

Approved

**Village of Gurnee
Planning and Zoning Board Minutes
March 6, 2024**

1. Call to Order and Roll Call

The meeting was called to order at 7:30 p.m.

Planning and Zoning Board Members Present: Chairman James Sula, R. Todd Campbell, Dane Morgan, Edwin Paff, Josh Pejsach, and Liliana Ware

Planning and Zoning Members Absent: David Nordentoft

Other Officials Present: Tracy Velkover, Planning Manager; Atrian Fard, Senior Planner; David Ziegler, Community Development Director; and Bryan Winter, Village Attorney

2. Pledge of Allegiance

3. Approval of the PZB's February 21, 2024 meeting minutes

Mr. Sula asked if there were any questions or comments regarding the minutes. As there were none, a motion was made.

Mr. Campbell motioned, seconded by Mr. Paff, to approve the February 21, 2024 meeting minutes, as presented.

Voice Vote:

All "Ayes," no "Nays," none abstaining

Motion Carried: 6-0-0

4. MULLER REALTY III, LLC (MULLER HONDA) – 7000 Grand Avenue

- a) Public Hearing: Petition for a special use permit to allow a Vehicle Dealership with outdoor Storage and Display; and**
- b) Relief from certain Design Standards in Article 5.4 of the Zoning Ordinance**

Ms. Velkover introduced the item by stating that the subject property is located at 7000 Grand Avenue (at the northeast corner of Grand Avenue and Brookside Drive). The property consists of approximately 7.4 acres and was annexed into the Village in 1996 and granted C/B-2, community commercial, zoning. She explained that Vehicle Dealerships required a Special Use Permit in the C/B-2 district, however, an annexation agreement was approved for this property which set forth specific development standards and established a vehicle dealership as a permitted use. The Annexation Agreement expired in 2016, as annexation agreements have term limits of 20 years,

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resulting in the dealership becoming a legal non-conforming use. The dealership is allowed to continue to operate as a legal non-conforming use as long as it complies with the regulations of the non-conforming article in the zoning ordinance. One of the provisions of this article is that a non-conforming use cannot expand. The petitioner's plans are the product of Corporate Honda's new national branding. As part of updating the building to conform to Honda's new branding design, the owner is combining the two existing dealership buildings into one. The amount of building area increases by about 10,000 square feet (from 32,000 square feet to 42,400 square feet). This increase in building area violates the provision that restricts non-conforming uses from expanding. Therefore, the owner is seeking a Special Use Permit to allow a vehicle dealership with outdoor storage and display on the subject property. Granting of this Special Use Permit will eliminate the legal non-conforming status for this dealership.

Continuing, Ms. Velkover stated that the second portion of the request for this dealership is relief from C-2 Design Standards. The Zoning Ordinance establishes design standards for commercial buildings. Code stipulates that the PZB may authorize a modification, reduction, or waiver of any of the design standards if the Board finds that, in the particular case, the particular nature of the use, the exceptional shape or size of the property and/or building, or other exceptional situation or condition would justify such action. Many of the design standards that the property owner is seeking relief from are due to Corporate Honda's new national branding. She stated that the applicant is here to walk the PZB members through the requested relief, along with the other building and site modifications proposed with the Special Use Permit request.

Mr. Sula asked that anyone who wished to speak on this matter be sworn in. Mr. Winter conducted the swearing-in.

Mr. Sula then turned the floor over to the petitioner.

Karl Novitskiy, General Manager with Muller Honda, stated that the owner's goal is to improve the current facility; both site and building. The improvements will benefit the environment and surrounding areas as the building and site is outdated. The improvements will also increase the output of vehicles. He then turned the presentation over to Mr. Yu.

Simon Yu, Architect for the project, stated that the site currently has two separate buildings; the east building is for the sale of new Hondas, while the west building is for the sale of certified pre-owned vehicles. He said the fronts of the two buildings will basically be cut off and new building area constructed to connect the two buildings, which results in an increase of about 10,000 square feet to the building area. He noted that the exterior building improvements are part of Honda's new corporate branding and that this Honda will be only the second dealership to undergo this change, with Orland Park being the first. The previous prototype was branded the "soup can" while this new prototype is more of an open glass look. He addressed the relief requested to the Design Standards one by one as follows:

- In regard to the fenestration, the requirement is that "windows must be punched with a recess no less than two inches or projected out from the façade plane to provide depth and

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shadow and should include visually prominent sills, lintels, or other appropriate forms of framing,” Mr. Yu stated that the windows are punched (looking), but because the windows extend to the ground, there is no lintel or sill. They are seeking relief for this requirement.

- In regard to the requirement that “rooflines of buildings that are over 100 linear feet in façade length must be variegated and that the variation in roof height must repeat on-center no more than every 50 linear feet of building frontage, with a minimum dimensions of two feet for vertical variation,” Mr. Yu explained that the blue on the left side of the front façade raps around a plinth at the top and extends to the right side. Noting that this “blue arch” element is a main feature of Honda’s new national branding, and because of it there isn’t any variation of roofline, he requested relief of the roofline variation requirement.
- In regard to the requirement that “all buildings must have a public entrance from the sidewalk along the primary building frontage and that public entrances must be visually distinctive from the remaining portions of the façade along which it is located”, he stated that the entrance is toward the left side of the building, but because of the nature of the design, with the front being dominated by all-glass, there is nothing distinctive about the entry except the sign that says “Muller.” He noted that Honda wants to make “the cars the stars” and for that reason have downplayed their front entrance and focused more on the overall building design.
- Regarding the requirement that “a pedestrian link is required to existing public right-of-way sidewalks and any adjacent commercial development to ensure safe pedestrian access between the development and adjacent commercial uses outside the development” Mr. Yu explained that there aren’t sidewalks located on the north side of Grand to connect to and noted that patrons of car dealerships do not typically walk or bike to the dealership, as they may, for instance, to a coffee or ice cream shop. He requested that Honda not be required to make a pedestrian connection for these reasons.

Finally, he noted that they would like to present their signage in the future. Corporate Honda usually handles signage and they have not provided any detailed information.

Mr. Ron Plonka, Landscape Architect for the development, stated that the first thing he did was come out to the site and inventory the existing plant material. He also inventoried the major plantings that were off-site, especially to the north and east. He then went through the ordinance to determine what materials to add in order to meet the ordinance. There is a significant amount of plant material on the site, and immediately adjacent, that has been there for some time. He believes that the landscape plan completed with this development called for some of the material to be planted on the adjacent residential property. He said they have a pretty good vertical screen, especially at the higher level, so he picked spots where they could fill in the understory gaps. For this reason, many of the plantings proposed along the north and east property lines are shrubs that will reach a height of five to six feet, although they are also proposing several trees. Along Brookside they are proposing to plant shrubs to fill in the understory gaps created between existing ornamental trees. For Grand Avenue, they are proposing trees as well as underplanting with shrubs

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to soften the vehicles displayed in the lot. Interior to the site a new large island is proposed that will be planted with shade and ornamental trees. A new large planting island has been created south of the new service entrance and the two existing large paved islands between the building and Grand Avenue are being returned to lawn. He further stated that they've done what they feel they can to improve the buffer to the north and east given the existing material. He explained that all of the existing plant material in those buffer yards have large root systems so they need to proceed cautiously with adding material as they could do more damage than good. He then added that there are some existing islands that are paved instead of landscaped, and they will remain unchanged.

At this time, Mr. Sula asked if there were questions from Board members.

Mr. Pejsach offered that he appreciates the owner's investment into the site and really likes the new exterior elevations. He asked where the new pedestrian access is located and if the applicant is seeking signage approval.

Mr. Yu stated that no pedestrian access is being proposed.

Mr. Sula responded that signage is not part of the petitioner's request this evening. He asserted that the Board should discuss whether issuing a Special Use Permit for a vehicle dealership at this location is appropriate, noting that the dealership has operated on this site for the last 25 years.

There was consensus from the board members that this site is appropriate for a vehicle dealership.

Ms. Ware stated that although she concurs with the use of the property, on a personal note she felt that having a defined/distinctive entrance on the front (south) elevation would be more welcoming than an entrance that blends into the façade.

Mr. Yu explained that there are two approaches to this; one is like Chevy dealerships which have a very large and distinctive front entrance and the other is like a VW dealership where they try to make the entrance disappear. Honda's new prototype promotes the "cars to be the stars" and for that reason they have downplayed the building entrance.

Mr. Morgan stated that he did a little research on the new prototype (Blue Stage), as he originally didn't see the blue arch element referred to in the packet, but that he believes that it is an attractive façade. He also noted that he likes the additional planting islands and that it replaces the green area that is being removed between the two buildings.

Mr. Sula confirmed with Ms. Velkover that they are not seeking any departures/variances.

Mr. Sula then turned the comments over to the Design Standard elements.

Mr. Morgan stated that the design standards are there to discourage flat plain facades and not to discourage innovative creative facades. He said that there is a lot of thought that has gone into the

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architecture of Honda's new national branding and he finds their requested design standard relief acceptable.

Mr. Sula noted that there is enough variation over the span of the front that he has no concerns with the building looking monotonous.

Mr. Paff stated that the pillars/dividers on the windows help break up the front. He also noted that the Village strives for open facades and they have definitely achieved that with this building elevation, which is essentially glass.

Mr. Winter opined that having a prominent entry feature is probably more important for grocery stores and the like, than for a vehicle dealership.

At the time, Mr. Sula opened the floor to the public.

Mr. Jim Lewis, 36149 N. Edgewater Court, said that he moved there in 1993 and that there are four condos that have their rear yards against the Honda Dealership and two condos that have their front yards facing the Honda Dealership. He asked the height of the new dealership building and if it is one or two stories. He also asked if the parking lot would be smaller, what equipment will boarder on the property sight lines, and if it would be possible for Honda to reduce the noise on the site by planting additional landscape material. He stated that the neighborhood's overall experience with Honda has been pretty good. Over the years they've had issues with debris from the dealership blowing onto their properties, but that this issue has improved and generally been pretty good. He asked Honda to be aware of blowing trash. He said that some of the trees that their developer installed 25 years ago have rotted exposing gaps in the buffer and asked if Honda could look at installing more trees on Honda's property, noting that the screen is not full coverage. He complained that Honda landscape maintenance crews leave a lot of landscaping debris on the condo property and asked that they do a better job of cleaning up their property. He expressed their appreciation with addressing the issue with car alarms going off. Finally, he asked if Honda could stake their property lines with iron pins to show where their property stops and the homeowners' association starts, adding that he would be willing to pay for one of the stakes. He said that the homeowners' association would be glad to meet with Honda if they wanted to reach out after this meeting.

Ms. Caroline Jacobson, 36131 N. Springbrook Lane, expressed concerns about continuing storm water run-off issues. She noted that the problem occurs near the homeowners' association detention pond and that runoff from the Honda site results in mud and debris being deposited in the Homeowners' Association's pond, which has significantly reduced the depth on one side versus the other. She also expressed concern that the additional building area will result in additional runoff coming onto the homeowners' association property, adding that they have consulted with some engineers, including Nick Leach from the Village of Gurnee. Options to address the issue include a dropbox near the corner of the pond, which is expensive, or the planting of approximately a dozen shrubs in the path of the water to redirect some of the flow and reduce the amount of mud coming onto the residential property. She assured that she is not saying that Honda is doing anything wrong, but hopes that they can make the situation better.

Approved

Mr. David Cohen, 36132 N. Springbrook Lane, explained that he has environmental concerns--specifically, that the increased building size will result in additional storm water runoff onto the homeowners' association. He also shared a concern with cleanliness as debris from the Honda dealership ends up on the residential property.

Mr. Brian Malone, 7234 Buchanan Drive, asked how the business has been operating since 2016 if they are not in compliance. He also asked if granting approval of the relief from the design standards would set a precedent for other buildings and if this is appropriate.

Ms. Joyce Churchill, 36134 N. Springbrook Lane, asked for confirmation that nothing is happening on the north side of the site/building. She also noted that they mow and take care of the Honda side of the berm even though it's Honda property. The homeowners' association doesn't mind doing this, but would appreciate any additional shrubs or trees that Honda would like to plant in this area.

Mr. Sula then closed the floor to the public.

In response to the question about the Honda Dealership operating out of compliance with code since 2016 and the possible precedence set with departing from the design standards, Ms. Velkover explained that the dealership is not operating out of compliance with code. She explained how the use became legal non-conforming through the expiration of the annexation agreement, and that the use is operating in compliance with the requirements of a legal non-conforming use. It is only the proposed expansion of the building, by approximately 10,000 square feet, that would not be allowed via the "Non-conforming" Article of the Zoning Ordinance. For this reason, the applicant is seeking a Special Use Permit, which would remove the legal non-conforming status from the dealership and allow the expansion. She also noted that the Design Standards were only recently incorporated into the Zoning Ordinance with the goal of obtaining more attractive commercial buildings. However, staff was finding that many businesses were not able to meet some of these standards for practical reasons and that they were, in some instances, thwarting creative building designs. She added that there is no magic to an attractive building having repeating elements every 40 feet and for this reason staff processed a text amendment to streamline the process of requesting relief from these standards from a Special Use Permit to review and approval by the PZB.

Mr. Ziegler explained that storm water detention met the ordinance in effect at the time the development was completed. He indicated that the Village Engineer has reached out to the engineer for the site to talk about the drainage issue at the corner going into the pond. He offered that information is still being gathered to determine what action would be best to resolve the problem. Noting that net impervious area is how the environmental impacts are measured and in the case of the proposed project, he explained that there is no increase in impervious area. The amount of green area that is being removed from between the two buildings is being offset with the addition of the new landscaped island to the southwest corner of the building, as well as the conversion of the two large paved islands to lawn area. In regards to activity along the north side of the site, the proposal calls for the construction of a wall between the existing buildings' north walls, to connect them into one building.

Approved

Mr. Yu added that the connecting of the buildings into one basically reduces the amount of openings in the shop by roughly half; two shop opening would be turned into one opening. Elaborating, he added that where they are increasing the amount of openings is to the south, which is toward the customer/street side of the building. These changes should reduce noise impact on the neighborhood to the north. As for the height of the building, it is nearly the same as the existing building. The proposed building is a one story building that is 20 feet in height. The previous building was 18 feet. The parking lot size is remaining pretty much the same. He pointed out that because they are infilling the area between the buildings the storm water runoff from the roof will be captured and put into the storm sewer, versus the current situation which is sheet runoff from the site. He noted that he cannot address the staking and the debris issue.

Mr. Plonka stated that they will look at the site again and see if there are any areas where they can infill with additional trees and/shrubs. He stressed again, though, that care must be taken to ensure that the planting of additional materials does not harm the root systems of existing material.

Mr. Sula stated that some of the comments about survey stakes and lawn cutting responsibilities are best dealt with between Honda and the homeowners' association and not by the PZB. He encouraged Honda to meet with the homeowners and to take care regarding trash/debris from the site.

Mr. Paff stated that most of the foot traffic and sidewalks are on the on the south side of Grand Avenue.

Mr. Ziegler explained that the Village has concentrated its sidewalks on the south side of Grand because the Village's corporate boundary encompass most, if not all, of the land abutting Grand Whereas, the Village's corporate boundaries are disjointed on the north side due to a significant amount of development in this area being completed in the County, many which do not provide sidewalks along Grand.

Mr. Sula asked if there was any further discussion on the Special Use Permit request and if not, indicated that a motion would be in order.

Mr. Morgan motioned, seconded by Mr. Pejsach, to forward a favorable recommendation to the Village Board on the petition of Muller Realty III, LLC, for a Special Use Permit to allow the operation of a Vehicle Dealership with Outdoor Storage and Display on property located at 7000 Grand Avenue, in substantial conformance with the plans submitted with this application.

Roll call vote:

Ayes: Campbell, Morgan, Paff, Pejsach, Ware, and Sula

Nays: None

Abstain: None

Approved

Motion carried: 6-0-0

Mr. Sula asked if there was any further discussion on the request for waiver to the Design Standards and if not, indicated that a motion would be in order.

Mr. Morgan motioned, seconded by Mr. Pejsach, to approve the petition of Muller Realty III, LLC, for the requested departures to the C-2 Design Standards for property located at 7000 Grand Avenue.

Roll call vote:

Ayes: Campbell, Morgan, Paff, Pejsach, Ware, and Sula

Nays: None

Abstain: None

Motion carried: 6-0-0

5. MCCULLOUGH KUBOTA TRACTORS – 7225 Grand Avenue

- a) Public Hearing: Petition for a special use permit to allow the establishment and operation of a Heavy Retail, Rental and Service; and**
- b) Minor Sign Exception to allow a new monument sign to exceed 12 feet in height**

Ms. Fard introduced this item by stating that McCullough Kubota Tractors is looking to purchase the former Anthony Buick GMC Auto Dealership at 7225 Grand Avenue to open a construction and agricultural equipment dealership with outside storage and display. The subject site is zoned C-2 PUD and is part of the Almond Plaza Planned Unit Development. To operate at this location, the petitioner is seeking a Special Use Permit from the PUD Use List for a hybrid of Equipment Rental and Leasing Service with Outside Storage, Sales, or Display use and Truck Sales and Service use. She noted that the proposed business operations include sales, rental, and service of new and used zero-turn mowers, compact and midsize tractors, and compact construction equipment. The petitioner intends to use the existing building and parking lots and only make minor modifications such as exterior building paint touch-up, repair and replacement of some light poles and fixtures, repair trash enclosure, and resurface and restripe of the parking lot. Ms. Fard stated that, per the petitioner, the building has adequate capacity to accommodate a significant amount of equipment storage indoors. The types of equipment to be staged outside will vary depending on the inventory. Smaller equipment will be staged under the front building canopy facing Grand Avenue. The first two rows of parking immediately north of the canopy will be used as customer parking. The midsize and larger equipment will be mainly staged in the far north parking lot adjacent to Grand Avenue. The parking spaces located on the east, west, and south sides of the building would be mainly used for employees' and customers' parking and any possible overflow storage. Deliveries to the site will be made to the designated area immediately south of the building/north of Buchanan Drive. The parking lot south of Buchanan Drive will be utilized for temporary staging of equipment, i.e., rental fleet, in the event inventory exceeds building capacity. Currently, there are a few gaps in landscaping

Approved

along the northern portion of Arlington Lane and the south edge of Buchanan Drive. The petitioner has agreed to enhance landscaping in these areas.

Ms. Fard said that Kubota also plans to install a new monument sign on the northeast corner of the property. The proposed sign height will be 16 feet. Almond Plaza PUD allows a maximum height of 20 feet for an auto dealership sign. Since the proposed use differs from an auto dealership, the PUD signage requirements do not apply. Instead of amending the PUD, Kubota is requesting that the sign be subject to the Village Sign Ordinance. Per Code, the proposed sign meets all the requirements except the maximum allowable height of 12 feet. Ms. Fard stated that, besides the SUP, the petitioner is also requesting approval of a Minor Sign Exception that allows an increase in sign height by up to 50% of the requirement or 18 feet. She stated that the PZB has final decision-making authority for the requested Minor Sign Exception and can grant it if they find that the proposed sign's number, size, design, and placement are consistent with the stated purpose of the sign regulations. Regarding the requested SUP, the PZB must make a recommendation, and the Village Board will make the final determination. The applicant is in attendance to answer any questions the PZB may have.

Mr. Sula asked that anyone who wished to speak on this matter be sworn in. Mr. Winter conducted the swearing-in.

Mr. Sula then turned the floor over to the petitioner.

Steve McCullough, with McCullough and Company, noted that the main dealership is in Watseka but that he lives in Frankfort. Offering a brief history of the dealership, he explained that it was started in 1940 by his father and grandfather. He is the third-generation owner, and his son joined the business in 2014 as the fourth generation. He expressed that they are a community-minded business and like to support local clubs and organizations. He said they started as an agricultural dealership and that this store will be a Kubota only dealership which will carry small ag (very little ag), small and compact tractors used by homeowners and contractors--and such, as well as construction equipment and zero-turn mowers. He then offered to answer any questions the Board may have.

At this time, Mr. Sula asked if there were questions from Board members.

Mr. Morgan asked if trucks were part of the vehicles that they will carry on the lot. He also asked about their hours of operation.

Mr. McCullough answered that they do not sell trucks. He noted that they sell trailers, but not trucks. As for hours, he stated that at their current facility in Watseka they are open Monday through Friday, with half days on Saturday. They are open on Sundays only when farmers are in the fields; spring and fall. At all of their other locations they are open only Monday through Friday, and mornings on Saturday. Their intention for this location would be Monday through Friday, and half days on Saturday. This location will not be open on Sunday.

Approved

Ms. Ware asked if they will be selling just equipment, or if they also sell fertilizer.

Mr. McCullough answered that they do not sell fertilizer, only equipment.

Mr. Paff stated that he likes the idea but is a little surprised by the proposed location. He asked if most of their locations are in rural settings.

Mr. McCullough stated that they feel that this location is perfect for access to the construction and zero-turn mower market. He acknowledged that this location is somewhat on the edge, as there are homeowners that would be buying their mowers and there is great exposure brought by traffic on Grand Avenue.

Mr. Paff asked if there are any other 20-foot tall signs in the area.

Mr. Ziegler responded that the previous Anthony Pontiac sign was 20 feet in height. He elaborated that the proposed sign would be four feet shorter than the previous Anthony sign.

Ms. Fard also responded, stating that the existing Gurnee Dodge sign immediately to the west is 20 feet in height.

Mr. Pejsach asked what happens when a customer wants a demonstration of a piece of equipment. He asked if the demonstration happens on-site.

Mr. McCullough answered that they would demonstrate the piece of equipment in the parking lot. He hasn't identified where specifically on the lot but noted that there is a lot of room on the west side of the site for this to occur. Otherwise, they would have it delivered to the purchaser's location or job site for the demonstration.

Mr. Sula asked, for a frame of reference, the size of the largest piece of equipment proposed for this site.

Mr. McCullough answered that they are going to offer the entire line of Kubota products at this site and said that the largest piece of equipment is probably an ag tractor that is 200 horsepower with approximate dimensions of 10 feet in height, 10 feet in width (with duals), and 15-20 feet in length.

Mr. Paff asked if this would require a wide load designation.

Mr. McCullough answered that if it was hauled with the duals on it would, but typically those are removed; then, it would not require a wide load designation.

Mr. Morgan asked about the plans for the south lot, the lot south of Buchanan Drive.

Mr. McCullough answered that the south lot is not a big part of their plans. Elaborating, he explained that, if their business grows, he could see it being used for storage of equipment. However, initially

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they have no plans for this area, except the possible storage of inventory that exceeds what they can store on the north side and inside the building.

Mr. Morgan asked if there were any plans to fence in any of the areas, similar to some of their other facilities.

Mr. McCullough answered that they want to keep their options open. However, they would probably use cabling and alarms. Elaborating, he explained that the site and building is very large so their current plans are to park/display the larger equipment on the north side of the site and the smaller equipment would be parked/displayed under the building canopy on the north side of the building so that they could bring this equipment in after close of business. He further explained that the smaller equipment is easy to steal and that is the reason that this equipment would probably be moved inside the building at night.

Mr. Campbell asked if there are any of the 200 horsepower vehicles proposed to be located on this site.

Mr. McCullough answered that there probably would be one or two of these vehicles parked on-site. A total of 50+ pieces of equipment will probably be located on site.

Ms. Fard clarified where the "truck sales" language stemmed from. She noted that the two closest uses provided in the PUD use list were "Equipment rental and leasing service with outside storage, sale, or display" and "Truck Sales and Service/Vehicle Sales". A hybrid of these two uses under the PUD were used to classify the use and wasn't to indicate that this facility is selling trucks.

Mr. Sula stated that makes sense because the PUD didn't specifically provide a use called equipment sales. He then opened the floor to the public.

Mr. Tony Hustak, 1640 Newgate Court, stressed that he lives directly adjacent to the subject property. He stated that he primarily has two concerns; 1) landscaping; and 2) noise. He stated that the car dealership maintained the landscaping on site for only a short period of time. Currently the landscaping is overgrown and in need of maintenance. He also noted that the fence on the south property line is in need of replacement. He asked if there was going to be anything to mitigate noise, asserting that the fence is not much of a sound buffer, and that when Anthony was there the noise from car alarms and unloading of vehicles was a concern. It's been better since Anthony has been gone, and he is concerned that the noise will be return to the level it was when the dealership was operating, especially from diesel vehicles and equipment.

Ms. Jennifer Harutunian, 7227 Buchanan Drive, lives right across the street from the old dealership. She asked that the Special Use Permit not be granted as it is not a fit across the street from homes, and that the neighborhood will suffer from additional traffic, noise, and diesel smoke in the air. She also asserted that their property values and quality of life will be lowered. She asked the board to be responsible and say "no" to this proposal. She suggested an RV dealership instead for the site.

Approved

Ms. Kathy Tullio, 1630 Easton Court, expressed concern regarding noise, landscaping, and the condition of the existing fence.

Mr. Brian Malone, 7234 Buchanan Drive, stated that his home is the most directly impacted by the proposed dealership. He questioned how the proposed use, which is not only commercial but industrial, will impact property values. He also asked what tax breaks the business is getting. Prior to his buying his home he asked the Village what was going on the site and was told that the use was not known. He then happened to be at Anthony's site in Waukegan and found out that he was proposing to build on the subject property and that he was given a tax break. This tax break caused businesses to move out of Gurnee Mills Mall because rents were increased. He then asked about noise and stated that he measures noise for a living. He noted that he will be impacted by trucks rolling onto the site at 2:00 a.m. He also measures air quality for a living and expressed concern about air quality from diesel engines. He asked if any other areas of town, like the former Toys R Us site or somewhere in the Tri-State Business Park, were investigated as a location for this business. He expressed confusion about the hours of operation as the petitioner indicated five days a week, but also quoted seven days a week. He stated concern with test drives of equipment and asked if there is any measurement of noise from these vehicles and noise radius. He noted that Buchanan Drive, behind the dealership, is private but becomes public in the residential area. The private drive doesn't operate like one with trucks coming in and dropping off vehicles. He stressed that there are kids in the neighborhood.

Ms. Jackie Malone, 7234 Buchanan Drive, stated that she lives across from the corner of this site. She has lived there for 25+ years and takes pride in maintaining and decorating her home to make it an attractive place. She asked the PZB members how they would like to live across the street from this type of use. She also stressed that there are children in the neighborhood.

Mr. David Zenner, 2150 N. Dilleys Road, stated that the residents who have spoken in opposition to this proposal are correct. He's never seen an equipment dealership in Gurnee and doesn't understand why the Village would want to place one so close to residential. These dealerships are typically located in rural areas and not in close proximity to residential.

Mr. Sula then closed the floor to the public. He explained that the property is zoned commercial, which allows a wide range of retail uses, and is not zoned industrial. The use is commercial in nature and not industrial. The PZB deals with land use and does not get into financial dealings with businesses. He not aware of any financial incentive to locate, and asked if Mr. Winter was aware of any.

Mr. Winter advised that there may be a possibility of something, but that it is not the purview of this body.

Mr. Sula asked Mr. McCullough to address the noise issues.

Approved

Mr. McCullough answered that he doesn't know what the noise level is for the equipment. He stated that he supposes a measurement could be done, but that a lawn mower would probably be the loudest.

Mr. Sula asked if it would be similar to a mower at Home Depot.

Mr. McCullough answered that the mowers at Home Depot would be smaller, but he said when you turn a lawn mower on there would be as much noise in the blades as there would in one of the tractors on the site.

Mr. Sula asked if the equipment is diesel.

Mr. McCullough answered that yes, the equipment is diesel.

Ms. Velkover then asked Mr. McCullough to outline the hours of operation once again, as there was some confusion regarding the hours for the Gurnee facility.

Mr. McCullough stated that they are open seven days a week in Watseka where they service the agricultural community. At the Gurnee location they would be open Monday through Friday, and only mornings on Saturdays. In the winter it's doubtful they would open the half day on Saturday. As for deliveries, no deliveries are made in the middle of the night. Deliveries are made during business hours; generally between 8 a.m. and 4 p.m.

Mr. Paff asked what types of trucks are used to deliver the equipment.

Mr. McCullough answered that are using Ford F-550's and Dodge 3500's, medium sized diesel trucks. Elaborating, he explained that there will be deliveries to the site on semis from factories. The dealership does not deliver with semis. There may be times when a deliver is made with a Ford F-550 pulling a 30-foot-long gooseneck trailer. However, most of the loads are much smaller than that.

Ms. Fard asked the petitioner to explain the typical route for deliveries.

Mr. McCullough explained they would come from Grand onto Arlington and enter immediately into the site from one of the curb cuts from Arlington into the site. They would probably not travel south to Buchanan, although he state that they could enter either location.

Mr. Morgan asked for the petitioner to address landscaping and the fencing situation.

Mr. McCullough responded that he was not aware of the fence issue and that they do not want to have the fence falling down and would address this.

Approved

Mr. Paff stated that he didn't have any opposition to this petition until he heard that they would be demonstrating lawn mowers and other equipment on the site. He noted this isn't something that typically happens at Home Depot or Menards.

Mr. McCullough explained that he was trying to convey that the noise from the larger equipment is probably no more than that of a lawn mower that residents hear throughout their neighborhood. He also said they aren't going to be demonstrating mowing as the site is paved. Mowing would only occur when the site is being maintained. A mower may be turned on and off for a demonstration but they are not being run for any extended period of time.

Mr. Paff stated that there is a difference in the noise from a car and a mower and thus his concern. He asked what type of sales volume happens at a dealership such as this, compared to a car dealership.

Mr. McCullough answered that he doesn't know what a car dealership does in sales, but that they generally will do anywhere from \$25-\$35 million in sales yearly.

Mr. Sula asked if there was any other discussion on the request and if not, a motion would be in order.

Mr. Pejsach motioned, seconded by Mr. Morgan, to forward a favorable recommendation on the petition of McCullough Kubota Tractors for a Special Use Permit to allow the establishment and operation of a Heavy Retail, Rental, and Service facility on property located at 7225 Route 132, in substantial conformance with the plans submitted with this application.

Roll call vote:

Ayes: Campbell, Morgan, Pejsach, and Sula

Nays: Paff and Ware

Abstain: None

Motion carried: 4-2-0

Mr. Pejsach motioned, seconded by Mr. Campbell, to approve the petition of McCullough Kubota Tractors for a Minor Sign Exception to allow a 16-foot tall monument sign, that exceeds the maximum allowable height of 12 feet, on the property located at 7225 Route 132.

Ayes: Campbell, Morgan, Paff, Pejsach, Ware, and Sula

Nays: None

Abstain: None

Motion carried: 6-0-0

Approved

6. Next Meeting Date: March 20, 2024

Ms. Fard stated that there are no public hearings scheduled for the night of March 20th, as the publication date has passed. However, she noted that there could be some non-public hearing items for this meeting.

7. Public Comment

Mr. Sula opened the floor to the public. As there was no one in the audience, he then closed the floor to the public.

8. Adjournment

Mr. Pejsach motioned, seconded by Mr. Morgan, to adjourn the meeting.

Voice vote:

All "ayes," no "nays, and none abstaining

Motion carried: 6-0-0

The meeting was adjourned at 9:05 p.m.

Respectfully Submitted,

Joann Metzger

Recording Secretary