

VILLAGE OF GURNEE

PLAN COMMISSION

PUBLIC HEARING

held

SEPTEMBER 16, 1998

7:30 PM

GURNEE MUNICIPAL BUILDING

325 North O'Plaine Road

Gurnee, Illinois

ASK FOR PILAR & SMITH, LTD.

(847) 336-5220

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1 PLAN COMMISSION:

2

3 DONALD RUDNY, Chairman

4 JIM SULA

5 BILL SMITH

6 LYLE FOSTER

7 BRYAN WINTER

8 KRISTINA KOVARIK

9 CARL CEPON

10

11 ALSO PRESENT:

12

13 JON WILDENBERG

14 TRACY VELKOVER

15 BARBARA SWANSON

16 AL MAIDEN

17

18

19

20

21

22 Reported by: SANDRA K. SMITH, CSR, RPR

23 CSR License No. 084-003104

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1 CHAIRMAN RUDNY: The Village of Gurnee

2 Plan Commission meeting will now come to order.

3 Can we have roll call, please.

4 MS. VELKOVER: Winter.

5 MR. WINTER: Here.

6 MS. VELKOVER: Foster.

7 MR. FOSTER: Here.

8 MS. VELKOVER: Smith.

9 MR. SMITH: Here.

10 MS. VELKOVER: Sula.

11 MR. SULA: Here.

12 MS. VELKOVER: Kovarik, absent. Cepon.

13 MR. CEPON: Here.

14 MS. VELKOVER: Rudny.

15 CHAIRMAN RUDNY: Here. Will you all

16 please join me in the Pledge of Allegiance.

17 (Pledge of Allegiance.)

18 CHAIRMAN RUDNY: First we have the

19 approval of the August 19th, 1998 Plan Commission

20 minutes if the rest of you have had a chance to

21 review those. Any additions or corrections? If

22 not, I'll entertain a motion to accept them as

23 presented.

24 MR. CEPON: Mr. Chairman, I'll make a

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1 motion to accept them as presented.

2 CHAIRMAN RUDNY: Motion by Mr. Cepon.

3 Is there a second?

4 MR. SULA: Second.

5 CHAIRMAN RUDNY: Mr. Sula, did you

6 second that?

7 MR. SULA: Yes, I did.

8 CHAIRMAN RUDNY: All those in favor of

9 the motion signify by saying aye in the roll call;

10 those opposed nay. Roll call, please.

11 MS. VELKOVER: Winter.

12 MR. WINTER: Aye.

13 MS. VELKOVER: Foster.

14 MR. FOSTER: Aye.

15 MS. VELKOVER: Smith.

16 MR. SMITH: Aye.

17 MS. VELKOVER: Sula.

18 MR. SULA: Aye.
19 MS. VELKOVER: Cepon.
20 MR. CEPON: Aye.
21 MS. VELKOVER: Rudny.
22 CHAIRMAN RUDNY: Aye. Motion carries
23 and it is so ordered.
24 Next, the approval of the September

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1 2nd, 1998 Plan Commission minutes. Do you have any
2 additions or corrections? If not, I'll entertain a
3 motion to accept those as presented.
4 MR. FOSTER: So moved.
5 MR. SMITH: I'll second.
6 CHAIRMAN RUDNY: Motion by Mr. Foster,
7 second by Mr. Smith. All those in favor of the
8 motion signify by saying aye in the roll call;
9 those opposed nay. Roll call, please.

10 MS. VELKOVER: Winter.
11 MR. WINTER: Abstain.
12 MS. VELKOVER: Foster.
13 MR. FOSTER: Aye.
14 MS. VELKOVER: Smith.
15 MR. SMITH: Aye.
16 MS. VELKOVER: Sula.
17 MR. SULA: Aye.
18 MS. VELKOVER: Cepon.
19 MR. CEPON: Aye.
20 MS. VELKOVER: Rudny.
21 CHAIRMAN RUDNY: Aye. Motion carries
22 and it is so ordered.
23 Next we have a public hearing,
24 Westfield Homes, Inc. The subject property

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1 consists of approximately 8 acres located at the

2 northwest corner of Route 21 and Manchester Drive.

3 The Petitioner is requesting to
4 rezone the property from a Planned Unit Development
5 PUD with underlying C/B-1 Neighborhood Commercial
6 Zoning for a Planned Unit Development PUD with
7 underlying R-5 Limited Multi-Family Zoning.
8 Preliminary PUD plat approval for 45 townhome units
9 is proposed.

10 Tracy, do you have anything to add
11 to that?

12 MS. VELKOVER: Just that this property
13 was zoned commercially back in the early seventies
14 with the annexation of the HeatherRidge property.
15 It was part of that property also.

16 The comprehensive land use plan
17 reflects both commercial and office/service for the
18 site. The previous Comprehensive Plan back in 1990
19 reflected commercial for the entire site but with
20 the update that we recently went to there was some
21 office added to that site.

22 CHAIRMAN RUDNY: Okay. Also, this is a
23 public hearing which means that the public will
24 have an opportunity to speak, they can ask

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1 questions or make comments.

2 So anyone, first of all, with the
3 Petitioner who is going to be giving testimony on
4 this matter and also anyone from the public who
5 wishes to make a comment or ask a question when the
6 floor is open to them, they need to stand now and
7 be sworn in by the Village Attorney. It's only for
8 this particular public hearing.

9 (Witnesses sworn.)

10 CHAIRMAN RUDNY: Okay. The Petitioner
11 may proceed. Will you please use the microphone.
12 Can everyone hear okay?

13 THE AUDIENCE: No.

14 CHAIRMAN RUDNY: I don't think the sound
15 is working too well.

16 MR. HARRIS: I'm assuming this one is

17 not plugged in and this one is.

18 CHAIRMAN RUDNY: Is that better now?

19 MR. HARRIS: Good evening. For the
20 record, my name is Brian Harris and I am president
21 of Westfield Development. We are the Petitioner of
22 the subject property that you will see this
23 evening.

24 We've been before the Plan

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1 Commission on two other occasions with conceptual
2 plans for this property. What I'm going to show
3 you this evening incorporates some changes to the
4 conceptual plans, both a combination of things that
5 were based on your comments at those two previous
6 meetings and also several meetings that we had with
7 the HeatherRidge Association with respect to our
8 plans. And their comments were also taken into

9 consideration in our planning process.

10 We are the contract purchaser of
11 the subject property which includes approximately
12 7.68 acres that is located on the corner of
13 Milwaukee and Manchester Boulevard.

14 The seller of the property is HR
15 Land. They are the successor corporation to
16 HeatherRidge Realty who was the developer of
17 HeatherRidge and is currently the developer as
18 defined under the declaration.

19 This site presents some interesting
20 planning challenges with respect to its topography,
21 its existing natural features, and a site that was
22 adjoined on all four sides by existing roadways.

23 The plans that we developed and you
24 will see tonight kept all of these factors in mind

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1 as we went through our planning process. They were
2 all equally important to us in our presentation of
3 this property.

4 The landscape plan, the site plan
5 and the product development were all key to us in
6 order to present you a community that represented
7 our best foot forward and also respected the
8 surrounding property, all maintaining an internal
9 sense of livability.

10 The zoning map is our first
11 exhibit. We are at the center of the zoning map.
12 As Tracy indicated, we are currently zoned
13 commercial. That zoning was in place back in the
14 mid 1970s with HeatherRidge. Our proposal before
15 you this evening is to rezone that property into an
16 R-5 PUD classification.

17 Predominantly surrounding us, as
18 you can see, are various residential zoning
19 classifications. HeatherRidge had a number of
20 zoning classifications from R-4 to R-3 PUD. There
21 is a small parcel of commercial zoning that occurs
22 at the Spinney Run Plaza which is opposite us on

23 Manchester Drive.

24 Likewise, there are also to the

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1 east, far north, and a portion in the center of
2 HeatherRidge that is currently in the County and
3 has Lake County Suburban zoning.

4 I wanted to vary a little bit from
5 my typical presentation because I think it's
6 important to understand the product of the
7 property.

8 We took a lot of time in looking
9 over different products for this location and
10 because of the issues that I had raised earlier
11 with respect to topography, the site layout, and
12 the surrounding neighbors it was important for us
13 to develop a product at this location that would
14 blend, aesthetically pleasing externally plus would

15 offer Gurnee a product that they currently do not
16 have.

17 This is a multi-family townhome
18 project product that consists of four and five unit
19 configurations. We have developed it and built it
20 in the past. We started with it in 1993 in Elgin,
21 modified it and refined it based on market demands.
22 We currently offer it in Lindenhurst as well. And
23 we believe it is a product that is in high demand
24 and offers a lot of variety both in its internal

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1 and external design.

2 What I'm showing you here is a
3 front elevation of a four unit building. I think
4 it's important in the townhome development product
5 that we really deal with a variety of different
6 front facades.

7 As you can see from this elevation
8 both from left to right we start out with different
9 types of roof pitches and detail on the front
10 garages. We also modified different slopes of the
11 roof and how it's tied in to the main part of the
12 house.

13 We varied the front porch detail
14 from a two-story entry with detail to a single
15 entry. All of the buildings whether they be a four
16 or five unit building will have a side entry, and I
17 will show you that in a minute.

18 They are basically two and three
19 bedroom units. All two car garage attached. A
20 number of different internal features. We
21 anticipate that approximately 90 percent of these
22 homes will be two bedroom, 10 percent being three
23 bedroom. We offer five interior floor plans with
24 options. And the square footage will range from

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1 1,350 to 1,800 square feet.

2 Anticipated base price range is 145
3 to 165. In this particular market we've seen that
4 anywhere from 6,000 to \$40,000 in extras can be
5 spent on this product based on internal space,
6 whether it be a window or a walkout full basement.
7 So the end result can be a product and a purchase
8 price exceeding \$200,000.

9 Market demographics indicate that
10 we've seen a big change from the traditional
11 townhome buyer being a young professional. We've
12 seen a big change, now we're seeing a lot of empty
13 nesters in this product because two of the units
14 are stacked flats meaning they are one floor living
15 over/under.

16 The other three interior plans are
17 a traditional two-story townhome. So we do have a
18 wide variety of interior floor plans offering a
19 livability and desire to a wide variety of the
20 marketplace.

21 These won't fit because they'll

22 slide down, but I will show you the side
23 elevations. Again, as I indicated, it was
24 important to us to pick a product that respected

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1 all four sides of the building.

2 This particular elevation is a left
3 side of the building. Again, you can see that it
4 typically looks like a two-story traditional single
5 family home with all full architectural detail.
6 Some brick wrap, again detail at the front porch,
7 window treatments. And we also inserted mutton
8 bars in the glass for that elevation.

9 Again, this is the right side.
10 It's a different type of unit, a different style of
11 unit. But again you can see the architectural
12 detail, four sided treatment. When we get to the
13 site plan you'll see that the views from the

14 surrounding properties and the streetscape respect
15 this elevation and that's the view that you will
16 get.

17 UNIDENTIFIED SPEAKER: Can you show
18 those to the audience, sir?

19 MR. HARRIS: Sure.

20 UNIDENTIFIED SPEAKER: Thank you.

21 MR. HARRIS: I'm not sure which one is
22 the right and which one is the left.

23 This is the left elevation and this
24 is the right elevation of the end of the building

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1 and they are side entry units.

2 UNIDENTIFIED SPEAKER: Thank you.

3 MR. HARRIS: Likewise with the back of
4 the unit because we do have some of our units that
5 do face adjoining streets we felt it was important

6 to develop architectural detail in the back of the
7 building, again respecting those properties that
8 were adjoining us.

9 As you can see, we've added detail
10 to that elevation. In some instances we vary with
11 our porch details, handrail -- architectural
12 handrail detail. We don't use all patio doors. We
13 have some divided light French doors accessing rear
14 patios. Some of the units do come with a patio
15 door. So it gives a variety of look in terms of
16 window detail and style.

17 We've added some shutter detail on
18 the variety of windows, breaking that up. Where
19 the shutters would not fit we put wood trim and
20 wood wrap around those windows. Again, putting
21 mutton bars on those windows and full architectural
22 detail on all four sides of the building. And
23 again, I can show the rear and the front.

24 (Enter Ms. Kovarik.)

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1 MR. HARRIS: As I indicated, the
2 property is rather symmetrical in shape, it came
3 into our planning considerations.

4 We have approximately 1,200 feet of
5 frontage on Milwaukee, 900 feet on Manchester. And
6 this is Milwaukee, this is Manchester. There's
7 approximately 800 feet of frontage on Dunham. The
8 balance of the frontage is on Wilbur Court to the
9 north which is a private street within
10 HeatherRidge.

11 The property slopes from southwest
12 to northeast from the intersection of Manchester
13 and Dunham to the existing pond at the northeast
14 corner. There's approximately 27 feet of fall
15 across the property.

16 The existing pond was constructed
17 as part of the HeatherRidge development. It
18 provides not only detention for our property but it
19 also designed as a pass-through facility for the

20 upstream detention ponds that are part of
21 HeatherRidge.
22 These ponds I'm showing
23 graphically, there's an existing pond on the west
24 side of Dunham. That existing pond is also linked

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1 to a series of ponds upstream and further into the
2 HeatherRidge development.
3 So in terms of the water course the
4 water traveling through a series of detention ponds
5 comes underneath Dunham and then travels via an
6 existing ditch to an existing detention pond.
7 Our plan is to relocate the
8 existing ditch and move it somewhat north of its
9 current location. We are graphically showing that
10 in a blue line around the backs of Building 1 and
11 2. Again, allowing the current water flow to take

12 its natural course underneath Dunham and to the
13 existing detention pond. I will get into a little
14 bit more detail on that relocation a little bit
15 later.

16 There is also an existing storage
17 building that is on the site at the corner of
18 Manchester and Milwaukee that's currently being
19 used as a storage facility I understand from the
20 golf course for the golf carts in the winter time.
21 Various other paving and foundation remnants exist
22 on the site.

23 There are a number of various
24 pockets of vegetation that occur predominantly on

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1 the perimeter of the site along Milwaukee Avenue,
2 some scattered vegetation around the existing pole
3 barn storage facility and then an existing somewhat

4 degraded tree row that straddles either side of the
5 existing drainage ditch.

6 Our design plan, due to the small
7 nature of this property in its acreage and its
8 number of units being 54, was to keep the internal
9 portion of the property relatively simple. This is
10 a private community. We will establish an
11 independent private homeowners' association.

12 We wanted to take a look at the
13 simplicity of the interior of the project. It is
14 12 individual buildings. As I indicated earlier,
15 they are four and five unit combinations. We have
16 split the number evenly, 50 percent of the
17 buildings will be four unit and 50 percent of the
18 buildings will be five unit buildings.

19 To keep the interior simple we did
20 this by creating an internal loop street accessed
21 off of Dunham. It services all of the internal
22 units. And we additionally provide an emergency
23 access at Manchester.

24 That cross-section is a 24 foot

1 back-to-back street, full curb and gutter, paving
2 cross-section per Village specification.

3 There is one street, however, that
4 is a 20 foot wide street without curb and gutter
5 that is a private drive scenario that services just
6 Building 3 and 4. We also wanted to provide and
7 maximize the internal orientation of the buildings.
8 As you can see where we could in all instances we
9 have located all of our buildings facing
10 internally.

11 It's a little bit different from
12 the concept plan that you saw earlier. We did have
13 two buildings that accessed Dunham. We did make
14 that change pursuant to the Plan Commission's
15 recommendation.

16 We wanted to make sure that we also
17 maintained an internal feel to the community by
18 orienting all of the buildings internally and

19 providing a simple loop street that wasn't
20 complicated. It was very simple and would provide
21 a nice view and livability internal to our project.
22 It was also important to us to
23 respect the surrounding neighbors in the buffers
24 and the setbacks that we've provided to the

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1 adjoining properties.
2 Milwaukee Avenue we have provided a
3 90 foot setback from the existing right-of-way.
4 That is in keeping with the Village's Comprehensive
5 Plan of a 90 foot scenic corridor both east and
6 west of Milwaukee. And it is also in keeping with
7 the property setbacks that occur both to the north
8 of us and to the south of us. So it was important
9 for us to maintain that setback of 90 feet along
10 Milwaukee Avenue.

11 Dunham Road is a public street from
12 Manchester to our north property line. That does
13 change to a private street after that point in
14 time, but we have full public street frontage on
15 Dunham. We have provided a 30 foot setback for
16 Building 11 and 12 at Dunham consistent with
17 Village Ordinance.

18 The north property line was very
19 important to us. We have moved those buildings
20 somewhat away from that property line since the
21 last time that you saw this plan. We have created
22 a major landscape and setback buffer at that
23 location. Our buildings range from 90 feet to 150
24 feet away from that common property line.

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1 There is also some additional space
2 from our property line to the actual pavement edge

3 of Wilbur and a couple areas you can see where it
4 really works away from Wilbur and so there's some
5 additional distance from our common property line
6 to the paving cross-section as well. But to the
7 property line I'd say on an average you probably
8 have about 120, 125 feet.

9 Our internal -- I want to go back a
10 little bit to our internal separations and
11 spacings. We have a 64 foot setback front to
12 front. That only occurs in one instance in
13 Building 3 and 4. Because this is a 20 foot road
14 we have 64 feet. That allows us to create a paving
15 cross-section of 20 feet and driveways of 22 feet
16 from edge of pavement to the garage door.

17 Our typical, however, is 68 feet
18 and it does occur predominantly throughout the
19 community on the loop street. So it's increased by
20 4 feet in that location primarily because the
21 street is 4 feet wider. Simple math.

22 Our front to side setback of 60
23 feet, that occurs only in two locations. It occurs
24 between Buildings 2 and 8 and 1 and 9 at the entry

1 of our subdivision. Our side to side is 30 feet
2 between buildings. Our side to rear is 40 feet.
3 And that only occurs in one instance which is
4 between Building 4 and 5. And our rear to rear is
5 45 feet which occurs just in the center four.

6 So we have a variety of setbacks.
7 They are large setbacks. They allowed us to open
8 up space in the middle of the property but they are
9 not repetitive setbacks. They only occur on
10 several locations throughout the property.

11 What they did in terms of providing
12 the setbacks, generous setbacks to the surrounding
13 properties plus general internal setbacks still
14 allowed us to achieve an overall goal of a good
15 plan and also provided over 62 percent of the
16 property in common open space which in this

17 particular application with street frontage on four
18 sides and generous setbacks I think really works
19 well for the location, for the plan and also fits
20 well with the neighbors.

21 It provides both an internal and an
22 external amenity to both our homeowners and people
23 coming and leaving Gurnee because Milwaukee is a
24 major corridor to Gurnee. And we look at enhancing

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1 that corridor through the 90 foot buffer and our
2 generous landscaping as you'll see later on the
3 other public streets that abut our property.

4 As I said earlier, each building is
5 set a minimum of 22 feet from the back of curb
6 allowing sufficient room for parking of any sized
7 vehicle on the driveway with the separation from
8 the vehicle to the back of the curb. Typical

9 vehicles today are anywhere from 14 to 16 feet so
10 we are allowing approximately 4 to 6 feet
11 additional in that driveway spacing for parking
12 with additional room there.

13 All the homes again are designed
14 with two car garages. We have looked at some
15 opportunities to put in some side load garages.
16 They occur in a couple locations both on Building 8
17 and on Building 4.

18 When we get to the final design if
19 there's other opportunities on some of the other
20 corners we would certainly like to implement some
21 side load garages as well which again will offer an
22 opportunity of a variety of streetscape as you
23 travel throughout the interior of the project.

24 We've also allowed and placed other

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1 guest parking. It is distributed evenly throughout
2 the community. You can see between buildings.
3 Also some off street parking at the ends of the
4 buildings. So we've distributed that guest parking
5 evenly throughout the community.

6 We are providing an overall ratio
7 of 4.3 vehicles per unit or approximately 234
8 parking spaces into our project. That's a
9 combination of four parking stalls per two car
10 garage; two in the garage, two on the driveway if
11 people have that many cars. And additional parking
12 off street which would bring us to a ratio of 4.3
13 vehicles per unit.

14 Sidewalks planned for the community
15 are external sidewalks. We have a 5 foot sidewalk
16 in the 90 foot corridor on Milwaukee traveling from
17 our north property line to the intersection of
18 Milwaukee and Manchester. We have graphically
19 depicted that sidewalk to meander through that
20 corridor.

21 There's some grade changes that
22 occur as we leave the detention facility. It's
23 rather flat through here. The slope of the land

24 then comes up in some instances rather

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1 dramatically. We want to bring that sidewalk up to
2 the high ground and get it away from Milwaukee.

3 There's also an existing group of
4 vegetation in that location which we want to
5 preserve and bring that sidewalk above the existing
6 vegetation for a nice natural scenic corridor
7 through there allowing privacy not only to the
8 units that back up to Milwaukee but privacy and
9 screening from anyone that might be traveling on
10 that sidewalk to and from their destination
11 throughout Gurnee.

12 Along Manchester and Dunham it's an
13 extension of a 4 foot public sidewalk. That
14 sidewalk ends right now at the north intersection,
15 the north side of that intersection. We would

16 extend that sidewalk down to Milwaukee and
17 Manchester.

18 We also are providing a 4 foot
19 sidewalk along Dunham. That sidewalk, however,
20 does stop at our entry because there is no other
21 sidewalk on the west side of Dunham, whether it be
22 through our public street cross-section or as you
23 leave Dunham and it changes to a private street in
24 HeatherRidge there is no sidewalk. So what we're

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1 doing is we're terminating it at our street.

2 There is, however, a full public
3 sidewalk on the west side of Dunham. So all sides
4 of the property are accommodated with public
5 sidewalk in some variety, shape and form. We do
6 not have internal sidewalk, but we have created a
7 nice loop with respect to a sidewalk pattern. One

8 can take his evening walk around and loop back in
9 our project.

10 We also would anticipate at the end
11 of this street possibly making a connection to that
12 sidewalk that we brought real close to the end of
13 that private street. So we create a nice loop both
14 internal and external to satisfy the public
15 sidewalk requirements of Gurnee and also offer some
16 opportunities for people moving throughout our
17 site.

18 In summary, the site data, we again
19 have 7.69 acres, 54 units. It's a density of 7
20 dwelling units to the acre. We have building
21 coverage of 1.52 acres which represents 19.8
22 percent of the site.

23 In pavement we have 1.37 acres or
24 17.8 percent of the site. And in open space we

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1 have maintained 4.8 acres in open space which
2 represents 62.4 percent. So as you can see, a
3 substantially high percentage of this site is in
4 open space.

5 The landscape plan is probably one
6 of the things that I enjoy most in the planning
7 process. It's always interesting to go out to a
8 piece of property and identify the existing
9 vegetation, visualize the completed community and
10 how the buildings will orient both internally and
11 externally and also how well it can be successfully
12 integrated within the community itself and the
13 surrounding neighborhood.

14 We also like to as you have seen us
15 do in the past in Gurnee identify our projects with
16 a major focal point. This particular project we
17 are naming Cobble Creek. It's important for us to
18 identify all of our projects with a major identity,
19 enhancing the landscaping and the image of a
20 community within Gurnee and also give identity to
21 the residents that live there.

22 This particular entry signage will
23 occur at the intersection of Manchester and
24 Milwaukee. It is a combination of brick and stone.

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1 Mature landscaping being installed around it. We
2 always try and oversize our landscaping at our
3 entries for initial impact so we always go a little
4 bit overboard I think in some of our entries but I
5 think the initial impact and visual aesthetics is
6 important from day one.
7 I actually started out by walking
8 the property and taking pictures throughout the
9 area. I have those pictures here if anybody has a
10 question and they want to take a look at it. But
11 it was important for me to understand what all the
12 views were from all of the public streets and the
13 surrounding area and use that idea as we developed

14 the landscape plan.

15 The key was to create a quality

16 perimeter, buffer treatments and the Cobble Creek

17 identity. We do that by identifying existing

18 vegetation, potential tree transplants and

19 relocations on the site, implementations of buffers

20 and street tree programs and then some internal

21 identity highlighting focal points where they may

22 occur in supplemental landscaping.

23 Again starting with the 90 foot

24 buffer area there is some existing vegetation that

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1 occurs to the north of that via plantings that

2 occurred with HeatherRidge. We looked at adding to

3 the plantings in that area to screen our property

4 and our views from people traveling south on

5 Milwaukee Avenue.

6 However, there is an existing berm
7 there so if you're actually on Milwaukee and you
8 try and look into the project it's relatively
9 difficult because of the quality of the vegetation
10 that exists there and the grade of the property.

11 I talked about the existing
12 vegetation that occurred in there. There's a large
13 group of Sumac. We want to bring that sidewalk
14 above that line of Sumac and above the grade. We
15 want to maintain that as it exists today. What it
16 does is it allows us to provide a buffer and
17 screening to the backs of Building 4 or the end of
18 Building 4 and the back of Building 5 in that
19 location.

20 Where the Sumac ends supplemental
21 landscaping with both evergreens and deciduous and
22 then the identity and the signage that I showed you
23 earlier occurs at the intersection of Milwaukee and
24 Manchester.

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1 So one coming into the project both
2 either northbound or southbound will visually be
3 able to see that sign. The orientation will be
4 such that you will see that sign coming in from
5 either direction.

6 Manchester, as you remember
7 previously and I might get into it in a little bit
8 more detail, Manchester Drive as constructed is not
9 in the center line of the right-of-way. That's an
10 80 foot right-of-way on Manchester but for whatever
11 reason Manchester was constructed out of the center
12 line. And you can actually see it.

13 I don't know, do you have the big
14 plans? Nobody has got their big plans. I actually
15 have small plans that you can pass out if you want.
16 It's easier to see sometimes.

17 The line that you see at this
18 location is actually the platted center line of
19 Manchester. Physical construction moved the street
20 approximately 10 feet to the south of its platted

21 center line. What that did was created a 10 foot
22 larger parkway on the north side of Manchester.

23 Typical cross-sections in that
24 location in an 80 foot right-of-way, that street is

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1 a 36 foot back-to-back would give us a 22 foot
2 parkway from edge of pavement to the property line.
3 In this particular location we have 32 feet of
4 parkway from the edge of pavement to the property
5 line.

6 What that allowed me to do is
7 double up the typical landscaping and parkway tree.
8 We take advantage of that extra 10 feet in that
9 location. We've staggered and doubled our parkway
10 trees in that location to take advantage of the
11 extra 10 feet.

12 Moving on to Dunham Road, we have

13 trimmed the corner again with a little feature
14 area. It's not signage but it's a feature area.
15 It will have landscaping in that location. It's a
16 combination of evergreens and deciduous,
17 ornamental, perennials and annuals.
18 The backs of these buildings as
19 they faced a couple of units on the west side of
20 Dunham were very, very important to us to provide
21 screening. While the landscaping we do that with a
22 variety of treatments, both deciduous parkway
23 trees, the backdrop of that is groupings of
24 evergreens and ornamentals as well.

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1 We move on to the corner. Again
2 you can see that we've added some color at that
3 location which is an indication of a perennial bed
4 and some types of other treatments that would occur

5 there. Additionally at this location we propose to
6 do some berming where possible.

7 However, the Building 11 at the
8 corner is somewhat below -- will be built somewhat
9 below the elevation of Dunham. Because of the
10 grade of the property that particular building is
11 about 4 feet below Dunham.

12 To help you visualize that I
13 created an exhibit, although I think my land
14 planner went a little bit dark on me here. What
15 you're looking at is the back of Building 11 and 12
16 which are the two 4-unit buildings on Dunham.

17 This view would be from across the
18 street. This would be the location of the
19 intersection with Manchester and Dunham. And I am
20 standing to the north. Again, you can see that we
21 use a variety of treatments at that location, full
22 architectural detail on the rear of the buildings,
23 parkway trees, backdrop that with additional
24 evergreen screenings, insert some ornamental which

1 give variety.

2 You can see some berming that
3 occurs in key spots again to raise the grade,
4 create privacy both for us and for the surrounding
5 people.

6 We also cross-sectioned that detail
7 as well. This is the west side of Dunham so I am
8 standing at the intersection of Milwaukee and
9 Dunham in this detail. And looking north you can
10 see the detail where we create some berming in that
11 location, a variety of landscape material and then
12 a building that sits somewhat level or below the
13 street grade.

14 We're creating another major focal
15 point at Dunham and our entrance road. Again,
16 we're going to create a wet detention facility
17 there. Actually, it's a wet holding pond is what
18 it is. It will not have detention capabilities

19 because the detention for this site will be
20 provided in the existing pond.
21 We are merely going to create a
22 situation at that intersection and that location
23 which will accept the water that comes from the
24 west pond underneath Dunham, will come into our

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1 pond and then at the normal water rise of elevation
2 will merely enter this pond and then pass through
3 to the relocated ditch. I'll get into it in a
4 little bit more detail when we do engineering as
5 well.

6 But we looked at that as being a
7 project identity as well. I've done a graphic
8 illustration of what that view is. Again, this
9 would be the building that sits on the corner, I
10 believe that's Building 11. This is Building 1

11 that's in the background.

12 This graphic presentation would be
13 if one was standing at this location traveling
14 north on Dunham what that entry would look like
15 looking at the corner of Building 12 and Building 1
16 in the background.

17 Again, you can see we placed
18 signage at this location, a water feature in terms
19 of a fountain as a backdrop to that signage,
20 picking up a detention facility or a water facility
21 in that location, a variety of different
22 landscaping making sure that visually we blend in,
23 we create an identity to our community and we use a
24 lot of different treatments at that location,

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1 picking up annuals and perennials at the corners.

2 Moving on to the north property

3 line. Again, there was -- there's a number of
4 trees there. There are about three or four trees
5 that are existing. We want to relocate those
6 trees.

7 We pulled our landscaping in this
8 location close to the property line. It's
9 important to have if you're creating a buffer that
10 you can get as close to a common property line as
11 possible so the views coming into our project both
12 provide adequate screening. And then because we
13 had a big setback from the back of our buildings we
14 felt it was important to create a sense of openness
15 for our residents viewing out of the back of their
16 units. We really think these are going to be
17 spectacular locations with respect to the distance
18 we have there, the open space, a lot of water
19 features.

20 They will be a combination of
21 window and walkout basements at that location as
22 well. So we really had an opportunity on the north
23 property line to develop something that was special
24 both to our residents and the people surrounding

1 us.

2 I also would pass out a little
3 graphic that we did this afternoon. We had walked
4 the site last week taking a look at the site again,
5 looked at our landscape plan and decided that we
6 would also add some additional plant material as an
7 additional buffer at that location.

8 Staff felt that we wanted to see a
9 little bit more variety because as I indicated
10 predominantly we had evergreen trees in that
11 location. The plan that I pass out tonight to you
12 you can pick up the trees that we've added in that
13 location based on a round circle with a square in
14 it I guess or a cross in it. Those are the
15 additional trees that we would be willing to
16 install at that location to again supplement and
17 enhance the screening and the berming in that

18 location.

19 We have additionally placed berms
20 along that property line where appropriate. We are
21 picking up some existing drainage that comes from
22 Wilbur Court right now. There's two culverts that
23 come underneath Wilbur and they will be connected
24 to our relocated creek.

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1 So in those areas we need to make
2 sure that we keep that open. We can't berm in
3 those areas. We need to keep them open for
4 drainage. Where we can berm along that property
5 line we've shown them in this location and we've
6 also added some additional landscaping to create a
7 variety of evergreen, deciduous and ornamental
8 trees similar to what we did on the other side of
9 the property.

10 Likewise when we get to the corner
11 of the pond staff felt that we wanted to add some
12 variety in that location so you'll see a couple of
13 added deciduous there as well.

14 We do have internally a couple of
15 locations that we can preserve existing. There's a
16 cluster of existing trees that occur around the
17 south side of the pond adjacent to Building 3. We
18 believe we have enough separation between pond edge
19 and the back of our building there, being
20 approximately 40 feet from water's edge, to
21 preserve that existing vegetation as well.

22 So the preservation of existing and
23 the installation of some additional screening in
24 that location I think covers all four sides of our

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1 boundaries with a variety of treatments.

2 Moving internally, we have some
3 focal points internally. We always try and pick up
4 some areas that we can enhance and add supplemental
5 landscaping with respect to color. We have some
6 berming and some screening that occurs in the
7 center corridor in this location as well. We've
8 also added some additional plant material around
9 the end of the private drive where that sidewalk
10 was, again to provide some privacy in that
11 location.

12 Engineering. Now this is a
13 preliminary engineering plan that's been submitted
14 to staff. Again, it is relatively simple. We have
15 existing sewer and water in this location. I've
16 shown the sewer in red, the water is in blue. We
17 have sewer along our north property line and also
18 along Milwaukee.

19 There's water main that occurs
20 along Milwaukee, along Manchester, and along
21 Dunham. So we have adequate sewer and water, both
22 capacity and availability at this location.

23 Internally we make connections, run

24 a loop connection which would connect both at

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1 Manchester and Milwaukee providing adequate fire
2 flow and pressure for a cross-section situation.

3 Sanitary sewer is relatively
4 simple. We service sanitary sewer where possible
5 along the front of the building, where not possible
6 we would enter the rear of the building but
7 predominantly we enter with sewer on the front of
8 the building.

9 This is a combination storm sewer
10 plan and I've also colored the buildings to show
11 you the different types of foundations that would
12 occur and where they are placed on the property.

13 In the lighter shade of brown
14 these would be the slab buildings. The darker
15 shade of brown is a walkout basement, and the

16 yellow I guess it is is a window basement
17 condition.
18 It was important to us because of
19 the grade change to make sure that our orientation
20 of the backs of the buildings respected the grade
21 changes and we worked our way from the
22 intersection, the high ground, to Milwaukee.
23 Essentially the buildings that the backs face west
24 are slab conditions.

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1 The buildings, the backs that face
2 east would be a variety of window basements at the
3 corner of Manchester and Milwaukee or full walkout
4 basements that occur at this location and again a
5 walkout basement in this location.

6 As you can see, the distribution is
7 evenly split between slab and a window or a walkout

8 basement. That's done for two reasons. Number one
9 is the grade of the property and the engineering
10 constraints and desires. And number two, we wanted
11 to offer a variety of product in this particular
12 location.

13 Not everybody wants a basement so
14 we do have opportunities for those people who don't
15 want a basement. And then getting back to pricing,
16 some people are willing to buy that walkout
17 basement, pay for location and pay for premium. So
18 it does give us a variety of desires for the
19 marketplace and a variety and flexibility of price
20 range and interior livability.

21 The storm sewer plan, again we
22 create at this corner a new wet facility. That
23 water will not have a high water and a low water
24 bounce rate. It merely will pick up again the

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1 water that comes via the culvert underneath Dunham,
2 will pass through our pond. We relocated and made
3 another connection between the two ponds.

4 We're showing small arrows where
5 the culverts come in from Wilbur. I look at that
6 as being an opportunity in that relocated waterway
7 to create some boulders in that location, maybe
8 create some waterfall situations. We will not have
9 water traveling through that ditch on a permanent
10 basis but when it does it will give us the
11 opportunity to create some small water features as
12 the water does move through it.

13 We also have submitted as part of
14 our package a traffic report. I'm not going to go
15 into a lot of details of that. I hope that
16 everybody had an opportunity to take a look at
17 that.

18 The traffic report was prepared by
19 Strategy Planning -- I'm sorry, Transportation
20 Strategies of Glen Ellyn. Lisa Weisner is here
21 this evening with me to answer any questions you
22 might have.

23 There's three things that we looked
24 at in the study. This study was taken on June 23rd

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1 of this year. We looked at three components of the
2 traffic study.

3 We looked at existing volumes. We
4 looked at projections of traffic generations coming
5 from our site both in the AM and the PM peak hours.
6 AM peak hour is defined from 6:30 to 8:30 AM. PM
7 peak hour is 4:30 to 6:30 PM.

8 We also like to take a look at the
9 level of service that occurs at a major
10 intersection. And in this particular instance the
11 level of service was studied at Milwaukee and
12 Manchester.

13 The results of those three
14 components basically indicated that our site would

15 generate based on 54 units approximately 30 vehicle
16 trips in the AM peak hour and 35 vehicle trips in
17 the PM peak hour. Of that roughly 95 percent were
18 outbound and about 5 percent were inbound to our
19 site.

20 In the PM peak hour 35 total trip
21 generations. 25 were inbound, those people coming
22 home from work, 10 were outbound, those people
23 going to soccer practice I guess, taking their kids
24 to soccer if that occurs.

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1 The level of service -- actually
2 the directional distribution was also taken a look
3 at. This report indicated that approximately 80
4 percent of the people leaving our site would travel
5 southbound on Milwaukee, making a right-hand turn
6 at that location. 20 percent of the people leaving

7 the site would desire to make a left-hand turn on
8 Milwaukee and probably come into the Village.

9 Level of service was studied.

10 There's three movements that occur there, both
11 inbound and outbound, a right and left turn.
12 Existing level of service in two conditions are an
13 A classification. A third directional turn there
14 is currently in a D classification.

15 With our additional traffic at that
16 location the level of service does not change. All
17 of those A classifications remain the same and the
18 D turning movement remains a D turning movement.
19 And I believe that is a left bound or a northbound
20 left turn at that intersection. So there is no
21 impact with this development and the additional
22 travel generation for the level of service at
23 Milwaukee and Manchester.

24 Likewise, we did population

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1 generations for the property based on 54 units,
2 approximately 90 percent being two bedroom, 10
3 percent being three bedroom. Total population
4 being generated is approximately 108 people.

5 Of that distribution six are in
6 grades K through 5, four are in grades 6 through 8
7 and two are in grades 9 through 12. As we see,
8 typically all of our multi-family projects are low
9 generators of school aged children and this study
10 and report indicates likewise a total generation of
11 school aged children of approximately 11 students.

12 The balance of the number of 96
13 would be adults 18 years or over for a total
14 population of 108 people.

15 We also presented a fiscal impact
16 study that was prepared by Strategy Plannings of
17 Schaumburg. It was based on two factors. One was
18 an average sale price of \$165,000 as I indicated
19 earlier and a two year buildout. We would propose
20 to start the project in 1999 and complete all

21 occupancies of the 54 units towards the end of the
22 year 2000.

23 So taking a look at that base price
24 or average price and the absorption the fiscal

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1 impact as we present for the Village of Gurnee
2 shows a small deficit at completion. There is an
3 initial deficit that occurs in years one and two.
4 That deficit somewhat shrinks but it's still a
5 negative of approximately \$5,500 to the Village of
6 Gurnee that's not -- that's typical with
7 residential types of applications.

8 It is a smaller deficit than you
9 would see with single family. And I believe your
10 other taxing revenues of the Village offset that
11 small deficit that occurs. That would be a
12 reoccurring deficit as it occurs through starting

13 in the year 2001 and on to full occupancy.
14 We also studied the fiscal impact
15 to Woodland School District 50, Woodland and Warren
16 High School and what the tax revenues would be
17 based on our valuation. There is a surplus, an
18 operating surplus that this project will generate
19 of approximately \$36,000 for School District 50 and
20 approximately \$28,000 to School District 121.

21 A couple other taxing bodies I
22 think that are important, too, is the Park District
23 based on a tax base rate of point 317 receives an
24 additional \$8,600 per year in tax revenue and the

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1 library receives an additional \$7,000 per year in
2 tax revenue. The other taxing bodies are listed in
3 the report. You can take a look at that at your
4 pleasure.

5 We've also reached agreement with
6 Woodland, Warren, the Library District and the Park
7 District for developer donations. Woodland will
8 receive \$420 for a two bedroom, \$592 for a three
9 bedroom. Warren is 134 for a two bedroom and 248
10 for a three bedroom. The Library District receives
11 \$194 and the Park District on average receives
12 approximately \$1,100 per unit in the donation.

13 I would like to touch on one point
14 and then I will conclude. At the concept plan we
15 talked about the possibility of adding into the
16 HeatherRidge Homeowners' Association.

17 As I stated earlier this evening,
18 we do propose to remain an independent association
19 at this point in time. We had met several times
20 with HeatherRidge and the people that are here this
21 evening I'm sure will speak on behalf of that.

22 My desire at that point in time was
23 if it was a good situation both for the
24 HeatherRidge Umbrella Association and for us and

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1 our new residents and it made sense to add it in we
2 would certainly want to take that opportunity.
3 That opportunity does exist in the existing
4 umbrella document where HR Land could add this
5 property in if they so desired.

6 After several meetings with the
7 Umbrella Association it was really decided that it
8 was probably not a good financial situation that
9 they wanted to enter into taking on additional
10 long-term liability for our project.

11 We decided that if they didn't want
12 it then we didn't want to force the issue and
13 decided to somewhat stand alone with respect to
14 this community.

15 So I believe I have covered all of
16 the issues. I've maybe given you too much detail
17 at this point, but I will turn it over to you, Mr.
18 Chairman, and answer any questions you might have.

19 CHAIRMAN RUDNY: Thank you. Well, I'll

20 open it to the Commissioners for any questions.

21 Mr. Winter.

22 MR. WINTER: With respect to that

23 private drive I think in an informal session I

24 questioned whether there was any safety concerns

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1 with police or fire that you have this 20 foot

2 drive.

3 Where does it connect to the loop?

4 Did anybody look into that?

5 MR. HARRIS: I submitted this plan to

6 Captain Kolmers (phonetic). Also, Village Engineer

7 Mr. Reed has taken a look at this plan and there

8 was no concern with respect to our internal

9 circulation and the accessibility of those

10 buildings for fire protection.

11 MR. WINTER: What's going to happen with

12 regard to snow removal for that private driveway?

13 The city is not going to -- because it looks like

14 you've got ten driveways off of that. When the

15 city comes in in the morning to move the snow

16 you're going to have to have a private removal for

17 that part?

18 MR. HARRIS: These are privately owned

19 and maintained streets, the city will not be

20 responsible for any snow plowing on them.

21 MR. WINTER: Even the loop is going to

22 be private?

23 MR. HARRIS: It is all private street.

24 MR. WINTER: With respect to that

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1 Building 3 it looks like on some of the maps we

2 have that the setback from the pond into the

3 northeast corner is pretty close.

4 And I guess when you showed the
5 basements that is also going to be walkout
6 basement. Maybe this is a question for staff. Is
7 there any setback minimum that we would require
8 within the Village with regards to the retention?
9 I think you said that that might be wet.

10 MR. HARRIS: This location?

11 MR. WINTER: Yes.

12 MR. HARRIS: Yes, that's the existing
13 pond that will remain in its current configuration.

14 MR. WINTER: It looks like on the maps
15 you only have a 30 foot setback from the back of
16 Building 3 or in that area.

17 I'm wondering whether the Village
18 has any setback requirements for that. 30 feet
19 doesn't sound like a whole lot or it doesn't look
20 like a lot.

21 MS. VELKOVER: Bud will have to take a
22 look at that, but we do have other situations.

23 For example, we have a let's say
24 park out at Grand Hunt area where we have detention

1 ponds that are actually on private lots and the
2 setback requirement I believe is anywhere from 20
3 to 30 feet.

4 MR. WINTER: Because this one they're
5 going to have doors leading out to that pond it
6 sounds like. It seems there's only three buildings
7 that would have that. Those were my concerns.

8 I think you had an excellent
9 traffic flow except for that one dead-end spot.
10 And that I think I suggested last time that if you
11 would maybe flip one of those buildings and omit
12 one of the other buildings you would have everybody
13 on the loop.

14 And my concern was that at least
15 for those ten driveways or anybody else using that
16 they have to turn around to get out of that private
17 -- that more narrow driveway or road.

18 MR. HARRIS: We thought -- if I can
19 answer just a couple of those comments.

20 We thought it was important to
21 minimize the backs of the buildings that were on --
22 facing on Milwaukee where the orientation would be
23 on Milwaukee.

24 If we were to move Building 4

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1 around so it was on the loop it would have added an
2 additional back of building to Milwaukee. As you
3 saw in our side elevations, there's a lot of detail
4 that occurs on the side so we really felt it was
5 probably a better situation from an aesthetic
6 standpoint to orient to the side.

7 A little bit of a tradeoff but we
8 felt from an overall scenic view along Milwaukee
9 that it would be better to orient Building 4 in its

10 end condition.

11 We do additionally provide a little
12 extra paving at the end of that which would allow
13 people to back out of their driveway and go forward
14 at that location. Plus we also put a side load
15 condition onto Building 4 onto the loop street to
16 again minimize the driveways that occurred on that
17 20 foot section.

18 So we did a number of things there,
19 I think addressing some of your comments earlier.

20 MR. WINTER: How much does that driveway
21 go into the 90 foot setback?

22 MR. HARRIS: Probably about 5 feet it
23 looks like to me.

24 MR. WINTER: Thank you.

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1 CHAIRMAN RUDNY: Mr. Smith.

2 MR. SMITH: I didn't see anything in
3 here in the traffic report but maybe you know.

4 If that was developed as a
5 commercial as zoned how would that compare to what
6 the traffic -- I know it would be considerably
7 less, this would be, do you have any ideas of what
8 it would be compared to this?

9 MR. HARRIS: My traffic consultant is
10 shaking her head, but we did not study the
11 potential of what the traffic would be at that
12 location if it was commercial.

13 I think we all know that the
14 generation would be substantially higher than what
15 we are generating. We are down zoning the
16 property. It is a less intense use than what could
17 occur there in its current condition so we did not
18 study the traffic that might occur there in
19 commercial.

20 MR. SMITH: And it would be a lot less
21 than if it was commercial?

22 MR. HARRIS: Yes.

23 CHAIRMAN RUDNY: Mr. Foster.

24 MR. FOSTER: I wanted to see the

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1 pictures that you mentioned you had.

2 MR. HARRIS: Oh, sure.

3 MR. FOSTER: Thank you.

4 CHAIRMAN RUDNY: Any other questions?

5 Mr. Sula.

6 MR. SULA: Excuse me, I have several

7 questions.

8 Regarding the mix of two versus

9 three bedroom units, how is that mix going to

10 happen? Is it going to be strictly a demand of

11 market or are you going to be building some specs

12 to steer one way or the other?

13 MR. HARRIS: Predominantly it is demand

14 of market. A traditional layout would give us a

15 two bedroom configuration with some form of loft

16 and/or study. That loft and/or study could be

17 converted into a third bedroom whether it occurred
18 on the first floor or the second floor.

19 We typically start a building after
20 50 percent of it has been sold. So if we have a
21 four unit and there's two buyers we'll start that
22 building and our own sales and marketing people
23 will determine what the other two configurations
24 should be in that building in terms of what the

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1 previous sales were. So it's a combination of
2 pre-sale and spec judgment.

3 MR. SULA: Regarding -- I have two
4 separate questions, some related to landscaping.

5 In driving by the property at the
6 northernmost section of the property it seems to me
7 that -- and I'm not a trained tree specialist by
8 any means -- but it seems like there's a fair

9 number of mature tall trees and a great deal of
10 dense more brush like shrub type that looked like
11 they pretty much get removed or displaced by the
12 locations of buildings I guess they're one, two and
13 three.

14 Could you comment in terms of the
15 one-for-one replacements that are going to be
16 implemented in that specific area?

17 MR. HARRIS: Yeah. The trees and the
18 vegetation that occur there, there are no hardwood
19 trees, they're basically Cottonwoods and some
20 Boxelders that occur in that location. You are
21 correct that the placements of Buildings 1 and 2
22 and a portion of Building 3 impact that tree line
23 as it exists today.

24 However, as you can see, that

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1 vegetation does work its way out of the back of the
2 corner of Building 2. We would like to be able to
3 preserve if possible in that location whatever was
4 there.

5 With respect to the additional
6 landscape plan that I gave tonight respecting the
7 concerns of what might occur there we added
8 landscaping at the back of there. We've also
9 submitted a tree survey to staff. There is
10 approximately -- oh, boy -- Tracy, are you going to
11 help me with this?

12 MS. VELKOVER: Number of trees coming
13 down?

14 MR. HARRIS: I think what -- I think I
15 have it here. We identified approximately 70 trees
16 on the site. Sixteen of those trees are to be
17 saved and/or relocated.

18 MR. SULA: When you say on the site are
19 you talking the whole site or just this northern
20 boundary?

21 MR. HARRIS: The whole site.

22 MR. SULA: I'm really more concerned

23 about that northern boundary right now.

24 MR. HARRIS: I haven't compared numbers

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1 but in terms of a replacement ratio I believe on
2 that northern location we would be well in excess
3 of a one-to-one replacement ratio based on a 6-inch
4 tree or larger. There's only about 5 or 6 trees in
5 that grouping that are 6 inches in diameter or
6 larger.

7 What we're proposing in terms of
8 additional landscaping there would far exceed the
9 one-to-one replacement ratio.

10 MR. SULA: Just a comment. In looking
11 at it, especially this time of the year, it's
12 extremely dense and you can't even see the existing
13 maintenance barn from Wilbur Court.

14 And I can't tell from this

15 particular plan that it's going to be anywhere near
16 as dense after the development that it is right
17 now. It's pretty dense and I think we need to
18 consider, you know, some way to replicate that if
19 possible.

20 The pond that's not a pond that's
21 at the corner down at the entrance into the
22 development, how deep is that going to be, water
23 level I'm speaking to, and how close to the
24 sidewalk is that?

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1 MR. HARRIS: Again, there is no
2 sidewalk. It is the north part of our entryway and
3 there is no walk sidewalk on the north.

4 MR. SULA: So there's not going to be a
5 sidewalk from the entrance north on down?

6 MR. HARRIS: No, there is not. Because

7 there is no sidewalk anywhere to the north of that
8 intersection. All those streets are private with
9 no sidewalk so the sidewalk would essentially go
10 nowhere.

11 The pond is going to be
12 approximately four feet deep, four to five feet
13 deep. We look at the front section of it because
14 we have a water feature there being probably a
15 little bit deeper to accommodate the water feature
16 and the aesthetics. That pond will get a little
17 bit shallower as it turns and connects to the
18 relocated drainage swale.

19 MR. SULA: How close will it be to the
20 two streets?

21 MR. HARRIS: I would say it's probably
22 -- well, here is the 30 foot setback line. It is
23 -- it could be designed at any location.

24 Here it looks like it's

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1 approximately 15 feet from back of curb, maybe a
2 little bit more, and at the northern location it's
3 at least 30 feet.

4 MR. SULA: Okay. My next question is
5 more for staff I think.

6 As it relates to school aged
7 children 10 out of 50 homes seems like a small
8 number to me. Do we have any experience in other
9 parts of either the Village itself or other
10 communities that are served by Woodland in terms of
11 what their experience is in terms of school aged
12 children?

13 MR. WILDENBERG: The donation agreements
14 that are entered into with the developer follow the
15 School District's student population generation
16 formulas. And that's based on the Illinois School
17 Service Studies.

18 So the generation of school
19 children is related to the number of bedrooms in
20 the unit. If they build the 9 to 10 ratio then the
21 school children generation will be as was stated

22 earlier. If the ratio changes then the numbers of
23 school children will also change as well.

24 But the impact fees that they pay

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1 are reconciled with what's actually built. So if
2 they build a three bedroom unit they have to pay so
3 many dollars. If it's a two bedroom it's something
4 less than that because you're generating less kids.
5 But the actual student population figures are based
6 on the State survey studies.

7 MR. SULA: Okay. More of a question or
8 a point of discussion for the Commission itself.

9 We have a prior meeting unrelated
10 to this topic we had a great deal of emotional gut
11 wrenching decision expressed by several Members for
12 a plan that was only 74 percent compliant with the
13 comp plan.

14 This one is zero percent compliant
15 from my view and I think we need to discuss that.

16 CHAIRMAN RUDNY: Okay. Do you want to
17 start the discussion?

18 MR. SULA: No, I think it's zero percent
19 compliant. I think someone needs to address what
20 the compelling reason is to deviate from the comp
21 plan.

22 CHAIRMAN RUDNY: Maybe the Petitioner
23 can address the deviation from the Comprehensive
24 Plan.

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1 MR. HARRIS: Well, I think that I had
2 given some testimony -- or not testimony but
3 conversation at the conceptual plan meetings that
4 we had.

5 The property is virtually useless

6 in its current zoning capacity as evidenced by the
7 fact that it's sat idle for twenty years.
8 Originally that parcel was -- the size and the
9 shape of it was made in anticipation of some type
10 of local grocery store types of facility.

11 Milwaukee Avenue is an SRA 2.
12 There is no access allowed on Milwaukee Avenue. So
13 you have virtually no ability to enter or leave
14 that site for commercial purposes via Milwaukee.
15 As I indicated before, it's got 27 feet of fall
16 across the property. It is not an easy site for
17 commercial to develop.

18 It has some very restrictive
19 natural features to it that a typical commercial
20 developer would not entertain taking on that type
21 of situation.

22 I'm not so sure that it's
23 compatible to the surrounding area. And you might
24 hear that from the people that are here this

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1 evening and you might not. But all those factors
2 combined--20 years of sitting idle, the
3 restrictions that occur on the property, you have
4 what you have today.

5 Our proposal I think is more in
6 keeping with -- although it does vary from the
7 comprehensive plan, more in keeping with what's
8 needed in the marketplace today, the commercial
9 retail section of Gurnee has now moved away from
10 the Milwaukee corridor.

11 You know where it's happening.
12 It's happening on Grand Avenue. That's where the
13 majority of the traffic occurs. That's where the
14 focus is at. That's where everyone wants
15 to be. They've bypassed this location.

16 I also think it's a logical request
17 to put it into a residential classification because
18 it allows Milwaukee Avenue to be a dividing line
19 both east and west of residential which

20 predominantly occurs on the west side of Milwaukee
21 currently both all the way from the Tollway down to
22 120 and allow the Village to then work on the
23 vision of Milwaukee Avenue on the east side as the
24 corridor that you most recently looked at in your

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1 own Comprehensive Plan.
2 So I think all of those factors
3 being that it's just an idle parcel that's sat
4 there, market demographics have moved commercial
5 and retail elsewhere in the Village, the restraints
6 that occur there and a logical dividing point
7 between residential and commercial in that corridor
8 make a lot of sense.
9 CHAIRMAN RUDNY: Any other comments
10 from the Commissioners regarding the Comprehensive
11 Plan? Mr. Cepon.

12 MR. CEPON: I think when that happened
13 back 25 years ago or whatever, like you said, the
14 market has changed in regards to commercial and
15 just, you know, everything in general.

16 And at that time this I think was
17 considered a fairly decent size site. But if you
18 look at what we went through with the Jewel on 120
19 and O'Plaine I think that site was roughly 13, 14
20 acres and this is 7.

21 I think, you know, just over a
22 period of time grocery stores have expanded and
23 commercial centers have expanded so theoretically
24 this is really not a big enough site to have

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1 something that would be current.

2 And that's one reason we looked at
3 and entertained this plan.

4 CHAIRMAN RUDNY: Any other comments or
5 questions from the Commissioners?

6 (No response.)

7 CHAIRMAN RUDNY: At this time I'm going
8 to open the floor to the public. And maybe I
9 should explain the process that we're going through
10 here.

11 The Plan Commission is an advisory
12 board to the Village Board. In other words, we
13 don't make the final decisions here. We strictly
14 look at the details, look at the land use, look at
15 the design, the landscaping, and then we make
16 recommendations to the Village Board as to whether
17 we feel that this is an appropriate thing or
18 whether other changes should be considered or --
19 should be considered and then the final decision is
20 made by the Village Board at another public
21 hearing.

22 And at that public hearing you will
23 also have an opportunity to speak and make your
24 comments and ask your questions of the Village

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1 Board. So I just wanted to explain that process a
2 little bit.

3 But I'm going to open the floor to
4 the public now and if you'd like to ask a question
5 or make a comment we ask that you step up to the
6 microphone, state your name and address for the
7 record. And if you could address your comments and
8 questions to the Plan Commission and then we'll
9 take those under advisement.

10 And then after the floor is closed
11 we'll ask the Petitioner to respond to some of
12 those questions and also to some of the concerns
13 and comments.

14 So if you'd like, please step up to
15 the mic and you're free to speak. One at a time,
16 though.

17 MR. TILLMAN: Good evening. My name is
18 Douglas Tillman. I'm a resident of HeatherRidge at

19 641 Step Court.

20 In short, I'm perfectly opposed to
21 any further construction in that particular
22 section. It's mostly on the grounds of traffic
23 flow. I find the numbers that were presented
24 difficult to swallow. I commute every day turning

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1 south off of Dunham -- off of Manchester onto 21.
2 It's a nightmare. It's a parking lot.
3 Making a right turn you can wait
4 five minutes. Any additional waiting time I
5 wouldn't look favorably upon. Making a left turn
6 isn't a whole lot of fun sometimes either. The
7 intersection from 21 -- or excuse me, from 120
8 making a turn north onto 21 in the evening is
9 taking your life into your hands, into your own
10 hands.

11 I mean it's just the traffic flows
12 are outrageous and I think anything that adds to
13 that should be resisted. I see nothing wrong with
14 leaving this little out of the way parcel
15 completely as it is and if we can go into the third
16 millenium that way that would be fine. Thanks.

17 CHAIRMAN RUDNY: Thank you.

18 MR. LAJOIE: My name is Peter Lajoie. I
19 live at 5803 Regency Court in Gurnee and I am
20 president of the Cambridge and HeatherRidge
21 Homeowners' Association. I'm here this evening to
22 speak for that Board.

23 The Board opposes any entrance on
24 Dunham except possibly for one designed for

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1 emergency vehicles only and restricted to that. If
2 you look at the traffic study, and I've read it and

3 I think it's significantly inadequate.

4 There are 54 homes going in there.

5 At least one of those people in those homes is
6 going to be employed full time. You're looking at
7 54 cars going out, not 30 to 35.

8 And they'll be very lucky with the
9 price of those homes there will be some homes with
10 two wage earners in those homes so you will have
11 more than that in terms of cars.

12 And trying to get out on Milwaukee
13 in the morning is a nightmare. Going right is
14 tough, going left is impossible. As residents of
15 that Cobble Creek begin to recognize those traffic
16 situations they're going to end up going up Dunham,
17 particularly the private section of Dunham that's
18 owned by HeatherRidge, up to Colby, down Gages Lake
19 to the light.

20 Now going up through those narrow
21 roads, there are a lot of children in that
22 community, presents to me a very significant danger
23 that we should look out for. The school buses pick
24 up in the morning during those peak hours.

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1 And the question I would have on
2 the traffic study is was anything looked at at
3 those four times during the day when the day school
4 down there at Manchester has people coming in or
5 out. That puts a lot of traffic on Manchester and
6 particularly on Dunham where they park on. And I
7 don't think in reading the report that that was
8 addressed at all. Thank you.

9 CHAIRMAN RUDNY: Thank you.

10 MR. HAHN: Good evening. My name is
11 Stephen Hahn. I'm the president of the
12 HeatherRidge Umbrella Association Board of
13 Directors. I live at 651 Mitchell Court in Gurnee.

14 I'm here on behalf of the Board
15 from HeatherRidge, the Umbrella Board.

16 We really have two significant

17 issues that we feel need to be resolved. And
18 provided those issues are resolved, in general we
19 are supportive of that development. However, these
20 two issues are significant and need to be resolved.

21 The first is the planned unit
22 development itself allows for a declaration to be
23 declared for this parcel to be installed into the
24 Umbrella Association.

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1 As the developer mentioned, he was
2 in discussions with us on this issue and we listed
3 to him several pages of concerns. His ultimate
4 response to us was that he wanted to remain
5 independent.

6 That is perfectly fine with the
7 Umbrella Board. There's too much financial impact
8 long term to have them involved in the HeatherRidge

9 Umbrella Association.

10 I do find it ironic, though, that
11 impact fees are paid to schools and libraries and
12 other entities but nothing was offered to
13 HeatherRidge. And to date we have incurred
14 expenses as a result of this.

15 Second, if this proceeds we would
16 request that the developer release that parcel from
17 any right to enter the HeatherRidge Umbrella
18 Association. It's absolutely required.

19 The next issue, and it's probably
20 the most significant issue concerning many of the
21 residents here, is the traffic issue. I asked the
22 Commission to consider where they would propose
23 placing an entrance for a commercial development.
24 Currently this residential development when it was

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1 first presented to us had two entrances, the first
2 on Manchester and the second on Dunham.

3 Now there's only one entrance on
4 Dunham. If you're familiar with HeatherRidge,
5 Dunham -- the bulk of Dunham is a private road that
6 runs through the Stoneybrook single family home
7 section of HeatherRidge. It's highly dense. It
8 has a lot of traffic. There's a playground in the
9 middle of it. It's a narrow road.

10 There are safety issues. And the
11 entrance on Dunham to this development impacts the
12 Stoneybrook area. I would request that the Village
13 go back and relook at an entrance on Manchester and
14 not on Dunham.

15 It is critical because I think that
16 there are just too many safety issues that the
17 Village is addressing for its own purposes but not
18 for HeatherRidge. I would also request that the
19 development have the landscaping and the Village
20 hold the developer to the landscaping that he is
21 proposing.

22 HeatherRidge is very nicely
23 landscaped. We spent a lot of money on our

24 landscaping. We take a lot of pride in that. I

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1 believe the developer has made great pains to draw
2 up plans which on paper look very nice and if they
3 are placed in the development as they look on paper
4 we'll be very pleased. But I would request that
5 there be some oversight on that issue.

6 Beyond that we have no other
7 issues. Thank you.

8 MS. THOMA: Barbara Thoma, 1883
9 Gatewood. I was just wondering how high is the
10 existing berm or actually are there any
11 restrictions on that road regarding construction
12 traffic?

13 MS. O'CONNELL: My name is Carol
14 O'Connell. I live on Buckeridge Court --

15 CHAIRMAN RUDNY: Excuse me, we didn't

16 hear that question. I was wondering if you could

17 repeat that.

18 MS. THOMA: The last question?

19 CHAIRMAN RUDNY: The last question.

20 MS. THOMA: Regarding construction

21 traffic.

22 CHAIRMAN RUDNY: The construction

23 traffic, okay.

24 MS. THOMA: Are there any restrictions

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1 on any of those roads.

2 CHAIRMAN RUDNY: Okay. Yes, ma'am.

3 MS. O'CONNELL: My name is Carol

4 O'Connell. I currently live on Buckeridge Court in

5 Stoneybrook and in two weeks I will be a resident

6 on Dunham Road.

7 I object strenuously to the

8 entrance, main entrance to this development being
9 off of Dunham. We have major traffic problems on
10 Dunham as it is. The preschool does not have
11 enough parking spaces for their employees so there
12 are 6 to 8 to 10 vans parked on Dunham every day
13 through the day.

14 There is a playground, a recreation
15 center, and a pool on Dunham. And our
16 neighborhood's children use those facilities.
17 There are no sidewalks. I do not understand why
18 the major entrance to this development is not on
19 Manchester.

20 A question possibly that I would
21 like to know is since Dunham is a private road can
22 we close it? How does the developer plan to keep
23 his traffic from turning right and going west on
24 Dunham to Colby? That's a question I would like to

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1 hear.

2 I also notice he has no facilities
3 for recreational for his -- for the children who
4 live there. Can Dunham be declared a no parking
5 street on the dedicated part? With 96 adults
6 living in this community it does seem silly that
7 they figure there's only going to be 25 cars in and
8 out of there at rush hour. I think the traffic
9 issues are major for those of us who live in
10 HeatherRidge.

11 CHAIRMAN RUDNY: Thank you.

12 MR. SUGRUE: My name is Dan Sugrue and I
13 am the president of the Stoneybrook Residential
14 Association which is part of HeatherRidge.

15 And as Mr. Hahn has already
16 explained, Dunham Road is a private road that goes
17 right through the middle of Stoneybrook. What I
18 have right here is a petition. There are 126 homes
19 in Stoneybrook. This petition is signed by 126
20 homeowners.

21 And what it requests is, among

22 other things -- and some of these things have been
23 met, but the main concern that we the residents of
24 Stoneybrook have is as it's already been stated,

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1 the traffic situation.

2 The lady before me explained that
3 there is a playground right on -- right next to
4 Dunham Road, the private road, which is
5 approximately maybe 100 feet or so away from where
6 this entrance is proposed.

7 With the increase in traffic going
8 up and down Dunham -- and I would imagine with 108
9 new residents there will be an increase in the
10 number of children there and there will certainly
11 be a significant increase in traffic. And I think
12 that that creates a dangerous situation.

13 Also you have to consider on

14 Dunham Road near where that entrance is is a bend
15 in the road which is not very -- it makes this a
16 little difficult to see cars coming from the --
17 coming from the west and going and turning south on
18 Dunham Road.

19 I think the increase in traffic is
20 going to make that situation even more dangerous.

21 If you couple that with the
22 children and with the children crossing Dunham Road
23 to this playground that Stoneybrook has it could
24 very easily create an even more traffic nuisance

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1 problem for the playground area and it could --
2 it's just a dangerous situation especially when
3 you consider that there are a number of young
4 families in Stoneybrook with small children.

5 If the Board desires, I could

6 submit these petitions with the signatures of the
7 126 homeowners. Thank you.

8 CHAIRMAN RUDNY: Thank you. Yeah, you
9 can bring that up.

10 MR. TARNOW: My name is Mike Tarnow. I
11 have property that's contiguous to the development
12 parcel at 636 Wilbur Court.

13 This is a map that was made up for
14 your viewing here and it demonstrates the 500 foot
15 notice area. Here is the subject parcel, this is
16 Milwaukee Avenue, this is Stoneybrook up here. And
17 there's the play area that was referred to by
18 President Hahn and President Lajoie and Sugrue.
19 This is Cambridge.

20 If you look at the subject parcel,
21 and you will see the traffic pattern, I don't think
22 there's anybody who lives in this area that does
23 not recognize that when you come out of here in the
24 morning the best way to get on Milwaukee Avenue or

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1 go south is to get up here in Gages Lake and go
2 down this route.

3 Because turning right on Manchester
4 and Milwaukee is -- turning left is impossible,
5 turning right is a major safety concern. And
6 that's been addressed to you on several occasions
7 by other people here.

8 We were surprised when -- we were
9 encouraged when we heard that there was going to be
10 one entrance but we were very discouraged when we
11 heard that the entrance would be on Dunham and
12 moved from Manchester.

13 We had recommended that an
14 emergency access be placed on Dunham. And by
15 interjecting all the traffic to this development on
16 the secondary residential street is -- we don't
17 understand that at all. We understand the site
18 line problems of the engineering telling you that
19 they don't want an entrance on Manchester.

20 But if this were developed as a

21 commercial site surely this Board, your Board, you
22 would not suggest an entrance on Dunham. Why then
23 would a residential development which we are
24 generally in support of except for this major issue

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1 here.

2 And we ask you to consider very
3 seriously how a major entrance to this is going to
4 occur on a very minor residential street right
5 across the street from existing houses. These are
6 the existing houses right here.

7 And we think that this entrance
8 belongs on Manchester and would better serve the
9 community. And I don't think there's anybody here
10 from Stoneybrook that disagrees with that. Thank
11 you very much.

12 CHAIRMAN RUDNY: Thank you.

13 MR. CAMPBELL: Good evening. I'm Jim
14 Campbell. I'm an 18 year resident at HeatherRidge.

15 I thank the Board for listening to
16 the residents and I think the presentation that the
17 developer made was excellent as far as the
18 favorability to the developer. I can't see how
19 it's going to enhance HeatherRidge where I live at
20 all. At least I haven't seen anything.

21 Now I would ask about the children.
22 They say there's going to be a lot of empty
23 nesters, they say that there will only be 12
24 children. And my question is where are these

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1 children going to play? Are they going to migrate
2 to our playground, to our pools? We will have a
3 police problem on our hands policing the situation.

4 So I'd like to know what these

5 children are going to do and are we going to have
6 the problem or is the Village going to come out and
7 police it for us.

8 I would also address the fact that
9 it is a private street. We maintain those streets.
10 We the people, the residents of HeatherRidge
11 support and put into a fund every year to repair
12 those roads. And they are small roads, they're
13 narrow roads.

14 And I will tell you right now
15 anybody going north or west is not going to go out
16 on Milwaukee Avenue. They're going to try to
17 shortcut through our village, through our narrow
18 streets to get over to Colby to make their
19 directional change at that time.

20 I would ask you this, who is going
21 to police that? Who is going to apprehend these
22 drivers of these automobiles going through our
23 property?

24 I would also like to address the

1 fact that we put up private streets, no
2 drive-through. I think you owe us some answers.
3 And I'd say that they've got to be forthcoming and
4 some of it has got to be favorable to us or we're
5 going to do everything to make sure that this
6 doesn't go in.

7 Now you've answered the snow
8 removal. You've got one little private road that's
9 down to either blacktop or cement that's 20 feet,
10 there's no turn, there's no cul-de-sac. But that's
11 an internal problem, I'm only concerned about
12 what's going to happen to HeatherRidge.

13 The daycare center is a shame. The
14 daycare center traffic, you can't get through the
15 area. There's mothers, there's children, there's
16 door openings, there's traffic on both sides. You
17 are -- we are putting the children in traffic in
18 harm's way and we're in harm's way when we go down

19 through there when all these vehicles are twisting
20 and turning and getting children out. Go over and
21 look at it, ladies and gentlemen, you'll find what
22 I'm telling you is true.
23 You've answered most of the
24 questions or most of the questions have been given

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1 here tonight or concerns of our other residents.
2 And I thank you for listening to us, but I trust
3 that you will make these recommendations to
4 whomever you make them to to give the concern of
5 the residents that live there already.
6 I'd like to know how it's going to
7 enhance any part of our lives. Thank you.
8 CHAIRMAN RUDNY: Thank you.
9 MR. HEPNER: My name is Russell Hepner.
10 I live at 640 Wilbur Court in HeatherRidge.

11 I have a little concern -- not a
12 little concern but a big concern about the
13 detention pond that's in back of my or over from my
14 place. They're cutting down trees and foliage,
15 getting rid of it and putting in cement blacktop,
16 whatever it is.

17 Well, they say they're going to
18 enhance it by other vegetation but the vegetation
19 that's there is not keeping that pond from
20 overflowing when we have a heavy storm. When we
21 have a heavy storm that pond goes over its banks
22 into my neighbor's yard, into our yard. And the
23 access for the water is being overflowed, it goes
24 down under Milwaukee Avenue but it can't take it.

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1 And I'm wondering how much more
2 there's going to be when they build these buildings

3 in there. You were on the right track, Jim. I
4 hope you stay there. Thank you.

5 MR. SUGRUE: If I may indulge the Board
6 for just one more point that I forgot to mention in
7 my earlier comments.

8 Once again my name is Dan Sugrue,
9 I'm the president of the Stoneybrook Association.
10 I notice there are -- or a few of us noticed that
11 the traffic studies were done at the end of June
12 which is, you know, of course after school is out.

13 And my question is and my --
14 perhaps the Board could ask this to Mr. Harris,
15 were there any traffic studies done during the
16 school year when we have all the school buses going
17 down Dunham Road, when we have the increase in
18 traffic of parents taking their kids to school and
19 back. I think that would be an important question
20 to ask.

21 And just one other question in
22 terms of construction traffic. What do we do about
23 penalties or fines or what can be done about that
24 in terms of -- in terms of if there is construction

1 traffic that goes up and down Dunham. Thank you
2 very much.

3 MS. CRUNKILTON: My name is Ida
4 Crunkilton. I live in the building that's on the
5 corner in Cambridge and the building that's on the
6 corner of Manchester and Dunham.

7 I want to speak in a little bit
8 more detail about the nursery school. The traffic
9 study was not done when the nursery school is in
10 session. The nursery school has no parking. I
11 substitute at the nursery school.

12 The children are delivered and
13 picked up in individual mother's cars four times a
14 day. Eight vans park in front of my house on
15 Dunham every morning. I'm thinking of renting my
16 driveway to them.

17 So that the whole traffic study is

18 meaningless. I live on the corner of Manchester
19 and Dunham. I do not work, I do not go out rush
20 hour. I never attempt to exit out Milwaukee. I
21 drive down Dunham to Gages Lake, to Colby to Gages
22 Lake over to where I can get a stop light out onto
23 Milwaukee.
24 When I come home on the highway and

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1 exit onto Milwaukee from 120 I had an accident the
2 first time I tried it edging out. Those two
3 locations without any traffic control are
4 absolutely useless. So the traffic studies say
5 that people are going to use that, that just isn't
6 so.
7 MR. EULASS: I'm Dave Eulass, 640 Dunham
8 Road in HeatherRidge. Just a side issue.
9 Simple mathematics, and I'm not

10 talking about higher math, shows that there's got
11 to be a 28 percent increase in traffic impact at
12 the exits to Dunham Road.

13 Now if the exit is the west end at
14 Colby, they are driving over a street that is over
15 stressed at this minute. What will happen is it
16 will break up and disappear. What do we do about
17 it? Thank you.

18 CHAIRMAN RUDNY: Thank you.

19 MR. DUNLAP: Good evening. My name is
20 Larry Dunlap. I'm a resident at 635 Wilbur Court.

21 To start, I would tell you that the
22 plan has overbuilt the lot. This 52 units is just
23 too many. The 11 buildings are just too many.
24 This is -- this and especially the rear elevation

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1 looks like a barracks.

2 When you build that type of
3 building in that particular area you have
4 devastated Cambridge, you have devastated us in
5 Stoneybrook. That's just too many units on that
6 piece of property. The streets are too small, the
7 parking is not adequate, and it generates too much
8 traffic.

9 I just heard the president of our
10 association say we have 126 homeowners in all of
11 Stoneybrook. They are proposing almost 50 percent
12 of what we have on a little over 7 acres that most
13 of it's occupied by a wetland. It's just too many
14 units.

15 It should be duplexes. I would
16 think as the Village of Gurnee has matured that the
17 type of zoning should mature. Similar to what
18 happened at Cambridge, when those Cambridge units
19 went in they were duplexes. I happen to live in a
20 duplex. Most of the units at Stoneybrook are
21 single family homes. It's not an appropriate place
22 to put 52 units in 11 buildings. It's just too
23 many, too much density.

24 The density at Cambridge I've been

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1 told is approximately four units per acre.
2 Stoneybrook is approximately five. Now I'm not
3 sure of the figures but I think somebody has them
4 and you could check it out. Why would you turn
5 around and stick seven units there?

6 It takes -- zoning characteristics
7 are picked up by Cambridge and by Stoneybrook.
8 There's nothing across the road yet and of course
9 the business on the other side. You should not
10 allow him to have these many units. The density is
11 too much.

12 You should go back and redraw this
13 plan. You are bringing down the value of our
14 properties by approving this.

15 This is really an apartment

16 complex. This is simply what it is. There are
17 buildings, quote, on slabs. And I'm sure there are
18 some slab homes in Stoneybrook, but generally
19 speaking they're with basements generally in
20 Cambridge which is a wonderful development.

21 And when Cambridge went in I think
22 it caused the property values of the rest of
23 Stoneybrook to go up. Maybe it would have been
24 stagnant possibly.

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1 Don't do this to people that have
2 lived there, to people that have relied on the
3 zoning whether it be commercial. The fact is it's
4 just too many units. There isn't room even to run
5 a snowplow in there and that is your concern.

6 You should eliminate these
7 buildings. It should be changed to duplexes and

8 you should put maybe five units per acre. That's
9 what the density should be.

10 Go back and -- sure, it's a very
11 attractive plan and you've seen a lot of plans, but
12 you know enough about zoning to realize where you
13 pick up the density around. Is it fair for the
14 people immediately across the street who have four
15 units per acre or four and a half to suddenly have
16 seven or seven and a half? That's not right.
17 That's absolutely not right.

18 And where else do you have
19 buildings with four and five units? You're going
20 to have a building of 1,300 square feet, 1,300
21 square feet. I don't think there's a unit around
22 within 13. I don't know what's in Cambridge but I
23 guarantee you they're anywhere from 1,800 to 2,400
24 square feet.

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1 Why should he be allowed to have
2 something that would pull the rest of the
3 neighborhood down. That's not fair. That's not
4 right. It's not just. Thank you very much.

5 CHAIRMAN RUDNY: Any other comments?

6 MS. BAKER: I'm Jackie Baker and I live
7 at 662 Dunham in HeatherRidge.

8 I don't have anything new to say.
9 The people before me have said it all. But I
10 didn't want you to think that I'm happy about this
11 development that exits on Dunham. I, too, think
12 there's going to be too much traffic through
13 HeatherRidge and through the public street of
14 Dunham.

15 CHAIRMAN RUDNY: Anything else?

16 (No response.)

17 CHAIRMAN RUDNY: Okay. The floor is
18 closed to the public now. I think we should
19 probably start by addressing this traffic question,
20 that's seems to be the major concern.

21 And maybe our staff can go through
22 the logic of the entrance on Dunham which is I

23 think really the original plan called for two
24 entrances, one on Dunham and one on Manchester.

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1 And it was the staff, our Village engineer that
2 recommended that the Manchester entrance be
3 eliminated.

4 So I don't know, Tracy or Jon.

5 MR. WINTER: Don, could I ask one quick
6 question about is there any way that if they had
7 that entrance where they show it on Dunham could
8 you have like a no right turn at that
9 intersection?

10 CHAIRMAN RUDNY: Why don't we first of
11 all have them explain their logic and why that
12 change was made and maybe they can address with the
13 Petitioner some of the concerns and maybe that can
14 be discussed.

15 Tracy, do you want to start?

16 MS. VELKOVER: The traffic, the
17 Petitioner did submit a traffic study and we did
18 have our traffic consultant, an outside firm take a
19 look at it to get his response to the traffic
20 generation numbers and also the curb cut situation.

21 First of all, the Village engineer
22 did request that the Manchester Drive be
23 eliminated. And he did so for the following
24 reasons.

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1 First of all, the limited number of
2 vehicle trips that are generated from this
3 development would require only one full access
4 point.

5 Second, that Manchester is a
6 collector road and that the Village whenever

7 possible we try to limit residential access from
8 collector roads.

9 The third reason is that as you're
10 probably all aware Manchester does have a pretty
11 steep grade change to it. The fourth reason was
12 because the proposed Manchester access into this
13 development would also have a very steep grade to
14 it intersecting to Manchester.

15 And the fourth reason is because
16 the Manchester access poses some limited sight
17 distance concerns from Milwaukee Avenue.

18 As I did mention, we did send the
19 Petitioner's traffic study to our traffic
20 consultant. He took a look at it. You each have a
21 copy of his comments. He did take a look at the
22 traffic generation numbers from this proposed
23 development.

24 There's a manual that the Institute

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1 of Traffic Engineers puts out regarding various
2 traffic generation numbers from different types of
3 developments. He took a look at the total traffic
4 generations from this and concurred that those
5 numbers that are in their report he concurs with.

6 He also concurs with the
7 directional distribution. He goes on to state that
8 the minimal traffic generations can be readily
9 accommodated by only one access drive.

10 The plan indicates that site drives
11 are planned on both Dunham and Manchester. At the
12 point that he got this plan there were two access
13 points. He recommended that -- we recommend that
14 the site access be located along Dunham.

15 One inbound and one outbound lane
16 will be adequate to accommodate the limited site
17 traffic activity. Existing site traffic -- I'm
18 sorry, exiting site traffic should stop at Dunham
19 and he goes on to state that the drive on
20 Manchester Drive should be limited to emergency

21 access only.
22 And then he goes on to make some
23 comments about the location and the number of off
24 street parking that are within the development.

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1 CHAIRMAN RUDNY: Let me ask a question
2 about the report.
3 The one statement that we try to
4 limit access from residential onto collector roads,
5 isn't that primarily direct access from residential
6 units?
7 Are we actually saying that we want
8 to -- I mean obviously we have to have -- a
9 collector road collects from something and I would
10 think it would collect from residential
11 neighborhoods with I guess what would you call them
12 subcollectors that then would come out onto

13 Manchester.

14 Isn't that what's really meant by

15 trying to limit the access to residential?

16 MS. VELKOVER: I think it's a little bit

17 of both. It's not only to limit the driveway cuts

18 but also the cuts to and from development.

19 One of the other concerns was the

20 limited sight distance between Route 21 and this

21 cut and the grade changes.

22 CHAIRMAN RUDNY: When you say the

23 limited sight distance, that means vehicles that

24 would be turning from Milwaukee onto Manchester

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1 would have difficulty seeing vehicles pulling out?

2 MS. VELKOVER: There's a required

3 distance of -- I believe their traffic consultant

4 is probably better addressed to discuss this -- of

5 I think 300 or 325 feet. And I don't believe that
6 they have that from Milwaukee Avenue.

7 CHAIRMAN RUDNY: Isn't it possible to
8 move that entrance --

9 UNIDENTIFIED SPEAKER: We can't hear the
10 Chairman.

11 CHAIRMAN RUDNY: You can't hear me?

12 UNIDENTIFIED SPEAKER: No. It's like
13 you're talking to her but we can't hear.

14 CHAIRMAN RUDNY: Okay. I'm sorry. I
15 was wondering, can that --

16 UNIDENTIFIED SPEAKER: Still can't hear
17 you.

18 CHAIRMAN RUDNY: I don't think the mic
19 is working. I asked that before and it didn't
20 sound like it.

21 MR. WILDENBERG: It works when you talk
22 into it.

23 CHAIRMAN RUDNY: I guess I was wondering
24 why that entrance -- right now they show the

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1 original entrance in the center of the loop.

2 Couldn't it be moved further west so that they can
3 increase that distance.

4 MS. VELKOVER: Then you have to keep
5 distances between the intersection and you encroach
6 then between the distance from Dunham to that cut.

7 CHAIRMAN RUDNY: All right. I guess I
8 do see the neighbors' point, though, that it does
9 seem that the entrance or the exit onto Dunham
10 would encourage people to go north on Dunham and
11 then use the Gages Lake entrance.

12 I think that they still may do that
13 even if you just have the Manchester exit because
14 they could still go up Dunham to Gages Lake but it
15 would discourage it to some degree.

16 Jon, is there a chance or, Tracy,
17 can we have our traffic consultant maybe take a
18 second look at this considering now the input and
19 some of the concerns from the neighbors?

20 I mean I have to agree I'm kind of
21 concerned about the fact because I -- in fact, I
22 just went to a party that was at the clubhouse off
23 of Dunham and, you know, it's a very kind of
24 secluded spot. And I would hate to see us increase

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1 traffic in that area to any significant degree.
2 MS. VELKOVER: Well, in your
3 recommendation if you wanted, you know, staff and
4 the consultant to take a look at that or if you
5 wanted to recommend that we further evaluate that
6 and if at all possible keep that cut that is
7 something that you can do in your recommendation on
8 this.
9 CHAIRMAN RUDNY: Do we have any -- Mr.
10 Foster.
11 MR. FOSTER: Mr. Chairman, I concur with

12 what you're saying. I think my concern would be I
13 would not be in favor of sending a motion forward
14 just with the recommendation.

15 I would want to know what the final
16 outcome would be on that potential cut on
17 Manchester or something different before a motion
18 was actually forwarded because I think the
19 neighbors have presented some very good reasons.

20 I guess I'm also concerned about
21 the whole issue of the private streets and is there
22 a way to limit that or is that okay for people to
23 be going through streets that are maintained by a
24 homeowners' association since those are not public

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1 streets.

2 Because I guess looking at one of
3 those layouts it seems like you can go down

4 Manchester to Colby. But if that's a concern in
5 terms of additional traffic on private streets I
6 would like some staff response in terms of that
7 issue. But I'm very concerned about the Dunham
8 Street, too.

9 CHAIRMAN RUDNY: Jon, any comment on
10 that?

11 MR. WILDENBERG: The Manchester Drive,
12 you mentioned that option for going to Colby,
13 Manchester is a public street.

14 Dunham Road is a public street to
15 the northern boundary of this particular property.
16 But after you go north of that it is a private
17 street. As it's public street we can regulate --
18 the Village Board can regulate parking on it if
19 that becomes a problem.

20 But as far as limiting right-hand,
21 you know, trying to do something of a limitation
22 that would preclude right-hand turns if there was a
23 driveway cut or street cut onto Dunham, that might
24 be difficult to do.

1 You know, we've done that in other
2 instances where we have commercial traffic that
3 might take it upon itself to go into a residential
4 area. So we've tried to limit truck traffic and
5 commercial traffic from going into a residential
6 area. But where you have residential traffic
7 mixing with residential traffic it might be a
8 different story.

9 As to the interior streets, the
10 private streets interior to the proposed
11 development, was that a question as well?

12 MR. FOSTER: I think what I'm asking
13 more in terms of the homeowners' association
14 private streets. If there's a possibility -- I
15 know some will have a sign that say no through
16 traffic, for example.

17 Is there any ability to limit

18 essentially cut-through traffic if it's not people
19 who live in a private area, that's what I was
20 asking about. Or what is the right of the public
21 to go through private streets?

22 MR. WILDENBERG: I don't know if we can
23 answer that off the top of our heads. That's maybe
24 a more complicated issue because you've got travel

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1 patterns established through there over the years.
2 Although, on the other hand, it is a privately
3 owned street. So that could be pretty complicated.
4 MR. FOSTER: I guess, Mr. Chairman, like
5 I said, I don't want to take on traffic consultants
6 tonight, but I'm always just amazed that the
7 handful of information that residents provide to me
8 is always so much more strikingly helpful than
9 sometimes what the traffic consultants say.

10 Because it seems like based on
11 what I'm hearing tonight that the traffic study at
12 the intersection is kind of meaningless because
13 most of the residents are not using that
14 intersection at all, they're really going somewhere
15 else.

16 So when we talk about what the
17 impact is of this development on that intersection
18 it may be because everybody uses these other
19 streets. And of course the June timeline is also a
20 concern. And I know that when school is in session
21 my wife, she's making three or four trips back and
22 forth to school taking my kids back and forth.

23 So I mean I'm just -- I don't think
24 that that traffic study is very helpful in terms of

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1 what we really need to know about that

2 intersection. I guess it may not reflect what our
3 real traffic pattern would be in addition to the
4 number of car trips seems to be strikingly low
5 based on the number of adults that may potentially
6 be in that development.

7 I mean Gurnee is kind of a family
8 oriented town and no matter what age range I assume
9 if you've got a car you end up getting in it once
10 or twice, three times a day or more. So I guess I
11 have some concerns around that, too.

12 CHAIRMAN RUDNY: I think -- is that
13 better?

14 UNIDENTIFIED SPEAKER: Yes.

15 CHAIRMAN RUDNY: I think somebody
16 sabotaged my mic.

17 MR. FOSTER: Who could that be?

18 CHAIRMAN RUDNY: I don't know, quite a
19 few people.

20 I think one of the things that's
21 unusual about this is this private street.
22 Typically private streets are created in areas that
23 are not -- wouldn't allow for cut-through traffic.
24 Just like this subdivision here, it would --

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1 basically private streets are just say a circle,
2 there's one entrance in so nobody is every really
3 going to cut through.

4 I think this is an unusual
5 situation that we have Dunham as a private street
6 that actually could be used as cut-through traffic
7 for actually other parts of HeatherRidge. But
8 certainly this development would thus create that
9 situation that you can get that cut-through traffic
10 that's going to go over to Gages Lake Road.

11 Certainly if somebody wanted to
12 travel west they clearly would just go up Dunham.
13 Now that still may happen even if there's an
14 entrance on Manchester only. So I don't know, I
15 think we need to have our staff, our traffic
16 consultant and the Petitioner's traffic consultant

17 take a second look at this and study it more to see
18 if there could be some solutions.

19 I think the residents brought up a
20 good point. Did we have some other -- Mr. Cepon.

21 MR. CEPON: Real quick just maybe to
22 help the traffic a little bit, not to get into it.
23 But maybe just have a sign up there no entrance
24 from 7 to 9 in the morning or whatever, 6 to 10 or

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1 something like that. No, but it's just, you
2 know --

3 CHAIRMAN RUDNY: Just like everybody
4 stops for a stop sign, right?

5 MR. CEPON: It works in some
6 communities.

7 CHAIRMAN RUDNY: Are there any other
8 questions or other comments on the traffic? Mr.

9 Sula, did you have something?

10 MR. SULA: I don't have anything on
11 traffic, but I do have a comment but I want to make
12 sure that we covered all the questions that the
13 audience raised.

14 CHAIRMAN RUDNY: I think we're going to
15 have Tracy bring them up.

16 I think the other point that was
17 brought up that's something that I felt was a good
18 point was the question of the density and the
19 design providing some kind of amenity for the kids
20 in the area because clearly this is not going to be
21 part of the Umbrella Association so therefore they
22 really should be providing their own amenities.
23 Mr. Winter.

24 MR. WINTER: Don, consistent with and I

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1 think there is a connection with the traffic.

2 Just looking at that, I was just --
3 and just throwing this out, if you made sure that
4 each one of those buildings only had four units and
5 removed one of those units because I still don't
6 like the dead-end with the two on there -- and I've
7 been consistent in my criticism of that plan for
8 that reason -- then you'd have 11 buildings with
9 four units. You'd almost have an 18 to 20 percent
10 reduction.

11 I don't -- you know, maybe that
12 could address some of the density there because
13 that has been my concern even in the preliminary
14 stages about the density. It does appear as if
15 this plan does have at seven units per acre a high
16 density in comparison to what's adjacent to it.

17 CHAIRMAN RUDNY: You know, your point
18 was well taken before that one unit number three
19 looks awful close to the detention pond.

20 MR. WINTER: Especially when you look at
21 the pictures. The topography really slopes into
22 that. And now someone said that -- who lives there

23 for a long time says it floods. I think there's
24 even more reason to say why do you have that

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1 building within 30 feet of that pond. It doesn't
2 seem to make any sense.

3 CHAIRMAN RUDNY: Okay. Any other
4 comments in that regard?

5 Tracy, I think there were some
6 other questions that were --

7 MS. VELKOVER: There was a question
8 about whether Dunham could be dedicated no parking.
9 The part of Dunham that is dedicated public
10 right-of-way, if the residents wanted to request
11 this they would request that to the Village Board.
12 The Plan Commission doesn't have any power to enact
13 that, but the Village Board would.

14 So I would encourage you to go

15 forward to the Village Board with that request and
16 they'll take a look at it.

17 CHAIRMAN RUDNY: It also sounds like
18 that's a problem really not related specifically to
19 this subdivision. It's a problem that's existing.

20 So I think you should pursue that
21 and maybe something could be worked out to solve
22 the parking problem. Apparently some of that is
23 generated from the school.

24 Anything else, Tracy?

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1 MS. VELKOVER: In regard to traffic
2 there was a question about restrictions on
3 construction traffic and how it's controlled.

4 Again, this is going to be a PUD, a
5 planned unit development. You can write in or we
6 can write into the PUD agreement access for

7 construction off of certain roads.

8 As it is right now we have -- you
9 know, the plan only calls for access off Dunham.
10 But once that issue is resolved if you want to you
11 can recommend that construction traffic be routed
12 in a certain manner and that could be written into
13 the PUD.

14 CHAIRMAN RUDNY: Okay. There was a
15 question, I think it was by the Homeowners'
16 Association president regarding the rights to join
17 the association.

18 Is that something, Mr. Harris, can
19 you address that? My understanding was that you
20 would actually I would think refuse those rights or
21 eliminate those rights to join the HeatherRidge
22 Umbrella Association.

23 Is there something I don't
24 understand there?

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1 MR. HARRIS: No. The declaration as it
2 exists today gives HR Lane who is the current owner
3 and the seller of the property the right to add
4 this parcel into the Umbrella without any actions
5 required by the current Umbrella Board.

6 It's a legal description in the
7 declaration. He can merely record an amendment to
8 that declaration and this property then
9 automatically falls under the jurisdiction of the
10 Umbrella Board.

11 It was done with every add-on to
12 every portion of HeatherRidge as that property was
13 developed. There was like 26 different amendments
14 that were recorded adding particular parcels and
15 buildings to that Umbrella. That right exists and
16 exists with HR Land right now.

17 That right would then pass to me if
18 in the event I close on the property. What Mr.
19 Hahn had requested that if that did occur and the
20 Village did pass a favorable recommendation that we
21 would waive that right to add this parcel of land

22 into the Association.

23 CHAIRMAN RUDNY: And you don't have any

24 problem with that?

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1 MR. HARRIS: I do not have a problem
2 with that. I believe that our plan works with the
3 surrounding area and I can cover a couple of
4 issues.

5 In theory I do not have a problem
6 with that. I went into discussions with the
7 Umbrella Association looking for mutual benefits.
8 If there was not mutual benefits that we both could
9 visually and financially agree on then we just
10 didn't want to form a marriage and that's fine with
11 us.

12 CHAIRMAN RUDNY: Do you have any
13 comments on the traffic discussion that we had and

14 also the density?

15 MR. HARRIS: Sure. I could end up in a
16 little bit of a catch 22 when it comes to the
17 traffic discussion.

18 You know, the numbers are based on
19 the manuals. As Tracy indicated, there's specific
20 guidelines that your traffic consultant reviews and
21 obviously our traffic consultant reviews. They're
22 working off of common denominators.

23 Whether we believe in them or not,
24 it's a personal choice. But it is a common

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1 denominator that we all live by. We rely on the
2 experts.

3 And then there's certain things
4 that are brought out that they look at in terms of
5 common denominators in that report. When they talk

6 about AM and PM peak hours and those hours are 6:30
7 to 7:30 in the morning and likewise 5:30 to 6:30 in
8 the evening, those typically are not hours that you
9 will see a lot of the school types of
10 transportation being on the streets.

11 You might see some high school,
12 you're not going to see --

13 CHAIRMAN RUDNY: Please give him a
14 chance to speak.

15 MR. HARRIS: You might see some high
16 school traffic, you're probably not going to see
17 the elementary busses.

18 It's a common denominator to look
19 at peak hour. Traffic varies after peak hour and
20 drops dramatically because of commute traffic being
21 gone. So it's not typical that one would look at
22 traffic generations beyond the peak hour that would
23 take you into all of the things that the people had
24 talked about in terms of evaluating school traffic.

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1 We certainly respect the public
2 comment and appreciate the public comment. There
3 is a situation that was created on Dunham Road, a
4 portion of it being public that fronts my property
5 and a portion of it being private that was
6 developed with all of HeatherRidge.

7 We have no objection to trying to
8 create a no right turn at our Dunham Road entrance
9 and into the private section of Stoneybrook. I
10 would be more than willing to say that that is an
11 appropriate type of application at that location.

12 If the property was developed in
13 its current use there probably would be another
14 commercial cut onto Manchester I would suspect.
15 There is a number of commercial cuts that occur on
16 the south side of Manchester.

17 They are both as primary entrances
18 to the Spinney Run Plaza and they are loading dock
19 entrances to the Spinney Run Plaza. And there is a

20 number of cuts that were occurred at the daycare
21 and the business center as well. And I think
22 there's a total of about six cuts along the
23 frontage on the south side of Manchester.
24 There would be at least one

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1 commercial cut, there might be two commercial cuts
2 on Manchester and there might even be a secondary
3 cut on Dunham to service the rear of a commercial
4 if it was developed in that application.

5 So traffic distribution in its
6 current zoning capacity would probably get worse on
7 Manchester in that location based on what's
8 occurred on the south side of Manchester today.

9 The parking that overflows onto
10 Dunham from the daycare is an issue that I can't
11 address, I can't deal with. That happened via

12 planning that occurred on another piece of
13 property.
14 I think it is appropriate for
15 HeatherRidge to petition the Village for your
16 consideration to eliminate any parking that occurs
17 on Dunham which I think would ease some of the
18 burden at that location. And I think that we would
19 support that if at all as to our opinion.
20 So I think those factors in
21 themselves--limiting right turn, no parking on
22 Dunham--are a major factor and we would support
23 those.
24 Density. Density is a pure number.

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1 And I really -- I think I've said it before this
2 Plan Commission before, I think it's somewhat
3 relative in the thinking process but irrelevant in

4 overall.

5 I say that with all due respect to
6 the Comprehensive Plan, with all due respect to the
7 residents. This is a down zoning. This is a
8 less -- much less intense use than its current
9 zoning. I would hope that the residents and the
10 Plan Commission understand that this proposal is a
11 much less intense use even at a number of seven
12 units to the acre than what could be built there.

13 It has an affect on traffic. It
14 has a lower affect on traffic based on seven units
15 to the acre than what is currently there.
16 HeatherRidge overall has seven units to the acre.

17 Yes, Stoneybrook as our neighbor to
18 the north and Cambridge as our neighbor to the west
19 have somewhat less density than seven units to the
20 acre.

21 However, Hidden Hills which is
22 directly to the west of Cambridge and actually in
23 much closer proximity than what I am is
24 approximately 13 units to the acre. They don't

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1 have the separations and the setbacks that I am
2 providing with my development.

3 So to isolate this particular
4 development and say your densities are too high and
5 they aren't consistent with the area probably isn't
6 totally accurate because HeatherRidge is at seven
7 to the acre as an overall. There are areas at
8 HeatherRidge that are thirteen. I believe the
9 condos are at fifteen to the acre. And there are
10 some portions of it that are less than my seven
11 units to the acre.

12 However, if you look at my setbacks
13 building to building, front to front, my perimeter
14 setbacks, those setbacks even at seven units to the
15 acre are much greater than what occurs in
16 Stoneybrook.

17 Those buildings to my property
18 line, there's buildings that are 5 feet away from

19 my property line at the northern portion. There's
20 buildings that are 5 feet from separation building
21 to building at that location.

22 So -- and I'm not trying to -- I'm
23 not trying to say that my setbacks are great and
24 theirs are bad. I'm only trying to point facts out

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1 that I think the seven units to the acre is just a
2 number. If you feel comfortable with our proposal,
3 if we have tried to integrate our plan in terms of
4 its setback, its landscaping plan, it is consistent
5 and I think does address the concerns from a
6 perimeter standpoint and an internal.

7 It's a relative number. I think
8 even again and I'll close at seven units to the
9 acre we still provide a very quality type of
10 community in that location. Thank you.

11 CHAIRMAN RUDNY: I don't think anybody
12 is questioning the seven units per acre.

13 I know one of the residents did,
14 but I think the Plan Commission was looking at it
15 more from a numbers standpoint we were looking at
16 it from the standpoint of amenities provided.

17 I realize it's a difficult site,
18 there's a lot of elevation change so you're
19 probably not going to be able to, you know, provide
20 the density that you normally would and yet be able
21 to have space for amenities and things like that.

22 I guess our concern mainly was
23 the -- Mr. Winter's concern and I agree with him,
24 that Building Number 3 looks awful close to the

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1 detention area and you are not providing any
2 amenities for let's say the children like a tot lot

3 or something like that.

4 And we thought that that might be
5 appropriate given the fact that you won't be part
6 of the general Umbrella Homeowners' Association.
7 It seems like it would be unfair because you know
8 it's going to happen, you know that the children in
9 this development are going to probably come over to
10 that clubhouse area there, they've got tennis
11 courts and basketball courts. I think it was
12 tennis courts.

13 MR. HARRIS: Not at that location.

14 There's basketball courts.

15 CHAIRMAN RUDNY: There's basketball
16 courts. And you know they're going to migrate to
17 things like that.

18 If you provided something like that
19 within the development that might help in that
20 site. I think that's what we're looking at, not
21 necessarily the number itself.

22 So, Tracy, was there some other
23 questions?

24 MS. VELKOVER: There was a question

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1 about the height of the berm and I believe they
2 were referencing Route 21 and maybe Dunham.

3 MR. HARRIS: The berms that we would be
4 installing?

5 MS. VELKOVER: No, you said there was
6 an existing berm along Route 21 to the north.

7 MR. HARRIS: Yeah, there is an existing
8 berm. Actually, it's part of the overflow and
9 restriction of the detention pond. There is a
10 small grade change in berm in between Milwaukee
11 Avenue and the existing detention pond.

12 I think I have a picture of it,
13 too, that you can see. I think that's what I had
14 referenced at that location. There is no other
15 berms along Milwaukee Avenue because the grade
16 change is so much higher at that location.

17 MS. VELKOVER: You had talked about some
18 berms along Dunham, some maybe impact or landscape
19 berms that were undulating.

20 Do you know the height of those?

21 MR. HARRIS: They will be approximately
22 3 to 4 feet.

23 CHAIRMAN RUDNY: Is that it?

24 MS. VELKOVER: Again, questions from

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1 the --

2 CHAIRMAN RUDNY: Well, some of the other
3 Commissioners have questions and certainly can ask
4 them.

5 Any other questions or concerns?

6 MS. VELKOVER: Questions about when the
7 traffic study was completed, about whether it was
8 completed during times when the daycare center was

9 open and other schools were open.

10 CHAIRMAN RUDNY: I think Mr. Foster
11 addressed that. I think that was part of the
12 re-review that needs to be looked at as to the
13 timing of the traffic study.

14 You know, it seems to me I think
15 one of the things that came out of some of the
16 comments for the most part was that I don't think
17 anybody was really against what you're doing here
18 directly.

19 There may have been one or two
20 comments, but I think for the most part they're
21 willing to accept it if these concerns are
22 addressed. In particular, the traffic concern and
23 also the concern about the children and providing
24 some kind of amenity within the development.

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1 I don't think those are
2 unreasonable requests and I think if we put our
3 heads together and work on the traffic thing I
4 would think that there could be some resolution to
5 that problem, whether it be -- actually, I think I
6 would prefer to see something worked out where you
7 could access Manchester and try to keep as much
8 traffic off Dunham as you can.

9 But I think that's -- I'd like to
10 hear from our experts on that to see if they can
11 work something out. I don't know how the rest of
12 you feel, but I do agree with Mr. Foster, I don't
13 know that I would want to move forward on this
14 unless I had some more specific answers.

15 Mr. Winter.

16 MR. WINTER: I would just add that I am
17 concerned about the density. I kind of suggested
18 an alternative that you have 44 units and I'd ask
19 that the Petitioner seriously consider that
20 personally for my support.

21 And I am also kind of in response
22 to a comment that he made, I think the concept is a
23 good one but in making this you made the argument

24 that this has been vacant for over 20 years and

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1 that it's not practical to continue its designation
2 as commercial.

3 Once we do that I don't think you
4 can go back and then say but look what it would be
5 if it was commercial because you've kind of
6 abandoned that zoning and say look, this is
7 actually downsizing this.

8 And I think once you say that the
9 zoning is wrong I think it is the obligation of the
10 Commission to consider that, what would be the
11 right zoning, and take into consideration the
12 public welfare and safety concerns about too much
13 traffic and over building that.

14 So maybe other people on the
15 Commission don't feel as strongly as I do, but I

16 think that the sheer volume or number of units is a
17 concern of mine and I think 54 is too much for this
18 site.

19 CHAIRMAN RUDNY: Any other comments?

20 Mr. Sula?

21 MR. SULA: Are we done with the audience
22 questions?

23 CHAIRMAN RUDNY: I'm sorry, what was
24 that?

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1 MR. SULA: Have we completed the
2 audience questions?

3 MS. VELKOVER: There was a question
4 about the stormwater detention.

5 CHAIRMAN RUDNY: About the capacity of
6 the detention area.

7 MS. VELKOVER: The overflow capacity of

8 the area.

9 CHAIRMAN RUDNY: There was a question as
10 to whether that detention area is going to be able
11 to handle the additional surface runoff.

12 MR. HARRIS: We submitted to the
13 Village a rather in-depth stormwater management
14 study.

15 We studied all of HeatherRidge
16 upstream and we studied our property as well. The
17 conclusion of that report in laymen's terms are
18 that there's about three or four detention
19 facilities that are interlinked west of Dunham Road
20 and they all kind of act together.

21 There's a restrictor at the west
22 pond and there's two 27-inch storm sewer pipes
23 going under Dunham. There's a restrictor in that
24 pipe and there's also a weir wall within that pipe.

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1 So when the water rises a little
2 bit it goes through a 2-inch slot in that weir.
3 When the water rises a lot it jumps over that weir
4 and comes through this property a little bit
5 faster.

6 The detention pond as it exists
7 today was designed with capacity for this site to
8 develop. So when we did the study we looked at
9 what happened upstream and what was the affect on
10 that existing pond under this proposed development.

11 The upstream was designed under the
12 old stormwater management regulations. The look
13 that we took on just our portion of the development
14 coming into this pond, we looked at the new
15 criteria that's required under the SMC guidelines
16 in the Village Ordinance.

17 Either one of the evaluations told
18 us that this pond as designed has capacity to serve
19 not only Cambridge, Stoneybrook and the balance of
20 HeatherRidge as it exists but will also handle this
21 development.

22 Additionally, as it leaves this
23 pond there is another restrictor that occurs at
24 that location and the water then comes out of that

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1 pond into the restrictor underneath Milwaukee and
2 then takes an eastern course. That water course,
3 those detention ponds will all remain the same in
4 the way that they function.

5 CHAIRMAN RUDNY: Mr. Smith.

6 MR. SMITH: Mr. Harris, in your
7 conversations with the Park District, now I forgot
8 what you said you're giving to them, had they
9 thought about putting a small lot on here instead
10 of that money because they should be a partner in
11 this I would think, too, with all the money you're
12 giving to the Park District.

13 I mean what was their

14 conversation?

15 MR. HARRIS: Whenever we enter into
16 initial discussions with the Park District we say
17 here is the proposal, here is the population
18 generation, are you interested in a land donation
19 or are you interested in a cash donation.

20 Very small, as you can see from the
21 report, population generation in terms of school
22 aged children. They requested a cash donation in
23 lieu of any other amenity or land at that location.

24 Plus what we've seen in the past is

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1 that if we put in a recreational facility, a tot
2 lot as an amenity and the demographics change in
3 that community -- and I've indicated that over 50
4 percent of what we've seen has been empty
5 nesters -- that they really don't want to maintain

6 in perpetuity a tot lot.

7 So if there is an initial look at
8 it and there is a very small number of children
9 being generated there we don't propose a tot lot
10 because, number one, it probably isn't going to be
11 used a lot initially. If it is, fine.

12 But number two, in the long run
13 demographics are going to change and they're not
14 going to want to use it and they'll take it out.
15 And that's been the experience in what we've seen.

16 MR. SMITH: I would think the Park
17 District should be a partner.

18 MR. HARRIS: They were interested in a
19 cash versus land donation.

20 MR. SMITH: That should be one of their
21 concerns you think, where these kids should play.

22 CHAIRMAN RUDNY: If the Park District
23 felt there was a problem I'm sure they would
24 recommend that they build it. Mr. Sula.

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1 MR. SULA: I still have a couple of
2 comments.

3 First, I apologize for not bringing
4 these up during conceptual discussions and asking
5 you to chalk it up to an increasing awareness of
6 some of the subtleties that we deal with on the
7 Commission.

8 I'm still struggling with the
9 change in zoning. From my perspective we have a
10 comp plan that was 30 years old that was reaffirmed
11 within the last couple years and I really haven't
12 heard a compelling reason as to why that zoning has
13 changed.

14 And quite to the contrary, I'm
15 hearing compelling reasons why it shouldn't change.
16 And part of what I believe the Plan Commission is
17 charged with is appropriate land use as it relates
18 to a building of a cohesive community.

19 And as an aside to that, if I'm not
20 mistaken, my understanding of a PUD is to give

21 recognition to the special situations where in
22 certain areas you might want to go with higher
23 density but you create counterbalancing situations
24 elsewhere within the project to mitigate the

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1 situation.
2 To the contrary, I haven't heard
3 anything that mitigates the situation on the site.
4 And in fact I've heard what will create a
5 polarizing situation between the future residents
6 of this development and the residents that already
7 exist in the community, concern over a
8 deterioration of roads that are maintained by the
9 existing residents, the use of the amenities that
10 the existing residents pay for and maintain
11 themselves. I don't see how that fosters a sense
12 of community.

13 And the density. HeatherRidge
14 might have 13 units per acre in some areas, but
15 there's also the mitigating situation. There's a
16 golf course nearby, there's tennis courts, there's
17 other things that go beyond that particular
18 density.

19 And I frankly haven't heard a
20 compelling reason to change it. And I know someone
21 is going to say well commercial can be more
22 intense. But just because someone has come up with
23 the ingenuity to fit 54 units in here doesn't mean
24 that we should preclude the ability of someone to

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1 come in with an appropriate use that is less dense
2 that follows the existing zoning.

3 I mean yes, it's been vacant for 30
4 years but I can also say it's been vacant for 200

5 years. So why should we change it now because
6 something came up sooner.

7 And it is zero percent consistent
8 with the Comprehensive Plan.

9 CHAIRMAN RUDNY: Well, I don't agree
10 with -- I mean I agree with that, that it's zero
11 percent consistent with the Comprehensive Plan as
12 we have now.

13 And I'm not saying that I
14 necessarily agree that this is a plan that should
15 be put in, but I think we do have to look at the
16 ability to develop a commercial development here.

17 I don't know that you could
18 develop a commercial development here. You don't
19 have a cut on --

20 MR. SULA: Well, what's the broad
21 definition of commercial, Don? It's just not a
22 retail store.

23 There could be boutique offices
24 there. There are very low intense definitions that

1 are available within our zoning. I'm not going to
2 jump to the highest density and say that's a valid
3 reason for rezoning. It doesn't make sense to me.

4 CHAIRMAN RUDNY: Well, it depends on how
5 you -- that's why I'm saying I don't necessarily
6 agree with the plan that we have. It could be less
7 dense.

8 But I'm saying that a commercial
9 development you don't have any cuts onto Milwaukee
10 Avenue, you're going to have to provide that. That
11 access is going to have to be put in on Manchester
12 which as our traffic consultant said violates sight
13 distance requirements from Milwaukee to Dunham.
14 And that's on a commercial development now.

15 So I don't -- I'm just saying I
16 don't know if a commercial development is even
17 feasible here.

18 MR. SULA: Then why didn't we change it

19 two years ago?

20 CHAIRMAN RUDNY: I don't know, it was
21 never brought up.

22 MR. SULA: So if someone brought it up
23 we should change it?

24 CHAIRMAN RUDNY: If it was brought up we

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1 might have changed it. That may be the compelling
2 reason. You know, I'm just bringing out a reason.

3 MR. SULA: Well, that's not a compelling
4 reason.

5 CHAIRMAN RUDNY: But if we can't put a
6 commercial development in then we should just leave
7 it zoned commercial?

8 MR. HARRIS: The property owner knows
9 what it's zoned for right now. He's not
10 complaining about it.

11 CHAIRMAN RUDNY: He's not complaining
12 about the zoning now?

13 MR. SULA: No.

14 MR. HARRIS: The property owner has me
15 under contract --

16 CHAIRMAN RUDNY: I didn't get that
17 impression.

18 MR. WINTER: Well, he's petitioning to
19 change it.

20 MR. SULA: He's petitioning to change.

21 MR. CEPON: He's petitioning.

22 MR. SULA: The new owner is, not the
23 existing owner.

24 MR. CEPON: The existing owner.

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1 CHAIRMAN RUDNY: I'm just pointing out a
2 reason. You asked for a reason and I'm giving you

3 a reason is that if a commercial development is not
4 feasible there that that's a compelling reason.

5 MR. SULA: I'm not going to accept that
6 a commercial development is not feasible. I will
7 accept that no one has brought forth to this date a
8 commercial venture that fits current definition or
9 current understanding.

10 But I don't know if I want to
11 preclude that someone might come up with something
12 that works ten years from now or twenty years from
13 now for the sake of something that's just a bird in
14 the hand today.

15 CHAIRMAN RUDNY: Well, he was the one
16 that pointed it out he didn't feel it's feasible
17 now. You don't have to believe him.

18 I'm just pointing out that that's
19 his reason and that could be a compelling reason.
20 You said you didn't see any reason and I'm pointing
21 out that that could be a compelling reason.

22 I'm not sure that I'm convinced.
23 I'm just pointing out that that is a compelling
24 reason. That if you can't put in a commercial

1 development there and he's right that that's not
2 feasible then that's a compelling reason to deviate
3 from the Comprehensive Plan.

4 Ms. Kovarik.

5 MS. KOVARIK: Part of what Mr. Sula was
6 saying is the discussion that we had when we heard
7 the project at Milwaukee and 21 even though we
8 wanted that to be office we deviated from the comp
9 plan and some of the facts of finding -- findings
10 of fact that we had were the extensive amenities
11 and the unique architecture and they cut down on
12 the density and things like that.

13 And we are not getting unusual
14 amenities here or even a portion of what we had
15 envisioned with this, you know, the blended office
16 with the multi-family.

17 CHAIRMAN RUDNY: I agree with him on

18 that. I think that what he described as a PUD, I
19 agree. A PUD is a development that makes it better
20 than the underlying zoning would allow for.

21 And I agree with you. You can ask
22 the question about why is this better than the
23 underlying zoning and I'll point out to you some of
24 the setbacks and those kind of things and the

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1 density is probably lower than underlying zoning
2 would allow.

3 And I'm not talking about the CB
4 underlying zoning, I'm talking about the R-5
5 underlying zoning.

6 But I also agree that I don't see
7 the amenities here to make this unique enough to
8 say that hey, I feel this is a lot better as a PUD.
9 But I think that's a different issue.

10 Mr. Sula is saying what about the
11 zoning change. And all I'm saying is if this can't
12 be developed as commercial, if it's not feasible
13 then it's not a reasonable development, then you've
14 got to allow for some kind of development of the
15 property.

16 MR. SULA: But let me just -- if it's
17 not a valid PUD per se how does that make it a
18 compelling reason to change the zoning?

19 CHAIRMAN RUDNY: I didn't say it was. I
20 didn't say that a PUD did that. I said I don't
21 know that I agree with this plan.

22 But the zoning change -- forget the
23 plan, if somebody came to you and said could I
24 rezone this to R-5 you'd have to say why should we

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2 And I'm pointing out that the
3 reason could be that the C/B-1 that's allowed in
4 there now is not feasible. That could be a
5 compelling reason.

6 MR. SULA: And what point are we --

7 CHAIRMAN RUDNY: And now you can go to
8 this plan and say all right, R-5 is feasible, is
9 this a good PUD. I think that's a separate
10 question.

11 And I think we brought out some
12 good points here that the traffic flow and the
13 density and the amenities are questionable and I
14 think need to be improved in order for us to
15 consider this as a good PUD.

16 MR. SULA: And I guess my question then
17 is what standard do we apply in terms of evaluating
18 the opinion or statement that commercial is not
19 feasible.

20 I've heard one person say that. I
21 haven't heard a hundred people come in here and say
22 that. I haven't heard any other person except the
23 Petitioner say that. And is that the standard of

24 performance, one person gets up here and says it's

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1 not feasible so let's do my development, let's go

2 ahead and do it?

3 CHAIRMAN RUDNY: Let me just answer

4 this. There's no standard performance.

5 You take the testimony as it's

6 given. You don't have to believe it. You can vote

7 no on this. Or you can ask -- staff may have some

8 comments on it, the Commissioners may have some

9 comments on it.

10 I think that the -- if you look at

11 the traffic consideration, if we're concerned about

12 the traffic in this multi-family development

13 affecting the neighborhood, the commercial

14 development whether it's a lower intensity

15 commercial or a C/B-1 neighborhood strip mall or

16 something like that, I don't think that's going to
17 work out either. I think it's going to be worse.

18 MR. SULA: So we should accept a lesser
19 evil for a lesser evil?

20 CHAIRMAN RUDNY: Pardon me?

21 MR. SULA: You posed the question to me
22 before, so we should accept something that we don't
23 like to avoid a lesser evil?

24 CHAIRMAN RUDNY: Well, it's not

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1 accepting it. It's a question of is there a
2 compelling reason to deviate from the Comprehensive
3 Plan.

4 MR. SULA: I'll relinquish the floor.

5 CHAIRMAN RUDNY: Mr. Smith.

6 MR. SMITH: My comment, I've gone by
7 there a lot of times and gone out and seen this

8 property.

9 And it seems like Riverside, that
10 little mall right there, they're vacant more often
11 than they're filled. So that's a commercial strip
12 right there that's vacant half the time. It seems
13 that they can't keep anything in there. I think
14 right now it's probably over half vacant already.

15 Do you want another one across the
16 street that's going to be vacant, too? So I'm
17 saying I would think it would be a reason why
18 commercial wouldn't make it there, it can't make it
19 across the street.

20 MS. KOVARIK: I think traffic is
21 contributing to the problem with the stores. I
22 personally use that dry cleaners there in that
23 plaza and I will not go there except on Saturday
24 because I can't get out.

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1 So I think that's hurting those
2 businesses there because there is a traffic problem
3 not because of the subdivision or Manchester but
4 just because of Milwaukee. You know, and I've said
5 it before up here, I read the newspaper every
6 morning from Gages Lake to Peterson Road because my
7 husband drives. I've taken to reading the sports
8 pages lately because it's that bad. It's that bad.
9 It's just stacked.

10 And commercial isn't going to help
11 it either. This isn't going to -- it will make it
12 somewhat worse, but that's what is hurting those
13 businesses is you can't get out of there during
14 normal weekday hours.

15 MR. SMITH: So the argument is it's not
16 a viable commercial area because they can't make it
17 across the street. So I don't think they'd make it
18 over here either.

19 MS. KOVARIK: If we nix Milwaukee
20 then --

21 MS. VELKOVER: You also have to remember
22 that IDOT does have plans to take Milwaukee to four

23 lanes I believe in the year after the Merit Club
24 hosts the United States Women's Open in the year

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1 2000. So I think they have plans to widen that
2 shortly after.

3 CHAIRMAN RUDNY: I'm not -- actually,
4 I'm not saying that I think that we should deviate
5 from the Comprehensive Plan.

6 I'm only trying to hop in and you
7 asked for reasons and that's what the Petitioner
8 gave. And I don't know if we're arguing this one
9 or if we're arguing the Jewel plan, but --

10 MR. SULA: Well, I'm only discussing
11 what's on the table.

12 CHAIRMAN RUDNY: But I think the other
13 thing that we have to consider is a balance in the
14 community.

15 In other words, can we -- when we
16 look at our overall Comprehensive Plan will
17 changing a commercial area affect the balance that
18 we had planned. And that's another thing that you
19 do have to look at.

20 I mean it could have been discussed
21 at the Comprehensive Plan stage if someone had said
22 hey, I don't know that this is a good location for
23 the commercial area and then they could have
24 discussed whether we needed to change the

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1 Comprehensive Plan at the time.

2 But I'm only pulling out the
3 reasons that the Petitioner has given for deviating
4 from the Comprehensive Plan. And the Commissioners
5 have to make the decision. Mr. Winter.

6 MR. WINTER: Don, I think the consensus

7 is that we're not going to vote on this tonight.

8 CHAIRMAN RUDNY: Well, it sure seems
9 like that.

10 MR. WINTER: Well, just as my closing
11 remark on this and just to repeat, I think there
12 might -- in my mind there might be some compelling
13 reason to change the zoning in the fact that it has
14 been vacant, the traffic considerations there for
15 commercial.

16 And I think an appropriate change
17 in zoning would be to a residential type of zoning.
18 And but I do want to make it clear to the
19 Petitioner that I think this is too dense and, you
20 know, make it real clear that there are other ways
21 that he can look at this property. And in fact I
22 suggested some ways.

23 So maybe in addition to looking at
24 traffic just make it clear from my standpoint to

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1 give a favorable recommendation would require a
2 change in the number of units. And I've said
3 previously I don't see how you can fit more than 44
4 units on this.

5 CHAIRMAN RUDNY: I would add to that. I
6 think that not only does the density have to be
7 reduced but I think I'd like to see some additional
8 amenities put into the site. Mr. Foster.

9 MR. FOSTER: Mr. Chairman, just from a
10 closing comment point of view, I think this is
11 actually a very good healthy discussion.
12 Unfortunately, we probably should have had more of
13 it maybe in the conceptual stages because it seems
14 like we could almost go into several different
15 directions at this point.

16 I do want to go on record for the
17 sake of the minutes but also because I believe
18 that, you know, land being vacant I would not like
19 to think that's the Commissioners' rationale for
20 supporting changes to the Comprehensive Plan.

21 Because I mean I think that sets a
22 precedent then we could just run all over with
23 because our Village is still being built out and
24 there may be some parcels that it will be a

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1 considerable number of years in the future before
2 we find out what is going to be the best and
3 highest use for that parcel.

4 So I want to just take an issue
5 with that both from the part of the Petitioner and
6 my neighbor here in terms of land being vacant as a
7 compelling use.

8 MR. WINTER: As a factor. As one
9 factor.

10 MR. FOSTER: I would only think of it as
11 a very, very, very, very small factor.

12 And finally, I do think Mr. Sula

13 has a good pint. I know you said, Mr. Chairman,
14 that it's a separate issue but I do think many
15 times as a Commission when we discuss PUDs it
16 really has been an overall concern that those PUDs
17 have something that we think is from the amenity
18 standpoint or is really bringing an additional
19 contribution to the particular area.

20 And I mean while I think it's a
21 good plan I cannot say there's anything necessarily
22 unique or outstanding besides it's a townhome plan.
23 So I do think that's something that needs to be
24 looked at more in terms of what are the outstanding

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1 considerations of this as a PUD in terms of this
2 particular petition.

3 CHAIRMAN RUDNY: I only said it was a
4 separate issue from the Comprehensive Plan --

5 MR. FOSTER: Right, right.

6 CHAIRMAN RUDNY: -- deviation.

7 MR. FOSTER: Right, understood.

8 MR. SULA: Should we be considering a
9 motion to continue or a motion to send an
10 unfavorable recommendation?

11 CHAIRMAN RUDNY: Well, let's ask the
12 Petitioner. Now that you've heard some of our
13 concerns would you be willing to consider some of
14 these changes?

15 Obviously the -- I think the
16 traffic thing would have to be looked at with the
17 traffic consultants and our staff traffic
18 consultant, but I guess the density and the
19 amenities, would you be willing to look at -- take
20 a second look at that?

21 MR. HARRIS: Yes, we certainly would
22 like the opportunity to take another look at that
23 and bring that back before you. It's a much better
24 alternative than an unfavorable recommendation.

1 We think we can address the
2 concerns. You know, we would be more than happy to
3 work with Village staff, although the Village
4 traffic consultant submitted his report but.

5 We need to look at that and make
6 sure that everybody feels comfortable. I would
7 like to have that opportunity and evaluate the plan
8 as well.

9 CHAIRMAN RUDNY: With that in mind I
10 would suggest that we give the Petitioner a chance
11 and continue it. So what's your pleasure?

12 MR. WINTER: I so move.

13 CHAIRMAN RUDNY: October 7th I
14 understand that we have an opening. Would that be
15 sufficient time, Mr. Harris?

16 MR. HARRIS: October 7th? Yeah, we
17 work fast. We work faster than government as a
18 matter of fact so it's up to you.

19 We would have to -- if we're going

20 to modify the plan I don't know when the submittal
21 date would be. Tracy might be able to answer that.

22 MS. VELKOVER: The Friday before that
23 Wednesday meeting so --

24 CHAIRMAN RUDNY: So that would give you

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1 time also to meet with the traffic consultants?

2 MR. HARRIS: The burden is on us to meet
3 that date, I understand that.

4 MR. DUNLAP: Mr. Chairman, would that
5 October 7th date, is there some way that we can get
6 a copy of those plans before the meeting so we
7 don't have to maybe use up so much time next time?

8 CHAIRMAN RUDNY: Well, the problem is
9 we probably will just barely get those plans in
10 time. I can't guarantee anything. I don't know,
11 is there some way, Tracy, what's the policy there?

12 MS. VELKOVER: It sounds like Mr. Harris
13 is probably going to be getting the plans in the
14 Friday before the Wednesday meeting.

15 So, you know, after that if you
16 want to come in Monday, Tuesday, and Wednesday, you
17 know, of that week of the meeting you can certainly
18 come in to take a look at the plans.

19 But like Mr. Rudny said, I don't
20 believe that we'll probably have the plans until
21 late the week before that meeting.

22 MR. DUNLAP: Thank you very much.

23 UNIDENTIFIED SPEAKER: Where do you come
24 in to see them?

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1 MR. WILDENBERG: Right here.

2 CHAIRMAN RUDNY: You come in the Village
3 hall in the Building department in the rear area

4 there. This gentleman up front here.

5 MR. HAHN: Mr. Chairman, I would suggest
6 that the developer Mr. Harris forward those plans
7 to the HeatherRidge Umbrella Association at the
8 same time that he's going to make them available to
9 the Village.

10 CHAIRMAN RUDNY: Could you speak up a
11 little bit?

12 MR. HAHN: I would request that Mr.
13 Harris submit the plans to HeatherRidge Umbrella
14 Association at the same time that he's going to
15 submit them to the Village so that we can have
16 adequate time to study them as well and all of our
17 residents here can access that information in our
18 office.

19 CHAIRMAN RUDNY: That would be up to
20 him. I can't order him to do that. We can just
21 request.

22 MR. HARRIS: That's fine. You know,
23 we've supplied HeatherRidge with all of the plans
24 to date. I don't have a problem with giving them

1 an advance copy.

2 CHAIRMAN RUDNY: Yes, ma'am.

3 UNIDENTIFIED SPEAKER: May I ask just a
4 clarification question on the traffic?

5 When your traffic study takes place
6 and his traffic study takes place do you count the
7 traffic on Milwaukee? As she said, the traffic
8 problem is the traffic on Milwaukee, not the
9 traffic running back and forth on --

10 CHAIRMAN RUDNY: My understanding is
11 they look at the functioning of that intersection
12 caused by the traffic from the subdivision coming
13 out into that -- onto that road.

14 So I don't think that they count
15 the existing traffic other than the ability for the
16 traffic to merge and get out of that intersection.

17 MR. HARRIS: We did count traffic on

18 Milwaukee. Yes, we did.

19 CHAIRMAN RUDNY: Did you count the

20 Milwaukee Avenue traffic?

21 MR. HARRIS: Yes, we did.

22 UNIDENTIFIED SPEAKER: And one final

23 question. As a safety measure I would strongly

24 request that you come and observe how those nursery

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1 mothers park on one side of Manchester and walk

2 their -- carry a baby in one arm and hold the hand

3 of a toddler with another hand and cross Manchester

4 four times a day. Dozens of dozens of kids.

5 CHAIRMAN RUDNY: That sounds like an

6 existing problem.

7 UNIDENTIFIED SPEAKER: But it will be

8 magnified immensely.

9 MS. VELKOVER: And again I would

10 encourage you if that's a problem, this Board can't
11 deal with it, it's an advisory board.

12 But you can go to the Village Board
13 and ask that they take a look at restricting
14 on-street parking in that area and I would
15 encourage you to do so.

16 CHAIRMAN RUDNY: We have a motion on the
17 floor so I really -- we have another hearing that
18 we have to go through and we really want to
19 continue this.

20 UNIDENTIFIED SPEAKER: There was one
21 question, sir, that was not answered. I'm sorry,
22 there was one question not answered.

23 I asked the question in my
24 statement and in my questioning to the Commission

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1 and to the developer where an entrance would be if

2 it was commercial and I did not hear an answer.

3 MS. VELKOVER: It would be off of

4 Manchester.

5 CHAIRMAN RUDNY: I think I said that. I

6 think if it's a commercial development it's going

7 to be on Manchester.

8 But that's one of the reasons I

9 don't think that a commercial development is

10 feasible here.

11 All right. A motion on the floor.

12 All those in favor of the motion signify by saying

13 aye in the roll call; those opposed nay. Roll

14 call, please.

15 MS. VELKOVER: Winter.

16 MR. WINTER: Aye.

17 MS. VELKOVER: Foster.

18 MR. FOSTER: Aye.

19 MS. VELKOVER: Smith.

20 MR. SMITH: Aye.

21 MS. VELKOVER: Sula?

22 MR. SULA: Abstain.

23 MS. VELKOVER: Kovarik.

24 MS. KOVARIK: Aye.

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1 MS. VELKOVER: Cepon.

2 MR. CEPON: Aye.

3 MS. VELKOVER: Rudny.

4 CHAIRMAN RUDNY: Aye. Motion carries

5 and it is so ordered.

6 MR. DUNLAP: Thank you for all your

7 time.

8 CHAIRMAN RUDNY: We're going to take

9 about a five minute break here and we'll come back

10 for the next hearing.

11 (Recess taken.)

12 CHAIRMAN RUDNY: The meeting will come

13 to order. This is a continued public hearing, Six

14 Flags Theme Parks, Inc. and Prism Development

15 Company, LLC.

16 The subject property consists of

17 approximately 134 acres located at the northwest
18 corner of I-94 and Washington Street. The
19 Petitioner Six Flags and Prism Development Company
20 are requesting the following:

21 A, to rezone the property from I-2
22 General Industrial to a Planned Unit Development
23 PUD with underlying zoning of I-2 General
24 Industrial District and C/S-1 Outdoor Recreation

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1 District.

2 And B, such other approvals as may
3 be necessary or desirable under applicable Village
4 Ordinances and Codes, all as may be necessary to
5 permit development on the property of theme park
6 uses, an entertainment village consisting of
7 entertainment compatible retail and related uses,
8 employee housing facilities that are accessory to

9 new or existing theme park uses in the Village,
10 general office and industrial uses and other
11 compatible uses.

12 Tracy, have you got anything to
13 add?

14 MS. VELKOVER: Just that the Petitioners
15 have made some adjustments to the plan and would
16 like to briefly discuss those changes.

17 And at the previous meeting their
18 traffic consultant gave his report and we do have
19 the Village's consultant, Mr. Bill Grieve, in
20 attendance to review his comments on the
21 Petitioner's study.

22 CHAIRMAN RUDNY: Okay. This is a public
23 hearing so anyone with the Petitioner and also
24 anyone from the public who wishes to make a comment

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1 or ask a question needs to stand and be sworn in by
2 the Village Attorney.

3 (Witnesses sworn.)

4 CHAIRMAN RUDNY: Mr. Francke, you can
5 proceed. And I take it you're going to discuss
6 first of all the changes that you've made?

7 MR. FRANCKE: Yes. Thank you. Mr.
8 Chairman, Members of the Commission, ladies and
9 gentlemen, again my name is Hal Francke. I'm an
10 attorney with the law firm of Rudnick & Wolfe.

11 And what we would like to do this
12 evening is, as Tracy indicated, first of all walk
13 through the revisions that we've made to our
14 proposal and the revisions we've made to
15 development standards that we have made reference
16 to in prior hearings, copies of which you have
17 received, you've reviewed, you've given us input,
18 you've given staff input and we've met with your
19 staff.

20 And what we'd like to do is share
21 with you where the plan has now arrived after
22 listening to all of your comments and to the

23 comments and concerns of the residents.

24 I think you'll note that I think

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1 there have been some fairly significant changes
2 made since this -- the matter was first brought
3 before you.

4 First of all, I would like to
5 reiterate that we are now in our petition seeking
6 preliminary PUD approval only for the theme park,
7 the employee housing, and the regional conference
8 center hotel.

9 All of the other uses and in
10 particular the village component, the retail
11 component which we believe raised the most
12 significant questions, the one that was the hardest
13 one for a lot of people to get their arms around,
14 at this point we are looking only for conceptual

15 planned unit development approval meaning that we
16 will come back before the Plan Commission and
17 before the Board for both a preliminary approval
18 and final planned unit development approval when
19 greater detail is known about exactly what is
20 intended to be constructed within the village.
21 That is referenced in the revised development
22 standards that you have received.

23 In addition, we have submitted a
24 rather restrictive use list of anticipated

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1 permitted and special uses which we believe is
2 consistent with what we tried to present to you in
3 prior hearings. Meaning that the retail and
4 service uses that are referenced in these
5 development standards that you received a copy of
6 are now much more closely aligned with the proposed

7 entertainment and hotel principal uses that we've
8 been discussing all along.

9 There is no broad C/B-2 type use
10 list, if you will, in this. Again, we're trying to
11 respond to your specific concerns, a concern that
12 more than one of you expressed about not creating a
13 use that is necessarily competitive in an adverse
14 way to other commercial areas within the Village of
15 Gurnee.

16 We have maintained throughout our
17 presentation that we don't believe that what we're
18 proposing is in any way inconsistent, incompatible,
19 or adverse to existing commercial uses within the
20 community.

21 What we've now done is shown you in
22 writing with specific verbiage what we anticipate
23 being developed on the site in terms of both
24 commercial and service uses.

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1 In addition, I think one of the
2 three major areas of concern that was expressed at
3 prior meetings of the Commission was the issue of
4 Washington Street outlot. And in addition to the
5 Washington Street outlots perhaps as a subparagraph
6 on that I'd say also the issue of the frontage of
7 Washington Street, the setback and the issue of
8 appearance of Washington as people drive up and
9 down Washington.

10 Again, this was an issue that was
11 raised by a number of the residents when they
12 spoke. So what we have done, and again this is
13 both as a result of our assembling of a number of
14 development and landscape standards, our submission
15 of those to you and to your staff.

16 We've met on more than one occasion
17 with your staff and with the Village's planning
18 consultant and we've received input from all of
19 you. And I'd like to very briefly if I can walk
20 you through those because I think that they are, as
21 I said earlier, rather significant.

22 John or Rick, if we could just put
23 that one plan up. We now have presented to you
24 plans that are identified as conceptual preliminary

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1 planned unit development plats which up until now
2 we have not done. But I think that is consistent
3 with your Ordinance with prior practice.
4 Maybe let's -- if we can, why don't
5 we put Washington Street down this way. There we
6 go. Now again I believe that you have all received
7 reduced sized copies of these.

8 First of all, you'll note on
9 Washington Street where there was originally
10 proposed four outlots and there was an expression
11 of concern from some of you about the number of
12 outlots we now have reduced the number of outlots
13 basically to two.

14 And I basically because there's one
15 outlot that's shown at the far west side, west end
16 of the property and then another one just east of
17 the west entrance, proposed west entrance on
18 Washington Street.

19 But our proposal now is that only
20 the latter outlot, the one that's east of the west
21 entrance, is the only one that in effect would be
22 developed with a commercial or office or service
23 type use.

24 The other outlot we're designating

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1 for, and you'll see that on your plan, as a public
2 use outlot meaning that it could be devoted to a
3 bus stop or a bus turnaround or a public
4 transportation area.

5 It could end up being some kind of

6 area for access to the 28 acre conservation area.
7 It could be an area that is devoted to stormwater
8 detention, retention.

9 And additionally, we're still
10 showing the 100 foot setback there. So we've
11 designated this what is now referred to as Lot 8
12 which is just under three acres as a public use
13 outlot, if you will.

14 The only outlot we are now
15 proposing to see developed is the one that's right
16 in the middle on Washington Street. And as you can
17 see from the plans that we have now submitted to
18 you, we are also providing for a setback of 100
19 feet along Washington Street which again is
20 something that we've talked about in the past on
21 other projects related to Milwaukee Avenue where
22 your Comprehensive Plan talks about that type of
23 significant setback.

24 And now what we're doing is we're

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1 providing for that type of visual appearance and
2 precedent on Washington Street in this location.
3 And we are further providing in the development
4 standards for a significant berming and landscaping
5 of this area so that again you will have whatever
6 use is constructed on that one outlot very
7 substantially screened and buffered and set back
8 far from the right-of-way.

9 And that is -- and that
10 right-of-way we're providing it in the development
11 standards. You'll note that that right-of-way is
12 the right-of-way as it's ultimately going to exist.
13 It's not the right-of-way today and then if there's
14 a widening of the right-of-way, you know, the
15 hundred feet becomes 75 feet or 50 feet.

16 It's the right-of-way as of the
17 date of the recording of the plat which means after
18 the new right-of-way line is established.

19 So I think that all of you will

20 find and the residents will find that not only has
21 there been a substantial diminution in the amount
22 of development but it's going to be substantially
23 set back and buffered and screened from people
24 driving up and down on Washington Street, people

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1 ultimately, you know, working or living on the
2 other side of Washington Street.

3 In the development standards you'll
4 also note that we've provided only one principal
5 structure will go on that outlot. We anticipate
6 again that it would be one significant use. We
7 have identified as potential uses a bank, perhaps a
8 sit down restaurant.

9 We specifically said no drive-thru.
10 No drive-thru facilities again in response to some
11 of the concerns of residents about impacts of what

12 could happen on these outlots in terms of traffic
13 impact on Washington.

14 We've provided for the possibility
15 of one hotel whereas before we were talking about
16 the possibility of two hotels on Washington Street.
17 We've said that it is possible that this could be a
18 hotel but it would be limited in terms of size, in
19 terms of height, and again in terms of setback.

20 So I think, you know, you can see
21 that we've made a substantial change to the plan in
22 terms of impact on Washington Street, setback,
23 number of outlots, et cetera.

24 All of that is provided for in the

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1 revised plat that you've received and it's also
2 provided for in the development standards, the
3 verbage that you've received in the development

4 standards.

5 We've also provided for a
6 substantial setback from the right-of-way of the
7 Tollway of a hundred feet, 40 foot landscape, and a
8 hundred foot building setback. Is that right? 75
9 foot building setback, I'm sorry. And then a
10 hundred foot building setback from the north
11 property line.

12 In addition, we've provided for a
13 50 foot building setback from the west property
14 line. And then throughout these areas we've
15 provided for a substantial landscaping with very
16 specific required quantities, heights of trees,
17 which I'm not going to go into the details tonight
18 but they're in those -- we are agreeing to very
19 specific heights and quantities of landscaping
20 materials again through our meetings with your
21 staff and with your consultants.

22 And also we've provided for --
23 well, I'll just identify one or two other things.
24 We've also provided for an overall floor area

1 ratio, an overall FAR for the entire development of
2 point four which is basically what I think we've
3 been advised by your staff is what the north half
4 of the industrial park has developed as.

5 But as you know, it's substantially
6 below the existing authorized FAR for this
7 property. Under the existing OIP special permit
8 for this property that was approved back in 1987
9 the authorized FAR is 1.0. So we're substantially
10 reducing the authorized FAR for the property.

11 We're providing in terms of
12 building height for basically most parts of the
13 village 45 feet which is the same as under the
14 existing OIP.

15 We are providing for greater
16 heights for the hotels that we're making reference
17 to. One hotel that we've made reference to in the
18 development standards for this area, Lot 5, and the

19 other being the regional hotel conference facility.

20 We have provided for the height

21 there -- well, for the hotel for Lot 5 we have said

22 it would be four stories over two stories of

23 parking, six stories facing south I think it is; is

24 that correct?

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1 Four stories over two stories of

2 parking, yes, facing north and six stories facing

3 south and not to exceed 80 feet. And these again

4 at that location will be several hundred feet back

5 from Washington Street.

6 And then for the regional hotel

7 we're providing for a maximum of six stories over

8 two stories of parking or a hundred feet.

9 And then for the theme park itself

10 nothing more than 125 feet. And for every foot of

11 height we've agreed that there has to be a foot of
12 distance from the Tollway right-of-way.

13 All of these provisions are more
14 restrictive than the existing zoning. As I say,
15 the FAR, the height, these setbacks we're providing
16 for, none of these are required or provided for
17 under the existing special permit.

18 So what we would like to do and I
19 think we -- as I say, we've made substantial
20 changes, we've met with your staff and your
21 consultants. We've received your input, their
22 input, the public's input.

23 What we anticipate we'd like to get
24 this evening any final issues or concerns of a very

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1 specific nature that you have on these development
2 standards that you received so that we can finalize

3 these and bring them before you for final action at
4 the next meeting.

5 That concludes my discussion this
6 evening of that aspect. It's my understanding that
7 after we complete our discussions of this issue of
8 the development standards that in accordance with
9 your request at the last meeting that the Village
10 traffic consultant is going to address some traffic
11 issues, address the traffic issues that were raised
12 at the last meeting and then our traffic consultant
13 is here also.

14 I would ask the Chair whether it's
15 your pleasure to finalize our discussion or
16 continue our discussion of these development
17 standards at this time or to proceed with the
18 traffic?

19 CHAIRMAN RUDNY: I think it would be a
20 good idea if we stick on the subject of the changes
21 and the development standards.

22 I have to say I think you've gone a
23 long way on the outlot thing. That was definitely
24 going in the right direction.

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1 We'll see what the other
2 Commissioners think, but I don't know if anyone has
3 looked at the development standards specifically
4 but restrictions on that for permitted uses my
5 understanding is --

6 MR. FRANCKE: I believe this is on Page
7 7. Page 7.

8 CHAIRMAN RUDNY: Page 7. Maybe you
9 could go through that.

10 MR. FRANCKE: What we've said and one of
11 the changes that we are going to make in the next
12 draft is to make it clear that these apply to the
13 permitted uses that are identified in Paragraph B1.

14 And you can see they're very
15 limited. It's offices, financial institutions like
16 banks and S&L, savings and loans without drive-thru

17 facilities or a restaurant again without drive-thru
18 facilities. It's rather narrow.

19 And we're going to clarify that
20 this is only for that Lot 7, not Lot 8. Not the
21 other outlot.

22 And then we've identified as a
23 special use hotel and motels and conference centers
24 for -- let me just see. Hotel -- I'm sorry -- for

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1 the Lot 7 hotels and motels and restaurants with
2 drive-thru facilities as special uses which of
3 course would require us to come back to the Plan
4 Commission and to the Village Board for the
5 restaurants with drive-thrus.

6 We are asking, you'll recall, for
7 the special uses for the hotels at this time.

8 CHAIRMAN RUDNY: Okay. Are there any --

9 Mr. Sula, go ahead.

10 MR. SULA: I do have a question about
11 the special use aspect of the drive-thru.

12 I mean philosophically I kind of
13 view that as not permitted but an invitation when
14 you put it as a special use and I'm wondering if it
15 should even be stricken as a special use.

16 CHAIRMAN RUDNY: I'm thinking the same
17 way. I guess our fear is, and the Commissioners
18 can correct me if I'm wrong, but I think most of us
19 feel that the one thing we don't want to do in this
20 area is create Washington as another commercial
21 corridor.

22 Now you've gone a long way, this is
23 a great improvement. But I think what Mr. Sula is
24 saying is when we see that special use for a

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1 restaurant with a drive-thru facility we can only
2 think of fast food restaurants. And I don't -- I
3 have to agree, I don't know that a fast -- I don't
4 know that you'd want a fast food restaurant there.

5 MR. SULA: I agree. I don't think
6 you'd want it in connection with your destination
7 hotel. It seems far apart.

8 CHAIRMAN RUDNY: And I think all of us
9 have a fear that that's exactly what's going to go
10 in there.

11 And so I guess that would be -- you
12 wanted something specific, I think that's pretty
13 specific.

14 MR. FRANCKE: That's pretty specific.

15 CHAIRMAN RUDNY: Does everyone agree
16 with that? Anyone disagree with it?

17 (No response.)

18 CHAIRMAN RUDNY: So are there any other
19 comments on these development standards?

20 One thing I would like to point
21 out, our staff, my understanding is, Tracy, we have
22 not had -- you have not had a chance to really
23 review that yet unfortunately.

24 So, you know, I think we can give

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1 you our best shot but I think we'd like to reserve
2 an opportunity to get input from our staff because
3 something as detailed as development standards like
4 that need to be gone over more than just a couple
5 of days.

6 Mr. Sula.

7 MR. SULA: I did have a couple other
8 questions after reading through the draft that we
9 got over the weekend.

10 The first one, employee housing, it
11 looks like the layout has changed a little bit and
12 now there's this third structure that seems to have
13 more prominence than it had before. And I don't
14 know if it's just an issue of not to scale versus
15 scale but the way the buildings are situated on the

16 lots has changed and it appears that this third
17 building is bigger than we talked about before.

18 MR. FRANCKE: The employee housing,
19 okay. Well, I'd let Rick deFlan talk about the
20 buildings themselves.

21 The change in the site plan was
22 done specifically in response to a question or a
23 comment that was made by the Plan Commission in
24 terms of if you were flipping the buildings. That

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1 was done specifically at your request.

2 In terms of the scale and the fact
3 that the third building looks bigger, Rick, do you
4 want to address that? We have a blowup of that I
5 believe, don't we?

6 MR. deFLAN: I think it's fairly simple.
7 Actually, the building in the center is a

8 recreation building. And that was in response to
9 some questions about places for the residents to
10 have a place to go and do things.

11 So that building is actually the
12 size that we had talked about in the last meeting I
13 believe. And it's been enclosed in sort of the
14 courtyard that's formed by the other two buildings
15 to sort of buffer it, if you will, from the rest of
16 the development.

17 MR. SULA: Okay. Thank you. In the --
18 it's on Page 4, it's the retail business and
19 special uses, little two and then sub two.

20 It lists a permanent use including
21 taverns and clubs, dancing, live, blah, blah, blah,
22 with alcohol. Conceptually don't we tend to think
23 of things with alcohol as special use as opposed to
24 permitted? No?

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1 MR. WILDENBERG: The issuance of a
2 liquor license is a totally independent action from
3 zoning. That's something that is run through the
4 Liquor Commissioner and the Village Board.

5 MR. SULA: So this doesn't create an
6 inconsistency?

7 MR. WILDENBERG: A special use could
8 apply for a liquor license, a permitted use can
9 apply for a liquor license.

10 MR. SULA: Okay. On Page 8, heliports
11 and helipads. Are we really considering one or --

12 MR. FRANCKE: I think that that was
13 inserted because of the retention of the industrial
14 office warehouse they're becoming, you know, more
15 common. But I mean it's not a big deal.

16 Let me say this. One of the things
17 that you can't tell from these development
18 standards but one of the things that we've talked
19 about with staff and you can't tell from just
20 reading the development standards because these
21 development standards are going to be an exhibit to

22 an agreement as you always have a PUD agreement.
23 You don't have a PUD agreement but
24 it's in the PUD agreement that we have agreed that

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1 the industrial uses that are identified on Page 3
2 would basically fall from the PUD once the other
3 uses were established. And that was something that
4 I believe you raised in a prior meeting.

5 CHAIRMAN RUDNY: I was just going to
6 point out because I know the Peters petition for
7 the helipad, my understanding was he could put that
8 in by right. And I don't know that we have --
9 that we can restrict helipads if they get approval
10 from FAA. Is that correct?

11 MR. WILDENBERG: I think in that
12 instance his property was zoned I-2 I believe and
13 under I-2 we have that use listed as a special use

14 permit so we --

15 MR. FRANCKE: Then I definitely want to
16 keep it.

17 CHAIRMAN RUDNY: So it is listed. Okay.

18 MR. FRANCKE: Then I'm sure we want to
19 keep it there.

20 MR. SULA: On Page 10, the building
21 setback standards section, we're talking about 75
22 feet right away along the Tollway but then there's
23 kind of like an except but for the auxiliary
24 parking.

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1 I mean if it's a right-of-way in my
2 view it's a right-of-way and there shouldn't be
3 anything there.

4 MR. FRANCKE: Let me explain what that
5 exception is for. It's just because, you know,

6 we've always shown the main drive into the
7 development as running along here. And these we
8 wanted to make it clear that these parking
9 structures or gates or whatever you call them where
10 people, you know, are greeted and do what they do.

11 MR. SULA: The toll booth in other words.

12 MR. FRANCKE: That those aren't
13 considered a violation any more than other things
14 are allowed within the setback, parking, et cetera.

15 So that's the only carve out. It's
16 not that we're trying to create the setback and
17 then violate it with buildings. It's just that our
18 plans have always shown that since day one.

19 MR. SULA: I would suggest that we
20 consider more narrowly defining the need to match
21 what was just stated.

22 And I just had a general question
23 more for the Commission on Page 11 of the 125 feet
24 in the theme park, that seems like a pretty tall

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1 water slide.

2 I guess I'd just like to hear some
3 other thoughts on that. That seems pretty tall.
4 That's the equivalent of a 12-story building.

5 MR. FOSTER: The answer is have you ever
6 been to Wet and Wild?

7 MR. SULA: I have not.

8 MR. FOSTER: Okay. You're kind of high
9 up sometimes, I'll just say that.

10 MR. SULA: Twelve stories?

11 MR. FOSTER: I was on one that was
12 pretty close to that.

13 MR. SULA: You're braver than I am.

14 MR. CEPON: Like a tower that they have
15 or a ride like they have across the street.

16 MR. FRANCKE: First of all, my
17 understanding is that that height is consistent
18 with the permitted height across the highway, Great
19 America.

20 And again, the existing zoning or

21 what we're providing is that there would be a
22 setback. The fact that we're actually limiting it
23 at 125 feet is more restrictive than the existing
24 zoning which basically says as long as you step

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1 back one foot for every foot that you go up you
2 could even go higher than that under today's
3 zoning.

4 MR. SULA: Today's zoning as you mean --

5 MR. FRANCKE: Under the OIP, under the
6 special permit.

7 MR. SULA: And that's the key word
8 because that was a specially negotiated thing for
9 that permit.

10 MR. FRANCKE: Under that permit you can
11 go 200 feet high as long as you're 200 feet away
12 from the Tollway.

13 MR. SULA: All I'm asking for is a
14 discussion of whether 125 is appropriate.

15 CHAIRMAN RUDNY: Is that it? Jon, did
16 you want to say something?

17 MR. WILDENBERG: Just a background point
18 that really doesn't show up in the documentation
19 here. But the existing theme park under the zoning
20 controls for that all structures are -- on that
21 piece of property are permitted up to 125 feet.

22 Anything proposed to exceed 125
23 feet in height has to go through a public hearing
24 process.

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1 MR. SULA: And I guess the question is
2 do we want to have it be the same or more
3 restrictive on this particular project? And I'm
4 not hearing anybody say anything so.

5 CHAIRMAN RUDNY: Well, the only thing I
6 can see that you might want to consider is that if
7 you look at the existing theme park you're probably
8 a lot closer to roads that you can see into the
9 park.

10 If you look at your setback here
11 from Washington, granted the Tollway is close but I
12 don't know that that would be a concern; but the
13 visual affect on Washington or other local roads is
14 going to be pretty minimal considering the setback
15 from the road.

16 MR. SULA: I hear that, but I'm just
17 going back to an earlier meeting comment where I
18 think a lot of the interior of the theme park was
19 designed to create a -- just a fantastic ambiance
20 but I'm concerned in terms of what the outside
21 ambiance is as you look in.

22 And I mean the equivalent of a
23 12-story building is pretty tall. And maybe I need
24 to better understand what the topography of the

1 land is to see if it looks different from various
2 points around the site. But 12 stories is very
3 tall.

4 CHAIRMAN RUDNY: Well, I -- you know,
5 you're concerned about what it's going to look like
6 from when you're inside like at the hotel or
7 something?

8 MR. SULA: I'm concerned about the
9 impression that you have as you cruise up and down
10 the Tollway, the impression that you would have
11 from Washington Street, and to the extent that it's
12 visible from Cemetery Road, too. I mean curb
13 appeal is everything when it relates to real
14 estate.

15 CHAIRMAN RUDNY: Well, I don't know what
16 we could do to evaluate that other than -- you
17 know, to me it's not so much the height, it's the
18 kind of structure it is.

19 I think some of the structures that
20 you have in your existing park look pretty good and
21 some I don't think look good. But that's -- when
22 you can see them and they don't look good, I don't
23 know if it matters how high they are.
24 Anybody else have any comments on

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1 that?
2 MR. WINTER: One not on that, just on
3 something else.
4 CHAIRMAN RUDNY: Wait, are we finished
5 on the --
6 MR. SULA: Those were all the comments I
7 had from the --
8 CHAIRMAN RUDNY: Mr. Winter, go ahead.
9 MR. WINTER: For the Petitioner I had a
10 question in terms of the conceptual approval for

11 the PUD for the village part.

12 How is that going to -- I mean my
13 greatest concern is -- and I would start out by
14 saying I think great progress has been made with
15 the outlots on some of these other areas, but how
16 is it proposed that you're going to tie in the
17 conceptual PUD for the village and traffic?

18 Because it seems to me that what
19 I'm hearing tonight is that you're not going to go
20 forward with the retail at this point but trying to
21 reconcile that down the road because I see the
22 retail in the traffic studies as being a big
23 element.

24 And so having that removed I think

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1 will alleviate some of the traffic problems. But
2 when you ask for a conceptual approval how is the

3 Village going to tie that to perhaps whether or not
4 we get a new interchange?

5 MR. FRANCE: Well, we are not eliminating all
6 retail from the proposal. Retail component
7 is in the traffic report.

8 We've basically been told by staff
9 that the limitations of the traffic report will be
10 limitations of the PUD. We have not eliminated all
11 retail from the development.

12 What we've said is for the retail
13 that we're seeking approval for, it's conceptual
14 only. And we're going to have to come back with
15 preliminary plans at a preliminary PUD public
16 hearing, preliminary PUD plat approval public
17 hearing to show how it all works and how it all
18 fits together.

19 But the trips that are anticipated
20 to be generated from the retail component of the
21 village which is only securing conceptual approval
22 are taken into account in the traffic report.

23 MR. WINTER: What I'm unclear about is
24 how far the approval can go if you receive

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1 conceptual PUD for the retail village.

2 Can we say at a later date no, we
3 don't want half these stores because it's going to
4 be too much traffic, you don't have the new
5 interchange?

6 MR. FRANCKE: No.

7 MR. WINTER: See, I don't like that part.

8 MR. FRANCKE: No, we believe -- I mean I
9 don't want to --

10 MR. WINTER: So you haven't removed it.

11 MR. FRANCKE: I think we have to -- the
12 concerns that we heard expressed before, and again
13 I don't want to jump into the next part of the
14 discussion which is traffic and it's not my area,
15 but the concerns that we were hearing was, first of
16 all, the fact that we were talking about some
17 numbers which went beyond what the traffic report

18 had utilized, number one.

19 Number two, we heard a lot of talk
20 about, you know, theme and how it was going to be
21 fitting together and what -- how could we ensure
22 that there wasn't adverse competitive impact and
23 those types of issues. And those are the types of
24 issues we've tried to address.

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1 We've never said that we're going
2 to totally eliminate the concept. The village
3 concept is still in the Six Flags entertainment
4 village planned unit development concept. It's in
5 the development standards that you received. It's
6 part of the plans that you've received.

7 But we've brought the anticipated
8 retail use down to the number that was utilized in
9 the traffic report. And again I'm going to defer

10 the ability of the roadway system to handle even
11 those numbers to your consultant and our consultant
12 when it comes to traffic.

13 But we don't want to be in the
14 position where we're agreeing that we have to come
15 back to you for preliminary approval to show how it
16 all fits together, what it's going to look like,
17 what's the theme, how is it going to tie together,
18 what are the specifics on landscaping, what are the
19 specifics on location of curb cuts, parking, all
20 those types of issues; but we are looking for
21 conceptual plan approval for that component. We're
22 not totally eliminating it from the PUD.

23 MR. WINTER: I guess I understand that.

24 I thought that maybe the approach

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1 that was being pursued was we have that, we have

2 that as a -- as the plan but we know that we're
3 going to have to convince you that the traffic or
4 the roads can be improved sufficiently for us to go
5 ahead with the retail aspect. And I guess I was
6 mistaken.

7 MR. FRANCKE: What we basically said is
8 I think where you're going, Commissioner Winter,
9 what we're saying is that if we go
10 beyond those numbers, if we go beyond the uses and
11 what we've done is we've specified retail uses that
12 are tied specifically to the theme park or to the
13 regional hotel.

14 And we've said, one, if we go
15 beyond the numbers we've presented to you here; or
16 two, if we go beyond the uses then we will come
17 back to you for the type of approval that you've
18 just referred to.

19 But there is a threshold level up
20 to which we could proceed on a conceptual basis
21 without having to secure other approvals other than
22 plan approvals.

23 CHAIRMAN RUDNY: Okay. Any other --

24 Mr. Sula.

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1 MR. SULA: I hate to belabor the point,
2 but it will really help me later when we get down
3 to the nitty-gritty.

4 Can I just ask indulgence to just
5 clarify specifically what we're asking for
6 preliminary and conceptual. Lot 1, employee
7 housing, you're asking for preliminary?

8 MR. FRANCKE: Preliminary.

9 MR. SULA: Lot 2, parking.

10 MR. FRANCKE: Preliminary. It's part of
11 the theme park.

12 MR. SULA: Lot 3, preliminary, that's
13 the theme park.

14 MR. FRANCKE: Right.

15 MR. SULA: Lot 4, village.

16 MR. FRANCKE: Only the regional hotel
17 conference, not the retail component of that.

18 MR. SULA: The hotel only is
19 preliminary, the rest is conceptual?

20 MR. FRANCKE: Correct.

21 MR. SULA: Lot 5 which is another part
22 of the village across the road.

23 MR. FRANCKE: Conceptual.

24 MR. SULA: Lot 6, parking, must be

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1 preliminary.

2 MR. FRANCKE: Yes.

3 MR. SULA: And Lot 7, the outlot.

4 MR. FRANCKE: Conceptual.

5 MR. SULA: That's conceptual?

6 MR. FRANCKE: Yes. Because we're not

7 showing you anything on Lot 7, not the use, not the

8 layout, not anything.

9 MR. SULA: Lot 8, the public area.

10 MR. FRANCKE: Nothing.

11 MR. SULA: Neither -- okay. Where is
12 Lot 9? Oh, the roadway. I guess that has to be
13 preliminary, doesn't it?

14 MR. FRANCKE: Yes, we would anticipate
15 that that gets approved as part of the preliminary
16 approval.

17 MR. SULA: Lot 10, the conservation
18 area.

19 MR. FRANCKE: That will -- I guess
20 that's part of the preliminary. I mean that will
21 be going forward immediately.

22 MR. SULA: And then Lot 11, the
23 conservation area along Washington.

24 MR. FRANCKE: It's just preliminary. I

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1 mean it's part -- in the initial stages, right.

2 MR. SULA: And then Lot 12, that's
3 another open space triangle?

4 MR. FRANCKE: Same.

5 MR. SULA: Preliminary.

6 MR. FRANCKE: Preliminary.

7 MR. SULA: So in terms of traffic
8 generation, it's the retail village and the outlots
9 that are a little fuzzy right now?

10 MR. FRANCKE: Well, when you say traffic
11 generation, the uses that we're --

12 MR. SULA: I'm just trying to help.

13 MR. FRANCKE: The uses that we're
14 proposing now as part of the load of the entire
15 PUD, both conceptual and preliminary, are in fact
16 less than the overall quantity of uses that were
17 provided for in the original traffic report that
18 our consultant testified to and that your
19 consultant reviewed.

20 I say they're less because of the
21 elimination of the outlots.

22 MR. SULA: And all I'm trying to do is

23 clarify in terms of to address Mr. Winter's comment

24 in terms of trying to understand the magnitude of

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1 the total program, what is more clearly defined at

2 this point in time versus what's a little

3 conceptual, if you will.

4 MR. FRANCKE: If I could, in terms of

5 traffic generation I believe what we're talking

6 about is 250 rooms of the employee housing which we

7 feel that it's basically not going to be generating

8 any traffic on the external roads.

9 The theme park, the 400 room hotel,

10 two 150 room or 200 room hotels. A total of 900

11 rooms in terms of hotels. The theme park, 900

12 rooms in terms of hotels, 250 employee housing

13 units, and 300,000 square feet of retail use in the

14 village.

15 Did I cover it? No? No. I've got
16 a shaking head. Right, the hotels are conceptual,
17 the other hotels; but they are included within the
18 traffic generations that are part of the traffic
19 report.

20 CHAIRMAN RUDNY: Except for the
21 destination hotel is not conceptual.

22 MR. FRANCKE: Right. I'm trying to --
23 I'm distinguishing, there's two different issues.

24 There is the issue of what are we

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1 seeking preliminary approval for. The only hotel
2 we're seeking preliminary PUD approval for is the
3 regional hotel.

4 But in response to Commissioner
5 Winter's question about what has the traffic report
6 addressed, it's addressed things that we've asked

7 for preliminary approval for and conceptual. The
8 traffic report has addressed all of it.

9 MR. SULA: And I guess the question
10 that still lingers, though, is given that there is
11 a fair chunk of space that's conceptual could it
12 potentially change enough for a different
13 conclusion to be arrived at when evaluating the
14 traffic requirements.

15 I think that's the fundamental
16 issue that we're trying to understand.

17 CHAIRMAN RUDNY: If it does, if it
18 changes later on, if they come back on that portion
19 of it and if they come back and it shows numbers
20 that they cannot say well, instead of the extra 500
21 rooms in hotels we want to do a thousand rooms of
22 hotels and it impacts the traffic study they're
23 going to have to submit a new traffic study at that
24 point in order to get preliminary plat approval.

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1 But if they come back and they --
2 conceptually if they want to move forward from what
3 they presented conceptually then it's going to be
4 hard to argue if we approved it conceptually that
5 now we're going to reject your traffic plan after
6 we accepted it in the conceptual stage.

7 MR. SULA: And I guess what I would like
8 just to be concerned about is let's say for the
9 sake of discussion that the traffic plan that's put
10 forth based on what's now defined as conceptual and
11 preliminary and an approved traffic plan gets put
12 into effect that has a Level of Service B for the
13 sake of discussion, I don't want to be sitting here
14 listening to changes to what's defined as
15 conceptual to take it all the way down to a D and
16 we say well, it's still okay because a D is a
17 passing grade.

18 CHAIRMAN RUDNY: They could make that
19 argument and then you could reject it.

20 I mean they could make that

21 argument. I don't know that that would happen. I
22 think what's going to be most important here is --
23 and maybe we should move on to that -- I'd like to
24 hear our traffic consultant and his review of the

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1 traffic plan and I'd like to hear some information
2 on justification of the traffic plan and its
3 ability to handle the concept that we have in front
4 of us.

5 So does anybody else have anything
6 else on the development standards?

7 MS. KOVARIK: Yeah, I did. But I'd like
8 to hear the traffic study as that could change some
9 of my opinion.

10 CHAIRMAN RUDNY: And I think we're going
11 to have another shot at this because I think our
12 staff needs to review this and get back with us,

13 too, to give us some of their feedback.

14 So I think, Tracy, Mr. Grieve is

15 going to make a presentation to us?

16 MR. FOSTER: Mr. Chairman, can I ask a

17 question?

18 CHAIRMAN RUDNY: Sure, go ahead.

19 MR. FOSTER: Do we have anything in

20 writing?

21 CHAIRMAN RUDNY: Did we receive anything

22 in writing? No. Is there any reason why we don't?

23 Is there a written report or are you going to

24 prepare one or --

1 MR. GRIEVE: We've throughout the

2 process the last several months --

3 CHAIRMAN RUDNY: Could you use the mic.

4 MR. GRIEVE: I'm sorry. For the record,

5 my name is Bill Grieve. I'm with Gewalt Hamilton

6 Associates.

7 Over the last several months that

8 we have been involved in the review of this project

9 we've prepared a couple of technical memorandums

10 that we've provided to staff as far as how we saw

11 the whole traffic analysis process going through,

12 whether it be our challenges to the various
13 components of it, what we concurred with, what we
14 didn't concur with, other areas that we wanted them
15 to take a look at, that sort of thing.

16 If you'd like, after tonight I
17 could go through and put just one document together
18 that kind of summarizes the whole process.

19 MR. FOSTER: Mr. Chairman, if I may, I'd
20 like to go on record to say a project of this
21 magnitude and this substantive I consider
22 unacceptable that we don't have a written report at
23 this stage when our traffic consultant for the
24 Village is making a public report on this.

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1 CHAIRMAN RUDNY: Okay. Go ahead. Give
2 us what you got.

3 MR. GRIEVE: With that I'd just like to

4 say that we have been involved in this process for
5 quite a long time. We have provided those couple
6 of very detailed technical memorandums that were
7 provided with staff.

8 We have been coordinating with
9 staff as well as the consultants and the developers
10 to make sure that they cover the issues that we
11 felt were the most important.

12 With that out of the way, I guess
13 there's two primary questions that we're trying to
14 answer here. One, can the development traffic be
15 handled if there is an interchange at Washington
16 Street.

17 Absolutely. There is no doubt in
18 my mind that with the interchange at Washington
19 Street you're going to have a lot of relief on a
20 lot of the other area roadways, whether it be Hunt
21 Club, whether it be a bit of relief on Grand
22 Avenue, 120, O'Plaine Road, and all the rest.

23 Because as mentioned at the last
24 hearing, you will have the opportunity to access

1 both into the existing Six Flags as well as to the
2 site.

3 Now that we've gotten that out of
4 the way, the much trickier question is let's say
5 that when the Illinois Toll Authority comes out
6 with their latest hit list I guess or their
7 priority list later on this year that this
8 interchange doesn't rank up high enough to be built
9 right away or maybe it's not built soon enough
10 before most of the site or all of the site
11 components want to be developed.

12 That becomes a much more detailed
13 analysis. And I know last time Dave Miller from
14 Metro Transportation gave a very detailed approach.
15 As I was here last time listening, the first
16 reaction that hit me was that we're really trying
17 to take --

18 MR. SULA: Excuse me, could you step

19 over to one side?

20 MR. GRIEVE: I'm sorry.

21 MR. SULA: Thank you.

22 MR. GRIEVE: The first thing that struck

23 me as I was listening last time is that we're

24 taking a large chunk of regional trips along Route

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1 94. About 60, 65 percent of the water park, the

2 hotel, the resort hotel.

3 And with the routing pattern that's

4 somewhat forced because of just the roadway

5 components that are available we're really starting

6 to use in my estimation a bit too much of what

7 would be considered the local street system,

8 especially as we get to the points of Hunt Club

9 Road and Washington Street.

10 The traffic analysis that Metro did
11 was very good. We worked very hard to make sure
12 that the numbers that they used I felt comfortable
13 with.

14 And when do I feel comfortable with
15 the traffic generations? Not at the low end, not
16 in the middle end, but I really made sure that from
17 my standpoint that they looked at the most
18 aggressive traffic generations for virtually all of
19 the components.

20 Traffic for these types of uses,
21 they're going to be generated at different times of
22 the day, days of the week, weeks of the month,
23 months of the year.

24 We took the highest -- we forced

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1 them, we made them, we told them to take the

2 highest component from whether it be the Monday for
3 the water park, the Friday for the resort hotel and
4 the conference center and put them all together as
5 if they were occurring all at the same time.

6 So in that respect the numbers that
7 you see in their traffic study coming in and out of
8 the site are probably on the high side. How high?
9 It's hard to say because this is such a unique type
10 of a land use. But just by the fact we asked them
11 to take a look at the most aggressive trip
12 generation that we feel comfortable with those
13 numbers.

14 The next thing then would be to
15 look at the trip distribution. And as I mentioned
16 before, we got 65 percent -- 60, 65 percent of a
17 lot of that traffic that's oriented along the
18 Tollway.

19 The problem associated with that,
20 you wind up with, as I said, a very detailed
21 routing pattern in and around. I guess my point
22 would be that as far as how we go through the
23 conceptual versus the preliminary, the Lake County
24 Division of Transportation is going to force

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1 virtually all the road improvements that you see on
2 here done right away. That's their style, that's
3 the way they do things.

4 You have a shot at them once for
5 access and as part of the agreement we're going to
6 see such things as four lanes -- filling with four
7 lane stretch on Washington from the Great America
8 entrance a little bit west of 21 over to Hunt Club.

9 We're going to see the additional
10 turn lanes northbound and eastbound from Hunt Club
11 to Washington and westbound to northbound from
12 Washington to Hunt Club. We're talking about
13 traffic signals on the ramps from the Tollway over
14 to Milwaukee.

15 That's all well and good. But as a
16 lot of the residents mentioned, you know, it would

17 really be nice if we got all this traffic on the
18 Tollway how do we really start to focus it. And
19 that's why I'd like to talk a little bit about
20 flexibility in the system.

21 As I'm coming up from the south the
22 routing pattern tended to be west on 120 over to
23 Hunt Club, up and back in and around the site.
24 That seems like a long way to me to try to get

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1 people who are unfamiliar with the area to go
2 around.

3 One of the opportunities that I
4 think that the existing roadway system has to offer
5 is the ramp coming around, the cloverleaf ramp that
6 connects up with Route 21 at this point. Right now
7 it's just a stop sign, it's tough making a left
8 turn as you come around that corner.

9 But 21 is a regional route that's
10 under the jurisdiction of the Illinois Department
11 of Transportation. It's a very busy road. In
12 their five year plan they've already got
13 anticipated they're going to be spending 20 odd
14 million dollars on widening Route 21 in that
15 stretch and providing those two through lanes in
16 each direction plus turn lanes.

17 Providing the traffic signal at the
18 ramp terminus would offer that extra flexibility.
19 It's going to be -- it's going to have to be a
20 strong sign and a strong way finding program, a
21 strong education program to get people to
22 understand how to get to the site as it is.

23 So this once again provides a good
24 opportunity. They would then come up Milwaukee and

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1 across Washington. We wouldn't be routing the
2 people at all throughout the residential
3 neighborhoods along Hunt Club, Washington to the
4 west, Gages Lake or even 120.

5 The next point I'd like to bring
6 up, and this is just a quick map of the existing
7 street system. It tends to show the regional
8 arterials as well as the local arterial routes that
9 serve the area.

10 And certainly you've got the
11 Tollway, you've got Grand Avenue, and you've got --
12 although the residents don't want to hear it, the
13 County considers Washington very much a major
14 arterial or a regional arterial and Milwaukee.

15 From a local standpoint you've got
16 Hunt Club Road, you've got Dilley's Road, and
17 you've got Tri-State Parkway.

18 How much more flexibility can or
19 how could we provide even more flexibility in and
20 out of this site. It's my opinion that Tri-State
21 Parkway should eventually be connected as a through
22 street down to Washington not only to serve this

23 development but on your comprehensive plan you've
24 got a very strong industrial office warehouse

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1 component that's on the south side of Washington
2 Street.
3 Undoubtedly the area south of
4 Washington will wind up having a link that would
5 intersect with Washington. With providing this
6 extra bit of flexibility in the north/south
7 connection you start to help minimizing that impact
8 again along Washington west of the site along Hunt
9 Club because if you can see just on this map we've
10 got Dilley's Road kind of on the east side of the
11 Tollway. And then we've got this one little piece
12 of Tri-State Parkway.
13 This north/south demand, localized
14 demand from businesses, from homes, from employers

15 is still going to be there. The question is how do
16 we get from one place to the other.

17 Does this link want to go in right
18 now. Sure. It could. But does it absolutely have
19 to? I don't believe so. But I think in your
20 planning for this site you shouldn't preclude the
21 opportunity to eventually provide this connection.

22 I think right now they're talking
23 about it being a connection for emergency vehicles
24 as well as perhaps shuttle buses. The road

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1 alignment as proposed on their plan I think can
2 pretty much stay the same. What I would suggest,
3 though, is reserve some areas around there for
4 right-of-way, perhaps start minimizing how they get
5 in and out of the parking lots, that sort of thing.

6 The Metro study quite accurately

7 looked at those two heaviest peak hours, the
8 weekday evening and the Saturday midday. But the
9 types of uses that are going on the site, to be
10 successful they're going to want to have customers
11 coming to the water park during hours outside of
12 that, not during the morning rush hour when
13 everybody is going to work, not during the weekday
14 evening when everybody is going home from work.
15 They want to get people there around noontime, they
16 want to get people there to the water park during
17 the hottest part of the day.

18 And why not use the flexibility in
19 my estimation of the whole roadway system. That's
20 why I've come up with I guess those two extra
21 improvement recommendations as far as the traffic
22 signal on the ramps at Route 21 off of 120 as well
23 as then the extension of the Tri-State Parkway.

24 So I know it's late, briefly

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1 concluding then, to answer to that second question
2 can this development as proposed be accommodated by
3 the roadway system. I believe it can.

4 As far as another safeguard goes,
5 you are looking at preliminary, you are looking at
6 conceptual. As the program evolves over five years
7 or ten years you've got an opportunity to monitor
8 traffic no different than what Great America does
9 now, no different than what Gurnee Mills does now.

10 You could establish threshold
11 numbers based on their own traffic study to start
12 looking at some of these things. You know what
13 guys, we now have the water park, the destination
14 hotel and one other hotel going, let's count the
15 cars, let's see where we're at. Maybe we're
16 higher, maybe we're lower, maybe we're still there.

17 So that way as time goes on, for
18 example, two of the hotels want to become something
19 completely different as you suggest it could be a
20 detriment to the traffic generation. You now have
21 the opportunity to either say figure out a way to

22 get to the original traffic numbers or figure out a
23 way to improve the road system to get you back up
24 to that Level of Service C. So not going from a B

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1 to a D or a C to an E or what have you.

2 And I guess that would be my final
3 point in that with the road system recommendations
4 that they've come up with there is going to be
5 extra capacity available in that network.

6 By adding the through lanes on
7 Washington, by adding the separate lanes, turn
8 lanes for example at the intersection of Milwaukee
9 and Washington and Hunt Club and Washington that
10 you'll have capacity beyond what is needed by
11 existing traffic, by the site, as well as regional
12 growth that was taken into account in their traffic
13 study. Thank you.

14 CHAIRMAN RUDNY: Jim, go ahead.

15 MR. SULA: I guess a very simple
16 question. Are you saying that you support Level of
17 Service C can be achieved with the existing
18 roadways without an interchange on the Tollway?

19 MR. GRIEVE: Most of the intersections
20 right near the site overall would be operating at
21 Level of Service C with the improvements that
22 they're talking about.

23 MR. SULA: You're saying that we can get
24 there without the Tollway interchange?

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1 MR. GRIEVE: Yes.

2 MR. SULA: The road that you had the
3 dotted line on the other map, would that basically
4 connect what's on the preliminary document and
5 basically at the very northwest corner, you know,

6 right where the employee housing is? Is that where
7 you're suggesting?

8 MR. GRIEVE: Yeah. I'm told yes.

9 MR. SULA: And then I've got an
10 anecdotal to add to Mr. Foster's concern.

11 I had the opportunity today to
12 visit along Route 21 to view the item that was on
13 the prior agenda and can greatly empathize with the
14 difficulty in terms of making any sort of left-hand
15 turn. My car will do zero to sixty in less than
16 six seconds and I barely found an opportunity to
17 get through there.

18 So I am skeptical that 21 is going
19 to work.

20 MR. GRIEVE: And I concur with you. One
21 of the -- I got asked a few questions as I was
22 waiting for this as we were just chatting outside.

23 And the question is did we just use
24 their data or do we get our own data. And we

1 considered two very strong pieces of our own
2 information. Especially with regard to my
3 recommendations are up and above what their chart
4 showed.

5 The first thing we did was we
6 counted Route 21 just north of 120. And right now
7 you've got about 24,000 cars a day traveling in
8 that one lane in each direction stretch. That
9 easily meets the requirements for the two through
10 lanes in each direction that the State has on their
11 plans.

12 The other thing to mention is that
13 as the State goes through and they do their
14 improvement or earlier if you wind up putting let's
15 say temporary signals at the ramps, as with any
16 other signals that get put on a system they will be
17 part of a system in that you'll be able to promote
18 through traffic but at the same time provide a few
19 more gaps, breaks in the action I guess you could

20 say for people to get out of the side streets
21 whether the side street has a traffic signal or
22 doesn't have a traffic signal.

23 MR. SULA: And I echo Mr. Foster's
24 comment before. When can we expect a written

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1 report that summarizes your findings?

2 MR. GRIEVE: I would assume within the
3 next -- your next meeting is in two weeks on this
4 thing?

5 MR. SULA: Okay. Thank you.

6 CHAIRMAN RUDNY: It's probably going to
7 be more like a month I think. But any other
8 questions? Mr. Winter.

9 MR. WINTER: Did you have an opportunity
10 to investigate the Tollway interchange, any sense
11 of the likelihood that we're going to be on the hit

12 list?

13 MR. GRIEVE: They're pretty quiet about
14 that type of information.

15 MR. WINTER: I mean it's been --

16 MR. GRIEVE: On Washington --

17 MR. WINTER: It seems to me this has to
18 be high on the list. But when will we know? Do
19 you have any sense?

20 MR. GRIEVE: It's my understanding that
21 their first round of cuts I guess from their 200
22 locations that they're looking at will be coming
23 later on this year, perhaps November or December.

24 The key thing that can happen

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1 between now and then from the Village's standpoint,
2 I think with or without this project just as I say,
3 132 has problems during a few hours of the day,

4 several hours of the day.

5 You know, I think everybody wants
6 to work on trying to get this Washington Street
7 interchange together. So support from the Village
8 would certainly be helpful in that regard.

9 MR. WINTER: With regards to the
10 improvements on these other streets, Hunt Club,
11 what is the timetable for that work actually being
12 finished?

13 You said I think at one point it
14 could be in the next five years, but I mean --

15 MR. GRIEVE: The County has a plan
16 beginning next year to widen Hunt Club Road from
17 Washington south to Route 120. So that roadway I
18 think they're anticipating being completed within a
19 year.

20 What I was referring to was when
21 any development comes into Lake County and they're
22 going to be asking for access on one of the County
23 roads it's the County policy that they make sure
24 that any type of road improvements that might be

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1 outlined in the traffic study are all done right at
2 that time.

3 So they're not real interested in a
4 phasing program because once you've secured your
5 access they really don't have another chance to get
6 back at you unless there might be, for example, on
7 a monitoring program if they have to come back and
8 the uses have changed to the point that they're
9 changing the traffic numbers again.

10 So realistically from your
11 preliminary approval versus conceptual approval
12 you've got that little bit more of a comfort level
13 because the bulk of the road improvements as shown,
14 as called out by the Petitioner will have already
15 been made and you'll have that opportunity to see
16 how they're working as time goes on.

17 MR. WINTER: My final question. You
18 suggested the north/south road through the

19 property.

20 MR. GRIEVE: Right.

21 MR. WINTER: Currently it's proposed
22 that that's a private road right now just open for
23 emergency.

24 MR. GRIEVE: Correct. And shuttle

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1 busses.

2 MR. WINTER: And specifically what are
3 you thinking? It should be dedicated and be a
4 public road and what? Two lanes, one lane each
5 direction?

6 MR. GRIEVE: I think one lane in each
7 direction could probably handle the traffic loads.

8 That was the other piece of
9 information that we collected, the traffic volume
10 on Tri-State Parkway.

11 And right now during the weekday
12 there's about 6,000 trips per day occurring at it
13 south of Grand. On the weekend when the site
14 activity will be busiest it's down to 3,600.

15 So you've got a good opportunity to
16 use a road that isn't very busy. I said that
17 wrong. You get an opportunity to use a piece of
18 road that complements the uses very nicely in that
19 respect.

20 The other thing to point out is
21 Tri-State Parkway by our hourly breakdown obviously
22 is very busy first thing in the morning as people
23 are going to work and then northbound in the
24 evening. There's a big lull during most parts of

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1 the day, the rest of the day when people would
2 perhaps use it to get to the water park.

3 How many people would use it based
4 on the projections, maybe 10, maybe 20 percent at
5 the maximum on a Saturday of the water park
6 activity might find their way to Tri-State Parkway.
7 That represents maybe a couple hundred trips.

8 For example, if this property
9 stayed as zoned, a considerable amount of light
10 industrial office space and a reasonable FAR of
11 like about point four which is pretty similar to
12 what's been happening to the north will generate
13 that many trips, again a very comparable number of
14 trips as the water park and other uses.

15 CHAIRMAN RUDNY: Mr. Foster.

16 MR. FOSTER: Did you indicate how people
17 would return home from their visit?

18 MR. GRIEVE: Pardon me? I'm sorry.

19 MR. FOSTER: Did you indicate how people
20 would be returning home from their visit?

21 MR. GRIEVE: Certainly coming home will
22 also provide the opportunity to -- I know that the
23 routing pattern had them back out and down and
24 around and back down using Hunt Club again.

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1 But with the extra lanes coming in
2 and out of the access driveways I think you'll see
3 a lot of people will have the opportunity, for
4 example, if I'm going to the south on the
5 Tri-State, you'll make a left out of the site and
6 then it's just a right turn down Milwaukee and then
7 a left turn to get on the ramp over on 120.

8 I think that provides a much
9 more -- that provides a lot of flexibility and
10 could help people make sure that they stay more on
11 the regional routes.

12 CHAIRMAN RUDNY: Anybody else have any
13 questions? Okay. Mr. Sula.

14 MR. SULA: I just had one follow-up
15 question to the status of Washington Street.

16 Can you help us understand or

17 someone help us understand the difference from the
18 County's plan to widen versus an approved project
19 versus a funded project, give us some sense of
20 the certainty because I understand it's been
21 planned for a long time.

22 MR. GRIEVE: Right. It's got a really
23 nice big thick magic marker on their map that says
24 we need to widen this thing but they don't have any

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1 money earmarked for this yet.

2 So without the commitment from this
3 project to widen Washington it's still going to be
4 several years before that piece of Washington would
5 be filled in for the four lanes.

6 MR. SULA: Thank you.

7 CHAIRMAN RUDNY: Now that's something I
8 don't understand.

9 Now wouldn't you -- with the
10 building of this project or to be developed
11 wouldn't that be required? I thought you said the
12 County would require the improvements to be in.

13 MR. GRIEVE: But I think your question
14 was more along the lines of does the County have
15 money themselves to widen Washington and they
16 don't.

17 CHAIRMAN RUDNY: I understand you said
18 they don't. But then I thought you said even if
19 the development came in it would be several years
20 before it would fill in or did you say if the
21 development did come in?

22 MR. GRIEVE: If the development didn't
23 come in it could be several years.

24 MR. WINTER: The developer is going to

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1 pay for it then?

2 MR. GRIEVE: You know, I can't talk for
3 the developer. All I know is that from the Lake
4 County Division of Transportation that everything
5 that's been discussed so far that, you know, the
6 access on Washington obviously is very critical for
7 this project.

8 And as part of that access granting
9 process that there's going to be a series of road
10 improvements that are needed at least, you know, at
11 the minimum the four laning of Washington.

12 MR. WINTER: Well, I didn't get the
13 impression at any time that the developer was
14 committing to that in the presentation. I was just
15 wondering, what is your understanding? I mean how
16 is Washington going to get widened by the time they
17 build the hotel if they're successful in getting
18 that rezoning?

19 CHAIRMAN RUDNY: Mr. Francke said he's
20 paying for it.

21 MR. FRANCKE: I left my checkbook at
22 home, but --

23 MR. SULA: After these meetings, the

24 length of these meetings he can afford it.

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1 MR. FRANCKE: What we've been trying to
2 do is establish the improvements that are needed.

3 And really until we can get over
4 that hurdle of defining the necessary improvements
5 we can't even begin to address the issue of how
6 everything is going to be financed.

7 I mean that's a whole separate
8 discussion that we anticipate ultimately having to
9 resolve, needless to say, by the time we finish at
10 the Village Board level. At this point we're not
11 even completed with our discussion of the necessary
12 improvements.

13 MR. WINTER: You know, I do have one
14 final question.

15 In the traffic study they gave us

16 some numbers for those two peak periods for the
17 village center which assumes a certain square
18 footage. They had 1,500 trips. That's Page 19 of
19 the traffic study.

20 MR. GRIEVE: Okay.

21 MR. WINTER: Would it be fair to make
22 the assumption that if it was decided that
23 conceptually we only wanted to approve say a
24 hundred square feet or a hundred GLA essentially or

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1 half of what was indicated there that you would
2 make the assumption that half the trips would then
3 be taken or is that not how traffic people look at
4 those things?

5 MR. GRIEVE: As Mr. Francke was going
6 through the list of what they're actually asking
7 for approval of, if I'm reading it correctly we're

8 about a couple of hundred trips down on the
9 Washington outlots and maybe another 400 trips down
10 for a theme restaurant.

11 I think you're asking for a
12 preliminary, correct?

13 MR. WINTER: Yeah. Just look at that
14 retail item. They've got 225,000 GLA.

15 MR. GRIEVE: Right.

16 MR. WINTER: And they have the number
17 there for the weekday PM at 1,075 trips total.

18 If that number, let's say the
19 retail is half of that, would you then expect that
20 total to be half?

21 MR. GRIEVE: Approximately. If you look
22 at historically for different sized developments
23 the number of trips generated per square foot on a
24 per square foot or a thousand square foot basis is

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1 bigger for a much smaller development because that
2 tends to be on the lowest level, your -- the
3 tiniest level, your 7-11's, your Amoco mini-marts
4 where people are running in and running out,
5 running in and running out.

6 The much bigger projects that you
7 get such as Gurnee Mills, I mean that's still going
8 to generate a heck of a lot of traffic. But on a
9 per square foot basis that ratio comes down.

10 That's the long way of saying that
11 if I cut this in half, yeah, the traffic would be
12 about half.

13 MR. WINTER: Okay.

14 CHAIRMAN RUDNY: Ms. Kovarik.

15 MS. KOVARIK: When you say that the
16 County will want a four lane to be put on
17 Washington, will that extend all the way east to
18 21?

19 MR. GRIEVE: Yes. They will be picking
20 it up from where the existing Six Flags Drive is is
21 my understanding and going west and fitting in with

22 the piece of Hunt Club.

23 In addition, there was also talk

24 about improvements at the Hunt Club Washington

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1 intersection. Now one of the points that I jotted

2 down from the last meeting was accidents.

3 It's a high accident location. And

4 part of it has to do with just the fact that it is

5 kind of at an angle intersection. There's some

6 things that you can do now as far as designing

7 today that would make it safer than when they

8 designed and built it yesterday.

9 So the couple of improvements that

10 they're suggesting left turn lanes and adding a

11 couple of right turn lanes would go a long way to

12 help that.

13 MS. KOVARIK: My question on the four

14 lane is is it really possible to four lane
15 underneath the bridge that holds up the Tollway?
16 Do you have to cut across the --

17 MR. GRIEVE: You can get four lanes
18 under there and you can also get the bike path
19 under there.

20 MS. KOVARIK: And if the County can
21 demand that the improvements be put in, why isn't
22 it possible to just put the Tollway exchange in if
23 somebody is going to pay for it other than the
24 County? I mean can somebody else just step up and

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1 would the State allow that?

2 MR. GRIEVE: Well, the State would love
3 it because if you put the ramps in at Washington
4 you're going to get rid of the ramps on Milwaukee.
5 Washington is a County road. So, as I said, the

6 State would really enjoy it.

7 As far as the Tollway Authority
8 just granting interchanges, they're a money driven
9 machine and they need to have you keep popping in
10 those 40 cents, those 50 cents. I guess up further
11 north when they get done with taking out the
12 Deerfield Toll Plaza I think it's going to be 75
13 cents up there.

14 So they need to go very strongly by
15 their own projections, cash flow projections. And
16 you really don't have the opportunity to get a new
17 interchange unless they can prove to themselves
18 that they're going to get our 40 cents along the
19 way to make up the slack.

20 That's why you've seen some of the
21 projects in recent history completing the Route 60
22 interchange, completing the Route 137 interchange,
23 that took a fair amount of time for the Toll
24 Authority to convince themselves that they could

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1 make enough money to put those ramps in.

2 MS. KOVARIK: But if somebody else paid
3 for the ramps and they went up to 40 cents or 30
4 cents or whatever, would they just say here, go
5 build it, it's yours?

6 MR. GRIEVE: No, because they'd still
7 want to be looking at the demand not only that
8 would be using the ramps but then might not -- the
9 people who might elect to get off the Tollway
10 system at that point and not continue farther on so
11 you could get hit for another 40 cents down the
12 road.

13 It's a pretty delicate balancing
14 act that they make. As far as if somebody else
15 threw enough money to build the interchange,
16 they're all for that. I mean they'd love that.
17 But that's --

18 MS. KOVARIK: But they want to make sure
19 they can collect their 40 cents. So if they don't
20 think they can collect their 40 cents why would

21 they even put this -- do anything there and why are
22 we even talking about the possibility of Washington
23 if they're worried about -- an interchange if
24 they're worried about the 40 cents?

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1 MR. GRIEVE: Because they're studying
2 it. That's all part of this study that they're
3 looking at 200 locations throughout that Tollway
4 system.

5 MS. KOVARIK: I thought their study was
6 not Washington specific, it was Grand Avenue
7 specific.

8 MR. GRIEVE: As part of the Grand Avenue
9 -- looking at Grand Avenue you tend to look at the
10 whole corridor through here.

11 Washington could be considered
12 within the influence area of not only the 132

13 interchange but when you get down even to 120.

14 MS. KOVARIK: Can you tell me then
15 where else on the Tollway system -- the Tollway
16 system they had interchanges that close together?

17 I mean those are less than like two
18 miles. Maybe not even that.

19 MR. GRIEVE: As you get, for example,
20 out in Hoffman Estates you have -- you've got
21 Barrington Road, you've got 59, you've got Beverly
22 Drive, Route 25, Route 31 are right there.

23 They tend to -- they'll allow a
24 little bit tighter spacing of interchanges when

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1 they perceive that they're going to have the
2 opportunity to get their lots of forty cents.

3 MR. SULA: Route 60 and 22 can't be more
4 than 200 feet.

5 CHAIRMAN RUDNY: Any other questions?

6 MS. KOVARIK: No, not on traffic.

7 MR. SMITH: It's tough with the State
8 because Almond Road and Grand, that was paid for,
9 what, two years before. The money was there.

10 In order to get them to -- IDOT to
11 agree to put it in. I think with the County it's a
12 lot easier, they go ahead and let you do it. With
13 the State it gets caught in the bureaucracy and you
14 don't get it done. That money there was waiting
15 for it, the developers paid for it.

16 CHAIRMAN RUDNY: Well, something is
17 telling me if Kristy can get somebody to pay for
18 this other than the Toll.

19 MS. KOVARIK: Maybe they'll listen to
20 that. I'm a great negotiator.

21 CHAIRMAN RUDNY: Why don't we open the
22 floor to the public and see if we can get out of
23 here before midnight. I'm going to open the floor
24 to the public.

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1 If you could direct your questions
2 directly to the Commission and your concerns, we'd
3 appreciate that. And if you can, it's obvious that
4 we're on the topic of the traffic. I guess if we
5 could kind of stay on the subject of the things we
6 discussed tonight which would be the traffic and
7 also the changes in the plan and the development
8 standards.

9 So if you'd like to make a comment
10 or ask a question, you may do so at this time.
11 Anybody? I knew there would be somebody.

12 MS. COURSHON: Mary Courshon, 55 Silo
13 Court, South Ridge. This will not be my only
14 appearance in my film this evening.

15 I do want to caution the Commission
16 on -- based on all this slight of hand and now you
17 see it, now you don't, now we're proposing it, now
18 we aren't, please do not buy a pig in a poke.

19 The room numbers on the hotels seem
20 to be fluctuating wildly. First we've got 200 --
21 first we've got 500 rooms, then we've got 750
22 rooms, then we got a destination hotel for 900
23 rooms, then we have two hotels for 900 rooms.
24 Sold, you know, highest bidder.

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1 The Petitioner constantly reflects
2 what we've heard and how he's addressed the
3 different things. What we've heard and we've done
4 about this and what we've heard we've done about
5 that. I fail to understand how he didn't hear
6 about the part about no outlots.
7 He again alluded to the fact that
8 well, we can pretty much do it anyway with the
9 zoning we got. Well, you know, with the stuff we
10 got now we could do this and with the stuff we got

11 now we could do that.

12 I'm very impressed with hearing
13 about the Tri-State Parkway connection. I think
14 that could be a plausible possibility to again
15 redirect that traffic to the commercial corridor at
16 Grand Avenue. That way if the Tollway wants to add
17 yet another lane at that intersection to get their
18 40 cents, God bless them.

19 I think, though, I would caution us
20 not to hang our hats on the Tollway because if they
21 decided today to build that exchange I don't know
22 if anybody here is commuting to the city every day
23 like I am, but how long is it already taking them
24 to screw around with the Deerfield toll and isn't

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1 it fun.

2 In addition, our traffic consultant

3 also alluded to that if we get that interchange at
4 the Tollway at Washington it's not just going to
5 benefit our 12-story water slide there, it's also
6 going to impact how people access and egress that
7 Tollway.

8 So that now people who, for
9 instance, live west let's say in Round Lake are
10 exiting on Grand Avenue. But if they don't want to
11 hit all those lights by the shopping center
12 they're going to exit Washington Street.

13 Now we're already talking about how
14 to bust our chops at South Ridge expanding
15 Washington to four lanes with these endless turn
16 lanes, two left, three right, stand up, sit down.

17 Well, if we're going to have an
18 interchange so that everybody going west now is
19 going to exit Washington to avoid all the lights at
20 Gurnee Mills, four lanes isn't going to be enough
21 on Washington. You're just going to have to take,
22 you know, like at least where my house sits in
23 South Ridge just to accommodate the traffic getting
24 off the Tollway for the further west development

1 that's happening here in Lake County.

2 We're talking about all the berming
3 happening along Washington. The bike path is also
4 happening along Washington and I'd like to know how
5 that berming and all these trees is managing to
6 hide that six story hotel that is part of the
7 outlot. There is a six story hotel there and then
8 there's the other six story facing south. That
9 would be like Washington is south, correct?

10 And then so therefore we only see
11 six stories of the water slide because of course
12 the two six story hotels are blocking the first six
13 stories of the water slide.

14 And thank you for including the
15 heliport and the helipad bulletin. That was very
16 special. I'll reserve more comments until later.

17 MS. MILLER: My name is Theresa Miller.

18 I live at 6177 Brittany Court.

19 My -- I have no interest in going
20 to the water park, I have no interest in going to
21 Six Flags Great America either. I think it's quite
22 an ugly facility actually. And I think that all
23 the people that go to these places are coming from
24 outside, most of the people are coming from outside

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1 of Gurnee.

2 So if there are going to be any
3 travel improvements to accommodate the people who
4 are coming from outside of our city to use these
5 facilities, I don't think that the residents of
6 Gurnee should have to pay increased taxes to
7 support these road improvements.

8 Secondly, I really don't think that
9 it is necessary to have ramps on and off the I-94

10 off of Washington. Yes, maybe it's necessary to
11 widen Washington for the current traffic problems,
12 but I think that having access onto I-94 at Grand
13 Avenue, Washington, and also at Route 120 is a bit
14 excessive for the size of community of Gurnee and
15 Waukegan on the other side of the Interstate.

16 I'm not sure that I really
17 understand actually that there are traffic problems
18 getting onto and off of the Interstate. My
19 experience going onto I-94 from Grand Avenue has
20 been I've been able to get on perfectly fine. It's
21 just that traffic backs up because of all the
22 entrances on I-94. That's my opinion what backs up
23 traffic.

24 So if you put in more of these on

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1 ramps you're just going to further impact the

2 backing up of traffic on I-94. I think that's
3 probably it for now.

4 CHAIRMAN RUDNY: Thank you.

5 MS. ALBRECHT: Good evening. I'll try
6 to make this as short as I can. Vicky Albrecht,
7 4210 Cobblestone Court in Gurnee.

8 I'm also vice president of
9 Tri-State Realty. I'd like to give everybody here
10 an overview of the Grand Tri-State Business Park
11 which has been discussed tonight, particularly the
12 Tri-State Parkway in light of the report presented
13 by Mr. Grieve.

14 My company, Tri-State Realty, has
15 marketed the Grand Tri-State Business Park located
16 at the southwest quadrant of Grand and I-94 since
17 its planning in the late 1980s. Since that time
18 the Grand Tri-State Business Park has become one of
19 the most successful corporate parks in Lake County
20 for a company seeking office, industrial, and land
21 parcels.

22 Today over a million square feet of
23 office, industrial space has been constructed.

24 There are only 23 acres remaining left for sale,

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1 most of which are premium lots with Tollway
2 frontage.

3 Some of the remaining factory and
4 distribution facilities located in the park include
5 multi-national companies such as Domino Amjet,
6 Nypro Chicago; successful second and third
7 generation family business such as Tablecraft,
8 Esquire Parcel as well as Arrow Instruments and
9 high tech companies such as Sterogenics and Vision
10 Tech.

11 All of these companies have
12 invested millions of dollars building facilities in
13 the park and providing hundreds of professional and
14 technical jobs for Lake County residents. The
15 property taxes these companies pay have also

16 greatly helped our burgeoning school districts.

17 I know directly from having many
18 discussions with Dr. Conti how grateful he is to
19 have these corporate neighbors in our area.

20 And this is our only corporate
21 corridor. Along Tri-State Parkway, all four phases
22 of the Grand Tri-State business park or corporate
23 center, I'm sorry, are fully leased.

24 Recently W.W. Grainger has taken up

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1 residence in 40,000 square feet and they're a
2 significant interest for large blocks of space in
3 the three new buildings under construction.

4 We continue to attract quality
5 companies to the Grand Tri-State Business Park
6 because of the ease of access to I-94 Tollway via
7 Tri-State Parkway and the high quality business

8 park image that we have worked very hard to retain.

9 The traffic study presented by the
10 Village traffic consultant allows non-business
11 traffic to flow through a thoughtfully planned
12 corporate environment.

13 We need to take another look at
14 this band-aid approach of using the Tri-State
15 Parkway as a thoroughfare to the entertainment
16 village and continue working with Prism and the
17 extensive study that they have undertaken which
18 addresses traffic in a more logical fashion.

19 I hope the Plan Commission and the
20 Village staff seriously considers these issues as
21 they move forward and that the Village of Gurnee
22 staff consults with all the owners and tenants of
23 the Grand Tri-State Business Park before proceeding
24 with this plan any further. Thank you.

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1 MS. MILLER: Sorry, Theresa Miller

2 again, 6177 Brittany Court.

3 I forgot a couple of things. First
4 of all, if the purpose of putting the ramps onto
5 I-94 is to facilitate traffic flow to and from the
6 entertainment center, then I don't see why Six
7 Flags doesn't use their existing very nicely
8 landscaped main entrance off of Grand and build
9 their own internal road underneath I-94 to move the
10 traffic from one part of the entertainment center
11 to the -- entertainment area to the other part to
12 the water park. And that's it.

13 MS. SVENDSEN: Hello. Since tourism is
14 the good news industry I thought I'd present a few
15 prepared remarks. My name is Gail Svendsen and I'm
16 the president and CEO of the Lake County, Illinois
17 Convention and Visitors Bureau.

18 I was involved in the incorporation
19 in 1984. Since then I've been able to secure over
20 6 million dollars in State tourism grants to
21 promote Lake County as an overnight destination.

22 Lake County continues to be the

23 third largest generator of tourism revenues for the
24 State of Illinois ranking behind Cook County

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1 because of the Chicago product and behind DuPage
2 County because of their hotels, their convention
3 and meeting hotels.

4 The U.S. Travel Data Center reports
5 that in 1997 tourism expenditures in Lake County
6 were 559 million dollars with a payroll of 129
7 million dollars with State tax receipts of 24
8 million dollars and a local tax receipt of 11
9 million dollars.

10 I'm thirsty. Our attractions and
11 lodging facilities have provided us with a
12 tremendous return. I would like to see us move to
13 the next level which includes a destination hotel
14 to an already existing highly visible tourism

15 product here. What a dynamic combination.
16 I would like to share my thoughts
17 with you regarding this project which I support as
18 well as our Board of Directors for the Convention
19 and Visitors Bureau, especially when it comes to
20 the Six Flags entertainment village, the concept of
21 the destination resort and conference center.
22 Such a facility strengthens Lake
23 County's position as a destination area for
24 tourists. One of the advantages of transforming a

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1 day trip to a destination market is the destination
2 market encourages extended stays by tourists
3 already visiting the area resulting in increased
4 room occupancy. In other words, it puts heads in
5 beds.
6 Several other significant benefits

7 are an increase in multiple use visits promotes
8 existing businesses in Lake County. The more
9 business or existing retail stores and
10 entertainment options means more jobs for the local
11 community.

12 Extended stays also provide
13 increased tax revenue for the local community
14 without necessarily increasing the number of
15 visitors. Rather, those already traveling to Lake
16 County will simply stay longer and spend more
17 money.

18 We believe that an upscale resort
19 and conference center also meets the growing
20 business and convention needs of the Lake County
21 companies. Currently there is one such facility in
22 Lake County and it is located at the southern end.

23 But it's away from established
24 attractions such as Gurnee Mills and Six Flags.

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1 Keeping in mind that planners like to know that
2 when they're putting together a meeting convention
3 they want to do so in an area that's rich in
4 off-site entertainment amenities.

5 I know such a need exists because
6 the Convention and Visitors Bureau continually does
7 receive inquiries for convention facilities for
8 sizes that we can't possibly provide to the people.
9 We do know that we do need those facilities.

10 We also receive hundreds of
11 conference leads each year, too, and we send those
12 on to other communities such as Rosemont and
13 Schaumburg. We would like to keep these meetings
14 here in Lake County where they belong and it
15 appears that the Six Flags entertainment village
16 will help us do just that.

17 Plus for the past fourteen years
18 our staff has been receiving calls saying what do
19 you mean Six Flags doesn't have a resort hotel. As
20 a member of the Village of Gurnee's Blue Ribbon

21 Committee and panel to review the Six Flags
22 entertainment village I had a wonderful opportunity
23 to look at the development very closely.

24 One of the reasons the blue ribbon

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1 committee gave a favorable recommendation is
2 because Prism Development Company addressed the
3 concerns of the local community.

4 Issues such as traffic flows,
5 quality of life, the impact on infrastructure and
6 financial benefits of this project were all dealt
7 with openly, fairly and professionally.

8 This is why I support the Six Flags
9 entertainment village. Thank you.

10 MR. PAPIERNAK: I'm Eugene Papiernak,
11 6073 Indian Trail Road.

12 Unlike some others, I like Great

13 America, I think it's tastefully done. However, I
14 think expansion is unnecessary.

15 We haven't heard anything else
16 about the year-round park with the ice skating
17 rink. How is that going to affect any kind of
18 traffic proposals? We just heard about summertime
19 things.

20 We -- there was talk that we
21 couldn't have a Tri-State expansion because of the
22 access on 132 was already crammed. Wouldn't it be
23 less expensive and easier just to expand the 132
24 ramp, widen that.

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1 There was mention that the
2 Barrington Road and 59 exits are close together.
3 However, they're not nearly as close together. I
4 used to live out that way. So this would be a

5 unique intersection in my opinion.

6 I forget the woman's name, but she
7 talked about the world class businesses we have
8 with the industrial park right now. Although I do
9 like that Tri-State expansion, I would worry about
10 deleting some of that international business. And
11 I think that the quality of business and the
12 expansion we've experienced over the past couple of
13 years would be a significant reason to leave this
14 park remaining industrial and hopefully to foster
15 that growth.

16 And for the helipad, you know, why
17 not just put an airport in, wouldn't that be
18 easier? Also I want us to remember that we are a
19 community of families now. Thank you.

20 CHAIRMAN RUDNY: Thank you.

21 MR. SILHA: Gary Silha, 6180 Indian
22 Trail Road. I'll make it short and sweet.

23 The last meeting last month it was
24 also a very late evening. There were a number of

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1 residential questions or concerns raised which were
2 not addressed because of the lateness of the
3 evening. I just want to make sure the questions
4 from last meeting will eventually get addressed at
5 the next meeting.

6 CHAIRMAN RUDNY: The questions tonight
7 weren't addressed you're saying?

8 MR. SILHA: No, the questions from a
9 month ago which were raised at the end of the
10 meeting but then not addressed at the last meeting
11 because it was also midnight by the time we were
12 wrapping up. So we never got answers to those
13 questions.

14 CHAIRMAN RUDNY: Okay. Well, actually
15 the way this works is that the questions are taken
16 under advisement by the Commissioners and the
17 Commissioners if they feel are legitimate questions
18 should ask those questions.

19 But we'll review with our Village

20 staff to see if they have a record of what some of
21 those questions were and maybe the Commissioners
22 will be asking more questions when we close the
23 floor. Unfortunately, it gets pretty late.

24 MR. SILHA: I agree. Of particular

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1 interest to me was the impact on real estate values
2 which has yet to be addressed.

3 CHAIRMAN RUDNY: Impact on what kind of
4 values?

5 MR. SILHA: Real estate values.
6 Residential real estate.

7 CHAIRMAN RUDNY: That's financial
8 impact, though. You know, see, that's the thing is
9 we like to keep some questions current with the
10 topic that we're discussing.

11 I think maybe you missed some of

12 the first meetings but we're trying to address
13 specific topics at each meeting and then address
14 questions regarding those topics.

15 So traffic seems to be the big
16 thing today. Also, some of the changes that have
17 been made in the outlots and the development
18 standards. So I think that's a fiscal impact.

19 MR. SILHA: I understand at the last
20 meeting, however, Mr. Francke listed an increase in
21 real estate values as one of the benefits to a
22 resident of Gurnee which I ask that he elaborate on
23 how exactly he determined that there would be an
24 increase in values and not a decrease.

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1 CHAIRMAN RUDNY: Okay. I still --
2 that's a better question to be answered in the
3 fiscal impact presentation which I think they're

4 going to be making probably at the next meeting.

5 MR. SILHA: Thank you.

6 CHAIRMAN RUDNY: Thank you.

7 MR. LAKE: Fred Lake, 6104 Indian Trail.

8 I will limit my comments to Mr. Grieve's traffic

9 that you requested.

10 Just a couple of comments. It

11 seems like everyone whether they're for or against

12 the development agree that if it did happen the

13 only way that really makes a lot of sense is an

14 interchange on Washington.

15 The one thing that I don't think

16 was addressed was because of the nature of the

17 interchange not being a cloverleaf, getting on and

18 off of 94 entails traveling at least for a short

19 distance up and down Washington.

20 I'm wondering if that traffic

21 impact is taken into consideration in their study.

22 And will the four lanes handle that traffic back

23 and forth getting on and off type of thing.

24 CHAIRMAN RUDNY: Just so I get a

1 clarification, you're talking about if the ramps

2 went in?

3 MR. LAKE: If a new, yes, interchange

4 off of Washington. Do you understand what I'm

5 saying?

6 In other words, that Grand Avenue

7 traffic flows quite well because it's a full

8 cloverleaf, you zip on and zip off. With the

9 interchange that they have you must go up and down

10 Washington to get back and forth to the ramp so to

11 speak.

12 And we're only talking about, you

13 know, on a smaller road than Grand Avenue

14 basically.

15 CHAIRMAN RUDNY: I think they discussed

16 that. I think they did consider that. I think

17 they said if the ramps went in there's certain --

18 obviously, you know, it's going to create more
19 intersections. And we can cover that, but I think
20 they did analyze that.

21 MR. LAKE: Another area was that I have
22 a question on -- is this Tri-State Parkway?
23 Although not discussed in detail at one point
24 evidently there was a discussion of having the road

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1 go all the way through.

2 Mr. Grieve even proposed that that
3 would be a good idea. It is my understanding that
4 that was talked about at some time and the
5 businesses in the Tri-State Business Parkway said
6 we don't want a road going through here and that's
7 why they changed their proposal to say it would be,
8 you know, access only gated type of thing.

9 Certainly if the business people

10 don't want it there then the residents ought to be
11 able to say we don't want the entrance off of
12 Washington either. We don't need the traffic. And
13 the Plan Commission ought to take that into
14 consideration.

15 Another thing I've noticed that
16 both Mr. Grieve and the traffic consultant for
17 Prism have given us considerable information here
18 about traffic flows and A, B, C grades of traffic
19 and if we do this and we do that we'll have plenty
20 of road for the traffic.

21 I would submit to the Commission
22 that probably every road in Lake County had an
23 expert traffic person give some input when they did
24 something on it and I don't think there's anybody

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1 in this room that drives around the country that

2 can't find in about 30 seconds a road that you
3 can't get through even though at one point in time
4 that traffic guy said it was going to work great.

5 I think we need those roads
6 improved and everybody knows that. But we need
7 them improved for what we have. And if we're going
8 to do this, let's make sure that they're going to
9 handle not only the traffic today and next year but
10 twenty years from now.

11 One of my concerns because I live
12 in one of the neighborhoods there, you're not going
13 to be able to get out onto the major road. We
14 already have several intersections like Orchard
15 Valley Drive that comes out onto Hunt Club Road.
16 It's almost impossible to make a left-hand turn out
17 onto Hunt Club. There's not enough setback,
18 there's not visibility. You've got five lanes wide
19 of traffic that you have to turn.

20 There's ten subdivisions up and
21 down Hunt Club Road. Are we going to have a
22 traffic light at every one of those subdivisions so
23 people can get in and out?

24 They're already proposing at least

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1 two and possibly three more lights on Washington.
2 It's the only way people can get in and out of
3 their houses.

4 I wonder if the Commission is
5 considering this or if the County or the State or
6 Prism is possibly proposing to put all these lights
7 in so people can actually get in and out. I would
8 just like the Commission to think about that and
9 consider it. Thank you.

10 CHAIRMAN RUDNY: Thank you. Yes, sir.

11 MR. DENZ: My name is Ron Denz and I'm
12 also from Indian Trail Road with a lot of people I
13 guess.

14 I have a question on the four lane
15 interchange. Apparently we're going to have all
16 northbound traffic you'll be able to access, exit

17 off that interchange to get to the water park; is

18 that correct?

19 CHAIRMAN RUDNY: Well, it's -- that

20 certainly seems like something everybody would like

21 to see. But the question is will the Tollway put

22 it in or not.

23 MR. DENZ: If they put it in as part of

24 it, will that in effect -- will they be able to get

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1 off and go into Great America at the same time?

2 And if that is the case then why

3 will we even have an exit at Grand Avenue

4 northbound. We will have all northbound traffic to

5 Great America getting off at Washington and that

6 makes it a major intersection.

7 Is that not right?

8 CHAIRMAN RUDNY: Well, they're going to

9 have to put the improvements in like the gentleman
10 asked.

11 MR. DENZ: Well, as it is right now,
12 Grand Avenue on a busy day, how far is the Tollway
13 blocked up when they're trying to get in? And they
14 have how many blocks to get in to Great America?

15 CHAIRMAN RUDNY: They'll have two exits
16 now. They can exit -- if they're going to Great
17 America they can exit at Washington or Grand.

18 MR. DENZ: The point is you've got the
19 earliest exit is a problem. It's going to be a
20 problem. People will want to get off at the first
21 exit that they want to get off at.

22 Are we going to have a note that
23 says you really don't want to get off this way, you
24 want to go off north because it's going to be a

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1 little easier?

2 CHAIRMAN RUDNY: There could be a sign

3 that would say that there's a second exit.

4 What's your question?

5 MR. DENZ: My question is does this make

6 sense to have an exit there for both Great America

7 unless they're going to make that a major entrance

8 on Washington for Great America also.

9 Are they going to change the

10 entrance for Great America on Washington?

11 CHAIRMAN RUDNY: I think we can ask the

12 Petitioner that. I think that was addressed at the

13 last meeting, but we'll ask the Petitioner to

14 address that. Thank you.

15 Anyone else?

16 (No response.)

17 CHAIRMAN RUDNY: Okay. The floor is

18 closed to the public. Why don't we start with that

19 question.

20 I think there was some discussion

21 about making basically -- I don't know that it

22 would be the main entrance but it would be

23 certainly a larger entrance if the ramps went in.

24 MR. DENZ: Do we have an answer?

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1 CHAIRMAN RUDNY: Mr. Foerster, did you

2 have a --

3 MR. FOERSTER: I was waiting to see if

4 one of these gentleman was going to answer it

5 first. I can give you a very simple answer,

6 though, if he can't.

7 MR. MILLER: For the record, my name is

8 Dave Miller from Metro Transportation Group.

9 It's my understanding that that

10 would not be the major entrance off of Washington,

11 that Grand Avenue is still going to be the major

12 entrance.

13 It will provide the flexibility to

14 have a second drive from the south to be able to go

15 into the Great America from the south. And then
16 returning they would come over and then be able to
17 use the ramps to the south. Maybe if I could very
18 quickly, I know the hour is late but I'd like to
19 clarify a few of the questions that were brought
20 up.

21 One -- in no particular order, but
22 one of the last questions was regarding if the
23 interchange goes in will Washington be four lanes.
24 And I believe that I had mentioned the last time if

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1 in fact the interchange goes in, in the immediate
2 vicinity of the interchange basically from the east
3 of the highway where this signal is over to the
4 other ramps west of the highway we have anticipated
5 that would need to be a six lane section to handle
6 the additional traffic primarily in the interchange

7 area.

8 It would then go to a four lane
9 west of that point and go back to a four lane
10 facility east of that point. But within that
11 immediate interchange area it would need to be six
12 lanes.

13 I'd like to just quickly clarify
14 again some of these issues that were brought up
15 relative to timing and some of these roadway
16 improvements.

17 Again, just clarifying because I
18 think there was a question about Hunt Club. I
19 believe last time I said Hunt Club from Washington
20 south to 120 is programmed to start next year with
21 the Lake County, the design has all been done and
22 they are supposed to be starting that improvement
23 of going to a full five lane section from
24 Washington south to 120.

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1 On Milwaukee Avenue, which Mr.
2 Grieve talked about it, it is -- from the section
3 of Washington to just north of 120 it is programmed
4 in the next five years within the fiscal year 1998
5 to the year 2001.

6 They have allocated ten million
7 dollars to do what they call Phase II engineering
8 and utility adjustments. It's not actually the
9 construction but it's getting everything in
10 preparation for that. It's about 1.6 miles and
11 would include additional lanes, pavement
12 reconstruction, and bridge widening on Washington.

13 And on Washington itself I think
14 it's important to note the County has no plans for
15 that widening of that road. If this project was
16 not going in there is nothing in any kind of a
17 timetable that is -- that would be addressing the
18 widening of that road even though it needs to go to
19 four lanes right now.

20 And it's also my understanding that
21 as part of the original PUD for the entire business

22 park that the section that we're talking about, if
23 that were built out as it was originally planned
24 out that there was not included any widening of

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1 Washington. It was really just some intersection
2 improvements right immediately at their drive.
3 So I think that's important to note
4 that even though the traffic that we're generating
5 is comparable to what it would have been if it got
6 built out even at today's FAR and uses, much less
7 than what it could be built if it was built out at
8 the max is that what we're proposing is an
9 upgrading of Washington whereas before as a part of
10 that original improvement it did not include any
11 upgrading of Washington.
12 Regarding the Tollway and the
13 interchange. I've had again some recent

14 discussions this week with the Tollway. And the
15 status is in October or November they're analyzing
16 I believe it's either 26 or 27 interchanges
17 throughout the whole metropolitan area of which
18 Washington is one of those.

19 They have all the information that
20 we've provided. They do not need any more
21 technical information at this stage. They are
22 evaluating that along with the other interchanges
23 and they've told me that in December of this year
24 they do plan to then make their recommendations

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1 for the five year plan, their five year plan.
2 And in that they will identify
3 which interchanges and roadway segments of the
4 Tollway would be upgraded. So sometime in
5 December of this year we should know where we stand

6 with that interchange.

7 One positive regarding the
8 potential for the interchange is originally when
9 they've taken this concept that we developed, they
10 said they've enhanced it, they're working on -- I
11 have not seen what that enhancement is, but it's
12 still basically this concept that we've shown here.

13 But originally they were thinking
14 that with this interchange design they would also
15 have to add what they call collector distributor
16 roads. Essentially additional lanes on the Tollway
17 between Washington and Grand Avenue for some of the
18 additional weave maneuvers of traffic that would be
19 utilizing this interchange between Washington and
20 Grand Avenue. Originally they were thinking that
21 that would all have to happen at the same time.

22 The cost of that then would actually
23 be a detriment in trying to get this interchange.
24 My discussions with them as late as a few days ago

1 is they were -- the Tollway is now looking at
2 separating that, that they could conceivably build
3 this interchange at Washington and do the collector
4 distributor roads between Washington and Grand as a
5 second phase.

6 If in fact they do break those out
7 that way I think that enhances the potential for
8 that interchange because the cost then as a total
9 package would be much less.

10 I think it's been mentioned before,
11 one of the reasons the Tollway is very interested
12 in Washington is as a reliever of Grand Avenue.
13 Grand Avenue is seriously overloaded right now.
14 Some of the original estimates that the Tollway has
15 looked, it would be a major interchange improvement
16 of the cost of that would be substantially greater
17 than what could happen at Washington.

18 So I believe they're looking at
19 Washington as a possibility of buying them some

20 more time before they would have to do some
21 additional improvements at Grand Avenue.
22 Some of the other points I think
23 that it's important to note. In terms of traffic
24 generation for the site, while we have and I think

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1 Bill mentioned that, we've taken really what I
2 consider a worst case, a very conservative
3 approach in terms of the traffic generations.
4 As an example, we've assumed the
5 traffic from the water park all year long.
6 Somebody mentioned about what if it's an ice
7 skating rink or something during the winter.
8 Effectively we've analyzed this as
9 an all year facility. In reality the water park
10 itself will probably only be open 90 to 100 days.
11 And so we think that we have built

12 in a lot of that -- those points. In terms of the
13 capacities of these intersections. Other than the
14 intersection of Hunt Club and Grand Avenue, which
15 is a problem right now, all of the other
16 intersections with the improvements that we've
17 identified would be operating in the Level C or
18 better.

19 So that gives you some growth room.
20 And this is looking at the year 2002 which is four
21 or five years down the road. We've also with Bill
22 Grieve's input looked even beyond that to the year
23 2010. So we have already taken into account some
24 of our analyses not just to this development but

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1 other growth that could occur over a period of
2 time.

3 I'd like to address quickly two

4 other issues that Bill brought up. One was
5 regarding the potential use of Milwaukee between
6 120 and Washington to come into the site as
7 additional flexibility.

8 If the State does in fact widen
9 that road and so there is that additional capacity
10 and some of these other improvements are done I
11 think having that as another route to get to the
12 site is useful.

13 It would be our concern that we
14 would not want to overload Milwaukee and then
15 Milwaukee Washington intersection. But if there is
16 multiple ways to come to and from the site we think
17 that that would be a positive. Even though they've
18 programmed that, in their five year plan the actual
19 construction of Milwaukee in that area has not
20 been defined. They've identified the engineering
21 and some of the other things.

22 I guess the biggest issue I'd like
23 to address which has been covered was this
24 potential extension of the Tri-State Parkway

1 between Grand Avenue and Washington.

2 We have some very serious
3 concerns about that. When we first got involved in
4 this project I believe over two years ago we had a
5 meeting with Village staff, Bud Reed. And at that
6 time we were looking at taking this traffic from
7 the site and bringing it all to Grand Avenue both
8 from the north and from the south.

9 And it was expressed to us, and I
10 think rightly so, that they had very serious
11 concerns about this weave maneuver if you're
12 coming from the north getting off of the Tri-State
13 heading west on Grand Avenue and in a very short
14 distance trying to cross three lanes of traffic,
15 the speed limit is 45 miles an hour, trying to get
16 into that left turn lane to go south on Tri-State
17 Parkway.

18 He expressed that concern. We took

19 that concern to heart. In fact, that was one of
20 the reasons that led us to start looking at a more
21 regional approach, how can we minimize that
22 maneuver and effectively still handle the traffic.

23 So we've got a concern from a
24 safety standpoint that if we open that road up that

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1 that could be a problem, a safety problem not only
2 for traffic that would be generated for this site
3 but if in fact the development south of Washington
4 generates even more traffic it could be compounding
5 that problem even more so.

6 Tri-State Parkway was designed as
7 an industrial parkway. It wasn't designed as an
8 arterial road to be carrying a substantial amount
9 of traffic to and from that. Having said that,
10 though, we are open to the possibility of reserving

11 that right-of-way.

12 If the Village at some point deems
13 it necessary that that has to be a through street
14 we would reserve that right-of-way.

15 But we wanted to express our
16 serious concerns with the safety, especially as it
17 relates to that weave maneuver and the substantial
18 amount of traffic not only from the site but also
19 for this development south of Washington that might
20 be on that roadway.

21 I think that's all the points I
22 wanted to cover. Hal, did you have anything? Is
23 there any questions regarding that?

24 MR. FRANCKE: Are there any questions

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1 for Dave before --

2 CHAIRMAN RUDNY: Are there any other

3 questions?

4 MS. KOVARIK: Yeah, I'm sorry.

5 CHAIRMAN RUDNY: Yes. Ms. Kovarik.

6 MS. KOVARIK: Does the Tollway own the

7 land for that interchange or will they have to go

8 through the process?

9 MR. MILLER: They do not own that land.

10 There's one issue, though, and I think that I

11 mentioned this last time, that the Tollway would be

12 open that if it worked out with this interchange as

13 is shown here they would eliminate the two ramps at

14 Milwaukee and they've always talked about

15 eliminating those ramps.

16 The Tollway does own this

17 right-of-way within those existing ramps. And

18 they've explored whether that's feasible or not of

19 doing possibly some land swapping.

20 UNIDENTIFIED SPEAKER: No, thank you.

21 MR. MILLER: And so that if in fact that

22 became feasible or made it more feasible to be able

23 to cover some of this right-of-way they would be

24 open to that. But they do not own the land

1 specifically in the vicinity of this interchange.

2 MS. KOVARIK: And just roughly how long
3 does a taking process usually take?

4 MR. MILLER: Obviously if the land can
5 be dealt with without having to go through
6 condemnation or legal maneuvers it can be done very
7 quickly.

8 If's it got to go through a legal
9 process, condemnation, quick take and things such
10 as that, it could be several years or more
11 depending on the legal process --

12 MR. FRANCKE: But the Tollway Authority
13 has quick take authority so they can take the land
14 and fight over the value at a later date. So the
15 answer is quickly.

16 MS. KOVARIK: Okay. All right. That's

17 kind of what I didn't know that. Thank you.

18 CHAIRMAN RUDNY: Do you have any

19 questions? Mr. Sula --

20 MR. SULA: I don't know if it's a

21 question or a comment.

22 CHAIRMAN RUDNY: Mr. Cepon.

23 MR. CEPON: When you had the Blue

24 Ribbon Committee, this is for Mr. Francke, I'm

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1 sorry, when you had the Blue Ribbon Committee or

2 they got through all that, Jim I think was on it;

3 weren't you?

4 MR. SULA: Yes, I was.

5 MR. CEPON: And wasn't one of the

6 recommendations or one of the things that was said

7 that nothing ever -- nobody agreed with this unless

8 all these changes were in place?

9 MR. FRANCKE: Which changes are you
10 referring to?

11 MR. CEPON: Like the interchange on the
12 Tollway.

13 MR. FRANCKE: No.

14 MR. CEPON: The Hunt Club Road.

15 MR. FRANCKE: I don't believe so. Go
16 ahead.

17 MR. SULA: Let me try to clarify
18 something here. When the Blue Ribbon Committee was
19 meeting there was another aspect of the project
20 that has seemingly disappeared and that is the
21 convention center/events center, the thing that was
22 supposed to hold 12,000 plus people.

23 That was the one that was really
24 bringing in the incredibly excessive amounts of

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1 traffic at peak times. But the recommendation from
2 the Blue Ribbon Committee was with that in the
3 background, we thought and universal opinion was
4 that we would like the Washington Avenue or
5 Washington Street I should say interchange built at
6 Phase I in anticipation of Phase II.

7 If you put the new dynamics in
8 front of the Blue Ribbon Committee I'm not sure
9 that's what they would say today.

10 MR. CEPON: You've cleared it up.

11 MR. FRANCKE: I think the driving force
12 behind the interchange that everybody said would
13 necessitate for sure the interchange was the events
14 center which as you know has been eliminated from
15 the proposal.

16 And I don't think I want to clarify
17 that. I think we're all in agreement. We would
18 like to see the interchange in right away, too. I
19 think a number of the Members of the Commission
20 have expressed an interest in seeing it go in right
21 away.

22 In terms of the Tri-State extension
23 we don't think it's necessarily the safest thing to

24 do for the reasons Dave mentioned in terms of Grand

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1 Avenue. But we are on the same page as the Village
2 in wanting to get our future visitors into the
3 village as quickly and easily and conveniently as
4 possibly.

5 We're not on a different page than
6 everybody in that regard. But we think again just
7 in terms of the Tri-State connection we know that
8 the business owners of the Tri-State Park as was
9 indicated are not in favor of it. We're not in
10 favor or it and we don't think that it's going to
11 be the safest thing as Dave indicated.

12 We were told two years ago that and
13 I think if you go back to some of the original
14 public hearing testimony when initially, you know,
15 four months ago when John Rogers first appeared

16 before you he talked about the requests for
17 proposals, the RFP and the whole thrust of
18 addressing the problems on Grand Avenue and trying
19 to alleviate existing deficiencies and problems
20 with Grand Avenue.

21 We believe that what was discussed
22 this evening with respect to the continuation of
23 Tri-State would be contrary to that. We think it
24 would fly in the face of trying to make things

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1 better for Grand Avenue.

2 But as Dave said, having said that
3 we have no problem reserving in our plan the
4 right-of-way that's necessary and leaving that
5 decision for the Village to make at a later date.

6 We don't have any problem with that.

7 I want to -- again, I know it's

8 late also. I also know I think that we still have
9 a little bit to go before we become the Mark
10 McGwires and Sammy Sosas as of late night Plan
11 Commission meetings. I think it's a little bit.

12 CHAIRMAN RUDNY: It's about -- if you
13 want to press that.

14 MR. SULA: Before we get too far away
15 from it.

16 MR. FRANCKE: I'm not looking for the
17 record, but I want to clarify a couple -- in
18 response to a couple of the comments that were made
19 by the residents.

20 MR. SULA: Can I interrupt for a second
21 before we get too far away from Mr. Miller's
22 presentation. I do have one follow-up question.

23 In your assumption that the
24 interchange at Washington would be less expensive

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1 than doing improvements at Grand my understanding
2 is that the existing bridge decking will handle
3 four lanes of traffic and a bike path or six lanes
4 of traffic but not a bike path?

5 MR. MILLER: No.

6 MR. SULA: How does that scenario fit in?

7 MR. MILLER: The existing bridge on
8 Washington can handle four lanes plus a narrow bike
9 path if it goes to the six lanes.

10 We talked about in this area you
11 blow out the whole bridge. You have to. Not only
12 would you be having to widen the bridge from the
13 Tri-State but there just isn't enough width so the
14 Toll bridge here would have to be totally redone.
15 There's no way that you can get six lanes in there.

16 MR. SULA: Okay. Thank you.

17 MR. FRANCKE: Again, in terms of
18 concluding for this evening and again we would be
19 happy to answer in writing any additional questions
20 that the Commission feels or the residents feel
21 haven't been answered.

22 We feel we've answered all of them,
23 but I want to go back again to some of the earlier
24 testimony because you heard again this evening

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1 about the regional need and the regional
2 opportunity for what we're proposing not from us
3 but from somebody else appeared before you from the
4 Lake County Convention and Visitors Bureau.

5 We indicated in prior meetings that
6 one of the components, one of the objectives of the
7 Comprehensive Plan is to achieve the opportunities
8 that are of a regional nature, to take advantage of
9 them when they are presented.

10 We have provided you with
11 information that indicates those opportunities are
12 available today to the Village of Gurnee and to the
13 region in general and that others are looking at

14 grabbing those opportunities.

15 So again we want to encourage you
16 to look at that aspect of the Comprehensive Plan.
17 We believe that what we are proposing especially
18 our proposal as we've modified it as of today
19 furthers that goal.

20 Again, looking back at the original
21 public hearings we have tried to present a proposal
22 that achieves one of the Village Board's original
23 directions which was to accomplish relief to the
24 existing conditions on Grand Avenue.

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1 We have repeatedly said and we've
2 tried to emphasize that it's a positive. And I'm a
3 little concerned that this is perceived as a
4 negative, but we've tried to emphasize time and
5 time again that we are making improvements on what

6 the existing zoning is, not in the context of what
7 you heard in the prior public hearing.

8 But in the true sense of the word
9 that we are providing right now setbacks,
10 limitations on floor area limitations, limitations
11 on height, improvements to the Washington Avenue
12 that these aren't -- it's not the same as the last
13 hearing where you heard a piece of property was
14 zoned for 20 years and so what.

15 This is a parcel that just a little
16 over ten years ago had these bulk regulations
17 established and before I was, you know, making some
18 light of the fact that the heliport was in our list
19 of special uses. But again, it's important to note
20 that is on the existing zoning.

21 All of those uses that the
22 representative of Tri-State Realty made reference
23 to earlier, any one of these uses could walk into
24 the Village today and apply for a special use for a

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1 heliport for their facility. It is in the existing
2 zoning.

3 I can tell you honestly without
4 even talking to the representative of Six Flags or
5 Prism as I indicated to you before, it's not a big
6 issue for us. We would like to keep that in there
7 for as long as the industrial uses that are on
8 Phase I of the industrial park are part of our
9 permitted uses.

10 We've already indicated to staff
11 that once the alternate uses that we're providing
12 for are sustained we have no problem providing that
13 all those uses are eliminated -- become eliminated
14 from the PUD as permitted uses.

15 In other words, once the nature and
16 the character of the planned unit development are
17 established as we contemplate we have no problem
18 eliminating the industrial uses that at this point
19 we're reserving and the special uses that we're
20 reserving. But again, that is in the existing

21 zoning today.

22 We weren't trying to sneak anything
23 in the way it was implied. We're not trying to
24 play let's make a deal and apologize. If I wasn't

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1 clear on the number of hotel rooms, we have
2 provided very clearly in our development standards
3 for a maximum of 900 motel rooms.

4 We have made reference to a
5 regional conference hotel with 400 rooms. We've
6 made reference to two other hotels of 150 rooms
7 here and we've referred to -- we've made reference
8 to the probability of a fourth hotel on the outlot.

9 We did not talk about a six story
10 hotel on the outlot. We talked about a height that
11 would not exceed 45 feet on that one outlot. And
12 that again is in excess of, you know, a hundred

13 feet back from the right-of-way.

14 I think that we are eager again to
15 deal with the fiscal impact issues as the Chairman
16 made reference to at the next meeting. If there
17 are any civil engineering issues we would be happy
18 to address those at the next meeting.

19 But again, we feel we have answered
20 all your questions. We feel this project provides
21 a very unique opportunity for the Village and we
22 are eager to move forward at this time with your
23 thoughts, your final thoughts as I say on the
24 development standards which we hope we can conclude

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1 at the next meeting and move forward at that point.

2 Thank you very much.

3 CHAIRMAN RUDNY: I think we definitely
4 would like to hear the fiscal impact on this

5 project and also I think we need to give our staff
6 a chance to go over the development standards.

7 I think we've had some input
8 tonight that we might take a look at. I think by
9 the next meeting we should have worked with our
10 staff and addressing any other concerns and I think
11 there would be an opportunity for the Commissioners
12 to review those standards more closely.

13 Maybe if there's a revised draft in
14 the meantime we'll get that to the Commissioners as
15 soon as possible so that it could be reviewed and
16 discussed at the next meeting.

17 So with that in mind I'll entertain
18 a motion to continue this to what date? What's
19 the next date that -- now is the 7th -- so the next
20 would be the 14th then, correct?

21 MS. VELKOVER: No, 21st.

22 CHAIRMAN RUDNY: Oh, it's two weeks.

23 That's right, the 21st. So is the 21st okay?

24 MR. FRANCKE: Well, I can tell you again

1 without even consulting with my client that that's
2 not what we expected to hear.

3 First of all, you know, we were
4 surprised, we thought we were the only item on the
5 agenda this evening which obviously we weren't. We
6 had talked about the possibility of perhaps having
7 a special meeting with you on the 30th so that we
8 could wrap this up.

9 We were told recently that that
10 can't happen because I guess you're having another
11 meeting, a special meeting already for a different
12 purpose. So we were hoping that we could appear
13 before you then on October 7th. I think, you know,
14 personally that the, you know, project we've been
15 appearing before you since June and I think that
16 we're close now to wrapping up everything.

17 And, you know, I would like to
18 think that we could meet sooner than another month

19 from now.

20 CHAIRMAN RUDNY: I'll leave it up to the
21 Commissioners, but I know our schedule has been
22 pretty heavy.

23 MR. FRANCKE: I can tell you we will
24 have the revised development standards to you by

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1 the end of this week.

2 MR. WINTER: What do we have on the 7th?
3 I mean do we just have the thing we just continued
4 to the 7th?

5 CHAIRMAN RUDNY: Yeah, right.

6 MS. VELKOVER: We'll probably have
7 another double final PUD.

8 MR. WINTER: But those don't take very
9 long, right? We just approve them, right?

10 MR. SULA: The 7th isn't going to work

11 out for me very well.

12 CHAIRMAN RUDNY: So we have the
13 continued hearing that we had earlier tonight so
14 that could be another long night if we made it the
15 7th.

16 But I'll leave it up to you guys.

17 If you want to make it the --

18 MR. SULA: The 7th doesn't work with me
19 at all.

20 MR. WINTER: What about the 30th again?

21 MS. VELKOVER: We have a joint meeting
22 of the Zoning Board of Appeals to discuss the
23 update of our Zoning Ordinance. That's the meeting
24 that we set.

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1 MR. WINTER: How long do you think
2 that's going to be? An hour?

3 MS. VELKOVER: That's going to last a
4 good portion of the evening easily.

5 MR. FRANCKE: I mean --

6 CHAIRMAN RUDNY: I mean in all honesty
7 what about the 14th? It's just an extra week.

8 MR. SULA: What about a week from
9 tonight?

10 MR. FOSTER: Mr. Chairman, I'm concerned
11 about the notion that we'll be wrapping it up
12 because I just feel like there's so many unknowns
13 concerning the traffic.

14 I'm concerned that I don't want to
15 give the impression that our consent to any meeting
16 date means that this will be wrapped up.

17 CHAIRMAN RUDNY: I don't think that
18 entertains that.

19 MR. FOSTER: Well, with us trying to
20 schedule a date it seems like we're going in that
21 direction.

22 So I just want to convey to whoever
23 that, you know, I'm not looking at any wrapup and I
24 have not gotten a traffic study from the Village.

1 And I think that a week or two is still too many
2 unknowns at this point.

3 CHAIRMAN RUDNY: Well, I don't think
4 that that's an indication just because we would
5 have a special meeting the point would be is that
6 we may need another meeting and then we could make
7 that the 21st.

8 MR. FOSTER: My point is that we were
9 asking for our traffic consultant to get a study to
10 us. So I'm saying by whenever we meet again I
11 would like to have that study in my hand.

12 So if that's going to be in two
13 weeks I would also like to have that study in two
14 weeks.

15 CHAIRMAN RUDNY: I'd also like to have
16 that, too.

17 MS. VELKOVER: The October 7th meeting

18 is three weeks away. If you're looking at after
19 there it's clearly more than two weeks so.

20 MR. WINTER: How about the 14th and have
21 this as the only item on the special meeting for
22 the 14th.

23 CHAIRMAN RUDNY: Is that acceptable?

24 MR. SULA: That works for me.

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1 MS. KOVARIK: The 14th added meeting.

2 MR. FOSTER: What dates do we have
3 meetings then so I'll note my calendar.

4 MS. VELKOVER: The 7th and the 30th.

5 MR. FOSTER: Somebody said something
6 about the 30th, the 7th, and the 14th.

7 CHAIRMAN RUDNY: And then we still have
8 a meeting on the 21st, too.

9 MR. WILDENBERG: We also have a public

10 hearing on the 28th for the overlay district.

11 MR. FOSTER: That's what I'm trying to
12 find out before we schedule the meeting.

13 CHAIRMAN RUDNY: Look, if you don't want
14 to have the meeting, if you want it -- there's no
15 obligation to have the meeting on that date.

16 If you don't feel inclined to do it
17 then let's have that on the regular scheduled
18 meeting.

19 MR. WINTER: I really think that it
20 would be beneficial to have this as the only item
21 on the meeting -- on a meeting night.

22 I think it's helpful for the public
23 that they know that they can come, they can tell
24 their neighbors. And I would also say this, I've

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1 heard a lot, I've read a lot.

2 I'm not saying that we would vote
3 on the 14th but I certainly could articulate the
4 problems that I have with it at that point and say,
5 you know, can you come back or do you want us to
6 vote on it now or something.

7 But I think if we designate it a
8 day that this is the only thing we're going to talk
9 about, the public knows that something might happen
10 that day that they're going to get, you know, not
11 10:30 before they can say something.

12 I think that's really important.
13 And so I would encourage having the special meeting
14 that this is the only item on the agenda and maybe
15 we start at 7:00 even and we make sure that we open
16 it up to the public earlier than what we have been
17 lately.

18 CHAIRMAN RUDNY: I don't have a problem
19 with it. Why don't you make a motion.

20 MR. WINTER: I'll make a motion that we
21 have a special meeting on the 14th. This is the
22 only item.

23 MR. SULA: Second.

24 CHAIRMAN RUDNY: Did you say at 7

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1 o'clock?

2 MR. WINTER: Yeah, 7 o'clock. Why don't
3 we do it at 7 because --

4 CHAIRMAN RUDNY: Well, that's -- first
5 of all, do we have a second?

6 MR. SULA: I seconded.

7 CHAIRMAN RUDNY: Let's discuss it as to
8 7 o'clock. Is the motion, is that acceptable to
9 everyone?

10 MR. SMITH: They're normally 7:30.

11 CHAIRMAN RUDNY: Are you the only one
12 objecting? I mean it's a special hearing so you
13 can call it at 7:00. What's the difference?

14 I guess I agree with Bryan, I think
15 we need to not have people, you know, here at --

16 get up here at 11 o'clock at night to speak. It's
17 unfair to the public. So let's vote on the motion.

18 We have a motion and second to
19 continue this to October 14th here at the Village
20 Hall at 7:00. All those in favor of the motion
21 signify by saying aye in the roll call; those
22 opposed nay. Roll call, please.

23 MS. VELKOVER: Winter.

24 MR. WINTER: Aye.

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1 MS. VELKOVER: Foster.

2 MR. FOSTER: Aye.

3 MS. VELKOVER: Smith.

4 MR. SMITH: Aye.

5 MS. VELKOVER: Sula.

6 MR. SULA: Aye.

7 MS. VELKOVER: Kovarik.

8 MS. KOVARIK: Aye.
9 MS. VELKOVER: Cepon.
10 MR. CEPON: Aye.
11 MS. VELKOVER: Rudny.
12 CHAIRMAN RUDNY: Aye. Motion carries
13 and it is so ordered.
14 Motion to adjourn.
15 MR. SULA: So moved.
16 MR. CEPON: Second.
17 CHAIRMAN RUDNY: All those in favor say
18 aye.
19 ("Aye" responses.)
20 CHAIRMAN RUDNY: Opposed, nay.
21 (No response.)
22 CHAIRMAN RUDNY: Meeting adjourned.
23 (The meeting adjourned at 12:40 a.m.)
24

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STATE OF ILLINOIS)
) SS:
COUNTY OF L A K E)

I, SANDRA K. SMITH, do hereby
certify that I am a court reporter doing business
in the County of Lake and State of Illinois; that I
reported by means of machine shorthand the
testimony given at the foregoing Report of
Proceedings, and that the foregoing is a true and
correct transcript of my shorthand notes so taken
as aforesaid.

SANDRA K. SMITH, CSR, RPR
Notary Public, Lake County, IL
CSR License No. 084-003104

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