



**WHEELING PLAN COMMISSION
THURSDAY, JUNE 13, 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

- A) [Docket No. SCBA 19-12](#)
Northwest Implant Dental
109 N. Milwaukee Avenue
Appearance Approval of a Freestanding Sign
- B) [Docket No. SCBA 19-17](#)
Hidden Valley
1075 Chaddick Drive
Appearance Approval of a Freestanding Sign
- C) [Docket No. SCBA 19-18](#)
Stavros Law Office
433 N. Milwaukee Avenue
Appearance Approval of a Wall Sign
- D) [Docket No. SCBA 19-19](#)
Pappanino Pizza
208 McHenry Road
Appearance Approval of a Wall Sign

7. ITEMS FOR REVIEW

- A) [Docket No. 2019-12](#) (Continued from the May 9, 2019 meeting)
4 Ever Dance Fitness LLC
15 N. Elmhurst Road
Special Use for Recreational and Instructional Facility
- B) [Docket No. PC 19-11](#)
Senju America
1200 S. Wolf Road
Minor Site Plan and Appearance Approval of External Equipment
- C) [Docket No's. 2019-11 A, B, C, & D](#)
JV Global
199 Shepard Avenue
2019-11A Variance to Decrease Required Green Space
2019-11B Special Use for Motor Vehicle (Heavy) Repair Facility
2019-11C Special Use and Site Plan Approval for Motor Vehicle (Heavy) Outdoor Storage
2019-11D Special Use for Truck Freight Terminal
- D) [Docket No. 2019-18](#)
Village of Wheeling
Amendment to the Comprehensive Plan for the Station Area Plan
- E) [Docket No. 2019-14](#) (Petition to be continued to June 27, 2019)
242 W. Norman Fence Variance
242 W. Norman Lane
Variance to Permit a Six Foot Tall Opaque Fence within the Front Yard Setback

- 8. APPROVAL OF MINUTES** – [May 9, 2019](#) (including Findings for Docket No's. 2019-6A, B, C, & D, and Docket No. 2019-10)

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
June 13, 2019
(Attachment to Agenda)**

2019-12 4 Ever Dance Fitness LLC, lessee, seeking a Special Use Permit as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed use and Overlay Districts,

Chapter 19-10 Use Regulations, and associated sections, in order to permit a recreation and instruction facility located at 15 N. Elmhurst Road, which is zoned MXT Transit Oriented Mixed Use District.

2019-11A,B,C,D JV Global, applicant, seeking the following associated with heavy motor vehicle operations within an existing industrial/warehouse building located at 199 Shepard Avenue, Wheeling Illinois, which is zoned I-3 General Industrial District: 2019-11 (B) Special Use as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-07 Industrial Districts, Chapter 19-10 Use Regulations, and associated sections, in order to permit a motor vehicle (heavy) repair facility within a portion of the existing building; and 2019-11 (C) Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-07 Industrial Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to permit motor vehicle (heavy) outdoor storage within a proposed surface parking lot; and 2019-11 (D) Special Use as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-07 Industrial Districts, Chapter 19-10 Use Regulations, and associated sections, in order to permit a truck freight terminal consisting of two operators.

2019-14 Marcin Czech, property owner, seeking a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-10 Use Regulations, and associated sections, to permit a six foot tall opaque fence within the front yard setback area, which restricts opaque fencing to a maximum height of four feet, for the property located at 242 W. Norman Lane.

2019-18 Village of Wheeling, seeking an Amendment to the Comprehensive Plan for the Village of Wheeling, Station Area Plan, to update the entirety of the Station Area Plan.

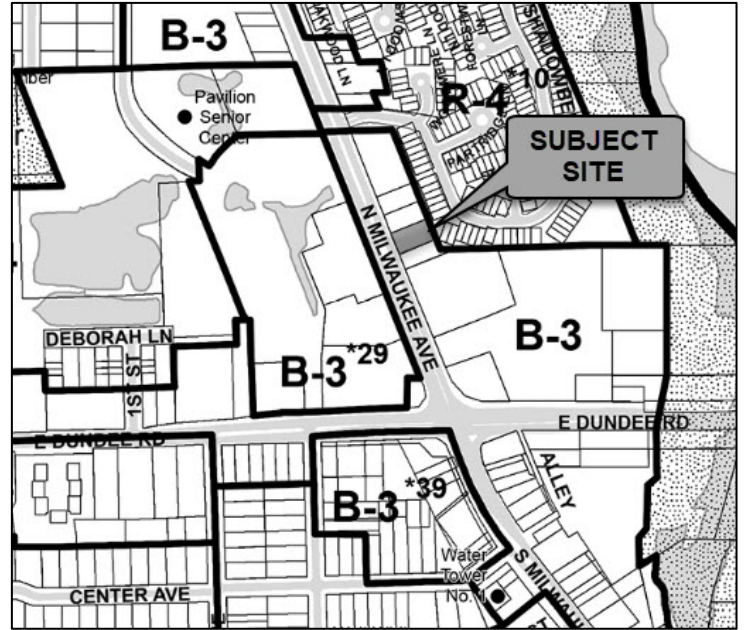
VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. SCBA 19-12
Northwest Implant Dental, 109 N. Milwaukee Avenue

MEETING DATE: June 13, 2019

REQUESTED ACTION: Appearance Approval of a Freestanding Sign

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant:	Michael Shin, Neon Art Chicago
Existing Use of Property:	Commercial office
Existing Zoning:	B-3, General Commercial and Office District
Zoning History:	SCBA 12-21, Appearance Approval of a Wall & Freestanding Sign, approved July 12, 2012

SUMMARY OF REQUEST

The petitioner requests appearance approval for a sign face change to the existing freestanding sign along Milwaukee Avenue for the current dental office, which also includes a new landscape plan.

SIGN ANALYSIS

Freestanding Sign: The existing internally illuminated box sign will be reused to install a new sign face (panel) to replace the current sign face. The freestanding sign is 25 sq. ft. and will remain unchanged, along with the existing pole at a height of 7'4". The

proposed sign face will have a white background to replace the existing black background sign. The new sign will also include a grey, green and black logo, with grey sign lettering. During the 2012 sign appearance review, the Fire Department recommended maintaining the existing sign height to avoid conflict with the building's Fire Department Connection (FDC), which remains with this request.

The following table identifies permitted and proposed sign dimensions:

Permitted Freestanding Sign Area (max)	Proposed Sign Area	Maximum Freestanding Sign Height	Proposed Sign Height
100 sq. ft.	25 sq. ft.	20'	7'4"

Landscaping: The existing planter box at the base of the sign will remain and is proposed to be re-landscaped. The existing landscape consists of annuals (within the planter box) and hostas (base of the planter box), which does not comply with the previously approved sign landscape plan or the Sign Code landscaping requirements. The proposed landscaping within the planter box is a mix of flowering perennial shrubs (shrub rose, shasta daisy, and autumn joy sedum), evergreen shrubs (boxwoods which are located at the base of the planter box), and dwarf fountain grasses.

STAFF REVIEW

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

* * * * *

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

Approve Docket No. SCBA 19-12 to permit the installation of a freestanding sign in accordance with sign plans prepared by Neon Art Signs (2 sheets total), dated April 12, 2019, for Northwest Implant Dental, located at 109 N. Milwaukee Avenue.

ATTACHMENTS:

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

[Northwest Implant Dental Sign Plans \(2 sheets total\)](#)

Northwest Implant Dental – 109 N. Milwaukee Avenue
Docket No. SCBA 19-12 (Appearance Approval of a Freestanding Sign)



Existing conditions of subject property (looking north)



FACE CHANGE ONLY



49.8"

72.6"

Lexan 316 Poly Carbonate (white)

Vinyl Materials

050 Medium Grey

268 Flat Black

178 Stone Grey

061 Kelly Green

Neon Art Signs

Design * Manufacturing * Installation * Service
* Management * Rebanding

4752 N Avers Ave Chicago, IL 60625

Website: neonartchicago.com Phone : (773) 588-5883 Neonartchicago@gmail.com

Cilent: DR. KIM

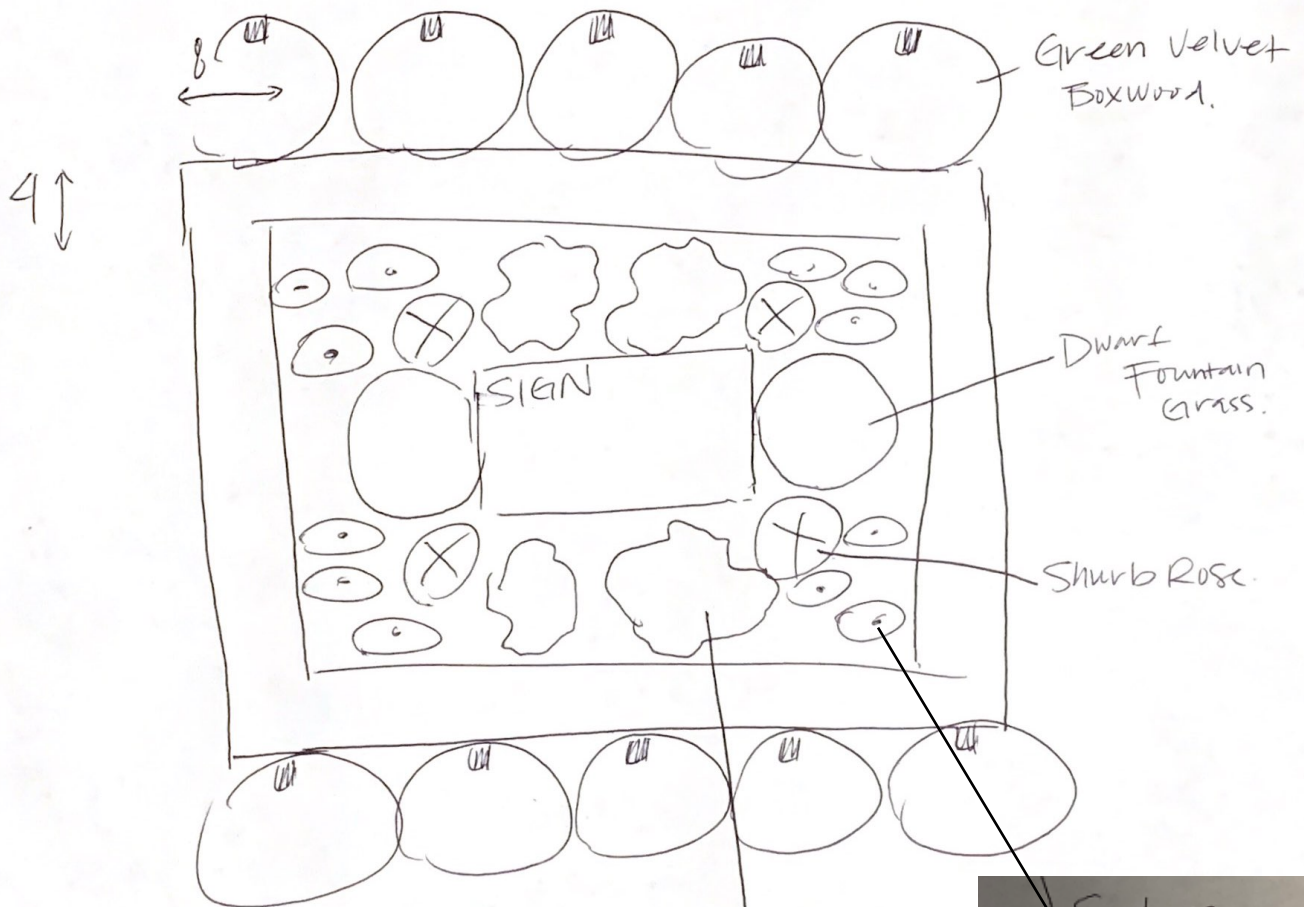
Date: 4/1/2019

Address: 109 N MILWAUKEE AVE

City: WHEELING



Underwriters Laboratories, Inc.
Serial Number# : E - 357631



Northwest Implant Spa
 109 N Milwaukee
 Wheeling, IL

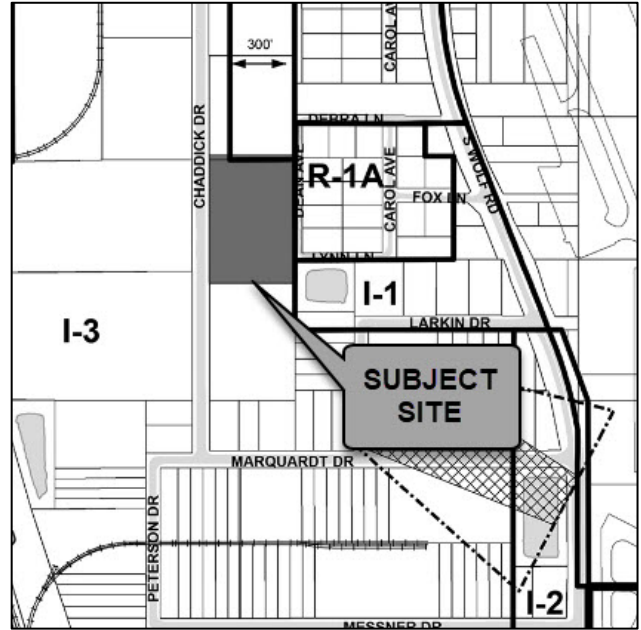
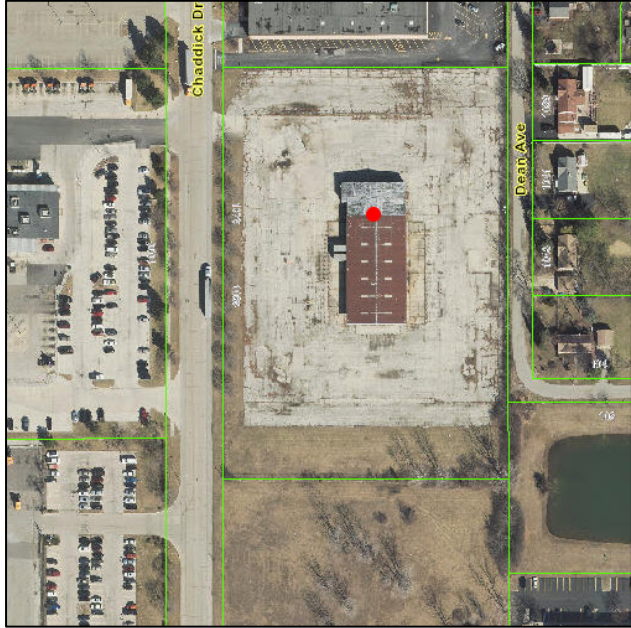
VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. SCBA 19-17
Hidden Valley, 1075 Chaddick Drive

MEETING DATE: June 13, 2019

REQUESTED ACTION: Appearance Approval of a Freestanding Sign

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant:	Michael Polivka, Corporate Sign Systems
Existing Use of Property:	Industrial warehouse
Existing Zoning:	I-3, General Industrial District
Zoning History:	Ordinance 5073, Site Plan and Building Appearance Approval for a Warehouse Development (Docket No. PC 17-1), approved February 6, 2017.

SUMMARY OF REQUEST

The petitioner requests appearance approval for the installation of a new freestanding sign located along Chaddick Drive for the Hidden Valley Manufacturing Company, which occupies the northern half of the two-unit industrial warehouse building.

SIGN ANALYSIS

Freestanding Sign: The attached sign renderings and details are provided to describe the proposed freestanding sign. The sign is proposed to be located along Chaddick Drive, 125' south of the northern driveway into the property. The sign will be oriented parallel to the road, resulting in a single-sided sign. There will be no illumination of the sign.

The following table identifies permitted and proposed sign dimensions:

Permitted Freestanding Sign Area (max)	Proposed Sign Area	Maximum Freestanding Sign Height	Proposed Sign Height
100 sq. ft.	30 sq. ft.	20'	5'

Since the sign location is proposed at 125' south of the northern drive, the location places the sign further south of the property that could create future problems for the other tenant in locating a second freestanding sign in compliance with the code. Since the property is greater than 2 acres, an additional freestanding sign may be permitted, but must be located at least 300' from the other freestanding sign on the same lot. To avoid creating unnecessary challenges for the second tenant in installing their own freestanding sign, staff recommends that the sign be shifted north (closer to the northern driveway).

Landscaping: A landscape plan is provided for the plantings at the base of the freestanding sign. The proposed landscape plan meet the species mix requirements of the Sign Code. The plan includes dwarf evergreens and winter interest (dwarf yews and compact juniper), deciduous shrubs and flowering perennials (daffodils, purple asters, and moonbeam coreopsis).

STAFF REVIEW

Staff Recommended Action: Staff recommends approval of the freestanding sign, subject to the condition that the freestanding sign location is shifted further north to be shown on a revised site plan prior to permit issuance.

* * * * *

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

Approve Docket No. SCBA 19-12 to permit the installation of a freestanding sign in accordance with Hidden Valley monument sign plans prepared by Corporate Sign Systems Inc. (5 sheets total), dated February 11, 2019, for Hidden Valley, located at 1075 Chaddick Drive, and subject to the following condition of approval:

1. The freestanding sign location shall be shifted further north to be shown on a revised site plan prior to permit issuance.

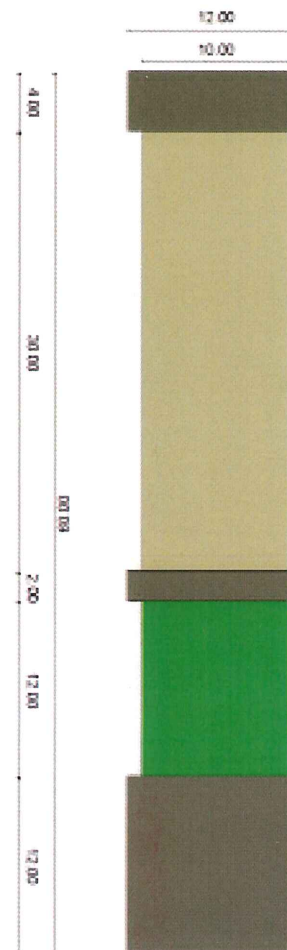
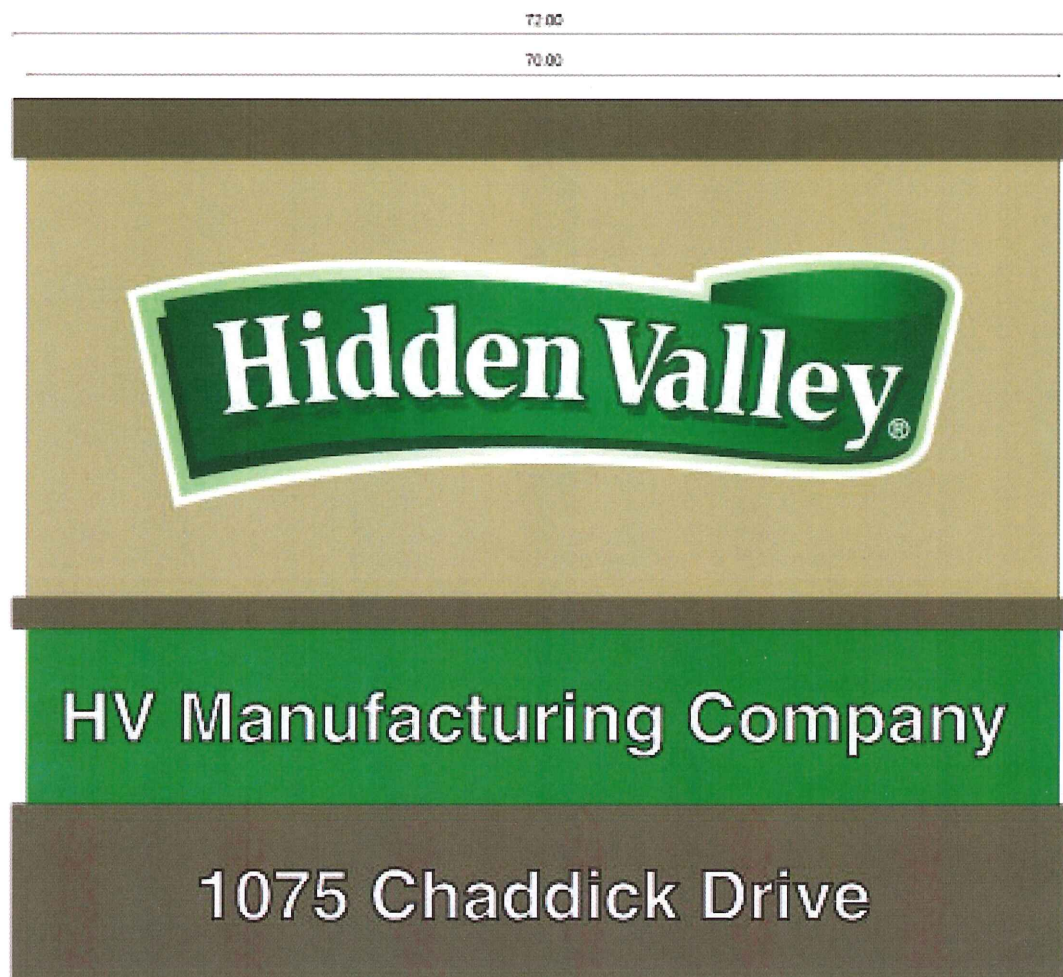
ATTACHMENTS:

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

[Hidden Valley Sign Plans \(5 sheets total\)](#)

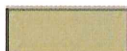


Existing conditions of subject unit (looking east)

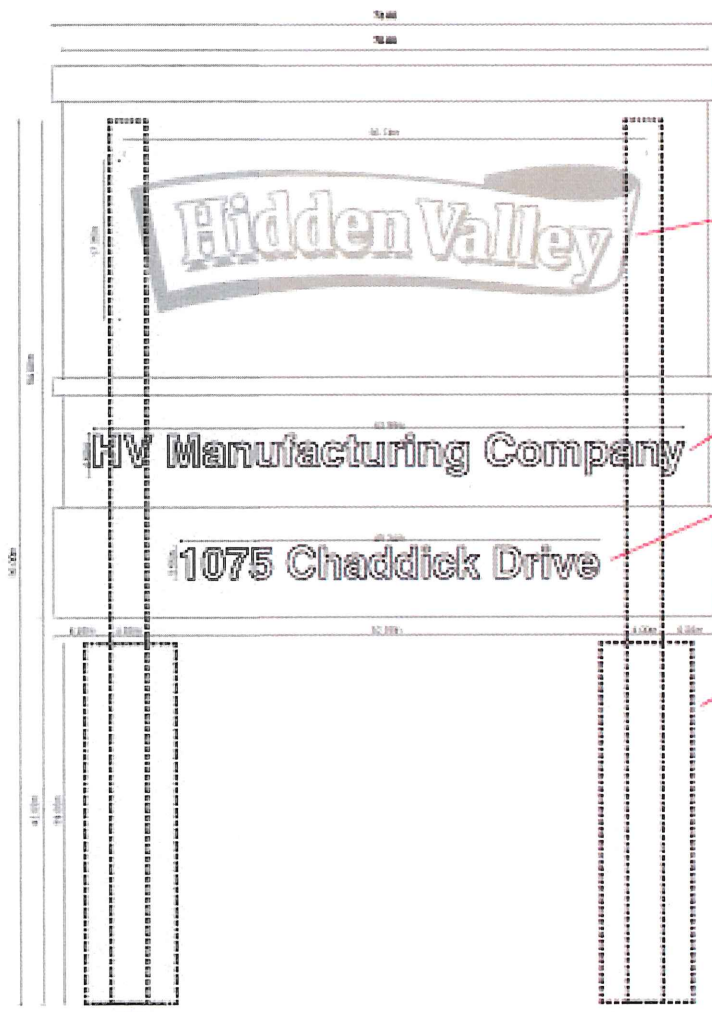


**Fabricated Aluminum
Saddle Mount
Monument Sign**

PAINT COLORS:

	#877C59
	#C3BF8B
	#009B37

 Corporate Sign Systems Inc. 900 Central Ave. Roselle, IL 60172 P: 847.882.6100	HIDDEN VALLEY NEW MONUMENT SIGN 1075 CHADDICK DRIVE. WHEELING, IL 60090 PERMIT APPLICATION	SUBMISSION 1 PERMIT DRAWINGS Original Date: 2/11/19 Submission Date: 5/8/19 Drawing #: 1.1 Page 1	Client Approval	Sales Rep: Mike Polivka Design By: CSS
				Scale of Actual 8%



Single Sided Monument
 * NON-ILLUMINATED
 * Fabricated from Aluminum

"Hidden Valley" Logo:
 56.74" Wide x 17.35" Tall
 Color Printed Vinyl - Plot Cut
 Applied directly to face

"HV Manufacturing Company"
 63.99" Wide x 4.60" Tall
 White Vinyl - Plot Cut
 Applied directly to face

"1075 Chaddick Drive"
 45.34" Wide x 3.55" Tall
 White Vinyl - Plot Cut
 Applied directly to face

4" x 4" Aluminum Posts
 * Set into ground 42" Deep
 * Concrete will be added for
 locking post in place.

TOTAL SQ. FT.
 72" Wide x 60" Tall x 12" Depth
 = 30 SQ. FT.



Corporate Sign Systems Inc.
 900 Central Ave. Roselle, IL 60172
 P: 847.882.6100

**HIDDEN VALLEY
 NEW MONUMENT SIGN**

**1075 CHADDICK DRIVE.
 WHEELING, IL 60090**

PERMIT APPLICATION

**SUBMISSION 1
 PERMIT DRAWINGS**
 Original Date: 2/11/19
 Submission Date: 5/8/19
 Drawing #: 2.1
 Page 2

Client Approval

Sales Rep:
 Mike Polivka
Design By:
 CSS

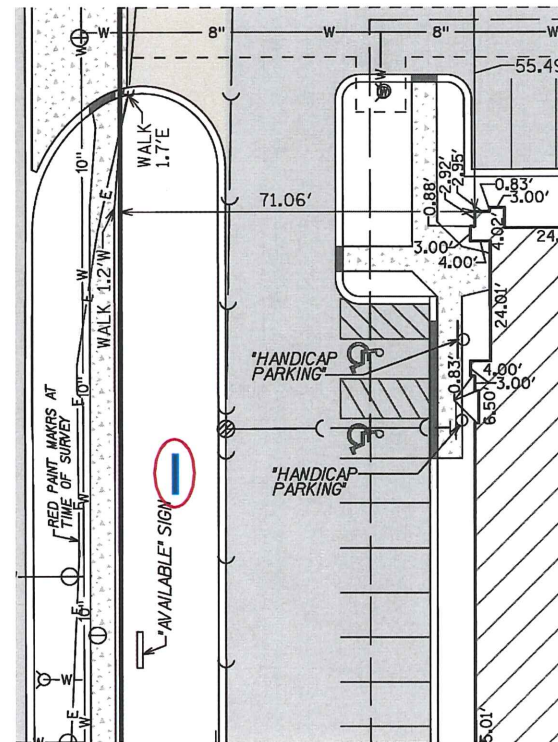
Scale of Actual
 5%



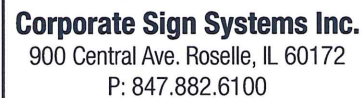
Monument will be located on the West side of the lot,
approximately 125' from the Northern drive lane:

- * 125' South from Northern Drive Lane ————
- * 8' West of Parking Lot ————
- * 10' From Sidewalk to West ————

 Corporate Sign Systems Inc. 900 Central Ave. Roselle, IL 60172 P: 847.882.6100	HIDDEN VALLEY NEW MONUMENT SIGN 1075 CHADDICK DRIVE. WHEELING, IL 60090 PERMIT APPLICATION	SUBMISSION 1 PERMIT DRAWINGS Original Date: 2/11/19 Submission Date: 5/8/19 Drawing #: 3.1 Page 3	_____ Client Approval	Sales Rep: Mike Polivka Design By: CSS Scale of Actual
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PLAT OF SURVEY:
SIGN LOCATION IN BLUE
* 125' South from Northern Drive
Lane
* 8' West of Parking Lot
\$* 10' From Sidewalk to West



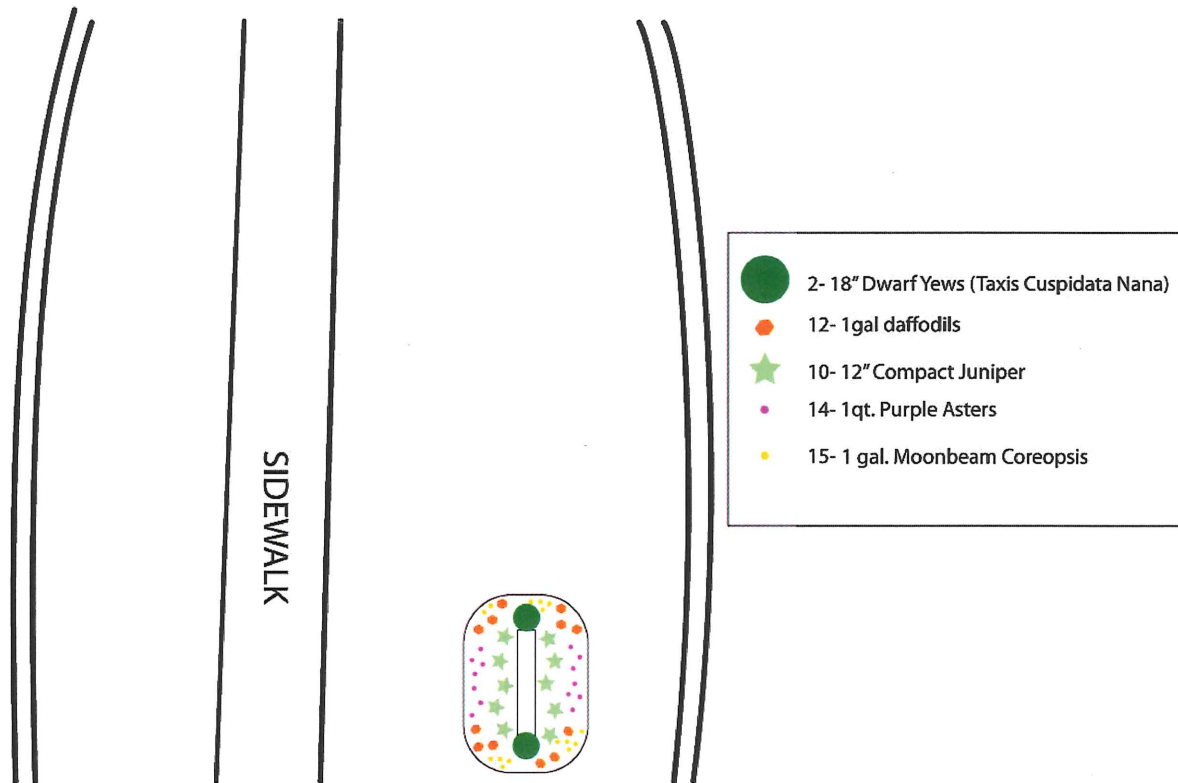
PERMIT APPLICATION

SUBMISSION 1
PERMIT DRAWINGS
Original Date: 2/11/19
Submission Date: 5/8/19
Drawing #: 4.1
Page 4

Sales Rep:
Mike Polivka
Design By:
CSS

Scale of Actual

Client Approval



- o Low plants in front of the sign – so address is visible
- o 30% Evergreen / winter interest, 10% deciduous shrubs, and 40% flowering perennials or annuals

 Corporate Sign Systems Inc. 900 Central Ave. Roselle, IL 60172 P: 847.882.6100	HIDDEN VALLEY NEW MONUMENT SIGN 1075 CHADDICK DRIVE. WHEELING, IL 60090 PERMIT APPLICATION	SUBMISSION 1 PERMIT DRAWINGS Original Date: 2/11/19 Submission Date: 5/8/19 Drawing #: 5.1 Page 5	_____ Client Approval	Sales Rep: Mike Polivka Design By: CSS Scale of Actual
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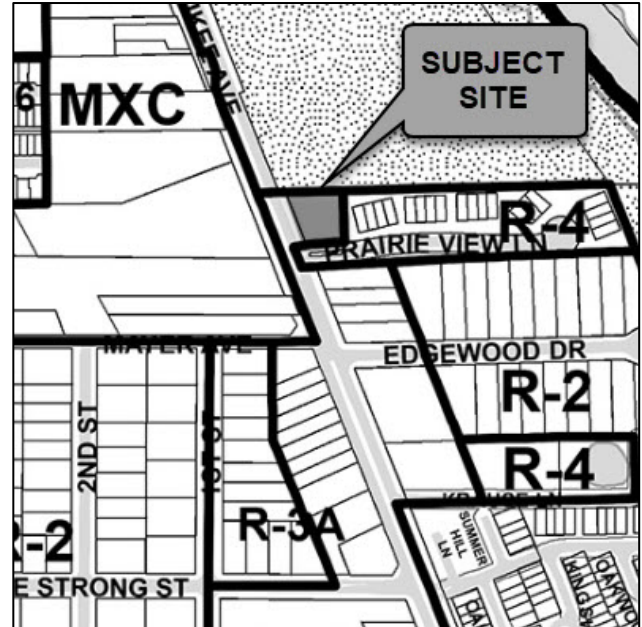
VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. SCBA 19-18
Stavros Law Offices, 433 N. Milwaukee Avenue

MEETING DATE: June 13, 2019

REQUESTED ACTION: Appearance Approval of a Wall Sign

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant:	Mike Williams, Saturn Signs
Existing Use of Property:	Professional office
Existing Zoning:	B-3, General Commercial and Office District
Zoning History:	None

SUMMARY OF REQUEST

The petitioner requests appearance approval for a new wall sign associated with the current law office, Stavros Law Offices.

SIGN ANALYSIS

The attached sign renderings and details are provided to describe the proposed wall sign. The proposed wall sign will be located on the south façade of the building, facing Prairie View Lane, which is the only vehicular access to the site. The sign will be non-illuminated and consists of an aluminum pan panel in black. ½" thick raised acrylic white letters will

be mounted to the metal panel, which will provide dimension to the sign lettering. There are no changes proposed to the existing freestanding sign.

The following table identifies permitted and proposed sign dimensions:

Permitted Wall Sign Area (max)	Proposed Sign Area
37.5 sq. ft.	29.25 sq. ft.

STAFF REVIEW

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

* * * * *

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

Approve Docket No. SCBA 19-18 to permit the installation of a wall sign in accordance with sign plans prepared for Stavros Law Offices (2 sheets total), located at 433 N. Milwaukee Avenue.

ATTACHMENTS:

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

[Stavros Law Offices Sign Plans \(2 sheets total\)](#)

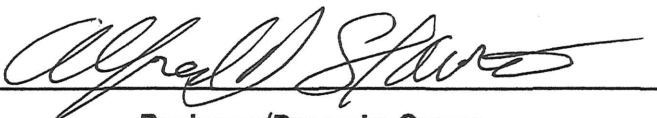


Existing conditions of subject property (looking north from Prairie View Ln)

433 N. Milwaukee Ave. Wheeling Il. 60090

Non Illuminated Wall Sign 29.25 Sq. Ft.




Business/Property Owner

.063 x 1-1/2" Deep Pre Finished Duranodic Aluminum Pan Formed Panel

117"

36"

STAVROS

LAW OFFICES

1/2" Thick White Flat Cut-Out Acrylic with Grey Vinyl Highlights

20-1/2"

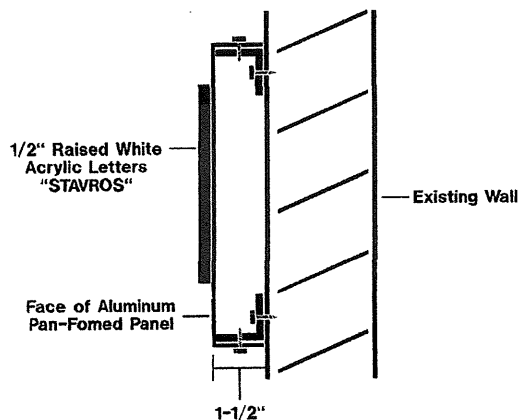
STAVROS

LAW OFFICES

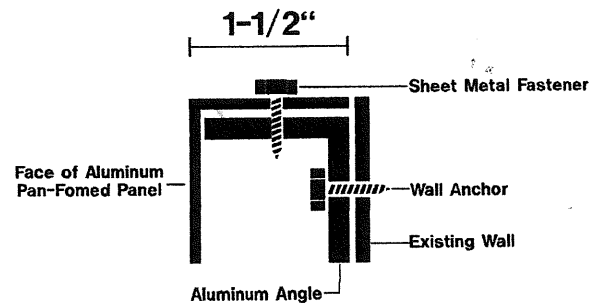
15"

Flat Vinyl Copy

Mounting Method



Fastening Detail




Business/Property Owner

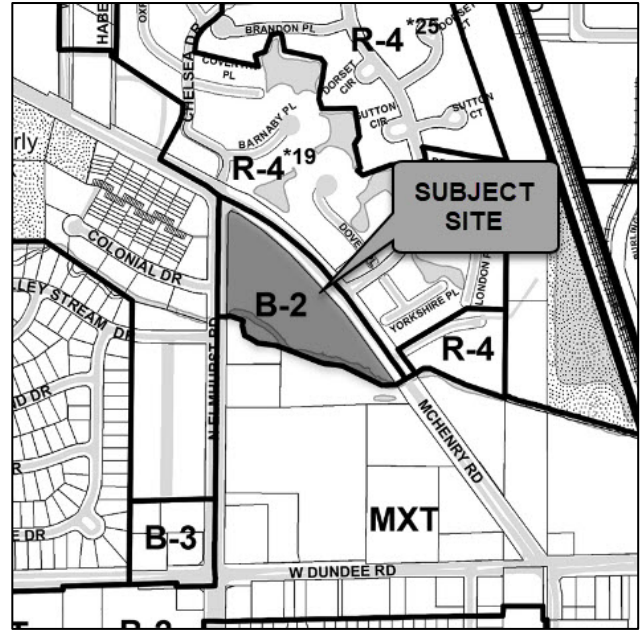
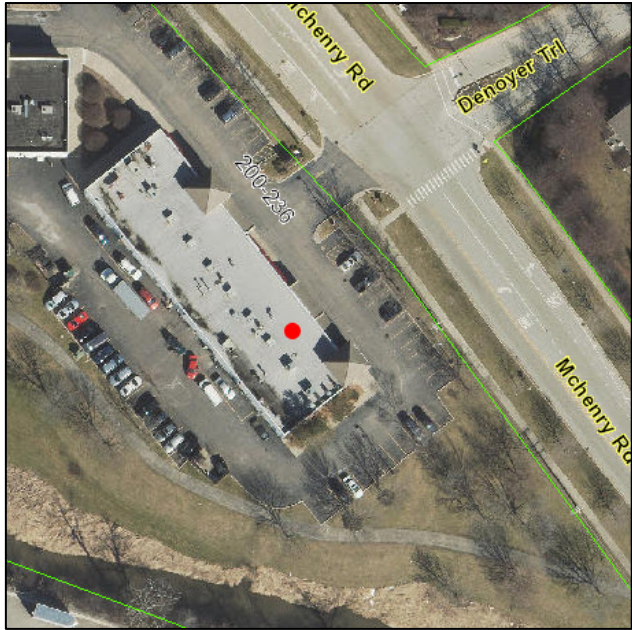
VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. SCBA 19-19
Pappanino Pizza, 208 McHenry Rd

MEETING DATE: June 13, 2019

REQUESTED ACTION: Appearance Approval of a Wall Sign

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant:	Nico Mule, Pappanino Pizza
Existing Use of Property:	Sit-Down Restaurant (formerly Wapaghetti's Pizza)
Existing Zoning:	B-2, Neighborhood Commercial District
Zoning History:	Ordinance No. 2761, Special Use for a carry-out and sit-down restaurant (Docket No. 1991-28) for Wapaghetti's Pizza, approved December 2, 1991

SUMMARY OF REQUEST

The petitioner requests appearance approval for a new wall sign associated with a new sit-down restaurant, Pappanino Pizza, which will be located in the former Wapaghetti's Pizza space, located at 208 McHenry Road.

SIGN ANALYSIS

The attached sign renderings and details are provided to describe the proposed wall sign. The wall sign will consists of individual, internally illuminated, letters that will be mounted to a raceway and installed on the building façade above the customer entrance to the restaurant. The sign will consists of stylized letters for “Pappanino” in a green color and red lettering for “Pizza”.

The following table identifies permitted and proposed sign dimensions:

Permitted Wall Sign Area (max)	Proposed Sign Area
53 sq. ft.	24 sq. ft.

STAFF REVIEW

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

* * * * *

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

Approve Docket No. SCBA 19-19 to permit the installation of a wall sign in accordance with sign plans prepared for Pappanino Pizza (3 sheets total) for Pappanino Pizza, located at 208 McHenry Road.

ATTACHMENTS:

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

[Pappanino Pizza Sign Plans \(3 sheets total\)](#)



Existing conditions of subject unit (looking northwest)

PAPPANINO PIZZA

Open 24
Hours

LAVE AQUI
SECADA GRATIS

PAPPANINO PIZZA

PAPPANINO PIZZA

NO
OPEN
FIRE

Disconnect



120V
3 wire

PAPPANINO PIZZA

12'

2'

Approved 5-13-19
[Signature] mgr
Cresida Pappanino PCC



12'
← LENGTH →

120 VOLT
DIGITAL LIGHTS
LED

Approved 5-13-19
[Signature] MGR
Crisis Partnership
WC

2' HEIGHT

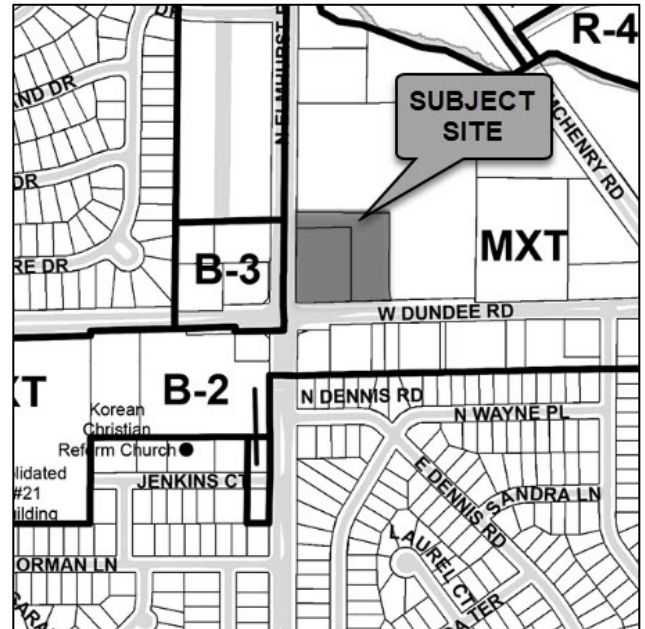
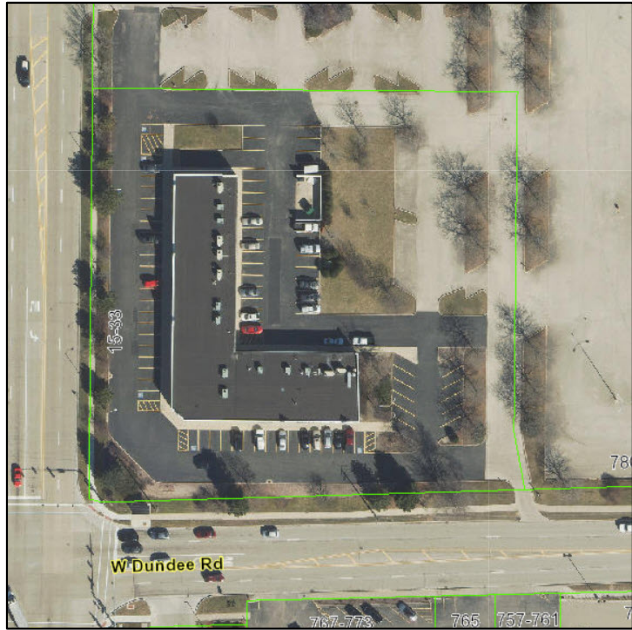
VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. 2019-12
4 Ever Dance Fitness LLC, 15 N. Elmhurst Road

MEETING DATE: June 13, 2019

REQUESTED ACTION: Special Use for Recreational and Instructional Facility

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant:	Sandra Jimenez and Margarita Hernandez
Property size:	2.5 acres (109,982 sq. ft.) 15,000 sq. ft. building
Neighboring Property Land Use(s):	North: Commercial (former K-Mart property) West: Commercial (former K-Mart property) South: Commercial/Dundee Road East: Commercial/N. Elmhurst Road
Existing Use of Property:	Multi-tenant commercial building
Existing Zoning:	MXT Transit Oriented Mixed Use District
Comprehensive Plan Designation:	Transit oriented mixed use
Zoning History:	None

SUMMARY OF REQUEST

This item was originally scheduled for a public hearing at the April 25th Plan Commission. However, public notice was not provided in accordance with the Wheeling Municipal Code and the Plan Commission continued the hearing to May 9th. As the required public notice was not conducted in time for the May 9th meeting, this item was again continued to the June 13th Plan Commission meeting in order to allow the petitioner time to provide sufficient notice as required by the Zoning Code. Compliant notification was provided for the June 13th meeting.

The petitioner, 4 Ever Dance Fitness LLC, requests special use approval for a recreational and instructional facility at 15 N. Elmhurst Road to operate instructional group fitness classes, such as Zumba.

USE ANALYSIS

The Zoning Code allows for personal and instructional facilities (small) as a permitted use in the MXT District, but classes cannot exceed a combined occupancy of no more than 12 participants/students and employees at a given time. A business license was issued to the petitioner last December for a small personal and instructional facility at the subject location, with the limitation of not more than 12 people at one time. The petitioner is now seeking to increase their class sizes beyond the code limit of 12 people to 26 participants. Any increase beyond 12 participants requires a special use in the MXT District.

The personal and instructional facility is consistent with the adjacent mix of commercial uses and the Comprehensive Plan land use designation of transit oriented mixed use, which envisions a mix of retail, service, and residential use near a town center.

Staff has received noise complaints from neighboring tenants regarding loud music associated with the fitness classes. While the noise complaints are not directly connected to the number of participants, such impacts are reasons for the special use review and to ensure the proposed use will not create a nuisance. In similar scenarios where a use that generates noise will be located next to a quieter use (ex: a daycare next door to an office), the Village has required the installation of sound proofing wall/panel system be installed on the shared wall to provide the necessary noise abatement controls. Due to the noise complaints, staff recommends a condition be added that requires the petitioner to install sound proofing on the shared tenant walls, subject to Village staff review and approval prior to the issuance of a business license allowing for the increase in participants.

Standards for Special Use: Following are the petitioner's responses (*in italics*) to the standards for special use. (Any staff comments follow the petitioner's response)

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

"Our business will promote health and fitness. Our goal is to attract and motivate people to establish a more healthy life style."

The proposed use is consistent with the MXT District and Comprehensive Plan land use designation.

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

"Our special use will not alter in anyway or disturb the neighbors. Our business will attract more costumers for the plaza and will benefit our business neighbors."

While the recreational and instructional use will not alter the commercial character of the center, staff has received noise complaints from the neighboring tenants of the center, which noise abatement measures should be required (such as sound proofing the walls) to minimize disruptions to the mix of commercial uses in the center,.

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

"Our location has about 2,300 square feet wich allows for plenty space for between 23-26 per class. It will not cause any conflicts to the property. Our business is 100% free of smoke and alcoholic substances and it is 100% free of any odors. Our class requires music and will play at a level that will not disturb our business neighbors."

The proposed use will occupy an existing commercial tenant space in the center, no external changes are proposed to the property.

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

"Our location will not have a negative impact in any way to the land. Our business is an indoor activity and will only use appropriate space for parking of the members."

The proposed use will occupy an existing commercial tenant space in the center, no external changes are proposed to the property.

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

"There is plenty of parking space for all the businessess of the plaza."

The existing parking spaces and parking lot are sufficient for the proposed use and for the center as a whole.

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

"No exceptions apply."

The subject space is currently be used for a recreational and instructional facility (small), this request would allow an increase in the number of participants from 12 to 26.

SITE ANALYSIS

Site Plan: The existing site and tenant space will remain unchanged.

Building Elevations: No external changes are proposed.

Floor Plan: The attached floor plan is for illustrative purposes. Building code compliance and occupancy will be verified at building permit review.

Parking/Access: The following parking table identifies required and proposed parking based on the number of participants and employees:

Parking Required	Parking Provided	Parking Deficit/Surplus
12 (26 participants + 3 employees)	79 (includes 5 ADA spaces)	N/A (total parking is shared amongst tenants at site)

STAFF REVIEW

Fire Department Review: There are no Fire Department review comments.

Engineering Division Review: There are no Engineering Division review comments.

Health Division Review: There are no Health Division comments.

Staff Recommended Action: Staff recommends approval of the special use, subject to the following conditions:

1. The number of participants shall not exceed 26 people at any one time.
2. Prior to the issuance of a business license allowing for the increase in participants beyond 12 people, sound proofing shall be installed on the shared tenant walls, subject to Village staff review and approval.

*** * * * ***

If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of a special use, an appropriate motion would be to:

Recommend approval of Docket No. 2019-12, granting Special Use, as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05 Mixed use and Overlay Districts, Chapter 19-10 Use Regulations, and associated sections, in order to permit a recreation and instruction facility located at 15 N. Elmhurst Road, and with the following conditions of approval:

1. The number of participants shall not exceed 26 people at any one time.
2. Prior to the issuance of a business license allowing for the increase in participants beyond 12 people, sound proofing shall be installed on the shared tenant walls, subject to Village staff review and approval.

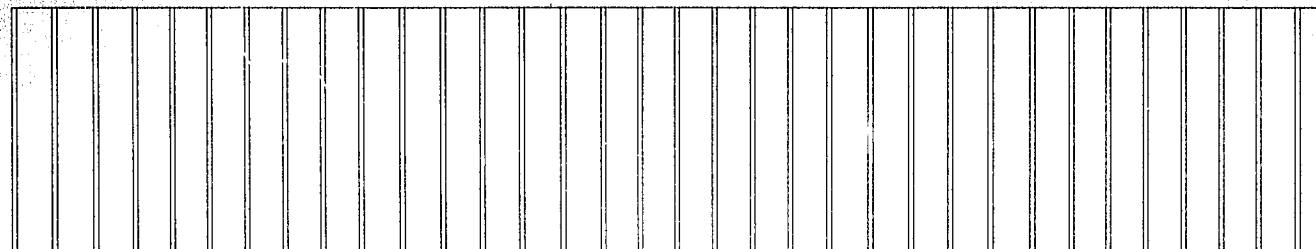
ATTACHMENTS:

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

[Floor plan \(from 2000 building permit creating tenant space\)](#)



Existing conditions of subject unit (looking east)

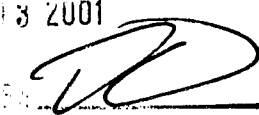


Partition wall
Steel Studs 16"oc
8' tall
existing ceiling is 10' tall
1/2" Drywall - or 5/8" Drywall

East Meets West International
15 N Elmhurst Rd.
Wheeling, IL 60090
847-459-5660

REVIEWED FOR BUILDING AND ZONING
(EXCEPT AS NOTED)
VILLAGE OF WHEELING, IL

JAN 03 2001

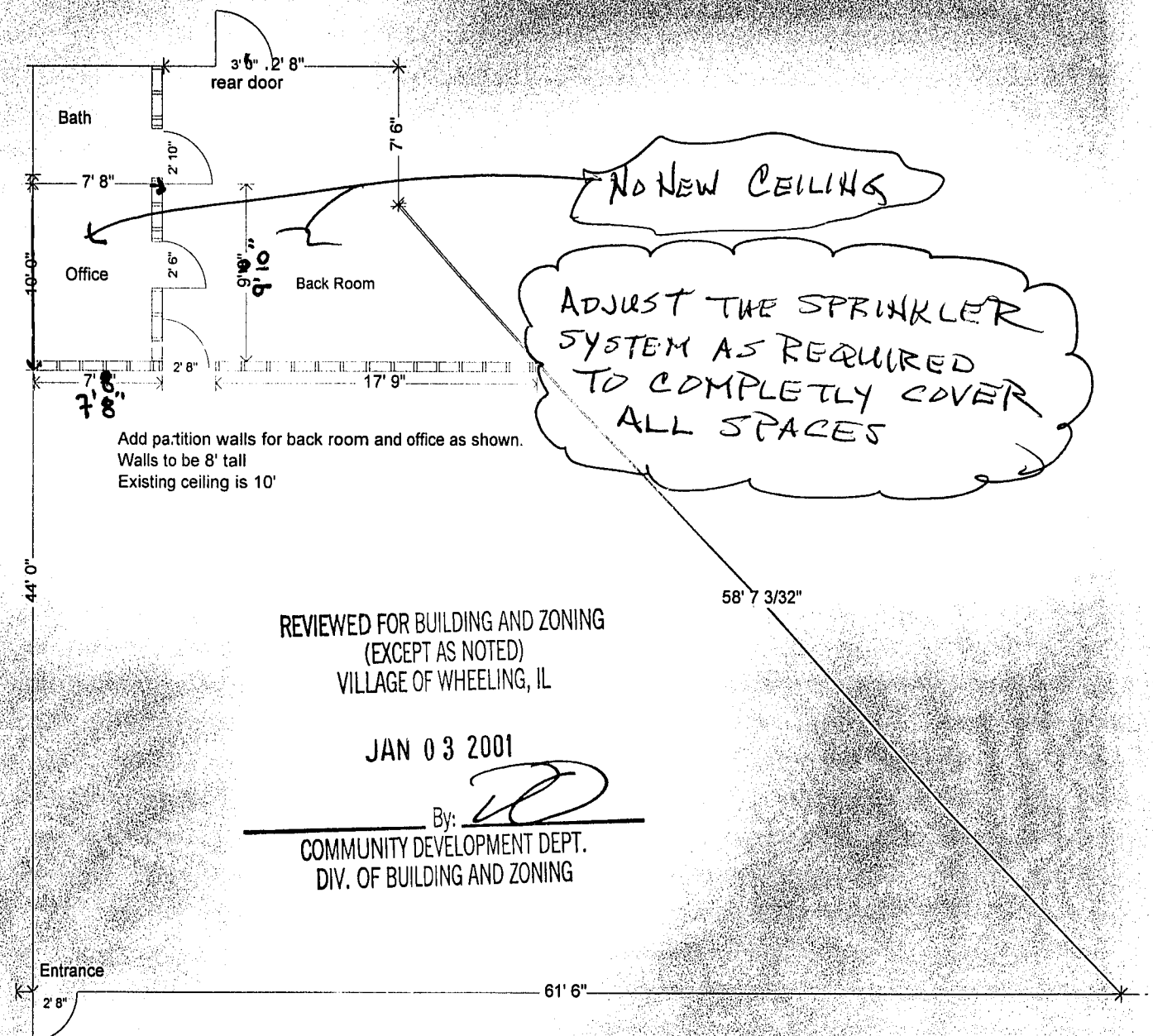
By: 
COMMUNITY DEVELOPMENT DEPT.
DIV. OF BUILDING AND ZONING

15 N. ELMHURST

RECEIVED

DEC 13 2000

COMMUNITY DEVELOPMENT DEPT.



15 N. ELMHURST

RECEIVED

DEC 13 2000

COMMUNITY DEVELOPMENT DEPT.

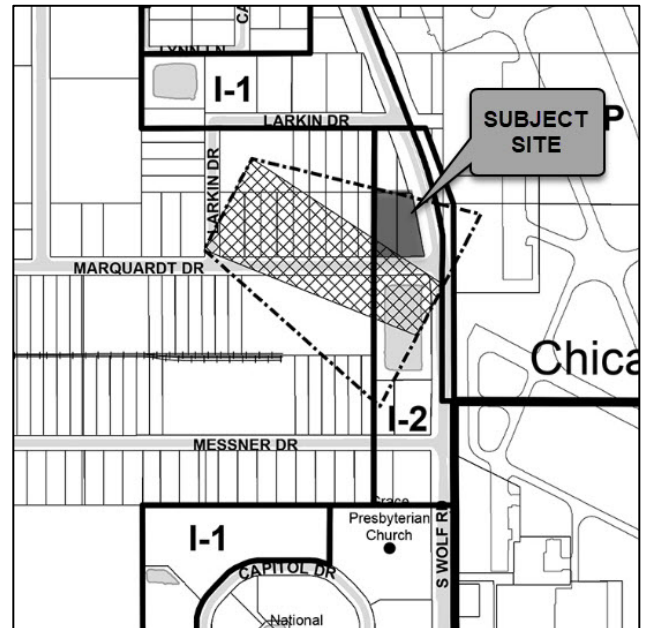
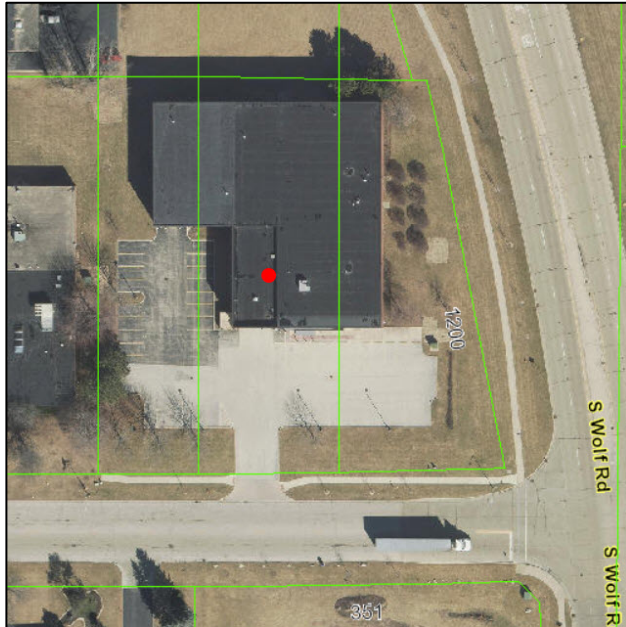
VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. PC 19-11
Senju America, 1200 S. Wolf Road

MEETING DATE: June 13, 2019

REQUESTED ACTION: Minor Site Plan and Appearance Approval of External Equipment

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant:	Jeff Musielewicz, Peak Construction
Property size:	1.70 acres (74,020 sq. ft.) 21,782 sq. ft. building
Neighboring Property Land Use(s):	North: Vacant land West: Industrial South: Industrial/Marquardt Drive East: Chicago Executive Airport/Wolf Road
Existing Use of Property:	Industrial building
Existing Zoning:	I-2, Limited Industrial District
Comprehensive Plan Designation:	Industrial
Zoning History:	PC 07-13, Site Plan and Appearance Approval for a 4,977 sq. ft. building addition, approved July 12, 2007

SUMMARY OF REQUEST

The petitioner, Peak Construction, contractor for the property owner Senju America, requests minor site plan and appearance approval for the installation of two exterior equipment tanks and associated fence enclosure area, located immediately west of the building and north of existing trash enclosure area.

SITE ANALYSIS

Site Plan: In general, the existing site layout will remain largely unchanged. An existing open lawn area in between the west building facade and the parking lot will be used to install a concrete slab to accommodate an 18' tall nitrogen tank and a 23'-10 ½" tall vaporizer tank necessary for the solder powder manufacturing process for the new owner of the former Grainger building, Senju America. The new equipment area will be located immediately north of an existing trash enclosure area.

Building Elevations: The attached elevation plans are provided to describe the proposed external equipment tanks. While there are no proposed changes to the building's exterior, the new external equipment tanks will be visible from Marquardt Drive (south) and from the west. The tallest equipment, the vaporizer tank, will be below the height of the building which is 28' tall. The tanks will not be visible from Wolf Road, as the location is within a recessed area of the building's footprint. Staff has verified with the Chicago Executive Airport's consultant engineer that the new equipment will not create any interference or conflict with the nearby runway functions.

Parking/Access: No changes are proposed to the existing parking lot or access to the property.

Landscaping: No additional landscaping is proposed.

Equipment Enclosure: A 6' tall chain link fence is proposed to enclose the equipment area, which will be 3-sided since the western building wall will serve as the remaining enclosure wall. The fence will include plastic privacy slats in "redwood" color to match the color of the brick building wall.

Protective bollards will be installed between the fence enclosure and parking lot to serve as added protection from the adjoining parking spaces.

STAFF REVIEW

Fire Department Review: There are no Fire Department review comments.

Engineering Division Review: There are no Engineering Division review comments.

Staff Recommended Action: Staff recommends approval of the minor site plan and appearance approval.

* * * * *

If the Plan Commission finds that the minor site plan and appearance of the external equipment for Senju America is acceptable, an appropriate motion would be to:

Approve Docket No. PC 19-11, granting minor site plan and appearance approval, as required under Title 19, Zoning, of the Wheeling Municipal Code and Chapter 19-12, Site Plan and Building Appearance Approval Requirements, in order to install external equipment for Senju America, 1200 S. Wolf Road, in accordance with the following exhibits:

- Project description letter, dated April 16, 2019
- Architectural Site plan, dated April 15, 2019
- Exterior Elevations, dated April 15, 2019
- Details, dated April 15, 2019

ATTACHMENTS:

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

[Project description letter](#)

[Survey](#)

[Architectural Site plan](#)

[Exterior Elevations](#)

[Details](#)

[Proposed Equipment Photos \(petitioner\)](#)



Existing conditions of subject property (looking north from Marquardt Dr)



Existing conditions of subject property (looking northeast)



Existing conditions of subject property (looking east)



Existing conditions of subject property (looking north)

April 16, 2019



Mr. Steve Robles, AICP
Assistant Director of Community Development
Village of Wheeling
Community Development Department
2 Community Boulevard
Wheeling, Illinois 60090

Dear Mr. Robles:

I am writing this Project Description Letter on behalf of Senju America, Inc. in regards to the proposed project at 1200 S. Wolf Road. Senju would like to place a liquid nitrogen tank and evaporator in an enclosed area next to the building. Along with this letter I am submitting applications and documents for a Basic Plan Review, a Minor Site Plan Review and a Building Appearance Review, as requested by the Village of Wheeling.

The 1200 S. Wolf Road facility will be staffed with five (5) employees, including management personnel and will operate with workers at the facility during the hours of 9:00 am to 5:50 pm, with the possibility of management personnel being there beyond this time frame. There are no vehicles planned to be left on site other than a forklift, which will be housed inside the building.

The proposed facility is a solder powder manufacturing facility owned by Senju America, Inc., which is a subsidiary of Senju Metal Industry Co., Ltd. (SMIC) located in Japan. SMIC is a leading soldering material and soldering equipment manufacturer and has several manufacturing facilities around the world. In the United States, another subsidiary of SMIC, Senju Comtek Corp., produces soldering paste materials in plants located in San Jose, California and Mundelein, Illinois. A raw material of the soldering paste manufactured at these facilities is the solder powder which will be manufactured at the proposed facility on Wolf Road. The powder that is manufactured at this facility will only be utilized at the Senju Comtek Corp. facility located in Mundelein.

The nitrogen tank and evaporator are necessary to the solder powder manufacturing process. Nitrogen gas is fed from the tank through process piping into the manufacturing equipment. Nitrogen gas purges air (oxygen) and helps to make the solder powder spherical as well as preventing oxidation of the surface of the solder spheres (solder powder). The amount of nitrogen gas allowed into the manufacturing line is automatically controlled. The solder powder is manufactured through completely sealed and nitrogen filled production equipment.

The nitrogen, tank and evaporator will all be owned and supplied by Praxair. Praxair will be fully responsible for the preventative maintenance and repair of this equipment. Praxair will have a preventative maintenance program in place for the equipment; however, the equipment will be visually inspected on a daily basis by Senju America, Inc. The proposed nitrogen tank is capable of holding up to 3,000 gallons of liquid nitrogen, which is estimated to be the average amount utilized per month during the manufacturing process at peak production.

The equipment is proposed to be housed behind an existing trash enclosure, inside of a fenced area. The fence is proposed to be a 6' high chain link with plastic privacy slats. The equipment will be placed on a concrete pad, specifically designed for this equipment. The area will also be protected by concrete filled steel bollards placed around the fenced area.

Also included in the approval submittal package, along with this letter, will be the Basic Plan Review Submittal Application Forms A1 and A2, and a current Plat of Survey; a Site Plan Review Submittal drawing indicating property lines, parking areas, building footprints, trash enclosure and location of proposed equipment; and a Building Appearance Review Submittal drawing which includes elevation views of the building and proposed equipment, dimensioned and scaled, with pertinent existing and proposed new items labeled. Lastly, a detail sheet will be included showing the specifications for the proposed new equipment.

Senju America, Inc.

April 17, 2019

Page 2

I hope that you find all of this information sufficient for your review and approval of the proposed project. I know that Senju America, Inc. is very anxious to begin their operation as well as their relationship with the Village of Wheeling. Please contact me if you require any additional information regarding this matter. I thank very much for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Musielewicz', with a stylized flourish extending to the right.

Jeff Musielewicz
Project Manager
Peak Construction Corporation



Commercial Real Estate
Due Diligence Management
3465 South Arlington Rd Suite E#183
Akron, OH 44312
866.290.8121
www.amnational.net

ALTA/NSPS Land Title Survey

1200 S Wolf Road

1200 S. Wolf Road,
Wheeling, IL 60090
County of Cook

Surveyor's Certification

To: Senju Comtek; Stewart Title Guaranty Company and American National, LLC.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6a, 6b, 7a, 7b1, 7c, 8, 9, 13, 14, 16, 17, 18, 19 and 20 of Table A thereof. The field work was completed on April 6, 2018.



James L. Harpole
Illinois Professional Land Surveyor No. 3190
In the State of Illinois, Expires 11-30-2018
Date of Survey: April 19, 2018
Date of Last Revision: May 10, 2018

THIS PROFESSIONAL SERVICE CONFORMS TO THE
CURRENT ILLINOIS MINIMUM STANDARDS FOR A
BOUNDARY SURVEY.
Network Reference #20180123-1

Survey Performed By:
JLH Land Surveying Inc.
910 Geneva Street
Shorewood, IL 60404
Phone: 815.729.4000
www.jlhsurvey.com

Sheet 1 of 1

Legal Description

LOTS 38, 39 AND 40 IN WHEELING CENTER FOR INDUSTRY UNIT THREE, BEING A SUBDIVISION IN THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPTING THEREFROM THAT PART OF LOT 40 IN WHEELING CENTER FOR INDUSTRY UNIT 3, BEING A SUBDIVISION IN THE NORTHEAST QUARTER AND SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED APRIL 4, 1977 AS DOCUMENT NUMBER 23875151 IN COOK COUNTY, ILLINOIS, DESCRIBED AS BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 40; THENCE NORTH 00 DEGREES 00 MINUTES 07 SECONDS WEST ALONG THE EAST LINE OF SAID LOT 40; A DISTANCE OF 282.30 FEET TO THE NORTHEAST CORNER OF SAID LOT 40; THENCE SOUTH 89 DEGREES 59 MINUTES 08 SECONDS WEST ALONG THE NORTH LINE OF SAID LOT 40; A DISTANCE OF 87.79 FEET; THENCE SOUTH 11 DEGREES 36 MINUTES 47 SECONDS EAST, A DISTANCE OF 288.18 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 40; THENCE NORTH 89 DEGREES 59 MINUTES 12 SECONDS EAST ALONG SAID SOUTH LINE OF LOT 40, A DISTANCE OF 29.79 FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

ABOVE LEGAL DESCRIPTION IS THE PROPERTY DESCRIPTION IN STEWART TITLE GUARANTY COMPANY COMMITMENT NUMBER 18000031483, BEARING AN EFFECTIVE DATE OF MARCH 20, 2018.

FLOOD NOTE:

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE(S) X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL No. 17031C0206J WHICH BEARS AN EFFECTIVE DATE OF 08/19/2008 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA, BY CONTACT DATED 04/19/2018. TO THE NATIONAL FLOOD INSURANCE PROGRAM <http://www.fema.gov/> WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

Legend of Symbols & Abbreviations

Zoning Notes

The Surveyor was provided with the following zoning information. Global Zoning LLC Zoning Report #GZ4733 dated April 10, 2018.

Existing Zoning: (I-3) General Industrial District.

Setbacks:

Front - 50 Feet from Major street; 40 Feet from secondary street; 35 Feet from collector or minor street.
Street Side - 35 Feet.
Interior Side - 17 Feet; 50 Feet across from residential, public parks or schools; 100 Feet abutting residential public parks or schools.
Rear - 17 Feet; 50 Feet across from residential, public parks or schools; 100 Feet abutting residential public parks or schools.

Required Parking: Warehouse: 1 Parking Space per 1,000 Square Feet (Table 19.11.010) Office: 4 Parking Spaces per 1,000 Square Feet.

Maximum Building Height: 40 Feet.

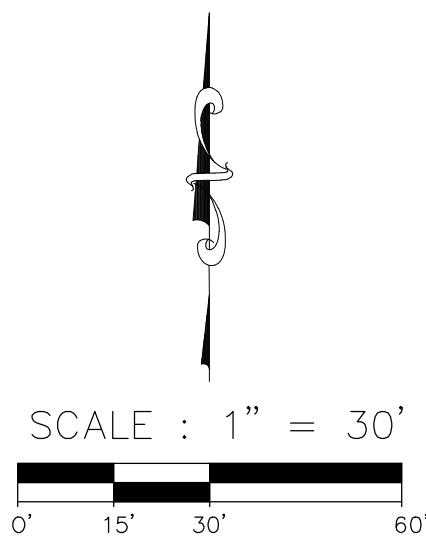
Maximum Density: 50% Lot Coverage; Minimum 25% Green Space.

Minimum Lot Size: 40,000 Square Feet.

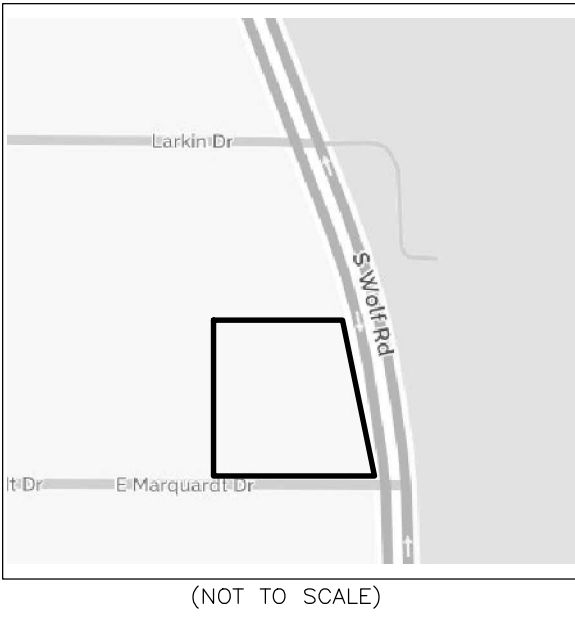
Minimum Lot Width, Frontage and Depth: None Required.

Significant Observations

NONE WERE OBSERVED THEREFORE NONE ARE SHOWN.



Vicinity Map

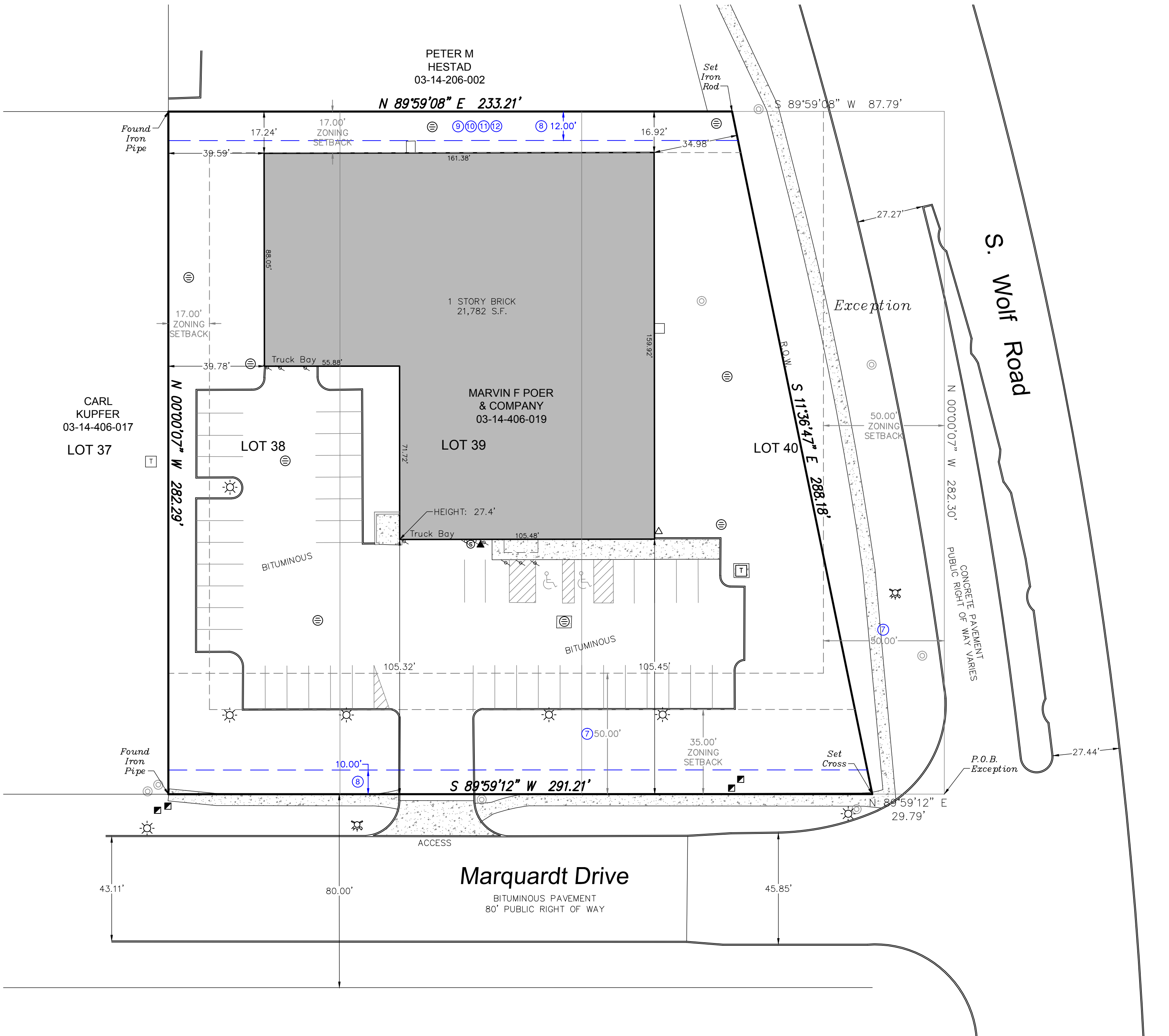


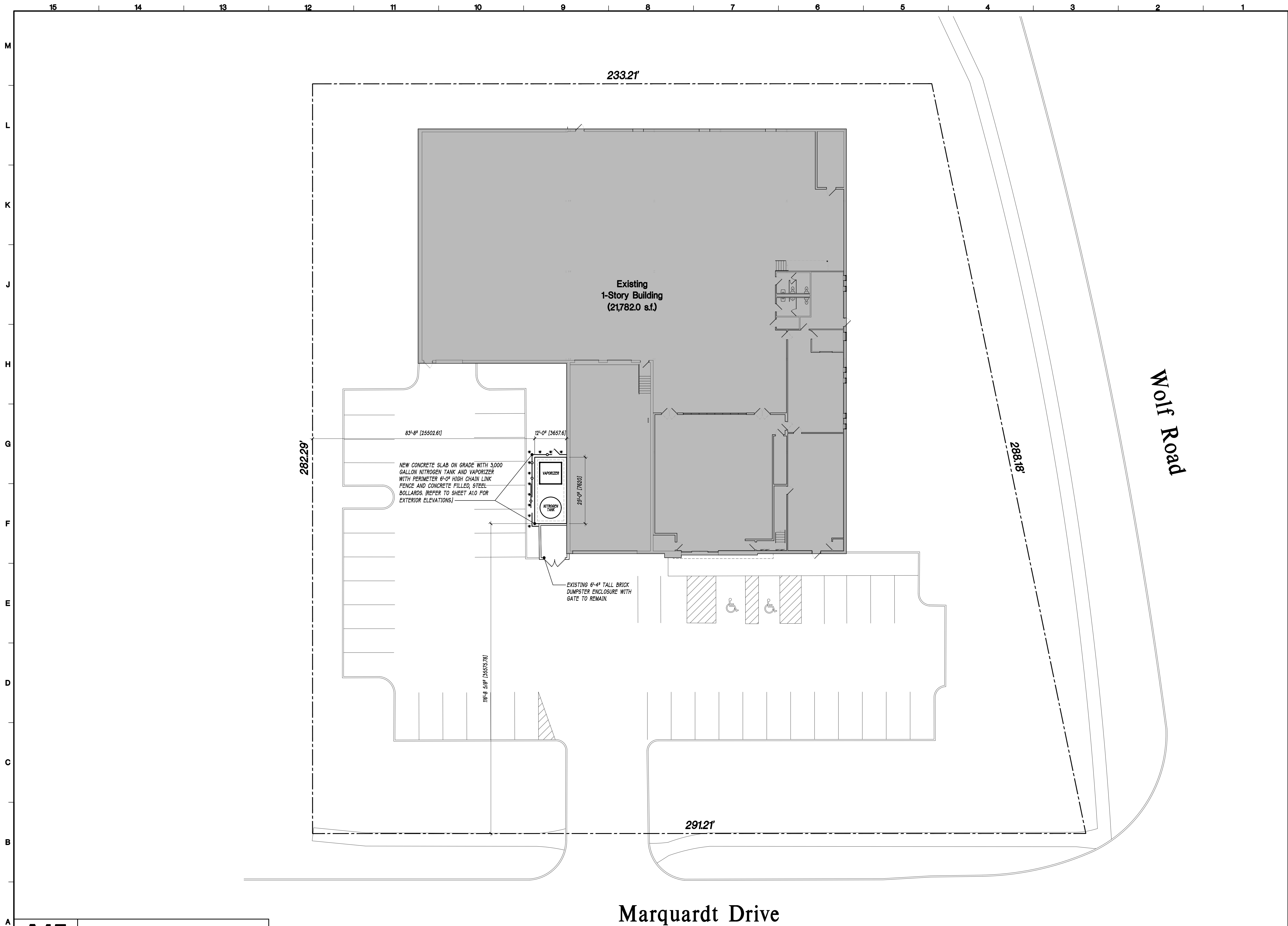
Notes Corresponding to Schedule B

- BUILDING LINES AS SHOWN ON THE PLAT OF WHEELING CENTER FOR INDUSTRY UNIT THREE RECORDED AS DOCUMENT NUMBER 23875152 AND FILED AS LR DOCUMENT NUMBER 2929947, OVER THE FOLLOWING:
THE SOUTH 50 FEET OF LOTS 38 AND 39;
THE SOUTH 50 FEET AND THE EAST 50 FEET OF LOT 40.
ITEM IS PLATTED HEREON.
- EASEMENT FOR PUBLIC UTILITIES AS SHOWN ON THE PLAT OF WHEELING CENTER FOR INDUSTRY UNIT THREE RECORDED AS DOCUMENT NUMBER 23875152 AND FILED AS LR DOCUMENT NUMBER 2929947, OVER THE FOLLOWING:
THE SOUTH 10 FEET AND THE NORTH 12 FEET OF LOTS 38, 39 AND 40.
ITEM IS PLATTED HEREON.
- PARTIAL RELEASE OF EASEMENT BY COMMONWEALTH EDISON COMPANY FILED AS LR DOCUMENT NUMBER 3534058, DISCLAIMING ALL RIGHT, TITLE AND INTEREST IN AND TO THE LAND AND OTHER PROPERTY UNDER AND BY VIRTUE OF THE UTILITY EASEMENT GRANTED ON THE PLAT REGISTERED AS LR DOCUMENT NUMBER 2929947. ITEM IS PLATTED HEREON.
- RELEASE OF EASEMENT BY ILLINOIS BELL TELEPHONE COMPANY FILED AS LR DOCUMENT NUMBER 3534057, OF ALL ITS RIGHTS, TITLE AND INTEREST IN THE LAND UNDER A CERTAIN RIGHT-OF-WAY EASEMENT DATED APRIL 4, 1977 AND REGISTERED AS LR DOCUMENT NUMBER 2929947. ITEM IS PLATTED HEREON.
- DISCLAIMER BY NORTHERN ILLINOIS GAS COMPANY FILED AS LR DOCUMENT NUMBER 3534058, DISCLAIMING ALL RIGHT, TITLE AND INTEREST IT MAY HAVE IN AND TO THE LAND IN QUESTION. ITEM IS PLATTED HEREON.
- RELEASE OF EASEMENT BY THE VILLAGE OF WHEELING FILED AS LR DOCUMENT NUMBER 3534059, OF ALL ITS RIGHT, TITLE AND INTEREST IN THE LAND AND OTHER PROPERTY ACQUIRED BY GRANT AND AS SHOWN ON THE PLAT OF SUBDIVISION FILED AS LR DOCUMENT NUMBER 2929947. ITEM IS PLATTED HEREON.
- DECLARATION OF PROTECTIVE COVENANTS BY CLARENCE W. MARQUARDT, AND ROBERT L. MARQUARDT, CO-EXECUTORS OF THE ESTATE OF CLARENCE W. MARQUARDT, SR. (DECEASED), DATED APRIL 1, 1977 AND FILED APRIL 4, 1977 AS LR DOCUMENT NUMBER 2929948, DECLARING THAT THE PREMISES SHALL BE TRANSFERRED HELD, SOLD AND OCCUPIED SUBJECT TO THE COVENANTS, RESTRICTIONS, RESERVATIONS AND EASEMENTS, ETC., UNDER TERMS, CONDITIONS AND PROVISIONS SET FORTH THEREIN. ITEM IS BLANKET IN NATURE AND IS NOT PLATTED.
- COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED IN THE AGREEMENT MADE BY AND BETWEEN ALLSTATE INSURANCE COMPANY, AN ILLINOIS CORPORATION, CLARENCE W. MARQUARDT, JR., MARY M. MARQUARDT, AND CLARENCE W. MARQUARDT, JR. CONSERVATOR OF THE ESTATE OF C.W. MARQUARDT, DATED FEBRUARY 21, 1975 AND RECORDED MARCH 21, 1975 AS DOCUMENT NUMBER 23028191, RELATING TO CHARGES AND REQUIREMENTS IN CONNECTION WITH TAPPING-IN TO STORM DRAINAGE, SANITARY SEWER, AND WATER LINES.
NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION. ITEM IS BLANKET IN NATURE AND IS NOT PLATTED.
- COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED IN THE RESTRICTIVE COVENANTS AGREEMENT MADE BY AND BETWEEN STATE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 2, 1988 AND KNOWN AS TRUST NUMBER 4155 AND THE VILLAGE OF WHEELING, DATED JUNE 26, 1975 AND RECORDED AUGUST 6, 1975 AS DOCUMENT NUMBER 23177742, PROHIBITING THE USE OF THE LAND FOR AUTOMOBILE DISMANTLING AND TEMPORARY STORAGE OF INOPERATIVE CARS, JUNK YARDS, AND BULK OIL AND GAS STORAGE.
NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION. ITEM IS BLANKET IN NATURE AND IS NOT PLATTED.
- NOTICE OF REQUIREMENTS FOR STORM WATER DETENTION RECORDED OCTOBER 25, 1996 AS DOCUMENT 96752045. ITEM IS NOT ON OR DOES NOT TOUCH SUBJECT PROPERTY.
- DECLARATION OF PROTECTIVE COVENANTS, RESTRICTIONS DATED APRIL 1, 1977 AND RECORDED APRIL 4, 1977 AS DOCUMENT 23875152.
NOTE: CREATES AN ASSOCIATION
CERTIFICATION OF EXTENSION OF RESTRICTIVE COVENANTS RECORDED JULY 06, 2000 AS DOCUMENT 00501518.
CERTIFICATION OF EXTENSION OF RESTRICTIVE COVENANTS RECORDED NOVEMBER 30, 2016 AS DOCUMENT 1633513055.
ITEM IS BLANKET IN NATURE AND IS NOT PLATTED.

General Notes

- MN1 ALL FIELD MEASUREMENTS MATCH RECORD DIMENSIONS WITHIN THE PRECISION REQUIREMENTS OF ALTA/NSPS SPECIFICATIONS.
- MN2 ALL STREETS SHOWN ARE PUBLIC RIGHT OF WAY, UNLESS OTHERWISE NOTED.
- MN3 ASSUMED BEARING: THE NORTH RIGHT OF WAY LINE OF MARQUARDT DRIVE TO BE SOUTH 89 DEGREES 59 MINUTES 12 SECONDS WEST.
- MN4 AT THE TIME OF THIS SURVEY THERE IS NO RECORD OR OBSERVED EVIDENCE OF A CEMETERY OR BURIAL GROUND.
- MN5 AT THE TIME OF THIS SURVEY, THE ADDRESS WAS POSTED AS 1200 S. WOLF ROAD.
- MN6 THE SUBJECT PROPERTY HAS ACCESS TO AND FROM MARQUARDT DRIVE WHICH IS GOVERNED BY THE VILLAGE OF WHEELING.
- MN7 IN REGARDS TO TABLE "A" ITEM 16, AT THE TIME OF THIS SURVEY, THERE WAS NO VISIBLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
- MN8 IN REGARDS TO TABLE "A" ITEM 17, AT THE TIME OF THIS SURVEY, THERE WAS NO RECENT STREET OR SIDEWALK CONSTRUCTION OR PROPOSED RIGHT OF WAY CHANGES PROVIDED.
- MN9 IN REGARDS TO TABLE "A" ITEM 18, AT THE TIME OF THE SURVEY, THERE WAS NO STAKED WETLAND DELINEATION TO REFERENCE ON THIS SURVEY.
- MN10 IN REGARDS TO TABLE "A" ITEM 19, THERE ARE NO OFFSITE EASEMENTS OR SERVITUDES AFFECTING THE SUBJECT PROPERTY REFLECTED IN THE TITLE COMMITMENT OR THAT THE SURVEYOR HAS BEEN MADE AWARE OF.

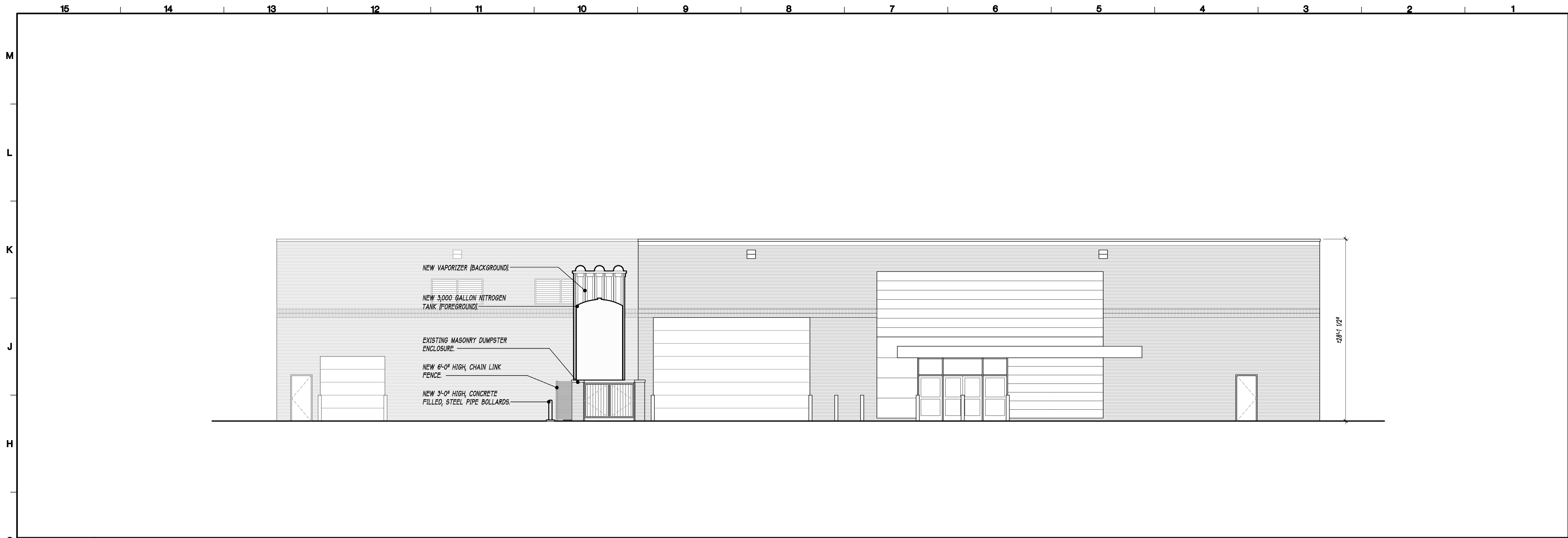




Senju America, Inc.
1322 Armour Boulevard
Mundelein, IL 60060

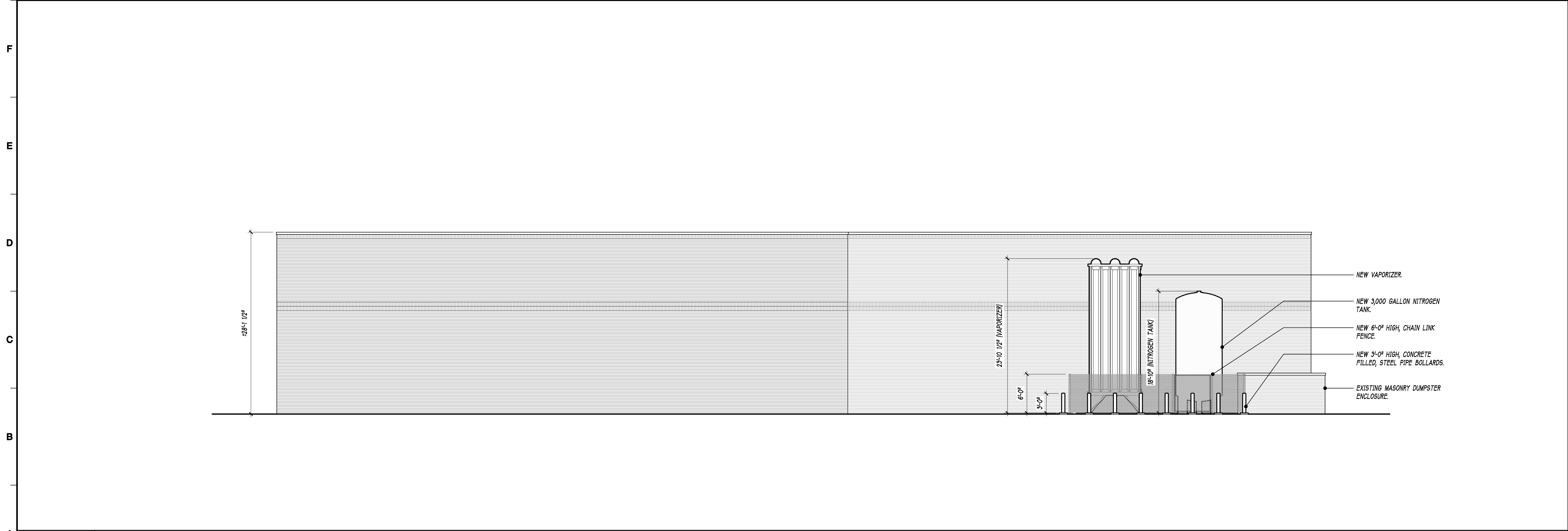
**New Exterior Nitrogen
Tank and Vaporizer**
1200 S. Wolf Road
Wheeling, IL 60090

**Architectural
Site Plan**



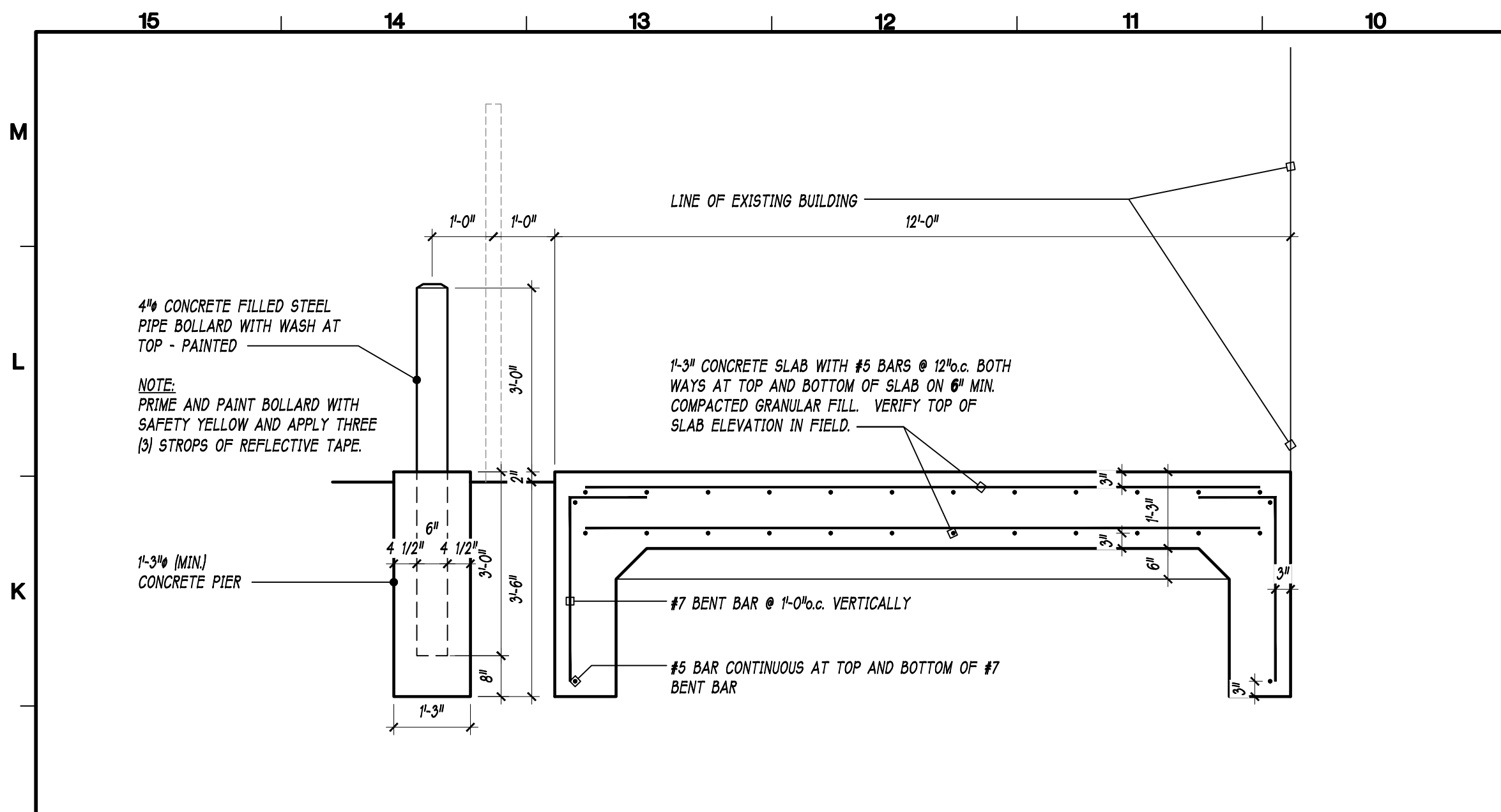
G15 South Elevation

1/8" = 1'-0"



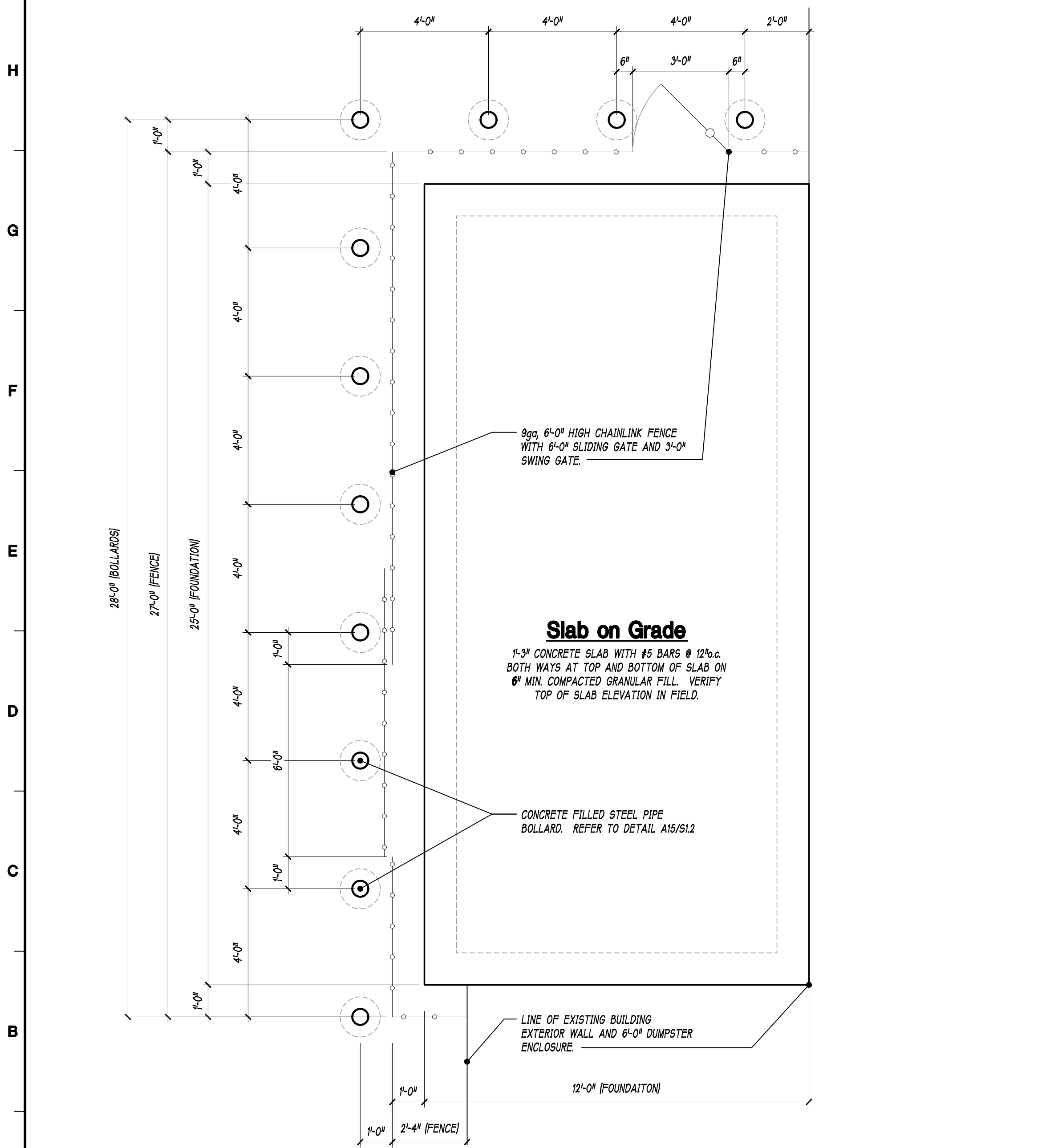
A15 West Elevation

1/8" = 1'-0"



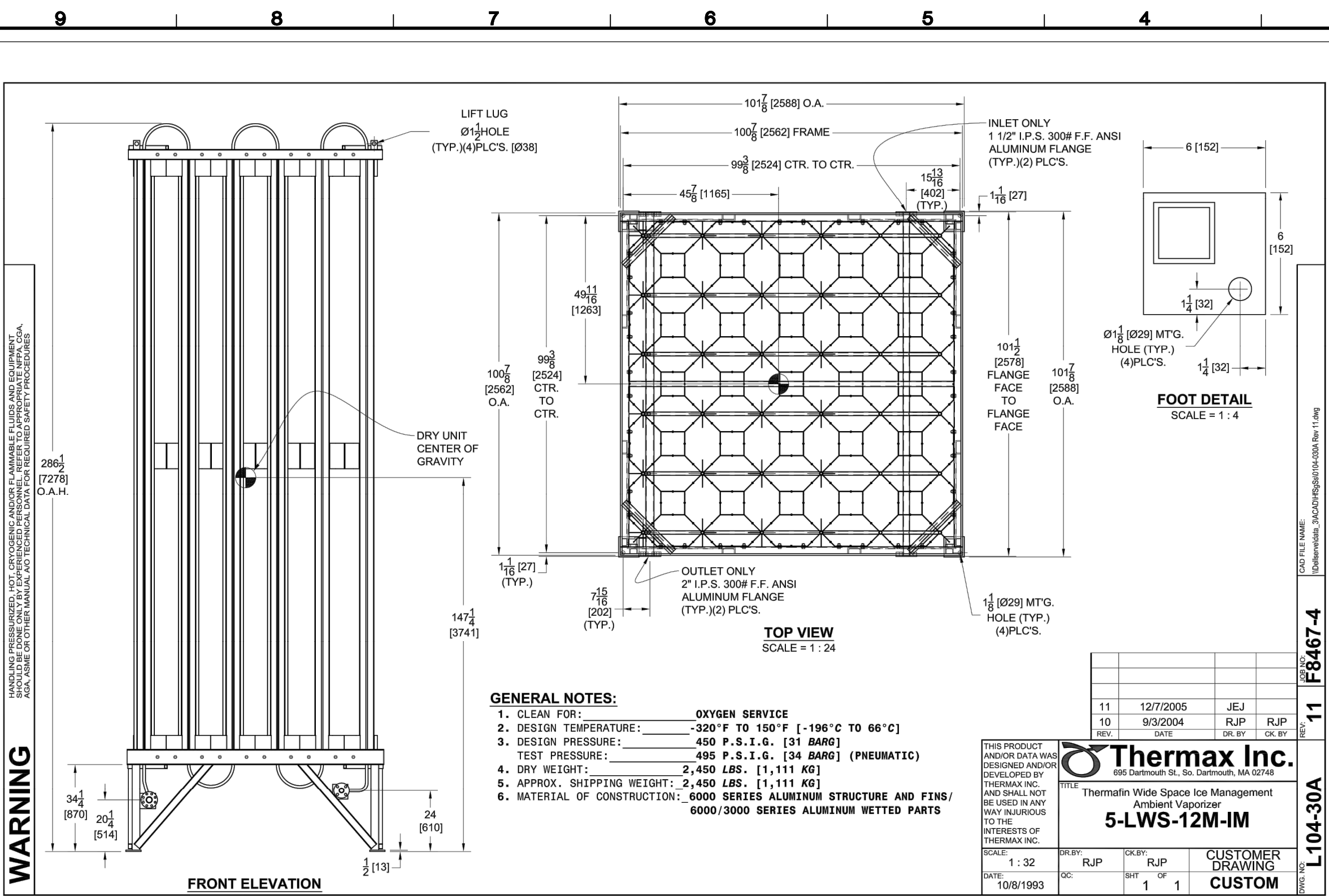
J15 Nitrogen Tank Foundation and Bollard Section

1/2"=1'-0"



A15 Nitrogen Tank Foundation and Bollard Plan

3/8"=1'-0"

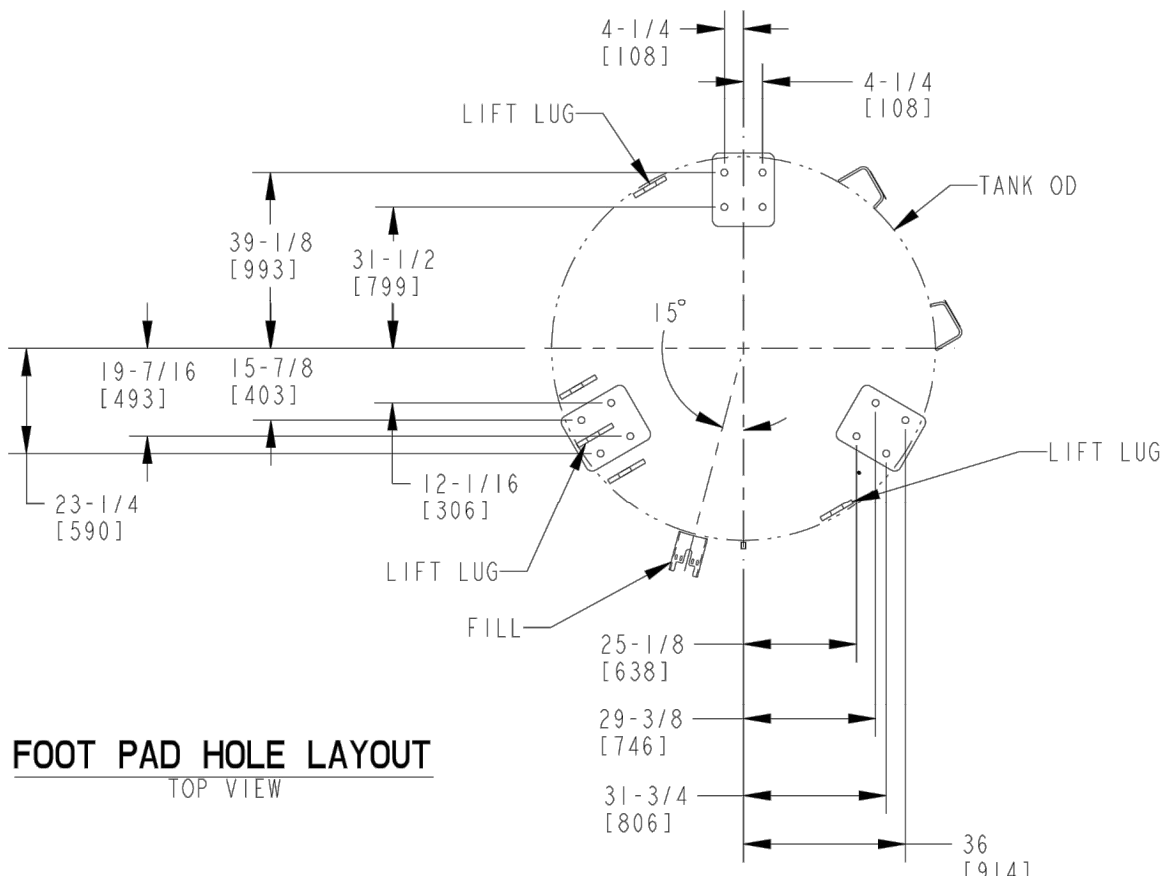


WARNING

INNER VESSEL DESIGN DATA				
Model:	VS-3000 THRU 6000			
MAWP:	PSIG	175	250	400
	barg	12.07	17.24	27.58
DESIGN PRESSURE	PSIG	206.3	281.3	431.3
	barg	14.23	19.39	29.74
CODE COMPLIANCE: ASME CODE CASE 2596				
DESIGN TEMPERATURE	°F	-320°	TO 120°	
	°C	-196°	TO 49°	
MATERIAL OF CONSTRUCTION: SA240 304 STAINLESS STEEL				
CODE COMPLIANCE: FULL VACUUM PER CGA-341				
DESIGN TEMPERATURE	°F	-20°	TO 300°	
	°C	-29°	TO 149°	
MATERIAL OF CONSTRUCTION: A36 CARBON STEEL				
INSULATION TYPE: VACUUM AND MULTILAYER INSULATION				
EVACUATION CONNECTION: 3-1/2" PUMP-OUT PORT				
VACUUM GAUGE CONNECTION: HASTINGS DV6R/FREDRICKS #2A				
BUILDING CODE: DESIGNED FOR CURRENT BUILDING CODE SEE CHART POLICY #NP-180				

WEIGHTS AND SHIPPING DATA									
MODEL:		VS-3000				VS-6000			
MAWP	PSIG	175	250	400	500	175	250	400	500
	barg	12.07	17.24	27.58	34.47	12.07	17.24	27.58	34.47
WEIGHT EMPTY	POUNDS	11,200	11,800	13,200	14,100	20,000	21,400	24,200	26,100
	KILOGRAMS	5,080	5,352	5,987	6,396	9,072	9,707	10,977	11,839
WEIGHT FULL	OXYGEN	POUNDS	40,400	41,100	42,400	43,300	75,800	77,200	80,100
		KILOGRAMS	18,325	18,643	19,232	19,641	34,382	35,017	36,333
	NITROGEN	POUNDS	31,900	32,600	33,900	34,800	59,500	60,900	63,800
		KILOGRAMS	14,470	14,787	15,377	15,785	26,989	27,624	28,939
	ARGON	POUNDS	46,900	47,500	48,900	49,800	75,800	77,200	80,100
		KILOGRAMS	21,273	21,546	22,181	22,589	34,382	35,017	36,333
SHIPPING DIMENSIONS	INCHES (L x W x H)	228 x 86 x 86				383 x 86 x 86			
	MM'S (L x W x H)	5,791 x 2,184 x 2,184				9,728 x 2,184 x 2,184			

CAPACITIES				
MODEL:		VS-3000	VS-6000	
CAPACITY	GROSS GALLONS	3,090	5,870	
	(COLD) LITERS	11,696	22,218	
	NET GALLONS	2,940	5,580	
	(COLD) LITERS	11,128	21,120	
GASES EQUIVALENT AT 1 ATM AND 70° F / 1 ATM AND 0° C	OXYGEN	SCF	338,400	642,300
		NM3	9,582	18,188
	NITROGEN	SCF	273,800	519,600
		NM3	7,753	14,713
	ARGON	SCF	330,800	627,800
		NM3	9,367	17,777



FOOT PAD HOLE LAYOUT

TOP VIEW

TANK HEIGHT		
MODEL	DIM "A" REF	
VS-3000	228 [5791]	
VS-6000	383 [9728]	

THIRD ANGLE PROJECTION		APPROVED	DATE				
		DRAWN: RN	4-11-13				
		ENG'D: GJS	5-16-13				
		CHECKED: JML	5-16-13				
		COPIED: -	-				
Material Required		REV	ECR NO	DESCRIPTION	BY	DATE	
SEE B.O.W. UNLESS OTHERWISE STATED		CHART® Distribution & Storage, New Prague Operations Innovation. Experience. Performance.®					
VISIT US AT CHARTINDUSTRIES.COM							
OEM PARTS AT CHARTPARTS.COM							
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UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES. TOLERANCES: FRACTIONS ± 1/8 ANGLES ± 1° 2 PLACE DECIMALS ± .NA 3 PLACE DECIMALS ± .NA							
TITLE				O&D VS-3000 THRU 6000 SS CS 175/250/400/500 PSI W/5% ULLAGE			
DRAWING NUMBER				C-20673858			
SCALE				PART NUMBER			
1/32"=1"				20673858			
				SHEET 1 OF 1			

A9 Nitrogen Tank and Vaporizer Specifications

NTS

4/15/19
DATE
ISSUED FOR SITE PLAN REVIEW

Senju America, Inc.
1322 Armour Boulevard
Mundelein, IL 60060

New Exterior Nitrogen
Tank and Vaporizer
1200 S. Wolf Road
Wheeling, IL 60090

Details

8

PRAXAIR
making our planet more productive

VAPORIZER



NITROGEN
REFRIGERATED
LIQUID

MC MACHINERY
SYSTEMS, INC.
NO SMOKING
50 FEET

NITROGEN
TANK



VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. 2019-11A, B, C, & D
JV Global, 199 Shepard Avenue

MEETING DATE: June 13, 2019

REQUESTED ACTIONS:

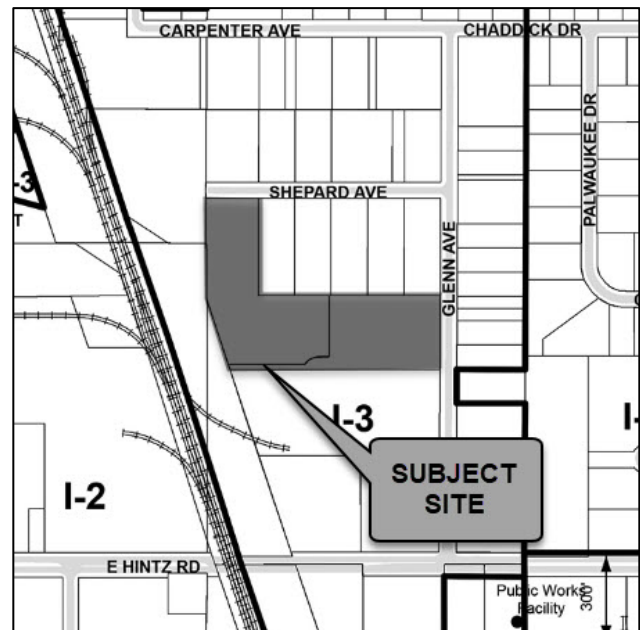
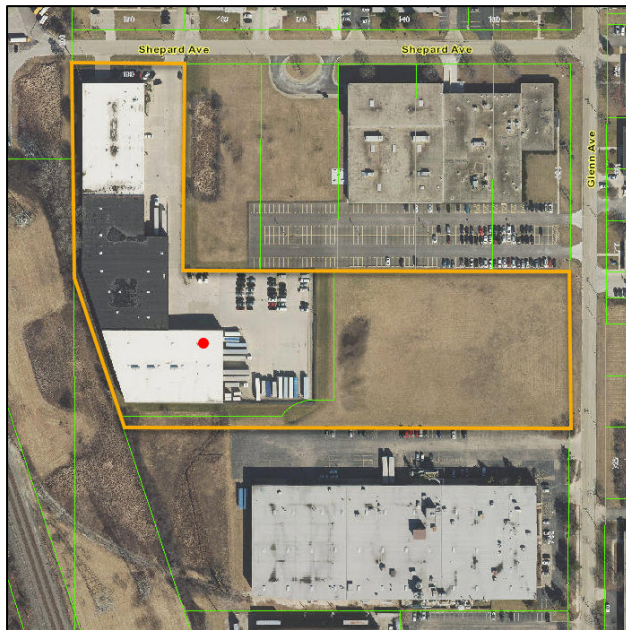
2019-11 (A) Variation to permit a decrease in the minimum required green space from 25% to 14% in order to expand the surface parking lot; and

2019-11 (B) Special Use to permit a motor vehicle (heavy) repair facility within a portion of the existing building; and

2019-11 (C) Special Use-Site Plan Approval to permit motor vehicle (heavy) outdoor storage within a proposed surface parking lot; and

2019-11 (D) Special Use to permit a truck freight terminal consisting of two operators.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant:	JV Global, contract purchaser
Property size:	8.38 acres (365,210 sq. ft.) 92,840 sq. ft. building
Neighboring Property Land Use(s):	North: Industrial West: Open space (ComEd utility property) South: Industrial East: Industrial

Existing Use of Property: Vacant industrial building
Existing Zoning: I-3, General Industrial
Comprehensive Plan Designation: Industrial
Zoning History: None

SUMMARY OF REQUESTS

The petitioner, JV Global, is seeking multiple requests to permit a mix of heavy motor vehicle-oriented uses for the subject property and vacant industrial building, which was formerly occupied by the Skokie Valley Beverage Company. In addition, the petitioner is requesting site plan approval in order to expand the surface parking lot to include 84 semi-truck/trailer parking stalls and 75 standard parking stalls on the vacant (east) portion of the subject property.

As described in the petitioner's project letter, the existing building will be converted from a single-use building to a six tenant, multi-use industrial building. The petitioner has secured letters of intent with Aargus Plastics and Fresh Farms, both current Wheeling businesses, to expand their operations. JV Global, petitioner, will occupy a small portion of the building to utilize an existing truck wash bay and separate maintenance service bay to provide services exclusively to the trucks associated with the tenants of the building. The two remaining tenants will be truck-based freight services that will conduct freight terminal operations at the site (Kamaz Services and Seal Transportation). A tenant for the remaining 4,536 sq. ft. of office space has not been identified at this time. The following is a summary of the proposed tenant mix provided by the petitioner:

	Aargus	Fresh Farms	Kamaz	Seal	JV Global
Sq. Ft.	37,600	29,440	5,470	10,680	5,300
Employees	50-60	5	5	13	3
Truck Spaces	30	19	15	20	0
Truck Types	Dry vans	Reefer*, dry vans	Reefers*, dry vans & flatbeds	All types	n/a
Hours of Operation	7a-8p M-F	8a-7p M-F 8a-12p Sa	8a-6p M-F 8a-3p Sa	8a-8p M-F 8a-5p Sa	8a-5p M-F 9a-12p Sa
Special Uses Requested	None	None	Heavy Motor Vehicle Outdoor Storage: Truck Freight Terminal	Heavy Motor Vehicle Outdoor Storage; Truck Freight Terminal	Heavy Motor Vehicle Repair

*A **reefer truck** is a truck or van usually 1 ton or larger that has a refrigerated unit built either directly on the frame or is transported by trailer. It's refrigerated by diesel-powered generators and liquid carbon dioxide, or CO2. Reefer trucks range from simple ice cream trucks to large containers carrying perishable goods across the country (source: <https://itstillruns.com/reefer-truck-5050431.html>).

USE ANALYSIS (2019-11B Special Use for motor vehicle (heavy) repair)

The subject property is located in the I-3 District, which requires a special use for heavy motor vehicle repair. The petitioner is seeking to use the existing truck maintenance bay to provide maintenance services to the tenants of the subject property. As described by the petitioner, the heavy motor vehicle repair services will not be open to general public.

Staff's concern with the proposed heavy motor vehicle repair is the potential for services being provided to unrelated business/truck operators. Based on the site's location in the back corner of an industrial park, the oversight for compliance places a significant burden on the Village. The Plan Commission should consider if the site's location is suitable for heavy motor vehicle repair.

The Comprehensive Plan land use designation for the subject site is industrial, which the proposed heavy motor vehicle repair is a support service for industrial-related vehicles, but is not consistent with the surrounding mix of industrial, office, warehouse, and manufacturing uses of the industrial park.

USE ANALYSIS (2019-11C Special Use for motor vehicle (heavy) outdoor storage)

The trucking needs of the proposed tenants require that the associated semi-trucks and trailers be parked outdoors for long periods of time, longer than 48 hours as identified in the petitioner's project letter. As a result, the tenants would collectively require a special use for outdoor storage of heavy motor vehicles.

As the outdoor truck/trailer parking would be open to any and all tenants of the site, staff is concerned with the potential for the use of these spaces by unrelated businesses and believes it would be arduous to delineate an authorized truck/trailer from one that's not associated with the tenants of the property. Such enforcement would create a burden on the Village for oversight and enforcement.

The Comprehensive Plan land use designation for the subject site is industrial, which the proposed outdoor storage of heavy motor vehicles is consistent with typical industrial business operations of the center.

USE ANALYSIS (2019-11D Special Use for truck freight terminal of two operators)

On behalf of the two proposed freight-based operators of the building (Kamaz Services and Seal Transportation), the petitioner also requests a special use to permit truck freight terminal operations at the property. Truck freight terminal means a facility for truck-based freight service and operations, including but not limited to, local pickup, local sorting and terminal operations, line-haul loading and unloading, destination sorting and terminal operations and local delivery, which requires a special use in the I-3 District.

There are a few truck freight terminals in Wheeling, and those properties have been constructed for that specific use with a central dock building. Since the subject building/site was not originally developed for this type of use, staff is unclear on where the freight operations would occur. Clarification on where the freight terminal operations would occur on the site (inside the two tenant spaces or outside the building) has been

requested of the petitioner. At the writing of this report, clarification has not been provided. Similar to the other freight terminals in the Village, which conduct operations within a central freight building, staff recommends that any freight operations be required to occur inside the building.

Staff also has concerns regarding turnover and if such special use should apply to any future tenants. The total building area of the freight terminal tenants is 16,150 sq. ft. If this combined space was further subdivided for another freight operator, would an increase in the number of freight businesses be acceptable as long as the total building square footage does not increase? While the area of the building used for freight operations may not increase, an increase in the number of freight businesses will create an increase in traffic and nuisance. As a result, staff recommends that any granting of a special use shall identify the total space and/or the number of tenants permitted the truck freight terminal special use.

The Comprehensive Plan land use designation for the subject site is industrial, which the proposed truck freight terminal is consistent with typical industrial operations.

Standards for Special Use: The petitioner has submitted the following single set of responses (*in italics*) to the standards for all requested special uses. (Staff comments, if any, follow the petitioner's response, and are not italicized.)

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

"The Subject Property is located in Village's industrial corridor. If granted, the Special Uses will apply to only certain sections of the building on the Subject Property ("Building") and allow the Subject Property to be used as the proposed Warehouse and Transportation Center ("Center"). The Subject Property will benefit the surrounding community and the Village of Wheeling for the following reasons:

First, the Applicant's occupancy of the Subject Property will ensure that the vacant lot on the Subject Property is improved with a new parking area with a landscape perimeter screening as specified in the revised Landscape Plan. Likewise, the Applicant will ensure that the Building, which has remained vacant for several months, will remain in a state of good repair. Second, the Village of Wheeling can expect the Applicant, tenants, employees and customers to invest back into the community by visiting local establishments such as restaurants, gas stations, hotels and more. Third, the proposed uses for the Property will support the business expansion of companies that currently operate in Wheeling (i.e., Aargus Plastics and Fresh Farms Grocery) and companies that would like to operate in Wheeling (i.e., Seal Transportation and Kamaz Services). Lastly, based upon the steady interest among prospective business owners with similar concepts on industrial properties throughout the Village, there is a market for these uses. To be clear, all proposed operations and uses on the Subject Property are tenant centric, and there is no intention or desire to maintain trucks or allow truck parking within the Subject Property that are not associated with a tenant."

The proposed truck-based uses are consistent with industrial operations and with the I-3 District. However, all the special uses requested require significant Village enforcement to ensure that all individual uses would operate within proposed control measures to minimize the impacts these proposed uses could create.

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

"The subject property is zoned I-3 General Industrial District and is surrounded by industrial uses. The Applicant's proposed uses of the Subject Property will be consistent with the use of the surrounding properties. The Subject Property is located within an industrial park. To the north, east, south and west of the Subject Property are properties used for industrial businesses. The closest residential buildings are located over 1,000 feet from the Subject Property. Based on a review of the surrounding properties (see e.g., the submitted Aerial), truck and semi-trailer operations including truck storage are consistent uses within the industrial corridor.

Aargus will be manufacturing and distributing plastic bags—permitted uses in the 1-3 district. Likewise, the 8,640 square-foot office space is also a permitted use. All special uses requested for the other tenants relate to trucking operations which already are located on many of the surrounding properties.

Moreover, the Village's Comprehensive Plan recognizes the history of the Village's industrial corridor as a valuable employment and economic center for the community and the importance of maintaining its competitive advantages needed for recruiting and retaining businesses within the Village (Wheeling Comprehensive Plan pp. 16-17)."

The subject property is located within an industrial area with uses that include semi-truck activity/traffic. While many of the businesses in the area produce truck traffic, staff remains concerned with the difficulty of monitoring whether the truck-related operations and parking are limited to serving on-site customers only.

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

"The proposed uses of the Subject Property will not hinder development of the surrounding area. As stated above, the surrounding properties are used for industrial purposes, including for heavy motor vehicle uses. Accordingly, the trucks and semi-trailers that will be parked at the Subject Property will be very similar to the trucks and semi-trailers used by and stored at the surrounding businesses.

The Subject Property will allow for 84 trucks/semi-trailers to be parked at the Subject Property. As indicated in the Applicant's Narrative, under the requested special use for outdoor heavy motor vehicle storage, outdoor truck storage will be allowed only in the truck parking spaces allotted to Fresh Farms, Seal and Kamaz. Accordingly, of the 84 truck parking spaces on the Subject Property, 30 truck spaces (of Aargus) will allow trucks to park for a maximum of 48 hours; while the other 54 spaces will be the only spaces allowing truck parking for more than 48 hours at a time but typically no more than five consecutive days. Additionally, there will be no need for on-street parking as all of the parking will occur on the Subject Property. There are 131 car parking stalls for the employees and customers of JV Global and tenants, as can be seen on the submitted Site Plan."

The requested special uses are to convert the function of the site into a mixed industrial center, with an emphasis on heavy motor vehicles. While, individually, the special uses may be acceptable, the combination of uses increases the intensity of the site and the traffic that will be generated from the proposed uses. As noted in the discussion of the Standards for a Variation, the parking lot must be expanded to accommodate the various uses that are proposed.

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

"The Applicant will be using the existing Building on the Subject Property which is primarily made up of warehousing space with a small amount of office space as shown on the Floor Plan. The parking lot proposed for the vacant parcel will have a perimeter 8' wooden fence with landscape screening (see the Fence Type and Site Plan documents in the submittal). With the existing Building remaining and the existing vacant lot being improved and screened, the Subject Property will not harm the development of the surrounding area but, rather, will blend in with and improve the nature of the industrial corridor.

Likewise, the proposed use of the Subject Property will reflect the uses of the industrial properties surrounding the Subject Property on all sides. Trucks and semi-trailers are already a frequent presence due to the nature of these neighboring industrial properties. The tenants will primarily utilize the ancillary streets of Shepard Ave and Glenn Ave. JV Global will ensure that its Subject Property is in a state of good repair. The tenants' use of the Subject Property will cause minimal-to-no increase in pollution to the area such as noise, odor, smoke or light pollution."

The majority of the properties of the adjacent land are developed.

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

"The Subject Property is separated from the nearest residential properties by over 1,000 feet. Moreover, as noted above, the entire parking area will be screened from public view by an 8' wood fence and landscape screening (see the Fence Type and Site Plan documents in the submittal). The nearest residential properties do not share points of ingress and egress with the Subject Property. To the north, south, east, and west of the Subject Property are similar industrial properties. The proposed site accommodates parking for 84 trucks and an additional 131 parking spaces for drivers, employees and visitors. Please refer to the Site Plan and Traffic Study for specific details on the parking layout and traffic flow."

Based on the increase in uses proposed on the site, the petitioner will construct a surface parking lot to accommodate the increase in trucks and trailers to the site. In order to construct a lot that is adequately sized for the various uses, the petitioner is requesting a variation for minimum green space. As further described in this report, the surface parking lot will be screened and provide a single access drive on Glenn Avenue.

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

"The proposed use will allow Applicant to convert vacant land into productive and profitable use. Without approval of the proposed Special Uses, it will likely remain vacant and unproductive land for some time."

The property is zoned I-3, which allows a variety of permitted and special uses per the Zoning Code.

SITE ANALYSIS

Site Plan: The existing site improvements are currently limited to the west side of the property. A parking lot expansion is proposed east of the current parking that will extend within an undeveloped area of the site. The proposed parking lot will provide for 84 truck/trailer parking spaces and an additional 75 standard parking spaces. The new parking lot will include fencing, landscaping, parking lot lighting and a new driveway on Glenn Avenue.

Due to the proposed size of the parking lot to accommodate the uses requested herein, the petitioner is seeking a variation to permit a decrease in the minimum required green space from 25% to 14%. All properties within the I-3 District are required to provide a minimum of 25% green space, which has been established to prevent individual properties from overdeveloping the site with paved surfaces and buildings.

Standards for Variation: The petitioner has submitted the following responses (*in italics*) to the standards for the requested variation. (Staff comments, if any, follow the petitioner's response and are not italicized.)

1. **State how the particular physical surroundings, shape, or topographical condition of the specific property involved would result in a practical difficulty or particular hardship upon or for the owner, lessee or occupant, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.**

"Requiring the Petitioner to increase the green space ratio from 14% to 25% would only be possible if portions of the existing structure were removed or the vehicle and truck parking for the proposed project were significantly reduced. Neither option is feasible and reducing the size of the parking area on the eastern parcel would create a parking deficient for the proposed new uses.

The existing smaller eastern parcel is currently land locked. While the Petitioner has proposed adding ingress and egress from the smaller parcel on to Glenn Avenue, creating necessary sized drive isles and turnaround areas, for which vehicles and trucks cannot be parked in. significantly reduces the actual number of parking spaces available on the lot to begin with.

A dedicated detention basin to the southwest of the smaller parcel will accommodate all stormwater runoff from the entire Property as proposed."

Staff does not concur with the petitioner's statement. The parking area can be expanded and comply with the minimum open space requirement, but would not provide the number of stalls desired by the petitioner. This is an inconvenience, rather than particular condition of the property in preventing compliance.

2. **Indicate how the hardship is due to unique circumstances that do not generally apply to the other properties or uses**

"The Petitioner is the Contract Purchaser for the Property, located on 8.38 acres of industrial zoned land in the northern section of Wheeling's industrial corridor along the Canadian National railroad tracks and just northwest of the intersection of Hintz Road and Glenn Avenue. The Property is entirely surrounded by other industrial uses and consists of two parcels: PIN 03-11- 305-029 with 4.93 acres and PIN 03-11-305-028 with 3.45 acres. The smaller eastern parcel is vacant land and is the site of the proposed parking lot, as depicted in the Petitioner's Site Plan. The larger parcel contains a vacant building winch substantially covers most of said parcel, with minimal parking areas throughout.

What makes the Property unique, and ideal for the proposed adaptive re-use, is that the Property includes an adjacent 3.45 acres of land. If the Petitioner was not allowed to utilize nearly all of the smaller parcel for vehicle and truck parking, it would have a shortage of parking for the proposed uses. Since it is not feasible to remove portions of the existing structure, the green space for the Property would largely have to come from the smaller parcel.

Upon review of aerial images encompassing nearby properties of similar size in the I-3 District, neighboring properties do not appear to comply with 25% green space

requirement. Several properties cover their entire parcels with either a structure and/or paved parking areas. Therefore, either these neighboring properties received some type of relief from the Zoning Code, or are legal nonconformities under the existing Zoning Code. The Petitioner respectfully seeks similar relief to the green space ratio requirements."

Staff cannot identify a hardship due to unique circumstances of the property that prevent compliance. The undeveloped parcel of the subject property is a large, rectangular shape that does include any unique characteristics or obstructions.

3. Describe how the alleged difficulty or hardship has not been created by any person presently having an interest in the property.

"As explained in our response to Question 2, the building is existing, and the smaller parcel is surrounded by parking lots, except to its east, which abuts Glenn Avenue. There is currently no access to the smaller parcel from Glenn Avenue. Additionally, the neighbor's property directly north of smaller parcels has its parking lot practically on the shared lot line. All these conditions have existed for many years and were not created by the Petitioner."

The petitioner's request to use the property for a variety of heavy motor vehicle uses and to provide for the number of parking spaces to serve their request is creating the reason for the variation. Pre-existing conditions of neighboring properties do not apply to the subject property and do not have an impact on whether compliance can be achieved.

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

"The existing building sits vacant and the smaller land-locked parcel has remained undeveloped for 30+ years. Selling each parcel individually is highly unlikely. Any purchaser and/or new use must be able to utilize the additional smaller parcel. The Petitioner's proposed new uses for the Property solves the inherent property challenges. However, in doing so, the Petitioner requires some relief to the Village's green space requirement. If the variance is not allowed for the Property, the Petitioner will be unable to provide the necessary vehicle and parking spaces for the proposed new uses on the smaller parcel, and thereby it cannot yield a reasonable return. Further, the entire Property will likely remain vacant until some type of variance or zoning relief is provided."

The use of the property is not affected by the granting of the requested variance. The prior use of the property by Skokie Valley Beverage Company is evidence that the site can be used in compliance with the regulations of the I-3 District. The adjoining parcel to the east is permitted to be improved with a parking lot, but must be sized to comply with the Zoning Code requirements.

5. State how the granting of the variation will not alter the essential character of the locality.

"The lack of green space will not alter the essential character of the locality or area, nor will it be visible to the neighboring properties given the proposed privacy fence which the petitioner intends to install. In addition, most of the surrounding properties do not meet the minimum green space ratio. If granted, the requested variance would cause the Property to appear more in harmony with the neighboring properties."

The character of the area includes properties that were developed under previous zoning requirements, which may not have included a similar green space requirement.

6. Describe how the proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

The proposed variance will not cause any negative impacts to the surrounding area industrial area. The variation would not likely be visible by surrounding property owners. If the variance is granted, there will be minimal or no increase in noise, odor, and smoke which would substantially diminish or impair nearby property values. Further, granting the variance will allow the Petitioner to use an existing building and improve a vacant lot.

The variation would not impair the adjacent property or neighborhood.

Building Elevations: No changes are proposed to the building's exterior.

Floor Plan: The attached floor plan is for illustrative purposes. Building code compliance and occupancy will be verified at building permit review.

Parking/Access: The following parking table identifies required and proposed parking based on the number of seats and employees:

Parking Required	Parking Provided	Parking Deficit/Surplus
129	131	
Includes allowable reduction of 25% for buildings 80,000 sq. ft. or larger	(includes 5 ADA spaces)	+2

The existing driveways on Shepard Avenue (north end of property) will remain, along with the majority of the existing parking will remain in the same configuration. A large parking lot expansion is proposed on the east end of the property and will be connected internally. The new parking lot will also provide another driveway access on Glenn Avenue. The proposed parking lot will provide for 84 truck/trailer parking spaces and an additional 75 parking spaces. An 8' tall wood privacy fence will be installed along the perimeter of the new parking lot to provide security and visually block the truck parking lot. To address staff's request, a decorative ornamental gate will be installed at the new Glenn Avenue driveway to regulate access to/from the site. Staff has requested a detail on the decorative

ornamental gate proposed, which wasn't provided as of the writing of this report. The Plan Commission should request a detail on the proposed ornamental gate for review.

Staff has expressed concerns over the eastern row of truck parking stalls fronting Glenn Avenue and if sufficient clearance will be provided to allow for vehicle/trailer overhang without hitting the fence. The petitioner has indicated they will install wheel stops in these spaces to address staff's concern. However, wheel stops eventually move or break apart under continued abuse, and staff isn't confident the wheel stops are the long-term solution to prevent vehicles from striking the fence. The more permanent solution would be to move the curb inward (away from the fence) to allow the proper vehicle overhang and spacing from the fence. The Plan Commission should consider if the proposed wheel stops are sufficient for preventing trucks/trailers from hitting the fence.

Bicycle parking: No external bicycle parking is identified on the plan. The petitioner should clarify if such parking will be provided inside the building.

Landscaping: The attached landscape plan identifies landscaping for the new parking lot. No changes to the existing landscape are identified. The proposed landscaping complies with the requirements for perimeter landscaping of parking lots and street trees.

Trash Enclosure: The site plan does not identify any exterior trash enclosures. The petitioner has indicated that there will be no exterior trash containers. An exterior trash enclosure was provided at the petitioner's other property at 150 Abbott Drive, which is less intense than the proposed uses for this site. Staff isn't confident that the mixture of uses and size of the property supports internal trash collection. In addition, it makes more practical sense for a main external trash collection area for service by the Village's service provider. The Plan Commission should consider if external trash collection is appropriate and the need for review of the enclosure.

Lighting: The attached photometric plan has been provided that identifies new parking lot lighting fixtures for the new parking lot, which complies with the zoning code requirements.

Signage: No exterior signage is proposed at this time.

STAFF REVIEW

Fire Department Review: The Fire Department's review of the site plan indicates there is a negative impact for the hydrant locations to the existing buildings along Glenn Avenue and the landscaping will also have an effect on access to the relocated hydrant on Glenn Avenue. The petitioner will need to satisfy the Fire Department's review comments, which may require minor adjustments to the landscape plan that can be authorized by the Director of Community Development. However, if the revisions to the site plan and/or landscape plan are significant, the petitioner will be required to return to the Plan Commission for review of any changes prior to the Village issuing a permit.

All other comments are related to occupancy/building construction and will be confirmed during building permit review.

Engineering Division Review: The Engineering Division's review comments are related to the site construction and will be confirmed during site (engineering) permit review.

Staff Recommended Action: Based on the number concerns identified in this report and additional details that have yet to be provided, staff is not supportive of the request as presented. Staff's primary concerns are whether the petition meets the standards for a variation, whether the proposed truck repair business will operate without serving off-site businesses, and whether freight loading/unloading activities can be accommodated within the building given the configuration of the subject property.

The following are items that the Plan Commission should consider in reviewing the petitioner's requests:

1. Consider if the site's location is suitable for heavy motor vehicle repair.
2. Consider if the proposed special use for outdoor truck/trailer parking has the potential to be used by unrelated businesses, creating a burden on the Village for oversight and enforcement.
3. Determine if all freight operations should be required to occur inside the building.
4. Determine if the special use for truck freight terminal shall identify the total building space allocated for such use and/or a limit on the number of tenants permitted the truck freight terminal special use.
5. Request a detail on the proposed ornamental gate for review.
6. If external trash collection is appropriate and the need for review of a trash enclosure.

* * * * *

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

Recommend approval of Docket No. 2019-11A, granting a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-07, Industrial Districts, and associated sections, to permit a decrease in the minimum required green space from 25-percent to 14-percent in order to expand the surface parking lot located at 199 Shepard Avenue, in accordance with the following exhibits:

- Project description letter, dated April 26, 2019
- Site Plan, dated April 19, 2019

Recommend approval of Docket No. 2019-11B, granting Special Use as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-07 Industrial Districts, Chapter 19-10 Use Regulations, and associated sections, in order to permit a motor vehicle (heavy) repair facility within a portion of the existing building located at 199 Shepard Avenue, in accordance with the following exhibits:

- Project description letter, dated April 26, 2019
- Site Plan, dated April 19, 2019

Recommend approval of Docket No. 2019-11C, granting Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-07 Industrial Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to permit motor vehicle (heavy) outdoor storage within a proposed surface parking lot located at 199 Shepard Avenue, in accordance with the following exhibits:

- Project description letter, dated April 26, 2019
- Site plan, dated April 19, 2019
- Landscape Plan, dated April 20, 2019
- Photometric Plan, dated May 22, 2019
- Fence Type Detail
- Lighting Specifications

Recommend approval of Docket No. 2019-11D, granting Special Use as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-07 Industrial Districts, Chapter 19-10 Use Regulations, and associated sections, in order to permit a truck freight terminal consisting of two operators located at 199 Shepard Avenue, in accordance with the following exhibits:

- Project description letter, dated April 26, 2019
- Site Plan, dated April 19, 2019

ATTACHMENTS:

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

[Project description letter](#)

[Location Plan](#)

[Plat of Survey](#)

[Site Plan](#)

[Floor Plan](#)

[Landscape Plan](#)

[Photometric Plan](#)

[Fence Type Detail](#)

[Lighting Specifications](#)



Existing conditions of subject property (looking west from Glenn Ave)



Existing conditions of subject property (looking north from Glenn Ave)



Existing conditions of subject property (looking south from Shepard Ave)



Existing conditions of subject property (looking south from Shepard Ave)



Existing conditions of subject property (looking west from Shepard Ave)

April 26, 2019

Mr. Andrew C. Jennings, AICP
Director of Community Development, Village of Wheeling
2 Community Boulevard, Wheeling, IL 60090

RE: *REVISED* Narrative for Special Uses at 199 Shepard Ave

Dear Mr. Jennings:

On behalf of JV Global Services LLC (“JV Global”), Shapiro & Associates Law is pleased to submit the Special Use applications for a Truck Freight Terminal, Heavy Motor Vehicle Repair and Heavy Motor Vehicle Outdoor Storage for certain tenant sections of the property located at 199 Shepard Ave, Wheeling, IL (“Property”). In tandem with this Narrative, please refer to the updated Aerial, Floor Plan, Landscape Plan and Site Plan documents included with this revised submittal.

The Property

The Property is located on 8.38 acres of industrial land in the northern section of Wheeling’s industrial corridor along the Canadian National railroad tracks and just northwest of the intersection of Hintz Road and Glenn Avenue. As can be seen in the Aerial, the Property is entirely surrounded by other industrial uses and consists of two parcels: PIN 03-11-305-029 with 4.93 acres and PIN 03-11-305-028 with 3.45 acres. The smaller parcel is currently vacant land and is the site of the proposed parking lot as shown in the Site Plan. Per the Floor Plan, the larger parcel contains an existing 92,840 square-foot building (“Building”) which will be utilized for the proposed operations and leased to other users as more fully explained below.

JV Global is the contract purchaser for the Property and will also be one of the tenants of the Building. It is eager to enhance the industrial productivity of the Property which will help attract and retain industrial businesses as well as contribute to the economic strength of the community.

Proposed Operations

To best understand this project, it is helpful to consider the Building as six tenant sections, which we refer to primarily according to the names of the tenants (i.e., Aargus, Fresh Farms, JV Global, Kamaz, Seal Transportation and Office space) and as denoted in the Floor Plan. The vacant 3.45-acre parcel will be developed into a parking lot to be used only by motor vehicles related to the tenants of the Building. As shown on the Site Plan, once the parking lot is expanded onto the vacant parcel, the Property will have 131 parking spaces for cars and 84 parking spaces for trucks. We seek, among other things, a special use for Heavy Motor Vehicle Outdoor Storage on the 54 truck parking spaces for Fresh Farms, Kamaz and Seal. To be clear, truck parking of any type would only be available to trucks and trailers associates with tenants of the Building.

Aargus Plastics

As you can see on the Floor Plan, Aargus Plastics will have 37,600 sq. ft. Aargus' space in the Building will allow it to expand its Wheeling operations and will be used for the manufacturing and distributing of plastics bags. Aargus' light manufacturing use and its indoor wholesale and distribution use are permitted uses in the I-3 district. Likewise, the trucks used by Aargus will not remain parked at the Property for more than 48 hours. Therefore, none of the requested special uses apply to Aargus' use of the Building and parking area.

Please see Table 1 below for further statistics on Aargus and the other tenants of the Building.

Fresh Farms

JV Global currently has a five-year lease with Fresh Farms to occupy 29,440 sq. ft. of the Building for food distribution and cold storage, contingent on its future ownership of the Property. As you know, Fresh Farms' indoor wholesale and distribution use is a permitted use in the I-3 district. However, Fresh Farms may need to park some of its trucks on the Property for longer than 48 hours at a time. As such, as part of this submittal, the Applicant requests a special use for Heavy Motor Vehicle Outdoor Storage to allow truck storage on the 19 truck spaces on the Property allocated to Fresh Farms. No other special use is requested for Fresh Farms.

JV Global

JV Global or its affiliate will occupy a 5,300-square-foot space. Similar to the prior use, it will operate an existing wash bay area and mechanical area for light truck maintenance and servicing of trucks but will not conduct body repairs. It will also perform changes of oil, tires, and windshield wipers. Used oil will be temporarily stored in an oil tank within the Building and will be disposed of weekly.

JV Global will only service trucks associated with the tenants of the Building. To ensure the Village that JV Global will only service trucks associated with the Building, and in response to staff's inquiry regarding the same, JV Global will maintain a log of all trucks coming in and out of the Property and a separate log of those trucks it works on as part of this proposed special use. The Village is welcome to audit these logs at any time.

To be clear, JV Global will not own or park any trucks on the Property. Therefore, it will not be allocated any truck parking spaces, nor will it require a special use for outdoor truck storage.

To allow JV Global's operations, part of this submittal requests a special use permit for Heavy Motor Vehicle Repair associated with this 5,300 square-foot area.

Kamaz Services & Seal Transportation

JV Global has a letter of intent each from Kamaz Services and Seal Transportation to use 5,470 sq. ft. and 10,680 sq. ft. of the Building, respectively. Both Kamaz and Seal intend to operate truck-based freight services and operations including, but not limited to, local pickup,

terminal operations, line-haul loading and unloading, destination sorting, terminal operations and local delivery, all of which are recognized as uses associated with a truck freight terminal—a special use in the I-3.

Kamaz is a trucking company out of Palatine. It owns seven trucks and uses 13 owner-operated trucks. It will have two employees for product distribution in the 5,470 square-foot warehouse space, and it will have three employees for dispatching in the 4,536 square-foot common office space (see “Office” on the Floor Plan).

Seal is also a trucking company but uses only owner-operated trucks. It will have three employees for product distribution in the 10,680 square-foot warehouse space, and it will have eight employees for dispatching in the Office space. Seal will also employ one manager and one administrative assistant—for a total of 13 employees.

The truck-based freight services and operations for both Kamaz and Seal are recognized as uses associated with a truck freight terminal—a special use in the I-3 district. Additionally, as part of their operations, both Kamaz and Seal will at times require trucks to be parked in their truck parking spaces for longer than 48-hour increments, requiring a special use for outdoor truck storage. The dispatching operations performed by Kamaz’ and Seal’s employees in the Office space is permitted as General Office in the I-3 district.

As such, the Applicant requests that the sections of the Building to be occupied by Kamaz and Seal each be granted two special uses: one special use for a Truck Freight Terminal use and the other for Heavy Motor Vehicle Outdoor Storage.

Security and Restrictions

The operational limitations noted below can be among those incorporated into lease agreements with future tenant companies:

- No trucks will be parked on the Property typically for no more than five consecutive days.
- Each driver will have a remote control to access the Property through a secure fence and gate system. The site will have a 24/7 security system with 20-25 security cameras.
- Drivers are not permitted to sleep in their vehicle on site.
- Trucks will not be allowed to use horns on site.
- Hours of operation for the office, maintenance and material transfer will be Monday through Friday from 7:00 AM to 6:00 PM, Saturday from 7:00 AM to 5:00 PM. Vehicles can access the site at any time, for the purpose of drivers switching from their personal vehicles to delivery vehicles. Most common hours for this transfer are expected to be from 4:00 AM to 7:00 AM and 9:00 PM to 11:00 PM.
- All maintenance will be required to take place within the existing maintenance shop.

Comprehensive Plan

Wheeling’s Comprehensive Plan recognizes the history of the Village’s industrial corridor as a valuable employment and economic center and the importance of maintaining its competitive advantages needed for recruiting and retaining businesses within the Village. To that

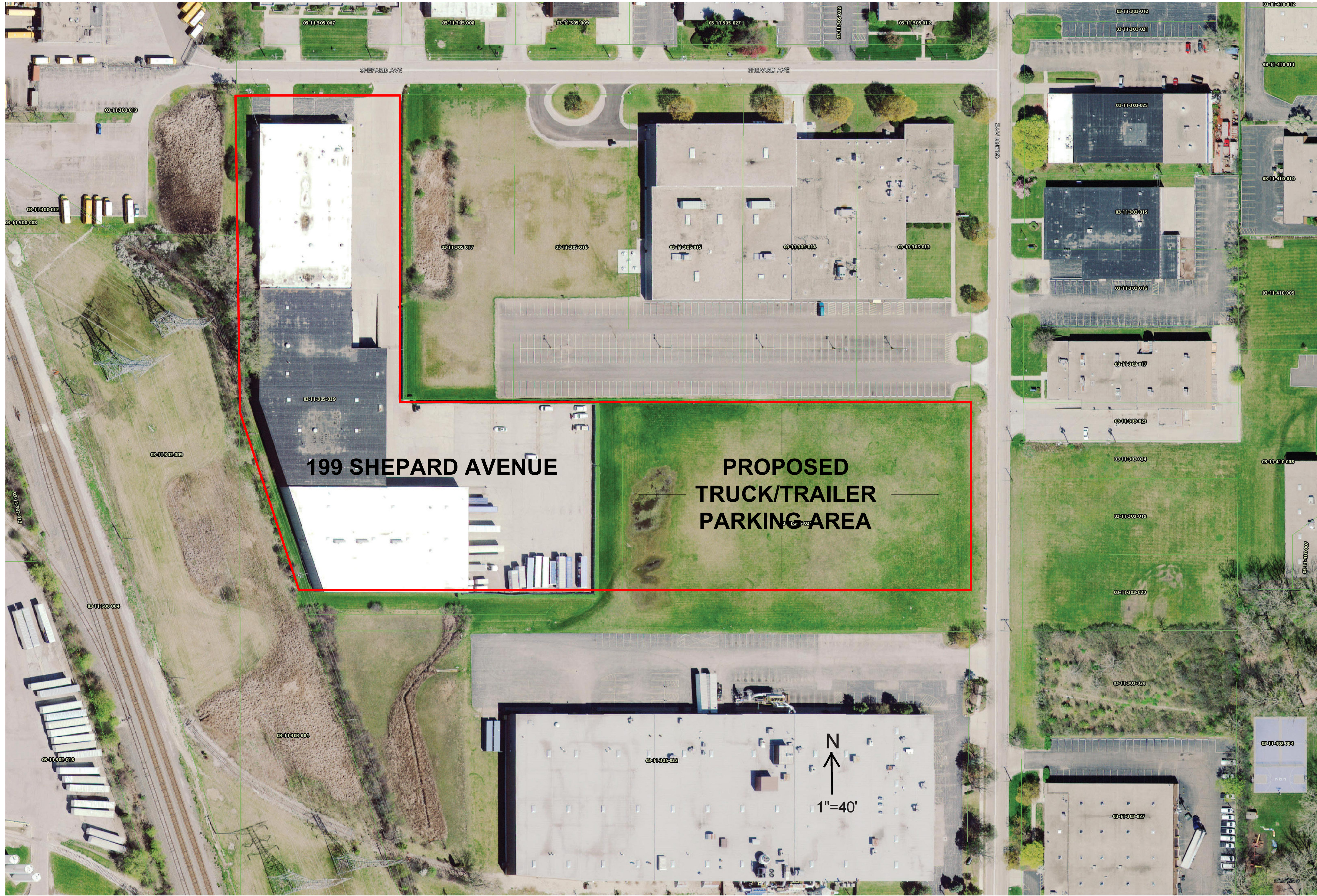
end, JV Global's operations support many Wheeling industrial businesses. For example, Richelieu Foods of Wheeling is a current customer of JV Global at its Abbott Drive location.

Summary

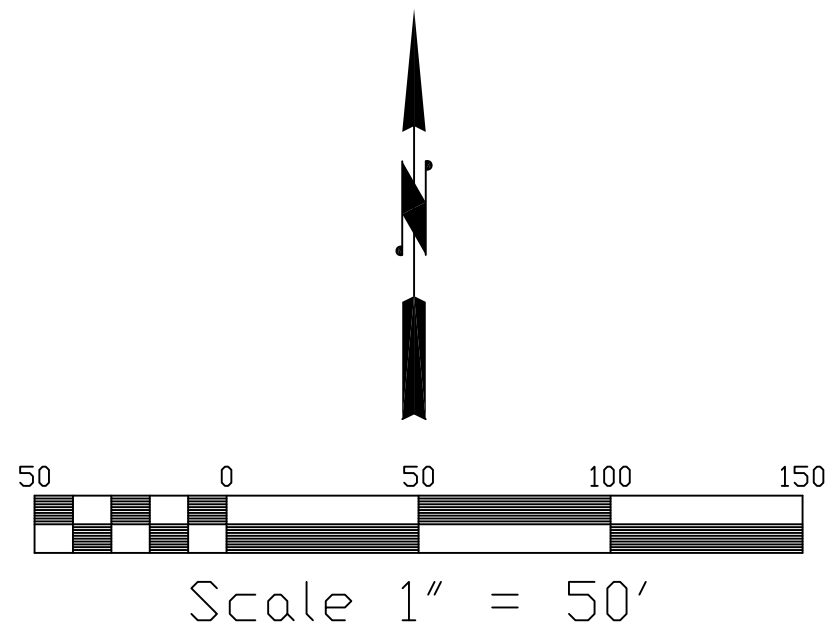
The proposed uses will make valuable improvements to the Property and further enhance the strength of the industrial corridor essential to the welfare of the Village. We look forward to appearing before the Plan Commission on May 23, 2019 to further present our project. Thank you.

Table 1. Tenant Statistics and Special Use Requests

	Aargus	Fresh Farms	Kamaz	Seal	JV Global
Sq. Ft.	37,600	29,440	5,470	10,680	5,300
Employees	50-60	5	5	13	3
Truck Spaces	30	19	15	20	0
Truck Types	Dry vans	Reefer, dry vans	Reefers, dry vans & flatbeds	All types	n/a
Hours of Operation	7a-8p M-F	8a-7p M-F 8a-12p Sa	8a-6p M-F 8a-3p Sa	8a-8p M-F 8a-5p Sa	8a-5p M-F 9a-12p Sa
Special Uses Requested	None	Heavy Motor Vehicle Outdoor Storage	Heavy Motor Vehicle Outdoor Storage; Truck Freight Terminal	Heavy Motor Vehicle Outdoor Storage; Truck Freight Terminal	Heavy Motor Vehicle Repair



PLAT OF SURVEY



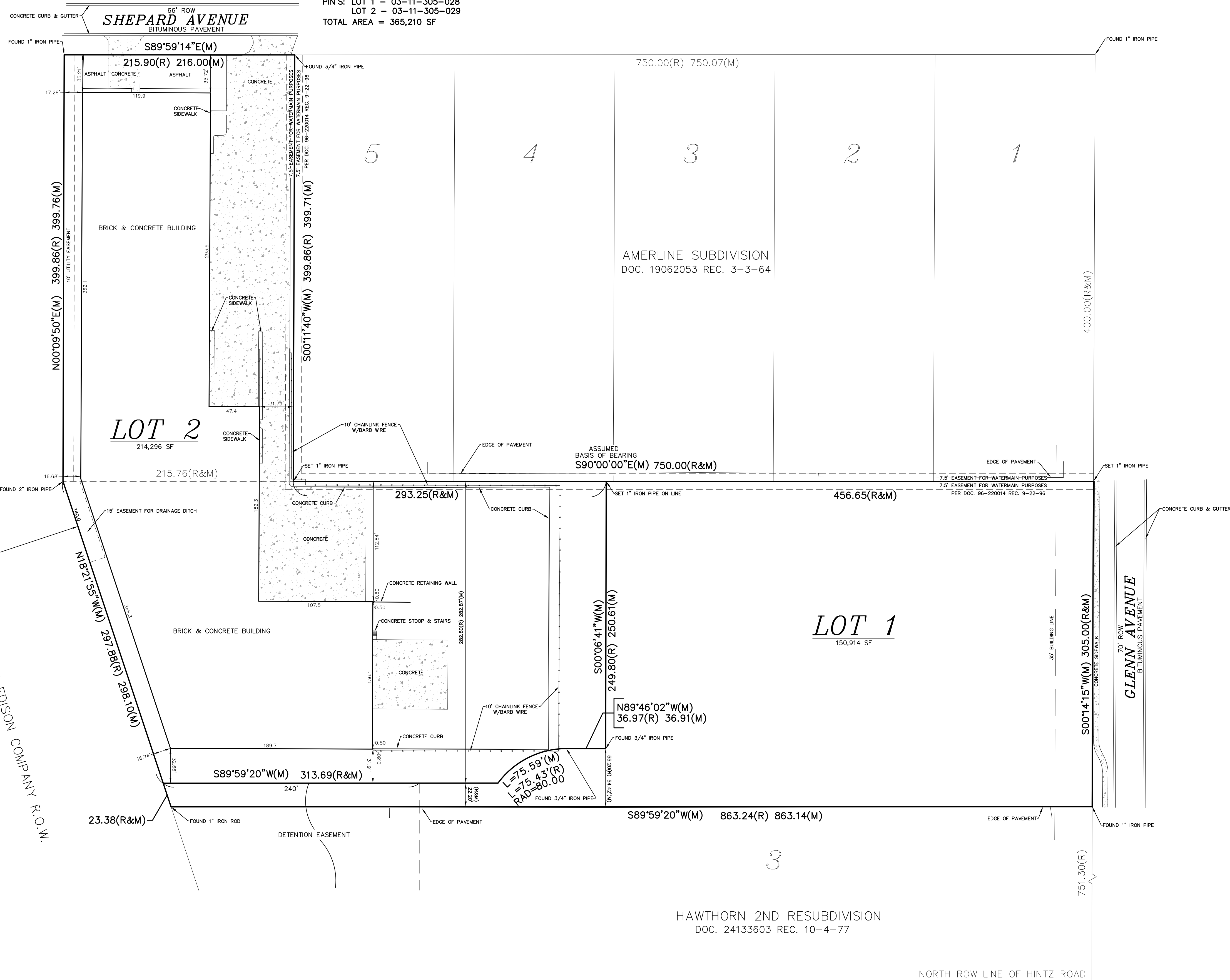
NOTE:
EASEMENTS AND BUILDING LINES INDICATED ARE TAKEN FROM ORIGINAL RECORDED
SUBDIVISION PLAT. FOR SUBSEQUENT EASEMENTS AND BUILDING LINES, ADDED,
ALTERED, OR NOT DEPICTED UPON RECORDED SUBDIVISION PLAT, REFER TO TITLE
POLICY, DEED OR INSTRUMENT CREATING SAME.

LEGEND

R = RECORD
M = MEASURED
L = ARC LENGTH
RAD = RADIUS

LOT 1 AND 2 IN HAWTHORN RESUBDIVISION OF LOTS 1 AND 2 IN BLOCK 1 AND THAT PART OF LOT 6 LYING SOUTH OF THE
SOUTH LINE OF SHEPARD AVENUE EXTENDED WEST TO THE WEST LINE OF SAID LOT IN BLOCK 2, ALL IN AMERLINE
SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 42 NORTH, RANGE 11
EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 14, 1977, AS DOCUMENT NO.
23968761, ALL IN COOK COUNTY, ILLINOIS

PIN'S: LOT 1 - 03-11-305-028
LOT 2 - 03-11-305-029
TOTAL AREA = 365,210 SF



PREPARED FOR: JV GLOBAL SERVICES

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT
ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
PLAT IS VOID IF IMPRESSED SEAL DOES NOT APPEAR

STATE OF ILLINOIS
COUNTY OF COOK

I, TERENCE R. CAHILL, AN ILLINOIS PROFESSIONAL LAND SURVEYOR,
HEREBY CERTIFY THAT I HAVE SURVEYED THE PROPERTY AS HEREIN
DESCRIBED, AND THAT THIS PLAT IS A CORRECT REPRESENTATION OF
SAID SURVEY.
ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

TERENCE R. CAHILL
ILLINOIS P.L.S. #35-2859

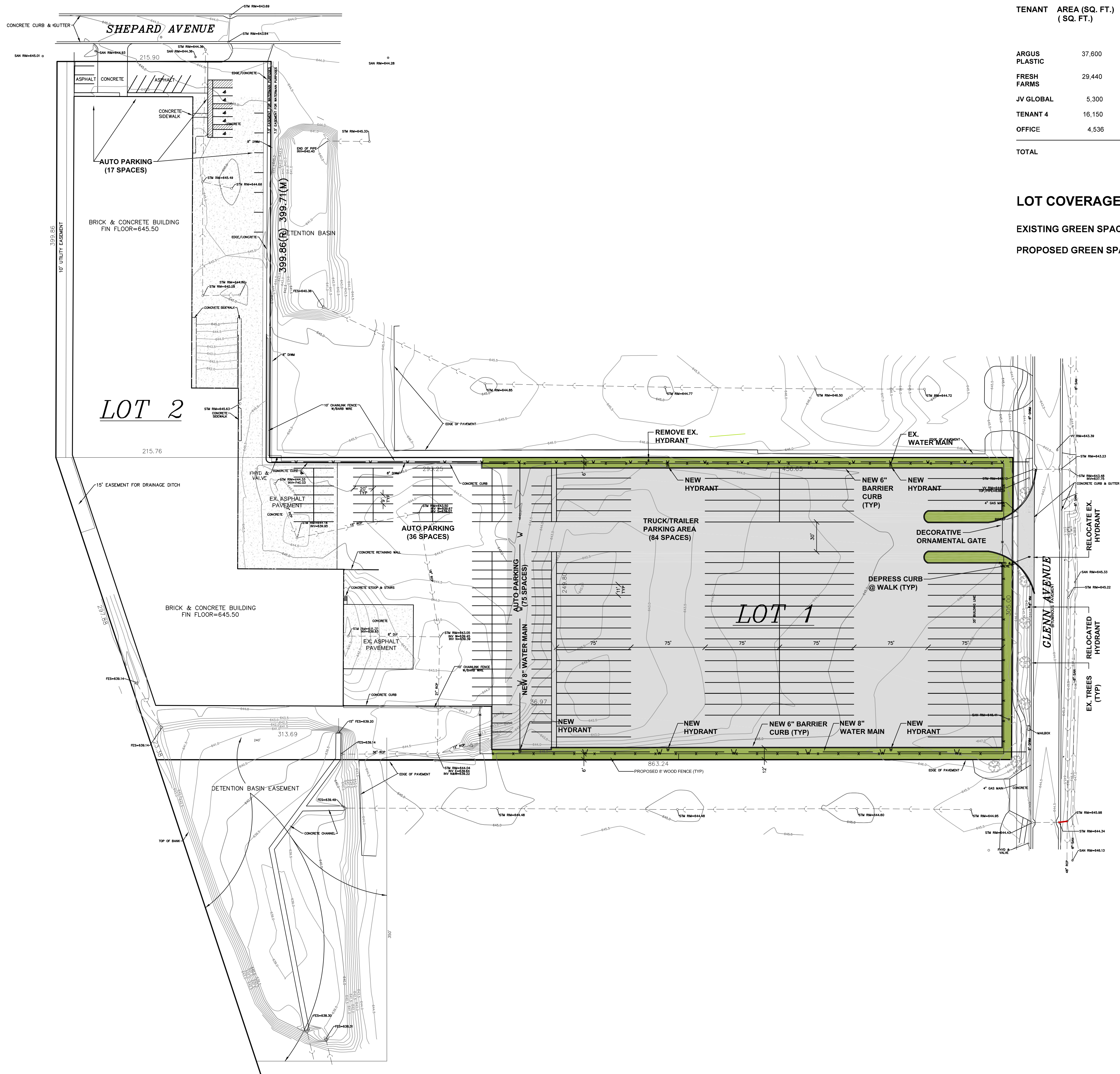
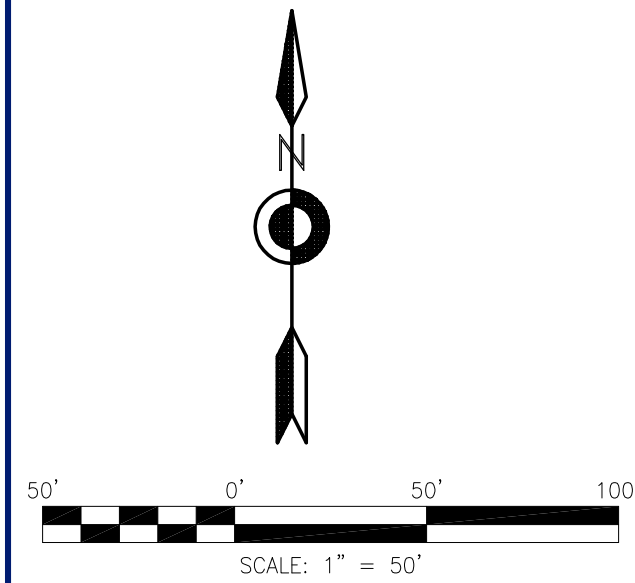
DATE: 1/9/19
LIC. EXP. 11-30-20

FIELD SURVEY DATE: 1/9/19

HAWTHORN 2ND RESUBDIVISION
DOC. 24133603 REC. 10-4-77

NORTH ROW LINE OF HINTZ ROAD

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CONTINENTAL ENGINEERS & SURVEYORS, INC.
Consulting Engineers • Land Surveyors • Planners
Illinois Professional Design Firm #184-003402
1315 FAIRMONT ROAD, HOFFMAN ESTATES, ILLINOIS 60169
(847)885-3326 FAX:(847)885-3496



PARKING DATA

TENANT	AREA (SQ. FT.) (SQ. FT.)	USE	REQUIRED PARKING SPACES	EXISTING PARKING SPACES	PROPOSED PARKING SPACES
ARGUS PLASTIC	37,600	Manufacturing	56		
FRESH FARMS	29,440	Storage	22		
JV GLOBAL	5,300	Service	8		
TENANT 4	16,150	Manufacturing	24		
OFFICE	4,536		14		
TOTAL			124	60	128

LOT COVERAGE

EXISTING GREEN SPACE: 73%

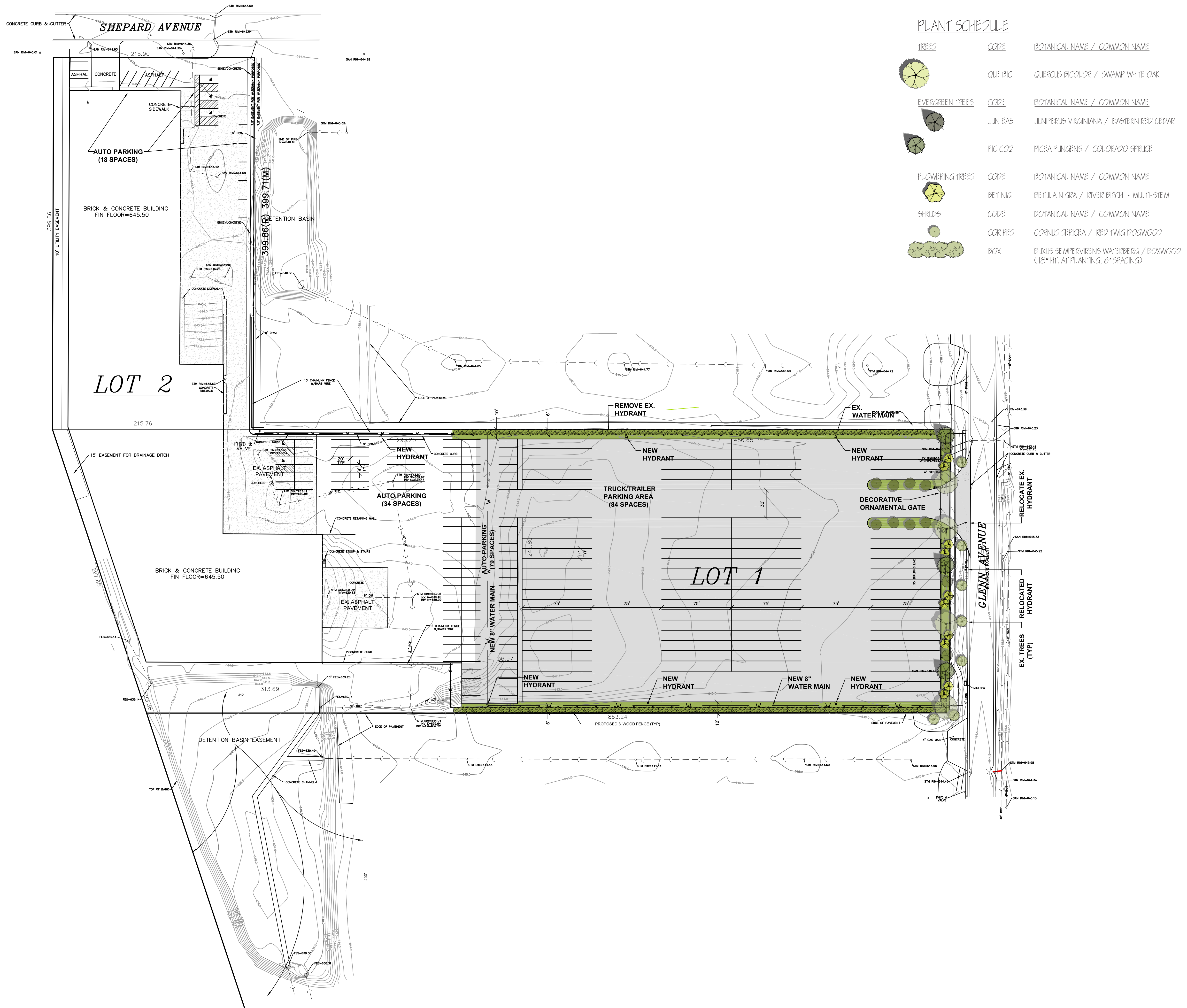
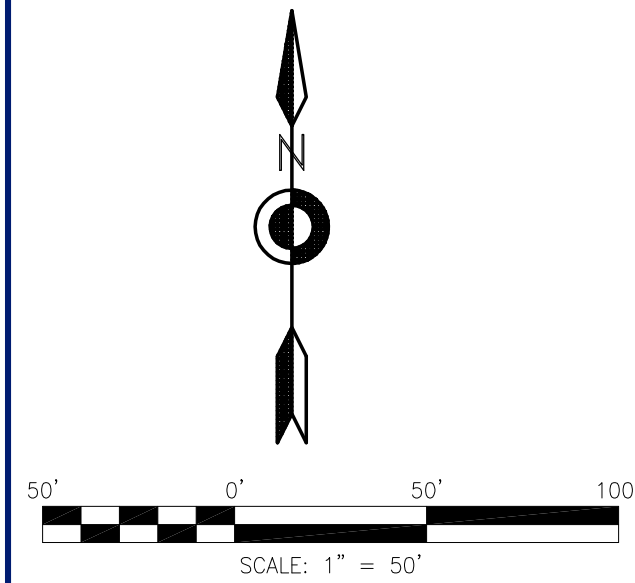
PROPOSED GREEN SPACE 14%

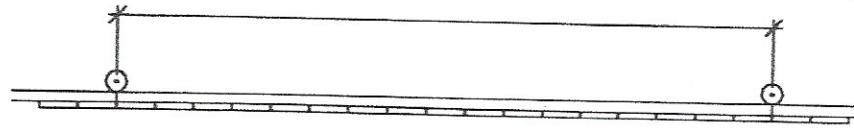
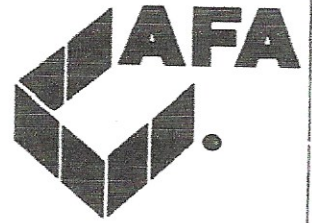
SITE PLAN

199 SHEPARD AVENUE
WHEELING, ILLINOIS

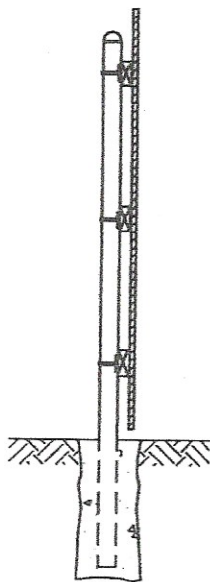
APRIL 13, 2013



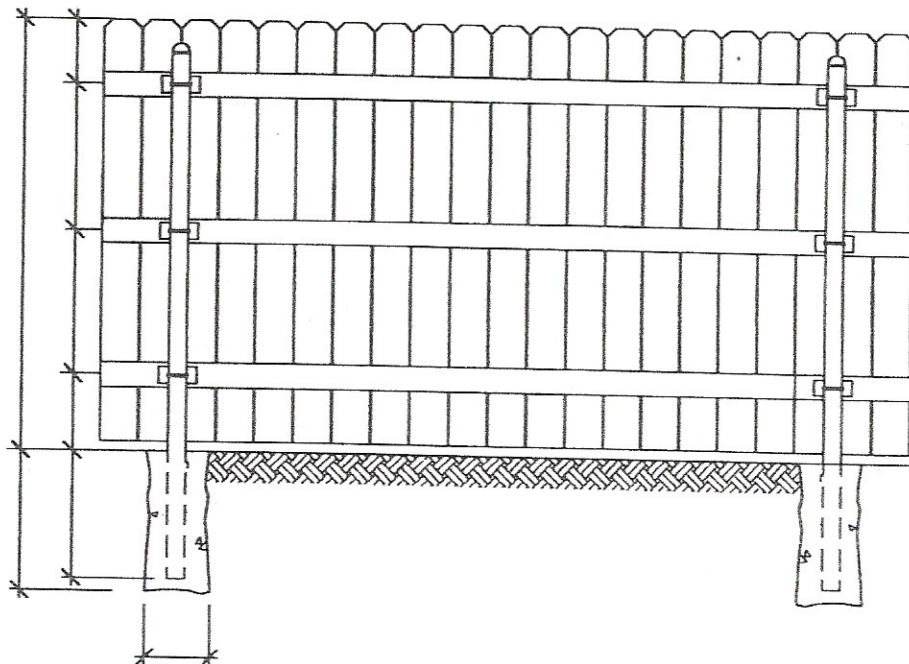




PLAN VIEW



SIDE VIEW



FRONT VIEW



8' SOLID BOARD FENCE / STEEL POST DETAIL

(W-17)

NOTES:

SPECIFICATIONS		
COMPONENT	DIMENSIONS	MATERIAL
BACK RAILS	2 x 4 x 8'	W.R.C
POSTS	2 1/2" x 11' x 55 1/2"	Steel
PICKETS	1 x 6 x 8 DE	W.R.C
FOOTING	10" DIA X 42" DEEP	
NAILS / SCREWS	ALUMINUM	
TOP DESIGN		

4 Per Section



P 1,786.72 ft



Glenn Ave

Glenn Ave



Glenn Ave

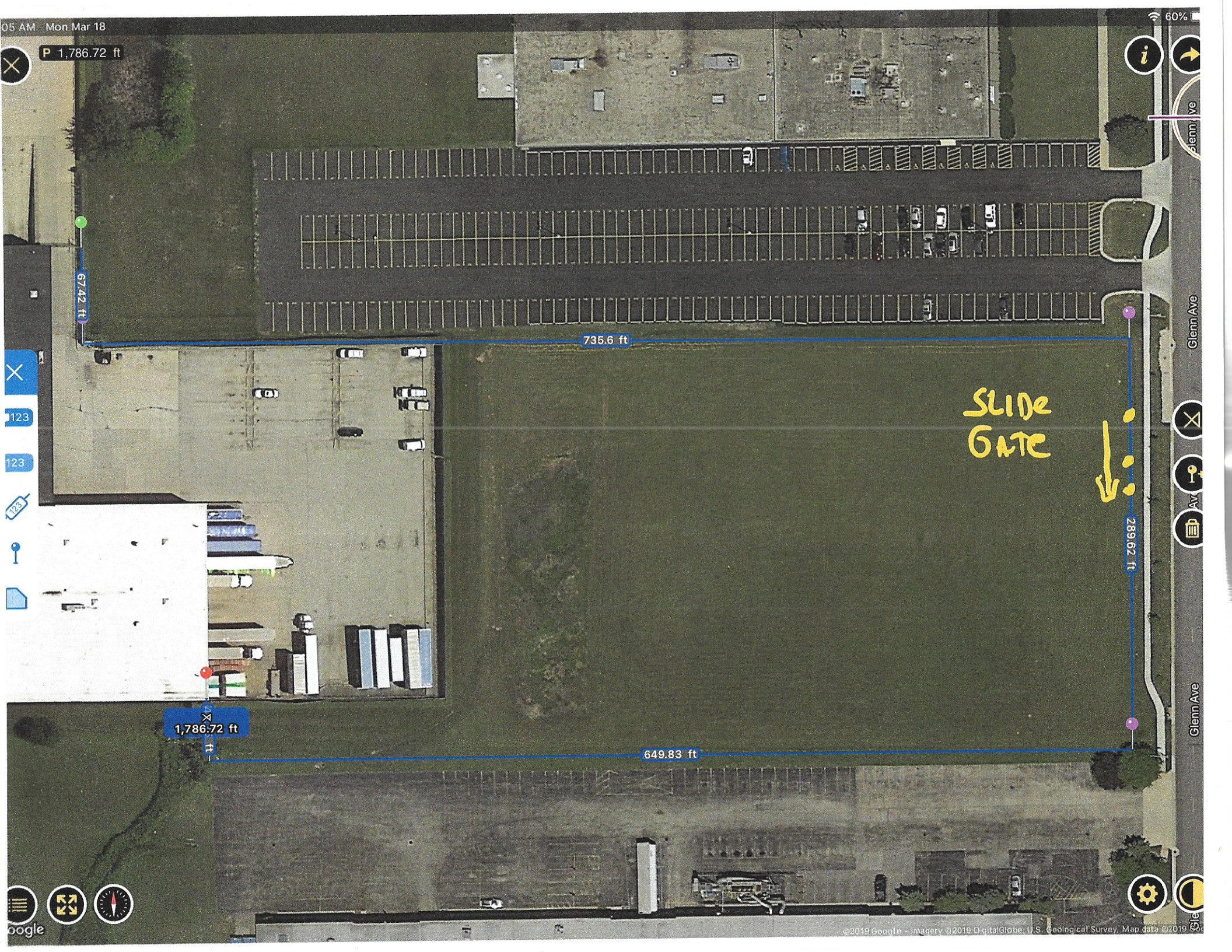


123

123



Google



VIPER L

OPTICS

STRIKE

LARGE VIPER LUMINAIRE

Cat.#

Job

Type



Approvals

SPECIFICATIONS

Intended Use:

The Beacon Viper luminaire is available in two sizes with a wide choice of different LED wattage configurations and optical distributions designed to replace HID lighting up to 1000W MH or HPS. Luminaires are suitable for wet locations.

Construction:

- Manufactured with die cast aluminum.
- Coated with a polyester finish that meets ASTM B117 corrosion test requirements and ASTM D522 cracking and loss of adhesion test requirements.
- External hardware is corrosion resistant.
- One piece optical cartridge system consisting of an LED engine, LED lamps, optics, gasket and stainless steel bezel.
- Cartridge is held together with internal brass standoffs soldered to the board so that it can be field replaced as a one piece optical system.
- Two-piece silicone and microcellular polyurethane foam gasket ensures a weather-proof seal around each individual optic.

Electrical:

- Luminaire accepts 100V through 277V, 50 Hz to 60 Hz (UNV), 347V, or 480V input.
- Power factor is $\geq .90$ at full load.
- Dimming drivers are standard, but must contact factory to request wiring leads for purpose of external dimming controls.
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is certified by UL for use at 600VAC at 90°C or higher.
- Plug disconnects are certified by UL for use at 600 VAC, 13A or higher. 13A rating applies to primary (AC) side only.
- Fixture electrical compartment shall contain all LED driver components and shall be provided with a push-button terminal block for AC power connections.
- Optional 7-pin ANSI C136.41-2013 twist-lock photo control receptacle available. Compatible with ANSI C136.41 external wireless control devices.
- Ambient operating temperature -40°C to 40°C
- Surge protection - 20kA.
- Lifeshield™ Circuit - protects luminaire from excessive temperature. The device shall activate at a specific, factory-preset temperature, and progressively reduce power over a finite temperature range. Operation shall be smooth and undetectable to the eye. Thermal circuit is designed to "fail on", allowing the luminaire to revert to full power in the event of an interruption of its power supply, or faulty wiring connection to the drivers. The device shall be able to co-exist with other 0-10V control devices (occupancy sensors, external dimmers, etc.).

Controls/Options:

- Available with an optional passive infrared (PIR) motion sensor capable of detecting motion 360° around the luminaire. When no motion is detected for the specified time, the motion response system reduces the wattage to factory preset level, reducing the light level accordingly. When motion is detected by the PIR sensor, the luminaire returns to full wattage and full light output. Please contact Beacon Products if project requirements vary from standard configuration.
- Available with Energeni for optional set dimming, timed dimming with simple delay, or timed dimming based on time of night (see www.beaconproducts.com/products/energeni).
- In addition, Viper can be specified with SiteSync™ wireless control system for reduction in energy and maintenance costs while optimizing light quality 24/7. For more details, see ordering information or visit: www.hubbellighting.com/sitesync

Installation:

- Mounting options for horizontal arm, vertical tenon or traditional arm mounting available. Mounting hardware included.

Finish:

- IFS polyester powder-coat electrostatically applied and thermocured. IFS finish consists of a five stage pretreatment regimen with a polymer primer sealer and top coated with a thermoset super TGIC polyester powder coat finish.
- The finish meets the AAMA 2604 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance and resists cracking or loss of adhesion per ASTM D522 and resists surface impacts of up to 160 inch-pounds.

Certifications/Ratings:

- DesignLights Consortium (DLC) qualified, consult DLC website for more details: <http://www.designlights.org/QPL>
- Certified to UL 1598, UL 8750, and CSA C22.2
- 3G rated for ANSI C136.31 high vibration applications with MAF mounting
- IDA approved
- This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: http://www.beaconproducts.com/products/viper_large

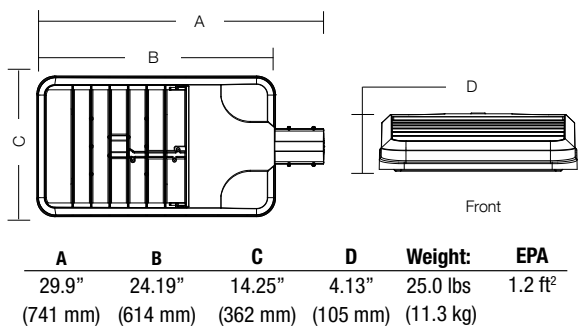
Warranty:

Five year limited warranty for more information visit: www.hubbellighting.com/resources/warranty

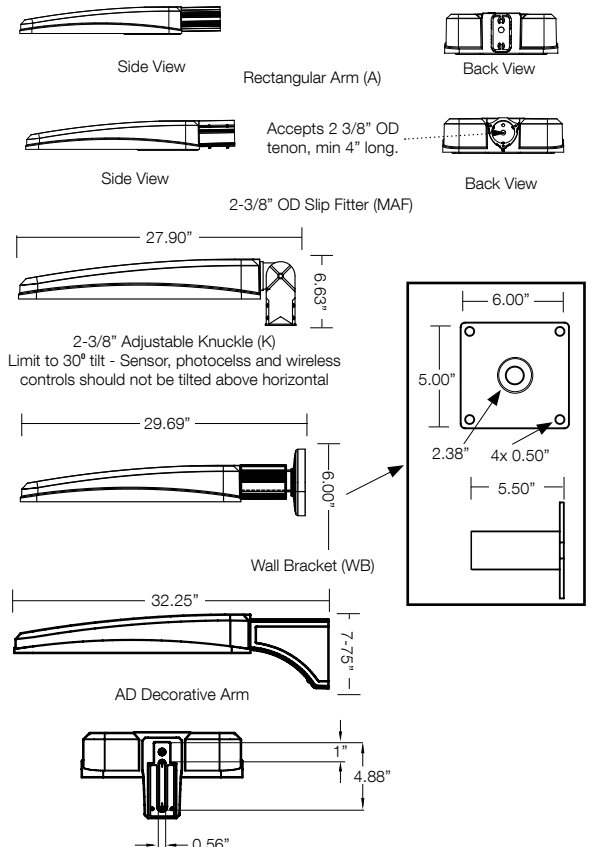
PRODUCT IMAGE(S)



DIMENSIONS



MOUNTING OPTIONS



CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only



Beacon Products • 2041 58th Avenue Circle East Bradenton, FL 34203 • Phone: 800-345-4928

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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HUBBELL
Lighting

ORDERING INFORMATION ORDERING EXAMPLE: VPL/96L-280/4K7/4W/UNV/A/DB/7PR-TL/GENI-04/BC

VPL									
SERIES	LED ENGINE	CCT/CRI ⁷	ROTATION	VOLTAGE	COLOR	OPTIONS			
VPL Viper	64L-135 135W LED array 80L-180 180W LED array 80L-235 235W LED array 96L-220 220W LED array 96L-280 280W LED array 96L-315 315W LED array 96L-395 395W LED array	3K7 3000K, 70 CRI 4K7 4000K, 70 CRI 5K7 5000K, 70 CRI	Leave blank for no rotation L ⁵ Optic rotation left R ⁵ Optic rotation right	UNV 120-277V 120 120V 208 208V 240 240V 277 277V 347 347V 480 480V	BL Black Textured DB Dark Bronze Textured GYS Light Gray Smooth PS Platinum Silver Smooth WH White Textured CC Custom Color	F Fusing BSP Bird Spikes BC Backshield (available for FR, 2, 3, 4, 4W Optics)			

DISTRIBUTION

FR Type 1/Front Row
2 Type 2
3 Type 3
4 Type 4
4W Type 4 Wide
5QM Type 5QM
5QN Type 5QN
5R Type 5R (rectangular)
5W Type 5W (round wide)
TC Tennis Court

MOUNTING

A Rectangular Arm (formerly RA) for square or round pole
MAF Mast Arm Fitter (formerly SF2) for 2-3/8" OD horizontal arm
K Knuckle (formerly PK2) limit to 30° tilt or 2-3/8" OD horizontal arm or vertical tenon
WB Wall Bracket
AD Universal Arm for square pole
AD3 Universal Arm for 2.4"-4.1" round pole
AD4 Universal Arm for 4.2"-5.3" round pole
AD5 Universal Arm for 5.5"-5.9" round pole
AD6 Universal Arm for 6.0"-6.5" round pole

CONTROL OPTIONS

7PR 7-Pin Receptacle only (shorting cap, photo control, or wireless control provided by others)
7PR-SC 7-Pin Receptacle w/Shorting Cap
7PR-TL 7-Pin Receptacle w/Twist Lock photo control
SCP/_F^{1,2,6} Programmable Occupancy Sensor w/daylight control (120-277 volts only)
GENI-XX³ ENERGENI
SWP^{1,4} SiteSync Pre-Commission
SWPM^{1,2,4} SiteSync Pre-Commission w/ Sensor

HOUSE SIDE SHIELD ACCESSORIES

HSS/EVP-L/90-FB/XXX 90° shield front or back
HSS/EVP-L/90-LR/XXX 90° shield left or right
HSS/EVP-L/270-FB/XXX 270° shield front or back
HSS/EVP-L/270-LR/XXX 270° shield left or right
HSS/EVP-L/360/XXX Full shield

(Replace XXX with notation for desired finish color)
(Refer to page 5 for shield images)

MOUNTING ACCESSORIES

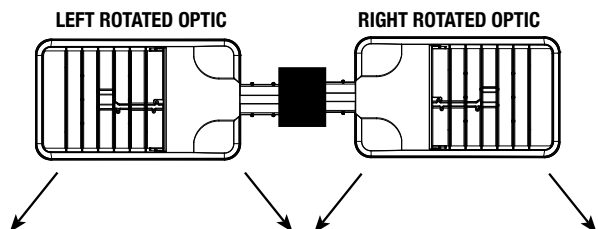
VPL-AD-RPA3 2.4"-4.1" Round Pole Adapter for AD arm
VPL-AD-RPA4 4.2"-5.3" Round Pole Adapter for AD arm
VPL-AD-RPA5 5.5"-5.9" Round Pole Adapter for AD arm
VPL-AD-RPA6 6.0"-6.5" Round Pole Adapter for AD arm

- ¹ Not available with other wireless control or sensor options
² Specify mounting height; 8 = 8' or less, 40 = 9' to 40'
³ Specify routine setting code (example GENI-04). See ENERGENI brochure and instructions for setting table and options. Not available with sensor or SiteSync options.
⁴ Specify group and zone at time of order. See www.hubbelllighting.com/sitesync for further details. Order at least one SiteSync interface accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node
⁵ Only available with FR, 2, 3, 4, 4W and 5R distributions
⁶ Order at least one SCP-REMOTE per project location to program and control the occupancy sensor
⁷ This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: http://cdn.beaconproducts.com/content/products/specs/specs_files/Viper_Large_LED_turtle_spec_sheet.pdf

PRECOMMISSIONED SITESYNC ORDERING INFORMATION: When ordering a fixture with the SiteSync lighting control option, additional information will be required to complete the order. The SiteSync Commissioning Form or alternate schedule information must be completed. This form includes Project location, Group information, and Operating schedules. For more detailed information please visit www.hubbell-automation.com/products/sitesync/ or contact Hubbell Lighting tech support at (800) 345-4928.

SiteSync fixtures with Motion control (SWPM) require the mounting height of the fixture for selection of the lens.

Examples: VP-L/80L-235/4K7/3/UNV/A/DB/SWP/ SiteSync only
VP-L/80L-235/4K7/3/UNV/A/DB/SWPM-40F/ SiteSync with Motion Control



Accessories and Services (Ordered Separately)

Catalog Number	Description
SCP-REMOTE	Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor
SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node
SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with preloaded software, SiteSync license and USB radio bridge node.
SWBRG	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.
SW7PR+	SiteSync 7 Pin on fixture module On/Off/Dim, Daylight Sensor 120-480VAC

* When ordering SiteSync at least one of these two interface options must be ordered per project.
+ Available as a SiteSync retrofit solution for fixtures with an existing 7pin receptacle.

Hubbell Control Solutions - Accessories (sold separately)

Catalog Number	Description	HCS System
NXOFM-1R1D-UNV	On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with HubbNET Radio and Bluetooth® Radio, 120-480VAC	NX Distributed Intelligence™
WIR-RME-L	On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110-480VAC	wiSCAPE® Lighting Control

For additional information related to these accessories please visit www.hubbellcontrolsolutions.com. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

SiteSync 7-Pin Module



- SiteSync features in a new form
- Available as an accessory for new construction or retrofit applications (with existing 7-Pin receptacle)
- Does not interface with occupancy sensors



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PERFORMANCE DATA				5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
# LED'S	DRIVE CURRENT (MILLIAMPS)	SYSTEM WATTS	DISTRIBUTION TYPE	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G
64	625 mA	135W	1A	18220	132	2	0	2	18783	137	2	0	2	16341	119	2	0	2
			2	17228	125	2	0	2	17761	129	2	0	2	15452	112	2	0	2
			3	17257	125	2	0	3	17791	129	2	0	3	15478	112	2	0	3
			4	16864	123	1	0	4	17386	126	1	0	4	15125	110	1	0	3
			4W	16648	112	2	0	4	17163	115	2	0	4	14931	100	2	0	4
			5QM	17259	125	4	0	2	17792	129	4	0	2	15479	112	4	0	2
			5QN	18023	131	4	0	0	18580	135	4	0	0	16165	117	4	0	0
			5R	17410	127	4	0	4	17948	130	4	0	4	15615	113	4	0	4
			5W	16498	120	4	0	2	17009	124	4	0	3	14797	108	4	0	2
			TC	15925	110	2	1	2	16417	113	2	1	2	14283	98	1	1	2
80	700 mA	180W	1A	23230	128	2	0	2	23948	132	2	0	2	20835	115	2	0	2
			2	21965	121	3	0	3	22645	125	3	0	3	19701	109	2	0	3
			3	22003	121	2	0	4	22683	125	3	0	4	19734	109	2	0	4
			4	21502	119	2	0	4	22167	122	2	0	4	19285	106	2	0	4
			4W	20810	112	2	0	4	21627	116	2	0	4	18664	100	2	0	4
			5QM	22005	121	4	0	2	22686	125	4	0	2	19736	109	4	0	2
			5QN	22979	127	4	0	1	23689	131	4	0	1	20610	114	4	0	0
			5R	22197	122	4	0	4	22884	126	4	0	4	19909	110	4	0	4
			5W	21035	116	5	0	3	21686	120	5	0	3	18867	104	4	0	3
			TC	19906	110	2	1	2	20522	113	2	1	2	17854	98	2	1	2
80	875 mA	235W	1A	27849	121	2	0	2	28711	125	2	0	2	24978	108	2	0	2
			2	26334	114	3	0	3	27148	118	3	0	4	23619	102	3	0	3
			3	26378	114	3	0	4	27194	118	3	0	4	23659	103	3	0	4
			4	25777	112	2	0	4	26575	115	2	0	5	23120	100	2	0	4
			4W	25109	106	2	0	5	25886	109	2	0	5	22521	95	2	0	5
			5QM	26381	114	4	0	2	27196	118	4	0	2	23661	103	4	0	2
			5QN	27548	119	5	0	1	28400	123	5	0	1	24708	107	5	0	1
			5R	26611	115	5	0	5	27434	119	5	0	5	23868	104	4	0	4
			5W	25218	109	5	0	3	25998	113	5	0	3	22619	98	5	0	3
			TC	23864	103	2	1	2	24602	107	2	1	2	21404	93	2	1	2
96	700 mA	220W	1A	27876	128	2	0	2	28738	132	2	0	2	25002	115	2	0	2
			2	26359	121	3	0	3	27174	125	3	0	4	23641	109	3	0	3
			3	26403	121	3	0	4	27220	125	3	0	4	23681	109	3	0	4
			4	25802	119	2	0	4	26600	122	2	0	5	23142	106	2	0	4
			4W	24651	113	3	0	5	25413	117	3	0	5	22109	102	2	0	4
			5QM	26406	121	4	0	2	27222	125	4	0	2	23684	109	4	0	2
			5QN	27575	127	5	0	1	28427	131	5	0	1	24732	114	5	0	1
			5R	26637	122	5	0	5	27460	126	5	0	5	23891	110	4	0	4
			5W	25242	116	5	0	3	26023	120	5	0	3	22640	104	5	0	3
			TC	23887	110	2	1	2	24626	113	2	1	2	21424	98	2	1	2
96	875 mA	280W	1A	33419	121	3	0	2	34453	125	3	0	2	29974	108	2	0	2
			2	31600	114	3	0	4	32577	118	3	0	4	28342	102	3	0	4
			3	31654	114	3	0	5	32633	118	3	0	5	28390	103	3	0	4
			4	30933	112	2	0	5	31889	115	2	0	5	27744	100	2	0	5
			4W	30131	106	3	0	5	31063	109	3	0	5	27025	95	3	0	5
			5QM	31657	114	5	0	3	32636	118	5	0	3	28393	103	4	0	2
			5QN	33058	119	5	0	1	34080	123	5	0	1	29650	101	5	0	1
			5R	31933	115	5	0	5	32921	119	5	0	5	28641	104	5	0	5
			5W	30262	109	5	0	4	31198	113	5	0	4	27142	98	5	0	3
			TC	28642	104	2	1	3	29528	107	2	1	3	25690	93	2	1	3
96	1000mA	315W ²	1A	35666	113	3	0	2	36769	117	3	0	2	31989	101	2	0	2
			2	33725	107	3	0	4	34768	110	3	0	4	30248	96	3	0	4
			3	33782	107	3	0	5	34827	110	3	0	5	30299	96	3	0	4
			4	33012	105	2	0	5	34033	108	2	0	5	29609	94	2	0	5
			4W	32158	106	3	0	5	33153	109	3	0	5	28842	95	3	0	5
			5QM	33785	107	5	0	3	34830	110	5	0	3	30302	96	5	0	2
			5QN	35280	112	5	0	1	36371	115	5	0	1	31643	100	5	0	1
			5R	34080	108	5	0	5	35134	111	5	0	5	30567	97	5	0	5
			5W	32302	102	5	0	4	33301	106	5	0	4	28972	92	5	0	4
			TC	30568	97	2	1	3	31513	100	3	1	3	27416	87	2	1	3
96	1225mA	395W ²	1A	39569	101	3	0	4	43125	110	3	0	3	37518	96	3	0	2
			2	39569	101	3	0	4	40793	104	3	0	4	35490	91	3	0	4
			3	39619	101	3	0	5	40845	104	3	0	5	35535	91	3	0	5
			4	38723	98	3	0	5	39921	101	3	0	5	34731	88	2	0	5
			4W	37720	106	3	0	5	38887	109	3	0	5	33831	95	3	0	5
			5QM	39623	101	5	0	3	40848	104	5	0	3	35538	90	5	0	3
			5QN	41394	105	5	0	1	42675	109	5	0	1	37127	95	5	0	1
			5R	39969	102	5	0	5	41205	105	5	0	5	35848	91	5	0	5
			5W	37877	97	5	0	4	39048	100	5	0	4	33986	87	5	0	4
			TC	35850	90	3	1	3	36959	93	3	1	3	32154	81	3	1	3

¹ Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

² 315W and 395W 3000K versions are not DLC QPL listed. Reference highlighted cells in table.



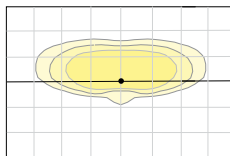
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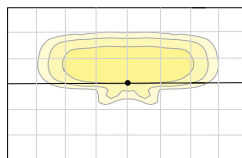


PHOTOMETRICS

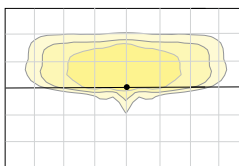
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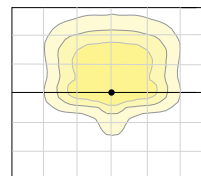
Type 2



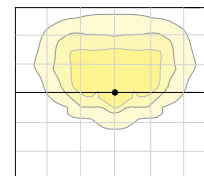
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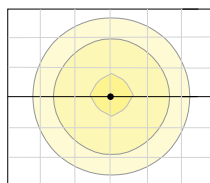
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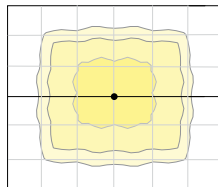
Type 4W



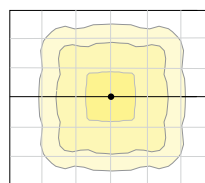
Type 5W



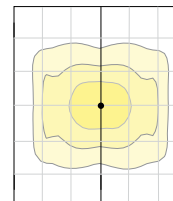
Type 5QN



Type 5QM



Type 5R



ELECTRICAL DATA

# OF LEDS	NUMBER OF DRIVERS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	SYSTEM POWER (w)	CURRENT (Amps)
64	1	625 mA	120	135	1.4
			277		0.6
			347		0.5
			480		0.3
80	2	700 mA	120	180	1.8
			277		0.8
			347		0.6
			480		0.5
80	2	875 mA	120	235	2.4
			277		1.0
			347		0.8
			480		0.6
96	2	700 mA	120	220	2.2
			277		1.0
			347		0.8
			480		0.6
96	2	875 mA	120	280	2.8
			277		1.2
			347		1.0
			480		0.7
96	2	1000 mA	120	315	3.2
			277		1.4
			347		1.1
			480		0.8
96	2	1225 mA	120	395	4.0
			277		1.7
			347		1.4
			480		1.0

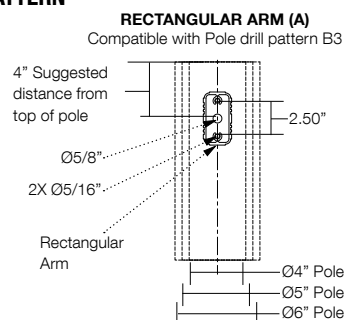
PROJECTED LUMEN MAINTENANCE

AMBIENT TEMP.	0	25,000	50,000	TM-21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°C	1	0.98	0.97	0.97	0.96	>377,000

¹ Projected per IESNA TM-21-11

Data references the extrapolated performance projections for the 700mA base model in a 25°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

DRILL PATTERN



EPA

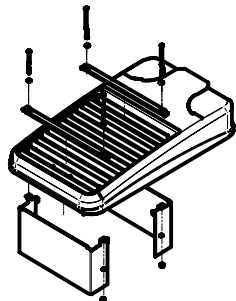
Config.	EPA	Config.	EPA
1	1.2	3 @ 120°	3.0
2 @ 90°	1.9	3 @ 90°	3.1
2 @ 180°	2.4	4 @ 90°	3.8

TENON TOP POLE BRACKET ACCESSORIES (Order Separately)

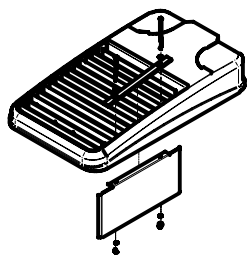
(2 3/8" OD tenon)

Catalog Number	Description
SETAVP-XX	Square tenon adapter (4 at 90°) for A - Rectangular Arm mounting option only
RETAVP-XX	Round tenon adapter (4 at 90°) for A - Rectangular Arm mounting option only
TETAVP-XX	Hexagonal tenon adapter (4 at 90°) for A - Rectangular Arm mounting option only
SETA2XX	Square tenon adapter (4 at 90°) for AD - Universal Arm mounting option only
RETA2XX	Round tenon adapter (4 at 90°) for AD3 - Universal Arm mounting option only
TETA2XX	Hexagonal tenon adapter (3 at 120°) for AD - Universal Arm mounting option only

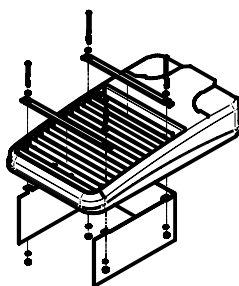
HOUSE SIDE SHIELD FIELD INSTALL ACCESSORIES



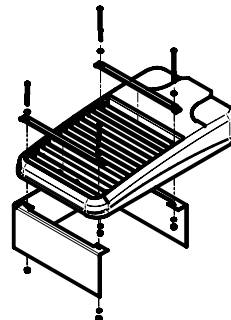
HSS/EVP-L/90-FB/XXX
90° shield front or back
(2 shields shown)



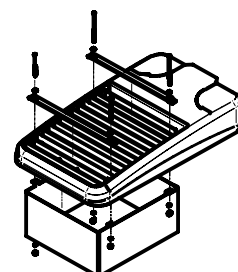
HSS/EVP-L/90-LR/XXX
90° shield left or right
(1 shield shown in left orientation)



HSS/EVP-L/270-FB/XXX
270° shield front or back
(1 shield shown in back orientation)

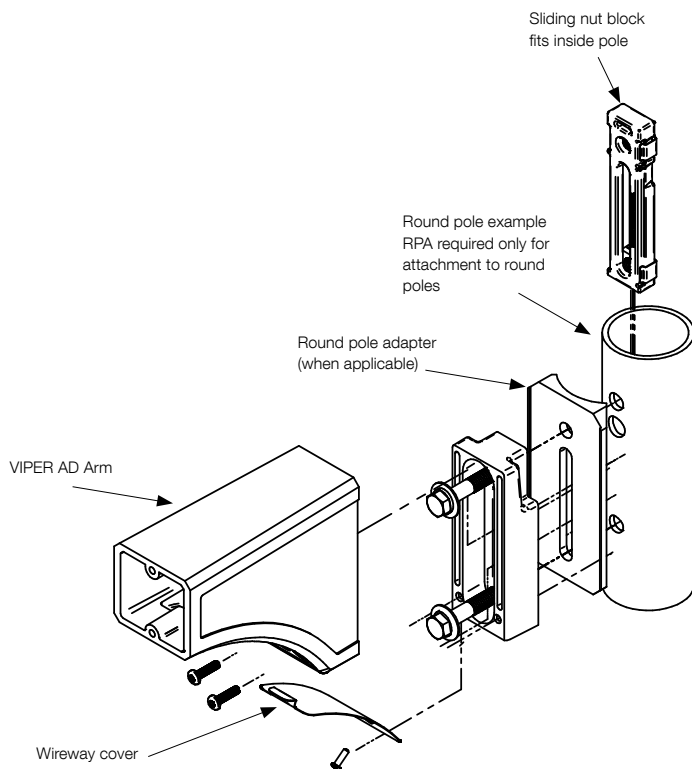


HSS/EVP-L/270-LR/XXX
270° shield left or right
(1 shield shown in right orientation)



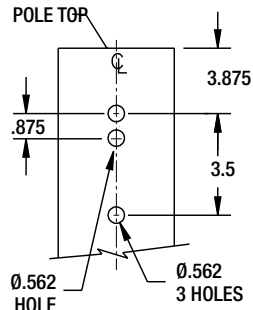
HSS/EVP-L/360/XXX
Full shield
(1 shield shown)

AD ARM MOUNTING INSTRUCTIONS



DECORATIVE ARM (AD)

Compatible with pole drill pattern S2



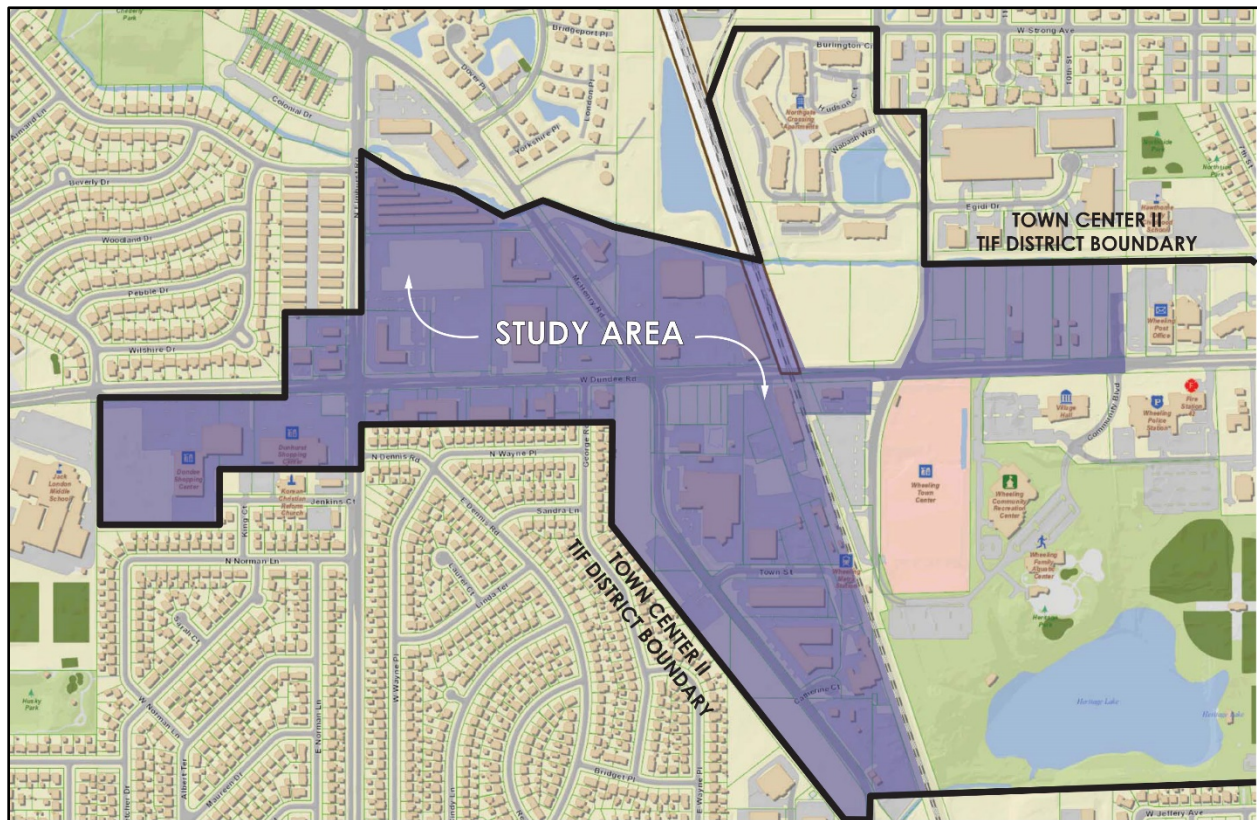
VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. 2019-18
Village of Wheeling, Station Area Plan Update

MEETING DATE: June 13, 2019

REQUESTED ACTION: Amendment to the Comprehensive Plan for the Station Area Plan Update

LOCATION MAP:



SUMMARY OF REQUEST

The Village of Wheeling is seeking to update the Station Area Plan, a subarea of plan within the Comprehensive Plan of the Village of Wheeling.

BACKGROUND

In 2004, the Village prepared the Station Area Plan, a transit oriented development plan to guide development around the Metra station. Since that time, several projects completed by the Village and other entities have advanced the goals of the plan:

- Working with the Federal Emergency Management Agency (FEMA) to modify the flood plain map for the area;
- Developing a zoning framework to encourage transit-oriented development;
- Investing in the construction of Village Hall on land near the train station;

- Acquiring strategic properties in the Study Area, and working to attract a developer to the Wheeling Town Center project that is currently under construction;
- Redevelopment of Heritage Park, including regional storm water management facilities.

There are other factors that have had an influence on the demand for certain land uses in the area:

- Changes in the retail market, such as decreased demand for large retail stores
- Relocation of the Orange Crush asphalt plant
- Residential construction in and around the town center area

As a result, the 2004 plan is no longer a relevant tool for guiding the growth of the area, and needs to be updated to serve a valuable function of guiding land use policy for the Village in the area going forward. The updates to the plan are intended to help clarify and document policy direction, such as preferred land uses, locations, densities, and design expectations.

PLAN UPDATE SUMMARY

The Village has partnered with consultants from Farr Associates, Business Districts Inc., and Sam Schwartz Engineering to produce the attached draft update to the Downtown Station Area Plan.

The consultant team conducted a 3-day “charrette” to advance conceptual plans for the study area. The National Charrette Institute (NCI) Charrette model is the national standard for structuring a multiple feedback loop interactive process that helps arrive at critical decisions quickly and efficiently. This intense 3-day workshop was held in Village Hall and included interviews with important stakeholders and regular check-ins with the Steering committee.

The Draft Plan is comprised of the following sections:

- Background/Intro
- Existing Conditions – The Station Area features many assets. This chapter brings to light some of those assets and identifies weaknesses that may become opportunities to address through design solutions and public or private investment.
- Market Position - Market positioning applies market, demographic, and financial analysis with an understanding of trends to provide a context for the decisions associated with study area plans.
- Strategies and Tools - The challenges facing the Station Area call for a particular set of planning strategies. This section highlights several key recommendations.
- 3 Planning Scenarios - Conceptual planning scenarios are organized around three basic additive levels of development support which the Village of Wheeling could provide.

In order to help shape the direction of the draft plan, the Village sought public input and feedback on the draft plan and the planning scenarios through an online survey. The following is a summary of the survey results (see next page):

Feedback on Planning Study			
Question		Key Take-aways	
1	The conceptual plans illustrated in the accompanying document are all fundamentally aimed at creating a pedestrian-oriented Village center. Do you agree that a Village center with walk-to destinations should be the preferred vision for the area around the Metra station? If not, what is your preferred vision for the area?	13 yes	1 no
2	What are the aspects of these conceptual plans that you like or dislike? Please be as specific as possible	Wide support for proposed bike trails.	
		Mostly support for increased density and economic development, particularly with focus on entertainment uses, but some concern over existing vacancies and potential traffic impact	
3	What is missing from the area around the train station /Village of Wheeling that you'd like to see? Are there any types of businesses, features/amenities, attractions, or infrastructure improvements that you think would enhance the quality of this area? Please be as specific as possible.	Several mentions of open space amenity and more dining & shopping options, including grocery. One mention of desire for more homes, specifically senior housing.	
4	What/where are your favorite places to go for dining, shopping, or entertainment? What do you like about it?	Most respondents named places in surrounding municipalities, like Glenview, Mt. Prospect, Arlington Heights and Long Grove. Restaurants, entertainment and dog park were most popular answers.	
5	Any additional comments?		
Please look at how Village of Wheeling can provide additional value to homes in the area around Hintz and Elmhurst by improving the infrastructure or by bringing additional curb appeal.			
Keep the people who live in Wheeling in mind as types of businesses are considered. While it's great to get tax money from non-residents coming in, you need to remain affordable to those who live here. If your new movie theater or restaurants or shopping are too expensive, people will continue to cross over the Lake County line if for nothing else to save on tax.			
For Wheeling to be desirable there should be weekend train service to/from Chicago			
It's cool to see this area grow and develop. (I've lived here for near 20 years.)			
Would like to see these plans come to fruition while I still live in Wheeling. I hope it doesn't take dozens of years. Can we move faster and aggressively promote to make it all happen now!?			
We don't need no more housing or other shopping places because of this we will pay more in taxes			

3 Planning Scenarios: Based on the analysis of existing conditions, input from the steering committee and interviews with key stakeholders, the consultant team prepared 3 conceptual scenarios for the study area illustrating different redevelopment strategies. Rather than being mild variations on a single idea, the three scenarios were crafted to

test an expansive set of development scenarios. While all three schemes represent viable scenarios for walkable, bikeable, sustainable, urban development, it was expected that the schemes would test variations of the following planning elements: street grids, allocations of open space, allocation of land use, development density, urban design, parking typologies (surface or decked) and the inclusion or exclusion of key development parcels.

The 3 Planning Scenarios are based on the following principles:

1. **Regulate** - What is likely to happen if the Village of Wheeling's level of involvement is limited to adopting a walkable/form-based zoning code?
2. **Coordinate** - What is likely to happen if the Village of Wheeling's level of involvement is extended to coordinating cross access easements?
3. **Participate** - What is likely to happen if the Village of Wheeling's level of involvement, in addition to regulating through a form-based code, facilitates the assembly of parcels into larger development sites?

Each of these scenarios assumes that the Village adopts a form-based code to guide the redevelopment of the study area. Conventional zoning codes traditionally focus on the division of land-use types and the control of development intensity through simple parameters (e.g., floor area ratio, dwellings per acre, height limits, setbacks, parking ratios, etc.). A form-based code, on the other hand, is a land development regulation that uses the physical form (rather than separation of uses) as the organizing principle for the code. To achieve this, a form-based code is a regulation, rather than a guideline, that would be adopted by the Village. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale; and therefore, character of development, rather than only distinctions in land-use types.

These scenarios identify a variety of approaches for key areas of the plan area and propose scenarios in which these area could develop in the future. These plans are intended to spark conversation and thought about the way these areas could develop. The visual representations in these scenarios are not intended to provide specifics on building locations, massing, scale, or architectural themes, but are provided to serve as visual examples.

STAFF REVIEW

The 3 Planning Scenarios are the critical component of the draft plan, where the conceptual plans represent a step before the final version of the plan, which is intended to test a range of planning scenarios and recommended improvements to physical infrastructure, policies, and programs to develop a final version of the plan update. Before

the final draft is prepared by the consultant team, staff is seeking feedback from the Plan Commission regarding the three scenarios to assist in the preparation of the final draft.

The Commission's input and feedback will be used to prepare the final draft plan and will return to the Commission for a recommendation at the June 27, 2019 meeting.

ATTACHMENTS:

[Village of Wheeling Downtown Station Area Plan Update \(Draft\)](#)

village of **WHEELING**

DOWNTOWN STATION AREA PLAN UPDATE



The Village of Wheeling partnered with consultants from Farr Associates, Business Districts Inc, and Sam Schwartz Engineering to produce this draft update to the Downtown Station Area Plan.

The conceptual plans presented in this document represent a mid-point in the process; their aim is to test a range of planning scenarios and recommended improvements to physical infrastructure, policies, and programs.

BACKGROUND

2004 STATION AREA PLAN

In 2004, the Village of Wheeling prepared a transit oriented development plan to guide development around the Metra station (the Station Area Plan, approved as a subarea plan in the Comprehensive Plan). Since that time, several projects completed by the Village and other entities have advanced the goals of the plan:

- Working with the Federal Emergency Management Agency (FEMA) to modify the flood plain map for the area;
- Developing a zoning framework to encourage transit-oriented development;
- Investing in the construction of Village Hall on land near the train station;
- Acquiring strategic properties in the Study Area, and working to attract a developer to the Wheeling Town Center project that is currently under construction;
- Redevelopment of Heritage Park, including regional storm water management facilities.

There are other factors that have had an influence on the demand for certain land uses in the area:

- Changes in the retail market, such as decreased demand for large retail stores;
- Relocation of the Orange Crush asphalt plant;
- Residential construction in and around the town center area.

The 2004 plan is no longer a relevant tool for guiding the growth of the area, and needs to be updated to serve a valuable function of guiding land use policy for the Village in the area going forward. This planning effort takes on special urgency given the continued market interest in redevelopment in this portion of the Village.

The updated sub-area plan is expected to help clarify and document policy direction, such as preferred land uses, locations, densities, and design expectations. The plan should prioritize development sites and in turn prioritize public investment to support development of those sites. The plan should help streamline the development process by focusing public investments of time and money, based on the feasibility of development, and giving clearer direction to the development community based on technical analyses and community input.



STUDY AREA

Wheeling is located within Cook County with adjacent communities of Prospect Heights, Northbrook, Riverwoods and Buffalo Grove. It is roughly 30 miles to the northwest of the downtown Chicago Loop. Interstate 294, State Highway 45 and Route 83 run north/south through or adjacent to Wheeling. Just to the south of Wheeling, the Chicago Executive Airport, PWK, connects corporate travelers and recreational pilots to the northern suburbs.

The Study Area extends just beyond Elmhurst Road to the west and Community Blvd. to the east. It is approximately one mile along Dundee, the major east/west arterial. It contains the North Central Service (NCS) Metra Station and adjacent properties to the north and west.

PROCESS

EXISTING CONDITIONS ANALYSIS

The initial phase of the project served to familiarize the consultant team with the study area, key planning documents, and existing zoning. This included a detailed review of existing documents and previous planning efforts. The analysis of existing conditions is recorded through a series of analytical maps and diagrams, along with text and charts, to help inform later planning decisions. The analysis covered the following topics:

- Existing land-uses
- Existing buildings
- Parks, open spaces, and amenities
- Construction trends
- Community character
- Transportation network
- Infrastructure capacity
- Market trend analysis

A steering committee of Village representatives, trustees, business owners, and residents was formed to help guide the design process between community engagement opportunities. The feedback and direction provided was critical to the creation of the plan. Their insight helped to identify potential concerns.

CHARRETTE

The consultant team conducted a 3-day “Charrette” to advance 3 preliminary conceptual plans for the Study Area. The National Charrette Institute (NCI) Charrette model is the national standard for a structuring multiple feedback loop interactive process that helps arrive a critical decisions quickly and efficiently. This intense 3-day workshop was based out of Village Hall and included interviews with important stakeholders and regular check-ins with the Steering committee.

THREE PRELIMINARY CONCEPTS

Based on the analysis of existing conditions, input from the steering committee and interviews with key stakeholders, the team prepared three conceptual approaches for the study area illustrating different redevelopment strategies. Rather than being mild

variations on a single idea, the three schemes were crafted to test an expansive set of development scenarios. While all three schemes represent viable scenarios for walkable, bikeable, sustainable, urban development, it was expected that the schemes would test variations of the following planning elements: street grids, allocations of open space, allocation of land use, development density, urban design, parking typologies (surface or decked) and the inclusion or exclusion of key development parcels. The charrette concluded with a public presentation to the Plan Commission.

NEXT STEPS

Based on feedback received from the presentation of the three concept plans, the team will draft the preferred vision for the study area. This draft will focus on a single preferred vision and be supported by diagrams, program tabulations, recommended phasing, action items, transportation related improvements, and market strategy among other recommendations. The final preferred plan will include a “TLC” strategy outlining tactical, lean, and climax phases of redevelopment. This highlights near-term strategy to make relatively quick, cost-effective improvements to build momentum for the plans full implementation. This draft will be reviewed by the Village Board, Plan Commission, and Village Staff.

After comments and feedback are received, the final plan will be developed based on the feedback and further refined to include implementation recommendations including, but not limited to the following:

- Proposed land-uses
- Proposed zoning
- Conceptual site layouts and development schemes
- Parcel assembly opportunities
- Transportation network improvements
- Public space investments

The team will present the final plan at a future public Plan Commission meeting.



EXISTING CONDITIONS

Downtown Wheeling features many assets. This chapter brings to light some of those assets and identifies weaknesses that may become opportunities to address through design solutions and public or private investment.

012 Mobility & Connectivity

018 Parks, Open Space & Amenities

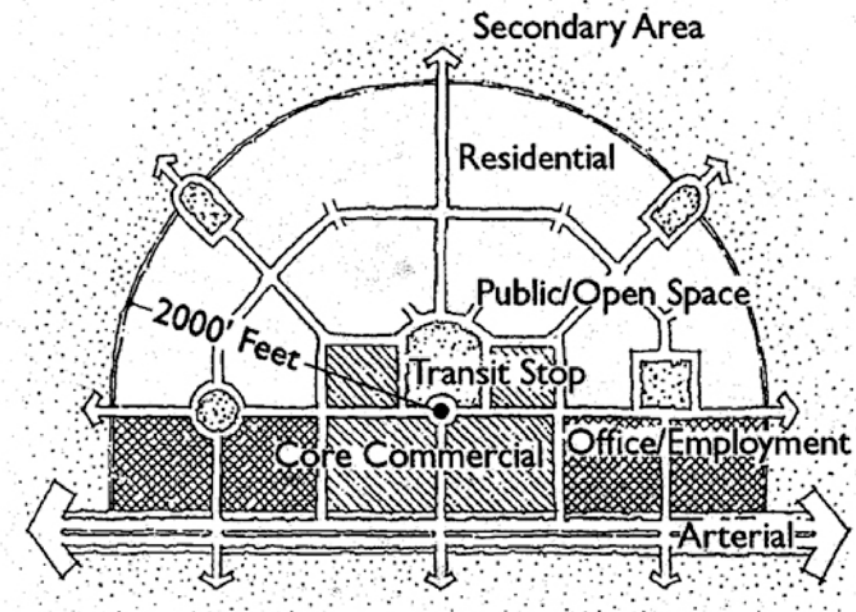
020 Zoning

MOBILITY & CONNECTIVITY WHAT IS TOD?

The land around the Metra Station has the potential to grow into what is referred to as a “Transit-oriented development” (TOD). TOD typically refers to compact, walkable development with a range of uses within half a mile of quality public transportation such as a light rail stop, commuter train stop, or Bus Rapid Transit stop. Housing, jobs, shopping, restaurants, and entertainment are a few of the uses appropriate for TOD.

There are a range of benefits to TOD such as:

- Walkable communities that accommodate more healthy and active lifestyles
- Potential for added value created through increased and/or sustained property values where transit investments have occurred
- Improved access to jobs and economic opportunity for low-income people and working families
- Expanded mobility choices that reduce dependence on the automobile and reduce transportation costs
- Reduced household driving, which lowers regional congestion, air pollution, and greenhouse gas emissions
- Increased transit ridership and fare revenue



TOD is a **mixture of housing, office, and retail** in a **walkable neighborhood**, located within a half-mile of **quality public transportation**.

MOBILITY & CONNECTIVITY WALKABILITY

National traffic engineering guidelines are beginning to recognize the need for an approach to street design that balances automobile flow with other modes of transportation, including pedestrians and cyclists.

The image below, featured in the report Dangerous by Design 2019, illustrates a condition prevalent in the Station Area: a street with low “walk-ability” due to a preponderance of driveways.

There may be opportunities to improve this condition by consolidating driveways and otherwise re-thinking access to properties; particular attention should be given to the Dundee Road corridor within the pedestrian shed of the Station Area.



MOBILITY & CONNECTIVITY
WALKABILITY

ANALYZING STREETS

Providing a sidewalk is a minimum to achieve walkability. The Village should prioritize creating an environment in which people not only **can** walk but also where they **want** to walk. “Ped-zone” analysis examines and categorizes streets into three categories of walk-ability. Green indicates a safe and rewarding experience; yellow indicates an unsafe or unrewarding experience; and red indicates an unsafe condition. According to this analysis, Downtown Wheeling provides mostly unrewarding pedestrian experiences.

REWARDING EXPERIENCES: 4.6%

Rewarding streets entice pedestrians, sheltering them from cars and offering an engaging experience by either the built or natural environment.

- Building setbacks are close to the sidewalk
- Buildings have an entrance or storefront facing the sidewalk
- Pedestrian connection from sidewalk to entrances
- Engaging landscapes

POOR EXPERIENCES: 74.5%

Poor street experiences indicate poor performing frontages. In these areas, pedestrian have little to no engagement with the built or natural world and/or are unsheltered from traffic.

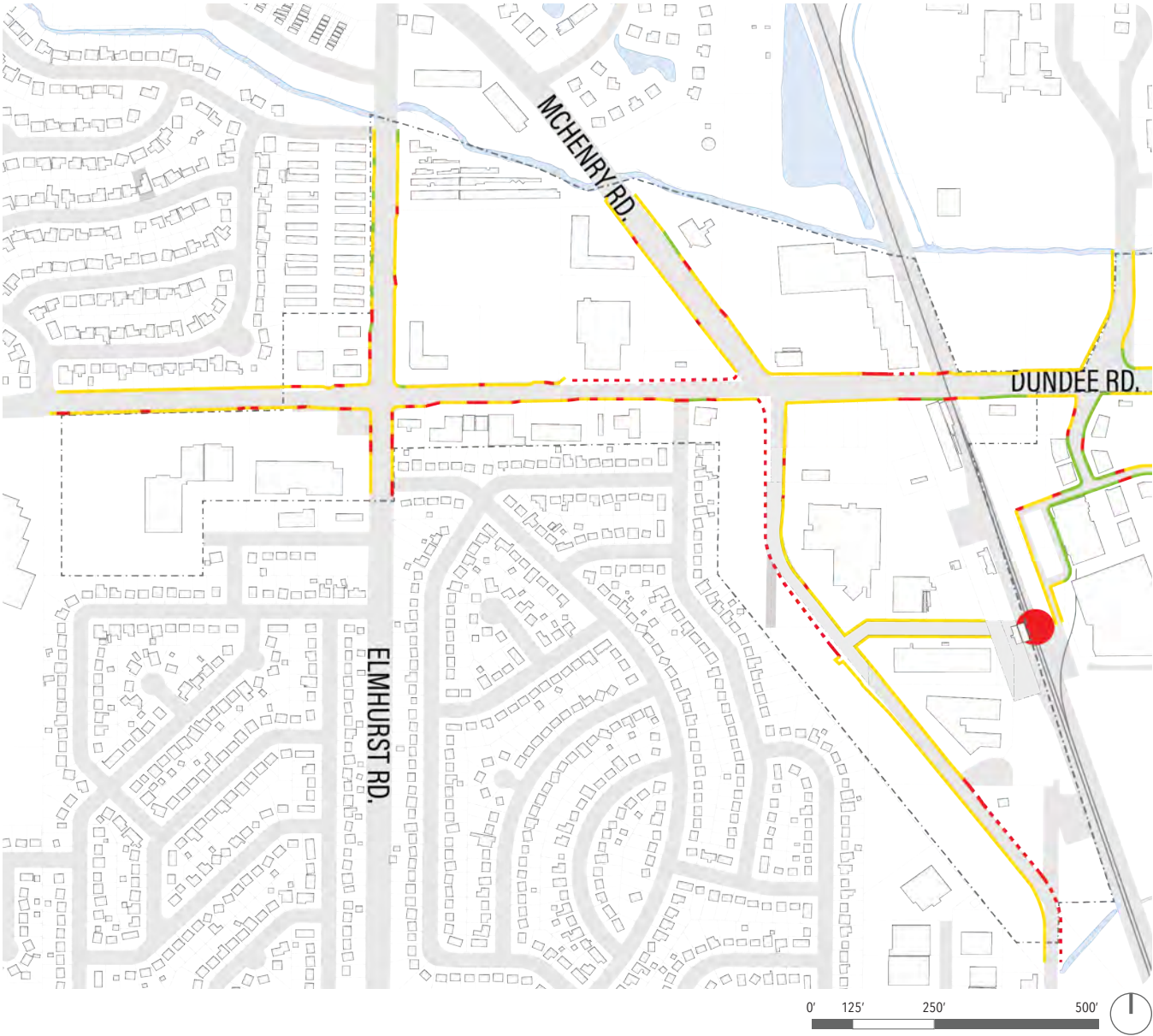
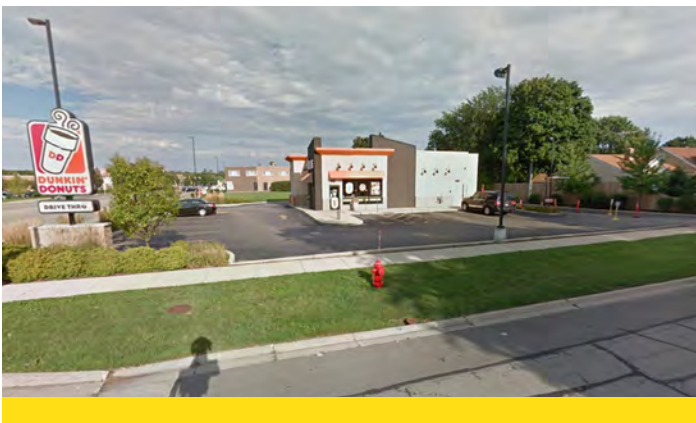
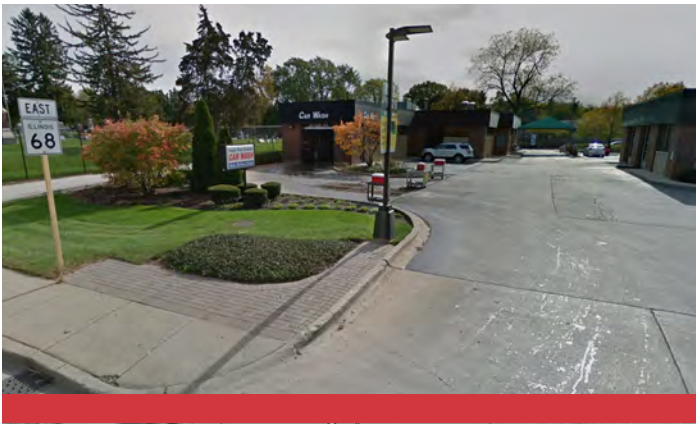
- Little to no pedestrian protection from traffic by buildings or trees
- Building setbacks are far from the sidewalk
- No pedestrian connection to entrances
- Blank walls or tall fences
- Adjacent to parking lots

CONFLICT ZONES: 9%

Conflict zones show areas where pedestrians and vehicle infrastructure overlaps. Conflict zones interfere with the flow of pedestrian travel and could lead to dangerous interactions between pedestrians and vehicles.

SIDEWALK ABSENT: 11.9%

Areas without a sidewalk provide no safe space for walking, interrupting the connective street network completely for pedestrians. Most people will not choose to make trips by foot if a continuous sidewalk is not present.



“PED ZONE” ANALYSIS

EXPERIENCE TYPE	LENGTH	PERCENT OF TOTAL
REWARDING	1,000'	4.6%
POOR	16,250'	74.5%
CONFLICT	1,950'	9%
SIDEWALKS ABSENT	2,600'	11.9%
TOTAL	21,800'	100%

- REWARDING EXPERIENCE
- POOR EXPERIENCE
- PEDESTRIAN & VEHICLE CONFLICT
- SIDEWALK ABSENT

MOBILITY & CONNECTIVITY
STREETS AND TRANSIT OVERVIEW

STREET NETWORK

From pedestrians to freight trucks, the Village of Wheeling's street network provides access to a variety of users. Assessing the average daily traffic (ADT) and ownership of Wheeling's roadways will provide valuable insight into how the street network is used today and how it can be improved in the future.

Figure 2-1 summarizes the ADT and jurisdiction of the Wheeling Station Area site and surrounding roadways. With an ADT of 22,900 to 22,700, Dundee Road has the highest traffic volume at the site. Dundee Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and classified truck route. For these reasons, Dundee Road is considered to be a major thoroughfare and connection to the broader region. The remaining roadways within a ½ mile of the Metra Station are locally owned with an ADT ranging from 9,850 to 16,200.

METRA STATION

To better understand how residents, visitors, and commuters interact with a TOD site and gauge potential improvements for the future, the parking utilization, frequency of trains, and ridership of the Wheeling Metra Station was evaluated and discussed below.

PARKING UTILIZATION

As of 2016, Metra owns 481 spaces between three parking surface lots adjacent to the Metra Station: one lot to the west of the tracks with permit and daily parking, one lot to the east of the tracks that offers permit and daily parking, and one to the west of the tracks that only offers ADA (American's with Disabilities Act) and 15-minute parking. Figure 2-2 shows the location of these lots, with the blue lots representing permit and daily parking, and the yellow lot representing ADA and 15-minute parking.

MOBILITY & CONNECTIVITY
PARKING AND TRANSIT SERVICE

PARKING REGULATIONS

Parking regulations and policies in place today affect long-term land use patterns in Wheeling. Accordingly, an on- and off-street parking analysis was completed to determine opportunities to create more dense, walkable development patterns in Wheeling. Currently, overnight on-street parking is not permitted within the Station Area.

For single-family detached housing, the Villages zoning code requires two garaged spaces per unit plus two additional spaces. For multi-family housing, the code requires 2.75 spaces per unit, of which 1 must be covered and 10% must be unassigned visitor parking.

National standards for single-family housing is two spaces per dwelling unit and 1.2 to 1.7 spaces per dwelling unit for multi-family . Based on these standards, the Village's existing minimum requirements would be considered excessive and could lead to sprawled development patterns.

METRA SHARED PARKING FACILITIES

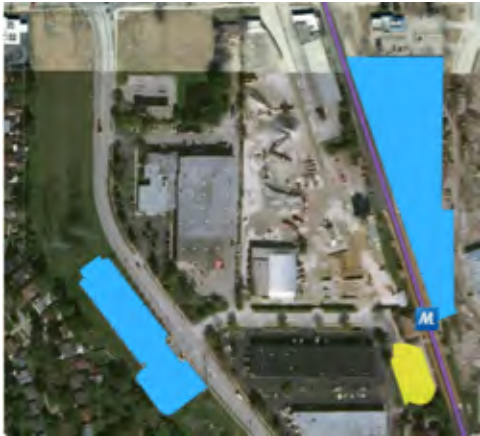


Figure 2-2

Figure 2-3 shows that the overall utilization did not exceed 39% between 1997 and 2016. The effective and efficient utilization of convenient parking spaces is most successful when the facility reaches an 90% occupancy rate, meaning that 5% to 10% of spaces are not occupied at any given time and are available for incoming parkers or commuters. Accordingly, the utilization at these facilities would be considered underutilized. In addition to this utilization data, Metra reported that generally, more people are coming from the western side of the tracks, making the demand for the eastern lot is lower.

Due to this low utilization rate, Metra entered into a shared parking agreement with One Wheeling in 2017 at the surface lot east of the tracks. With the exception of 150 reserved for commuter parking until noon, the spaces in this lot are shared with One Wheeling residents and visitors.

METRA SERVICE FREQUENCY

The Wheeling Metra Station is currently served by nine inbound trains towards downtown Chicago and ten outbound trains towards Antioch on weekdays, with no weekend service. Inbound service operates between 6:00am and 6:00pm, while outbound service operates between 8:00am and 9:30pm. The hours and frequency of trains at this station are shown below.

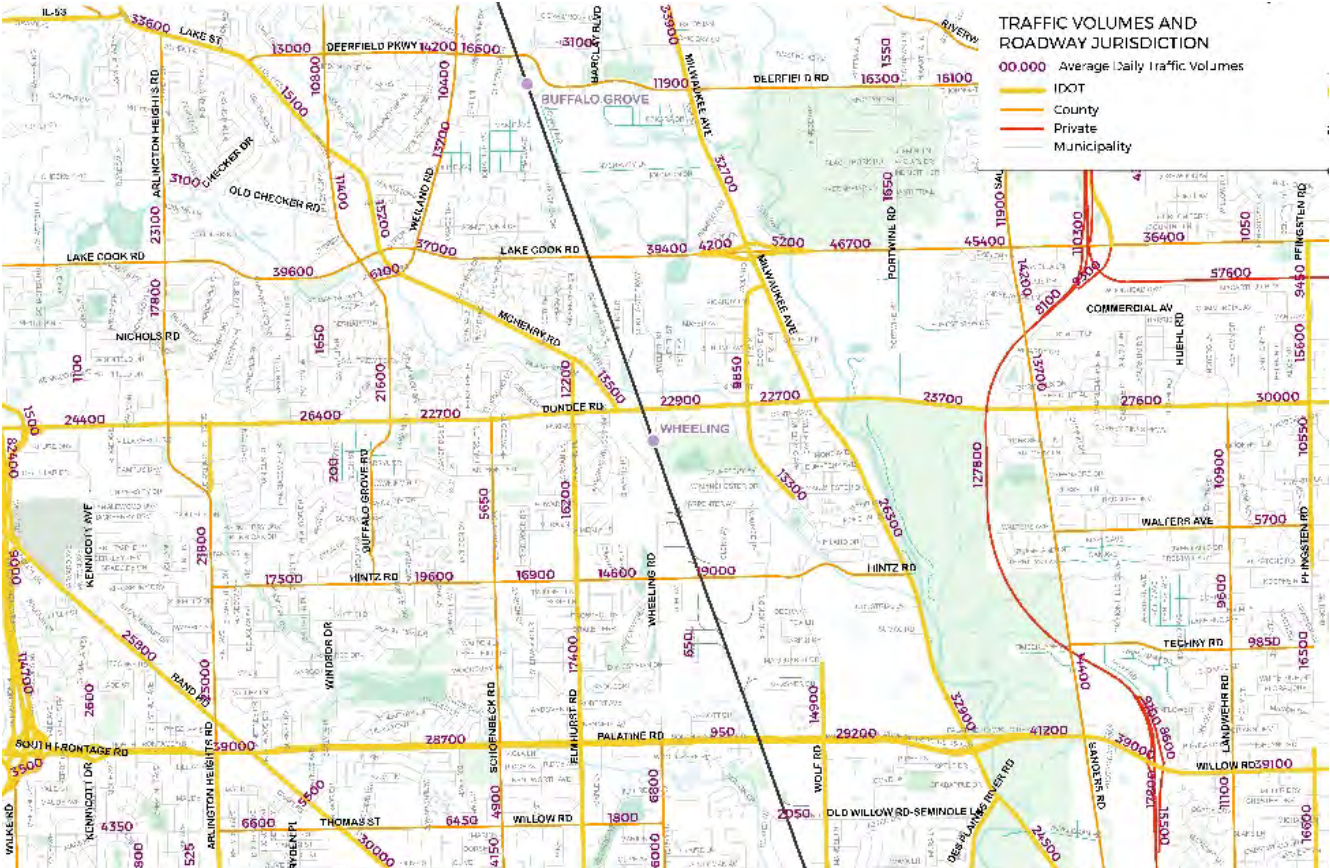


Figure 3-1

HISTORIC (COMBINED) UTILIZATION

Year	Capacity	Observed Parking Use	% Effective Use
1997	488	140	29%
1999	488	136	28%
2001	488	258	53%
2004	507	87	17%
2007	485	161	33%
2008	485	175	36%
2011	485	195	40%
2012	482	153	32%
2013	482	167	35%
2014	482	180	37%
2015	481	180	37%
2016	481	187	39%

Figure 2-3

Inbound	6:01 AM	6:36 AM	6:50 AM	7:18 AM	7:32 AM	9:46 AM	11:41 AM	3:41 PM	5:48 PM	
Outbound	8:00 AM	9:47 AM	1:47 PM	3:47 PM	5:16 PM	5:49 PM	6:19 PM	6:49 PM	7:47 PM	9:17 PM

Figure 2-4

MOBILITY & CONNECTIVITY
TRANSIT SERVICE

Year	2016	2014	2006	2002	1999	1997
NCS Wheeling Station						
Weekday Boardings	353	333	306	235	282	245
Weekday Alightings	398	334	303	228	247	217
NCS Buffalo Grove Station						
Weekday Boardings	590	621	545	547	599	534
Weekday Alightings	555	618	560	520	562	488
NCS Prairie View Station						
Weekday Boardings	388	345	299	255	232	217
Weekday Alightings	376	362	258	239	238	210

Figure 2-5

STATION RIDERSHIP COMPARISON

Figure 2-5 shows that Wheeling's ridership has grown by approximately 44% since 1997, and will likely continue to increase with the upcoming developments surrounding the Wheeling Metra station. One way to leverage this growth in ridership would be to increase the frequency of Metra service. However, there are three primary constraints and issues that would need to be resolved before increased frequency could be pursued:

The NCS rail in Wheeling is owned by Canadian National (CN), which gives Metra limited control and access over the frequency and reliability of passenger trains at this station.

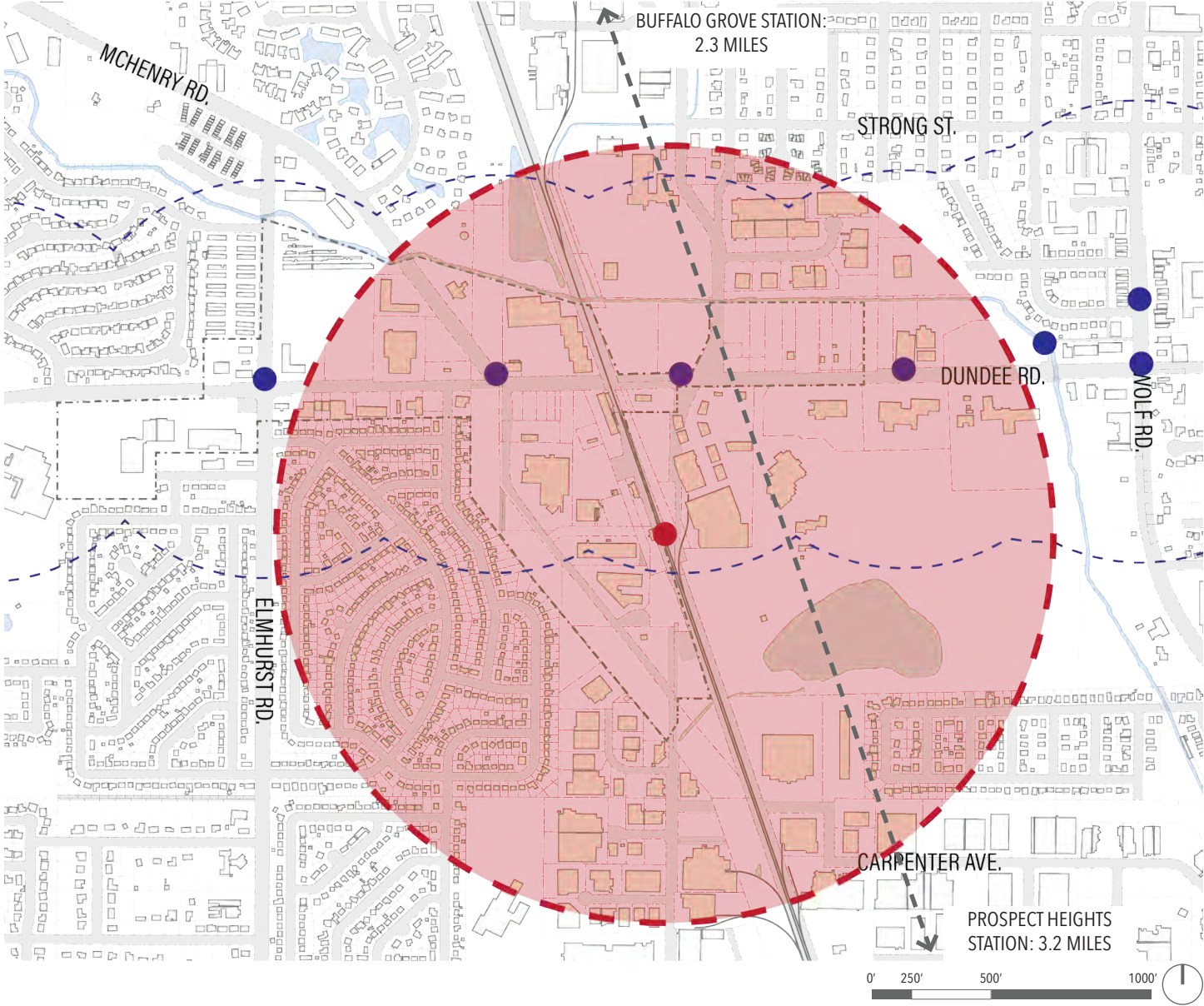
1. The railway gates block traffic on Dundee Road when Metra trains are stopped to pick up or drop off customers. This exacerbates the traffic experienced on Dundee Road during peak periods and increased frequency could further congestion issues.
2. Metra has limited funding which reduces their ability to expand or improve services without cutting or eliminating others.
3. Metra is evaluating this issue through the completion of the North Central Service Analysis and Implementation Study. This study—funded through the Regional Transportation Authority (RTA)—will prioritize service modifications along the NCS line, determine strategies to increase ridership, and enhance rider experience overall. This project is expected to begin in January or February of 2019.

PACE ROUTE 234

Pace Suburban Bus offers service along Route 234, which provides an opportunity to make first/last-mile connections between the Wheeling Metra station and the surrounding community and provide residents and visitors with access to the greater Chicago region. The average daily weekday ridership for key stops surrounding the Wheeling Metra Station are presented below. While there are some bus stops that do not have any riders per day, the total activity of .25 riders per day at the Metra Station stop would indicate that it is not a major destination for riders of this route.

		EB Dundee at Northgate, northbound	WB Dundee at Northgate, southbound	Metra Station, southbound
Fall 2014	AVG ON	0.26	0.61	
	AVG OFF	4.44	0.06	
	TOT ACTIVITY	4.70	0.67	
Fall 2015	AVG ON	0.34	1.19	
	AVG OFF	2.94	0.21	
	TOT ACTIVITY	3.28	1.40	
Fall 2016	AVG ON	0.84	1.26	
	AVG OFF	3.52	0.89	
	TOT ACTIVITY	4.36	2.15	
Fall 2017	AVG ON	0.75	5.03	0.01
	AVG OFF	3.44	2.19	0.01
	TOT ACTIVITY	4.19	7.22	0.03
Summer 2018	AVG ON	0.96	3.10	0.13
	AVG OFF	3.56	0.84	0.13
	TOT ACTIVITY	4.52	3.94	0.25

Figure 2-6



EXISTING PUBLIC TRANSPORTATION

Transit Score comes from Walkscore, a company which measures services and jobs within a rider-ship distance. Walkscore gives Wheeling a score of 23/100. The Metra stop makes places in Prospect Heights and Buffalo Grove closer, in time traveled, than some places in Wheeling.



TRANSIT
SCORE:
MINIMAL
TRANSIT

- BUS STOP
- 5-MINUTE WALK RADIUS
- METRA STOP
- 10-MINUTE WALK RADIUS

PARKS, OPEN SPACE & AMENITIES

GAPS IN COVERAGE

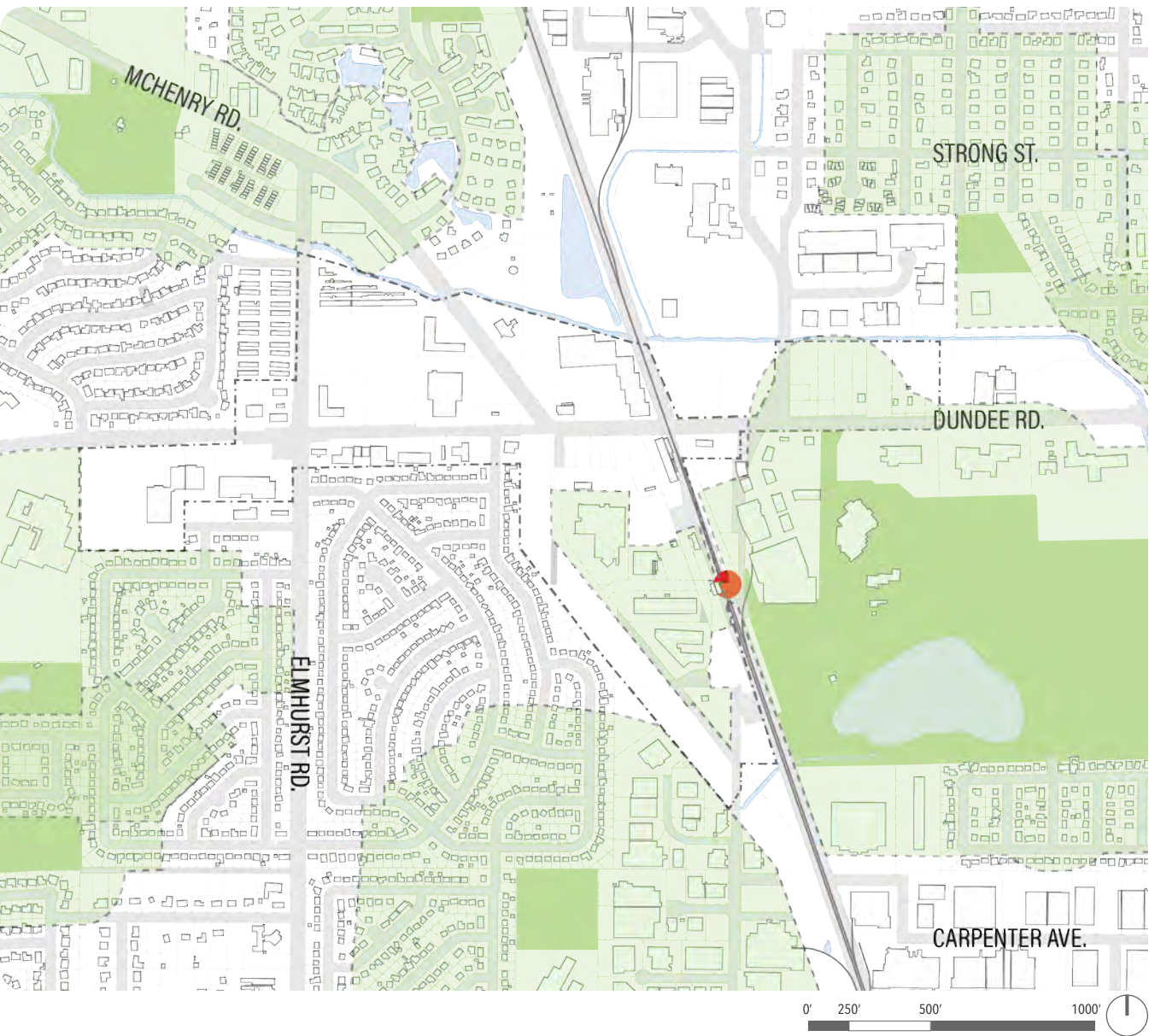
The Study Area is well-served by existing public park facilities. Heritage Park, in particular, is recognized throughout the region as a state of the art facility. It offers year-round programming, including the ability to host regional tournaments, and includes a passive park area with bandshell.

According to community-wide surveys conducted over an extended period of time, the Wheeling community views the Wheeling Park District as a positive asset and a good value. Recreation, fitness, programming, and athletics play a significant role in the quality of life in Wheeling.

While the Community Recreation Center (CRC) has served the community well, the needs of the community are changing. With the construction of Town Center, Northgate Crossing and other new developments, and the relocation of Village of Wheeling senior services full-time to the CRC beginning January 2018, the Park District is experiencing a growing demand for fitness and programming space at the CRC. In response, a major expansion project is underway at Heritage Park which includes an enlarged fitness center and second gymnasium.

The updated Station Area Plan should strengthen pedestrian connections to Heritage Park, particularly from the neighborhoods to the west and north. Connections in the following locations should be considered:

- West through the ComEd right-of-way into the residential neighborhood
- West, across the tracks, to potential developments in the industrial zones
- South into the residential neighborhood
- North, across Dundee, to the post office, elementary school, and residential neighborhoods



CONNECTION TO OPEN SPACE

- PUBLIC PARK
- 5 - MINUTE WALK

ZONING EXISTING CLASSIFICATIONS

STUDY AREA

Most of the study plan area is categorized by the zoning designated MXT: Transit-oriented mixed use district. MXT is the highest density zoning classification by the Village of Wheeling and encourages retail, service and residential uses. Other mixed use zoning, like the MXC designation for “commercial-residential mixed use area” appear adjacent to the study area and are meant to be less dense than the MXT zones.

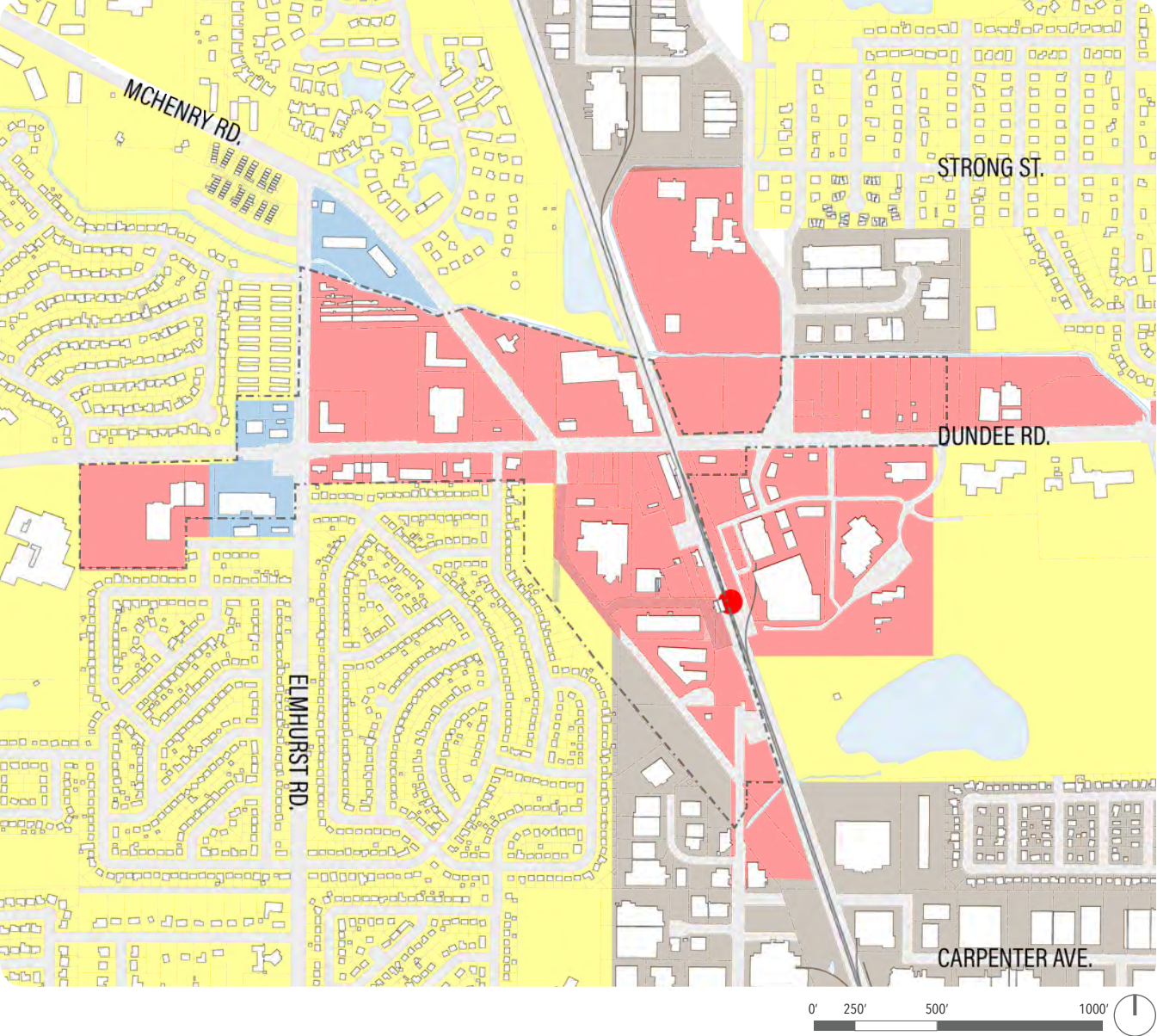
A few B-1 and B-2 zones in the study area allow for shopping centers and neighborhood commercial. Specific uses may include service oriented businesses, small and large retail tenants or offices.

ADJACENT ZONING

Adjacent to the study area lies a mixture of residential and industrial classifications. Residential zoning classifications include: R-4 which allows for multifamily units and R-1 through R-3 which designate single-family homes on a minimum lot size.

The industrial zoning classifications are I-1, I-2 and I-3 which allow for light to general industrial. I-1 might be back-of-house office and industrial free of hazardous chemicals, odors and noise. I-3 uses allow for warehouses, heavy motor vehicle lots and distribution facilities.

PERMITTED USES	MXC	MXT	MXI
RESIDENTIAL & EDUCATIONAL USES			
Multi-family	P	P	P
Home Occupations	P	P	P
COMMERCIAL, OFFICE & MEDICAL USES			
Artist Studio	P	P	P
Bank/Financial Institution (with drive-through)	P (S)	P (S)	P (S)
Ground Transportation Service, Dispatch	P	P	P
Office, General (Government)	P	P	P (S)
Retail, <20,000 SF (>20,000 SF)	P (S)	P (S)	P (S)
Secondhand Store	P	P	P
Sidewalk Sales	P	P	P
Medical Office	P	P	P
SERVICE, PARKING & UTILITIES USES			
Building Maintenance	P	P	S
Business Service	P	P	S
Dry Cleaning, no plant (with plant)	P (S)	P (S)	P (S)
Household Maintenance & Repair	P	P	S
Laundromat	P	P	P
Personal Services	P	P	P
Tool/Equipment Rental, Indoor (Outdoor)	P (S)	P (S)	P (S)
Parking Lot, Accessory Use (Principle Use)	P (S)	P (S)	P (S)
Parking Structure, Accessory (Principle)	P (S)	P (S)	P (S)
Recreation & Instruction Facility (Small)	S (P)	S (P)	S (P)
Broadcast/Recording Studio	P	P	S



EXISTING ZONING

- SHOPPING DEVELOPMENT & NEIGHBORHOOD COMMERCIAL (B-1/B-2)
- TRANSIT-ORIENTED MIXED-USE DEVELOPMENT (MXT)
- I-1/2/3 INDUSTRIAL
- SINGLE-FAMILY RESIDENTIAL (R-1/2/3) & MULTIFAMILY RESIDENTIAL (R-4)

ZONING PARCELIZATION & OWNERSHIP

PARCELIZATION

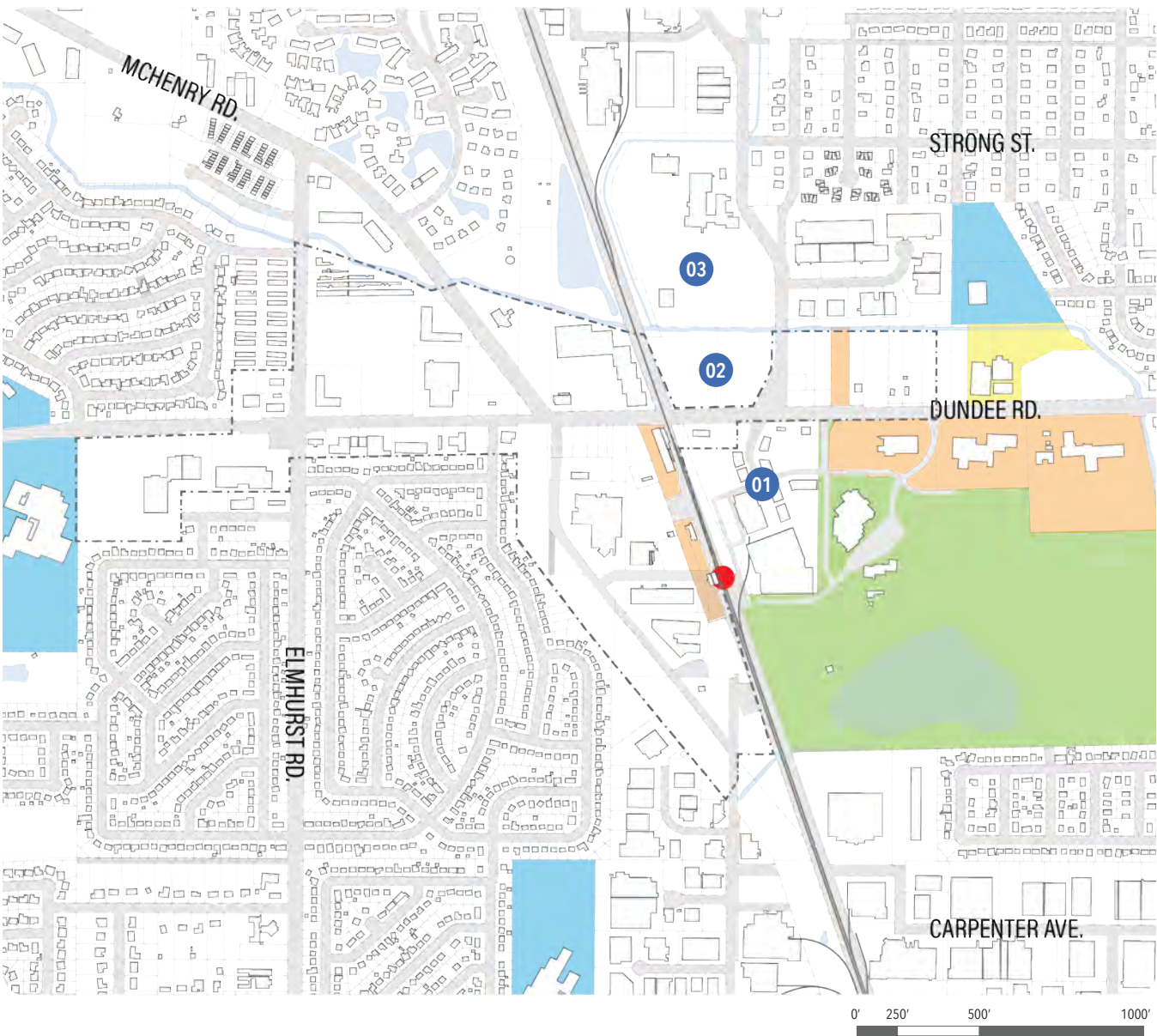
The Station Area does not contain any consistent or coherent block structure. There is little to no connectivity / intersection alignment across Dundee and no connectivity whatsoever between east and west across the train tracks. With the exception of the industrial parcels south of Dundee, between Wheeling Road and the train tracks, most parcels within the Station Area are auto-oriented commercial uses and have frontage onto Dundee Road. The Station Area is surrounded by subdivisions that developed over time with little to no inter-connectivity.

KEY PARCELS & OWNERS

Several key parcels in the study area will most likely have a major influence on the long-term development of the downtown. The industrial site(s) west of the railroad tracks appear to have the greatest potential to accommodate a future expansion of the downtown. Some sites lie vacant and represent immediate opportunities for redevelopment. Others, which are currently in use, may be willing to relocate should the plan advocate for such.

Other key properties within the study area include the 13 acre former K Mart site and the adjacent auto dealership, the strip of commercial properties directly south across Dundee Road, Dundee Commons and the property to the west (which may soon be redeveloped as horizontal mixed-use project containing townhomes and commercial buildings), Lynn Plaza, and the group of properties on the north side of Dundee Road east of Northgate Pkwy.

The 2004 Station Area Plan recommended that Village absorb 900 new dwelling units by 2030. Thanks to several new large scale residential developments surrounding the core of the Station Area, including One Wheeling Town Center, Uptown 500, and Northgate Crossing, this number has already been approved and are in the pipeline for development. The impact on the community has yet to be realized.



PUBLICLY OWNED LANDS

The Village owns several key parcels within the Station Area, a building at the corner of Dundee and the rail line, the parcel containing the Metra shelter and adjacent parking lot, and along Dundee Rd. The latter sits across from Village Hall and has been incorporated into recent development proposals. Another publicly-owned parcel, the Federal Post Office, lies just outside of the Study Area but should be taken into consideration for long-term planning of the downtown.

- COMMUNITY CONSOLIDATED SCHOOL DISTRICT 21
- PARKS DISTRICT
- VILLAGE OF WHEELING
- UNITED STATES

MARKET POSITION

Market positioning applies market, demographic, and financial analysis with an understanding of trends to provide a context for the decisions associated with study area plans.

026 Real Estate Trends

029 Economic & Demographic Data

030 Strategic Opportunities

03

REAL ESTATE TRENDS
MARKET FRAMEWORK

OVERVIEW

Market positioning applies market, demographic, and financial analysis with an understanding of trends to provide a context for the decisions associated with study area plans. The dramatic shifts caused by baby boomer retirement and millenials forming families require new housing types. Internet shopping has reduced the need for retail space and increased the demand for warehousing and delivery outlets.

The result is a very competitive regional market that extends beyond community boundaries into a regional market where communities and projects are changing existing development patterns. To succeed in this market, plans must devise a development strategy to carve out a market niche that incorporates both this changing market and community aspirations. The plan must also respect the study area’s development history and strengthen existing businesses.

APPROACHES FOR WHEELING

Concepts that guide Wheeling to the right market position include:

- Providing move-up housing for residents who live in Wheeling’s starter homes and apartments
- Adding missing middle housing to existing neighborhoods
- Repurposing affordable commercial space to accommodate entrepreneurs
- Building to suit the needs of identified tenants rather than building speculatively
- Increasing building and land value by connecting study area amenities such as entertainment and recreation to commercial development
- Making it easy for consumers to grab and go both goods and meals ordered online

This approach differs from conventional market analysis because it relies less on documenting existing conditions and extending historic trends to project the future. Instead, the focus is on potential user behaviors and development innovation opportunities as plan guidance.

By respecting the current conditions while understanding that planning decisions often dramatically shift future opportunities, market positioning directs market interventions that move

from immediate tactics, through lean development to climax development.

RETAIL

Retailers are changing dramatically as their customers browse and place orders online with a quick-in-store, same day pickup option. Preparing for this new shopping behavior requires changes in physical space and occupancy policies. The new possibilities include:

- Shorter leases
- Smaller stores because buying online or in stores allows better inventory management
- Services and experiences replacing stores and restaurants in empty space
- Grab-and-go food options, increasing restaurant sales (GrubHub, Door Dash, UberEats)

TYPE	LOCAL EXAMPLES	ANNUAL MUNICIPAL SALES TAX REVENUE
FITNESS	OrangeTheory, Anytime Fitness	Minimal
FOOD: GROCERY	Buffalo Grove Woodman’s, Aldi Vernon Hills	\$150,000+
FOOD: RESTAURANT	Independent	\$5,000 - \$15,000
	Quick Service with drive thru	\$20,000 - \$90,000
FUN	Urban Air, Top Golf	Minimal without restaurant
FASHION	Discount cluster	\$20,000+ per business
FURNITURE	Low Price	\$50,000+

Table 3-1

REAL ESTATE TRENDS
MARKET FRAMEWORK

RESIDENTIAL

Apartments are the dominate new development in the study area market. Although 900 apartments recently were completed or are under construction, single-family homes remain the most common residential type in the nearby market. In the future, there could be an opportunity to add well managed accessory dwelling units that bring employees closer to town center jobs and allow seniors to age in place by adding rental income . Alternatively, smaller sites already surrounded by residential could offer the rowhomes and townhomes that attract today’s young families.

- Emergence of permanent renters by choice
- Mismatch between equity products construction costs and entry level price points for equity housing
- Multi-generational living/proximity
- Affordability crisis

INDUSTRIAL

E-commerce has completely changed industrial logistics and warehouse design. Changes include:

- Industrial parks’ manufacturing replaced by logistics with more traffic

SUBMARKET	RENTABLE BUILDING AREA (SQ. FT.)	AVAILABILITY RATE (%)	VACANCY RATE (%)	USER SALES (SQ. FT.)	LEASING ACTIVITY	NET ABSORPTION YTD (SQ. FT.)	UNDER CONSTRU- TION (SQ. FT.)	AV. NET ASKING LEASE RANGE (\$/SQ. FT./YR)
NE COOK COUNTY (3)	61,971,498	4.8	2.6	467,565	761,645	-298,090	0	4.00 to 7.25
NE COOK COUNTY (4)	30,965,689	4.0	2.8	319,549	1,073,662	483,320	112,505	4.90 to 5.20
CHICAGO METRO AREA SUBTOTAL	1,170,241,970	5.3	3.5	12,068,115	26,032,532	15,287,281	11,432,666	5.01

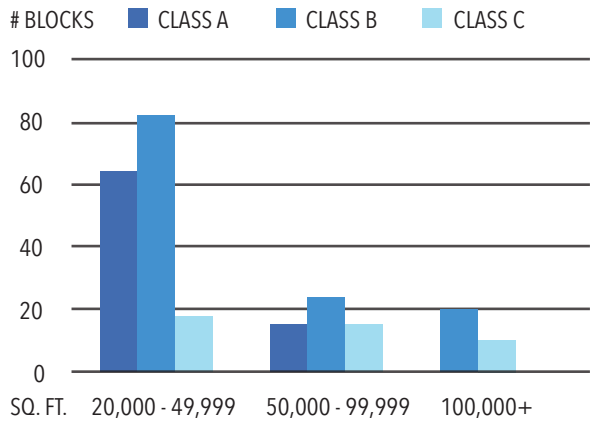
Table 3-2

REAL ESTATE TRENDS
MARKET FRAMEWORK

OFFICE

For 10 years, there has been little new Chicago suburban office built, as companies moved to the Loop in search of young technology savvy employees and the space needed per employee declined due to open offices and telecommuting. As the table illustrates, there currently is no office space under construction in Wheeling's competitive markets. Office development is a weak opportunity that will be driven by special considerations such as a company owner wanting to locate closer to home or to be near a distribution or manufacturing business.

- New normal is 100 square feet per employee
- Tech requirements not affordably accommodated in aging buildings can lead to new construction
- Co-working and telecommuting supporting local amenities



SUBMARKET	RENTABLE BUILDING AREA (SQ. FT.)	DIRECT VACANT (SQ. FT.)	DIRECT VACANCY RATE (%)	SUBLEASE VACANCY RATE (%)	TOTAL VACANCY RATE (%)	Q3 2018 NET ABSORPTION (SQ. FT.)	2018 NET ABSORPTION (SQ. FT.)	GROSS ASKING LEASE RATES (\$/SQ. FT./YR)
NORTHWEST SUBURBS	26,827,473	5,887,768	21.9	0.5	22.5	112,750	133,842	22.15
CLASS A	12,012,378	2,469,628	20.6	0.5	21.1	17,426	(247,585)	26.67
CLASS B	8,062,981	1,746,135	21.7	0.7	22.3	29,941	168,166	20.88
CLASS C	6,752,144	1,672,005	24.8	0.4	25.1	67,383	213,261	16.29
TOTAL SUBURBAN	102,909,660	18,289,267	17.8	1.0	18.8	42,403	404,141	23.29
CLASS A	39,323,068	5,582,310	14.2	1.2	15.4	(37,285)	(37,237)	28.45
CLASS B	40,824,915	8,334,738	20.4	1.2	21.6	(58,850)	84,266	22.38
CLASS C	22,761,677	4,372,219	19.2	0.5	19.7	138,538	357,112	17.19

Table 3-3 Chicago Suburban Office Statistics
*Total vacancy rate may not add up due to rounding.
Source: CBRE Research, Q3 2018.



REAL ESTATE TRENDS
CURRENT WHEELING MARKET OPPORTUNITIES

	WHEELING TOWN CENTER TODAY	WHEELING TOWN CENTER + 900 UNITS	PARK RIDGE	ARLINGTON HEIGHTS	PALATINE	MOUNT PROSPECT
POPULATION	2,460	3,810	4,843	5,702	4,534	4,688
JOBS	1,205	1,205	6,013	3,615	4,288	2,121
COMBINED	3,665	5,015	10,856	9,317	8,822	6,809
PLANNING GUIDANCE						
ADDITIONAL UNITS	-	-	329	484	689	585
ADDITIONAL JOBS	-	-	1,225	3,083	4,808	916

Table 3-4 Northwest Chicagoland suburban TOD comparisons

COMPARISON TO NEARBY SUBURBS THAT ARE CREATING MORE PEDESTRIAN ORIENTED TOD AREAS REVEALS THAT, EVEN AFTER ABSORBING APPROVED DEVELOPMENT, WHEELING WITH STILL HAVE FEWER RESIDENTS AND DAYTIME CUSTOMERS.

The study area is a diverse collection of land uses that developed in a regional economy much different from today's ecommerce and logistics dominated environment. With three projects that include nearly 900 new apartments and XX square feet of commercial, completed or under construction, the combined Wheeling TOD development is the largest mixed-use project in the Northwest suburbs. Although flexibility is vital in this economy, which is being transformed by business and life style changes, there are opportunities to guide new uses in a manner that enhances the region and supports the success of the emerging projects.

As this study advances, it will examine uses on specific parcels to create a collective vision for use transitions. Issues that impact the transition include:

- Retail
 - Today's tough market means a single site will host multiple businesses over its economic life.
 - Temporary and event retailing is frequently bridging the transition to a new market
- Table 3.2 lists today's expanding retailers

- Industrial
 - Low rents only support low construction and site costs
 - Regional competition makes it is difficult to keep tenants
 - Odd or 24-hour operations can impact adjacent residential
- Office
 - Preserving "authentic, vintage" space is very desirable for young businesses
 - Under 50,000 square feet new buildings are unlikely
 - New development requires large sites and visibility
 - Adding "Gathering Space" is desired in office clusters as well as for community use
 - The Town Center Project and park are significant amenities that could be a catalyst
- Residential
 - Even with full absorption of approved projects, Wheeling's ½ mile pedestrian market will fall short of the urban pedestrian density experienced in

STRATEGIC OPPORTUNITIES

LARGE REGIONAL MARKET

- 30-Minute Drive Time
 - Population: 1.4 million
 - Jobs: 1.1 million
- Community
 - Population: 38,000
 - Jobs: 20,500
- ½ Mile Pedestrian
 - Population: 2,460
 - Jobs: 1,205
 - Pedestrian market is weak even with full absorption of approved projects
 - Truly pedestrian, urban density is 10,000 residents per square mile

Nearby suburbs that offer pedestrian amenities exceed planning area approved density

APARTMENT COMPLEX RESIDENTIAL

- per-square-foot rents
- unit and building features and amenities
- parking ratios
- nature of tenancy
- Unit target by type

RESTAURANT

- Types
 - Quick Serve (McDonalds)
 - Fast Casual (Panera)
 - Casual Dining (Buffalo Wild Wings)
 - Fine Dining (Wildfire)
- Unit sizes and building features
- Sales and sales tax
- Unit target by type

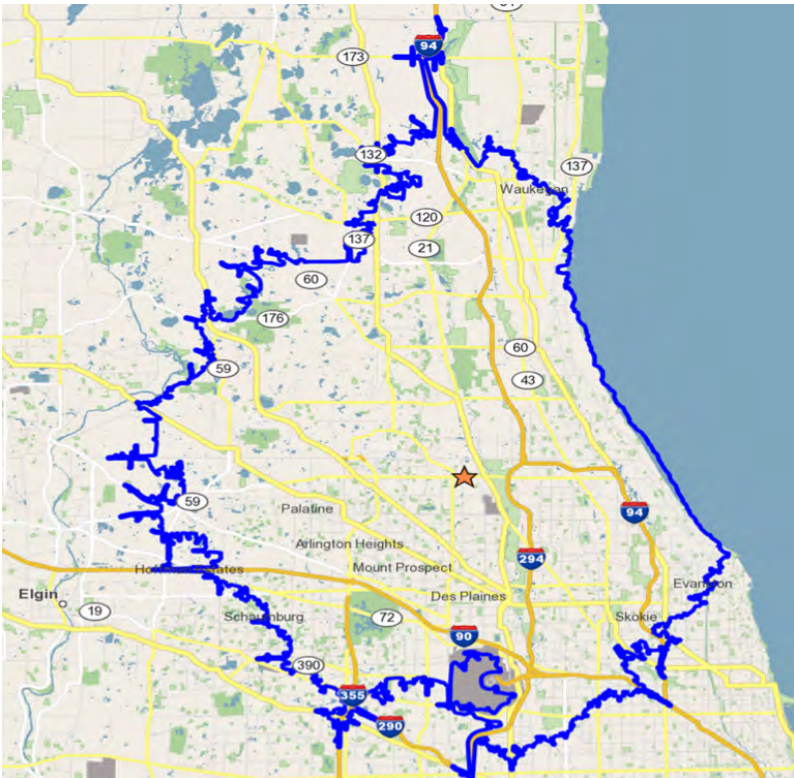
RETAIL

- Types
 - Unit sizes and building features
 - Sales and sales tax
 - Unit target by type
- Office
 - Types
 - Unit sizes and building features
 - Unit target by type
- Service uses
 - Types
 - Unit sizes and building features
 - Sales and sales tax

- Unit target by type
- Industrial/Manufacturing
 - Types
 - Unit sizes and building features
 - Unit target by type

CONCEPT FINANCIAL PROJECTIONS

- Investment
- Return
- TIF Revenue
- Gap



“GRAB AND GO” INCREASINGLY DRIVES SALES

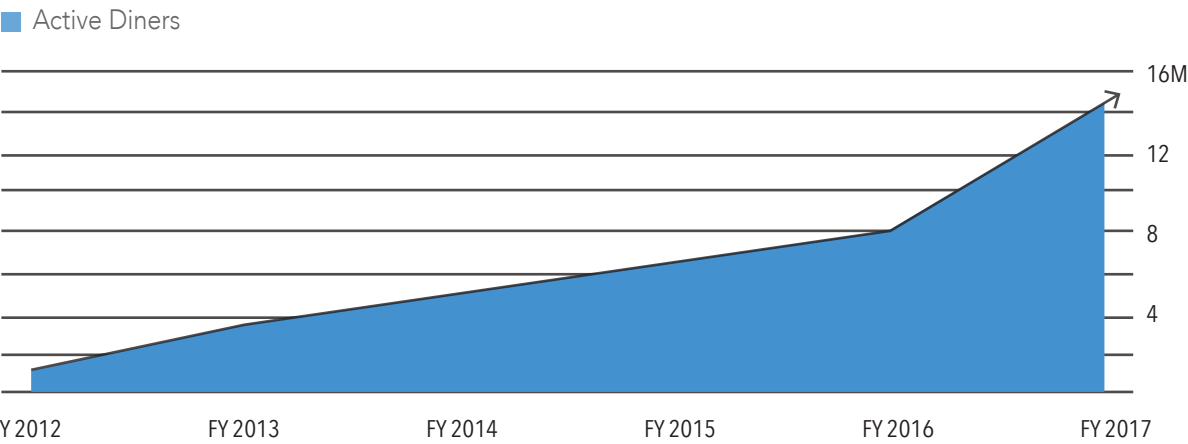
Internet purchasing on mobile devices, primarily cell phones, has transformed how consumers shop and purchase both goods and fully prepared food. With mobile apps and other tech tools providing easier access to food and merchandise than ever before—and with speed and convenience driving the purchase decision—operators are necessarily finding ways to accommodate consumer demand for food outside the restaurant and quick purchase delivery. The term BOPIS (Buy Online Pickup In Store) has emerged to describe the preferred delivery method for merchandise because it avoids shipping charges and provides quick delivery. For off premise dining, pickup and operator delivery are increasingly replaced by third party delivery options such as GrubHub, Door Dash and UberEats. The below graph shows 2017’s rapid growth in GrubHub customers.

Both BOPIS and third-party delivery options require a version of curbside pickup, long a mainstay among casual-dining chains, in what has been referred to as a “park-thru.” Although traditional drive thrus are also import to restaurant sales today, their future is less certain as the use of ordering apps may end the need for speaker boxes and payment windows. Good site planning will provide drive thru lane because they currently increase sales but consider future reuse of those drive thru lanes as technology advances. Sites planning will also consider smaller stores and restaurants because fewer customers enter buildings while it provides additional space for “park thru.”



IT’S WHAT’S FOR DINNER

Grubhub has seen explosive growth in “active” diners,” the number of unique diner accounts from which an order has been placed in the past year.



STRATEGIES AND TOOLS

The challenges facing the Station Area call for a particular set of planning strategies. This section highlights several key recommendations.

- 040 Key Recommendations
- 042 Form Based Codes
- 045 Missing Middle Housing
- 048 Sprawl Repair Toolkit
- 050 Mobility & Connectivity

04

STRATEGIES AND TOOLS KEY RECOMMENDATIONS

1. ADOPT A FORM BASED CODE TO REGULATE & PROVIDE GUIDANCE TO FUTURE DEVELOPMENTS

Wheeling’s 2004 Plan envisioned the area around the Metra Station as a transit oriented development (TOD). In addition to increased density, TODs tend to accommodate (and promote) walk-ability through the design of pedestrian-friendly streets and building frontages. However, the majority of developments within the Station Area since then have been designed in a more conventional auto-oriented manner. Dundee Road is dominated by surface parking lots and drive-thrus, with buildings set back far from the sidewalk.

The increased population contributed by the new multi-family residential projects and the additional “diverse uses” (businesses and destinations) within walking distance of the station are positive additions in terms of creating a viable TOD. But they also represent missed opportunities to shape a truly walkable urban district. This trend can be reversed incrementally over time through the adoption of a “form based code,” which would regulate developments more precisely to provide a more unified, predictable, and pedestrian-friendly streetscape..

2. COORDINATE CROSS ACCESS EASEMENTS TO CONSOLIDATE CURB CUTS & ALLEVIATE TRAFFIC CONGESTION

The development pattern within the Study Area is that of auto-oriented sprawl. Buildings are, with few exceptions, set back from the street behind unscreened surface parking lots. Each parcel tends to have its own curb cut access to Dundee Road. As a result, the sidewalk is littered with “conflict” zones where it is interrupted by curb cuts. This condition can be alleviated by creating cross-access easements that allow curb cuts to be consolidated while respecting existing property lines or by assembling parcels into larger develop-able sites with more optimal circulation.

Planning for a changing future in regards to off-street parking, drive thru service, and vehicle ownership is a critical component of this study and will be addressed in subsequent sections of the document.

STRATEGIES AND TOOLS KEY RECOMMENDATIONS

3. PARTICIPATE IN THE ASSEMBLY OF PARCELS TO CREATE HIGHER QUALITY DEVELOPMENT SITES

In the absence of dedicated service alleys or cross-access easements, developments are often constrained by the need to for direct curb-cut access to the street onto which they front. In the case of Dundee within the Station Area, access is typically limited to right-turn movements, which can compromise the viability of businesses.

Assembling smaller parcels into larger sites can create the opportunity development plans of a higher quality. Larger sites tend to afford more rational circulation flows, efficient parking layouts and, directly related to parking, increased density.

The Station Area contains several sub-areas where parcel assembly would fundamentally change what is possible in terms of developing TOD-supportive projects.

4. ADD POPULATION TO THE STATION AREA TO INCREASE THE VIABILITY OF TRANSIT AND WALKABLE BUSINESSES

Despite current limitations on train service, Wheeling’s Metra station is a relatively rare and valuable asset. Other Chicagoland suburbs that have capitalized on their Metra stations to create thriving TODs offer valuable lessons. The Village should continue to encourage higher density developments in order to increase the population of transit riders. Table 3-2 in the Market Analysis section of this report demonstrates that the current population (including approved but not-yet-built projects) is still several thousand short of neighboring examples with strong TODs.

However, leveraging the asset is a challenge under current service conditions (which may be even further limited in the short to medium term) due to what can be described as a Catch-22 conundrum: until ridership increases it is hard to justify increased service; but until service increases it is hard to justify true TOD development. In any case, in the long term, the presence of the regional passenger rail service will inevitably prove to be a valuable asset and should be embraced and supported by future planning policy.

STRATEGIES AND TOOLS FORM BASED CODES

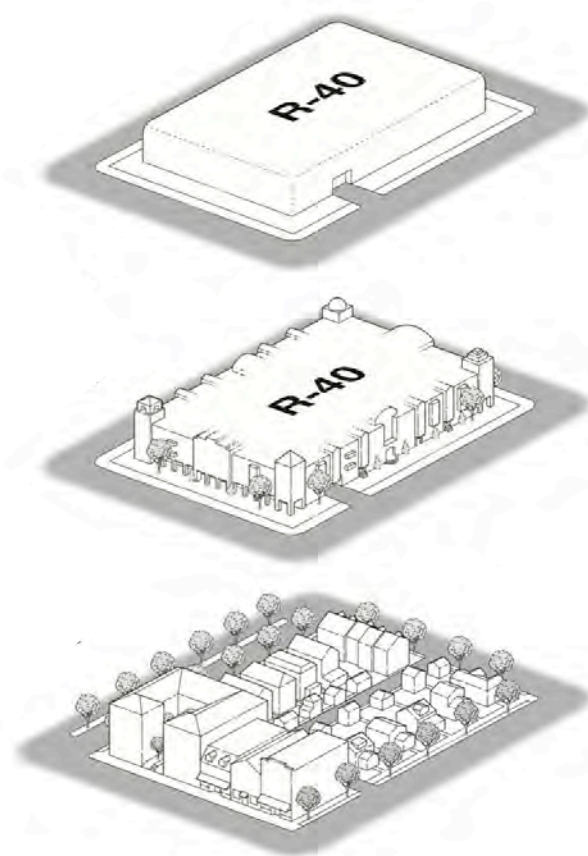
FORM OVER USE

Conventional zoning has traditionally focused on the segregation of land-use types, permissible property uses, and the control of development intensity through simple numerical parameters (e.g., FAR, dwellings per acre, height limits, setbacks, parking ratios).

A form-based code, on the other hand, is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.

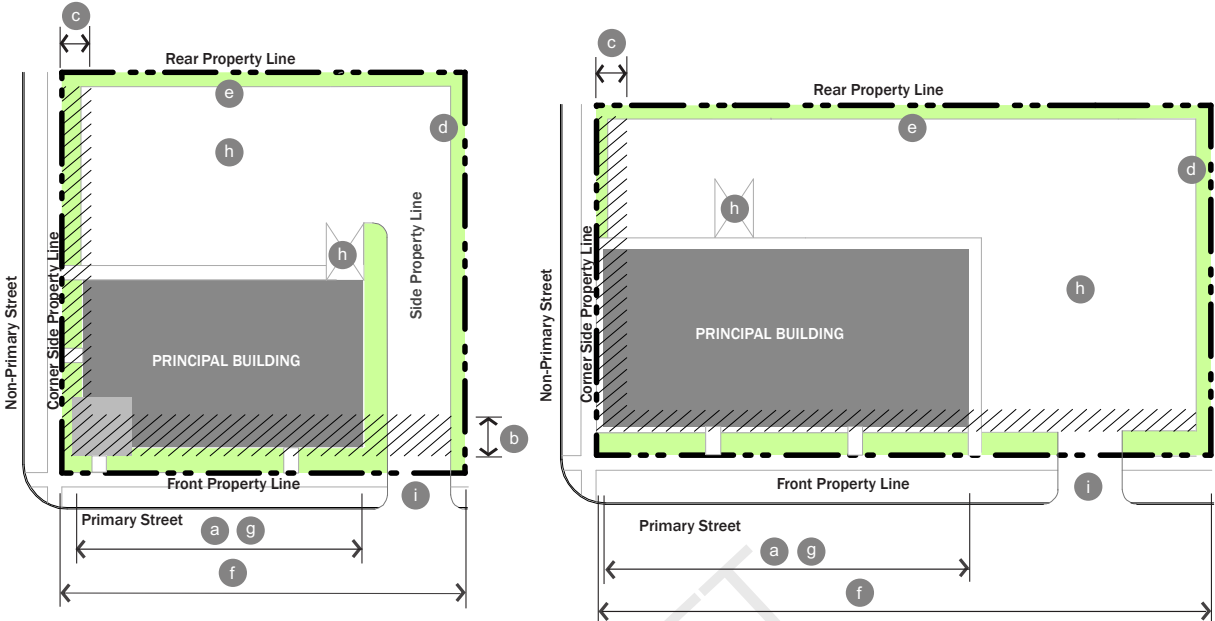
Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types.

This approach contrasts with conventional zoning’s focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS), to the neglect of an integrated built form.



(Top) Form versus use in designing buildings; (Bottom) Specific zoning by parcels instead of general zoning for large areas; (Opposite page) Sample form based code.

STRATEGIES AND TOOLS FORM BASED CODES



Typical Site Plan.
Figure 10-21-4D (1): Building Siting.

Site Plan with side parking (S 3 and S 4 only).
Figure 10-21-4D (2): Building Siting.

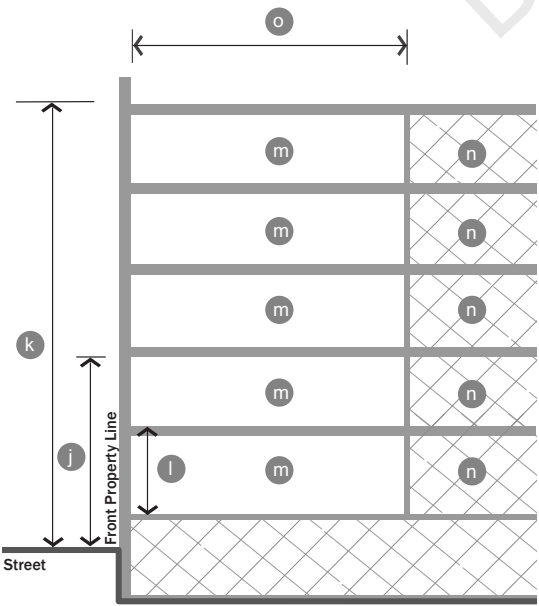


Figure 10-21-4D (3): Height & Use Requirements.

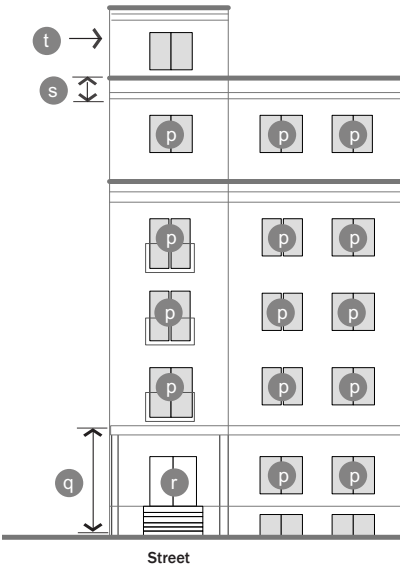
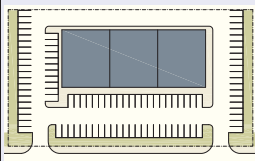
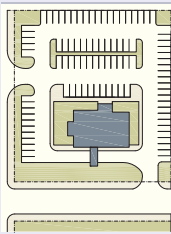
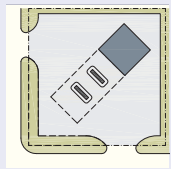


Figure 10-21-4D (4): Street Facade Requirements.

STRATEGIES AND TOOLS SPRAWL REPAIR TOOLKIT

BUILDINGS

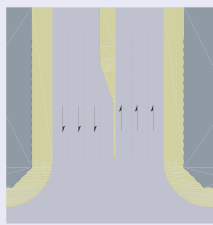
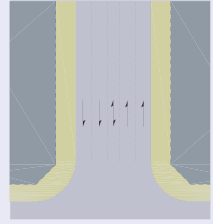
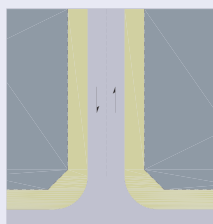
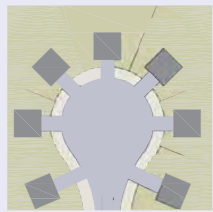
The Sprawl Repair Toolkit offers solutions for small buildings on large lots. Additional buildings can improve the street network and provide opportunities for new types of commercial and residential spaces.

SPRAWL BUILDING TYPES		TECHNIQUES	REPAIRED BUILDING TYPES	
STRIP CENTER		- Convert the strip center into a recycling center - Convert the building into Offices with incubator businesses in the front	T4 T5	T4 T5
			RECYCLING CENTER	LINERS
DRIVE-THRU		- Add liners in front of building to create a main street - Keep drive-thru - Replace buildings with perimeter block	T4 T5	T5 T6
			LINERS / MAIN STREET	NEIGHBORHOOD STORES
GAS STATION		- Keep gas station and pumps and build a corner store at the intersection - Eliminate gas station; keep the pumps and increase them, plus build a corner store on both sides of intersection	T4	T4 T5
			CORNER STORE	CORNER STORES

STREETS

The Sprawl Repair Toolkit offers solutions for roadways which are often oversized for the amount of traffic they receive. Communities should reevaluate their major roadways often to make sure they still

require as many lanes as they provide. Dundee Road is considered an “arterial” which may be reconstructed to allow for better though traffic and higher amounts of landscape.

ARTERIAL		- Reduce Curb Radii - Reduce lane widths - Introduce Access Lanes - Introduce parallel parking - Introduce medians - Introduce transit - Introduce separated bikeways - Assemble Public Frontages according to T-zones	T4 T5 T6	T5 T6
			BOULEVARD	AVENUE
COLLECTOR		- Reduce number of lanes - Reduce Curb Radii - Reduce lane width - Introduce parallel or diagonal parking - Introduce medians - Assemble Public Frontages according to T-zones	T4 T5	T5 T6
			AVENUE	COMMERCIAL STREET
LOCAL		- Reduce Curb Radii - Reduce lane widths - Introduce parallel parking - Eliminate turning lane - Assemble Public Frontages according to T-zones	T3 T4	T5
			ROAD / STREET	STREET
CUL-DE-SAC		- Introduce a green Civic Space - Introduce pedestrian and bicycle Paths - Introduce new Thoroughfare connections where possible - Assemble Public Frontages according to T-zones	T3	T3 T4
			CLOSE	ROAD / STREET

MOBILITY & CONNECTIVITY RECOMMENDATIONS

MOBILITY RECOMMENDATIONS

Mobility recommendations for the Wheeling Station Area focus on creating opportunities to improve accessibility via nonmotorized trips, through establishing viable pedestrian connections along, across, and parallel to Dundee Road.

The first means of accomplishing this is through integrating a series of internal roadways along Dundee Road, as seen in the map to the right. Creating a local roadway network supplements local travel in the TOD area while increasing connections to residential areas and commercial/retail services.

Another important recommendation is the addition of a bike trail from Elmhurst Road to Heritage Park along the existing drainage ditch. This will create a non-motorized connection to the Heritage Park and the surrounding neighborhood.

To encourage pedestrian activity on the current and proposed roadways surrounding the Wheeling Metra station, **two pedestrian islands are proposed** along Dundee Road: the first (1) is located just west of the railroad tracks to allow pedestrians to cross Dundee Road in proximity to the Metra station, and the second (2) is located where Buffalo Creek crosses Dundee just east of St. Joseph Church, to align with the poposed creek-side trail.

PARKING RECOMMENDATIONS

Parking recommendations focus on creating policies and regulations that reduce the parking footprint surrounding the Metra station. This includes the adoption of a TOD overlay to reduce or eliminate parking minimum requirements surrounding the Metra station; establishing shared parking variances that encourage shared parking agreements with adjacent property owners; and introducing on-street parking on local roadways overnight.

CROSSWALKSS + PEDESTRIAN ISLANDS

Pedestrian refuge islands are short segments of median used at pedestrian crossings for pedestrian refuge. Medians or pedestrian refuge islands are designated places in the middle of the street for pedestrians who cross a street midblock or at intersections.

- Enhances crossing safety by allowing pedestrians to deal with only one direction of traffic at a time.
- Reduces pedestrian crossing distance, aids in decreasing vehicle speeds, and raises greater attention of drivers to the existence of a pedestrian crossing.
- Calms traffic, especially left turns and through movements, by narrowing roadway at intersection.
- This kind of facility has been demonstrated to decrease the percentage of pedestrian crashes and casualties by 57–82 percent in the U.S. (FHWA Safety 2013).

MOBILITY & CONNECTIVITY RECOMMENDATIONS

PEDESTRIAN ISLAND AT RAIL CROSSING

An example of the pedestrian island recommended for the location just west of the rail crossing at Dundee exists on another IDOT road just north of Wheeling, at Milwaukee Avenue in Libertyville.



NCS rail crossing with pedestrian island at Milwaukee Ave. Libertyville,

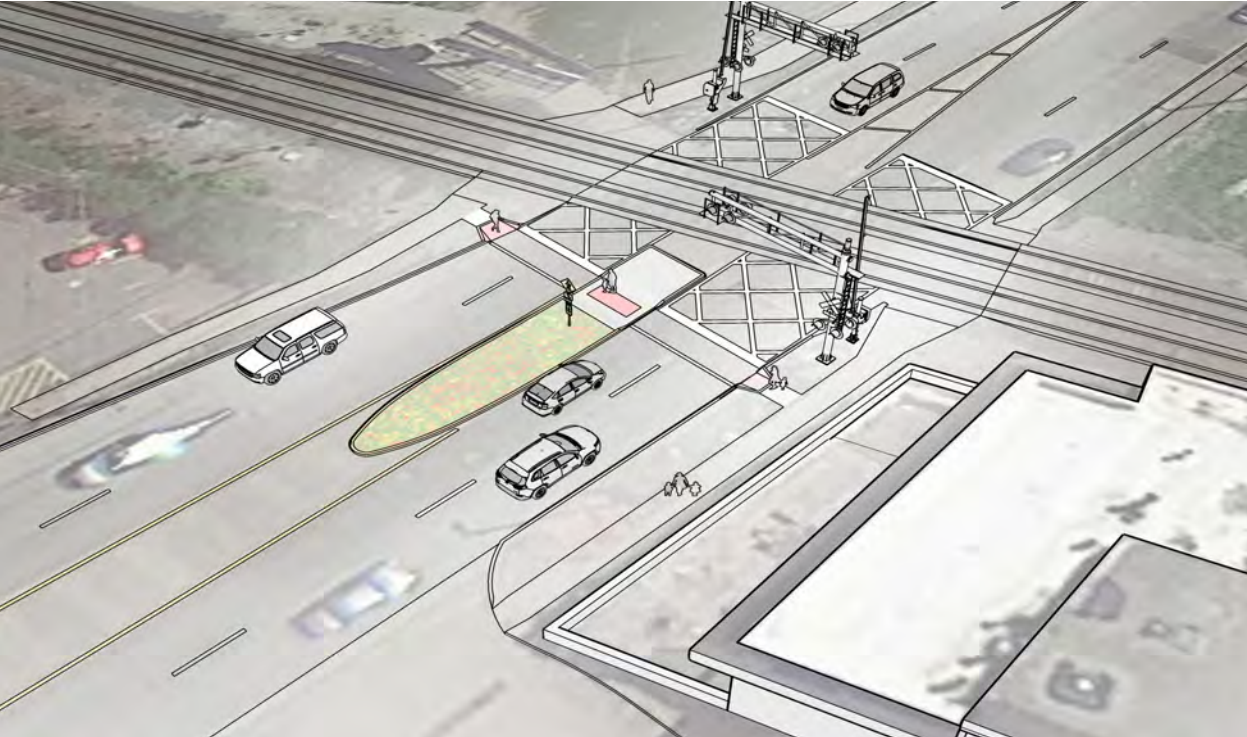
MOBILITY & CONNECTIVITY RECOMMENDATIONS



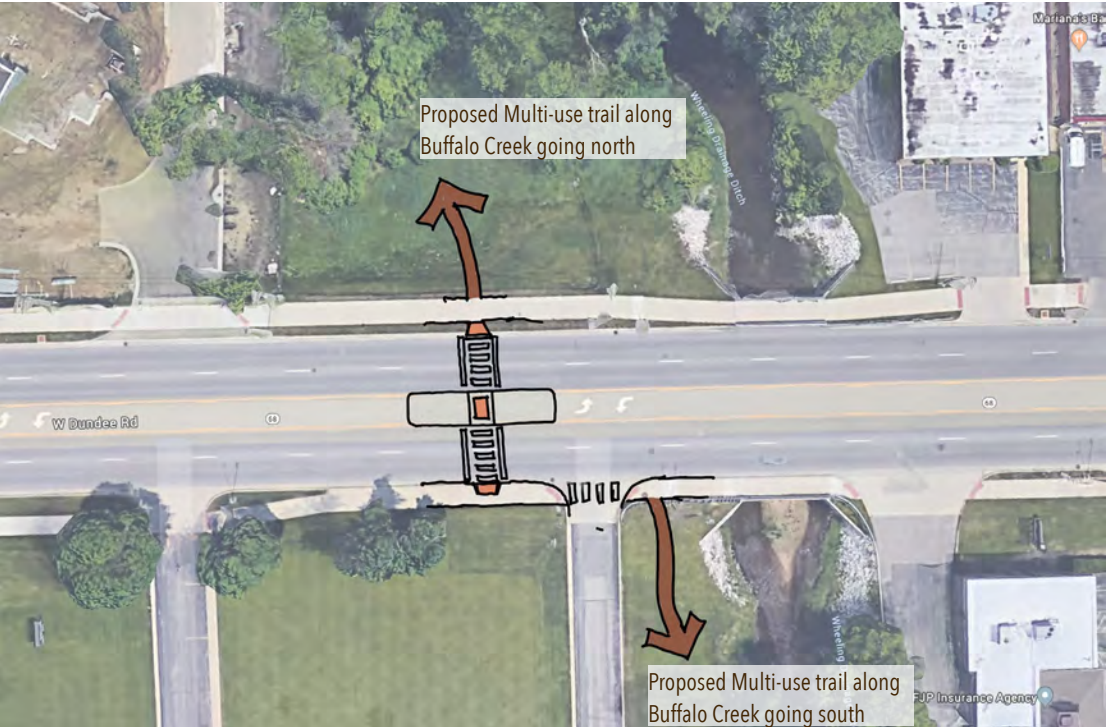
NEW (RECOMMENDED) CONNECTIONS

- WALKABLE ZONES
- MIXED ZONES
- AUTO DOMINATED ZONES
- PEDESTRIAN CONNECTIONS
- NEW ROADS
- EXISTING BIKE TRAILS
- NEW BIKE TRAILS
- NEW PEDESTRIAN CROSSING

MOBILITY & CONNECTIVITY RECOMMENDATIONS



Proposed pedestrian crossing + island at Dundee Rd and rail crossing (Location "A")



Proposed pedestrian crossing + island at Dundee Rd east of St. Joseph Church (Location "B")

MOBILITY & CONNECTIVITY
RECOMMENDATIONS

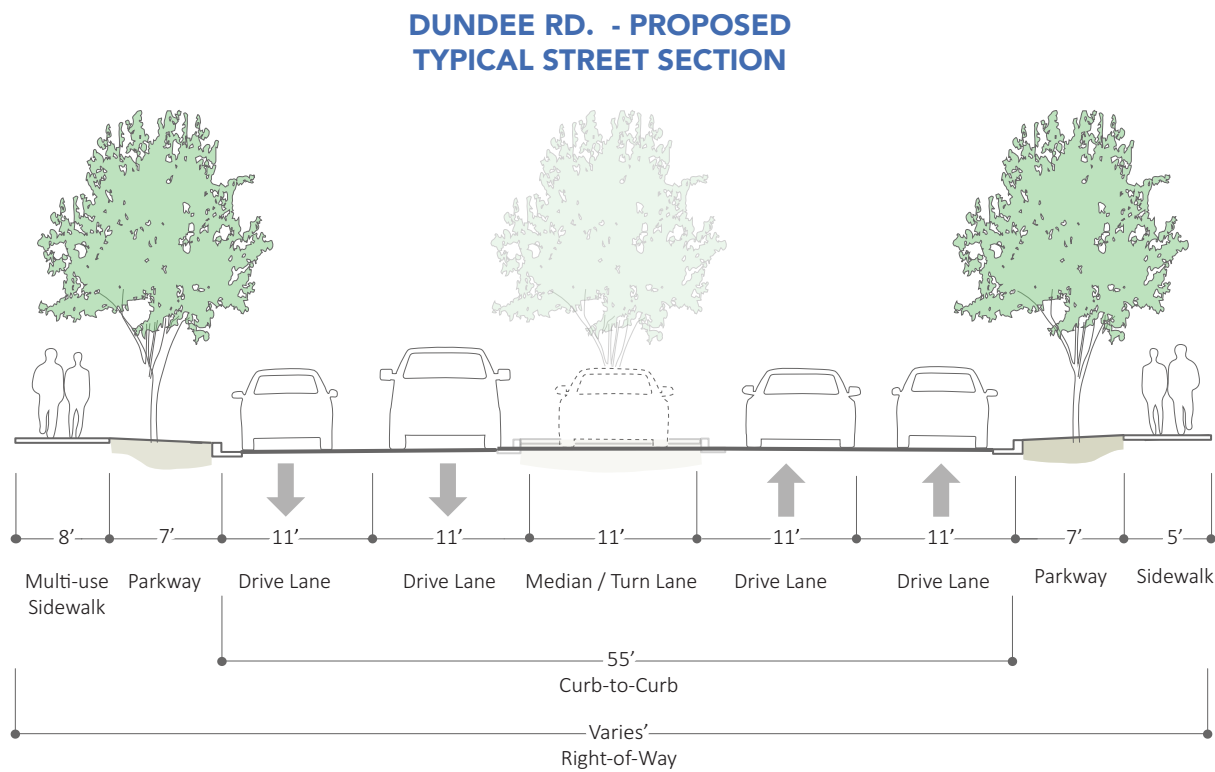
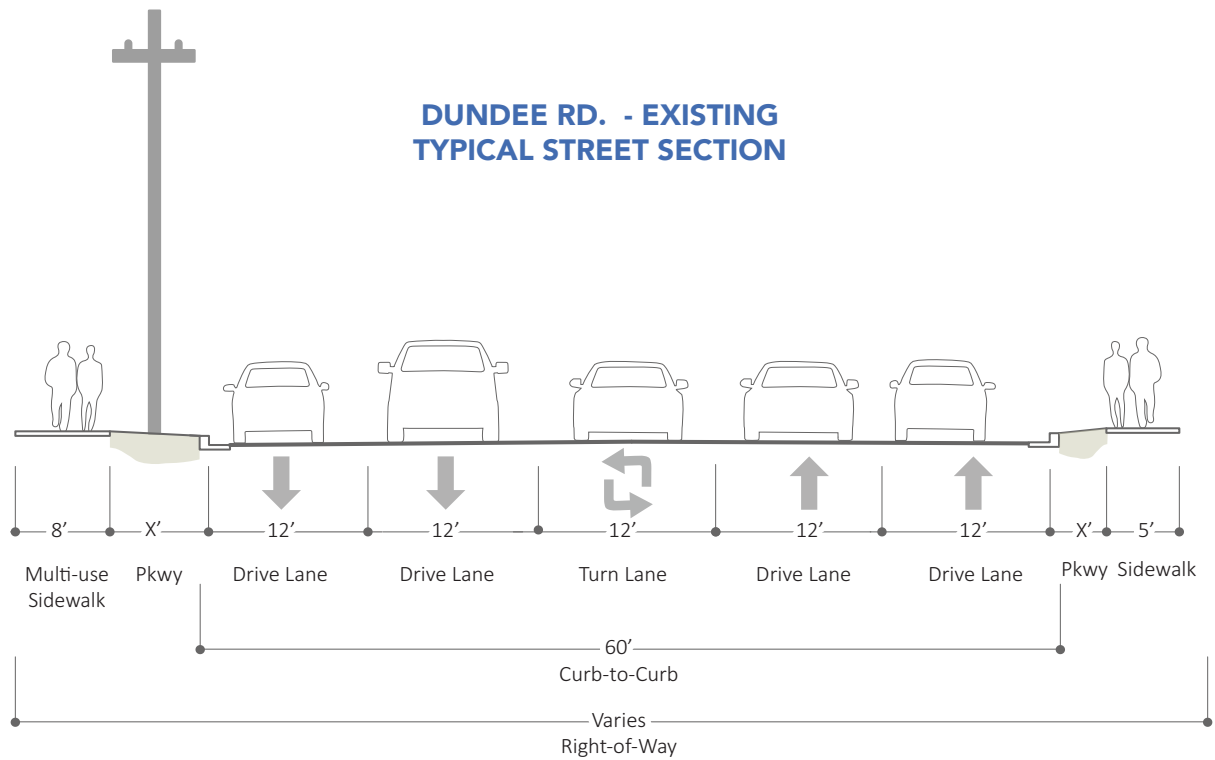


Existing condition - Dundee Rd. at Wheeling Town Center, looking east

STREETSCAPE

Infrastructure improvements to Dundee Road such as burying overhead utilities and moving curb lines as required to accomodate parkways with street trees are costly, but should be part of a long-term vision for the Wheeling Station Area to make it a more inviting pedestrian environment. The street sections on the following page illustrate the current verses proposed typical conditions.

MOBILITY & CONNECTIVITY
RECOMMENDATIONS





3 PLANNING SCENARIOS

Conceptual planning scenarios are organized around three basic additive levels of development support which the Village of Wheeling could provide:

1. Regulate

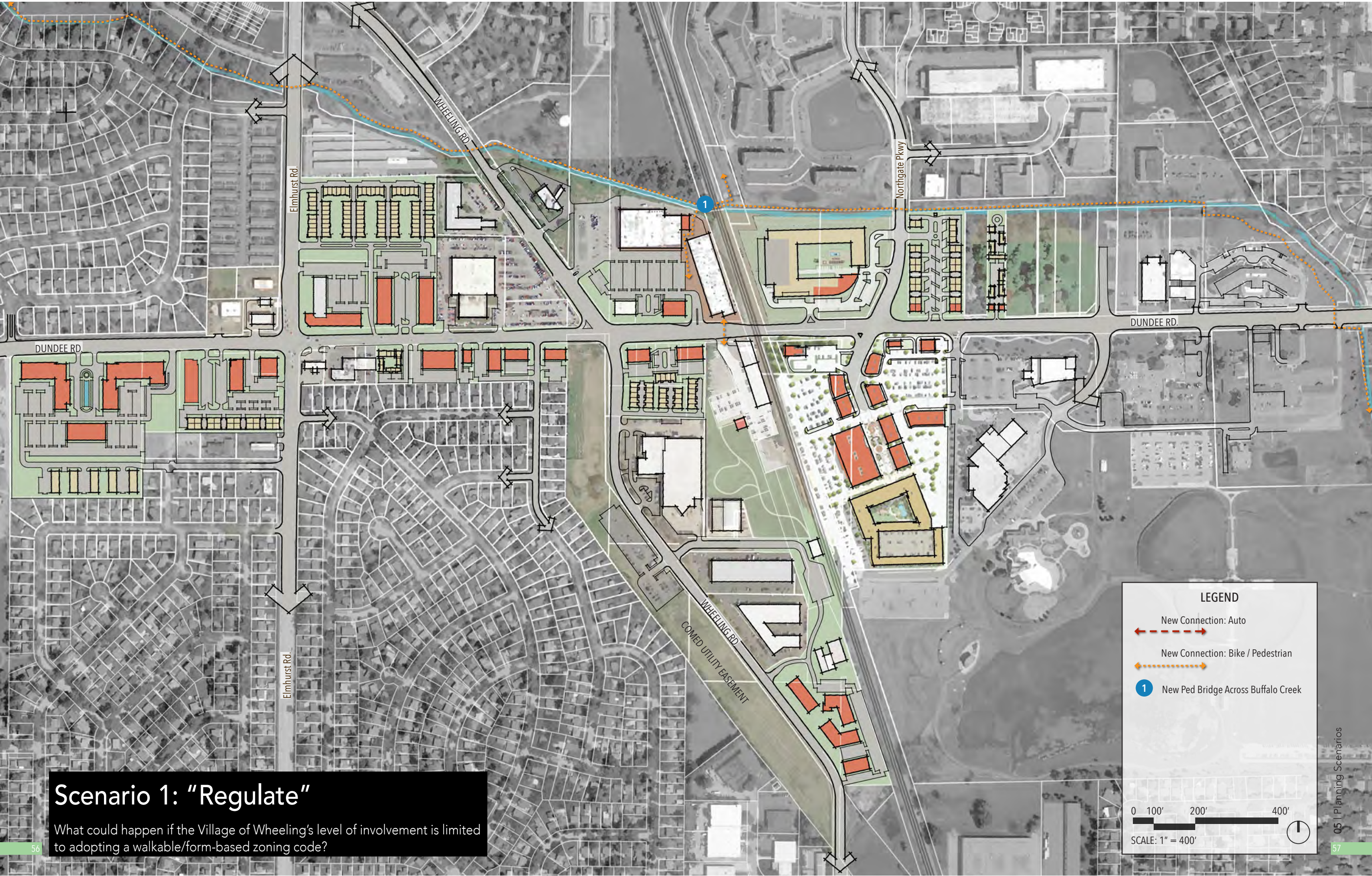
What is likely to happen if the Village of Wheeling's level of involvement is limited to adopting a walkable/form-based zoning code?

2. Coordinate

What is likely to happen if the Village of Wheeling's level of involvement is extended to coordinating cross access easements?

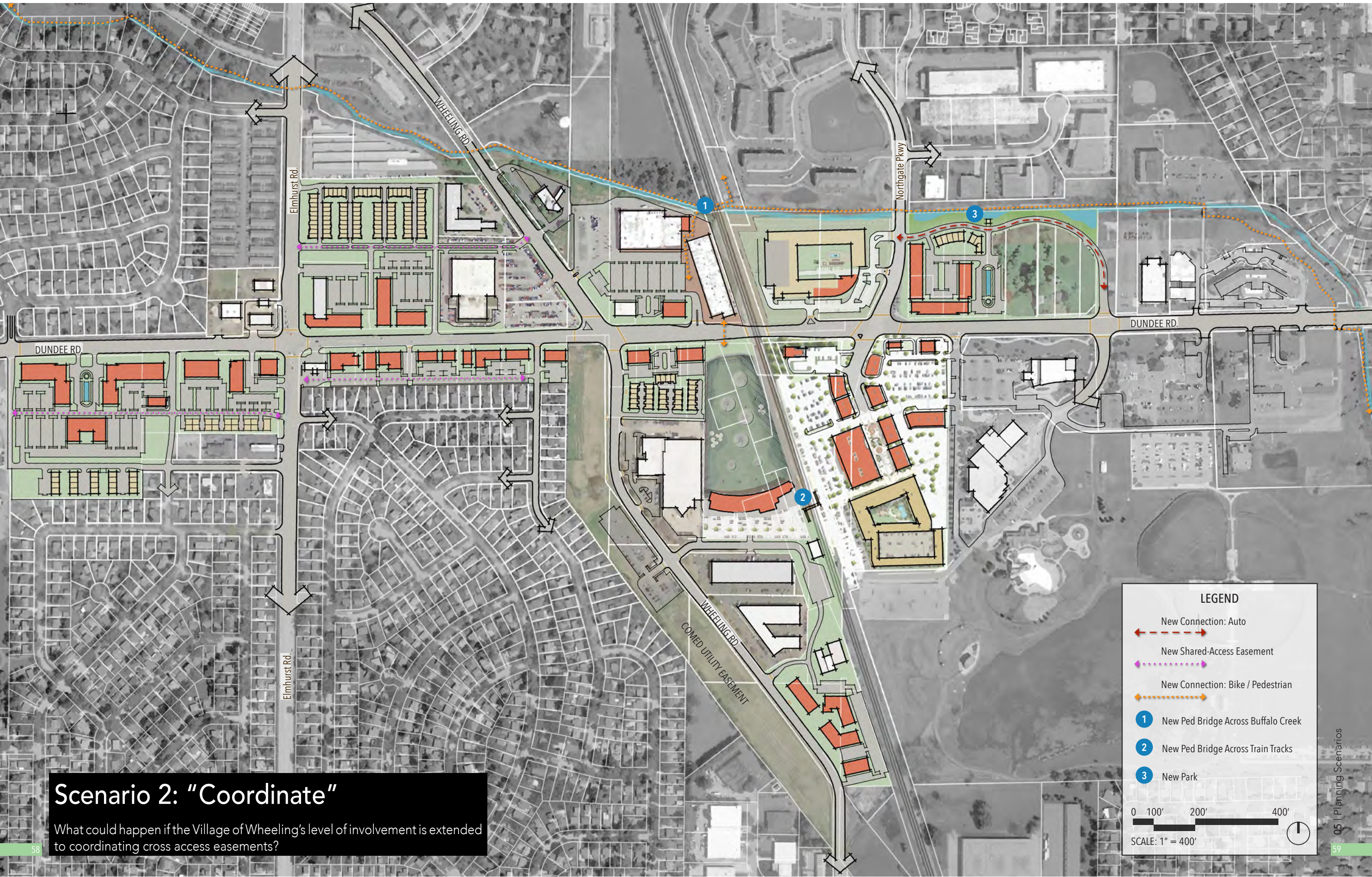
3. Participate

What is likely to happen if the Village of Wheeling's level of involvement, in addition to regulating through a form-based code, facilitates the assembly of parcels into larger development sites?



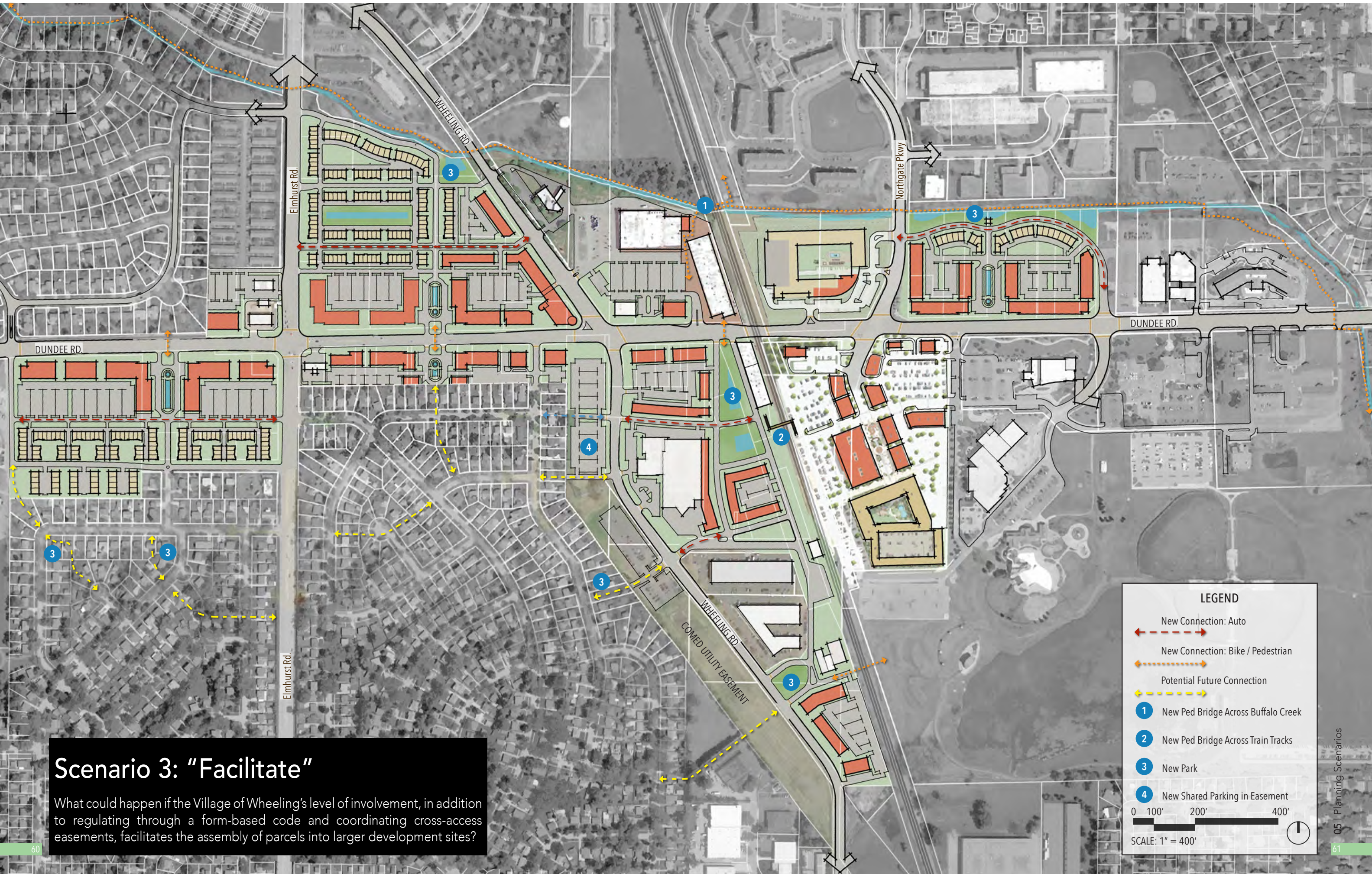
Scenario 1: "Regulate"

What could happen if the Village of Wheeling's level of involvement is limited to adopting a walkable/form-based zoning code?



Scenario 2: "Coordinate"

What could happen if the Village of Wheeling's level of involvement is extended to coordinating cross access easements?



Scenario 3: "Facilitate"

What could happen if the Village of Wheeling's level of involvement, in addition to regulating through a form-based code and coordinating cross-access easements, facilitates the assembly of parcels into larger development sites?

LEGEND

New Connection: Auto

New Connection: Bike / Pedestrian

Potential Future Connection

1 New Ped Bridge Across Buffalo Creek

2 New Ped Bridge Across Train Tracks

3 New Park

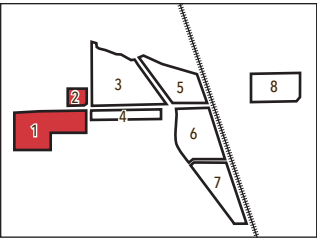
4 New Shared Parking in Easement

0 100' 200' 400'

SCALE: 1" = 400'

STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO



At the time of this report the majority of the parcels within Sub-Area 1 were under common site control and plans had already been submitted for site plan approval for a horizontal mixed-use development. The plans submitted essentially follow a conventional auto-oriented development pattern, where buildings are set back from the street behind surface parking lots; this site plan would most likely be prohibited by by even a forgiving set of form based code regulations. This sketch demonstrates how, working within the same development footprint and without creating any additional access easements, a more pedestrian-friendly design could be achieved. The gas station at the corner of Sub-Area 2 will likely prove resistant to redevelopment due to the need for environmental remediation. (See Scale Comparisons #1 and #2)

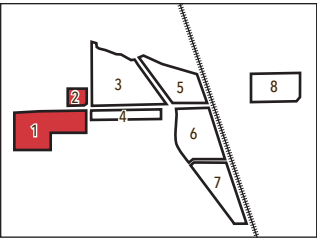


SUB-AREA 1 & 2

CONCEPTUAL SITE PLAN



STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



Building upon the conceptual site plan layout shown under the “Regulate” strategy, the vehicular circulation could be improved through the creation of a shared access easement running parallel to Dundee Road. Like the previous plan, this sketch demonstrates how buildings could be sited close to the sidewalk with the majority of parking relocated to the rear of the site. As is the case at Lake Forest Market Square and other examples, limited “teaser parking” can be provided in a form that is more akin to an urban plaza than a field of surface parking. (See Scale Comparisons #1 and #2)

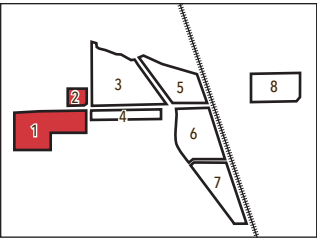


SUB-AREA 1 & 2
CONCEPTUAL SITE PLAN



STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO



Assembling all of the parcels in Sub-Area 1 into a single development would provide further opportunities for improvements to connectivity. This sketch demonstrates how a strong north-south connection could be created across Dundee Road by aligning a two plaza spaces. This new urban axis could connect to the existing neighborhood street to the north and terminate in a new park space within the neighborhood to the south. (See Scale Comparisons #3)



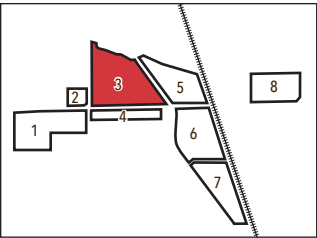
SUB-AREA 1 & 2

CONCEPTUAL SITE PLAN



STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO



Sub-area 3, the site of the former Kmart, is the largest and likely the most immediate development opportunity within the Station Area. At the time of this report there appear to be plans for redevelopment, after many years of sitting vacant. This sketch shows how the northern portion of the site could accommodate a large residential development (typical tuck-under townhouse development model illustrated) and commercial / mixed-use buildings fronting Dundee Road. As would be required by a form-based code, the majority of the primary frontage (typically 51%) is occupied by buildings within a designated "build-to" zone. The sketch also depicts an example of "sprawl repair" at the existing one story building at the corner of Dundee and Elmhurst. (See Scale Comparisons #10).

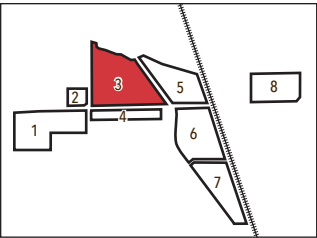


SUB-AREA 3

CONCEPTUAL SITE PLAN



STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



By creating a cross access easement within the existing superblock, several curb cuts along Dundee could be eliminated. The existing auto dealership building would likely adhere to future form based code (FBC) regulations, as its facade would be within the build-to zone. Furthermore, this building's frontage design, with its high ceilings and high level of transparency, would be in the spirit of design guidelines that would accompany a FBC. (See Scale Comparisons #1, #2 and #4)

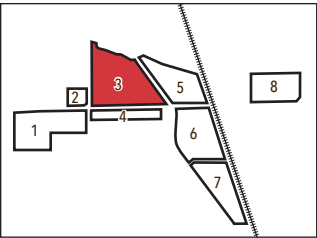


SUB-AREA 3
CONCEPTUAL SITE PLAN

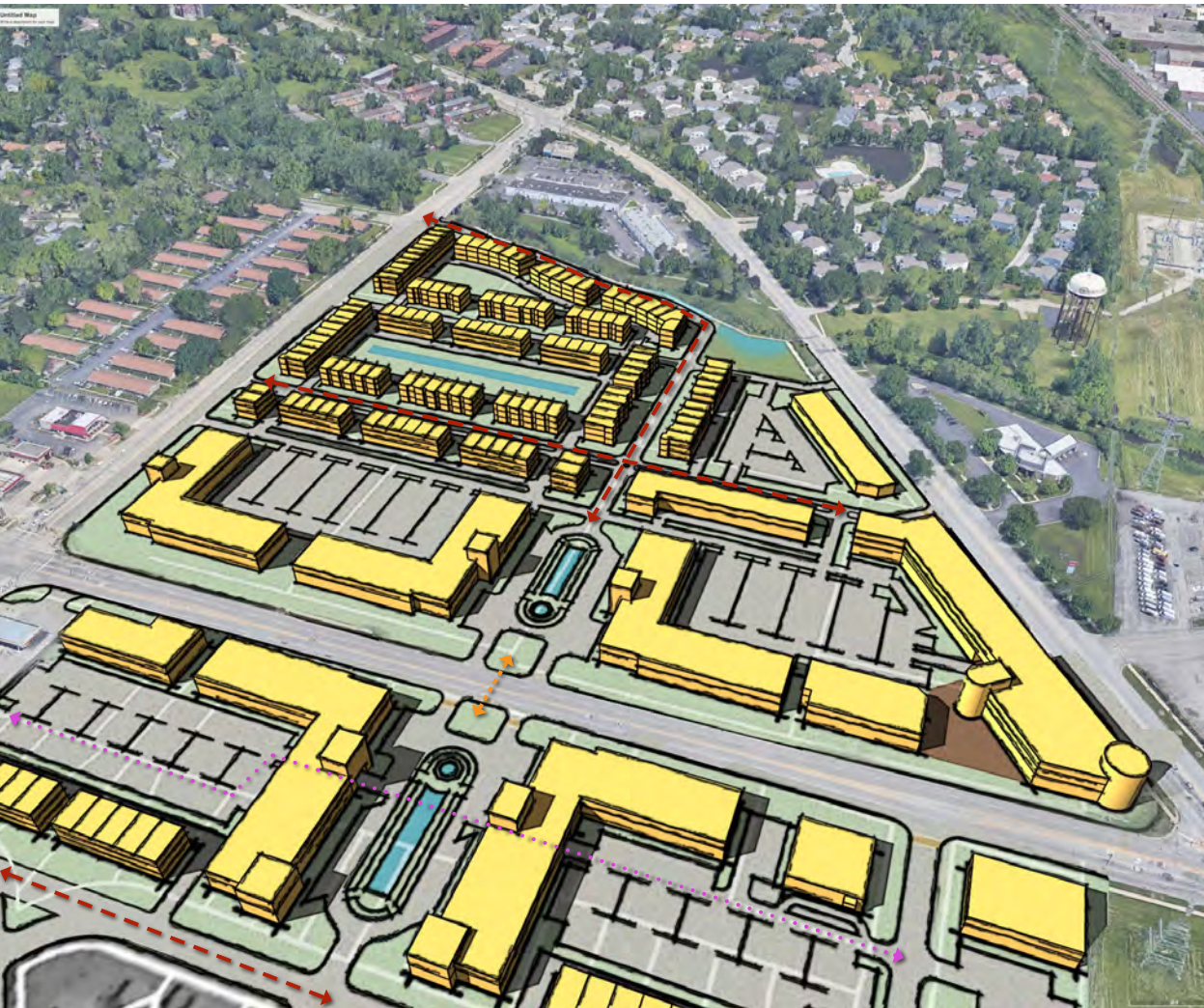


STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO



With some assemblage of properties, Sub-area 3 could be transformed from a superblock to a traditionally-scaled urban block pattern. The auto dealership at the southeast corner could be redeveloped as a low rise mixed use building very similar to the nearby Uptown Park Ridge example, with architectural features that take advantage of the acute geometry of the streets. Similar to what was shown in the “Participate” scenario for Sub-area 1, new developments on either side of Dundee could be coordinated to create a strong north-south connection with a mid-block pedestrian crossing. (See Scale Comparisons #3 and #4)



SUB-AREA 3

CONCEPTUAL SITE PLAN



New Connection: Auto

New Connection: Bike / Pedestrian

Potential Future Connection

1

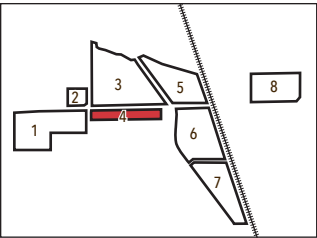
New Park

0 100' 200' 400'

SCALE: 1" = 200'

STRATEGY : REGULATE

ILLUSTRATIVE 3D SCENARIO

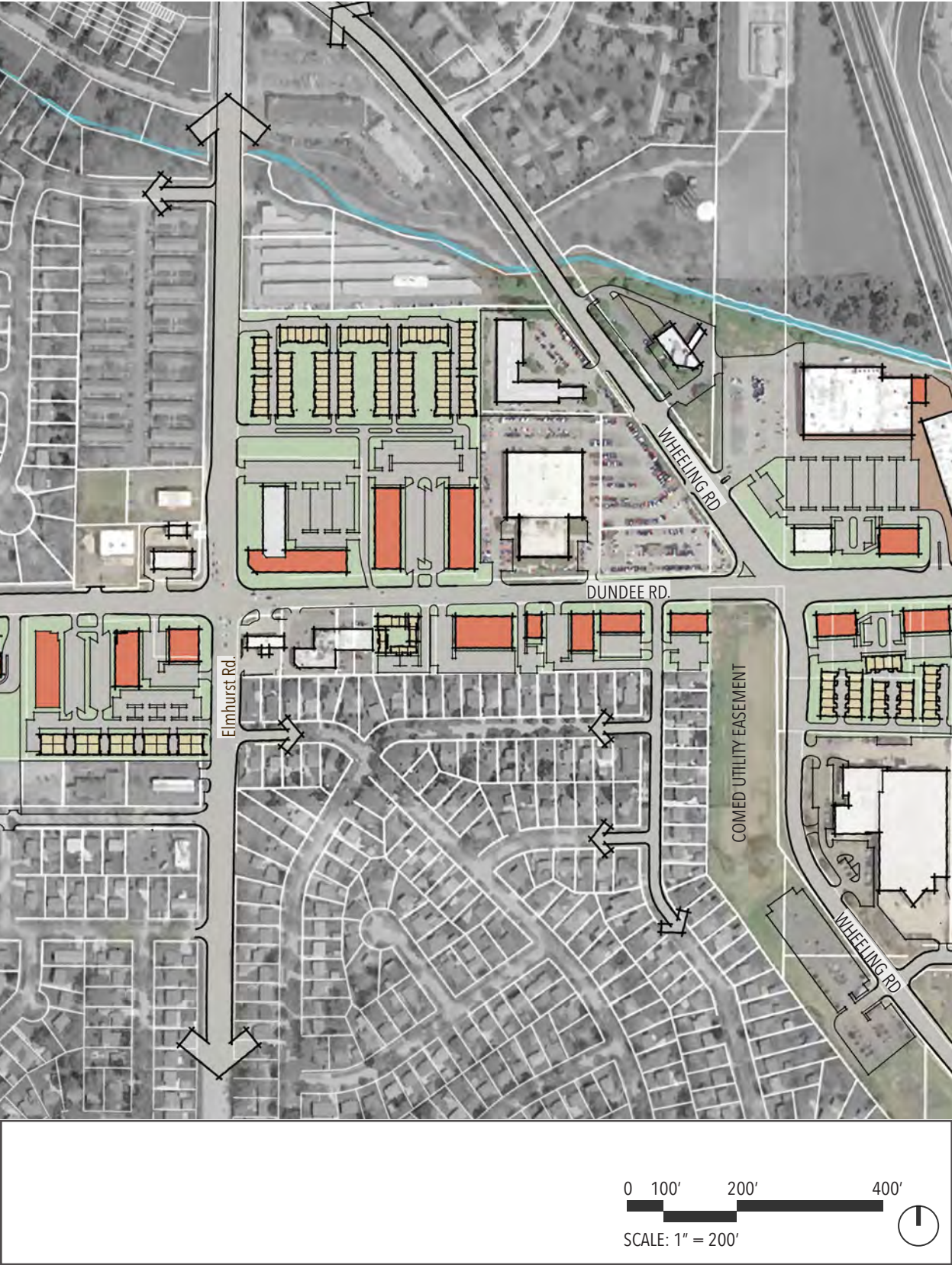


Sub-area 4, with its relatively shallow lot depth and aggregation of small parcels, would be particularly challenging to transform into a pedestrian-friendly streetscape through form based code regulations alone. Transformation could take place incrementally as properties redevelop one at a time. New buildings could be mixed-use, with ground floor commercial (or live-work) space on the ground floor close to the sidewalk, with the majority of parking located to the rear of the site. (See Scale Comparison #9)

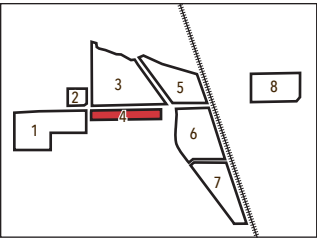


SUB-AREA 4

CONCEPTUAL SITE PLAN



STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



A shared access easement, along with shared parking agreements, would allow for the removal of several curb cuts along Sub-area 4. As in the case of the “Regulate” scenario, without parcel assembly, transformation from an auto-dominated to pedestrian-friendly streetscape would occur incrementally, most likely over a very long period of time. (See Scale Comparison #9)

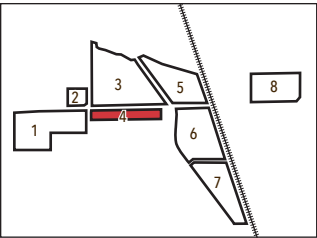


SUB-AREA 4
CONCEPTUAL SITE PLAN



STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO

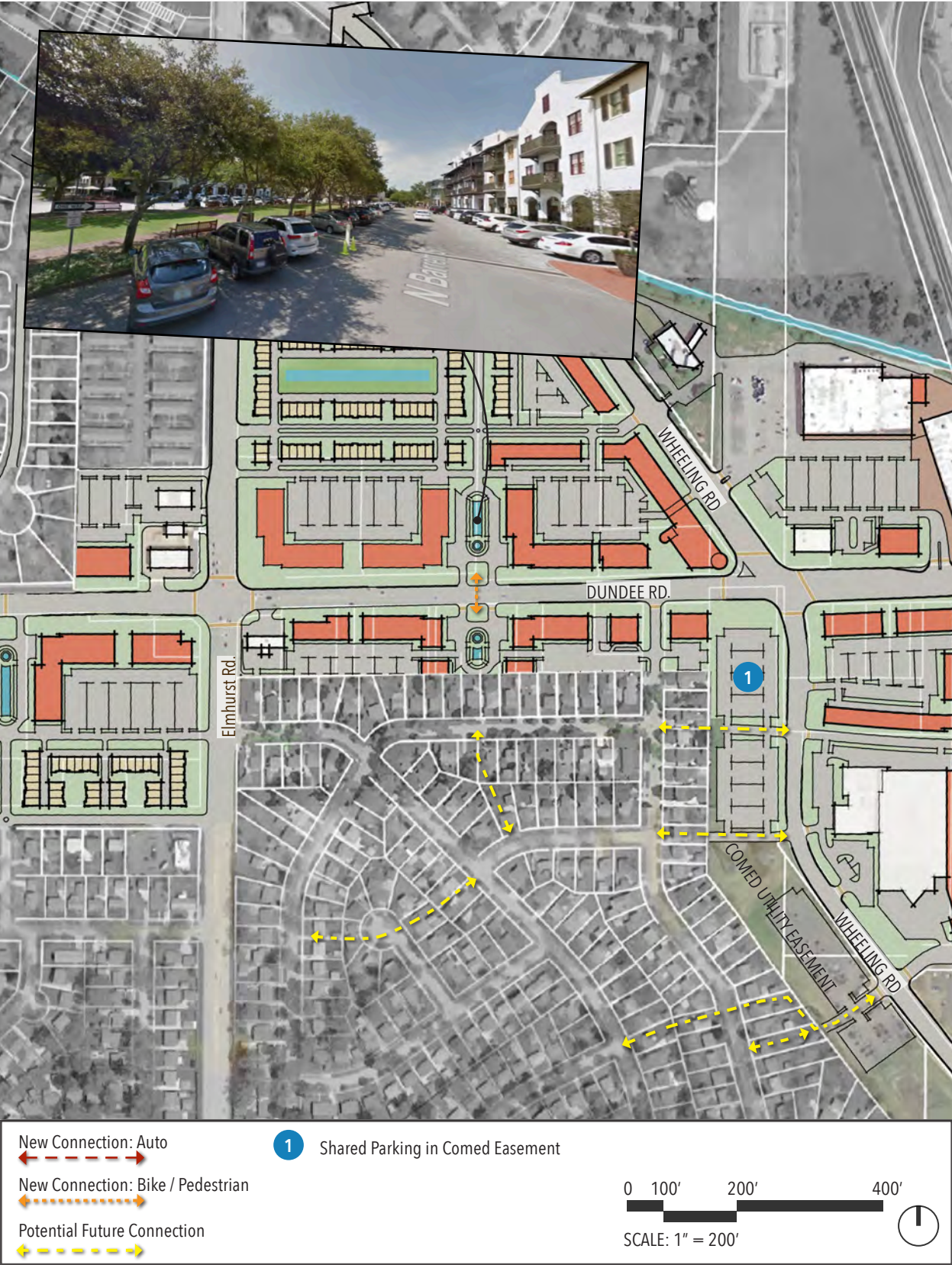


Similar to the approach depicted in the “Participate” scenario for Sub-area 1, a new development on the south side of Dundee could be paired with a corresponding development on the north side to create a strong north-south connection at the mid-block. The urban axis could extend north and south providing greater connectivity to the adjacent neighborhoods. (See Scale Comparison #3)



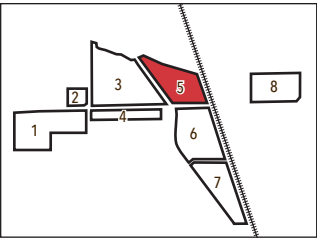
SUB-AREA 4

CONCEPTUAL SITE PLAN



STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO

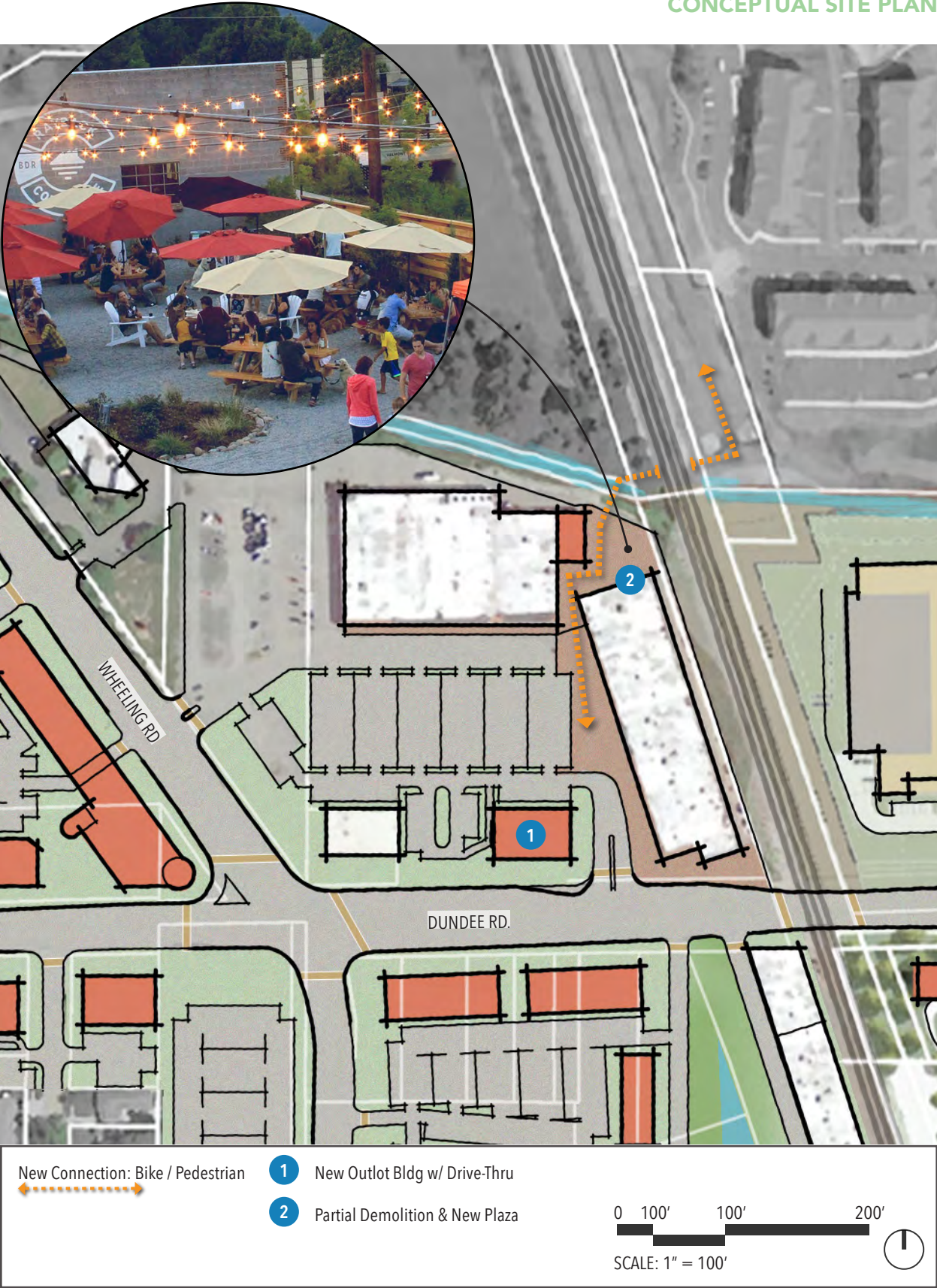


Sub-area 5 contains Lynn Plaza, MB Financial Bank, and a large swath of land within the Comed utility easement. New cross access and shared parking arrangements would not be likely to affect the development potential for the site. With the bank and shopping center properties interrupted by the utility easement, neither would land assemblage. However, this plan identified an opportunity to transform the site in a way that connects it to many hundreds of households that are within walking distance (as the crow flies) but currently cut-off by physical barriers. The rail crossing at Buffalo Creek is high enough to allow for a bike / ped crossing underneath. This, along with a simple pedestrian bridge across the creek, would create a new connection between Lynn Plaza and the neighborhoods to the north, including the 600 new units in Northgate Crossing.



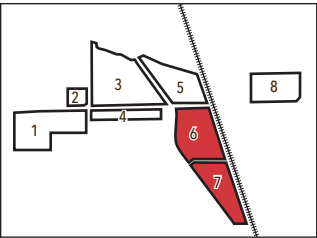
SUB-AREA 5

CONCEPTUAL SITE PLAN



STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO



The site of the Ozinga plant, with its immediate adjacency to the Town Center, is a natural place for the future expansion of Wheeling's TOD. Unless and until that business relocates, a larger, more unified development west of the tracks is not viable. However, there are immediate opportunities for improvement. The existing building immediately west of the tracks on Dundee, owned by the village of wheeling, currently sits vacant. it may be re-purposed in the short to medium term with program that could take advantage of its large interior spaces, like an indoor playground.

In the event that the Ozinga plant does move, the remediation requirements for residential use may prove prohibitively expensive in the short to medium term. Uses that do not require large upfront investment, like a dog park should be considered.



SUB-AREA 6 & 7

CONCEPTUAL SITE PLAN



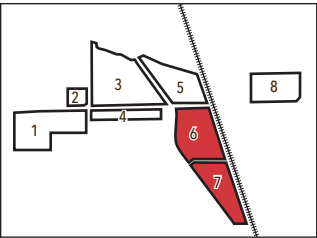
1 Village-owned Building

0 100' 200' 400'

SCALE: 1" = 200'



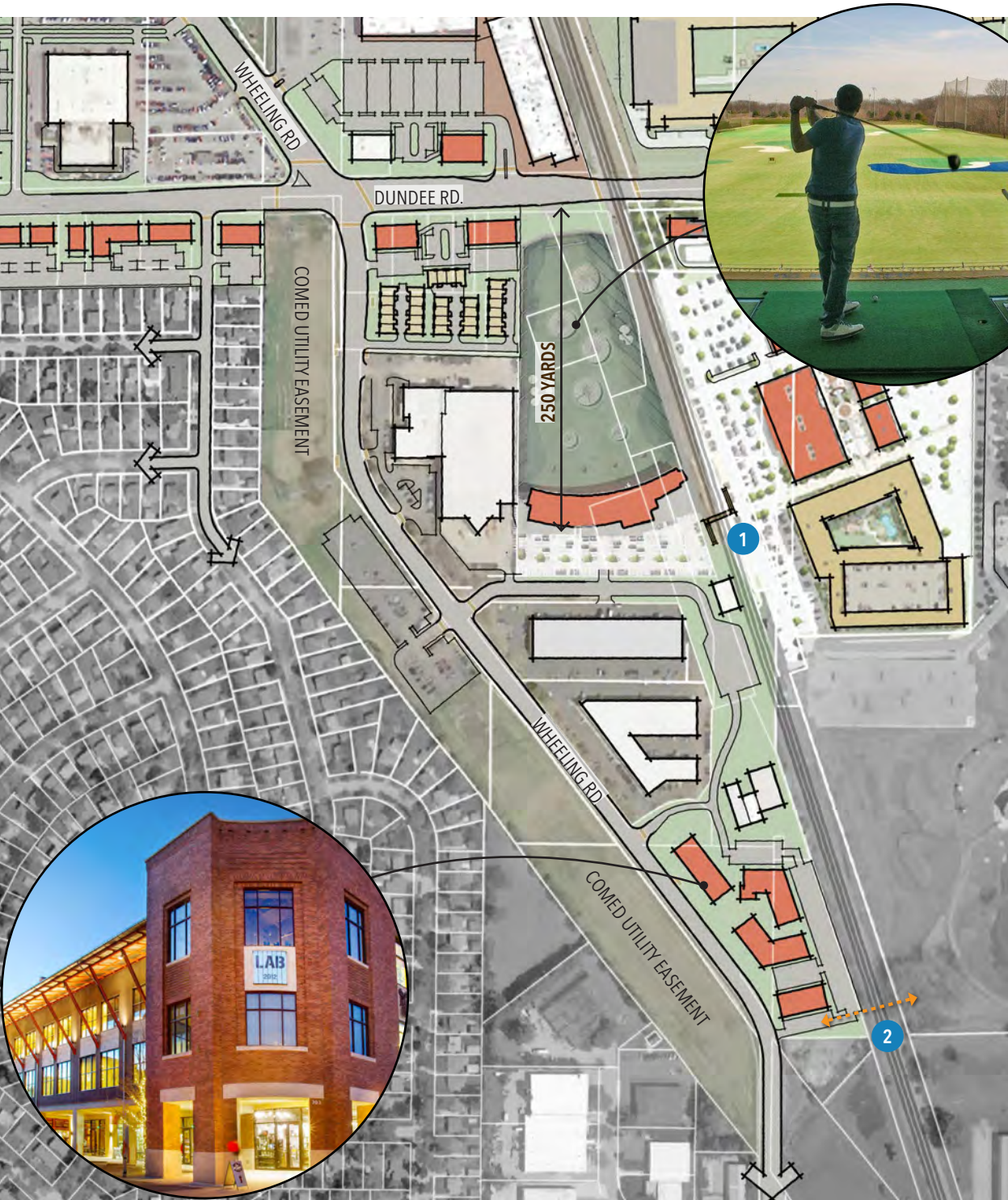
STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



The Ozinga site has the optimal size and orientation to accommodate a driving range (including the typical TopGolf model, as depicted). A use like this would likely allow the land to be used without the extensive level of environmental remediation that would be required for residential use. Furthermore, it would fill a gap in recreational programming offered by the Park District, as the WPD does not currently operate a driving range facility. New buildings on the west side of the tracks could embrace a “rail depot” architectural aesthetic as a point of differentiation from the Town Center and Uptown 500 developments. (See Scale Comparisons #5, #6 and #9)



SUB-AREA 6 & 7
CONCEPTUAL SITE PLAN



New Shared-Access Easement

New Connection: Bike / Pedestrian

1 Pedestrian Overpass

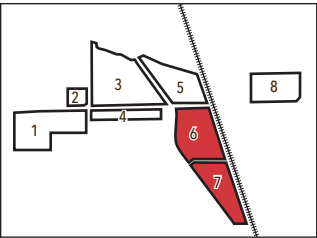
2 Pedestrian Underpass

0100'200'400'

SCALE: 1" = 200'

STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO

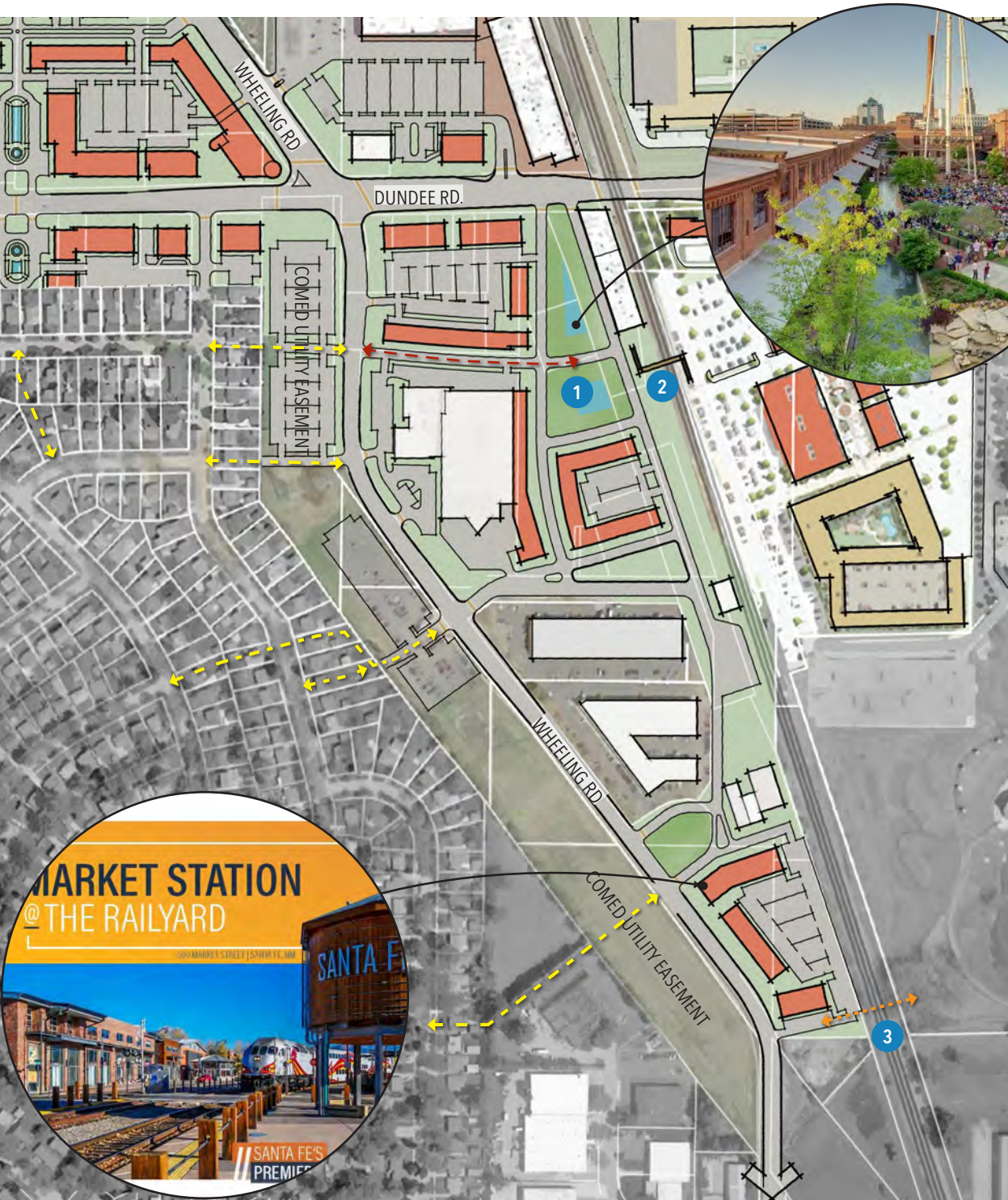


The west side of the tracks could be developed as a campus with a distinct architectural character that embraces its industrial roots. Adopting a “rail depot” aesthetic would differentiate the campus from neighboring developments and give it a brand that could be both marketable and economical to construct. (See Scale Comparisons #5 and #6)



SUB-AREA 6 & 7

CONCEPTUAL SITE PLAN



New Connection: Auto

New Connection: Bike / Pedestrian

Potential Future Connection

1 Park / Plaza

2 Pedestrian Overpass

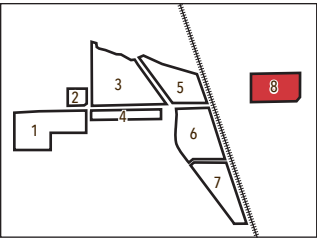
3 Pedestrian Underpass

0 100' 200' 400'

SCALE: 1" = 200'

STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO

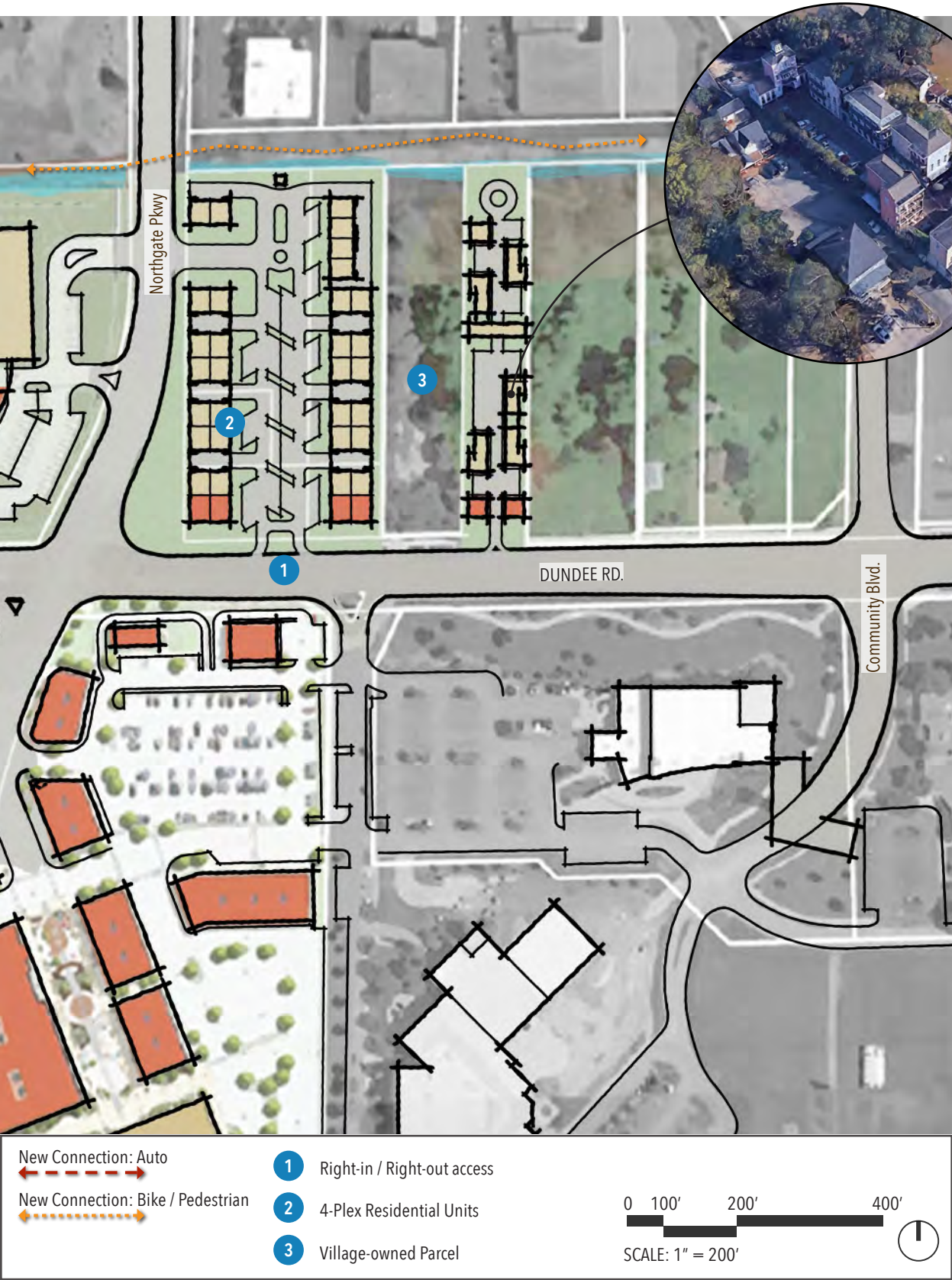


Sub-area 8 is made up of several parcels, some of which have already been assembled under common ownership. It also includes a parcel owned by the Village. The site has seen proposals in years past for mixed-use developments, which were ultimately denied site plan approval by the Village. Considering this land to be uniquely impactful in terms of its role in defining the urban core of Wheeling, the Plan Commission has expressed a desire to see the site developed as a contiguous, unified design. However, in the absence of further land assemblage or cross-access easements, development potential is constrained by left turn access at Dundee and limited building / parking footprint potential. This conceptual plan illustrates one example of how individual parcels could be developed in accordance with existing property lines.

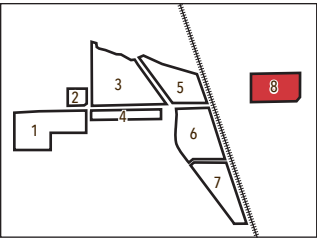


SUB-AREA 8

CONCEPTUAL SITE PLAN



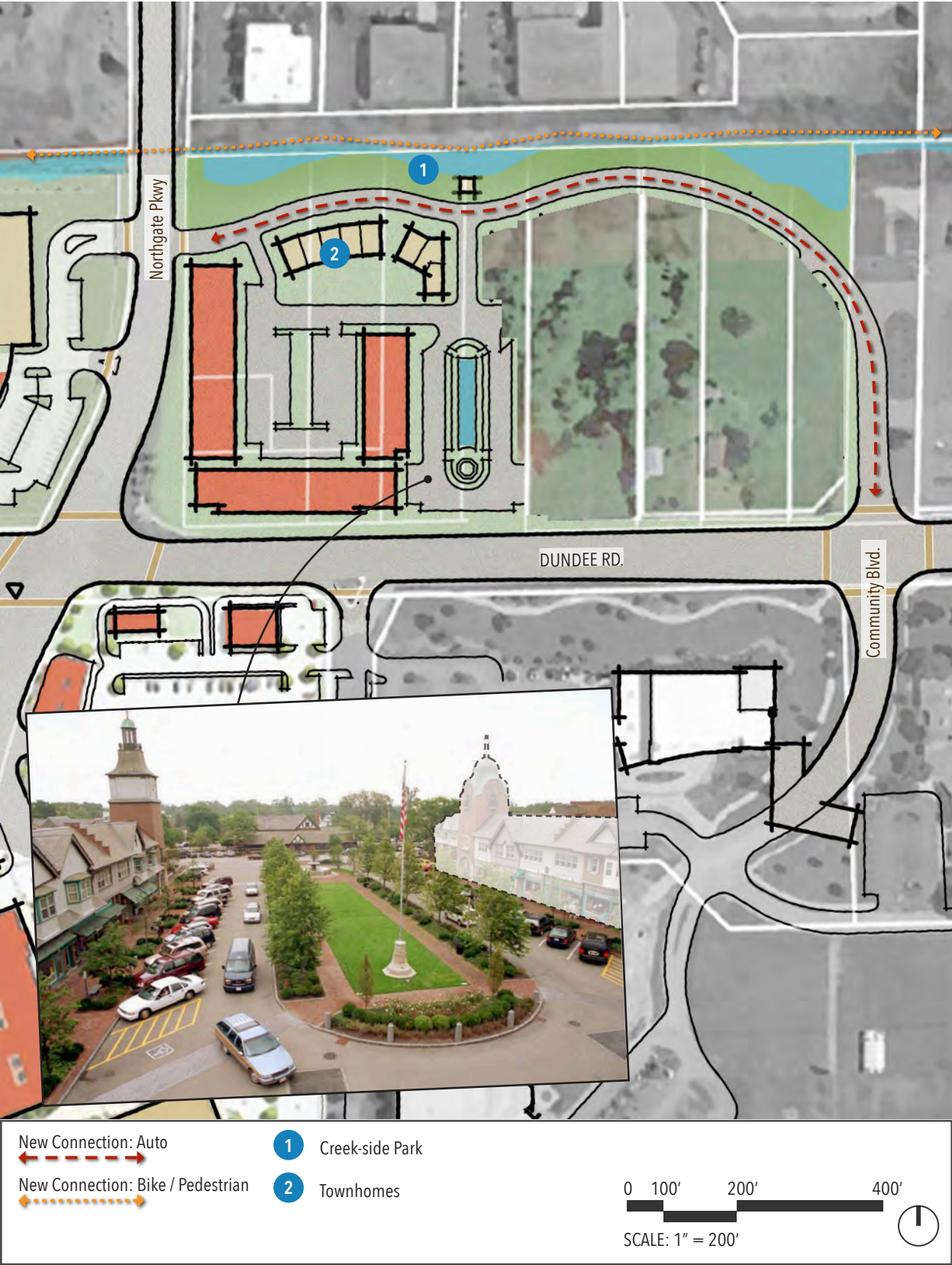
STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



One of the challenging aspects of developing the parcels in Sub-area 8 is the limited access at Dundee Road due to the westbound traffic stacking at the Northgate Pkwy intersection, which limits traffic movements to right-in / right-out only. Creating a cross-access easement connecting Community Blvd to Northgate Pkwy would provide each individual parcel with full right and left turn access at both streets, increasing the viability of commercial uses. The plan depicted here is based on the creation of new cross access road across the north edge of the Sub-area as well as the addition of the Village-owned parcel to the already-assembled properties on the west side. As illustrated here, these moves would allow for the creation of a unified design with coherent auto circulation and the potential for larger scale buildings. It also anticipates a future expansion of the development to the east once those parcels become available.

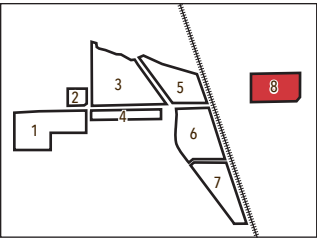


SUB-AREA 8
CONCEPTUAL SITE PLAN



STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO



Building on the previous (Coordinate) scenario, this plan illustrates what could happen if all of the land within Sub-area 8 were assembled under common ownership. With auto connections at Dundee and Community Blvd and at Northgate Pkwy and a new internal street, the remaining frontage could be kept free of curb cuts, allowing it to be designed as highly-walkable. A development at this scale could also take advantage of more efficient parking lot layouts, allowing for increased density. (See Scale Comparisons #1, #2 and #8)



SUB-AREA 8

CONCEPTUAL SITE PLAN

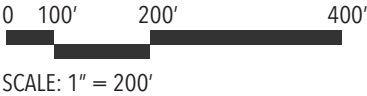
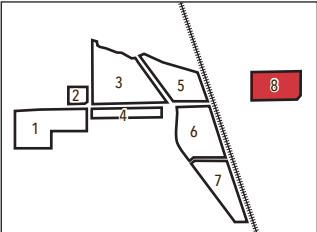


SCALE COMPARISON 1

MARKET SQUARE. LAKE FOREST, IL

Market Square was built as what we now refer to as mixed-use, transit-oriented development, with stores on the first floor and apartments on the second, across a narrow street from what is now the Lake Forest stop on the Union Pacific North Metra line. It provides a useful and often copied model for plans seeking to balance parking with traditional urban design. Unlike

conventional strip mall site plans whose buildings are set back from the street behind a field of surface parking, Market Square provides a limited amount of convenience “teaser” parking directly in front of buildings that are oriented perpendicular to the street. The effect is more of an urban plaza than a parking lot.

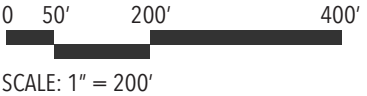
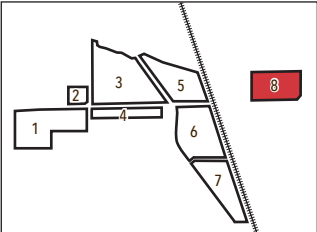


SCALE COMPARISON 2

THE GLEN TOWN CENTER. GLENVIEW, IL

As the high-density, mixed-use focus of the 1,100-acre redevelopment of an abandoned naval air station, The Glen Town Center is designed to evoke the classic, main street shopping districts of the prominent North Shore communities located nearby. Characterized by a cohesive integration of department stores, street retail, a movie theater, restaurant and parks, the

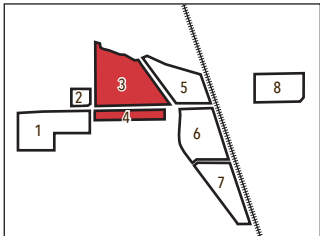
development serves as the area’s prime destination for shopping and entertainment. Key residential ingredients include luxury apartments located above the retail stores, and two collections of gabled townhouses (Tower Crossing) situated at either end of the development.



SCALE COMPARISON 3
"BUCKLE" INTERSECTION. ROSEMARY BEACH, FL

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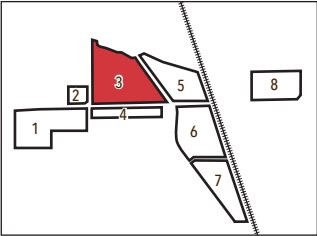
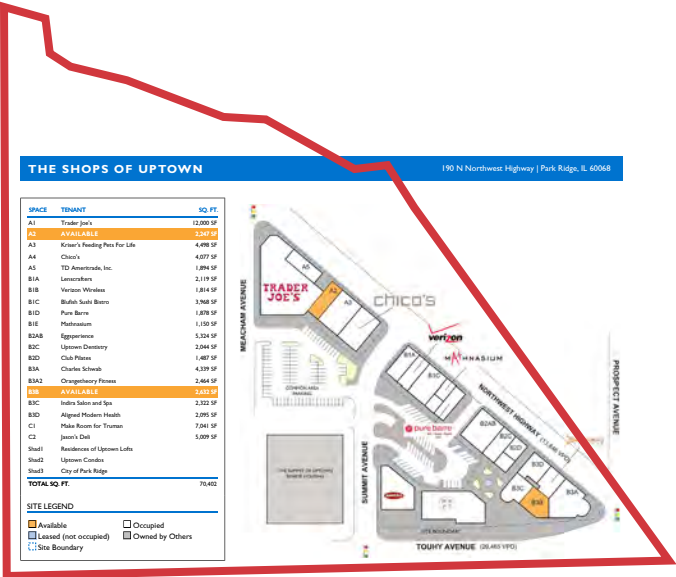


0 100' 200' 400'
SCALE: 1" = 200'

SCALE COMPARISON 4
UPTOWN. PARK RIDGE, IL

Comprising 5.5 acres, this highly visible and important
site is located in the central core of downtown Park
Ridge. The urban plan carefully integrates pedestrian
and vehicular movement throughout the property and
is complemented by thoughtful building massing and
high quality materials which relate to the traditional
architecture of existing Uptown. The development

contains 165 condominiums, 24 row homes, 80,000 SF
of retail space and 550 below grade parking spaces.



0 100' 200' 400'
SCALE: 1" = 200'

SCALE COMPARISON 5
THE RAILYARDS, SANTA FE

The Santa Fe Railyard has over 100,000 square feet of mixed use space with one and two story shops, restaurants (with indoor and outdoor seating), anchor tenant REI (Recreational Equipment Inc.) and other retailers and office spaces. It is also home to the year-round Santa Fe Farmers’ Market, an artist market, and is used for events like wedding receptions.

PUBLIC OPEN SPACES

13 acres of open space throughout The Railyard was created by a Conservation Easement which protects its use in perpetuity for all Santa Feans’ 3 acres of a gritty and authentic environment reminiscent of the historic railroad hub and warehouse district, softened by the welcoming green spaces of the 10 acre park.

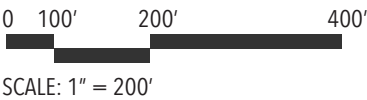
RAILYARD PLAZA

The focus of community and social activity, the Plaza is the heart of The Railyard. Its design offers opportunities for special events, temporary performance areas, community gatherings, and every day uses for individual food vendors and performing artists. Trees are carefully placed to preserve long distance views to

the Sangre de Cristo. The area is pedestrian friendly, handicapped accessible and provides drop off zones for elderly and young family members to ensure that like the downtown Plaza, people are able to engage the space in many ways.

RAILYARD PARK

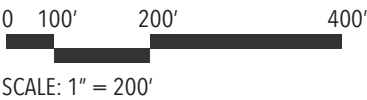
An informal Outdoor Performance Space slopes gently out of a hillside. A Children’s Play Area features creative climbing, sliding and play objects made from natural and built materials in a fun, exploratory environment for all ages. Picnic Areas are set amid shady groves and gardens. 5,000 feet of Walk-Bike Trails will link to a citywide trail network. Over 300 trees and several thousand drought-resistant plants in the Railway Gardens and elsewhere create an oasis in Santa Fe’s often thirsty environment. An innovative Water Harvesting System ensures a sustainable, water-wise park.



SCALE COMPARISON 6
AMERICAN TOBACCO CAMPUS. RALEIGH, NC

In 2002 the site of the The American Tobacco Company was restored and reopened as an active, mixed use development featuring offices, shops, and restaurants, as well as a 2,500-seat outdoor amphitheater and public park. The approach to its renovation included an embrace of the historic character of the site.

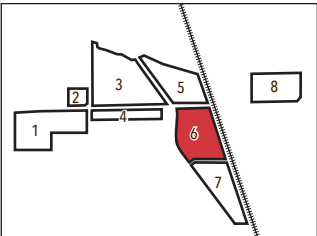
Spanning the length of the development, “Bull River” runs along old docks where trains were once loaded with tobacco. At the center campus, Bull River spills into a large, multi-level pool which provides the setting for outdoor dining, an amphitheater and rubber duck races.



SCALE COMPARISON 7 TOPGOLF DRIVING RANGE PROTOTYPE

Indoor driving ranges, like Texas-based Topgolf, combine elements of traditional driving ranges and miniature golf with corporate events, food service and other amenities. The number of TopGolf locations is expected to double in the next year to 20. The company recently broke ground on its third Chicagoland location, in Schaumburg, following Wood Dale and

Naperville. The existing venues employ more than 800 people and the Schaumburg location is expected to create an additional 500 full- and part-time jobs. The model has particular site requirements in terms of size and solar orientation, with a preference for hitting towards the north or east and having a distance of approximately 200 yards.

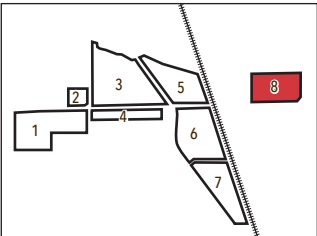


0 100' 200' 400'
 SCALE: 1" = 200'

SCALE COMPARISON 8 THE GLEN TOWNHOMES. GLENVIEW, IL

The Tower Crossing town homes were constructed between 2002 and 2006, with 6 basic floor plans comprising the 154 homes. All homes are brick construction and offer four floors of living space and two-car garages. Some have major variations such as "end units" which increase space and light, and "bridge units" which provide an additional room.

"the townhomes are intended to suggest the character of traditional nineteenth century row housing. At four stories tall, each townhouse is differentiated through subtle shifts in brick color or slight changes in the elaborate brick detailing. Projected bays and canopies add rhythm and dimension to the long facades." -George Pappageorge, architect



0 50' 100' 200'
 SCALE: 1" = 100'

SCALE COMPARISON 9 ONE-STAIR WALK-UP BUILDING

A three story apartment building or mixed use building meets the fire/life safety requirements of the International Building Code (IBC) and the accessibility requirements of the Fair Housing Act:

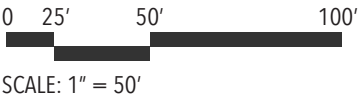
1. All ground floor units are accessible/adaptable (minimum one unit).
2. TYPE V wood frame construction with fire sprinklers.
3. When built with a single stair, upper stories are limited to four units each. (more than 4 units on a floor and two stair will be required separated by a rated corridor at least 1/2 the diagonal of the building floor plate in length –1/3 for buildings with fire sprinklers.)
4. 2nd floor units are limited in size to 125’ max. exiting distance from the furthest point inside the unit to the entry door.
5. 3rd floor units are limited in size to 125’ max. exiting distance from the furthest point inside the unit to the entry door. (3rd floor units can be two story units with internal stairs as long as the max. exiting distance of 125’ is observed).

Code research and design by David Kim



SCALE COMPARISON 10 TUCK-UNDER TOWNHOMES. CHICAGO SUBURBS

A two-story townhouse raised a full or, more often, a half a level above the street, with a rear-accessed garage. With a density of 25-30 dwellings per acre and the potential to create attractive street frontages, (since garages are accessed by service alleys in the rear) they are a desirable form of TOD development.



VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. 2019-14
242 W. Norman Fence Variance, 242 W. Norman Lane

MEETING DATE: June 13, 2019

REQUESTED ACTION: Variance to Permit a Six Foot Tall Opaque Fence within the Front Yard Setback Area

REQUESTED ACTION:

As the required public notice was not conducted in time for the June 13th meeting, this item must be continued to the June 27, 2019 Plan Commission meeting in order to allow the petitioner time to provide sufficient notice as required by the Zoning Code. A full staff analysis of the request will be provided for the June 27th meeting.

**Plan Commission
Regular Meeting**

May 9, 2019

1. CALL TO ORDER

Chairman Pro Tem Johnson called the meeting to order at 6:30 p.m. on Thursday, May 9, 2019.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present were Commissioners Blinova, Creech, Johnson, Kalis, Powers and Yedinak. Also present, Andrew Jennings, Director of Community Development, Mallory Milluzzi, Village Attorney, Kyle Goetzelmann, Civil Engineer and Ron Antor, Fire Inspector.

4. CHANGES TO THE AGENDA - None

5. CITIZEN CONCERNS AND COMMENTS - None

6. CONSENT ITEMS

- A)** [Docket No. SCBA 19-15](#)
 ETI Solid State Lighting
 720 Northgate Parkway
 Appearance Approval of a Wall Sign

Commissioner Powers moved, seconded by Commissioner Kalis to approve the following consent item.

Approve Docket No. SCBA 19-15 to permit the installation of a wall sign in accordance with the ETI sign plans (total of 3 pages), prepared by Parvin-Clauss Sign Company, dated January 21, 2019, and last revised March 7, 2019 for ETI, located at 720 Northgate Parkway, Wheeling, Illinois.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Johnson, Kalis, Powers, Yedinak
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 19-6](#) (Continued from the March 28, 2019 meeting)
Fresh Farms
20 S. Milwaukee Avenue
Minor Site Plan and Appearance Approval

The petitioner was not present, so the docket was moved to later in the meeting to allow time for the petitioner to arrive.

Mr. Jennings explained the item was tabled at the April 28th meeting for the petitioner to respond to some of the concerns raised by the Commission. The petitioner presented the item and discussed with the Commission some additional changes that were different from the plans that were in the packet. The item was tabled for the petitioner to work with the architect to have the plans updated to reflect what had been discussed. The current packet reflects all the items that were discussed. The petitioner's plan to increase the vestibule to a double gives the appearance of pulling the theme of the façade toward the street allowing both an area for cart storage as well as for the customers to go in and out of the store. The only Staff concern is the existing bollards on the site and Staff's suggestion is to have the new bollards match the existing ones to give a consistent appearance. Staff believes all the items in the front of the store and in the rear of the store had been addressed.

Mr. Dean Svigos, 20 S. Milwaukee Avenue was present.

In reply to Commissioner Powers' question, Mr. Jennings confirmed there is still 6'6" for a sidewalk in the front.

Commissioner Yedinak questioned if they are now extending 2 awnings. Mr. Svigos explained the elevations didn't look symmetrical, so they added a second one to make it look better. The manual door will be on the east end and power doors at the beginning with the cart storage closed off.

Commissioner Blinova had no questions.

Commissioner Creech referred to the street light poles in the packet on the front elevations. He questioned if they were incorporated in the new awnings and removed. Mr. Svigos confirmed they would remove the lights from the building and bring them forward. He'll check if the poles could be used somewhere else in the shopping center. Commissioner Creech liked the poles and preferred they be reused.

In reply to Commissioner Kalis' question, Mr. Svigos confirmed he was torn about the east elevation doors between making them manual or automatic but thought he would probably make

**Wheeling Plan Commission
Regular Meeting**

May 9, 2019

them manual. Commissioner Kalis did not care if they were manual or automatic but wanted the drawings to reflect it correctly. The drawings show automatic on the east elevations and no doors on the west. He wants to make sure the drawings are correct for the Village Board. Mr. Svigos stated he was planning to put a manual door on the east side, no door on the west and a power door on the north. Commissioner Kalis wants the drawings updated. Mr. Svigos may change the east side to two manual doors so carts could be brought in and then the doors closed. Commissioner Kalis wants the plans to be updated correctly.

Commissioner Kalis questioned if the petitioner would match the existing bollards with the same material. Mr. Svigos agreed to look for the same ones or something close.

Commissioner Blinova expressed concern that the customers are too close to the road and suggested a side entrance. Mr. Svigos agreed to add the stop sign which had been suggested at the last meeting and the pavement will be marked as a pedestrian crossing.

Commissioner Powers moved, seconded by Commissioner Kalis to approve Docket No. PC 19-6 granting a minor site plan and appearance approval, as required under Title 19, Zoning, of the Wheeling Municipal Code and Chapter 19-12, Site Plan and Building Appearance Approval Requirements, in order to construct an entry vestibule and rear loading dock enclosure for 20 S. Milwaukee Avenue, Wheeling, Illinois, in accordance with the exhibits prepared by Studio Dom Architects, last revised March 7, 2019 and received April 24, 2019, and subject to the following condition:

1. The pedestrian bollards installed in front of the vestibule addition shall match the existing bollards installed on the subject site;
2. Paver markings for pedestrian crossings are added near the north entrance.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

- B)** [Docket No. PC 19-10](#) (Continued from the April 25, 2019 meeting)
CMX Theater
401 W. Dundee Road (Wheeling Town Center)
Minor Site Plan and Appearance Approval

The petitioner was not present, so the docket was moved to later in the meeting to allow time for the petitioner to arrive.

**Wheeling Plan Commission
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Mr. Jennings reported the petitioner had presented materials and the Commission had concerns regarding the materials. Since that time, Staff had been working with the architect for the theater to find a material that would blend with the wall material and the exterior of the building. A sample was provided. It is an integrated color and a very dense material. The intention is to not paint it but to use it to blend with the exterior of the building. Staff noted the petitioner had indicated they were willing to install a cap, but the cap was not represented so a condition of approval has been added. Staff had no other concern.

Brad Friedman, The Lynmark Group was presented.

Mr. Friedman confirmed the petitioner agreed to add a cap.

Commissioner Kalis questioned if the grey charcoal matched any of the colors. Mr. Friedman explained the CMX color pallet includes 9 different materials of premium CMU. There is a dark grey in the pattern so it would match one of the colors. There is a lot dark grey in the paving and residential building so he believes it will work well with the other colors of the Town Center.

Commissioner Creech had no questions.

Commissioner Blinova had no questions.

Commissioner Powers questioned if it was split face CMU. Mr. Friedman confirmed it was split face CMU, but the color is integrated and not painted.

Commissioner Yedinak questioned if a cap would be installed. Mr. Friedman explained the cap was not currently on the drawings, but it could be approved with a condition to add the cap. Mr. Jennings explained Staff had conversations with the architect and he agrees to install the cap to finish off the top of the wall. Commissioner Yedinak questioned if it would be a stone or metal cap. Mr. Jennings discussed the flexibility for the cap material. The petitioner agrees to cap it off. He asked if the Commission had a preference regarding the material. Commissioner Creech referred to the trash enclosure (with the metal doors and stone cap) in front of the Starbucks and felt it should be a standard throughout the Village of Wheeling. Mr. Jennings explained if the Commission had a preference regarding the material the condition could be modified.

Commissioner Kalis moved, seconded by Commissioners Power to approve Docket No. PC 19-10 granting minor site plan and appearance approval, as required under Title 19, Zoning, of the Wheeling Municipal Code and Chapter 19-12, Site Plan and Building Appearance Approval Requirements, in order to construct an exterior trash enclosure for CMX, 401 W. Dundee Road (Building J within the Wheeling Town Center development), in accordance with the Trash Enclosure Design Submittal, dated April 8, 2019, and with the following condition of approval:

1. A top cap shall be added to the trash enclosure walls prior to the issuance of the building permit utilizing the example of the Building A enclosure.

On the roll call, the vote was as follows:

**Wheeling Plan Commission
Regular Meeting**

May 9, 2019

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

There being six affirmative votes, the motion was approved.

- C) [Docket No. 2019-6 A, B, C, & D](#)
Vequity/7-Eleven
14 N. Elmhurst Road
2019-6A Variance to Reduce Minimum Side Setback
2019-6B Variance to Reduce Minimum Parking Setback
2019-6C Variance to Reduce Minimum Canopy Setback
2019-6D Variance to Reduce Setback for Freestanding Sign

See Findings of Fact and Recommendation for Docket No. 2019-6A,B,C,D.

Commissioner Yedinak moved, seconded by Commissioner Creech to recommend approval of Docket No. 2019-6A, granting a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, and associated sections, to permit a reduction in the minimum side yard setback from 15 feet to 5 feet, in accordance with the following exhibits, for the property located at 14 N. Elmhurst Road, Wheeling, Illinois:

- Project Description Letter, dated April 4, 2019
- Geometric (Site) Plan, last revised April 10, 2019

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Creech to recommend approval of Docket No. 2019-6B, granting a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, and associated sections, to permit a reduction in the minimum parking setback from 10 feet to 6.5 feet, in accordance with the following exhibits, for the property located at 14 N. Elmhurst Road, Wheeling, Illinois:

- Project Description Letter, dated April 4, 2019
- Geometric (Site) Plan, last revised April 10, 2019

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Yedinak moved, seconded by Commissioner Creech to recommend approval of Docket No. 2019-6C, granting a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-10 Use Regulations, and associated sections, to permit a reduction in the minimum setback for the canopy over the fuel pump islands from 25 feet to 18.5 feet, in accordance with the following exhibits, for the property located at 14 N. Elmhurst Road, Wheeling, Illinois:

- Project Description Letter, dated April 4, 2019
- Geometric (Site) Plan, last revised April 10, 2019

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Yedinak moved, seconded by Commissioner Creech to recommend approval of Docket No. 2019-6D, granting a variation from Title 21, Signs, of the Wheeling Municipal Code, Chapter 21-06 Commercial and Industrial Districts, and associated sections, to reduce the required front setback for a replacement freestanding sign from 10 feet to 3 feet, in accordance with the following exhibits, for the property located at 14 N. Elmhurst Road, Wheeling, Illinois:

- Project Description Letter, dated April 4, 2019
- Geometric (Site) Plan, last revised April 10, 2019

And with the following condition of approval:

1. The freestanding sign shall be subject to a separate SCBA appearance review and approval prior to the issuance of a permit.

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On the roll call, the vote was as follows:

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

There being five affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Kalis to close Docket No. 2019-6A,B,C&D. The motion was approved by a voice vote.

- D)** [Docket No. PC 19-4](#)
 Vequity/7-Eleven
 14 N. Elmhurst Road
 Site Plan and Appearance Approval for a New Gas Station and Convenience Store

Mr. Jennings reported the petitioner worked with Village Staff refining the site plan and the building appearance so most of the comments had been addressed. There are a couple of notes in the report for the Commission's review. The petitioner has adjusted the plan significantly since the initial submittal.

Mr. Ivan Nockov, Vequity, developer was present. He had no additional testimony.

Commissioner Creech had no comments.

Commissioner Blinova had no comments.

Commissioner Yedinak questioned if the white area above the fuel storage tank was a building? Mr. Nockov confirmed it was a concrete pad with no building.

Commissioner Kalis had no comments.

Commissioner Powers questioned if the petitioner was removing the old tanks and replacing them along with proper remediation. Mr. Nockov confirmed they were removing all tanks, product lines, products and replacing it with all new infrastructure.

In reply to Commissioner Powers' question, Mr. Jennings confirmed all the changes had been reflected in the packet.

Commissioner Powers questioned if the Fire Department had any concerns with the turning radius. Mr. Antor felt the space wasn't optimal, but the Fire Department could live with it.

In response to Commissioner Powers' question, Mr. Nockov confirmed they would be selling liquor. Commissioner Powers questioned if the Code limited the amount of liquor space. Mr.

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Jennings explained there is no liquor license that can be issued in the Village of Wheeling for a location that has fuel sales.

Commissioner Powers questioned the location of the bike rack. Mr. Nockov confirmed it would be located at the corner of the building. Commissioner Powers referred to page 48 in the packet that shows the bike rack by the trash location. Mr. Nockov confirmed the location had moved to the rear in the building. Commissioner Powers requested that the location be corrected on the south elevation.

Commissioner Powers questioned if the petitioner had submitted an irrigation plan. Mr. Nockov confirmed they would submit an irrigation plan. Mr. Jennings confirmed there was a condition relating to an irrigation plan included in the draft motion.

Commissioner Powers referred to the southeast corner if they move the sign. He questioned if something could be done to the corner instead of sod. He suggested a water feature or bench. Mr. Jennings explained the landscaping plan is concentrated along Elmhurst and Dundee Roads allowing visibility to the corner.

Chairman Pro Tem Johnson questioned if the new tanks were being placed in the same locations. Mr. Nockov explained the current tanks are located on the north side between the canopy and car wash and would be moved away from the north side of the property.

In reply to Commissioner Yedinak's question, Mr. Goetzelmann explained they were doing a little modification in the southwest corner because there is a walkway that goes from the IDOT sidewalk north into the building. It is minimal. Mr. Perry explained it was from the driveway to the property line to the west because there is an existing water main.

Mr. Jennings asked if the petitioner understood the Liquor License regulations in Wheeling. Mr. Nockov explained they were the developer and the petitioner would be applying for all permits. He stated that as far as he knew, they would not have an issue that they could not apply for a liquor license since it didn't exist for a gas station.

Commissioner Kalis moved, seconded by Commissioner Creech to recommend approval of Docket No. PC 19-4, 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 a gas station and convenience store, in accordance with the following exhibits, for Vequity/7-Eleven:

- Project Description Letter, dated April 4, 2019
- Geometric (Site) Plan, last revised April 10, 2019
- Exterior Elevations and Schedule, last revised March 15, 2019,
- Exterior Color Elevations and Schedule, last revised March 15, 2019,
- Fuel Canopy Elevations, last revised March 15, 2019,
- Site Details, last revised March 15, 2019,
- Landscape Plan, last revised March 13, 2019,
- Photometric Plan, last revised March 15, 2019,

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- Preliminary Engineering Plans (18 sheets), last revised April 10, 2019

And with the following condition of approval:

1. Prior to the issuance of a building permit, an irrigation plan shall be submitted for Staff review and approval.

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

- E)** [Docket No. 2019-10](#) (Continued from the April 11, 2019 meeting)
 Village of Wheeling
 Text Amendment to Sign Code

See Findings of Fact and Recommendation for Docket No. 2019-10.

Commissioner Yedinak moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2019-10, amending Title 21, Signs, of the Wheeling Municipal Code, Chapter 21.07, Signs for Specific Special Uses, Subsection (c), to add religious assembly uses to the list of uses that may be permitted an electronic message center sign, to read as follows:

- (c) Electronic Message Centers. Electronic message centers may be permitted for governmental buildings, recreation centers, convention centers, hotels, theaters, ~~and~~ schools, **and religious assembly uses (in buildings greater than 2,500 sq. ft.).** Electronic message centers may only be part of a freestanding sign and the sign must comply with all regulations in this code, including the criteria listed in [Section 21.06.500\(b\)6](#). The message shall not consist of sound or flashing, **and functions of the display may be further restricted subject to SCBA appearance review.**

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

- F) [Docket No. 2019-12](#) (Petition to be continued to June 13, 2019)
4 Ever Dance Fitness LLC
15 N. Elmhurst Road
Special Use for Recreational and Instructional Facility

Commissioner Powers moved, seconded by Commissioner Kalis to continue Docket No. 2019-12 to June 13, 2019. The motion was approved by a voice vote.

8. APPROVAL OF MINUTES – April 25, 2019 (including Findings for Docket No. 2019-8A&B)

Commissioner Kalis moved, seconded by Commissioner Powers to approve the minutes dated April 25, 2019 as presented. The motion was approved by a voice vote.

9. OTHER BUSINESS

Commissioner Blinova referred to the recent discussions about chain link fences and suggested the Commission look at the rusty chain link fence along Wheeling Road when there is a debate about using a chain link versus a wood fence.

Commissioner Powers announced his resignation at the end of June due to his work commitments.

Chairman Pro Tem Johnson announced the joint meeting on May 23rd. Staff is working on the agenda.

10. ADJOURNMENT

Commissioner Kalis moved, seconded by Commissioner Powers to adjourn the meeting at 8:14 p.m. All were in favor on a unanimous voice vote and the meeting was adjourned.

Respectfully submitted,

Steve Powers, Secretary
Wheeling Plan Commission

DRAFT

DOCKET NO. 2019-6A,B,C&D

**FINDINGS OF FACT
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: [Docket No. 2019-6 A, B, C, & D](#)
Vequity/7-Eleven
14 N. Elmhurst Road
2019-6A Variance to Reduce Minimum Side Setback
2019-6B Variance to Reduce Minimum Parking Setback
2019-6C Variance to Reduce Minimum Canopy Setback
2019-6D Variance to Reduce Setback for Freestanding Sign

Vequity, contract purchaser, seeking the following variations for the construction of a new gas station and convenience store, at 14 N. Elmhurst Road, Wheeling Illinois, which is zoned B-3 General Commercial and Office District: 2019-6 (A) a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, and associated sections, to permit a reduction in the minimum side yard setback from 15 feet to 5 feet; and 2019-6 (B) a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, and associated sections, to permit a reduction in the minimum parking setback from 10 feet to 6.5 feet; and 2019-6 (C) a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-10 Use Regulations, and associated sections, to permit a reduction in the minimum setback for the canopy over the fuel pump islands from 25 feet to 18.5 feet; and 2019-6 (D) a variation from Title 21, Signs, of the Wheeling Municipal Code, Chapter 21-06 Commercial and Industrial Districts, and associated sections, to reduce the required front setback for a replacement freestanding sign to 3 feet.

Chairman Pro-Tem Johnson called Docket No. 2019-6A,B,C&D on May 9, 2019. Present were Commissioners Blinova, Creech, Kalis, Powers and Yedinak. Also present, Andrew Jennings, Director of Community Development, Mallory Milluzzi, Village Attorney and Kyle Goetzelmann, Civil Engineer

Commissioner Powers read the following statement aloud.

A zoning variation is intended to be a method of adjustment to equalize regulations where Title 19 of the Village of Wheeling (Zoning) has created an unnecessary hardship. A variation is designed to allow affected property owners the same rights and privileges that others enjoy in the same zoning district. In order to be granted a variation a petitioner is required to demonstrate through testimony to the Plan Commission at the public hearing why their request meets the conditions of the village code including, but not limited to, how their individual situation is unique or unusual. Prior to the public hearing the petitioner provides written statements meant to show that their request for variation meets the standards established in Title 19. The Commission Chairperson will typically direct that these statements be entered into the record without a full reading of them at the hearing. Based upon the testimony and supporting materials submitted, the Plan Commission will make findings in support of, or against, the petitioner's testimony and report those findings to the Village Board.

Mr. Ivan Nockov, Vequity, developer was present and sworn in.

Mr. Nockov's proposal is for the property of an existing gas station which will be demolished. All the tanks will be removed, and they will do the environmental mediation. A new station will be built with new gas tanks. They are addressing all IDOT's concerns. They are proposing 4 pumps along with a 3,000 square foot convenience store. He confirmed all the utilities would be new.

Chairman Pro Tem Johnson opened the discussion to the public regarding the variances. Mr. Jennings explained the item includes a series of variations under Docket No 2019-6. There is not a request for a special use associated with it because there is an existing special use. If the site plan items and variations would be approved, ultimately the legislation for the special use would be revised to reflect the new variations and new site plan material.

From the audience, Ms. Grace Bastone came forward and stated that a 3,000 square foot store may affect her store, B&L Liquors which is located kitty-corner from the proposed site.

Commissioner Creech had no questions.

Commissioner Blinova asked the petitioner to show the variations on the site plan. Mr. Nockov stated the current variations were in the back of the building, north of the building, the distance from the canopy to the north property line and a sign set back. The side setback is in the back of the building.

Commissioner Yedinak referred to the report and was confused about an answer provided about the hardship – "The hardship is a result of actions taken by the applicant". He questioned if it should state that the hardship was not a result of.... Mr. Jennings thought it would make more sense and maybe was an error with copying and pasting. Mr. Nockov confirmed they did not do anything to cause the hardship.

Commissioner Kalis questioned if the proposed plan with the large building was creating a hardship. Mr. Nockov didn't think so but that 7-11 had strict regulations driven by safety. As an example, the fueling truck had to always park on the right side of the tanks. They do not allow extensions to the hoses filling up the tanks. They also do not allow the truck to pass in front of the building. The variations are mostly driven by the need for the truck to go through the site and to allow the property spacing between parking and fueling pumps. 7-11 is very strict about safety and would not compromise their safety standards.

From the audience, Mr. William Perry, Civil Engineer, Watermark Engineering came forward (he was not sworn in). He referred to the survey of the property and explained they were not really changing the setbacks of the existing condition. He agreed the building was bigger, but he referred to the existing large canopy as well as the building underneath it and a car wash. They are removing the car wash and just having one convenience store. He felt the setbacks of the proposed site plan were no different than the existing conditions.

Commissioner Kalis questioned if the petitioner needed permission from Auto Zone for encroaching on the setbacks or the other neighboring property. Mr. Jennings reported the various forms of public notice covered it. He confirmed Auto Zone was informed and public notice signs were visible.

Commissioner Kalis questioned if there had been any issues with setback historically. He questioned if there has been any negative experience with giving a 10' setback in the back. Mr. Goetzelmann stated he did not deal with setbacks since it related more to planning. He stated they only thing he could think of with smaller setbacks would relate to drainage and he confirmed the engineering's site plan addressed it.

Commissioner Powers questioned where the 10' was located relating to the sign and how it was reduced to 3'. Mr. Jennings confirmed the sign was due to the reconfiguration of the site, they had limited opportunities to locate the sign. To move the sign out of the way, the petitioner has elected to place the sign close to the property line. From the south edge of the sign structure to the property line would be a 3' setback. Mr. Jennings confirmed the petitioner would return for sign approval.

Chairman Pro Tem Johnson questioned why the sign was being removed from the corner. Mr. Nockov explained the sign currently faces both streets and 7-11 wants the sign facing the main street for travel. Chairman Pro Tem Johnson felt the corner would be a better location. Mr. Nockov explained that the signage would be under a separate permit. Mr. Jennings explained if the variation was granted, they would have the ability to place the sign at an angle as long as the leading edge of the sign didn't encroach into the 3' setback. Commissioner Powers questioned what would happen if the Commission didn't like the placement of the sign. Mr. Jennings explained it would depend on the vote on the specific variation.

Commissioner Powers wanted something to be done on the corner if the existing sign moved to another location. He suggested adding a bench.

Commissioner Kalis questioned if the 6.5' variation was greater than the necessary setback if angled. Mr. Nockov explained there was currently more than 3' so they would not ask for a larger variation.

Commissioner Yedinak moved, seconded by Commissioner Creech to recommend approval of Docket No. 2019-6A, granting a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, and associated sections, to permit a reduction in the minimum side yard setback from 15 feet to 5 feet, in accordance with the following exhibits, for the property located at 14 N. Elmhurst Road, Wheeling, Illinois:

- Project Description Letter, dated April 4, 2019
- Geometric (Site) Plan, last revised April 10, 2019

On the roll call, the vote was as follows:

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

**Findings of Fact and
Recommendation**

DOCKET NO. 2019-6A,B,C&D

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

There being six affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Creech to recommend approval of Docket No. 2019-6B, granting a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, and associated sections, to permit a reduction in the minimum parking setback from 10 feet to 6.5 feet, in accordance with the following exhibits, for the property located at 14 N. Elmhurst Road, Wheeling, Illinois:

- Project Description Letter, dated April 4, 2019
- Geometric (Site) Plan, last revised April 10, 2019

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Yedinak moved, seconded by Commissioner Creech to recommend approval of Docket No. 2019-6C, granting a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-10 Use Regulations, and associated sections, to permit a reduction in the minimum setback for the canopy over the fuel pump islands from 25 feet to 18.5 feet, in accordance with the following exhibits, for the property located at 14 N. Elmhurst Road, Wheeling, Illinois:

- Project Description Letter, dated April 4, 2019
- Geometric (Site) Plan, last revised April 10, 2019

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Commissioner Yedinak moved, seconded by Commissioner Creech to recommend approval of Docket No. 2019-6D, granting a variation from Title 21, Signs, of the Wheeling Municipal Code, Chapter 21-06 Commercial and Industrial Districts, and associated sections, to reduce the required front setback for a replacement freestanding sign from 10 feet to 3 feet, in accordance with the following exhibits, for the property located at 14 N. Elmhurst Road, Wheeling, Illinois:

- Project Description Letter, dated April 4, 2019
- Geometric (Site) Plan, last revised April 10, 2019

And with the following condition of approval:

1. The freestanding sign shall be subject to a separate SCBA appearance review and approval prior to the issuance of a permit.

On the roll call, the vote was as follows:

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

There being five affirmative votes, the motion was approved.

Commissioner Powers moved, seconded by Commissioner Kalis to close Docket No. 2019-6A,B,C&D. The motion was approved by a voice vote.

Respectfully submitted,

Don Johnson, Chairman Pro Tem
Wheeling Plan Commission/
Sign Code Board of Appeals

**DISTRIBUTED TO THE COMMISSION 6/7/2019
FOR APPROVAL ON 6/13/2019**

DRAFT

DOCKET NO. 2019-10

**FINDINGS OF FACT
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: [Docket No. 2019-10](#)
Village of Wheeling
Text Amendment to Sign Code

Village of Wheeling, applicant, seeking a Text Amendment to Title 21 Signs, of the Wheeling Municipal Code, Chapter 21.07 Special Use Signs, to add “religious assembly uses” to the list of uses permitted to install an electronic message center sign.

Chairman Pro-Tem Johnson called Docket No. 2019-10 on May 9, 2019. Present were Commissioners Blinova, Creech, Kalis, Powers and Yedinak. Also present, Andrew Jennings, Director of Community Development, Mallory Milluzzi, Village Attorney, Kyle Goetzelmann, Civil Engineer and Ron Antor, Fire Inspector.

Mr. Andrew Jennings, Director of Community Development was sworn in.

Mr. Jennings reported the public hearing was originally opened at the April 11th meeting. The Commission had indicated some concern that the way the amendment to the Sign Code was phrased and might open the possibility of signage of being in places that might not be appropriate if it was tied only to the approval of a Special Use. Any approved Special Use regardless of the Zoning District would be potentially able to apply for and receive approval to install an electronic message center. Staff has adjusted the language of the amendment to address the concern as well as provide a list of potential EMC sign permit holders by District. To address the question regarding limitations as discussed by the Plan Commission at the previous hearing, the text had been modified to note that it would be religious assembly uses in buildings greater than 2,500 square feet, thus reducing the likelihood that a small church within the middle of a residential area could apply for an EMC. To further address the concern, the next sentence had been modified as well...Functions of the display may be further restricted based on the proximity of the electronic message center to residential properties subject to SCBA appearance review. In the event there was a location that was eligible for installation of an electronic message center, a SCBA permit would still be needed and the restrictions could be added at the time of the SCBA review.

Chairman Pro Tem Johnson questioned if 2,500 square feet was large enough. Mr. Jennings explained it was based on the relationship to the Zoning Code. There is an allowance in the Zoning Code for religious assemblies to be a permitted use up to a certain size. It is designed to be consistent with that threshold.

From the audience, Mr. Terry Steilen was present and previously sworn in. He likes the direction but has a problem with the change made to the addition of just a permitted use and that the functions and display may be further restricted based upon the proximity of the electronic

message center to residential properties subject to SCBA appearance review. It's his understanding, as proposed and with the functioning of the SCBA that the Plan Commission has the final approval for all SCBA functions and would be the final approval authority for EMC matters. He questioned if there were any provisions for being overruled. He questioned if the final decision could be overruled by the Village Board. Mr. Jennings explained the Village Board could hear an appeal on something that was denied. Ms. Milluzzi confirmed that an appeal from a Plan Commission decision on signage shall be heard by the Village Board of Trustees. Mr. Jennings felt it could also apply to a condition. Since the Commission is making it a permitted use, someone could come in and put up a sign without public knowledge. If it was made a Special Use, the petitioner would be required to notify adjacent residents that something was coming and there may be a need for them to come in and make some testimony about timeliness, brightness, color, flashing, etc. He thinks having it be a Special Use with the requirement to be notified would be reasonable. He questioned what happens if there was a church with a sign next to a hospital, nursing home or assisted living building where there are residents typically sleeping at night. He questioned if they could be restricted in the same way as residential areas. He would be annoyed if he was living in one of those places next to a sign with subtle changes. He felt the EMC restrictions should be extended to cover areas where the EMCs might be in proximity of residents who were sleeping in non-residential buildings.

Mr. Steilen asked for a definition of flashing and mentioned the intensity of the changing images would not be included in the definition. He suggested discussing another definition and scheduling a workshop on this subject. He recommended that it be a Special Use for residential areas but also thinks there are somethings that need to be expanded on EMCs.

Mr. Jennings thinks the Sign Code needs to keep up with the technology changes. Village Staff is working with the Village Attorneys on a more comprehensive amendment to the Sign Code mostly for legally purpose. The topic can be revisited at that time. There is a pending petition that has been in the works where there was an option to apply for a variation. Village Staff felt that given the circumstances of this petitioner, it would make more sense as an amendment to the Code rather than a variation request. Staff is willing to look with the larger comprehensive amendment to the Sign Code to make sure they were keeping up with pace of technological advances.

Commissioner Powers questioned if the synagogue's sign was part of the Plan Commission's packet. Mr. Jennings confirmed it came separate after the construction was finished. Ms. Milluzzi confirmed the Plan Commission would have approved the appearance of the sign as part of the consent agenda.

Commissioner Powers questioned if EMCs could come to the Plan Commission on consent. Mr. Jennings explained that larger freestanding signs typically do not go to the Plan Commission on consent. Chairman Pro Tem Johnson mentioned that it could always be requested to be taken off of consent.

Commissioner Powers questioned how to control it. He never wanted to see an EMC on the consent agenda.

Commissioner Yedinak is not a fan of EMCs. He agreed with Mr. Steilen's comments. He understands the concept but wants to have a lot more control over the aesthetic of the signs. Mr. Jennings stated that it's Staff's intention based on the nature of this discussion to revisit the EMC section at that time. Commissioner Yedinak questioned why change the language now instead of waiting for the more comprehensive change. Staff felt an amendment to the Sign Code was the better of the two options. Staff is probably several months away from a comprehensive amendment to the Code, but it is something they have started working on.

Ms. Milluzzi mentioned there was an individual church that wants an EMC so if the Code is not amended, they would have to apply for a variation to the Code. The idea was because the Code already allows all the other uses, it seemed that churches were inadvertently left off because they were similar to other uses. Commissioner Yedinak wants more control over them. He preferred to deny the church's sign and make it a variation with conditions.

Commissioner Kalis felt it made sense to add churches to the other similar uses. He agrees it should be addressed in a workshop. He doesn't believe denying the church the right to be part of it would make the changes they want. He feels it should be an even playing field and then playing field could be changed later.

Commissioner Blinova didn't want to exclude churches and feels it could be controlled by zoning or on a different level. She referred to the EMC at Buffalo Grove High School and didn't think it interfered with traffic.

Commissioner Creech agrees adding religious assemblies was long overdue. He feels the proposed text was broad enough to cover a lot of problems but also agrees it should be investigated further.

Chairman Pro Tem Johnson agrees with most of the comments. He agrees religious assemblies should be added but that it needs to be looked at in a deeper level including defining flashing. Mr. Jennings explained there were some standards for it in the Code under the commercial district regulations.

Commissioner Yedinak liked the language added at the end of the paragraph but wanted to remove "based on the proximity of electronic message center to residential properties". He preferred it read "in functions of the display may be further restricted subject to SCBA appearance review". Ms. Milluzzi explained that legally it was fine to make the change and would apply across the board. Chairman Pro Tem Johnson agreed with Commissioner Yedinak's suggestions. Mr. Jennings suggested taking a poll. The last sentence would read "and functions of the display may be further restricted subject to SCBA appearance review".

Commissioner Blinova: in favor
Commissioner Kalis: in favor
Commissioner Powers: in favor
Commissioner Creech: in favor
Commissioner Yedinak: in favor

Commissioner Johnson: in favor

The vote was 6:0 in favor of making the change to the proposed condition.

Mr. Steilen questioned if a permitted use was going to be allowed in a residential area, why wouldn't the Plan Commission want to add a provision like special use that neighbors have to be notified that something's coming so that they could participate in the audience otherwise none of the neighbors would know until it showed up. Mr. Jennings explained there is no special use procedure in the Sign Code that requires it. It could be looked at in the larger code if the Commission agreed.

Commissioner Yedinak moved, seconded by Commissioner Kalis to recommend approval of Docket No. 2019-10, amending Title 21, Signs, of the Wheeling Municipal Code, Chapter 21.07, Signs for Specific Special Uses, Subsection (c), to add religious assembly uses to the list of uses that may be permitted an electronic message center sign, to read as follows:

- (c) Electronic Message Centers. Electronic message centers may be permitted for governmental buildings, recreation centers, convention centers, hotels, theaters, ~~and~~ schools, **and religious assembly uses (in buildings greater than 2,500 sq. ft.).** Electronic message centers may only be part of a freestanding sign and the sign must comply with all regulations in this code, including the criteria listed in [Section 21.06.500\(b\)6](#). The message shall not consist of sound or flashing, **and functions of the display may be further restricted subject to SCBA appearance review.**

On the roll call, the vote was as follows:

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

There being six affirmative votes, the motion was approved.

Respectfully submitted,

Don Johnson, Chairman Pro Tem
Wheeling Plan Commission/
Sign Code Board of Appeals

**DISTRIBUTED TO THE COMMISSION 6/7/2019
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