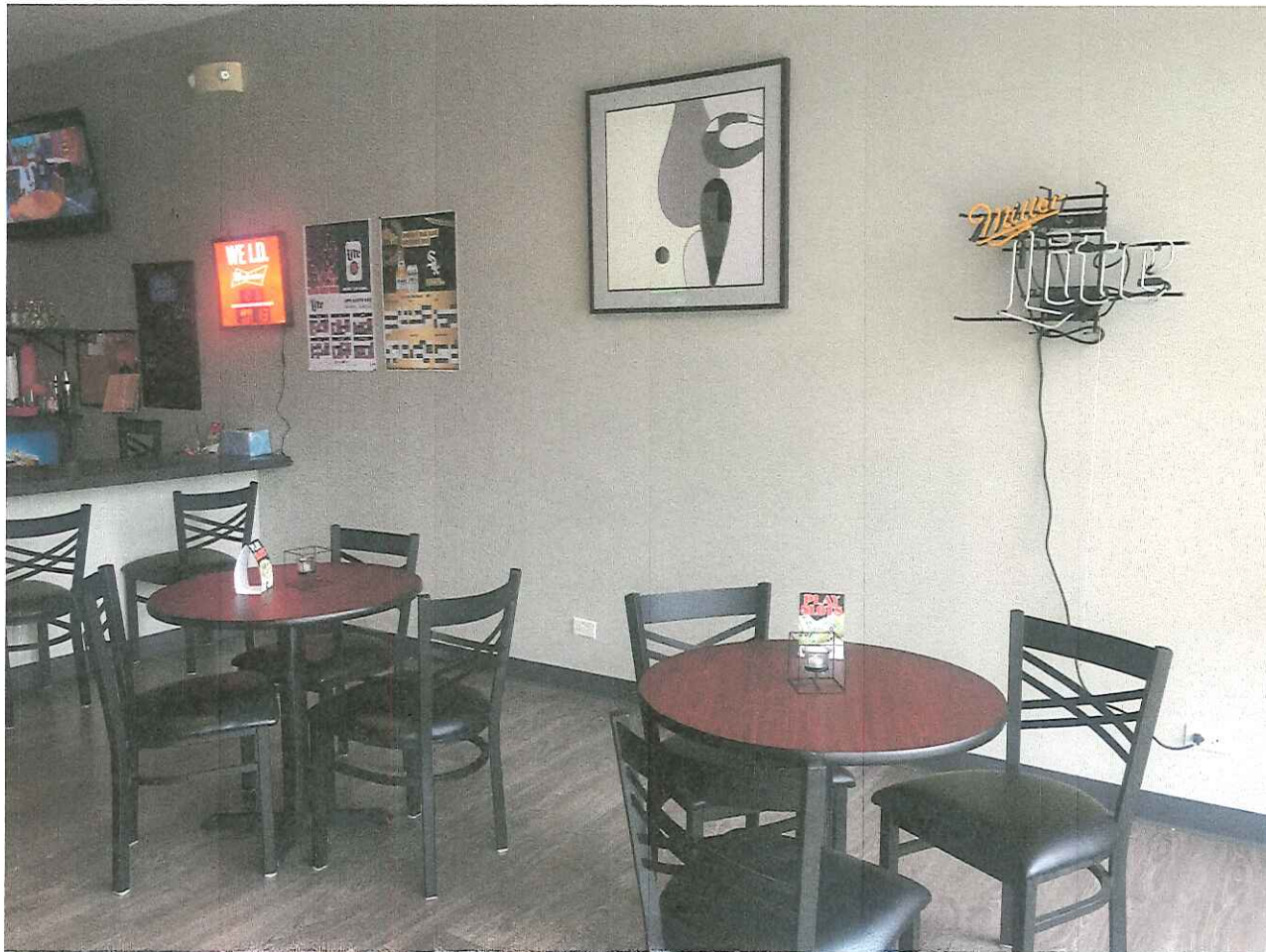


Exhibit submitted June 29, 2018

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. Casolari, Senior Planner

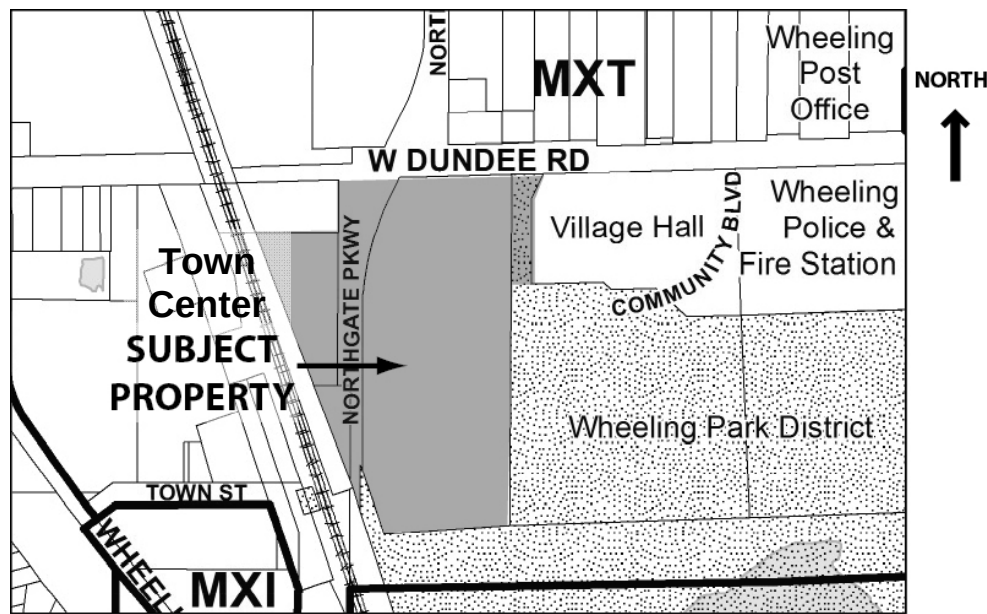
RE: **Docket No. 2018-20**
The Learning Experience
343 W. Dundee Road
Special Use-Site Plan Approval of a Child Daycare Facility

DATE OF REPORT: August 3, 2018

DATE OF MEETING: August 9, 2018

PROJECT OVERVIEW: The petitioner is requesting special use-site plan approval for the establishment of a child daycare facility in Building E of the Wheeling Town Center development.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant Name: Brad Friedman, The Lynmark Group

Property Owner Name: Village of Wheeling

Common Location: Building E of the Wheeling Town Center
Subdivision

Neighboring Property Land Use(s): North: vacant across Dundee Road & commercial
adjacent to Metra lot (Burger King)

	West: Transportation (Railroad) South: Open Space (Heritage Park) East: Public (Village Hall and Recreation Center)
<u>Comprehensive Plan Designation:</u>	Transit-oriented mixed use
<u>Property size:</u>	Building: 10,000 sq. ft.
<u>Existing Use of Property:</u>	Vacant – Under construction
<u>Proposed Use of Property:</u>	Child daycare facility
<u>Existing Property Zoning:</u>	MXT – Transit-Oriented Mixed Use District
<u>Previous Zoning Action on Property:</u>	
2016-20	Wheeling Town Center Final PUD, Ordinance No. 5033, passed October 17, 2016.
PC 17-19	Amendments to the Wheeling Town Center PUD, Ord. No. 5151, passed 2.5.2018

DESCRIPTION OF PROPOSAL

The petitioner is proposing a child daycare facility for Building E, which is identified on the approved Town Center Site Plan. The building is situated east of Building H1 (City Works) and south of the large parking area at the northeast quadrant of the Town Center.

The daycare facility will occupy the entire Building E, which is 10,000 sq. ft. in floor area and includes an additional 5,000 sq. ft. outdoor play space.

The approved site plan for the Town Center noted Building E as being a 12,410 sq. ft. retail building. The new building footprint and proposed use is also impacting the adjacent parking configuration.

The daycare facility will operate 6:30AM to 6:30PM Monday through Friday. It is estimated that the facility will have 24 employees during any one time (a mix of full-time and part-time employees). The exact number of children anticipated by the proposed use is not provided. But the updated Traffic Study estimates 185 children. Daycare services will be provided for children ranging in age from six weeks to five years and afterschool care for children up to age eight.

SITE PLAN REVIEW

Scale of site plan: 1" = 30'

Scale of floor plan: 1" = 16'

General site layout: Building E is located in the same general location as the originally approved building on the approved PUD site plan. However, the building size has been reduced by over 2,000 sq. ft. in area and now a 5,000 sq. ft. outdoor playground is featured on the west side of the building. To accommodate the proposed building and use, the adjacent parking has been reconfigured and reduced by a total of 13 spaces. The approved PUD site plan included 11

angled parking stalls on the north side of the building. These spaces are being removed altogether. The parking, drive aisles, and landscaping south of the building is also being reconfigured to accommodate a drop-off and pick-up area. A sign will be placed in the landscaped peninsula at the southwest corner of the lot to direct traffic for drop-off and pick-ups. Vehicles will be prohibited from driving east on the east-west drive aisle near the main entry. Instead, parents will be directed to drive further south and make a counter-clockwise maneuver toward the entry area. An updated (June 2018) Traffic Study is provided. Staff has concerns regarding the timing of drop-off and pick-up conflicting with the peak trip generation for the apartment building. The reason for the concern is that all traffic going to and from the daycare facility and the 301-unit apartment building must pass through the same intersection between Building E (daycare) and Building H1 (City Works). This concern is even worsened for Friday night scenarios where valet parking is planned on the east side of Building H1. The Plan Commission may wish to have the petitioner to address traffic conflicts at this location.

Floor Plan: The floor plan indicates 10 different rooms for the various aged children. The reception is located at the main entrance. There is also a small pantry area for limited food preparation.

Total number of parking spaces: Due to the proposed building and use, there is a net loss of 13 parking stalls. At the time of Final PUD, it was assumed that prime retail uses would occupy Building E. An updated (June 2018) Shared Parking Study is provided for the Wheeling Town Center, incorporating the current assumptions, including Inland Bank and Mia's Cantina. The Plan Commission may wish to have the petitioner address the loss of parking.

Fencing: Two different fences are proposed. First, a solid metal panel fence with slots will surround the entire 5,000 sq. ft. playground just west of Building E. An aluminum picket-style fence will also surround the north façade of the building and a majority of the east façade. A photograph of the actual solid metal panel fence is provided. The building renderings and elevation plans also depict the two fence styles. The exact heights of the fences are not provided. But the solid panel-style appears to be 6-feet and the picket-style appears to be no more than 4-feet in height.

APPEARANCE REVIEW

Elevation plans: Renderings, elevation plans, and an exterior finish palette are provided to describe the building exterior. The building's walk-up entrance is on the south façade, which is convenient to the newly configured drop-off and pick-up area. However, there is also an entry facing north to Dundee Road. The primary building material is face brick of "Richfield Flashed" color, which appears reddish. A second brick of "ash blend" color is featured as a knee-wall on all four sides of the building. The wall material surrounding the entries is EIFS, which has a smooth finish in off-white color. Cast stone horizontal banding is found near the top of the building walls. Storefront windows are features on all side of the building. Blue standing-seam metal awnings are located above each window and the north entry. Above the awnings are corrugated metal panels. At the main entry, there is a flat metal canopy with two posts that give the appearance of a stack of large colorful children's blocks.

Building height: The proposed single-story facility has a flat roof with multiple parapets. The building parapets have heights ranging from 20'0" to a maximum building height of 23'0".

Material Samples: Material samples will be provided at the meeting. The Plan Commission may wish to review all exterior building materials.

Trash Enclosure: While the original plan for Building E included an integrated trash enclosure, the current plan has an exterior trash receptacle. It appears there is a trash enclosure near the southeast corner of the building, adjacent to landscaping and parking. No elevation plan or material detail is provided regarding the enclosure. The Plan Commission may wish to ask for additional details.

Landscape Plan: A detailed landscape plan and plant list is provided for the daycare facility site. It includes building foundation plantings, plantings along the perimeter of the lot, and parking lot landscaping affected by the reconfigured drop-off and pick-up area.

STANDARDS FOR SPECIAL USE

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

1. State why the Special Use is necessary for the public convenience at the proposed location. (Explain how the proposed use will benefit residents, the neighborhood or the community-at-large.)

"For more than 30 years, the founders of The Learning Experience have been positively impacting the lives of children by developing and implementing ground-breaking care and early education programs throughout the country. The foundation of The Learning Experience was built on three key educational and care principals:

- *Cognitive (Learn) – Core Academic Skills designed to provide experiences for children that promote academic competency along with a mastery of developmental tasks, no matter what learning stage they are in.*
- *Physical (Play) - Fitness and Health Lifestyle Skills that teach children to engage in a variety of controlled and safe activities that encourage them to adopt a healthy and active lifestyle at an early age. Health food choices are provided daily while teachers foster an awareness of proper nutrition.*
- *Social (Grow) – Life and Comfort Skills teach children to be respectful and well-mannered by instilling the value of selflessness, sharing and giving."*

The proposed use will be complimentary to the adjacent retail, restaurant, and entertainment uses in the Town Center, the eastbound morning commuters along Dundee Road, and the Metra commuters.

2. State how the special use will not alter the essential character of the area in which it is to be located. (Explain how the proposed special use is appropriate for the neighborhood or shopping center and how the overall character will not be affected by the special use.)

“The architectural elements, high quality construction materials, and design aspects of the building are cohesive with the other structures in the Town Center. TLE provides a nice balance to the mixed-use project – helping increase the day-time activity, while alleviating some of the anticipated night and weekend traffic from the other tenants in the Town Center.”

Approval of Final PUD for the Wheeling Town Center included assumptions that Building E would be prime retail. The proposed use is now child daycare. While it seems the proposed use is complimentary to other surrounding uses, staff has concerns about traffic conflicts caused by the proposed use and the approved surrounding uses.

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. (Explain how the proposed use will allow the surrounding area to develop appropriately. Is the use too large for the site? Will it be in a location on the lot that will cause conflicts with adjacent properties? Does the use create noise, odor, smoke, or light that will affect other properties?)

“TLE will occupy 100% of Building E on the site plan, also known as Lot 6 on the Plat of Subdivision. The developer has made some minor adjustments to the site plan to accommodate the drop-off and pick-up requirements, and ensure the safety of the children. The layout of the facility (in conjunction with the overall site plan) has been carefully scrutinized by TLE, the developer, architect, and the traffic and parking engineer to support the operational aspects of the facility while not disrupting the neighboring use.”

Staff has concerns regarding the timing of drop-off and pick-up conflicting with the peak trip generation for the apartment building. The reason for the concern is that all traffic going to and from the daycare facility and the 301-unit apartment building must pass through the same intersection between Building E (daycare) and Building H1 (City Works). This concern is even worsened for Friday night scenarios where valet parking is planned on the east side of Building H1.

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. (Explain how the proposed use will not prevent development on adjacent properties. Will the proposed use have a negative impact on existing adjacent land uses?)

“TLE is a single-story retail building. There will be an outdoor playground facility that is fenced in per the IL State requirements. The developer has worked in conjunction with TLE, Village Staff, and the local Fire Bureau to deliver a horizontal metal panel fence that has a clean, sturdy, polished look and finish.”

The proposed building materials and design are compatible with adjacent structures. The Plan Commission should review the fence design to determine its impacts on adjacent uses.

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. (Is adequate parking provided? Is parking area visible from adjacent homes? Are the entrance and exit drives designed for safe access to the site? Will the special use generate so much traffic as to cause congestion? Will visitors to the special use access the site through residential streets?)

“The parking area for TLE has been designed to ensure a safe and secure drop-off and pick-up location for parents and their children. The operational staff members and management team from TLE have been coordinating with the architects, developer, and traffic and parking engineer to ensure that all parties are satisfied with the site plan layout.”

The petitioner should address the net loss of 13 parking stalls.

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. (Other than the special use listed in this application, the proposal must meet all other requirements of the Zoning Code. Note any other exceptions.)

“The proposed use for TLE meets all zoning code regulations. The educational aspect of the facility is beneficial to all parents and the surrounding communities – as it promotes a safe environment for children to learn.”

The Final PUD for the Town Center assumed Building E would be retail. The proposed use is now a daycare facility, which requires special use approval for its specific business operations, floor plan, site plan changes and appearance.

STAFF REVIEW

Fire Department Review: The Fire Department has provided a comment memo dated July 30, 2018. Worth noting is that the Fire Department notes that “sufficient space is not provided for the exiting within the fenced-in areas that are part of the exiting requirements for the building.” The building or fence can be shifted a few inches to meet the existing requirements. Staff believes all the Fire Department issues can be addressed at permit.

Engineering Division Review: The Engineering Division has provided a comment memo dated August 2, 2018. These issues will be addressed at permit.

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

Impact on adjacent uses: Concerns regarding potential peak hour traffic conflicts between users of the daycare facility, the apartment building, and the valet should be addressed by the petitioner.

Staff Recommended Action: Staff recommends that the Plan Commission review the following issues prior to making a motion:

1. Staff's concerns regarding traffic conflicts between the daycare, residential building, and valets;
2. Impacts of a net loss of 13 parking stalls;
3. All building material samples; and
4. The design and materials of the trash enclosure.

PROPOSED MOTION

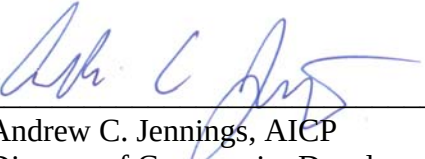
If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of the Special Use, Site Plan, and Building Appearance Approval for the daycare facility, an appropriate motion would be to:

Recommend approval of Docket No. 2017-20, granting Special Use, Site Plan, and Building Appearance Approval, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Daycare Facility in accordance with the following exhibits submitted June 28, 2018 (except as noted) to be located at 343 W. Dundee Road, Wheeling, Illinois, which is Building E of the Wheeling Town Center Subdivision:

- Cover letter,
- Previously approved site plan with proposed plan overlay,
- Site plan & roof plan,
- Floor plan (July 31, 2018),
- Exterior finish palette,
- South elevation,
- East elevation,
- North elevation,
- West elevation,
- Southeast and southwest perspectives,
- Northeast and northwest perspectives,
- Photograph of solid metal panel fence
- Landscape plan, Sheet L1.2 (July 10, 2018),
- Landscape plan, Sheet L1.3 (July 10, 2018),
- Landscape plant list, Sheet L1.5 (July 10, 2018),
- Town Center Shared Parking Study (June 2018), and
- Town Center Traffic Study (June 2018).

And with the following conditions of approval:

1. TO BE DETERMINED THROUGH DISCUSSION AT PUBLIC HEARING.



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Casolari
Senior Planner

Attachments:

[Fire Department comment memo](#)

[Engineering Division comment memo](#)

[Cover letter](#)

[Previously approved site plan with proposed plan overlay.](#)

[Site plan & roof plan](#)

[Floor plan](#)

[Exterior finish palette](#)

[South elevation](#)

[East elevation](#)

[North elevation](#)

[West elevation](#)

[Southeast and southwest perspectives](#)

[Northeast and northwest perspectives](#)

[Photograph of solid metal panel fence](#)

[Landscape plans](#)

[Town Center Shared Parking Study \(June 2018\)](#)

[Town Center Traffic Study \(June 2018\)](#)



MEMO – Fire Prevention Bureau

TO: Brooke Casolari, Village Planner

FROM: Ronald S. Antor, Fire Inspector

CC: Andrew Jennings, Director of Community Development
Keith MacIsaac, Fire Chief
FPB File

DATE: July 30, 2018

SUBJECT: Plans for The Learning Experience – 343 West Dundee Road – Documents received for review by the Fire Department, July 10, 2018.

The Wheeling Fire Department has reviewed the documents related to the above referenced project. Based on the information provided, the Fire Department has the following comments related to this project:

Site Plan

1. The site plan reviewed includes a new 10,000 square foot, children's day care center.
2. Fire lanes shall be posted as required by the Fire Department.
3. The site water main improvements shall comply with all Village of Wheeling Municipal Codes which includes, but is not limited to the "Manual of Practice for the Design of Public & Private Improvements" and the 2012 Edition of the International Fire Code. Water main improvements required would include:
 - a. A looped watermain shall be provided around the site serving the sprinkler system water supply and site hydrants.
 - b. The building's water service supply main size shall be based on the building's needed fire flow and domestic use.
 - c. Fire hydrants shall be located around the site with spacing not to exceed 300 feet (Information not provided with submittal).
 - d. A fire hydrant shall be provided within 50' of the building's Fire Department Connection (FDC) location. The Fire Department Connection (FDC) location and hydrant are not shown on submittal documents.
4. Trees and light fixtures along the drives that are fire access routes shall not hang over the drives/parking lots in a manner that hinders Fire Department access. A minimum of 13'6" overhead clearance shall be provided over the fire apparatus access routes.

Ms. Brooke Casolari

Subject: Plans for The Learning Experience – 343 West Dundee Road – Documents received for review by the Fire Department, July 10, 2018.

July 30, 2018

Page 2

5. A clear space of at least 4-feet shall be maintained around the circumference of any fire hydrants. This includes light fixtures, transformers, and landscaping.
6. The building's Fire Department connection shall be located at the front of the building or at another location as approved by the Fire Department.
7. Site landscaping features, fences, utilities, or similar obstructions shall not impede access to fire protection equipment, i.e. building Fire Department Connection (FDC). As no FDC location was shown this cannot be reviewed from the documents submitted for review.
8. Sufficient space is not provided for exiting within the fenced-in areas that are part of the exiting requirements for the building. The width of the sidewalk between the building and the fence should be a minimum of 6'-0". The submittal documents show 5'-9" of width is provided on the north side of the structure and 5'-10" is provided on the east side of the structure.

The Learning Experience – 343 West Dundee Road – Proposed new 1-story child day care center.

1. The occupancy as proposed is an Educational Use (E) Use Group occupancy as defined by the 2012 Edition of the International Building and Fire Prevention Codes.
2. All construction related to the new structure shall comply with the Village's Building and Fire Prevention Codes (2012 Editions of the International Building Code & International Fire Code – with amendments).
3. The building is required to be provided an automatic fire sprinkler system installed in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
4. The building is required to be provided with a monitored fire alarm system installed in accordance with the 2012 Editions of the International Building and Fire Prevention Codes as amended by the Village of Wheeling.
5. Any ranges or similar cooking equipment provided in the Pantry capable of providing grease laden vapors shall be provided with a Type I exhaust hood and wet-chemical extinguishing system.
6. This review is not a review for issuance of a building permit and additional comments will be forthcoming in the permitting process.

This project must also be reviewed and approved by the State of Illinois Fire Marshal's Office as part of state licensing requirements. To comply with the State Fire Marshal's requirements for a day care center, the occupancy also needs to comply with the 2000 Edition of NFPA 101, *Life Safety Code*.

At this time there are no other Fire Department comments related to the project based on the documents reviewed.



MEMORANDUM

TO: Brooke Casolari, Senior Planner

FROM: Kyle Goetzelmann, Civil Engineer I

COPY: Jon Tack, Village Engineer

DATE: August 2nd, 2018

SUBJECT: The Learning Experience – Special Use
343 W. Dundee Rd. - Review Comments

The Engineering Division received a project description, landscape plan, building plan, and parking/traffic study for the subject project on July 10th, 2018. The Engineering Division has completed a review of the above referenced submittal and offers the following comments at this time:

1. If health department requires an in-ground grease basin, a Metropolitan Water Reclamation District (MWRD) and Village of Wheeling Engineering Permit will be required.

Request for Special Use Permit for The Learning Experience

The Wheeling Town Center obtained Final PUD approval in October 2016. The project included over 16 acres of land that would be developed into a mixed-use TOD with a 300 unit luxury apartment building, a 40,000 SF CMX movie theater and lounge, and 60,000 SF of other retail and restaurants. We have secured leases from City Works Eatery and Pour House, Starbucks, Inland Bank, Mia's Cantina, 312 Nail & Spa, and The Learning Experience.

Site Plan Changes

Building E sits on Lot 6 of the Amended Plat of Subdivision. The actual footprint of Building E was previously 12,410 SF. Lot 6 will increase by 661 SF and include a 10,000 SF single tenant building for The Learning Experience with a 5,000 SF outdoor playground area. The main entrance for The Learning Experience will be located on the south elevation of the building. The remaining sides will be fenced in. The parking configuration to the south of Building E has been modified to accommodate a safe and secure drop-off and pick-up area for the tenant. There is no longer any parking that is adjacent to the north side of Building E. The net loss of parking spaces is 13 spots. An updated Traffic and Parking Study has been provided by EEA to show sufficient capacity.

About The Learning Experience

The Learning Experience® (TLE), has child development centers throughout the United States. Our secure centers offer premier child care to children ages six weeks to five years: infants - toddlers - twaddlers - preppers - preschoolers - pre K - kindergarten and after school care for children up to eight years of age at most of our centers.

The Learning Experience® is not just a daycare facility but also a complete child development center. We welcome you to visit any one of our dynamic and fun environments to see for yourself why TLE is different ... how committed we are to quality care and intellectual child development education of our children.

You want the best for our children... so do we! Our Charlie Choo Choo® Enrichment Programs: Marvelous Math®, Start to Art®, Suddenly Science®, Movin' n Groovin'®, Dancing Feet®, Music 4 Me® and Talent Sprouts® introduces children to the performing arts through a variety of activities involving all aspects of performance.

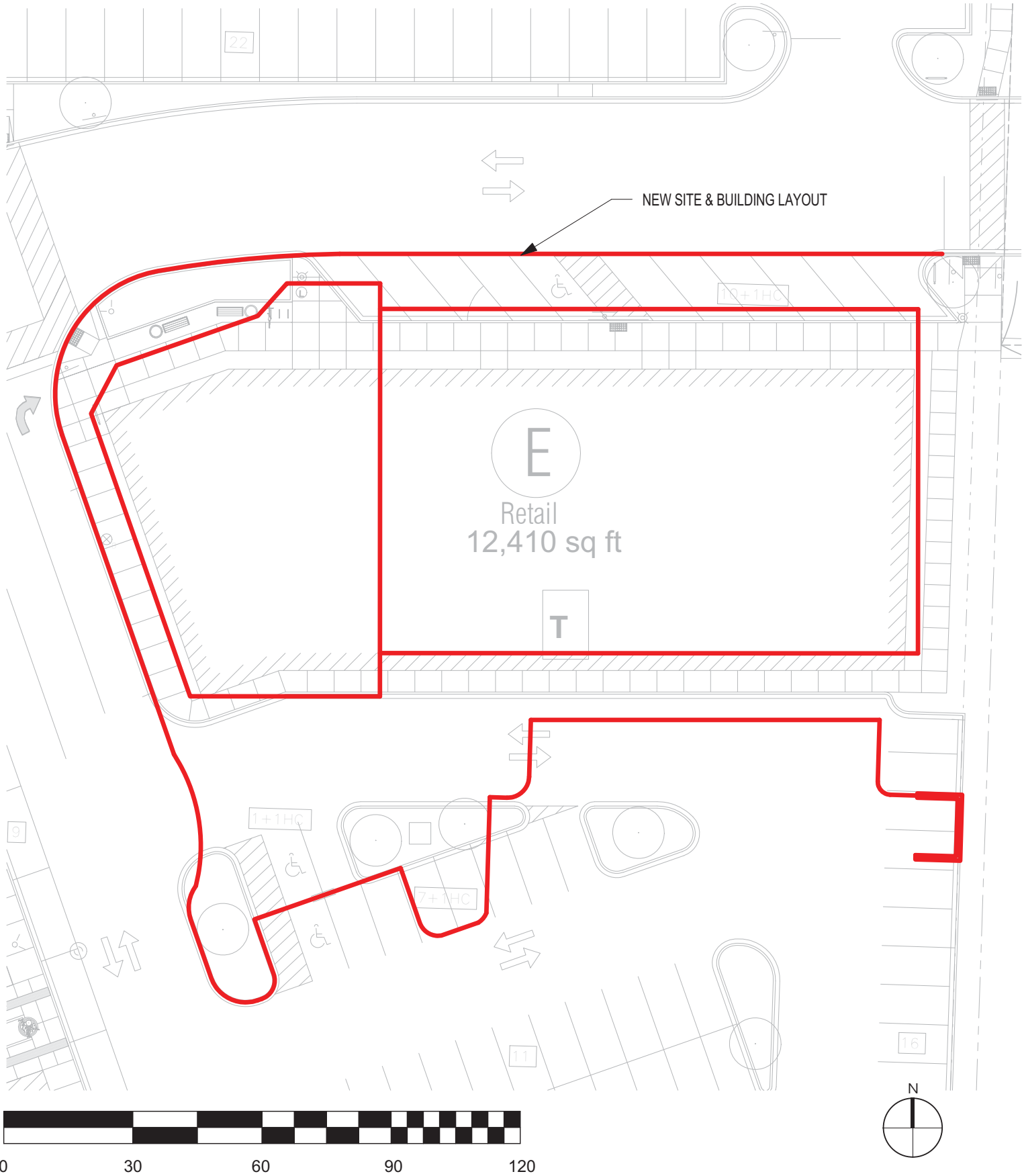
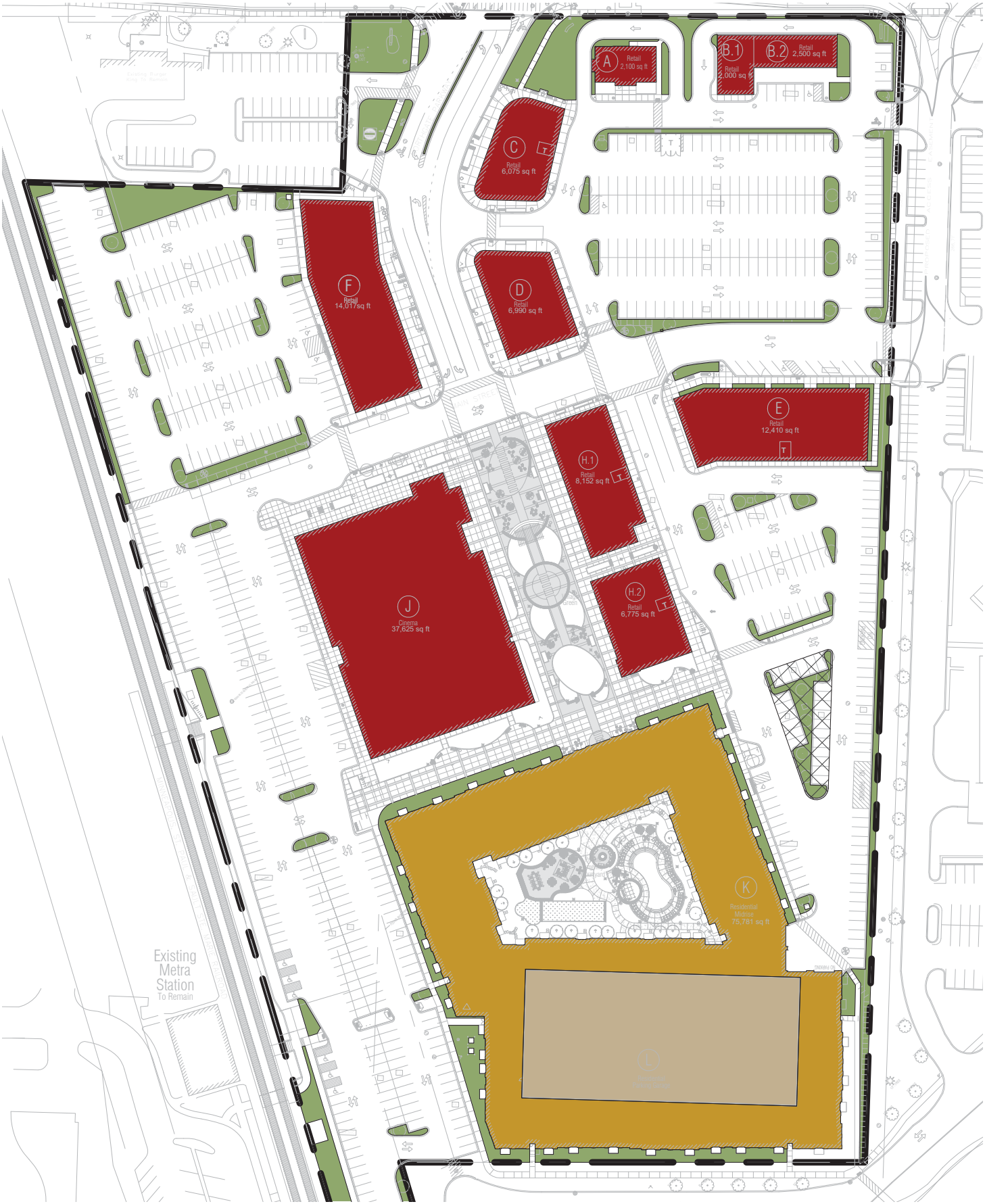
The Learning Experience® believes that each child deserves to grow and learn at his or her own pace. Our diverse curriculum includes: L.E.A.P® 1, L.E.A.P® 2, Little Learners™ and Fun with Phonics®. Our responsibility is to establish a strong foundation for your child in a fun and exciting environment.

Hours of Operation: 6:30am - 6:30pm M-F

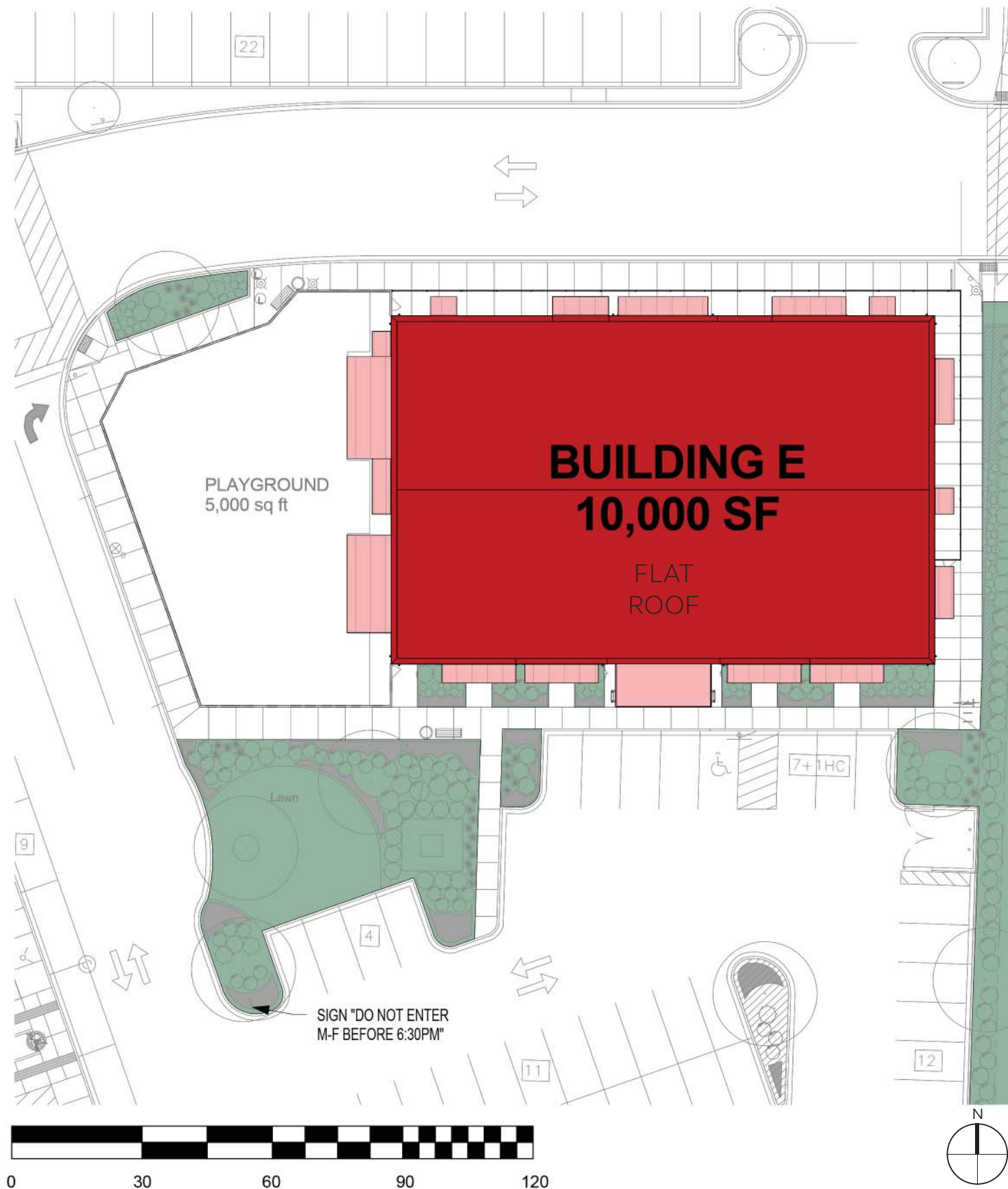
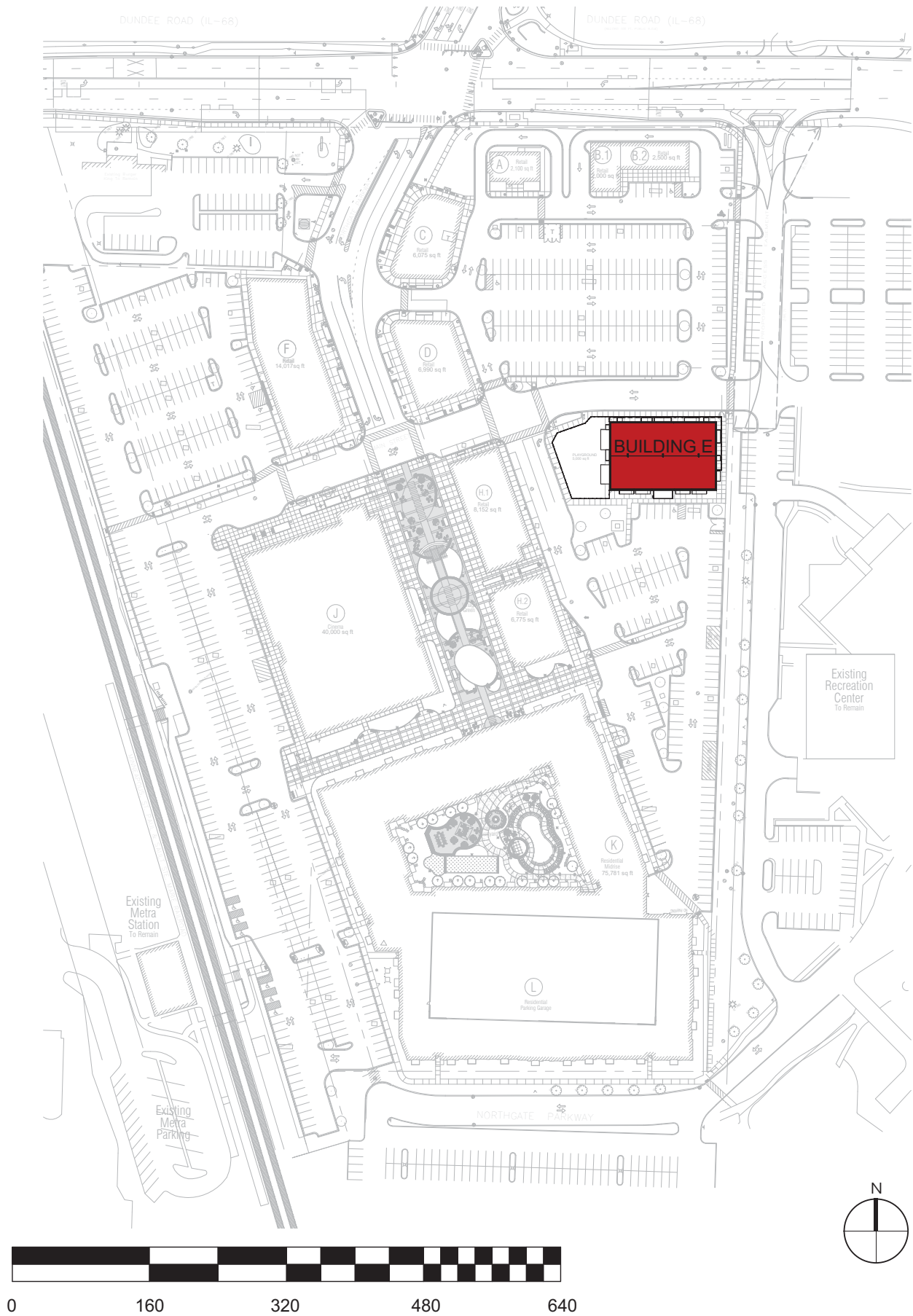
Number of employees: Approximately 24 staff at any one time (14 full time, 7 part time)

Exhibit received June 28, 2018

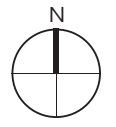
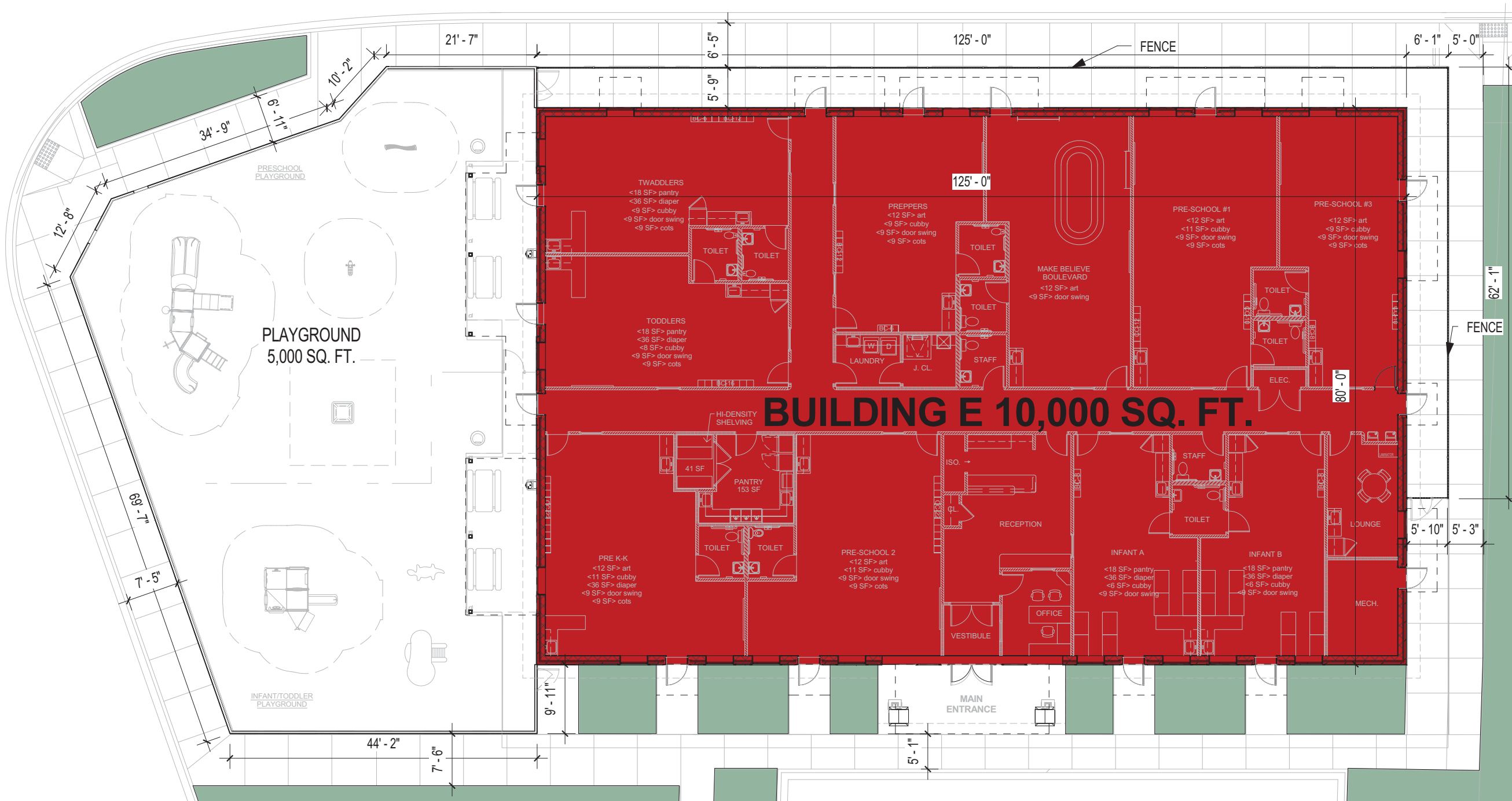
PREVIOUSLY APPROVED PLAN W/ PROPOSED PLAN OVERLAY



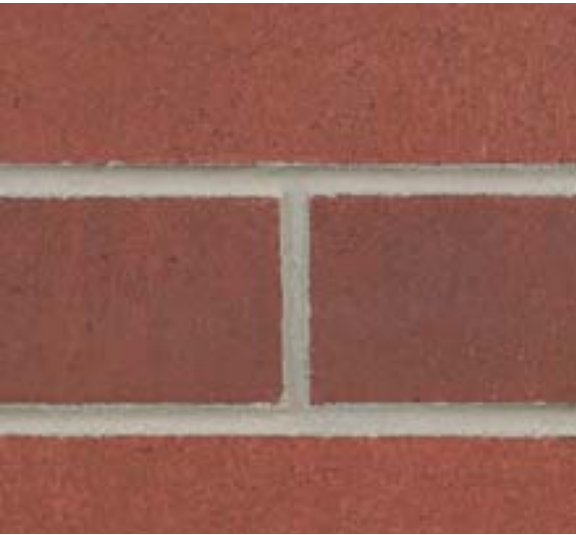
SITE PLAN & ROOF PLAN



FLOOR PLAN



FINISH PALETTE



FB-1 - BRICK VENEER - 1
MANUFACTURER: ECHELON
COLOR: RICHFIELD FLASHED
*PREVIOUSLY APPROVED MATERIAL - BLDG H.2



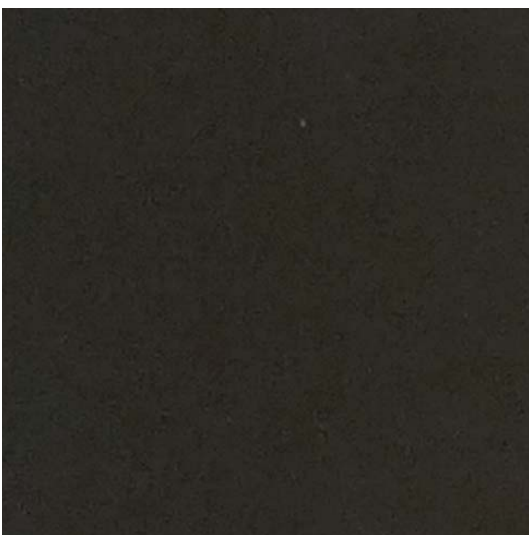
FB-2 - BRICK VENEER - 2
MANUFACTURER: ECHELON
COLOR: ASH BLEND
*PREVIOUSLY APPROVED MATERIAL - STARBUCKS



MTL-2 - ALUMINUM BREAK METAL
MANUFACTURER: CENTRIA
COLOR: DARK BRONZE



CST-1B - STONE VENEER
MANUFACTURER: CUSTOM STONE WORKS
COLOR: GREY
*PREVIOUSLY APPROVED MATERIAL - STARBUCKS



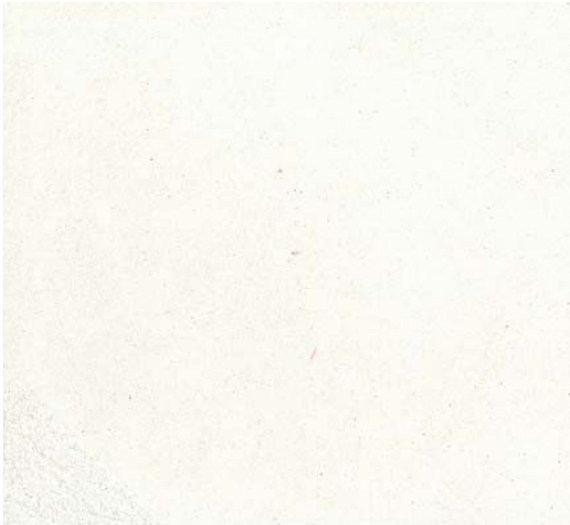
MTL-3 - ANODIZED ALUMINUM STOREFRONT
MANUFACTURER: VARIES
COLOR: DARK BRONZE
*PREVIOUSLY APPROVED MATERIAL - STARBUCKS



MTL-3 - CORRUGATED METAL SIDING
MANUFACTURER: AEP SPAN
FINISH: BLACK
*PREVIOUSLY APPROVED MATERIAL - CITYWORKS



SC-1 - SCONCE
MANUFACTURER: BEGA
FINISH: BLACK



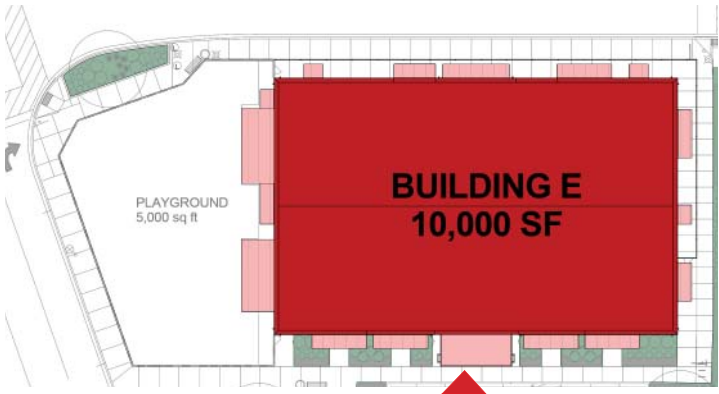
EIFS-1 - EXTERIOR EIFS
MANUFACTURER: STO
COLOR: OFF-WHITE
*PREVIOUSLY APPROVED MATERIAL - BUILDING H.2



AW-1 - METAL AWNING
MANUFACTURER: TBD
COLOR: BLUE
*PREVIOUSLY APPROVED MATERIAL - STARBUCKS

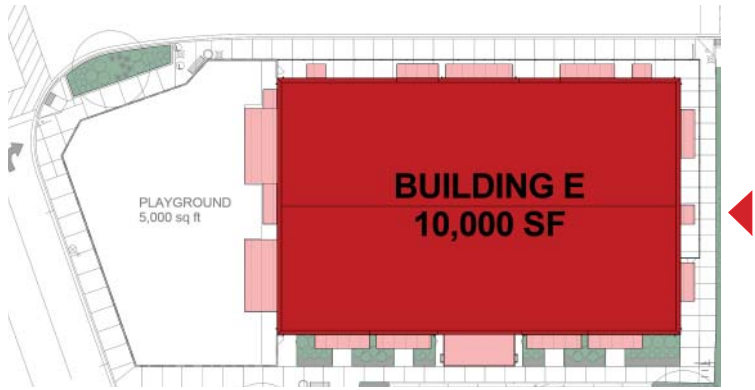
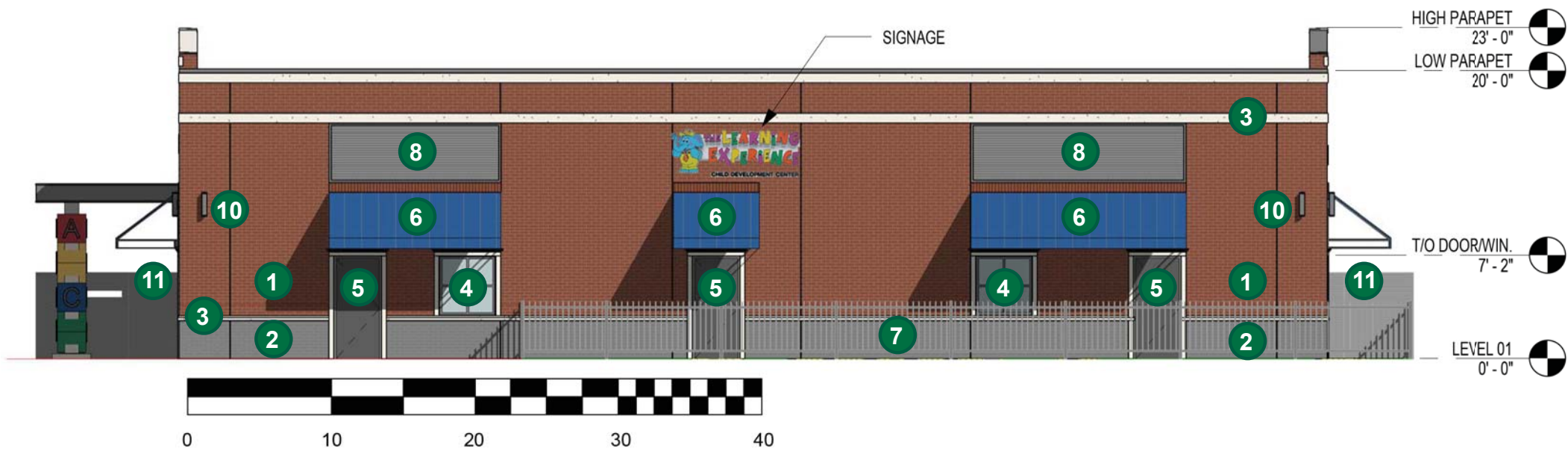
South Elevation

MATERIAL SCHEDULE	
1	BRICK VENEER 1 - RICHFIELD FLASHED
2	BRICK VENEER 2 - ASH BLEND
3	MANUF. LIMESTONE TRIM / CAP
4	ALU. WINDOW BRONZE FINISH FRAMES
5	SOLID CORE MTL DOOR FINISH TO MATCH WINDOWS
6	METAL AWNING
7	ALUMINUM PICKET FENCE
8	CORRUGATED METAL PANEL
9	EIFS - LIMESTONE SMOOTH FINISH & PATTERNED FINISH
10	SCONCE - BRONZE FINISH
11	METAL PANEL FENCE WITH SLOTS



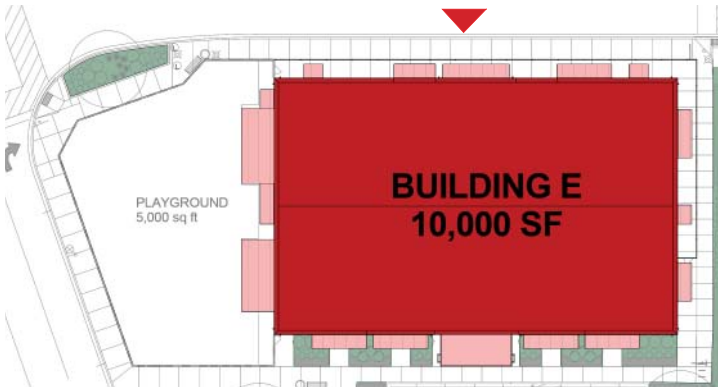
East Elevation

MATERIAL SCHEDULE	
1	BRICK VENEER 1 - RICHFIELD FLASHED
2	BRICK VENEER 2 - ASH BLEND
3	MANUF. LIMESTONE TRIM / CAP
4	ALU. WINDOW BRONZE FINISH FRAMES
5	SOLID CORE MTL DOOR FINISH TO MATCH WINDOWS
6	METAL AWNING
7	ALUMINUM PICKET FENCE
8	CORRUGATED METAL PANEL
9	EIFS - LIMESTONE SMOOTH FINISH & PATTERNED FINISH
10	SCONCE - BRONZE FINISH
11	METAL PANEL FENCE WITH SLOTS



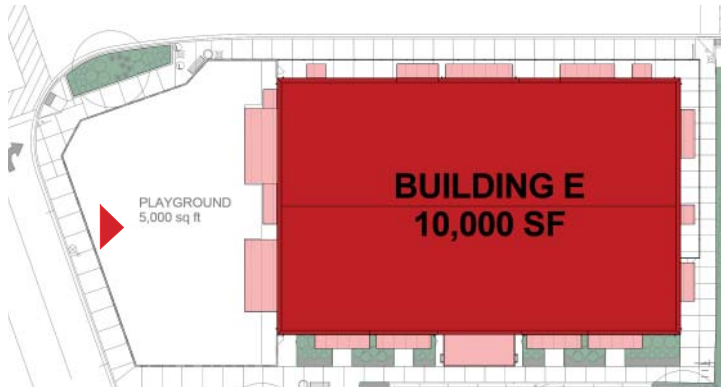
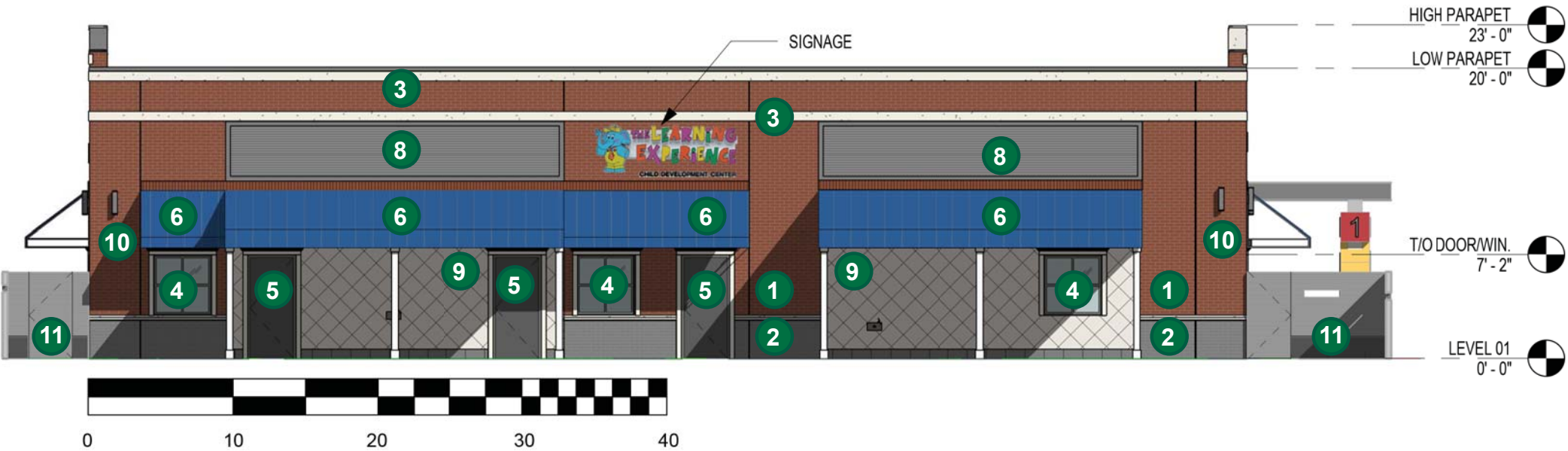
North Elevation

MATERIAL SCHEDULE	
1	BRICK VENEER 1 - RICHFIELD FLASHED
2	BRICK VENEER 2 - ASH BLEND
3	MANUF. LIMESTONE TRIM / CAP
4	ALU. WINDOW BRONZE FINISH FRAMES
5	SOLID CORE MTL DOOR FINISH TO MATCH WINDOWS
6	METAL AWNING
7	ALUMINUM PICKET FENCE
8	CORRUGATED METAL PANEL
9	EIFS - LIMESTONE SMOOTH FINISH & PATTERNED FINISH
10	SCONCE - BRONZE FINISH
11	METAL PANEL FENCE WITH SLOTS



West Elevation

MATERIAL SCHEDULE	
1	BRICK VENEER 1 - RICHFIELD FLASHED
2	BRICK VENEER 2 - ASH BLEND
3	MANUF. LIMESTONE TRIM / CAP
4	ALU. WINDOW BRONZE FINISH FRAMES
5	SOLID CORE MTL DOOR FINISH TO MATCH WINDOWS
6	METAL AWNING
7	ALUMINUM PICKET FENCE
8	CORRUGATED METAL PANEL
9	EIFS - LIMESTONE SMOOTH FINISH & PATTERNED FINISH
10	SCONCE - BRONZE FINISH
11	METAL PANEL FENCE WITH SLOTS



SOUTHEAST & SOUTHWEST PERSPECTIVES



SOUTHEAST PERSPECTIVE



SOUTHWEST PERSPECTIVE

NORTHEAST & NORTHWEST PERSPECTIVES



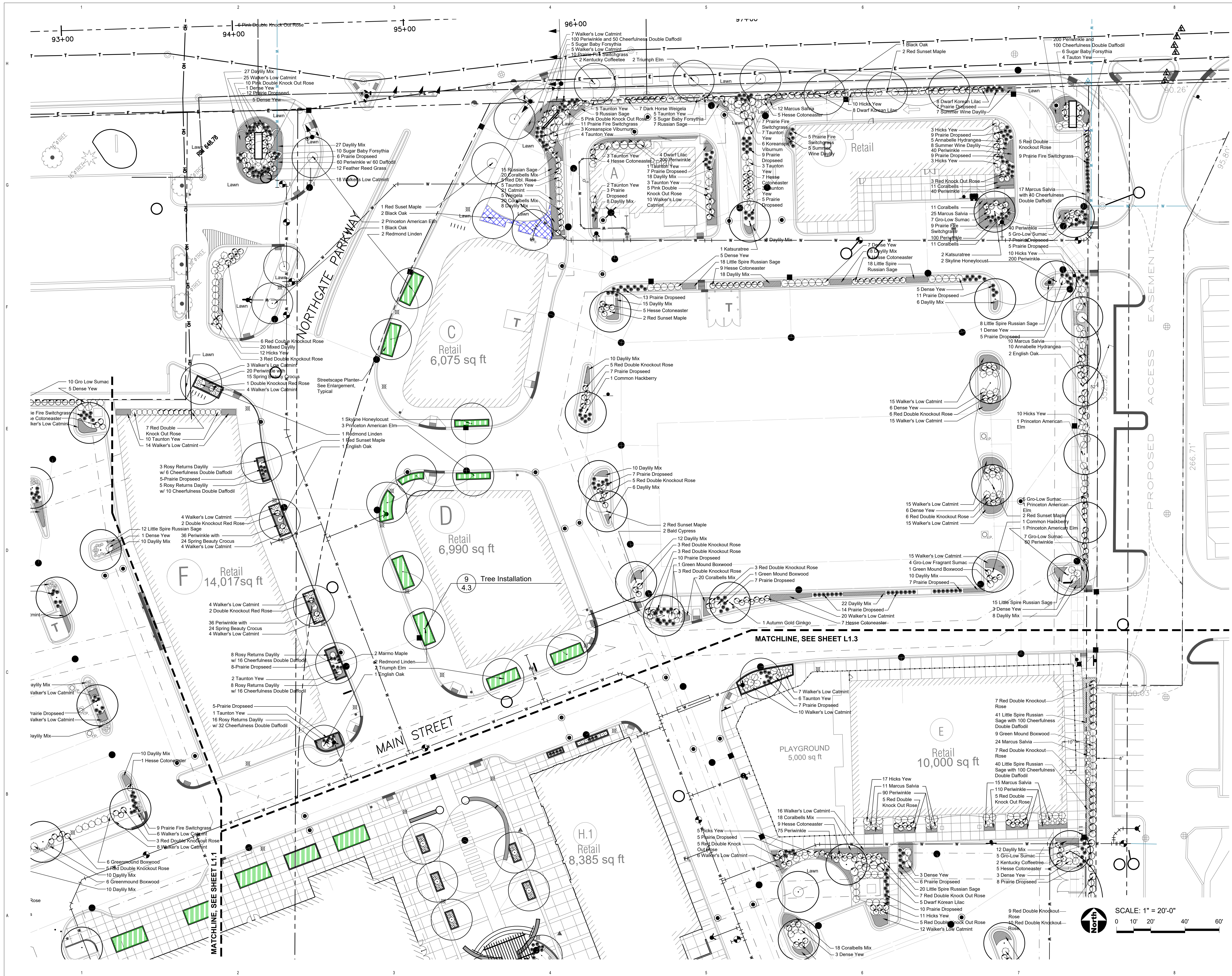
NORTHWEST PERSPECTIVE



NORTHEAST PERSPECTIVE



Exhibit received June 28, 2018



RTKL

AN ARCADIS COMPANY

RTKL ASSOCIATES INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5800 MAIN
312-542-5901 FAX
WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

uplandDesign Ltd

Landscape Architecture & Park Planning
564 W Randolph St, Chicago, Illinois 60606
312-542-5800 MAIN
312-542-5901 FAX
WWW.UPLANDDESIGN.COM
UPLAND PROJECT NUMBER 486

PROJECT

WHEELING TOWN CENTER

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

9/1/16	Final PUD Submittal
9/20/16	Final PUD Submittal
10/3/16	Issued for Revised Bid
11/18/16	Issued for Construction/Permit Rev
12/18/16	Issued for Permit Rev
04/21/17	PUD Submittal Rev
04/28/17	HUD-Final Plans & Specs
05/05/17	Issued for Construction Revised
10/02/17	Village Green Revision
11/13/17	SU Submittal
12/11/17	Bulletin 02
12/28/17	Pylon Sign Landscape
03/02/18	Issue for Permit
03/16/18	Site Landscape Design
05/17/18	PUD Review
06/08/18	Pylon / Monument Sign Landscape Rev
07/09/18	Building E
07/09/18	Permit Issue Building B, F and H.2

SEAL

MICHELLE A. KELLY

REGISTERED LANDSCAPE ARCHITECT
ILLINOIS
03-11-17
107-001002

SHEET IDENTIFICATION

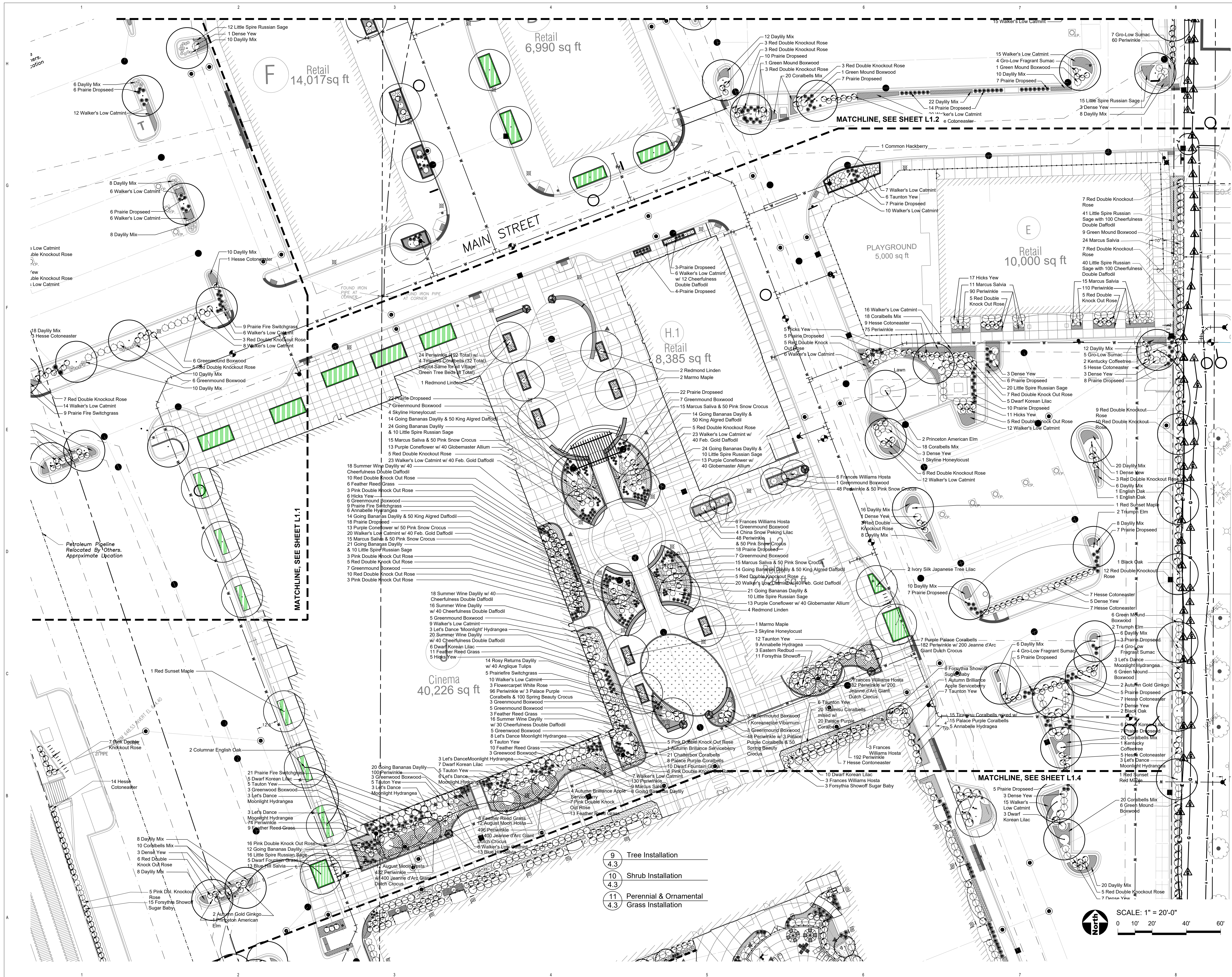
TITLE

LANDSCAPE PLAN

NUMBER

L1.2

2015 RTKL ASSOCIATES INC.



RTKL

AN ARCADIS COMPANY

RTKL ASSOCIATES INC.

200 S. MICHIGAN AVENUE

CHICAGO, IL 60604

312-542-5800 MAIN

312-542-5801 FAX

WWW.RTKL.COM

PROJECT NUMBER 030-120019.01

CONSULTANT

uplandDesign Ltd

Landscape Architecture & Park Planning

564 W Randolph St., Chicago, Illinois 60606

26492 Lockport St., Plainfield, Illinois 60544

815-254-0091 www.uplandDesign.com

UPLAND PROJECT NUMBER 486

PROJECT

WHEELING TOWN CENTER

WHEELING TOWN CENTER

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

Exhibit received July 10, 2018

ISSUE DRAWING LOG

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07/09/18	Building E
07/09/18	Permit Issue Building B, F and H.2

SEAL

MICHELLE A. KELLY

REGISTERED LANDSCAPE ARCHITECT

ILLINOIS

03-11-13

107-001008

SHEET IDENTIFICATION

TITLE

LANDSCAPE PLAN

NUMBER

L1.3

2015 RTKL ASSOCIATES INC.

PLANT LIST - REMAINING PLANTS			
Shade Trees - Balled and Burlap			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
4	3" cal.	Acer rubrum 'Franksred'	Red Sunset Red Maple
1	3" cal.	Quercus robur	English Oak
1	3" cal.	Quercus velutina	Black Oak
6	Total		
Evergreen Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
9	24" Ht. x 24" Spr.	Taxus x media 'Hicksii'	Hicks Yew
15	24" Ht. x 24" Spr.	Taxus x media 'Tauntonii'	Taunton Yew
9	Total		
Deciduous Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
3	#5 cont., 18" ht.	Cotoneaster 'Hesse'	Hesse Cotoneaster
9	#5 cont., 24" ht.	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea
4	#5 cont., 18" ht.	Hydrangea macrophylla 'Robert'	Let's Dance 'Moonlight' Hydrangea
22	#5 cont., 24" ht.	Syringa meyeri 'Palibin'	Dwarf Korean Lilac
66	#5 cont., 18" ht.	Rosa 'Radtko'	Red Double Knock Out Rose
6	#5 cont., 18" ht.	Rosa 'Radtkopink'	Pink Double Knock Out Rose
110	Total		
Perennials - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
232	#1 cont.	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily
82	#1 cont.	Nepeta racemosa 'Walker's Low'	Walker's Low Catmint
314	Total		
Ornamental Grasses - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
114	#1 cont.	Sporobolus heterolepis	Prairie Dropseed
114	Total		
Groundcovers, Vines and Bulbs - Pot, Flat or Bulb			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
345	6 cm	Crocus sieberi 'Spring Beauty'	Spring Beauty Snow Crocus
929	14 cm	Narcissus 'Cheerfulness'	Cheerfulness Double Daffodil
183	17 cm	Narcissus 'King Alfred'	King Alfred Daffodil
624	3" cell	Vinca minor 'Dart's Blue'	Periwinkle
2081	Total		
PLANT LIST - BUILDING A			
Evergreen Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
41	24" Ht. x 24" Spr.	Taxus x media 'Tauntonii'	Taunton Yew
41	Total		
Deciduous Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
11	#5 cont., 18" ht.	Cotoneaster 'Hesse'	Hesse Cotoneaster
10	#5 cont., 30" Ht.	Forsythia NIMBUS'	Forsythia Showoff Sugar Baby
5	#5 cont., 18" ht.	Rosa 'Radtko'	Red Double Knock Out Rose
10	#5 cont., 18" ht.	Rosa 'Radtkopink'	Pink Double Knock Out Rose
4	#5 cont., 24" ht.	Syringa meyeri 'Palibin'	Dwarf Korean Lilac
9	#5 cont., 18" ht.	Viburnum carlesii 'Compactum'	Koreanspice Viburnum
12	#5 cont., 18" ht.	Weigela 'Dark Horse'	Dark Horse Weigela
61	Total		
Perennials - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
21	#1 cont. - 50% Mix	Hemerocallis 'Going Bananas'	Going Bananas Daylily
21	#1 cont. - 50% Mix	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily
20	#1 cont. - 50% Mix	Heuchera micrantha 'Palace Purple'	Palace Purple Coralbells
20	#1 cont. - 50% Mix	Heuchera sanguinea 'Chatterbox'	Chatterbox Coral Bells
43	#1 cont.	Nepeta racemosa 'Walker's Low'	Walker's Low Catmint
31	#1 cont.	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage
156	Total		
Ornamental Grasses - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
28	#1 cont.	Panicum virgatum 'Prairie Fire'	Prairie Fire Switchgrass
24	#1 cont.	Sporobolus heterolepis	Prairie Dropseed
52	Total		
Groundcovers, Vines and Bulbs - Pot, Flat or Bulb			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
50	14 cm	Narcissus 'Cheerfulness'	Cheerfulness Double Daffodil
300	3" cell	Vinca minor 'Dart's Blue'	Periwinkle
350	Total		
PLANT LIST - BUILDING B			
Evergreen Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
16	24" Ht. x 24" Spr.	Taxus x media 'Hicksii'	Hicks Yew
16	Total		
Deciduous Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
5	#5 cont., 18" ht.	Cotoneaster 'Hesse'	Hesse Cotoneaster
5	#5 cont., 24" Ht.	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea
16	#5 cont., 24" ht.	Syringa meyeri 'Palibin'	Dwarf Korean Lilac
12	#5 cont., 18" ht.	Rhus aromatica 'Gro-Low'	Red Double Knock Out Rose
3	#5 cont., 18" ht.	Rosa 'Radtko'	Red Double Knock Out Rose
41	Total		
Perennials - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
20	#1 cont.	Hemerocallis 'Summer Wine'	Summer Wine Daylily
33	#1 cont.	Heuchera micrantha 'Palace Purple'	Palace Purple Coralbells
37	#1 cont.	Salvia nemorosa 'Haeumanarc'	Marcus Salvia
90	Total		
Ornamental Grasses - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
14	#1 cont.	Panicum virgatum 'Prairie Fire'	Prairie Fire Switchgrass
32	#1 cont.	Sporobolus heterolepis	Prairie Dropseed
46	Total		
Groundcovers, Vines and Bulbs - Pot, Flat or Bulb			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
220	3" cell	Vinca minor 'Dart's Blue'	Periwinkle
220	Total		
PLANT LIST - BUILDING E			
Evergreen Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
17	24" Ht. x 24" Spr.	Taxus x media 'Hicksii'	Hicks Yew
17	Total		
Deciduous Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
10	#5 cont., 18" ht.	Rosa 'Radtko'	Red Double Knock Out Rose
10	Total		
Perennials - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
28	#1 cont.	Salvia nemorosa 'Haeumanarc'	Marcus Salvia
28	Total		
Groundcovers, Vines and Bulbs - Pot, Flat or Bulb			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
200	3" cell	Vinca minor 'Dart's Blue'	Periwinkle
200	Total		

PLANT LIST - SITE LANDSCAPE: WEST SIDE AT METRA & EAST SIDE BUFFER			
Shade Trees - Balled and Burlap			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
1	3" cal.	Acer rubrum 'Franksred'	Red Sunset Red Maple
2	3" cal.	Gymnocladus dioicus 'Espresso'	Kentucky Coffeetree (seedless)
3	3" cal.	Quercus robur	English Oak
4	3" cal.	Quercus velutina	Black Oak
2	3" cal.	Ulmus americana 'Princeton'	Princeton American Elm
1	3" cal.	Ulmus Morton Glory'	Triumph Elm
13	Total		
Evergreen Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
60	24" Ht. x 24" Spr.	Buxus x 'Green Mound'	Green Mound Boxwood
10	24" Ht. x 24" Spr.	Taxus x media 'Hicksii'	Hicks Yew
14	24" Ht. x 24" Spr.	Taxus x media 'Tauntonii'	Taunton Yew
84	Total		
Deciduous Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
43	#5 cont., 18" ht.	Cotoneaster 'Hesse'	Hesse Cotoneaster
10	#5 cont., 24" Ht.	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea
15	#5 cont., 18" ht.	Hydrangea macrophylla 'Robert'	Let's Dance 'Moonlight' Hydrangea
30	#5 cont., 30" Ht.	Forsythia NIMBUS'	Forsythia Showoff Sugar Baby
12	#5 cont., 24" ht.	Syringa meyeri 'Palibin'	Dwarf Korean Lilac
105	#5 cont., 18" ht.	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac
0	#5 cont., 18" ht.	Rosa var. 'Noaschnee'	Flower Carpet White Rose
50	#5 cont., 18" ht.	Rosa 'Radtko'	Red Double Knock Out Rose
27	#5 cont., 18" ht.	Rosa 'Radtkopink'	Pink Double Knock Out Rose
0	#5 cont., 18" ht.	Viburnum carlesii 'Compactum'	Koreanspice Viburnum
292	Total		
Perennials - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
49	#1 cont.	Hemerocallis 'Going Bananas'	Going Bananas Daylily
29	#1 cont.	Hemerocallis 'Summer Wine'	Summer Wine Daylily
93	#1 cont.	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage
51	#1 cont.	Salvia nemorosa 'Haeumanarc'	Marcus Salvia
222	Total		
Ornamental Grasses - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
9	#1 cont.	Panicum virgatum 'Prairie Fire'	Prairie Fire Switchgrass
5	#1 cont.	Sporobolus heterolepis	Prairie Dropseed
14	Total		
Groundcovers, Vines and Bulbs - Pot, Flat or Bulb			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
240	14 cm	Narcissus 'Cheerfulness'	Cheerfulness Double Daffodil
146	17 cm	Narcissus 'February Gold'	February Gold Daffodil
0	17 cm	Narcissus 'King Alfred'	King Alfred Daffodil
440	3" cell	Vinca minor 'Dart's Blue'	Periwinkle
1104	Total		
PLANT LIST - PARKING LOT ISLANDS			
Shade Trees - Balled and Burlap			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
1	3" cal.	Acer x freemanii 'Marmo'	Marmo Maple
10	3" cal.	Acer rubrum 'Franksred'	Red Sunset Red Maple
2	3" cal.	Celtis occidentalis	Common Hackberry
5	3" cal.	Cercidiphyllum japonicum	Katsuratre
6	3" cal.	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo (male)
3	3" cal.	Gleditsia triacanthos var. inermis 'Skyline'	Skyline Honeylocust
5	3" cal.	Gymnocladus dioicus 'Espresso'	Kentucky Coffeetree (seedless)
1	3" cal.	Quercus bicolor	Swamp White Oak
1	3" cal.	Quercus robur	English Oak
2	3" cal.	Quercus velutina	Black Oak
2	3" cal.	Taxodium distichum	Bald Cypress
5	3" cal.	Tilia americana 'Redmond'	Redmond Linden
6	3" cal.	Ulmus americana 'Princeton'	Princeton American Elm
5	3" cal.	Ulmus 'Morton Glory'	Triumph Elm
54	Total		
Evergreen Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
15	24" Ht. x 24" Spr.	Buxus x 'Green Mound'	Green Mound Boxwood
101	24" Ht. x 24" Spr.	Taxus x media 'Densiformis'	Dense Yew
16	24" Ht. x 24" Spr.	Taxus x media 'Hicksii'	Hicks Yew
132	Total		
Deciduous Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
83	#5 cont., 18" ht.	Cotoneaster 'Hesse'	Hesse Cotoneaster
29	#5 cont., 18" ht.	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac
107	#5 cont., 18" ht.	Rosa 'Radtko'	Red Double Knock Out Rose
20	#5 cont., 24" ht.	Syringa meyeri 'Palibin'	Dwarf Korean Lilac
239	Total		
Perennials - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
222	#1 cont. - 50% Mix	Hemerocallis 'Going Bananas'	Going Bananas Daylily
223	#1 cont. - 50% Mix	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily
68	#1 cont. - 50% Mix	Heuchera micrantha 'Palace Purple'	Palace Purple Coralbells
68	#1 cont. - 50% Mix	Heuchera sanguinea 'Chatterbox'	Chatterbox Coralbells
272	#1 cont.	Nepeta racemosa 'Walker's Low'	Walker's Low Catmint
115	#1 cont.	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage
968	Total		
Ornamental Grasses - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
30	#1 cont.	Panicum virgatum 'Prairie Fire'	Prairie Fire Switch Grass
151	#1 cont.	Sporobolus heterolepis	Prairie Dropseed
181	Total		
Groundcovers, Vines and Bulbs - Pot, Flat or Bulb			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
75	3" cell	Vinca minor 'Dart's Blue'	Periwinkle
75	Total		
PLANT LIST - BUILDING F			
Evergreen Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
10	24" Ht. x 24" Spr.	Taxus x media 'Tauntonii'	Taunton Yew
10	Total		
Deciduous Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
7	#5 cont., 18" ht.	Rosa 'Radtko'	Red Double Knock Out Rose
7	Total		
Perennials - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
14	#1 cont.	Nepeta racemosa 'Walker's Low'	Walker's Low Catmint
14	Total		
PLANT LIST - BUILDING G			
Shade Trees - Balled and Burlap			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
2	3" cal.	Acer x freemanii 'Marmo'	Marmo Maple
2	3" cal.	Acer rubrum 'Franksred'	Red Sunset Red Maple
1	3" cal.	Celtis occidentalis	Common Hackberry
1	3" cal.	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo (male)
1	3" cal.	Gleditsia triacanthos var. inermis 'Skyline'	Skyline Honeylocust
2	3" cal.	Gymnocladus dioicus 'Espresso'	Kentucky Coffeetree (seedless)
2	3" cal.	Quercus robur	English Oak
4	3" cal.	Quercus robur 'Fastigiata'	Columnar English Oak
5	3" cal.	Tilia americana 'Redmond'	Redmond Linden
3	3" cal.	Ulmus 'Morton Glory'	Triumph Elm
3	3" cal.	Ulmus americana 'Princeton'	Princeton American Elm
26	Total		
Ornamental Trees - Balled and Burlap			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
2	2" cal.	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac
2	Total		
Evergreen Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
9	24" Ht. x 24" Spr.	Taxus x media 'Tauntonii'	Taunton Yew
9	Total		
Deciduous Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
41	#5 cont., 18" ht.	Cotoneaster 'Hesse'	Hesse Cotoneaster
11	#5 cont., 24" Ht.	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea
21	#5 cont., 18" ht.	Hydrangea macrophylla 'Robert'	Let's Dance 'Moonlight' Hydrangea
5	#5 cont., 24" ht.	Hydrangea paniculata 'Limelight'	Limelight Hydrangea
36	#5 cont., 30" Ht.	Forsythia NIMBUS'	Forsythia Showoff Sugar Baby
34	#5 cont., 24" ht.	Syringa meyeri 'Palibin'	Dwarf Korean Lilac
49	#5 cont., 18" ht.	Rosa 'Radtkopink'	Pink Double Knock Out Rose
20	#5 cont., 18" ht.	Viburnum carlesii 'Compactum'	Koreanspice Viburnum
3	#5 cont., 36" ht.	Viburnum x burkwoodii 'Mohawk'	Mohawk Burkwood Viburnum
220	Total		
Perennials - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
108	#1 cont.	Hemerocallis 'Going Bananas'	Going Bananas Daylily
102	#1 cont.	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily
55	#1 cont.	Heuchera 'Tiramisu'	Tiramisu Coralbells
55	#1 cont.	Heuchera micrantha 'Palace Purple'	Palace Purple Coralbells
78	#1 cont.	Heuchera sanguinea 'Chatterbox'	Chatterbox Coral Bells
25	#1 cont.	Hosta sieboldiana 'Frances Williams'	Frances Williams Hosta
49	#1 cont.	Nepeta racemosa 'Kit Cat'	Kit Cat Catmint
75	#1 cont.	Nepeta racemosa 'Walker's Low'	Walker's Low Catmint
53	#1 cont.	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage
8	#1 cont.	Stachys byzantina 'Big Ears'	Big Ears Lamb's Ear
608	Total		
Ornamental Grasses - Pots			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
158	#1 cont.	Panicum virgatum 'Prairie Fire'	Prairie Fire Switchgrass
29	#1 cont.	Panicum virgatum 'Haense Herms'	Haense Herms Switchgrass
13	#1 cont.	Pennisetum alopecuroides 'Hamel'	Dwarf Fountain Grass
200	Total		
Groundcovers, Vines and Bulbs - Pot, Flat or Bulb			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
542	3" cell	Vinca minor 'Dart's Blue'	Periwinkle
542	Total		
PLANT LIST - RESIDENTIAL MIDRISE FOUNDATION			
Ornamental Trees - Balled and Burlap			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
1	6" Clump(3-5 stem)	Amelanchier grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry
1	Total		
Evergreen Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
50	24" Ht. x 24" Spr.	Buxus x 'Green Mound'	Green Mound Boxwood
1	24" Ht. x 24" Spr.	Taxus x media 'Hicksii'	Hicks Yew
83	24" Ht. x 24" Spr.	Taxus x media 'Tauntonii'	Taunton Yew
13	36" Ht. x 24" Spr.	Thuja occidentalis 'Woodwardii'	Woodward Arborvitae

June 2018

Wheeling Town Center

Shared Parking Study



Prepared for:

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INTRODUCTION

Eriksson Engineering Associates (EEA) was retained by Wheeling Town Center Development to analyze the parking needs for the Wheeling Town Center (WTC) in Wheeling, Illinois. WTC is under construction as a mixed-use project with residential, retail, restaurants, and theater land-uses along with parking for commuters. The proposed development plan contains 301 apartments, a 795-seat cinema, and 56,137 square feet of retail, child development, and restaurant uses. Parking will be provided by a 595 space garage with 705 spaces in surface lots. A total of 1,300 spaces will serve the development. Metra commuters will have the use of parking within the development during the weekday.

This report provides the updated parking calculations reflecting changes to the site plan that has occurred based on the building plans for proposed users.

Changes to the plan included:

1. The actual building plans show a total reduction from 98,904 to 94,123 square feet of commercial space (-5%).
2. The breakfast/lunch restaurant building size was reduced from 5,000 to 4,000 square feet, and Meat and Potatoes was increased from 3,500 to 4,000 square feet. The breakfast/lunch restaurant will be open for breakfast and lunch and close at 2:30 PM. This will free up parking for the evening hours.
3. Building B will include a 2,000 square foot bank with a single drive-thru lane.
4. Building E will contain a 10,000 square foot child development user, The Learning Experience, instead of retail or restaurant space.
5. An increase in the parking variation from the zoning requirement from 446 to 474 spaces.

ZONING CODE PARKING REQUIREMENTS

The parking requirements were updated for the WTC development using the Village of Wheeling's Zoning Code (see **Table 1**).

Overall, the development requires a parking variation of 474 spaces. One component of the parking variation is for the 156 commuter spaces (33%) which will be occupied during the day when the spaces will not be needed for the retail/restaurant spaces. For the residential portion of the development, the proposed parking supply is 95 spaces short of the zoning requirement. The parking demand of apartments within a transit-oriented development supports a lower parking ratio of 1.65 spaces per unit. Commercial parking is projected to be short by 223 spaces. Part of this shortage will be dependent on the actual seating and staffing plans for the individual restaurants.

RESIDENTIAL PARKING REQUIREMENTS

A review of national and local parking data for apartments, mixed-use developments, and transit-oriented projects clearly indicated a lower parking ratio is warranted for the project. The proposed parking ratio for the apartments at WTC at 1.65 spaces per unit allows for 50% of the units to park two vehicles and maintain some overnight guest parking. This ratio exceeds the national and local parking data (1.23 to 1.39 spaces per unit). These ratios do not include a discount for transit or mixed use developments. Data collected by the RTA and the Village of Palatine at TOD projects support lower rates also at 1.30 to 1.41 spaces per unit. The provision of car sharing at the development will further reduce the residential parking demand.

Table 1
Zoning Code Parking Requirements

Use	Size	Zoning Code	Required Parking	Spaces Provided
Apartments	11 studios	1.7 spaces per unit	238	
	129 1-bedroom			
	152 2-bedroom	2.2 spaces per unit	354	
	9 3-bedroom			
	301 units	Residential Parking Required	592	497 (84%)
Theater	37,986 sq. ft. (795 seats) (40 employees peak shift)	1 space per 3 seats plus one space per employee	305	
Childcare	10,000 sq. ft. (180 kids/24 staff)	2 spaces per 1,000 sq. ft., plus one space per employee	44	
Retail	4,997 sq. ft.	4 spaces per 1,000 sq. ft.	20	
Coffee Shop	2,100 sq. ft. (70 seats)	1 space per 3 seats plus one space per employee ⁽¹⁾	29	
City Works	8,223 sq. ft. (251 seats incl. patio)		108	
Mia's Cantina	4,337 sq. ft. (212 seats incl. patio)		90	
Meat and Potatoes	4,000 sq. ft.		65	
Breakfast/Lunch	4,000 sq. ft.		65	
Other Restaurants	18,480 sq. ft.		300	
	94,123 sq. ft.	Commercial Parking Required	1,026	803 (78%)
Wheeling Town Center Parking Requirement			1,618	1,300(80%)
Metra East Commuter Lot Parking Agreement			156	

(1) Seats based on 25 gross sq. ft. per seat and three employees per 1,000 sq. ft.

The lack of parking at any development is always a concern with the possibility overflow parking impacting adjacent properties. The proposed apartments are part of a larger development with 1,300 parking spaces of which 497 spaces are reserved for the exclusive use the renters in the parking garage.

Within the center of the apartment building, a six level 595 space parking garage is planned with 497 spaces reserved for the residents and their guests. The remaining 98 spaces will be reserved for employees or valet parking of the commercial uses within WTC on the top level. Use of the parking garage will be controlled with a gate system to limit its use to residents and guests and the designated employees or valet operators.

Table 2 shows the updated residential parking demand throughout the day. Peak demand occurs in the evening and overnight time periods when the residents are at home. Detailed calculations of the apartment guest and resident parking are included in the **Appendix**.

Table 2
Hourly Apartment Parking Demand

Hour	Weekday Residential Parking			Weekend Residential Parking		
	Total Vehicles	Percent of Capacity	Open Spaces	Total Vehicles	Percent of Capacity	Open Spaces
6:00 AM	421	85%	76	421	85%	76
7:00 AM	384	77%	113	388	78%	109
8:00 AM	367	74%	130	367	74%	130
9:00 AM	346	70%	151	346	70%	151
10:00 AM	325	65%	172	325	65%	172
11:00 AM	304	61%	193	304	61%	193
Noon	283	57%	214	283	57%	214
1:00 PM	304	61%	193	304	61%	193
2:00 PM	304	61%	193	304	61%	193
3:00 PM	304	61%	193	304	61%	193
4:00 PM	325	65%	172	325	65%	172
5:00 PM	376	76%	121	376	76%	121
6:00 PM	406	82%	91	406	82%	91
7:00 PM	454	91%	43	454	91%	43
8:00 PM	458	92%	39	458	92%	39
9:00 PM	462	93%	35	462	93%	35
10:00 PM	467	94%	30	467	94%	30
11:00 PM	458	92%	39	458	92%	39
Midnight	444	89%	53	444	89%	53

Note: 497 resident parking spaces provided in parking garage.

COMMERCIAL PARKING REQUIREMENTS

Using shared parking principals, the hourly parking demand was recalculated for the retail, child development, bank, coffee shop with drive-thru, the theater, and quality or family/fast casual restaurants for a weekday and a weekend. The weekday and potential weekend Metra commuter parking demand was included. The parking supply of 803 spaces will be provided in the east surface lot (299 spaces), the west lot (406 spaces), and one level of the residential parking garage (98 spaces). **Table 3** summarizes the commercial parking needed for the development with detailed calculations in the **Appendix**.

During the weekday, the peak demand is 717 spaces at 1:00 PM or 89% of the lots' capacity. With additional restaurant space and the child development parking not used in the evening and on weekends, the weekday peak is the early afternoon.

On weekends, the peak-demand still occurred in the evening at 8:00 PM with 708 vehicles occupying 88% of the available spaces due to the restaurant/theater uses. Ideally, with retail/restaurant uses, up to 10% of the spaces should be available to minimize excessive parking lot traffic searching for an open space.

Table 3
Hourly Commercial/Metra Parking Demand

Hour	Weekday Parking			Weekend Parking		
	Total Vehicles	Percent of Capacity	Open Spaces	Total Vehicles	Percent of Capacity	Open Spaces
6:00 AM	137	17%	666	74	9%	729
7:00 AM	295	37%	508	155	19%	648
8:00 AM	351	44%	452	218	27%	585
9:00 AM	391	49%	412	296	37%	507
10:00 AM	446	56%	357	357	44%	446
11:00 AM	524	65%	279	408	51%	395
Noon	693	86%	110	599	75%	204
1:00 PM	717	89%	86	629	78%	174
2:00 PM	646	80%	157	577	72%	226
3:00 PM	542	67%	261	495	62%	308
4:00 PM	583	73%	220	498	62%	305
5:00 PM	651	81%	152	572	71%	231
6:00 PM	644	80%	159	668	83%	135
7:00 PM	623	78%	180	708	88%	95
8:00 PM	640	80%	163	744	93%	59
9:00 PM	608	76%	195	646	80%	157
10:00 PM	551	69%	252	630	78%	173
11:00 PM	458	57%	345	567	71%	302
Midnight	223	28%	580	193	24%	625

Note: 816 spaces provided for commercial and Metra uses.

The parking analysis increased the maximum permitted space for restaurant uses from 30,000 to 41,140 square feet based on the site plan modifications since the Final PUD approval. Additional restaurant space is now possible due to the reduction in seats estimated for the City Works space, the child development parking available in the evenings/weekends, and the breakfast/lunch restaurant closing at 2:30 PM.

RECCOMENDATIONS

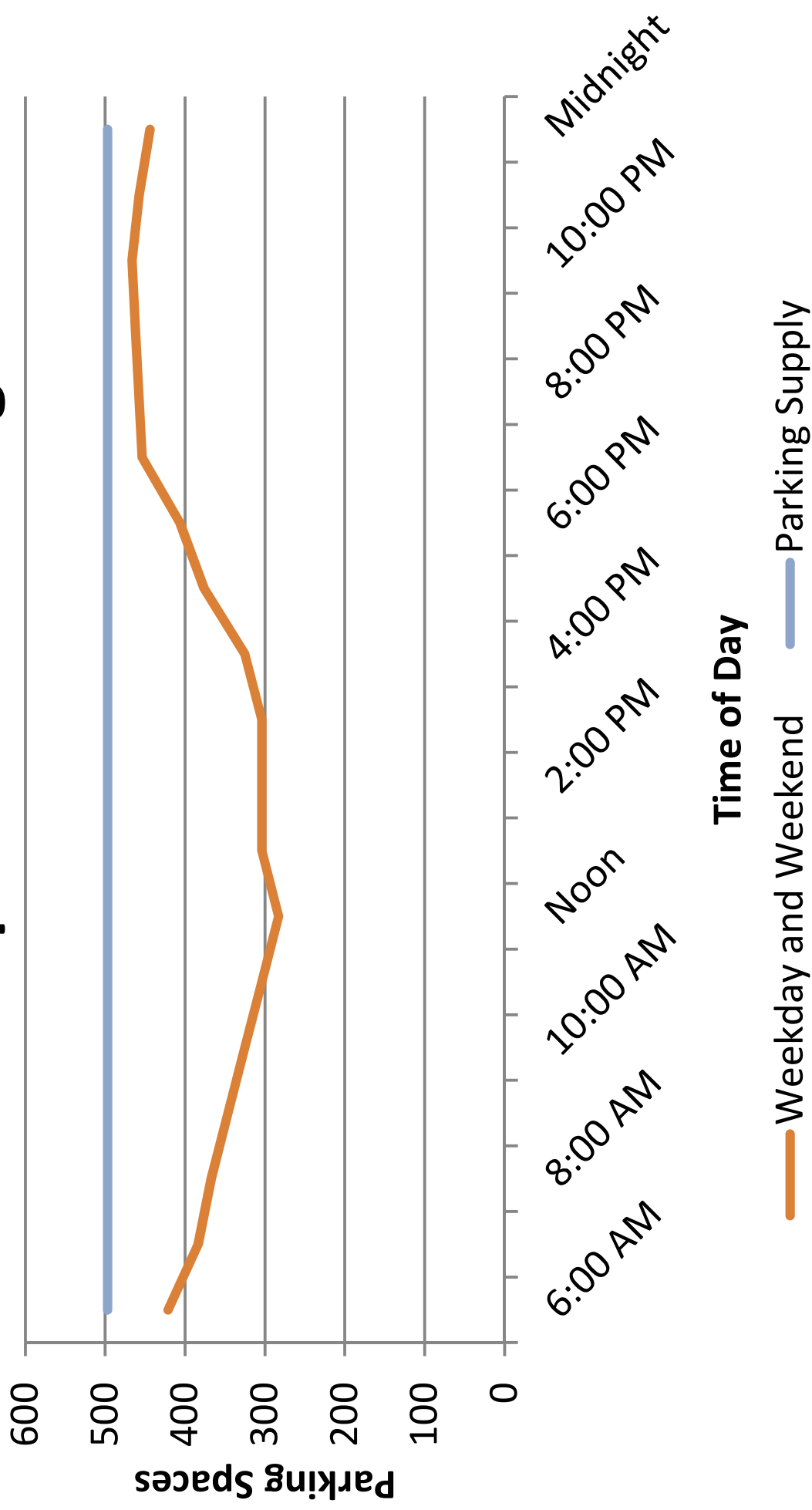
Based on the shared parking analysis the following conclusions and recommendations were reached:

- The zoning code requirement of 1,618 parking spaces and 156 reserved commuter spaces exceeds the proposed supply of 1,300 spaces.
- The parking analysis is based on a maximum of 41,140 square feet of restaurant uses on the site.
- Parking requirements for the apartment portion of the development should be reduced to 1.65 spaces per unit based on national and local studies along and its location in a transit oriented development.
- Parking for the apartments will be provided in 497 reserved spaces in the 595 space parking garage. Access to the parking garage will be controlled to only allow residents or their guests.
- The remaining commercial uses and Metra commuters will have 705 surface spaces and 98 spaces in the parking garage. The parking garage spaces will be reserved for employees or the parking valet.
- Based on the shared parking analysis, there is sufficient parking to accommodate the commercial parking demand on a weekday and weekend without overflow.

Appendix Table 1
Wheeling Town Center
Hourly Apartment Parking Calculations

Weekday	Visitor Parking		Resident Parking			Weekday		
	Size	301	Size	301	Total	Garage		
	Parking Ratio	0.15	Parking Ratio	1.4	Apt.	Parking	Percent	Open
	Peak Demand	45.2	Peak Demand	421.4	Parking	Provided	Occupancy	Spaces
	%	veh.	%	veh.				
6:00 AM	0%	0.0	100%	421.4	421	497	85%	76
7:00 AM	10%	4.5	90%	379.3	384	497	77%	113
8:00 AM	20%	9.0	85%	358.2	367	497	74%	130
9:00 AM	20%	9.0	80%	337.1	346	497	70%	151
10:00 AM	20%	9.0	75%	316.1	325	497	65%	172
11:00 AM	20%	9.0	70%	295.0	304	497	61%	193
Noon	20%	9.0	65%	273.9	283	497	57%	214
1:00 PM	20%	9.0	70%	295.0	304	497	61%	193
2:00 PM	20%	9.0	70%	295.0	304	497	61%	193
3:00 PM	20%	9.0	70%	295.0	304	497	61%	193
4:00 PM	20%	9.0	75%	316.1	325	497	65%	172
5:00 PM	40%	18.1	85%	358.2	376	497	76%	121
6:00 PM	60%	27.1	90%	379.3	406	497	82%	91
7:00 PM	100%	45.2	97%	408.8	454	497	91%	43
8:00 PM	100%	45.2	98%	413.0	458	497	92%	39
9:00 PM	100%	45.2	99%	417.2	462	497	93%	35
10:00 PM	100%	45.2	100%	421.4	467	497	94%	30
11:00 PM	80%	36.1	100%	421.4	458	497	92%	39
Midnight	50%	22.6	100%	421.4	444	497	89%	53
WEEKEND								
Weekend	Visitor Parking		Resident Parking			Weekend		
	Size	301	Size	301	Total	Garage		
	Parking Ratio	0.15	Parking Ratio	1.4	Apt.	Parking	Percent	Open
	Peak Demand	45.2	Peak Demand	421.4	Parking	Provided	Occupancy	Spaces
	%	veh.	%	veh.				
6:00 AM	0%	0.0	100%	421.4	421	497	85%	76
7:00 AM	20%	9.0	90%	379.3	388	497	78%	109
8:00 AM	20%	9.0	85%	358.2	367	497	74%	130
9:00 AM	20%	9.0	80%	337.1	346	497	70%	151
10:00 AM	20%	9.0	75%	316.1	325	497	65%	172
11:00 AM	20%	9.0	70%	295.0	304	497	61%	193
Noon	20%	9.0	65%	273.9	283	497	57%	214
1:00 PM	20%	9.0	70%	295.0	304	497	61%	193
2:00 PM	20%	9.0	70%	295.0	304	497	61%	193
3:00 PM	20%	9.0	70%	295.0	304	497	61%	193
4:00 PM	20%	9.0	75%	316.1	325	497	65%	172
5:00 PM	40%	18.1	85%	358.2	376	497	76%	121
6:00 PM	60%	27.1	90%	379.3	406	497	82%	91
7:00 PM	100%	45.2	97%	408.8	454	497	91%	43
8:00 PM	100%	45.2	98%	413.0	458	497	92%	39
9:00 PM	100%	45.2	99%	417.2	462	497	93%	35
10:00 PM	100%	45.2	100%	421.4	467	497	94%	30
11:00 PM	80%	36.1	100%	421.4	458	497	92%	39
Midnight	50%	22.6	100%	421.4	444	497	89%	53

WTC Apartment Parking



Appendix Table 2A
Wheeling Town Center

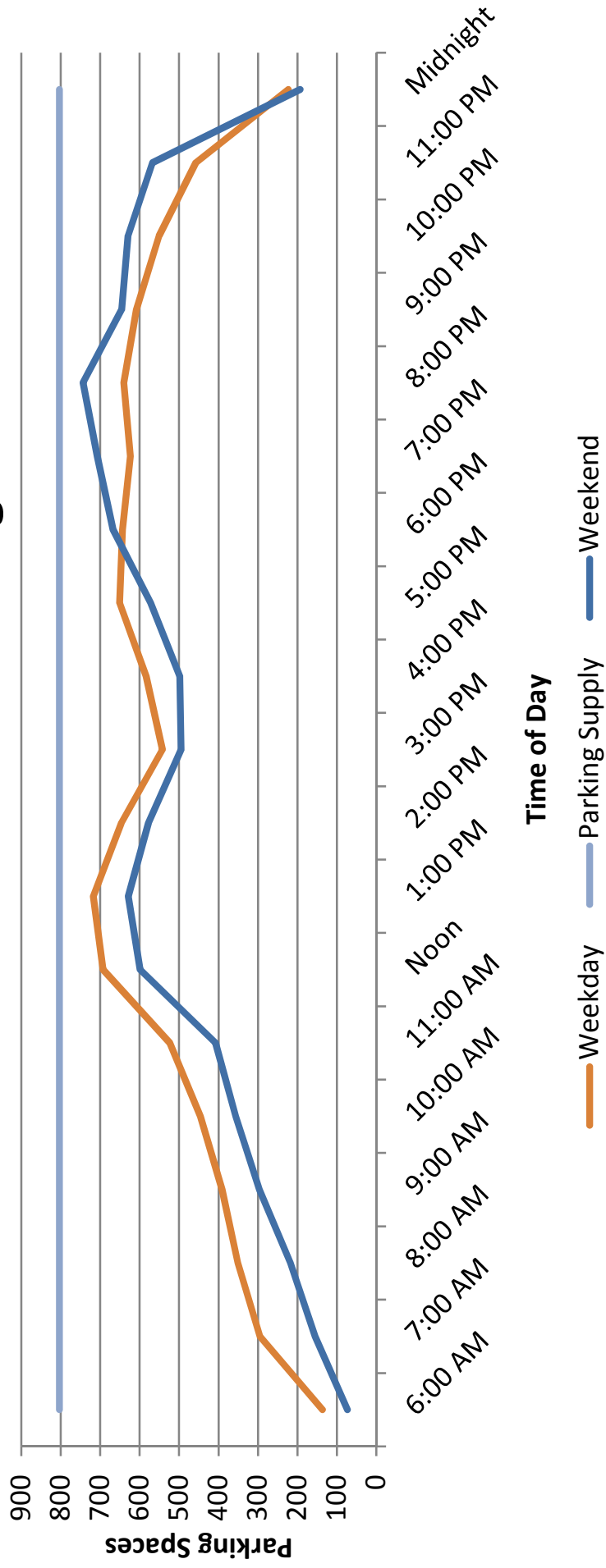
Hourly Commercial Parking Calculations

WEEKDAY Size = Parking Ratio Peak Demand	RETAIL				THEATER				BANK				COFFEE				DAYCARE				SubTotal 2A											
	Customer Parking	Employee Parking	4,997	Total	Customer Parking	Employee Parking	Total	Customer Parking	Employee Parking	2,000	Total	Customer Parking	Employee Parking	2,100	Total	Customer Parking	Employee Parking	180	24													
	%	%	veh.	Parking	%	%	veh.	%	%	veh.	Parking	%	%	veh.	Parking	%	%	veh.	veh.													
6:00 AM	1%	10%	0.1	0.3	0.5	0%	0%	0.0	0%	0%	0.0	0%	0%	0.0	0.0	50%	100%	3.4	9.2	100%	0%	0.0	50%	12.0	12.0	25.1						
7:00 AM	5%	15%	0.7	0.5	1.2	0%	0%	0.0	0%	0%	0.0	0%	0%	0.0	0.0	73%	100%	3.4	13.5	100%	100%	27.0	75%	18.0	45.0	63.1						
8:00 AM	15%	40%	2.2	1.4	3.6	0%	0%	0.0	0%	0%	0.0	50%	3.0	3.0	4.9	100%	100%	3.4	18.5	100%	100%	27.0	100%	24.0	51.0	81.3						
9:00 AM	35%	75%	5.1	2.6	7.7	0%	0%	0.0	0%	0%	0.0	90%	5.4	3.2	8.6	63%	100%	3.4	11.6	100%	100%	27.0	100%	24.0	51.0	82.3						
10:00 AM	65%	85%	9.4	3.0	12.4	0%	0%	0.0	0%	0%	0.0	100%	6.0	3.2	9.2	57%	100%	3.4	10.5	100%	25%	6.8	100%	24.0	30.8	66.2						
11:00 AM	85%	95%	12.3	3.3	15.6	0%	0%	0.0	0%	0%	0.0	50%	3.0	3.2	6.2	42%	100%	3.4	7.8	100%	25%	6.8	100%	24.0	30.8	63.7						
Neon	95%	100%	13.8	3.5	17.3	20%	30.2	50.2	50%	20.0	50.2	3.0	3.0	3.2	6.2	39%	100%	3.4	7.2	100%	25%	6.8	100%	24.0	30.8	115.0						
1:00 PM	100%	14.5	100%	3.5	18.0	45%	68.0	92.0	60%	24.0	92.0	3.0	3.0	3.2	6.2	27%	100%	3.4	5.0	100%	25%	6.8	100%	24.0	30.8	155.3						
2:00 PM	95%	13.8	100%	3.5	17.3	55%	83.1	107.1	60%	24.0	107.1	4.2	4.2	3.2	7.4	50%	100%	3.4	9.2	100%	25%	6.8	100%	24.0	30.8	175.1						
3:00 PM	90%	13.0	100%	3.5	16.5	55%	83.1	113.1	75%	30.0	113.1	3.0	3.0	3.2	6.2	50%	75%	2.5	9.2	75%	50%	13.5	100%	24.0	37.5	185.1						
4:00 PM	95%	13.8	95%	3.3	17.1	60%	90.6	130.6	100%	40.0	130.6	6.0	6.0	3.2	8.0	50%	75%	2.5	9.2	75%	100%	27.0	100%	24.0	51.0	200.4						
5:00 PM	95%	13.8	95%	3.3	17.1	60%	90.6	130.6	100%	40.0	130.6	6.0	6.0	3.2	9.2	50%	75%	2.5	9.2	75%	100%	27.0	100%	24.0	51.0	219.7						
6:00 PM	95%	13.8	95%	3.3	17.1	80%	120.8	160.8	100%	40.0	160.8	6.0	6.0	3.2	11.8	50%	75%	2.5	9.2	75%	100%	27.0	50%	12.0	39.0	198.5						
7:00 PM	95%	13.8	95%	3.3	17.1	80%	120.8	160.8	100%	40.0	160.8	6.0	6.0	3.2	11.8	50%	75%	2.5	9.2	75%	100%	27.0	50%	12.0	39.0	189.7						
8:00 PM	80%	11.6	90%	3.1	14.7	100%	151.1	191.1	100%	40.0	191.1	6.0	6.0	3.2	11.8	50%	75%	2.5	9.2	75%	100%	27.0	50%	12.0	39.0	217.6						
9:00 PM	50%	7.2	75%	2.6	9.9	100%	151.1	191.1	100%	40.0	191.1	6.0	6.0	3.2	11.8	50%	75%	2.5	9.2	75%	100%	27.0	50%	12.0	39.0	212.7						
10:00 PM	30%	4.3	40%	1.4	5.7	80%	120.8	160.8	100%	40.0	160.8	6.0	6.0	3.2	11.8	50%	75%	2.5	9.2	75%	100%	27.0	50%	12.0	39.0	178.3						
11:00 PM	10%	1.4	15%	0.5	2.0	65%	98.2	126.2	70%	28.0	126.2	6.0	6.0	3.2	11.8	50%	75%	2.5	9.2	75%	100%	27.0	50%	12.0	39.0	139.9						
Midnight	0%	0.0	0%	0.0	0.0	40%	60.4	80.4	50%	20.0	80.4	6.0	6.0	3.2	11.8	50%	75%	2.5	9.2	75%	100%	27.0	50%	12.0	39.0	92.2						
																					DAYCARE				Breakfast/Lunch							
WEEKEND Size = Parking Ratio Peak Demand	Customer Parking	Employee Parking	4,997	Total	Customer Parking	Employee Parking	Total	Customer Parking	Employee Parking	2,000	Total	Customer Parking	Employee Parking	2,100	Total	Customer Parking	Employee Parking	CLOSED	Total	Parking	SubTotal 2A											
	%	%	veh.	Parking	%	%	Parking	%	%	veh.	Parking	%	%	veh.	Parking	%	%	veh.	veh.													
6:00 AM	1%	10%	0.2	0.4	0.6	0%	0%	0.0	0%	0%	0.0	0%	0%	0.0	0.0	50%	100%	3.4	9.2	100%	100%	12.6	12.6	13.2								
7:00 AM	5%	15%	0.8	0.6	1.4	0%	0%	0.0	0%	0%	0.0	0%	0%	0.0	0.0	100%	100%	3.4	18.5	100%	100%	3.4	21.8	23.2								
8:00 AM	10%	1.6	40%	1.6	3.2	0%	0%	0.0	0%	0%	0.0	25%	1.5	2.9	4.4	90%	100%	3.4	16.6	100%	100%	3.4	20.0	27.6								
9:00 AM	30%	4.8	75%	3.0	7.8	0%	0%	0.0	0%	0%	0.0	40%	2.4	3.2	5.6	80%	100%	3.4	14.8	100%	100%	3.4	18.1	31.5								
10:00 AM	50%	8.0	85%	3.4	11.4	0%	0%	0.0	0%	0%	0.0	75%	4.5	3.2	7.7	65%	100%	3.4	12.0	100%	100%	3.4	15.4	34.5								
11:00 AM	65%	10.4	95%	3.8	14.2	0%	0%	0.0	0%	0%	0.0	100%	6.0	3.2	9.2	62%	100%	3.4	11.5	100%	100%	3.4	14.8	38.2								
Neon	80%	12.8	100%	4.0	16.8	20%	41.3	61.3	50%	20.0	61.3	5.4	5.4	3.2	8.6	40%	100%	3.4	7.4	100%	40%	100%	3.4	10.8	97.5							
1:00 PM	90%	14.4	100%	4.0	18.4	45%	93.0	117.0	60%	24.0	117.0	6.0	6.0	3.2	9.3	32%	100%	3.4	5.9	100%	100%	3.4	9.3	144.7								
2:00 PM	100%	16.0	100%	4.0	20.0	55%	113.7	137.7	60%	24.0	137.7	6.0	6.0	3.2	10.8	40%	75%	2.5	7.4	75%	40%	75%	2.5	9.9	168.4							
3:00 PM	100%	16.0	100%	4.0	20.0	55%	113.7	137.7	75%	30.0	143.7	6.0	6.0	3.2	9.9	40%	75%	2.5	7.4	75%	40%	75%	2.5	9.9	173.6							
4:00 PM	95%	15.2	100%	4.0	19.2	55%	113.7	143.7	75%	30.0	143.7	6.0	6.0	3.2	9.9	40%	75%	2.5	7.4	75%	40%	75%	2.5	9.9	172.8							
5:00 PM	90%	14.4	95%	3.8	18.2	60%	124.0	164.0	100%	40.0	164.0	6.0	6.0	3.2	9.9	40%	75%	2.5	7.4	75%	40%	75%	2.5	9.9	192.1							
6:00 PM	80%	12.8	85%	3.4	16.2	60%	124.0	164.0	100%	40.0	164.0	6.0	6.0	3.2	9.9	40%	75%	2.5	7.4	75%	40%	75%	2.5	9.9	190.1							
7:00 PM	75%	12.0	80%	3.2	15.2	80%	165.4	205.4	100%	40.0	205.4	6.0	6.0	3.2	9.9	40%	75%	2.5	7.4	75%	40%	75%	2.5	9.9	230.5							
8:00 PM	65%	10.4	75%	3.0	13.4	100%	206.7	246.7	100%	40.0	246.7	6.0	6.0	3.2	9.9	40%	75%	2.5	7.4	75%	40%	75%	2.5	9.9	270.0							
9:00 PM	50%	8.0	65%	2.6	10.6	100%	206.7	246.7	100%	40.0	246.7	6.0	6.0	3.2	9.9	40%	75%	2.5	7.4	75%	40%	75%	2.5	9.9	267.2							
10:00 PM	35%	5.6	45%	1.8	7.4	100%	206.7	246.7	100%	40.0	246.7	6.0	6.0	3.2	9.9	40%	75%	2.5	7.4	75%	40%	75%	2.5	9.9	264.0							
11:00 PM	15%	2.4	15%	0.6	3.0	80%	165.4	193.4	70%	28.0	193.4	6.0	6.0	3.2	9.9	40%	75%	2.5	7.4	75%	100%	75%	2.5	9.9	260.3							
Midnight	0%	0.0	0%	0.0	0.0	50%	103.4	123.4	50%	20.0	123.4	6.0	6.0	3.2	9.9	40%	75%	2.5	7.4	75%	100%	75%	2.5	9.9	133.3							

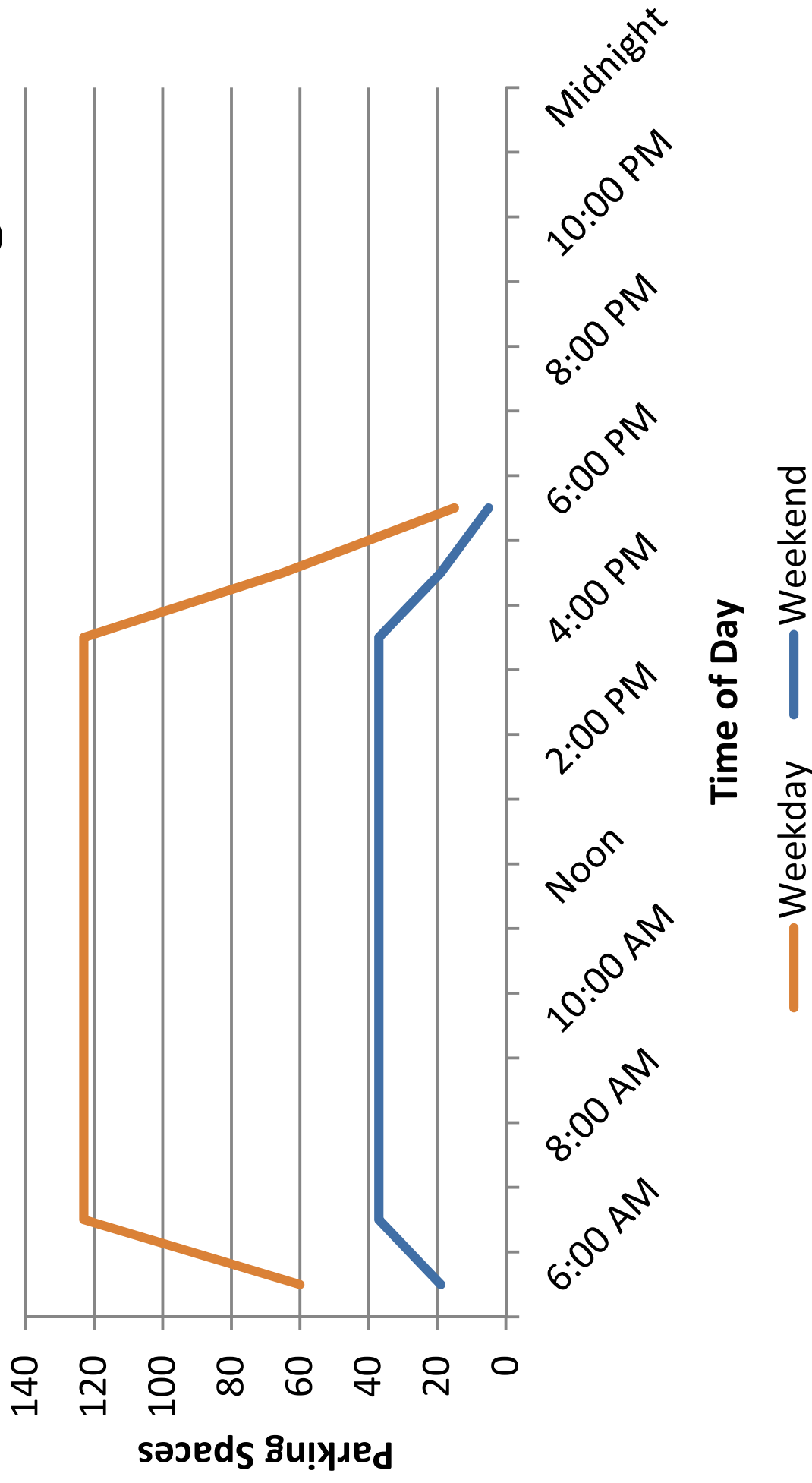
Hourly Commercial Parking Calculations

[illegible]

WTC Commercial Parking



Metra East Lot Commuter Parking



June 2018

Wheeling Town Center

Traffic Study Update



Prepared for:

WTC LLC

Eriksson Engineering Associates, Ltd.

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This report summarizes Eriksson Engineering Associates' (EEA) update of the traffic study for the Wheeling Town Center's Planned Unit Development (PUD) in Wheeling, Illinois. The Planned Unit Development (PUD) proposes a new land plan with of 301 apartments, a 37,986 square foot cinema, a 10,000 square foot child development center, and 46,137 square feet of retail, bank, and restaurant buildings. The total commercial building area is 94,123 square feet. This report reviews the changes to the site plan and their impact on traffic conditions.

Trip Generation Rates

Traffic estimates were made for the new plan using data provided by the Institute of Transportation Engineer's Trip Generation 9th Ed. manual which contains trip generation surveys of the proposed land-uses. These trip generation rates do not assume the use of public transportation by residents or employees and any linked trips between uses on-site. Linked trips are those trips when a person drives to the site and visits several of the individual uses within the development in that single visit.

Table 1 provides the total trip generation estimate from the Illinois Department of Transportation approved traffic study used to design the intersection of Dundee Road (IL 68) and Northgate Parkway. **Table 2** shows the revised estimate based on the changes for the PUD revisions. During the morning peak-hour, the overall trip generation increases by a 164 vehicles per hour primarily due to the new daycare facility. The revised capacity analysis (attached) shows the delays increasing from Level of Service B with 13.9 second of total delay to Level of Service B with 18.4 seconds of delay.

The total evening and Saturday peak-hours have lower traffic volumes (-11% evening and -29% Saturday) due to the changes to the plan.

Overall, the changes included in the Final PUD plan will a minimal or positive impact on traffic conditions and not require any additional roadway improvements.

Child Development Center Drop-Off and Pick-Up

The Learning Experience requires that each parent park their vehicle and check-in inside the building before dropping-off or picking-up their child. The average time is 5 to 8 minutes. In the morning, the drop-off is spread over a three hour period (6:30 to 9:30 AM). Afternoon pick-up also occurs over three hours from 3:30 to 6:30 PM.

A building lobby/entrance is on the south side of the building (Building E). The Learning Experience estimate that 43 children arrive or depart in the peak 30 minute period. With 67% of cars having one child and 33% with two or more children, that equates to 32 vehicles per half hour period. Assuming that one parking space is used for 10 minutes, versus the 5-8 minutes estimated, each space can accommodate three cars over 30 minutes. A total of 11 parking spaces would be required at peak times near the entrance.

It is recommended that the northern east-west parking aisle be signed "Do Not Enter – Weekdays before 6:30 PM" to simplify the traffic patterns by the building entrance. Parents should turn into the parking lot further south and make a counter-clockwise maneuver toward the lobby area. Vehicles can queue in the parking lot, if needed, and not block the north-south access road between buildings E and H.

Conclusion

The changes made to the Wheeling Town Center Final PUD land plan did not alter the transportation recommendations for the site due to the minimal change or reduction in traffic volumes.

Table 1
Wheeling Town Center Trip Generation Estimates
(IDOT Intersection Design Study)

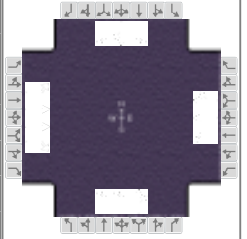
Land Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Apartments	220	295 Units	30	119	149	117	63	180	70	70	140
Theater	445	1,032 seats	-	-	-	62	41	103	66	27	93
Retail	820	38,320 sq. ft.	54	33	87	150	165	315	248	220	468
Bank	912	3,404 sq. ft.	23	18	41	41	41	82	46	44	90
Coffee	937	1,716 sq. ft.	88	85	173	37	37	74	76	76	152
High Turn-Over Restaurant	932	10,000 sq. ft.	59	49	108	59	39	98	75	66	141
Quality Restaurant	931	10,000 sq. ft.	4	4	8	50	25	75	64	44	108
Total			258	308	566	516	411	927	645	547	1,192

Table 2
Wheeling Town Center Trip Generation Estimates
(June 2018 Plan)

Land Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Apartments	220	301 Units	30	121	151	119	64	183	71	71	142
Theater	445	795 seats	-	-	-	30	20	50	32	12	44
Retail	820	12,037 sq. ft.	10	10	20	22	22	44	30	30	60
Coffee	937	2,100 sq. ft.	107	104	211	45	45	90	89	89	178
Bank	912	2,000 sq. ft.	12	12	24	24	24	48	26	26	52
Child Development	565	185 kids	78	70	148	70	78	148	Closed		
High Turn-Over Restaurant	932	15,000 sq. ft.	89	73	162	89	59	148	112	99	211
Quality Restaurant	931	15,000 sq. ft.	6	6	12	75	37	112	96	67	163
Final PUD Total			332	396	728	474	349	823	456	394	850
Table 1 - Prior IDOT Total			258	308	566	516	411	927	645	547	1,192
Net Change			+74	+88	+162	-42	-62	-104	-189	-154	-343

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Jun 25, 2018	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.95
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total 2026.xus		
Project Description	Proposed Geometrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information														
Cycle, s	140.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	4.5	10.6	72.5	4.1	1.5	23.3				
				Yellow	3.5	3.5	4.5	3.5	0.0	4.5				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.0	0.0	1.5				

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h	None			None			None			None		
Heavy Vehicles (P_{HV}), %	3	3	0	3	3		3	3		3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		11.0	12.0	12.0
Turn Bay Length, ft	355	0	170	145	0		200	0		220	0	430
Grade (P_g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	51.8	84.0	12.0	44.2	14.0	30.0	14.0	30.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (PT), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk ($Walk$), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (PC), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	75	9.0	8	75
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	Yes	0.00		Yes	0.00		Yes	0.00		Yes	0.00	

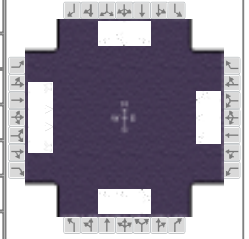
HCS7 Signalized Intersection Results Summary

General Information

Agency	Eriksson Engineering
Analyst	SBC
Jurisdiction	IDOT/Wheeling
Urban Street	Dundee Road (IL 68)
Intersection	Northgate Parkway
Project Description	Proposed Geometrics

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:30
File Name	Northgate AM Total 2026.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information

Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	22.1	92.6	8.0	78.5	10.1	30.8	8.6	29.3
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g _s), s	16.9		4.7		5.7	23.2	5.1	11.6
Green Extension Time (g _e), s	1.8	0.0	0.1	0.0	0.1	1.6	0.0	2.8
Phase Call Probability	1.00		0.95		0.97	1.00	0.79	1.00
Max Out Probability	0.00		0.01		1.00	0.80	0.78	0.06

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	440	1931	135	75	419	406	92	263		40	134	114
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1859	1610	1767	1856	1795	1716	1665		1767	1737	1572
Queue Service Time (g _s), s	14.9	30.2	3.5	2.7	11.9	13.2	3.7	21.2		3.1	9.6	8.9
Cycle Queue Clearance Time (g _c), s	14.9	30.2	3.5	2.7	11.9	13.2	3.7	21.2		3.1	9.6	8.9
Green Ratio (g/C)	0.68	0.65	0.73	0.56	0.55	0.55	0.05	0.19		0.04	0.18	0.18
Capacity (c), veh/h	583	2432	1175	210	1027	993	161	319		64	314	284
Volume-to-Capacity Ratio (X)	0.755	0.794	0.115	0.356	0.408	0.409	0.568	0.825		0.626	0.426	0.399
Back of Queue (Q), ft/ln (95 th percentile)	249.3	239.4	51.8	52.3	200.4	212.2	77.8	394.5		73.1	197.6	168
Back of Queue (Q), veh/ln (95 th percentile)	9.7	9.4	2.1	2.0	7.8	8.5	3.0	15.4		2.9	7.7	6.6
Queue Storage Ratio (RQ) (95 th percentile)	0.70	0.00	0.30	0.36	0.00	0.00	0.39	0.00		0.33	0.00	0.39
Uniform Delay (d ₁), s/veh	12.1	5.6	5.6	15.8	10.5	11.2	65.3	54.3		66.5	51.7	50.6
Incremental Delay (d ₂), s/veh	2.0	2.8	0.2	1.0	1.2	1.2	3.1	13.4		9.6	1.3	1.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	14.1	8.4	5.8	16.8	11.7	12.5	68.4	67.7		76.2	53.0	51.9
Level of Service (LOS)	B	A	A	B	B	B	E	E		E	D	D
Approach Delay, s/veh / LOS	9.3		A	12.5		B	67.9		E	55.8		E
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS												
Bicycle LOS Score / LOS	3.63		D	2.30		B	2.14		B	2.03		B

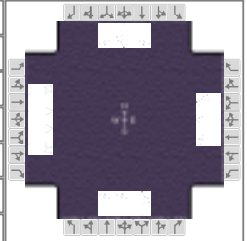
HCS7 Signalized Intersection Intermediate Values

General Information

Agency	Eriksson Engineering
Analyst	SBC
Jurisdiction	IDOT/Wheeling
Urban Street	Dundee Road (IL 68)
Intersection	Northgate Parkway
Project Description	Proposed Geometrics

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:30
File Name	Northgate AM Total 2026.xus

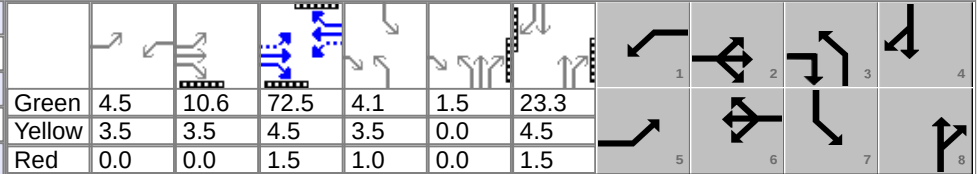


Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information

Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.977	1.000	0.977	0.977	1.000	0.977	0.977	1.000	0.977	0.977	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.967	0.967		0.897	0.897		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	3719	1610	1767	3316	335	3432	606	1059	1767	1737	1572
Proportion of Vehicles Arriving on Green (P)	0.14	0.87	0.65	0.04	0.74	0.55	0.05	0.19	0.19	0.04	0.18	0.18
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.30		0.11	0.15	0.15

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.68	0.65	0.56	0.55	0.05	0.19	0.04	0.18
Permitted Saturation Flow Rate (s_p), veh/h/ln	659	0	229	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	75.5	0.0	73.5	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	60.3	0.0	54.4	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	30.6		9.3					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						0
Protected Right Effective Green Time (g_R), s		10.6						0.0

Multimodal

	EB			WB			NB			SB		
Pedestrian F_w / F_v												
Pedestrian F_s / F_{delay}												
Pedestrian M_{corner} / M_{cw}												
Bicycle c_b / d_b	1236.76	10.19	1035.22	16.29	354.82	47.37	333.12	48.62				
Bicycle F_w / F_v	-2.57	2.07	-2.57	0.74	-2.57	0.59	-2.57	0.47				

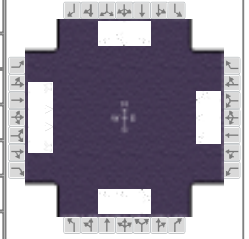
HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	Eriksson Engineering
Analyst	SBC
Jurisdiction	IDOT/Wheeling
Urban Street	Dundee Road (IL 68)
Intersection	Northgate Parkway
Project Description	Proposed Geometrics

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:30
File Name	Northgate AM Total 2026.xus



Demand Information

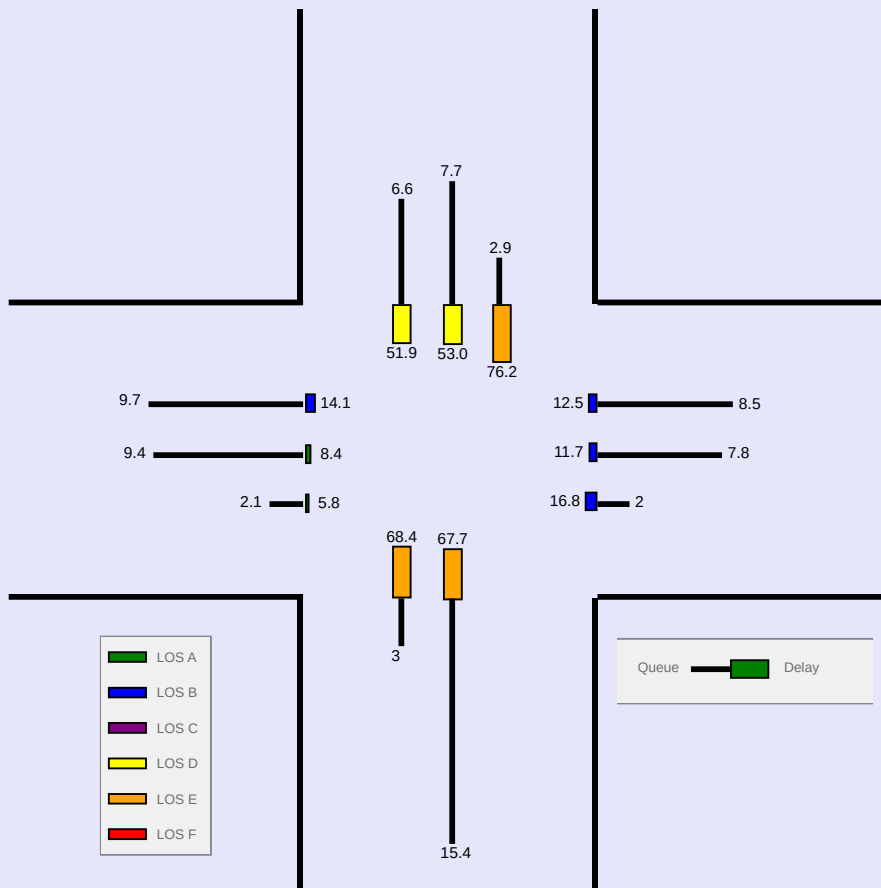
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	418	1834	128	71	712	72	87	91	159	38	74	161

Signal Information

Cycle, s	140.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	4.5	10.6	72.5	4.1	1.5	23.3	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	0.0	4.5				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.0	0.0	1.5	5	6	7	8

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	249.3	239.4	51.8	52.3	200.4	212.2	77.8	394.5		73.1	197.6	168
Back of Queue (Q), veh/ln (95 th percentile)	9.7	9.4	2.1	2.0	7.8	8.5	3.0	15.4		2.9	7.7	6.6
Queue Storage Ratio (RQ) (95 th percentile)	0.70	0.00	0.30	0.36	0.00	0.00	0.39	0.00		0.33	0.00	0.39
Control Delay (d), s/veh	14.1	8.4	5.8	16.8	11.7	12.5	68.4	67.7		76.2	53.0	51.9
Level of Service (LOS)	B	A	A	B	B	B	E	E		E	D	D
Approach Delay, s/veh / LOS	9.3		A	12.5		B	67.9		E	55.8		E
Intersection Delay, s/veh / LOS	18.4						B					



--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

1. CALL TO ORDER

Chairman Ruffatto called the meeting to order at 5:30 p.m. on Thursday, July 26, 2018.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present were Commissioners Creech, Dorband, Johnson, Kalis, Powers and Ruffatto. Commissioner Blinova was absent with prior notice. Also present were Brooke Casolari, 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

Commissioner Powers read the following statement:

*Municipal Code 2.03.060 Subjects of Orders of Business:

Citizen Concerns and Comments. Members of the public may address the Plan Commission with comments regarding only those issues that are relevant to the Plan Commission's agenda or topics that the Plan Commission has the authority, pursuant to the Village Code, to address. The chairperson or his or her designee shall strictly restrain comments to matters that are relevant to the Plan Commission business and shall not permit repetitious comments or arguments. Members of the general public who wish to address the Plan Commission must sign the request to speak form prior to the commencement of the public meeting. The persons submitting a petition, concern or other comment shall be allocated five minutes to present their points.

From the audience, Mr. Hein, 200 Deborah Lane, Wheeling, IL came forward and was previously sworn in. He believes the issue of trying to establish a new directory to a transportation need did not qualify as a center with the type of site plan that was presented. He felt it was like having a commercial parking lot with a designation of being able to bring vehicles in at any given time. He did not believe it made sense to try and change a definition that the industry accepted as being a truck terminal and not a transportation center. He felt it was important to discuss at the Plan Commission and Trustee level. He stated that the comprehensive plan never mentioned transportation center. He referred to Chicago Executive Airport that had a lot of money being invested in along with people traveling to the Village of Wheeling from all over the world. He felt it was important that the FAA put in a Customs Bureau. He did not believe the proposed use was the best use for the property taking it from an I-3/I-1 to I-3 general heavy industrial zoning.

From the audience, Mr. Phil Taplan, 95 Fox Lane, Wheeling came forward and was previously sworn in. He felt putting a trucking center next to a residential area was not a good idea because of pollution and existing traffic on Wolf Road. He referred to a traffic study that was provided when JV Global built their other building on Abbot that stated there would be 17-19 trucks per day, but the actual number is about 179 trucks per day. He felt the proposed site would also probably have three times the 119 trucks stated. He felt Chaddick or off of Willow Road would be a better location. He felt it was one thing to change zoning from I-1 to light industrial. He was not in favor of putting a large industrial trucking firm in the proposed site.

From the audience, Mr. Thomas Gloeckner, 104 Lynn Lane, Wolf Run Estates, Wheeling came forward and was previously sworn in. He expressed concern with putting heavy vehicle parking across the street from residential parking. He thinks it looks, sounds, acts and smells like heavy motor vehicle parking and suggested calling it that. The office building had little affect on the proposed facility as a neighbor. JV Global indicated that all truck maintenance would be done inside the maintenance mechanical shop building. If they and their tenants can keep that promise with the doors closed during summer and winter it might muffle the sound of impact wrenches and other tools, otherwise the maintenance bay would act like a bandshell projecting the sounds around the neighborhood. JV Global indicated that trucks would not be idling but he noted that the trucks would need to be started again which also made a lot of noise. He was not in favor of having a diesel truck being air started at 4:00 a.m. They had lived next to a truck depot that had been approved by a previous administration prior to 1975. They won't be able to keep some of the sounds in the building such as semi-tractors connecting and disconnecting from their trailers, air breaks, shouting, revving of diesel engines that would carry a whole lot farther than 250' that is deemed a reasonable distance for impact. He questioned if there were regulations that would limit the type of noise that could happen at certain times of the day. He referred to the former truck depot at 1075 Chaddick that could not start earlier than 7:00 a.m. He questioned if there were similar laws for noise. He questioned the tax generated by I-3 special use as compared to I-1.

From the audience, Ms. Maryann Liguori, 105 Debra Lane, Wheeling came forward and was previously sworn in. She referred to Mr. Taplan's statement for JV's original application for 150 Abbot Drive. She felt they mislead the Plan Commission with their proposed 7-13 trucks per day. They provided a traffic study on their property on a Monday, Tuesday and Thursday during an 8-hour day and not the 24-hour that they are planning on the proposed site. She expressed safety concern with no lights with heavy vehicles, exhausted drivers and the unvetted drivers. They will have no control over the operations. She reiterated her concern with the pollution and the toxic environment and did not want the Village of Wheeling being viewed as a trucking town and felt it would impact the economics. She reiterated her concern for health concerns. She mentioned that the petitioner had recently gone around the neighborhood with offers to consume the properties. She doesn't want to live by the development and would not have any choice but to abandon the property that she has lived in for over 20 years. She thanked the Commission and asked them to think about the impact to the community and not to do it to the residents who live and support the community.

From the audience, Mr. Terry Steilen, 473 Briarwood Drive, Wheeling came forward. He expressed a concern that there isn't a separation buffer between the I-3 and residential. If the Commission does not think the zoning is appropriate, he thinks a poll should be taken to discuss

it because if they don't want to approve the zoning there is no use of going into a long discussion about the text amendment and the special use. Get it over with and send to the Village Board and they could always send it back to the Plan Commission.

Mr. Steilen referred to the gaming cafes on the agenda and knows that the slot machines can't be discussed since they are regulated by the State of Illinois. He mentioned that the Commission did have control over signs. He referred to the 10' stainless steel wagon wheel planned for every street entrance into the Village and suggested putting a 10' slot machine instead to let everyone know that Wheeling is the place for slot machines.

Mr. Steve Def, 193 South Wolf Road, Wheeling came forward. He reminded the Village that all decisions should be in the context of the Village's mission statement which reads "To provide public services that support the evolving needs of and improve the overall safety, health and welfare of our residents and businesses." He certainly hopes that the residents have equal footing to the businesses. He travels Wolf Road on a daily basis and agrees it is heavily traveled through the Village. He referred to parents dropping kids off at Holmes Junior High, the busing depot on Hintz and the use of Wolf Road to get to the school. He believes the trucks would cause a lot of congestion. He is a customer of some of the stores off of Messner (ABC Roofing Supplies, Chris Industries, Capp Plumbing) that produce sales taxes and feels the truck traffic would impact those businesses. He does not believe the proposed use is a good fit for the Village. He referred to Northbrook's Sky Harbor Airport which is a beautiful industrial park and has a tax base that is one of the lowest around. He mentioned that Buffalo Grove doesn't have any truck terminals impacting the businesses and residents. He hopes the Plan Commission will say no to this type of industry in the Village and hold out for a better fit.

Ms. Deborah Wilson came forward. She sent an e-mail to all Commissioners earlier in the week. She sent a graph as an attachment to an e-mail that had been published by the Village of Northbrook's finance director in 2008. The graph compares Northbrook's property taxes to 26 surrounding villages. Wheeling ranked as average compared to adjacent and nearby villages. In the same e-mail, she sent an update of the 2015 property taxes. The Village of Wheeling has moved higher between 2008-2015 and even higher in 2016. Wheeling has the second highest property rates compared to 26 surrounding villages. She referred to Mr. John Melaniphy, Director, Economic Development who advised that a manufacturer would be a higher revenue generating use for the property. She urged the Commission to remember the e-mails she had sent. If the public is interested in viewing the documents, they can go to her YouTube page, Wheeling.deborah.wilson. She referred to another attachment that was the petitioner's mortgage. Chairman Ruffatto interrupted since it was not relevant. Ms. Milluzzi interrupted and confirmed that it was not relevant. Chairman Ruffatto asked Ms. Wilson to stop. Ms. Wilson stated that the petitioner ignores the process and mentioned the election. Ms. Milluzzi stated that the election was not before the Plan Commission and that it was not relevant to this preceding.

Ms. Milluzzi clarified that at public hearings there was a time for public comment and testimony which for JV Global Services was done previously at the prior hearing. Citizen Concerns and Comments is a section where any member of the public can speak to the Plan Commission about any item on the agenda or any item that is relevant to Plan Commission business. The rules that have been adopted require sign in prior to the start of the meeting. The clarification that Chairman Ruffatto pointed out was that they would not be reopening the hearing for additional

public comment other than for limited purposes. She explained that Chairman Ruffatto has the discretion to allow additional people to speak in public comment based on if there was confusion. Chairman Ruffatto allowed two additional people to speak.

From the audience, Tina Joern, 1022 Carol Avenue, Wheeling came forward. They own 3½ acres and are currently under contract with JV Global. They purchased the unincorporated property in 1987 and had a small contracting business. The Village bought out houses in front of them and extended the airport runway and moved Wolf Road in front of them. There was no consideration that the traffic was moving closer to the houses or extra exhaust and fumes they would get. They were against being annexed into the Village and in a year their property taxes almost doubled. Their property taxes are almost \$30,000 so they had to close their business. They've had their property up for sale for 2 years and have had only one offer from JV Global. She believed it would take trucks off the industrial area and make it less congested. She felt they were the same trucks that were currently driving down the road. She felt the business had a purpose, would fit into the industrial area and benefit the Village of Wheeling greatly.

From the audience, resident at 1123 North Hicks speaking for his father at 1041 S. Dean, Wheeling. He mentioned that his parents have lived in their house for 49 years. There is a trucking building going up in front of them and now the proposed site would be on the north side. He expressed concern for their health with the fumes. He thinks the diesel will kill his parents with all of the fumes.

Chairman Ruffatto apologized for any confusion as to the sign up sheets.

6. CONSENT ITEMS

- A) [Docket No. SCBA 18-28](#)
Willow Glen Manor
264 12th Street
Appearance Approval of a Freestanding Sign
- B) [Docket No. SCBA 18-33](#)
Chris Industries
290 Larkin Drive
Appearance Approval of a Wall Sign

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

Approve Docket No. SCBA 18-28 to grant appearance approval for the freestanding sign in accordance with the sign plans (2 sheets) submitted June 15, 2018 and landscape plan submitted July 2, 2018, for Willow Glen Manor, located at 264 12th Street, Wheeling, Illinois.

Approve Docket No. SCBA 18-33 to permit installation of the wall sign in accordance with the

sign drawings (3 sheets) submitted June 29, 2018 for Chris Industries, located at 290 Larkin Drive, Wheeling, Illinois.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

7. ITEMS FOR REVIEW

- A)** [Docket No. 2018-13A,B&C](#) (hearing continued from July 12, 2018)
JV Global Services
Multiple addresses (see full property description in hearing information below)
(2018-13A) Text Amendment to Add ‘Transportation Center’ as a Special Use
in the I-3 General Industrial District
(2018-13B) Rezoning from I-1 Light Industrial and Office District and R-1A
Single-Family Residential District to I-3 General Industrial District
(2018-13C) Special Use-Site Plan Approval of a Transportation Center

See Findings of Fact and Recommendation for Docket No. 2018-13A,B&C.

Commissioner Creech moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2018-13A, approving a text amendment to Title 19, Zoning of the Wheeling Municipal Code, to add ‘Transportation Center’ as a Special Use in the I-3 General Industrial District.

On the roll call, the vote was as follows:

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

There being six negative votes, the motion was denied.

Commissioner Dorband moved, seconded by Commissioner Powers to recommend approval of Docket No. 2018-13B, granting a Rezoning from R-1A Single-Family Residential District and I-1 Light Industrial and Office District to I-3 General Industrial District, as illustrated on the staff

exhibit “Existing vs. Proposed Zoning” dated July 12, 2018, southwest corner of Wolf Road and Kerry Lane, Wheeling, Illinois.

On the roll call, the vote was as follows:

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

There being six negative votes, the motion was denied.

Commissioner Powers moved, seconded by Commissioner Dorband to continue Docket No. 2018-13C, Special Use-Site Plan Approval of a Transportation Center to August 23, 2018. The motion was approved by a voice vote.

Commissioner Johnson moved, seconded by Commissioner Powers to close Docket No. 2018-13A&B.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

- B)** [Docket No. 2018-14](#)
 Dolly’s Bistro
 747 W. Dundee Road
 Special Use-Site Plan Approval of a Sit-Down Restaurant

See Findings of Fact and Recommendation for Docket No. 2018-14.

Commissioner Creech moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2018-14 to grant Special Use-Site Plan Approval as required under Chapter 19-05 Mixed Use 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 (6 sheets) and floor plan submitted June 22, 2018 by Dolly’s Bistro, to be located at 747 W. Dundee Road, Wheeling, Illinois.

And subject to the following conditions of approval:

1. A rack for two bicycles shall be added to the site prior to occupancy;
2. Prior to occupancy, the business shall obtain a Class N-V liquor license and the use shall be consistent with the Class N-V liquor license with respect to food and beverage sales;
3. An outdoor smoking area shall be designated prior to occupancy;
4. Seating for up to 15 shall be allowed; and
5. Recommend code enforcement of parking lot condition.

On the roll call, the vote was as follows:

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

There being four affirmative votes, the motion was approved.

Commissioner Dorband moved, seconded by Commissioner Powers to close Docket No. 2018-14. The motion was approved by a voice vote.

- C) [Docket No. 2018-15](#)
June's Wheeling
755 W. Dundee Road
Special Use-Site Plan Approval of a Sit-Down Restaurant

See Findings of Fact and Recommendation for Docket No. 2018-15.

Commissioner Creech moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2018-15 to grant Special Use-Site Plan Approval as required under Chapter 19-05 Mixed Use 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 submitted June 11, 2018 and floor plan submitted June 19, 2018 by June's Wheeling, to be located at 755 W. Dundee Road, Wheeling, Illinois,

And subject to the following conditions of approval:

1. A rack for two bicycles shall be added to the site prior to occupancy;
2. Prior to occupancy, the business shall obtain a Class N-V liquor license and the use shall be consistent with the Class N-V liquor license with respect to food and beverage sales;
3. The lot shall be restriped prior to occupancy;
4. A maximum of 20 seats shall be permitted;
5. Prior to occupancy, landscaping shall be installed per the approved landscape plan for Advance Auto Parts (Ordinance No. 4675); and
6. An outdoor smoking area shall be designated prior to occupancy.

On the roll call, the vote was as follows:

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

There being five negative votes, the motion was denied.

Commissioner Dorband moved, seconded by Commissioner Powers to close Docket No. 2018-15. The motion was approved by a voice vote.

The Commission took a break at 8:07 p.m. and reconvened at 8:10 p.m.

D) [Docket No. 2018-16](#)
 Mia's Cantina
 373 W. Dundee Road
 Special Use-Site Plan Approval of a Sit-Down Restaurant

See Findings of Fact and Recommendation for Docket No. 2018-16.

Commissioner Powers moved, seconded by Commissioner Johnson to recommend approval of Docket No. 2018-16, granting Special Use, Site Plan, and Building Appearance Approval, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Sit-Down Restaurant in accordance with the following exhibits submitted June 28, 2018 to be located at 373 W. Dundee Road, Wheeling, Illinois, which is in Building H2 of the Wheeling Town Center:

- Cover letter,
- Floor plan,
- Site plan,
- Approved appearance exhibits to Docket No. PC 18-11 (staff),
- Open Air Dining Requirements (staff),
- Town Center Shared Parking Study (June 2018), and
- Town Center Traffic Study (June 2018).

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Kalis to close Docket No. 2018-16. The motion was approved by a voice vote.

- E)** [Docket No. 2018-17](#)
 Inland Bank
 337 W. Dundee Road
 Special Use-Site Plan Approval of a Bank with Drive-Through Facilities

See Findings of Fact and Recommendation for Docket No. 2018-17.

Recommend Johnson moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2018-17, granting Special Use, Site Plan, and Building Appearance Approval, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Bank with Drive-Through Facilities in accordance with the following exhibits submitted June 28, 2018 to be located at 337 W. Dundee Road, Wheeling, Illinois, which is in Building B of the Wheeling Town Center:

- Cover letter,
- Floor plan,
- Site plan & roof plan,
- Approved appearance exhibits to Docket No. PC 18-9 (staff),
- Town Center Shared Parking Study (June 2018), and
- Town Center Traffic Study (June 2018).

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Dorband to close Docket No. 2018-17. The motion was approved by a voice vote.

8. APPROVAL OF MINUTES – [June 28, 2018](#) (including Findings for Docket No. 2018-11) and [July 12, 2018](#) (including partial Findings for Docket No. 2018-13)

Commissioner Powers moved, seconded by Commissioner Johnson to approve the minutes dated June 28, 2018 as corrected. The motion was approved by a voice vote:

- Correction on page 272 – Change Commissioner Blinova to Commissioner Powers

Commissioner Johnson moved, seconded by Commissioner Powers to approve the minutes dated July 12, 2018 as presented. The motion was approved by a voice vote.

9. OTHER BUSINESS

Commissioner Dorband announced September 27th as the date for the Taste of the Town. It will be held at a new location this year, Chevy Chase. Contact the Chamber of Commerce for tickets.

Commissioner Kalis commended the Wheeling Fire Department for fixing his flag pole.

Commissioner Dorband apologized for missing the last meeting but she did watch it. She commended everyone for an excellent job on how it was handled. Chairman Ruffatto concurred.

Chairman Ruffatto distributed an e-mail from a Wolf Run resident that had been sent to the Plan Commission, but he wasn't sure if it had been received.

10. ADJOURNMENT

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

Respectfully submitted,

Steve Powers, Secretary
Wheeling Plan Commission

**DISTRIBUTED TO THE COMMISSION 8.03.2018
FOR APPROVAL ON 7.26.2018**

DOCKET NO. 2018-13A,B&C

**DRAFT FINDINGS OF FACT
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: [Docket No. 2018-13A,B&C](#)
JV Global Services
Multiple addresses (see full property description in hearing information below)
(2018-13A) Text Amendment to Add 'Transportation Center' as a Special Use
in the I-3 General Industrial District
(2018-13B) Rezoning from I-1 Light Industrial and Office District and R-1A
Single-Family Residential District to I-3 General Industrial District
(2018-13C) Special Use-Site Plan Approval of a Transportation Center

2018-13 JV Global Services, LLC, contract property owner, is seeking the following actions for Lots 1 through 8 of the Wolf Road Estates, the adjacent vacant lots north of Debra Lane and east of Wolf Road, and the existing Carol Avenue right-of-way:

2018-13 (A) A text amendment to Title 19 Zoning, of the Wheeling Municipal Code, to add 'Transportation Center' as a Special Use in the I-3 General Industrial District (Under Appendix A, Use Table); and

2018-13 (B) Rezoning the property from I-1 Light Industrial and Office District and R-1A Single-Family Residential District entirely to I-3 General Industrial District; and

2018-13 (C) Special Use-Site Plan Approval as required under Chapter 19-07 Industrial Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a Transportation Center in the I-3 General Industrial District.

Chairman Ruffatto called Docket No. 2018-13A,B&C on July 12, 2018. Present were Commissioners Blinova, Creech, Johnson, Kalis, Powers and Ruffatto. Commissioner Dorband was absent with prior notice. Also present were Brooke Casolari, Senior Planner, Mallory Milluzzi, Village Attorney, Mr. Andrew Jennings, Director of Community Development, Mr. Ron Antor, Fire Inspector and Mr. Kyle Goetzelmann, Civil Engineer.

Commissioner Powers read the following statement.

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

findings in support of, or against, the petitioner's testimony and report those findings to the Village Board.

Ms. Casolari stated that the submittals of the petitioner and Staff Reports were part of the public record.

Ms. Milluzzi explained that the Commission adopts rules and procedures for the Public Hearing. She summarized that there be an order to the proceeding as follows: presentation, opening of the public hearing, swearing in of the petitioner, any objectors or other interested persons wishing to speak, the petitioner would then present, Village Staff would be able to make any presentation and then then the Public would be able to make a presentation which could include general comment, any cross examination (any questions of the petitioner and/or staff) or introduce their own evidence. After the petitioner had a chance to rebut or respond to any questions from Staff or public comment, the Commission can ask questions of the petitioner, followed by any rebuttable by the petitioner and closing remarks by any parties.

Ms. Milluzzi explained the Chairman may impose reasonable limitations on evidence or testimony presented by persons or parties barring repetitious, irrelevant or immaterial testimony. The Chairman will rule on all questions related to admissibility of evidence which may be overruled by majority of at least a quorum of the public body.

Commission Johnson moved, seconded by Commissioner Powers to adopt these rules and procedures for tonight.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Chairman Ruffatto asked that the petitioner to come forward. The petitioner's team was all sworn in as a group. The team includes Mr. Alfred Stavros, Attorney representing the petitioner, 433 North Milwaukee Avenue, Wheeling, IL, Mr. Michael Blue, Mr. Luay Aboona, KLOA, 9575 West Higgins Road, Rosemont, IL, Ashley Vareljan, Mr. Mark Rooney, Civil and Environmental Engineer, PO Box 97, Wauconda, IL and Mr. Joe Pawlowski, President, Pawlowski and Associates.

Mr. Michael Blue provided a land use map of the area. The area is primarily industrial in character. The airport is located to the east with some institutional/municipal uses further south. The site itself is partially residential and commercial. The zoning reflects the industrial character with a large area of I-3 located in the general facility. One of the factors that is considered as part of the deliberation is the consistency with the request for rezoning and special use per the comprehensive plan. The comprehensive plan was prepared and shows the subarea as ultimately becoming an industrial area

which would be in keeping with the surrounding area. It also shows the notion of there being a landscape buffer between the site and Wolf Road.

Mr. Blue referred to the various standards by which the three zoning requests were considered. The text amendment is the definition of the new use. It is an unusual and newer type of use. The definition distinguishes it from a parking lot by associating the accessory services that comes with it. It specifically states that it was not a freight terminal. It is in between a smaller type of activity with accessory support services to the storage of vehicles. The proposal does reflect the transition of the area becoming industrial and the demand the applicant sees for this type of use. It allows it to happen in an orderly manner rather than ad hoc parking. The special use that is part of the proposed amendment allows the Village to look at proposals on a case-by-case basis and consider issues like hours of operation, the way the site is developed and etc.

Mr. Blue referred to the proposed map amendment. There is a lot of I-3 zoning in the surrounding area and the purpose of I-3 speaks to the relationship of it being a truck-oriented use in the area. The concept plan includes a buffer area that the comprehensive plan shows. It is consistent with the overall industrial character of the area both in terms of the land use and zoning. In regard to the type of uses in industrial, they feel it would fit into the area.

Mr. Blue referred to the final aspect of the zoning request relating to the special use. If the zoning is approved, the use itself would be considered as a special use. This use is supportive of the other industrial uses that were in the area. There are businesses that don't have the space for their vehicles, so this use allows them by using a service nearby.

Mr. Blue felt the location works well because of the access from Wolf Road directly to Willow/Palatine which gets to Route 53 or 294 quickly. It is also close to the employment base that serves them. The number of vehicles that would be generated by this site in terms of an industrial use would be fewer truck trips compared to a more typical industrial use. The scale of the building in which the support service provided was relatively small.

Mr. Blue explained the landscape buffer and fencing located along Wolf Road were specifically intended to minimize impacts from Wolf Road and any residential areas to the south.

Ms. Ashley Vareljan of JV Global Services, 150 Abbott Drive, Wheeling was present and sworn in. She stated the proposed was not a truck stop and did not offer any services. They were a transportation center. She explained by offering a transportation center where they could consolidate all of there business under one address was a growing field. They have been asked for it and were now trying to deliver it. The spaces will not be rented to owner operators but will be rented to large companies. They will offer very minor truck repair which includes oil change, tires and brakes. For major work, they have different facilities. No one from the outside would be able to use their services. The services were strictly for people on an annually lease with them.

Ashley explained there were other truck centers located throughout the Chicagoland area but very few offered everything in one location like the Wheeling location. No one is permitted to sleep in the trucks and they do not allow showers. They don't have cross docking operations or offer refueling services. They will only offer office space, warehouse space and minor mechanical repair.

Ashley explained the reason someone would need a warehouse. They will use the facility for short term storage where the licensed and trained employees would unload and store it for a very short time. The driver could take on another load locally and then return to take the original load. They will track what comes in and goes out and will not accept anything hazardous.

Ashley understood the concern people might have for a transportation company but explained that all products they use get transported to stores.

Ashley stated truck access will be from 4:00 – 7:00 a.m. The drivers get paid per mile and would leave early to avoid traffic. The evening hours will be from 9:00 – 11:00 p.m. They are open from 7:00 a.m. to 6:00 p.m. on Saturdays. They will provide high security with a minimum of 22 video cameras that work 24 hours per day. They have leases that were very specific to where they park, color of vehicle, license plate per space. The information is documented so they can't switch trucks.

Mr. Rooney explained in addition to the functionality of the site, there were the other following major concerns that needed to be addressed and made to work with the purpose of the project.

1. Water supply – There are no problems with water supply. Their needs were minimum except to meet the requirements for fire protection. The water supply is available adjacent to the site.
2. Sanitary sewers – It was a long way to the sanitary sewer in each direction. They have investigated them and reviewed with the Village Engineer and know they were available. The final route has not yet been decided. The route will be parallel to Wolf Road in the right-of-way and will benefit any future development along Wolf Road. A major concern is storm water management. The idea of storm water detention is when you develop and pave a site, the water needs to be prevented from leaving the site at a greater rate than before it was developed. You can do it by building a pond or restricting the outlet. The water goes in the storm water detention pond and the outlet is restricted so that the release rate is the same as it would have been if the project had been undeveloped. After investigating the site, the most convenient place to do it is along Wolf Road. The site drains from the west side to Wolf Road with a gradual slope. By the time it gets to Wolf Road and the property line, the ground is about 5' below Wolf Road. There are two problems. One problem is that something needs to be done to prevent them from putting the storm water into the right-of-way. The sidewalk along Wolf Road is 5' below the street which is not a convenient place for the sidewalk. When you enter the site on the north, you need to slope down and go down 5' on the sidewalk and then go back up 5' from the south. Their idea was to fill the right-of-way, raise the sidewalk and that add the landscaping area 5' above the original ground. Raising it 5' helps the construction of the sanitary sewer.
3. Screening/Aesthetics – The landscaping would be along the edge of the property on the east side all along Wolf Road. It is a pretty substantial landscape strip and would also be dense along Debra Lane. All together there are 224 trees and shrubs in the area designed to screen the area but also to be aesthetically pleasing. There are a lot of color in the various trees/shrubs. Along the south side at the property line the plan is to put an 8' high board fence to completely screen the site from the residential area to the south and to provide a safety factor for kids getting onto the property.

4. Fire protection – They have come up with a plan for hydrants and a loop system. They think it is acceptable to the Fire Department. They have some details to work out at the final stage.
5. Traffic (onsite and offsite) – A traffic expert was present at the meeting.

Mr. Rooney provided a copy of the floorplan. There are five warehouse doors and a depressed dock. There are three offices on the east side of the building. The building will be metal frame but not with the conventional metal siding. It is a steel insulated panel and comes in finishes that look like concrete or stucco. Material samples were provided. It comes in a range of colors. One of the advantages of the panel is that the inside appears finished. A lighting plan was also provided. The Village does not have a specific ordinance for this type of site. The general accepted standards were used to develop the lighting plan. All of the fixtures will be shielded to prevent any lighting beyond the edges of the property. The pole heights are within the Village Ordinance. They are adjacent to the airport, but it was not a concern since they were not in the flight path. They will verify with the FAA.

There are 119 spaces on the proposed site. They may lose one or two spaces once they were finished with the Fire Department's requirements. The entire site is about 8.5 acres with 27% green space which meets the Village's green space requirements. There is a parking lot adjacent to the building. The forecast is for 14 employees and with the building there is parking for 17 including handicap parking. The building itself is about 13,500 square feet.

Mr. Luay Aboona completed a traffic analysis for the proposed project. The site is located on Wolf Road, south of Hintz Road. Wolf Road is a Village road in this vicinity. It is two lanes in each direction with an existing left turn lane northbound. The intersection of Hintz and Wolf is signalized and is about 700' north of the entrance to the property which is good spacing. It allows the intersection of the entrance to the site to operate outside of the influence of the queuing that occurs at the traffic signal. As part of their traffic study they looked at the intersection of Wolf and Hintz, the entrance to the site and the residential street to the south. They looked at counts in the rush and peak hours on Wolf Road during the morning (7:30 – 8:30 a.m.) and evening (4:45 – 5:45 p.m.). They have done surveys at similar facilities in the Chicagoland area in Melrose Park and Lemont. They also looked at a facility JV Global owns in Wheeling and did extensive surveys over a three-day period to understand their operation over a 24-hour period. They looked at the amount of truck traffic and passenger vehicles. The surveys showed that it's not a high traffic generator which works well for this location and in terms of the impact on Wolf Road.

Mr. Aboona referred to Table 3B which shows the amount of traffic that the facility anticipates generating during the peak hours. It shows about 38 in and out trips in the morning and 33 in and out trips in the evening, which is about 1 trip every two minutes. These are trips that occur outside the peak hours. The facility they surveyed showed the peak hours occurred between 10:00 a.m. and 2:00 p.m. which were not during the peak hours in the area so they don't overlap. They compared it to what could potentially be developed on the site, a manufacturing land use which would have at least a 100,000 square foot building with larger peak numbers. A manufacturing use would have a bigger impact in terms of passenger vehicle traffic as well as the heavy vehicle or truck traffic that would enter and exit the facility. They looked at the accessibility of the site, Carol Lane will be the point where access would be provided. There is a northbound left turn lane about 125' long in terms

of storage. They tested it in terms of its ability of accommodating truck traffic, passenger vehicle traffic and it shows it would be adequate. They also looked at gaps in the traffic stream on Wolf Road. They did a gap study to measure the length and frequency of gaps between traffic movement on Wolf Road to allow passenger vehicles but also for truck traffic to particularly be able to make a left out. The study showed numerous gaps available multiple times than what is actually needed.

The study showed the largest truck possible would be a WB67 which is 73.5' long. The truck would have the ability to circulate through the site efficiently without encroachment or hitting any other parked trucks. The diagram also shows the truck's ability to maneuver at a number of areas. The Fire Department insisted on having a continuous circulation through the site which caused them to create an opening so the fire truck does not end up with any dead-end situation.

Mr. Stavros stated they were proposing a development that would cost in excess of \$6 million. They are requesting some TIF assistance for some site development and improvements specifically for the storm sewer. A TIF consultant was present. Chairman Ruffatto questioned if TIF was within the Plan Commission's purview. Ms. Milluzzi confirmed it was not relevant to the Plan Commission. Mr. Stavros requested that they still present.

Mr. Pawlowski is a registered municipal advisor and specializes in business, site selection and public finance. He explained this was a significant investment of nearly \$7 million. He presented the budget. Approximately 15% of the total budget was public improvement costs, sewer extension, storm water management, fire hydrants, landscaping, public right-of-ways and sidewalks. In addition to the overall investment, based on the use change and the assessment changing to industrial use and the investment in the building and the site, they have projected that over \$2.5 million of incremental property taxes would be generated over the remaining TIF life. In addition, 8 new direct jobs will be created within the first two years by JV Global Services. The tire and oil changes will generate sales tax and there will be Village permit fees paid. He felt the biggest impact would be the facilitation of local businesses by helping them free up their truck space for more employees and the creation of more jobs. They can't clearly project but explained the reason there was such a demand for this was from the local businesses. Many of the jobs were likely to be filled by the residents of the community. Public infrastructure is partial to this development and could not happen without the sewer extension or storm water management. All of the extension leads to more development in the area which is part of the Village's comprehensive plan.

Mr. Pawlowski responded to a statement in the Staff Report (2C), "The proposed use does not appear to strengthen the property tax base, increase sales tax, increase job opportunities or increase commercial/business opportunities." He respectfully disagreed with the statement. He felt Village Staff believed they could do better with the use of the property that would produce more property tax enhancement beyond \$2.5 million. He questioned why it hadn't occurred since the comprehensive plan had set a clear path for the use of the site in terms of the property use, the TIF which was approved in 2014 says they would support eligible costs subject to review of a plan to promote it so he questioned why a larger scale warehouse hadn't been built. He felt the reason could be the market conditions. He researched some statistics (for 200,000+ square foot boxes) and in 2015, 8.5 million square feet were added in the Chicago and Cook County area and in 2016/2017 a total of 37.5 million square feet of new 32' clear Class A industrial buildings were built in Chicago and Cook County. He questioned why it didn't happen on the proposed developable site. He reported

the demand was for big boxers by institutional investors, but the proposed site was too small for those. As a site selection consultant, people don't want to have to assemble three parcels, put in public infrastructure and then begin building a building. He does not disagree with Staff's desire to get the very best for the Village but wanted to enter the information, so the Village would get a sense of what was realistic and what was happening in the marketplace. He confirmed it was possible that the proposed was responding to the marketplace, providing a fair and sizeable impact and doing the very best you could with the existing.

Mr. Stavros opened the discussion for questions. Chairman Ruffatto questioned if Staff had any comments or questions.

Mr. Jennings referred to the Staff's analysis that was included in the package and entered into the record. He highlighted a few items from the analysis.

- The unusual aspect of this application as compared to the normal special uses the Plan Commission regularly reviews is the combination of the series of multiple parts of the petition.
- There is a rezoning with standards for rezoning that relates to the implementation of the comprehensive plan and other standards. There are standards for the text amendments which are the same standards but are phrased slightly differently for the purpose of the text amendment.
- The special use itself.

Staff concurred with the analysis of the petitioner and felt their statements did accurately reflect the Village's intentions with respect to the comprehensive plan and other relevant documents. They did not have any major issues with the statements that were made in support of the petition. The primary issue that Staff had was with the text amendment. The Staff analysis felt there wasn't adequate documentation to support this aspect of the petition. It made it difficult to meet the standards for the text amendment. The petitioner has presented some information to counter some of Staff's comments. Mr. Jennings reviewed some of the highlights.

- First standard that relates to the intentions of the Zoning Code and the demonstration of the petition's ability to meet the intent of the Zoning Code. Staff's analysis was that the intent of the Zoning Code was fairly clearly expressed. The question of the use, Staff felt had to address the comparison of the existing uses in the Code. Staff's analysis was that it was most substantially similar to a commercial parking lot for heavy motor vehicles which is essentially a prohibited use by its omission. They felt it created a high burden for the petition to demonstrate how it met the standard. The burden is then addressed in the later standards.
- Second standard that relates to the text amendment's ability to comply with the comprehensive plan and other official planning documents. There was a brief review of the comprehensive plan and the relevant portions of the redevelopment plan for this TIF District. Staff felt because of the specific burden of this standard that there was not adequate documentation provided to support that this particularly standard was met by this petition. The petitioner has presented some additional information for the Plan Commission's review to weigh against Staff's review. Staff felt there was an inherent conflict that this use was essentially a large-scale parking and staging area for manufacturers and freight companies

that were located elsewhere. The text amendment didn't include any sort of reasonable restriction on the use in terms of the ratio of closed area versus open parking area that would help distinguish it from the use of commercial parking lot. Relating to the specifics to the economic impact, Staff does not have any additional information to add. They believe their analysis was accurate in terms of the overall square footage of large industrial buildings that had been added in the area. Mr. Jennings noted that the market for this particular site was modified somewhat by the actions of this particular petitioner. The development that has been proposed has done substantial effort to assemble a larger parcel of land and it would not be obvious to a causal observer as being a marketable 9-acre site.

- Third standard, Staff had issues with the petition's response on this standard. Staff felt the materials did not adequately explain any physical or economical conditions that justify the need to establish the use. Staff felt it was a fairly high burden to show how this particular petition meets the standards. There were several questions in the Staff Review if the Commission wanted to go through during their portion of discussion with the petitioner.
- Fourth standard, Staff felt there wasn't really an adequate analysis to demonstrate the new use to show how it somehow differs from a commercial parking lot. The analysis really should focus on this type of facility, how it is located in other places, what sort of proximity should it have to employment centers, what sort of proximity should it have to highway network, what type of support would be needed for it, is there a minimum building size, etc. Staff felt there wasn't a lot of information to help define and support the new use classification.

Mr. Jennings was available throughout the hearing for any additional questions.

Fire Inspector Antor stated that the petitioner worked with the Fire Department on most of the Fire Department's comments. There were a couple of items that needed to be fine tuned during the permitting process and there were a couple of questions that needed further answering during the development process (i.e. depressed truck dock and its ability). There was a question about the site fencing only being shown on the south end of the property for security needs. Big issues regarding the water main, the petitioner has worked with the Fire Department but may need more tweaks.

Civil Engineer Goetzelmann referred to Mark Rooney's and Luay Aboona's testimony in regard to the traffic study and engineering site drawings. Staff has been in discussions with Mark Rooney in regard to some of the concerns of this project. Their testimony accurately describes and exhibited some of Staff's concerns. A lot of them can be addressed during final engineering and final permitting.

Chairman Ruffatto proposed a 5-minute recess. All of the Commissioners were in favor.

Chairman Ruffatto opened the discussion to public comments.

From the audience, Ms. Margaret Butts, homeowner on Fox Lane, Wheeling was present and sworn in. She wanted to speak about the standards for zoning (Section 5, depreciation of potential properties around the area). Ms. Butts stated that she and her husband had recently moved to Wheeling from Atlanta to support industry in the area. She is a distribution manager for one of the major manufacturers in the area. She is speaking on behalf as a homeowner and not as an agent of

her manufacturer. She understands that people do not believe there will be any negative impact to the Wolf Run Estates neighborhood. The neighborhood has discussed the proposal with realtors who feel very strongly otherwise. They feel the rezoning would negatively impact the property values and that the loss of green space would also impact their property values. As a recent transplant to the area, it was very concerning to her. Additionally, if the plan moves forward, the trucks bring noise, the detention pond bring mosquitos and they all add up to change what they love about where they live. They have further reason to believe it would decrease their property values. She explained a representative from the petitioner spoke with the homeowners and had indicated they were potentially interested in purchasing their property at some point within the next few years.

She questioned why they would make that comment if they had no interest in purchasing it prior to the rezoning. The representative also mentioned they had spoken to the previous homeowner and when the previous homeowner had indicated that they had recently received a permit approval to put in a garage and driveway, they were told not to bother they would just knock it down anyways. She was very frustrated as a new homeowner in the community. They were very excited to move to Wheeling and be a part of the neighborhood and industry. She now feels very threatened that she will end up losing financially. She indicated that her neighbors share the same concerns. She questioned what the plan was to protect the homeowners and their financial interest if the proposal gets approved. If there is not a plan, how do they establish one before the zoning change happens.

From the audience, Mr. Thomas Gloeckner, 104 Lynn Lane, Wolf Run Estates, Wheeling was present and sworn in. He had reviewed the materials on the proposal. He questioned if it gets approved, would JV Global be setting hours of operation or was it up to their clients. Would JV Global have someone on site to make sure the operation operated as it should. He appreciated that the maintenance would be done indoors and would hope it would be done with the doors closed. He lives by the 1075 Chaddick property which was a truck depot up until a few years ago. They had to put up with impact wrenches, air starters and during the day and evening. It was a touchy subject with his family. He referred to the food service distributor as a potential client. He questioned if the refrigerated trailer would be parked at the facility with the refrigerated unit running. He referred to the proposed 8' high fence along the asphalt paving on the north edge of Debra Lane. They have seen a couple of record snows and mentioned that Dean Avenue has fences from 3-4' from the pavement on the west edge and the snow removal operations required them to push the snow all the way down to the end of Dean. He questioned if they would throw the snow over the 8' fence on the south side of the fence. Mr. Stavros confirmed it was designed to have snow storage. The snow that can't be accommodated will be trucked offsite. He explained a lot of locations truck their snow offsite. He confirmed no snow would be thrown over the fence. Mr. Gloeckner questioned what happened to the snow on Debra. Mr. Stavros confirmed the Village handles the snow on Debra and does a great job. Mr. Gloeckner expressed concern that the Village needs to find a place to put the snow from Debra Lane. Chairman Ruffatto noted it.

Mr. Rooney confirmed the vehicles could come and go 24 hours/day with the peak times from 4:00 – 9:00 a.m. and 7:00 – 11:00 p.m. He confirmed the employees would not be onsite 24/7. The employees are present from 7:00 a.m. – 6:00 p.m. on Monday – Friday and 7:00 a.m. – 12:00 p.m. on Saturday. There are no employees present on Sunday.

Mr. Rooney confirmed the maintenance would be done indoors with the doors closed. Ashley confirmed the refrigerated trucks would be stored north and would be left running.

Mr. Gloeckner referred to the slide that showed the building materials. He questioned if the building shown on the slide was a representation of the building that would be on the site. Chairman Ruffatto confirmed it was not.

Mr. Gloeckner questioned the height of the building. Chairman Ruffatto confirmed 23' was the highest.

From the audience, Mr. Bill Hein, 200 Deborah Lane, Wheeling, IL was present and previously sworn in. He referred to the proposed text amendment. He stated the zoning wasn't broke and that the proposed zoning was not permitted because it was considered a commercial business. He was not in favor of allowing large trucks to come to a facility that was protected under an I-1 zoning which is only a light use and retail use. The proposed would turn it into an industrial high use. He understands a transportation center was needed to get products delivered but did not want it in area that needs to be protected. He referred to the petitioner's request for TIF. He questioned if the project would be built if they did not get TIF. Chairman Ruffatto wasn't sure if that question was appropriate for the Plan Commission but could probably be answered when it went to the Village Board. Mr. Hein questioned if the discussion of TIF at tonight's meeting would be removed from the record. Chairman Ruffatto explained that TIF was avoided but that the economic impact was mentioned. He was unsure what the petitioner was requesting.

Mr. Hein wanted to discuss the term of transportation center. The position of the Village and Staff is that a transportation center was prohibited in I-3 zoning. He explained that the definition of a transportation center was a hub for buses, trains and etc. so he did not believe the proposed use was a transportation center. He would not want his products being shuffled around. He strongly recommends that the text amendment not be approved.

From the audience, Mr. Phil Taplan, 95 Fox Lane, Wheeling was present and previously sworn in. He is not adjacent to the proposed site but is located close to it. He has lived in the house for 31 years and owns his own business. He has health issues and is not thrilled at having 120 semis right next to his property. He felt the trucks would need to be running all day in the winter. He questioned if an emission test or EPA noise test had been done. He was not in favor of having the proposed use next to a residential area. He didn't think anyone on the Commission would want the use next to their house, he did not. He suggested the use go in the area along Frontage Road, east of Wolf Road along Palatine Road. He mentioned there were problems with traffic on Wolf Road during the afternoon Monday-Friday. Traffic gets backed up from Palatine Road up to Wolf Run Estates. He questioned what would happen with the addition of 120 trucks. He referred to the maintenance late at night. He questioned what was the guarantee that the oil wouldn't spill out and go into their water system. He questioned if the EPA had gotten involved. He was unsure what would happen to their property taxes. He felt it was a very bad idea and needed to be looked into more thoroughly.

Chairman Ruffatto clarified that this was the first public hearing for the proposed. Ms. Milluzzi explained that per the Village Code there was a concept review presented to the Village Board prior to this meeting which was not binding but they were required to present it. It was noticed but this meeting was the first public hearing which required a publication and notified all residents within

250’.

From the audience, Ms. Maryann Liguori, 105 Debra Lane, Wheeling was present and previously sworn in. She lives directly across from where they would store the snow. She expressed concern about the snow melting in the spring with their wells and septic tanks. She is not in favor of the proposed use. She felt it was not compatible. She mentioned that Wolf Road narrows down to one lane in each direction approximately ½ mile south of Carey Lane. She referred to the concept review in front of the Village Board and noted the Village Board was very specific and asked them to include it as part of the traffic study but neglected it. She referred to the 14,900 vehicles per year on Wolf Road that was from a study 4 years ago. She felt it had increased since that time. She mentioned that one semi-truck trailer was the equivalent to 5-7 cars and multiple it by 179 ins and outs and it would be equivalent to thousands and thousands of cars. She wants more clarity on the hours of operation. She referred to an article from the *Chicago Tribune* dated January 28, 2018 that discussed why new trucking regulations were driving up the cost of produce. The Federal Government has mandated regulations and now the semi-trucks need to have sensors that track their time. The article mentions how trucks sit for several days to weeks.

Ms. Liguori referred to the surrounding area. Directly across the street is an FBO (fixed based operations), Atlantic, she questioned why they would want their clients to deal with the congestion and ugliness of the site. She referred to the Korean United Methodist Church where a lot of their members walk to the Korean Cultural Center at Palatine and Wolf Roads. She mentioned the Alexander Graham Bell Montessori School located nearby and their green practices. She mentioned the relationship with the Korean Cultural Center. She does not believe the proposed use fits in the area. She referred to the existing R-1 zoning. She referred to National Louis University, Wheeling Day Rehab and mentioned that people were specifically driving to the area on Wolf Road. She did not want Wheeling to be perceived as a trucking town.

Ms. Liguori referred to 8.24.020, Unnecessary Noise Prohibited – the rattling of the trucks, backup beepers. She felt it would be illegal due to the decibel levels. On December 4, 2014, Ms. Liguori called the Village inspector about beeping coming from trucks from a trucking school on Chaddick Drive. The inspector closed it down immediately because the noise was illegal. She did not believe the comprehensive plan would want to cause residents misery and health issues. She referred to the decibels listed in the ordinance. For residential, the maximum permitted sound level is 72 decibels. Backup beepers or vehicle motion alarms have 97-112 decibels which is considerable higher than long-term hearing loss of 80 decibels.

Ms. Liguori referred to diesel exhaust in the United States. She stated it was cancer causing and was a combination of soot and chemicals that don’t work with the human body. In 2012, the World Health Organization had declared diesel fuel as carcinogenic. Diesel engines contain ozone forming nitrogen oxides and toxic air pollutants. She read that fine particles in ozone pose serious public health problems and exposure to the pollutants cause lung damage and aggravates existing respiratory disease such as asthma. She also mentioned diesel exhaust contributes to ozone formation, acid rain and global climate change. She was afraid of ingesting the diesel in her well water. She mentioned that diesel exhaust was mostly made up of carbon dioxide, carbon monoxide, nitroxide, nitrogen dioxide, sulfur oxides and hydro carbons. She mentioned that people with the highest exposures include truck driver. She stated she was not a truck driver and did not choose it as

a profession and doesn't need it where she lives. She read that exposures were highest where diesel traffic was highest. She referred to studies done in labs that found changes in cell's DNA. The type of changes was needed for cancer to develop. She expressed concern for continual exposure to the pollution. She provided information on small cell lung cancer. She mentioned that arsenic was a compound found in diesel fuel.

Ms. Liguori expressed concern because she uses her yard and keeps her windows open. She mentioned that OSHA recommends respirators. She referred to an EPA webinar on pollutants of interest, ozone carbon monoxide, sulfur dioxide, nitrogen dioxide, carbon dioxide, etc. She also referred to EPA's tools harmful chemicals. She referred to a document from Harvard's School of Health about sleep apnea treatment dated March 26, 2016. It indicates that 1/3 of truck drivers had sleep apnea which is like driving drunk. She mentioned that there were no lights on Wolf Road and was very concerned. The document indicated that an estimated of 25% of large truck crashes were due to drowsy or fatigued driving. 9,000 fatalities, 220,000 serious injuries – drivers with sleep apnea had a rate of preventable crashes fivefold greater than a controlled group which had similar driving experience. She requested requiring objective screening, diagnostic testing, treatment and monitoring for commercial drivers. She reiterated her extreme concern for the serious health concerns for the residents of Wheeling. She referred to the United States Department of Transportation's 2017 Traffic Fact Sheet that stated that trucks and buses account for 12% of traffic fatalities. She did not feel the proposed use was a need in Wheeling. The State of Illinois has one of the highest averages of fatal large truck crashes.

Ms. Liguori referred to an educator in the Northwest Suburbs who had commented about a recent article regarding reasons not to become a truckdriver. His comments included that one fully loaded 18-wheeler does the same damage to the roads as 9,600 cars, Ms. Liguori noted that the Village of Wheeling owns Wolf Road. The comments also included that he had worked for a truck company 35 years ago and they would send trucks out well overweight every day. Ms. Liguori reported that it took 300 trucks to equalate to a 120-car train.

Ms. Liguori referred to a memo from Vladimir who had appeared before the Village Board with a concept review three years ago when they were in the process of purchasing the former ABF property on Chaddick Drive. She questioned why he was not speaking regarding this proposal since he runs the operation. Chairman Ruffatto questioned if it was relevant to this petition. She referred to one of his comments that more jobs were needed. She agreed more jobs were needed but did not feel the proposed use was providing more jobs.

Ms. Liguori doubted someone would be monitoring the security of the site at all times. She drove by their facility on Abbott Drive to see the 40' light pole. She was surprised at the enormous height.

Ms. Liguori responded to the petitioner's comment that hazardous materials would not be allowed on the site. She disagreed since diesel fuel was considered a hazardous material.

Ms. Liguori referred to a Village Trustee at the concept review who had requested that the petitioner be safer than just having a one-way entrance/exit. The request was ignored.

Ms. Liguori referred to the proposed photometric plan and expressed concern for the pilots from

Chicago Executive Airport. She explained it was right in the path of where the planes land. Their current neighborhood is dark and quiet with hundreds of trees. She does not hear anything from any of the surrounding businesses since they were closed in the evenings and on weekends. She questioned if they were taking an inventory of the existing mature trees. She referred to the proposed metal material for the building and felt it was too thin and that she would hear all of the noise coming from inside the building. She noted the trash enclosure and loading dock were located near the residents. She referred to the proposed 8' fence and compared it to a 14' high truck.

Ms. Liguori referred to the economics of the neighborhood. She stated that the residents pay \$8,000-\$9,000 in property taxes.

Ms. Liguori did not think they assembled all of the parcels to build the big project. She felt it would impede any future development directly to the south.

Ms. Liguori didn't think the petitioner answered any of the questions by only referring to the plan. She didn't think it was in the comprehensive plan to hurt and destruct people. She had every right to peace and cleanliness and felt the petitioner was taken it away from the neighborhood. She referred to the question about the conflict for the adjacent properties, noise, odor, smoke, light and how it would affect other properties. She didn't feel they answered the question by referring to the plan. She disagreed that it was planned for the I-3 area. She questioned how the petitioner could think it was appropriate for the area.

Ms. Liguori referred to Alex Logistics and the food company and felt they didn't need the proposed use.

Ms. Liguori reported that Debra was 15-18' and not 33' listed.

Ms. Liguori expressed concern that the sound, lights and pollution and would affect people.

Ms. Liguori requested the following:

- An accurate traffic study done after the 4,000 new residents move into Wheeling,
- An environmental study with phase 2,
- Redesign the entire project – she wants the wall to be over 15' to be screened,
- Require a background check for everyone,
- Conduct periodic drug testing,
- Incorporate sleep studies to help drivers with sleep apnea so they don't kill the residents,
- Inventory of the diesel truck engines older than 2000,
- Inventory of the existing trees – require planting 4 or 5 trees for each tree they cut down,
- Will they remake/repave the road to make it 33' since it is currently a maximum of 18',
- Requesting that they light up Wolf Road since it is a 24/7 operation,
- Make multiple lanes where it bottlenecks on Wolf Road,
- Addition of a signal or sensor by the sidewalk because of the elderly people visiting the Korean Cultural Center,
- Wants an understanding of the petitioner's 20-year plan.

From the audience, Bob Liguori came forward and was previously sworn in. He hopes the Plan Commission was not taking the proposed seriously. He questioned why anyone would want to do this and couldn't believe it was before the Commission. He felt it was crazy and an eyesore.

Chairman Ruffatto announced the petitioner could comment or rebut any of the statements that had been made.

Mr. Blue came forward to explain some of the logic that went into the zoning request. He referred to Mr. Jennings' comment about the definition. He suggested if there was a desire for a tighter definition or differently written definition, they would be happy to work on it. He explained the reason for it was a lot of the concerns and a lot of the control was addressed by taking the use and proposing it as a Special Use and not a permitted use. He agreed the concerns were legitimate. He explained that in terms of responding to the rezoning standards and standard #2, their response was that the site was industrial, but the plan called for a transition to industrial. He explained that the impact of the area becoming industrial was the policy of the Village on a long-term basis.

Mr. Stavros had not read any concerns raised from Staff about the residents to the south. The comprehensive plan shows it to be perceived to be used for industrial. The requested use is industrial. As a property owner and resident, he agreed the residents' concerns were legitimate but unfortunately the Village has decided the area will transition to industrial. They didn't change it; the Village of Wheeling designated the area in the future to be industrial. His clients were proposing to bring a new concept for a business to the Village. They spent a lot of money on the engineering and studies. All of the concerns from the Village Board's concept review were addressed. Staff had been silent on any concern that this project would cause to the residents. The comprehensive plan has been adopted and there will be a change in the area. He feels for the homeowners and the comments were concerning. The Village has the right to condemn the properties for commercial redevelopment. The concept is for long-range planning. They are not trying to uproot existing homes. They are not doing anything to cause an impact to the neighbors to the south. The Village Staff has not commented on any damages to the residents to the south. He believes they are within their right to ask for it and it is consistent with the comprehensive plan.

Ms. Milluzzi announced it was the time for the Plan Commission to ask questions.

Chairman Ruffatto referred to the three separate petitions (rezoning, text amendment and special use) and requested that they be handled separately.

Chairman Ruffatto referred to the rezoning from I-1 Light Industrial and Office District and R-1A Single Family Residential District to I-3 General Industrial District.

Commissioner Johnson had no questions regarding the rezoning.

Commissioner Creech believes the redevelopment plan for the southeast two teeth district states that this would be a light industrial use. The three designations were not light industrial use.

Commissioner Kalis requested a review of the definitions of I-1 versus I-3. Chairman Ruffatto explained it was in the zoning. It explains what is permitted and what was a special use. He

explained there were four zones in industrial (I-1, I-2, I-3 and I-4). It goes from light industrial (I-1) which it is currently to limited industrial (I-2) to general industrial (I-3) which the petitioner is asking for. It is escalating within each district. Ms. Milluzzi explained the change from the rezoning from the current mixed zoning to the proposed I-3 would just allow a variety of uses in the I-3. The text amendment is adding a new use to the I-3 zoning district. When the rezoning is being discussed, it is allowing a broader range of uses. Changing it to Industrial, doesn't necessarily mean this specific use, it just allows a variety of uses. Chairman Ruffatto referred to the comprehensive plan that says industrial, but it isn't specific to I-1, I-2, I-3 or I-4. A portion of the property is currently zoned I-1 and R-1A. Commissioner Kalis referred to the map that shows a residential area between the two zonings. He mentioned that I-3 zoning was tough for him. Commissioner Kalis understood that the comprehensive plan says the proposed zoning was OK, but it doesn't specifically specify I-3.

Mr. Stavros referred to how the comprehensive plan was drawn. He referred to the I-3 in the center and mentioned that the comprehensive plan was to have it all industrial. The question is if the proposed use was conducive. The long-range plan shows it all industrial. Commissioner Kalis noted it could also be I-1. Mr. Stavros agreed. Commissioner Kalis preferred that the residential turn into I-1 and not I-3. Mr. Stavros felt the citizens concerns should have been addressed with the Village when they changed the comprehensive plan. The area will eventually all be industrial. Chairman Ruffatto reminded the petitioner it was not appropriate to debate.

Commissioner Blinova had no questions regarding the rezoning.

Commissioner Powers was leaning to staying with the R-1A. He did not believe the area was made for I-3.

Chairman Ruffatto felt I-3 was different than I-1 with different uses. He felt the proposed use was more appropriate in an I-4 rather than an I-3 because of the text amendment. He felt an I-3 would open it up to various uses that could be done on the property that the Commission may not want to have. His concern is changing it to an I-3. He preferred to keep it I-1. He agreed it would eventually be industrial but felt there might be an I-1 use or business use that would be appropriate. They are trying to build out the uses around the airport. He understands that the comprehensive plan says Industrial, but it will be reviewed in the future. His concern if the zoning was changed, they Village would be stuck with it and could probably not go back to an I-1. He questioned if that was a correct statement. Mr. Jennings explained the Plan Commission's role was to review the petition in front of them. The petition is for a rezoning to I-3. The same petitioner has additional aspects of the petition. They are also making a record of the findings of fact on the other two aspects of the petition as well. Currently, the Plan Commission is in the middle of discussion of the merits of this particular rezoning application. As a separate item, the Commission is currently reviewing the implications of the rezoning. If the Plan Commission has a recommendation, regardless of what the recommendation is, it would get forwarded to the Board. The implications of the approval being discussed are part of the record. He explained that ultimately a rezoning that is approved, results in the zoning district being applied to that area. A rezoning application once approved, there is a short period of time (at least 10 days for publication) for the zoning to take effect. It is zoned in that manner once it is approved.

Ms. Milluzzi explained if it was zoned I-3, any special permitted use currently in the Zoning Code for the I-3 District would be allowed in the parcels rezoned. The only way to go back to I-1 would be to rezone it from I-3 to I-1.

Ms. Milluzzi reported that the I-1 statement of intent is the I-1 light industrial office district lands were primarily located along major streets and avenues. The I-1 District is intended to accommodate office, manufacturing and assemble uses that were relatively clean, quiet and free of hazardous or objectional impacts such as noise, odor, smoke, dust or glare and do not generate large amounts of industrial and truck traffic. It is intended that the I-1 District would provide for orderly development or redevelopment to meet the demands for such uses.

Ms. Milluzzi reported that the I-2 District is limited industrial district intended to accommodate office, manufacturing, and industrial uses that were relatively clean, quiet, free of hazardous or objectional impacts such as noise, odor, smoke, dust or glare and that generates moderate amounts of industrial and truck traffic. It is intended that I-2 limited industrial districts would provide for orderly development or redevelopment to meet the demands of such uses.

Ms. Milluzzi reported that the I-3 District is general industrial district intended to accommodate uses that are not otherwise provided for in other districts in which because of the intensive, predominately in industrial nature access needs and employment generation and automobile and truck traffic generation need to be isolated from other uses. It is intended that the I-3 District would provide for orderly development or redevelopment to meet such demands for uses.

Ms. Milluzzi reported that the I-4 District is the heavy industrial district designed to provide for areas for additional industrial uses not specifically enumerated in the I-1, I-2 and I-3 Districts yet consistent with the standards established for all of the districts by the general performance requirements. It allows for restricted outdoor storage uses or intense land development at the locations adjacent to industry and removed from residential areas by other industrial areas.

Chairman Ruffatto asked for any additional questions regarding zoning.

Commissioner Johnson questioned the status of the three homes and business that would be affected. Mr. Stavros reported that one of the parcels of property is owned by the airport. The other parcels are owned by two homeowners and the contracts are contingent on the zoning going through. If they don't obtain the zoning, they will not purchase the properties. He understands the business had been closed and vacated. Commissioner Johnson mentioned there was traffic going into the business. Mr. Stavros stated that the Village will red tag the parcels since there were violations. The airport property is not contingent on the rezoning. They will not purchase the other properties if they can't obtain the zoning. Commissioner Kalis questioned if they had contracts with the homes. Mr. Stavros confirmed they wouldn't be able to petition for the rezoning without contracts.

Chairman Ruffatto referred to the proposed text amendment.

Commissioner Powers thought of transportation centers similar to the one located in Schaumburg. It is a bus terminal. He tried to look at other websites for a description but couldn't find it. In the proposed text amendment, it states that a transportation center is meant for a facility primarily used

for providing outdoor storage of delivery vehicles related to long haul and local delivers but at the same time, the petitioner stated that the term did not include a long-term truck storage facility, truck freight terminal or truck stop. He expressed confusion because there were 117 spaces. He questioned if the trucks would just sit there or be rotated in and out. He questioned the percentage of spaces that would be occupied and for how long. He also questioned the percentage of the business that would be truck maintenance and distribution. He questioned if there was a discrepancy in the text amendment.

Mr. Blue clarified that the experience the operator has is that the average trucks stay is about 7 days, so it is not stored for months or weeks. He explained the intent of the definition was between a long-term storage and being parked overnight or for a couple of days.

Commissioner Powers questioned the difference between the facility on Abbott Drive and the proposed facility. Mr. Blue explained the difference was the accessory services that were provided. Commissioner Powers questioned the percentage of business that would be maintaining vehicles ad rotating stuff in and out versus having trucks parked in the lot. Ashley explained the two facilities were completely different operations. The Abbott facility does not have an office and only has a parking lot. It is rented to small, middle and large companies. The new business proposal is only open for large companies. Commissioner Powers questioned how it would be enforced and controlled. He felt there was a bigger issue with the control. Ashley explained they were renting each space for a particular truck. She will have information on each truck (DOTMC, names, owner, color of truck). Each driver will have their electronic log book.

Commissioner Powers questioned how it would be controlled/enforced. Ashley explained they get stopped at truck stops. Commissioner Powers questioned the percentage between maintenance, distribution and truck storage. Ashley reported each truck that uses their service will have their tires serviced at least once a month and oil changed once every two months. She explained their companies run their own business, so she could not provide the breakdown.

Ashley referred to a comment from a resident and she explained that just because they have 119 spaces didn't mean they would be full since the drivers go long distance.

Commissioner Powers referred to a statement that had been made about leasing from three different companies and moving their trucks to the new facility which would create more jobs available. Mr. Stavros explained the three businesses would have additional parking spaces when the trucks would be parked at the new facility.

Commissioner Creech questioned the percentage of the business between maintenance, parking and storage. Mr. Stavros explained the question was speculative since it wasn't open to the public. It is only open to companies who lease the spaces. Ashley stated repairs would probably be 40%. She confirmed there would only be three vendors. A large company had approached her and wants to use 60 spaces. She explained that it should be broken down to minor mechanical and office.

Commissioner Powers expressed concern with the text amendment for an I-3. He questioned if every property zoned I-3 would adopt the text amendment. Mr. Jennings explained that once the use is added to the Code, it is applied to every property that shares the zoning district designation.

Adding a new use to the I-3 District means that this particular use could potentially be requested at other I-3 locations. It is a Special Use and that any future applications would be reviewed using these special use standards. Once it is I-3, it is considered to be appropriate with a special use in an I-3 district.

Commissioner Powers felt it was quite vague. He was unsure how it would be quantified. He questioned if there was a way to tighten up the text amendment to add some quantification behind it. He admitted it was troubling to him without further clarification.

Commissioner Powers questioned if they had investigated any other properties in the Village in an I-4 District. Ashley confirmed they had looked at a property near their Abbott property and offered to purchase it but the owner did not want to sell.

Commissioner Kalis questioned why the proposed parcel was so special to them. He questioned if they had looked at other parcels. He thanked them for wanting to remain in Wheeling. Ashley would agree to look at another parcel if there was one available. She stated that the proposed property had been on the market for 1 year.

In reply to Commissioner Kalis' question, Ashley confirmed they did not have locations in other villages.

Commissioner Kalis questioned if they would be storing the items removed from the trucks. Ashley confirmed they would store them for a short period of time.

Commissioner Creech was not in favor since he felt it was nothing more than a heavy motor vehicle parking lot.

Commissioner Johnson questioned what makes it not a freight terminal. Mr. Stavros explained a freight terminal was a location for first destination (drop shipment). He confirmed this location was not a first destination.

Commissioner Johnson questioned if the heavy vehicle maintenance made it an I-3. Mr. Jennings explained the request made it an I-3 and the related petition is to define a use and then place it in the Use Table under the I-3 District. He confirmed the other uses that deal with heavy duty trucks tend to be in the I-3 District.

Commissioner Blinova had no questions.

Chairman Ruffatto referred to Mr. Blue's comment that the owners of the trucks were residents in the area. He got the impression from the comment that they were individual truck owners and not related to one of the three businesses that will be leasing. He expressed confusion. Mr. Blue explained that they were individuals who work for the companies who happen to live nearby. He did not mean to imply that they were individual owners.

Chairman Ruffatto did not think the text amendment was conducive to the area because it won't generate jobs or significant revenue. The text amendment is written that it would only generate a

small number of jobs and it doesn't do much to the tax base. He mentioned the original building during the concept was larger and now it is smaller with less employees.

Chairman Ruffatto mentioned that Chicago Executive Airport was part of the TIF District and that the 8.8 acres was one of the largest parts of the TIF District removing the airport. The use is not consistent with the way the Village wants to go. He has problems with the transportation center and it doesn't generate anything for the Village.

Mr. Rooney referred to a bullet point on one of the slides that indicated there would be spinoff benefits. When trailers don't have to be parked next to a manufacturing company and they pay to have them parked elsewhere they have plans to use the space for something productive. Chairman Ruffatto noted that it wouldn't necessarily be in the Village of Wheeling. Mr. Rooney confirmed it may be or it may not.

Chairman Ruffatto mentioned that the comprehensive plan was being reviewed and the zoning could change because of the impacts to the airport. The comprehensive plan currently reads Industrial and not specifically I-1, I-2, I-3 or I-4.

Chairman Ruffatto referred to the questions in the text amendment. He questioned if there was additional information regarding the requirements for this new type of facility in terms of proximity to a major highway. He asked if the petitioner wanted to address any of the questions. Mr. Blue responded that it's a newer concept, so it is really an open question. In general, the fact that it is vehicle oriented, part of the appeal is that it has access from Wolf Road directly to Palatine and gets to 294. Chairman Ruffatto understood the petitioner could probably not answer any of the questions because of the newness of it. He referred to the fifth question, "In what ways is this use distinguishable from a commercial parking lot for trucks." Mr. Blue stood by the testimony regarding the differentiation of the accessory businesses and the fact that a lease is needed to park. Chairman Ruffatto referred to the control and once it leaves the Commission, the control is lost. Mr. Blue explained the owners control it with the lease.

1. Is there an ideal size in terms of the acreage, number of trucks or the number of companies?

Mr. Blue reported there were nearby storage facilities in Deerfield, Buffalo Grove, Prospect Heights, Schaumburg that have 90, 123, 140 and 280 trucks. He mentioned that was the scale of what was going on that probably had to do more with the sites that were available.

Commissioner Powers questioned if they were aware of any facilities that operate as a maintenance facility, truck storage area and a distribution center. Someone from the audience stated that there was a facility in Schaumburg with 375 trucks. Commissioner Kalis questioned the company name and asked if it was located near residential.

2. What is causing the need for the new type of facility?

Mr. Blue stated there wasn't a market study, but the applicant had testified that they operate a facility in the Village and they do hear from businesses looking to get more of this service. It's the best available information.

3. Is this type of facility the most appropriate way to address the demand that has been identified or would the rental of scattered surplus stalls at existing warehouse distribution facilities be more appropriate?

Ms. Casolari explained they were thinking that it would be more individual smaller companies. On the record it has now been stated it would be three companies leasing the spaces. Mr. Blue explained it was the reason that the amendment be for a special use rather than a permitted use. Someone would need to come before the Village before doing it in another area.

4. In what ways was the use distinguishable?

Chairman Ruffatto didn't think the text amendment addressed it. Mr. Blue explained their effort to do it was specifically stating that it was not a freight terminal. In specifically saying that it had accessory uses so that it was more than just a parking lot.

Chairman Ruffatto called a short break at 10:20 p.m. and reconvened at 10:29 p.m.

Chairman Ruffatto reported that he had polled the Commission and that there were a lot of questions related to the Special Use. He recommended continuing the meeting to July 26th. The meeting will start at 5:30 p.m. instead of 6:30 p.m. because it is a long agenda. The entire Commission and petitioner agreed.

Commissioner Johnson moved, seconded by Commissioner Powers to continue Docket No. 2018-13A to July 26, 2018.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Johnson to continue Docket No. 2018-13B to July 26, 2018.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Creech moved, seconded by Commissioner Kalis to continue Docket No. 2018-13C to July 26, 2018.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

JULY 26, 2018 PUBLIC HEARING

Chairman Ruffatto called Docket No. 2018-13A,B&C at 5:30 p.m. on July 26, 2018. Present were Commissioners Creech, Dorband, Johnson, Kalis, Powers and Ruffatto. Commissioner Blinova was absent with prior notice. Also present were Brooke Casolari, Senior Planner, Mallory Milluzzi, Village Attorney, Andrew Jennings, Director of Community Development, Mr. Ron Antor, Fire Inspector and Mr. Kyle Goetzelmann, Civil Engineer.

Ms. Milluzzi explained the public hearings were continued from July 12, 2018 with three zoning matters for the Plan Commission's consideration. The rezoning of the properties to I-3, a text amendment including adding a transportation center to the I-3 zoning district as a new special use, and then the special use for the transportation center at this location. As a recap, at the July 12, 2018 hearings, the petitioner presented its petitions, the public was able to ask questions and provide testimony, the petitioner responded to the public's statements and then the Plan Commission had started asking its question. They did not get through all of the Plan Commission's questions so that is where they will start. The petitioner will then be able to respond to answering any of the Plan Commission's comments or questions. After the Plan Commission finishes, the public will be given a final opportunity to ask questions relating to the Plan Commission's questions or comments and the petitioner's response to those questions or comments. This time will be limited to asking specific questions only. The petitioner will then have the opportunity to respond to those questions from the public and the Plan Commission will follow up on any outstanding matters with the petitioner before deliberating and voting.

Ms. Milluzzi explained there was a lot on the agenda, so if this was taking a significant amount of time, the Commission has the option to and would likely table the hearing to later in the evening so that the Commission could get through the original items on the agenda and then finish the JV Global matters later. Chairman Ruffatto questioned when the public could ask questions. Ms. Milluzzi confirmed it would be after the Plan Commission finishes all of its questions, the petitioner is then given the opportunity to respond to those questions/comments and then it would be opened back up to specific questions that relate to what the Plan Commission brought up at either meeting.

Chairman Ruffatto reminded everyone that the Plan Commission had gone through the text amendment and rezoning.

Mr. Stavros requested that there be a decision about the rezoning. Otherwise, there would be no basis to move forward with any discussion. He stated that the standards for the rezoning were all recommended by Village Staff. Staff's comments were rezoning I-3 as consistent with the comprehensive plan for future land use. In paragraph 2, Staff said that the site is shown as industrial and the comprehensive plan proposes rezoning of I-3 general industrial district which was consistent with the comprehensive plan. The rezoning would go from I-1 to an I-3 but if it is not going to, the other issues would be moot. He thinks there needs to be clarification on the rezoning before moving forward. Ms. Milluzzi agreed to a brief recess. She agreed it was an option, but the only concern was that they would want to add some language that the Board would send it back to continue the hearing of the special use.

Chairman Ruffatto requested a 5-minute recess.

Commissioner Johnson moved, seconded by Commissioner Dorband to take a short recess.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

The Commission reconvened at 6:16 p.m.

Ms. Milluzzi explained that the Plan Commission can take a vote on the rezoning and text amendment since they both directly tie to the ability to obtain a special use. If the vote is positive, the Plan Commission can proceed with the Special Use hearing tonight. If the vote is negative, Ms. Milluzzi would recommend continuing the Special Use hearing until after the Village Board takes a vote on the rezoning and text amendment. If the Board vote is positive, the Plan Commission would still need to do the Special Use hearing. She asked if the petitioner agreed. Mr. Stavros agreed.

Chairman Ruffatto questioned if the Commission had any additional questions or comments on the rezoning or text amendment. The entire Commission was clear on what was being voted on.

Commissioner Creech moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2018-13A, approving a text amendment to Title 19, Zoning of the Wheeling Municipal Code, to add 'Transportation Center' as a Special Use in the I-3 General Industrial District.

On the roll call, the vote was as follows:

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

There being six negative votes, the motion was denied.

Commissioner Dorband moved, seconded by Commissioner Powers to recommend approval of Docket No. 2018-13B, granting a Rezoning from R-1A Single-Family Residential District and I-1 Light Industrial and Office District to I-3 General Industrial District, as illustrated on the staff exhibit "Existing vs. Proposed Zoning" dated July 12, 2018, southwest corner of Wolf Road and Kerry Lane, Wheeling, Illinois.

On the roll call, the vote was as follows:

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

There being six negative votes, the motion was denied.

Commissioner Powers moved, seconded by Commissioner Dorband to continue Docket No. 2018-13C, Special Use-Site Plan Approval of a Transportation Center to August 23, 2018. The motion was approved by a voice vote.

Commissioner Johnson moved, seconded by Commissioner Powers to close Docket No. 2018-13A&B.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Respectfully submitted,

**Findings of Fact and
Recommendation**

DRAFT

DOCKET NO. 2018-13A,B&C

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

**DISTRIBUTED TO THE COMMISSION 8.02.2018
FOR APPROVAL ON 8.09.2018**

**DRAFT FINDINGS OF FACT
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: 2018-14
Dolly's Bistro
747 W. Dundee Road
Special Use-Site Plan Approval of a Sit-Down Restaurant

Dolly's Bistro LLC, contract tenant, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a sit-down restaurant at 747 W. Dundee Road, Wheeling, Illinois, which is zoned MXT Transit Oriented Mixed Use District.

Chairman Ruffatto called Docket No. 2018-14 on July 26, 2018. Present were Commissioners Creech, Dorband, Johnson, Kalis, Powers and Ruffatto. Commissioner Blinova was absent with prior notice. Also present were Brooke Casolari, Senior Planner, Mallory Milluzzi, Village Attorney, Mr. Ron Antor, Fire Inspector and Mr. Kyle Goetzelmann, Civil Engineer.

Commissioner Powers read the following statement.

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

Ms. Louise Rycraft, Dolly's Bistro, 747 West Dundee Road and Ms. Sandy, Dolly's Bistro, 747 West Dundee Road were present and sworn in.

Louise described the business as a sit-down café serving sausage, sandwiches, craft beer, wine and coffees along with 5 gaming machines.

Chairman Ruffatto questioned the required seating. Ms. Casolari confirmed there was no minimum, but not more than 30.

In reply to Chairman Ruffatto's question, Louise confirmed she had read the Staff Report. She

stated she has a similar business in East Dundee that she runs with her husband for the past 4 years. It is family owned and operated. They started with a full menu in East Dundee but changed it according to the market, so they'll be serving the same menu at the Wheeling location. They will also serve desserts.

Chairman Ruffatto opened the discussion to the public.

From the audience, Ms. Grace Bastone, 9450 Oakers Lane, property owner of neighboring property was sworn in. She expressed confusion because she saw something that indicated it was a gambling cafe, but another indicated a sit-down restaurant. She questioned if there would be a full kitchen with a stove and exhaust hood, three compartment sink and all of the regulations for a full sit-down restaurant for only 8 seats. She questioned if it was going to be a full-service restaurant or a gaming room. If it's a gaming room, she referred to 3 existing gaming rooms with 5 machines each located within a 1/3 of a mile plus an additional one on the agenda for a total of 6 within 1/2 mile. She felt it was overdone. She has always been proud of Restaurant Row and now believes it will be known as gambling row in one little section of Dundee Road. She has been a business owner in the Village for 20 years and had been the first one to have the gambling machines. There are now two new locations within walking distance. She is highly opposed to it as a property owner adjacent to the Gaslight Shopping Center.

From the audience, Ms. Donna Bastone, 767 West Dundee Road, Wheeling was sworn in. She expressed her pleasure with all of the new buildings and Town Center. They are excited about the growth in Wheeling. They have been in business for 20 years. She stated that she has another job with people in the gaming industry. She is aware of the figures/numbers and she noticed the saturation in each municipality. Pulling the figures, Wheeling has reached the saturation point when 15 locations were brought in with 68 games. Prospect Heights is next door with the same amount of locations and games. She explained that when gaming was original allowed in Illinois, it was intended for standing establishments to help with the economy in 2008. The Illinois Gaming Board decided that established businesses that were already in business for entertainment were permitted to have the games. The goal of some businesses was to let people come in and play with food as secondary and liquor's sales tax as a third. She stated that they pay about \$84,000 in sales tax per year. She does not see any new value being added by putting a hot dog in a convention oven and calling it a gourmet sandwich. She doesn't see how the gambling can be called luxury high-end. The users are serious and wanting to win. They pay out 92% on their games and it has helped with payroll and helped keep their doors open but it was not their main purpose of getting into the industry and in their establishment. She understands they go hand-in-hand. They had a bar and liquor store and she believes that is what gambling goes with and not a restaurant with alcohol. She mentioned that some of the investors are from out-of-state and Wheeling does not see the money go back onto the State. They have created loyalty, loyal customers and an entertainment facility with a gathering place. Their building is welcoming, and they have an investment in the community and all of their patrons. They are opposing this location and don't see a need for any more since their games are not being used all of the time with empty chairs. She referred to the revenue they have brought into the Village, the years they have spent, the liquor licenses that have taken away some of their income and livelihood of their employees. They don't see how they could keep their doors open if they had to share with new people coming into town. She is opposed to this business. The existing businesses have been hurt by the opening of the small gambling kiosks. She felt the

proposed forecasts presented were embellished and optimistic. She has nothing against new businesses coming into the Village since she is invested in Wheeling.

From the audience, Deborah Bastone, 767 West Dundee, Prop Station Inc. was sworn in. She's been in Wheeling with her family for 20 years and enjoys the community. She believes they have a good establishment in the Village. She had contacted the Gaming Commission and asked about what happens when a gaming establishment moves near an existing one and she was told that the older one usually closes. They don't have everyone gambling at one time but explained it did help with their bills. She is not in favor of allowing more gaming establishments. They lost a huge amount of business when Walgreens, Walmart and Target brought in liquor. She believes the market is saturated and she is not in favor of having a gaming establishment several doors down from their establishment even though she welcomes new businesses. She believes the amount of tax they bring to the Village was important and she hopes they can continue to pay for another 20 years. They do not want to see their business go under.

Chairman Ruffatto asked the petitioner to describe the kitchen. Louise explained they have a Mary Chef Oven that works off of convection, microwave and was similar to pressure cooking. They have greaseless fryers without oil or gas. She disagreed that her customers just sit and gamble. Her customers are from all over the area and they come and have a snack or glass of wine and then play the machines. They are not chain and are not from out-of-town. She has one other location that she runs with her family. She has been in the restaurant and bar business since 1971 and has found that customers will not visit the establishment unless there are machines.

Commissioner Johnson questioned the difference between sit-down restaurant and gaming café. Ms. Casolari explained that the Zoning Code did not define gaming café. It is a term Staff uses since they are familiar with the business. The Zoning Code has a couple of definitions for restaurants, sit-down restaurant where the food is consumed on the premise, a take-out restaurant where the food is primarily consumed off premise and then a drive-thru restaurant. Since the petitioner is serving food and beverages, this is considered a sit-down restaurant. Commissioner Johnson questioned if there was a minimum on the seating. Ms. Milluzzi explained it was with the liquor licensing. There are designations within the Village's liquor licensing between the number of seats and that is where the gaming café is defined as part of the N-V liquor license versus Class A liquor license which is for a larger sit-down restaurant that has over 30 seats.

Commissioner Johnson questioned if there was a designated smoking area. Louise explained there were other establishments and was unsure of where their customers smoked. Ms. Casolari explained those restaurants were approved before the current no smoking regulation.

Commissioner Johnson noticed that a sprinkler system needed to be added. Mr. Antor confirmed that the Village's Municipal Code allows a retrofit provision and with the changes in use from the existing tenancy to the current tenancy and with the occupant load for the space, it would trigger the retrofit provision for sprinklers in the tenant space. The petitioner is aware of the requirement.

Commissioner Creech felt a bike rack could be shared by the shopping center. He also felt the smoking area could be addressed at permitting.

Commissioner Kalis questioned if the proposed menu was a condensed menu from their other location. The petitioner confirmed they have catering at their East Dundee location with a full kitchen.

Commissioner Kalis questioned the breakdown of their business plan. The petitioner confirmed they would probably serve more food than alcohol. They will only serve beer and wine.

Commissioner Kalis questioned if the tax revenue from their gaming machines would go back to Wheeling. Chairman Ruffatto explained it was a percentage and no different than any other gaming establishment in the State.

Commissioner Powers questioned the proposed hours. The petitioner confirmed their hours would be 8:00 a.m. to midnight seven days a week. Commissioner Powers questioned the hours of Stellas. Ms. Casolari didn't know their exact hours but thought it was similar.

Commissioner Powers asked for clarification regarding the number of seats. The floorplan showed 15 seats but 13 in the project description. The petitioner confirmed it would be a maximum of 15 seats. Ms. Casolari explained that based on Staff's calculation, they may have 15 seats.

Commissioner Dorband questioned why the petitioner would want to open an establishment in this area when there was so much competition with other gaming machines. The petitioner explained several new locations have been added since they sought out this location. Commissioner Dorband questioned how the petitioner felt it would be a viable move for them. The petitioner felt businesses feed off of each other. She explained that it was similar to their location in East Dundee and each establishment ran their business differently. They run their business 7 days a week and know everyone who comes in and they do a good business. Commissioner Dorband was having a difficult time having 3 establishments in a row within walking distance. She was unsure how they could make money.

Chairman Ruffatto mentioned that the condition of the parking lot was terrible. Mr. Goetzelmann explained the issue Staff has with similar shopping centers is that each tenant is leasing out a separate section so they were unsure where the parking lot ended and the next begin. Chairman Ruffatto questioned how it should be addressed. He explained his concern was that they can't get the landlord in before the Commission. Mr. Goetzelmann agreed that the Engineering Department shared the same concerns but was unsure how to enforce it and to what limits would they require them to repair it. Ms. Milluzzi confirmed it was done through Code enforcement. Staff will make a note to inspect the property for notice of violation or citations if necessary to the landlord. Chairman Ruffatto felt it takes away from anything in the shopping center.

Commissioner Johnson noted that there were 15 establishments in the Village with 64 terminals with 5 establishments pending for applications.

Chairman Ruffatto questioned if the petitioner needed to work with Staff regarding the location of the bike rack. Ms. Casolari confirmed it would be done prior to permit issuance.

Commissioner Creech moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2018-14 to grant Special Use-Site Plan Approval as required under Chapter 19-05 Mixed Use 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 (6 sheets) and floor plan submitted June 22, 2018 by Dolly's Bistro, to be located at 747 W. Dundee Road, Wheeling, Illinois.

And subject to the following conditions of approval:

1. A rack for two bicycles shall be added to the site prior to occupancy;
2. Prior to occupancy, the business shall obtain a Class N-V liquor license and the use shall be consistent with the Class N-V liquor license with respect to food and beverage sales;
3. An outdoor smoking area shall be designated prior to occupancy;
4. Seating for up to 15 shall be allowed; and
5. Recommend code enforcement of parking lot condition.

On the roll call, the vote was as follows:

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

There being four affirmative votes, the motion was approved.

Commissioner Dorband moved, seconded by Commissioner Powers to close Docket No. 2018-14. The motion was approved by a voice vote.

Respectfully submitted,

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

**DISTRIBUTED TO THE COMMISSION 8.03.2018
FOR APPROVAL ON 7.26.2018**

**DRAFT FINDINGS OF FACT
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: 2018-15
June's Wheeling
755 W. Dundee Road
Special Use-Site Plan Approval of a Sit-Down Restaurant

June's Wheeling, LLC, contract tenant, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a sit-down restaurant at 755 W. Dundee Road, Wheeling, Illinois, which is zoned MXT Transit Oriented Mixed Use District.

Chairman Ruffatto called Docket No. 2018-15 on July 26, 2018. Present were Commissioners Creech, Dorband, Johnson, Kalis, Powers and Ruffatto. Commissioner Blinova was absent with prior notice. Also present were Brooke Casolari, Senior Planner, Mallory Milluzzi, Village Attorney, Mr. Ron Antor, Fire Inspector and Mr. Kyle Goetzelmann, Civil Engineer.

Ms. Casolari stated that the Staff Report and submittals of the petitioner were part of the public record.

Ms. Angela Atamian, 755 West Dundee, Wheeling was present and sworn in.

Angela stated they were proposing to open an upscale luxury video gaming café that would also serve beer and wine. They serve tapas and their menu includes spring rolls and southern items. The business owner crafts all of their menu items. They have seating for 13 but their seating requirements can be adjusted. June's Wheeling will have a very high end feel and will include warm rich tones similar to Ralph Lauren or a sophisticated library. This is their first June's location, but she explained they generally invest \$200 per square foot for any of their retail buildouts.

Angela explained there seems to be two different types of gaming people. They try to create the VIP Vegas experience for their guests, so it is a personalize experience. They pay a higher wage to their staff compared to other gaming lounges. They also support local businesses by giving away local gift cards to their better customers.

Chairman Ruffatto opened the discussion to the public.

From the audience, Grace Bastone, 945 Oakers Lane was sworn in. She felt there were too many gaming establishments on Dundee Road. She explained this location abuts her property and the photo provided did not show the true parking situation in front of the stores. In the evenings, the entire parking lot to the end of the auto parts place is taken up with cars because the parking on Thursday and Friday nights is full. There has always been a problem with the traffic flow, but they

now allow parking for 18 cars in back of the property with the only access through her property. Her concern is with the Fire Department getting 18 cars out of the back of the property in an emergency, she felt it was an impossible situation since the front parking lot was usually full. She admitted the parking was bad in the whole area. Everyone uses the entrance by the donut shop and exist from the auto place which is overcrowded because of the over occupancy. She was not in favor of adding more traffic to an already existing problem with the traffic flow. She explained there is no parking available since the units had been divided. She does not receive any reimbursement from the 18 cars entering/existing on her property. She wants something done since additional parking can't be added.

From the audience, Ms. Donna Bastone, Prop Station Inc. 767 West Dundee Road, Wheeling was sworn in. She does not understand the Plan Commission's vision for the future of the Village. She understands there is a lot of gaming that use prizes to pull people away from other businesses. She felt it would be a detriment to the community by allowing so many gambling institutions to be in such a close proximity to one another. She mentioned that many of the Village's residents will not spend their hard-earned money on gambling. She believes the Village will get saturated with all of the gaming businesses.

From the audience, Deborah Bastone, Prop Station Inc. 767 West Dundee was sworn in. She questioned if there needed to be a liquor license prior to receiving a gaming license. Chairperson Ruffatto explained that the Plan Commission does not oversee licensing. Ms. Milluzzi confirmed a gaming establishment needs to receive a liquor license from the Village's Liquor Commission and from the State in order to operate a gaming establishment. She also explained that the Village's Liquor Code also has a requirement for gaming cafes that a certain percentage of their profits had to be non-gaming. The Village will ask for proof once they meet the criteria. Ms. Bastone questioned if they needed to buy their liquor from a distributor. Ms. Milluzzi was unsure about the liquor requirements but confirmed they would need to comply with any of the Village's Liquor Code. Ms. Bastone expressed concern with having additional delivery trucks enter/exit the property. She is in favor of new business but expressed concern about losing any of their business.

Commissioner Creech questioned if this was the petitioner's first operation. The petitioner confirmed they had other facilities under a different business name. Each location is its own corporation. They currently have two locations under the name of Mays in Lake Zurich and Hickory Hills.

Commissioner Creech questioned if the space they were leasing was 1/3 or 1/2 of the old title company space. The petitioner confirmed it was half of the space.

Commissioner Creech questioned if the petitioner was aware the space needed to be sprinklered. The petitioner confirmed she was aware of the requirement.

Commissioner Kalis questioned if they combined their parking with Auto Zone. The petitioner explained they had a parking study done on one of their existing businesses. At any max given time, they are only anticipating no more than 6 spaces.

In response to Commissioner Kalis' question, the petitioner confirmed June's Wheeling would be the same size as Mays at around 1,000-1,200 square feet.

Commissioner Kalis expressed concern about the parking situation but understands the proposed business has dedicated spaces. He questioned how the petitioner plans on handling the parking issue. The petitioner was not aware of any parking issue but understands any business going into the space would have the same challenge. She felt they would have the least impact to the parking since they did a formal study. Commissioner Kalis understands 6 cars would be their maximum but realizes cars are already parked in those spaces not patronizing their business. He questioned how the Village enforces it. Commissioner Johnson referred to the dedicated parking at the Westin. Ms. Casolari did not see any documentation that shows the property has shared parking with the adjacent properties. Ms. Milluzzi explained that some shopping centers had a shared parking lot with a first come first serve but the petitioner could speak with the Village about installing signage specifically for June's Wheeling.

Commissioner Kalis questioned the difference between their May's locations and the proposed business. The petitioner explained the design and menus were different. The business owner has restaurant and bar experience. May's is also high-end, upscale and luxury and the only difference is the design and menu.

Commissioner Kalis is concerned with vacant retail in the Village. He is aware of the exploiting of gaming in the Village but was unsure when it becomes too many since the community has not indicated it was too many.

Commissioner Powers questioned how to handle the parking lot, landscaping, bike rack and smoking area. The petitioner questioned if smoking areas and bike racks were required by Village Code. Chairman Ruffatto confirmed the Village Code required it. There needs to be a smoking area designated for the entire shopping center. Ms. Casolari explained it was under the Special Use review because of the type of establishment. Chairman Ruffatto explained the landscaping will be a condition since it is in terrible shape and needs to be improved.

Ms. Casolari clarified that Staff is recommending that it should be Code Enforcement of the approved landscape plan for Advance Auto. The plan was approved, and Advance Auto's special use is required to have in order to operate. Staff can take steps to enforce it. Chairman Ruffatto questioned why it can't be enforced for June's Wheeling to have it done prior to occupancy. Ms. Casolari agreed it could be listed as a condition of approval. The Commission agreed to the condition.

Commissioner Powers asked for an explanation of event space for small group gatherings and flexible floor plan. He questioned if the food was going to be cooked on the premise or catered in. The petitioner explained a small group gathering might be to celebrate a birthday (10-15 attendees) prior to going out. They had an extra staff member on site and offered complimentary trays of food from their menu that they had prepared in-house. They do not cater in food. The flexible floorplan relates to adjusting the seating. They use the same type of oven as Starbucks that does not require a hood. They also have items that don't require cooking. They serve fresh fruit complimentary and is not part of their menu. Commissioner Powers explained a floorplan is usually included so he

questioned how the flexible floorplan would be controlled. Ms. Casolari explained it was a similar concept to Mays. They may bring in more chairs for special events. Staff checked that there would be enough parking for up to the proposed 20 people. It would also need to be approved by the Fire Department for occupancy that would be reviewed at permitting. Ms. Casolari suggested adding the maximum of 20 as a condition of approval.

Commissioner Dorband questioned what makes the petitioner think they will be successful when there were so many other gaming establishments around them. The petitioner explained they were trying to do it differently than the other establishments. They are stepping it up to a Vegas VIP experience. They are bringing things to the customer rather than having the customer go up to the staff. The hospitality and design of the space is meant to be top notch. She explained it was a form of entertainment and if it gets saturated they will be self-eliminating.

Commissioner Dorband questioned if the petitioner had looked at any other areas within the Village. The petitioner confirmed she had not. Commissioner Dorband mentioned there were other available stores. The petitioner explained the business owner may have looked but she had not.

Commissioner Johnson expressed confusion on the buildout into thirds from a single unit. The petitioner believed it was divided in half. Chairman Ruffatto felt it looked like a third. Ms. Casolari noted there was a remaining vacant unit at 2,655 square feet. The proposed unit is 1,725 square feet. They were splitting the Title Max unit in the middle.

Commissioner Johnson stated there was no exit in the back. Mr. Antor explained the corridor was a common corridor that ran originally behind Title Max as well as behind the auto store. The rear exit does exit into a common exiting corridor. The door swing exceeds the width that it can go into the corridor, so a solution would be to shorten the back room by a couple of feet.

In response to Commissioner Johnson's question, the petitioner confirmed they were related to the Mays that had recently been approved at 280 E. Dundee.

Chairman Ruffatto expressed concern that a full space was being subdivided and making it more impossible to lease out. He felt it would never be leased. The proposed space was 1,725 square feet and the empty space 2,655. The proposed drawing did not convey it properly. Ms. Casolari explained the discrepancy was probably due to the corridor.

Commissioner Creech questioned the number of parking spaces for the Advance Auto and the old Title Max. Ms. Casolari explained that Advance Auto shared parking with the subject unit and the vacant unit. She believes there are 30 spaces on the entire property with a property variation on the property. When the property was developed with Advance Auto and Title Max, a parking variation was granted that runs with the land. The proposed use is within the parking requirement including the parking variation.

Chairman Ruffatto preferred to occupy the entire space and not just a sliver of a space. He did not believe it made sense. Commissioner Kalis believes it makes sense for the petitioner's use but did not make sense for the Village. Commissioner Creech felt it was the landlord's problem.

Chairman Ruffatto clarified the petitioner had 3 locations, Hickory Hills and two in Wheeling. The petitioner confirmed they had others in other villages that weren't full licensed/approved.

Commissioner Creech moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2018-15 to grant Special Use-Site Plan Approval as required under Chapter 19-05 Mixed Use 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 submitted June 11, 2018 and floor plan submitted June 19, 2018 by June's Wheeling, to be located at 755 W. Dundee Road, Wheeling, Illinois,

And subject to the following conditions of approval:

1. A rack for two bicycles shall be added to the site prior to occupancy;
2. Prior to occupancy, the business shall obtain a Class N-V liquor license and the use shall be consistent with the Class N-V liquor license with respect to food and beverage sales;
3. The lot shall be restriped prior to occupancy;
4. A maximum of 20 seats shall be permitted;
5. Prior to occupancy, landscaping shall be installed per the approved landscape plan for Advance Auto Parts (Ordinance No. 4675); and
6. An outdoor smoking area shall be designated prior to occupancy.

On the roll call, the vote was as follows:

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

There being five negative votes, the motion was denied.

Commissioner Dorband moved, seconded by Commissioner Powers to close Docket No. 2018-15. The motion was approved by a voice vote.

Respectfully submitted,

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

**DISTRIBUTED TO THE COMMISSION 8.02.2018
FOR APPROVAL ON 8.09.2018**

**DRAFT FINDINGS OF FACT
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: 2018-16
Mia's Cantina
373 W. Dundee Road
Special Use-Site Plan Approval of a Sit-Down Restaurant

Wheeling Commercial Development LLC, property owner, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a sit-down restaurant at 373 W. Dundee Road, Wheeling, Illinois, which is zoned MXT Transit Oriented Mixed Use District.

Chairman Ruffatto called Docket No. 2018-16 on July 26, 2018. Present were Commissioners Creech, Dorband, Johnson, Kalis, Powers and Ruffatto. Commissioner Blinova was absent with prior notice. Also present were Brooke Casolari, Senior Planner, Mallory Milluzzi, Village Attorney, Mr. Ron Antor, Fire Inspector and Mr. Kyle Goetzelmann, Civil Engineer.

Ms. Casolari stated that the Staff Report and submittals of the petitioner were part of the public record.

Brad Friedman, The Lynmark Group, 1363 Shermer Road, Suite 310, Northbrook, IL was present and sworn in.

Mr. Friedman stated that they had already been through the approval process with regard to the building, elevation and site plan. At the time, they did not have the interior layout, so they thought it would be best to get the approvals to start with the construction and then come in at a later date for the special use approval. They are present to get special use approval. Chairman Ruffatto requested a description of the interior and some of the exterior.

Mr. Friedman explained the awnings were part of the exterior and were previously approved. He had spoken to Esteban about the color of the awnings. There are a lot of colors in the logo, red, blue, green and yellow. They discussed doing a solid black or white for the awning color but settled on gray to allow the logo to pop. He is not asking for approval on it since he did not have the specific color or material but wanted to let the Commission know that he had been discussing it with the tenant. The tenant prefers a solid gray canopy that would allow his logo to pop. He will return for approval at a separate time. Ms. Casolari explained it would be done through a minor site plan and appearance approval.

Mr. Friedman reminded the Commission that the façade includes a lot of brick with the garage doors that open and understands there are concerns with the Health Department in keeping the insects out. He confirmed it would all be followed with the design of the building.

Mr. Friedman reported that they have two tenants taking building H2 which is on the plaza. Mia's will take about 4,500 square feet with 1,700 square feet remaining. He is not concerned for the remaining tenant because of the location next to the plaza, next to Mia's and across from the theater. Overall, they are really happy with the aesthetics and the design of the building.

Chairman Ruffatto opened the discussion to the public. No one came forward.

Commissioner Kalis had no questions or comments.

Commissioner Powers questioned which of the two floorplans was the correct one. Mr. Friedman confirmed the floorplan that was submitted was the correct one. Ms. Casolari confirmed it was not the floorplan that had a color rendering. The color floorplan was withdrawn.

Commissioner Dorband had no questions or comments.

Commissioner Johnson questioned if they envisioned the overhead doors to be similar to a garage door. Mr. Friedman confirmed it would be similar to a garage overhead door. They had not yet specified the exact product. Ms. Casolari explained if it looked consistent with the image, it would not need to return. Commissioner Johnson explained a problem with an overhead door that rolled up was with the sprinkler. Mr. Friedman explained there was enough height to go up and it was not a full garage door. Mr. Antor confirmed it was common with a lot of warehouse doors in industrial buildings. He confirmed it would not be an issue with the sprinkler.

Commissioner Creech had the same question regarding the overhead doors.

Chairman Ruffatto questioned if the outdoor seating would be enclosed. Mr. Friedman confirmed it would not be enclosed. To the right is the residential building, down is the plaza and movie theater and to the left is City Works. Chairman Ruffatto referred to the evening sun. Mr. Friedman felt the movie theater would probably block any sun.

Commissioner Johnson felt they would need to control the tables. Mr. Friedman thought the design showed the maximum number of outdoor seating and was unsure if it would actual be the final design.

In response to Commissioner Powers' question, Mr. Friedman didn't think the tables would stay out year-round.

Mr. Antor stated that the tables between the building and residential building would not be permitted because it was a fire access route and it was designed as a route between the residential building for ladder access if needed. Mr. Friedman disagreed and referred to the site plan. Mr. Antor explained it was the intent with the Fire Chief that the space was a fire lane. Mr. Friedman was not in favor of allowing a fire truck to go through the landscaped area. He did not believe the Village would have allowed him to landscape a fire lane. He also noted that the site plan had already been approved. Commissioner Kalis suggested gating off the fire lane so the tables don't end up in it. Mr. Friedman explained there would be pedestrians in the fire lane and that was the point since it was a plaza area. He understands there shouldn't be tables in the fire lane. Mr. Antor questioned if the petitioner was

referring to the shaded area as the 21' fire lane. Mr. Friedman confirmed it was between the landscaping with no landscaping in the fire lane.

Commissioner Powers moved, seconded by Commissioner Johnson to recommend approval of Docket No. 2018-16, granting Special Use, Site Plan, and Building Appearance Approval, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Sit-Down Restaurant in accordance with the following exhibits submitted June 28, 2018 to be located at 373 W. Dundee Road, Wheeling, Illinois, which is in Building H2 of the Wheeling Town Center:

- Cover letter,
- Floor plan,
- Site plan,
- Approved appearance exhibits to Docket No. PC 18-11 (staff),
- Open Air Dining Requirements (staff),
- Town Center Shared Parking Study (June 2018), and
- Town Center Traffic Study (June 2018).

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Kalis to close Docket No. 2018-16. The motion was approved by a voice vote.

Respectfully submitted,

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

**DISTRIBUTED TO THE COMMISSION 8.02.2018
FOR APPROVAL ON 8.09.2018**

**DRAFT FINDINGS OF FACT
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: 2018-17
Inland Bank
337 W. Dundee Road
Special Use-Site Plan Approval of a Bank with Drive-Through Facilities

Wheeling Commercial Development LLC, property owner, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed Use Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish a bank with drive-through facilities at 337 W. Dundee Road, Wheeling, Illinois, which is zoned MXT Transit Oriented Mixed Use District.

Chairman Ruffatto called Docket No. 2018-17 on July 26, 2018. Present were Commissioners, Creech, Dorband, Johnson, Kalis, Powers and Ruffatto. Commissioner Blinova was absent with prior notice. Also present were Brooke Casolari, Senior Planner, Mallory Milluzzi, Village Attorney, Mr. Ron Antor, Fire Inspector and Mr. Kyle Goetzelmann, Civil Engineer.

Ms. Casolari stated that the Staff Report and submittals of the petitioner were part of the public record.

Brad Friedman, The Lynmark Group, 1363 Shermer Road, Suite 310, Northbrook, IL was present and sworn in.

Mr. Friedman stated they had already received elevation and site plan approval on Inland Bank, but they didn't have the interior floorplan for the tenant for the special use permit. They have submitted the floorplan for special use approval. No changes have been made to the façade or site plan.

Chairman Ruffatto opened the discussion to the public.

Mr. Terry Steilen, 473 Briarwood Drive, Wheeling came forward and was sworn in. He questioned the number of drive through stations and the queue length. Mr. Friedman confirmed it was one drive through station with a longer que lane than Starbucks. Inland Bank did not anticipate a heavy traffic flow into their drive-through facility. The parking study submitted illustrates it.

Commissioner Powers questioned the location of the trash enclosure. Mr. Friedman confirmed the bank shares it with Starbucks.

Commissioner Dorband had no questions/comments.

Commissioner Creech had no questions/comments.

Chairman Kalis had no questions/comments.

Chairman Ruffatto didn't think the drive-through stacking would be an issue. Chairman Ruffatto thanked Mr. Friedman for the preparedness so that it could be reviewed quickly.

Commissioner Johnson asked if they had a drive-through ATM. Mr. Kalis noted it was located in front of the drive-through window.

Recommend Johnson moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2018-17, granting Special Use, Site Plan, and Building Appearance Approval, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections, to permit a Bank with Drive-Through Facilities in accordance with the following exhibits submitted June 28, 2018 to be located at 337 W. Dundee Road, Wheeling, Illinois, which is in Building B of the Wheeling Town Center:

- Cover letter,
- Floor plan,
- Site plan & roof plan,
- Approved appearance exhibits to Docket No. PC 18-9 (staff),
- Town Center Shared Parking Study (June 2018), and
- Town Center Traffic Study (June 2018).

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Dorband to close Docket No. 2018-17. The motion was approved by a voice vote.

Respectfully submitted,

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

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