



**WHEELING PLAN COMMISSION
THURSDAY, FEBRUARY 14, 2019 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**
- 7. ITEMS FOR REVIEW**

- A) [Docket No. PC 18-19](#) (Continued from January 24, 2019 meeting)
JV Global Services LLC
150 Abbott Drive
Minor Change to Approved Site Plan**
- B) [Docket No. 2019-1](#) (Continued from January 14, 2019 hearing)
Wolf Road Industrial
1020, 1022, 1026, 1027, and 1030 Carol Avenue; 10321 Dean Avenue; 37 Kerry Lane; and 1032 S. Wolf Road
Rezoning to the I-2 Limited Light Industrial District**
- C) [Docket No. PC 19-1](#) (Continued from January 24, 2019 meeting)
Wolf Road Industrial
1020, 1022, 1026, 1027, and 1030 Carol Avenue; 10321 Dean Avenue; 37 Kerry Lane; and 1001 S. Wolf Road
Site Plan-Appearance Approval of Industrial Warehouse Building**
- D) [Docket No. PC 19-2](#) (Continued from January 24, 2019 meeting)
Wolf Road Industrial**

1020, 1022, 1026, 1027, and 1030 Carol Avenue; 10321 Dean Avenue; 37 Kerry Lane; and 1001 S. Wolf Road
Preliminary Plat of Subdivision Approval of Wheeling Road Industrial

- E) [Docket No. PC 19-5](#)
CMX Theater
401 W. Dundee Road (Wheeling Town Center)
Request for Special Use Revision

8. APPROVAL OF MINUTES – [January 24, 2019](#)

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
January 24, 2019
(Attachment to Agenda)**

2019-1 Panattoni Chicago LPIV, LLC., contract purchaser, seeking Rezoning from R-1A Single-Family Residential District and I-1 Light Industrial District to I-2 Limited Industrial District as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19.14 Ordinance Administration, and associated sections, for the properties located at 1020, 1022, 1026, 1027 and 1030 Carol Avenue (Lots 1 through 8 of the Wolf Road Estates Subdivision), 10321 Dean Avenue; 37 Kerry Lane; and 1032 South Wolf Road (the adjacent vacant lot north of Debra Lane, west of Wolf Road, and south of Carol Avenue), in order to construct a 163,000 square foot industrial warehouse building.

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
Steve Robles, Assistant Director of Community Development

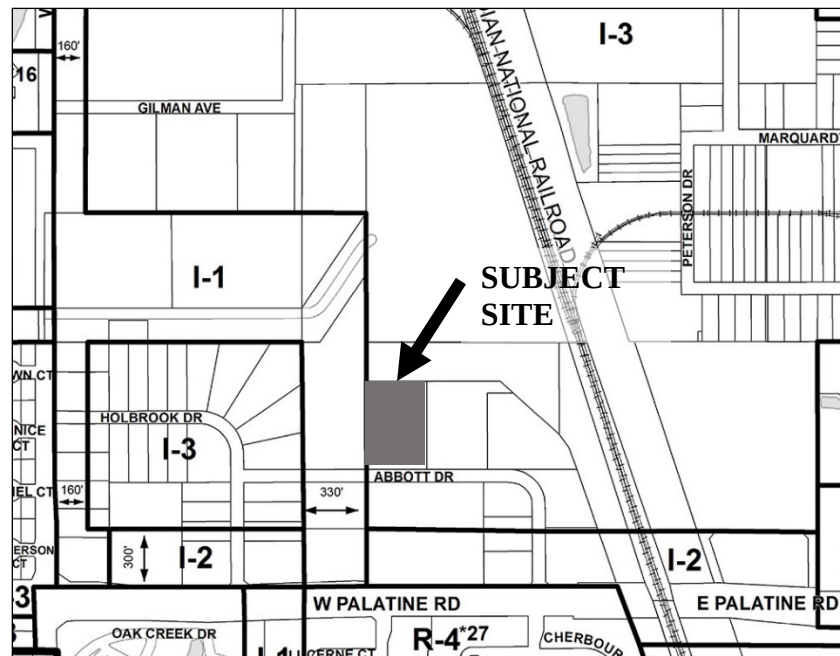
RE: **Docket No. PC 18-19**
JV Global Services LLC
150 Abbott Drive
Minor Change to Approved Site Plan

DATE OF REPORT: February 8, 2019

DATE OF MEETING: February 14, 2019

PROJECT OVERVIEW: The petitioner requests a Minor Change to the approved site plan associated with heavy motor vehicle outdoor storage/truck freight terminal, approved by the Plan Commission on December 1, 2016 as Docket No. 2016-21C.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

<u>Development Name:</u>	JV Global Services LLC
<u>Applicant Name:</u>	Ashley Vareldzhyan
<u>Property Owner:</u>	Abbott Drive LLC
<u>Common Location:</u>	Located on the north side of Abbott Drive, east of Holbrook Drive.

<u>Neighboring Property Land Use(s):</u>	North: Industrial South: Industrial West: Industrial East: Industrial
<u>Comprehensive Plan Designation:</u>	Industrial
<u>Property Size:</u>	3.2 acres (total lot)
<u>Building Size:</u>	400 sq. ft. (building area)
<u>Existing Use of Property:</u>	Truck freight terminal/Heavy motor vehicle outdoor storage
<u>Proposed Use of Property:</u>	No change.
<u>Existing Property Zoning:</u>	I-3 General Industrial District

SUMMARY OF JANUARY 24TH PLAN COMMISSION REVIEW

On January 24th the Plan Commission reviewed the proposal and continued their discussion so that the petitioner could revise and clarify the plans. The following are the items from the Plan Commission (staff updates provided in **bold**):

1. Provide confirmation on required zoning setbacks for parking areas. **Commissioner Creech correctly stated that the Zoning Code requires a minimum parking setback in certain zoning districts. Staff is confirming that the I-3 District requires a minimum parking setback of 10 feet on all sides. Commissioner Creech also sought clarification on the proposed site plan modifications which appear to reduce the rear yard from what was previously approved. After reviewing the repaving plan and property survey approved in 2016 (attached), the pavement has not been expanded or reduced by the petitioner. Per the property survey, prepared in 2015, the pavement has a minimum setback of 1.03' at the northeast corner of the site. The confusion regarding the apparent rear setback is based on the 2016 approved site plan, which shows a 25' dimension between the rear (north) property line and the nearest row of truck stalls. However, after closer review, the 25' "setback" is the separation from the parking stall striping to the existing curb (at the north property line). The existing pavement was to remain within the 25' area instead of a landscaped yard. While the parking setback does not provide the minimum 10' setback, this is a pre-existing condition that has not been created or altered by the petitioner; resulting in the setback being "grandfathered" and allowed to remain.**
2. Provide a revised site plan to include all dimensions of the parking and include turning radius diagrams ("auto turn") demonstrating the maneuvering of trucks. **The petitioner has prepared a revised site plan with additional dimension details and truck maneuver exhibits, which are attached.**

SUMMARY OF DECEMBER 20TH PLAN COMMISSION REVIEW

At the December 20th Plan Commission meeting, the petitioner requested this item be tabled to

allow the petitioner additional time to address staff's comments. The petitioner has submitted the attached revised site plan demonstrating a Village fire truck can maneuver the site without obstructions. The following report has been updated to reflect the revised site plan received.

DESCRIPTION OF PROPOSAL

The petitioner, JV Global Services, received special use-site plan approval for a truck freight terminal and heavy motor vehicle outdoor storage use, which was reviewed by the Plan Commission on December 1, 2016 and approved by the Village Board on December 19th (Ordinance No's. 5064 and 5065). The approved site plan permits outdoor parking of trucks and contractor's vehicles not to exceed 78 parking stalls (76 in winter due to snow storage), and specifically excludes outdoor material storage and daily/hourly parking. The approvals were conditioned upon improvements being made to the property, such as replacement of asphalt pavement and striping, new landscaping along Abbott Drive, and replacement of concrete aprons. Inspections to confirm compliance with the provisions of the Special Use were conducted in summer 2018, and the petitioner has been working with Staff since that time to respond to the items listed in the inspection report. While several items have been corrected, the petitioner is now requesting approval to modify certain aspects of the site plan.

During a follow-up site inspection conducted by staff on October 16, 2018, it was observed that additional truck parking spaces were added to the site, which not only increased the parking total limited by Ordinance No's. 5064 and 5065, but also resulted in the parking layout deviating from the approved site plan. Approximately 20 truck parking spaces were added to the southern portion of the site to accommodate overflow cab-less refrigerator truck trailers from Richelieu Foods (located across Abbott Drive from the subject property). As a result, the petitioner is seeking a minor change to the approved site plan to increase the parking by 11 stalls, resulting in 89 total spaces. The change will convert the middle parking row from a single parking row to a double parking row and locate 19 truck spaces at the southern end. The 2016 approved site plan is attached for comparison.

The new southern parking row also requires the relocation of the employee parking spaces to be located immediately north of the office building, which these parking spaces have already been relocated. The petitioner has identified snow storage will be located in the 3 southeastern parking stalls.

Upon request by staff, the petitioner has provided a fire truck auto turn exhibit for the site based on the reconfiguration of the parking stalls. As demonstrated, a fire response truck can maneuver through the site uninterrupted and there are no conflicts demonstrated.

STAFF REVIEW

Fire Department Review: The Fire Department has reviewed the site plan and has indicated the auto turn exhibit sufficiently demonstrates the revised parking layout provides adequate emergency vehicle maneuvering, and further notes that the petitioner's vehicles may require additional movements to navigate the site.

Engineering Division Review: The Engineering Division has reviewed the plans and has indicated there are no comments at this time.

Staff Recommended Action: Staff recommends approval of the change to the approved site plan, subject to the following condition:

1. The minor change to the site plan shall permit outdoor parking of trucks and contractor's vehicles not to exceed 89 parking stalls (86 in winter due to snow storage), and specifically excludes outdoor material storage and daily/hourly parking.

PROPOSED MOTION

If the Plan Commission finds that the minor change to the approved site plan to increase the total number of truck parking to 89 spaces is acceptable, the appropriate motion would be to:

Approve Docket No. PC 18-19 granting a minor change to the site plan approved by Ordinance No. 5064 (Docket No. 2016-21A) and Ordinance No. 5064 (Docket No. 2016-21C), as required under Title 19, Zoning, of the Wheeling Municipal Code and Chapter 19-12, Site Plan Approval Requirements, in order to increase the outdoor parking of trucks and contractor's vehicles for 150 Abbott Drive, Wheeling, Illinois, in accordance with the Site Dimensions plan dated January 14, 2019 and last revised January 30, 2019, and subject to the following condition:

1. The minor change to the site plan shall permit outdoor parking of trucks and contractor's vehicles not to exceed 89 parking stalls (86 in winter due to snow storage), and specifically excludes outdoor material storage and daily/hourly parking.



Andrew C. Jennings, AICP
Director of Community Development



Steve Robles, AICP
Assistant Director of Community Development

Attachments: [\(Approved\) Site plan, December 19, 2016](#)

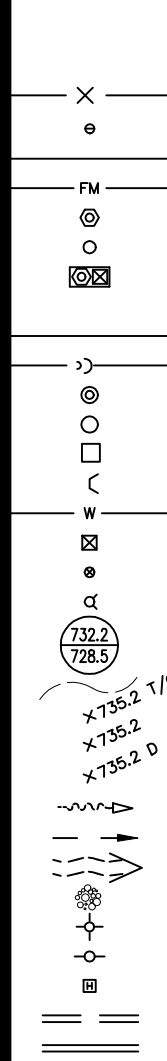
 [Site \(Dimension\) Plan, revised January 30, 2019](#)

 [Site Plan/ Truck Maneuvers Plan \(5 Sheets\), received January 17, 2019](#)

 [\(Approved\) Asphalt Repairs plan, received November 22, 2016](#)

 [Land Title Survey, received September 22, 2016](#)

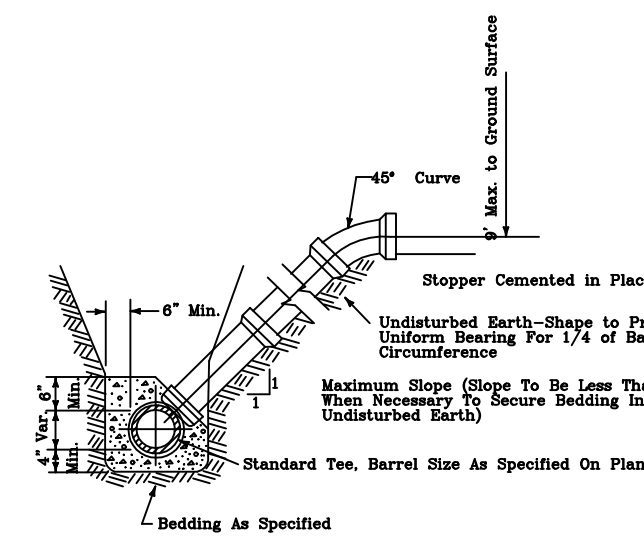
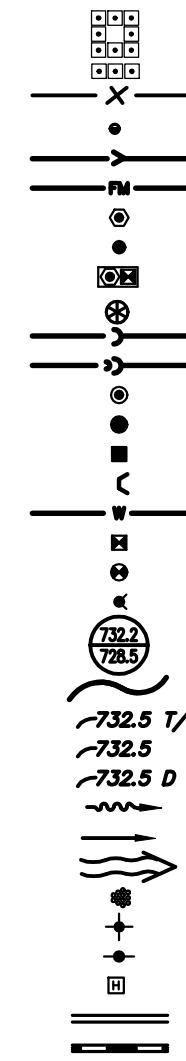
EXISTING



SYMBOLS LEGEND

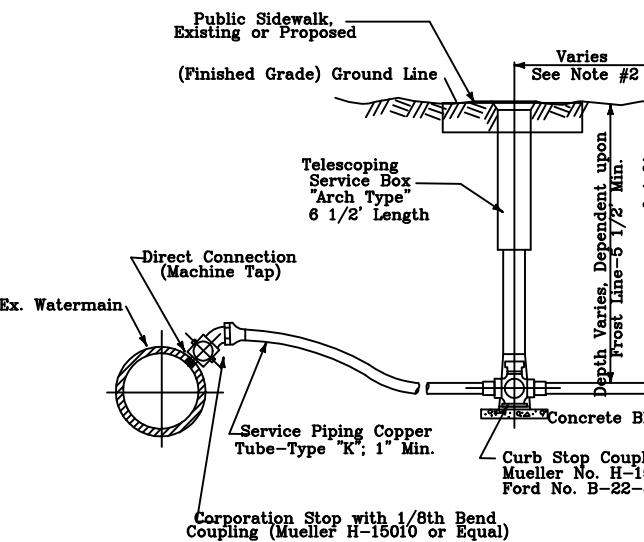
INLET PROTECTION
DITCH CHECK
SILT FENCE
B-BOX
SANITARY SEWER
SANITARY MANHOLE
CLEANOUT
LIFT STATION
SOIL BORING
STORM SEWER
P.V.C. UNDER DRAIN
STORM MANHOLE
CATCH BASIN
INLET
FLARED END SECTION
WATERMAIN
VALVE VAULT / WELL
VALVE BOX
FIRE HYDRANT
RIM ELEVATION
INVERT ELEVATION
CONTOURS
TOP OF CURB ELEVATION
PAVEMENT/GROUND ELEVATION
SWALE ELEVATION
SWALE
OVERLAND FLOW
OVERFLOW RELIEF ROUTE
RIP-RAP
STREET LIGHT
POWER POLE
HANDHOLE
CURB AND GUTTER
REVERSE CURB AND GUTTER
③ SUMMIT POINT
① LOW POINT

PROPOSED



1. Riser To Be Constructed In Line Of Pipe
Sewer Depth Exceeds Nine (9) Feet
2. The bedding under the pipe filling and slab shall be carefully
compacted to prevent the pipe from rotating.
3. The sanitary service connection shall be laid in a straight line
and at a uniform gradient from the top of the riser from the
main line to 5' beyond the right-of-way line.
4. Securely plug the end of the service connection.

SEWER SERVICE INSTALLATION



- Notes:
1. Compacted Granular Trench Backfill is Required where any Portion of
Excavation Activity is Within Three (3) Feet Horizontally of Existing
or Proposed Pavements, Driveways, or Sidewalks.
 2. Where Public Sidewalk is Present or Proposed, B-Box
Shall Be Centered Within Width of Sidewalk.
 3. When Water Services are Installed as Replacements for an Existing
Service, Village Water Maintenance Personnel Shall Make the Tap
for Services 2" in Diameter or Smaller.

WATER SERVICE INSTALLATION

JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS

Call 48 hours before you dig
 (Excluding Sat., Sun. & Holidays)

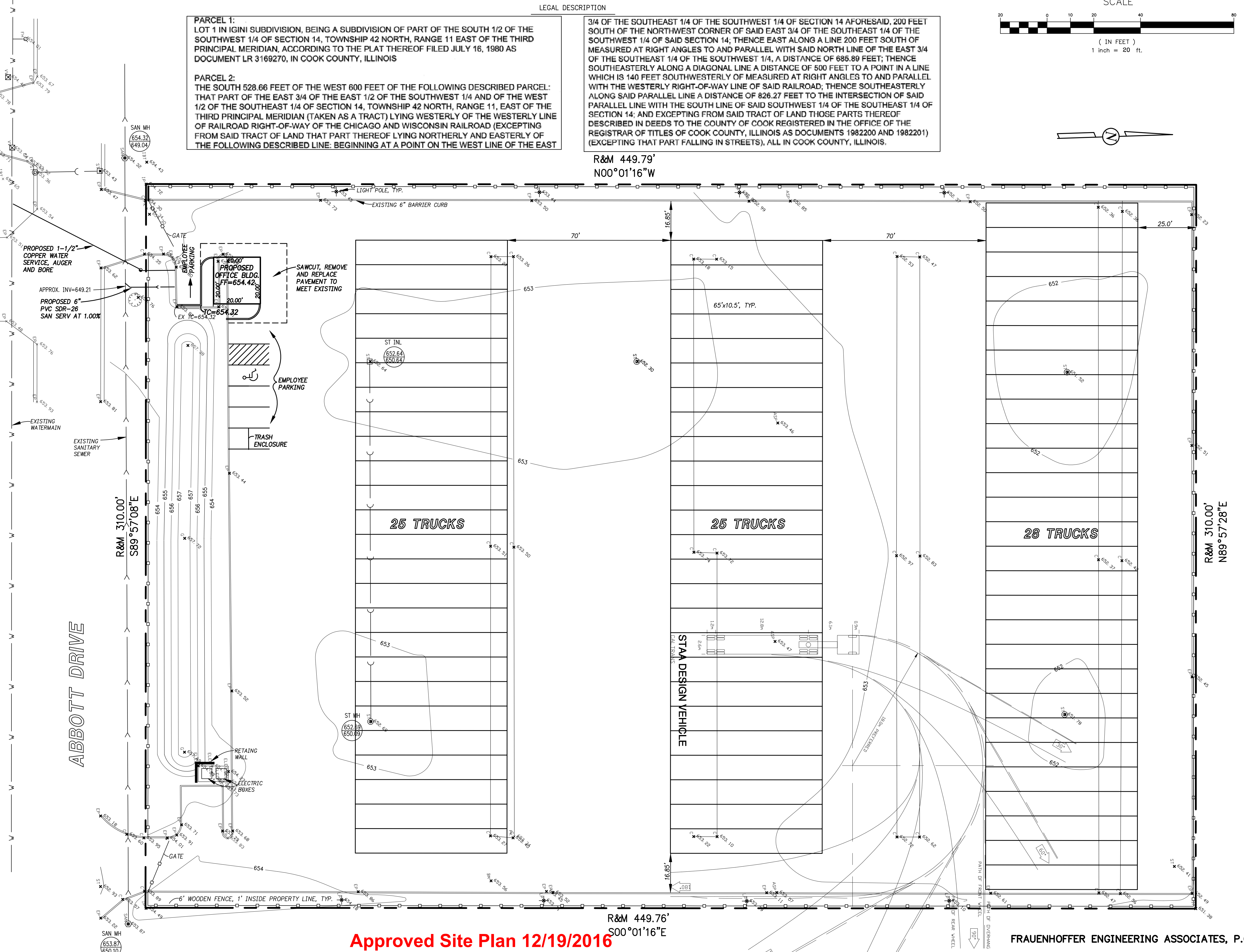
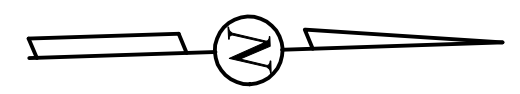
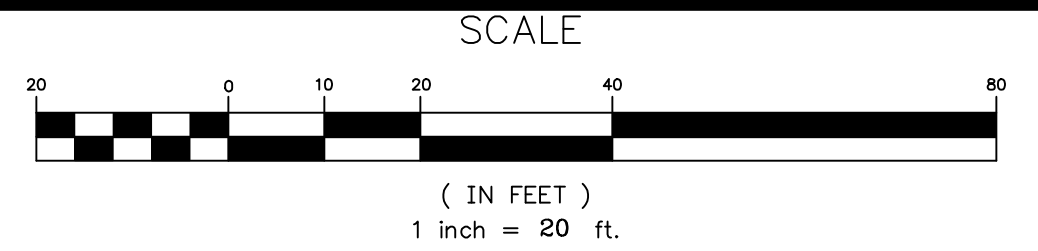
1-800-892-0123

PARCEL 1:
 LOT 1 IN IGINI SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTH 1/2 OF THE
 SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD
 PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF FILED JULY 16, 1980 AS
 DOCUMENT LR 3169270, IN COOK COUNTY, ILLINOIS

PARCEL 2:
 THE SOUTH 528.66 FEET OF THE WEST 600 FEET OF THE FOLLOWING DESCRIBED PARCEL:
 THAT PART OF THE EAST 3/4 OF THE EAST 1/2 OF THE SOUTHWEST 1/4 AND OF THE WEST
 1/2 OF THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE
 THIRD PRINCIPAL MERIDIAN (TAKEN AS A TRACT) LYING WESTERLY OF THE WESTERLY LINE
 OF RAILROAD RIGHT-OF-WAY OF THE CHICAGO AND WISCONSIN RAILROAD (EXCEPTING
 FROM SAID TRACT OF LAND THAT PART THEREOF LYING NORTHERLY AND EASTERLY OF
 THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE WEST LINE OF THE EAST

3/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14 AFORESAID, 200 FEET
 SOUTH OF THE NORTHWEST CORNER OF SAID EAST 3/4 OF THE SOUTHEAST 1/4 OF THE
 SOUTHWEST 1/4 OF SAID SECTION 14; THENCE EAST ALONG A LINE 200 FEET SOUTH OF
 MEASURED AT RIGHT ANGLES TO AND PARALLEL WITH SAID NORTH LINE OF THE EAST 3/4
 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, A DISTANCE OF 685.89 FEET; THENCE
 SOUTHEASTERLY ALONG A DIAGONAL LINE A DISTANCE OF 500 FEET TO A POINT IN A LINE
 WHICH IS 140 FEET SOUTHWESTERLY OF MEASURED AT RIGHT ANGLES TO AND PARALLEL
 WITH THE WESTERLY RIGHT-OF-WAY LINE OF SAID RAILROAD; THENCE SOUTHEASTERLY
 ALONG SAID PARALLEL LINE A DISTANCE OF 826.27 FEET TO THE INTERSECTION OF SAID
 PARALLEL LINE WITH THE SOUTH LINE OF SAID SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF
 SECTION 14; AND EXCEPTING FROM SAID TRACT OF LAND THOSE PARTS THEREOF
 DESCRIBED IN DEEDS TO THE COUNTY OF COOK REGISTERED IN THE OFFICE OF THE
 REGISTRAR OF TITLES OF COOK COUNTY, ILLINOIS AS DOCUMENTS 1982200 AND 1982201)
 (EXCEPTING THAT PART FALLING IN STREETS), ALL IN COOK COUNTY, ILLINOIS.

R&M 449.79'
 N00°01'16"W



Approved Site Plan 12/19/2016

BOUNDARY INFORMATION PROVIDED BY:
 GREMLEY AND BIEDERMANN
 CHICAGO, ILLINOIS
 DATED 7-14-2015

FRAUENHOFER ENGINEERING ASSOCIATES, P.C.

ROBERT J. FRAUENHOFER
 ILLINOIS REGISTERED PROFESSIONAL ENGINEER
 062-046760
 EXPIRATION DATE: 11-30-2017

FRAUENHOFER ENGINEERING ASSOCIATES

Consulting Civil Engineers

28835 N. Herky Drive, Suite 205 • Lake Bluff, Illinois • 60044
 (847) 680-1866 • FAX (847) 362-4477

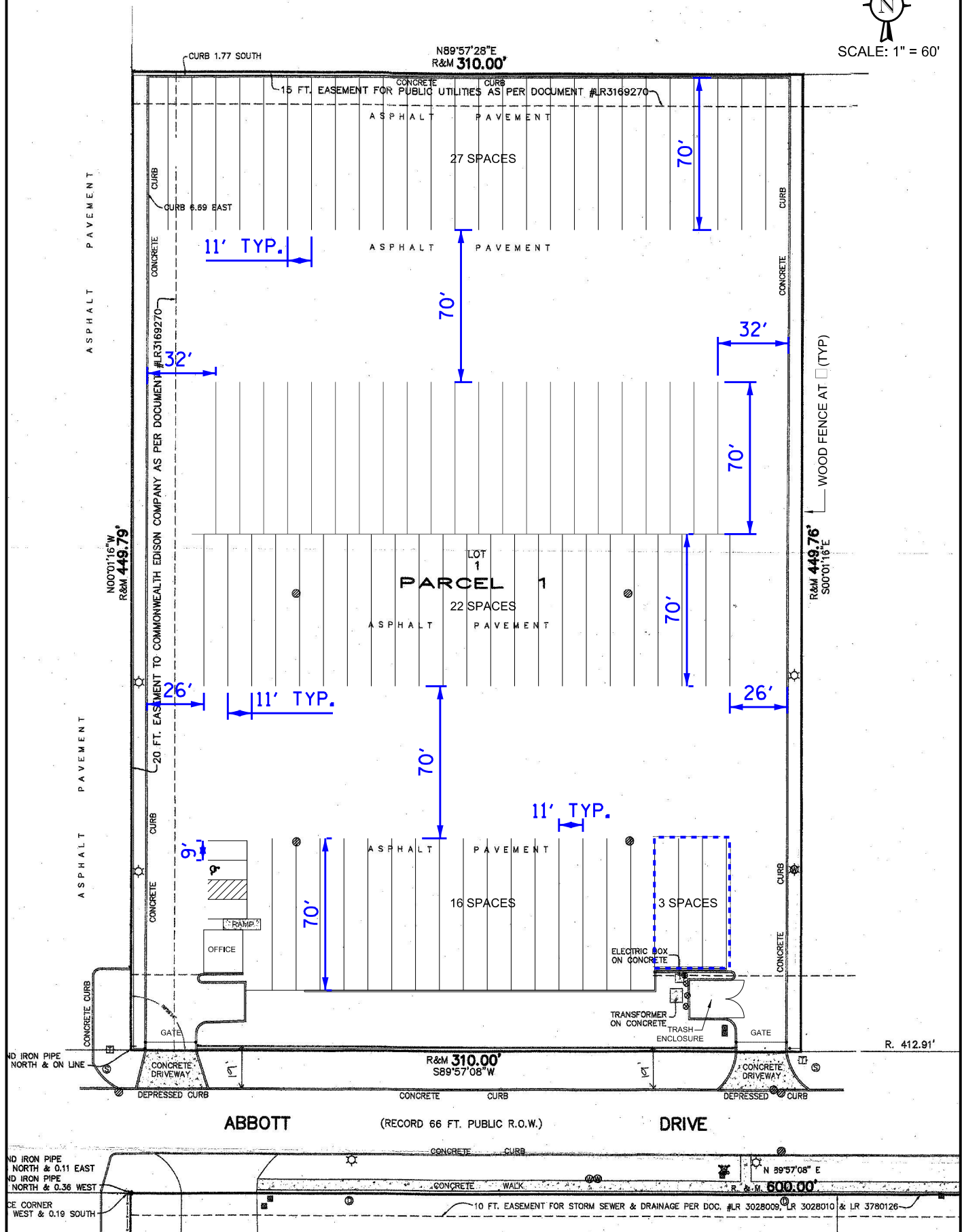
DATE	REVISIONS
11-10-16	REVISED PER VILLAGE COMMENTS

DRAWN BY:	RJF
CHECKED BY:	RJF
DATE:	8-26-16
SCALE:	1"=20'

150 ABBOTT DRIVE
VILLAGE OF WHEELING
BUILDING ADDITION AND SITE PARKING LAYOUT



SCALE: 1" = 60'



TRUCK TRANSPORTATION
CENTER
WHEELING, ILLINOIS

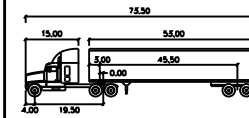
SITE DIMENSIONS

DRAWN: DS
DATE: 05-14-19
PROJECT: # 18-102
FIGURE: D

CHECKED: LA
DATE: 05-14-19
REV: 1-30-19

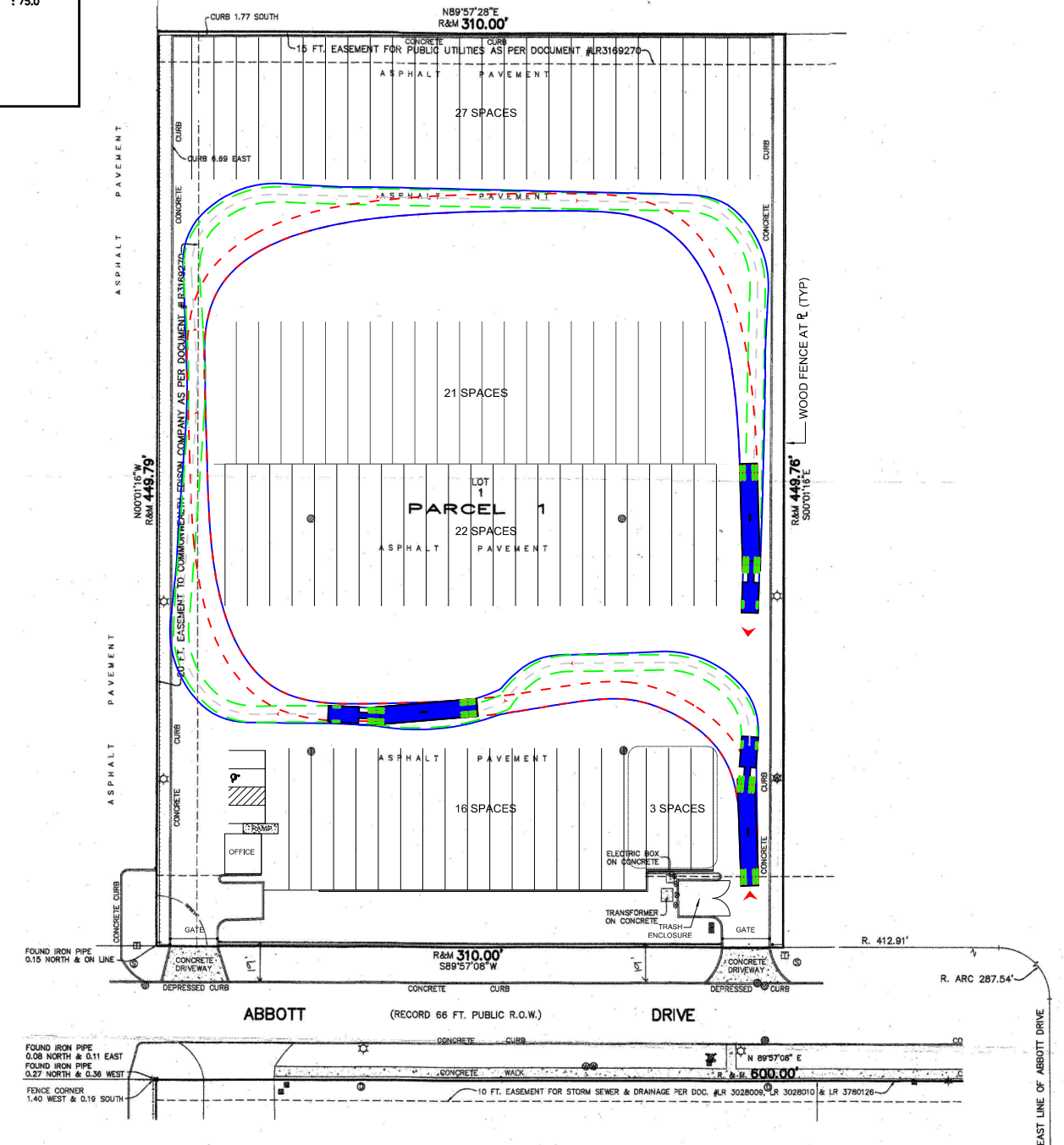
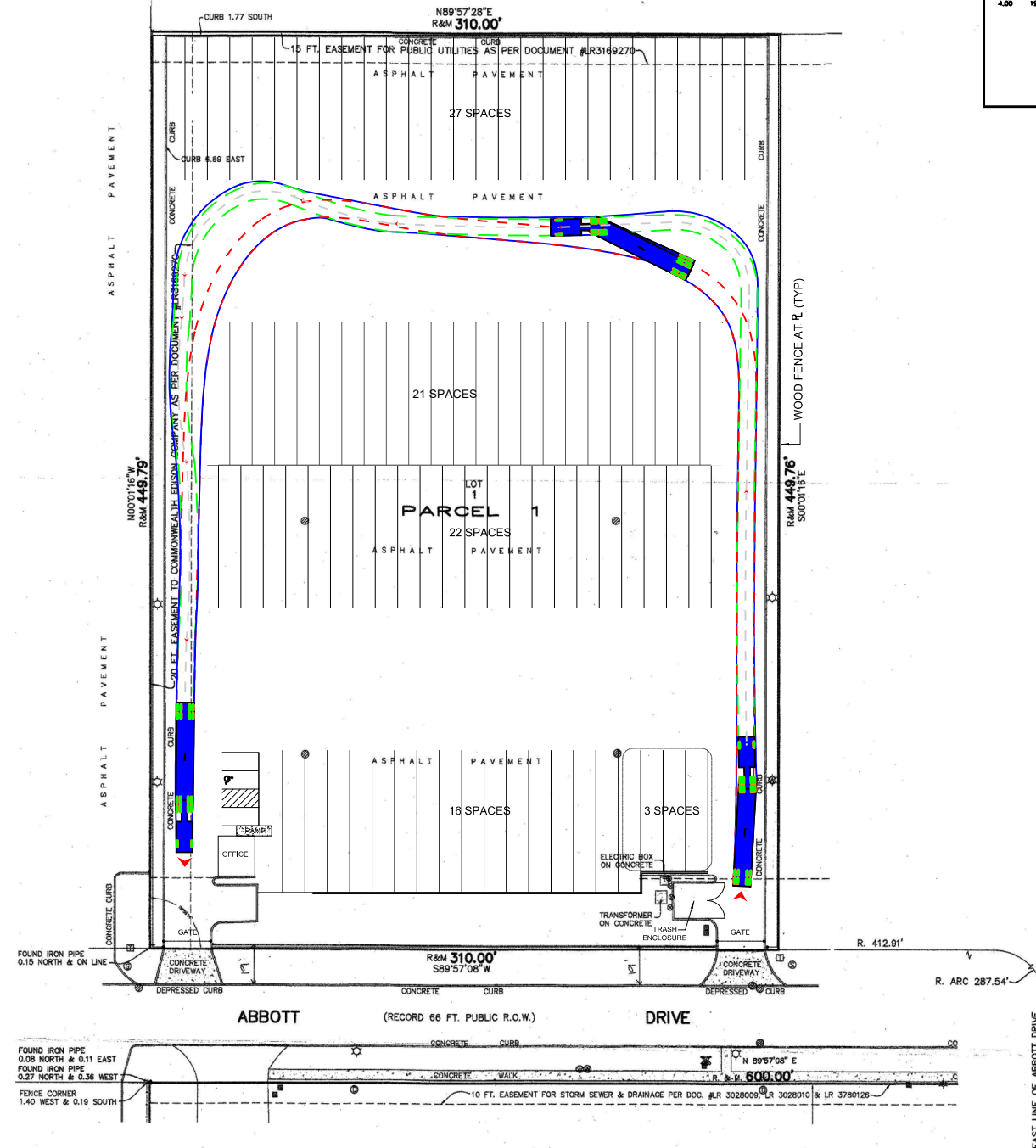


DESIGN VEHICLE



	feet
WB-67	
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0

- Body of Vehicle
- Front Tires Path
- Rear Tires Path



PC 18-19 Received 1/17/2019

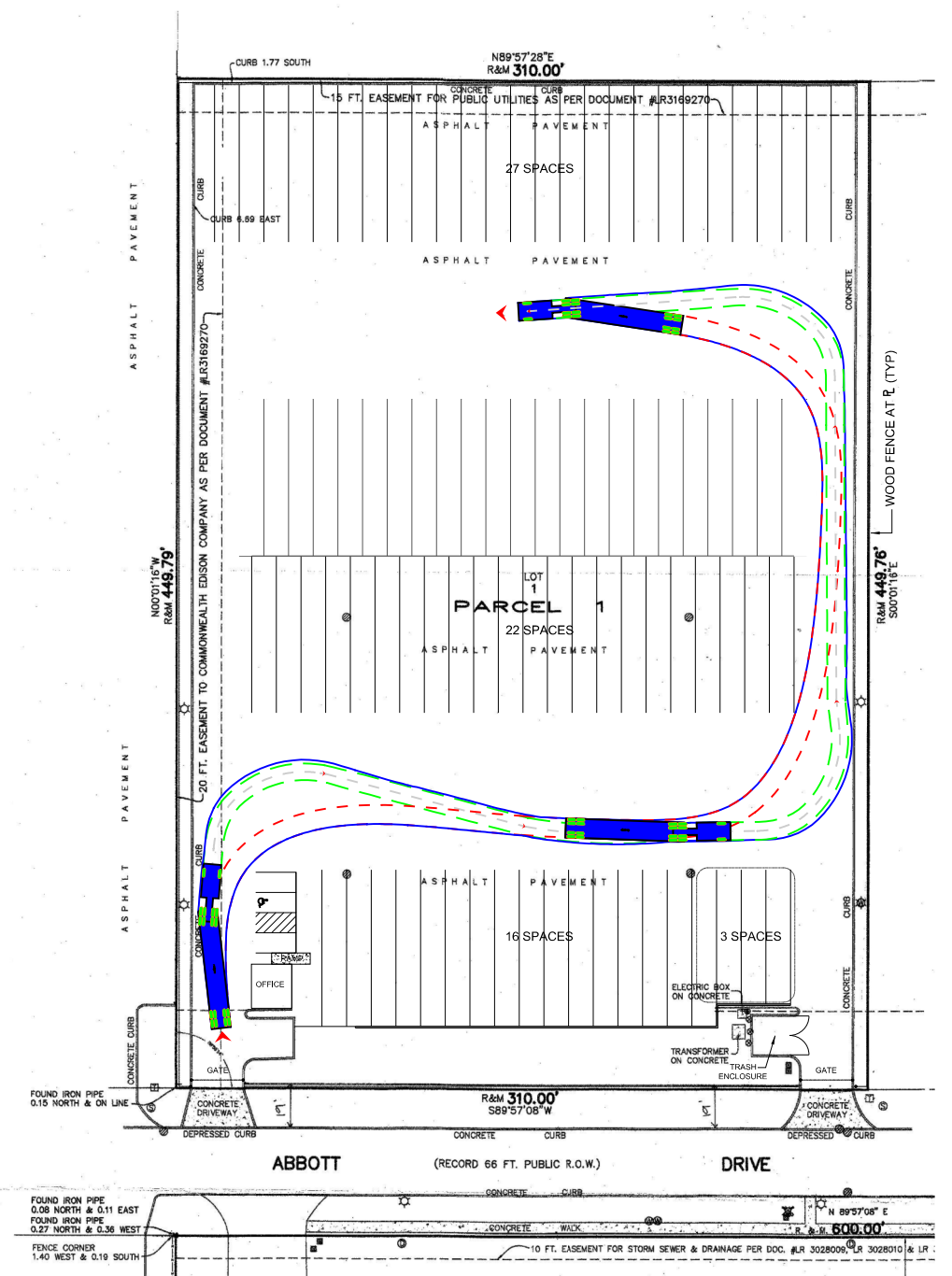
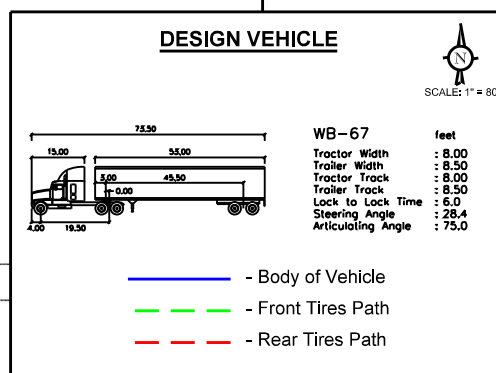
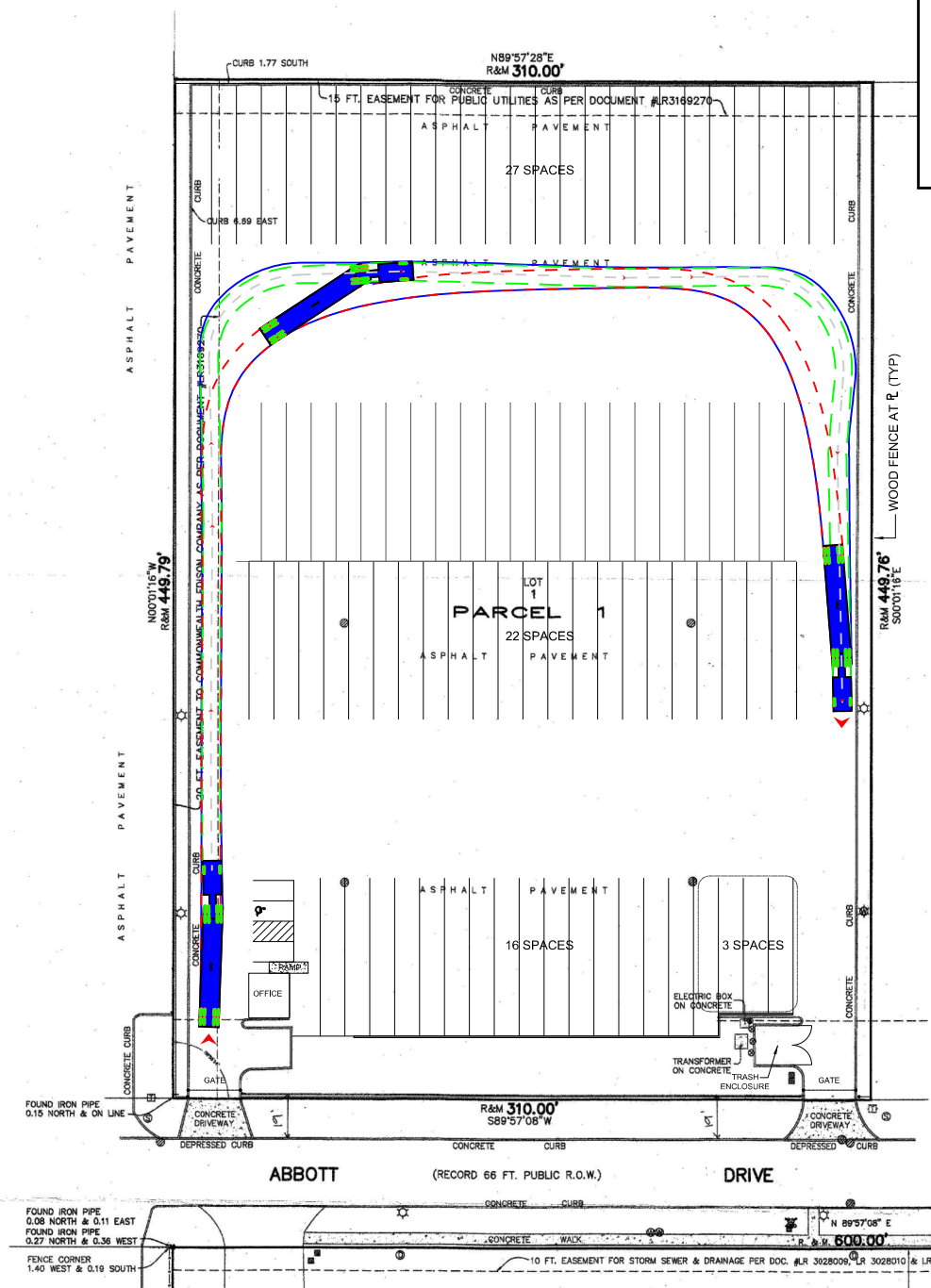
TRUCK TRANSPORTATION
CENTER
WHEELING, ILLINOIS

WB-67 TRUCK MANEUVERS EAST ENTRANCE

DRAWN: MD
DATE: 01-14-19
PROJECT # 18-102
FIGURE: A1

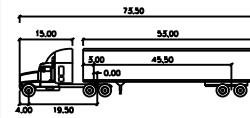
CHECKED: LA
REV: 01-17-19

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.



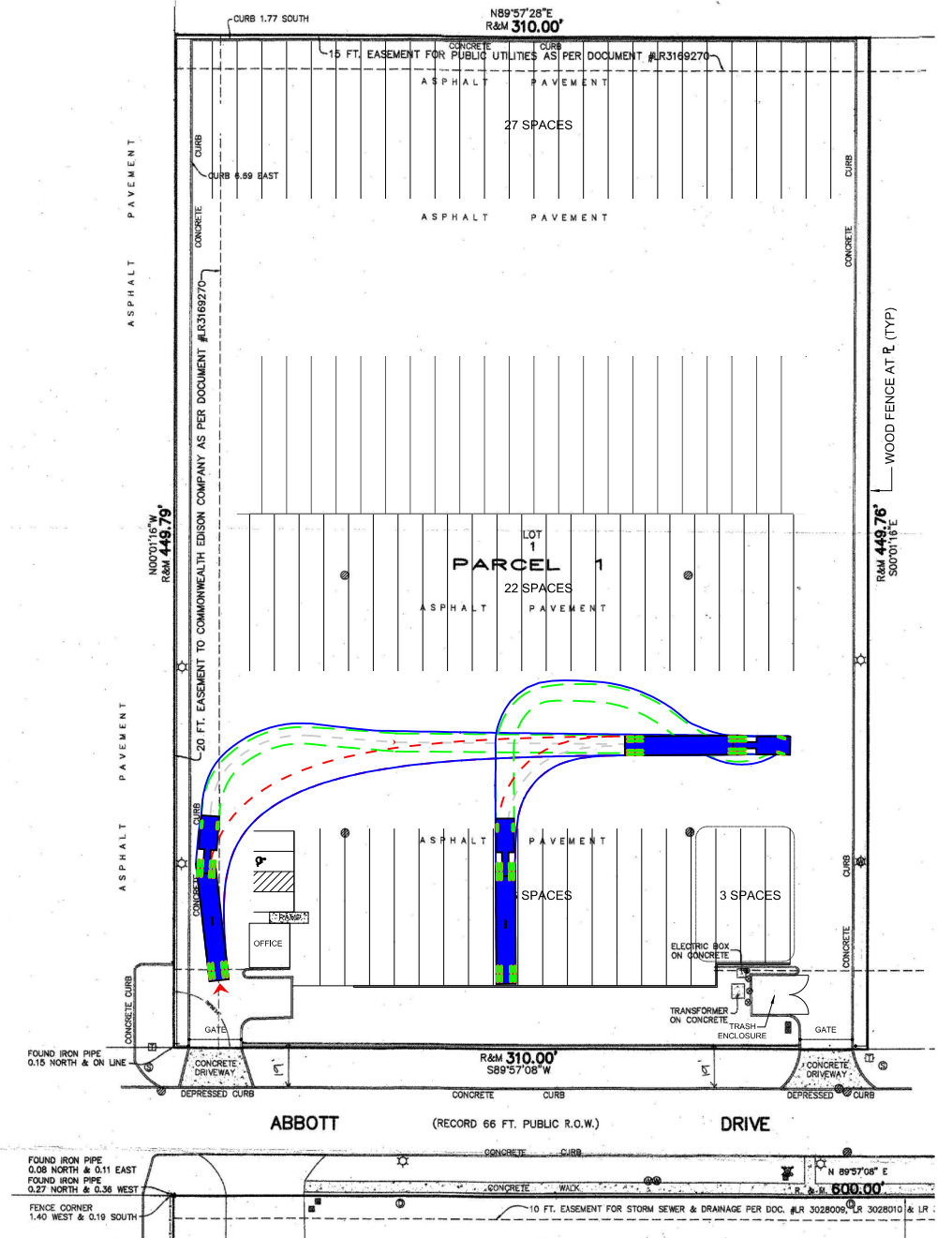
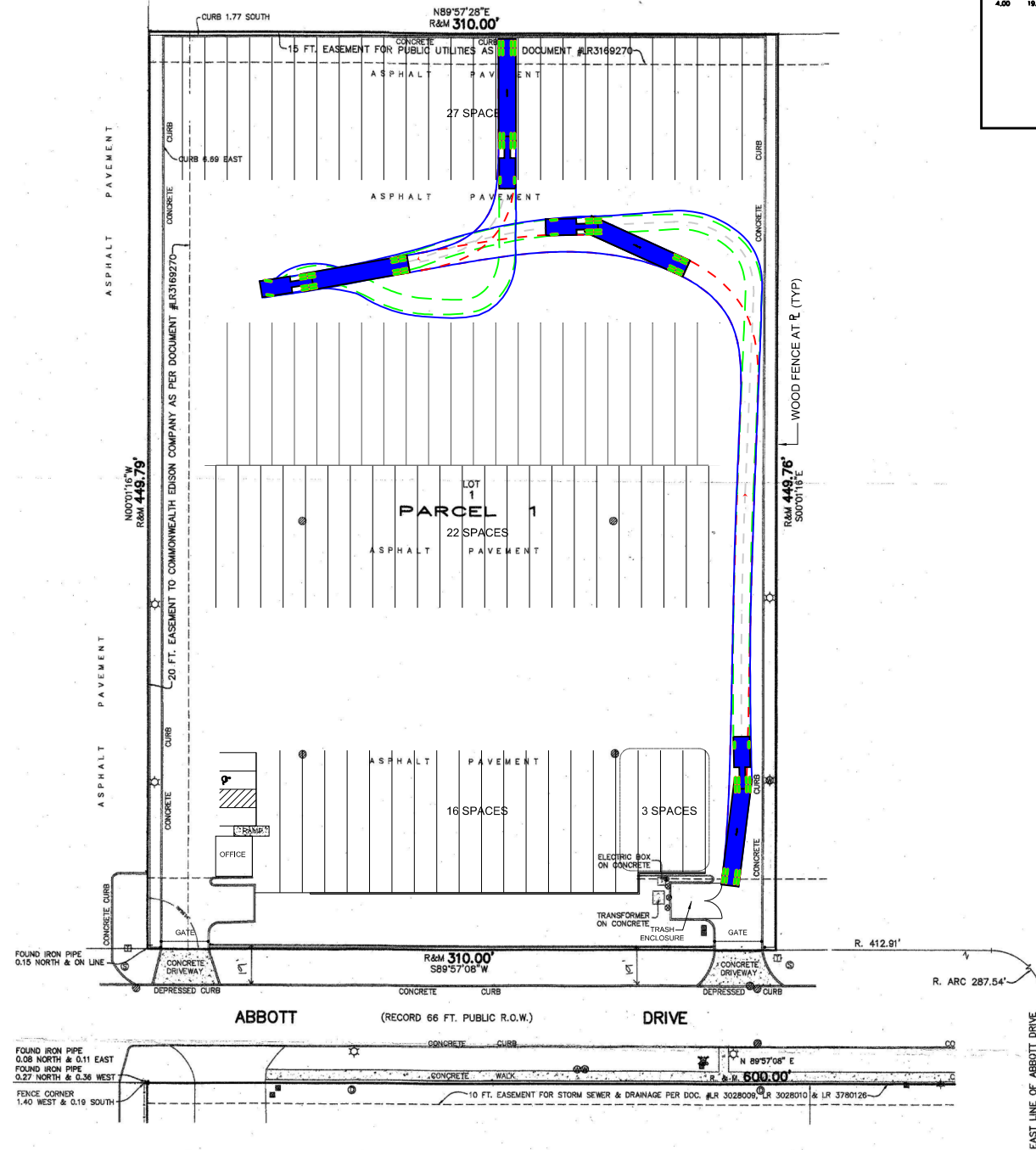
PC 18-19 Received 1/17/2019

DESIGN VEHICLE



WB-67	feet
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0

- Body of Vehicle
- Front Tires Path
- Rear Tires Path



PC 18-19 Received 1/17/2019

TRUCK TRANSPORTATION
CENTER
WHEELING, ILLINOIS

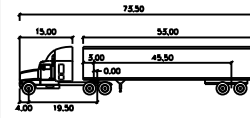
WB-67 TRUCK MANEUVERS INTO STALLS

DRAWN: MD
DATE: 01-14-19
PROJECT # 18-102
FIGURE: B1

CHECKED: LA
REV: 01-17-19

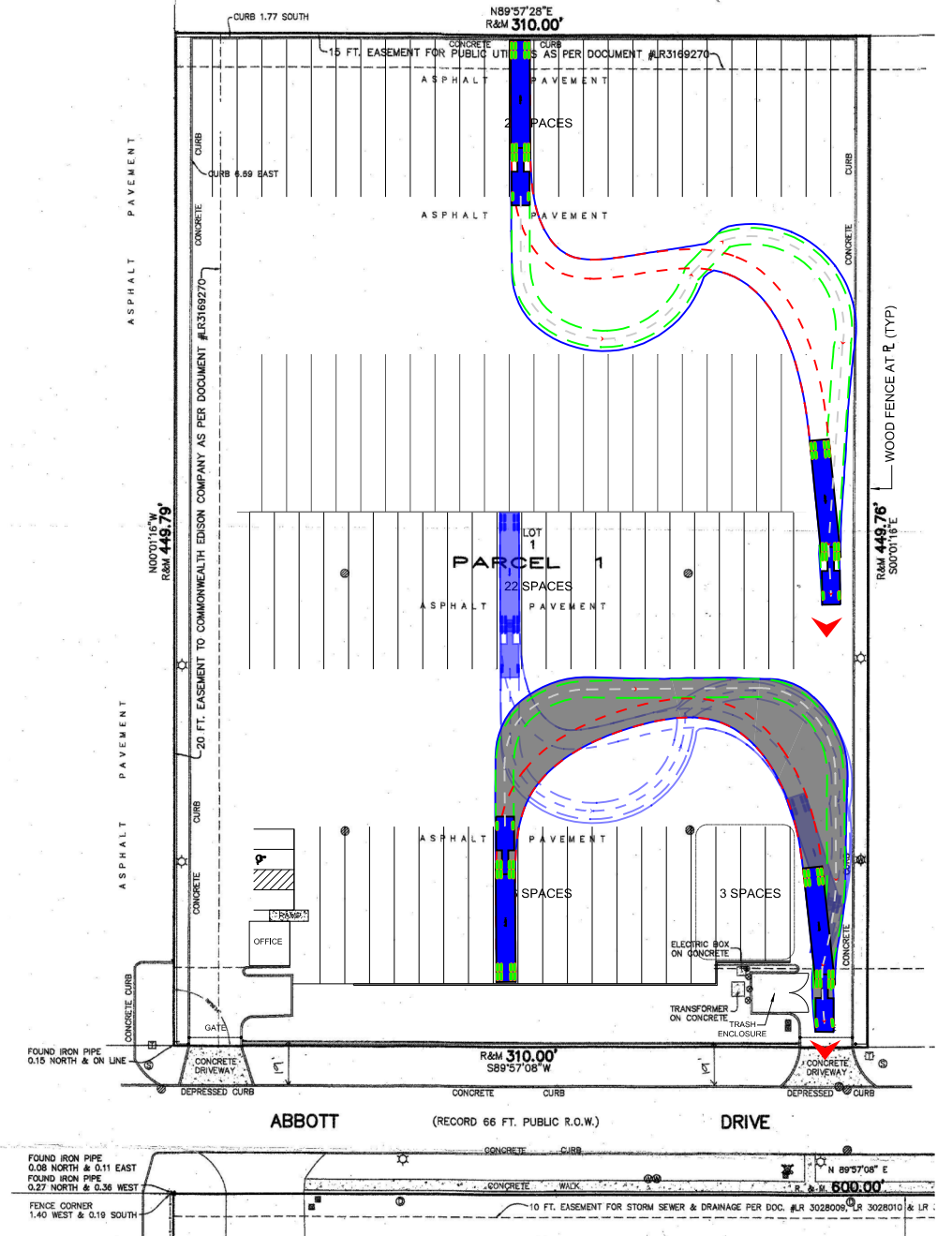
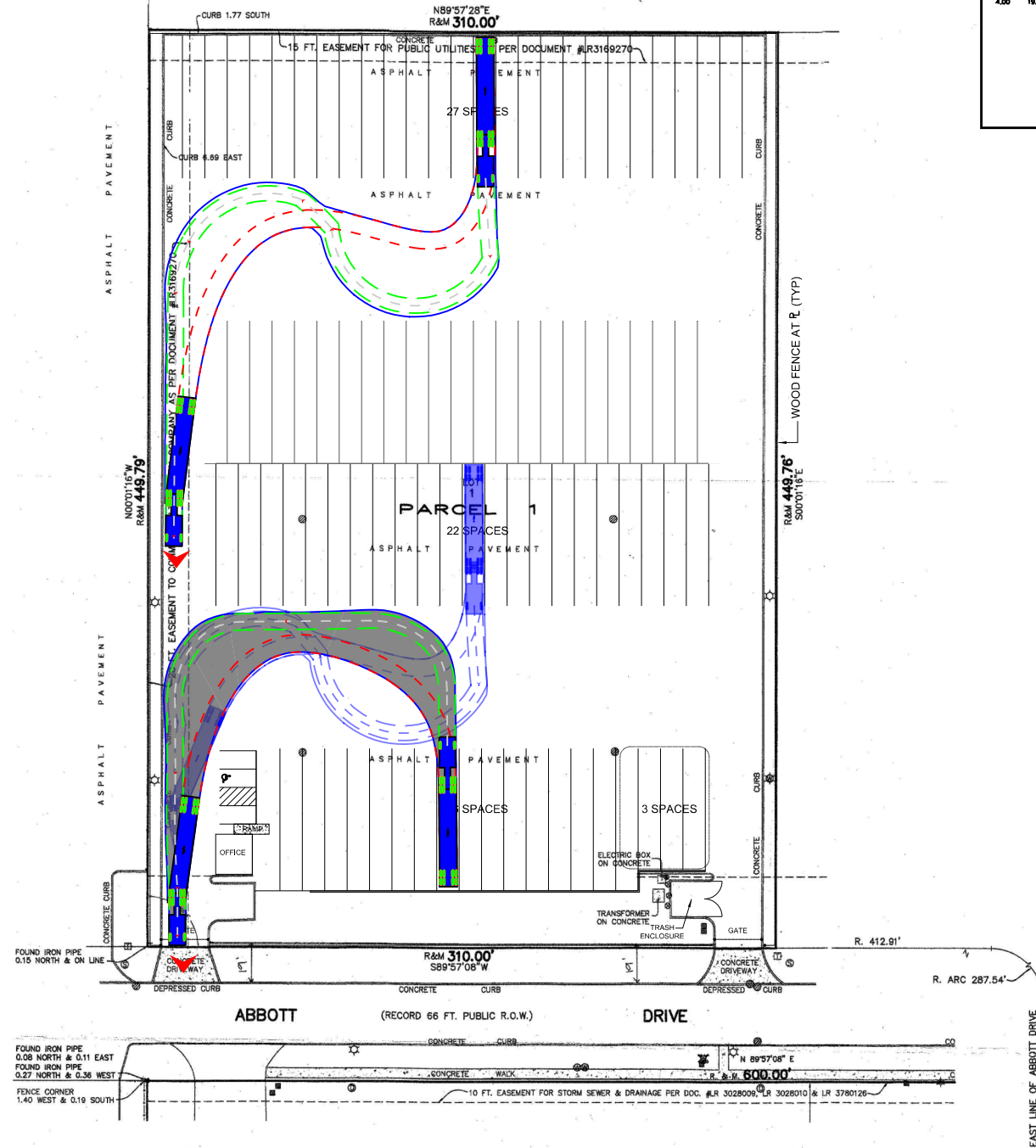
KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

DESIGN VEHICLE



	feet
WB-67	
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0

- Body of Vehicle
- Front Tires Path
- Rear Tires Path



PC 18-19 Received 1/17/2019

TRUCK TRANSPORTATION
CENTER
WHEELING, ILLINOIS

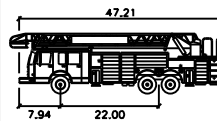
WB-67 TRUCK MANEUVERS FROM STALLS

DRAWN: MD
DATE: 01-14-19
PROJECT # 18-102
FIGURE: B2

CHECKED: LA
REV: 01-17-19

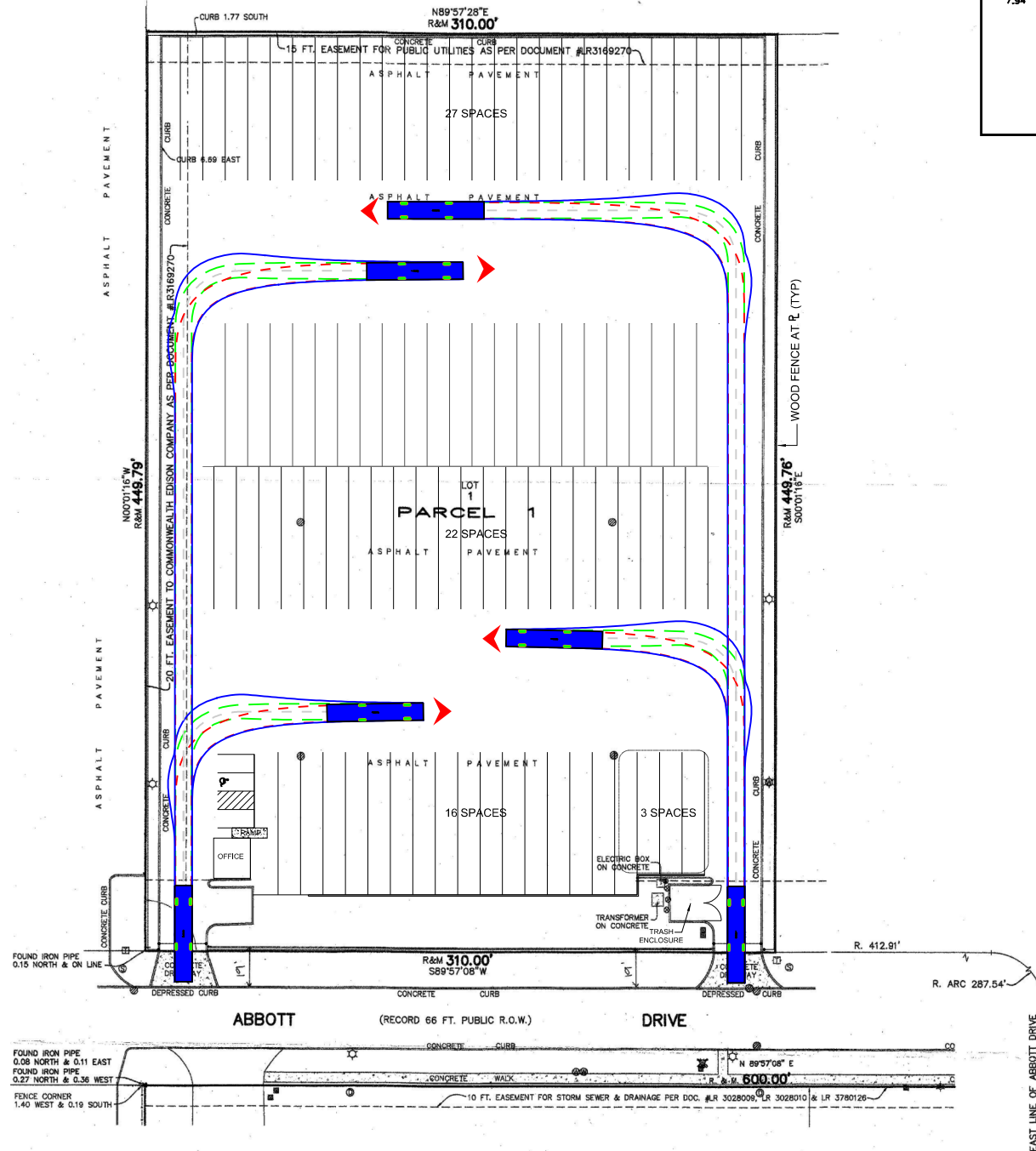


DESIGN VEHICLE

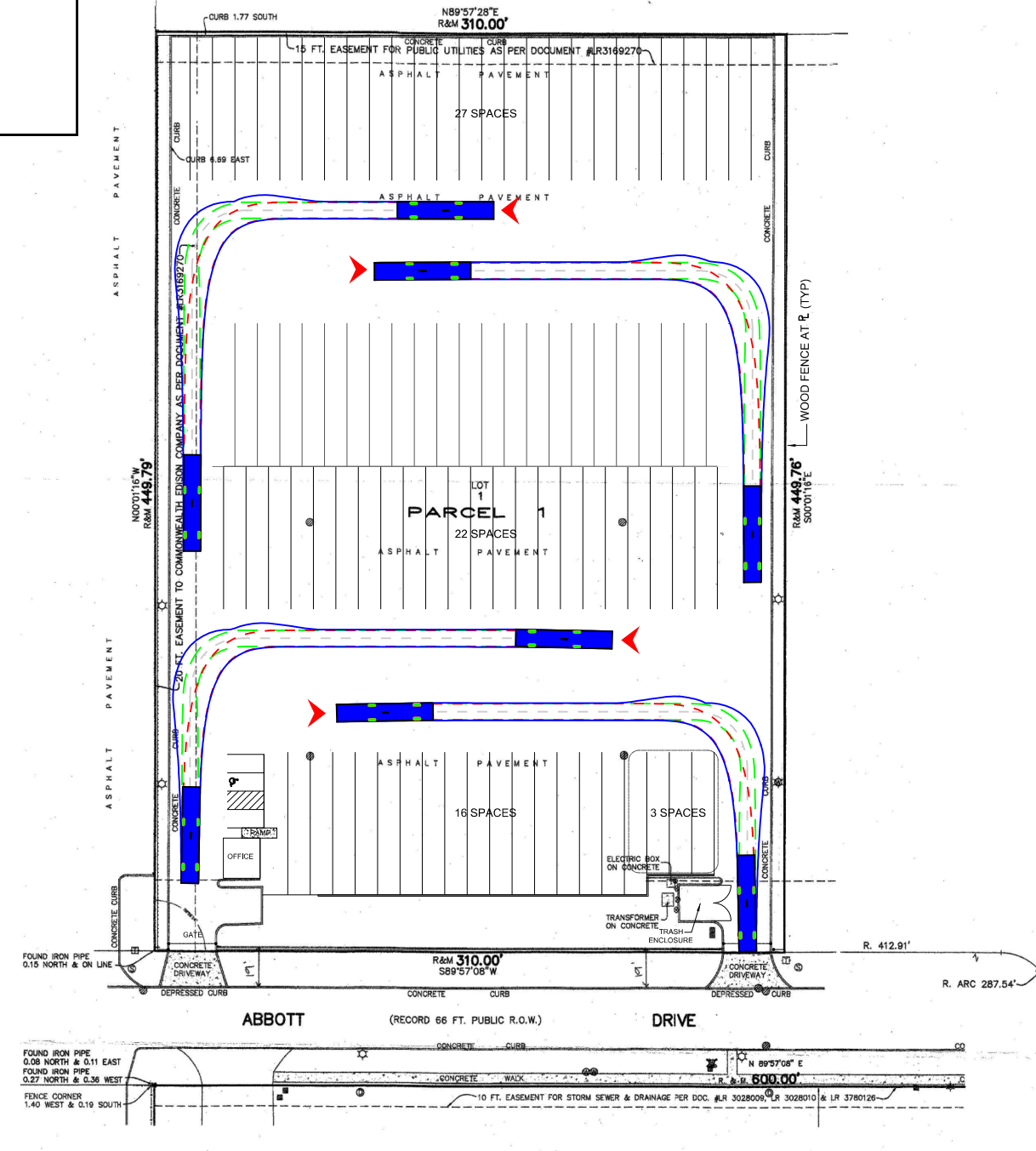


Wheeling Cobra Firetruck
 Width : 8.42
 Track : 7.92
 Lock to Lock Time : 6.0
 Steering Angle : 38.7

- Body of Vehicle
- Front Tires Path
- Rear Tires Path



INBOUND



OUTBOUND

PC 18-19 Received 1/17/2019

TRUCK TRANSPORTATION
 CENTER
 WHEELING, ILLINOIS

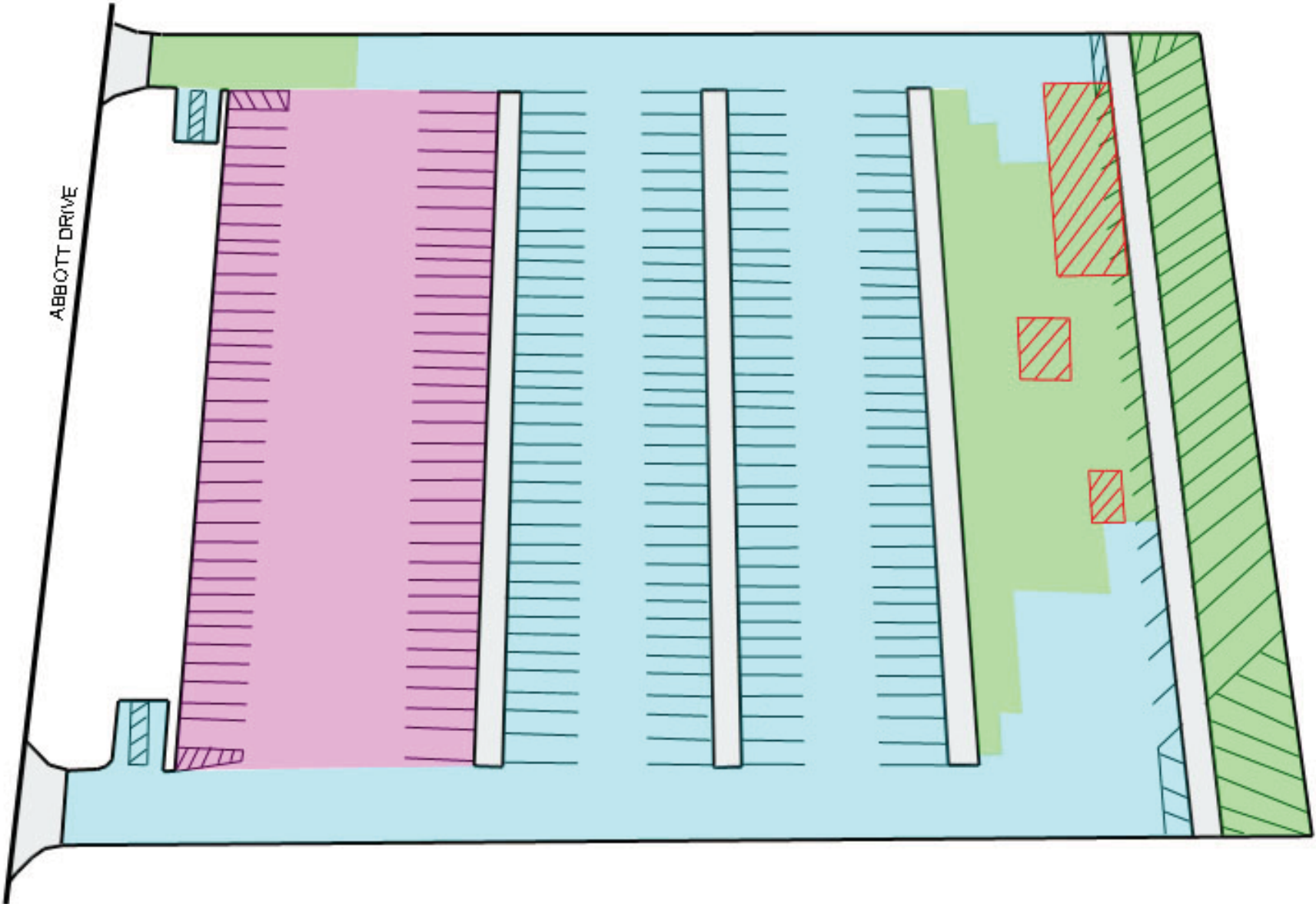
FIRE TRUCK MANEUVERS

DRAWN: MD
 DATE: 01-14-19
 PROJECT # 18-102
 FIGURE: C

CHECKED: LA
 REV: 01-17-19



* NOT TO SCALE



PHASED AREA BID LEGEND

	MILL AND PAVE DEPTH 4" 2018
	FULL DEPTH R&R DEPTH 12" 2018
	COAL TAR EMULSION SEALER 2019
	MILL AND PAVE DEPTH 4" 2019

NOTE	APPROX. PAVEMENT AREA (sf)
GREEN	TOTAL SF: 23,451 SY: 2,808
RED	TOTAL SF: 2,623 SY: 291
BLUE	TOTAL SF: 61,663 SY: 6,851
PURPLE	TOTAL SF: 27,414 SY: 3,046

Asphalt Repairs Plan
received November 22, 2016

ISSUED TO BID



ESTABLISHED IN 1983

DESIGNED BY: MANEVAL
CONSTRUCTION INC. DEPT
OF ENGINEERING & ESTIMATING.

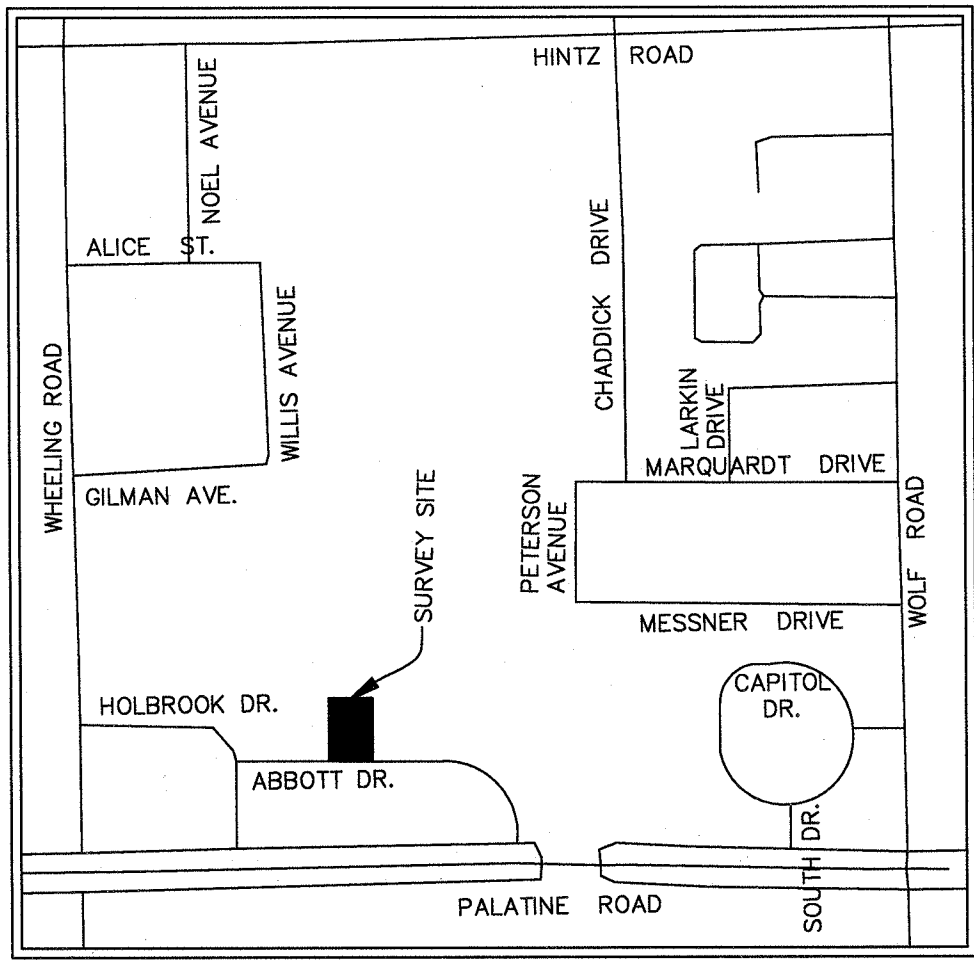
VVV DIAMOND
SERVICES

ABBOTT DRIVE
WHEELING, IL 60090
BITUMINOUS ASPHALT REPAIRS

COVER SHEET

DATE:	
AMM	EIL
MMA	DLM

C - 0.0



VICINITY MAP
(NOT TO SCALE)

GREMLEY & BIEDERMANN

A DIVISION OF
PLCS Corporation

LICENSE No. 184-005322

PROFESSIONAL LAND SURVEYORS

4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630

TELEPHONE: (773) 685-5102 FAX: (773) 286-4184 EMAIL: INFO@PLCS-SURVEY.COM

ALTA / ACSM Land Title Survey

PARCEL 1:
LOT 1 IN IGINI SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF FILED JULY 16, 1980 AS DOCUMENT LR 3169270, IN COOK COUNTY, ILLINOIS

PARCEL 2:
THE SOUTH 528.66 FEET OF THE WEST 600 FEET OF THE FOLLOWING DESCRIBED PARCEL: THAT PART OF THE EAST 3/4 OF THE EAST 1/2 OF THE SOUTHWEST 1/4 AND OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN (TAKEN AS A TRACT) LYING WESTERLY OF THE WESTERLY LINE OF RAILROAD RIGHT-OF-WAY OF THE CHICAGO AND WISCONSIN RAILROAD (EXCEPTING FROM SAID TRACT OF LAND THAT PART THEREOF LYING NORTHERLY AND EASTERLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE WEST LINE OF THE EAST 3/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14 AFORESAID, 200 FEET SOUTH OF THE NORTHWEST CORNER OF SAID EAST 3/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 14; THENCE EAST ALONG A LINE 200 FEET SOUTH OF MEASURED AT RIGHT ANGLES TO AND PARALLEL WITH SAID NORTH LINE OF THE EAST 3/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, A DISTANCE OF 685.89 FEET; THENCE SOUTHEASTERLY ALONG A DIAGONAL LINE A DISTANCE OF 500 FEET TO A POINT IN A LINE WHICH IS 140 FEET SOUTHWESTERLY OF MEASURED AT RIGHT ANGLES TO AND PARALLEL WITH THE WESTERLY RIGHT-OF-WAY LINE OF SAID RAILROAD; THENCE SOUTHEASTERLY ALONG SAID PARALLEL LINE A DISTANCE OF 826.27 FEET TO THE INTERSECTION OF SAID PARALLEL LINE WITH THE SOUTH LINE OF SAID SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 14; AND EXCEPTING FROM SAID TRACT OF LAND THOSE PARTS THEREOF DESCRIBED IN DEEDS TO THE COUNTY OF COOK REGISTERED IN THE OFFICE OF THE REGISTRAR OF TITLES OF COOK COUNTY, ILLINOIS AS DOCUMENTS 1982200 AND 1982201) (EXCEPTING THAT PART FALLING IN STREETS), ALL IN COOK COUNTY, ILLINOIS.

AREA OF PROPERTY = 456,625 SQ. FT. OR 10.48 ACRES

ASSUMED

Legend:

①	Storm MH
②	Storm CB
③	Storm Inlet
④	Storm Inlet
⑤	San MH
⑥	San Storm Combo MH
⑦	San Clean Out
⑧	Water Valve Vault
⑨	Water MH
⑩	Water Buffalo Box
⑪	Water Hand Hole
⑫	Water Meter
⑬	Water Fire Hydrant
⑭	Telephone MH
⑮	Telephone Vault
⑯	Telephone Pedestal
⑰	Utility Pole
⑱	Guy Anchor
⑲	Electric Manhole
㉑	Electric MH
㉒	Electric Vault
㉓	Electric Hand Hole
㉔	Electric Pad
㉕	Electric Meter
㉖	Electric Pedestal
㉗	Electric Light Pole
㉘	Electric Traffic Signal
㉙	Electric Light Pole with Traffic Signal
㉚	Electric Traffic Control Box
㉛	Electric Traffic Vault
㉜	Electric Ground Light
㉝	Electric Mounted Wall Light
㉞	Gas Buffalo Box
㉟	Gas Hand Hole
㊱	Gas Meter
㊲	Gas Valve
㊳	Gas MH
㊴	Gas Vault
㊵	Cable TV Pedestal
㊶	Tree - Deciduous
㊷	Tree - Evergreen
㊸	Parking Meter
㊹	Parking Pay Box
㊺	Sign Post
㊻	Mail Box
㊼	Bumper Post
㊽	Bike Rack
㊾	Unclassified Manhole
㊿	Auto Sprinkler
⌚	Hose Connection
⌚	Fire Alarm
⌚	Flag Pole

This Survey was prepared based on Chicago Title Insurance Company Title Commitment 1401 00887402 D1 Effective Date: June 6, 2012 as to matters of record.

Surveyor's license expires November 30, 2016.

Schedule "B" Items:
Items #1-13, 22-25 & 28-33 are Not Matters of Survey

C 14. BUILDING LINES AS SHOWN ON THE PLAT OF IGINI SUBDIVISION ACCORDING TO THE PLAT THEREOF FILED JULY 16, 1980 AS DOCUMENT LR3169270 35 FEET FROM THE SOUTH LINE OF LAND. (AFFECTS PARCEL 1) - Plotted

D 15. EASEMENTS FOR PUBLIC UTILITIES AND DRAINAGE AS SHOWN ON THE PLAT OF IGINI SUBDIVISION ACCORDING TO THE PLAT THEREOF FILED JULY 16, 1980 AS LR3169270 OVER THE NORTH 15 FEET OF LOT 1. (AFFECTS PARCEL 1) - Plotted

E 16. EASEMENTS OVER NORTH 15 FEET FOR THE PURPOSE OF INSTALLING AND MAINTAINING ALL EQUIPMENT NECESSARY TO SERVE THE SUBDIVISION AND OTHER LAND WITH TELEPHONE AND ELECTRICAL SERVICE, TOGETHER WITH THE RIGHT TO OVERHANG AERIAL SERVICE WIRES AND THE RIGHT OF ACCESS TO SUCH WIRES, AS CREATED BY GRANT TO THE ILLINOIS BELL TELEPHONE COMPANY AND THE COMMONWEALTH EDISON COMPANY AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS AND AS SHOWN ON THE PLAT OF SUBDIVISION FILED JULY 16, 1980 AS LR3169270. (AFFECTS PARCEL 1) - Plotted

F 17. EASEMENTS OVER NORTH 15 FEET FOR THE INSTALLATION, MAINTENANCE, RELOCATION, RENEWAL OF GAS MAINS AND APPURTENANCES FOR THE PURPOSE OF SERVING ALL AREAS SHOWN ON THE PLAT AS WELL AS OTHER PROPERTY, WHETHER OR NOT CONTIGUOUS THERETO, NO BUILDINGS OR OTHER STRUCTURES TO BE CONSTRUCTED OR ERECTED ON ANY SUCH EASEMENT AREAS, AS CREATED BY GRANT TO NORTHERN ILLINOIS GAS COMPANY AND IT SUCCESSORS AND ASSIGNS AND AS SHOWN ON THE PLAT OF SUBDIVISION FILED JULY 16, 1980 AS LR3169270. (AFFECTS PARCEL 1) - Plotted

G 18. EASEMENT RESERVED FOR AND GRANTED TO THE VILLAGE OF WHEELING, ITS SUCCESSORS AND ASSIGNS, IN ALL PLATTED "EASEMENT" AREAS, STREETS, ALLEYS, OTHER PUBLIC WAYS AND PLACES SHOWN ON THE PLAT OF SUBDIVISION FILED JULY 16, 1980 AS LR3169270, SAID EASEMENT TO BE FOR THE INSTALLATION, MAINTENANCE, RELOCATION, RENEWAL AND REMOVAL OF SEWER, WATER MAINS AND DRAINAGE AND APPURTENANCES FOR THE PURPOSES OF SERVING ALL AREAS SHOWN ON SAID PLAT AS WELL AS OTHER PROPERTY, WHETHER OR NOT CONTIGUOUS THERETO, NO BUILDING OR OTHER STRUCTURE TO BE CONSTRUCTED OR ERECTED IN ANY SUCH "EASEMENT" AREAS, STREETS, ALLEYS, OTHER PUBLIC WAYS OR PLACES NOR ANY OTHER USE TO BE MADE THEREOF WHICH WILL INTERFERE WITH THE EASEMENTS RESERVED AND GRANTED THEREBY. (AFFECTS PARCEL 1) - Plotted

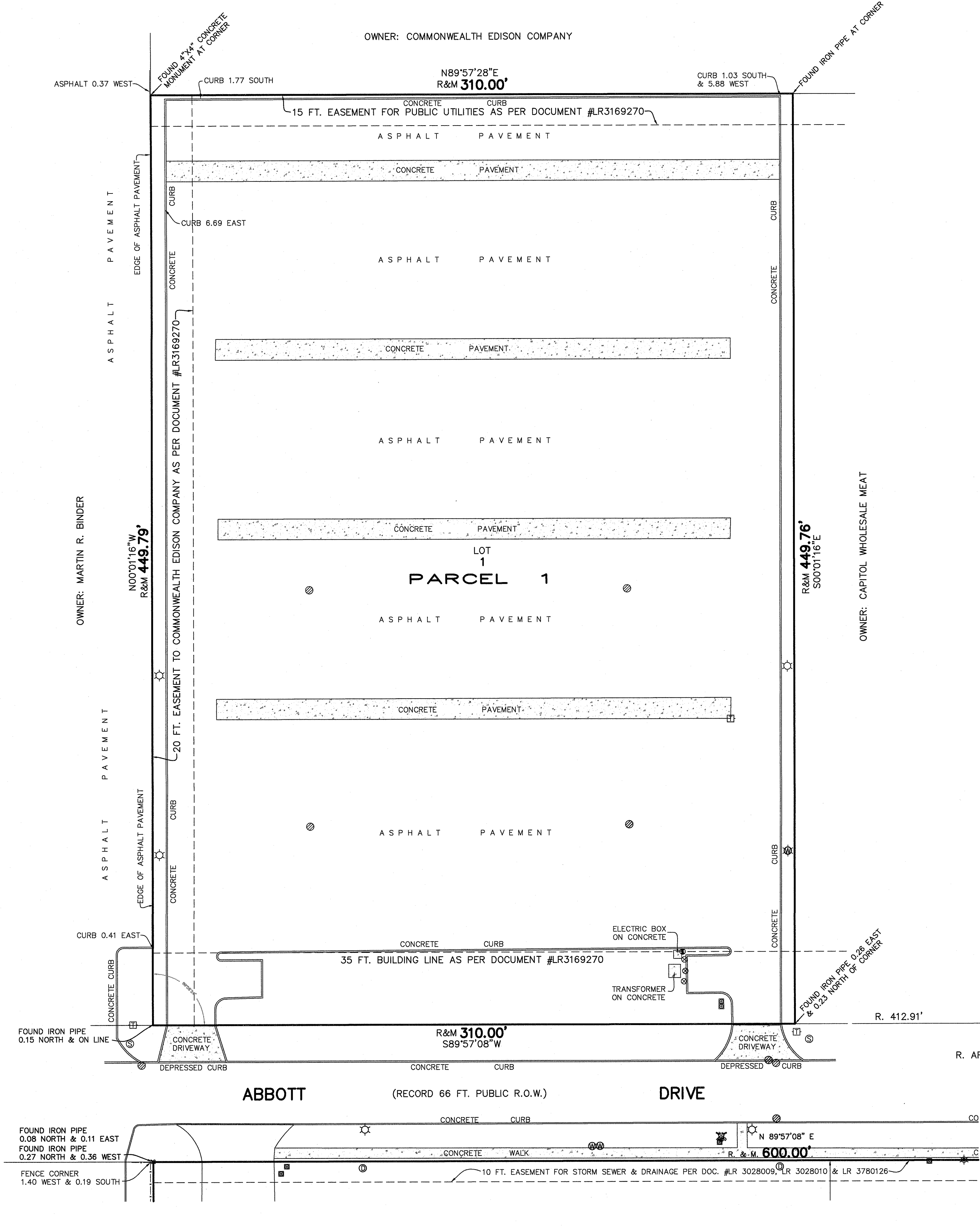
H 19. TERMS, PROVISIONS, CONDITIONS AND LIMITATIONS OF THE DECLARATION OF COVENANTS EXECUTED BY MIDWEST BANK AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 29, 1967 AND KNOWN AS TRUST NUMBER 670428, AND AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 1, 1971 AND KNOWN AS TRUST NUMBER 76312, DATED APRIL 8, 1980 AND FILED JULY 16, 1980 AS LR3169269, AND AMENDED AND RESTATED DECLARATION OF COVENANTS RECORDED APRIL 21, 1995 AS DOCUMENT 95285756 WHICH PROVIDES IN PART AS FOLLOWS:

(1) LOT 3 OF THE PROPOSED IGINI SUBDIVISION IS HEREBY RESERVED FOR WATER DETENTION PURPOSES AND SHALL REMAIN WITHOUT BUILDINGS OR STRUCTURES AT THE GRADE AND CONTOURS APPROVED BY THE VILLAGE OF WHEELING.
(2) DECLARANT SHALL HAVE THE RIGHT TO CONVEY TITLE TO LOT 3 TO AN ILLINOIS NOT-FOR-PROFIT CORPORATION, THE SHAREHOLDERS OF WHICH SHALL BE THE OWNERS OF LOTS IN IGINI SUBDIVISION, WHICH SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE WATER DETENTION FACILITY.

I 20. EASEMENT OVER THE WEST 20 FEET OF THE LAND GRANTED TO THE COMMONWEALTH EDISON COMPANY AS SHOWN ON THE PLAT OF IGINI SUBDIVISION ACCORDING TO THE PLAT THEREOF FILED JULY 16, 1980 AS DOCUMENT LR3169270. (AFFECTS PARCEL 1) - Plotted

J 21. ENCROACHMENT OF THE BLACKTOP LOCATED MAINLY ON THE LAND WEST AND ADJOINING OVER ONTO THE LAND BY 0.35 FEET. (AFFECTS PARCEL 1) - Removed (replaced by curb 0.41 east)

R 26. RESERVATION OF EASEMENTS OVER THE NORTHERLY 10 FEET AND THE SOUTHERLY 20 FEET OF THE LAND FOR STORM SEWER AND DRAINAGE FACILITIES PURSUANT TO THE DEEDS FILED JUNE 23, 1978 AS DOCUMENT NO. LR 3028009, LR 3028010 AND LR 3780126. (AFFECTS PARCEL 2) - Plotted



SURVEY NOTES:

PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS, MAP NO. 1703102028J, EFFECTIVE DATE AUGUST 19, 2008.

REGARDING TABLE A ITEM 18 THERE IS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SLUMP OR SANITARY LANDFILL.

Note R. & M. denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

No dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

COPYRIGHT GREMLEY & BIEDERMANN, INC. 2012 "All Rights Reserved"

REVISED LEGAL DESCRIPTION AND ADDED LABELS JULY 14, 2015

CERT NAMES ADDED SEPTEMBER 7, 2012 AS PER ORDER #2012-16864

ORDERED BY: RICHARD ROSENSTEIN	CHECKED: DRAWN: RL/RB
ADDRESS: 120 W. PALATINE ROAD	
GREMLEY & BIEDERMANN	
PLCS CORPORATION	
LICENSE NO. 184-005322	
PROFESSIONAL LAND SURVEYORS	
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630	
TELEPHONE: (773) 685-5102 FAX: (773) 286-4184 EMAIL: INFO@PLCS-SURVEY.COM	
ORDER NO.	PAGE NO.
2012-16588-001	1 OF 2
DATE: JUNE 28, 2012	SCALE: 1 INCH = 30 FEET

G:\CAD\2012\2012-16588\2012-16588-001.DWG

Exhibit received September 23, 2016

TO Chicago Title Insurance Company and 120 Palatine LLC, an Illinois limited liability company

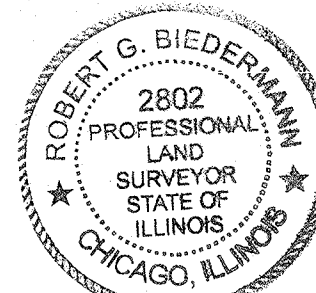
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 7(a), 7(b)(1), 8, 9, 11(a) and 18 of Table A thereof.

The field work was completed on JUNE 28, 2012.

Date of Plat July 14, 2015

By: *Robert G. Biedermann*

Robert G. Biedermann
Professional Illinois Land Surveyor No. 2802



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
Steve Robles, Assistant Director of Community Development

RE: **Wolf Road Industrial – Panattoni Development**
1020, 1022, 1026, 1027, and 1030 Carol Avenue; 37 Kerry
Lane; 1020 Plant Road; and 1032 S. Wolf Road
Docket No. 2019-1
Rezoning from the R-1A Single-Family Residential and I-1
Light Industrial to I-2 Limited Industrial District;

Docket No. PC 19-1
Site Plan-Appearance Approval of an industrial warehouse
building

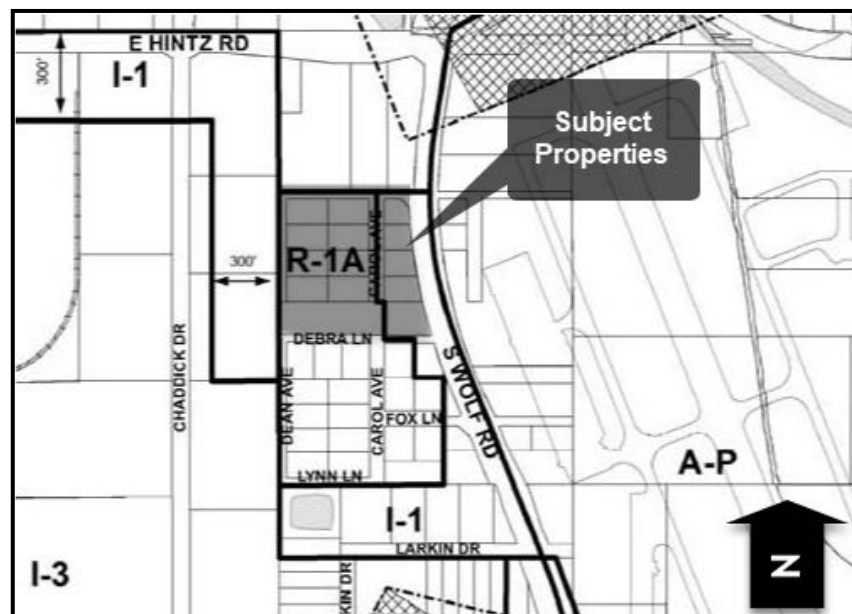
Docket No. PC 19-2
Preliminary Plat of Subdivision Approval of Wheeling Road
Industrial

DATE OF REPORT: February 8, 2019

DATE OF MEETING: February 14, 2019

PROJECT OVERVIEW: The petitioner is requesting rezoning, site plan-appearance approval, and preliminary plat of subdivision approval for the redevelopment of 9.25 acres (13 properties) along the west side of S. Wolf Road to construct a 162,746 square foot industrial warehouse building.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant Name: John Pagliari, Partner, Panattoni Development Company

Property Owner Name: Henry C. Joern Revocable Trust
JV Global Services, LLC

Common Location: On the west side of S. Wolf Road, south of Hintz Road, between Kerry Lane and Debra Lane

Neighboring Property Land Use(s): North: Industrial
West: Industrial
South: Single-Family Residential
East: Chicago Executive Airport

Comprehensive Plan Designation: Industrial (Wolf Ridge Sub-Area)

Property size: 402,862 sq. ft. (9.25 acres)
162,746 sq. ft. (building area)

Existing Use of Property: Single-Family Residential and Light Industrial

Proposed Use of Property: Industrial-warehouse building

Existing Property Zoning: R-1A Single-Family Residential (west) and I-1 Light Industrial (east)

Previous Zoning Action on Property:
None.

SUMMARY OF JANUARY 24TH PLAN COMMISSION REVIEW

On January 24th the Plan Commission continued the hearing to provide the public additional time to review the development proposal. During the continuance period, the petitioner has submitted revised plans in an effort to address the staff recommendation conditions. The following report has been updated accordingly based upon the revisions.

DESCRIPTION OF PROPOSAL

The petitioner, Panattoni Development Company, is proposing to redevelop the current single-family homes/contractor yards to construct a single industrial warehouse building. The proposed development requires rezoning the two current zoning districts of the R-1A and I-1 to the I-2 (Limited Industrial) district. In addition, since the subject area consists of 13 individual lots, the lots will need to be consolidated into one parcel through the proposed preliminary plat of subdivision. The proposed site development and industrial warehouse building also requires site plan and appearance approval.

SITE PLAN REVIEW

General site layout: The 162,746 sq. ft. industrial warehouse building is located in the center of the property and oriented to the Wolf Road frontage. Parking areas are located immediately east

Wheeling Plan Commission**Meeting Date: February 14, 2019****RE: Docket No.'s 2019-1, PC 19-1, and PC 19-2**

and south of the building, and are connected to provide access around the south and east sides of the building. Loading docks for large truck deliveries are located in the rear of the building (west elevation), facing the rear of the industrial buildings to the west. Stormwater management is provided by a detention basin in the front of the site, adjacent to Wolf Road, which will provide a natural buffer between Wolf Road and the industrial building. Vehicular access will be kept to Wolf Road, with a full-access driveway at the north end of the site and will reuse the current Kerry Lane curb cut at Wolf Road. A second full-access driveway is proposed on the south end of the site to Wolf Road. While there is an existing median in the center of Wolf Road along the south driveway, the median is mountable and does not restrict access to/from the site by any physical barriers.

There is existing Village right-of-way located in three areas of the site. Kerry Lane extends along the northern portion of the subject site; although only a small portion is physically improved at the east end of the site, which provides access from Wolf Road. Carol Avenue runs north-south from Kerry Lane and splits the properties. This segment of Carol Avenue is only accessible by Kerry Lane and does not connect to the nearby Village street network to the south. Dean Avenue is unimproved right-of-way along the east boundary line of the sites and does not provide access to any adjacent properties. Based on the proposed site layout, the vacation of the three rights-of-way will be required, which a plat of vacation must be prepared for approval by the Village Board. As the plat of vacation will need to be included with the zoning entitlements for the project when presented to the Village Board, this will be included in the conditions of approval for the site plan and the preliminary plat.

Floor Plan: As the proposed industrial warehouse is speculative and is not being constructed for a specific tenant/business, a floor plan has not been prepared. The site plan indicates the building could accommodate up to three individual tenants, with offices located on the east side of the building, with the truck loading docks in the rear of the building (west side), which is typical for industrial warehouse buildings.

Total number of parking spaces: The total parking required for the proposed building, based on the office and warehouse space identified, is 174 spaces. A total of 175 parking stalls are provided, demonstrating the parking requirements are met.

Bicycle parking: Bicycle parking for 6 bicycles is provided on the plans. The exterior bike rack is located at the southeast corner of the building. Based on 175 parking spaces, Code requires 14 bicycle parking spaces. The number of code required bike parking is high for the industrial warehouse building and the Code allows for a reduction based on indoor bike parking for employees. The petitioner has indicated that indoor bike parking will also be provided, and staff feels the proposed 6 space bike rack is a realistic number.

Site Lighting: The site lighting will be provided solely by building-mounted light fixtures at a height of 27', no light poles are proposed. The light locations are illustrated on the photometric plan and the fixtures are a shielded design.

Sidewalks: There is an existing public sidewalk along the Wolf Road frontage adjacent to the subject property and will remain.

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HVAC/Mechanical Components Screened: A height detail has been provided indicating the tallest rooftop units will be 6'-2". The petitioner has also provided line-of-sight diagrams to demonstrate that the roof mounted mechanical units would not be visible from various points around the site. Since the parapet walls are nominal, the roof top units would not be screened by a parapet wall. The tallest point of the proposed building is 40', which is the maximum building height permitted in the I-2 District. The Plan Commission can grant exceptions to the height limitations for necessary mechanical appurtenances and their accessory screening as part of an appearance review, if necessary.

APPEARANCE REVIEW

Elevation plans: A building elevation plan is provided illustrating the design of all four building elevations. The front (east) elevation includes emphasized tower elements to draw attention to the three main points of entry for the individual occupant spaces. The north and south entry features wrap around the sides of the building providing further visual interest at the northeast and southeast corners of the building. The entirety of the building will be constructed of precast concrete panels, with a white and grey color tone. Blue color accents are provided on all four sides to offer additional color interest to the building. Windows are included on all four building sides, with a majority of windows provided at the three entries, and on the north and south elevations, which provides an attractive break from the standard precast concrete walls.

Building height: The tallest portions of the building are the three entry features at a vertical height of 40'. The main portion of the building for the east elevation will be a height of 38'-4". The north, south, and west building elevations will be a height of 37'-4". All building heights are in compliance with the maximum building height of 40' in the I-2 District.

Trash Enclosure: Exterior trash enclosure are not identified on the plans. The petitioner has identified to staff that all trash will be kept internal. Staff has added a condition of approval that trash collection areas shall be indicated on the floorplan prior to the issuance of a permit for the construction of the building.

Signage: No signage is identified in this submittal. Any future signs will require review and approval by the Sign Code Board of Appeals prior to the issuance of any sign permits.

LANDSCAPING PLAN REVIEW

Existing Landscaping to Remain: No existing landscaping will remain.

Proposed Landscaping: A diversity of landscaping is proposed around the perimeter of the site and within the parking areas. Additional building foundation plantings are also provided on the east and south elevations, and a segment along the north elevation. The stormwater detention basin is located on the east side of the site, adjacent to Wolf Road, and will have a mixture of wet prairie grass mix and blended seed mix. A total of 14 street trees in compliance with Title 17 are provided along Wolf Road. As proposed, there will be a combination of street trees located within the right-of-way and on private property. The trees planted in the Wolf Road right-of-way are spaced the maximum 80' apart, while the trees on private property will then fill in the spacing so that together, all the street trees will be at least 40' in separation. The street trees are a

Wheeling Plan Commission

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mixture of Kentucky Coffee Tree, Hackberry, Swamp White Oak, and Autumn Blaze Maple, which are all desirable tree species.

Irrigation: Irrigation is required by code. The landscape plans include an irrigation plan identifying the irrigation zones on the site, which are located within the planting areas around the perimeter of the building.

Landscape Screening: The Zoning Code requires the east off-street parking area (facing Wolf Road) be screened with a greenbelt of dense landscaping at least 18" in height at time of planting. Due to space constraints caused by the retaining wall of the detention basin and guardrail along the eastern edge of the eastern parking row, the required screening cannot be installed in this area. The petitioner has located the dense landscaping row on the east side of the detention basin, along the sidewalk adjacent to Wolf Road. The petitioner has worked with staff to arrange this landscaping screening to follow an organic layout along the street frontage, rather than a straight row of plantings. Given the parking area is setback from Wolf Road due to the detention basin, the visual impact of parked vehicles won't be as significant from Wolf Road.

Residential Screening: The south side of the site adjoins residential properties; therefore a wall, fence or densely planted compact hedge at least 5' feet and not more than 6' in height is required. As illustrated on the plans, a 6' tall fence is located in the southern yard and will be placed 8' north of the property line. A fence detail has been included on the landscape plans that identify the material of the fence posts, rails and pickets as cedar wood in an overlapping/board-on-board design. In addition, the landscape plan includes a variety of evergreen trees and shade trees within the southern planting area, north of the fence. Both the fence and landscape plantings are in compliance with the screening requirements.

PRELIMINARY PLAT REVIEW

The subject site is comprised of 13 individual lots, which requires the lots to be consolidated into one lot to allow for the proposed industrial warehouse development. The petitioner has prepared the attached Preliminary Plat of Wolf Road Industrial. Typically plats of subdivision seek to subdivide property; however, the plat as proposed will consolidate the lots into one, integrated parcel. The plat consists of 3 pages, which shows the configuration of the existing lots and internal public streets, the consolidated single lot (with the public streets vacated), and the proposed development.

STANDARDS FOR REZONING

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

1. Will the proposed rezoning or text amendment comply with the intent and purpose of Title 19, Zoning?

"The proposed zoning will comply with the intent and purpose of Title 19. The property is proposed to be rezoned to I-2. I-2 (Limited Industrial Zoning) will accommodate the proposed uses of the building. The proposed uses will be limited to office space,

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manufacturing, and industrial uses that are relatively clean, quiet and free of hazardous or objectionable impacts. The proposed plan requests no variations from the I-2 requirements in section 19.07.030 of the Village zoning code.”

The I-2 District is consistent with the zoning of the adjacent properties to the north and minimizes the likelihood of intense outdoor uses that may be incompatible with adjacent residential property.

2. Will the proposed rezoning or text amendment comply with the Comprehensive Plan, Official Map and all other plans and policies adopted by the Village?

“The proposed plan will comply with the Future Land use plan published by the Village as the area is designated as industrial. In the existing conditions, the areas to the north and west are designated as Industrial and the area to the east is designated as airport use. On the future land use plan, the area to the south is planned as Industrial.”

Per the Village’s Comprehensive Plan, the future land use plan calls for industrial land use in the area, which the rezoning request will be consistent with the Comprehensive Plan recommendation.

3. How have the physical or economic conditions pertaining to the subject area changed, making the existing zoning district or code regulation inappropriate and the proposed zoning district or regulation appropriate?

“As detailed in the Village Future land use plan, the area of the proposed project is designated to be an industrial use in the future. The current zoning designation as Residential does not fit with surrounding land uses on three sides of the development. The airport and the relocation of Wolf Road have already impacted the existing residential subdivision.”

Staff concurs with the petitioner’s response.

4. How is the proposed rezoning or text amendment desirable and needed in the Village?

“The proposed re-zoning is desirable & needed for the Village as it brings the site in conformance with the Future Land use plan. The proposed action allows the property to conform with the land uses to the north & west of the site. The Village will benefit with a higher tax base & better use for the property.”

The industrial land use is recommended by the Villages’ Compressive Plan and the Wolf Ridge Subarea recommendation of the Plan.

5. How will the proposed rezoning or text amendment be compatible with and not unduly depreciate the use and value of the surrounding property?

“The proposed rezoning conforms with the land uses to the north & west of the site and with the Future land use plan prepared by the Village of Wheeling. The proposed project will not have a negative impact on the surrounding properties as Industrial uses are predominant in this area.”

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Staff concurs with the petitioner's response.

6. How will the proposed rezoning or text amendment contribute to a rational pattern of land uses which is beneficial to the Village?

"The proposed rezoning conforms with the land uses to the north & west of the site and with the Future land use plan prepared by the Village of Wheeling. This rational pattern of land uses is well documented in the Comprehensive Plan prepared by the Village of Wheeling. The Project will only access Wolf Road which is identified as a Major Arterial Roadway by the Village of Wheeling. All setback requirements as defined in the Village Zoning code will be followed to limit impact on all neighboring properties."

Staff concurs with the petitioner's response.

STAFF REVIEW

Fire Department Review: The Fire Department provided initial review comments to the petitioner based on their initial plan submittal. The petitioner has submitted the revised plans (attached), which there are no comments on the revised plans and no conditions of approval at this time. All other Fire Department review comments are related to the building's construction and will be confirmed during building permit review.

Engineering Division Review: The Engineering Division provided initial review comments to the petitioner based on their initial plan submittal. The petitioner has submitted the revised plans (attached), which there are no comments on the revised plans and no conditions of approval at this time. All other Engineering Division review comments are technical engineering comments that will be confirmed upon receipt of final engineering plans and prior to the issuance of a site (engineering) permit.

Impact on adjacent uses: The proposed use and development will be consistent with the surrounding industrial development patterns north and west of the subject property, and is consistent with the Village's Comprehensive Plan. The development has adequately managed any potential impacts on the adjacent residential properties to the south with the installation of a 6' tall fence and a dense landscape buffer to offer a solid buffer from the industrial/warehouse activities.

Staff Recommended Action: Staff recommends approval of all the rezoning, site plan-appearance approval, and preliminary plat of subdivision; subject to the following conditions:

1. The trash collection areas shall be indicated on the floorplan prior to the issuance of a permit for the construction of the building.
2. The Village Board's consideration of the final plat of subdivision shall also include a plat of vacation for the three Village rights-of-way, to be prepared by the petitioner.

PROPOSED MOTION

If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of the Rezoning, Site Plan and Building Appearance Approval, and Preliminary Plat of Subdivision for the industrial warehouse development, an appropriate motions would be to:

Wheeling Plan Commission

Meeting Date: February 14, 2019

RE: Docket No.'s 2019-1, PC 19-1, and PC 19-2

Recommend approval of Docket No. 2019-1, granting Rezoning from R-1A Single-Family Residential District and I-1 Light Industrial District to I-2 Limited Industrial District as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19.14 Ordinance Administration, and associated sections, for the construction of an industrial warehouse building in accordance with the following exhibits, for the properties located at 1020, 1022, 1026, 1027, and 1030 Carol Avenue; 37 Kerry Lane; 1020 Plant Road; and 1032 S. Wolf Road, Wheeling, Illinois:

- Project Description Letter, received December 10, 2018
- Site plan, dated February 7, 2019, and
- Rezoning Exhibit, received January 14, 2019.

Recommend approval of Docket No. PC 19-1, granting Site Plan-Appearance Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, and Chapter 19-12 Site Plan Approval Requirements, in order to construct an industrial warehouse building, in accordance with the following exhibits, for Panattoni Development Company:

- Project Description Letter, received December 10, 2018
- Site plan, dated February 7, 2019,
- Building Elevations, dated January 7, 2019,
- Landscape Plan (2 sheets), dated January 28, 2019
- Photometrics, dated January 29, 2019,
- Preliminary Site Improvement Plans (16 sheets), dated January 14, 2019
- Line of Site Plans (4 sheets), received January 29, 2019

And with the following conditions of approval:

1. The trash collection areas shall be indicated on the floorplan prior to the issuance of a permit for the construction of the building.
2. Any other conditions to be determined at the hearing...

Recommend approval of Docket No. PC 19-2, granting Preliminary Plat of Subdivision Approval of Wolf Road Industrial as required under Title 17, Planning, Subdivisions and Developments, of the Wheeling Municipal Code, and Chapter 17.20.030 Preliminary Plat Approval requirements, to consolidate 13 parcels into one parcel in order to construct an industrial warehouse building, in accordance with the following exhibits, for Panattoni Development Company:

- Preliminary Plat (3 sheets), dated February 6, 2019

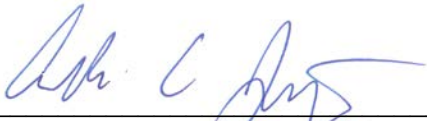
And with the following condition of approval:

1. The Village Board's consideration of the final plat of subdivision shall also include a plat of vacation for the three Village rights-of-way, to be prepared by the petitioner.

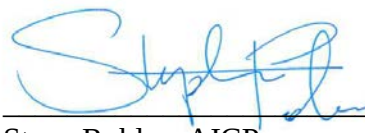
Wheeling Plan Commission

Meeting Date: February 14, 2019

RE: Docket No.'s 2019-1, PC 19-1, and PC 19-2



Andrew C. Jennings, AICP
Director of Community Development



Steve Robles, AICP
Assist. Director of Community Development

Attachments:

[Aerial Photo of Existing Conditions \(staff\)](#)

[Project Description Letter](#)

[Site plan](#)

[Landscape plan \(3 sheets\)](#)

[Elevations](#)

[Line of Site Plans \(4 sheets\)](#)

[Photometric plan](#)

[Preliminary Site Improvement Plans \(16 sheets\)](#)

[Preliminary Plat of Subdivision \(3 sheets\)](#)

[Rezoning Exhibit](#)

[Figure 11: Wolf Ridge Subarea – Wheeling Comprehensive Plan \(staff\)](#)



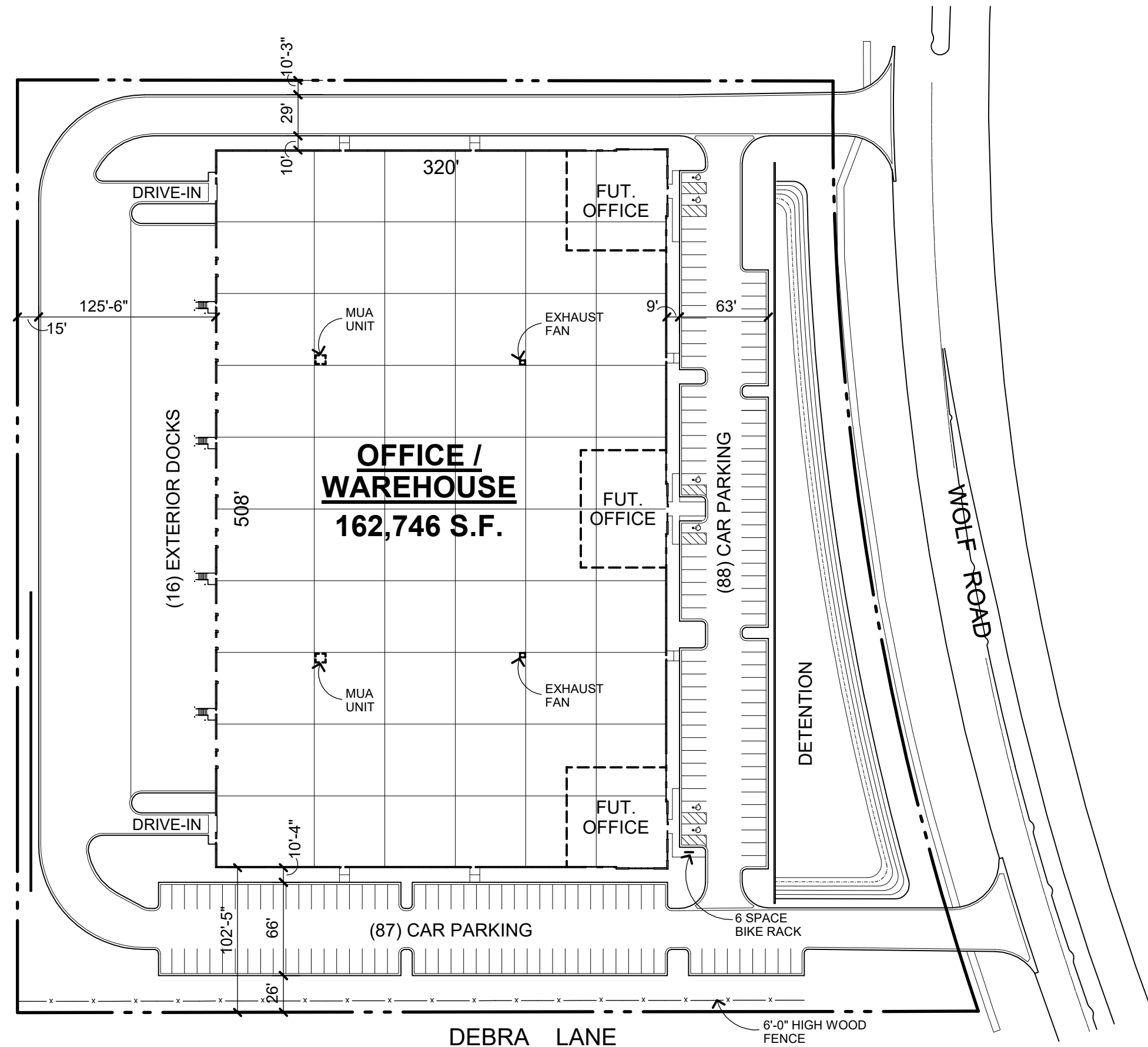
Aerial photo of the subject properties

PROJECT DESCRIPTION LETTER

Proposed development will consist of +/-163,000 S.F. speculative industrial warehouse/office building. New parking lot and truck loading areas will be constructed to serve building with approximately 173 parking stalls and 16 expandable truck docks.

The building will be leased to a single user or multiple tenants. We anticipate light assembly and warehouse uses will occupy the space.

Two access drives will be constructed to connect to Wolf Road. A new water main loop will be constructed to provide fire protection of the site, as well as a domestic water main service. Sanitary sewer from the building will extend out toward Wolf Road and connect to the future sanitary main to be coordinated with the Village. Storm sewers will be constructed to convey runoff from the proposed improvements to a detention basin located along the frontage of Wolf Road. Stormwater improvement will be sized in accordance with the current Cook County Stormwater Management Ordinance.



CONCEPTUAL NEW FACILITY FOR:
NEW OFFICE/WAREHOUSE
WOLF ROAD AND DEBRA LANE WHEELING, ILLINOIS

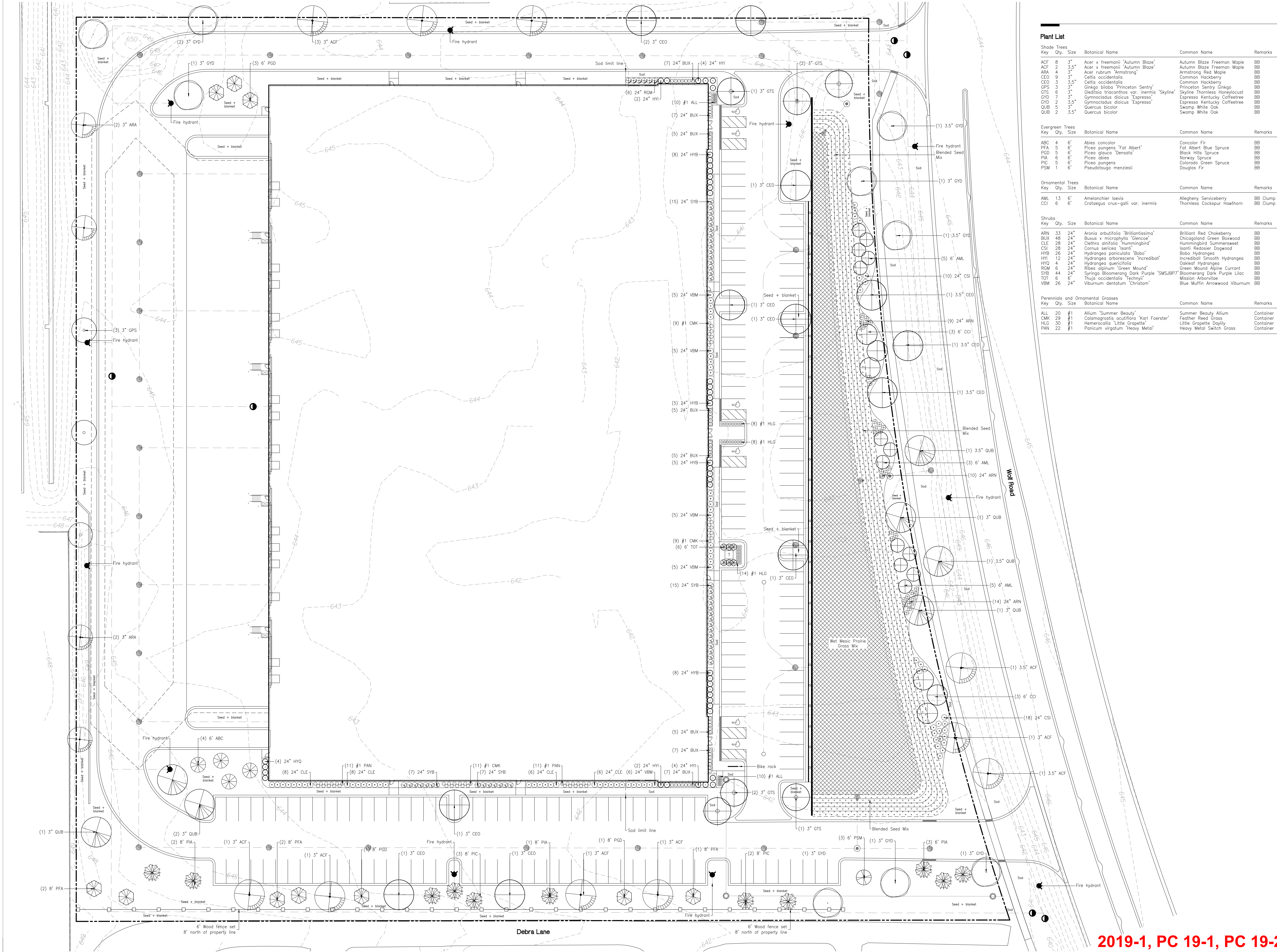
SITE AREA (±9.25 AC.)	±402,862 S.F.
GREEN SPACE REQUIRED (25%)	
REQUIRED (± 2.31 AC.)	100,715 S.F.
PROVIDED (± 2.31 AC.)	100,715 S.F.
DETENTION	24,871 S.F.
BUILDING AREA	
OFFICE (ASSUMED)	16,000 S.F.
WAREHOUSE STORAGE	146,746 S.F.
TOTAL BUILDING AREA	162,746 S.F.
CAR PARKING REQUIRED	
OFFICE (4 PER 1,000 S.F.)	64 STALLS
TOTAL REQUIRED	64 STALLS
WAREHOUSE (1 PER 1,000 S.F.)	147 STALLS
WITH (25% REDUCTION)	110 STALLS
TOTAL REQUIRED	110 STALLS
TOTAL PARKING REQUIRED	174 STALLS
CAR PARKING PROVIDED	175 STALLS
EXTERIOR TRUCK DOCKS	
EXTERIOR DOCKS PROVIDED	16 DOCKS
FUTURE EXTERIOR DOCKS	13 STALLS
TOTAL FUTURE DOCKS	29 DOCKS
DRIVE IN OVERHEAD DOORS	2 DOORS

**** APPROXIMATE HEIGHT OF HVAC EQUIPMENT ****
MUA UNIT - 6'-2"
EXHAUST FAN - 3'-2"

SITE PLAN

218334 NAE 02-07-2019





Plant List				
Shade Trees				
Key	Qty.	Size	Botanical Name	Common Name
ACF	8	3"	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple
ACF	2	3.5"	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple
ARA	4	3"	Acer rubrum 'Armstrong'	Armstrong Red Maple
CEO	9	3"	Celtis occidentalis	Common Hackberry
CEO	3	3.5"	Celtis occidentalis	Common Hackberry
GPS	3	3"	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo
CTS	6	3"	Gleditsia triacanthos var. inermis 'Skyline'	Skyline Thornless Honeylocust
GYD	7	3"	Gymnocladus dioica 'Espresso'	Espresso Kentucky Coffeetree
QYD	2	3.5"	Gymnocladus dioica 'Espresso'	Espresso Kentucky Coffeetree
QUB	5	3"	Quercus bicolor	Swamp White Oak
QUB	2	3.5"	Quercus bicolor	Swamp White Oak
Evergreen Trees				
Key	Qty.	Size	Botanical Name	Common Name
ABC	4	6'	Abies concolor	Concolor Fir
PFA	5	6'	Picea pungens 'Fat Albert'	Fat Albert Blue Spruce
PGD	5	6'	Picea glauca 'Densata'	Black Hills Spruce
PIA	6	6'	Picea abies	Norway Spruce
PIC	5	6'	Picea pungens	Colorado Green Spruce
PSM	1	6'	Pseudotsuga menziesii	Douglas Fir
Ornamental Trees				
Key	Qty.	Size	Botanical Name	Common Name
AML	13	6'	Amelanchier laevis	Allegheny Serviceberry
CCI	6	6'	Crataegus crus-galli var. inermis	Thornless Cockspur Hawthorn
Shrubs				
Key	Qty.	Size	Botanical Name	Common Name
ARN	33	24"	Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry
BUX	48	24"	Buxus x microphylla 'Glencoe'	Chicagoland Green Boxwood
CLE	28	24"	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet
CSI	28	24"	Cornus sericea 'Isanti'	Isanti Redosier Dogwood
HYB	26	24"	Hydrangea paniculata 'Bobo'	Bobo Hydrangea
HYI	12	24"	Hydrangea arborescens 'Incrediball'	Incrediball Smooth Hydrangea
HYQ	4	24"	Hydrangea quercifolia	Oakleaf Hydrangea
ROM	6	24"	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant
SYB	44	24"	Syringa Bloomerang Dark Purple 'SMS/BP7'	Bloomerang Dark Purple Lilac
TOT	6	6'	Thuja occidentalis 'Techny'	Mission Arborvitae
VBM	26	24"	Viburnum dentatum 'Christm'	Blue Muffin Arrowwood Viburnum
Perennials and Ornamental Grasses				
Key	Qty.	Size	Botanical Name	Common Name
ALL	20	#1	Allium 'Summer Beauty'	Summer Beauty Allium
CMK	29	#1	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass
HLG	30	#1	Hemerocallis 'Little Grapette'	Little Grapette Daylily
PAN	22	#1	Panicum virgatum 'Heavy Metal'	Heavy Metal Switch Grass

Wolf Road Industrial

Wolf Road and Debra Lane
Wheeling, Illinois

DAVID R. McCALLUM ASSOCIATES, INC.
LANDSCAPE ARCHITECTS
1520 Arliss Parkway #1096 | Libertyville, Illinois 60068
T 847.382.0209



Landscape Plan

5	Per Village Comments	0128.19
4	Per Village Comments	0104.19
3	For Review	12.05.18
2	For Review	12.04.18
1	For Review	11.08.18
Mark	Description	Date

Issuance

Number
486218

Scale
1" = 30'

File
4862FFSA

Sheet
L10

North

2019-1, PC 19-1, PC 19-2

Wolf Road Industrial

Wolf Road and Debra Lane
Wheeling, Illinois

DAVID R. McCALLUM ASSOCIATES, INC.
LANDSCAPE ARCHITECTS

1520 Arhaus Parkway #109C | Libertyville, Illinois 60048
T 847.382.0209

McCALLUM
ASSOCIATES

alston
CONSTRUCTION

Landscape Details

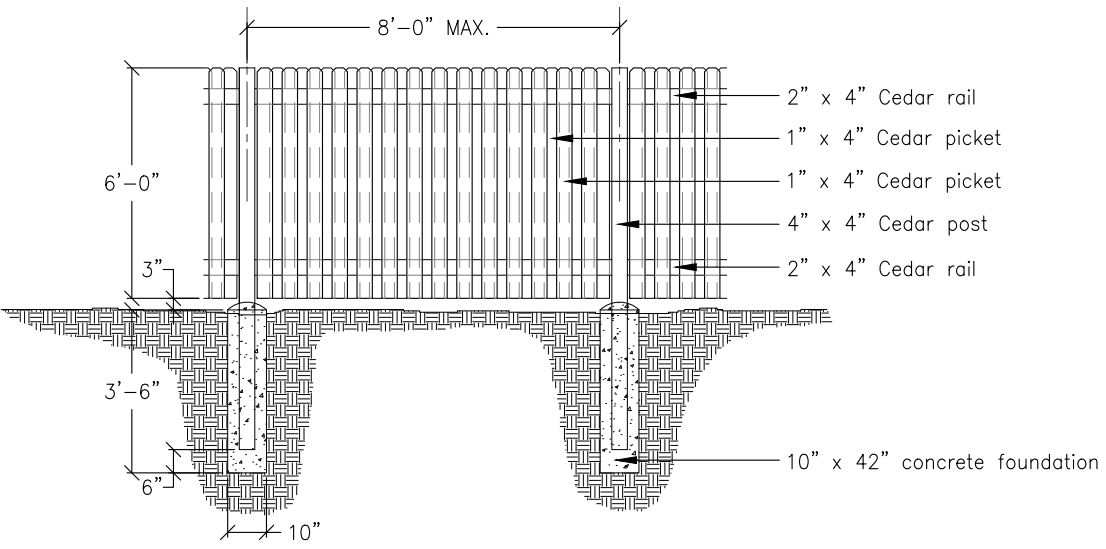
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Mark	Description	Date
Issuance		

Number	
4862FB	
Scale	Not to Scale

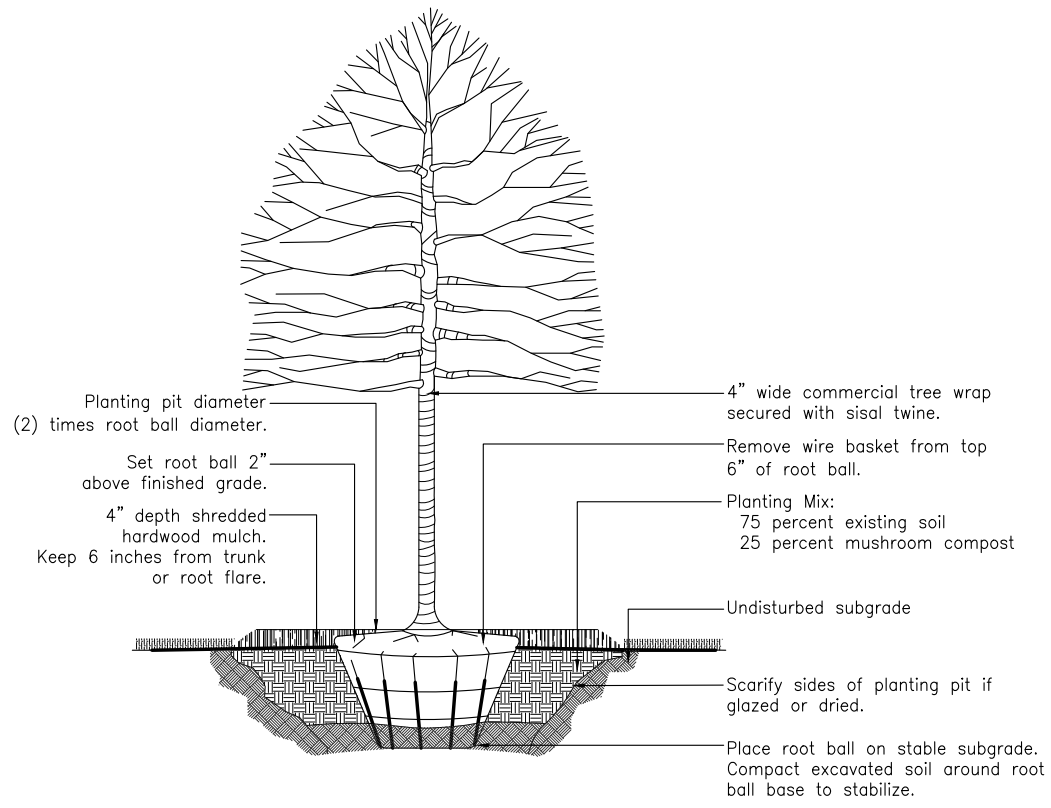
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Sheet L20

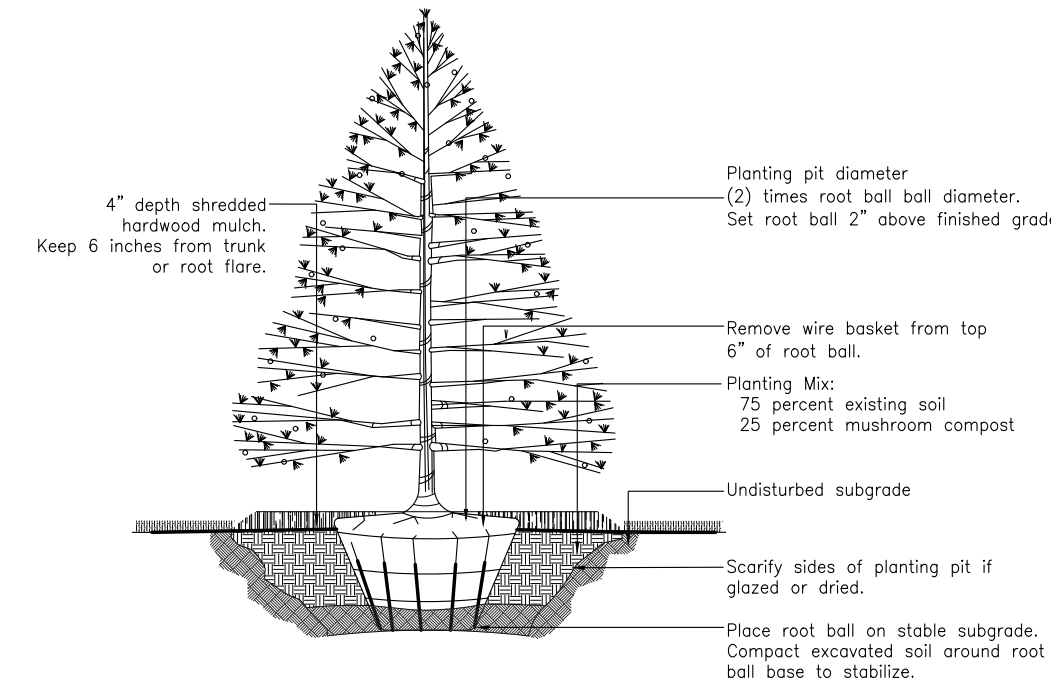
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PAN	22	#1	Panicum virgatum 'Heavy Metal'	Heavy Metal Switch Grass Container
Wet Mesic Prairie Grass Mix				
Grasses, Sedges, and Rushes				Botanical Name Common Name Oz./Acre Total lbs./Acre
				Carex cornosa Bristly Sedge 16
				Carex vulpinoidea Brown Fox Sedge 16
				Elymus virginicus Virginia Wild Rye 48
				Panicum virgatum Switch Grass 128
Total Grasses, Sedges, and Rushes:				208 13
Forbs				Botanical Name Common Name Oz./Acre Total lbs./Acre
				Asclepias incarnata Swamp Milkweed 8
				Helenium autumnale Sneezeweed 5
				Lobelia cardinalis Cardinal Flower 2
				Lobelia siphilitica Great Blue Lobelia 1
				Penstemon digitalis Foxglove Beard Tongue 5
				Physostegia virginiana Obedient Plant 5
				Solidago riddellii Riddell's Goldenrod 6
Total Forbs:				32 2
Total Grasses, Sedges, Rushes and Forbs:				240 15
Temporary Cover Crop:				Botanical Name Common Name Oz./Acre Total lbs./Acre
				Avena sativa Common Oats 320 20
Applied at the rate of 15 lbs. per acre. Cover with NAG S75BN Erosion Control Blanket (biodegradable).				
Blended Seed Mix				
(Short Grass Prairie Seed Mix + Wet Mesic Prairie Grass Mix)				
Short Grass Prairie Seed Mix				
Grasses				Botanical Name Common Name Oz./Acre Total lbs./Acre
				Andropogon scoparius Little Bluestem 120
				Bouteloua curtipendula Side Oats Grama 28
				Elymus canadensis Canada Wild Rye 12
Total Grasses:				160 10
Forbs				Botanical Name Common Name Oz./Acre Total lbs./Acre
				Asclepias tuberosa Butterfly Milkweed 8
				Coreopsis palmata Prairie Coreopsis 3
				Dalea purpurea Purple Prairie Clover 3
				Echinacea pallida Pale Purple Coneflower 8
				Echinacea purpurea Purple Coneflower 8
				Penstemon digitalis Foxglove Beard Tongue 2
				Physostegia virginiana Obedient Plant 2
				Rudbeckia hirta Black-Eyed Susan 1.5
				Tradescantia ohioensis Spiderwort 4.5
Total Forbs:				40 2.5
Total Grasses and Forbs:				200 12.5
Temporary Cover Crop				Botanical Name Common Name Oz./Acre Total lbs./Acre
				Avena sativa Common Oats 160 10
Applied at the rate of 25 lbs. per acre.				
Wet Mesic Prairie Grass Mix				
Botanical Name				Common Name Lbs./Acre
Calamagrostis canadensis				Blue Joint Grass 0.0155
Carex ammensens var. xanthocarpa				Yellow Sedge 0.0315
Carex bebbii				Bebb's Sedge 0.300
Carex bicknellii				Bicknell's Sedge 0.0625
Carex molesta				Field Oval Sedge 0.125
Carex normalis				Normal Sedge 0.0315
Carex scoparia				Broom Sedge 0.250
Carex vulpinoidea				Fox Sedge 0.125
Elymus canadensis				Canadian Wild Rye 0.500
Elymus virginicus				Virginia Wild Rye 1.000
Glyceria striata				Manna Grass 0.500
Juncus spp.				Rush Species 0.0155
Lernia oryzoides				Rice Cut Grass 0.125
Panicum virgatum				Switch Grass 0.125
Poa palustris				Marsh Blue Grass 0.500
Schizachyrium scoparium				Little Bluestem 1.000
Scirpus atrovirens				Dark Green Rush 0.250
Sporobolus heterolepis				Prairie Dropseed 0.125
Total				5.0815 Lbs./Acre
Permanent Matrix				5.0815 Lbs./Acre
Cover with NAG S75BN Erosion Control Blanket (biodegradable).				



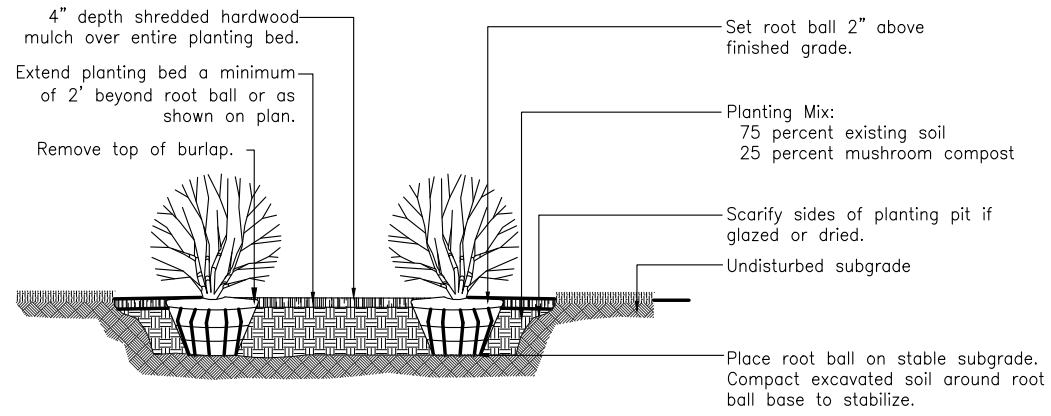
Wood Fence



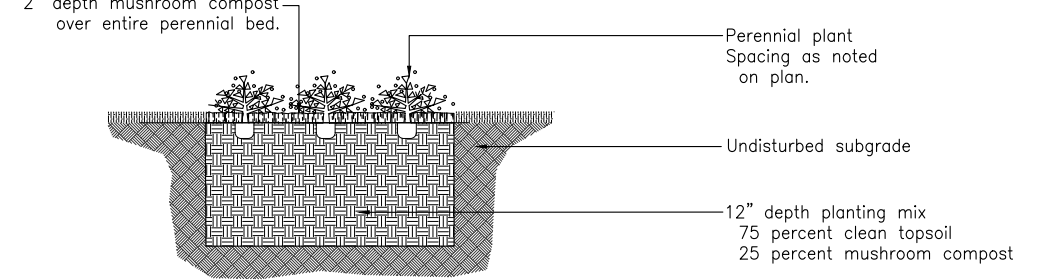
Deciduous Tree Planting



Evergreen Tree Planting

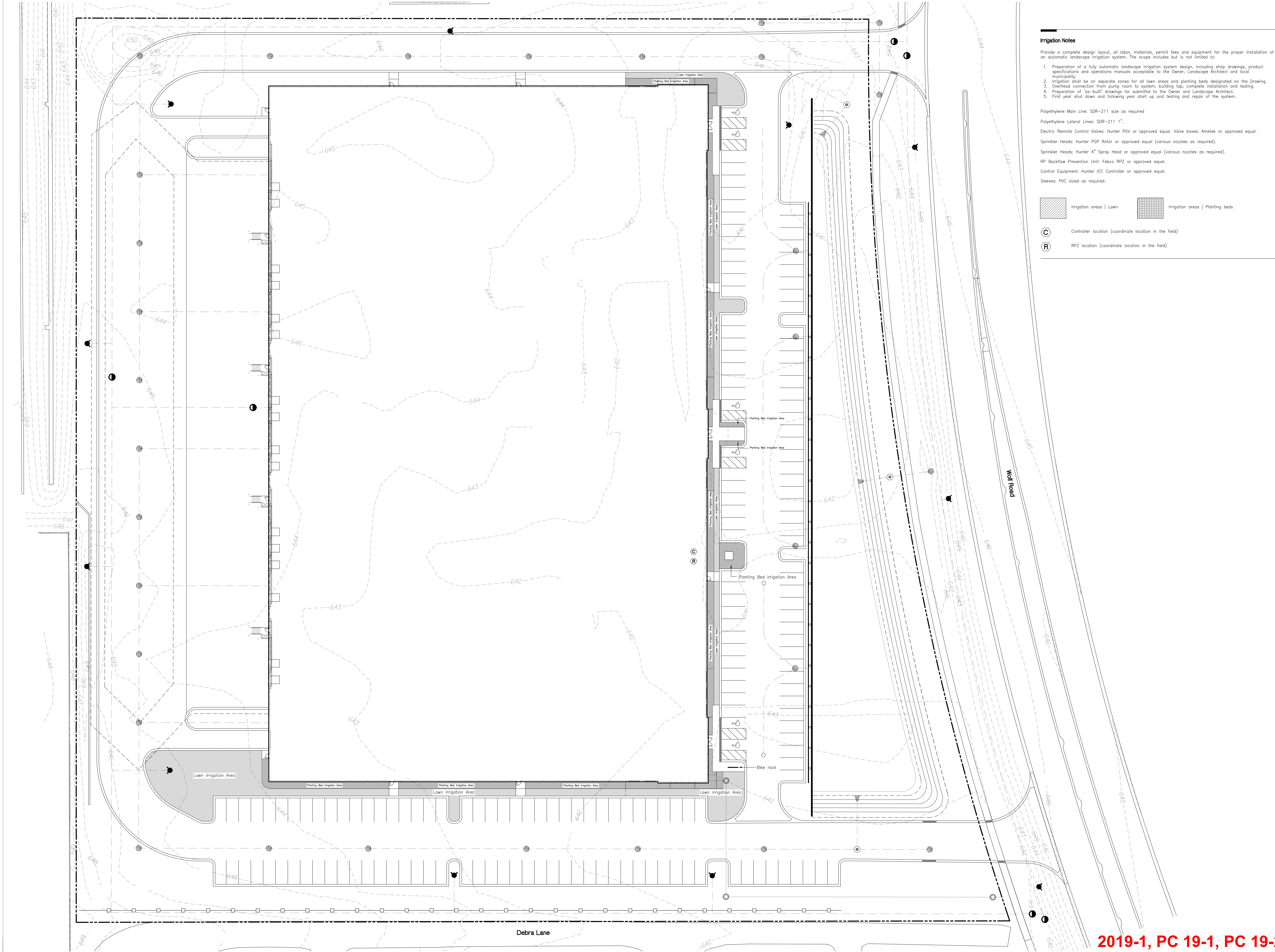


Shrub Planting



Perennial Planting

2019-1, PC 19-1, PC 19-2



Irrigation Notes

Provide a complete design layout, all labor, materials, permit fees and equipment for the proper installation of an automatic landscape irrigation system. The scope includes but is not limited to:

1. Preparation of a fully automatic landscape irrigation system design, including shop drawings, product specifications and operations manuals acceptable to the Owner, Landscape Architect and local municipality.
2. Irrigation shall be on separate zones for all lawn areas and planting beds designated on the Drawing.
3. Overhead connection from pump room to system, building tap, complete installation and testing.
4. Preparation of "as-built" drawings for submittal to the Owner and Landscape Architect.
5. First year shut down and following year start up and testing and repair of the system.

Polyethylene Main Line: SDR-211 size as required

Polyethylene Lateral Lines: SDR-211 1".

Electric Remote Control Valves: Hunter POV or approved equal. Valve boxes: Ametek or approved equal.

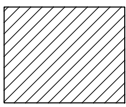
Sprinkler Heads: Hunter PGP Rotor or approved equal (various nozzles as required).

Sprinkler Heads: Hunter 4" Spray Head or approved equal (various nozzles as required).

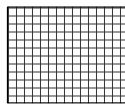
RP Backflow Prevention Unit: Febco RPZ or approved equal.

Control Equipment: Hunter ICC Controller or approved equal.

Sleeves: PVC sized as required.



Irrigation areas | Lawn



Irrigation areas | Planting beds



Controller location (coordinate location in the field)



RPZ location (coordinate location in the field)

Wolf Road Industrial

Wolf Road and Debra Lane
Wheeling, Illinois

DAVID R. McCALLUM ASSOCIATES, INC.
LANDSCAPE ARCHITECTS

1520 Arhaus Parkway #199C | Libertyville, Illinois 60048
T 847.382.0209

McCALLUM
ASSOCIATES

alston
CONSTRUCTION

Landscape Irrigation
Plan

5	Per Village Comments	0128.19
4	Per Village Comments	0104.19
3	For Review	12.05.18
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Mark	Description	Date

Issuance

Number
486218

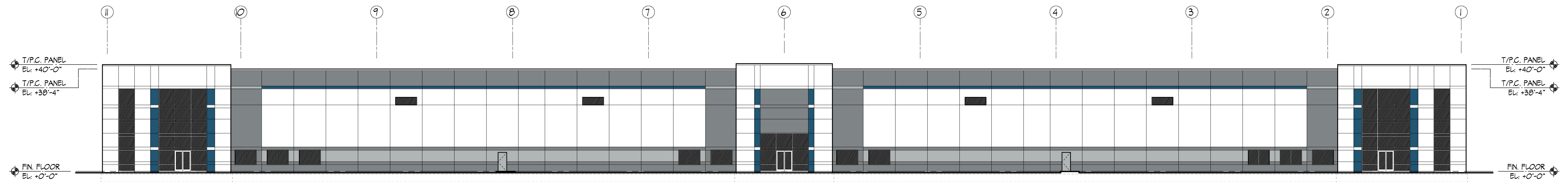
Scale
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North

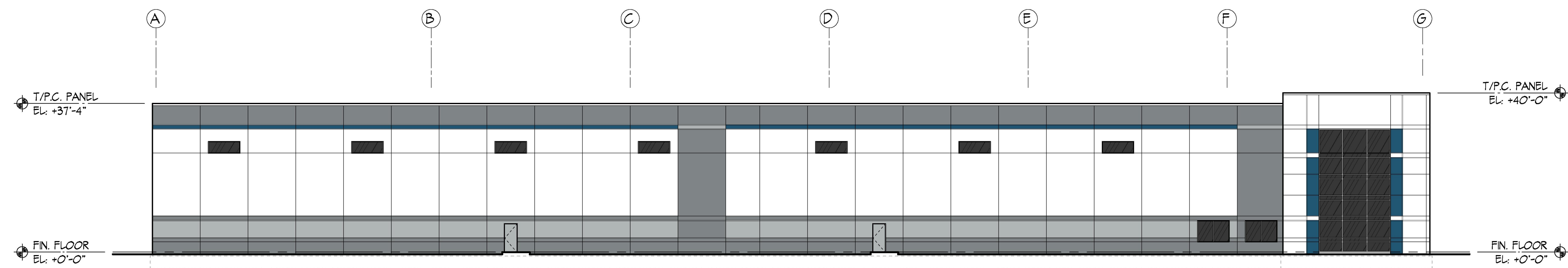
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Sheet
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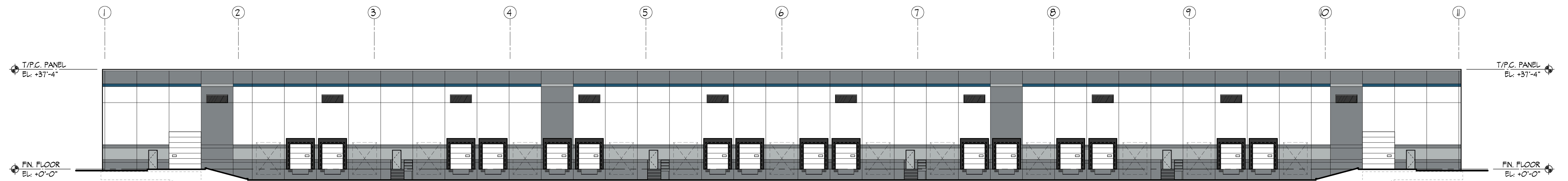
2019-1, PC 19-1, PC 19-2



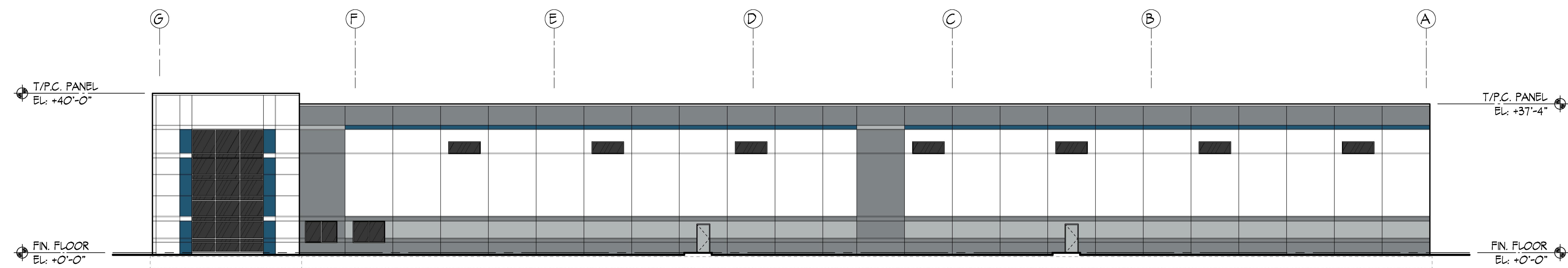
EAST ELEVATION
SCALE: 1/16" = 1'-0"



SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

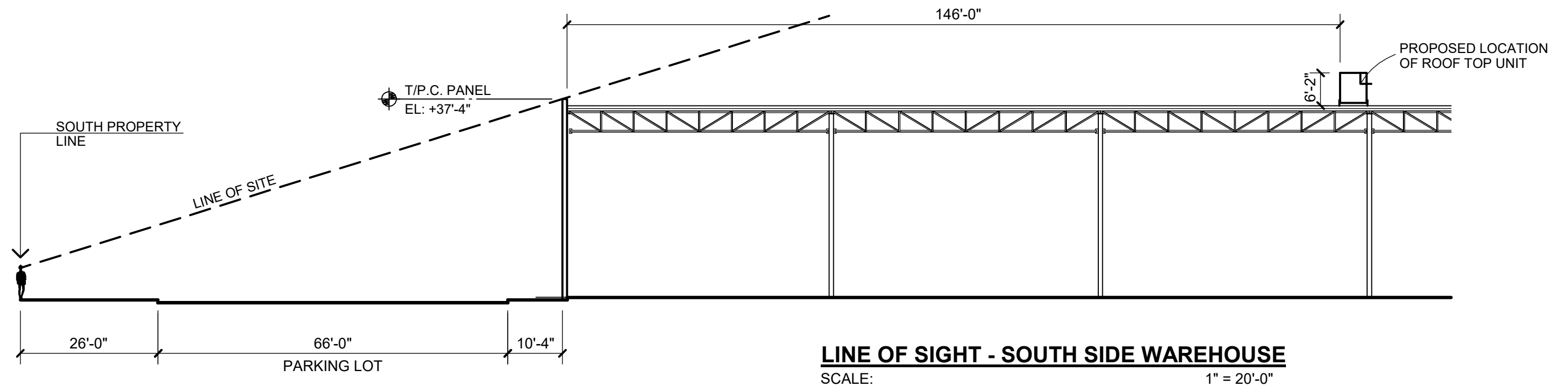
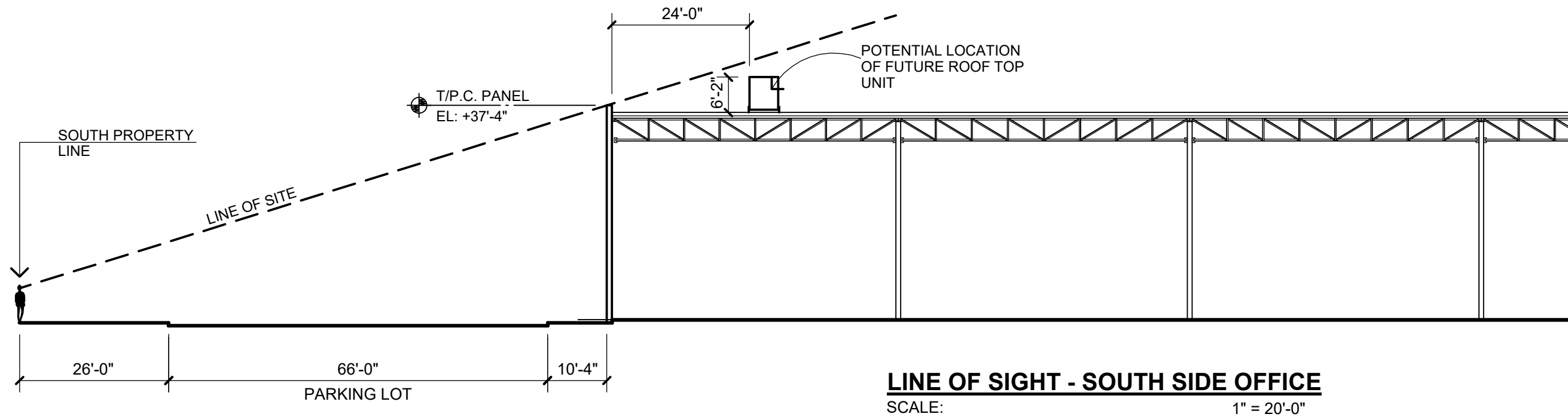


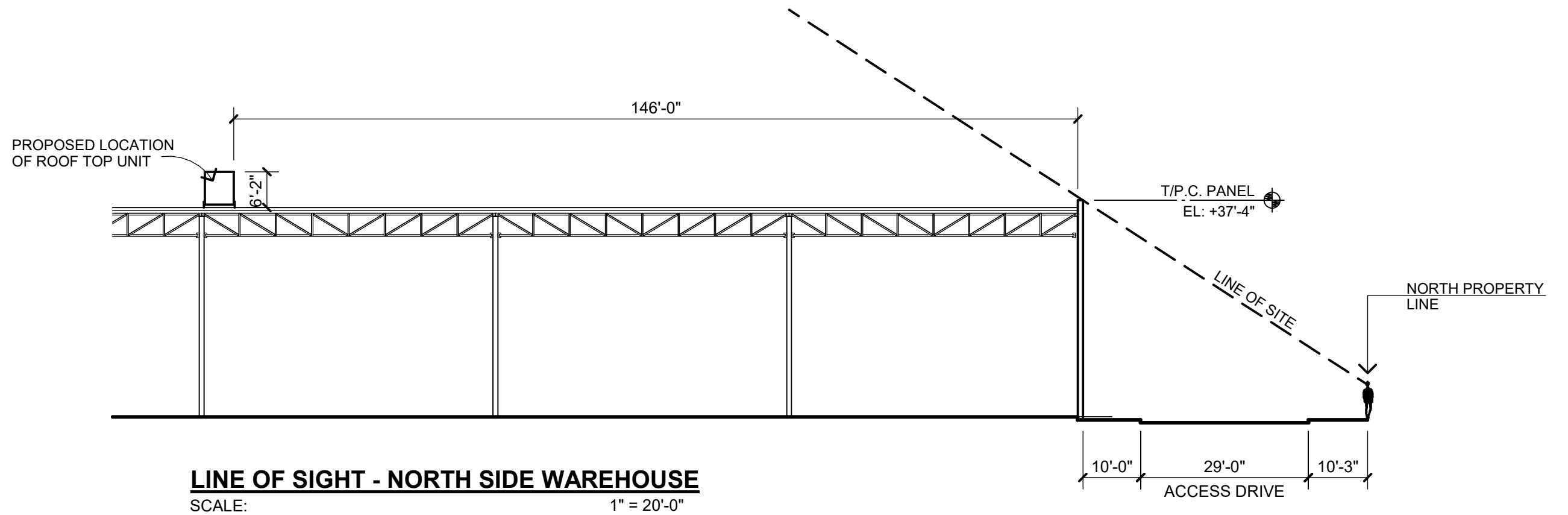
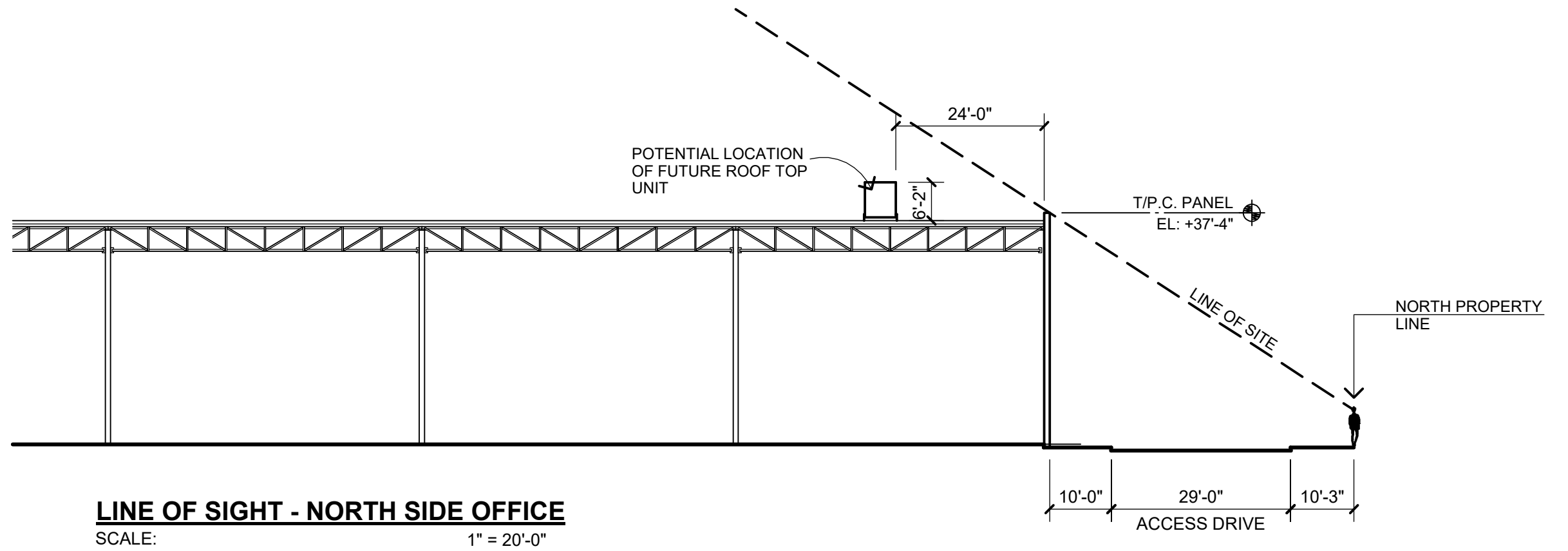
WEST ELEVATION
SCALE: 1/16" = 1'-0"

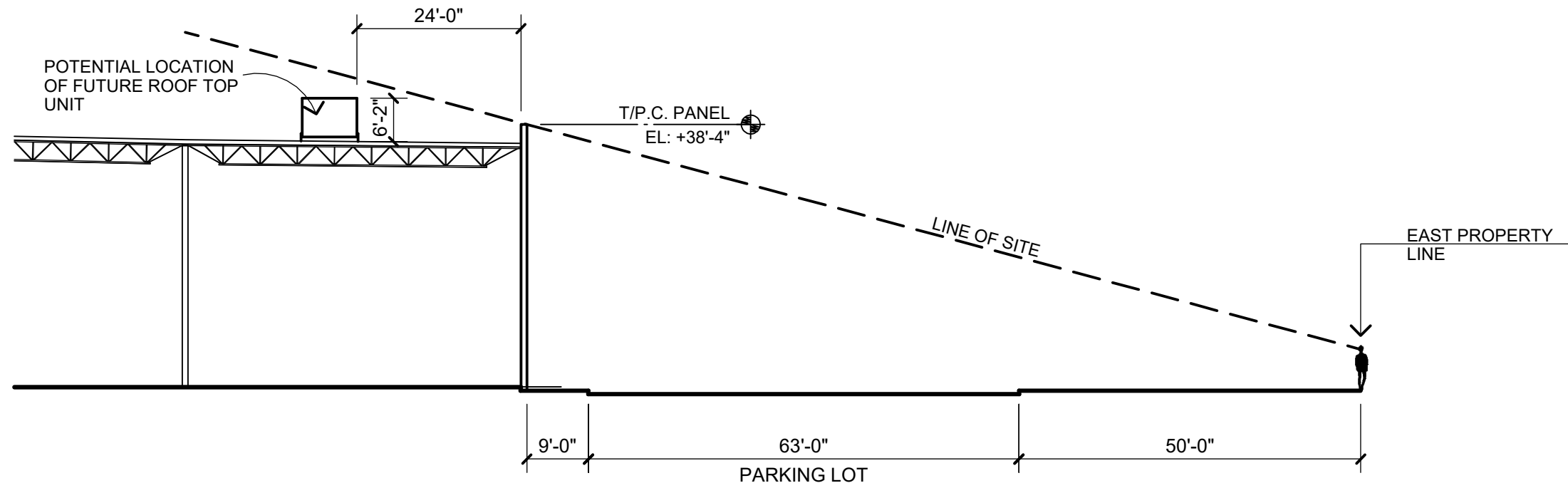


NORTH ELEVATION
SCALE: 1/16" = 1'-0"

COLOR LEGEND	
EXTERIOR PRECAST TO BE COLORED WITH LOXON VERTICAL CONCRETE STAIN BY SHERWIN WILLIAMS. G.C. TO MATCH SHERWIN WILLIAMS COLORS SELECTED BELOW	
	SITE WHITE - SW 7070 SHERWIN WILLIAMS
	ONLINE - SW 7072 SHERWIN WILLIAMS
	SOFTWARE - SW 7074 SHERWIN WILLIAMS
	REGATTA - SW 6517 SHERWIN WILLIAMS
FASCIA & GRAVEL STOP PAC-CLAD CHARCOAL	
CURTAINWALL SYSTEM FRAMES - CLEAR ANODIZED ALUMINUM INSUL. GLASS - GREY TINTED	
PUNCHED/CLEARSTORY WINDOWS FRAMES - CLEAR ANODIZED ALUMINUM INSUL. GLASS - GREY TINTED	
INSUL. MTL. DOORS/FRAMES FRAME - PAINTED TO MATCH PRECAST DOOR - PAINTED TO MATCH PRECAST	
OVERHEAD DOORS DRIVE-IN DOORS - PREFINISHED WHITE DOCK DOORS - PREFINISHED WHITE	
PPE BOLLARDS SAFETY YELLOW	

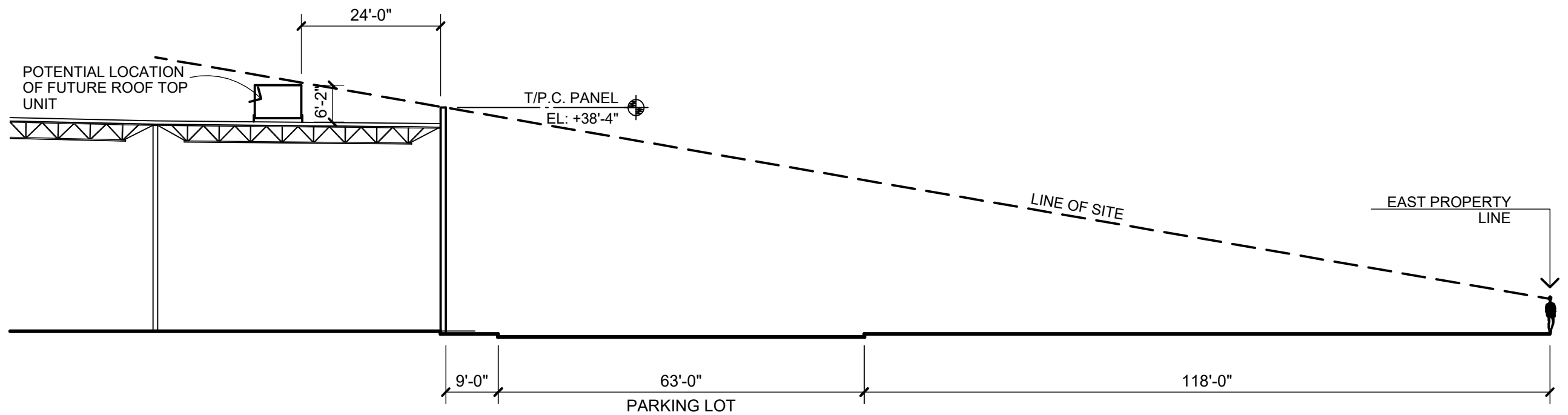






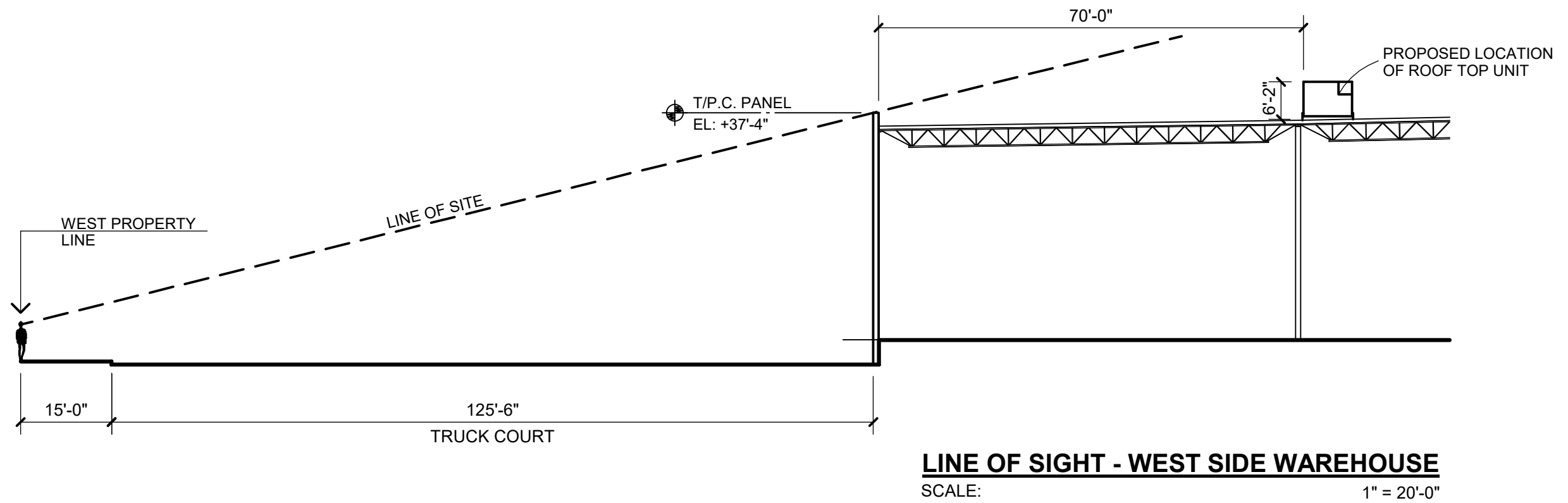
LINE OF SIGHT - EAST SIDE OFFICE (NORTH END)

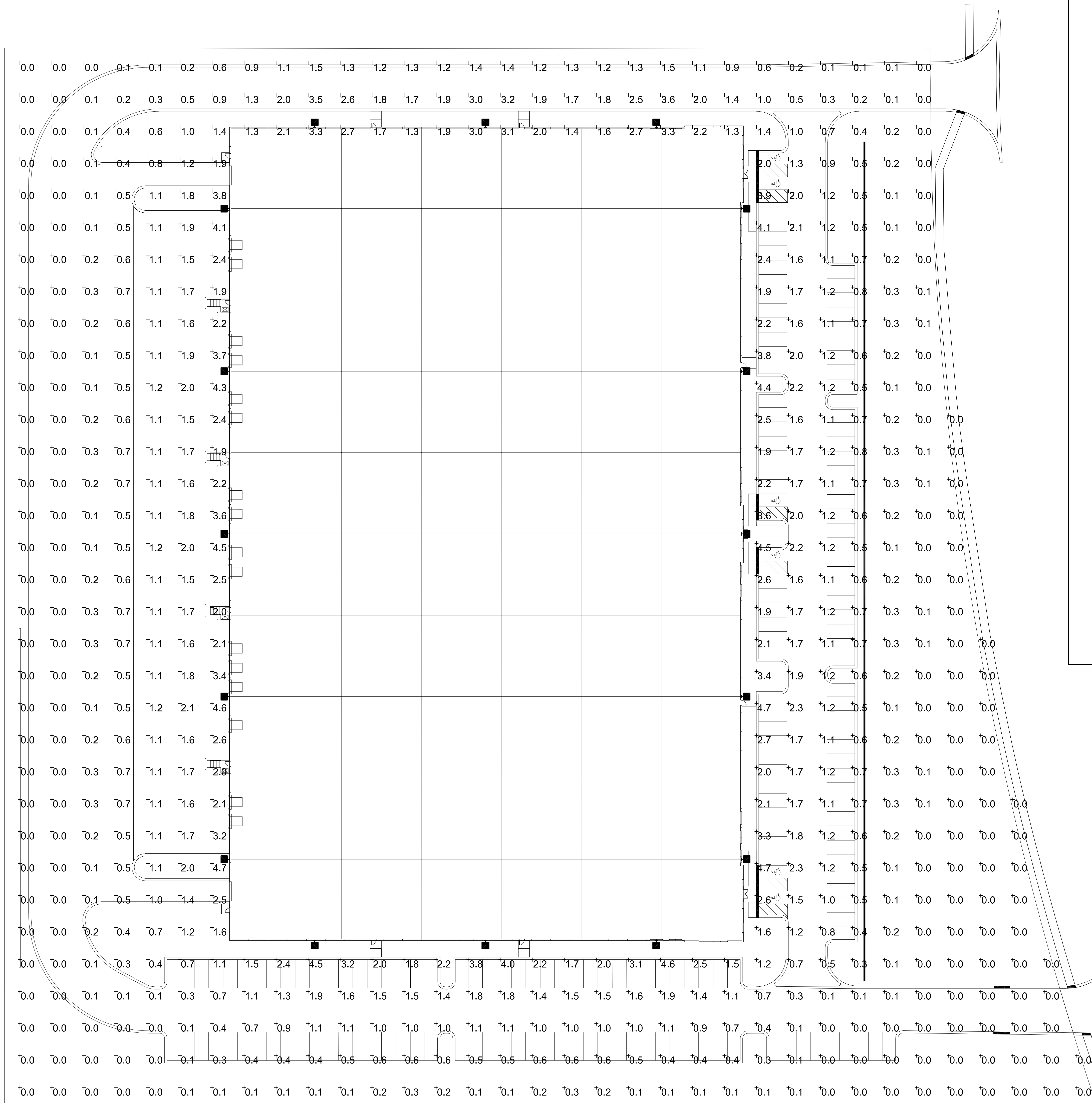
SCALE: 1" = 20'-0"



LINE OF SIGHT - EAST SIDE OFFICE (SOUTH END)

SCALE: 1" = 20'-0"





SITE PLAN - PHOTOMETRICS

SCALE: 1" = 30'-0"



LIGHT FIXTURE PHOTOMETRIC ANALYSIS

AVG.: 0.9 fc
MAX.: 4.7 fc
MIN.: 0.0 fc

NOTES:

1. LIGHT FIXTURE MOUNTED AT 27'-0" AFF.



RSX1 LED Area Luminaire



Color	
Beam	
Type	

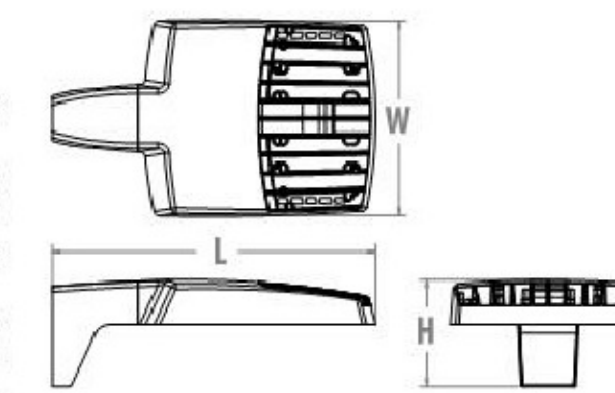
Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX1 delivers 7,000 to 17,000 lumens allowing it to replace 70W to 400W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor and an adjustable integral slip-fitter are also available.

Specifications

EPA (ft²@0°):	0.57 ft² (0.05 m²)
Length:	21.8" (55.4 cm) (SPA mount)
Width:	13.3" (33.8 cm)
Height:	3.0" (7.6 cm) Main Body 2.2" (18.4 cm) Arm
Weight (max):	25.0 lbs (11.3 kg)



Ordering Information

EXAMPLE: RSX1 LED P4 40K R3 MVOLT SPA DDBXD

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX1 LED	P1 P2 P3 P4	30K 3000K 40K 4000K 50K 5000K	R3 Type 3 Wide R4 Type 4 Wide R5 Type 5 Wide R5S Type 5 Short AFR Automotive Front Row	MVOLT (120V-277V) ¹ HVOLT (347V-480V) ² low specific voltage for options as noted 120 ³ 277 ³ 208 ³ 347 ³ 240 ³ 480 ³	SFA Square pole mounting (Min. 3.0" x 3.0" for 1 at 90°; Min. 3.5" x 3.5" for 2, 3, 4 at 90°) RPA Round pole mounting (3.7" min pole dia for 1, 2, 3 or 4 at 90°) MA Mast arm adaptor (fits 2-3.0" OD horizontal lumens) IS Adjustable slipfitter (fits 2-3.0" OD lumens) ⁴ WSA Wall bracket

Options

Shipped Installed	Shipped Installed	Finish
HS House-side shield PE Photocell, button style ^{1,7} PEX Photocell, external threaded, adjustable ^{1,7} PER7 Seven-wire twist-lock receptacle only (no controls) ^{1,10} CE34 Circular entry 3/4" NPT (dry Z) SF Single face (120, 277, 347) ¹ DF Double face (208, 240, 480) ¹ SPD20KV 20KV Surge pack (100V standard) FAO Field adjustable output (0-10V load wires extended (no controls)) EGS External glare shield EGFY External glare full view (240° around light aperture) BS Bird spikes ⁹	*Standalone Sensors/Controls (factory default settings, see table page 5) PIRS Motion/ambient sensor for 8-20 mounting heights ^{1,10,11} PIRHS Motion/ambient sensor for 20-40' mounting heights ^{1,10,11} *Networked Sensors/Controls NL TMR2 12Light AIR generation 2 ^{1,10} PIRHN Networked, Bi-Level motion/ambient sensor (for use with NL TMR2) ^{1,10,11} *Note: Sensor coverage pattern is affected when luminaire is tilted.	DDBXD Dark Bronze DBLXD Black DPAXD Natural Aluminum DWHXD White DDBTDX Textured Dark Bronze DBLBTD Textured Black DPAHTDX Textured Natural Aluminum DWHHTDX Textured White



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Lithonia RSX1 Area LED
Rev. 09/04/18
Page 1 of 5

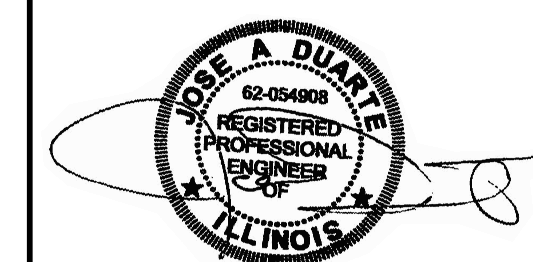


alston
CONSTRUCTION

Wolf Road Industrial
Spec Building
Wheeling, Illinois

PROJECT:

REGISTRATION:



Expiration: 11/30/19

REVISION:	DATE:	DESCRIPTION:
NO.		
1	12/10/18	ISSUE FOR PERMIT
2	01/23/19	RE-ISSUE FOR PERMIT
3		
4		
5		

CHECKED BY:	J.D.
DRAWN BY:	A.O.
SCALE:	AS NOTED
DATE:	-

SHEET TITLE:
Site Plan -
Photometrics

SHEET NUMBER:

EP.1

2019-1, PC-1, PC-2

GENERAL NOTES

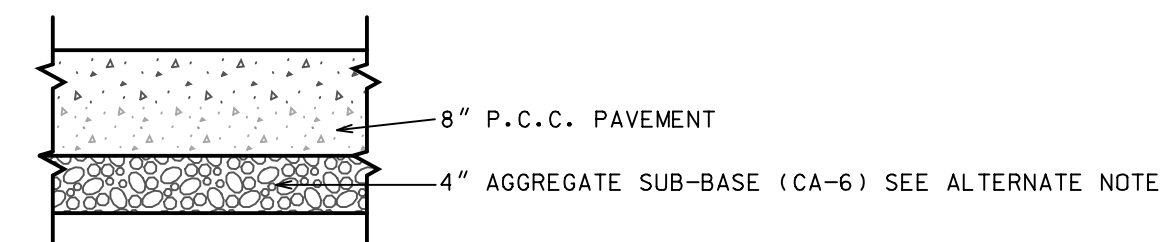
1. REFERENCED CODES

- ALL PAVEMENT AND STORM SEWER CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SBRBC), AND SUPPLEMENTAL SPECIFICATIONS AND REQUIRING SPECIAL PROVISIONS; ADOPTED APRIL 1, 2016 BY THE BOARD OF SUPERVISORS OF THE MUNICIPALITY OF JOLIET, ILLINOIS. THE CONTRACTOR SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE CODE OF THE MUNICIPALITY; EXCEPT AS MODIFIED HEREIN. IN CASE OF CONFLICT, MUNICIPAL CODE SHALL TAKE PRECEDENCE.
- B. ALL SANITARY SEWER AND WATERMAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, PUBLISHED JULY 2009, AND IN ACCORDANCE WITH THE CODE OF THE MUNICIPALITY HEREIN OR BY ANY PUBLIC AGENCY PERMITS ISSUED FOR THIS WORK. IN CASE OF CONFLICT, THE MORE RESTRICTIVE PROVISIONS SHALL APPLY.
- C. ALL SIDEWALK AND PUBLIC AREAS MUST BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA, ILLINOIS HANDICAP ACCESSIBILITY AND ANY APPLICABLE LOCAL ORDINANCES. WHEN CONFLICTS EXIST BETWEEN THE GOVERNING AGENCIES, THE MORE STRINGENT SHALL GOVERN.
- D. THE CITED STANDARD SPECIFICATIONS, CODES AND PERMITS, WITH THESE CONSTRUCTION PLANS AND DETAILS, ARE ALL TO BE CONSIDERED PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.
2. UTILITY LOCATIONS
- A. THE UTILITY COMPANIES HAVE BEEN CONTACTED IN REFERENCE TO UTILITIES THEY OWN AND OPERATE WITHIN THE LIMITS FOR THIS PROJECT. DATA FROM THESE AGENCIES HAS BEEN INCORPORATED INTO THE PLANS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONFIRM OR ESTABLISH THE EXISTENCE OF ALL UTILITY FACILITIES AND THEIR EXACT LOCATIONS, AND TO SAFELY SCHEDULE ALL UTILITY RELOCATIONS. FOR ADDITIONAL INFORMATION, THE AGENCIES LISTED ON THIS SHEET MAY BE CONTACTED.
- B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE CONTRACTOR'S RESPONSIBILITY FOR THE TIME OR ESTABLISH THE EXISTENCE OF ALL UTILITY PLANS. THE CONTRACTOR SHALL CALL JOLIET, ILL. AT 800-893-0123 AND THE MUNICIPALITY, FOR UTILITY LOCATIONS. THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES AND THE MUNICIPALITY TWENTY-FOUR (24) HOURS PRIOR TO STARTING ANY CONSTRUCTION.
- C. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
3. UTILITY COORDINATION
- A. OWNER SHALL OBTAIN EASEMENTS AND PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BOND AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS.
- B. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE SCHEDULE SHOULD REFLECT CONSTRUCTION SEQUENCING WHICH COORDINATES WITH ALL UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF ITS WORK FROM TIME TO TIME, TO COORDINATE SAME WITH UTILITY RELOCATION WORK, AND SHALL PREPARE REVISED SCHEDULES IN COMPLIANCE THEREWITH AS DIRECTED BY THE OWNER.
- C. THE OWNER AND THE ENGINEER SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY OPERATION REQUIRING COOPERATION WITH OTHERS. ATAT SHALL BE CONTACTED ONE HOUR PRIOR TO STARTING ANY WORK IN ITS UTILITY AREAS. ALL OTHER AGENCIES, UNLESS OTHERWISE NOTED, SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR TEN (10) DAYS PRIOR TO THE START OF ANY SUCH OPERATION.
4. NO PLAN SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S DESIGN OF THE GRADE STATION. THERE SHALL BE NO DISCREPANCY IN THE CONSTRUCTION PLANS. HE MUST IMMEDIATELY REPORT SUCH TO THE ENGINEER BEFORE DOING ANY WORK; OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS AND/OR THE DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
5. ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.
6. UPON AWARDING OF THE CONTRACT, AND WHEN REQUIRED BY THE MUNICIPALITY OR OWNER, THE CONTRACTOR SHALL FURNISH A LOGBOOK, MATERIAL AND PERSONNEL RECORD IN THE MANNER REQUIRED BY COMPLETION OF THE WORK. THE UNDERSIGNER SHALL BE ACCEPTABLE TO THE MUNICIPALITY OR OWNER, AS APPROPRIATE.
7. THE CONTRACTOR SHALL PLAN THEIR WORK BASED ON THEIR BORROWNS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED WORK. HOWEVER, IF THE OWNER HAS A SOILS REPORT, THE RESULTS THEREOF SHALL BE AVAILABLE FROM THE OWNER UPON WRITTEN REQUEST.
8. CONTRACTOR SHALL VIDEO TAKE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.
9. COMMENCING CONSTRUCTION
- A. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES, EITHER MUNICIPALITY'S OR THE OWNER'S, SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. ALL MATERIAL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR. THE TESTING AGENCY SHALL MEET THE APPROVAL OF THE OWNER.
- B. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION PERTAINING TO TESTING UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.
10. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO ADJACENT PROPERTIES.
11. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED, ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE DEVELOPER'S ENGINEER AT CONTRACTOR'S COST.
12. ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS SHOWN ON THE ENGINEERING PLANS OR AS DIRECTED BY THE DEVELOPER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR TO THE COMPLETE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.
13. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO: PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CURB AND GUTTER, SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. HE IS RESPONSIBLE FOR ANY PERMIT REQUIRED FOR SUCH DISPOSAL.
14. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM OR SHALL BE RESTORED TO PROPER OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER, DEVELOPER OR MUNICIPAL ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
15. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB.
16. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PREPARE FOR PROPER COMPLETION AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.
17. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS SPECIFICALLY NOTED ON THE PLANS.
18. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF (SBRBC) ARTICLE 201-05.
19. LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF THE LANDSCAPE ARCHITECT MEETING THE OWNER'S APPROVAL AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.
20. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE OFF-SITE.
21. ALL CUTS OVER 1" IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH. WOUNDS OVER 1" IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

GENERAL NOTES

22. GENERAL EXCAVATION/UNDERGROUND NOTE:

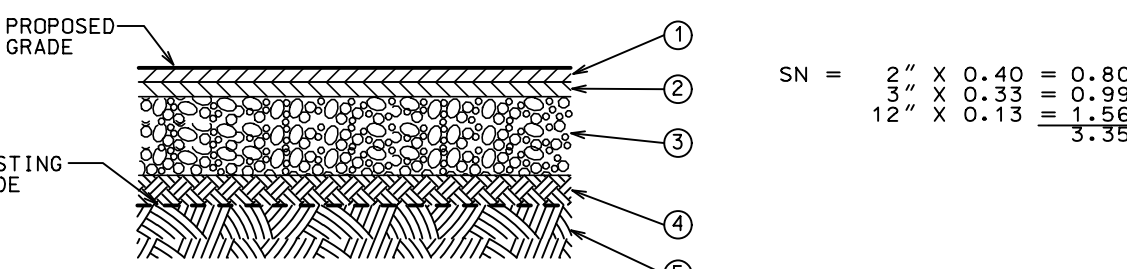
- A. SLOPE SIDES OF EXCAVATIONS TO COMPLY WITH CODES AND ORDINANCES HAVING JURISDICTION. SHORE AND BRACE WHERE SLOPING IS NOT POSSIBLE EITHER BECAUSE OF SPACE RESTRICTIONS OR STABILITY OF MATERIAL EXCAVATED. MAINTAIN SIDES AND SLOPES OF EXCAVATIONS IN A SAFE CONDITION UNTIL COMPLETION OF BACKFILLING.
- B. PROVIDE MATERIALS FOR SHORING AND BRACING, SUCH AS SHEET PILING, UPRIGHTS, STRINGERS AND CROSS BRACES, IN GOOD SERVICEABLE CONDITION. PROVIDE MINIMUM REQUIREMENTS FOR TRENCH SHORING AND BRACING TO COMPLY WITH CODES AND AUTHORITIES HAVING JURISDICTION. MAINTAIN SHORING AND BRACING IN EXCAVATIONS ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION. PROVIDE AND MAINTAIN TEMPORARY DRAINAGE DITCHES, AND OTHER DIVERSIONS OUTSIDE EXCAVATION LIMITS FOR EACH STRUCTURE. DO NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES.
- C. PREVENT SURFACE WATER AND SUBSURFACE OR GROUNDWATER FROM FLOWING INTO EXCAVATIONS. REMOVE WATER TO PREVENT SOFTENING OF FOUNDATION BOTTOMS, UNDERCUTTING FOOTINGS, AND SOIL CHANGES DETRIMENTAL TO STABILITY OF SUBGRADES AND FOUNDATIONS. PROVIDE AND MAINTAIN PUMPS, SUMPS, SUCTION AND DISCHARGE LINES AND OTHER DEWATERING SYSTEM COMPONENTS NECESSARY TO CONVEY WATER AWAY FROM EXCAVATIONS. CONVEY WATER REMOVED FROM EXCAVATIONS AND RAINWATER TO COLLECTING OR RUN-OFF AREAS ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION. PROVIDE AND MAINTAIN TEMPORARY DRAINAGE DITCHES, AND OTHER DIVERSIONS OUTSIDE EXCAVATION LIMITS FOR EACH STRUCTURE. DO NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES.
- D. IMMEDIATELY REPORT CONDITIONS THAT MAY CAUSE UNSOUND BEARING TO THE OWNER/DEVELOPER BEFORE CONTINUING WORK.
23. FINAL ACCEPTANCE
- A. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE FINAL ACCEPTANCE OF THE PROJECT AND THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE DURING THIS PERIOD. THIS GUARANTEE SHALL BE PROVIDED IN THE FORM OF MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE COST OF IMPROVEMENTS.
- B. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.
- C. NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE MUNICIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE, AND PRIOR TO PLACING ANY CONCRETE AFTER FORMS HAVE BEEN SET.
- D. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.
24. UNDERGROUND NOTES
- A. UNDERGROUND WORK SHALL INCLUDE TRENCHING, INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS, FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.
- B. WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR SYSTEMS WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT.
- C. ANY DEWATERING OF SEWER AND WATER TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL NOT BE CONSIDERED EXTRA WORK UNLESS THERE IS A SPECIFIC LINE ITEM FOR DEWATERING. IN THE EVENT THAT SOFT MATERIALS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSI ARE ENCOUNTERED IN SEWER CONSTRUCTION, THE CONTRACTOR SHALL (UPON APPROVAL OF THE OWNER AND/OR ENGINEER) OVER-EXCAVATE TO A DEPTH OF ONE (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.
- D. TRENCH BACKFILL WILL BE REQUIRED FOR THE FULL TRENCH DEPTH WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAVEMENTS, UTILITIES, DRIVEWAYS, AND SIDEWALKS AND EXTENDING A DISTANCE EQUAL TO A 1:1 SLOPE FROM SUBGRADE ELEVATION TO TOP OF PIPE. THE TRENCH BACKFILL SHALL CONSIST OF GRANULAR MATERIAL MEETING DOT CA-6 GRADATION. THE TRENCH BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH (SSBSC) SPECIFICATIONS. JETTING WITH WATER SHALL NOT BE PERMITTED. THE COST OF SUCH CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT AND SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.
- E. THE CONTRACTOR SHALL INSTALL A 4" X 4" X 8' (NOMINAL) POST AT THE TERMINUS OF THE SANITARY, WATER AND STORM SERVICE, SANITARY AND STORM MANHOLES, CATCH BASINS, INLETS AND WATER VALVES. THE POST SHALL EXTEND 4" ABOVE THE GROUND. THE 2" DIA POST SHALL BE PAINTED AS FOLLOWS: SANITARY - RED, WATERMAIN - BLUE, STORM - GREEN.
- F. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE EROSION CONTROL AT REAR YARD INLET LOCATIONS, AND AT OTHER LOCATIONS SELECTED BY THE ENGINEER, TO MINIMIZE THE AMOUNT OF SILTATION WHICH NORMALLY WOULD ENTER THE STORM SEWER SYSTEM.
- G. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ON THE ROAD SUBGRADES. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM (IF AVAILABLE). DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING, OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR AT HIS COST.
- H. ALL TOP OF FRAMES FOR STORM AND SANITARY SEWERS AND VALVE VAULT COVERS ARE TO BE ADJUSTED TO MEET FINAL FINISH GRADE. THIS ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT. (FINAL GRADES TO BE DETERMINED BY THE MUNICIPALITY AT THE TIME OF FINAL INSPECTION AND MAY VARY FROM PLAN GRADE.)
- I. SLEEVES FOR UTILITY (COMED, TELEPHONE, ETC.) STREET CROSSING, SHALL BE INSTALLED WHERE DIRECTED BY THE OWNER. SLEEVES SHALL BE 3" PVC INSTALLED 36" BELOW THE TOP OF CURB AND EXTEND TWO FEET OUTSIDE THE CURB. TRENCH SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL.
- J. THE CONTRACTOR SHALL VERIFY THE SIZE AND INLET ELEVATION OF ALL CONNECTIONS TO AVOID ANY CONFLICTS BEFORE STARTING WORK. NOTIFY OWNER OF ANY DISCREPANCIES.
25. IT SHALL BE UNDERSTOOD THAT NEITHER THE MUNICIPALITY, ITS OFFICIALS, CONSULTANTS, NOR ITS EMPLOYEES ARE AGENTS OR REPRESENTATIVES OF THE OWNER. NONE-THE-LESS, THE MUNICIPALITY, ITS OFFICIALS AND EMPLOYEES ARE TO BE PROVIDED SAFE ACCESS TO ALL PHASES OF ALL WORK PERFORMED ON THE PROJECT SITE TO MONITOR THE QUALITY OF THE WORK AND ASSURE ITS CONFORMITY WITH THE PLANS AND SPECIFICATIONS. THERE SHALL BE NO PERSONAL LIABILITY UPON ANY OFFICIAL OR EMPLOYEE OF THE MUNICIPALITY ON ACCOUNT OF ACTIONS TAKEN OR NOT TAKEN IN THE COURSE OF THEIR WORK. THE CONTRACTOR MUST AT ALL TIMES MAINTAIN A SAFE ACCESS TO THE WORK FOR INSPECTORS, "SAFE" MEANING CONDITIONS COMPLYING WITH ALL PROVISIONS OF ALL APPLICABLE AND RECOGNIZED SAFETY STANDARDS, FEDERAL, STATE AND LOCAL. IF ACCESS IS NOT SAFE AND INSPECTIONS CANNOT BE MADE UNDER SAFE CONDITIONS, THE INSPECTOR CAN ORDER CESSATION OF THE WORK SO AFFECTED UNTIL SUCH TIME AS CONTRACTOR PROVIDES SAFE ACCESS.



CONCRETE PAVEMENT

N.T.S.

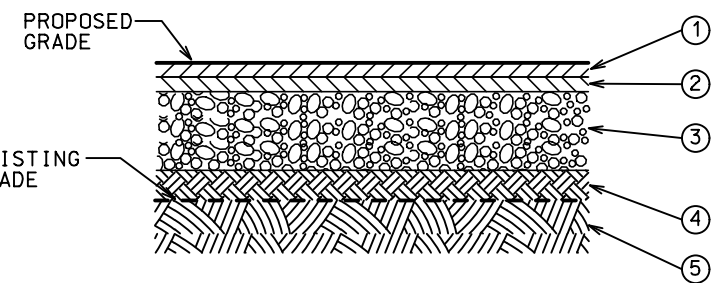
ALTERNATE BID:
USE RECYCLED CONCRETE BASE WHICH
MEETS CA-6 GRADATION REQUIREMENTS.


$$\begin{array}{rclcl} \text{SN} = & 2'' \times 0.40 & = & 0.80 \\ & 3'' \times 0.33 & = & 0.99 \\ & 12'' \times 0.13 & = & 1.56 \\ & & & \hline & & & 3.35 \end{array}$$

- 2" BITUMINOUS CONCRETE SURFACE COURSE, HOT-MIX ASPHALT, MIX "D", N 50
- 3" BITUMINOUS CONCRETE BINDER COURSE, HOT-MIX ASPHALT, IL-19, N 50
- 2" CRUSHED AGGREGATE BASE COURSE, IDOT CA-6
- COMPACTED SUBGRADE
- EXISTING TOPSOIL & VEGETATION.
EXISTING THICKNESS RANGE 8" TO 24"
TOPSOIL THICKNESS VARIES PER BORINGS
(TO BE REPLACED BY COMPACTED CLAY)

TYPICAL HEAVY DUTY ASPHALT PAVEMENT SECTION

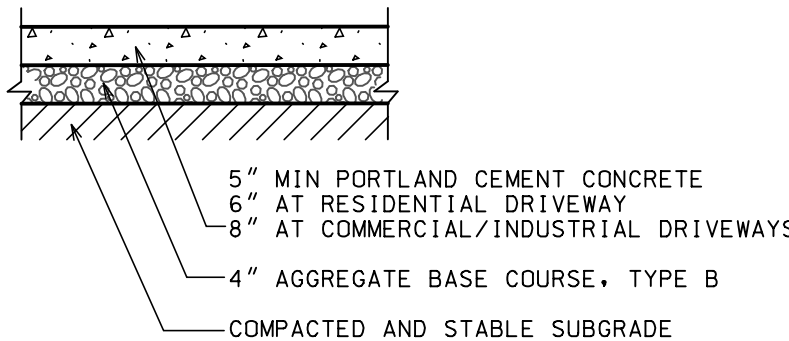
NOT TO SCALE


$$\begin{array}{rclcl} \text{SN} & = & 1.5'' & \times & 0.40 & = & 0.60 \\ & & 2.0'' & \times & 0.33 & = & 0.66 \\ & & 10'' & \times & 0.13 & = & 1.30 \\ & & & & & & \hline & & & & & & 2.56 \end{array}$$

- ① 2.0" BITUMINOUS CONCRETE SURFACE COURSE, HOT-MIX ASPHALT, MIX "D", N 50
- ② 2.0" BITUMINOUS CONCRETE BINDER COURSE, HOT-MIX ASPHALT, 1L-19, N 50
- ③ 10" CRUSHED AGGREGATE BASE COURSE, IDOT CA-6
- ④ COMPACTED SUBGRADE
- ⑤ EXISTING PAVEMENT/TOPSOIL & VEGETATION.
PAVEMENT THICKNESS APPROX. 12"
TOPSOIL THICKNESS VARIES PER BORINGS
(TO BE REMOVED & REPLACED WITH COMPACTED CLAY)

TYPICAL ASPHALT PAVEMENT SECTION

NOT TO SCALE



TYPICAL CONCRETE SIDEWALK SECTION

N.T.S.

LEGEND		
EXISTING	DESCRIPTION	PROPOSED
	DRAIN TILE	
	STORM SEWER	
	SANITARY SEWER	
	SANITARY TRUNK SEWER	
	WATER MAIN (WITH SIZE)	
	PIPE TRENCH BACKFILL	
	GAS MAIN	
	TELEPHONE LINES	
	ELECTRIC LINE	
	FENCE	
	RIGHT-OF-WAY	
	EASEMENT	
	PROPERTY LINE	
	SETBACK LINE	
	CENTERLINE	
	CONTOUR	
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	INLET	
	FIRE HYDRANT	
	PRESSURE CONNECTION	
	PIPE REDUCER	
	VALVE AND VAULT, VALVE	
	FLARED END SECTION	
	STREET LIGHT	
	UTILITY POLE	
	CONTROL POINT	
	SIGN	
	SPOT ELEVATION	
	SOIL BORING	
	OVERLAND FLOW ROUTE	
	DRAINAGE SLOPE	
	GUARDRAIL	
	WATER'S EDGE	
	CONCRETE	
	REVERSE PITCH CURB	
	TREE, FIRE TREE, BUSH, & PROPOSED TREE TO REMOVE	

ABBREVIATIONS

M - STORM MANHOLE	I - INVERT OR INLET	T/P - TOP OF PIPE
S - SANITARY MANHOLE	F - TOP OF FOUNDATION	B/P - BOTTOM OF PIPE
CB - CATCH BASIN	GF - GARAGE FLOOR	WM - WATERMAIN
LP - LIGHT POLE	TC - TOP OF CURB	SAN - SANITARY SEWER
VV - VALVE VAULT	TD - TOP OF DEPRESSED CURB	STM - STORM SEWER
E - END SECTION	TW - TOP OF RETAINING WALL	LO - LOOK OUT
FH - FIRE HYDRANT	BP - BOTTOM OF RETAINING WALL	PLO - PARTIAL LOOK OUT
GR - GRADE RING (HYDRANT)	OW - OUTLET OF PIPE	

PERMITS			
	LOG NO.	PERMIT NO.	DATE ISSUED
IHPA			
IDNR			
MWRD			
IEPA DPWS			
IEPA NPDES			
NCCSWCD			

CONTACT INFORMATION

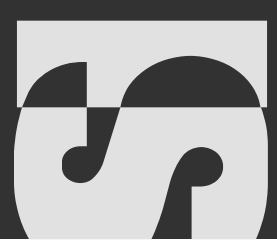
<u>AT&T</u> (630) 573-5450	<u>TDS METROCOM</u> (262) 754-3063 CONTACT: MATT SCHULTE	<u>VANAKOR COMMUNICATIONS</u> (847) 592-5785 CONTACT: DICKY PATEL
<u>COMED</u> (630) 576-7094 DESIGN STAGE LOCATE	<u>VILLAGE OF WHEELING</u> (847) 439-9039 CONTACT: JON TACK	<u>USIC LOCATION SERVICES</u> INFO NOT PROVIDED
<u>COMCAST</u> (624) 229-5862 CONTACT: MARTHA GIERAS	<u>WEST SHORE PIPE LINE</u> (630) 304-4408 CONTACT: DAVE JONES	<u>NICOR GAS</u> (630) 388-2362

TYPICAL SECTIONS AND GENERAL NOTES

WOLF ROAD INDUSTRIAL
WHEELING, ILLINOIS

**CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS**

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



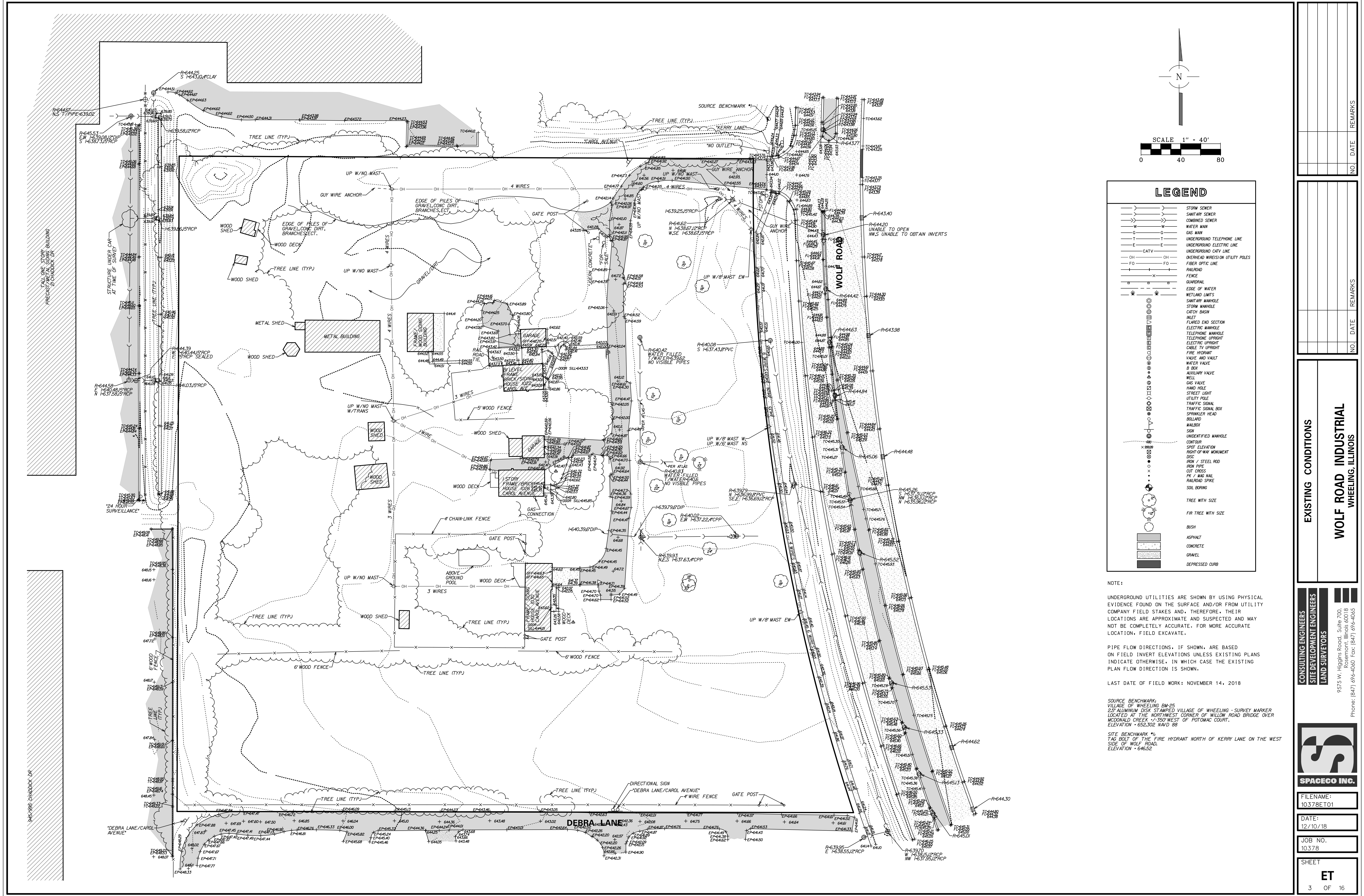
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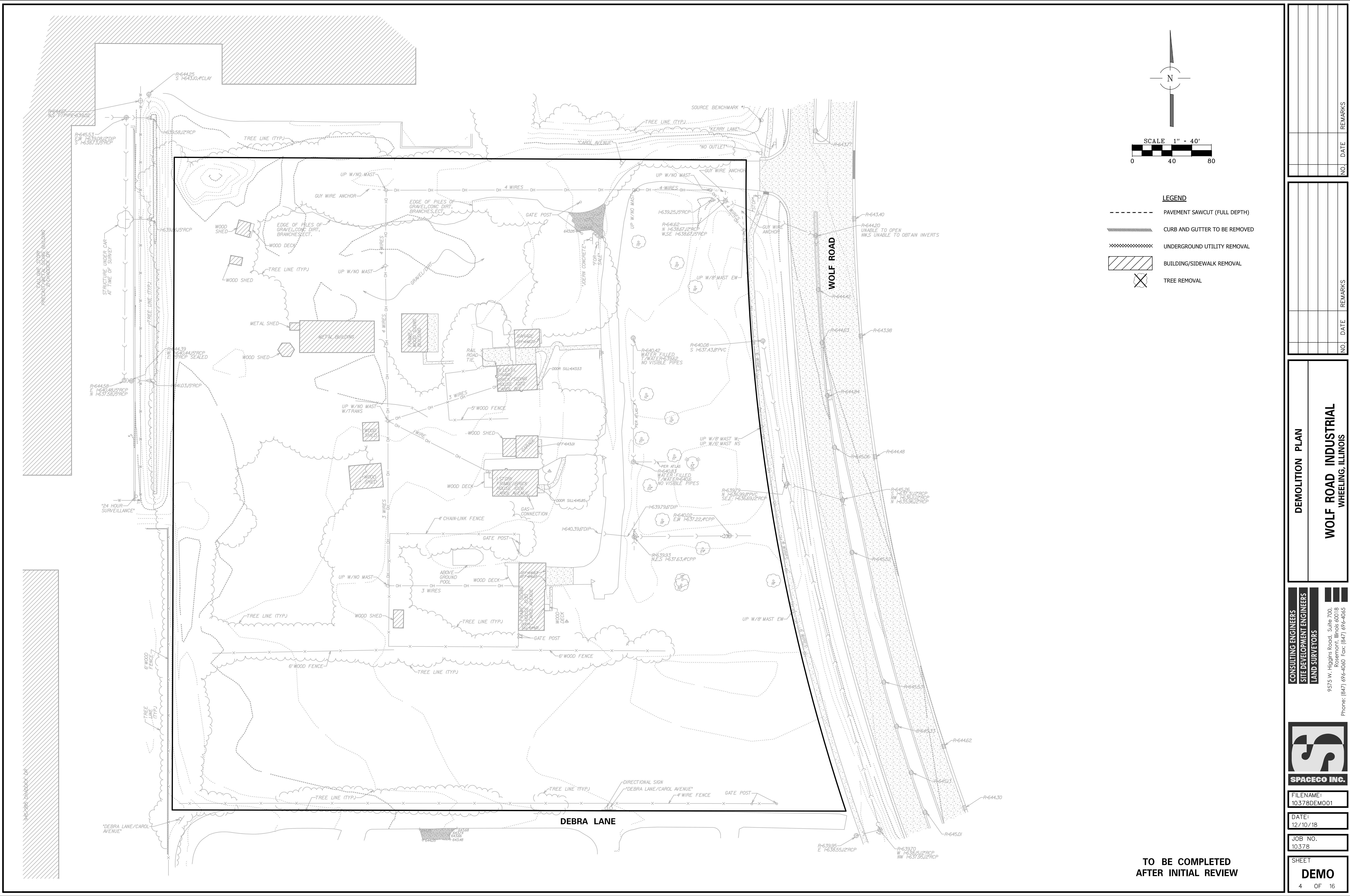
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12/10/18

JOB NO.
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TO BE COMPLETED
AFTER INITIAL REVIEW

NO.	DATE	REMARKS

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DEMOLITION PLAN

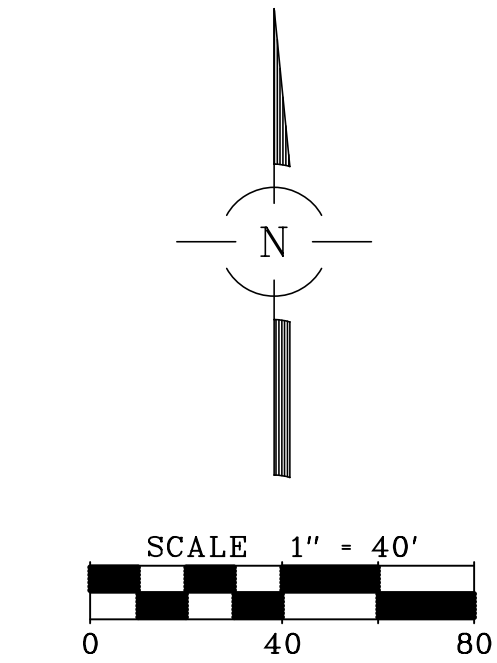
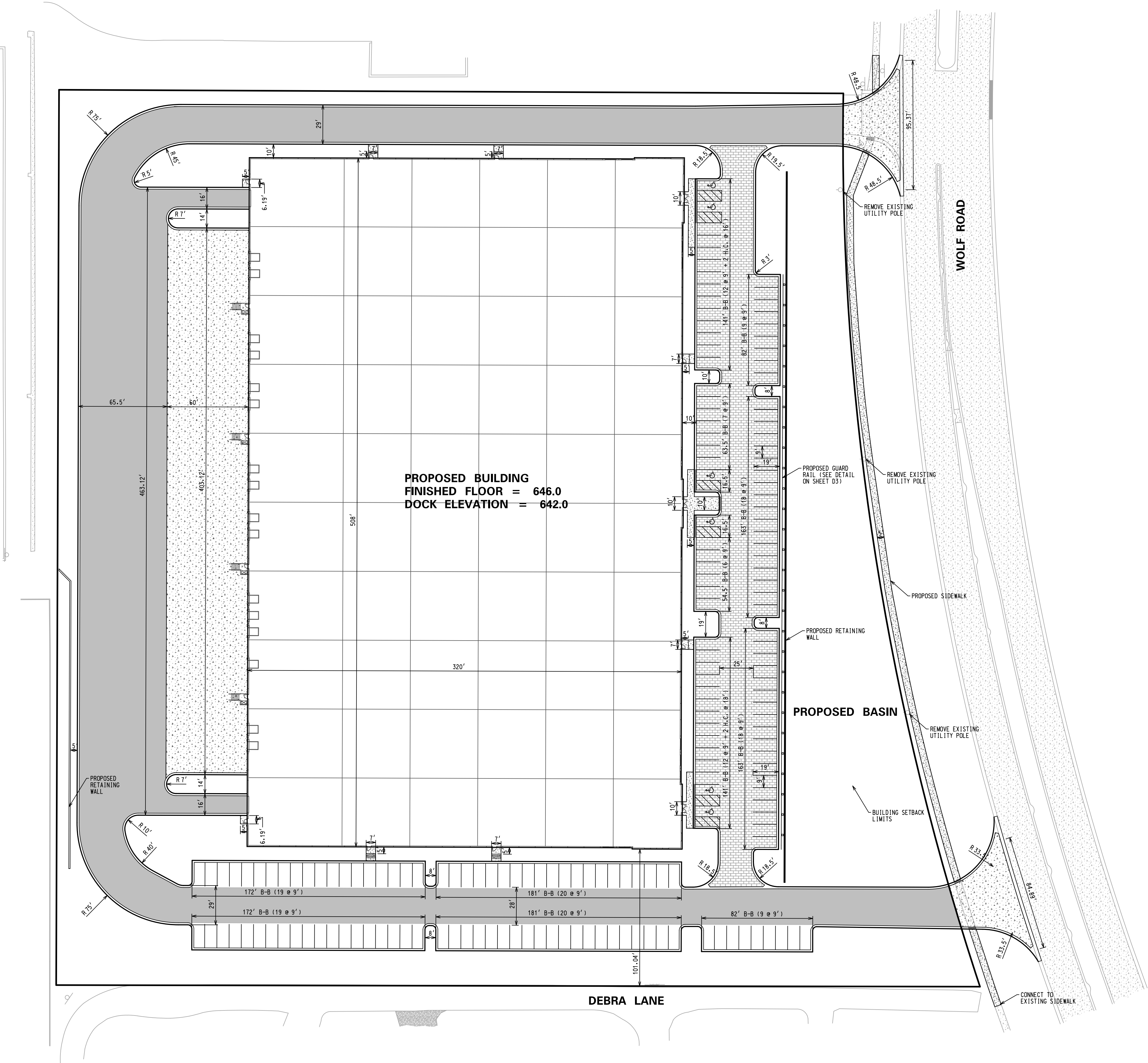
WOLF ROAD INDUSTRIAL
WHEELING, ILLINOIS

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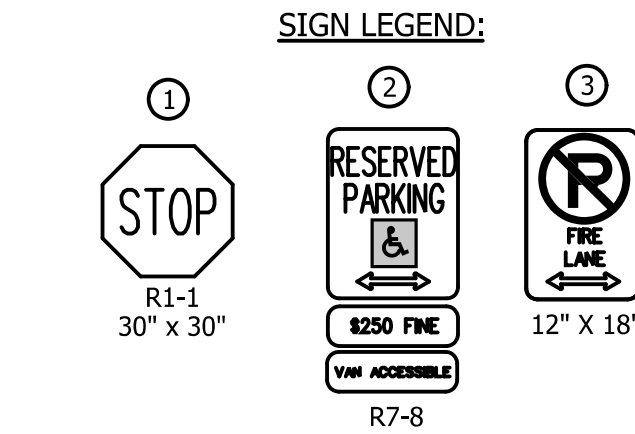


FILENAME: 10378DEM001
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SHEET DEMO 4 OF 16



- LEGEND**
- HEAVY DUTY HMA PAVEMENT
 - TYPICAL HMA PAVEMENT
 - PERMEABLE PAVERS
 - CONCRETE PAVEMENT OR APRON
 - CONCRETE SIDEWALK
 - CONCRETE SIDEWALK HC RAMP (5' WIDE UNLESS NOTED)
 - B-6.12 CURB & GUTTER (REVERSE PITCH)
 - STANDARD PITCH CURB (STANDARD PITCH)
 - DEPRESSED CURB
 - LIGHT POLE (SEE LIGHTING PLANS FOR DESIGN & DETAILS)
 - SPECIAL / STEPPED FOUNDATION (SEE STRUCTURAL PLANS FOR DESIGN AND DETAILS)
 - DETECTABLE WARNING STRIP

- NOTES:**
- ALL DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
 - ALL CURB RADII ARE 3' UNLESS OTHERWISE NOTED.
 - ALL CURBS AND GUTTERS ARE REVERSE PITCH B-6.12 UNLESS OTHERWISE NOTED.
 - SEE SHEET GN FOR PAVEMENT SECTION DETAILS.
 - ALL PAVEMENT MARKINGS SHALL BE PAINT.
 - ALL ACCESSIBLE PARKING SPACE SIGNAGE SHALL CONFORM TO ILLINOIS ACCESSIBILITY CODE.
 - SEE ARCHITECTURAL DRAWINGS FOR FINAL DIMENSIONS, DESIGN AND DETAILS OF THE BUILDING.
 - ALL ON-SITE HC/CURB RAMPS SHALL FOLLOW IDOT STANDARDS WITH THE EXCEPTION OF PROVIDING DETECTABLE WARNINGS, UNLESS OTHERWISE INDICATED ON THE PLANS.



NO.	DATE	REMARKS

NO.	DATE	REMARKS
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GEOMETRIC PLAN

WOLF ROAD INDUSTRIAL

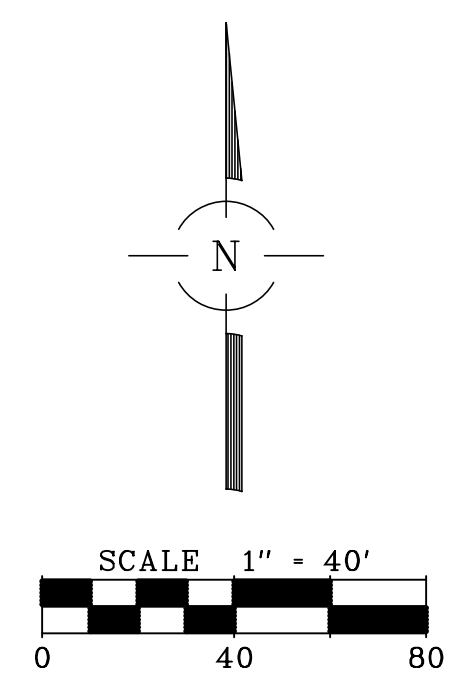
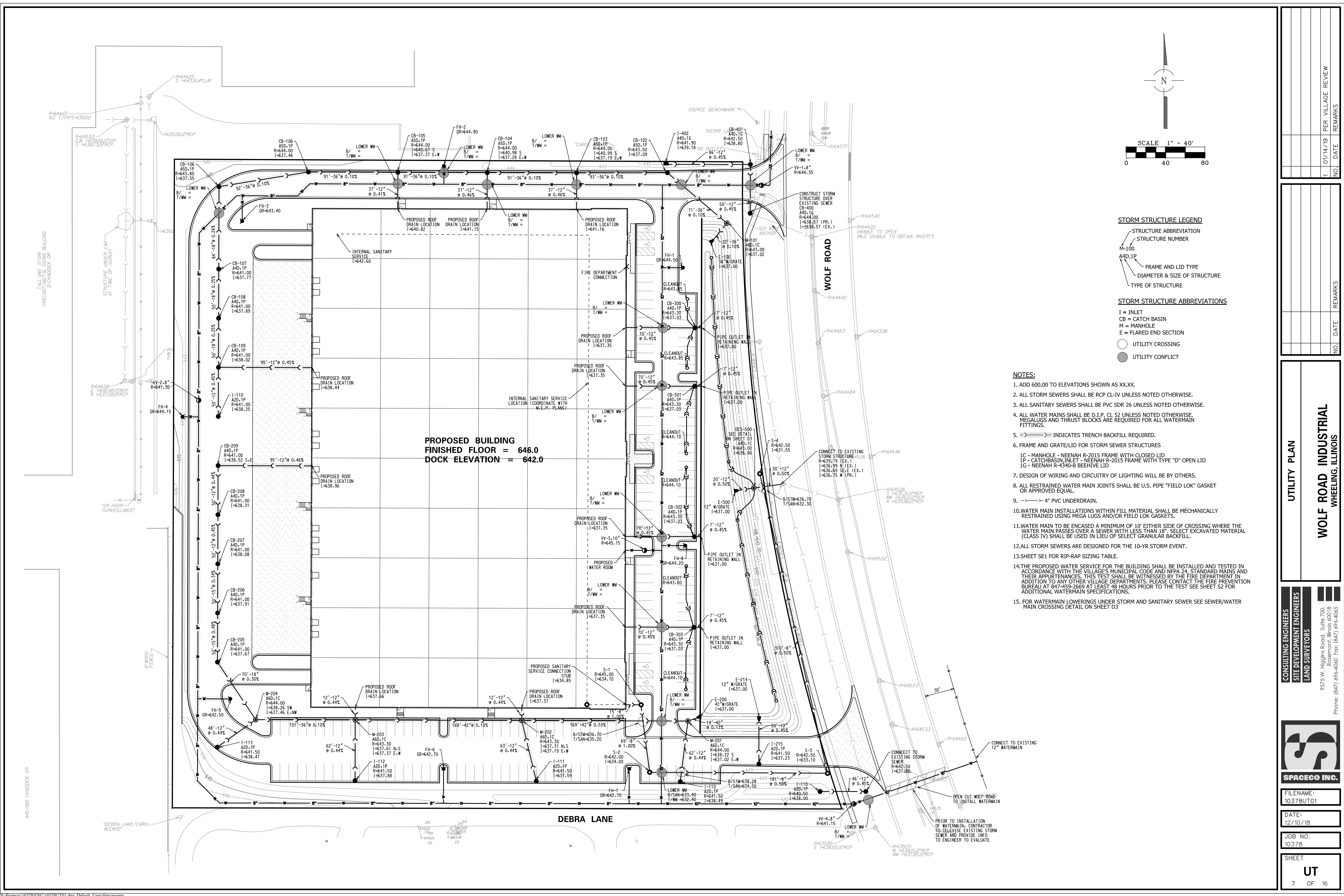
WHEELING, ILLINOIS

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FILENAME: 10378GM01
DATE: 12/10/18
JOB NO. 10378
SHEET GM 5 OF 16



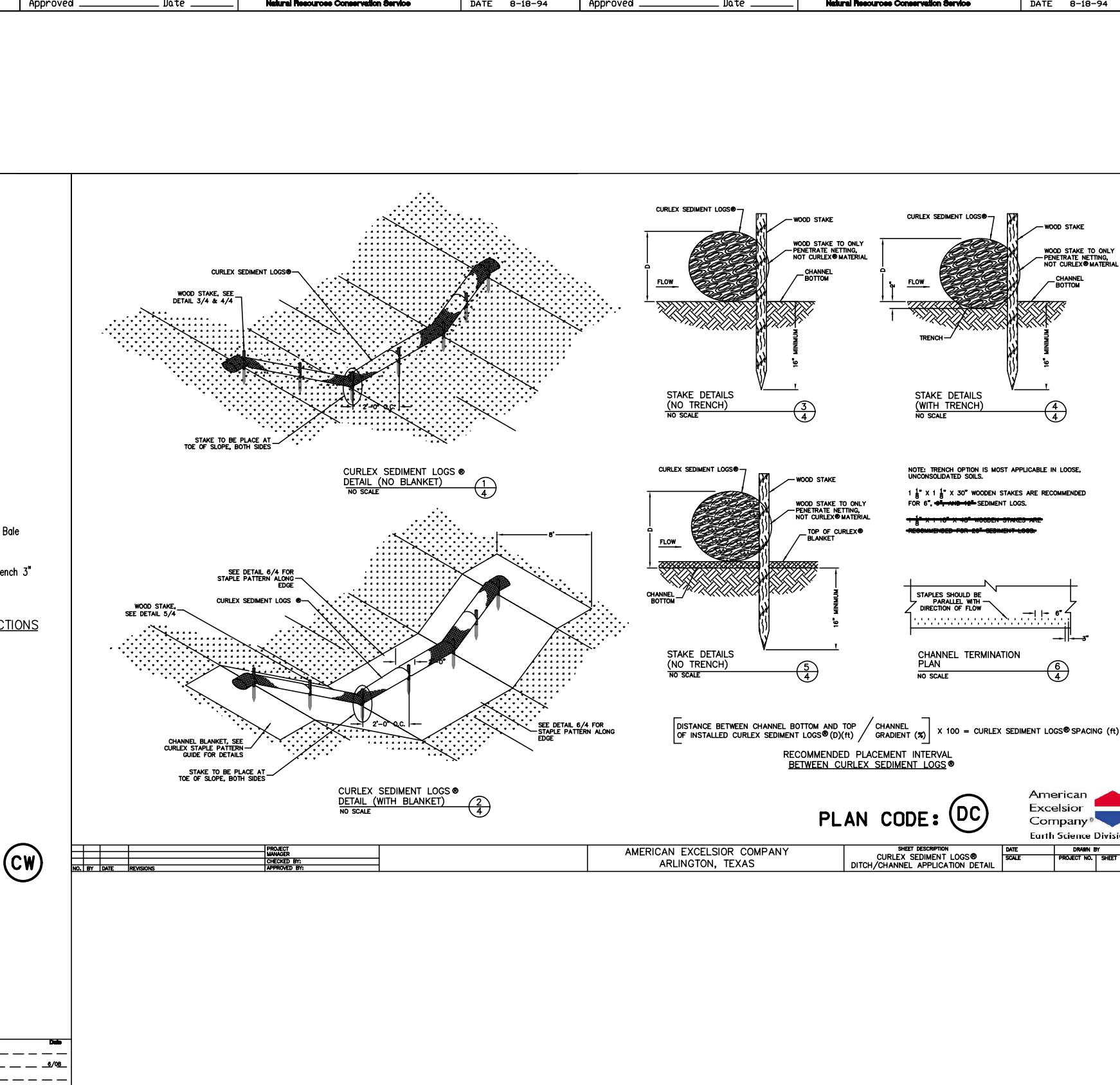
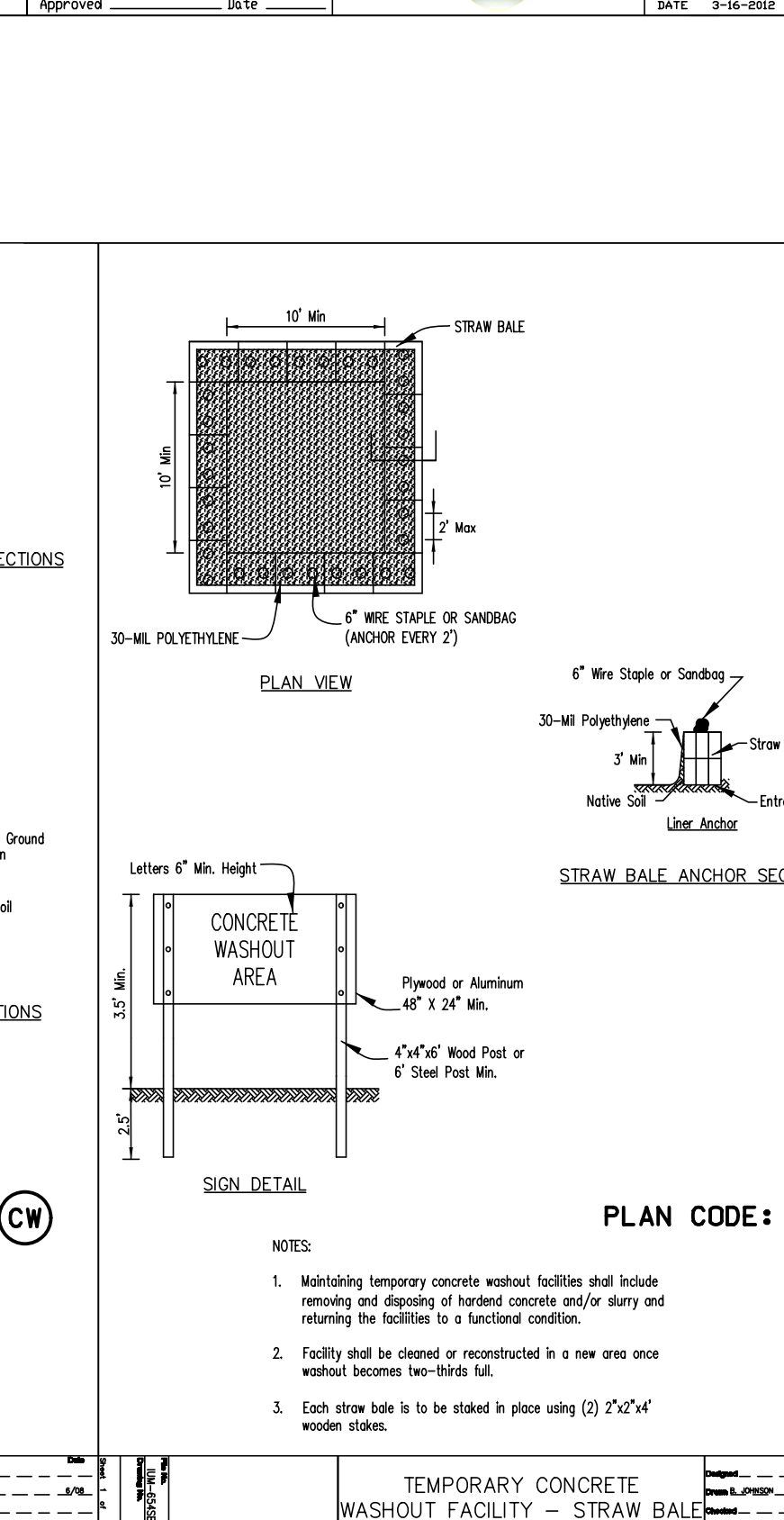
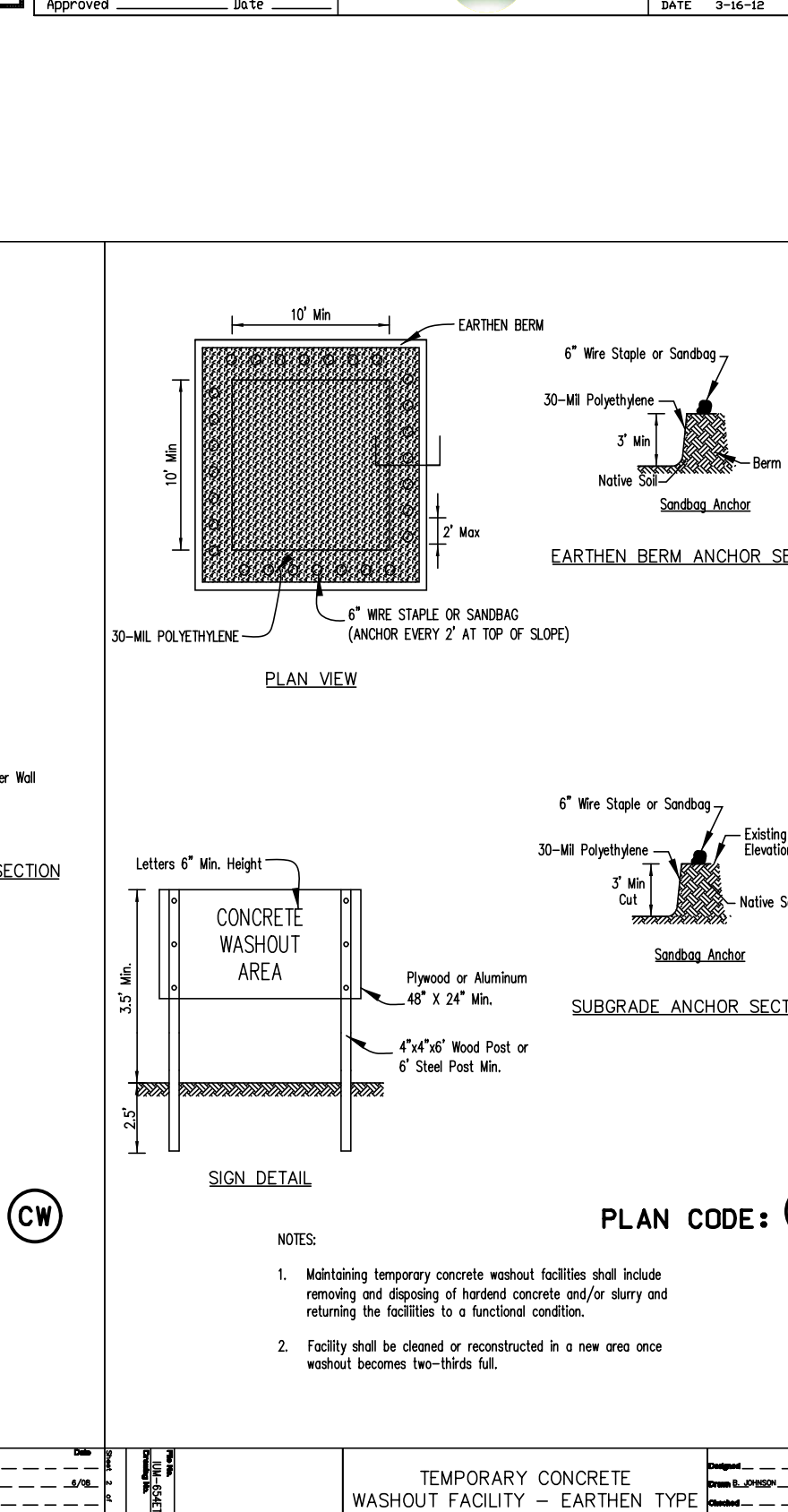
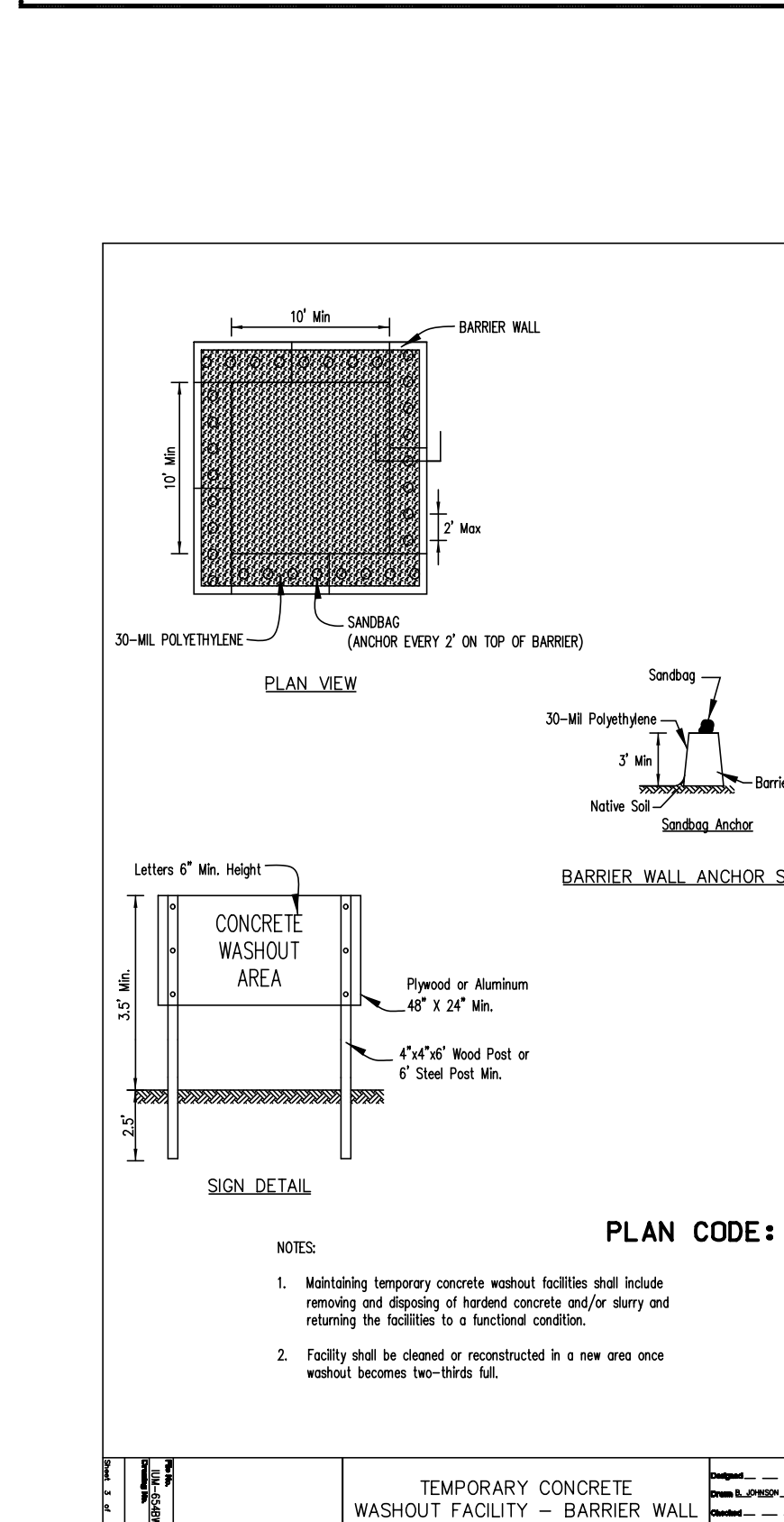
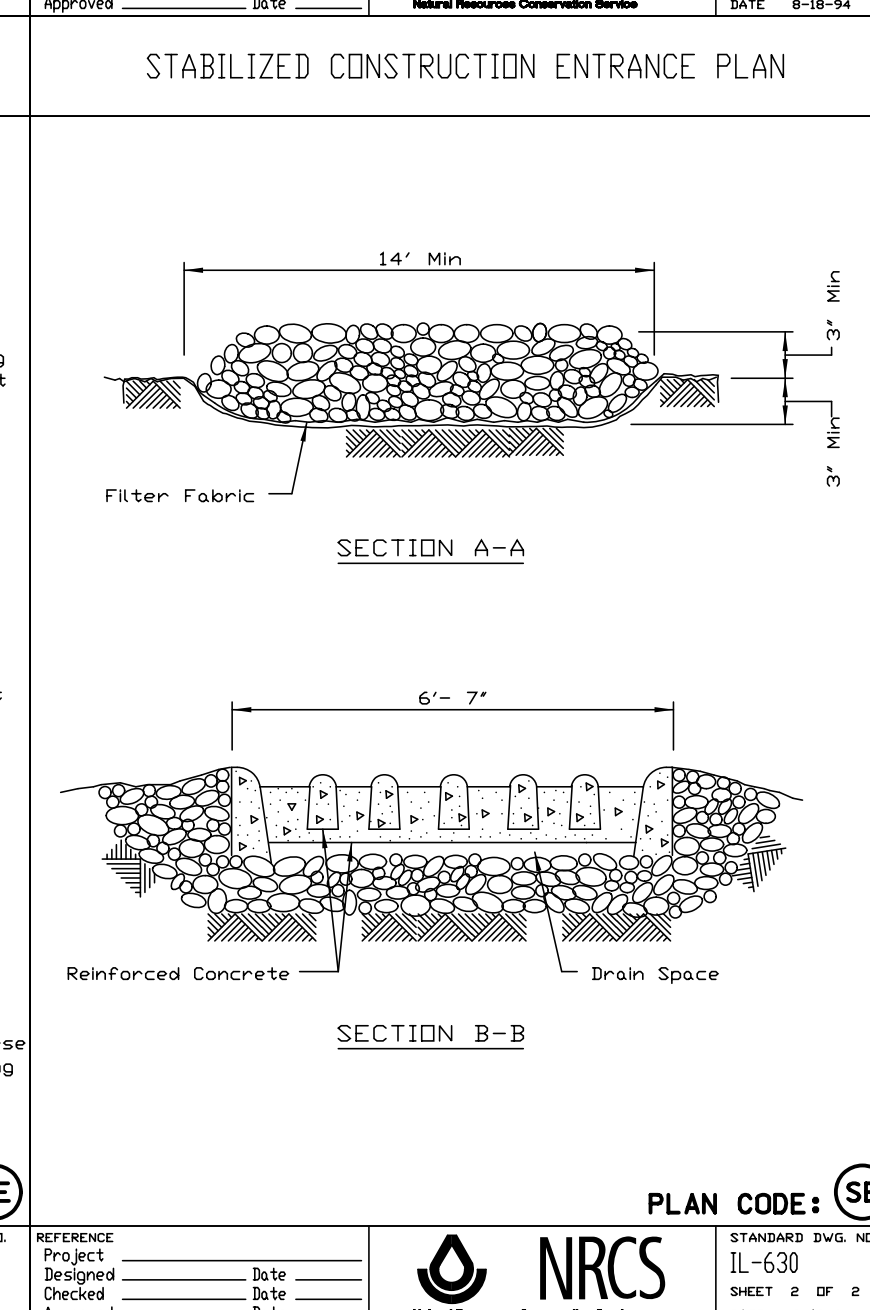
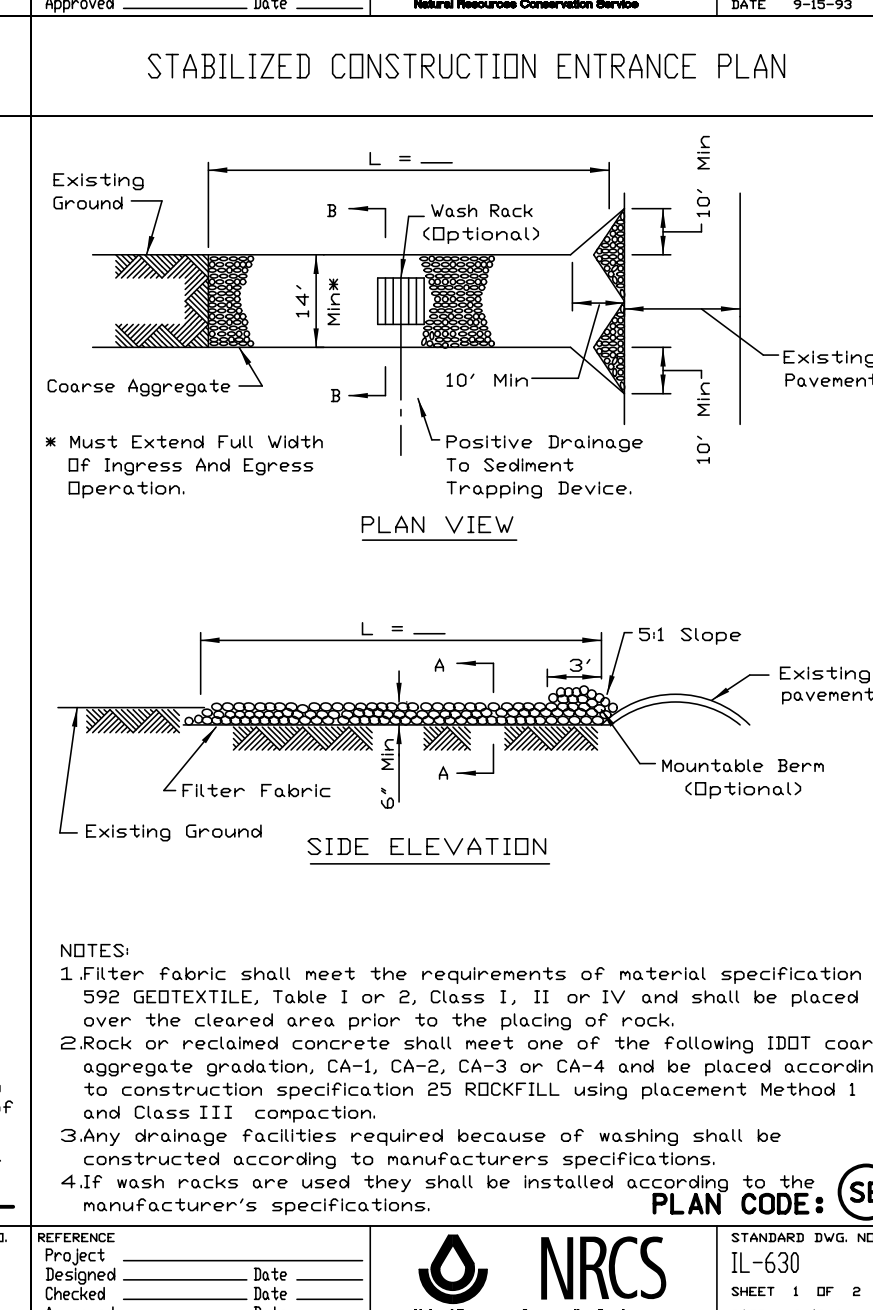
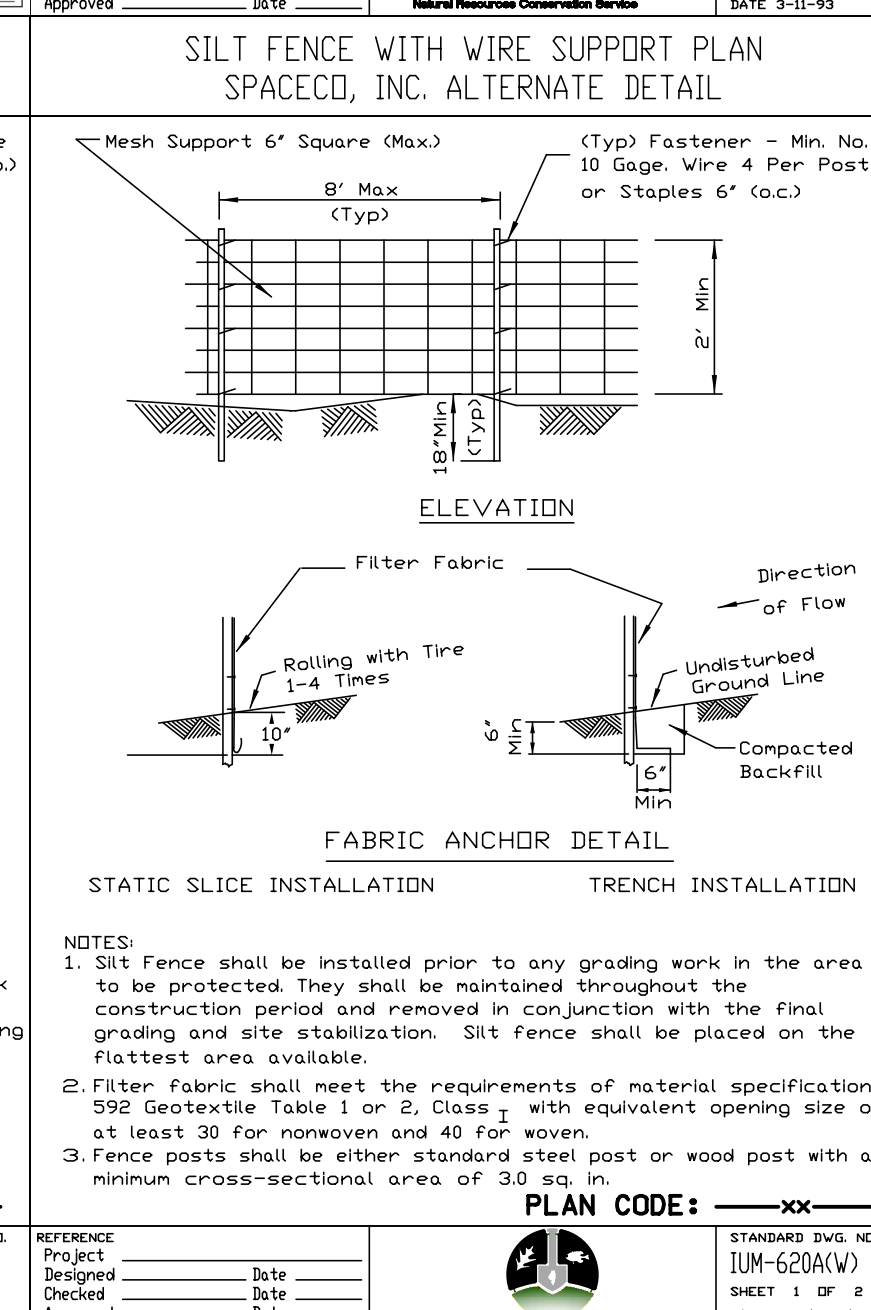
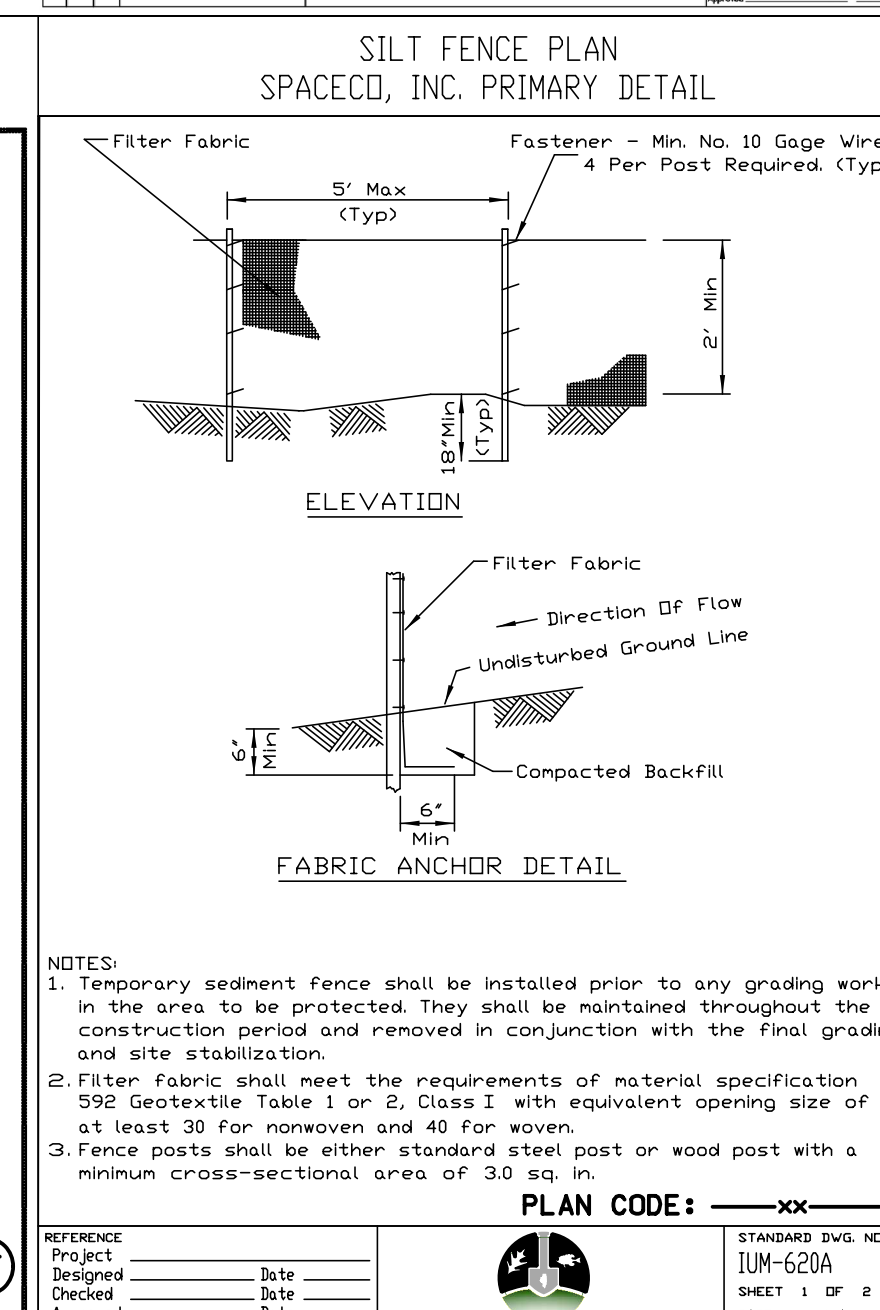
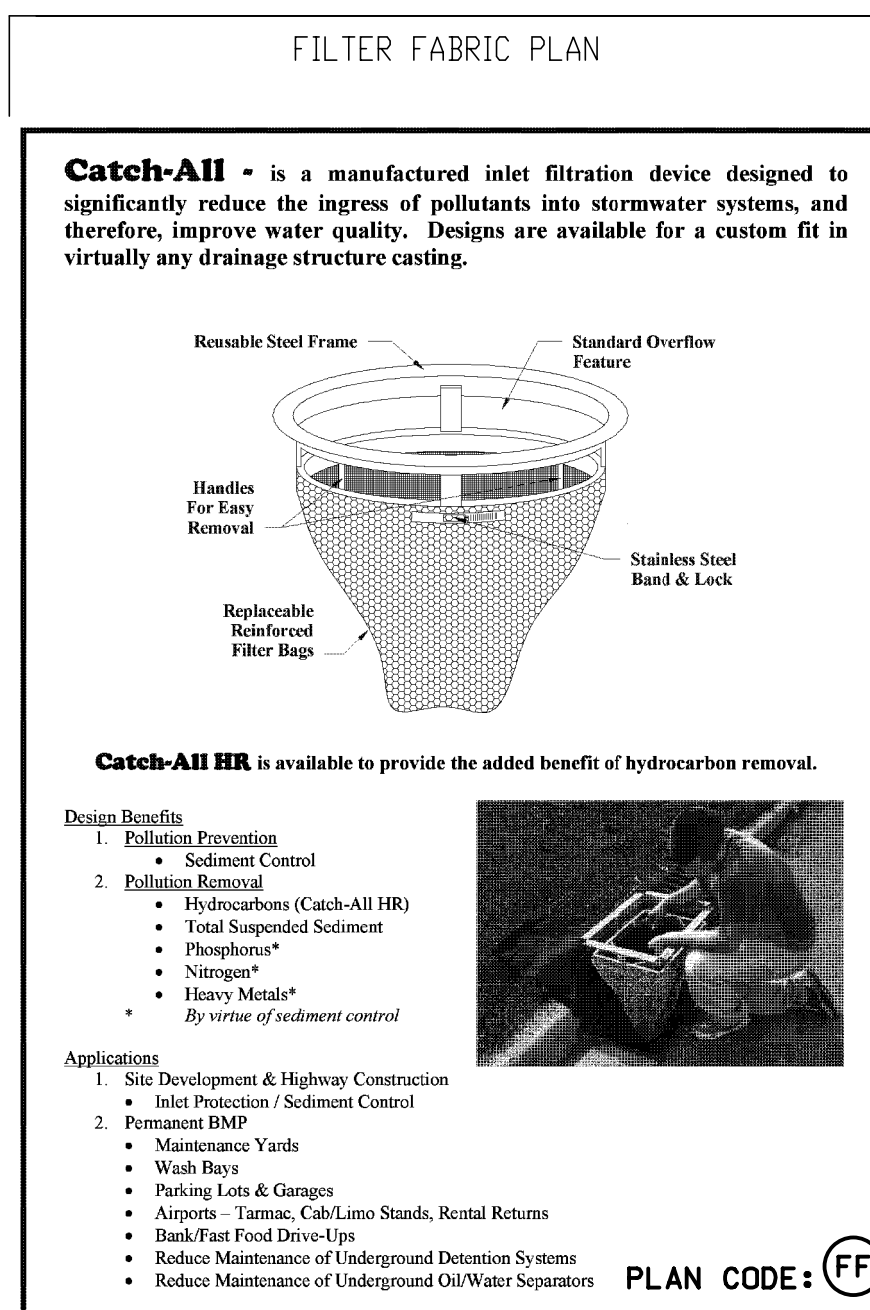
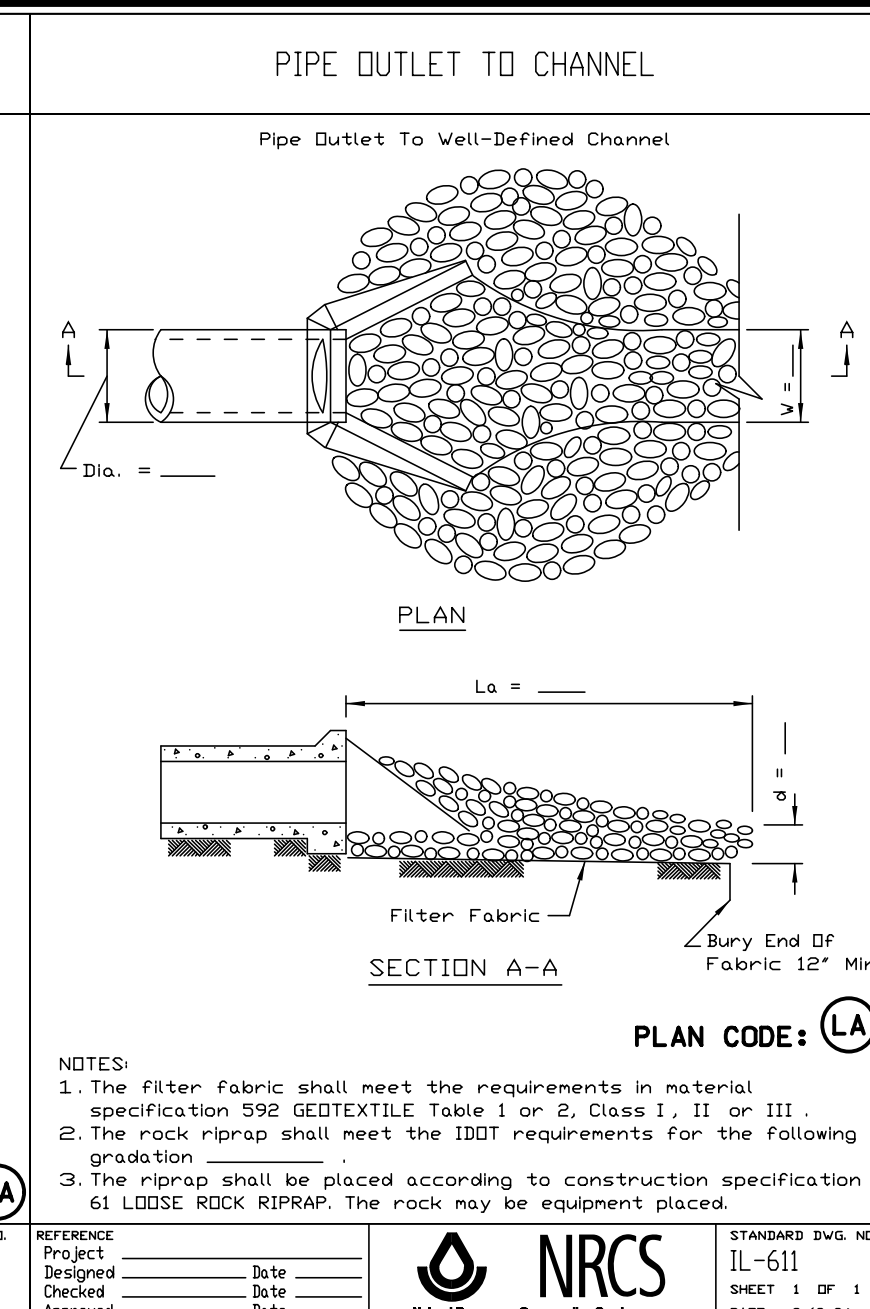
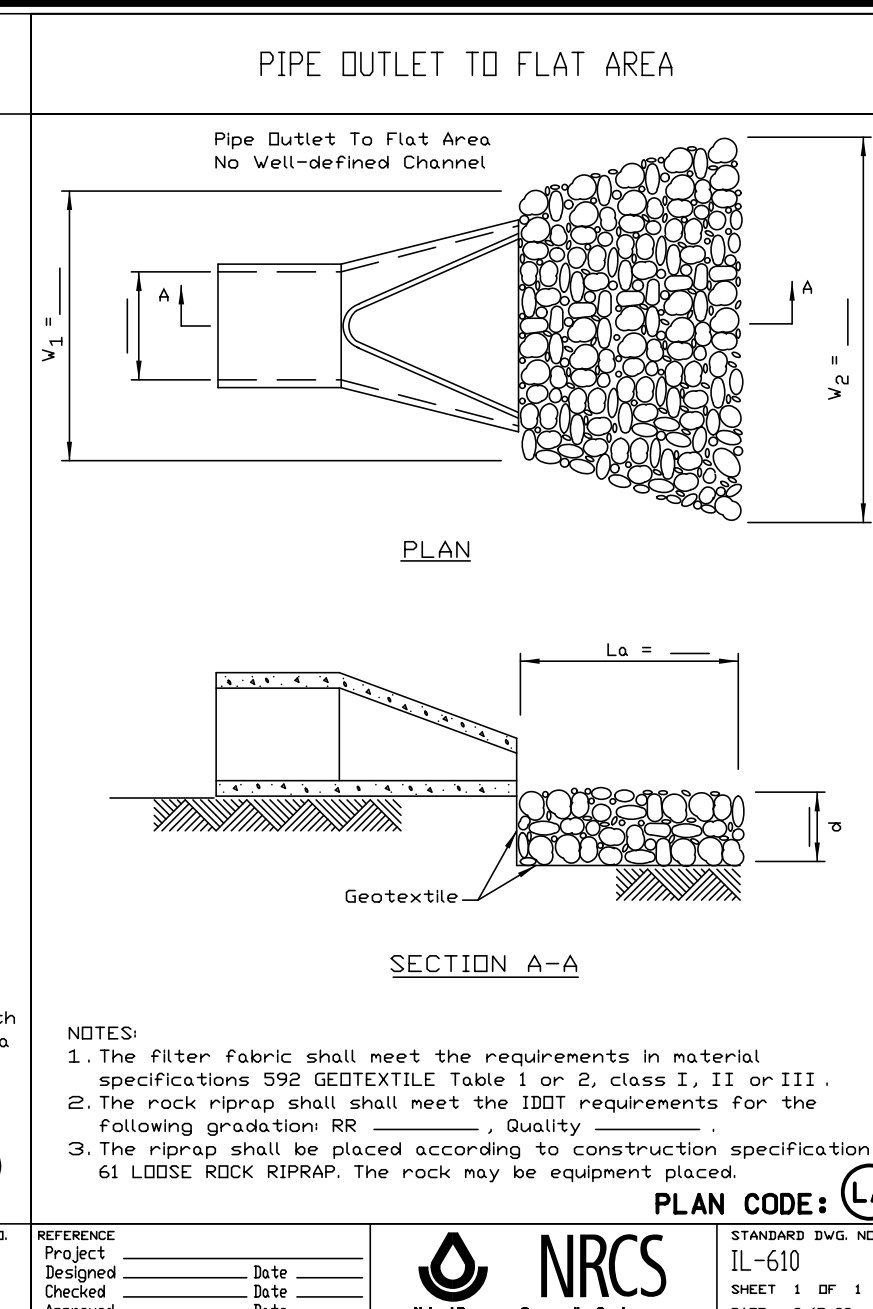
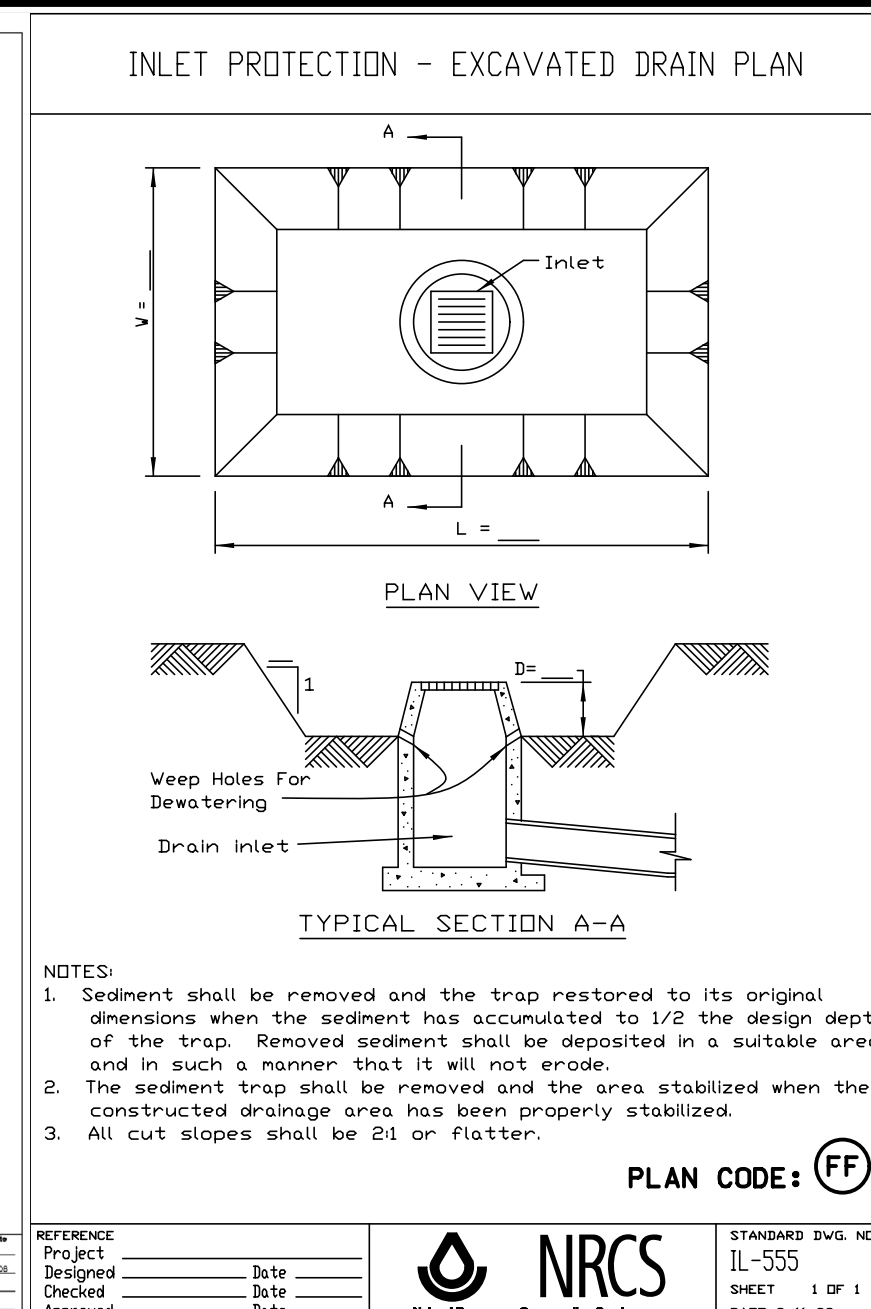
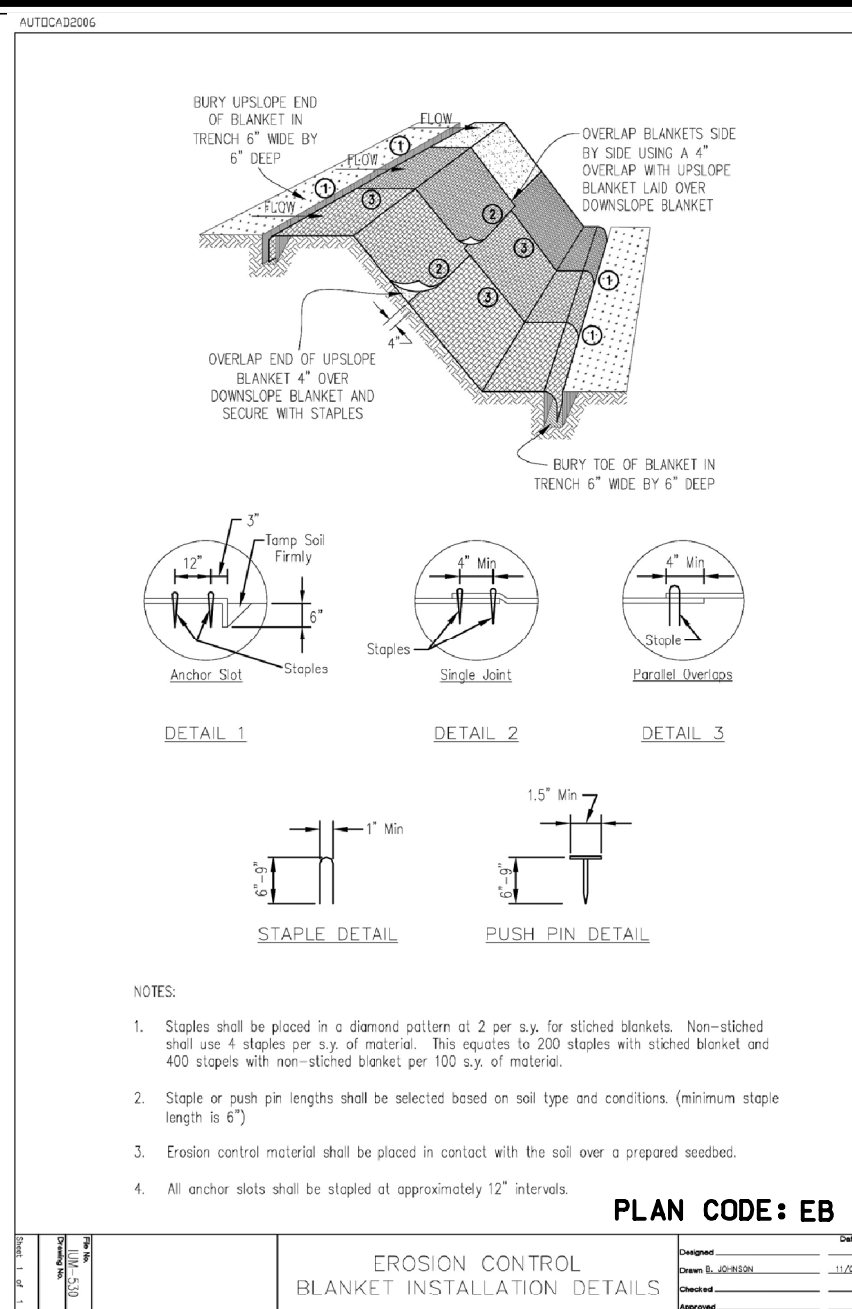
- STORM STRUCTURE LEGEND**
- STRUCTURE ABBREVIATION
 - STRUCTURE NUMBER
 - FRAME AND LID TYPE
 - DIAMETER & SIZE OF STRUCTURE
 - TYPE OF STRUCTURE
- STORM STRUCTURE ABBREVIATIONS**
- I = INLET
 - CB = CATCH BASIN
 - M = MANHOLE
 - E = FLARED END SECTION
- UTILITY CROSSING
- UTILITY CONFLICT

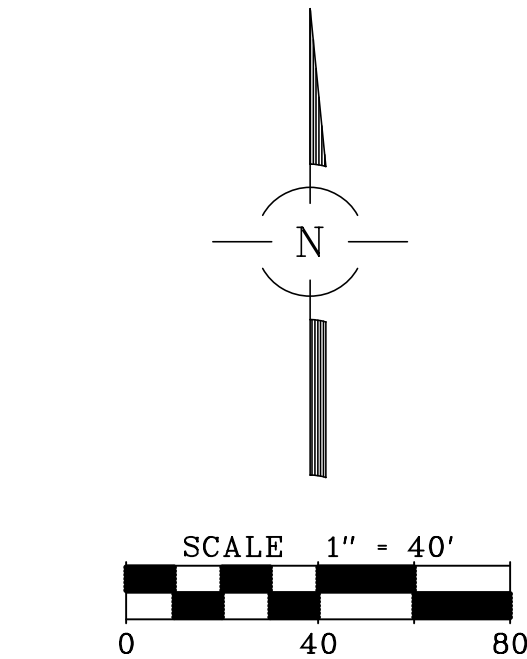
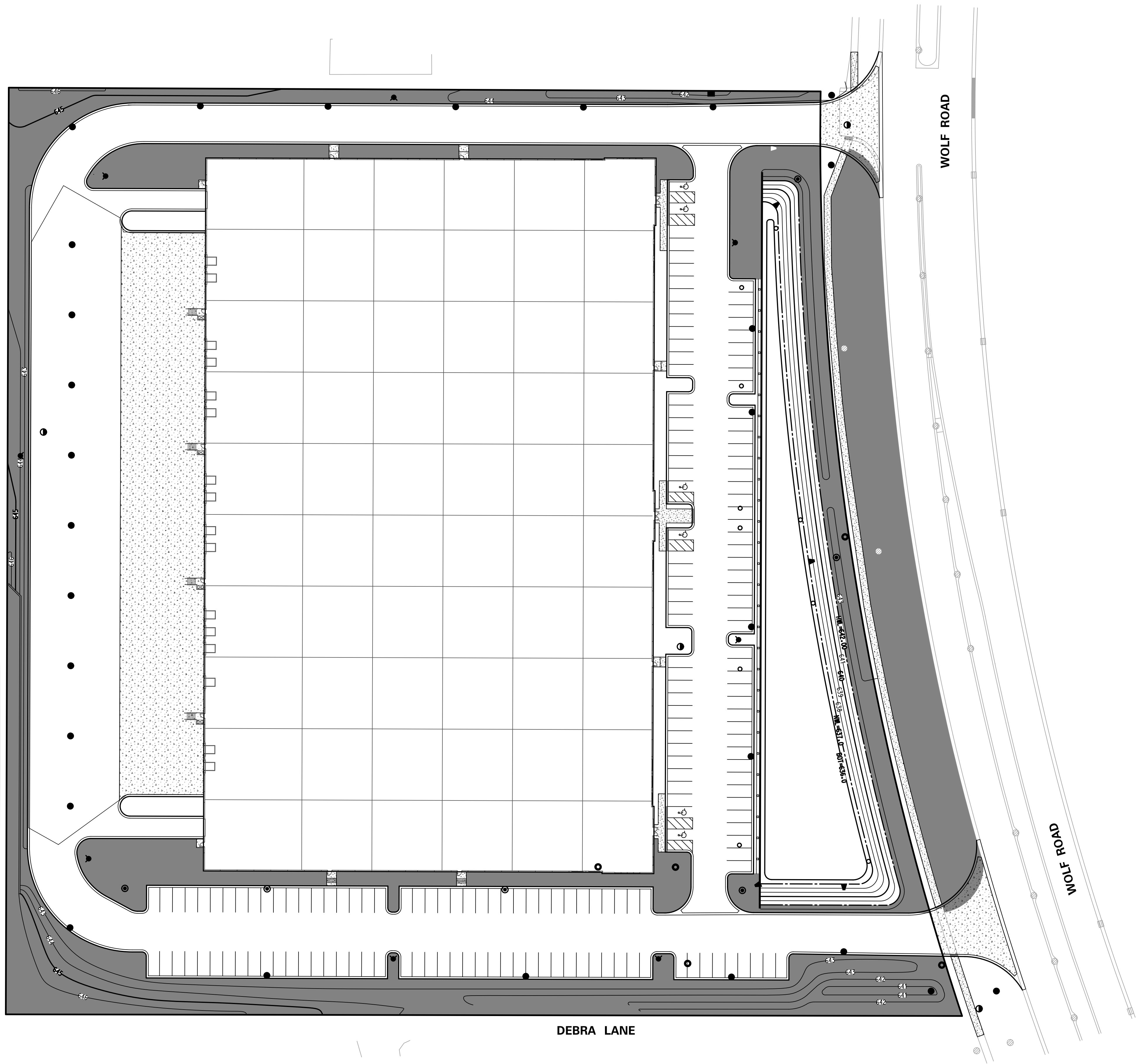
- NOTES:**
1. ADD 600.00 TO ELEVATIONS SHOWN AS XX.XX.
 2. ALL STORM SEWERS SHALL BE RCP CL-IV UNLESS NOTED OTHERWISE.
 3. ALL SANITARY SEWERS SHALL BE PVC SDR 26 UNLESS NOTED OTHERWISE.
 4. ALL WATER MAINS SHALL BE D.I.P. CL 52 UNLESS NOTED OTHERWISE. MEGALUGS AND THRUST BLOCKS ARE REQUIRED FOR ALL WATERMAIN FITTINGS.
 5. ===== INDICATES TRENCH BACKFILL REQUIRED.
 6. FRAME AND GRATE/LID FOR STORM SEWER STRUCTURES
1C - MANHOLE - NEENAH R-2015 FRAME WITH CLOSED LID
1P - CATCHBASIN, INLET - NEENAH R-2015 FRAME WITH TYPE "D" OPEN LID
1G - NEENAH R-4340-B BEEHIVE LID
 7. DESIGN OF WIRING AND CIRCUITRY OF LIGHTING WILL BE BY OTHERS.
 8. ALL RESTRAINED WATER MAIN JOINTS SHALL BE U.S. PIPE "FIELD LOK" GASKET OR APPROVED EQUAL.
 9. - - - - - 4" PVC UNDERDRAIN.
 10. WATER MAIN INSTALLATIONS WITHIN FILL MATERIAL SHALL BE MECHANICALLY RESTRAINED USING MEGA LUGS AND/OR FIELD LOK GASKETS.
 11. WATER MAIN TO BE ENCASED A MINIMUM OF 10' EITHER SIDE OF CROSSING WHERE THE WATER MAIN PASSES OVER A SEWER WITH LESS THAN 18". SELECT EXCAVATED MATERIAL (CLASS IV) SHALL BE USED IN LIEU OF SELECT GRANULAR BACKFILL.
 12. ALL STORM SEWERS ARE DESIGNED FOR THE 10-YR STORM EVENT.
 13. SHEET S-1 FOR RIP-RAP SIZING TABLE.
 14. THE PROPOSED WATER SERVICE FOR THE BUILDING SHALL BE INSTALLED AND TESTED IN ACCORDANCE WITH THE VILLAGE'S MUNICIPAL CODE AND NFPA 24. STANDARD MAINS AND THEIR APPURTENANCES. THIS TEST SHALL BE WITNESSED BY THE FIRE DEPARTMENT IN ADDITION TO ANY OTHER VILLAGE DEPARTMENTS. PLEASE CONTACT THE FIRE PREVENTION BUREAU AT 847-459-2669 AT LEAST 48 HOURS PRIOR TO THE TEST SEE SHEET S-2 FOR ADDITIONAL WATERMAIN SPECIFICATIONS.
 15. FOR WATERMAIN LOWERINGS UNDER STORM AND SANITARY SEWER SEE SEWER/WATER MAIN CROSSING DETAIL ON SHEET D-3

UTILITY PLAN	
WOLF ROAD INDUSTRIAL WHEELING, ILLINOIS	
CONSULTING ENGINEERS SITE DEVELOPMENT ENGINEERS LAND SURVEYORS	9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.	
FILENAME: 10378UT01	DATE: 12/10/18
JOB NO. 10378	
SHEET UT	
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SYMBOL LEGEND

- STABILIZED CONSTRUCTION ENTRANCE
- SILT FENCE
- CATCH-ALL BASKET
- PERMANENT SEEDING
- LINED APRON WITH SEDIMENT TRAP
- CONCRETE WASHOUT
- CONCRETE WASHOUT
- EROSION BLANKET
S75BN - NORTH AMERICAN GREEN

EROSION CONTROL NOTES:

- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO THE START OF CONSTRUCTION.
- CONTRACTOR SHALL MAINTAIN PROPER SITE DRAINAGE DURING CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL.
- CONTRACTOR IS RESPONSIBLE FOR KEEPING THE PUBLIC ROADWAYS CLEAN AND FREE OF DIRT AND DEBRIS AT ALL TIMES.
- ADDITIONAL EROSION CONTROL MEASURES SHALL BE IMPLEMENTED IF A SWPPP INSPECTION OF THE SITE INDICATES A DEFICIENCY.
- ALL CONSTRUCTION TRAFFIC TO AND FROM THE SITE SHALL BE RESTRICTED TO THE STABILIZED CONSTRUCTION ENTRANCE.
- ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE MAINTAINED AND REPAIRED AS NECESSARY TO PERFORM AS INTENDED.
- MAJOR AMENDMENTS TO THE SITE DEVELOPMENT AND EROSION CONTROL PLANS SHALL BE SUBMITTED TO THE DEPARTMENT OF COMMUNITY DEVELOPMENT TO BE APPROVED IN THE SAME MANNER AS THE ORIGINAL PLANS.
- ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORK DAY AND TRANSPORTED TO A CONTROLLED SEDIMENT AREA.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED WITH PERMANENT SOIL STABILIZATION MEASURES. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS FOLLOWING THE END OF ACTIVE DISTURBANCE OR RE-DISTURBANCE.
- ROADWAYS MUST BE KEPT FREE OF MUD, DEBRIS, ETC. AT ALL TIMES IN THE VILLAGE OF FRANKLIN PARK. CONTRACTOR IS RESPONSIBLE TO IMMEDIATELY CLEAN ANY MATERIAL TRACKED ONTO THE PUBLIC ROADWAY AT HIS OWN EXPENSE.
- IF DE-WATERING DEVICES ARE USED DURING CONSTRUCTION, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM SOIL EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS OR BASINS.
- IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, THEN SEDIMENT AND EROSION CONTROL MEASURES SHALL BE PROVIDED FOR SUCH A STOCKPILE.

SOIL EROSION AND SEDIMENT CONTROL PLAN

WOLF ROAD INDUSTRIAL
WHEELING, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS



FILENAME:	10378SE03
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VILLAGE OF WHEELING SANITARY SEWER NOTES (CONT.)		WATERMAIN NOTES			
12.Sanitary sewer services shall be connected to the main by use of a fitting or manhole. Use of a fitting must be approved by the Village Engineer prior to commencement of any work. For service line of larger than 6 inches in diameter, a manhole shall be constructed at the point of its connection with the sewer main or lateral. 13.All service lines shall exit the foundation wall, as DIP CL-52 at a right angle (90"). 14.All floor drains shall discharge to the sanitary sewer. 15.All objectionable waste containing grease, fats and/or oils shall discharge to an exterior grease interceptor or grease basin, with "water-tight" covers, before discharging into the sanitary sewer, including but not limited to restaurant and food preparation facilities. Automatic dishwasher and effluent domestic waste shall not discharge through the grease interceptor.		1. PIPE MATERIALS: A. WATERMANS OR SERVICES 3" OR LARGER IN DIAMETER SHALL BE CONSTRUCTED OF BITUMINOUS COATED, CEMENT LINED DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A-21.50 (AWWA C150) AND ANSI A-21.51 (AWWA C151). CEMENT MORTAR LINING SHALL CONFORM TO ANSI A-21.4 (AWWA C-104). THE JOINTS SHALL BE O-RING GASKETED PUSH-ON OR MECHANICAL JOINTS CONFORMING TO ANSI A-21.11 (AWWA C-111). 2. FITTINGS: A. ALL FITTINGS SHALL BE CAST-IRON, WITH MECHANICAL JOINTS AND "MEGALUG" RETAINER GLANDS, AND CEMENT LINED PER ANSI A21.4. COST OF FITTINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE. B. ALL DUCTILE IRON WATERMAIN AND FITTINGS SHALL BE WRAPPED IN 8-MIL POLYETHYLENE WRAP. ALL MECHANICAL JOINT FITTINGS SHALL USE STAINLESS STEEL NUTS AND BOLTS. PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF WATERMAIN COMPLETE IN PLACE. 3. WATER SERVICES: A. WATER SERVICE PIPE, 2" IN DIAMETER OR SMALLER, SHALL BE TYPE K COPPER WATER TUBING, CONFORMING TO ASTM B-88 AND B-251, WITH COMPRESSION OR FLARED JOINTS. 4. VALVES: A. GATE VALVES SHALL BE USED ON ALL WATERMAIN 3" AND LARGER. ALL VALVES SHALL TURN COUNTER-CLOCKWISE TO OPEN. VALVES SHALL BE IRON BODY RESILIENT WEDGE GATE VALVES WITH BRONZE MOUNTED SEATS AND NON-RISING STEMS CONFORMING TO AWWA C-509. THE VALVES SHALL HAVE MECHANICAL JOINTS. B. THE MECHANICAL JOINTS AND ALL FASTENERS ON THE VALVE BODY SHALL HAVE STAINLESS STEEL NUTS AND BOLTS. 5. VALVE VAULTS: A. VALVE VAULTS SHALL BE PRECAST CONCRETE STRUCTURES AS NOTED ON THE PLANS. THE FRAME AND LID SHALL BE NEENAH R-1712, OR EQUAL, WITH "WATER" EMBOSSED ON THE LID. 6. FIRE HYDRANTS: A. FIRE HYDRANTS SHALL CONFORM TO AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARD NO. C-502, LATEST REVISION, AND SHALL BE A MODEL SHOWN ON THE PLANS AND APPROVED BY THE MUNICIPALITY. FIRE HYDRANTS SHALL BE INSTALLED WITH AN AUXILIARY VALVE AND CAST IRON VALVE BOX. THE PUMPER CONNECTION SHALL FACE ROADWAY. B. PROVIDE THE RODS FROM THE MAINLINE TEE TO THE AUXILIARY VALVE, AND BETWEEN THE AUXILIARY VALVE AND HYDRANT BARREL WHERE NOT BOLTED TOGETHER. C. THE BREAK FLANGE AND ALL BELOW GRADE FITTINGS SHALL HAVE STAINLESS STEEL NUTS AND BOLTS. 7. CORPORATION STOPS: A. CORPORATION STOPS SHALL BE BRONZE BODY KEY STOPS CONFORMING TO AWWA C-800, AND SHALL INCLUDE "J" BEND, TAIL PIECE, AND COMPRESSION FITTINGS. SIZE AND LOCATION AS SHOWN ON PLANS. B. TAPPING SADDLES SPECIFICALLY DESIGNED FOR USE WITH PVC PIPE SHALL BE IN CONJUNCTION WITH THE CORPORATION STOP. 8. SERVICE BOX: A. PROVIDE CURB VALVE AND CURB BOX AS INDICATED ON THE PLANS. BOX SHALL BE EXTENSION TYPE WITH FOOT PIECE AND STATIONARY RODS FOR SIX (6") FEET OF BURY. B. MAXIMUM DEFLECTION AT PIPE JOINTS SHALL BE IN ACCORDANCE WITH PIPE MANUFACTURER'S CURRENT RECOMMENDATIONS AND AWWA SPECIFICATIONS. 9. BEDDING: A. ALL DUCTILE IRON WATERMAIN SHALL HAVE COARSE SAND BEDDING EXTENDED TO AT LEAST SIX INCHES (6") ABOVE THE TOP OF THE PIPE. COST OF BEDDING SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THIS PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM. B. GRANULAR BEDDING MATERIAL OR GRANULAR BACKFILL MATERIAL SHALL BE CAREFULLY PLACED TO 12" OVER THE TOP OF THE PIPE BEFORE FINAL BACKFILLING AND COMPACTION. C. A MINIMUM DEPTH OF COVER OF 5'-6" SHALL BE MAINTAINED OVER THE WATER LINES. THE MAXIMUM COVER SHALL BE EIGHT (8') FEET EXCEPT AT SPECIAL CROSSINGS. D. CONCRETE THRUST BLOCKING SHALL BE INSTALLED ON WATERMAIN AT ALL BENDS, TEE, ELBOWS, ETC. 10. IEPA WATERMAIN PROTECTION: A. HORIZONTAL SEPARATION o) WATERMANS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICES CONNECTION. b) WATERMANS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN: 1) LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET; 2) THE WATERMAIN INVERT IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND 3) THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER. c) BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED WITH PIPE EQUIVALENT TO WATERMAIN STANDARDS OF CONSTRUCTION WHEN IT IS IMPOSSIBLE TO MEET (a) OR (b) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING. B. VERTICAL SEPARATION o) A WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMANS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSING. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANCE FROM THE SEWER OR DRAIN. b) BOTH THE WATERMANS AND SEWER SHALL BE CONSTRUCTED WITH PIPE EQUIVALENT TO WATERMAIN STANDARDS OF CONSTRUCTION WHEN: 1) IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN (a) ABOVE; OR 2) THE WATERMAIN PASSES UNDER A SEWER OR DRAIN. c) A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN. d) CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FORM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET. 11. TESTING: A. ALL WATERMANS SHALL BE PRESSURE TESTED, FLUSHED AND DISINFECTED IN ACCORDANCE WITH AWWA AND MUNICIPAL SPECIFICATIONS. EACH VALVE PRESSION SHALL BE PRESSURE TESTED FOR A MINIMUM OF 4 HOURS. ALLOWABLE LEAKAGE IS TO BE ONLY THAT WHICH IS PREDETERMINED BY THE STANDARD SPECIFICATIONS FOR SEWER AND WATERMAIN CONSTRUCTION IN ILLINOIS. AT NO TIME IS THERE TO BE ANY VISIBLE LEAKAGE FROM THE MAIN. B. CONTRACTOR IS RESPONSIBLE FOR PRESSURE TESTING AGAINST EXISTING WATER VALVES.		11.All valves shall be installed in a minimum, 60 inch diameter precast concrete water-tight vaults. 12.All fire hydrants shall be a red 6 foot bury Mueller A-423 Super Centurion or approved equal conforming with AWWA C-502 standards. 13.All B-boxes shall be 1-1/2" Mueller or Ford telescopic B-box with "WATER" imprinted on the lid of the box and a brass pentagon plug. 14.All fastener hard ware (i.e., nuts, bolts and washers) associated with fittings shall be stainless steel. 15.All fittings shall be restrained by thrust resistant wedge, retainer glands, manufactured with torque limiting twist off nuts.	
STORM SEWER NOTES					
1. GENERAL: A. ALL STORM SEWER PIPE SHALL BE RCP, UNLESS OTHERWISE NOTED ON THE PLANS, IN ACCORDANCE WITH THE FOLLOWING: PLAN CODE: MATERIAL RCP: REINFORCED CONCRETE PIPE (ASTM C-76) WITH O-RING GASKETED JOINTS. (ASTM C-443); TYPE 1, CLASS IV, PER SDR36 SECTION 403. ALL TYPICAL RCP PIPE SHALL BE TYPE 1, HE-111 PER SDR36 SECTION 511. PRECAST FLARED END SECTIONS MAY HAVE MASTIC JOINTS. PAYMENTS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAR FOOT OF STORM SEWER COMPLETE IN PLACE. DIP: DUCTILE IRON WATERMAIN QUALITY PIPE CLASS 52 (ANSI 21.51) WITH MECHANICAL OR PUSH-ON JOINTS (ANSI 21.11). CEMENT LINING IS NOT REQUIRED. PVC: POLYVINYL CHLORIDE SEWER PIPE, SDR 26, CONFORMING TO ASTM D-3034 WITH ASTM D-3212 PUSH-ON GASKETED JOINTS. HDPE: HIGH DENSITY POLYETHYLENE CORRUGATED PIPE WITH SMOOTH INTERIOR MEETING AASHTO M-294 SUCH AS ADS N-12 BY ADVANCED DRAINAGE SYSTEM, COLUMBUS, OH; OR H1-D BY HANCOCK FINDLEY, OH. JOINTS SHALL BE SPLIT CORRUGATED BANDS BY THE PIPE MANUFACTURER. UD: RIGID, PERFORATED PVC UNDERDRAIN PIPE (ASTM D-2729), SDR 35, OR SCHEDULE 40, WITH SOLVENT WELD JOINTS AND FILTER FABRIC WRAPPING OR SOCK. PERFORATED HDPE PIPE ALSO ACCEPTABLE. B. "BAND SEAL" OR SIMILAR COUPLINGS SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS. "BAND SEAL", "FERNCO", AND "MISSION" TYPE COUPLINGS SHALL NOT BE USED ON SEWER MAINS. CHANGES IN PIPE MATERIAL SHALL BE MADE AT A STRUCTURE. C. ALL STORM SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE. D. ALL FOOTING DRAIN AND SUMP PUMP DISCHARGE PIPES SHALL BE CONNECTED TO THE STORM SEWER SYSTEM. DOWNSPOUTS SHALL DISCHARGE TO THE GROUND. E. THE CONTRACTOR SHALL MAINTAIN AT LEAST THREE (3') FEET OF COVER OVER THE TOP OF SHALLOW PIPES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL MOUND OVER ANY PIPES WHICH HAVE LESS THAN THREE (3') FEET OF COVER DURING CONSTRUCTION UNTIL THE AREA IS FINAL GRADED OR PAVED. 2. BEDDING: A. ALL STORM SEWERS SHALL BE INSTALLED ON A TYPE A GRANULAR BEDDING, 1/4" TO 3/4" IN SIZE (GA-15) WITH A MINIMUM THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE BUT NOT LESS THAN 4". BLOCKING OF ANY KIND FOR GRADE IS NOT PERMITTED. THE BEDDING MATERIALS SHALL BE COMPACTED TO 90% OF MODIFIED PROCTOR DENSITY. BEDDING SHALL EXTEND TO THE SPRINGLINE ON ALL RCP AND DIP PIPE. BEDDING SHALL EXTEND TO 12" OVER ANY PVC OR HDPE PIPE. COST OF BEDDING SHALL BE CONSIDERED INCIDENTAL TO THE COST OF PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS. 3. STRUCTURES: A. MANHOLE, CATCH BASIN AND INLET BOTTOMS SHALL BE PRECAST CONCRETE SECTIONAL UNITS OR MONOLITHIC CONCRETE. MANHOLES AND CATCH BASINS SHALL BE A MINIMUM 4' IN DIAMETER UNLESS OTHERWISE SPECIFIED ON THE PLANS. STRUCTURE JOINTS SHALL BE SEALED WITH O-RING OR BUTYL ROPE. A MAXIMUM OF EIGHT (8") INCHES OF ADJUSTING RINGS SHALL BE USED. B. A CONCRETE BENCH TO DIRECT FLOWS SHALL BE CONSTRUCTED IN THE BOTTOM OF ALL INLETS AND MANHOLES. C. THE FRAME, GRATE, AND/OR CLOSED LID SHALL BE CAST IRON OF THE STYLE SHOWN ON THE PLANS. D. MANHOLE LIDS SHALL BE MACHINE SURFACED, NON-ROCKING DESIGN. THE CLOSED LIDS SHALL HAVE THE WORD "STORM" CAST ON THE LID. THE JOINTS BETWEEN CONCRETE SECTION ADJUSTING RINGS, AND FRAME SHALL BE SEALED WITH A MASTIC COMPOUND. 4. FRENCH DRAIN: A. ALL LOW POINT STORM STRUCTURES ARE TO HAVE FOUR 1" DIAMETER WEIR HOLES PROVIDED 24" BELOW THE TOP OF LID. THE HOLES SHALL BE COVERED WITH A GEOTEXTILE FILTER FABRIC CEMENTED IN PLACE WITH BITUMINOUS MASTIC. THE DRAIN SHALL BE BACKFILLED WITH BEDDING OR CA-7 CRUSHED STONE TO TOP OF SUBGRADE OR BOTTOM OF TOPSOIL. 5. CASTINGS: A. CASTINGS FOR SEWER OR OTHER STRUCTURES SHALL BE "NEENAH" OR APPROVED EQUAL. COST OF CASTINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE STRUCTURE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM. 6. CLEANING: A. THE STORM SEWER SYSTEM SHALL BE THOROUGHLY CLEANED PRIOR TO FINAL INSPECTION AND TESTING. 7. TELEVISING: A. THE STORM SEWER SYSTEM SHALL BE TELEVISED IF REQUIRED BY MUNICIPALITY.					
VILLAGE OF WHEELING STORM SEWER NOTES					
STORM SEWER					
1) All storm sewer pipes in the public right-of-way shall be reinforced concrete pipe conforming to ASTM C-76 Class IV with confined O-ring gasket joints in compliance with ASTM C-361 or Tylox Super Seal gasket conforming to ASTM C-361. 2) Minimum diameter of storm sewer shall be 12" unless approved otherwise. 3) No storm water shall be discharged to the sanitary sewer system. 4) All storm structures are to have open (grate) lids unless specified as having closed lids (C.L.). All closed lids shall have the words "Village of Wheeling - Storm" casted in it. 5) Rim grades for storm sewer structures located within the curb and gutter are flow line elevations. Elevations of flared end sections shall be interpreted at the invert of the flared end section. 6) A maximum adjustment of twelve inches (12") or three (3) concrete adjusting rings will be permitted for any structure. 7) Inlets shall be connected to a storm sewer after flowing through a catch basin and shall not discharge directly to the storm sewer. 8) All manholes shall be TY A with a minimum inside diameter of 48 inches. 9) All downspouts, footing drains, and outside drains shall discharge to the storm sewer or over ground as approved by the Village of Wheeling. 10)All sump pump drain tile discharges shall be routed to the storm sewer system. Sump pump service connections shall be four (4) inch PVC SDR 26 conforming to ASTM D2751 or ASTM D3034 at a minimum slope of 2% and shall be air gapped. Minimum cover shall be two (2) feet, wherever possible.					

SPECIFICATIONS - 2		WOLF ROAD INDUSTRIAL WHEELING, ILLINOIS	
CONSULTING ENGINEERS SITE DEVELOPMENT ENGINEERS LAND SURVEYORS		9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 696-0060 Fax: (847) 696-0065	
			
SPACECO INC.			
FILENAME: 10378SPEC02			
DATE: 12/10/18			
JOB NO. 10378			
SHEET			
S2			
12 OF 16			

IN CASE OF CONFLICT, THE MOST RESTRICTIVE STANDARDS AND REQUIREMENTS SHALL GOVERN	
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A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:

- * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (DOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
- * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
- * VILLAGE OF _____ MUNICIPAL CODE;
- * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
- * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

2. THE VILLAGE OF _____ ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL 1.1.U.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS _____ FT.

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OR LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE	ASTM D-3034	ASTM D-3212
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM F-679	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46		
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350	ASTM D-3261,F-2620 (HEAT FUSION)
	ASTM D-3035	ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC	ASTM D-2241	ASTM D-3139
4-INCH TO 36-INCH	AWWA C900	ASTM D-3139
4-INCH TO 12-INCH	AWWA C905	ASTM D-3139
14-INCH TO 48-INCH		

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/4" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.
10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
- a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SEWER TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWE SADDLE OR HUB-TEE SADDLE.
 - b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
 - c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OR UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-933 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED, AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

- E. EROSION AND SEDIMENT CONTROL**
1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
- a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
 - b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.
10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
12. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
13. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
14. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
15. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
16. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
17. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
18. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.
19. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LOADED WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
21. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
22. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
23. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
24. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.



TECHNICAL GUIDANCE MANUAL

MWRD GENERAL NOTES

07/12/2016

STD. DWG. NO.18

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DETAILS - 2

WOLF ROAD INDUSTRIAL
WHEELING, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
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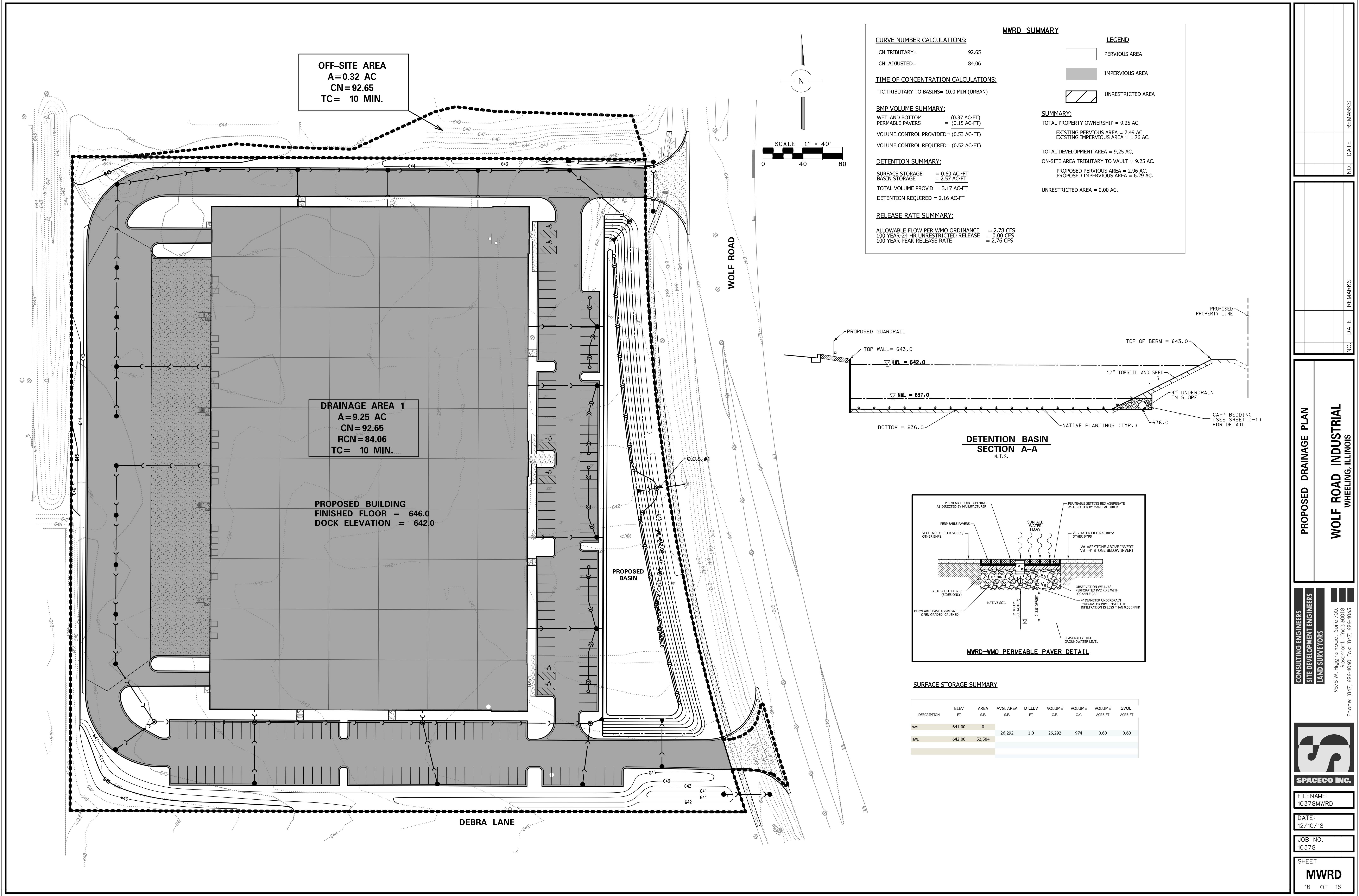


FILENAME:
10378DET02

DATE:
12/10/18

JOB NO.
10378

SHEET
D2
14 OF 16



OFF-SITE AREA
A=0.32 AC
CN=92.65
TC= 10 MIN.

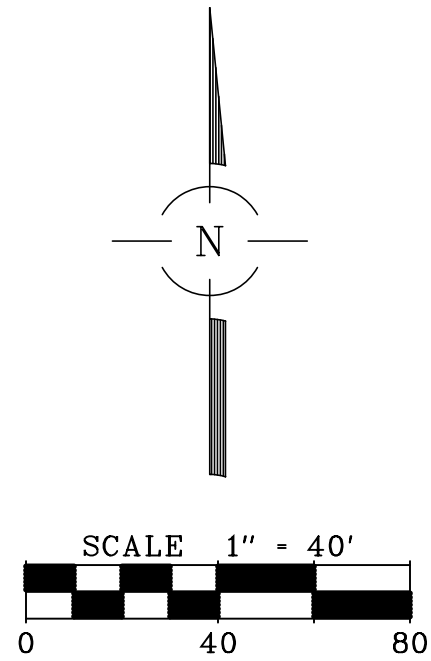
DRAINAGE AREA 1
A=9.25 AC
CN=92.65
RCN=84.06
TC= 10 MIN.

PROPOSED BUILDING
FINISHED FLOOR = 646.0
DOCK ELEVATION = 642.0

PROPOSED BASIN

WOLF ROAD

DEBRA LANE



CURVE NUMBER CALCULATIONS:

CN TRIBUTARY= 92.65
CN ADJUSTED= 84.06

TIME OF CONCENTRATION CALCULATIONS:

TC TRIBUTARY TO BASINS= 10.0 MIN (URBAN)

BMP VOLUME SUMMARY:

WETLAND BOTTOM = (0.37 AC-FT)
PERMEABLE PAVERS = (0.15 AC-FT)
VOLUME CONTROL PROVIDED= (0.53 AC-FT)
VOLUME CONTROL REQUIRED= (0.52 AC-FT)

DETENTION SUMMARY:

SURFACE STORAGE = 0.60 AC-FT
BASIN STORAGE = 2.57 AC-FT
TOTAL VOLUME PROV'D = 3.17 AC-FT
DETENTION REQUIRED = 2.16 AC-FT

RELEASE RATE SUMMARY:

ALLOWABLE FLOW PER WMO ORDINANCE = 2.78 CFS
100 YEAR-24 HR UNRESTRICTED RELEASE = 0.00 CFS
100 YEAR PEAK RELEASE RATE = 2.76 CFS

MWRD SUMMARY

LEGEND

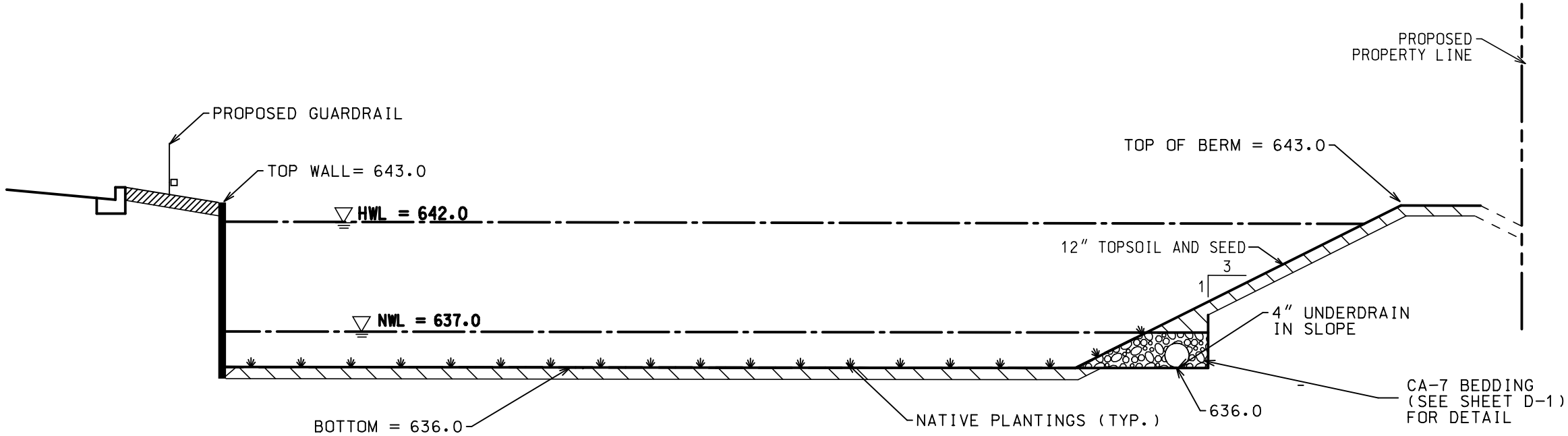
PERVIOUS AREA
IMPERVIOUS AREA
UNRESTRICTED AREA

SUMMARY:

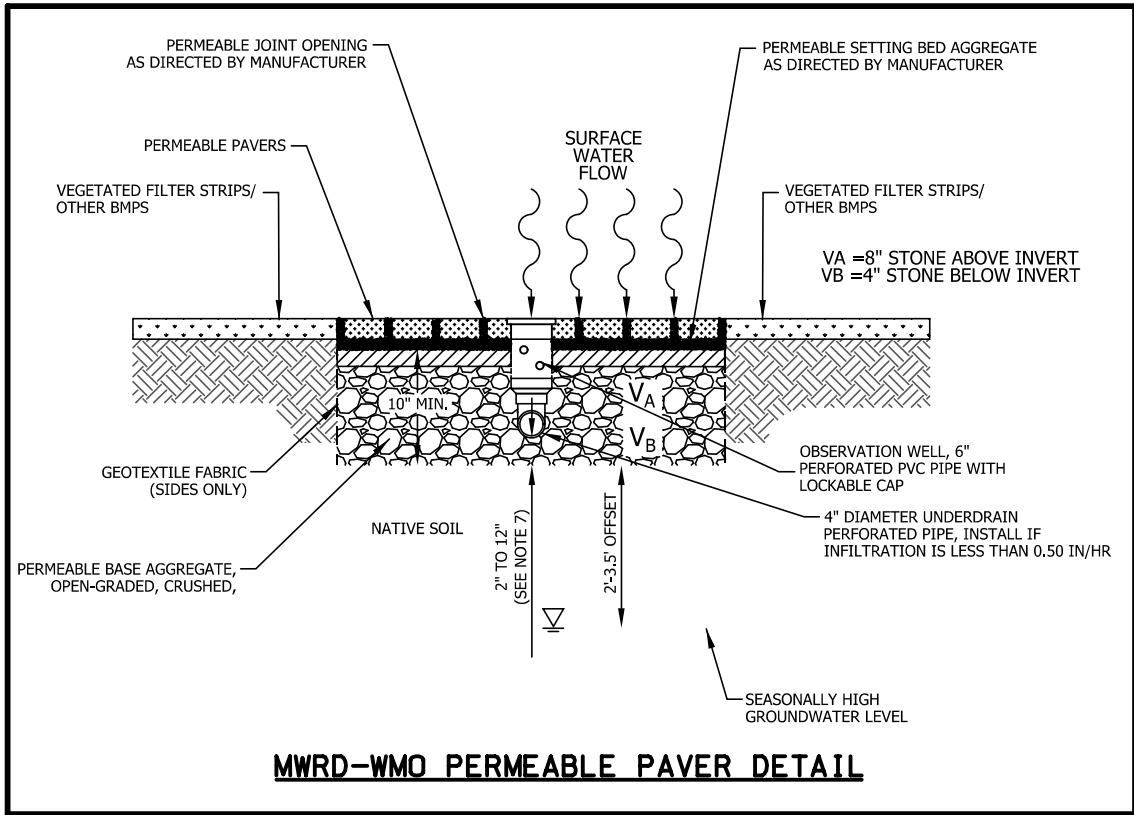
TOTAL PROPERTY OWNERSHIP = 9.25 AC.
EXISTING PERVIOUS AREA = 7.49 AC.
EXISTING IMPERVIOUS AREA = 1.76 AC.

TOTAL DEVELOPMENT AREA = 9.25 AC.
ON-SITE AREA TRIBUTARY TO VAULT = 9.25 AC.
PROPOSED PERVIOUS AREA = 2.96 AC.
PROPOSED IMPERVIOUS AREA = 6.29 AC.

UNRESTRICTED AREA = 0.00 AC.



DETENTION BASIN
SECTION A-A
N.T.S.



MWRD-WMO PERMEABLE PAVER DETAIL

SURFACE STORAGE SUMMARY

DESCRIPTION	ELEV FT	AREA S.F.	AVG. AREA S.F.	D ELEV FT	VOLUME C.F.	VOLUME C.Y.	VOLUME ACRE-FT	ΣVOL. ACRE-FT
NWL	641.00	0						
HWL	642.00	52,584	26,292	1.0	26,292	974	0.60	0.60

PROPOSED DRAINAGE PLAN

WOLF ROAD INDUSTRIAL
WHEELING, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

SPACECO INC.

FILENAME:
10378MWRD

DATE:
12/10/18

JOB NO.
10378

SHEET
MWRD
16 OF 16

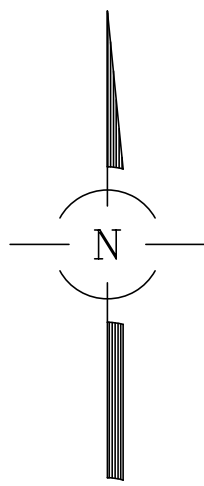
PRELIMINARY PLAT OF

WOLF ROAD INDUSTRIAL

BEING A SUBDIVISION OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXISTING BOUNDARY INFORMATION

DRAFT



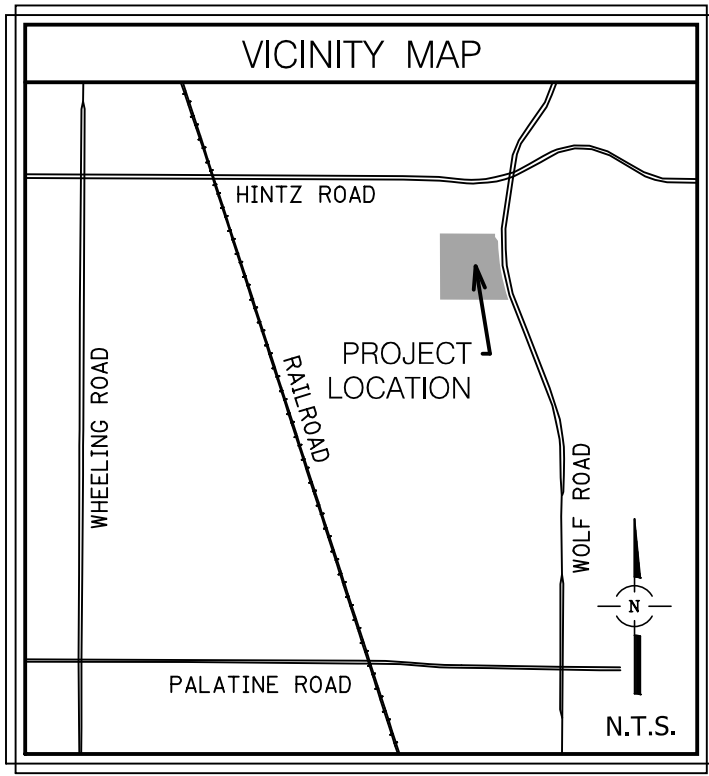
SCALE 1" = 40'

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC
OBSERVATION IL EAST ZONE
NOTE: ALL BEARINGS AND DISTANCES ARE
MEASURED UNLESS OTHERWISE NOTED.

OWNER OF THE PROPERTY PANATTONI CHICAGO LP IV, LLC
& DEVELOPER: 6250 N. RIVER ROAD,
SUITE 4050
ROSEMONT, IL 60018

IP = IRON PIPE
IR = IRON ROD
(M) = MEASURED
(R) = RECORDED

ZONING R-1A: SINGLE-FAMILY - 12,000 SQ. FT.
ZONING I-1: LIGHT INDUSTRIAL & OFFICE



AREA TABLE		
	SQ. FT.	ACRES
PARCEL 1	57,378	1.317
PARCEL 2	107,782	2.474
PARCEL 3	151,093	3.469
PARCEL 4	21,581	0.495
KERRY LANE	19,215	0.441
DEAN AVENUE	15,278	0.351
CAROL AVENUE	30,540	0.701
WOLF ROAD	599	0.014
TOTAL	403,465	9.262

THIS IS A PRELIMINARY PLAT,
OF NO LEGAL EFFECT AND
NOT TO BE RECORDED

P.I.N.s:
03-14-201-019-0000
03-14-201-018-0000
03-14-201-020-0000
03-14-201-021-0000
03-14-201-022-0000
03-14-201-023-0000
03-14-201-024-0000
03-14-201-025-0000
03-14-201-027-0000
03-14-201-028-0000
03-14-201-029-0000
03-14-201-037-8001

PROPERTY DESCRIPTION:

PARCEL 1:

THAT PART OF LOTS 9-12, BOTH INCLUSIVE IN WOLF ROAD ESTATES, A SUBDIVISION OF THE NORTH 495.92 FEET OF THE SOUTH 1/2 OF THE NORTHEAST 1/4 OF THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN RECORDED JULY 8, 1954 AS DOCUMENT NO. 15954435 IN COOK COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 12; THENCE NORTH 00 DEGREES 02 MINUTES 25 SECONDS WEST ALONG THE WEST LINE OF SAID LOTS 9-12 A DISTANCE OF 462.62 FEET TO THE SOUTH RIGHT-OF-WAY OF KERRY LANE AS DEDICATED BY SAID WOLF ROAD ESTATES; THENCE SOUTH 89 DEGREES 58 MINUTES 51 SECONDS EAST ALONG SAID SOUTH LINE A DISTANCE OF 75.70 FEET; THENCE SOUTH 37 DEGREES 24 MINUTES 48 SECONDS EAST A DISTANCE OF 50.48 FEET TO A POINT OF A NON TANGENT CURVE; THENCE SOUTHERLY ALONG A CURVE CONCAVE EASTERLY HAVE A RADIUS OF 1989.86 FEET, AN ARC DISTANCE OF 427.18 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 07 DEGREES 38 MINUTES 03 SECONDS EAST, CHORD DISTANCE 426.36 FEET TO THE SOUTH LINE OF SAID LOT 12; WOLF ROAD ESTATES; THENCE NORTH 89 DEGREES 58 MINUTES 42 SECONDS WEST ALONG THE SOUTH LINE OF WOLF ROAD ESTATES A DISTANCE OF 162.69 FEET TO THE POINT OF BEGINNING, ALL LYING IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SOUTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 14; THENCE NORTH 00 DEGREES 02 MINUTES 54 SECONDS WEST ALONG THE WEST LINE OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 14; THENCE SOUTH 89 DEGREES 58 MINUTES 42 SECONDS EAST ALONG SAID SOUTH LINE A DISTANCE OF 634.96 FEET TO A POINT OF A NON TANGENT CURVE; THENCE SOUTHERLY ALONG A CURVE CONCAVE EASTERLY HAVE A RADIUS OF 1989.86 FEET, AN ARC DISTANCE OF 171.33 FEET; THE CHORD OF SAID CURVE BEARS SOUTH 16 DEGREES 15 MINUTES 03 SECONDS EAST, CHORD DISTANCE 171.27 FEET TO THE NORTH RIGHT-OF-WAY OF DEBRA LANE AS DEDICATED BY J.R. WILLENS WHEELING ESTATES, A SUBDIVISION IN THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 14 RECORDED AS DOCUMENT NO. 17012886; THENCE NORTH 89 DEGREES 54 MINUTES 29 SECONDS WEST ALONG SAID DEBRA LANE A DISTANCE OF 682.75 FEET TO THE POINT OF BEGINNING, ALL LYING IN COOK COUNTY, ILLINOIS.

PARCEL 3:

LOTS 1, 2, 3, 4, 5, 6 AND 7 IN WOLF ROAD ESTATES, BEING A SUBDIVISION OF THE NORTH 495.92 FEET OF THE SOUTH 1/2 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

LOT 8 IN WOLF ROAD ESTATES, BEING A SUBDIVISION OF NORTH 495.92 FEET OF THE SOUTH 1/2 OF THE NORTH EAST 1/4 OF THE NORTH EAST 1/4 OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

TOGETHER WITH ALL THAT PART OF DEAN AVENUE RIGHT-OF-WAY AS DEDICATED PER WOLF ROAD ESTATES RECORDED JULY 8, 1954 AS DOCUMENT 15954435 LYING WEST OF AND ADJOINING LOTS 1, 2, 3 AND 4 IN SAID WOLF ROAD ESTATES, IN COOK COUNTY, ILLINOIS.

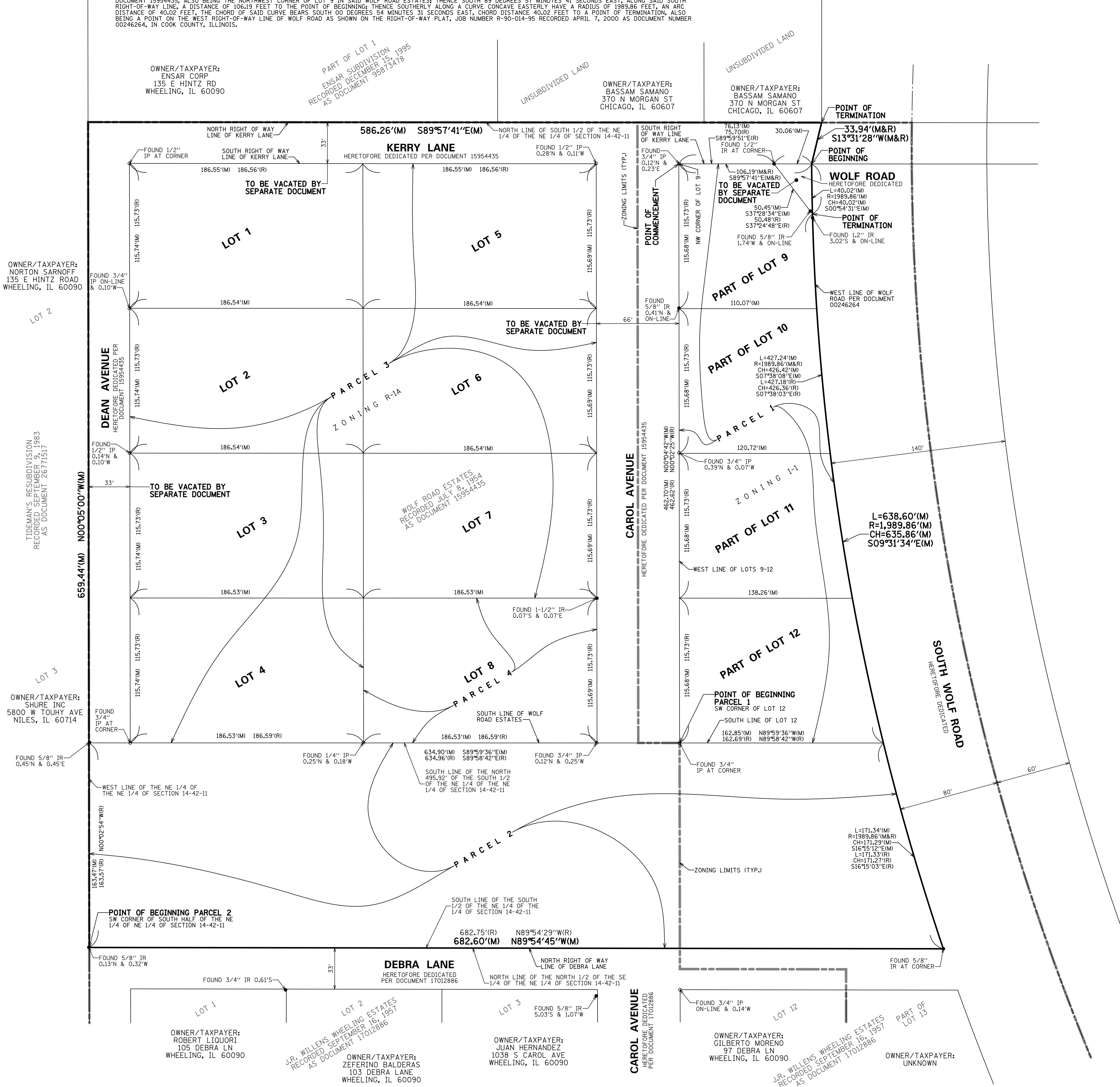
AND ALSO TOGETHER WITH ALL THAT PART OF CAROL AVENUE RIGHT-OF-WAY AS DEDICATED PER WOLF ROAD ESTATES RECORDED JULY 8, 1954 AS DOCUMENT 15954435 LYING EAST OF AND ADJOINING LOTS 5, 6, 7 AND 8 IN SAID WOLF ROAD ESTATES AND WEST OF AND ADJOINING LOTS 9, 10, 11 AND 12 IN SAID WOLF ROAD ESTATES, IN COOK COUNTY, ILLINOIS.

AND ALSO TOGETHER WITH ALL THAT PART OF KERRY LANE RIGHT-OF-WAY AS DEDICATED PER WOLF ROAD ESTATES RECORDED JULY 8, 1954 AS DOCUMENT 15954435 LYING WEST OF AND ADJOINING THE LINE DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF SAID KERRY LANE AND EAST RIGHT-OF-WAY LINE OF CAROL AVENUE RIGHT-OF-WAY AS DEDICATED PER DOCUMENT 15954435, ALSO BEING THE NORTHWEST CORNER OF LOT 9 IN SAID WOLF ROAD ESTATES; THENCE SOUTH 89 DEGREES 57 MINUTES 41 SECONDS EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 106.19 FEET TO THE POINT OF BEGINNING; THENCE NORTH 13 DEGREES 31 MINUTES 28 SECONDS EAST, A DISTANCE OF 33.94 FEET TO A POINT OF TERMINATION, BEING A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID KERRY LANE, AND ALSO BEING A POINT ON THE WEST RIGHT-OF-WAY LINE OF WOLF ROAD AS SHOWN ON THE RIGHT-OF-WAY PLAT, JOB NUMBER R-90-014-95 RECORDED APRIL 4, 2000 AS DOCUMENT NUMBER 00246264, IN COOK COUNTY, ILLINOIS.

AND ALSO TOGETHER WITH ALL THAT PART OF WOLF ROAD RIGHT-OF-WAY AS SHOWN ON THE RIGHT-OF-WAY PLAT, JOB NUMBER R-90-014-95 RECORDED AS DOCUMENT NUMBER 00246264 LYING SOUTH OF AND ADJOINING TO THE SOUTH RIGHT-OF-WAY LINE OF KERRY LANE AND LYING WEST OF AND ADJOINING THE LINE DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF SAID KERRY LANE AND EAST RIGHT-OF-WAY LINE OF CAROL AVENUE RIGHT-OF-WAY AS DEDICATED PER DOCUMENT 15954435, ALSO BEING THE NORTHWEST CORNER OF LOT 9 IN SAID WOLF ROAD ESTATES; THENCE SOUTH 89 DEGREES 57 MINUTES 41 SECONDS EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 106.19 FEET TO THE POINT OF BEGINNING; THENCE SOUTHERLY ALONG A CURVE CONCAVE EASTERLY HAVE A RADIUS OF 1989.86 FEET, AN ARC DISTANCE OF 40.02 FEET; THE CHORD OF SAID CURVE BEARS SOUTH 00 DEGREES 54 MINUTES 31 SECONDS EAST, CHORD DISTANCE 40.02 FEET TO A POINT OF TERMINATION, ALSO BEING A POINT ON THE WEST RIGHT-OF-WAY LINE OF WOLF ROAD AS SHOWN ON THE RIGHT-OF-WAY PLAT, JOB NUMBER R-90-014-95 RECORDED APRIL 7, 2000 AS DOCUMENT NUMBER 00246264, IN COOK COUNTY, ILLINOIS.



STATE OF ILLINOIS)
COUNTY OF COOK)

THIS PLAT MEETS THE REQUIREMENTS OF THE VILLAGE OF WHEELING MUNICIPAL CODE, ARTICLE 17.24.020 - "INFORMATION REQUIRED ON PRELIMINARY PLAT", TO THE BEST OF MY ABILITY AND KNOWLEDGE.
DATED THIS 8TH DAY OF JANUARY, 2019, IN ROSEMONT, ILLINOIS.

Gabriela Hasinska

GABRIELA PTASINSKA, I.P.L.S. No. 035-3893
LICENSE EXPIRES 11-30-2020
gptasinska@spacemcoinc.com

PREPARED FOR:
PANATTONI CHICAGO LP IV, LLC
6250 N. RIVER ROAD,
SUITE 4050
ROSEMONT, IL 60018

FOR REVIEW
PURPOSES ONLY

REVISIONS:	
01/08/2019	G.P.
02/06/2019	DCS



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 12/10/2018
JOB NO: 10378
FILENAME: 10378PREPLAT-01
SHEET 1 OF 3

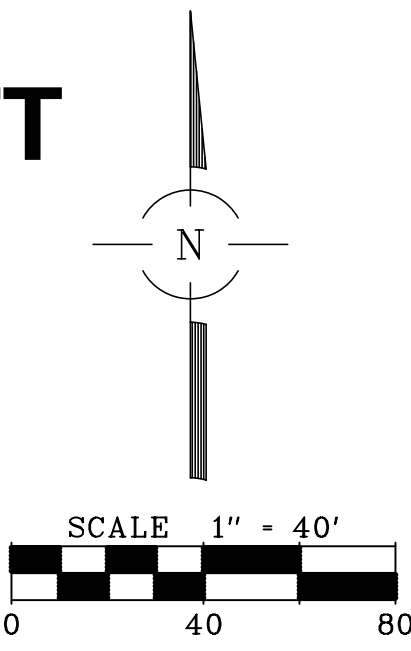
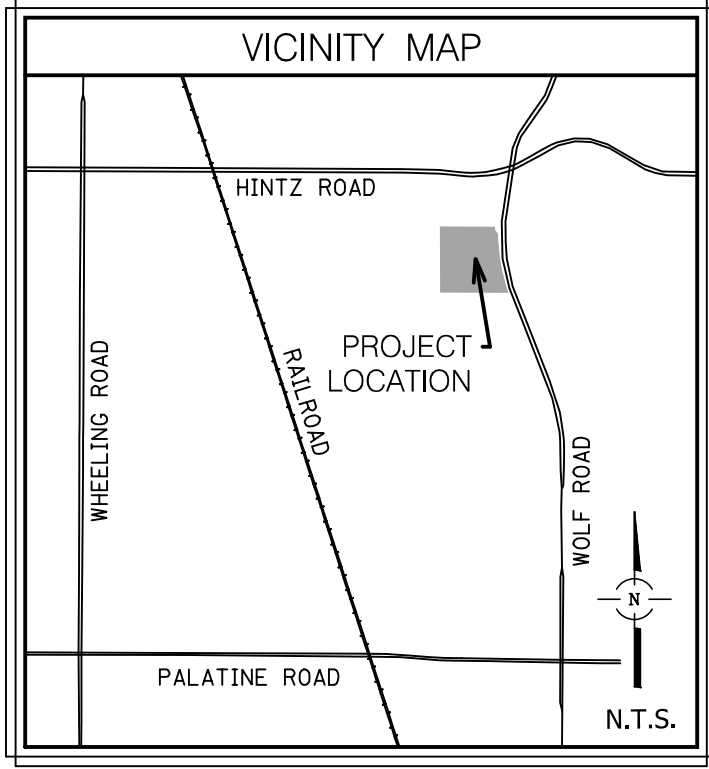
PRELIMINARY PLAT OF

WOLF ROAD INDUSTRIAL

DRAFT

BEING A SUBDIVISION OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PROPOSED CONDITIONS



BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC
OBSERVATION IL EAST ZONE

NOTE: ALL BEARINGS AND DISTANCES ARE
MEASURED UNLESS OTHERWISE NOTED.

IP = IRON PIPE
IR = IRON ROD
(M) = MEASURED
(R) = RECORD

THIS IS A PRELIMINARY PLAT,
OF NO LEGAL EFFECT AND
NOT TO BE RECORDED

NOTES:

EXISTING CONDITIONS PER TOPOGRAPHIC SURVEY
PREPARED BY SPACECO, INC. DATED NOVEMBER 27,
2018. SPACECO PROJECT NO. 10378. TOPOGRAPHY
BASED ON FIELD WORK COMPLETED NOVEMBER 14,
2018.

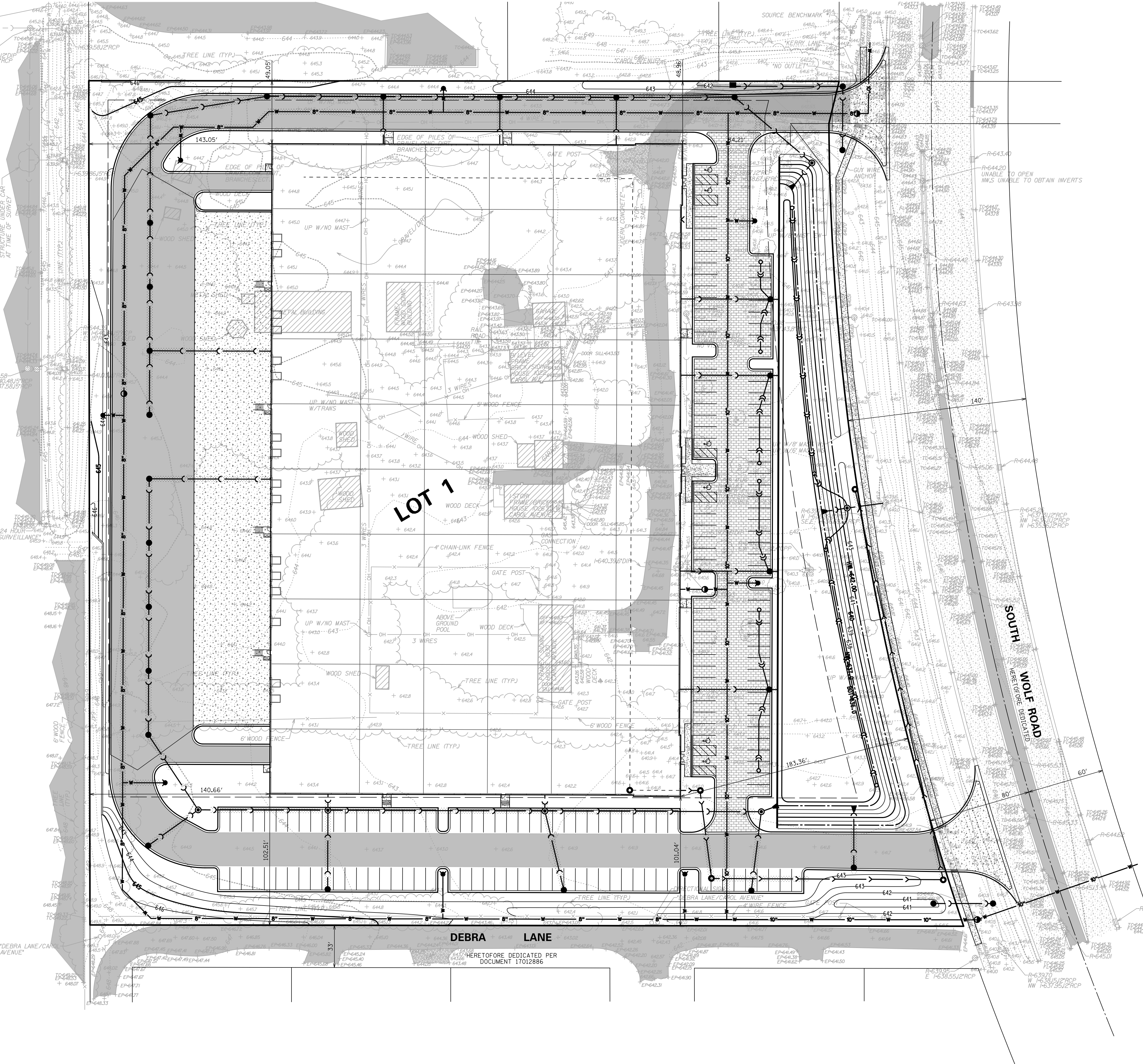
ALL UTILITIES AS SHOWN ARE APPROXIMATE
LOCATIONS DERIVED FROM ACTUAL MEASUREMENTS
OR PER ATLAS SHEETS. THEY SHOULD NOT BE
INTERPRETED TO BE EXACT LOCATIONS NOR SHOULD
IT BE ASSUMED THAT THEY ARE THE ONLY
UTILITIES IN THE AREA. FOR MORE ACCURATE
LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON
FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS
INDICATE OTHERWISE. IN WHICH CASE THE EXISTING
PLAN FLOW DIRECTION IS SHOWN.

SOURCE BENCHMARK:
VILLAGE OF WHEELING BM-25
2.5" ALUMINUM DISK STAMPED VILLAGE OF WHEELING
- SURVEY MARKER LOCATED AT THE NORTHWEST
CORNER OF WILLOW ROAD BRIDGE OVER MCDONALD
CREEK 1/2-3/4 WEST OF POTOMAC COURT.
ELEVATION = 652.302 NAVD 88

SITE BENCHMARK #1:
TAG BOLT OF THE FIRE HYDRANT NORTH OF KERRY
LANE ON THE WEST SIDE OF WOLF ROAD.
ELEVATION = 646.52

LOT 1 CONTAINS 403,465 SQUARE FEET OR 9.262
ACRES, MORE OR LESS.



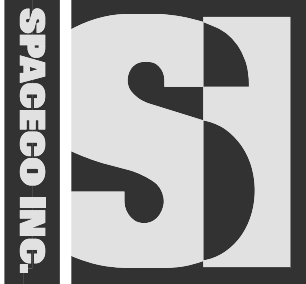
LEGEND

	STORM SEWER		SANITARY MANHOLE		HAND HOLE		CUT CROSS
	SANITARY SEWER		STORM MANHOLE		STREET LIGHT		PK / MAR NAL
	COMBINED SEWER		INLET		UTILITY POLE		RAILROAD SPIKE
	WATER MAIN		PLACED END SECTION		TRAFFIC SIGNAL		SOIL BORING
	GAS MAIN		ELECTRIC MANHOLE		TRAFFIC SIGNAL BOX		
	UNDERGROUND TELEPHONE LINE		TELEPHONE MANHOLE		SPRINKLER HEAD		TREE WITH SIZE
	UNDERGROUND ELECTRIC LINE		TELEPHONE UPRIGHT		BOLLARD		FIR TREE WITH SIZE
	UNDERGROUND GAS LINE		ELECTRIC UPRIGHT		MAILBOX		BUSH
	CATV		CABLE TV UPRIGHT		SIGN		ASPHALT
	OVERHEAD WIRES ON UTILITY POLES		FIRE HYDRANT		UNIDENTIFIED MANHOLE		CONCRETE
	FIBER OPTIC LINE		VALVE AND VAULT		CONTOUR		GRAVEL
	RAILROAD		WATER VALVE		SPOT ELEVATION		
	FENCE		B BOX		RIGHT-OF-WAY MONUMENT		
	GUARDRAIL		AUXILIARY VALVE		DISC		
	EDGE OF WATER		WELL		IRON / STEEL ROD		
	WETLAND LIMITS		GAS VALVE		IRON PIPE		

PREPARED FOR:
PANATTONI CHICAGO LPV, LLC
6250 N. RIVER ROAD,
SUITE 4050
ROSEMONT, IL 60018

FOR REVIEW
PURPOSES ONLY

REVISIONS:
01/08/2019 G.P.
02/06/2019 DCS



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 12/10/2018

JOB NO: 10378

FILENAME:
10378PREPLAT-01

SHEET
3 OF 3

2019-1 Rezoning Exhibit

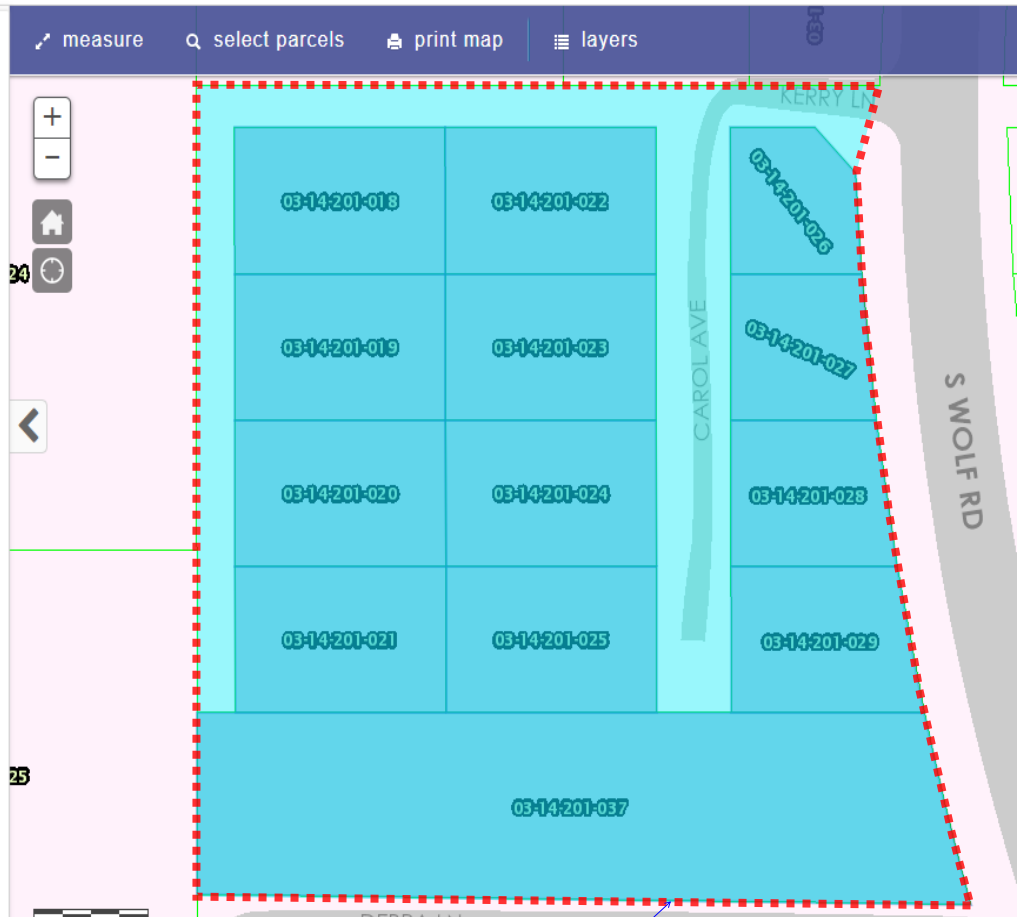
Pins	Addresses	Municipality	Zip	Owner	TAX	LOT #
03-14-201-018-0000	1020 CAROL AVE	WHEELING	IL 60090	HENRY C JOERN	X	1
03-14-201-019-0000	1020 CAROL AVE	WHEELING	IL 60090	HENRY C JOERN	X	2
03-14-201-020-0000	1026 CAROL AVE	WHEELING	IL 60090	HENRY C JOERN	X	3
03-14-201-021-0000	1031 DEAN AVE	WHEELING	IL 60090	HENRY C JOERN	X	4
03-14-201-022-0000	1020 CAROL AVE	WHEELING	IL 60090	HENRY C JOERN	X	5
03-14-201-023-0000	1022 CAROL AVE	WHEELING	IL 60090	HENRY C JOERN	X	6
03-14-201-024-0000	1026 CAROL AVE	WHEELING	IL 60090	HENRY C JOERN	X	7
03-14-201-025-0000	1030 CAROL AVE	WHEELING	IL 60090	CURTIS M LATZKE	X	8
03-14-201-026-0000	37 KERRY LN	WHEELING	IL 60090	JV GLOBAL,LLC	N/A	9
03-14-201-027-0000	37 KERRY LN	WHEELING	IL 60090	JV GLOBAL,LLC	N/A	10
03-14-201-028-0000	1027 CAROL AVE	WHEELING	IL 60090	JV GLOBAL,LLC	N/A	11
03-14-201-029-0000	1020 PLANT RD	WHEELING	IL 60090	JV GLOBAL,LLC	N/A	12
03-14-201-037-8001	1001 S WOLF RD	WHEELING	IL 60090	JV GLOBAL,LLC	N/A	FORMER AIRPORT



CookViewer
Cook County Map Application

☒ 10 digit PIN ☐ Address ☐ Intersection

Clear results	Export results	Back
1020 CAROL AVE, WHEELING		
PIN: 03-14-201-018-0000		
1020 CAROL AVE, WHEELING		
PIN: 03-14-201-019-0000		
1026 CAROL AVE, WHEELING		
PIN: 03-14-201-020-0000		
1031 DEAN AVE, WHEELING		
PIN: 03-14-201-021-0000		
1020 CAROL AVE, WHEELING		
PIN: 03-14-201-022-0000		
1022 CAROL AVE, WHEELING		
PIN: 03-14-201-023-0000		
1026 CAROL AVE, WHEELING		
PIN: 03-14-201-024-0000		
1030 CAROL AVE, WHEELING		
PIN: 03-14-201-025-0000		
37 KERRY LN, WHEELING		
PIN: 03-14-201-026-0000		
37 KERRY LN, WHEELING		
PIN: 03-14-201-027-0000		
1027 CAROL AVE, WHEELING		
PIN: 03-14-201-028-0000		
1020 PLANT RD, WHEELING		
PIN: 03-14-201-029-0000		
1001 S WOLF RD, WHEELING		
PIN: 03-14-201-037-8001		



AREA & PROPERTIES TO
BE REZONED TO I-2

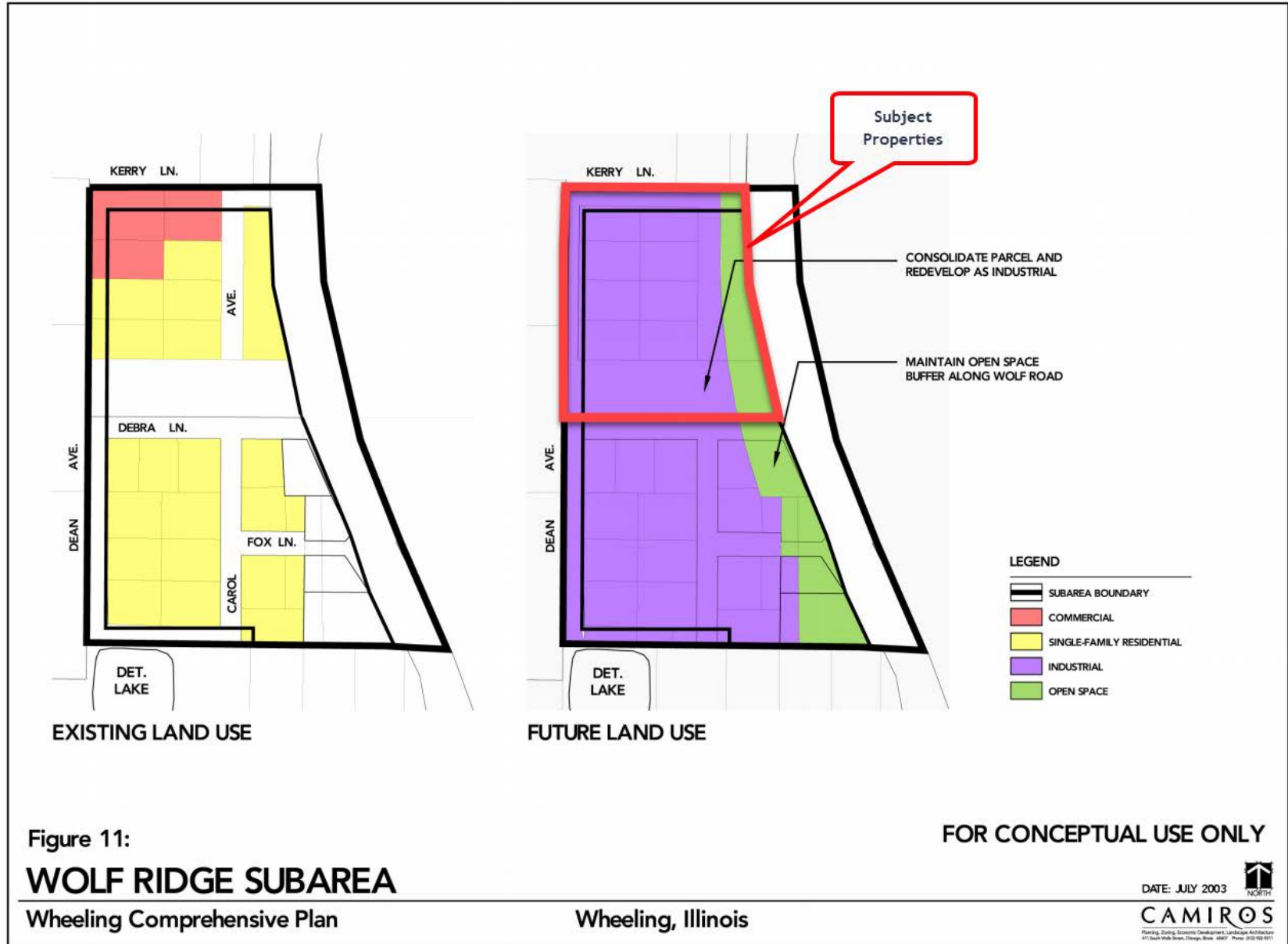


Figure 11: Wolf Ridge Subarea – Wheeling Comprehensive Plan

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the
Wheeling Plan Commission

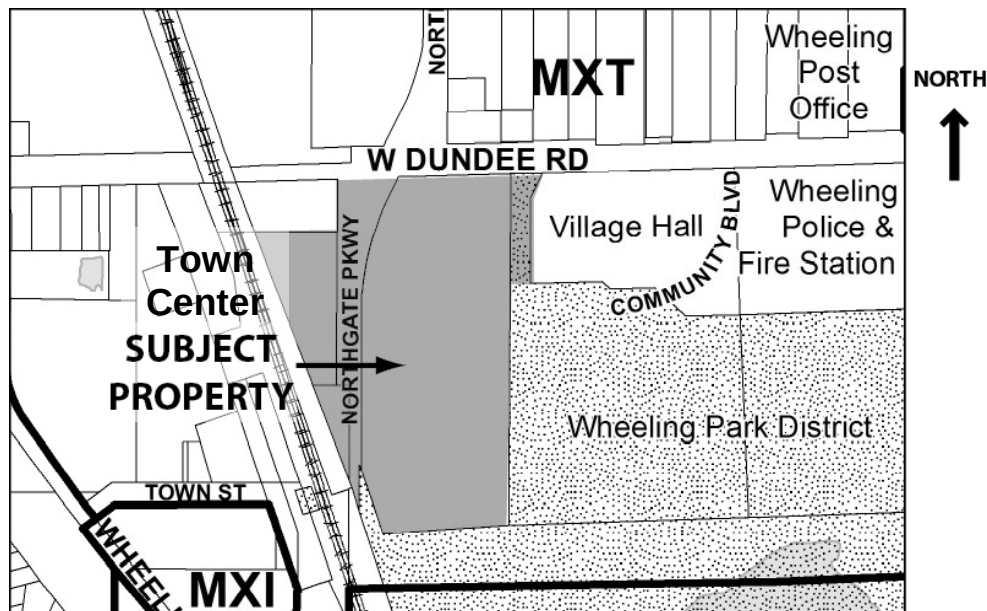
FROM: Andrew C. Jennings, Director of Community Development
Steve Robles, Assistant Director of Community Development

RE: Docket No. PC 19-5
CMX
Building J of the Wheeling Town Center Development
Request for Special Use Revision

DATE OF REPORT: February 8, 2019

DATE OF MEETING: February 14, 2019

PROJECT OVERVIEW: The petitioner is requests a special use revision for modifications to the operations and floor plan of the CMX movie theater building in the Town Center development.



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	Brad Friedman, The Lynmark Group
<u>Property Owner Name:</u>	Village of Wheeling
<u>Common Property Address:</u>	351 W. Dundee Road
<u>Common Location:</u>	Wheeling Town Center Subdivision
<u>Neighboring Property Land Use(s):</u>	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>	Approximately 16 acres
<u>Existing Use of Property:</u>	Vacant – Under construction
<u>Proposed Use of Property:</u>	As approved by the Final PUD for the Town Center
<u>Existing Property Zoning:</u>	MXT – Transit-Oriented Mixed Use District
<u>Previous Zoning Action on Property:</u>	
2016-20A	Wheeling Town Center Final PUD, Ordinance No. 5033, passed October 17, 2016.
2016-20B	CMX Special Use-Site Plan Approval for a Theater Use, Ordinance No. 5034, passed October 17, 2016.
PC18-2	CMX Site Plan & Appearance Approval of Building and Site Modifications, Ordinance No. 5154, passed February 20, 2018.

DESCRIPTION OF PROPOSAL

CMX, the anchor tenant to the Wheeling Town Center Development, is proposing to modify the food service operation and floor plan from the original special use that was approved through its 2016 special use ordinance. Title 19, Zoning, of the Municipal Code requires that any proposed change in the authorizing ordinance, or conditions, shall constitute a request for special use revision. The changes must be submitted to the Plan Commission and the findings of fact and recommendations will then be forwarded to the Village Board for final action.

FOOD SERVICE OPERATION

As originally approved, food and beverage selections would be available for movie patrons to order at the café. The menu would be based upon a collaboration with Lettuce Entertain You restaurant operator. CMX is proposing to change from the café concept to implement a full service restaurant. The previous foodservice plan (“CMX Market”) would have allowed theatergoers to purchase food and carry it into the theater. The current concept (“CineBistro”) will offer in-theater dining, with the menu provided through a new full service restaurant.

In order to provide adequate kitchen and restaurant space, one of the eight auditoriums will be removed. The 183 seat restaurant will occupy 4,531 square feet on the main floor, and will be open to the general public without requiring purchase of a movie ticket. As described in the attached project description letter, the restaurant will have 25 employees at peak shift and will operate during the same hours as the theater.

SITE PLAN REVIEW

General site layout: No changes are proposed for the exterior of the building or site plan.

Floor plan: The floor plan has been revised to reduce the total number of auditoriums from 8 to 7. The previous 2018 modifications reduced the total number of auditoriums from 10 to 8. Consequently, the total number of seats has been reduced from 760 to 637 (down from the previous reduction from 796 to 760 seats). The lounge, bar and concessions area has also been altered to expand to a full-service kitchen and add 183 seats for the restaurant.

Total number of parking spaces: The Shared Parking Study, prepared by Eriksson Engineering Associates, has been updated to reflect the most current changes to the Town Center. Following is the parking requirements based on the current request and comparison with the previous approvals (number of parking spaces):

	CMX Theater	CMX Dining	CMX Total	Total Required WTC	Total Provided WTC
2019	237	75	312	994	803
2017	305	N/A	305	1,011	816

As described in the attached parking study, parking has been recalculated to reflect changes based on the evolution of commercial uses (such as Eggsperience, Meat & Potato Eatery, The Learning Experience, etc.), which results in a reduction in total commercial space and a decrease in the parking requirements. Based on the totals above, while the number of parking has increased for CMX, the overall parking demand in the Town Center has decreased due to the changes in other commercial uses throughout the center. The study continues to show that during weekday and weekend demands, there should be spaces available to minimize searching for an open space in the parking lots.

APPEARANCE REVIEW

Elevation plans: No changes are proposed for the exterior elevations.

Building height: No changes are proposed to the building height.

Building lighting: No changes are proposed to the building lighting.

STAFF REVIEW

Impact on adjacent uses: The change from counter service café to full service restaurant is entirely internal to CMX, the addition of a full service restaurant will increase restaurant offerings and competition to the other full service restaurants in the Center. The Plan Commission should consider the impacts of the proposed CMX restaurant with the nearby restaurants (City Works and Mia's Cantina) and if an additional restaurant is sustainable.

Additionally, the full service restaurant will generate more waste than the previous café concept. The original approval for CMX identified an exterior trash enclosure at the rear of the building (west elevation, facing the train station). The proposed floor plan does not identify a central trash

collection area, internal or external, which the Plan Commission should consider if this information should be clarified.

Staff Recommended Action: Prior to making a motion for approval, staff suggests that the Plan Commission review the proposed revisions and discuss the impacts of the proposed revision to the special use for a full service restaurant for CMX. As noted in the report, the Commission may wish to confirm the plans for trash management and removal as this is not clear on the revised floor plan.

PROPOSED MOTION

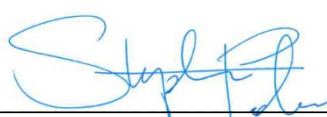
If the Plan Commission finds the modifications to the CMX theater use acceptable, an appropriate motion would be to:

Recommend approval Docket No. PC 19-5, to revise the indoor theater special use in accordance with the following exhibits submitted for CMX, which is located at Building J in the Wheeling Town Center development, 351 W. Dundee Road, located in Wheeling, Illinois:

- Project Description Letter, dated February 4, 2019
- Ground Floor Plan, dated September 27, 2018
- Shared Parking Study, dated January 25, 2019



Andrew C. Jennings, AICP
Director of Community Development



Steve Robles, AICP
Assistant Director

Attachments:

[Project summary](#)

[Ground Floor Plan](#)

[Site Plan](#)

[Previously approved CMX exhibits, per Ordinance No. 5154](#)

[Shared Parking Study, dated January 25, 2019](#)

February 4, 2019

Steve Robles
Village of Wheeling, Community Development Dept.
2 Community Blvd
Wheeling, IL 60090

Re: Wheeling Town Center

Dear Steve:

Thank you for the opportunity to submit an enhanced dining concept and revised floor plan for the CMX theater that is currently under construction at the Wheeling Town Center.

As you know, the movie theatre industry has evolved to more than just seeing the latest movie at your local theatre. Today's new theaters are designed to provide a more holistic dining and movie experience that responds to local market demands. It is this new design concept that will ensure the CMX theater at the Wheeling Town Center will remain highly successful and competitive.

CMX, following its recent acquisition of Cobb Theaters, analyzed the nearby communities to better determine the format and pricing of recently constructed movie theaters. In doing this, it decided that, in developing the theater at the Wheeling Town Center, it would be best for both CMX and the Village to implement the in-theater dining format and expand the food and beverage space and offerings. This change will not only enhance the CMX customer experience and improve the draw to the Wheeling Town Center but will create additional local jobs and generate more sales tax revenue to the Village.

Attached you will see the revised floor plans with a reduced footprint for the CMX theater to 32,349 square feet and a total of 637 seats. The CMX dining area will be 4,531 square feet and have 183 seats. Additional information regarding specific seating is set forth in the data table on the revised floor plan. There will be 25 to 40 full-time employees for both the theatre and restaurant with up to 25 employees working simultaneously at a peak shift. The restaurant will generally have the same hours of operation as the theatre - 10am or 11am opening time with closing time of 11pm or midnight (or 1am in the case of a late-night movie). Note that the lounge and full-service restaurant will be open to the general public.

The decision to make these changes was made after CMX determined that similar theatres like the ones in Old Orchard are gaining in popularity and market share. We should note that CMX intends to price its tickets similar to the \$13.50/ticket now charged at Old Orchard—a price point which is projected to attract customers in the northwestern suburban market area.

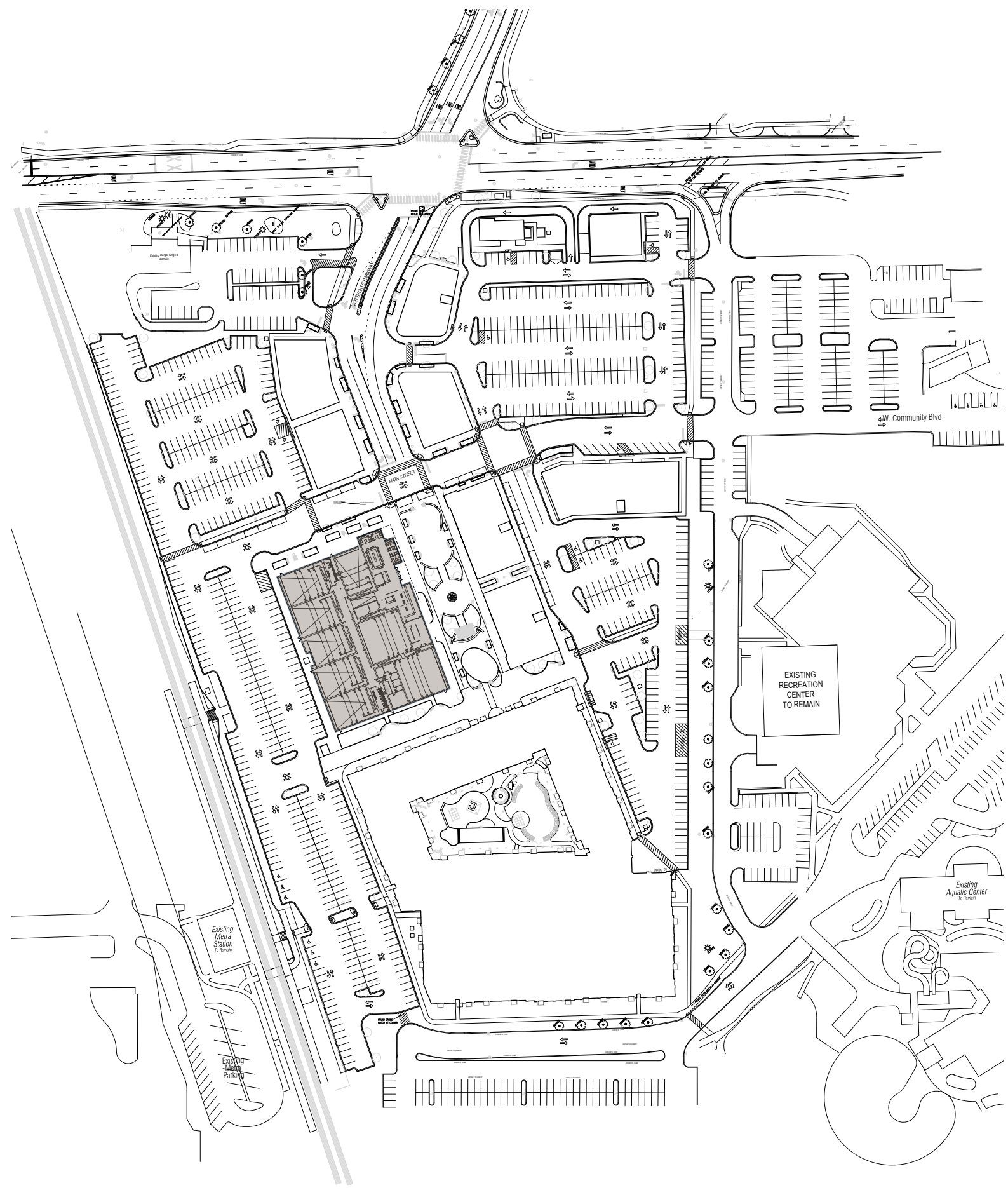
Under the prior market concept, Lettuce Entertain You was the planned consultant for restaurant operations. Following the acquisition of Cobb Theaters including its CINEBISTRO properties, CMX has substantially increased in its internal food and beverage management team and currently plans to operate the restaurant without assistance from third party consultants.

In all, we believe the decision to move forward with the dine-in experience will result in a more robust entertainment experience for the entire Wheeling community. We look forward to answering any questions you may have.

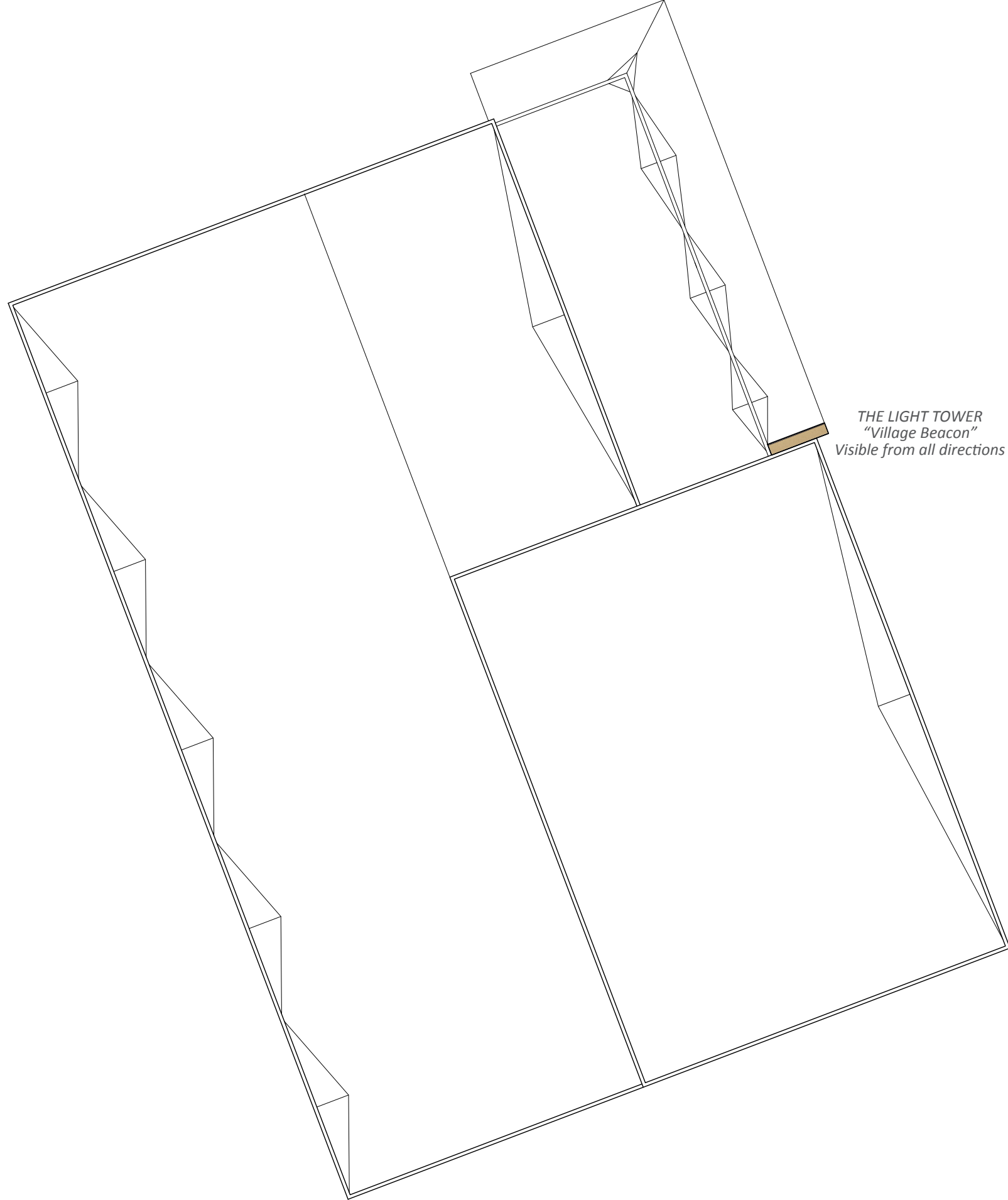
Yours truly,

A handwritten signature in black ink, appearing to read 'Daniel C. Shapiro', with a stylized, cursive script.

Daniel C. Shapiro



P2
Site Plan

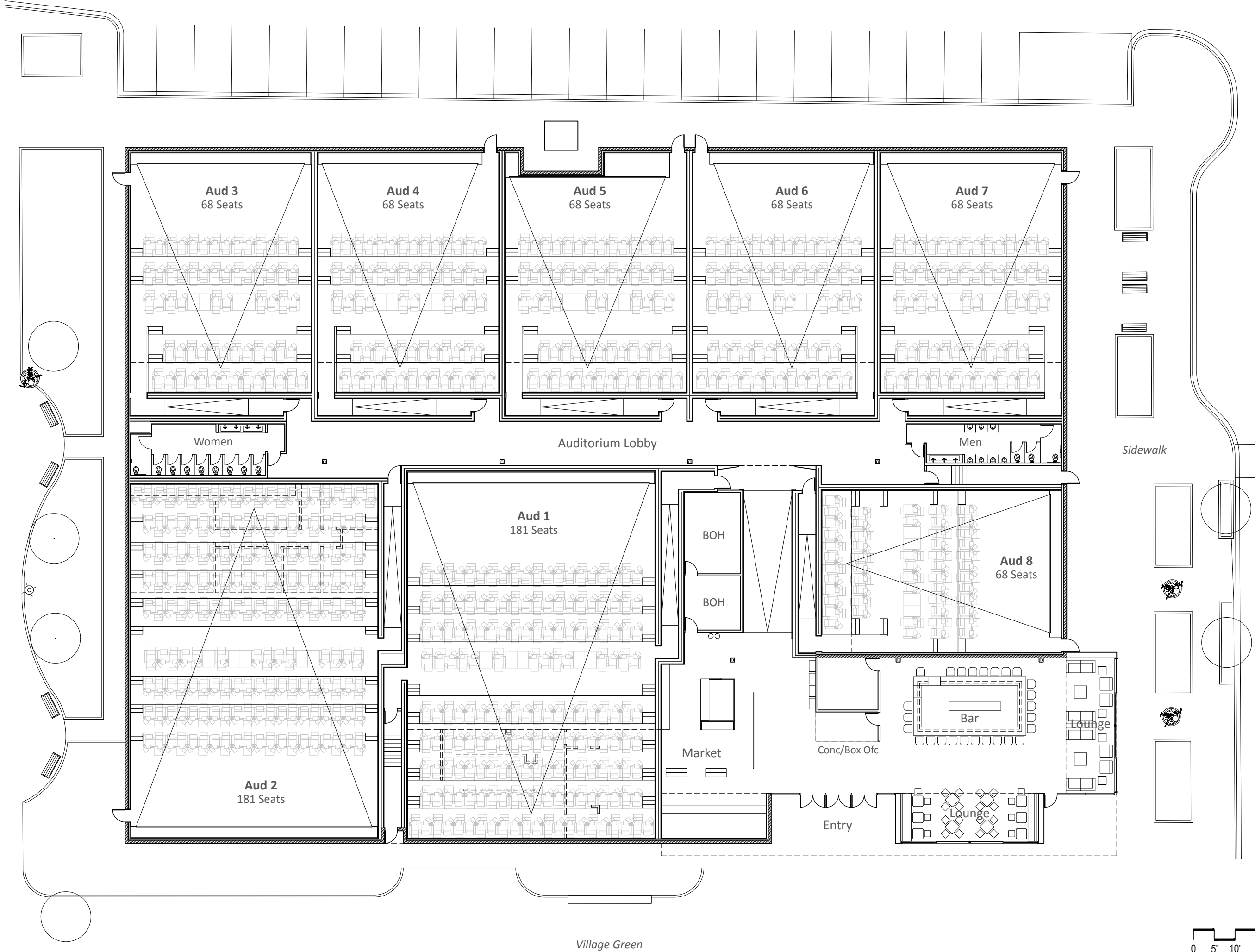


P3
Roof Plan

Summary

- A Light Tower is introduced to serve as a marker for the Cinema and the Village Green, and as a beacon for the Village of Wheeling.
- The Cinema Entry and Lounges were located at the “gateway” to the Village Green.
- The Tower “folds” to become the Marquee and end wall to the Lounges, creating a dynamic form at the Cinema’s most important corner.
- The Tower-Marquee is clad in CMX brand standard metal panels.
- CMX brand standard illuminated signs are located prominently on both faces of the Tower and on top of the Marquee.
- Brand standard fixtures light the underside of the Marquee.
- The upper walls above the Entry, Bar volume are clad in CMX Brand standard medium grey sheet metal.
- Warm grey fiber-cement panels line the base of the Cinema’s auditoriums and form a neutral backdrop to the Village Green’s landscaping.
- A dynamic pattern is created with premium CMU blocks in four colorways in three textures for the Auditorium walls.
- The Cinema layout and configuration has been updated to current CMX operations standards. There are now a total of 760 Seats in eight Auditoriums.
Previously, there were 796 Seats in ten Auditoriums.

CMX WHEELING TOWN CENTER CINEMA
Major Appearance Change Review January 2018



Seating Summary

Auditorium 1	181 Seats
Auditorium 2	181 Seats
Auditorium 3	68 Seats
Auditorium 4	68 Seats
Auditorium 5	68 Seats
Auditorium 6	68 Seats
Auditorium 7	68 Seats
Auditorium 8	68 Seats
TOTAL	760 Seats

THE LIGHT TOWER
"Village Beacon" Visible from all directions

CMX BRAND STANDARD
MEDIUM GREY SHEET METAL CLADDING

CMX WHEELING TOWN CENTER CINEMA
Major Appearance Change Review January 2018

PREMIUM CMU BLOCK - STRIATED PATTERN
Colored, Polished, Ground and Textured Finishes



North East Corner at Gateway to Village Green
Evening View with Sliding Lounge Doors closed

CMX BRAND STANDARD
GREY METALLIC PANELS AND DOOR & FIXED WINDOW FRAMES
With Gradiated Uplighting

"FOLDING" TOWER-MARQUEE
With CMX Brand Standard Grey Metallic Panels, Lighting

FIBER-CEMENT PANEL BASE
Charcoal Grey Finish

P4
Rendering



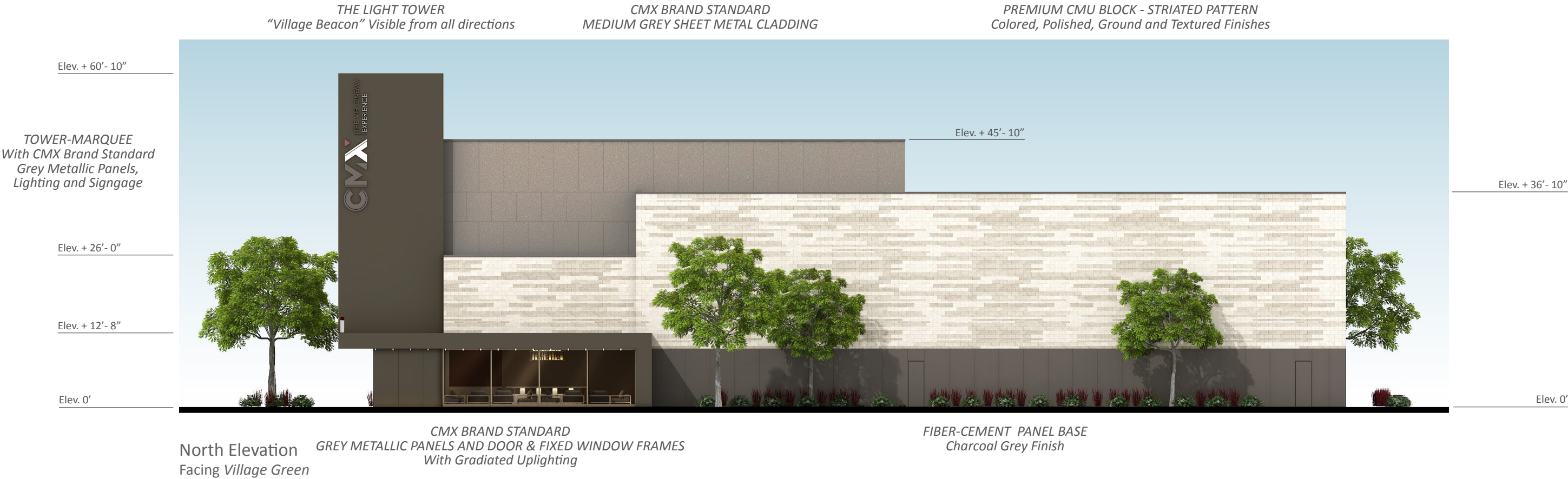
South East Corner
View from Apartment Building

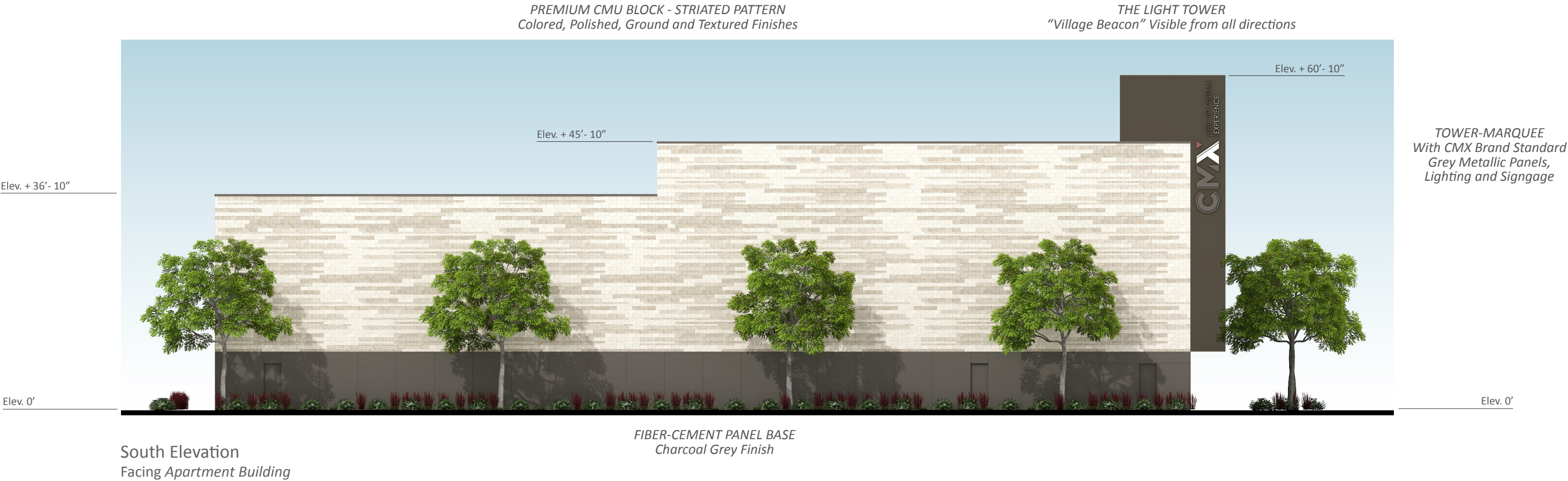
FIBER-CEMENT PANEL BASE
Carcoal Grey Finish

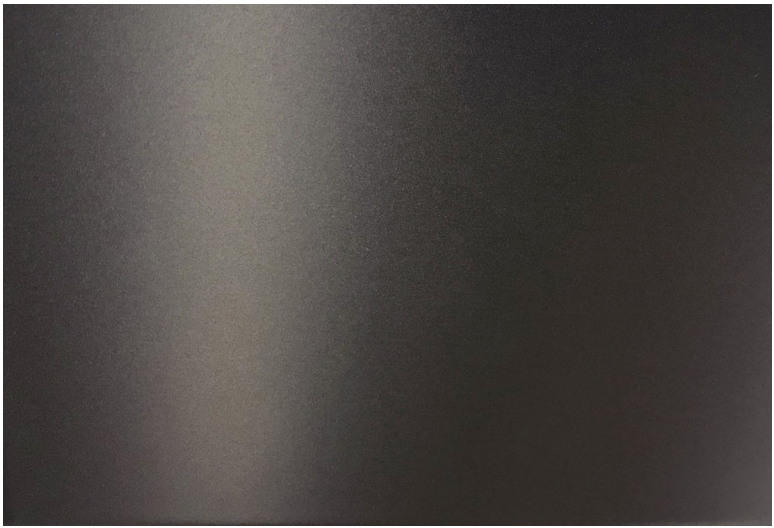
PREMIUM CMU BLOCK - STRIATED PATTERN
Colored, Polished, Ground and Textured Finishes

P5
Rendering

CMX WHEELING TOWN CENTER CINEMA
Major Appearance Change Review January 2018



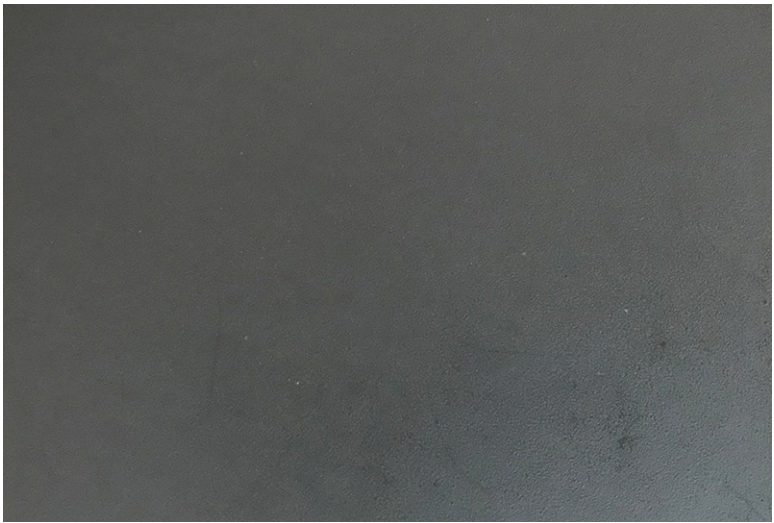




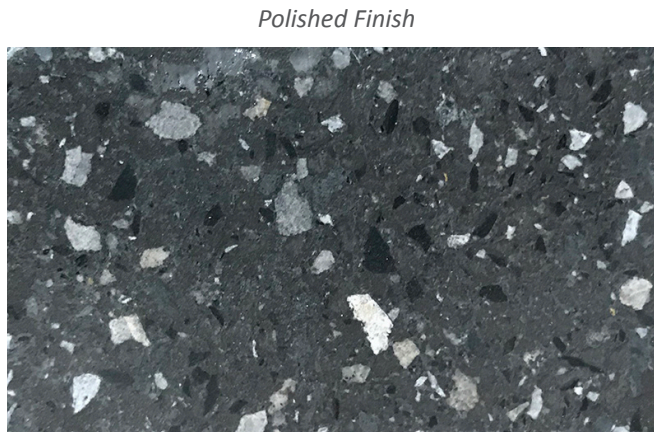
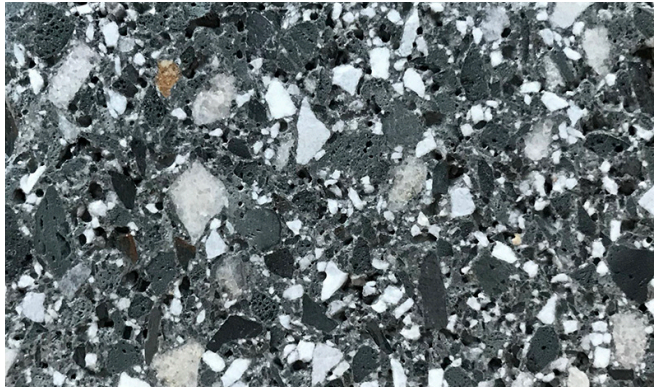
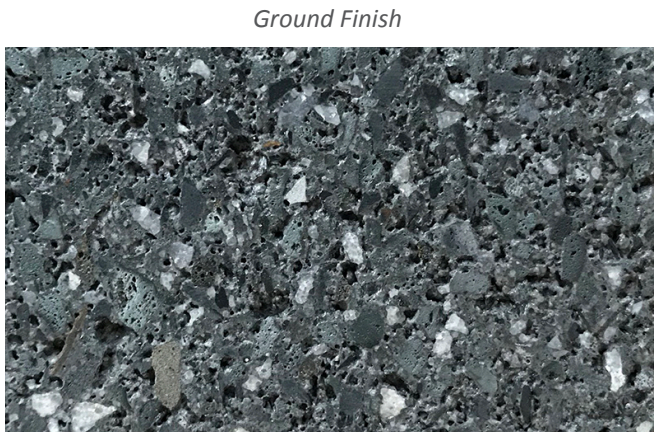
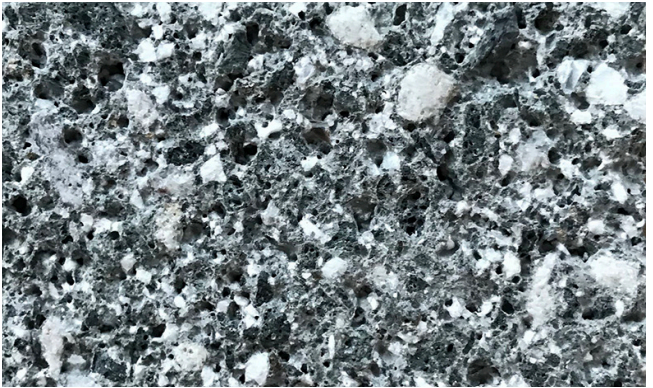
CMX Brand Standard
Charcoal Grey Metallic Panels



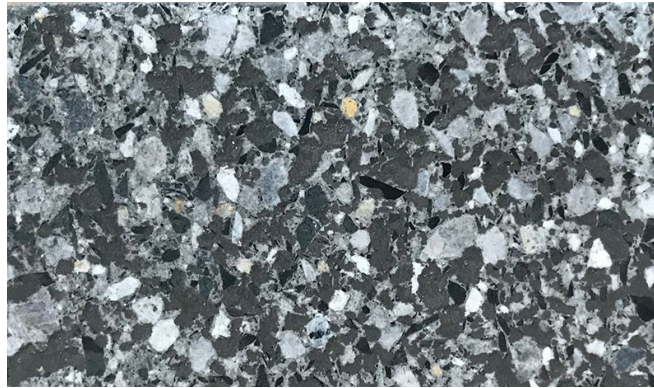
CMX BRAND STANDARD
Medium Grey Sheet Metal Cladding



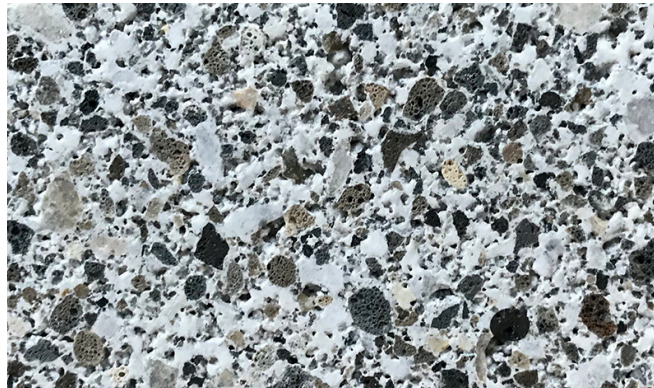
FIBER-CEMENT PANEL
Charcoal Grey Finish



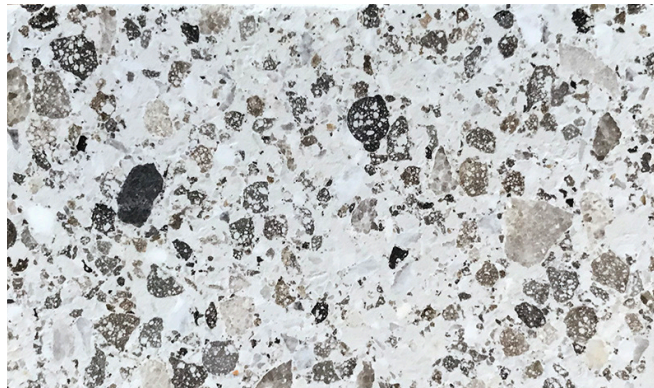
Dark Coloway



Medium Colorway



Light Coloway



Very Light Colorway

January 2019

Wheeling Town Center

Shared Parking Study



Prepared for:

WTC LLC

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Suite A

Grayslake, IL 60030

(847) 223-4804

Docket No. PC 19-5

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 apartments, a cinema, 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 breakfast/lunch restaurant, Eggsperience, building size remains unchanged at 4,000 square feet. The actual seating plan for the restaurant has been provided with 160 indoor seats and 82 outdoor seats. The previous parking study assumed 160 seats with no outdoor seating. It will be open for breakfast and lunch and closes at 2:30 PM. This will free up parking for the evening hours.
2. The Meat and Potatoes footprint remains unchanged at 4,000 square feet. The updated seating plan has 108 seats. The previous parking study assumed 160 seats.
3. The footprint for the CMX Cinema shrank down to 32,349 square feet with 637 seats and the CMX Dining area was separated out in the parking study with 4,531 square feet and 183 seats.
4. The actual building plans show a total reduction from 94,123 to 93,017 square feet of commercial space (-1%).
5. A decrease in the parking variation from the zoning requirement from 474 to 286 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 499 spaces. One component of the parking variation is for the 156 commuter spaces (31%) 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 191 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%)
CMX Theater	32,349 sq. ft. (637 seats) (25 employees peak shift)	1 space per 3 seats plus one space per employee	237	
Childcare	10,000 sq. ft. (180 kids/24 staff)	2 spaces per 1,000 sq. ft., plus one space per employee	44	
Bank	2,000 sq. ft.	3 spaces per 1,000 sq. ft., plus one space per employee	9	
Retail	7,497 sq. ft.	4 spaces per 1,000 sq. ft.	30	
CMX Dining	4,531 sq. ft. (183 seats)	1 space per 3 seats plus one space per employee ⁽¹⁾ No parking required for first 15 outdoor seats	75	
Coffee Shop	2,100 sq. ft. (70 seats)		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. (108 seats/12 staff)		48	
Eggsperience	4,000 sq. ft. (242 seats/20 staff)		96	
Other Restaurants	13,980 sq. ft.		228	
	93,017 sq. ft.	Commercial Parking Required	994	803 (81%)
Wheeling Town Center Parking Requirement			1,586	1,300(82%)
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 713 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 710 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	296	37%	507	156	19%	647
8:00 AM	353	44%	450	219	27%	584
9:00 AM	395	49%	408	300	37%	503
10:00 AM	452	56%	351	362	45%	441
11:00 AM	532	66%	271	415	52%	388
Noon	696	87%	107	600	75%	203
1:00 PM	713	89%	90	620	77%	183
2:00 PM	638	80%	165	565	70%	238
3:00 PM	534	67%	269	483	60%	320
4:00 PM	575	72%	228	486	60%	317
5:00 PM	642	80%	161	557	69%	246
6:00 PM	635	79%	168	652	81%	151
7:00 PM	608	76%	195	683	85%	120
8:00 PM	618	77%	185	710	88%	93
9:00 PM	584	73%	219	611	76%	192
10:00 PM	530	66%	273	593	74%	210
11:00 PM	440	55%	363	536	67%	267
Midnight	211	26%	592	172	21%	631

Note: 803 spaces provided for commercial and Metra uses.

The parking analysis increased the maximum permitted space for restaurant uses to 41,171 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

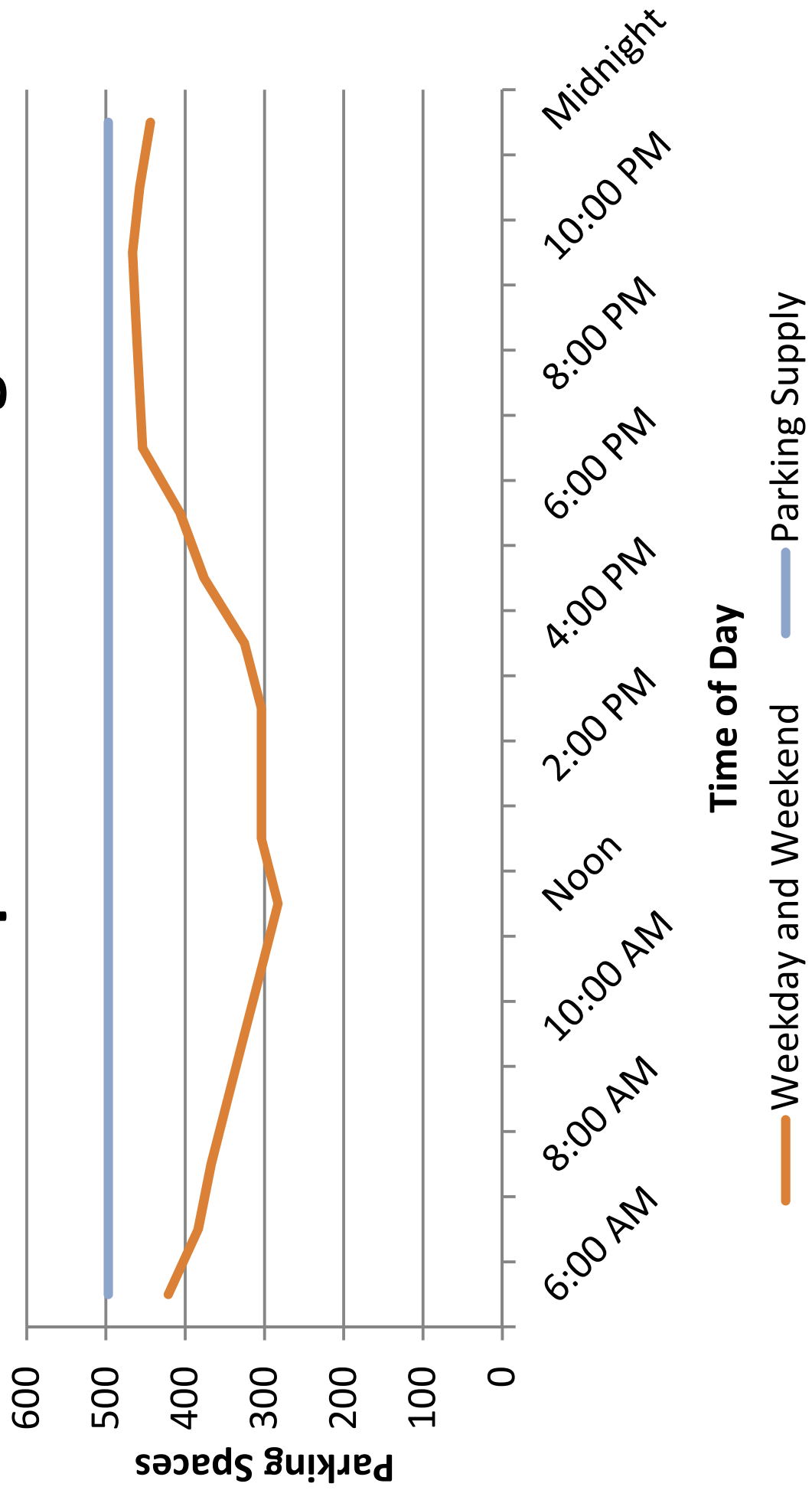
Based on the shared parking analysis the following conclusions and recommendations were reached:

- The zoning code requirement of 1,586 parking spaces and 156 reserved commuter spaces exceeds the proposed supply of 1,300 spaces.
- The parking analysis is based on a maximum of 41,171 square feet of restaurant uses on the site including the CMX Dining portion of the Theater.
- 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.

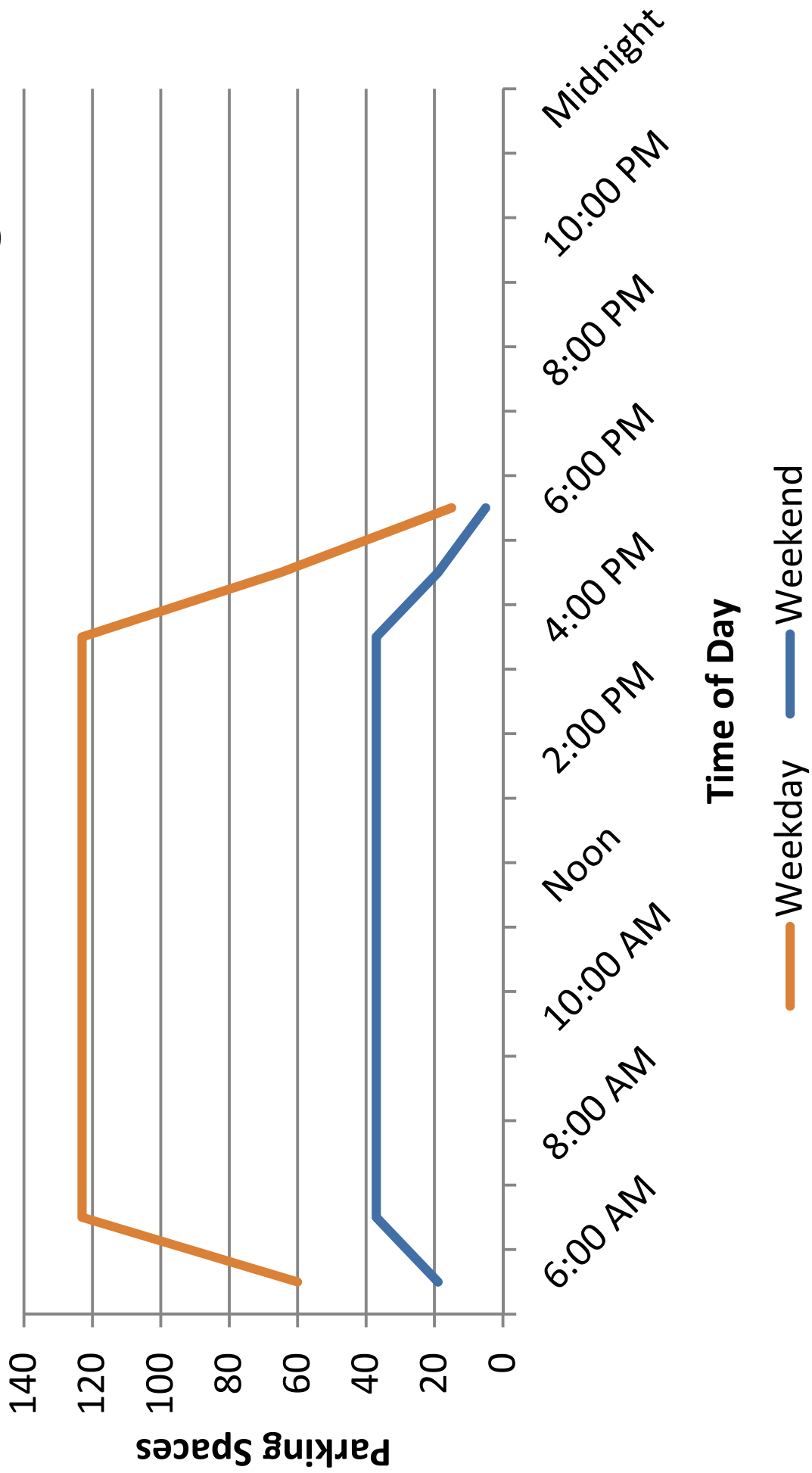
Appendix Table 1
Wheeling Town Center
Hourly Apartment Parking Calculations

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
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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



Metra East Lot Commuter Parking



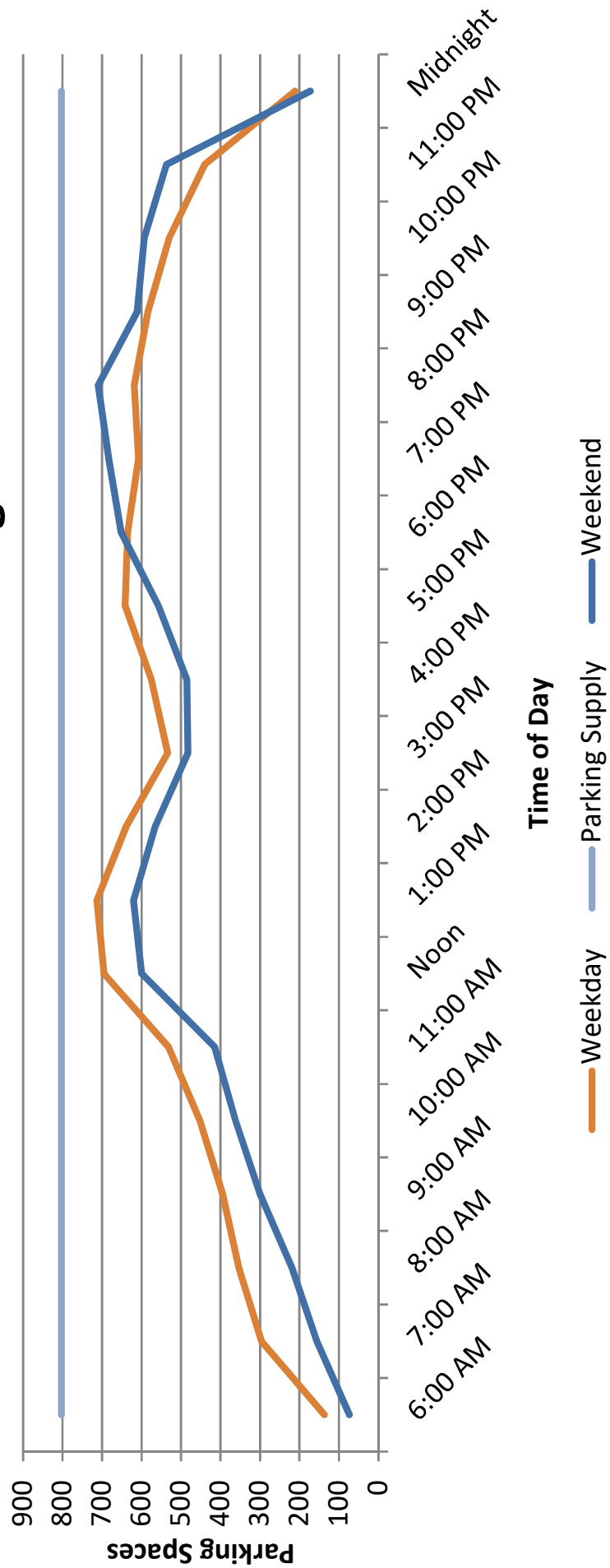
Appendix Table 2A
Wheeling Town Center
Hourly Commercial Parking Calculations

Hourly Commercial Parking Calculations															Inland Bank					Starbucks					DAYCARE					SubTotal 2A
	RETAIL					THEATER					BANK					COFFEE					6:30 AM to 6:30 PM									
WEEKDAY	Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking							
Size = Parking Ratio Peak Demand	7,497 2.9 21.7 %	7,497 0.7 5.2 %	7,497 0.7 5.2 %	Total Parking	Total Parking	637 121.0 %	40.0 40.0 %	Total Parking	2,000 3 6.0 %	2,000 1.6 3.2 %	Total Parking	2,100 8.8 18.5 %	2,100 1.6 3.4 %	Total Parking	Kids 0.15 27.0 %	180 1 24.0 %	24 1 24.0 %	staff Total Parking												
6:00 AM	1%	0.2	10%	0.5	0.7	0%	0.0	0%	0.0	0.0	0%	0.0	50%	9.2	100%	3.4	12.6	0%	0.0	50%	12.0	12.0	25.3							
7:00 AM	5%	1.1	15%	0.8	1.9	0%	0.0	0%	0.0	0.0	0%	0.0	73%	13.5	100%	3.4	16.9	100%	27.0	75%	18.0	45.0	63.7							
8:00 AM	15%	3.3	40%	2.1	5.4	0%	0.0	0%	0.0	0.0	50%	3.0	60%	1.9	4.9	100%	3.4	21.8	100%	27.0	100%	24.0	51.0	83.1						
9:00 AM	35%	7.6	75%	3.9	11.5	0%	0.0	0%	0.0	0.0	90%	5.4	100%	3.2	8.6	63%	11.6	100%	3.4	15.0	100%	24.0	51.0	86.1						
10:00 AM	65%	14.1	85%	4.5	18.6	0%	0.0	0%	0.0	0.0	100%	6.0	100%	3.2	9.2	57%	10.5	100%	3.4	13.9	25%	6.8	100%	24.0	30.8	72.4				
11:00 AM	85%	18.5	95%	5.0	23.5	0%	0.0	0%	0.0	0.0	50%	3.0	100%	3.2	6.2	42%	7.8	100%	3.4	11.1	25%	6.8	100%	24.0	30.8	71.5				
Noon	95%	20.7	100%	5.2	25.9	20%	24.2	50%	20.0	44.2	50%	3.0	100%	3.2	6.2	39%	7.2	100%	3.4	10.6	25%	6.8	100%	24.0	30.8	117.6				
1:00 PM	100%	21.7	100%	5.2	27.0	45%	54.5	60%	24.0	78.5	50%	3.0	100%	3.2	6.2	27%	5.0	100%	3.4	8.3	25%	6.8	100%	24.0	30.8	150.8				
2:00 PM	95%	20.7	100%	5.2	25.9	55%	66.6	60%	24.0	90.6	70%	4.2	100%	3.2	7.4	50%	9.2	100%	3.4	12.6	25%	6.8	100%	24.0	30.8	167.2				
3:00 PM	90%	19.6	100%	5.2	24.8	55%	66.6	75%	30.0	96.6	50%	3.0	100%	3.2	6.2	50%	9.2	75%	2.5	11.8	50%	13.5	100%	24.0	37.5	176.8				
4:00 PM	90%	19.6	100%	5.2	24.8	55%	66.6	75%	30.0	96.6	80%	4.8	100%	3.2	8.0	50%	9.2	75%	2.5	11.8	100%	27.0	100%	24.0	51.0	192.1				
5:00 PM	95%	20.7	95%	5.0	25.6	60%	72.6	100%	40.0	112.6	100%	6.0	100%	3.2	9.2	50%	9.2	75%	2.5	11.8	100%	27.0	100%	24.0	51.0	210.2				
6:00 PM	95%	20.7	95%	5.0	25.6	60%	72.6	100%	40.0	112.6			50%	9.2	75%	2.5	11.8	100%	27.0	50%	12.0	39.0				189.0				
7:00 PM	95%	20.7	95%	5.0	25.6	80%	96.8	100%	40.0	136.8			50%	9.2	75%	2.5	11.8									174.2				
8:00 PM	80%	17.4	90%	4.7	22.1	100%	121.0	100%	40.0	161.0			50%	9.2	75%	2.5	11.8									194.9				
9:00 PM	50%	10.9	75%	3.9	14.8	100%	121.0	100%	40.0	161.0			50%	9.2	75%	2.5	11.8									187.6				
10:00 PM	30%	6.5	40%	2.1	8.6	80%	96.8	100%	40.0	136.8			50%	9.2	75%	2.5	11.8									157.2				
11:00 PM	10%	2.2	15%	0.8	3.0	65%	78.7	70%	28.0	106.7			50%	9.2	75%	2.5	11.8									121.4				
Midnight	0%	0.0	0%	0.0	0.0	40%	48.4	50%	20.0	68.4			50%	9.2	75%	2.5	11.8									80.2				
	RETAIL					Theater					BANK					COFFEE					DAYCARE					SubTotal 2A				
WEEKEND	Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking							
Size = Parking Ratio Peak Demand	7,497 3.2 24.0 %	7,497 0.8 6.0 %	7,497 0.8 6.0 %	Total Parking	Total Parking	637 165.6 %	40.0 40.0 %	Total Parking	2,000 3 6.0 %	2,000 1.6 3.2 %	Total Parking	2,100 8.8 18.5 %	2,100 1.6 3.4 %	Total Parking	CLOSED %		Total Parking		Total Parking		%		%							
6:00 AM	1%	0.2	10%	0.6	0.8	0%	0.0	0%	0.0	0.0	0%	0.0	50%	9.2	100%	3.4	12.6								13.4					
7:00 AM	5%	1.2	15%	0.9	2.1	0%	0.0	0%	0.0	0.0	0%	0.0	100%	18.5	100%	3.4	21.8								23.9					
8:00 AM	10%	2.4	40%	2.4	4.8	0%	0.0	0%	0.0	0.0	25%	1.5	90%	2.9	4.4	90%	16.6	100%	3.4	20.0					29.2					
9:00 AM	30%	7.2	75%	4.5	11.7	0%	0.0	0%	0.0	0.0	40%	2.4	100%	3.2	5.6	80%	14.8	100%	3.4	18.1					35.4					
10:00 AM	50%	12.0	85%	5.1	17.1	0%	0.0	0%	0.0	0.0	75%	4.5	100%	3.2	7.7	65%	12.0	100%	3.4	15.4					40.2					
11:00 AM	65%	15.6	95%	5.7	21.3	0%	0.0	0%	0.0	0.0	100%	6.0	100%	3.2	9.2	62%	11.5	100%	3.4	14.8					45.3					
Noon	80%	19.2	100%	6.0	25.2	20%	33.1	50%	20.0	53.1	90%	5.4	100%	3.2	8.6	40%	7.4	100%	3.4	10.8					97.7					
1:00 PM	90%	21.6	100%	6.0	27.6	45%	74.5	60%	24.0	98.5			32%	5.9	100%	3.4	9.3								135.4					
2:00 PM	100%	24.0	100%	6.0	30.0	55%	91.1	60%	24.0	115.1			40%	7.4	100%	3.4	10.8								155.8					
3:00 PM	100%	24.0	100%	6.0	30.0	55%	91.1	75%	30.0	121.1			40%	7.4	75%	2.5	9.9								161.0					
4:00 PM	95%	22.8	100%	6.0	28.8	55%	91.1	75%	30.0	121.1			40%	7.4	75%	2.5	9.9								159.8					
5:00 PM	90%	21.6	95%	5.7	27.3	60%	99.4	100%	40.0	139.4			40%	7.4	75%	2.5	9.9								176.6					
6:00 PM	80%	19.2	85%	5.1	24.3	60%	99.4	100%	40.0	139.4			40%	7.4	75%	2.5	9.9								173.6					
7:00 PM	75%	18.0	80%	4.8	22.8	80%	132.5	100%	40.0	172.5			40%	7.4	75%	2.5	9.9								205.2					
8:00 PM	65%	15.6	75%	4.5	20.1	100%	165.6	100%	40.0	205.6			40%	7.4	75%	2.5	9.9								235.6					
9:00 PM	50%	12.0	65%	3.9	15.9	100%	165.6	100%	40.0	205.6			40%	7.4	75%	2.5	9.9								231.4					
10:00 PM	35%	8.4	45%	2.7	11.1	100%	165.6	100%	40.0	205.6			40%	7.4	75%	2.5	9.9								226.6					
11:00 PM	15%	3.6	15%	0.9	4.5	80%	132.5	70%	28.0	160.5			40%	7.4	75%	2.5	9.9								174.9					
Midnight	0%	0.0	0%	0.0	0.0	50%	82.8	50%	20.0	102.8			40%	7.4	75%	2.5	9.9								112.7					

Appendix Table 2B
Wheeling Town Center
Hourly Commercial Parking Calculations

Includes Meat and Potatoes (4,000 sq. ft.)										City Works				Includes Mia's Cantina (4,337 sq. ft.) and CMX (4,531 sq. ft.)														
	RESTAURANT		Breakfast/Lunch			RESTAURANT		Family/High Turn Over			RESTAURANT				RESTAURANT				Quality									
WEEKDAY	Customer Parking		Employee Parking			Customer Parking		Employee Parking			Customer Parking		Employee Parking		Customer Parking		Employee Parking						WEEKDAY					
Size =	4,000		4,000			13,240		13,240			8,223		sq. ft. 8,223		13,608		13,608		Metra Parking	SubTotal 2A	Resident Parking Credit	Total Parking	Percent Occ.	Parking Provided	Extra Prk.			
Parking Ratio	9		1.5			9		1.5			251		seats 8,223		15.25		2.75											
Peak Demand	36.0		6.0			119.2		19.9			84.0		24.0		207.5		37.4											
	%		%			%		%			%		%		%		%											
6:00 AM	25%	9.0	50%	3.0	12.0	25%	29.8	50%	9.9	39.7	0%	0.0	0%	0.0	0%	0.0	0%	0.0	60	25		137	17%	803	666			
7:00 AM	50%	18.0	75%	4.5	22.5	50%	59.6	75%	14.9	74.5	0%	0.0	20%	4.8	4.8	0%	0.0	20%	7.5	7.5	123	64	296	37%	803	507		
8:00 AM	60%	21.6	90%	5.4	27.0	60%	71.5	90%	17.9	89.4	0%	0.0	50%	12.0	12.0	0%	0.0	50%	18.7	18.7	123	83	353	44%	803	450		
9:00 AM	75%	27.0	90%	5.4	32.4	75%	89.4	90%	17.9	107.2	0%	0.0	75%	18.0	18.0	0%	0.0	75%	28.1	28.1	123	86	395	49%	803	408		
10:00 AM	85%	30.6	100%	6.0	36.6	85%	101.3	100%	19.9	121.1	15%	12.6	90%	21.6	34.2	15%	31.1	90%	33.7	64.8	123	72	452	56%	803	351		
11:00 AM	90%	32.4	100%	6.0	38.4	90%	107.2	100%	19.9	127.1	40%	33.6	90%	21.6	55.2	40%	83.0	90%	33.7	116.7	123	72	532	66%	803	271		
Noon	100%	36.0	100%	6.0	42.0	100%	119.2	100%	19.9	139.0	75%	63.0	90%	21.6	84.6	75%	155.6	90%	33.7	189.3	123	118	696	87%	803	107		
1:00 PM	90%	32.4	100%	6.0	38.4	90%	107.2	100%	19.9	127.1	75%	63.0	90%	21.6	84.6	75%	155.6	90%	33.7	189.3	123	151	713	89%	803	90		
2:00 PM	50%	18.0	100%	6.0	24.0	50%	59.6	100%	19.9	79.4	65%	54.6	90%	21.6	76.2	65%	134.9	90%	33.7	168.6	123	167	638	80%	803	165		
3:00 PM	0%	0.0	50%	3.0	3.0	45%	53.6	75%	14.9	68.5	40%	33.6	75%	18.0	51.6	40%	83.0	75%	28.1	111.1	123	177	534	67%	803	269		
4:00 PM						45%	53.6	75%	14.9	68.5	50%	42.0	75%	18.0	60.0	50%	103.8	75%	28.1	131.8	123	192	575	72%	803	228		
5:00 PM						75%	89.4	95%	18.9	108.2	75%	63.0	100%	24.0	87.0	75%	155.6	100%	37.4	193.1	65	210	-22	642	80%	803	161	
6:00 PM						80%	95.3	95%	18.9	114.2	95%	79.8	100%	24.0	103.8	95%	197.1	100%	37.4	234.6	15	189	-22	635	79%	803	168	
7:00 PM						80%	95.3	95%	18.9	114.2	100%	84.0	100%	24.0	108.0	100%	207.5	100%	37.4	244.9		174	-33	608	76%	803	195	
8:00 PM						80%	95.3	95%	18.9	114.2	100%	84.0	100%	24.0	108.0	100%	207.5	100%	37.4	244.9		195	-44	618	77%	803	185	
9:00 PM						60%	71.5	80%	15.9	87.4	100%	84.0	100%	24.0	108.0	100%	207.5	100%	37.4	244.9		188	-44	584	73%	803	219	
10:00 PM						55%	65.5	65%	12.9	78.4	95%	79.8	100%	24.0	103.8	95%	197.1	100%	37.4	234.6		157	-44	530	66%	803	273	
11:00 PM						50%	59.6	65%	12.9	72.5	75%	63.0	80%	19.2	82.2	75%	155.6	80%	29.9	185.6		121	-22	440	55%	803	363	
Midnight						25%	29.8	35%	7.0	36.7	25%	21.0	35%	8.4	29.4	25%	51.9	35%	13.1	65.0		80		211	26%	803	592	
	RESTAURANT		Breakfast/Lunch			RESTAURANT				RESTAURANT				RESTAURANT														
WEEKEND	Customer Parking		Employee Parking			Customer Parking		Employee Parking		Customer Parking		Employee Parking		Customer Parking		Employee Parking												
Size =	4,000		4,000			13,240		13,240		8,223		8,223		13,608		13,608		Metra Parking	SubTotal 2A	Resident Parking Credit	Total Parking	Percent Occ.	Parking Provided	Extra Prk.				
Parking Ratio	12.75		2.25			12.75		2.25		251		seats 8,223		17		3												
Peak Demand	51.0		9.0			168.8		29.8		84.0		24.0		231.3		40.8												
	%		%			%		%		%		%		%		%												
6:00 AM	10%	5.1	50%	4.5	9.6	10%	16.9	50%	14.9	31.8	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0.0	19	13		74	9%	803	729		
7:00 AM	25%	12.8	70%	6.3	19.1	25%	42.2	70%	20.9	63.1	0%	0.0	20%	4.8	4.8	0%	0.0	20%	8.2	8.2	37	24	156	19%	803	647		
8:00 AM	45%	23.0	90%	8.1	31.1	45%	76.0	90%	26.8	102.8	0%	0.0	30%	7.2	7.2	0%	0.0	30%	12.2	12.2	37	29	219	27%	803	584		
9:00 AM	70%	35.7	90%	8.1	43.8	70%	118.2	90%	26.8	145.0	0%	0.0	60%	14.4	14.4	0%	0.0	60%	24.5	24.5	37	35	300	37%	803	503		
10:00 AM	90%	45.9	100%	9.0	54.9	90%	151.9	100%	29.8	181.7	0%	0.0	75%	18.0	18.0	0%	0.0	75%	30.6	30.6	37	40	362	45%	803	441		
11:00 AM	90%	45.9	100%	9.0	54.9	90%	151.9	100%	29.8	181.7	15%	12.6	75%	18.0	30.6	15%	34.7	75%	30.6	65.3	37	45	415	52%	803	388		
Noon	100%	51.0	100%	9.0	60.0	100%	168.8	100%	29.8	198.6	50%	42.0	75%	18.0	60.0	50%	115.7	75%	30.6	146.3	37	98	600	75%	803	203		
1:00 PM	85%	43.4	100%	9.0	52.4	85%	143.5	100%	29.8	173.3	55%	46.2	75%	18.0	64.2	55%	127.2	75%	30.6	157.9	37	135	620	77%	803	183		
2:00 PM	65%	33.2	100%	9.0	42.2	65%	109.7	100%	29.8	139.5	45%	37.8	75%	18.0	55.8	45%	104.1	75%	30.6	134.7	37	156	565	70%	803	238		
3:00 PM	0%	0.0	50%	4.5	4.5	40%	67.5	75%	22.3	89.9	45%	37.8	75%	18.0	55.8	45%	104.1	75%	30.6	134.7	37	161	483	60%	803	320		
4:00 PM						45%	76.0	75%	22.3	98.3	45%	37.8	75%	18.0	55.8	45%	104.1	75%	30.6	134.7	37	160	486	60%	803	317		
5:00 PM						60%	101.3	95%	28.3	129.6	60%	50.4	100%	24.0	74.4	60%	138.8	100%	40.8	179.6	19	177	-22	557	69%	803	246	
6:00 PM						70%	118.2	95%	28.3	146.5	90%	75.6	100%	24.0	99.6	90%	208.2	100%	40.8	249.0	5	174	-22	652	81%	803	151	
7:00 PM						70%	118.2	95%	28.3	146.5	95%	79.8	100%	24.0	103.8	95%	219.8	100%	40.8	260.6		205	-33	683	85%	803	120	
8:00 PM						65%	109.7	95%	28.3	138.0	100%	84.0	100%	24.0	108.0	100%	231.3	100%	40.8	272.2		236	-44	710	88%	803	93	
9:00 PM						30%	50.6	80%	23.8	74.5	90%	75.6	100%	24.0	99.6	90%	208.2	100%	40.8	249.0		231	-44	611	76%	803	192	
10:00 PM						25%	42.2	65%	19.4	61.6	90%	75.6	100%	24.0	99.6	90%	208.2	100%	40.8	249.0		227	-44	593	74%	803	210	
11:00 PM						15%	25.3	65%	19.4	44.7	90%	75.6	85%	20.4	96.0	90%	208.2	85%	34.7	242.9		175	-22	536	67%	803	267	
Midnight						10%	16.9	35%	10.4	27.3	0%	0.0	50%	12.0	12.0	0%	0.0	50%	20.4	20.4		113		172	21%	803	631	

WTC Commercial Parking



1. CALL TO ORDER

Chairman Ruffatto called the meeting to order at 6:30 p.m. on Thursday, January 24, 2019.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present were Commissioners Blinova, Creech, Johnson, Kalis, Powers and Ruffatto. Also, present were Steve Robles, Assistant Director of Community Development and Mallory Milluzzi, Village Attorney.

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4. CHANGES TO THE AGENDA

Mr. Robles announced there was an addition to item 7B, Adoption of Rules and Procedures for Public Hearings Before the Village Plan Commission. There is one public hearing agenda item 7C, Docket No. 2019-1, the item is for the Plan Commission to make a motion to vote on prior to opening the public hearing.

5. CITIZEN CONCERNS AND COMMENTS

Commissioner Powers read the following statement.

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. Pete Perkins, 135 East Hintz Road, Wheeling came forward. He is the chief financial officer of Handifoil. They operate a 330,000 square foot facility just west and adjacent to the proposed site plan for rezoning. Handifoil is a leading manufacturer of aluminum pans and have operated in the Wheeling facility for over 30 years. Their facility employs over 650 employees across 3 daily shifts in a variety of positions. They have a long history with the

Village and their operations have expanded across the site and continues to grow at a strong pace. They have reached capacity at the facility and have recently expanded outside the Village but always looks to Wheeling as their home and want to expand further. They don't object to the rezoning of the property, but they object to the rezoning of the property at this time since they feel it is premature due to a property dispute. They want to bring a dispute to the Plan Commission's attention over the vacation of the right-of-way. They filed it in December with the Village, it's a vacation that had originally been given to Handifoil by an ordinance and then reversed. The vacation of the right-of-way is integral to the site plan and to the rezoning, so they feel at this time it is premature to approve the rezoning of the property.

Chairman Ruffatto announced the public had 5 minutes to speak.

Mr. Perkins wanted to encourage the Plan Commission to review their objections. They are not objecting the rezoning itself, but feel it is a premature review at this time because of the dispute over the vacation of the right-of-ways. They requested they take a look at the objection submitted to the Village in December.

From the audience, Mary Ann Liguori, 105 Debra Lane, Wheeling came forward. Ms. Liguori mentioned it was posted to the Village's website on Tuesday afternoon and referred to the adoption of rules and procedures for public hearings before the Plan Commission. She asked that the Commission remove C, D and E from the agenda this evening to give residents and public bodies more time to scrutinize it. She also mentioned that the adoption of rules and procedures had not been discussed. She wants to have a deeper understanding and more time to scrutinize it. She learned other municipalities give their taxing bodies 45 days to scrutinize very specifics. She believe it is the right of the residents to have more time to look at it. She referred to the mission statement of the Village to provide public services that support the evolving needs of overall safety, health and welfare. She mentioned they didn't include any environmental study and were asking to take away 9 acres of green. She didn't think it was appropriate to move ahead with the rezoning at this time since the rules had not been adopted.

Mr. Robles stated the agenda was published last Friday which is the standard publication for distribution timing of the agenda. Items 7 C, D and E were on the original agenda. The adoption of the rules and procedures for public hearings was added on Tuesday. In addition, the notice for the rezoning as required of the 250' notification range was provided 15 days prior to today's date.

Ms. Liguori disagreed when she opened up the agenda on Tuesday there wasn't any specific detail information that came along with it. She called the Village on Tuesday morning to speak with the Deputy Clerk to question why it wasn't available online. All of the information didn't get posted until 2 days prior to today's meeting. Out of respect for citizen's rights and public scrutiny, she is requesting a 45 day continuance.

Ms. Milluzzi reported that the Open Meetings Act only requires 48 hours' notice of posting of an agenda and it only requires the agenda to be posted. The Village goes above and beyond by posting its entire packet with the document. It is not required by State law to post the documents on the website. The documents were also available at Village Hall.

From the audience, Mr. Phil Taplin, 95 Fox Lane, Wheeling came forward. He agreed with Ms. Liguori. He didn't think it was right for the public not to have more notification. They need more time to scrutinize what's going on. Even though he is outside of the 250' notification, he felt he would still be impacted by the proposal. He was unsure how the development would impact house prices or pollution. He felt it would impact the entire area. He felt even though Wheeling didn't want them in the Village, they should have rights as citizens of Wheeling.

From the audience, Bob Liguori came forward. He wants more time. He felt the Commission wasn't interested in looking at their pictures and were very disrespectful. He referred to the 6' fence and didn't feel it was appropriate being located across from someone's property.

From the audience, Kurt Latsky, 1030 Carol Avenue, Wheeling came forward. He lives in one of the properties being purchased. He has lived in his house longer than anyone present. He believes everyone knew what was going on with the neighborhood in the future. It is all around the neighborhood and everyone knew it would happen. He believes it is a great opportunity for the area and mentioned the purchaser gave him a very good offer for his house.

6. CONSENT ITEMS

- A) [Docket No. SCBA 18-52](#)
Destaco
1444 S. Wolf Road
Appearance Approval of Freestanding Signs
- B) [Docket No. SCBA 19-2](#)
Kiki's Monte Carlo Café
1201 W. Dundee Road, Unit B
Appearance Approval of a Wall Sign

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

Approve Docket No. SCBA 18-52 to grant appearance approval for the freestanding signs in accordance with the sign plans (3 sheets) submitted January 7, 2019, on behalf of Destaco, located at 1444 S. Wolf Road, Wheeling, Illinois.

Approve Docket No. SCBA 19-2 to grant appearance approval for the wall sign in accordance with the sign plans (2 sheets) submitted January 10, 2019, on behalf of Kiki's, located at 1201B W. Dundee Road, Wheeling, Illinois.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

7. ITEMS FOR REVIEW

- A) [Docket No. PC 18-19](#)
JV Global Services LLC
150 Abbott Drive
Minor Change to Approved Site Plan

As noted in the Staff Report, Mr. Robles stated the property owner received prior approval in 2016 to allow for 78 parking spaces. Through the repaving and other improvements to the site, the restriping was done to increase the spacing to allow more vehicles. They have provided the attached site plan, demonstrating fire truck maneuvering and relocation of employee parking to be located near the office. There are three small spaces noted on the plan located in the southeast corner of the property which has been identified for the new snow storage to be located.

Mr. Dan Shapiro, 618 Academy Drive, Northbrook was present. Since December, they have met with the Fire Department and have also provided plans that the Fire Department has found to be appropriate. They are asking for minor sit plan approval which provides for snow and turning for larger trucks and vehicles. The other items have all been taken care of but for a small portion of the northern fence due to weather.

Commissioner Johnson questioned if the site was ever striped the way it was approved. He felt they used the new pattern even though it wasn't approved. Mr. Shapiro understood the concern. The neighbors to the south were in a very critical stage regarding their capacity. They did a mistake and accommodated them and gave them 20 cars. They acknowledged their mistake. Commissioner Johnson felt that would have been the time to come before the Commission. Mr. Shapiro agreed he was right and admitted their error and explained it was not done out of malicious intent. They were trying to accommodate the situation to the south. Commissioner Johnson questioned if it happened right after the Commission approved the other plan. Mr. Shapiro stated it was 6 months later.

From the audience, Ashley Zinger, 150 Abbott Drive. She confirmed it happened when they changed their shifts and had issues with parking. One of the managers reached out for help. They followed the original plan and all of the stripes were done the way it was approved. When they were approached, they helped them out. She admitted it was their mistake. Commissioner Johnson questioned if the Village was aware if it had been restriped. Mr. Robles confirmed it was striped, then the site was repaved and then they went to the new pattern.

Commissioner Creech questioned the zoning on the property. Mr. Robles stated it was I-3, General Industrial. Commissioner Creech questioned the required setbacks for this particular property. He felt the parking on the north property line went all the way to the fence. Mr. Robles explained for setbacks it would be structure setbacks. The office building meets the setback requirements when they constructed it. Parking is at the determination of the Plan Commission. Commissioner Creech questioned if there were setback requirements for parking. Mr. Robles explained the setbacks that relate to parking and landscaping can be determined by the Plan Commission in regard to the side yard for the parking. Commissioner Creech felt it would be the rear yard setback. Mr. Robles agreed and confirmed that there was nothing in the Code that determined it. Mr. Shapiro confirmed the parking in the far north had not changed from the original plan. Commissioner Creech disagreed and mentioned the original plan had 15-25' all the way up to the fence. He thought a setback was required on all sides of properties in the Village. Commissioner Creech mentioned it was going from 25' to nothing and was not a minor change.

Ms. Zinger explained they bought it from a company that used the parking for parking trailers. They have not touched the curbs. Commissioner Creech did not state the previous owners were doing it correct. He did not feel it was a minor change and should come back with more. Mr. Shapiro didn't think the determination had yet been made. Commissioner Creech referred to the standard 17' setback. Mr. Robles confirmed the 17' is correct for the principle building. He is still looking for a parking lot. Commissioner Creech didn't think going up to a fence was allowed. He had never seen it permitted in any industrial area. Chairman Ruffatto explained the Commission may want to continue it, if there was a question. Commissioner Creech read a minimum parking setback for all sides of 10'. Ms. Milluzzi noted "F" was relating to a detached accessory building. Mr. Shapiro suggested if the Commission wanted to make a decision subject to Staff's final determination on setback issue instead of having them come back. Chairman Ruffatto explained it was currently a minor change which doesn't go to the Board and if it changes, it becomes something other than minor and that requires something more than just Community Development. It can be continued for it to be resolved and then they would return.

Commissioner Creech wants to see the rest of the dimensions between the parking spaces and for the overall site plan. It appears the aisles are smaller than the original plans. Mr. Shapiro explained the intent of the plans were to show both trucks and fire equipment but agreed they would accommodate whatever was required.

In response to Commissioner Johnson's question, Mr. Shapiro confirmed they've had the unapproved layout for 1.5 years.

Chairman Ruffatto wants to continue the docket but asked for input from the other Commissioners.

Commissioner Kalis referred to the 2016 view with 70' of aisle size but the current plan does not indicate the aisle size. He questioned how they were adding another row? He wants to see the actual numbers. Mr. Shapiro agreed.

Commissioner Powers had the same concerns. He noticed the parking in the front near the office had changed. He felt it looked cramped and wanted to see dimensions.

Chairman Ruffatto questioned how they would manage the snow storage area near the entrance? Mr. Shapiro confirmed whatever snow can't be stored would be taken off the site. Chairman Ruffatto was skeptical of it happening and mentioned the location of the trash enclosure. He suggested looking at it.

Commissioner Powers moved, seconded by Commissioner Johnson to continue Docket No. PC 18-19.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

The Commission took a break at 7:05 p.m. and reconvened at 7:13 p.m.

B) [Adoption of Rules and Procedures for Public Hearings Before the Village Plan Commission](#)

Ms. Milluzzi explained the Village has had public hearing procedures pursuant to the law for years, but it had never been formalized. This is to formalize the approach the Plan Commission already uses with a little more formality when it comes to the public's right to speak.

Commissioner Creech moved, seconded by Commissioner Kalis to approve the Adoption of Rules and Procedures for Public Hearings before the Village Plan Commission.

On the roll call, the vote was as follows:

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

**Wheeling Plan Commission
Regular Meeting**

January 24, 2019

NAYS: None
ABSENT: None
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

- C)** [Docket No. 2019-1](#)
 Wolf Road Industrial
 1020, 1022, 1026, 1027, and 1030 Carol Avenue; 10321 Dean Avenue; 37 Kerry
 Lane; and 1032 S. Wolf Road
 Rezoning to the I-2 Limited Light Industrial District

See Findings of Fact and Recommendation for Docket No. 2019-1.

Commissioner Powers moved, seconded by Commissioner Johnson to continue Docket No. 2019-1 to February 14, 2019.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

- D)** [Docket No. PC 19-1](#)
 Wolf Road Industrial
 1020, 1022, 1026, 1027, and 1030 Carol Avenue; 10321 Dean Avenue; 37 Kerry
 Lane; and 1001 S. Wolf Road
 Sit Plan-Appearance Approval of Industrial Warehouse Building

Commissioner Johnson moved, seconded by Commissioner Powers to continue Docket No. PC 19-1 to February 14, 2019.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Johnson, Kalis, Powers, Ruffatto
NAYS: None
ABSENT: None

**Wheeling Plan Commission
Regular Meeting**

January 24, 2019

PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

- E)** [Docket No. PC 19-2](#)
 Wolf Road Industrial
 1020, 1022, 1026, 1027, and 1030 Carol Avenue; 10321 Dean Avenue; 37 Kerry Lane; and 1001 S. Wolf Road
 Preliminary Plat of Subdivision Approval of Wheeling Road Industrial

Commissioner Johnson moved, seconded by Commissioner Creech to continue Docket No. 2019-2 to February 14, 2019.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

- 8. APPROVAL OF MINUTES – [January 10, 2019](#)** (including Findings for Docket Nos. 2018-31, 2019-2 and 2019-3)

STEVE – I WROTE THE MOTION TO APPROVE AS PRESENTED SINCE THE CORRECTION WAS ALREADY INCORPORATED INTO THE MINUTES.

Commissioner Powers moved, seconded by Commissioner Blinova to approve the minutes dated January 10, 2019 as presented.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

9. OTHER BUSINESS

Chairman Ruffatto referred to an e-mail from Village Staff regarding the holiday party on February 9. He asked for the Commission to RSVP.

Chairman Ruffatto referred to the discussions within the Village about gaming. He sent an e-mail to Director Jennings and Village Manager Sfondilis asking about having a workshop or getting clarification to help the Commission better understand the different categories (restaurant, taverns). He is not looking to restrict gaming. He referred to Monday's Board Meeting and there is not an appetite to restrict it so he is OK with it if that is the Village Board's desire. He asked for another category that it could fit into so that there wasn't any confusion. He hopes that it is moving forward and looks forward to seeing something in the coming months. It's important to be in sync with the Village Board as to what is being approved.

Ms. Milluzzi will work with Staff to come up with something. As an example, for the Commission, she referred to Starbucks who was approved as a restaurant. They produce food the same way as the gaming cafes with a confection oven. Commissioner Johnson mentioned that they have tables and chairs. Ms. Milluzzi explained that all of the gaming cafes had tables and chairs with the exception of one.

Chairman Ruffatto had a discussion with a businessman who had interest in gaming outside of this area and they welcome having gaming facilities located near each other. If one café is filled, they can just walk to the next one without getting into a car.

Commissioner Blinova felt it would be helpful to understand the history of the gaming and why it was banned for so long and then figure out if they should be in the same plaza. She understands that it is OK to walk from one to another one but at the same time it puts someone else who invested a lot of money at risk. Commissioner Creech felt it's not the Commission's problem and it is the risk of going into business.

Ms. Milluzzi confirmed the use is zoning, but the gaming is not part of something the Plan Commission reviews.

Commissioner Powers thinks it's a good opportunity to get the conditions down on paper.

Commissioner Kalis agrees the category of a sit-down restaurant with no seating was confusing. He loves the idea of adding a different use or modifying it to include certain specifics to make it black and white.

Commissioner Creech looks forward to a workshop to discuss ideas and to work along with the Trustees and Staff. He is in favor of eliminating all conditions not only on this specific item but also a lot of other items that come before the Commission.

10. ADJOURNMENT

Commissioner Kalis moved, seconded by Commissioner Powers to adjourn the meeting at 7:30 p.m. All were in favor on a unanimous voice vote and the meeting was adjourned.

Respectfully submitted,

Steve Powers, Secretary
Wheeling Plan Commission