

VILLAGE OF GURNEE

PLAN COMMISSION

PUBLIC HEARING

held

August 19, 1998

7:30 PM

GURNEE MUNICIPAL BUILDING

325 North O'Plaine Road

Gurnee, Illinois

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 BUTCH MAIDEN

17

18

19

20

21

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

23 CSR License No. 084-003104

24

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 (No response.)

8 MS. VELKOVER: Absent. Smith.

9 MR. SMITH: Here.

10 MS. VELKOVER: Sula.

11 MR. SULA: Here.

12 MS. VELKOVER: Kovarik.

13 MS. KOVARIK: Here.

14 MS. VELKOVER: Cepon.

15 MR. CEPON: Here.

16 MS. VELKOVER: Rudny.

17 CHAIRMAN RUDNY: Here. Will you all  
18 please join me in the Pledge of Allegiance.

19 (Pledge of Allegiance.)

20 CHAIRMAN RUDNY: Okay. First we have  
21 the approval of the July 15th, 1998 Plan Commission  
22 minutes.

23 Have the rest of you had a chance  
24 to review those? Any additions or corrections?

4

1 Mr. Cepon.

2 MR. CEPON: I have one correction. On

3 Page 89 Line 15 I believe it should be widening  
4 Washington Street, not winding.

5 CHAIRMAN RUDNY: I think you're right.  
6 Anything else?

7 (No response.)

8 CHAIRMAN RUDNY: Well, with that I'll  
9 take a motion to accept them as presented.

10 MR. SMITH: So moved, Mr. Chairman.

11 MR. WINTER: Second.

12 CHAIRMAN RUDNY: Motion and second. All  
13 those in favor of the motion signify by saying aye  
14 in the roll call; those opposed, nay. Roll call,  
15 please.

16 MS. VELKOVER: Winter.

17 MR. WINTER: Aye.

18 MS. VELKOVER: Smith.

19 MR. SMITH: Aye.

20 MS. VELKOVER: Sula.

21 MR. SULA: Aye.

22 MS. VELKOVER: Kovarik.

23 MS. KOVARIK: Aye.

24 MS. VELKOVER: Cepon.

5

1 MR. CEPON: Aye.

2 MS. VELKOVER: Rudny.

3 CHAIRMAN RUDNY: Aye. Motion carries

4 and it is so ordered.

5                               Next we have a public hearing,  
6 Nextel West Corporation. The subject property is  
7 located at 4548 Grand Avenue. The property is  
8 zoned E public and is improved with the Village of  
9 Gurnee fire station and water tower.

10                              The Petitioner is requesting a  
11 special use permit to allow the installation of  
12 wireless antennas on the catwalk of the water tower  
13 and to erect an unmanned equipment storage building  
14 in the base of the tower.

15                              Tracy, is there anything you'd like  
16 to add on that?

17                              MS. VELKOVER: Just that under the  
18 public zoning district a special use is required in  
19 order to locate wireless antennas and equipment  
20 storage buildings.

21                              You may remember about a year ago  
22 we were approached with a similar petition from  
23 Ameritech for the installation of antennas to the  
24 top of the water tower and the installation of or

6

1 construction of an equipment or storage facility at  
2 the base of the tower.

3                              They are just starting that  
4 construction right now and this is a similar

5 request from Nextel.

6 CHAIRMAN RUDNY: Okay. Now this is a  
7 public hearing so anyone who is with the Petitioner  
8 and anyone from the public who wishes to make a  
9 comment or ask a question on this particular  
10 hearing needs to stand and be sworn in by our  
11 Village Attorney.

12 (Witnesses sworn.)

13 CHAIRMAN RUDNY: Okay. So do you have  
14 anything to present to us?

15 MR. STERN: Yes, I do. I have a brief  
16 presentation. Good evening. My name is Michael  
17 Stern.

18 CHAIRMAN RUDNY: Could you please use  
19 the microphone because it helps the people in the  
20 back.

21 MR. STERN: Good evening. My name is  
22 Michael Stern and I'm the zoning manager for Nextel  
23 Communications.

24 And as stated, I am here to ask

7

1 your permission, your recommendation for a special  
2 use permit to install Nextel wireless antennas onto  
3 the Grand Avenue water tower and to also develop an  
4 equipment shelter to hold the Nextel radio  
5 equipment that would be housed there.

6 Briefly, what we are doing here is  
7 basically expanding on what was approved for  
8 Ameritech. We will be placing a Nextel equipment  
9 shelter onto a platform that is approximately 6  
10 feet off the ground. We will have a common roof  
11 that will cover the platform and basically cover  
12 from the top the shelters that would be placed onto  
13 the platform.

14 We will also landscape around the  
15 platform area on the south, the east, and the west  
16 side, the north side facing the water tower and  
17 basically expanding Ameritech's landscape plan.

18 If there are any questions about  
19 our development I would be more than happy to  
20 answer them this evening. Thank you.

21 CHAIRMAN RUDNY: Mr. Smith.

22 MR. SMITH: My only concern would be  
23 that it's the same materials that the one going up  
24 now is. Are you going to use the same type, the

8

1 aggregated stone as they are?

2 MR. STERN: Yes, our shelters are  
3 standardized in an aggregate stone.

4 CHAIRMAN RUDNY: Any other questions?  
5 Ms. Kovarik.

6 MS. KOVARIK: Do you have any signs on

7 the building to identify yourself or advertising  
8 or --

9 MR. STERN: No, there isn't any  
10 advertising, but there will be a sign on the door  
11 in case of an emergency to call the number and it  
12 will have the Nextel name on it.

13 CHAIRMAN RUDNY: Anything else?

14 (No response.)

15 CHAIRMAN RUDNY: Okay. At this time I'd  
16 like to open the floor to the public if anyone  
17 wishes to make a comment or ask a question.

18 (No response.)

19 CHAIRMAN RUDNY: If not, the floor is  
20 closed to the public and I'll entertain a motion  
21 for a favorable recommendation.

22 MR. CEPON: Mr. Chairman, I'll make a  
23 favorable recommendation to okay the Nextel West  
24 Corporation petition for the establishment of the

9

1 antennas and the building.

2 CHAIRMAN RUDNY: Okay. Motion by Mr.  
3 Cepen.

4 MR. SULA: Second.

5 CHAIRMAN RUDNY: Was that Mr. Sula?

6 MR. SULA: Yes.

7 CHAIRMAN RUDNY: Second by Mr. Sula.



8 All those in favor of the motion signify by saying  
9 aye in the roll call; those opposed, nay. Roll  
10 call, please.

11 MS. VELKOVER: Winter.

12 MR. WINTER: Aye.

13 MS. VELKOVER: Smith.

14 MR. SMITH: Aye.

15 MS. VELKOVER: Sula.

16 MR. SULA: Aye.

17 MS. VELKOVER: Kovarik.

18 MS. KOVARIK: 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 MR. STERN: Thank you very much.

10

1 CHAIRMAN RUDNY: Thank you.

2 The next matter is a public  
3 hearing, Great American Carwash. The subject  
4 property consists of approximately two acres  
5 located on the east side of Milwaukee Avenue just  
6 south of the Windsor Court Office Center.

7 The property is zoned C/B-2. The  
8 Petitioner is requesting approval of a special use

9 permit to allow the establishment and operation of  
10 a full service carwash, automobile detailing, and  
11 an oil lube facility.

12 Tracy, do you have anything to add  
13 to that?

14 MS. VELKOVER: Just as you said, the  
15 property is zoned C/B-2 community district. Under  
16 the C/B-2 zoning district a special use permit is  
17 required for the establishment of all three of the  
18 proposed uses including the carwash, the detailing  
19 facility and the oil change facility. And the  
20 Petitioner is here to present their plans.

21 CHAIRMAN RUDNY: Again, this is a public  
22 hearing so anyone who is with the Petitioner who is  
23 going to give testimony and also anyone from the  
24 public who wishes to make a comment or ask a

11

1 question on just this matter needs to stand and be  
2 sworn in by the Village Attorney.

3 (Witnesses sworn.)

4 CHAIRMAN RUDNY: Okay. So please  
5 proceed. And could you use the microphone.

6 MS. PRECHT: Good evening, Ladies and  
7 Gentlemen. This is the first time I'm in front of  
8 the Board so excuse my voice.

9 CHAIRMAN RUDNY: Make sure you hold the

10 mic up so everybody can hear you.

11 MS. PRECHT: My name is Mitra Precht.  
12 I'm here as a representative for Dan Robison  
13 Architects.

14 The lot and project in question is  
15 located to the south of the Windsor Court Office  
16 Building and east of the Route 21. As you said,  
17 it's about a two acre property but only one acre of  
18 it is buildable, the rest of it is existing  
19 detention area.

20 We are proposing a 6,000 square  
21 foot one story brick building with pitched roof for  
22 a carwash that includes two oil change bays and  
23 three detail bays. We are providing 30 to 35  
24 stacking cars around the south part and the east

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1 part of the property wrapping around the building.

2 There will be 11 parking lots for  
3 the three detail bays and two oil bays. And per  
4 code we're required to have two parking stalls per  
5 each bay so we have a little bit more than what is  
6 required.

7 There is a location for the trash  
8 can area on the back of the building and we are  
9 providing two locations for the vacuum, one in the  
10 front and one in the -- by the entrance of the

11 carwash so in case this is crowded they can use  
12 this vacuum area and this vacuum so the flow would  
13 go much faster.

14 Customers will drive their vehicle  
15 up to the entrance of the carwash and then one of  
16 our employees will carry the car, vacuum it, and he  
17 runs it through the carwash. And we're providing  
18 heavy duty dryers on the end of the tunnel. And  
19 from there the employee would drive the car and  
20 park the car on a drying area which is designated  
21 here and they would dry the car by hand.

22 And by there the customers will  
23 walk in through the building into the hallway and  
24 as they're going they can see their car being

13

1 washed and observe it and then they can come out  
2 from here and when the car is finished they can  
3 take the car and drive through.

4 There is a sewer line going in  
5 through this property and connecting into the  
6 detention area and we're proposing to loop it  
7 around the building going in the south and  
8 reconnecting it to the detention area. And by  
9 doing that we're providing three drainage areas in  
10 the parking lot and especially one in the front of  
11 the dry area so this area will always stay dry

12 since the water will go through the drain and go  
13 out to the detention area.

14 This is the existing entrance into  
15 the property and we have the easement to use that  
16 and we are providing one entrance into the property  
17 and two exit out of the property so in this case  
18 the flow of the car would go much faster in and out  
19 of the property.

20 If the State prefers the entrance  
21 to be in front of the Six Flags entrance we need to  
22 provide a curb cut here and then we can use the  
23 easement for our entrance to the facility.

24 We have provided 50 feet distance

14

1 from the line here until the property so if in case  
2 if the car for any reason decided to turn around  
3 and not go through the carwash they have plenty of  
4 space to turn and exit from the building.

5 This is the lighting plan. And as  
6 you see on -- we have provided very, very small  
7 amount of light leading into the surrounding area  
8 and almost nothing into the Highway 21.

9 This is the floor plan. It is a  
10 very unique floor plan that we designed in this  
11 case because we're providing the windows on the  
12 front of the elevation so people on 21, they can

13 see the cars going in through the carwash and also  
14 the customers can walk through here and watch the  
15 cars being washed. And we are providing two  
16 handicap parking and two handicap toilet facilities  
17 for the public and one for the employees.

18 We're putting all the equipment for  
19 the carwash above the hallway so in this case the  
20 carwash area is clean and without the equipment.

21 This is the elevations. This is  
22 the front elevation. As I said, there is windows  
23 in the front so people can see. The elevation of  
24 the street is about four or five feet above the

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1 property so, you know, people as they drive in they  
2 can see right in through the windows.

3 And we have a -- we are putting a  
4 canopy at the north part of the building to provide  
5 a shelter for the workers in the winter and the  
6 summer from the heat and from the cold so that will  
7 keep them.

8 This is the sign that we are  
9 proposing is a 25 foot above from the finish floor  
10 on our property. As I said, since the street level  
11 is about four feet above you'll only see 21 or 20  
12 feet of the signage. And you have 12 by 12 sign  
13 here with the clock and the message and the planter

14 down below it.

15 And also I have provided the  
16 signage information here. And as you see, the  
17 signage that we have provided is the signage as  
18 required by the code.

19 I also would like to introduce Mr.  
20 Red Jensen. He is the representative from Flapan  
21 Carwash Equipment. If you have any questions  
22 regarding the carwash he's more than glad to answer  
23 the questions. And I'm here to answer, if you have  
24 any questions I can answer it.

16

1 CHAIRMAN RUDNY: Okay. Members of the  
2 Commission, do you have any questions? Ms.  
3 Kovarik.

4 MS. KOVARIK: On the other blueprint,  
5 not the building elevation, you said that you  
6 had -- you were using the existing curb cut.

7 Is that the one for the shopping  
8 center?

9 MS. PRECHT: No, there is a curb cut --  
10 there is this property goes on and there is a curb  
11 cut halfway between. The shopping center is way  
12 down the street.

13 MS. KOVARIK: So where does the driveway  
14 go in if you make a right? If you go the other

15 way, where does that part go?

16 MS. PRECHT: This way? We'll have now  
17 that we can provide another entrance in case they  
18 would sell this property here they can still use  
19 that entrance for their facilities.

20 MS. KOVARIK: And one other question on  
21 the street and the parking lot.

22 If someone uses the oil changing  
23 bay or the detail bay and they're done and they  
24 back up and pull out of the bay, are they supposed

17

1 to exit through the carwash?

2 MS. PRECHT: No. They would do the oil  
3 bay right here and then if they don't want to wash  
4 the car usually they recommend when they do the oil  
5 change they will take them, the employee, and takes  
6 them in through the carwash.

7 MS. KOVARIK: Do you have to get a  
8 carwash when you get your oil changed?

9 MS. PRECHT: No, no. If they don't want  
10 to, if they don't they can come here and we have  
11 plenty of space to turn around and go. There's 24  
12 feet from the building to this parking lot. And  
13 this parking lot is just paved so it is just lines.

14 MS. KOVARIK: All right. Then the  
15 directional arrows on the blueprint, once you come



16 up the access road and you turn to get in line to  
17 get your carwash all the directional arrows point  
18 in, none of them are pointing out.

19 MS. PRECHT: This area goes in and then  
20 this area as they dry the car, that's the part that  
21 it goes out. There is two exits on -- exit lane  
22 going out and one coming in.

23 MS. KOVARIK: Right, but after the bend  
24 all those directional arrows go --

18

1 MS. PRECHT: This area here?

2 MS. KOVARIK: No.

3 MS. PRECHT: I'm sorry.

4 MS. KOVARIK: Yeah, that area. You have  
5 no directional signs or no lanes going --

6 MS. PRECHT: Into that.

7 MS. KOVARIK: Going west, going out of  
8 there. How do they exit?

9 MR. JENSEN: Which exit?

10 MS. KOVARIK: If you back up out of the  
11 oil change bay --

12 MR. JENSEN: There's double doors.

13 MS. KOVARIK: -- you drive through and  
14 if you don't want to go through the carwash.

15 MS. PRECHT: You'll have enough space  
16 here to turn around.

17 MS. KOVARIK: So are there more lanes  
18 than what's shown on the blueprint?

19 MR. JENSEN: There's a lane in front  
20 between here.

21 MS. KOVARIK: No, I mean --

22 MS. PRECHT: On the median?

23 MS. KOVARIK: On the south side.

24 MS. PRECHT: Those arrows just indicate

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1 the flow of the cars, that's all.

2 MS. KOVARIK: But they're all flowing  
3 the opposite way of the people coming out of the  
4 oil change bays.

5 MR. JENSEN: They're showing the arrows  
6 going into the carwash.

7 MS. KOVARIK: Right. So the people  
8 coming out of the detail bay, there's no  
9 directional arrows showing the lane for them to  
10 come out and not go through the carwash.

11 MS. PRECHT: The customer won't be  
12 taking them out of the detail bay, that would only  
13 be attendants.

14 In other words, in these bays here  
15 only employees will pull them in and only employees  
16 will pull them out.

17 MS. KOVARIK: So they pull them out. So

18 he drives them over to the --

19 MS. PRECHT: To the parking lot right  
20 here.

21 MR. JENSEN: He'll drive it over and  
22 bring it to the front so they can leave, they  
23 wouldn't allow a customer.

24 MS. KOVARIK: He's parked in this spot,

20

1 the customer gets his car, I don't see where  
2 there's a lane for him to pull out without going  
3 through the carwash on my blueprints.

4 MS. PRECHT: We can provide you the  
5 lane. It would be -- we have enough space here.

6 MR. DEPKE: It's 25 to 30 feet depending  
7 on --

8 MS. KOVARIK: I'm kind of concerned  
9 about the circulation. Because, you know, I think  
10 you're going to be busy.

11 MR. DEPKE: We hope so.

12 MS. KOVARIK: It is an appropriate  
13 location, and I'm worried if you have cars stacked  
14 up and the other people are pulling out from their  
15 spots and they're going against these two lanes  
16 coming in and they may need to come out and it all  
17 kind of converges at that little intersection.

18 MR. JENSEN: Normally what you do is you

19 pull your details, they come in to the cashier,  
20 your employees would take and pull it in. And no  
21 customer will be parked in here or trying to get in  
22 here. The employees will take and put -- park the  
23 automobiles over here, they will go into the  
24 cashier, we would back out and pull the car up to

21

1 the front and they could drive out.

2 MS. KOVARIK: And it's the driving out  
3 part that I don't see a lane for.

4 MR. JENSEN: Okay. That's what she'll  
5 have to draw. Once they're past this point that  
6 would all be handled by the employees of the  
7 carwash.

8 MS. KOVARIK: I understand that. I  
9 think it's those people exiting that didn't want a  
10 carwash that it appears there's a circulation  
11 problem.

12 MS. VELKOVER: What's the width there?  
13 I mean if you have enough width and you have two  
14 lanes, do you know what the width is there between?

15 MS. PRECHT: According to this it's 24  
16 feet 3 and one-eighth inch. From the building at  
17 this corner to this corner?

18 MS. VELKOVER: Not that corner, the  
19 other corner.

20 MS. PRECHT: From here to here?

21 MS. VELKOVER: The very north, the very  
22 southeast. Right there, right where you have your  
23 finger over to the -- what's the width of that bay  
24 there or that drive aisle?

22

1 MS. PRECHT: From here to this line is  
2 about 50 feet so I assume from here to here at  
3 least would be 24 feet.

4 MS. VELKOVER: Okay. 24 feet.

5 MS. PRECHT: That would be two lanes.

6 MS. KOVARIK: I think it would be  
7 important to have two-way circulation.

8 MS. PRECHT: Okay. That's a good point.

9 CHAIRMAN RUDNY: Are there going to be  
10 any lane markings? Are you going to have that  
11 marked off with some directional arrows?

12 MS. PRECHT: We will have lines direct  
13 lining it.

14 CHAIRMAN RUDNY: Okay. And so will  
15 there be some lines for the lanes going out then?  
16 I guess that may be Ms. Kovarik's question is it  
17 doesn't seem -- like on my drawing, too, it looks  
18 like all the arrows have the cars coming in but  
19 there's no -- are those arrows, are those marking  
20 arrows or are they just drawn to show the

21 circulation?

22 MS. PRECHT: Just showing the  
23 circulation.

24 CHAIRMAN RUDNY: Because I think -- now,

23

1 Tracy, did our -- this was reviewed by our traffic  
2 consultant, right?

3 MS. VELKOVER: Right.

4 CHAIRMAN RUDNY: So he did review it?

5 MS. VELKOVER: Our traffic consultant  
6 has reviewed it and he has a couple of concerns.

7 First of all, he would recommend  
8 that the entrance into this site align opposite of  
9 the entrance into the Great America employee  
10 entrance. That's the first comment.

11 He believes that the stacking for  
12 30 cars is appropriate for this circulation. He  
13 did take a look at the Car Spa which is a similar  
14 type of operation in Libertyville and has similar  
15 types of stacking with the 30 cars so he feels  
16 somewhat comfortable in that.

17 Again, this is a unique kind of a  
18 carwash. It's not the typical carwash that we've  
19 seen in town. It's a whole service where you only  
20 have one bay for the full service carwash.

21 One of his concerns was the

22 circulation of that, the oil change place. He  
23 would recommend that they actually circulate in an  
24 opposite direction of what is being proposed here.

24

1 Instead of coming in from the south and exiting on  
2 the north he would prefer that they come in and  
3 around and enter in on the north and they can just  
4 exit straight out. And that might help with your  
5 concern, Kristine, about the width.

6 One of his other concerns was with  
7 employee parking. And maybe they can talk a little  
8 bit about how many employees they have on site.  
9 But the concern is when the carwash is operating at  
10 the maximum amount which is on a really busy day  
11 having enough employee parking. They have provided  
12 ten employee parking spaces, would that be enough  
13 to accommodate their busy heavy times. And those  
14 were basically his concerns.

15 MR. JENSEN: Okay. Basically this  
16 carwash would probably have anywhere from a maximum  
17 of ten to fourteen people on at one time. You  
18 would have -- this is -- not everybody that works  
19 at a carwash owns a car. It's just not -- they  
20 don't, they car pool. You get two or three guys in  
21 a car at a time.

22 So you have a maximum -- if there's

23 two in a car you have enough for twenty people and  
24 he's never going to see twenty at this location.

25

1 So that's my best point. It's lower income and  
2 you're going to have anywhere from two to three to  
3 four people in the cars. That's been my  
4 experience.

5 CHAIRMAN RUDNY: Well, what if you  
6 don't?

7 MR. JENSEN: What if you don't?

8 CHAIRMAN RUDNY: I mean it's certainly  
9 possible they might have two cars in this car pool  
10 and then you have all the rest come in in  
11 individual cars.

12 MR. JENSEN: Like I said, if you have  
13 ten, you probably have a maximum of fourteen  
14 people. That would be your ten spaces. And four  
15 out of the eleven up front. But that's -- I don't  
16 see your having eleven employees at a carwash each  
17 having a car.

18 CHAIRMAN RUDNY: Now what happens, the  
19 loop is first come first serve, right?

20 MR. JENSEN: Right.

21 CHAIRMAN RUDNY: So what if you've got  
22 eight or ten people that come for lube, aren't they  
23 going to park in the parking spaces?



1 lube at this location would be extreme. Plus what  
2 he's intending to control his feed right here,  
3 you're going to have two inside and then you'll  
4 have these basic ones that would be filled up.

5 You have three for your detail so  
6 that's not a serious concern. We could get by at  
7 this location very handily with this. This is more  
8 than the norm that I see.

9 CHAIRMAN RUDNY: The problem that we  
10 have is our staff is telling us that a consultant  
11 has got a problem with the parking. I take it  
12 that --

13 MS. VELKOVER: They do meet the code  
14 requirement, but we did have our consultant take a  
15 look at it and there is a concern during their  
16 maximum time of operation whether they would have  
17 enough employee parking.

18 And the concern is based upon how  
19 many maximum employees they will have out there  
20 during the peak time. I mean if they have fifteen  
21 employees should they be providing one parking  
22 space for every employee and it's kind of a call by  
23 the Plan Commission here.

24 Our code requires one parking space

1 for every two employees. But again, this is a  
2 special use permit and you can require greater than  
3 that amount. And like I said, they do meet our  
4 code but we do have some concerns based upon our  
5 traffic consultant's review of this.

6 MS. KOVARIK: To add to that, even if  
7 there's enough parking, the employees, the only way  
8 to back out is into the line of cars that people  
9 are waiting to get a carwash.

10 They're waiting in line to get a  
11 carwash and then to back out of their spot to go to  
12 lunch, take a break or quit that day they have to  
13 literally back into that line. I don't know how  
14 they would turn around to get out.

15 MS. PRECHT: You would be really lucky  
16 to have that many cars waiting to get a carwash.

17 MS. KOVARIK: On a nice Saturday in  
18 March.

19 MR. JENSEN: And the other point of that  
20 is on a nice Saturday in March we're not sending  
21 anybody home, they're going to be leaving at six.

22 You have ten spots and I think  
23 that's going to be more than enough with only  
24 twelve, fourteen people maximum at the location.

1                   MS. KOVARIK: I still think there would  
2 be another circulation problem with employees.

3                   MR. DEPKE: Mr. Chairman.

4                   CHAIRMAN RUDNY: Yes.

5                   MR. DEPKE: If I may introduce Red  
6 properly here. Red has been associated probably  
7 with 200 carwashes, has run 15 to 19 carwashes in  
8 the suburban area.

9                                 This is more stacking than we've  
10 had in any of the other ones. And as far as the  
11 lube area, the lube area that I've looked at -- and  
12 I've looked at lube shops all over -- if you get  
13 two or three people waiting for lube you're really  
14 lucky and you hope to be that busy. You know, this  
15 has met all the criteria.

16                                 But back to Red. He has been  
17 associated, as I said, with many, many. And the  
18 circulation and the car storage that we have here  
19 and the type of people that work or we hire for  
20 these operations come two, three, four, five, six,  
21 seven, eight to a car sometimes. It depends on who  
22 is -- it depends who the boss is.

23                                 And you can understand what I'm  
24 talking about. It depends who the boss is that's

1 controlling the workers. And they have a boss that  
2 controls the workers that they usually ride to this  
3 group.

4 I've been to carwashes from here to  
5 Florida and nobody has got this much space and this  
6 much storage for parking in all the carwashes that  
7 I've been to.

8 MR. JENSEN: We operate 13 carwashes in  
9 Chicago and we had 118 people that directly work  
10 for me at the 13 and we did not have anywhere near  
11 the parking or stacking capabilities that he has  
12 here.

13 MS. KOVARIK: I agree you have a lot of  
14 stacking capabilities, but I think there's a  
15 circulation problem.

16 CHAIRMAN RUDNY: Is there available  
17 space that if it turns out that there were a  
18 problem in the future that there could be more  
19 parking space made available?

20 MS. PRECHT: We can raise this area here  
21 which is part of the detention area and provide  
22 another full parking space on that area.

23 CHAIRMAN RUDNY: That's been done  
24 typically in the past is that we just, you know,

1 put a contingency on it so that if there is a  
2 problem that I guess that would be land banking  
3 some spaces.

4 So that if you -- if it shows that  
5 in the future there is some problem created that  
6 you could put in additional spots.

7 MS. PRECHT: We would have the  
8 capability of doing that.

9 CHAIRMAN RUDNY: I guess we should also  
10 raise this question about the entrance because I'm  
11 not exactly -- where is the Great America entrance?

12 MS. PRECHT: It's right here off of the  
13 page.

14 CHAIRMAN RUDNY: I understand it's  
15 across the street.

16 MS. PRECHT: Right, it's right across  
17 the street. That's where I have it dotted here for  
18 the opening.

19 CHAIRMAN RUDNY: I see that on the  
20 drawing. Yeah.

21 (Enter Mr. Foster.)

22 MR. DEPKE: Mr. Chairman, again it  
23 depends on the State of Illinois. Our engineer is  
24 working on that and it depends on what the State of

1 Illinois is going to do with 21.

2 The complex next to us has got  
3 right in and right out and one right -- one right  
4 out and one right and left in. But, you know, a  
5 lot of -- a lot of storage and a lot of cars in  
6 that area.

7 We can go all the way up to where  
8 the cut is already in the pavement and that's what  
9 Mr. Rodus (phonetic) has given me an easement to go  
10 that far up. But if the State wants us to come  
11 down we will concede to come down. Otherwise,  
12 we've got storage for 40 cars on the easement.

13 UNIDENTIFIED SPEAKER: Who is the guy  
14 sitting down talking?

15 CHAIRMAN RUDNY: Hold on, it isn't on to  
16 the public --

17 UNIDENTIFIED SPEAKER: He doesn't have  
18 to tell us who he is?

19 CHAIRMAN RUDNY: The floor will be open.  
20 This is a public hearing, we have to speak one at a  
21 time. Everybody gets a chance.

22 UNIDENTIFIED SPEAKER: I just want to  
23 know who is talking.

24 CHAIRMAN RUDNY: It has not been open to

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1 the public. The floor will be open to the public

2 and you'll have an opportunity to ask your question  
3 at that time.

4 I'm sorry. Oh, yes. You have to  
5 identify yourself.

6 MR. DEPKE: Bob Depke.

7 UNIDENTIFIED SPEAKER: Thank you. Who  
8 is he?

9 MS. PRECHT: Mr. Depke, Bob Depke.

10 MR. DEPKE: I don't know what else  
11 to --

12 MS. KOVARIK: Petitioner.

13 MR. DEPKE: I hope to own the property.

14 MS. KOVARIK: Going back to circulation.

15 Is there a physical reason why the  
16 building couldn't be flipped or turned around so  
17 that everybody enters all the bays of the carwash  
18 from the east -- no, the west side of the building  
19 and then they all exit around the back and come  
20 out?

21 MS. PRECHT: We had three or four  
22 different designs and then with our consultant this  
23 was the best flow and the best circulation and the  
24 best stacking around the building without

33

1 interrupting the whole area.

2 If you move that over then we're

3 cutting the property in half and that will create a  
4 lot more problem for getting in and out.

5 This way the building is out of  
6 reach, the stacking is all around it. The parking  
7 is close to the building and also the dry area is  
8 right where it's supposed to be at the exit so they  
9 come in and out the straight line rather than  
10 having to turn into the carwash.

11 MR. WINTER: I didn't want to have to  
12 admit this, but I've gone to a number of these  
13 carwashes where they do it for you and really  
14 there's a lot more room here than the ones in the  
15 area. I mean really.

16 I guess I know from experience. I  
17 mean this really is a lot of room there compared to  
18 the existing ones. I'm not quite sure I understand  
19 some of these concerns here, but I can't imagine if  
20 you looked at the existing carwashes that are out  
21 this is a lot more room than any of them in the  
22 area.

23 CHAIRMAN RUDNY: I guess the only thing  
24 as we pointed out is that this is somewhat unique,

34

1 the staff has had really nothing directly to  
2 compare with and there's actually several uses.  
3 This is more than just a carwash.



4 MR. WINTER: They're in another town,  
5 the ones that I go to.

6 CHAIRMAN RUDNY: And they have a lube  
7 change and detail shop?

8 MR. WINTER: Well, the detailing is  
9 really a function of the cleaning. I think that's  
10 a term they use for doing the carpeting inside and  
11 washing it. It's not really -- it's not detailing  
12 in terms of body work or anything like that.

13 MR. JENSEN: No, there would be no body  
14 work. It's just carpets, vinyl tops, paint,  
15 regular reconditioning of the paint.

16 CHAIRMAN RUDNY: Okay. Are there any  
17 other questions?

18 I'm not sure we clarified the thing  
19 on the curb cut. Is that something staff is  
20 concerned about, the fact that the curb cut is not  
21 across from Great America or is that something that  
22 the State has to determine?

23 MS. VELKOVER: The State will ultimately  
24 make the decision but it is the Village traffic

35

1 consultant's recommendation that it align opposite  
2 the entrance of the Great America.

3 So if you were looking to forward a  
4 recommendation on this I would encourage you to

5 make it, you know, contingent upon the condition  
6 that it align opposite of that entrance.

7 CHAIRMAN RUDNY: Okay. And is my  
8 understanding correct that the Petitioner would  
9 actually prefer to do that?

10 MS. PRECHT: It would be fine with us,  
11 but we do need a turn lane here to get into the  
12 property since this is right across.

13 So then you can stop -- I mean you  
14 won't stop the traffic, if there is five cars lined  
15 up here to turn it would not stop the traffic, you  
16 would have two lane, one for turn and one straight  
17 forward.

18 MS. VELKOVER: And that's also our  
19 traffic consultant's recommendation is that there  
20 be separate left turns, one into this facility and  
21 then a separate left into the Great America  
22 entrance.

23 CHAIRMAN RUDNY: Okay.

24 MR. WILDENBERG: I don't know on the

36

1 curb cut situation, you have to be a little bit  
2 careful how you craft a recommendation on this  
3 because the State may or may not require that curb  
4 cut to be aligned.

5 And both the Petitioner and the

6 Village are going to be at the mercy of the State's  
7 curb cut permit on this one. So you want to  
8 consider some terminology that encourages the  
9 alignment of those; however, it is subject to final  
10 determination by the State.

11 Otherwise you might be precluding  
12 the other thing from happening and it would raise  
13 the question you have to go through a hearing again  
14 and rereview the whole thing.

15 CHAIRMAN RUDNY: Okay. Any other  
16 questions from the Commissioners? Mr. Sula.

17 MR. SULA: Just a question for  
18 discussion on the Commission. I wasn't on the  
19 Commission when we did this, the latest comp plan  
20 and I'm struggling a little bit in terms of how  
21 this use is appropriate for this area.

22 I too have been to several  
23 carwashes of this nature where they offer detail  
24 and hand drying and everything but I'm struggling

37

1 to think of one that's immediately adjacent to an  
2 office building.

3 CHAIRMAN RUDNY: Well, I think if you  
4 look actually at the comp plan, in fact, I just  
5 took a look and there's -- you've basically got  
6 along that corridor you have C/B-2.

7 Or not necessarily C/B-2 but retail  
8 commercial zoning and then you have office/services  
9 that are in the northern portion at least kind of  
10 in the middle of that strip.

11 But this property is actually zoned  
12 C/B-2. Now the property north of there is zoned  
13 C/B-2 also.

14 MR. WINTER: Jim, I would say that  
15 looking at the traffic study I think this is a very  
16 compatible use because really their traffic is  
17 going to be on Saturdays or on the weekend a bigger  
18 crunch whereas the office buildings are most likely  
19 going to be during the workweek.

20 So I thought that was a real  
21 positive for this stretch for the traffic study  
22 which I know is increasingly one of our greatest  
23 concerns. So from that standpoint I thought it was  
24 a real benefit that they could consider that use

38

1 for this property.

2 CHAIRMAN RUDNY: I don't know if that's  
3 what you were considering. You're probably  
4 considering other issues besides just traffic,  
5 Mr. Sula.

6 MR. SULA: I'm just trying to understand  
7 what was envisioned in terms of the development of

8 the corridor in general. And I'm not quite sure if  
9 going for more office or more retail.

10 MS. VELKOVER: You have to remember that  
11 this property was zoned a number of years ago  
12 before we did the update of the comp plan and the  
13 whole notion of the Route 21 corridor so this  
14 actually predated that concept.

15 So the zoning has been established  
16 there as commercial for a number of years.

17 MR. CEPON: I think that corridor we're  
18 talking about basically stopping at Washington  
19 Street and our last little section --

20 CHAIRMAN RUDNY: Well, like I indicated,  
21 this strip of property even where the office is is  
22 actually zoned C/B-2 and the property owner to the  
23 north elected to develop it as office.

24 Now that's I think what you're

39

1 saying is that the uses seem to be somewhat  
2 incompatible from maybe an aesthetic standpoint or  
3 a use standpoint, not necessarily a traffic  
4 standpoint.

5 And the thing is, though, that, you  
6 know, we've defined this area as C/B-2 and that's  
7 unfortunate that it couldn't be developed more  
8 consistently, but I think the attempt is probably

9 to try to make the appearance of it consistent with  
10 that office use.

11 MR. SULA: I guess --

12 MS. PRECHT: That's exactly what I was  
13 getting ready to say.

14 MR. SULA: I guess I would like a  
15 clarification about what is it about a carwash that  
16 makes it a special use as opposed to a permitted  
17 use.

18 MS. VELKOVER: Generally we like to  
19 review the circulation on a carwash because we have  
20 a requirement for stacking of a certain number of  
21 vehicles, of five vehicles; but that's for your  
22 typical automatic carwash and not your full service  
23 carwash.

24 So we like to review them for

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1 traffic circulation on site and stacking, the  
2 ability to stack.

3 MR. SULA: Okay. Thank you.

4 CHAIRMAN RUDNY: I think also when you  
5 look at a carwash you're going to have bays and  
6 doors that are not going to be typically compatible  
7 with other C/B-2 uses so you need to know where  
8 those are located, whether they're shielded  
9 properly.

10                   Like you might want to implement  
11           more landscaping, hours of operation, those kind of  
12           things. I guess that's probably the carwash is  
13           probably viewed as a more intense use even in a  
14           C/B-2 zone so that's why it needs to be taken a  
15           closer look at.

16                   Mr. Foster.

17                   MR. FOSTER: For whatever it's worth, I  
18           probably want them to know that I'm probably more  
19           in the same line of thinking that you just  
20           expressed so I'm just putting that out there.

21                   CHAIRMAN RUDNY: Mr. Smith.

22                   MR. SMITH: I imagine he hopes he has  
23           this many cars lined up there and I would say some  
24           of the uses of the carwashes like the wash your own

41

1           would probably time wise be like here there's a lot  
2           of them like the one on Green Bay Road in Waukegan,  
3           you get out of your car and wash it yourself, it  
4           takes time. It isn't as though it just goes  
5           through.

6                   And I don't know, they don't have  
7           near the stacking. I've never seen one that has as  
8           much stacking anywhere.

9                   CHAIRMAN RUDNY: Any other questions or  
10          comments?

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(No response.)

CHAIRMAN RUDNY: Okay. At this time I'd like to open the floor to the public. Anyone who wishes to ask a question or make a comment may do so.

If you can state your name and address for the record, please. And please address your comments and questions to the Plan Commission.

MS. COURSHON: Mary Courshon, 55 Silo Court. Because we can't see the plans clearly I'm basing my question on the description that the soapy water has access going down into the detention area so that we're going to have free floating dirty car water open? That's -- you know,

42

so that's a question.

CHAIRMAN RUDNY: We'll ask that question. Anyone else have any questions or comments?

MR. FOERSTER: It's not often I get a chance to do this. Mike Foerster, Six Flags Great America.

I just -- I do not really have a lot of knowledge about this prior to tonight's meeting, but we have looked at that intersection that was addressed as far as a curb cut across from



12 our employee entrance.

13 And we have no objection to that,  
14 however we have repeatedly -- and I think Jon might  
15 be able to substantiate this as well as the Chief  
16 of Police -- we repeatedly asked the State of  
17 Illinois to put a signal light in there because it  
18 is a very dangerous intersection. There isn't a  
19 year that goes by we don't have a couple people  
20 injured in accidents trying to turn into our  
21 employee lots.

22 So if you give them a favorable  
23 recommendation it's fine with us, we would ask that  
24 you aggressively pursue the State to get a

43

1 signaled intersection there and not just a  
2 non-signal intersection.

3 CHAIRMAN RUDNY: Okay. Thank you. Any  
4 other questions or comments?

5 (No response.)

6 CHAIRMAN RUDNY: Okay. If not, I'll  
7 close the floor to the public.

8 And any other comments or questions  
9 from the Plan Commission? Ms. Kovarik.

10 MS. KOVARIK: I kind of understand why  
11 the consultant has gone with switching the bays so  
12 they come in from the north and exit through the



14 question, we would be controlling it. When it  
15 would be a double lane like this we would be  
16 controlling the loading from here, it wouldn't be  
17 up to the customers.

18 Normally it would be a single file  
19 lane on most of our days, but when it would go to a  
20 double we would control the load back out. We just  
21 put this line in so we would have the additional  
22 cars so we'd have the room.

23 MS. PRECHT: But if that's a concern we  
24 can do that. I can change the arrow going in

45

1 there, this side, and coming out from the exit.

2 MR. WINTER: Mr. Chairman.

3 CHAIRMAN RUDNY: Mr. Winter.

4 MR. WINTER: I just had a follow-up  
5 question. Is it a reader sign because I think we  
6 have an Ordinance that says you have to ask for a  
7 special use if you're going to have a flashing  
8 reader sign in the monument or the main sign.

9 MS. VELKOVER: Actually, I can address  
10 that. This was the first time that we've heard  
11 about the electronic clock that's being proposed on  
12 the sign out in front.

13 And you are correct that that would  
14 take a special use permit because we do have an

15 ordinance -- in our Sign Ordinance a requirement  
16 for electronic message board signs to go through  
17 the special use process. And the definition which  
18 we just checked does include electronic clocks.

19 So that couldn't -- your approval  
20 couldn't include that. You know, if you felt that  
21 a favorable recommendation was coming forward this  
22 evening you could not include that as part of it.

23 If they wanted to pursue the  
24 electronic clock then they would need to go back

46

1 and publish for a new public hearing and send out  
2 notices, put the new notice in the newspaper. So  
3 if they wanted to pursue that we could continue it  
4 to a date when we could make the notification  
5 process and address it all at once or if they would  
6 prefer they could drop that request.

7 MR. DEPKE: We'd just drop it.

8 CHAIRMAN RUDNY: You'd just drop it? I  
9 was going to ask why you need a clock there anyway.

10 MR. DEPKE: We were just doing it for a  
11 public service in case you don't have a watch, you  
12 know, maybe your battery is dead.

13 CHAIRMAN RUDNY: Was it going to be  
14 temperature time or just the time?

15 MR. DEPKE: We just --

16 UNIDENTIFIED SPEAKER: We're not having  
17 it.

18 MR. WINTER: Mr. Chairman, if it's  
19 appropriate, I'd make a motion for purposes of  
20 discussion.

21 MR. SULA: I have a question, Mr.  
22 Chairman.

23 CHAIRMAN RUDNY: Wait, there's some more  
24 questions. Who had some questions? Mr. Cepon.

47

1 MR. CEPON: Can you explain a little bit  
2 more about your signage, what's going on the west  
3 wall, the south wall and everything else.

4 MS. PRECHT: This is where the signage  
5 is located right here.

6 MR. CEPON: That's the monument sign.

7 MS. PRECHT: Is that what you're asking?  
8 I'm sorry.

9 MR. CEPON: No, signs on the building.

10 MS. PRECHT: This is the main sign,  
11 Great American Carwash here. And then maybe here  
12 would be a lube job so they would know people as  
13 they drive in, they know what kind of, you know,  
14 rather than just having a carwash we have a lube  
15 bay and we have a detail bay in here, too. And  
16 then there is a sign here for just this is the

17 main --

18 CHAIRMAN RUDNY: Could you use the  
19 microphone, please.

20 MS. PRECHT: I'm sorry. I'm not used to  
21 the microphone.

22 This is the main entrance as the  
23 people come, you know, waiting here for their car  
24 to be dried and washed. And so just an indication

48

1 this is the main entrance area and then the oil bay  
2 and --

3 MR. CEPON: So the main entrance. The  
4 second drawing you pointed to, this is the north  
5 side of the building, correct?

6 MS. PRECHT: That is right here on the  
7 south side part of it.

8 MR. CEPON: That's the south side.

9 MS. PRECHT: Right, that's where -- this  
10 is where the people drop the car in and they walk  
11 in. And this is where the sale area is and they  
12 wait here for the car to dry out and they come out.

13 MR. CEPON: I realize that, but I'm  
14 trying to figure the signage out.

15 MS. PRECHT: It would be right above  
16 here.

17 MR. CEPON: And then what about the

18 others, you've got the west and the east -- I mean  
19 the east and the north.

20 MS. PRECHT: There is detail bays and  
21 since it's going in and out there is this bay is  
22 longer, I put two signs for that.

23 And then here maybe have another  
24 Great American sign here. And this would be

49

1 indicating all the prices and everything and that's  
2 where they're driving in through.

3 MR. CEPON: Now what side is that?

4 MR. JENSEN: That's north.

5 MS. PRECHT: That's the north side.

6 That's where the people drop the car and walk in  
7 through this door and wait for the car to be  
8 washed. And here indicates all the prices and  
9 everything.

10 We have one indication here and one  
11 on where the vacuum is located which is right here  
12 on the back of the vacuum.

13 MR. CEPON: Okay.

14 MR. DEPKE: Mr. Chairman.

15 CHAIRMAN RUDNY: Yes, Mr. Depke.

16 MR. DEPKE: Again, I don't want to get  
17 tied into name. We thought -- you know, we wanted  
18 to make sure if we get the permit here first before

19 we go through the State and give them \$500 to  
20 search the name and all those kind of things so  
21 there could be a name change on this.

22 I hope that doesn't have a bearing  
23 on the Board, but there could be a name change  
24 because the Secretary of State has to okay names.

50

1 So I didn't want to spend that money before I knew  
2 what was going to happen here.

3 CHAIRMAN RUDNY: Okay. Mr. Cepon, did  
4 you have anything else?

5 MR. CEPON: I guess my only other  
6 question is getting back to the east side of the  
7 building, I was wondering, it seems like you've got  
8 an awful lot of signage for the building.

9 I was wondering why you would need  
10 signage on the east side of the building.

11 MS. PRECHT: Well, as far as the square  
12 footage I am way below the requirements. And I'm  
13 just locating that -- that doesn't mean that we are  
14 going to have it or not, but that's the -- you  
15 know, that's -- you know, I don't know what kind of  
16 other signs they would put.

17 But maybe this one will go, maybe  
18 this one will go, I don't know; but as far as the  
19 square footage we're below the code.



20 MR. CEPON: I think the only other thing  
21 that nobody has asked is hours of operation.

22 MR. DEPKE: Eight until probably six.

23 MR. CEPON: Seven days a week? Except  
24 rainy days.

51

1 MR. DEPKE: Except rainy days.

2 CHAIRMAN RUDNY: I need to apologize to  
3 the lady, we did not ask the question regarding the  
4 prevention of any soapy water getting into the  
5 detention area.

6 MR. JENSEN: There would be a triple  
7 pit basin and you have to keep your records on  
8 grade of material and what you take out and where  
9 it goes so nothing can leak out into the adjoining  
10 properties. So it wouldn't go into your retention  
11 ponds.

12 In other words, adjacent to your  
13 conveyor we'll have a pit into three pits sediment  
14 tank and it sits and then it goes out to the drain  
15 system, not into any part of the parking lot. And  
16 all the sludge that has to be removed, according to  
17 State law you have to keep track of where it goes  
18 and who disposes of it for you.

19 So, in other words, you can't just  
20 take your mud and throw it into the detention pond

21 next door.

22 CHAIRMAN RUDNY: Okay. And Jon, on the  
23 traffic signal, what's the procedure there as far  
24 as what are the chances of a signal going in at

52

1 that intersection?

2 MR. WILDENBERG: Well, the State would  
3 review it to see if traffic warrants are met for  
4 signalization. And that generally requires a four  
5 way public intersection and quite a bit of traffic  
6 coming in both directions, both the north/south and  
7 east/west directions.

8 So it could be requested of them to  
9 look at it, but I wouldn't give you the impression  
10 that it's one of the primary intersections that  
11 they'd look to be signaling because it's my guess  
12 is that it's not going to meet warrants.

13 CHAIRMAN RUDNY: Okay.

14 MR. WILDENBERG: Chairman Rudny, another  
15 thing I'd point out on the handling of the water on  
16 the site, it's also connected to the sanitary  
17 sewer. This would not be a storm sewer related  
18 issue. It is a sanitary sewer related issue so  
19 it's not water that would be going to that pond, it  
20 would be going to the treatment plant.

21 CHAIRMAN RUDNY: I guess it would only

22 be if there were a chance that some of the residue  
23 could get out into the parking or travel areas  
24 outside the building and then from the rain washing

53

1 it into the detention area I guess.

2 MR. WILDENBERG: That can always happen.

3 CHAIRMAN RUDNY: I guess that would  
4 always be a concern.

5 MR. WILDENBERG: There are rinse cycles  
6 within the building that --

7 MR. JENSEN: We have a four foot pit in  
8 the building, the water is below ground and the  
9 pits are below ground so you would shut down before  
10 the water rose up.

11 CHAIRMAN RUDNY: Okay. Any other  
12 questions or comments from the Commission? Mr.  
13 Sula.

14 MR. SULA: Just one other question given  
15 some of the concern about circulation.

16 How critical is the oil change  
17 aspect of the complex?

18 MR. DEPKE: Well, I think to make it all  
19 work I think it's critical for the expense that you  
20 go into with these.

21 And there's always deals that you  
22 put together to make them get their car washed and

23 get the oil changed and you have those things. And  
24 if you have -- as Mr. Cepon said, if there's a

54

1 rainy day maybe somebody will get an oil change and  
2 not a wash and then you give them a ticket for like  
3 they get at the grocery store or something that  
4 they can come back and get it on a day when the sun  
5 is shining for their carwash. So it's another  
6 deal, too.

7 MS. PRECHT: It's enhansive for the  
8 people to come in.

9 MR. DEPKE: To get the people in.

10 MR. JENSEN: They complement each other.  
11 In other words, the carwash would feed the oil  
12 change, the oil change would feed the carwash.

13 MR. DEPKE: There's more of them being  
14 built this way today than any other way. We just  
15 came out of a national show and the -- most of them  
16 that are being built have got -- they've got more  
17 than that, they've got restaurants in them and  
18 everything else. So they're serving pizza now,  
19 flower shops, sub shops.

20 MR. JENSEN: Shoe shines.

21 MR. DEPKE: The whole shot. You should  
22 have seen some of them. I mean this is small  
23 compared to some of the things I've looked at.

24

MR. SULA: I guess all these things

55

1 you -- if you got all these things you need  
2 something to kill the time.

3 MR. JENSEN: Videotapes.

4 CHAIRMAN RUDNY: Any other questions or  
5 comments?

6 (No response.)

7 CHAIRMAN RUDNY: Mr. Winter, did you  
8 want to make your motion?

9 MR. WINTER: Yes, I make a motion to  
10 pass forward a favorable recommendation for a  
11 special use permit to allow the establishment and  
12 operation of a full service carwash.

13 Also consistent with the consultant  
14 in terms of traffic put as part of this  
15 recommendation that the Petitioner pursue with the  
16 State the possibility or a request that their curb  
17 cut lines up with Great America. That would not be  
18 a condition precedent if the State won't let them  
19 do this, but to be consistent with the  
20 recommendation to investigate that and maybe make  
21 application for that.

22 MR. SMITH: Second to that.

23 CHAIRMAN RUDNY: Wait, so we have a  
24 motion and a second. Do we have any discussion on

1 this? Mr. Cepon.

2 MR. CEPON: I was going to say add also  
3 the recommendation of a traffic -- that the State  
4 look at a traffic signal.

5 CHAIRMAN RUDNY: Well, I think the  
6 traffic signal probably would be handled as a  
7 separate issue and that's something that I suppose  
8 representatives from Great America have already  
9 requested and could be looked at again. I don't  
10 know that we need to make that a condition of the  
11 special use permit.

12 MR. CEPON: And the other thing would be  
13 looking at the oil -- direction of the oil lanes.

14 MR. DEPKE: We'll look at it.

15 MR. CEPON: In other words, should they  
16 be reversed or should they be this way.

17 CHAIRMAN RUDNY: We can have our staff  
18 look at that with the recommendations from our  
19 traffic consultant. Any other discussion on the  
20 matter? Tracy.

21 MS. VELKOVER: Did you want to require  
22 the lane banking of additional parking spaces?

23 CHAIRMAN RUDNY: I think it would be a  
24 good idea. I don't think that's -- do you accept

1 that change in the motion?

2 MR. WINTER: Sure.

3 CHAIRMAN RUDNY: Or addition I should  
4 say to the motion. Pardon me.

5 MS. VELKOVER: How many?

6 CHAIRMAN RUDNY: Well, what did you  
7 think you have reasonable space for four additional  
8 spots?

9 MS. PRECHT: We can provide three to  
10 four.

11 CHAIRMAN RUDNY: It would only be  
12 required if there was found that there would be a  
13 need for that. Anything else?

14 (No response.)

15 CHAIRMAN RUDNY: So we have a motion and  
16 second for a favorable recommendation under  
17 conditions indicated.

18 All those in favor of the motion  
19 signify by saying aye in the roll call; those  
20 opposed, nay. Roll call, please.

21 MS. VELKOVER: Winter.

22 MR. WINTER: Aye.

23 MS. VELKOVER: Foster.

24 MR. FOSTER: Abstain.

1 MS. VELKOVER: Smith.  
2 MR. SMITH: Aye.  
3 MS. VELKOVER: Sula.  
4 MR. SULA: Aye.  
5 MS. VELKOVER: Kovarik.  
6 MS. KOVARIK: Aye.  
7 MS. VELKOVER: Cepon.  
8 MR. CEPON: Aye.  
9 MS. VELKOVER: Rudny.  
10 CHAIRMAN RUDNY: Aye. Motion carries  
11 and it is so ordered.

12 Okay. The next matter is the  
13 continued public hearing, Six Flags Theme Park,  
14 Inc. and Prism Development Company, LLC.

15 The subject property consists of  
16 approximately 134 acres located at the northwest  
17 corner of I-94 and Washington Street. The  
18 Petitioners, Six Flags and Prism Company, are  
19 requesting the following:

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



1                   And B, such other approvals as may  
2                   be necessary or desirable under applicable Village  
3                   ordinances and codes, all as may be necessary to  
4                   permit the development on the property of theme  
5                   park uses, an entertainment village consisting of  
6                   entertainment and compatible retail and related  
7                   uses, employee housing facilities that are  
8                   accessory to new or existing theme park uses in the  
9                   Village, general office and industrial uses and  
10                  other compatible uses.

11                  Tracy, I don't know if you have  
12                  anything to add to that?

13                  Okay. I think the Petitioner who  
14                  left -- at the last meeting there were a number of  
15                  questions and concerns that were raised by the  
16                  Members of the Plan Commission and also the  
17                  citizens of the public and I know that they have  
18                  provided us with some responses to that.

19                  So, Mr. Francke, are you going to  
20                  start the presentation?

21                  MR. FRANCKE: Yes.

22                  CHAIRMAN RUDNY: And going to give an  
23                  indication of what some of those responses were.

24                  Wait, it's a public hearing so we

1 need to have anyone from the Petitioner and also  
2 anyone from the public who wishes to make a comment  
3 or ask a question be sworn in by the Village  
4 Attorney.

5 (Witnesses sworn.)

6 CHAIRMAN RUDNY: Okay. Please proceed.

7 MR. FRANCKE: Thank you. Mr. Chairman,  
8 Members of the Commission, ladies and gentlemen, my  
9 name is Hal Francke. I'm an attorney with the law  
10 firm of Rudnick & Wolfe and I'm here again this  
11 evening on behalf of the Petitioners, Six Flags  
12 Great America and Prism Development Company.

13 At the request of many in  
14 attendance this evening and in order to make sure  
15 that we're not here until an ungodly hour I'm going  
16 to keep my remarks very short.

17 I'd just like to introduce our  
18 presentation for this evening. We have submitted  
19 to the Village, to all of you several pieces of  
20 additional material.

21 We have submitted quite extensive  
22 response to some of the issues, I believe almost  
23 all of the issues that were raised at the last  
24 meeting by Members of the Commission and also by

1 members of the public and we intend to walk through

2 those this evening in an abbreviated fashion for  
3 the benefit of the members of the public.

4 Then we would like to provide  
5 greater detail on the proposed hotel and conference  
6 center which is a third component of the project  
7 that we've discussed in addition to the theme park  
8 and the employee housing which we did go into some  
9 detail about at the last meeting.

10 We would like to go into greater  
11 detail now about the hotel and conference center  
12 and we have submitted to you some additional plans  
13 again in anticipation of this evening's meeting.  
14 And Rick deFlan will walk through those with you in  
15 greater detail.

16 And then finally, as we discussed  
17 and agreed at the last meeting, we wanted to  
18 present formally for the benefit of the public the  
19 traffic study that was submitted to you some time  
20 ago and begin our discussion of the traffic issues  
21 relating to this project.

22 So with that -- and I would like to  
23 also add that we have submitted to you some  
24 extensive development design architectural

62

1 standards as part of the package that you received  
2 before tonight. Again, in specific response to

3 requests you had made for greater detail about  
4 setbacks, about anticipated uses, design guidelines  
5 and all those are types of issues and factors.

6 We have submitted those to you. We  
7 have only recently initiated very detailed  
8 discussions with your staff and with your planning  
9 consultant about those so. And we know already  
10 that those are going to have to go through some  
11 fairly significant revisions in order to have us be  
12 closer to being on the same page.

13 So it is not our intent this  
14 evening to walk through those fifteen or sixteen  
15 pages of design standards. We hope to be able to  
16 do that with you at a later meeting.

17 With that I would like to turn the  
18 floor over to Hal Coxon who is the communications  
19 representative for Prism and Six Flags and again he  
20 will walk through with you in an abbreviated  
21 fashion the responses to the issues that were  
22 raised by the Plan Commissioners and the public at  
23 the last meeting. Thank you.

24 MR. COXON: Chairman Rudny and Members

63

1 of the Gurnee Plan Commission as well as the  
2 village residents, good evening.

3 As Hal said, my name is Hal Coxon

4 and I assist Prism Development and Six Flags Great  
5 America in communications regarding the Six Flags  
6 entertainment village project.

7 We have provided amplifying  
8 information in response to the questions asked by  
9 the Village residents as well as Members of the  
10 Plan Commission at previous meetings. These were  
11 included in your packet of advanced materials for  
12 tonight and our responses have been divided into  
13 five categories for ease of reference.

14 These categories are benefits to  
15 the community, the water park, the employee  
16 housing, conformance with the Village of Gurnee's  
17 Comprehensive Plan as well as the RFP and the  
18 economic viability of this project.

19 We request that those responses  
20 designated for Tab 15 in our Six Flags  
21 entertainment village binder also be included in  
22 the public record of our appearance before the Plan  
23 Commission rather than reading all of our responses  
24 tonight.

64

1 In the interest of time I will  
2 cover only the highlights. I'll begin by  
3 responding to questions about whether our specific  
4 proposals are consistent with the Village's

5 Comprehensive Plan and they conform to the requests  
6 for proposals issued by the Village Board in 1996.

7 And we believe that this project  
8 conforms to the spirit and the intent of both. The  
9 Village Board of Trustees unanimously passed a  
10 resolution in November of 1996 calling for a  
11 proposal for the development of a full service  
12 hotel and an event center and directed Prism  
13 Development to form a team relationship with Six  
14 Flags Great America. This resolution also called  
15 for the formation of a citizens review panel called  
16 the blue ribbon committee.

17 The petition before you now  
18 incorporates many of that committee's  
19 recommendations including the elimination of the  
20 events center.

21 With the elimination of the events  
22 center the destination resort is now the hub of the  
23 entertainment village proposal. As a result other  
24 amenities become even more important to support the

65

1 destination resort and encourage extended stays and  
2 multi-purpose visitations by visitors already  
3 coming to Lake County.

4 Complementary amenities designed to  
5 satisfy the needs of guests include entertainment,

6 specialty retail, outdoor cafes, full service  
7 restaurants and banquet facilities. All of these  
8 are necessary to support a destination resort as  
9 well as the conference center.

10 The type of retail that we envision  
11 is not intended to compete with Gurnee Mills nor  
12 any other retail within the Village of Gurnee.  
13 Rather, we envision retail that would appeal to the  
14 destination resort visitor.

15 Existing businesses in the  
16 community will benefit from the shared visitations  
17 by visitors already coming to Gurnee. At the same  
18 time, the alternative and unique retail shops  
19 envisioned for the entertainment village will  
20 provide a new range of choices for the residents.

21 And that brings us to concerns  
22 about the economic viability of this proposal.  
23 Well, Gurnee alone could not support the  
24 entertainment village.

66

1 There are over ten million people  
2 who live within a 90 minute drive of our location.  
3 Lake County's top employers tell us that northern  
4 Illinois needs a destination resort as well as a  
5 conference center to support the meeting,  
6 conference and training needs of corporations

7 currently located in Lake County.

8                   Additionally, Gurnee loses revenues  
9 in many business conferences each year that cannot  
10 even be bid on because the community does not have  
11 a destination resort or any other hotels with the  
12 21st century technologies that businesses demand  
13 today.

14                   This lost opportunity includes an  
15 average of ten business conferences as well as many  
16 inquiries received weekly by the Lake County  
17 Convention and Visitors Bureau from businesses  
18 seeking conferences in Lake County. The  
19 combination of existing need and current lost  
20 opportunity create a strong foundation for the  
21 economic viability of this proposal.

22                   Several questions were also asked  
23 about the water park and employee housing. With  
24 respect to the water park, Six Flags and its

67

1 parent, Premier Parks, operate 12 water parks  
2 throughout the United States. They have a great  
3 deal of expertise in the construction and operation  
4 of water park facilities.

5                   The water park details presented in  
6 the slide show during the July 15th meeting is  
7 representative of the theme contemplated for the



8 water park. We anticipate an average of  
9 approximately 3,000 guests per day during the 100  
10 day water park season.

11 The two main parking lots for the  
12 water park will hold paid parking for approximately  
13 2,750 vehicles during the operating calendar of the  
14 Great America theme park season. A parking  
15 validation program is being developed for guests  
16 patronizing other Village facilities during these  
17 time periods.

18 Our proposal minimized the traffic  
19 impact of the new visitors as well as some current  
20 visitors who will choose to change the visitation  
21 pattern by providing mass people moving options for  
22 guests. These would be primarily shuttles between  
23 the entertainment village, Six Flags Great America,  
24 and Gurnee Mills. Public transportation options

68

1 are also being explored with Metra and Pace.

2 Traffic flows and other details  
3 will be expanded upon by David Miller later tonight  
4 during this presentation.

5 A citizen question was raised  
6 concerning noise generated by the water park.  
7 Water slides are not rollercoasters. The extensive  
8 experience of the proposed Six Flags and Premier

9 Parks has shown the water park noise is quite  
10 minimal. The primary sound generated in a water  
11 park is that of people having fun just as you  
12 would find at a pool or at the beach.

13 The water park is also buried  
14 within our 134 acre site bordered by the Illinois  
15 Tollway to the east and the rest of the  
16 entertainment village on the north, the west, and  
17 the south.

18 The closest residential property is  
19 located on the opposite side of the Illinois  
20 Tollway and nearly a half mile from the water park  
21 perimeter.

22 Now regarding employee housing.  
23 Six Flags Great America has been housing employees  
24 at local colleges for over ten years. They have a

69

1 great deal of understanding of the special issues  
2 that this type of activity creates.

3 All Six Flags Great America  
4 employees are given an individual personnel  
5 interview prior to being accepted for employment.  
6 Employees who are going to utilize the housing  
7 programs must meet additional eligibility  
8 requirements. All Six Flags Great America housing  
9 residents pay a rental charge for their room and

10 must sign a contract agreeing to abide by very  
11 specific rules.

12                               Here are some examples of these  
13 very specific rules. Acceptance of a drug and  
14 alcohol free environment. Respect for the peace,  
15 safety, property and health of other residents and  
16 acknowledgement that continued employment is  
17 contingent on compliance with housing rules.  
18 Behavior disruptive to other residents is not  
19 tolerated.

20                               In order to help assure compliance  
21 with these rules and the security procedures Six  
22 Flags Great America maintains on-site resident  
23 assistants at housing locations -- at both housing  
24 locations to monitor behavior and address any

70

1 problems that may occur.

2                               Facility security is very important  
3 for the health and safety of residents. Security  
4 has been incorporated into the design in several  
5 different ways. For example, rooms will not have  
6 exterior doors. Instead, the planned new facility  
7 will have controlled ingress and egress by way of  
8 coded badges, security coded badges, armed  
9 emergency exits, and closed circuit televisions  
10 monitoring hallways and exits.

11                   A manned checkpoint in each  
12 building will control visitors as well as  
13 non-residents. Employees who reside in housing are  
14 making a significant commitment to the company,  
15 many travel from Europe at personal expense.

16                   Their job is important to them as a  
17 source of income for college studies. They have a  
18 strong incentive to maintain their employment  
19 status by good living and by good work habits. Six  
20 Flags Great America recognizes this commitment by  
21 creating an aggressive work schedule for housing  
22 residents that maximize their earning potential.

23                   Leisure activities are planned and  
24 structured to accommodate these aggressive work

71

1 schedules. Outdoor recreation facilities such as  
2 volleyball and basketball are included in their  
3 plans.

4                   Daily social activities are already  
5 provided for residents including cookouts, movie  
6 nights, bus trips for shopping or touring, dances  
7 and normal park social activities. The planned  
8 facilities also include lounges for reading, for  
9 games, and TVs and VCRs on each floor.

10                   Meals are normally taken at the  
11 park. Light cooking is permitted in the room such

12 as microwaved foods. The new housing facilities  
13 will include areas for vended foods and food  
14 preparation on each floor.

15 We have also been asked to define  
16 the types of benefits that this project delivers to  
17 the residents of the Village of Gurnee. At Great  
18 America we have always considered the Six Flags  
19 entertainment village project to be a catalyst for  
20 responsible change.

21 One way this project is a catalyst  
22 is by directly addressing regional traffic issues.  
23 Examples include the upgrading of County roads such  
24 as Washington Street and our ongoing negotiations

72

1 with the Toll Highway Authority for a new Tollway  
2 interchange.

3 The Six Flags entertainment village  
4 will provide great food and entertainment options  
5 for residents without the need to drive to other  
6 communities. Currently, more than one out of three  
7 residents of the Village of Gurnee has a Six Flags  
8 Great America pass.

9 Six Flags has conducted market  
10 research that shows more than 91 percent of area  
11 residents would use and support a new water park.

12 The Six Flags entertainment village

13 meets the need for fresh attractive options for  
14 receptions, reunions, and other social gatherings  
15 in the Village of Gurnee.

16                   The entertainment village will  
17 further enhance Gurnee's image and thereby increase  
18 the desirability and value for homes and businesses  
19 in the community as well.

20                   The entertainment village will also  
21 create a conservancy area of approximately 25 acres  
22 that could provide long-term educational and  
23 cultural opportunities for Village residents. The  
24 Six Flags entertainment village is designed to

73

1 strengthen the business community and to create  
2 employment opportunities today while enhancing the  
3 likelihood that Gurnee can attract corporate  
4 headquarters jobs in the future.

5                   As you are aware, the financial  
6 impact statement for this project is required by  
7 Village Ordinance. This Ordinance recognizes that  
8 economic benefits are important because they pay  
9 for many of the quality of life benefits.

10                   Specifically, this project will  
11 deliver over 6 million dollars at maturity each  
12 year to Gurnee School District 56, Woodland School  
13 District 50, Warren Township High School District

14 121 as well as the College of Lake County.

15                   The Six Flags entertainment village  
16 will deliver this revenue without putting one more  
17 student into a seat. And fewer students means  
18 smaller classrooms and more revenue per capita. An  
19 equation that adds up to a higher quality of life  
20 for our children and that is the number one quality  
21 of life issue.

22                   This revenue also means that local  
23 schools can maintain and increase high quality  
24 programs for the children, programs that many other

74

1 schools in northern Illinois have been forced to  
2 reduce or eliminate due to the lack of funds.

3                   And these are the reasons why  
4 District 56 Board of Education voted to endorse  
5 this project on July 29th. This is why the  
6 Superintendent of District 121, Dr. Calvin Leder,  
7 who was just recognized at Gurnee Days wrote us a  
8 letter of support on June 5th. And this is why the  
9 Superintendent of District 50 is on record stating  
10 that he believes in the viability of this project.

11                   And finally, tax revenues will  
12 enhance the services for Village residents from the  
13 park district, the public library, and even the  
14 Lake County Forest Preserve. And enhanced services





16 residents and our other guests that are in  
17 attendance this evening we have copies of the  
18 responses included in the Plan Commission advance  
19 material upon request following tonight's meeting.  
20 So we will take additional questions as directed by  
21 Chairman Rudny. Thank you very much.

22 CHAIRMAN RUDNY: Thank you. I think  
23 we've all been provided with copies of the details  
24 of what's been presented.

76

1 And you have had a chance also to  
2 review the minutes of the last meeting. I'll open  
3 it up to the Commissioners if they have any  
4 questions or concerns that they would like  
5 specifically addressed regarding -- I would say  
6 first we could probably focus on the water park,  
7 employee housing, and then second the entertainment  
8 village itself and also this question of the  
9 benefits to the community.

10 So Commissioners, do you have any  
11 questions or comments? Ms. Kovarik.

12 MS. KOVARIK: This is only on the water  
13 park?

14 CHAIRMAN RUDNY: I'm sorry?

15 MS. KOVARIK: I'm sorry, you're asking  
16 for comments on the water park and employee

17 housing?

18 CHAIRMAN RUDNY: Well, specifically the  
19 way I feel the process should work is that I think  
20 at the last meeting when the citizens raised the  
21 concerns I think the Commissioners may have asked  
22 some questions and raised some concerns as well and  
23 I think the Petitioner has attempted to address  
24 those to some degree.

77

1 And it's I think the Commissioners'  
2 responsibility to take what the citizens have asked  
3 and raised and take their own questions and  
4 concerns and make sure that we have all the  
5 answers.

6 And I'm not saying this is going to  
7 be the last opportunity, but I'm just saying this  
8 is an opportunity to continue that process and ask  
9 if there are any concerns or questions that you  
10 might have.

11 If not, then I would suggest that  
12 we let the Petitioner continue on with the -- with  
13 his presentation. I believe they wanted to show  
14 something on the -- indicated I think you wanted to  
15 show some details on the hotel and the  
16 entertainment village and then also the traffic.

17 And then after that I would open

18 the floor to the public to ask questions  
19 specifically on the traffic studies since we had  
20 covered the concept earlier so.

21 And if you don't have any  
22 additional questions at this time or concerns then  
23 we can ask the Petitioner to move forward if that's  
24 your desire.

78

1 MR. FOSTER: Mr. Chairman.

2 CHAIRMAN RUDNY: Mr. Foster.

3 MR. FOSTER: Let me say this because I  
4 think at the last meeting the specific questions  
5 and concerns that I had I'm hoping I'll see some of  
6 those actually addressed in the presentation  
7 tonight which would just really be specificity  
8 about the E village concept itself.

9 I think that the water park is very  
10 clear and I think the plans are clear. I think we  
11 understand. That's something we can put our hands  
12 around, a water park. We've seen them, we've  
13 experienced them.

14 I think the employee housing is  
15 generally very clear. I mean we've heard that  
16 being presented before and I think that the answers  
17 they provided to some of the questions about the  
18 water park and for the employee housing have been

19 answered.

20 I think in terms of the community  
21 benefits, I think that the tough part about those  
22 kind of statements is that some of those benefits,  
23 they're projections, you know. And some  
24 projections come true and some projections do not

79

1 come true. So I mean there's a certain amount of  
2 what we hope for and some things we hope for don't  
3 come to pass.

4 But I think the real issue now is  
5 the proposal on the hotel conference space and what  
6 the real concept of the entertainment village  
7 aspect is and how much of that really is retail and  
8 is it unique retail, is it complementary retail to  
9 what we have in our Village already, or is it  
10 competitive.

11 I think my response is I'm hoping  
12 to hear some of that tonight in terms of something  
13 I can really put my hands around and see and  
14 understand.

15 CHAIRMAN RUDNY: Is that something that  
16 you can address with further detailed presentation?

17 MR. FRANCKE: Actually, Mr. Chairman,  
18 with all due respect, Commissioner Foster, we would  
19 like to defer that to a later meeting because of

20 what I was referring to before, the ongoing  
21 discussions we're having with staff over those  
22 design standards that we've submitted.

23 We understand that that is probably  
24 this evening as we sit and stand here this evening

80

1 the single most unanswered question for you and  
2 some of your colleagues, the issue of the concept  
3 of the retail component of the village center.

4 And we understand that you -- your  
5 having greater sense of comfort with the theme park  
6 and the employee housing and we're hoping to get  
7 you to the same level of comfort this evening with  
8 respect to the hotel conference center by providing  
9 you with that additional detail of that component  
10 this evening.

11 We would like to present the  
12 additional detail on this last aspect that you just  
13 talked about at the village center at a later date  
14 because of what we're continuing to work on with  
15 your staff on those standards. I think we can  
16 clearly do that as we fine tune those standards.

17 CHAIRMAN RUDNY: Okay. Well, I think  
18 that sounds fair.

19 Is there anything -- does anybody  
20 have a problem with just moving forward then? Do

21 you want to present some details on the hotel  
22 center specifically. I think that would be  
23 interesting. And then we'll defer the discussion  
24 of the village entertainment center or the

81

1 entertainment village to a later date once staff  
2 has a chance to review those details.

3 So why don't you go ahead and  
4 proceed.

5 MR. SULA: Just one question just to  
6 clarify in terms of the review of the design  
7 standards.

8 I assume that's also -- I concur  
9 with what Mr. Foster said about a better  
10 understanding of what the retail uses are going to  
11 be, but the overall ambiance and screening  
12 questions that are more related to the water park  
13 itself I assume are part of the same ongoing review  
14 and most appropriate for a later meeting.

15 MR. deFLAN: Good evening. They've  
16 given me a microphone here. Is this one working?  
17 They've given me this one if you all can hear.

18 CHAIRMAN RUDNY: Yeah, that works fine.

19 MR. deFLAN: I'd like to talk about a  
20 specific piece of the development as --

21 CHAIRMAN RUDNY: Well, could you state

22 your name and affiliation for the record, please?

23 MR. deFLAN: I'm sorry. My name is Rick  
24 deFlan. I'm with deFlan & Yeager architects for

82

1 Prism and Six Flags development.

2 CHAIRMAN RUDNY: Thank you.

3 MR. deFLAN: This as you may recall is  
4 the master plan of the overall development and I  
5 know it's little bit detailed and you might not be  
6 able to see all that detail, but I don't think  
7 that's extremely important. If you have questions  
8 about it I'll bring it up a little bit closer.

9 Let me see if I can sort of get  
10 through that drawing and get to some more large  
11 scale drawings that you might be able to see  
12 easier. I think each of you received copies of all  
13 these in your package previously so if you wanted  
14 to follow along those are actually in those 11 by  
15 17 drawings that were handed to you.

16 This particular drawing as I said  
17 shows the overall development. This is the Tollway  
18 on the east, this is north towards me on the site.  
19 The piece that we really want to talk about tonight  
20 is this that I've highlighted in the purple color.

21 It's a combination of a destination  
22 hotel and a conference center, those two components

23 of the development.

24 Before I start talking about them

83

1 specifically I want to orient you just a little  
2 bit. They are placed strategically on this site  
3 for several reasons. One is that we wanted to  
4 orient them to what would basically become the  
5 center of the development here so that they become  
6 connected to that.

7 We also located them so that they  
8 would take advantage of the natural topography of  
9 the site. The site begins to fall fairly quickly  
10 from a high point here down to the lower points on  
11 the west side of the site. And we're able to take  
12 advantage of that natural topography and it allows  
13 us to sort of stack parts of that building as  
14 you'll see in a moment.

15 We've put the parking for the  
16 structures underneath it and then we've put the  
17 rest of the building on top. The third thing and  
18 its location on the site is that it also allows us  
19 to orient to the conservation area to the west.  
20 This large conservation area that runs along the  
21 west property line and that gives us an amenity  
22 really for the hotel particularly as you enter the  
23 site, the road, there's access directly to that.



1 later avoids some of the issues of traffic and  
2 parking into the rest of the development and lets  
3 you come right to the hotel, but it also connects  
4 that hotel to that conservation area and gives it  
5 an opportunity for views out of the hotel over the  
6 conservation area.

7                   With that general orientation,  
8 this plan shows the basic -- basically the main  
9 level, the level that connects to the village  
10 itself on the east. I'm going to switch spots  
11 here. I hope everyone can see.

12                   The hotel itself is oriented around  
13 the central lobby here and that central lobby  
14 becomes a spine that goes all the way through the  
15 hotel that way for an arrival here on the west at  
16 the lower point of the parking as you'll see in a  
17 second. Also it connects to the village center  
18 here on the east. It becomes the organizing  
19 element for the entire hotel.

20                   The hotel also as it moves  
21 vertically as it orients itself to the various  
22 floors steps back so that the front portion of the  
23 hotel is lower scale and the back portion make it  
24 what we feel then is more oriented to the scale of

1 the village that we've talked about all along.

2                   That organizing element of the  
3 central lobby then connects around to enter your  
4 courtyards. This allows us to have rooms that both  
5 orient out of the hotel but also into those  
6 courtyards and go all the way through the upper  
7 levels of the hotel and allow natural light down to  
8 the central courtyards and those rooms on the  
9 interior.

10                   At this particular floor we have  
11 approximately 30 rooms on the left wing, on the  
12 north wing. And then on the sort of east wing here  
13 we have general spaces including administration, a  
14 gym, indoor pool, outdoor pool, restaurants, day  
15 spas, all those sorts of support spaces, public  
16 support spaces that you'd find in any kind of  
17 destination hotel of this size.

18                   The hotel itself includes  
19 approximately 500 rooms. Also connected on a  
20 public corridor that comes off of the main lobby  
21 and goes to the north is the conference center.  
22 The conference center is envisioned as -- it's  
23 approximately 65,000 square feet of space on two  
24 levels for a total of approximately 130,000 square

1 feet of space.

2 About 44,000 square feet of that  
3 space is flat floor area. So it's large divisible  
4 space for various kinds of conferences, various  
5 kinds of trade shows, those kinds of things that  
6 could come into a space like this.

7 The front portion of them along  
8 this circulation corridor is prefunction space.  
9 There's places there for registration, to move into  
10 and out of those rooms, places to store things that  
11 are necessary to make these divisible spaces work.

12 And then at the far end of that is  
13 another lobby that allows access from that lower  
14 drive via vertical circulation up to an independent  
15 entrance to that conference center and also a sort  
16 of development information center. So that you can  
17 come to a circulation spot here, move up into the  
18 conference center. You can also come from the  
19 hotel, move into the conference center or from any  
20 part of the village as it's envisioned.

21 The next level up, the second level  
22 again is basically a typical room floor of the  
23 hotel. There are approximately 91 rooms on this  
24 particular floor oriented around the central

1 courtyards. The central lobby here is still two  
2 stories tall. It has a vertical space in it to  
3 make it a very grand lobby so that as you enter and  
4 then move up to your room it begins to have some  
5 very nice space that the room is oriented around.

6                   The second floor of the conference  
7 center is at this same level so there is a public  
8 way to move back and forth between the hotel at the  
9 second level as well as the conference center  
10 itself is oriented as much as the first floor  
11 divisible spaces, approximately 44,000 square feet  
12 and then the prefunction spaces at front.

13                   From there I'd like to take you  
14 back downstairs. And as I said, the site falls off  
15 fairly significantly from that level down to the  
16 back of the site. That allows us to have an auto  
17 entrance here, a portacashier, if you will, a  
18 dropoff. You can come here, arrive at the hotel,  
19 be greeted, come into a motor lobby and then take  
20 hotels (sic) up to the main level if you wish or  
21 circulate up via stairs.

22                   From that point you can enter into  
23 a parking garage that basically is the same  
24 footprint as the hotel itself. There are

1 approximately 250 spaces on each level of the  
2 parking garage. There will be two levels as you  
3 see in a second.

4 Under the area beneath the  
5 conference center are common spaces for service to  
6 both the conference center and the hotel. Spaces  
7 like the kitchen, common laundry, and storage so  
8 that you can move into and out of the bins.

9 There is a level below this which  
10 is essentially the same. And this is almost a  
11 subterranean level. It goes below grade except  
12 that it does have some natural light along the  
13 backside. Again, this is parking underneath the  
14 footprint of the hotel. Again another  
15 approximately 250 spaces for a total of 500 car  
16 parking spaces under the hotel.

17 And then the loading dock, the  
18 storage space, and some more storage basically back  
19 of house spaces for both the conference center and  
20 the hotel.

21 Going back up to the third, to the  
22 next level above the conference center in the  
23 hotel. You can see here that this is basically a  
24 room level. There are approximately 125 rooms on

1 this oriented around the central lobby which still  
2 exists and these courtyards on either side. There  
3 would be two levels like that.

4 And then as I said, the hotel  
5 begins to step back as it gets a little bit taller  
6 so that these -- the scale of the building to the  
7 people here in the village itself is a much lower  
8 scale building.

9 And then we have two levels here of  
10 approximately 66 rooms that are then open to --  
11 actually open to the air on both sides of the  
12 courtyard that falls below a central lobby here  
13 coming up from below.

14 This drawing is going to be a  
15 little bit difficult to see from there, but it's in  
16 your package. This drawing is really a vinuette of  
17 what we envision for the scale and the  
18 architectural character of the village itself.

19 And it happens to include a sketch  
20 of what we envision for the hotel. The sketch in  
21 the lower right side here as you can see the lobby  
22 area approximately three stories above grade and  
23 then begins to step back as the hotel rises and  
24 then the front portion of the hotel here again a

1 lower scale, very natural kind of environment,

2 human scale. We'd really like to think of it as  
3 sort of people friendly space.

4 So that's what we'd like to talk  
5 about tonight in terms of the hotel. Overall the  
6 hotel includes 500 rooms, 500 parking spaces.  
7 Connected to it is a conference center of  
8 approximately 65,000 square feet of floor for a  
9 total of 130,000 square feet which includes about  
10 44,000 square feet per floor of flat floor space.

11 CHAIRMAN RUDNY: Could you just --

12 MR. deFLAN: I'm sorry.

13 CHAIRMAN RUDNY: Exactly how many floors  
14 was it again?

15 MR. deFLAN: There are two floors of  
16 parking essentially below grade of the building  
17 itself at the back where it steps down. And then  
18 there are a total of six levels of hotel above  
19 that. Two levels that are connected to the  
20 conference center and then two levels that are fall  
21 floor hotel rooms and then two levels above that  
22 that are sort of half hotel.

23 CHAIRMAN RUDNY: So do you have an  
24 approximate height above grade? I know that's

91

1 probably hard because you've got changing grades  
2 there.

3 MR. deFLAN: Above the grade of the  
4 village itself I would say it's going to be  
5 somewhere in the neighborhood of 70 feet, 75 feet.  
6 It's in that magnitude.

7 CHAIRMAN RUDNY: Okay. I don't know,  
8 are there any specific questions on this portion?  
9 Ms. Kovarik.

10 MS. KOVARIK: Can I just ask what design  
11 or period? I mean are you going after New England  
12 or Early American? It's hard in the black and  
13 white. Or St. Augustine or --

14 MR. deFLAN: St. Augustine is an  
15 interesting one. We're really sort of targeting  
16 that sort of -- we're not really trying to pull a  
17 period into the hotel itself.

18 We're trying to make it a very  
19 comfortable feeling, something that has a lot of  
20 detail to it that uses materials that make people  
21 feel comfortable and tie it into the sort of theme  
22 of the overall village.

23 And to date that theme has I think  
24 best been described as sort of Adirondack eastern

92

1 seaboard sort of things. Those kind of -- those  
2 kind of feels to the whole village.

3 But we really hope that this has



4 taken some of those things and tied them back to  
5 Gurnee so we don't want to necessarily make people  
6 feel like they're going one place or another but  
7 really this has its own character as it's  
8 developing.

9 MS. KOVARIK: One more question on the  
10 convention center. I think I heard you say it was  
11 set up for banquets.

12 MR. deFLAN: It could be. It's  
13 envisioned as 44,000 square feet of space on each  
14 floor that could be divisible into smaller rooms  
15 much like the conference center portion of any  
16 large hotel.

17 So it could be banquets, it could  
18 be -- you could open it all up and have two levels  
19 of show if you wanted. So it's envisioned as  
20 really flexible space.

21 CHAIRMAN RUDNY: Any other questions?

22 (No response.)

23 CHAIRMAN RUDNY: Okay. Thank you.

24 MR. deFLAN: Thank you very much.

93

1 CHAIRMAN RUDNY: I'd say on to the  
2 traffic study.

3 MR. FRANCKE: Okay.

4 MR. FOSTER: Let me ask a question, Mr.

5 Chairman.

6 I guess in terms of is the intent  
7 that whatever hotel provider that you would end up  
8 with you would be working with them to implement  
9 what we just saw? It might be totally different?  
10 That's what I'm trying to understand. If you're  
11 going to build it yourselves or operate it.

12 MR. FRANCKE: Rick, I don't know if you  
13 or John wanted to add to this.

14 One thing I want to clarify again,  
15 we're looking for on this component of the project  
16 preliminary PUD plan approval.

17 So we would be coming back  
18 obviously for a final plan approval once the  
19 specific user is known. I don't know, Rick, if  
20 there's something you want to add.

21 MR. deFLAN: I'm sorry, I didn't hear  
22 the question so I probably shouldn't add anything  
23 right now.

24 CHAIRMAN RUDNY: He just wants to know

94

1 if you have actually someone in mind to build this  
2 or, you know, if you do we could kind of understand  
3 what you're doing.

4 But if you don't, I could see one  
5 of the major hotel builders coming in and saying

6 well, you know, we want to build it differently. I  
7 mean how tied to this plan --

8 MR. FRANCKE: Well, again, I would say  
9 again we're trying to -- we're seeking preliminary  
10 PUD plan approval again for the whole project.

11 We anticipate that the plans we're  
12 showing you will be incorporated into such  
13 approvals as may be ultimately approved by the  
14 Village Board. So to the extent that your  
15 Ordinance would require that deviations would have  
16 to come back because of the actual user's plans, we  
17 would come back to the extent that's what your  
18 Ordinance required.

19 Again, looking at just to put it in  
20 focus again because this -- the whole issue of what  
21 we're pursuing and can everybody get their arms  
22 around what we're seeking, I just want to focus  
23 again on the first site plan, master plan that  
24 Rick put up where he has again colored in, you

95

1 know, this hotel conference center that he just got  
2 done talking about.

3 Remember we're talking about a  
4 parcel that's 134 acres, 130 if you take out  
5 Washington Street, 131 if you take away the  
6 potential right-of-way of Washington Street.



8 the way, you have all received those standards, we  
9 do hope to be meeting with them next week and we  
10 encourage you to get any of your specific concerns  
11 or comments to the staff and to Mr. Maiden so that  
12 we can address those in our next meeting with them.

13 But again, we've now -- what we're  
14 seeking now, what we've presented to you with this  
15 is probably more detail than your Ordinance even  
16 calls for for preliminary approval for more than  
17 100 of the 134 acres that we're talking about.

18 CHAIRMAN RUDNY: I think -- well, I was  
19 just going to say I think all Mr. Foster wanted to  
20 know is, you know, we just heard some details,  
21 specifically the hotel conference center that --  
22 and some pretty specifics on, you know, where these  
23 storage were going to be and where the position of  
24 the rooms were going to be and things of that

97

1 nature.

2 And I guess specifically in the  
3 hotel, do you have someone who would be intending  
4 on building something like that? It seems to me  
5 that those kind of details would be worked out by  
6 the builder for the hotel. It seems like you may  
7 have someone and if you don't is it likely that  
8 somebody is going to come in and say well, we don't

9 want to do it exactly like that.

10 MR. ROGERS: I'm John Rogers from Prism  
11 Development. It's a combination of both.

12 When we have built hotels in the  
13 past with Hyatt and Marriott and the Hotel Sofutel,  
14 our experience is on both sides of the fence. We  
15 create a concept with the hotel operator  
16 traditionally as developers.

17 And as a side note, it's our  
18 intention to own the hotel so therefore the person  
19 who owns it pretty much dictates how this thing is  
20 going to be, how it's going to look as far as the  
21 overall mass.

22 Where the hotel really comes in is  
23 in the technical system services aspect of the  
24 hotel and every major hotel group has one. And

98

1 what they will do is make sure that it functions  
2 correctly and make sure that the right staffing  
3 occurs and the right amenity package is put in  
4 place.

5 So it's a combination of us working  
6 with the theme of the hotel and the massing that  
7 Rick just described with the hotel group and in a  
8 combination try to put this whole thing together.

9 And some of the preliminary

10 discussions that we've had with hotel groups to  
11 date are very much in tune to what the themed  
12 concept of this village and our design of this  
13 aspect of the project.

14 So to answer the question, it's  
15 going to be a combination but the massing and the  
16 overall look will be consistent with what you're  
17 hearing tonight.

18 CHAIRMAN RUDNY: Mr. Winter.

19 MR. WINTER: I just had a question in  
20 terms of the PUD. Tonight you proposed a six story  
21 hotel approximately 500 plus.

22 What in the PUD would limit it so  
23 that eventually a 9 story 800 room hotel -- is it  
24 going to be a function of square footage in the

99

1 PUD? How is that going to be tied in so that we  
2 have some idea that even if there might be changes  
3 we do know the dimensions or some measurement of  
4 this destination hotel.

5 MR. FRANCKE: First of all, we are going  
6 to in our documentation specifically identify  
7 maximum number of hotel rooms.

8 We have discussed the concept with  
9 your staff about specifically limiting the number  
10 of hotels, the types of hotels that it would be.

11 And we understand that it's going to -- it is going  
12 to ultimately be the Village's desire to use the  
13 design standards that you consider in your analysis  
14 of what we're about to hear about. Namely, the  
15 traffic study. That those will work their way into  
16 our limitations and parameters of the PUD.

17 MR. WINTER: Okay. And we know -- I  
18 know one of the handouts we had, a newer handout  
19 was the development landscape and architectural  
20 standards statement.

21 But the room limits, I mean we  
22 don't have that documentation yet, right?

23 MR. FRANCKE: You have that in different  
24 places. And that's one of the things that we want

100

1 to do is bring them all together.

2 You have them, for example, in the  
3 traffic study. And you have them in other  
4 materials that we've presented to you, but some of  
5 those might not have worked their way into that  
6 document.

7 This is one -- this document that  
8 you received called design guidelines, landscape  
9 guidelines is an exhibit to a PUD. It's not  
10 dissimilar to what the Village has done on other  
11 PUDs. It's one exhibit to a greater document.



12                   And so I think some of those things  
13     you're looking for, Commissioner Winter, are in  
14     other aspects of the documentation. But we want to  
15     make sure they're all there and all consistent.

16                   MR. WINTER: Well, at some point I'll  
17     want to see that. I understand there's assumptions  
18     made in the traffic studies, but in terms of the  
19     actual wording that when we get to farther down the  
20     actual PUD proposal sets forth those same pretty  
21     clearly for all the Commissioners.

22                   MR. FRANCKE: For example, if you look  
23     to that draft ordinance that was originally  
24     included in our big three ring binder those were in

101

1     there, those limitations, the hotel rooms is one.  
2     I'm speaking of the number of hotel rooms.

3                   CHAIRMAN RUDNY: And I think that kind  
4     of thing at this stage it sounds like they need to  
5     do a lot more work with our staff before we can get  
6     into that because it's a lot of detail work. And I  
7     don't see that would make sense to do it at a  
8     meeting like this so.

9                   Do you have any other questions?  
10     Mr. Smith? Okay. Why don't you proceed then with  
11     the traffic presentation.

12                   MR. MILLER: Good evening. My name is

13 Dave Miller. I'm president of Metro Transportation  
14 Group.

15 We've been retained by Great  
16 America and Prism Development to analyze the  
17 traffic patterns and to identify the various types  
18 of improvements that we've determined that need to  
19 be done in order to accommodate the proposed  
20 development.

21 First of all, as part of our study  
22 we made a review of the existing conditions. This  
23 included conducting a substantial amount of traffic  
24 volume counts in and around the roadways

102

1 surrounding the site. This was counts that we've  
2 done on Grand Avenue, on Hunt Club Road, on  
3 Washington, at the intersection of 120 and Hunt  
4 Club, along Milwaukee. And we got information from  
5 the Toll Highway Authority for the ramps that are  
6 at Grand Avenue and at 120.

7 Most of these counts were done last  
8 summer during the summer so it was during the time  
9 that you would have the peak season with existing  
10 Great America and Gurnee Mills. And so that we  
11 have done some updated counts this year but the  
12 majority of the counts that we did were last summer  
13 to be reflective of the summer peak traffic in and

14 around the area.

15 We also did a rather extensive  
16 review of the surrounding roadway characteristics  
17 and traffic controls in the traffic report which  
18 you have. And this figure here is a summary of  
19 those existing lane geometrics and traffic control  
20 such as signals or stop signs in and around the  
21 surrounding area.

22 We also had an extensive number of  
23 discussions with Village staff, representatives  
24 from the Lake County Highway Department, Illinois

103

1 Department of Transportation, and with the Illinois  
2 Toll Highway Authority. And I'll go into those in  
3 a little bit more detail as relates to some of the  
4 recommendations that we're coming up with.

5 Next we were estimating the amount  
6 of traffic that would be generated by the proposed  
7 development. And we focused on two peak periods.  
8 One is the evening peak hour. And when we did  
9 these counts we found in the surrounding area that  
10 the afternoon peak hour tended to be around 4:45 to  
11 5:45 PM. And on the midday on Saturday, and that  
12 peak occurred from about 1:00 to 2:00 PM.

13 We did not focus on the morning  
14 peak hour because most of the uses that are being

15 proposed for the site really don't have much of an  
16 impact on the morning peak hour. It was really the  
17 afternoon and the Saturday that we focused on.

18 From our traffic generation we  
19 really looked at the -- categorized the development  
20 into six areas. One being the water park, second  
21 being the village center, third being the  
22 performance theater, the fourth was the destination  
23 hotel and the two other hotels, the fifth were the  
24 outlots along Washington which is the two

104

1 restaurants and the two motels, and the last was  
2 the employee visitor housing.

3 And again we estimated the traffic  
4 during those two peak periods, the afternoon peak  
5 hour and the Saturday midday peak hour.

6 Now it's important to note of those  
7 uses such as the water park this is a seasonal use.  
8 Typically it will have about a 90 to maybe 100 day  
9 season. And so it really is not something that's  
10 going to be functioning all year round.

11 As part of our traffic study we did  
12 assume it as a year round facility in terms of  
13 doing our analysis. We didn't take into account  
14 that it was only seasonal. But in reality it is  
15 only going to be in use part of the year.

16                   Another thing that's important in  
17 terms of talking about the traffic, and this is  
18 kind of a unique site from that standpoint, is the  
19 mixture of the uses. Because you have the  
20 complementary uses such as hotels and restaurants  
21 and the theme park that people will come not only  
22 just for one of those uses, many times you're going  
23 to get multi destinations.

24                   People will come to the site and

105

1     may go and stop at the water park and then maybe  
2     they will go to a restaurant or they will go to the  
3     shops in the village center. And so when we  
4     initially looked at traffic generation we did the  
5     traffic for each of those uses but we did take into  
6     account a certain amount of discount for this  
7     interaction between these trips of these different  
8     uses.

9                   We also know that there is going to  
10    be some interaction between this development and  
11    Great America. Also when we looked at the traffic  
12    generation we did find that some of these uses have  
13    their peaks on different days of the week.

14                   As an example, the water parks --  
15    and this is from a lot of studies -- tend to have  
16    their weekday peak on a Monday. You might think it

17 would typically be a different day of the week, but  
18 it has its peak on a Monday whereas the performance  
19 theater or some of the other uses may have their  
20 peak on a Friday.

21 So again, we assumed kind of the  
22 worse case in that they all were occurring at the  
23 same time. But in reality you will have some of  
24 these peaks that will offset each other.

106

1 And lastly, we are looking at  
2 trying to coordinate with Metra and Pace to try and  
3 get a certain amount of the traffic that would come  
4 to the site to utilize public transit. We don't  
5 see that as a large percentage, but to try and take  
6 that into account as much as possible.

7 The next thing was to look at how  
8 is this traffic going to come to the site. And one  
9 of the challenges that were posed to us is how can  
10 we try and minimize the traffic that would be  
11 coming to this development from impacting Grand  
12 Avenue with Great America and Gurnee Mills and the  
13 proposed Auto Nation and other uses that are coming  
14 on there, we were really trying to say can we try  
15 to accommodate the traffic that's going to be  
16 coming to this site without impacting Grand Avenue.

17 And so one of the things that we

18 do, and I will go through our thought process of  
19 what we've looked at in terms of trying to  
20 accommodate the traffic, especially the regional  
21 traffic that would be on the Interstate.

22 The local traffic that will be  
23 coming to the site obviously is going to use a  
24 multitude of roads such as Grand Avenue or

107

1 Washington or 120 or Milwaukee, Hunt Club, some of  
2 the other roads in the area.

3 But we initially wanted to focus on  
4 the traffic that would be utilizing the expressway.  
5 And this would be primarily those uses that are  
6 going to have a higher percentage of using the  
7 expressway would be the water park and all the  
8 hotels or the motels. They tend to draw more  
9 regionally from expressways with people from  
10 further away.

11 The other uses such as the village  
12 center, the performance theater and the restaurants  
13 will tend to be more locally generated, although  
14 some of that may come from the expressway. But we  
15 see some of that being more utilized in the  
16 surrounding streets.

17 So what we looked at is the traffic  
18 coming from the north on the expressway and the

19 traffic coming from the south.

20 From the north obviously they would  
21 have the opportunity to exit at Grand Avenue,  
22 potentially go over to Hunt Club and then take Hunt  
23 Club south and over into the site. But we have  
24 talked with the Tollway. And as you're aware,

108

1 there is existing ramps that are located at  
2 Milwaukee. They're only located to and from the  
3 north. It's not a full interchange, but it's a  
4 partial interchange.

5 We would be directing traffic, and  
6 we have talked with the Tollway about this, that  
7 would sign it such that would direct the traffic  
8 that is desiring to go to the site to continue  
9 south past Grand Avenue and to exit at Milwaukee  
10 and then take Milwaukee north to Washington and  
11 then west on Washington to the site.

12 The return movement would be just  
13 the opposite. Go east over to Milwaukee, south,  
14 and then turn right and use this ramp to go back  
15 north. I'll go into it in a little bit more detail  
16 some of the recommendations that we're talking  
17 about on Milwaukee with those two ramps.

18 But it really allows a potential  
19 for segregating the traffic that is desiring to go



20 to this development to come at this location and  
21 really not have to utilize Grand Avenue.

22 Now from the south it gets a little  
23 bit more challenging. One of the options  
24 originally would be just to have that traffic

109

1 continue north, get off at Grand Avenue and then  
2 either go east to Milwaukee and then south to  
3 Washington and into the site or go west to Hunt  
4 Club, south over to Washington and into the site.

5 But what that's going to do, as I  
6 said, it's going to compound the traffic that's  
7 already on this section of Grand Avenue. And we  
8 were especially concerned about the section from  
9 Hunt Club to Milwaukee which impacts Gurnee Mills  
10 west of the expressway and Great America east of  
11 the expressway.

12 So we looked at a couple of  
13 alternatives. One alternative that we feel is very  
14 feasible and with the upgrading of Hunt Club  
15 Road -- and we have talked with the County and it's  
16 our understanding that the section of Hunt Club  
17 Road south from Washington to 120 is to be upgraded  
18 to a five lane facility next year or at least start  
19 next year. I don't know if it will be completed in  
20 1999. But we've had many discussions with the

21 County and it's our understanding that is being  
22 programmed and would be in place.

23 With that in place we have looked  
24 at the option that the vehicles that are coming

110

1 from the south -- and we feel that that is probably  
2 going to be for the people that are destined to  
3 this site that are on the expressway that that  
4 would be the higher percentage of the expressway  
5 traffic would be from the south versus the north.

6 We looked at an alternative routing  
7 that would bring traffic from the south that would  
8 take advantage of the existing loop ramp at 120 or  
9 Belvidere Road, go west to Hunt Club, go north on  
10 Hunt Club to Washington and east to the site.

11 Now the return movement could be  
12 either way. They could continue and retrace that  
13 and go west on Washington to Hunt Club south to 120  
14 and then east to the expressway and south or they  
15 could continue, go west on Washington to Milwaukee,  
16 go south on Milwaukee to 120 and then use this ramp  
17 to go east on 120 and then south on the expressway.

18 We don't think that there's going  
19 to be that many people that would come from the  
20 south, take this ramp at 120, go west on 120 and  
21 then take the ramp at Milwaukee and then go north

22 on Milwaukee. The ramp at -- the ramps at  
23 Milwaukee and 120 are really underdesigned, they're  
24 old design, very tight radii.

111

1 This section of Milwaukee  
2 essentially south from the expressway ramps and  
3 Milwaukee is basically a two lane road. It does  
4 flare out to left turn lanes in some spots, but  
5 it's basically two lane road.

6 And we're concerned that if we  
7 tried to put all of the traffic on Milwaukee both  
8 from the north on the expressway and the south that  
9 we really tend to begin to overload this road and  
10 especially at the intersection of Washington and  
11 Milwaukee.

12 By separating the traffic that's  
13 coming to the site from the north using the  
14 expressway getting off at Milwaukee essentially  
15 coming to the site from the east and the remainder  
16 of the traffic from the expressway from the south  
17 using 120 to Hunt Club and then north to Washington  
18 we tend to better separate the traffic.

19 It's actually a shorter distance  
20 for traffic coming from the south to use 120 to  
21 Hunt Club to Washington to the site than to go past  
22 the site up to Grand Avenue and then either go east

23 from Milwaukee and back or to take Hunt Club.

24 If traffic that was coming from the

112

1 south did take 120 and then took the Milwaukee ramp  
2 it is slightly shorter to get to the site. But as  
3 I said earlier, this section of Milwaukee and these  
4 ramps we feel are really substandard and that's not  
5 something that we would encourage but it is  
6 possible that some people would do that.

7 So that's from a traffic standpoint  
8 what we're trying to do by looking at those  
9 patterns at least for the traffic that's on the  
10 expressway we really can tend to isolate and  
11 minimize the traffic that would be on Grand Avenue  
12 between Hunt Club and Milwaukee.

13 Now a lot of this is going to  
14 require coordination with the Tollway, signing, a  
15 lot of other things that we've not gotten into a  
16 lot of detail. We have initiated these discussions  
17 and to date the Tollway seems to be very receptive  
18 of those types of actions.

19 They're concerned about the impact  
20 of any new development at Grand Avenue. They know  
21 that the interchange and these ramps are near or at  
22 capacity right now and without adding any more  
23 traffic to that. So they're -- they are

24 encouraging us to look at these other alternatives.

113

1 In terms of the local traffic, as I  
2 said, we would be looking at traffic let's say it's  
3 coming from the west on Grand Avenue, we would be  
4 signing that traffic to go south on Hunt Club and  
5 then east on Washington.

6 If it's coming from the east on  
7 Grand Avenue we would encourage it and sign it to  
8 go south on Milwaukee to Washington and over. So  
9 we think through a whole series of signs, people  
10 who are not familiar with the area will tend to  
11 follow signs. Local people will tend to find  
12 their -- the way they think is the easiest or the  
13 fastest to get there. But we're really concerned  
14 about the traffic that's on the expressway.

15 So that's what we were looking at  
16 in terms of assigning the traffic. What we did  
17 then was take the amount of traffic that we were  
18 generating during these peak hours, during the  
19 evening and the Saturday peak hours. We assigned  
20 that traffic to these surrounding routes, ramps,  
21 and intersections and roadways. Then we combined  
22 that with the existing traffic which we factored  
23 up.

24 And we looked at a couple of time

1 frames and again in working with staff and the  
2 Village's traffic consultant. We looked at  
3 basically two time frames. We looked at year 2002  
4 which is essentially four years from now and then  
5 we looked at the year 2010.

6 So we took our site traffic at full  
7 buildout of this development and then combined that  
8 with the existing traffic factored up to the year  
9 2002 and 2010.

10 And then based on those volumes  
11 then we were able to identify various types of  
12 recommendations that we feel are needed to  
13 accommodate the projected traffic. I'll go through  
14 those very briefly.

15 The main improvement obviously is  
16 the upgrading of Washington. Right now Washington  
17 as you may be aware just east of the highway at Six  
18 Flags Drive is a five lane roadway. It then necks  
19 down to two lanes just before you get to the bridge  
20 under the expressway and then it has a two to three  
21 lane road until you get close to Hunt Club and then  
22 it flares out to the five lane section.

23 It needs to be upgraded right now.  
24 We know that. With the additional traffic it's

1 obvious that we do need to upgrade this to a full  
2 five lane section with additional turns at our two  
3 site drives.

4                   So basic recommendation is that  
5 Hunt Club Road needs to be widened to a four lane  
6 facility with additional turn lanes, left turn and  
7 right turn lanes at the appropriate intersections  
8 and would start where it currently tapers just east  
9 of the highway, continue under the expressway all  
10 the way west to Hunt Club Road. That's a major  
11 improvement.

12                   The County is not planning to do  
13 that right now and so this is something we feel  
14 absolutely needs to be done as part of this  
15 development. It needs to be done without this  
16 development, but with the development obviously  
17 needs to be done. So we see that as a major  
18 component.

19                   As I said earlier, Hunt Club Road  
20 is already programmed by the County to be upgraded  
21 to a five line section from where it currently ends  
22 at Washington south to 120.

23                   The key intersections at our site  
24 drives, we're looking at two access points to

1 service our facility. The first full access drive  
2 would be about 550 feet west of the bridge on  
3 Washington underneath the expressway. The western  
4 most drive would be about another 1,300 or close to  
5 a quarter of a mile west of that.

6                   These two drives will be  
7 signalized. We're looking at in addition to the  
8 extra lane in either direction, the western drive  
9 would have dual left turn lanes into the site, a  
10 westbound right turn lane, and then exiting the  
11 site would be a separate right and left turn lane.

12                   At the eastern most drive, again we  
13 would have an additional through lane in each  
14 direction. At this point, we've -- in working with  
15 the Village staff and their consultants and with  
16 the County we're looking at whether this is a  
17 single left or dual left into the site.

18                   We originally were looking at it as  
19 a dual left turn lane to minimize the stacking, but  
20 we do have somewhat of a problem trying to get the  
21 width of Washington at that point and then to get  
22 it tapered down before you go underneath the  
23 bridge.

24                   And so we're looking at those two



1 options. We think -- we feel fairly confident that  
2 we can make it work with a single eastbound left  
3 turn lane. It would need to be a little bit longer  
4 but we can accommodate that adequately at a good  
5 level of service. In addition, we would have a  
6 westbound right turn into the site and then exiting  
7 the site we would have three lanes--a left turn  
8 lane, a combination left and right turn and a right  
9 turn lane.

10                   At the intersection of Hunt Club  
11 and Washington in addition to what the County is  
12 proposing for this intersection we're recommending  
13 a northbound right turn lane that the County is not  
14 including that in their plans right now, a separate  
15 right turn lane. We need that to accommodate our  
16 traffic that would be making that right turn.

17                   Lengthening the existing westbound  
18 left turn lane. And it's not shown on this map  
19 here, but we also need a westbound right turn lane  
20 from Hunt Club to go north up -- I'm sorry, from  
21 Washington to go north on Hunt Club.

22                   These would be improvements that  
23 would be over and above what the County is  
24 programming for upgrading of Hunt Club.

1                   At the other end at Washington and  
2 Milwaukee we're looking at adding separate right  
3 turn lanes on three of the approaches, an eastbound  
4 right turn lane, southbound right turn lane, and a  
5 westbound right turn lane.

6                   Now a couple of these movements,  
7 especially this westbound right turn lane really  
8 doesn't have an impact. The development here is  
9 not really adding to that maneuver but we need  
10 additional capacity at that intersection because we  
11 are adding additional traffic.

12                   In addition, the northbound left  
13 turn lane, we're recommending that that needs to be  
14 lengthened in order to accommodate the additional  
15 traffic.

16                   Now going continuing south on  
17 Milwaukee at the two ramps, currently they are not  
18 signalized. We're recommending that they both  
19 would need to be signalized to accommodate the  
20 traffic.

21                   For the traffic that would be  
22 heading south right now this off ramp is only a  
23 single lane. We recommend that it would be widened  
24 so that there would be separate left turn lanes and

1 right turn lanes so there would be two lanes at

2 that and it would be signalized.

3 At the on ramp, as I'm aware of,  
4 there is a development that I believe the Village  
5 is currently reviewing, I'm not sure of the exact  
6 status, I believe it's called Woodlake. That's a  
7 combination of residential and office that's  
8 located -- its access is located opposite this off  
9 ramp.

10 And I have seen some plans and as I  
11 understand it they are proposing restriping this to  
12 create a separate left turn lane both for  
13 northbound traffic on Milwaukee and southbound on  
14 Milwaukee into the development. And they've also  
15 talked about a traffic signal.

16 So those improvements and that  
17 signal may come as part of that development or they  
18 might be in combination with what we're  
19 recommending.

20 Down at this corner of Hunt Club  
21 and 120 with the improvements that the County is  
22 recommending it really doesn't need to be much more  
23 other than lengthening of this westbound right turn  
24 lane. There is currently a right turn lane, but

120

1 we're going to be adding a substantial amount of  
2 traffic to that point. We did discuss with the

3 County the potential of making this a free flow  
4 right turn where it would not have to be under  
5 signal control.

6 We're still reviewing that with the  
7 County. The other alternative is we would just  
8 lengthen that right turn lane.

9 I think that's the majority of the  
10 improvements that we're looking at. I think what I  
11 wanted to stress is we have in all of these  
12 improvements and what we have looked at, we do  
13 what's called capacity analyses. And with that we  
14 have taken this projected total traffic, the site  
15 traffic plus the existing traffic factored for  
16 growth and then did a capacity analysis to  
17 determine its operating efficiency or level of  
18 service.

19 And at all of these intersections  
20 that I have described here with the improvements  
21 that we've identified they would be operating at a  
22 Level of Service C or better.

23 Usually in the area in the State  
24 and the County the minimum level of service is

121

1 Level of Service D. So what we have identified we  
2 actually have some additional growth potential at  
3 those intersections.

4                               So this is something that we  
5     have -- we have reviewed it with the Village staff  
6     and their traffic consultant. We've had some  
7     meetings with Lake County. They have reviewed our  
8     traffic study or they're continuing to review it.  
9     We did have a meeting with them a few weeks ago.  
10    We went through all these improvements, generally  
11    had a consensus on these.

12                              But we're waiting for their final  
13    feedback in terms of these various recommendations.  
14    So I think what I wanted to stress is that we feel  
15    that for the development that is being proposed at  
16    full buildout we can accommodate this traffic  
17    adequately at a good level of service with the  
18    improvements that we've identified.

19                              But I did want to mention, and it's  
20    been discussed and I think a lot of people are  
21    aware of that there is the discussion about a  
22    potential interchange at Washington and the  
23    expressway. In fact, we came up with the concept  
24    of that, it's probably been a year, year and a half

122

1     ago. We've had numerous discussions with the  
2     Tollway.

3                              You may have seen some of these  
4     designs. It's still a full interchange but all of

5 the ramping is on the south side of Washington. As  
6 you know, we've got conflicts in the northeast  
7 quadrant with the rollercoaster. They can't very  
8 well put a ramp there. And in the northwest  
9 quadrant where the site is it would be very  
10 difficult to have some ramping in there and be able  
11 to better serve the site.

12                   What this design allows is a couple  
13 of things. Let me just show you how this changes.  
14 If you're coming from the north you would head  
15 south, take this off ramp. And the way we've  
16 designed it this ramp would be located where our  
17 eastern drive would be and you could go directly  
18 into the site.

19                   If you're going to Great America  
20 you can make a right turn, go east and then go into  
21 Great America. And I'll mention this site in just  
22 a second.

23                   If you want to go back north from  
24 the site here you would come out, make a left turn,

123

1 go over to this access point or this ramp terminal,  
2 use this ramp and go back north.

3                   If you're coming from the south and  
4 this is, as we mentioned, is the majority of the  
5 traffic, you would exit down here at this point

6 here.

7 Now as you may or may not be able  
8 to see here with this design obviously the ramps at  
9 Milwaukee are both going to be eliminated. The  
10 State or the Tollway has been planning that for  
11 some time anyway and this just works into that  
12 concept.

13 But what we have done with that  
14 ramp here at exiting at this point is we've -- the  
15 existing drive, Six Flags Drive is located at this  
16 point on Washington would be relocated to opposite  
17 this off ramp so we would be able to come from the  
18 south. If you're going to Great America you could  
19 be able to go straight into it. If you're going to  
20 our site you make a left turn and go west on  
21 Washington and then turn into our site. And  
22 finally, to go back south on the expressway it  
23 depends on where you're coming from our site, you  
24 just exit at this drive and go south.

124

1 Or if you're exiting from Great  
2 America you make a right turn, go over to this ramp  
3 and go back south. We have talked to the Tollway  
4 on numerous occasions over the last year or so  
5 about this concept. The Tollway -- I can tell you  
6 right now the Tollway, this is now one of their 26

7 interchanges that they're evaluating currently.

8                   The Tollway typically will be  
9 getting requests from many communities throughout  
10 the area for potential interchanges. They evaluate  
11 this based on a lot of different input. We have  
12 provided all of the information that they've asked  
13 for at this point in terms of projections of  
14 traffic and things such as that. They are buying  
15 into this concept. They like this concept. They  
16 realize that an interchange at Washington can have  
17 a relief valve for what's happening at Grand  
18 Avenue.

19                   They know that Grand Avenue is  
20 experiencing a lot of congestion on the ramps and  
21 on Grand Avenue itself. They see that this  
22 interchange could be a potential solution to some  
23 of that traffic. It may not be the ultimate  
24 solution, but it is a potential solution.

125

1                   That doesn't guarantee that it's  
2 going to be in the top two or three that are going  
3 to get built, but it is being currently evaluated.  
4 As I understand, the Tollway is planning sometime  
5 late September or early October to come out with  
6 some kind of a draft report where they'll begin  
7 looking at all of these interchanges and then



8       sometime relatively soon they will begin to rank  
9       these interchanges.

10                       Now I believe everybody would be  
11       interested in this interchange. The developer  
12       would be interested in it, I believe the Village is  
13       interested in it, it provides a lot of benefits to  
14       the area. Not only to our site, to Great America,  
15       but I think to the area in general.

16                       But the point is we can make the  
17       development work without this interchange. We feel  
18       the interchange would be an adjunct. It would be a  
19       plus. But it's important that because we don't  
20       have any control of if or when this is going to get  
21       built and so we want to be able to be in a position  
22       that we can move forward without the interchange.

23                       But we realize that this is a  
24       planning tool, this is something that I think is a

126

1       real benefit to the area. And we feel and we've  
2       been continually trying to pursue this with the  
3       Tollway. They are very open to this concept and  
4       they are looking at it very seriously. They've  
5       taken it from the initial sketches that we have on  
6       the back of a piece of paper to concept and they  
7       are looking at it in much more detail than what we  
8       submitted to them about a year ago.



10 the traffic report in front of you, but I can refer  
11 you to -- it would be Page 19, Table 2.

12 We did, as I said, break it down  
13 into those six areas. We've determined the amount  
14 of traffic during the weekday PM peak hour and the  
15 Saturday midday. We totaled those up. We did take  
16 a reduction factor of 30 percent which I explained  
17 was based on a lot of those factors and we have  
18 coordinated with Village staff.

19 Based on that, with that reduction  
20 in the evening peak hour the total two-way traffic  
21 that we have projected was 2,025 vehicles during  
22 that peak hour both inbound and outbound. And on  
23 Saturday it was 2,540.

24 It's a little bit difficult to try

128

1 and get the percentages without that discount. But  
2 if you took it without the discount and just  
3 compared the traffic, as an example, the theme park  
4 expansion in the evening peak hour was proposed to  
5 be 655 vehicles out of 2,895. So that's about 25  
6 percent on the weekday peak. On the Saturday it  
7 was 740 out of 3,630. So that's about 20 percent.

8 With the reduction the numbers will  
9 go down but that percentage relationship will stay  
10 basically the same. So you can basically do that

11 with each of the different uses in here.

12 The village center, the retail  
13 portion of it with the theme restaurants is the  
14 highest traffic generator. That's typically what  
15 you would expect on an evening and a Saturday. It  
16 doesn't have much of an impact in the morning  
17 because most of the stores typically don't open  
18 until 10. 9:30, 10:00.

19 So it really doesn't have -- very  
20 little impact for the morning peak hour but it will  
21 in the afternoon and on a Saturday. So you can  
22 kind of go down the line.

23 The final one, the employee visitor  
24 housing we're really not showing as having any

129

1 impact during either of those peak hours because  
2 typically those people will be on-site and not  
3 necessarily driving to or from the site during  
4 those peak hours. So that's why we're really  
5 showing those as really having no impact during  
6 those peak hours.

7 So I think this table can give you  
8 what you're looking for in terms of that ratio of  
9 each of these uses to the total amount of traffic  
10 if you'd want to run the numbers.

11 CHAIRMAN RUDNY: Okay. Any other

12 questions from the Commissioners?

13 Mr. Winter.

14 MR. WINTER: With respect to the Tollway  
15 Authority, you referred to some list of  
16 intersections.

17 How specific does the Tollway  
18 Authority get in ranking or their planning of  
19 interchanges?

20 MR. MILLER: Well, what they told me as  
21 what they're hoping to do end of September  
22 beginning of October is that they will have  
23 conceptual designs of each of these 26.

24 They already have the plan we have

130

1 here. They do have a consultant who has been  
2 working and kind of refining this. In fact, I  
3 should say one of the things that they've told me  
4 that in addition to what we've shown here they are  
5 looking at the possibility or the feasibility of  
6 actually adding what they call CD or collector  
7 distributor roads or ramps between Washington and  
8 Grand Avenue because of some of this oncoming  
9 traffic plus the very heavy traffic that's  
10 currently there for some weekend maneuvers as you  
11 head north to Grand Avenue as having additional  
12 lane on either side for additional capacity in that

13 section. So that is something they're looking at  
14 in addition to what we have looked at here.

15 I should also mention that they  
16 have at one of the meetings been talking about or  
17 at least floating the concept of that there might  
18 be some tolls. And I know that's kind of a subject  
19 that nobody really wants to deal with, but it is  
20 something that I think that they're at least  
21 exploring how those would be applied on which  
22 ramps, whether they would have them at Washington  
23 or at Grand has not been determined.

24 That is something that is all part

131

1 of the overall equation. As you know, the Tollway  
2 is different from the Illinois Department of  
3 Transportation. In order to justify new  
4 interchanges it's got to be based on revenue  
5 projections and so they can get the bonds for that.

6 So it's a little bit different  
7 funding source than normally from the Illinois  
8 Department of Transportation. So they take all  
9 those things into account.

10 But I guess to get back to your  
11 question, what they have told me, they look at a  
12 whole series of things. They'll be having these  
13 conceptual designs, they're looking at

14 right-of-way, environmental factors. Support from  
15 the local community is extremely important. They  
16 obviously don't want to be putting in an  
17 interchange if the local area is not in support of  
18 that.

19                   And another thing that is very  
20 helpful or important that is not always the case in  
21 every interchange is if there's any kind of local  
22 funding where it isn't all a hundred percent of the  
23 Tollway, if there's some kind of a mechanism that  
24 maybe would have some local funding for some

132

1 portion of that interchange it can enhance the  
2 ranking of those interchanges.

3                   Because they've got to look at all  
4 of these things, cost obviously is a very important  
5 criteria but they do look at the impact of  
6 right-of-way, is that something that's going to be  
7 very difficult to secure right-of-way, is there  
8 some major environmental factors that go into it.

9                   So it's a whole series of things  
10 that go into this analysis. So they're hoping to  
11 have this first cut where we've got all of this  
12 information on all of these 26 interchanges so then  
13 they could begin a more detailed evaluation of  
14 those and then hopefully bring it down to a limited

15 number that might be programmed over the next five  
16 years.

17 MR. WINTER: I would be interested, you  
18 know, if like what is the next interchange that is  
19 going to come onto a Tollway and to kind of work  
20 back to see how long it took to see at what point,  
21 you know, land acquisition occurred just to have  
22 some timetable.

23 MR. MILLER: Well, probably the closest  
24 one in this area that I'm aware of is the one at

133

1 137. Now that wasn't a brand new one, that was  
2 adding the ramps to and from the north.

3 But one of the biggest impetus of  
4 that was Abbott. But that came -- I don't know all  
5 of the time frame, we were involved a little bit in  
6 providing some of the projections of traffic. We  
7 were involved in the ones that when we got the  
8 ramps to and from the north at Route 60.

9 It's not something that happens  
10 overnight. It does take a lot. It depends on how  
11 convenient they can get these ramps. The  
12 right-of-way, as I said, is their major.  
13 Environmental factors. So a lot of those things  
14 weigh into that.

15 But really the cost is the major



16 factor that goes into it. If the Tollway is going  
17 to be funding entirely the cost of an interchange  
18 and one interchange is going to be twice as  
19 expensive as another then it's obviously going to  
20 weigh against that.

21 So I think what we've been trying  
22 to do is to stay on top of that process. I do have  
23 to say that from a timing standpoint we're probably  
24 better -- we couldn't have been better from that

134

1 standpoint.

2 If six months from now we had begun  
3 this process and after they had gone through this  
4 sorting process and essentially picked their top  
5 two or three and then we were coming to them and  
6 talking about a potential interchange at this we  
7 would really have lost a lot of time.

8 We are now at least -- at the  
9 very least we're in that mix of the 26. If we  
10 weren't with that we wouldn't even be considered.  
11 So we've come I think a relatively long way just in  
12 the last six months or so just to get to the point  
13 that we are now at least being considered on the  
14 same par as these other 25 interchanges.

15 But it still has got a ways to go  
16 and it goes through a fairly detailed process. But

17 it is something they are comfortable with this  
18 concept. As I said, they're in the process of  
19 trying to refine it.

20 But this as you've seen here is  
21 fairly close to what they're looking at. They very  
22 much like this concept of being able to move the  
23 Six Flags Drive over here. They see that as a real  
24 benefit of being able to take traffic directly off

135

1 and right into Great America. Hopefully that would  
2 reduce some of the traffic that gets off at Grand  
3 Avenue and comes in that way.

4 I think most people would say that  
5 the Washington Avenue interchange is not very well  
6 known except by local people, it's not as well  
7 used. This might provide a better balancing of  
8 that traffic that's going into the park both from  
9 Grand Avenue and Washington.

10 And having these other ramps  
11 aligned opposite directly into our site we think is  
12 a real benefit, too. So the concept from that  
13 standpoint and also from the standpoint of  
14 realizing that this could have a potential benefit  
15 for not solving it but at least relieving some of  
16 the problems at Grand Avenue I think is also going  
17 to weigh very heavily in our favor.

18 CHAIRMAN RUDNY: Mr. Smith.

19 MR. SMITH: If this moves forward I  
20 would really like to see these ramps at Washington  
21 Street. You're saying about Washington Street  
22 needs to be improved now. Well, 25 years ago when  
23 CLC was built that was part of what the County was  
24 going to do is improve Washington Street.

136

1 But then we had County Board  
2 Members that thought if you improve the roads, that  
3 brings more traffic so if you leave the bottleneck  
4 then people aren't going to come so we never got  
5 Washington Street improved in all those years. But  
6 that was their theory.

7 MR. MILLER: Washington is on the  
8 County's 2005 transportation plan to be upgraded.  
9 But all the discussions that we have had with them  
10 over the last year or so is that there is no money,  
11 there is no funding for this.

12 So we have just decided that  
13 through whatever means this is going to have to get  
14 upgraded without the County support.

15 MR. SMITH: It was supposed to have been  
16 done in the 1975.

17 MR. MILLER: It could have been.

18 CHAIRMAN RUDNY: I agree with Mr. Smith,

19 it certainly seems that something like this is  
20 definitely preferable over your other plan.

21                   Could you put the other plan up  
22 there for a second? How do you -- for the traffic  
23 that's northbound on the Tollway how are you going  
24 to -- you keep saying well, we'll direct the

137

1 traffic out to Hunt Club. How are you going to do  
2 that? With signs?

3                   MR. MILLER: Well --

4                   CHAIRMAN RUDNY: I mean I can tell you  
5 if I knew what I was doing I would get off -- I  
6 would do one of two things.

7                   I would get off at 120 and then I'd  
8 either go east to O'Plaine and go to Washington or  
9 I would get off at 21 and then take 21 to  
10 Washington. I don't think I'd go out as far as  
11 Hunt Club unless it was backed up or something.

12                   MR. MILLER: Well, I drove the distance  
13 actually to try and compare them and put it in  
14 perspective. And this graph is not to scale so it  
15 may be a little bit deceptive.

16                   Taking the route from the south  
17 doing as I had indicated the loop and going west on  
18 120 to Hunt Club, north on Hunt Club and then back  
19 east to the site versus taking the loop 120 to this

20 loop to Milwaukee and then north to Washington and  
21 then west this way, the difference between those  
22 two I believe was about 1.1 miles.

23 So it is shorter, there's no  
24 question about that. Our feeling is with the

138

1 upgrading of Hunt Club, this being a very  
2 convenient right turn, we're adding a right turn  
3 here, this is -- 120 is a four lane road, Hunt Club  
4 will be a four lane road, Washington will be a four  
5 lane road.

6 We do not see any upgrading of  
7 Milwaukee in this area from the ramps south or any  
8 upgrading of this ramp system. That's not  
9 something we've talked to the Department of  
10 Transportation, that's not in any kind of a current  
11 plan.

12 In fact, part of it is totally  
13 holding off on anything going at 120 and Milwaukee  
14 because this is going to be totally remodeled or  
15 eliminated, modified if the 432 ever goes through  
16 and continues and then goes north on the  
17 expressway.

18 So the State at this point in our  
19 discussions with them is not really looking at any  
20 upgrading on Milwaukee or these ramps. Neither of

21 these ramps are signalized.

22 And so yes, I think some people  
23 will use that. What will happen more is maybe not  
24 so much the people going to the site as possibly

139

1 exiting the site. I think there will be  
2 potentially more people that would decide that it's  
3 quicker to go west on Washington to Milwaukee,  
4 south on Milwaukee. And then there is a left turn  
5 lane, it's not signalized but there is a left turn  
6 lane and it's probably more convenient than to take  
7 that ramp and go that way.

8 So I think in exiting there  
9 probably will be more people that would do that  
10 than would decide to go back the other way because  
11 then it's a left here and a left down there to go  
12 south on the expressway. So I think there's going  
13 to be some balancing.

14 What I'm concerned about, if we try  
15 to get everybody on Milwaukee we really then are  
16 going to create a major bottleneck at Milwaukee and  
17 Washington.

18 CHAIRMAN RUDNY: I'm not suggesting that  
19 you do that. I'm just saying that I think people  
20 may do that.

21 I understand what you're saying if

22 the improvements aren't in people are not going to  
23 like making that left-hand turn and it will  
24 discourage them further.

140

1 But might I ask one -- but will  
2 you -- the people who don't know the area, is there  
3 going to be some signing or something?

4 MR. MILLER: Like I said, we have talked  
5 with the Tollway. And for this to work it's got to  
6 be more than the little bitty signs that they have  
7 out there now talking about Great America and if  
8 Great America is overloaded at Grand Avenue it  
9 tells them to get off at 120 and then O'Plaine.

10 As I understand it, there's not too  
11 many people that really follow that. We're talking  
12 about something that's got to be much more  
13 substantial. In our discussions with the Tollway  
14 they seemed to be more open, maybe changeable  
15 message sign, something much more significant.

16 And probably several miles south of  
17 this point so that people make that decision point  
18 much earlier. I think for a lot of people  
19 especially on a Saturday if traffic is heavy on a  
20 section of the expressway between 120 and as  
21 they're getting up to Grand Avenue as happens quite  
22 frequently during the summer I think people will

23 welcome another alternative to be able to come to  
24 the site and not have to get in. And I think most

141

1 people would like to avoid this interchange if at  
2 all possible if they're desiring to go here.

3 So that was our challenge was  
4 really how can we get that traffic coming from the  
5 south on the expressway to the site without having  
6 to force them through this interchange into using  
7 this section of Grand Avenue. I think most people  
8 if they don't need to be in this area would like to  
9 stay off of that section of Grand Avenue.

10 So that's what we were trying to do  
11 with this concept of what we have. Now obviously  
12 if it gets to the point that we can get the  
13 expressway interchange right here then that avoids  
14 a lot of that. But as I said earlier, what we're  
15 very -- it's very important to make that  
16 distinction. I don't know when that interchange  
17 will go in. We hope sooner than later.

18 But we feel that we've got a  
19 workable plan that we can make work in the interim  
20 with this development prior to an interchange going  
21 in there.

22 CHAIRMAN RUDNY: Well, I just made the  
23 comment because I agree with Mr. Smith, this kind



24 of seems like a real dandy solution here if the

142

1 ramps don't go in.

2                   The other problem you have, too, is  
3 I think if you have the ramps in you can put the  
4 signing in place to indicate to people that this is  
5 an exit for the water park, entertainment village  
6 and also for the amusement park.

7                   Right now I think you're still  
8 going to get a lot of people that are mistakenly  
9 going to think that if they get off at the main  
10 entrance for the amusement park that they're  
11 somehow going to get to the water park from there.

12                   MR. MILLER: It was my intention in our  
13 discussion with the Tollway that that would be very  
14 clear that any signing that would be south on the  
15 expressway prior to 120 would be very explicit that  
16 this is for the water park or whatever they're  
17 ultimately going to be calling that and  
18 differentiating that from Gurnee Mills and Great  
19 America because we don't want to get people that  
20 want to go to Great America or Gurnee Mills have to  
21 go to that same way.

22                   So we are trying to segregate those  
23 flows of traffic and the people who do want to go  
24 to Great America or Gurnee Mills would be coming up

1 to Grand Avenue and those that would be coming here  
2 would be getting off at 120.

3 So the Tollway feels reasonably  
4 confident that they could do that signing. I  
5 think -- as I said, I think everybody would like to  
6 have this interchange, you know, sooner than later.

7 But we feel and in talking with  
8 Village staff and their consultants that what we've  
9 come up with with the recommendations we can make  
10 these intersections, we can have the traffic flow  
11 at a good level of service.

12 If these intersections were  
13 breaking down and people were -- if there was a  
14 substantial amount of congestion with this route  
15 then I would tend to agree, people are not going to  
16 want to go there.

17 But if people can move relatively  
18 conveniently -- and actually, we're talking about a  
19 right turn free flow movement with that ramp,  
20 you're coming out to a four lane road, you've got a  
21 convenient right turn from 120 to go north on Hunt  
22 Club. Hunt Club is going to be four lanes so it  
23 will have double the capacity that it has right  
24 now.

1                   This section of Hunt Club does  
2     experience a lot of congestion right now,  
3     especially at Gages Lake. That's going to have a  
4     signal, it's not going to be a four way stop. So  
5     the -- this section of Hunt Club which is not very  
6     good right now and does experience a lot of  
7     congestion is going to be significantly better than  
8     it is.

9                   We're talking about a right turn  
10    lane here. So again it's a fairly convenient  
11    movement. So I really feel while yes, it's not the  
12    direct ideal movement, I think with the signing,  
13    with the improvements that we can effect that kind  
14    of segregation of the traffic. And that's what  
15    really was our goal, how can we get this traffic,  
16    how can we minimize the impact at the Grand Avenue  
17    interchange and Grand Avenue and still be able to  
18    serve this development.

19                  MR. WINTER: Mr. Chairman, I agree with  
20    what you're saying. I guess the one thing I was  
21    thinking that we know it's going to take time to  
22    build out this site and that okay, if we don't get  
23    the interchange for three years and you may not be  
24    at this peak it will take time to build out.

1                   But that's why I still go back,  
2           though, I mean maybe it's possible that we could  
3           live with the thought that it's going to take three  
4           or four years to build that interchange and then  
5           maybe this alternative route could fill that gap  
6           and kind of convince people, too, how important  
7           this is. And we're not at these peak performances,  
8           but I think it's just to going to be -- how are we  
9           going to get a sign from the Toll Authority that  
10          there is a real commitment.

11                   Because I think that would  
12          influence, you know, my thinking on this. And I  
13          don't know what Abbott did, did they help with land  
14          acquisition to get that 137. It seemed like it,  
15          you know, went up rather quickly once they started  
16          working on it. But even then it took some time.

17                   So I mean again do you think that  
18          we're going to have any sense of when the Tollway  
19          Authority will conclude some of its preliminary  
20          reports regarding these 26 interchanges?

21                   MR. MILLER: Well, as I said, this draft  
22          report which is not narrowing it down but it is  
23          taking -- it's essentially getting all the 26 with  
24          the same basic information where then they can

1 evaluate those all kind of on the same ground.

2                   What they told me the other day is  
3 they're hoping that it will be late September or  
4 sometime in October.

5                   MR. WINTER: Of this year?

6                   MR. MILLER: Of this year. How long it  
7 will go from that point until they actually carry  
8 it down and come up with their five year plan, my  
9 guess is it will probably be several months. It  
10 could be as much as four to six months. It really  
11 depends on how much time it's going to take them to  
12 do that.

13                   MR. WINTER: Because we really need  
14 both, those roads all have to be improved anyway  
15 that you're talking about and we need the  
16 interchange.

17                   So I mean if we had to go two or  
18 three years with the improvement to Hunt Club and  
19 Washington and that -- well, I mean that has to be  
20 done anyway and that would be an improvement.

21                   But I think ultimately if we could  
22 get any information in terms of how realistic that  
23 interchange is going to be, that would be vital.

24                   MR. MILLER: Like I say, we have had

1 many discussions with them, we've had many meetings  
2 with them. We've been trying to keep the Village  
3 staff up to date on that.

4 I think at some point it would be  
5 very desirable for the Village to take a strong  
6 role in this in terms of either written or verbal  
7 support of that. This is what they're looking for.  
8 They want to make sure that if in fact they're  
9 going to make a commitment to an interchange that  
10 there is strong local support.

11 And that local support could be not  
12 only the Village, it could be major developments in  
13 the area such as Gurnee Mills, Great America, or  
14 others that could have either a direct or indirect  
15 benefit from that. So they have told me that that  
16 is very important, that's something that really  
17 they do look at.

18 And so we would be encouraging the  
19 Village to, you know, begin that process and have  
20 that kind of discussions with the Tollway itself  
21 and really make them aware of your interest in  
22 trying to facilitate this interchange. All those  
23 things work in your favor.

24 CHAIRMAN RUDNY: Mr. Smith.

148

1 MR. SMITH: Yeah, you know, I know we

2 aren't going to vote on this tonight, it's getting  
3 to a late hour.

4 I was wondering if for your next  
5 meeting you could have the buildout if this thing  
6 did move forward that 15 percent of the traffic is  
7 going to be there in a year, 40 percent will be  
8 there in two years or whatever it might be.

9 Also, I don't know if figures have  
10 been taken how many people are going to come up 41  
11 and use Washington Street. I'm sure not a hundred  
12 percent of that traffic is going to come on the  
13 Tollway and come the way you're going.

14 MR. MILLER: We did take that into  
15 account. On one of our figures where it showed the  
16 percent distribution we did show percent on  
17 surrounding streets. And we did see Washington of  
18 the local streets in the east probably carrying a  
19 little bit more because of direct connection to 41.  
20 So yes, we have taken that into account.

21 Actually, from a regional  
22 standpoint this is an ideal site. I mean really we  
23 do have multiple ways to get to the site not only  
24 from the expressway but if we look at some very

1 substantial major arterials surrounding the site  
2 and so you get a better sense of distributing the

3 traffic from many different ways.

4 It isn't just like you're limited  
5 to one or two roadways and they've got to carry the  
6 brunt of the traffic. You really have a good  
7 mixture of the expressway and arterials surrounding  
8 the site.

9 MR. SMITH: I could see where probably  
10 20 or 30 percent could go up 41 and go west, you  
11 know.

12 MR. MILLER: They weren't quite that  
13 high. I think it depends on --

14 MR. SMITH: How bad the Tollway is  
15 congested.

16 MR. MILLER: It may be. I think people  
17 do tend to adjust patterns depending on the  
18 circumstances.

19 CHAIRMAN RUDNY: Okay. Mr. Sula. Well,  
20 I think Mr. Cepon had his hand up first.

21 MR. CEPON: Do you have any commitment  
22 from the County on Washington Street on the  
23 improvement of the four lane to five lanes from  
24 Hunt Club?

150

1 MR. MILLER: As I said, we had a meeting  
2 with them about a week and a half, two weeks ago  
3 and we went over all these improvements with them.



4                               From the County's standpoint, if  
5 they're not putting penny one into it it makes it a  
6 little bit easier for them to buy into some of  
7 these improvements. They realize that the road is  
8 in bad shape right now. It is under capacity and  
9 is highly congested.

10                              We did go through with them these  
11 projections with the improvements that we've talked  
12 about and at the two drives at Hunt Club and over  
13 at Milwaukee, and we were basically in agreement.

14                              They've had our report for a couple  
15 of months. They have not finalized their review of  
16 it, but they were generally in concurrence with the  
17 improvements that we were talking about.

18                              Now again, I mean their big thing  
19 is who is going to pay for all these things. They  
20 were not anticipating paying for anything related  
21 to Washington, but in terms of what is being  
22 proposed they're basically in concurrence.

23                              One issue that we think that we've  
24 got resolved, as I mentioned earlier, was the

1 eastern drive. Originally we had looked at that as  
2 a dual left turn in. The problem with that, as  
3 you're aware of, is this bridge under the  
4 expressway and being able to widen Washington and

5 then be able to get it back and meet all of the  
6 County Ordinances relative to the tapers and  
7 whatever.

8                   We feel that we can make that work  
9 with a single left turn lane and still at a good  
10 level of service. It may require a little longer  
11 left turn lane but it avoids some of those problems  
12 so.

13                   I guess to answer your question,  
14 yes, we've had several meetings with the County  
15 over the last year. The most recent one was a  
16 couple of weeks ago where we were going through our  
17 traffic report and all the recommendations that I  
18 mentioned tonight.

19                   MR. CEPON: If they don't have anything  
20 committed and they really don't want to do that, it  
21 doesn't sound too promising.

22                   I mean just strictly from a traffic  
23 standpoint. Are you basically going to put in the  
24 road for them?

152

1                   MR. MILLER: Well, I'll leave that to  
2 the others to get into the who is going to pay for  
3 all that. But I mean that's obviously a very  
4 important point. And we know that at that stage  
5 and with the discussions with the County the County

6 is not going to commit to that.

7 And so we know that we have to  
8 have -- through whatever mechanism we've got to get  
9 that road upgraded to what we have recommended as  
10 part of these improvements. So that we have felt  
11 is the basic. If we can't do that we can't make  
12 this project work.

13 And so the exact how all those  
14 details are worked out and what proportion, how  
15 that's going to be handled from the financing  
16 standpoint is still being worked out.

17 But as I said, from the County  
18 standpoint as long as they're not putting anything  
19 into it they're more receptive to the upgrading  
20 because they really don't have any financial  
21 obligation on that.

22 CHAIRMAN RUDNY: Mr. Sula.

23 MR. SULA: I guess I'd like to also  
24 express some concern about the timing -- perceived

153

1 timing of the interchange.

2 My view is that during the blue  
3 ribbon process there was a much higher level of  
4 commitment and/or confidence that the interchange  
5 would be earlier rather than later than what I'm  
6 sensing tonight.

7                   And frankly the alternative is a  
8 bit of a root goldberg (phonetic) in my mind and  
9 I'm frankly surprised that we're hearing that Level  
10 of Service C can be obtained with all this.

11                   And I guess I'd like to hear from  
12 Tracy or Jon in terms of what concerns that staff  
13 has in terms of the assumptions that are being made  
14 by Metro to get to Level of Service C, what you  
15 would be most concerned about from a staff level to  
16 give us a better understanding in terms of whether  
17 C is really buyable or not.

18                   MR. WILDENBERG: I think what we'd like  
19 to do with the traffic is have our consultant come  
20 in and make a presentation to you and explain his  
21 findings and go over his information with you  
22 directly. And I imagine that question will be  
23 answered among others.

24                   CHAIRMAN RUDNY: Do you have an idea of

154

1 when that could be done? Is that something that's  
2 feasible for the next meeting?

3                   MR. WILDENBERG: I think it could be,  
4 yeah.

5                   MR. SULA: I think that would be very  
6 helpful.

7                   MR. MILLER: I should mention or I did

8 mention before we have had several meetings with  
9 Village staff and with your traffic consultant.  
10 They have reviewed thoroughly our report and have  
11 concurred at least in these meetings with what we  
12 have come up with.

13 But it might be beneficial for  
14 them -- for you to hear that directly. But we felt  
15 it was obviously very important before tonight that  
16 we've had that kind of review and we've had that  
17 kind of input from Village staff and your  
18 consultants relative to the entire study from the  
19 assumptions on the trip generation to the  
20 distribution of the traffic to the improvements  
21 that have been identified and the level of service  
22 that we've identified at all these intersections.

23 So we have spent a lot of time  
24 making sure that at least from the Village staff

155

1 level that there is a comfort level relative to  
2 these improvements. But I would reserve that for  
3 the consultant to be able present that directly to  
4 you.

5 CHAIRMAN RUDNY: Actually, Jim, I have a  
6 question for you. I read the report from the  
7 citizens committee but you were there.

8 And it seems to me that you guys

9 had really the same kind of opinion on the  
10 implementation of the ramps on Washington to move  
11 forward on this. I mean even if it's -- I think  
12 Bryan and even if it's long term commitment, you  
13 know, three, five years out at least we know that  
14 it will be coming. I mean is that -- am I correct  
15 in that?

16 MR. SULA: Actually, it's a little  
17 stronger than that. It's one of the few items that  
18 there was a 99 percent plus vote that if something  
19 had to happen it was that the interchange should be  
20 in immediately even for the initial phases.

21 And I need to go back and check my  
22 notes, but there was a lot of concern that there  
23 was no way we could get to Level C on the  
24 alternative routes when it was presented to the

156

1 blue ribbon committee.

2 And traffic was like the one  
3 uniform issue that everybody seemed to agree upon  
4 during the process that we needed the interchange  
5 like concurrent with the initial development of  
6 their complex.

7 CHAIRMAN RUDNY: Is there any other  
8 questions? Ms. Kovarik.

9 MS. KOVARIK: I think Lyle was first.

10                   CHAIRMAN RUDNY: Oh, Lyle. I always  
11 look this way. I don't know.

12                   MR. FOSTER: That's okay. I just wanted  
13 to make sure that I understood back on the table  
14 that was in your report why there is no numbers,  
15 even though it might be insignificant, but for the  
16 employee traffic coming in or is the employee  
17 traffic included in the numbers that you have?

18                   That was the employee housing, the  
19 two asterisks. But are the employees of the  
20 different entities included in these numbers?

21                   MR. MILLER: Right. I mentioned that  
22 before that it's our understanding that  
23 employee/visitor housing that this is not really  
24 going to be generating traffic.

157

1                   This would be people either who  
2 were living there and they would be moving  
3 typically outside of those peak hours. They would  
4 not normally be like most of the other uses there  
5 that would be generating traffic during those  
6 hours.

7                   They would be -- their hours that  
8 they would be either driving over to or in most  
9 cases since they're already on the site there may  
10 be a shuttle or something else that would be taking

11 them to the facility or they walk to it.

12                   So it's significantly different  
13 than the other uses that are there that are  
14 actually going to be bringing traffic from the  
15 outside into the site.

16                   It was my understanding for the  
17 employee or visitor housing these would be people  
18 on-site that would be there that would -- in many  
19 cases would be people that are working at the site  
20 that would be living there and in most cases would  
21 not be driving from the outside coming to that  
22 facility. They would be there, and as I said,  
23 either take a shuttle bus or walk to wherever  
24 they're working at.

158

1                   So we were not anticipating that  
2 that element of the development was really going to  
3 be generating any traffic during those peak hours  
4 and may not even be generating very little traffic  
5 even during the course of the day.

6                   MR. FOSTER: I'm sorry, I think that you  
7 misunderstood me. I think I understood that part.  
8 I guess I'm asking employees of the various  
9 components. Is that --

10                   MR. MILLER: That's taken into account.  
11 All these trip generation factors take that into



12 account. That's a total of both it may be visitors  
13 or employees.

14 So the generation factors that we  
15 used for these uses take all of that total traffic  
16 into account. I'm sorry I misunderstood you then.

17 MR. FOSTER: One part of your report I  
18 guess -- I understand you're the expert and I  
19 respect that -- but I guess I don't in terms of I  
20 guess I'll call it the local perception when I  
21 think we stated that the peak demands that you did  
22 not look at morning times.

23 That's kind of what you said. And  
24 I guess it always seems that, you know, you got

159

1 these families like mine that try to get at these  
2 places when they open up and kind of get there with  
3 the kids about an hour and a half before the gates  
4 open or when the parking lot is open.

5 We always seem to think like there  
6 are people that are the early birds that are  
7 impacting local streets or impacting something  
8 anticipating the location to open up.

9 And you seem to indicate that the  
10 morning was not necessarily an issue. And in that  
11 your plan really seems to have traffic going on the  
12 streets to get into the site, you know, that at

13 least whether or not that becomes a peak I just  
14 think that in your report there has to be some  
15 recognition and comment on that.

16 MR. MILLER: There is in terms of, as an  
17 example, Great America right now. And we had --  
18 from the Tollway we had volume counts every hour on  
19 all of these ramps.

20 And if I recall on a Saturday I  
21 believe or maybe it was even a weekday the peak  
22 traffic on this ramp I believe was from nine to ten  
23 in the morning which is earlier than the one to two  
24 in the afternoon. So there is heavier traffic on

160

1 certain movements.

2 When we looked, though, at the  
3 entire area trying to analyze that we're looking at  
4 all of these intersections in combination. And at  
5 that time where maybe this ramp that's heading  
6 north from the expressway and going east on Grand  
7 Avenue to Great America might have its peak earlier  
8 than what we're doing, when you look at all of  
9 these other ramps and other intersections the  
10 traffic at that time is substantially less than it  
11 is at one to two.

12 And so it is true that there may be  
13 certain movements that would have a higher volume

14 during that morning. And of all of these uses that  
15 we're showing here the theme park may have some  
16 earlier morning peaks, probably not the same as the  
17 traditional street peak hour which is like 7:30 to  
18 8:30.

19 I don't think you're going to get  
20 for the theme park people there that early. But  
21 there could be from nine or ten in the morning or  
22 just before that opens up.

23 But when we look at the traffic we  
24 look at all of these uses in combination to

161

1 determine the cumulative peak. We also look at, as  
2 I said, all of the surrounding intersections and  
3 when their peaks are occurring. And at that  
4 earlier morning, especially on a Saturday, that is  
5 not when that peak occurs. It occurs, as I said,  
6 from one to two. Now you've got the impact of  
7 Gurnee Mills, Great America and some of these  
8 others.

9 So when we're analyzing it from a  
10 traffic standpoint we have to look at the  
11 cumulative peak of all of these uses, all of these  
12 surrounding intersections.

13 It is true that there may be a  
14 selected hour especially in the morning as people

15 are coming there or there may be certain movements  
16 that might be heavier during that one hour than  
17 they are at that say one to two PM period, but when  
18 we do an analysis we've got to look at, you know,  
19 really when is the peak for this entire area.

20 So you're right, there may be  
21 something like the water park, there may be a time  
22 earlier than that one to two PM peak that we showed  
23 on a Saturday where you've got heavier inbound  
24 traffic. Likewise in the evening when people are

162

1 leaving the water park, and that might be six  
2 o'clock, it might be seven o'clock, you may have an  
3 outbound peak that might be heavier for some of  
4 these movements.

5 But again we've got to look at the  
6 total combination of all of these uses plus the  
7 surrounding traffic and that's what we typically  
8 use for our design.

9 CHAIRMAN RUDNY: Is that it, Lyle? Ms.  
10 Kovarik.

11 MS. KOVARIK: I have a lot of questions  
12 about your traffic study.

13 When you talk about these  
14 improvements that are beyond what the County is  
15 planning to do with Washington, I know they planned

16 to four lane it after the year 2003, when you talk  
17 about the ones beyond that, making the right turn  
18 lanes, does the County have easements for that land  
19 or would that involve having to get into taking  
20 land since these are not part of the plans?

21 MR. MILLER: This is what we were  
22 talking with them at the meeting a week or two ago  
23 and looking at the right-of-way that is available.

24 And it's our understanding I

163

1 believe the two additional movements that we were  
2 talking about, this northbound right turn lane and  
3 the westbound right turn lane, I believe when we  
4 talked about that that there still is a sufficient  
5 right-of-way that those improvements could be in  
6 there.

7 That is something we're continually  
8 trying to detail and work out with them. But in  
9 our meeting with them, as I recall, that was  
10 something that it did appear to be within their  
11 right-of-way. But those kind of refinements and  
12 details are things that we're still continually  
13 trying to work on.

14 MS. KOVARIK: And again these  
15 improvements that are beyond what the County wants  
16 to do, obviously I think that probably somebody

17 else is going to pay for it, would those be  
18 completed before the project opened?

19 MR. MILLER: When we have --

20 MS. KOVARIK: Is this something  
21 necessary for the project and then it's five or ten  
22 years before this stuff gets in?

23 MR. MILLER: Anything on Washington  
24 including the two drives, the widening of

164

1 Washington, this right turn lane, left turn lane,  
2 anything that is basically along this routing that  
3 we have talked about has got to be done and --

4 MS. KOVARIK: Before?

5 MR. MILLER: We have not done a  
6 piecemeal, we have looked at the full buildout.

7 We have not gone back and done --  
8 tried to break it up into smaller pieces to try to  
9 see if there could be some staging of these things.

10 The Washington Avenue upgrading  
11 along with our two drives we feel has to happen  
12 right off the bat. I mean there is no staging of  
13 that, that has to go in. Washington is under  
14 capacity right now, there's no question about that.

15 It could be that say a specific  
16 right turn lane that we've identified over at  
17 Washington and Milwaukee or some of these

18 individual movements, it's possible that they could  
19 be delayed a year or two depending on how quickly  
20 the whole site built out.

21 We haven't really got into that  
22 level of seeing if some of the smaller  
23 improvements, specifically some of these turn  
24 lanes, specifically right turn lanes, if they could

165

1 be phased a little bit later.

2 We haven't really got to that.  
3 What we've done is really say okay, let's take the  
4 entire development at full buildout, what is the  
5 shopping list of improvements that need to be done  
6 to accommodate that. And that's what we've done  
7 and that's what we've reviewed with the Village.

8 We haven't taken it to potentially  
9 the next step to see if some of those could be  
10 phased. I don't really think there's too many that  
11 could be phased other than initially.

12 MS. KOVARIK: Okay. When you were  
13 talking about the left into the site right before  
14 you get to the Tollway, you said rather than being  
15 able to make it double you probably have to make it  
16 single because you have to narrow it back down.

17 Are the plans to widen Washington  
18 and leave the bridge pilings there as two lanes so

19 you have to merge and then unmerge?

20 MR. MILLER: No. And the engineer is  
21 not here from Manhard that has been looking at that  
22 in more detail themselves.

23 And it's my understanding that if  
24 you're familiar with that I know the existing two

166

1 lanes are on the southern end of that one pier.

2 And there is room between the pier  
3 and the north portion of the bridge. It's not  
4 constructed now but there's a sufficient width. So  
5 essentially the two lanes in each direction would  
6 be separated by that center pier. And that would  
7 connect into the existing four lane section just to  
8 the east of that.

9 They have looked at that in very  
10 much detail and have laid out those plans and  
11 that's what that's being based on. Now if we get  
12 to a point that there is this interchange at  
13 Washington then we have looked at this section of  
14 Washington in the immediate vicinity of the  
15 interchange has got to go to six lanes.

16 At that point that entire bridge on  
17 Washington including the bridge over Washington has  
18 to be totally reconstructed. And that is -- that  
19 is a major expense. But if you're putting an



20 interchange you can justify that cost of doing that  
21 all at that same time.

22 MS. KOVARIK: Who owns the bridge, the  
23 State or the County?

24 MR. MILLER: That's the Tollway.

167

1 MS. KOVARIK: The Tollway owns the  
2 bridge. All right. I want to ask you some  
3 questions about the thought process behind taking  
4 the traffic off Grand westbound.

5 Grand westbound is six lanes, it's  
6 got the double lefts. I personally think it moves  
7 better than Washington at any time of day. I don't  
8 find that there's a lot of pedestrians and children  
9 and bicycles up on Grand like you find on  
10 Washington because of the schools and the parks.

11 Help me understand why you wouldn't  
12 take it up on Grand that has the infrastructure  
13 rather than --

14 MR. MILLER: This ramp right here to go  
15 north and then west, typical capacity of a loop  
16 ramp is about 1,500 to 1,700 cars in one hour. The  
17 volumes that the Tollway gave us, and this was a  
18 year ago, that ramp was over 2,000 cars during the  
19 evening peak hour.

20 It is already at capacity. Grand

21 Avenue, and as you have the Bass Pro Shop and you  
22 continue to get development, even though this  
23 section of Grand Avenue is six lanes it is carrying  
24 a substantial amount of traffic.

168

1 The problem with Washington is it's  
2 a two lane road. It is carrying about 24,000  
3 vehicles per day on a two lane road. You typically  
4 begin thinking about a four lane road at about 14  
5 to 16 thousand. So it is well beyond what a  
6 typical two lane road would carry.

7 MS. KOVARIK: It's also a two lane road  
8 that runs through areas of schools, parks and  
9 residences unlike Grand which is all commercial.

10 So you're telling me we're  
11 diverting from Grand that has the infrastructure  
12 because of the ramp, not because of Grand?

13 MR. MILLER: It's both. It's both. The  
14 volume of traffic on Grand Avenue in this area and  
15 with all the turns is very substantial.

16 But if it really -- this  
17 interchange is really the controlling point. The  
18 Tollway understood and that's why the Tollway I  
19 think is interested in the interchange at  
20 Washington to be able to relieve some of the very  
21 heavy problems and congestion that are at that

22 interchange right now.

23 MS. KOVARIK: Okay. In your traffic  
24 study I didn't see anything about the significant

169

1 amount of accidents they already have at two of  
2 those intersections you're using. They are the  
3 number two in the report, intersections for  
4 accidents in Gurnee.

5 And there's nothing addressed and I  
6 don't think it has a lot to do with turn lanes. It  
7 seems to be more speed. If that was taken into  
8 account that we have accident problems there  
9 because of the design of the intersection or the  
10 speed. Hunt Club and Washington is number two.

11 MR. MILLER: Which are the two? I'm  
12 sorry.

13 MS. KOVARIK: Hunt Club and Washington  
14 is number two for accidents and number one for  
15 accidents with injuries. And Washington and 21 is  
16 number four for accidents out of all the  
17 intersections in Gurnee for the amount -- for the  
18 number.

19 And I didn't see anything in your  
20 report that would address whether it's the design  
21 or the speed or --

22 MR. MILLER: Well, I have not looked at

23 those from an accident standpoint. We have looked  
24 at it from a capacity standpoint.

170

1 Sometimes accidents can be created  
2 because there's not sufficient capacity. If the  
3 left turn lane such as you're heading north on  
4 Milwaukee and then making that left turn if you  
5 have a left turn lane that's not sufficient of  
6 length that may create some problems.

7 That was not something that either  
8 the Village staff or consultant has specifically  
9 brought up or for our attention. So we have  
10 primarily looked at it from strictly a capacity  
11 standpoint.

12 MS. KOVARIK: Is it possible?

13 MR. MILLER: Many times capacity  
14 improvements can reduce accidents if an accident  
15 pattern is due to a lack of capacity or specific  
16 movement that's not being handled. So it could be  
17 that some of the improvements that were proposed  
18 here even though we're adding the additional  
19 traffic could also improve some of that.

20 MS. KOVARIK: Could you add that to your  
21 report? I think there was some other things.

22 MR. MILLER: If we could get the  
23 information from the Village on those intersections

24 we can look at those accident patterns and see what

171

1 are some of the specifics that seem to be the major  
2 patterns at these intersections and see if the  
3 improvements that we're recommending from a  
4 capacity standpoint may also assist in the accident  
5 portion of it, yes. If we could get that  
6 information from the Village.

7 MS. KOVARIK: All right. And then this  
8 is probably an education thing, why is it not  
9 possible to just put ramps into -- directly into  
10 your parks and on ramps back onto the Tollway  
11 rather than building an interchange in general?

12 It has been done at other theme  
13 parks in other parts of the country where they had  
14 their own on and off into their theme park  
15 directly.

16 MR. MILLER: Well, I think if you're  
17 talking about say somewhere up in this area just  
18 north of Washington the real problem is the  
19 closeness of that to Grand Avenue. You need to  
20 have a certain amount of spacing between these on  
21 and off ramps so that you don't create weaving  
22 problems and even more of a serious accident  
23 situation.

24 If this site were further removed

1 or you had more spacing between these that may or  
2 may not be a feasibility. It becomes a little bit  
3 more difficult when you have a Tollway because  
4 you've got to then control how are they collecting  
5 those tolls. It's not like a straight highway  
6 where it's free and you have a little bit more  
7 flexibility in terms of ramping and how you handled  
8 that.

9 But I would say probably the  
10 biggest reason that that could not occur, and we  
11 have not looked at that in any more detail, but I  
12 would say would be this spacing. You've got Grand  
13 Avenue obviously is a major interchange and has  
14 traffic right now on Saturdays that backs south  
15 from there in many cases past even Washington.

16 So I think that would be something  
17 that would be very difficult. I really -- I would  
18 be very, very surprised if that would be something  
19 the Tollway would even entertain as a special  
20 benefit interchange as opposed to something that  
21 could better serve the region.

22 I think when they're looking at  
23 trying to justify an interchange they're trying to  
24 get as much benefit out of that for not just

1 necessarily a single user but can it benefit the  
2 region and potentially relieve traffic on some of  
3 the other surrounding roads and intersections.

4 MS. KOVARIK: Just a thought. These  
5 signs that you said that you'll work with the  
6 Tollway to get commitment to put these signs to  
7 direct them onto 120, once they get off of the  
8 Tollway and get on the State roads and the County  
9 roads is there a commitment from the State and the  
10 County to keep putting up signs?

11 MR. MILLER: We have talked to both  
12 IDOT, Route 120 is under the jurisdiction of the  
13 Illinois Department of Transportation and obviously  
14 Hunt Club and Washington is under the jurisdiction  
15 of the County.

16 We have talked to them about that.  
17 If you only get the people off the Tollway and then  
18 don't supplement that with additional signing along  
19 that entire path then obviously it's not going to  
20 have the benefit that we want to occur. So it  
21 really is going to require the coordination of all  
22 three of those agencies.

23 We have at this stage probably got  
24 a stronger commitment from the Tollway, but we have

1 talked to both IDOT and the County about the  
2 supplemental signs.

3 MS. KOVARIK: One more question. Can  
4 you put the other picture back up of the ramp. If  
5 those ramps go in we'll have a huge portion of the  
6 area we designated for corporate campuses which  
7 would be so necessary to support the destination  
8 user, isn't that what that area on both sides of  
9 those ramps are designated as corporate campuses  
10 office/service?

11 So we're getting the ramps to serve  
12 the entertainment village, we're giving a  
13 significant portion of area that we would like to  
14 see office/services.

15 MR. WILDENBERG: If you don't have the  
16 facilities to move people in and out you're not  
17 going to get the corporate campus.

18 MS. KOVARIK: Not as large with as many  
19 employees or as many employers.

20 MR. MILLER: It's not shown on here but  
21 I mentioned earlier the westernmost drive is about  
22 a quarter of a mile west of here and would be  
23 signalized and obviously would be our western drive  
24 to the site.



1                   But we also obviously see that as a  
2 major roadway connection to development to the  
3 south to be able to utilize that intersection. And  
4 again the close proximity to an interchange here I  
5 would think would enhance the viability of a  
6 project having an interchange that close to it.

7                   So there may be some tradeoff in  
8 that.

9                   MS. KOVARIK: Maybe it's just the  
10 perception. How many acres do you think that -- I  
11 mean it looks large to me, but maybe it's only four  
12 or five acres on each side?

13                  MR. MILLER: John, do you know if we  
14 calculated the amount of the acreage?

15                  MR. ROGERS: It's twenty acres.

16                  MS. KOVARIK: Both sides or all  
17 together?

18                  MR. ROGERS: Each side is 20 acres. And  
19 the area you're talking about is 300 for the office  
20 development of the comp plan. So it's 20 acres out  
21 of the three.

22                  MR. MILLER: One thing that the Tollway  
23 talked about, once these ramps are eliminated there  
24 might be some -- I don't know if it's all the same

1 land owner or whatever -- but there -- that is a  
2 possibility that this land which is within these  
3 two ramps, this is all under the jurisdiction of  
4 the Tollway.

5 There might be some trading of that  
6 that might open up then these areas if possible for  
7 development.

8 MS. KOVARIK: I'd like to make sure --

9 MR. ROGERS: They would do that.

10 MS. KOVARIK: We have been giving up a  
11 lot of land, rezoning it, giving it up for whatever  
12 reason that had been designated office/services.  
13 We seem to be giving it up and they do add up as we  
14 go through time. That's all the questions that I  
15 have.

16 CHAIRMAN RUDNY: Okay. Well, it's  
17 getting pretty late. I did promise the public that  
18 we would open the floor to them so we'll give you  
19 an opportunity now to ask your questions and state  
20 your comments or concerns.

21 And if you would step up to the mic  
22 and give your name and address for the record and  
23 please speak to the Plan Commission.

24 MR. SILHA: Gary Silha, 6180 Indian

177

1 Trail Road. I have a number of questions. I'll

2 just go through them in the hope that they can be  
3 answered at the next meeting.

4 The first one, Hal mentioned early  
5 in the presentation tonight that one of the  
6 benefits to the residents was an increase in home  
7 value which is important to everybody. I'm hoping  
8 that could be elaborated on at the next meeting.

9 In my mind I'm confused as to how  
10 taking a rural street such as Washington, making it  
11 from two lanes to six lanes, plopping some economy  
12 style hotels and then the inevitable gas station  
13 and fast food chain that always accompany this type  
14 of development on Washington, how that's going to  
15 increase the home values to that area.

16 I'm a little bit confused to the  
17 traffic study that was submitted to the blue ribbon  
18 committee was dated November 19th. I'm uncertain  
19 as to whether all your comments tonight, all  
20 Prism's comments tonight in reference to the  
21 traffic were based on that study or if there's been  
22 an upgrade or another study that has come out after  
23 that. I'm not looking for answers on these  
24 tonight.

178

1 MR. MILLER: Well, I can answer that  
2 very quickly. Yes, there was. And it's dated June

3 8th of 1988 (sic). And the primary difference  
4 between the study that I believe you saw that was  
5 dated November of '97 and this current study is the  
6 one in November included the events center.

7 And that was listed as what we had  
8 called the Phase II development. And if you recall  
9 we felt that if you've got the event center in that  
10 Phase II the interchange was critical, you had to  
11 have the interchange to serve that.

12 Since that blue ribbon committee  
13 we've been told that the events center is not part  
14 of this current package and so this traffic study  
15 had no mention of the events center. So all of the  
16 trip generation and the numbers and the analyses  
17 have all been dealing with all the same uses except  
18 the event center. That's the primary difference  
19 between the two.

20 CHAIRMAN RUDNY: Okay.

21 MR. SILHA: Then can I assume that the  
22 conference center concept that was added but not  
23 originally in the original traffic study has been  
24 added to these new numbers?

179

1 CHAIRMAN RUDNY: The conference center  
2 you're saying?

3 MR. SILHA: The conference center

4 concept, the hotel conference center.

5 I believe the original study dealt  
6 with a hotel and events center and traffic based on  
7 those two.

8 CHAIRMAN RUDNY: Maybe I'm wrong, but I  
9 thought that the hotel still had a conference  
10 center and the events center was separate.

11 MR. MILLER: Right.

12 CHAIRMAN RUDNY: The hotel always had a  
13 conference center.

14 MR. MILLER: So the traffic generation  
15 was the same for both studies.

16 MR. SILHA: Okay. In reference to the  
17 number of rooms, there was 500 rooms in the hotel  
18 mentioned with 500 parking spaces.

19 Where do the employees and the  
20 conference attendees park?

21 CHAIRMAN RUDNY: Well, I think we are  
22 going to be going through all the details of that  
23 with that question for next time.

24 MR. SILHA: I'd like to hear more on

180

1 Prism's intent to develop the outlots. That's one  
2 piece on the diagram that hasn't been discussed  
3 yet.

4 CHAIRMAN RUDNY: I'm sure -- that's a

5 good question. We're going to be getting into that  
6 I'm sure in more detail at the next meeting.

7 MR. SILHA: I would hope all the  
8 Commission members take careful note as to what  
9 months that the traffic study, the counts were  
10 taking.

11 For example, I know in the original  
12 study the ramp on I-94 and Grand Avenue that the  
13 traffic counts were May of 1997 which obviously  
14 everyone in the town knows is not a peak period.  
15 More peak would be July when Great America is at  
16 its height.

17 So in that respect unless that was  
18 revised I think the traffic counts might be  
19 severely understated.

20 CHAIRMAN RUDNY: You know, I think the  
21 other thing, too, is a lot of the details of that  
22 plan are going to be reviewed by our staff and our  
23 traffic consultants so those are details that we  
24 can take a look at before the next meeting.

181

1 MR. SILHA: Would that be Bill Grieve?

2 CHAIRMAN RUDNY: No, it's --

3 MR. WILDENBERG: Bill Grieve.

4 CHAIRMAN RUDNY: Bill Grieve is our  
5 traffic consultant and then our Village staff, Jon

6 Wildenberg and Tracy will work with them.

7 MR. SILHA: Because I did have in my  
8 notes that Bill did issue two memos.

9 CHAIRMAN RUDNY: And also Bud Reid will  
10 be involved with that as well.

11 MR. SILHA: Bill did issue two memos,  
12 October 22nd and December 8th, questioning a number  
13 of assumptions in the original study. I'm not sure  
14 whether the revised study took into account his  
15 questions or not.

16 MR. MILLER: I can answer that. They  
17 did.

18 CHAIRMAN RUDNY: Okay, go ahead. You do  
19 you want to answer it next time?

20 MR. MILLER: I said they did take those  
21 into account. That was part of that process to  
22 make sure that we did incorporate those comments.  
23 And they have in this study incorporated all those.

24 CHAIRMAN RUDNY: Okay.

182

1 MR. SILHA: In reference to the traffic  
2 flows, I would be curious to hear about how the  
3 traffic on 120 from the proposed 53 extension would  
4 get to this development.

5 The original traffic study assumed  
6 a 2 percent increase in traffic per year until

7 2002. However, that study also stated that there  
8 was a 20 percent increase in traffic on Hunt Club  
9 Road north of Washington in just the previous year  
10 which in my mind says that perhaps that increase  
11 assumption of 2 percent might be a little bit low,  
12 thereby making the total traffic count low.

13 CHAIRMAN RUDNY: Okay.

14 MR. SILHA: And finally, I didn't hear  
15 any mention of how the bike path is going to fit  
16 under that Washington viaduct. You mentioned that  
17 it was so wide to fit four lanes but I'm not sure  
18 if there's enough room there for also the bike path  
19 which I believe is Gurnee's intent, it always has  
20 been, to complete.

21 CHAIRMAN RUDNY: That is a good question  
22 that we need to address the bike trail. Thank you.

23 MS. THOMA: Barbara Thuma, 1883  
24 Gatewood.

183

1 Originally the economic benefits  
2 were projected in quote excess of ten million and  
3 now I'm hearing six million and I'm wondering what  
4 happened to the four million.

5 And I'd also like the issue of off  
6 season vacancy of the employee housing site  
7 addressed, that Great America isn't in session all



8 year. Thank you.

9 CHAIRMAN RUDNY: Thank you. Yes, ma'am.

10 MS. FRASCELLO: Kristine Frascello, P.O.  
11 Box 236, Gurnee.

12 I just want to make one statement  
13 that I think that everything you said for the last  
14 two hours is exactly why this should not happen.  
15 But that's just my point of view.

16 I don't understand how it was  
17 stated by the zoning committee that they want to  
18 maintain a rural feeling on Washington Street and  
19 then at the same time they're saying they want to  
20 put an interchange in. I don't think an  
21 interchange is going to lower traffic in that area  
22 at all, I think it's going to increase it.

23 Has it been proposed or even  
24 considered putting the interchange onto Route 21

184

1 which would take it out of a predominantly  
2 residential area which you want to maintain a rural  
3 quality on and put it where the off ramps come off  
4 already, the northbound on ramp and the southbound  
5 off ramp, continuing that onto the other side, onto  
6 the eastern side of 21 and making it a full  
7 interchange over there which would be putting it  
8 onto an IDOT road, being Route 21, and completely

9 eliminating the complete and utter destruction of  
10 Washington Street.

11 That's one question I would like to  
12 see --

13 MR. MILLER: I think I can answer that  
14 real quick.

15 CHAIRMAN RUDNY: Go ahead.

16 MR. MILLER: In talking with the  
17 Tollway, they've been looking at eliminating the  
18 Milwaukee interchange.

19 With the proposed extension of 53  
20 and 342 as it heads east on 120 and then there's  
21 flyover ramps. And actually, if you can see at  
22 this here shown in the red is actually 120 just to  
23 the south here represents that ramp as it  
24 intersects the Tollway right about in this area.

185

1 There is no way that if that whole  
2 ramping system goes in that they could ever have an  
3 interchange at Milwaukee. So it's been the intent  
4 of the Tollway that the Milwaukee interchange will  
5 be eliminated. Either as part of this plan or as  
6 part of the ultimate 342 extension.

7 CHAIRMAN RUDNY: The other problem I  
8 think you have, too, is if you were to put an  
9 interchange at 21, traffic -- you're not really

10 servicing anything at 21 so then the traffic still  
11 has to somehow get over to Washington and you're  
12 going to load that intersection at 21 and  
13 Washington.

14 So it just seems that it's best to  
15 place the ramps closer to where the major use is  
16 going to be to avoid loading your local system.  
17 Would I be correct on that?

18 MR. MILLER: That's correct because  
19 Milwaukee is a diagonal road, it really can't  
20 efficiently distribute the traffic east and west.

21 MS. FRASCELLO: So basically the point  
22 is that it doesn't really matter that a whole bunch  
23 of people live in that area as long as the ramps  
24 can go right into the development and service the

186

1 result. That's kind of what I'm kind of getting  
2 here. I'm wondering who the opportunity in this  
3 community is for.

4 CHAIRMAN RUDNY: Well, that's  
5 important, too. I mean if you didn't have to put  
6 any ramps in it would be good, but you do have to  
7 look at function as well.

8 And I don't see functionally that  
9 that is going to work at all. And certainly if the  
10 53 extension comes in it's going to be physically

11 impossible to put the ramps in at 21. So, you  
12 know, from an engineering standpoint it just  
13 doesn't seem feasible.

14 MS. FRASCELLO: Okay. Did the traffic  
15 study take into consideration the new 260 unit  
16 apartment complex that's proposed for the corner of  
17 Washington Street south on Route 21? That would  
18 probably add an additional several hundred cars to  
19 that intersection right there.

20 MR. MILLER: I believe I mentioned --  
21 well, it's taken into account actually a couple of  
22 ways.

23 One is in terms of the background  
24 traffic growth over the years. So indirectly it's

187

1 taken into account as part of our total traffic.  
2 But also I mentioned that this proposed signal that  
3 we had shown at the on ramp at Milwaukee, and I've  
4 seen the plans that are being proposed for that  
5 development, it would be restriping the existing  
6 Milwaukee to create a southbound left into the site  
7 and a northbound left to go onto that ramp. And I  
8 believe there's also talk about that signal.

9 So it does tie into it really, this  
10 plan. We had proposed the signal here anyway.  
11 What it does is even better, it does create those

12 left turn lanes that are currently not on that  
13 section of Milwaukee.

14 Yes, it will add, you know, some  
15 additional traffic to that area but again that we  
16 feel that we've taken that into account in terms of  
17 our total traffic assignment and it does fit into  
18 the recommendations that are part of this plan.

19 CHAIRMAN RUDNY: Okay. Thank you.  
20 Anyone else?

21 MS. PAPIERNAK: Rachel Papiernak, 6072  
22 Indian Trail.

23 My first concern is I'm a resident  
24 of South Ridge and like people over here were

188

1 saying, Washington primarily has an -- as you go  
2 southbound to Hunt Club residential subdivisions  
3 that are in development currently.

4 So if we -- I know there's the  
5 County is expanding Hunt Club, but with the traffic  
6 pattern proposed people won't be able to make a  
7 left to get out of their subdivision to get onto  
8 Hunt Club or Washington just to go to the store or  
9 whatever.

10 My other concern is South Ridge  
11 goes to Hunt Club and to Washington. We have major  
12 feeders to both of those and people cutting through

13 our subdivision to actually circumvent any traffic  
14 at the corner of Hunt Club and Washington.

15 My other question is in none of  
16 these drawings do they talk about one of my major  
17 confusions with this whole thing is the  
18 relationship to Cemetery Road in here. People use  
19 that --

20 CHAIRMAN RUDNY: You mean where is  
21 Cemetery?

22 MS. PAPIERNAK: Yeah, where is Cemetery  
23 Road on any of these drawings.

24 CHAIRMAN RUDNY: I think you can -- can

189

1 you show her Cemetery.

2 MR. MILLER: Cemetery Road would be  
3 right about where it does this curve.

4 MS. PAPIERNAK: Right. But as it  
5 intersects with Washington.

6 CHAIRMAN RUDNY: It's just to the west  
7 of the site there.

8 MR. MILLER: It would be right about  
9 here. This is not really to scale so it might be a  
10 little bit distorted.

11 MS. PAPIERNAK: So my concern then  
12 becomes that basically our subdivision is feeding  
13 directly into the site almost, into the park.

14 CHAIRMAN RUDNY: I don't understand  
15 what you're saying there.

16 MS. PAPIERNAK: We have Cemetery Road  
17 from South Ridge subdivision we can go right onto  
18 Cemetery and Washington.

19 CHAIRMAN RUDNY: Right. But that  
20 doesn't feed into this site. Those two access  
21 points to their site are east of Cemetery.

22 UNIDENTIFIED SPEAKER: But it's on the  
23 western boundary of the property.

24 CHAIRMAN RUDNY: Cemetery is on the

190

1 western boundary but you don't have any access onto  
2 the site. Well, we'll address that. Go ahead.

3 MS. PAPIERNAK: Then I also share a  
4 concern with one of the Planning Commissioners that  
5 this concern of taking traffic off of Grand when  
6 Grand is designed for non-residential commercial  
7 use whereas Hunt Club and Washington are severely  
8 residential with parks and community activities  
9 and things like that. Thank you.

10 CHAIRMAN RUDNY: Thank you.

11 MR. MILLER: Could I -- let me try to at  
12 least address a few of those things.

13 CHAIRMAN RUDNY: Sure. Go ahead.

14 MR. MILLER: One, and I did mention it

15 before, but it's probably worth putting it in  
16 perspective.

17 This site is replacing the southern  
18 portion of the Tri-State Industrial Park. We  
19 did -- in our traffic study did a traffic  
20 comparison for three different scenarios of what  
21 the remainder of this part where we're doing our  
22 site would generate in terms of traffic.

23 And at the worst case scenario if  
24 you built it out to its maximum -- now, it hasn't

191

1 been built to that -- but by Ordinance I guess you  
2 could build it out for the remaining amount.

3 And you could build it out as much  
4 as 4.6 million additional square feet just on the  
5 portion that we have here. Now, that would  
6 generate substantially more traffic, almost double  
7 what we're proposing during the peak hours here.

8 If you take just the same  
9 proportions for the remainder of the buildout that  
10 has been built to date that would add about 1.8  
11 million square feet. And that -- even that itself  
12 would during the morning and afternoon peak hours  
13 generate over 2,000 cars in both directions which  
14 is comparable to what we are generating with this  
15 development with those uses.



16                               So I think it's important. That is  
17       zoned the way it is right now. That remainder of  
18       this industrial park could be built out with the  
19       same of what it is built right now and generate  
20       traffic during the same peaks -- actually, it would  
21       generate it during the morning peak which we're not  
22       really affecting and the afternoon peak would  
23       generate, its two-way traffic would be comparable  
24       to what this park with all of its uses are

192

1       generating.

2                               So I think it's important that  
3       something could or will be built on this site.  
4       It's a matter of those uses. And if this were to  
5       continue to be built out the way it is right now it  
6       would be generating comparable traffic during the  
7       peaks that we're proposing.

8                               The second thing is Washington  
9       Avenue has been proposed to be a four lane road for  
10       many, many years. It's been on the County's plan  
11       for a long time, the County has just not gotten  
12       around to it. It is a major arterial to be serving  
13       east/west traffic. This is something the County  
14       has been programming. It is not to be a two lane  
15       road. It is programmed and has been programmed for  
16       four lane road and has traffic right now that

17 should be a four lane road.

18 It is carrying probably six to  
19 eight thousand more than it should be as a two lane  
20 road. And so yes, there is a considerable amount  
21 of congestion on it, but it has always been  
22 identified as a four lane road.

23 What was the third point?

24 Cemetery. I understand the concern. There is a

193

1 potential with Cemetery the way it is right now  
2 that you could have traffic from the east on Grand  
3 Avenue that could go south on the Tri-State Parkway  
4 and potentially come down Cemetery to Washington  
5 and then east to the site.

6 We have talked about that. I think  
7 that's more of a Village issue. There's been some  
8 discussion should Cemetery be somehow cul-de-sac'd  
9 or somehow restrict that flow. We did some counts.  
10 There's no question that Cemetery today without  
11 this development is carrying cut-through traffic.

12 You count the number of cars that  
13 are on that section of Cemetery and compare it  
14 against the traffic that's on there there's no  
15 question that people are using Cemetery today as a  
16 cut-through both north and south.

17 I think that we would be open to

18 whatever the Village would recommend on that. If  
19 there's some way of restricting that flow,  
20 cul-de-sacing that, somehow minimizing that effect,  
21 we would be supportive of that.

22 We don't really see that that's  
23 potentially the developer's issue but we do  
24 recognize that that is a potential concern where

194

1 Cemetery could carry potentially even more traffic  
2 as people are trying to get between Grand and  
3 Washington to potentially get to the site.

4 So I think that's a legitimate  
5 issue that does need to be addressed as to see  
6 somehow not only to minimize or eliminate the  
7 cut-through that currently is on that road but  
8 potentially might even increase with this  
9 development.

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

11 MS. COURSHON: Mary Courshon, 55 Silo  
12 Court. I live in South Ridge. That's no secret.

13 I want to start by saying that  
14 every time I come to another presentation of this  
15 white elephant it becomes progressively more  
16 offensive.

17 When we are starting to talk about  
18 the ideas and the concepts and then we went to the

19 slides with the Virgin Records and the big theaters  
20 and we continued to again address architecture and  
21 now a six story hotel and conference center in  
22 glass and maybe concrete and then maybe not  
23 depending upon the shell game next time they  
24 present it.

195

1 I moved here because Gurnee  
2 represented a village that was interested in its  
3 resident population. It had a detailed  
4 comprehensive plan to ensure family life in the  
5 Village. It tries very hard to support a park  
6 district and activities in a community that is  
7 residential.

8 And yet this is again another  
9 meeting I'm at where we're going to rape Washington  
10 Street where the comprehensive plan developed some  
11 moderately priced homes as well as some expensive  
12 homes to develop in this community.

13 To echo one of my neighbors, the  
14 benefits that we're supposed to be getting from  
15 this development is because we're going to get all  
16 this money and not put any students in chairs.  
17 Three sentences later we were going to reap the  
18 profits of the corporate headquarters that are  
19 going to move here that are going to put the same

20 damn students in the chairs he said he wasn't going  
21 to give us.

22 As we discussed, destination hotel,  
23 entertainment village, the night becomes later and  
24 later. First we're going to talk about Great

196

1 America and when its season starts and closes at  
2 dusk. Daylight savings times dusk moves up a bit,  
3 doesn't it? It gets to be about 9:00, 9:30. Peak  
4 hours, I used to work in the city on the night  
5 shift and had to leave a half an hour earlier  
6 because of Great America closing.

7 Now we're going to have a  
8 destination hotel conference center entertainment  
9 village. How long are these people going to be  
10 parking there I ask you. And I don't care if  
11 they're upper middle class. Question mark.

12 Regarding noise. If you have one  
13 person screaming, it makes a certain amount of  
14 noise. If you have two people screaming, it makes  
15 a little more noise. You put two entertainment  
16 parks, amusement parks, whether it's a water park  
17 or Great America next to each other, the noise goes  
18 up times two.

19 I would be interested in knowing  
20 after listening to the accolades of how employees

21 are screened for college housing whether any  
22 employee after all of this screening has ever been  
23 dismissed from Great America housing because  
24 inappropriate conduct has taken place.

197

1 Again, I will reiterate that they  
2 again are looking for this Commission to give them  
3 blanket PUD approval. Well, we're kind of going to  
4 do this and we're kind of going to do that and we  
5 kind of want to put it all together in one big  
6 package.

7 If they don't get the water park do  
8 we still entertain a conference center? If we  
9 don't get a conference center do they still get the  
10 water park? And actually it's not a we getting  
11 anything at all. They admitted this evening  
12 they're going to own the hotel. So it's the Great  
13 America entertainment village hotel destination  
14 yahoo village.

15 I just want to bring to mind also  
16 if anyone has ever been to the Rosemont Stadium or  
17 wherever it's called over there right off of 80.  
18 Have you ever tried to get out of there? I think  
19 that's the picture we need to create on Washington  
20 Street here like what these folks are talking  
21 about.



23 to admit to is 3,200 cars. 2,700 parking for the  
24 water park, 500 for the destination hotel. The

199

1 other ones are still not being elaborated on for  
2 the entertainment village which is of course  
3 already admitted to generating the most stops was  
4 it called.

5 I think when Lake County decided  
6 that it wanted to have Washington Street be four  
7 lanes it was always decided it was always  
8 considered to be for moving local traffic, not our  
9 new hotel destination entertainment village water  
10 park traffic.

11 Since one of the traffic  
12 considerations is to drag signage all over the  
13 County for this project, we're going to have a big  
14 sign on the Tollway that says get off at 120, and  
15 then we're going to have another sign at the corner  
16 of 120 and Hunt Club. Then we're going to have a  
17 sign at the corner of Hunt Club and Washington.

18 And then we're going to maybe have  
19 a you almost made it there, don't bail out now sign  
20 approaching the site.

21 I would suggest that if we're going  
22 to have all these signs, the last time this  
23 Commission met we were worried about how big the



24 post office sign was going to be, one sign in front

200

1 of one building. Now we're dragging signs all over  
2 the town.

3                   There have been two comments made,  
4 possibly three, about how comfortable this staff  
5 has been with the different recommendations by  
6 various presenters here this evening for this  
7 project. I'm rather disappointed to find out all  
8 this comfort level is happening because it is not a  
9 secret that there are people who are living here  
10 that are very, very uncomfortable.

11                   And long last, finally I think the  
12 south traffic pattern that is being projected by  
13 this group is practically a death warrant to South  
14 Ridge as a subdivision. I commute to the city  
15 every day and this is my home.

16                   And now I am essentially being told  
17 that on my weekends when I don't have to try and  
18 get back from where I work on Irving Park Road  
19 after a Cubs game to the expressway to take me an  
20 hour, now I'm going to come home on the weekend and  
21 it's going to take me 30 minutes to get to the  
22 Jewel because of this nice smooth flowing right  
23 turn lane so we can get people from out of town to  
24 the water park.

1                   I believe in the system and the  
2           process. I know that we have to keep coming back  
3           and coming back and coming back so that everyone  
4           gets a fair hearing. This is a democracy. But I  
5           again want to reiterate it's a democracy. There  
6           are a lot of us that live here as residents and we  
7           want to school our children here. We wanted to  
8           make our homes here for twenty years.

9                   And if I can't sell my house in a  
10          year, if I can't sell my house in two years because  
11          it's not even going to be worth what I paid for it  
12          because maybe in order to get the sound buffers  
13          together we're going to have to start putting up  
14          those fricking concrete things like are on the  
15          expressway to keep the lights and the noise out,  
16          inmates at the Lake County Jail have a better view  
17          than the taxpayers at least around South Ridge and  
18          the people on Hunt Club Road that are going to be  
19          subject to this traffic and actually something that  
20          we don't need now to help our tax base let alone --  
21          and you want to do it some more. Thank you.

22                   MS. HAMMOND: Hi, I'm Susan Hammond. I  
23          live at 262 Estate Circle.

24                   I just want to clarify what I

1 believe you were saying about the Cemetery Road. I  
2 think you took that a little bit wrong.

3 I also live in South Ridge as I  
4 think a lot of the people over here do. And it's  
5 not a question, it's a major concern that I have  
6 seen -- I don't care what you say about your peak  
7 hours, if you see Grand Avenue at 8 o'clock and 9  
8 o'clock on a Saturday morning and the backup on the  
9 Toll Road, we can see it from our neighborhood  
10 because it's backed up past Washington.

11 And I picture that -- I don't care  
12 how much you think four lanes is going to improve  
13 Hunt Club and Washington -- I picture that back up  
14 around Hunt Club back on Hunt Club and I can see  
15 all those cars screaming through our subdivision.

16 I personally live right on the  
17 main -- what I'll call the main drag through South  
18 Ridge. My kids run out in the street every day  
19 chasing balls. And I see these people not just  
20 trying to cut through but trying to cut through  
21 fast because that's going to be their break in the  
22 traffic.

23 Four lanes is not going to improve  
24 what you see on Grand Avenue. I have a real

1 problem with that. I think that's what you meant  
2 by Cemetery, not Tri-State Parkway, but the other  
3 part.

4 MR. MILLER: Let me just address that if  
5 I could. One of the reasons, and this has been a  
6 proven fact and we've done studies I think that  
7 bore that out, most people cut through residential  
8 areas when the surrounding streets are under  
9 capacity.

10 Right now Hunt Club Road south of  
11 Washington and 120 is over capacity. With the four  
12 way stop at Gages there's long backups and the road  
13 is considerably congested.

14 With the upgrading of Hunt Club to  
15 a four lane, essentially a five lane road where it  
16 will be four lanes plus a continuous left turn  
17 lane, a signal at Gages Lake so you will not have  
18 to always stop every single time there, my feeling  
19 is -- and I've seen this time and time again --  
20 people are cutting through to avoid the congestion  
21 that is currently on that section of Hunt Club.

22 You're going to see the capacity of  
23 Hunt Club is going to dramatically increase. The  
24 people can now get to where they want to

1 conveniently on Hunt Club which is at a higher  
2 speed limit than going through residential at a  
3 much smaller, a lower speed limit and going through  
4 a more circuitous route to get where they want to  
5 go.

6 Time and time again we have done  
7 studies and others have done studies to show that  
8 once you increase the capacity of the surrounding  
9 roadways and intersections that cut-through traffic  
10 tends to dissipate. It may not be totally  
11 eliminated but the reason for people cutting  
12 through is not there any more.

13 You now have the capacity, they can  
14 get from Point A to Point B much more direct and  
15 much more quickly because of the extra capacity.  
16 When you don't have the capacity people look for  
17 alternatives and that's typically what happens.

18 So I feel once that upgrading of  
19 Hunt Club Road with the signal at Gages Lake and  
20 the more than doubling of the capacity of that road  
21 that a lot of what you're seeing right now in terms  
22 of some of that cut-through is going to be reduced.

23 CHAIRMAN RUDNY: I would just like to  
24 say something, too. Mr. Miller is working for the

1     Petitioner and he's giving testimony on behalf of  
2     the Petitioner.

3                     We're going to have our staff and  
4     our own Village consultant look at this traffic  
5     study. I think the Commission has already raised  
6     some concerns. We're going to be going through  
7     these details.

8                     You know, I get the impression that  
9     you think because the Petitioner has made some  
10    statements that we're necessarily believing this or  
11    that we've formed opinions. And we may necessarily  
12    not have done that.

13                    So we need to -- we're going  
14    through the process now. We're taking information  
15    from the Petitioner. We've given everyone an  
16    opportunity to speak. We have our own thoughts on  
17    this, we have our staff input that we have to take  
18    a look at yet. So this has a long way to go. And,  
19    you know, obviously there's some concerns about  
20    this.

21                    So just because Mr. Miller answers  
22    a question, that's his opinion. And then we  
23    have -- we take that under advisement. So we'll be  
24    pursuing this very closely and scrutinizing this

206

1     plan very closely in the future. Yes, sir.

2 MR. PAPIERNAK: James Papiernak, 6072  
3 Indian Trail Road. I just would rather this stay  
4 industry, but a comment that I would prefer to have  
5 answered at the next meeting is I know if it goes  
6 through I know there's a road, infrastructure road  
7 in Great America right now.

8 Is there any possibility that we  
9 could tunnel under the highway and make a four lane  
10 road into the now proposed development over there  
11 rather than having traffic going along Hunt Club or  
12 Washington.

13 The road is already right there,  
14 you could control ticketing, you could control  
15 entrance all at one stop. I think it would be  
16 pretty easy to maybe just widen those roads there.  
17 Just a comment.

18 CHAIRMAN RUDNY: Okay. Why don't you  
19 leave that to answer that the next time. Anyone  
20 else have a question or comment? Yes, sir.

21 MR. LAKE: Fred Lake, 6104 Indian  
22 Trail. Just couple quick things because I know  
23 it's late. When is the next meeting, number one?

24 CHAIRMAN RUDNY: Well, we'll be

207

1 discussing that as soon as we decide to continue.  
2 That's one of the things we have to decide on, when

3 the next meeting is.

4 MR. LAKE: A question for the Six Flags  
5 people.

6 CHAIRMAN RUDNY: You have to direct your  
7 question to the Plan Commission.

8 MR. LAKE: If everything goes according  
9 to the Petitioner's request, what was the timetable  
10 for start of this project?

11 CHAIRMAN RUDNY: Now I don't know that  
12 that question has even been asked yet. That's  
13 something that will probably be discussed.

14 MR. LAKE: Is that something we can  
15 answer at the next meeting?

16 CHAIRMAN RUDNY: It may be at the next  
17 meeting. We can get that maybe some idea if the  
18 Commissioners are interested in that we'll discuss  
19 it. Right now I think we're kind of far from that.

20 MR. LAKE: Just one other quick thing  
21 just kind of curiosity to me. I'll direct it to  
22 Mr. Traffic, I'm sorry, I forgot your name.

23 MR. MILLER: I've been called other  
24 things.

208

1 MR. LAKE: You made the comment that  
2 the proposal for the suggested new interchange at  
3 Washington that was presented to the Toll



4 Commission was that they really liked it.

5 I was just curious how many other  
6 proposals they've looked at?

7 MR. MILLER: For Washington or for  
8 other --

9 MR. LAKE: Other designs or other  
10 alternatives or whatever. Is that the only one?

11 MR. MILLER: For this area or for --

12 MR. LAKE: For this area, for  
13 Washington.

14 MR. MILLER: I understand they had  
15 looked at something a long time ago for Washington  
16 but nothing really materialized.

17 When we brought this concept to  
18 them about -- it's probably close to a year ago  
19 they looked at it to see if this particular design  
20 fit within some of the parameters of how that would  
21 potentially tie into it if they do do the extension  
22 of 342, if that flyover ramp, how it could work  
23 into what's happening up at Grand Avenue.

24 And my discussion with them, like I

209

1 said a couple days ago, is that basically this  
2 concept seems to work the best from the standpoint  
3 of some of the constraints of where you have Great  
4 America with other roads and some of the other

5 proposed with the extension of the expressway.

6                   So I guess to answer your question  
7 this concept that's shown in here, now it may vary  
8 geometrically somewhat different as we've shown in  
9 some of these loop ramps, maybe they get shifted a  
10 little bit. But the basic concept of as we've  
11 shown here is the one that they are now pursuing as  
12 part of their review along with these other 25  
13 interchanges.

14                   I don't know five or ten years ago  
15 what any other concepts they had. Obviously with  
16 the rollercoaster in the northeast corner of the  
17 Tollway and Washington that pretty much precludes  
18 it from occurring in that corner. So there isn't  
19 that many potential concepts that you can come up  
20 with if you're going to create a full interchange  
21 other than what we've shown here.

22                   So I don't know what their past has  
23 been in terms of this review, but once we've  
24 presented this to them and they've done their own

210

1 internal review of this concept they seem to be  
2 comfortable with that and that's -- this concept is  
3 what they're taking farther as part of this review  
4 along with the other 25 interchanges.

5                   MR. LAKE: So do I take it that your

6 answer is they haven't looked at anything else?

7 MR. MILLER: Well, since we presented  
8 this to them a year ago I'm not aware that they  
9 have looked at any other concept other than this.  
10 Prior to that I'm not aware of any.

11 MR. LAKE: And why does the  
12 rollercoaster preclude putting an interchange  
13 there? It could be torn down, right?

14 MR. MILLER: I don't think that's  
15 likely.

16 UNIDENTIFIED SPEAKER: But you can take  
17 away our neighborhoods, that's acceptable.

18 MR. LAKE: I have no more questions.  
19 Thank you.

20 CHAIRMAN RUDNY: Okay. Any other  
21 questions?

22 MS. COURSHON: Mary Courshon. Just a  
23 comment about the rollercoaster. It wasn't so very  
24 long ago before they finally painted the poor darn

211

1 thing that there was some discussion that it was  
2 becoming more and more costly to repair over the  
3 course of time, the weather beating that it takes,  
4 and that in effect they might dismantle that  
5 sucker.

6 MR. JOHNSON: I couldn't let the

7 evening go by without at least one positive comment  
8 to the folks at Prism. And I was thrilled to read  
9 in the paper that the events center was taken off  
10 the table. Thank you very much.

11 I have no public opinion or  
12 opinions on anything to do with that.

13 CHAIRMAN RUDNY: You have to give your  
14 name and address.

15 MR. JOHNSON: My name is Russ Johnson,  
16 263 Big Terra Lane. But that was one aspect of the  
17 proposed development that I didn't think fit in our  
18 community and I would like to -- I'm glad to see  
19 that you've taken it away. I appreciate that.

20 One other comment. The traffic  
21 study that was presented to the blue ribbon  
22 committee, the traffic generation numbers for the  
23 offices that could be built on this site in lieu of  
24 the entertainment village showed a peak low of

212

1 5,000 cars in a weekday AM peak hour.

2 And I thought that number seemed a  
3 little bit high so I did an entirely unscientific  
4 like study myself and went to Tri-State Parkway on  
5 November 14th, it was a Friday morning at 10:00 AM.

6 I just drove through and counted  
7 all the vehicles that I saw there and there were

8 929 cars and trucks and things like that. So I  
9 think that the number 5,000 vehicles as a potential  
10 traffic generation for this, and I just heard today  
11 that it was like 2,000, it's been reduced from  
12 5,000 to 2,000.

13 CHAIRMAN RUDNY: Well, if you look at  
14 the new study they show different buildouts and the  
15 buildout if it were to build out as the northern  
16 portion has if you have the remainder of it built  
17 out then they come up with the number 2,000.

18 MR. JOHNSON: It assumed that it was  
19 built out at a maximum number, right.

20 CHAIRMAN RUDNY: As a potential  
21 buildout.

22 MR. JOHNSON: And their financial  
23 analyst when he projected what those same industry  
24 things could add to our community assumed the 35

213

1 percent buildout or something like that so that's  
2 good that they've matched their assumptions now.

3 CHAIRMAN RUDNY: They take different  
4 scenarios, different FARs and buildout.

5 MR. JOHNSON: And just one final  
6 comment. I think I'm the only person in the  
7 Village that doesn't think that this interchange at  
8 Washington is necessarily the greatest idea in the

9 world.

10 It basically changes the Washington  
11 entrance of Great America into the main entrance to  
12 the park. It routes the entire flow of traffic  
13 from Chicago and the western suburbs onto that exit  
14 ramp. Granted, entering the park it's pretty  
15 handy, it goes right through the stop light, it  
16 goes into the park. Exiting the park you have to  
17 come out, turn right on Washington, go under the  
18 Tri-State and then turn left again.

19 And I've seen the flows coming out  
20 at Grand Avenue when the park is closing and  
21 they're tremendous. And I don't know if we want  
22 that on Washington Street.

23 As it stands now, Washington is  
24 still the best way for residents to get from east

214

1 to west in the community without having to go  
2 through the mess of the residential stuff on Grand  
3 Avenue which admittedly flows well considering  
4 what's up there.

5 I think that Washington needs to be  
6 protected as the one route that residents have to  
7 get from east to west or the divide that exists in  
8 this community between the east to west for  
9 residents will just be exacerbated, it will just

10 get worse. Thanks.

11 CHAIRMAN RUDNY: Thank you. Anyone  
12 else?

13 (No response.)

14 CHAIRMAN RUDNY: Okay. The floor is  
15 closed to the public and I would suggest at this  
16 point that we continue this.

17 It looks like September 16th.  
18 September 2nd is the next regular Plan Commission  
19 meeting and that has the Jewel-Osco petition which  
20 is probably going to be a lengthy meeting. So I  
21 would recommend September 16th. We do have one  
22 matter which is the Westfield Homes on Route 21 and  
23 Manchester, but I would think that there would be  
24 room to continue with this.

215

1 So I'll entertain a motion to  
2 continue this to September 16th here at the Village  
3 Hall.

4 MR. SMITH: So moved.

5 CHAIRMAN RUDNY: A motion.

6 MR. CEPON: Second.

7 CHAIRMAN RUDNY: Second by Mr. Cepen.  
8 All those in favor of the motion signify by saying  
9 aye in the roll call; those opposed, nay. Roll  
10 call, please.

11 MS. VELKOVER: Foster.  
12 MR. FOSTER: Aye.  
13 MS. VELKOVER: Winter.  
14 MR. WINTER: Aye.  
15 MS. VELKOVER: Smith.  
16 MR. SMITH: Aye.  
17 MS. VELKOVER: Rudny.  
18 CHAIRMAN RUDNY: Aye.  
19 MS. VELKOVER: Cepon.  
20 MR. CEPON: Aye.  
21 MS. VELKOVER: Kovarik.  
22 MS. KOVARIK: Aye.  
23 MS. VELKOVER: Sula.  
24 MR. SULA: Aye.

216

1 CHAIRMAN RUDNY: Motion carries and it  
2 is so ordered.  
3 MR. CEPON: Before we adjourn I have to  
4 make a correction. I'm noted on the appearance of  
5 July 15th and I was absent so if we could change  
6 that from a yes to an absent.  
7 CHAIRMAN RUDNY: Okay. It's on the  
8 record.  
9 UNIDENTIFIED MEMBER: I'll make a motion  
10 we adjourn.  
11 UNIDENTIFIED MEMBER: Second.



12                   CHAIRMAN RUDNY: Motion and second to  
13 adjourn. All those in favor?

14                                   ("Aye" responses.)

15                   CHAIRMAN RUDNY: Opposed?

16                                   (No response.)

17                   CHAIRMAN RUDNY: Meeting adjourned.

18                   (WHICH WERE ALL THE PROCEEDINGS HAD.)

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217

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.

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SANDRA K. SMITH, CSR, RPR  
Notary Public, Lake County, IL  
CSR License No. 084-003104