

A G E N D A

REGULAR MEETING OF THE PLAN COMMISSION OF THE VILLAGE OF WILLOWBROOK TO BE HELD ON WEDNESDAY, FEBRUARY 3, 2016 AT 7:00 P.M. AT HINSDALE SOUTH HIGH SCHOOL, LITTLE THEATER, 7401 CLARENDON HILLS ROAD, CITY OF DARIEN, DUPAGE COUNTY, ILLINOIS

1. CALL TO ORDER
2. ROLL CALL
3. OMNIBUS VOTE AGENDA
 - A. Waive Reading of Minutes (APPROVE)
 - B. Minutes - Regular Meeting January 13, 2016 (APPROVE)
 - C. Minutes - Village Board Meetings January 11, 2016
4. PLAN COMMISSION CONSIDERATION: Zoning Hearing Case 16-01: (Karen Harper dba Holtz Educational Center- 800-900 S. 75th Street - Willowbrook Plaza/Wingren Plaza) consider a petition for a special use permit and other relief to allow a 7,216 square foot commercial school (Holtz Educational Center) to operate.
 - A. PUBLIC HEARING
 - B. DISCUSSION
5. VISITOR'S BUSINESS
6. COMMUNICATIONS
7. ADJOURNMENT

MINUTES OF THE REGULAR MEETING OF THE PLAN COMMISSION HELD ON WEDNESDAY, JANUARY 13, 2016, AT HINSDALE SOUTH HIGH SCHOOL, LITTLE THEATER, 7401 CLARENDON HILLS ROAD, CITY OF DARIEN, DUPAGE COUNTY, ILLINOIS

1. CALL TO ORDER

Chairman Kopp called the meeting to order at the hour of 7:15 p.m.

2. ROLL CALL

Those present at roll call were Commissioners Lacayo, Soukup, Kaucky, Vice-Chairman Wagner and Chairman Kopp. Also present were Village Planner Jo Ellen Charlton, Building Inspector Roy Giuntoli, Secretary Joanne Prible and Administrative Intern Tiffany Kolodziej. Absent: Commissioners Remkus and Ruffolo.

3. OMNIBUS VOTE AGENDA

The items on the Omnibus Vote Agenda were as follows:

- A. Waive Reading of Minutes (APPROVE)
- B. Minutes – Regular Meeting December 2, 2015 (APPROVE)

MOTION: Made by Commissioner Soukup seconded by Commissioner Lacayo, to approve the Omnibus Vote Agenda.

MOTION DECLARED CARRIED

4. PLAN COMMISSION CONSIDERATION: Zoning Hearing Case 15-07: (David Froberg – Willowbrook Square Management Co. – 6262 S. Route 83) Amendment to PUD to reduce the “dwell time” on approved digital sign for each message from 20 seconds to 8 seconds.

- A. PUBLIC HEARING
- B. DISCUSSION

See Court Reporter Minutes

MOTION: Made by Commissioner Kaucky, seconded by Vice-Chairman Wagner that based on the submitted petition and testimony presented, I move that the Plan Commission accept and forward the findings of fact reviewed and discussed as part of PC 15-07 to the Village Board and recommend that the Village Board approve an amendment to the previously approved Planned Unit Development for the subject property to allow for a reduction in the dwell time for the digital sign from 20 seconds to 8 seconds.

ROLL CALL: AYES: Commissioners Lacayo, Soukup, Kaucky, Vice-Chairman Wagner and Chairman Kopp. NAYS: None. ABSENT: Commissioners Remkus and Ruffolo.

MOTION DECLARED CARRIED

5. PLAN COMMISSION CONSIDERATION: Zoning Hearing Case 15-08: (The Willows PUD – Pete’s Fresh Market) Petition requesting a special use for a Planned Unit Development (PUD) that allows the reuse of part of the existing vacated K-Mart building as a multi-tenant building and construction of a new multi-tenant commercial building, including on-site improvements and offsite improvements to both Plainfield Road and Route 83.

- A. PUBLIC HEARING
- B. DISCUSSION

MOTION: Made by Commissioner Lacayo, seconded by Commissioner Soukup that based on the submitted petition, the testimony provided by the applicant, and the staff report prepared for PC 15-08 at the January 13, 2016 Plan Commission meeting, I move that the Plan Commission recommend and forward to the Village Board the findings of fact presented and discussed by the Plan Commission at the January 13th meeting, and further recommend that the Village Board approve the following:

1. A special use for a planned unit development associated with PC 15-08, including the “proposed exceptions” outlined in the staff report.
2. Special uses for one 70,435 square foot grocery store (26,935 for storage), and four separate restaurant uses not exceeding 11,479 square feet.
3. Approval of the Preliminary and Final Plat of Subdivision and PUD Plats for “The Willows Subdivision”, except for revisions required by the Village Engineer to be revised prior to forwarding to the Village Board for consideration.

Subject to the following conditions:

1. All plans and documents shall be revised and resubmitted as required by Village staff and the Plan Commission as indicated in the staff report or as discussed during the January 13, 2016 meeting, and approved by staff prior to being forwarded to the Village Board for final consideration.
2. Evidence of written authorization from the property owner to the north shall be provided prior to being forwarded to the Village Board for final consideration.
3. Written authorization from IDOT and DuPage County that approvals will be granted pending receipt of plans that conform to certain requirements.
4. Conformance to the statements, requirements and operational conditions listed in the staff report for the January 13, 2016 meeting.

ROLL CALL: AYES: Commissioners Lacayo, Soukup, Kaucky, Vice-Chairman Wagner and Chairman Kopp. NAYS: None. ABSENT: Commissioners Remkus and Ruffolo.

MOTION DECLARED CARRIED

6. VISITOR'S BUSINESS

None.

7. COMMUNICATIONS

The next Plan Commission meeting is February 3, 2016.

9. ADJOURNMENT

MOTION: Made by Vice-Chairman Wagner, seconded by Commissioner Soukup, to adjourn the regular meeting of the Plan Commission at the hour of 10:00 p.m.

UNANIMOUS VOICE VOTE

MOTION DECLARED CARRIED

PRESENTED, READ AND APPROVED,

_____, 2016

Minutes transcribed by Joanne Prible.

Chairman

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VILLAGE OF WILLOWBROOK
PUBLIC HEARING
ZONING HEARING CASE NOS. 15-07 AND 15-08

REPORT OF PROCEEDINGS had at the
Public Hearing of the above-entitled cases before
Mary Woolsey, C.S.R., before The Planning
Commission at Hinsdale South High School, Little
Theater, 7401 Clarendon Hills Road, Darien,
Illinois, on the 13th day of January, 2016, at the
hour of 7:19 p.m.

PRESENT:

- Daniel J. Kopp, Chairman
- John Wagner, Vice Chairman
- Leonard Kaucky
- Bernardo Lacayo
- James Soukup
- Roy Giuntoli, Building Inspector
- Jo Ellen Charlton, Village Planner
- Joanne Prible, Recording Secretary
- Tiffany Kolodziej, Intern

1
2 MR. KOPP: Next item on the agenda is
3 the continuation of the public hearing for Zoning
4 Hearing Case 15-07 for the Willowbrook Square
19:19:05 5 Management Company is the applicant. It's an
6 amendment to the PUD to reduce the dwell time on
7 approved digital sign for each message from 20
8 seconds to 8 seconds.

9 We continued this hearing from
10 the last regular meeting. I don't know if
19:19:19 11 Mr. Froberg needs or wanted to speak again or, Jo
12 Ellen, if you wanted to speak.

13 MR. FROBERG: Well, I would have a
14 few brief remarks.

15 MR. KOPP: Go ahead. And if you
19:19:30 16 recall, I'm sure you need to be sworn in again.

17 (David Froberg was sworn.)

18 MR. FROBERG: Members of the
19 Commission, staff. I just -- I know we got
19:20:12 20 started late, but I'll try to be very brief. I
21 know you have more important things to get to.

22 In response to the staff
23 review of the public hearing materials, I want to
24 acknowledge that any form of distraction that is

1 experienced while driving could contribute to the
2 possibility of an accident. Any type of
3 advertising or traffic control sign as well as
4 countless other factors such as fighting children,
5 talking on a phone, dropping -- searching for a
6 dropped cigarette or something could be a
7 precipitating cause of distraction and ultimately
8 an accident.

9 The regulated use of LED
10 signs, billboards, for advertising has been
11 accepted over time as providing a service to the
12 advertiser without an attributable increase in the
13 incidence of vehicular accidents. I was unable to
14 find a specific study in the literature which
15 showed a causal relationship between electronic
16 billboards and an elevated rate in the incidence
17 of accidents, even though that may be
18 counterintuitive. Sometimes it is postulated but,
19 aside from the supposition, appears to be
20 unproven.

21 The empirical evidence,
22 obtained by realtime observation of installed LED
23 signs, points to a steady proliferation of this
24 advertising medium without a corresponding

1 increase in the accident rate experienced by
2 passing motorists.

3 The fact is that even in those
4 communities that have ordinances that mandate a
5 minimum dwell time for each panel of 8 to 10
6 seconds, in practice, they allow dwell times as
7 short as 2 to 3 seconds. A 3- to 5-second dwell
8 time is the norm on digital signs of this type
9 found along interstate highways around Chicago as
10 well as the digital signs found in Chicago itself.
11 Signs with these diminished dwell times are also
12 observable everyday in the surrounding communities
13 of Hinsdale, Countryside, and Westmont. I think
14 it is a stretch to assume that all these
15 communities would out of ignorance or neglect
16 allow this type of sign to continue in operation
17 for months or years if there was a demonstrable
18 relationship between their operation and an
19 elevated accident rate. If it were so, the
20 communities would act responsibly and curtail or
21 further regulate their operation. And this is not
22 the case.

23 Moreover, the staff report did
24 not contain any evidence of local police

1 departments reporting an increase in vehicular
2 accidents in neighboring communities as a result
3 of the digital billboards being operated with
4 dwell times that are between 3 and 5 seconds. If
5 they found it, I'm sure we would have it in front
6 of us. It is puzzling to me why a community would
7 provide for elevated dwell times in ordinances and
8 then ignore it. But if you drive down Ogden
9 Avenue in Westmont or 55th Street east of Route 83
10 in front of Hinsdale Central High School or
11 Plainfield Road between Wolf and Willow Springs
12 Road, which is where the LaGrange Highlands Middle
13 School and the Pleasantdale Fire Station or the
14 high speed entrance and exit to O'Hare Airport are
15 easily identifiable examples of this anomaly where
16 there's a higher prescription for dwell time in an
17 ordinance that just isn't followed.

18 Lastly, I would just like to
19 say of particular value to the Board in making
20 this decision would be the comparison of the
21 digital sign in front of Hinsdale Central High
22 School on 55th Street. I'm sure you've all seen
23 it driving up and down there. It operates on a
24 3-second dwell time. The traffic counts on 55th

1 Street are about equal to those on 63rd Street at
2 the entrance to Willowbrook Square. This is a
3 high-speed roadway. It has a stoplight. It has
4 turning lanes, bus traffic, and pedestrian traffic
5 far above the subject site in Willowbrook. The
6 situation is clearly analogous to that of the
7 subject property, and the sign operates safely
8 with 3-second dwell times, scrolling text,
9 movement of figures, and movable message panels.

10 All this with proven safety for vehicles and for
11 pedestrians. So I'm thinking that our request for
12 an 8-second dwell time -- I have 6, it's a typo.
13 But an 8-second dwell time seems a conservative
14 approach considering the experience of these
15 communities around the center, and there is no
16 reason to put a change in place that will not
17 reflect the best practice and accumulated
18 experience of the surrounding communities. I ask
19 for your consideration for this reduction.

20 MR. KOPP: Jo Ellen.

21 MS. CHARLTON: Thank you. As you all
22 know, this meeting was opened -- this hearing was
23 begun at your December meeting in an effort to
24 modify the approval to the amendment to the PUD

1 which was approved back in 2014. So we've had a
2 couple of years of experience with this digital
3 sign. And in that time frame, we have seen other
4 communities reducing the amount of dwell time from
5 what we saw when we did the initial research a
6 couple of years ago at 20 and 30 seconds even. So
7 we're not surprised to be faced with this request
8 for a dwell time.

9 As the applicant for this, it
10 is the applicant's duty to prove their hardship
11 and prove their case and provide documentation
12 that allows you to make a decision as to whether
13 or not this reduction in dwell time would actually
14 be an impetus for any collisions that might occur.

15 Mr. Froberg is correct. There's a number of
16 things that can cause accidents. Distractions
17 range from anything that he mentioned. Also
18 provided in the documentation is something called
19 a complex driving environment. A lot of studies
20 that he provided talked about billboards which are
21 along interstates and other roadways that don't
22 have all the distractions that signage along local
23 roads for commercial purposes have. Stoplights,
24 pedestrian crossings, curvy roads, turn lanes all

1 add to the potential confusion. So I think it's
2 the Plan Commission's responsibility and the
3 Village's responsibility to accept a dwell time
4 that you're pretty confident isn't going to result
5 in any of those things happening.

6 The one thing I'll say about
7 the Hinsdale South or the Hinsdale ordinance
8 doesn't really allow for digital signs except for
9 governmental entities, which is why you see the
10 sign for Hinsdale Central High School in the
11 location that he talks about. You know, I didn't
12 go check the timing of that sign for 3 seconds. I
13 also didn't look for any police reports. I don't
14 know if any are available. That, again, would be
15 the applicant's burden to provide that
16 documentation to you to your satisfaction if you
17 wanted that additional information.

18 I think we -- in looking at
19 the studies that were provided, they did
20 acknowledge that there is no causal relationship
21 between dwell times and accidents or collisions,
22 but they also went on to say that you don't really
23 need that to know that distractions can cause
24 collisions. I think part of their summary of

1 their reports indicated that additional studies
2 were needed to come up with anything realistic
3 that could be utilized in any kind of study like
4 this.

19:29:32 5 We did look in more detail at
6 the communities that had adopted newer standards
7 for commercial areas along local roads for
8 commercial businesses, and the City of Chicago was
9 one of those. Countryside. Both of those
10 communities have recently reduced to 10 seconds.

19:29:47 11 Again, we don't really know why or what kind of
12 studies they may have accomplished to feel
13 comfortable going to that level, but those are
14 numbers that they have gone to. Westmont has gone
19:30:03 15 down to 5 seconds. And, again, we believe that
16 people that would adopt these laws would adhere to
17 them or at least follow through on enforcement of
18 those activities.

19 I did check the State of
19:30:18 20 Illinois and I have traveled I-290 enough in very
21 slow traffic to be able to actually count how long
22 those digital signs go, and they are at a
23 10-second dwell time, which is consistent with
24 IDOT's policy online, which I did look up as part

1 of this project.

2 So, again, I think it's
3 important for the Plan Commission to feel
4 comfortable that if you're making a recommendation
5 to reduce the dwell time from 20 to either 10 or 8
6 seconds, we need to have some discussion or some
7 understanding that you do feel that there is not
8 going to be -- it's not going to cause any public
9 health or safety issue, and we do need to include
10 those findings in the standards that are provided
11 in your staff report. Those standards are
12 referenced in your motion and get included in the
13 ordinances that would ultimately approve these
14 projects. So I think the other -- there is one
15 other thing that the applicant mentioned. I know
16 I think he mentioned that we didn't provide any
17 police reports or anything within the community to
18 show. And, again, we don't have anything. We
19 haven't looked for any police reports, either
20 within the community or within the other
21 communities for which he provided data, as, again,
22 the burden of proof would be on the applicant to
23 show that. I do have a sample recommendation if
24 you feel comfortable moving forward with that. I

19:30:47

19:31:01

19:31:17

19:31:39

1 will take some of the comments of your discussion
2 and include those in the findings that are drafted
3 in your report. I did leave the seconds out. I
4 don't know if you want to have a discussion about
5 10 or 8 or 6 or something different. In the
6 alternative, you could ask us to do some
7 additional research or ask the applicant to do
8 additional research; but, honestly, we kind of
9 looked at a lot of that. I know maybe some of you
10 did a little surfing on your own, and maybe you
11 came up with some other things. But except for
12 what we've seen, I don't know that there's a lot
13 more out there that's going to change the results
14 of anything we've seen so far.

15 So if you have any questions,
16 I would be happy to answer them at this point.

17 MR. KOPP: Do any of the
18 Commissioners have any questions for either the
19 applicant or Jo Ellen?

20 MR. LACAYO: I have a question.
21 Because I was reading the email that was provided
22 to us or the memo. I mean, whatever we agree to,
23 and I can appreciate what's done in practice, it
24 is what it is. It's a standard, whether it's 20

1 seconds or 10 seconds. It's not we're saying 10
2 so it could be 5. So it's something that we'll
3 enforce; right? I read that in a previous
4 meeting. I wanted to make sure because it makes
5 it sound that these communities set standards that
6 are not followed, and I've been consistent
7 whenever we set a standard, we have to stick to
8 it.

9 MS. CHARLTON: Yeah. No. Our
10 community is very good at enforcing the laws that
11 we have on the books. In fact, this particular
12 case was approved at 20; and not too long after we
13 had approved it, our code enforcement folks via
14 complaint, I think, heard and investigated that it
15 was going off at less than 20. So it's kind of
16 what started this whole discussion.

17 MR. LACAYO: I guess my question,
18 comment is whatever we approve, it's a standard
19 and that's what needs to be followed.

20 MR. WAGNER: I understand we're doing
21 this because of the planned unit development. But
22 are we taking a further step, and is this going to
23 become part of our sign ordinance or should it? I
24 mean --

1 MS. CHARLTON: When we approved this
2 a couple of years ago, we did so with discussions
3 in the council thinking that this was a test case.

4 We would see how this worked and if people
5 accepted it, there wasn't a lot of concerns from
6 the nearby public, and if we wanted to expand it,
7 we would use these standards for whatever
8 revisions to the actual code we might incorporate.

9 So yes, I think if we reduce the dwell time here,
10 we would likely also reduce the dwell time on the
11 sign that we're going to be discussing a little
12 bit later for Pete's Fresh Market because they're
13 also requesting a digital sign and also included
14 in the standards for any amendment we might see,
15 which, by the way, a lot of the things that the
16 other standards that we included like the no
17 flashing and the instant change and the automatic
18 dimmers are all very consistent with the
19 ordinances that he provided information to us
20 about.

21 MR. WAGNER: I guess my feeling is at
22 some point, and as you just said, we're going to
23 start seeing more applications for this type of
24 thing, and it would seem to me it would be

1 appropriate to govern it through the sign
2 ordinance. I don't know if they could have or if
3 we put in place a sign ordinance that accommodates
4 all of this. Even though that it was a PUD, would
5 they still have to go through the PUD process to
6 be able to change this?

7 MS. CHARLTON: No. If we enact an
8 ordinance, a sign ordinance, which is more
9 permissive than they were granted through the PUD,
10 they would be able to go by the new sign
11 ordinance.

12 MR. WAGNER: I guess it would be
13 appropriate at some point in the near future that
14 if we're going to have these and if a second
15 applicant is moving towards that thing, that we
16 ought to look at it more from the Village
17 perspective as something that's going to be
18 utilized in the future and deal with it
19 essentially once rather than a case-by-case basis.
20 I don't think there's really been anything
21 negative said about this after it's been put in.
22 As you said, it was a test case, and I suspect
23 that these things are going to become larger in
24 the future.

1 I don't know that there's any
2 technical difference, but it seems to me that the
3 example of the one on 55th Street at Hinsdale
4 Central, I don't know how you would define these,
5 but to me it seems like a different type of sign.
6 Certainly it's a digital sign, but it's much lower
7 resolution where they're flashing more word
8 messages as opposed to, essentially, a television
9 screen showing you either a still picture or a
10 video. Somehow they seem to be slightly
11 different. I guess, though, at the end of the
12 day, they're all LED or whatever they are and are
13 digitally controlled. But I would think that it
14 would be appropriate if we would come to some
15 conclusion that will be used Village wide as
16 opposed to maybe just this one application.

17 MR. LACAYO: Mr. Chairman, I can
18 appreciate the feedback to make it efficient for
19 the business owner, but we're such a unique
20 community. I will use my example. I live by the
21 health club. I like the fact that we can have a
22 discussion on a one-off basis. I don't know how I
23 would feel about a Hinsdale Central type of sign
24 located on Clarendon Hills Road.

1 MR. WAGNER: I would agree with that.

2 MR. LACAYO: I appreciate the
3 efficiency for business owners. But because it's
4 such a unique technology that's evolving and also
5 the content.

19:38:36

6 MR. WAGNER: The content was a good
7 deal of our discussion when this initially went in
8 some years ago.

9 MR. KOPP: We can't dictate.

19:38:54

10 MR. LACAYO: No. No. I remember
11 that. That's a risk we take.

12 MR. KOPP: All right. Before I close
13 the public hearing part of this, is there anyone
14 in the audience that came here to speak about this
15 matter, the signage matter?

19:39:04

16 (No audible response.)

17 All right. So we will close
18 the public hearing portion, and we will have our
19 discussion and then probably have a vote. I close
20 the public hearing, Zoning Hearing Case 15-07.

19:39:20

21 (Discussion had off the
22 record.)

23

24

1 MR. KOPP: The next item on the
2 agenda is a continuation of Zoning Hearing Case
3 15-08, PUD for The Willows or Pete's Fresh Market.

4 Is the applicant here? I
5 don't know if you wanted -- obviously, you gave
6 your presentation last meeting. I don't know if
7 you wanted to add anything to that or --

8 MR. GRZYNKOWICZ: The slides I have
9 would only reclarify or help to answer any other
10 questions you may have.

11 MR. KOPP: Could you be sworn in.
12 (Eugene Grzynekowicz was sworn.)

13 MR. GRZYNKOWICZ: If you would like
14 to see the slides if there is information you
15 would like to see, I can put it back up.

16 MR. KOPP: Jo Ellen, why don't you
17 give your presentation; and then if you wanted to
18 respond to Jo Ellen and I'm sure we will have
19 questions.

20 MS. CHARLTON: Thank you. You might
21 want to get it loaded. It's not on that lap top;
22 right, Eugene?

23 MR. GRZYNKOWICZ: No.

24 MS. CHARLTON: If you want to give it

1 to Tiffany.

2 I did not give a presentation
3 at the last meeting. We were getting information
4 from the applicant. So I will go through in
5 probably more detail than you need, but let's get
6 that on the record. It is in the staff report,
7 and we submit the staff report for the record.

8 This property, as we all know,
9 is on the northeast corner of Plainfield Road and
10 Route 83. It contains about 10 and a half acres.
11 It's currently improved with one building formerly
12 occupied by the Kmart facility. That existing
13 building contained several nonconforming setbacks
14 for both the building and the drive surfaces on
15 the north side of the building as it relates to
16 the single-family property to the north. And as
17 I'll talk about a little bit later, there are a
18 lot of issues with that nonconformity and keeping
19 that building there that became very important in
20 the design for putting the loading facilities that
21 included both lifts and walls, increasing the
22 height of the fences and providing landscaping on
23 both sides of the fence along the north property
24 line.

1 Also included on the property
2 are a lot of nonconforming pavement setbacks. As
3 most of you know, you've driven the site, the
4 property is paved pretty much lot line to lot
5 line. So, again, even though the pavement
6 setbacks that are proposed at 10 feet are less
7 than the current code would require, it's quite a
8 bit of additional landscaping than we've had on
9 the site for some time. Part of the purpose of
10 doing that was so that we could repurpose that
11 multitenant commercial building and included a
12 grocery store business which will be Pete's, and
13 then new tenants on the east side of the building
14 are proposed to be a SteinMart and Ulta, which is
15 a cosmetics store. An additional 15,000-square-
16 foot outlot building is also planned at the south
17 end of the site that parallels Plainfield Road.

18 Access to the property is
19 going to be along Plainfield Road to align with
20 the Town Center's access point. That access point
21 will include that signal that we've all talked
22 about since the Town Center was proposed. That
23 will be included with this project. The second
24 current existing access point on Plainfield Road

1 will be removed as a result of this project.

2 Access on Route 83 will include a relocated
3 entrance that currently exists. They're going to
4 move that a little bit to the south to provide for
5 better entrances in that area as well as a new cut
6 into the northern -- it is actually north of the
7 north property line to align with 69th Street, and
8 that proposed access point will be actually
9 located on property that's owned by the office
10 project located to the north. The tenants in the
11 new commercial building, the outlot building
12 include a mix of restaurants, retail, and service
13 uses. And, again, as I mentioned earlier, the
14 entire parking lot will be renovated,
15 reconstructed, and will also include new
16 pedestrian and landscape islands within the
17 parking lot itself.

18 On Page 4 of the staff report,
19 I have listed all of the exceptions that are
20 included as part of this project. Again, many of
21 those exceptions are there because they are
22 created by continuing to keep the existing
23 building. Some of the other exceptions that are
24 included that don't relate to the existing

1 building include the fact that they are going to
2 request some outdoor seating along the sidewalk in
3 front of the Pete's Fresh Market for the
4 restaurant use, as well as some outdoor seating
19:49:26 5 next to the outlot building. Also, if you saw on
6 your plans on the west elevation of Pete's,
7 they're going to have what they're dubbing a
8 farmers' market area, so that will be an area for
9 outside display and sales of some of their
19:49:40 10 seasonal products in a small defined area on the
11 west elevation of the building.

12 I have noted, it's a really
13 minor exception from the code. When you go
14 through our parking requirements and look at the
19:49:55 15 sum of all of the requirements, based on the uses,
16 we need 552 parking spaces for the uses that are
17 listed currently. They are providing 547 parking
18 spaces, which is a difference of five parking
19 spaces. Based on the way we calculate parking and
19:50:14 20 how that can change over time, we're pretty
21 comfortable with that number. That is a whole lot
22 closer than the number we started with when they
23 had a third outlot building near the Route 83
24 access that was proposed to be another drive-thru

1 restaurant. So some of those earlier proposals
2 that we saw that include that third outlot
3 building were really short on parking, and this is
4 a much improved plan over some of the ones we saw
5 earlier.

19:50:41

6 I will talk a little bit more
7 about an exception that's not shown in this report
8 which I found as I was providing the sample
9 standards that were provided at each one of your
10 seats today. There's a PUD standard for Item F
11 entitled yards, and I'll go through that when we
12 get to that section of the report.

19:50:53

13 Delivery trucks for this
14 proposed project will come in off of the 69th
15 Street access, the new 69th Street access drive
16 and continue on a one-way eastbound traffic
17 pattern along the north side of the building.

19:51:11

18 That drive aisle is just wide enough to
19 accommodate that one-way traffic, so it will need
20 to be signed as a fire lane and will have a lot of
21 no parking signs within that fire lane. So if a
22 truck comes in, they will need to enter, back into
23 their loading space or go forward into their
24 loading space. There is a couple of different

19:51:29

1 options there. Unload. And exit the property on
2 the east side of the building and then down out
3 and through the signalized Plainfield Road access
4 drive. That is the planned travel route for
5 trucks through this project. I mentioned earlier
6 that that northern access is on property that's
7 owned by the office project to the north. So one
8 of the things I'm hoping Eugene will update us on
9 is that story is not yet finished because we don't
10 have an approval from them yet. If we get to a
11 point today where you're ready to make a
12 recommendation, we're going to have a lot of
13 conditions that will be attached, and one of those
14 conditions would be that they secure at least a
15 written confirmation that they're headed -- that
16 they're going to agree to grant them an easement
17 that is required. That easement, by the way, will
18 require a minor amendment to their PUD which we
19 can process before the Village Board without a
20 public hearing before your group. So that's what
21 we're working on at this point. But, again, maybe
22 Eugene can give us an update on this in just a
23 second.

24 The site circulation and the

1 parking design for this is really quite improved
2 over existing conditions. In addition to the
3 access point which I talked about, there are
4 pedestrian connections to Plainfield Road
5 basically that go on both sides of the outlot
6 building. So if you're a pedestrian walking on
7 the sidewalk on the north side of Plainfield,
8 you'll have connections into the project that go
9 on both sides of the outlot building and continue
10 on a separate sidewalk separate from any driving
11 or parking surface through the main parking lot
12 all the way up to the main building. And that's a
13 significant improvement for pedestrians. That
14 sidewalk on the north side of Plainfield Road is
15 in some areas what's called a carriage walk. We
16 don't have a lot of right-of-way there. So in
17 some cases that sidewalk is immediately back up to
18 the curb. Whereas, the sidewalk on Route 83 has a
19 little bit more room and will just be improved
20 from what's currently there but will have a lot of
21 green space between the sidewalk and the Route 83
22 drive surface. I already talked about parking
23 requirements, and there's only a deficiency of
24 five parking spaces.

1 The loading requirements for
2 the facility are being met as it relates to the
3 code. I will mention, though, that those loading
4 docks, especially on the north side of the north
5 building for the Pete's Market are going to be
6 roofed so that when delivery truck comes and comes
7 back into the loading area, they'll be able to go
8 inside a roofed structure for the unloading
9 process. That's helpful both in terms of visual
10 and sound impacts as well as just trying to
11 provide a separation between that use and the
12 residents to the north that are along 69th Street.
13 One of the original proposals that we saw for this
14 had Pete's down on the east end of this building
15 which would have created a lot more impact on the
16 residents to the north because the east end of
17 that building is directly across the street from
18 those residents. Instead, the Ulta and the
19 SteinMart uses don't have as many of the types of
20 deliveries that are going to cause as many
21 nuisances, and I think maybe Eugene can talk to
22 this. They don't have as many deliveries coming
23 quite as often. They don't have the refrigeration
24 issues that the grocery store has. So, again,

1 just evidence of some of the changes that we've
2 made going through this process with this
3 applicant to try and address as many of the
4 impacts that this situation would cause on the
5 residents to the north.

6 One of the other suggestions
7 that we're making to minimize impact is to limit
8 the time for deliveries. And, again, this is
9 nonconforming situation. You have the ability to
10 add these conditions, and I think the applicant
11 will comment that these are reasonable conditions
12 based on how they know the site will be used.
13 We're going to restrict deliveries so that they
14 are not to happen any time between 9:00 p.m. and
15 7:00 a.m. as a condition for allowing the
16 continuation of the nonconforming use. Some of
17 the other parking issues are also going to be
18 regulated on the site so that we don't have people
19 parking along the back, which can't happen anyway
20 because it's a fire lane, but then also we've put
21 a restriction in for commercial vehicles that have
22 advertising on them not being anywhere within 150
23 feet of either one of the right-of-ways. And,
24 again, I don't know if you've seen it at some of

1 the strip centers or larger retail centers, you
2 got somebody that has a box truck or something
3 that wants to park it or back it into a space
4 right next to the roadway. It creates some visual
5 problems, and it becomes another advertising sign
6 for their business.

7 Again, those north property
8 setback areas are something we pay a lot of
9 attention to. In addition to the loading areas,
10 the garbage areas are screened as well with fully
11 enclosed facilities. Page 9 of the staff report
12 shows the impact that the new 8-foot-tall fence
13 and the landscaping is going to have both on the
14 west end and the east end of the property. When
15 you're at the west end or the side that's closest
16 to Route 83, it's pretty flat. So if you're on
17 the back service drive area, then you jump on the
18 north side of that property line, it's pretty
19 even. So if you're standing on the north side of
20 the property looking over, you're going to see --
21 over the fence, you're going to see the top of the
22 building. So in those areas, it's important to
23 have that taller landscaping and those roofed
24 enclosures that I talked about for the Pete's

1 facility so you're not going to see any of the
2 loading facilities. You're going to see
3 landscaping and fencing and building.

4 When you move further east of
5 the property, there's a larger grade separation
6 between the service drive, which is low, and the
7 69th Street elevations, which are higher. So if
8 you're a resident standing on the other side of
9 the fence or on your side of the fence looking
10 over, you're not going to see the tops of those
11 buildings given that those changes are there.
12 That's why we have them put the fence close to the
13 property line to keep that fence as high as
14 possible and provide a better view over the top of
15 that fence. They have -- the applicant proposed a
16 wooden fence which we're asking to have some
17 modification to it which will allow it to weather
18 better and give some options that are provided in
19 the staff report. And if it's okay with the Plan
20 Commission, we can work that out with the
21 applicant as we move forward.

22 Storm water management
23 engineering I wanted to talk about briefly. Dan
24 Lynch has taken a look at the engineering plans,

1 and you have received a copy of his review that
2 was included with your staff report, and it --
3 there's still some work that needs to be done --
4 quite a bit of work, actually, that needs to be
5 done -- in terms of both the onsite -- not as much
6 the onsite but mostly the offsite improvements,
7 including the work that would go to the northern
8 access drive on the office property. He does
9 feel, however, that there's nothing in there that
10 would preclude us from moving forward. Most
11 everything that's of major significance has been
12 worked out. So any recommendation that you might
13 make again, for example, would include a condition
14 that we finalize all of those engineering details
15 as part of their resubmittal and Dan's review.

16 I won't go into the specifics
17 unless anybody has questions about it, but the
18 signal on Plainfield Road created a lot of offsite
19 improvements that were requested by both the State
20 and DuPage County. We have additional turn lanes,
21 some improvements and increases in widths of the
22 right-of-way or sidewalks and other items are
23 there, and I think that's contributing to, I think
24 the last number I heard was about a \$3 million

1 offsite improvement cost for all of the work on
2 Plainfield Road and Route 83 that's going to be
3 required as part of this project. And those
4 specific improvements are shown on Pages 10 and 11
5 of your staff report.

20:00:42

6 Landscaping, again, is pretty
7 close. We note that the materials along the north
8 property line which are very important to the
9 residents to the north include a combination of
10 both deciduous trees where the leaves fall off in
11 the fall and evergreen trees which are called
12 arborvitaes, which you can put them together

20:00:59

13 really thickly, and they grow tall pretty fast and
14 can provide a year-round screen. In talking with

20:01:16

15 some of the neighbors after our last meeting, I
16 had a request from one of them that they would
17 feel a lot better having all evergreen materials
18 from certain point in front of their house west.

20:01:31

19 So we can talk about whether -- and I think the
20 applicant is agreeable to doing whatever is
21 necessary, and we can certainly continue to work
22 with the residents as to what their requirements
23 might be.

24

The monument sign or the

1 signage in general is -- has both monument signs
2 and wall signs. There are two monument signs, one
3 at each of the Plainfield Road access and the
4 southernmost Route 83 access. It's described on
5 Pages 12 and 13 of your staff report. And
6 generally the one that we had the discussion with
7 the applicant most recently that was on file is in
8 compliance with the codes in terms of both height
9 and area that's permitted. And it's consistent
10 with what was approved for the Town Center across
11 the street. The only change or the only addition
12 is that it does include that digital component.
13 So anything that we would do here would include
14 the same operational conditions that we used on
15 the Willowbrook Square sign. The only thing that
16 we didn't really care for that much on the sign
17 was that it included eight very small sign panels
18 under the digital sign shown on Page 13, and our
19 comment to that was just a lot of times there's
20 too much information and it really becomes
21 ineffective, but it does comply and if that's how
22 they wanted to move forward, we really didn't have
23 too much of an objection with that. I will note
24 that the applicant's engineering submittal as |

1 was putting this packet together included a
2 different digital sign and hopefully Eugene will
3 speak to that a little bit. Our review of that
4 sign was not as favorable. In our opinion, the
5 digital component of that sign was much greater
6 than it was in the sign that you see on Page 13.
7 As you might recall when you talked about these
8 digital signs, we wanted them not to be the main
9 focus. We wanted them to be below the main part
10 of the sign and not quite as big as the rest of
11 the sign. So we felt it was a little more
12 overbearing and suggested they go back to the sign
13 that we had reported on in this report.

14 The wall signs are shown on
15 all of the elevation drawings that were included
16 in your packet. And, typically, our code asks us
17 to look at the gross square footage of wall
18 signage, and that gross square footage takes in
19 the dead space. So if you have a name or business
20 name that has a big letter as their first letter
21 in the name and then everything comes down, we
22 look at the outside dimensions of all that sign,
23 and that's how our code currently works. In PUDs,
24 it's not uncommon -- we did this at Town Center --

1 to look at the net, and so it gives us an
2 opportunity to make sure that the proposed signage
3 kind of fits with the architecture overall. We're
4 supportive of that request and we have some
5 conditions in the staff report that suggest we
6 need to look at a combination of the gross and the
7 net so that we don't end up down the road with a
8 new user accidentally providing more signage than
9 we anticipated. So our recommendation, should you
10 move forward, would be to include or document both
11 the gross and the net so that future signage
12 doesn't become too large.

13 On Page 14 and 15 of the staff
14 report, we have a few operational conditions. I
15 think I mentioned a couple of them so far. I'm
16 going to go through them individually.

17 One. The north service drive
18 must be signed as a fire lane and remain clear at
19 all times. The trucks and service vehicles may
20 utilize it only for immediate access to designated
21 loading areas.

22 Two. The trucks and trailers
23 may not utilize the north service drive between
24 the hours of 9:00 p.m. and 7:00 a.m. and must

1 leave the loading dock areas immediately after
2 they're finished.

3 Third. Vehicles with
4 commercial advertising are not allowed anywhere
5 within 150 feet of the Route 83 or Plainfield Road
6 right-of-way.

7 Special uses currently include
8 both restaurants and the grocery store use
9 themselves. The approval that you would recommend
10 would identify both of those uses by type and by
11 size. However, any future request would have to
12 be approved by a special use process much like
13 we've done with Hinsdale Lake Commons if we get
14 another restaurant or any other uses that come
15 through.

16 Five. Outdoor seating areas
17 are only allowed in the designated areas and only
18 if screened in a manner that's approved by the
19 Village. The screening details would be added to
20 the plans.

21 Six. The outdoor farmers'
22 market on the west side of the grocery store to be
23 allowed only in the designated area.

24 Seven. The plans must

1 designate sound preventative screens for rooftop
2 mechanicals located anywhere on the north 100 feet
3 of the north building. This would accommodate
4 sound screening walls on the roof for
5 refrigeration units or anything that's close to
6 residential properties.

7 Eight. An easement between
8 the property and the north property line of the
9 gas station shall be provided in case that we
10 might have a need for it in the future.

11 Nine. A written agreement
12 from the owner to the east is required prior to
13 the issuance of construction permits for the work
14 along that common property line. That property
15 line setback is real close, and there's a
16 retaining wall there that is right on the property
17 line, so it's necessary to have some agreements in
18 place with that property owner to secure that
19 work.

20 As I mentioned, I did include
21 standards for each of the -- or findings for each
22 of the standards that were shown in the staff
23 report and presented that to you at your desk for
24 the meeting tonight. I went through those

1 standards in a whole lot more detail than I did in
2 the staff report. I did want to point out that
3 Standard (F) talks about the requirement of
4 certain setbacks for yards in Planned Unit
5 Developments, and it is a standard that is more
6 strict than our underlying zoning codes. It says
7 that the adjoining zoning districts -- or, I'm
8 sorry, the setbacks in the PUD must be equal to
9 the setbacks in the adjoining zoning districts.
10 So you go to the east and you go to the north, you
11 got the LOR or the pink zoning district as it
12 shows up on our map. The rear yard setback, the
13 interior and the rear yard setbacks for those
14 districts is the greater of 30 feet, which is
15 easy, or 150 percent of the height of the
16 principal structure of the building, and that
17 caused me a lot of heartache today when I was
18 trying to figure that out. 150 feet of the height
19 of the Pete's main building is very hard to figure
20 out because while the deck -- the roof deck of
21 that building is a pretty consistent 24 feet, it
22 has a lot of various heights of parapet walls at
23 the edge of that deck that go up and provide
24 opportunities for signage and different things.

20:07:57

20:08:11

20:08:29

20:08:45

1 Our definition of height requires us to look at
2 those parapets when they're taller than 3 feet in
3 height. So, technically, there are some setback
4 issues that are generated by that parapet, and
5 that's described in that section under Item (F),
6 Yards. But, again, we can accommodate that
7 through the PUD process by making a finding that
8 it's not going to be inconsistent with the
9 objectives and that we've taken care not to create
10 negative impacts on the neighbors. So I did want
11 to point that out. It's an additional one that
12 was not in the original staff report.

13 Again, I have covered, I
14 think, everything. Hopefully, Eugene will have
15 some answers to some of the questions that we
16 posed. If we get to the point and there's no more
17 questioning and you're ready to render a
18 recommendation, I provided a sample for you there.
19 The alternative is to accept any additional
20 feedback that we might add or answer any questions
21 you might have. It is only three more weeks until
22 our next Plan Commission meeting. So if we needed
23 to do a quick turnaround on some additional
24 research, we certainly have time to do that and

1 bring it back. I'm finished.

2 If you have any questions, I
3 can answer them.

20:10:26

4 MR. KOPP: A couple questions. Those
5 conditions you had --

6 MS. CHARLTON: The operational
7 conditions?

8 MR. KOPP: Yes.

9 MS. CHARLTON: Page 14?

20:10:35

10 MR. KOPP: One of them was to get an
11 easement from the gas station. Is that something
12 that you think is going to be a problem?

13 MR. GRZYNKOWICZ: Easement from the
14 gas station for what?

20:10:48

15 MS. CHARLTON: No. Not from the gas
16 station but he is going to provide a cross access
17 on his side so that if we ever get the properties
18 combined and we need it, we'd only have to get the
19 one from the gas station. So we're just going to
20 have them record it on their property so that if
21 we ever have a need because that corner lot and
22 all of the access points that it has creates some
23 issues for both IDOT and DuPage County that if we
24 can handle internally, let's say they purchase it

20:11:01

1 at some point in the future, and they combine that
2 property with their subdivision, we can limit some
3 of what's already there and instead redirect some
4 of the traffic internally for the shopping center.

20:11:31

5 MR. KOPP: I'm still lost. If the
6 applicant ends up owning the gas station, then you
7 don't need the easement because it's owned by
8 one --

20:11:41

9 MS. CHARLTON: Depends on if they
10 develop it as a -- they have to resubdivide or
11 they can keep it as two separate lots and have
12 common ownership, but they would still need an
13 easement over two separate pieces of property.
14 It's just a safeguard.

20:11:56

15 MR. KOPP: If the applicant doesn't
16 object to it, I don't.

17 MR. GRZYMKOWICZ: Nope.

20:12:09

18 MR. KOPP: I'm stumped by the
19 necessity but -- and then the Condition No. 9 was
20 an agreement with the property to the east before
21 he can do any work over there?

22 MR. WAGNER: On the retaining wall
23 between Chase and --

24 MR. KOPP: Okay.

1 MR. WAGNER: Between Chase property
2 and --

3 MR. GRZYNKOWICZ: Correct.

4 MR. WAGNER: -- and Pete's property.

20:12:26

5 MS. CHARLTON: There are several
6 parts of that wall that kind of --

7 MR. WAGNER: It's deteriorating.

8 MR. KOPP: That I understand.

9 MR. GRZYNKOWICZ: The actual property

20:12:31

10 line there it's on our property, on his property.

11 And in order to clean up with aesthetic of the

12 wall, it needs to be done at the time that we're

13 doing our construction. We met with Hani and

14 Omar, the owners of the property. They don't have

20:12:46

15 any exceptions with that.

16 As far as agreements with this

17 property owner and also the property owner to the

18 north, once we have a full approval, our paperwork

19 is there. We're ready to proceed with either an

20:13:02

20 easement, a purchase, a this or that; but we need

21 the -- the attorneys won't move forward until we

22 have a formal approval that you accept that design

23 and then we can proceed.

24 MR. KOPP: Okay. Anybody else have

1 questions? Any of the Commissioners have
2 questions for Jo Ellen?

3 MS. CHARLTON: May I ask for
4 clarification. Eugene, is there some form of
5 documentation both of those owners can give us so
6 that the -- I mean, it's going to be hard. It's a
7 catch 22. The Board is not going to want to
8 approve it unless they know --

9 MR. GRZYMKOWICZ: It is kind of a
10 catch 22, but I can get a letter from Hani and
11 Omar. One of the things -- it's a hardship
12 condition because really that wall doesn't really
13 do anything for us. It's their retaining wall to
14 hold up their driveway, the driveway for the exit
15 of the bank, the teller stations. So it's just a
16 matter of they need it. I won't have no problem
17 getting that one. On the north, I met with Mark
18 Levy from Sequoia Group numerous times. We have
19 emails back and forth. They're ready to -- it's
20 just a matter of do you guys have any objections
21 with that drive entrance. The State does not. We
22 will proceed with the paperwork, and I can get
23 some kind of preliminary approval based on --

24 MS. CHARLTON: That they agree to

1 move forward if these things happen kind of thing
2 I think would be sufficient for us.

3 MR. GRZYMKOWICZ: Right. We can't
4 get into those legal documents until, you know,
5 yeah, we can do this.

6 MR. LACAYO: I have a protocol
7 question. Can something on other issues and
8 proposed operational conditions be changed after
9 we approve the motions? I'm primarily concerned
10 about No. 2 because that's important to the
11 residents. And my point is: Once we make a
12 motion and approve, Page 14 and 15 don't get
13 modified; correct?

14 MS. CHARLTON: Your recommendation is
15 a recommendation to the Village Board. So if the
16 Village Board makes that same finding and adopts
17 that into the ordinance, that is what they must
18 follow.

19 MR. LACAYO: So that can be changed.
20 The 9:00 p.m. to 7:00 a.m. can be changed at the
21 Village Board.

22 MS. CHARLTON: Or you can recommend a
23 change as well.

24 MR. LACAYO: Well, I'm primarily

1 concerned after we make a recommendation.

2 MS. CHARLTON: Yeah.

3 MR. KOPP: I forget. I did have a
4 question for you, too. The storage area for the
5 supermarket seems very large compared to what I
6 would expect. Is that just --

7 MR. GRZYMKOWICZ: Storage area inside
8 the building?

9 MR. KOPP: Yes. Because your retail
10 sales area is 43,000, and you have 25,000 in
11 storage.

12 MR. GRZYMKOWICZ: Correct.

13 MR. KOPP: I'm not in the business,
14 but that strikes me as an awful lot. Is that
15 because you're always using the building?

16 MR. GRZYMKOWICZ: The way the stores
17 turn around product, we need to have product on
18 hand. It also helps with less deliveries coming
19 in just round the clock, round the clock. We have
20 deliveries every day; but by having that storage
21 there for us, dry storage product, we're able to
22 bring that product down, fill everything up.
23 Stores like to look full all the time. We don't
24 like them sparse here, sparse there.

1 MR. KOPP: Okay.

2 MR. KAUCKY: I have one quick
3 question. Item No. 5, about the outdoor seating
4 areas on the screening detail. I was wondering
5 can you give me a real quick explanation of how
6 that's going to be protected to keep traffic on
7 one side --

8 MR. GRZYMKOWICZ: Sure. We have
9 right now in our plan -- I can probably show you
10 better on elevations. You can see here with the
11 planter boxes, this is where the product will be
12 in the farmers' market that we call it. Along the
13 front edge here, we have planter stations,
14 basically, probably about 2 and a half to 3 foot
15 tall structures all along the front here. And in
16 the dining areas for the restaurants and outlet
17 buildings, we have the same thing going on in the
18 front here. There's some plants and vegetation,
19 and then we're going to be having -- Jo Ellen and
20 I discussed they want a more enclosed either by a
21 fence or wrought iron fence or a continuous
22 planter box, and that's what would be screening in
23 those other outside eating areas.

24 MR. KAUCKY: Are those concrete?

1 MR. GRZYNKOWICZ: They are precast.

2 MR. KAUCKY: And what about that out
3 building where there's going to be a few other
4 restaurants?

20:17:34

5 MR. GRZYNKOWICZ: That's what I'm
6 speaking of here. Like right here at this corner
7 and it will be on this corner [indicating]. You
8 can see it's hard to see here, but it's that box
9 there. So it will be a continuation of this. We
10 would probably do a planter box and a combination
11 of wrought iron.

20:17:45

12 MR. LACAYO: I have a question for
13 Eugene. So back to Page 14, the time the trucks
14 can be there; and I'm very familiar with the
15 industry. Does 9:00 p.m. to 7:00 a.m. work?

20:17:58

16 MR. GRZYNKOWICZ: 7:00 a.m. for what
17 now?

18 MR. LACAYO: 9:00 p.m. to 7:00 a.m.
19 The point of the noise in the background is
20 important to the residents. They'll be putting up
21 with it for 40 years.

20:18:11

22 MR. GRZYNKOWICZ: Sure.

23 MR. LACAYO: Is that the time that
24 works for you so there are no violations?

1 MR. GRZYNKOWICZ: No. Basically, in
2 our covenants, we start -- the doors open at 7:00
3 a.m. Deliveries will start coming in around 7:00
4 a.m. We stop deliveries at around 4:00 or 4:30
5 p.m.

20:18:26

6 MR. LACAYO: So the residents in that
7 area are assured that there will be no violation?

8 MR. GRZYNKOWICZ: By 7:00 for sure.
9 On the other -- you know, say, Uita or SteinMart,
10 excuse me, their deliveries are not as frequent.
11 And, again, they'll be during the day process.
12 It's in our covenants as well.

20:18:37

13 MR. WAGNER: So what is in your
14 covenant for the last latest delivery?

20:18:53

15 MR. GRZYNKOWICZ: 5:00 p.m.

16 MS. DREMONAS: Unless there's a delay
17 due to --

18 MR. GRZYNKOWICZ: Correct. If
19 there's a delay or traffic accident or something
20 like that; but I think in the revisions of our
21 covenants, based on the discussions that we had,
22 the 7:00 p.m. works for us. We would like to keep
23 it at the 5:00 p.m.

20:19:06

24 MR. LACAYO: So, Mr. Chairman, from a

1 protocol if we were to recommend on that specific
2 one 7:00 p.m. to 7:00 a.m., is that possible to
3 do?

4 MR. KOPP: Yeah.

20:19:35

5 MR. WAGNER: I had a couple questions
6 concerning the residential property to the north.
7 The westernmost property, residential property, on
8 69th Street is slightly east of the cul-de-sac
9 bulb, and I know the property starts to diminish
10 in height there towards 83. And I'm -- the 8-foot
11 fence, what is its termination point going west?
12 Is it where the sidewalk and new proposed street
13 crossing your property line to the north, is that
14 the termination of that fence?

20:20:02

20:20:26

15 MR. GRZYMKOWICZ: Currently, our
16 plans are to terminate the fence where it
17 terminates existing. So, basically, this is --
18 let's go back to the site plan.

20:21:02

19 MR. WAGNER: I guess what I'm looking
20 at is the drawing that was given to us which is
21 labeled the Landscape Plan L-1.

22 MR. GRZYMKOWICZ: So currently here,
23 you can see the cul-de-sac and the last house.
24 The fence line right now proposed is pretty

1 much -- I think you can correct me if I'm wrong --
2 but I think it's just about at that mid section of
3 the cul-de-sac, thereabouts give or take.

20:21:36

4 MR. BROWN: Right. You're taking the
5 8-foot fence, is that what you're saying?

6 MR. GRZYNKOWICZ: Currently you're at
7 the existing fence. We plan to build the new
8 fence in the same, you know, end point/start point
9 to where it is today.

20:21:48

10 MR. BROWN: I believe the fence runs
11 all the way to the -- the cyclone fence existing
12 runs all the way to the end of the building.

13 MR. HILL: Almost to the electrical
14 box.

20:21:59

15 MR. WAGNER: Yes. That's why I'm
16 asking the question.

17 MR. GRZYNKOWICZ: The intention is to
18 put the fence back in the way it is right now.
19 We're not going to shorten it. It will be all the
20 way to that point.

20:22:08

21 MR. WAGNER: And there's -- my
22 recollection is that the further west from the
23 cul-de-sac bulb there that there was a number of
24 fairly mature trees down in that that also

1 diminished the view toward 83. Now, if, in fact,
2 we put this new road in, it would seem to me that
3 that's going to take out a lot of the stuff that's
4 existing in there.

20:22:40

5 MR. GRZYNKOWICZ: Correct. And this
6 here, this exhibit will show the overlay of the
7 drive proposed and the existing landscape that you
8 have that will be removed. These evergreens here
9 that are on the berm line would be removed. The
10 AT&T telephone structure box would stay. These
11 pines would stay. This is the drive point in
12 here. All of this would stay. And everything
13 that you see here existing on the radius of the
14 cul-de-sac would stay.

20:23:02

20:23:12

15 MR. WAGNER: I guess where my concern
16 lies is when you relandscape between the detention
17 pond and the new street going out to Route 83,
18 that something fairly substantial be planted in
19 there simply because you're taking out vegetation
20 that's --

20:23:34

21 MR. GRZYNKOWICZ: Correct.

22 MR. WAGNER: -- probably somewhere in
23 the range of 20 feet high.

24 MR. GRZYNKOWICZ: Correct. And this

1 area here, these two heavy lines you see, that is
2 our planting area. So that zone in there would be
3 landscaped as well, and we will work with the
4 Village on a recommendation of a species of tree.

20:23:52

5 MR. WAGNER: I would like to see
6 something that's going to -- my concern is a lot
7 of landscape plans show things that are pretty and
8 really big; and, in fact, they are 2-and-a-
9 half-inch trees that are 10-feet high and it takes
10 30 years to grow in.

20:24:07

11 MR. GRZYNKOWICZ: Right. We will put
12 in the largest mature tree in this section that we
13 can that's going to survive and grow. We will
14 work with Jo Ellen and your staff on the
15 selection.

20:24:17

16 MR. WAGNER: The fence, then, if, in
17 fact, it goes to the end of the building today, it
18 would seem to me that that may not be able to
19 happen due to the location of the sidewalk. It
20 looks like the fence would terminate, maybe, 30,
21 40 feet before the end of the building?

20:24:33

22 MR. GRZYNKOWICZ: We look at this
23 exhibit here as it comes across.

24 MR. WAGNER: Yes. Yes.

1 MR. GRZYNKOWICZ: And as you approach
2 in here, you can clearly see on this section here,
3 there is no fence in this area.

4 MR. WAGNER: Okay.

20:24:51

5 MR. GRZYNKOWICZ: That's why I'm
6 pretty confident that it's set back a ways. There
7 is a tree brush line there that's half dead, half
8 alive that we're going to be cleaning up as well.

20:25:07

9 But we'll do -- this section in here, we'll do as
10 much as we can to really, you know, make it more
11 dense in trees.

12 MR. WAGNER: I would like to see the
13 fence terminate where the sidewalk touches the
14 north property line so that we get the fence down
15 as far as possible because we are pulling out a
16 lot of the vegetation that you're going to see
17 down in there.

20:25:29

18 MR. GRZYNKOWICZ: Sure.

20:25:44

19 MR. WAGNER: The picture in the staff
20 report shows what appears to be either a vinyl or
21 wood fence and or it would appear that it's that
22 precast concrete flagstone-looking fence which is
23 also at the north end of the office building
24 property. Do we know which is --

1 MR. GRZYMKOWICZ: We're proposing a
2 cedar wood fence, 8 foot high.

3 MR. WAGNER: And, of course, there
4 will be a maintenance of that over the years?

20:26:18

5 MR. GRZYMKOWICZ: There will be, you
6 know, at some point; but the poly and resin fences
7 also have a maintenance factor as well. And the
8 wood fences, as we treat them, one, we're buying
9 the fence. Two, we maintain the fence. So if a

20:26:33

10 panel was to break, a board was to warp, we're
11 going to replace it. The type of fence we're
12 picking is just not a picket-type nailed to
13 horizontal members. It's capped and it's railed
14 on both sides, and it has a full cap, so it's
15 going to be very sturdy; but, again, it's wood.

20:26:48

16 Things happen to it. But we will constantly
17 maintain it.

18 MR. WAGNER: Sure. Would you explain
19 to me briefly how the trucks get behind the
20 building and how they get into their loading dock?

20:27:06

21 I am looking again at this L-1 plan.

22 MR. GRZYMKOWICZ: Let me get to the
23 site plan.

24 MR. WAGNER: I'm not understanding of

1 how they back into the loading dock and yet exit
2 only in a westerly direction.

20:29:13

3 MR. GRZYNKOWICZ: So our trucks here
4 on this proposed northwest drive will be coming
5 off 83, right in. They go behind the building.
6 They will back in at the Pete's and the respective
7 loading zones for SteinMart and Uita. They
8 continue east coming to the south and then they
9 come out to the exit on the light.

20:29:33

10 MR. WAGNER: Okay. Would you explain
11 to me, then, why if essentially it's right turn in
12 headed east off of Route 83.

13 MR. GRZYNKOWICZ: Correct.

20:29:46

14 MR. WAGNER: You go behind the
15 building and essentially back into the loading
16 dock.

17 MR. GRZYNKOWICZ: Correct.

20:30:01

18 MR. WAGNER: Why is there a -- north
19 of the property line, there is an exit right turn
20 out to 83. What traffic is going to be using
21 that?

22 MR. GRZYNKOWICZ: Are we talking
23 about this drive here?

24 MR. WAGNER: Yeah. Right turn in.

1 MR. GRZYNKOWICZ: This is all for
2 customers. Our truck traffic is going to be
3 coming in this direction here. Coming to the
4 south. Coming to the front of the building and
5 exiting at the Plainfield light.

20:30:22

6 MR. WAGNER: On here it shows another
7 lane adjacent to the detention pond turning out
8 onto Route 83, right turn out.

9 MR. GRZYNKOWICZ: Here?

20:30:36

10 MR. WAGNER: Yes.

11 MR. GRZYNKOWICZ: That's just for
12 customers. Truck traffic it will be all in
13 signage. Their flow is, again, coming in right,
14 East. South. And then going out to the
15 Plainfield exit. So people parking in this
16 section on the west side of the building have the
17 opportunity if they're going northbound to just
18 exit and go northbound. And these multiple points
19 of exit is going to help traffic and not burden
20 the Plainfield signal.

20:30:52

20:31:13

21 MR. WAGNER: There seems to be a
22 conflict there of turns in and customers coming
23 out of the parking area going across that lane to
24 exit northbound on Route 83. It just seems like

1 there is a conflict there but...

2 MR. GRZYNKOWICZ: I'm not sure what
3 you mean by "conflict."

20:31:47

4 MR. WAGNER: Because you have a truck
5 coming in this way.

6 MR. KOPP: Aren't the trucks coming
7 in this way?

8 MR. WAGNER: No. Trucks are coming
9 in here from behind the building.

20:31:54

10 MR. LACAYO: The conflict as they
11 collide.

12 MR. GRZYNKOWICZ: Right. But there
13 will be a stop sign at this corner right over
14 here, there will be a stop sign here. So if any
15 trucks are coming in, clear vision is no issue.
16 They will stop. Trucks will continue through, and
17 the people can continue out.

20:32:05

18 MR. WAGNER: Okay. I guess my last
19 question is at our last meeting, we or I raised
20 issue with the traffic concerns as they would
21 affect the Chase property and how that was going
22 to work out and also the residents further east.
23 Has there been any additional discussion with the
24 County on how Plainfield Road is to be configured

20:32:29

1 to accommodate Chase property and the TCF Bank
2 property?

3 MR. GRZYMKOWICZ: We talked with
4 Michael Werthman with KLOA, and Michael was at our
5 last meeting, and DuPage County about what
6 possible improvements can be done further to the
7 east. Basically, they have some future plans
8 themselves for doing some improvements on the
9 Plainfield Road. When? They don't know.
10 Financially, they don't have that in their
11 position right now.

12 We looked at smaller
13 improvements that we could possibly do that we can
14 actually fit into our budget. And by looking at
15 the conditions that are on that from Plainfield
16 or, excuse me, from the intersection going east,
17 there really isn't anything that we can do
18 because, one, the engineering isn't there. Two,
19 it doesn't fit the model of what they want to
20 do -- what they're planning to do in the future.

21 Further developments, though,
22 anything coming up in the future to the east, they
23 would more than likely be working with that
24 developer to improve anything that they could do

1 to the east.

2 MR. WAGNER: Well, it is not my --
3 I'm not trying to get you to do it or have you pay
4 for it. I'm just concerned that the County is not
5 here.

20:34:09

6 MR. GRZYNKOWICZ: Sure.

7 MR. WAGNER: And nobody seems to be
8 answering the question of between the last meeting
9 and tonight, I believe there has been two fairly
10 major accidents immediately in front of Chase

20:34:24

11 Bank. And it's just an ongoing situation, and I
12 have witnessed it myself, and I've almost been hit
13 several times myself using the left-turn lane to
14 go into Adams Street headed eastbound on

20:34:47

15 Plainfield Road. I don't see really any change
16 here; and it is greatly concerning because on one
17 hand, I think there might be some improvement
18 because the traffic light is there and it may slow
19 some people down. However, they're still

20:35:09

20 happening and people are using turn lanes for
21 those businesses that don't exist, which is
22 technically illegal. However, I would hope that
23 some of this would be addressed.

24 MR. GRZYNKOWICZ: Once we implement

1 the signal, you're going to have heavy
2 identification and crosswalk sections. You're
3 going to have a much different appearance in the
4 throat going into the property of the new
5 development. It clearly identifies that as an
6 intersection. Once the markings go in and the
7 additional queuing for an actual turn lane, that
8 will greatly improve that condition. Is it going
9 to solve the problem completely? I cannot say
10 that. But it's going to greatly improve it
11 because you're identifying the intersection.
12 Crosswalks are going to be very visual as far as
13 in appearance; and also when we start to do that
14 dedication of a turn lane coming into the Harlem
15 Irving site, you're going to -- it's going to
16 change the perspective, you know, when people are
17 driving in that area. Not what they have now.
18 It's going to be, you know, something very new;
19 and they're going to be able to see -- patrons of
20 this area are going to understand this is now a
21 dedication of a turn lane, an intersection, a
22 light, a crosswalk. And now, I've been there,
23 it's very gray.

24 MR. WAGNER: Yeah.

1 MR. LACAYO: At the same time,
2 though, Vice Chairman, there has to be some sort
3 of enforcement, you know, by the whoever is
4 monitoring that, whether it's Willowbrook or
5 County, on traffic. I mean, we can't rely on
6 everything this development is doing.

7 MR. WAGNER: I saw a reconfiguration
8 in the traffic plan for the left-turn lanes in and
9 out into your property and into the Harlem Irving
10 property. Are those new turn lanes just striped
11 on the ground, or are they hard concrete curbs
12 creating those no man's land between the lanes and
13 the left turn because they're shown as arrow heads
14 in this drawing, which is the IDOT Illinois 83
15 Drawing No. 2 of 4. There are creations of the
16 islands which are shown with arrow head and I
17 didn't know if those were raised. I see a curb --
18 I see a curb shown on the south side of the
19 easterly turn lane, but I don't see any indication
20 that the island is curbed.

21 MR. GRZYMKOWICZ: The island is
22 curbed.

23 MR. WAGNER: It is curbed. That
24 should help quite a bit.

1 I think that's all I have.

2 MR. KOPP: Anything else from the
3 other Commissioners? All right.

20:38:47

4 So folks in the public, you're
5 welcome to either ask the applicant questions or
6 give us your thoughts. So anyone that speaks, you
7 will need to be sworn in by our court reporter.

8 Sir.

9 (Jim Brown was sworn.)

20:39:07

10 MR. BROWN: My name is Jim Brown. I
11 live at 812 69th Street. I'm the last house right
12 next to the cul-de-sac. I am here tonight to talk
13 about the landscape screen which is the major
14 concern that my wife and I have. Jo Ellen and I
15 have talked last week, and I expressed my concerns
16 to her about the northeast exit/entrance at what
17 used to be the mouth of 69th Street. Vice
18 Chairman Wagner, I am pleased to hear that you're
19 aware of the mature growth that's there at
20 present. About ten years ago when they developed
21 the office park, I was involved in landscape
22 screening, which that is part of as long as all of
23 the residents and property owners that were on the
24 east border of that development. So rather than

20:39:25

20:39:47

1 looking at the small picture here, I have some
2 photographs that I'd like you to look at to
3 actually see what is there and what they propose
4 to bulldoze if you don't mind. I would like to
5 pass these to the Board. I have one more that I
6 blew up. A southwest elevation so you can see
7 what will be exposed if they cut all that down.
8 According to the plan, it looks like they want to
9 replace those majestic trees with some dwarf lilac
10 bushes that grow 24 inches tall. It would seem to
11 me if you cut down ten or twelve 20-foot pine
12 trees, you should replace 10 or 12 pine trees.
13 Spade them out and relocate them maybe. I don't
14 know. Thank you for your time.

20:40:21
20:40:52
15 MR. KOPP: Can we keep these?

16 MR. BROWN: You sure can.

17 MR. KOPP: So she can made it part of
18 the record.

19 MR. LACAYO: We should label them for
20 the trustee meeting just so everybody knows what
21 they are in terms of --

22 MS. CHARLTON: Mr. Brown's Exhibit 1.

23 MR. BROWN: I didn't feel the small
24 ones needed to be labeled as far as what elevation

1 it was. I just took them so you can actually feel
2 how big they are and the job that they're doing.
3 Those trees were not planted solely on my behalf.
4 They were planted there for the occupants of the
5 office park and their customers. So you're going
6 to expose the lighted canopy at the Citgo gas
7 station and the facade at Binny's so...

20:41:54
8 MR. KOPP: Okay. That's really sort
9 of directed to you. Do you have any response?

20:42:20
10 MR. GRZYNKOWICZ: Sure. Are you
11 finished?

12 MR. BROWN: I have a question for
13 you. I'm not an engineer but something that came
14 up in conversation here. It was brought up about
15 this northbound only lane. If this wasn't here,
16 we could probably save those trees or be able to
17 relocate something. Couldn't you modify the
18 entrance/exit that's farther to the south here to
19 accommodate some of this?

20:42:31
20 MR. GRZYNKOWICZ: We have. And one
21 of the things we have done is we moved this
22 existing -- the existing entrance now on the
23 property comes in off of 83. It is right in front
24 of the building. So we moved that entrance 60

1 feet to the south. This introduction of this
2 particular northwest drive, what this does --
3 bearing we're going to take out some
4 landscaping -- but what this does is alleviate the
5 push and the burden that's going to be at the
6 intersection.

7 MR. BROWN: A little pressure off of
8 that.

9 MR. GRZYMKOWICZ: Correct. Because
10 otherwise, if you don't have this left-turn lane
11 in here and the right out, you're burdening the
12 two egress points. The biggest one we're
13 concerned about is the Plainfield intersection.
14 Because the people and the patrons that are coming
15 this way that want to come to the center have to
16 sit at this light and have to sit at this light
17 before they can come in. This greatly improves
18 traffic flow, and that's the reason for it. Once
19 again, I did say the plantings in here, we're not
20 proposing any 24-inch lilacs at all. We will work
21 with the Village, and as far as species that have
22 been removed and as much of the species that we
23 can put back in, that's going to sustain its
24 growth. I can't put a -- I'm not saying I'm going

1 to put a 25-foot evergreen in a spot that it's not
2 going to grow. But we will work with the Village
3 in filling up these zones. There's a lot of open
4 space here that we can take -- though we're taking
5 this away, we can really put it back in here
6 somehow. We will work with Jo Ellen.

7 MR. WAGNER: I think I personally had
8 large spade trucks on my property, and I've
9 transplanted evergreens as big as 25 feet and had
10 them moved on my own property.

11 MR. BROWN: I have also.

12 MR. WAGNER: And it seems it works
13 out pretty well.

14 MR. GRZYMKOWICZ: It works out pretty
15 well. They're pretty hardy.

16 MR. WAGNER: I'm just wondering if we
17 can suggest that maybe much of what exists there
18 could be transplanted between the detention pond
19 to the north and the new road system to block more
20 of the view of that road from the residential area
21 and even the properties further east. When you
22 look out your front window in a southwesterly
23 direction, you're going to see across that street
24 area.

1 MR. BROWN: Right. And this is
2 solely not for me.

3 MR. WAGNER: No. I understand.

20:45:21

4 MR. BROWN: It shields the whole
5 neighborhood there.

6 MR. WAGNER: Correct.

20:45:31

7 MR. GRZYNKOWICZ: We talked with Mark
8 Levy with the Sequoia Group about removing this
9 section, and we will gladly look at the species of
10 trees when we do a walk-through and see which ones
11 we can actually pick up and relocate.

12 MR. BROWN: Okay.

13 MR. GRZYNKOWICZ: I have no problem
14 doing that. That's no issues there.

20:45:39

15 MR. WAGNER: All right.

16 MR. BROWN: This is why I said that.
17 I looked at this and it's labeled as 24-inch
18 Korean lilac.

20:45:47

19 MR. GRZYNKOWICZ: Correct. And this
20 is just something that -- it's a landscape
21 presentation to the Village. Jo Ellen and I
22 already talked about doing some type of arborvitae
23 that can grow in this area, and then we will
24 relocate this position over here.

1 MR. BROWN: I'm looking at how heavy
2 this is around the phone box.

3 MR. GRZYNKOWICZ: We're trying to do
4 that because you have an existing look that we're
5 taking away to do this [indicating]. So we wanted
6 to create that -- we're not going to duplicate it,
7 but we're going to do something to make it look in
8 similar. But then we're going to also start to
9 fill in these zones. You can see here. It's a

10 live aerial. We have an opportunity to fill here.
11 Here. This is pretty dense right here at the
12 cul-de-sac line. This is open space here
13 [indicating]. So the areas that we can replant
14 them, we can also take some of this and put it
15 over here. But your intention is to try to shield
16 this.

17 MR. BROWN: Well, right. Like I
18 said, it's not all for me, too, because the --

19 MR. GRZYNKOWICZ: The office park.

20 MR. BROWN: The office park and their
21 customers this way. This yellow dotted line I had
22 a question. It said approximate area of
23 disturbance. Obviously, it's going to be staked
24 out when the day comes.

1 MR. GRZYNKOWICZ: Correct. What this
2 means here is -- this section of property is
3 actually the Sequoia Group. This section of
4 property is the State's and a piece over here.
5 So, basically, this area of disturbance is that
6 we're going to be working in that area. When
7 we're all said and done, this triangular shape
8 here is still the State's no matter what. Our
9 dedication or if we end up buying an easement will
10 be in this section over here. When we're done
11 with this area, the detention pond itself, I'm
12 basically recontouring it. I'm not taking any
13 capacity away. I'm just recontouring it and
14 putting in the retaining wall to support the
15 driveway.

16 MR. BROWN: Okay. All right. Thank
17 you. Here you go.

18 MR. GRZYNKOWICZ: Pleasure.

19 MR. KOPP: Anyone else?

20 MR. BROWN: Thank you.

21 MR. KOPP: Sir.

22 (Dennis Hill was sworn.)

23 MR. HILL: My name is Dennis Hill,

24 D-e-n-n-i-s H-i-l-l. I live two lots from the

1 Browns going north. So I'm directly behind the
2 berm from the office center. So I look at Jim and
3 Nancy's backyard from my back window. There is
4 one more lot in between us. I can see -- before
5 the landscaping for the offices were put in and
6 even afterwards when those trees were small and
7 young, I could see Burger King, Radio Shack, the
8 liquor store lights, Binny's quite loud, the gas
9 station, all of those. So that whole area that is
10 going to be used off of the Kmart lot or whoever's
11 lot it is, off of that lot is directly going to
12 affect me, too, not only his house because of the
13 angle looking at those stores. And if I am
14 correct, those stores are in Darien; am I right?
15 So in other words, I can't go to anybody with my
16 problem because they're Darien and I'm
17 Willowbrook. I'm not sure that's true, but odds
18 are I'd be crying to somebody that wouldn't care.

19 MR. WAGNER: Could you tell us your
20 address, please.

21 MR. HILL: 6824 South Quincy Street.
22 I am where 68th Place turns into Quincy.

23 MR. WAGNER: At the corner?

24 MR. HILL: Right. And the other lot

1 I'm talking about in between is the driveway right
2 at the curve. I am actually partially around the
3 curve going north.

20:49:51

4 MR. WAGNER: This is why I brought
5 this concern up is that there are several
6 properties right on 69th Street that are directly
7 affected; but, as you say, as you look out the
8 back of your property, which backs up to these
9 lots, then you can see through all of that. And
10 today, it's grown up and it's a lot better than it
11 was in the past --

20:50:08

12 MR. HILL: Yes.

20:50:21

13 MR. WAGNER: -- when 69th Street was
14 just a street open to Route 83. So we've had an
15 improvement over the years that's grown, and I'm
16 hoping that through either transplanting or
17 planting of new substantial evergreens or trees
18 that we continue to keep what we have or something
19 very close to it.

20:50:37

20 MR. LACAYO: Vice Chairman.

21 MR. WAGNER: Yes.

22 MR. LACAYO: Sorry to interrupt. But
23 it's a valid point from the residents. Can we add
24 that to this approval?

1 MR. WAGNER: Well, I'm hoping that --

2 MR. LACAYO: It has to be like.

3 MR. WAGNER: -- Jo Ellen has heard

4 what we had to say and whatever final landscape

20:50:55

5 plan that is presented, it might have some

6 labeling in a manner to use some of the

7 substantial trees that are there that could be

8 transplanted and make sure that we have a very

9 high density in that area that's being disturbed

20:51:17

10 today that we kind of maintain the screening

11 effect that we have from Route 83.

12 MR. HILL: Well, that's got -- you

13 seem to be really aware of everything that's going

14 on there from Plainfield Road and 83 and

20:51:36

15 everything.

16 MR. WAGNER: I live there.

17 MR. HILL: You hit everything, nail

18 on the head and everything. But the prevailing

19 winds go, especially in the summertime, and even

20:51:46

20 during the winter, go west to east. So those

21 tractor trailers coming in there, all of their

22 exhaust is going to be blowing that how far? 100

23 feet? 200 feet into our back windows. The noise

24 from the tractor trailers right now, it's crazy

1 the noise that we hear along 83 and Plainfield.
2 You mentioned the two accidents. And I'm sure
3 you're aware of this, Mr. Wagner, that every day
4 is listening to sirens. Every single day,
5 multiple times. Weekdays, week mornings,
6 weeknights, weekends. Any other I'm going to call
7 it chaos. You said all the things that are
8 happening along Plainfield Road. To me that's
9 chaos. People that think they have the right to
10 go over double yellow line to drive in somebody
11 else's lane and coming at them head on. That's
12 only one example, which is what you're talking
13 about. That chaos now is going to be brought over
14 to 83 right behind our houses. So now we have to
15 listen to it over there and over there, smell the
16 exhaust, listen to the trucks, and everything
17 else. I hate to, you know, to jump down
18 somebody's throat; but if you're talking about
19 doing some landscaping and doing this, do more and
20 even more. And if you can, excuse me, sir, if you
21 can move this any bit this way, do it. You know,
22 try to have nothing on any of the other properties
23 or the least amount because it's going to directly
24 affect us very badly. I mean, I kind of want the

1 store. I want everything. I can walk there and
2 utilize it, but there is a lot of other concerns,
3 too.

4 MR. WAGNER: Well, I agree with you.
5 I live in the area. I live off of 68th Street.
6 Commissioner Ruffolo lives on 68th Street. We
7 hear the sirens. We hear the trucks and so on and
8 so forth. So we're a little further away but not
9 very far. We hear and see all the same things
10 that you do. I would just hope that we can
11 through good construction methods use and utilize
12 anything we can that's there so that we don't come
13 in negative. I think you have to weigh on the
14 other hand, though, gee, this is a pretty good
15 project. I think it is going to do a lot for our
16 community. And Pete's, I think, is accommodating
17 a lot of things for the neighbors to the north. I
18 think they're accommodating a lot of improvements
19 on the backside of the building that will be far
20 better than they've ever been in the past. I just
21 hope that we can get that transferred to a drawing
22 that we can point to and say well, this really
23 needs to be done. And I think that's going to
24 happen.

1 MR. HILL: Tweak and work and tweak
2 and work and do whatever is the best that you can
3 do is all I'm asking.

4 MR. WAGNER: Correct.

20:55:02

5 MR. HILL: What happened when the
6 office went in, those people guaranteed -- well,
7 they told us they guaranteed us that they would be
8 good neighbors. That's all I'm asking. Just be a
9 good neighbor.

20:55:13

10 MR. GRZYMKOWICZ: We are going to be
11 a good neighbor.

12 MR. HILL: And do what you can for us
13 because there's only a handful of us back there.

20:55:22

14 MR. GRZYMKOWICZ: I'm not sure if you
15 were at the last meeting.

16 MR. HILL: No.

20:55:32

17 MR. GRZYMKOWICZ: You currently have
18 a 6-foot chain link fence, and that creates no
19 deadening of sound. We're putting in an 8-foot
20 cedar fence. Taller, much denser. We talked
21 about, in order for me to put the fence in, I have
22 to go through this back section. You can see the
23 sparseness there? There's a lot of trees growing
24 into the fence line. So protocol would be here,

1 I'm going to be removing the fence line. I'm
2 going to work with Jo Ellen on what trees the
3 Village may want to keep. I'm sure she'll partake
4 in discussions with everybody pertaining to the
5 home owners. And then we talked about our new
6 planting of trees. And currently, we have mature
7 growth trees that are deciduous trees that are
8 going to go through there. Now, if we talk about
9 a more denser evergreen tree that's going to help
10 and assist with noise pollution, too, it's going
11 to give you a guard, I have no objections to that,
12 and we will work with the Village on that. I said
13 that numerous times.

14 MR. HILL: I appreciate that.

15 MR. GRZYNKOWICZ: You're living here,
16 and that dense vegetation is here.

17 MR. HILL: Yeah, but see, I'm not --
18 I'm over here. So I got all water. I have none
19 of this.

20 MR. GRZYNKOWICZ: Sure. Sure. I
21 want to say that, though we're going to be taking
22 this for the drive entrance here, there are other
23 sections in this area that we can work with the
24 Sequoia Group on planting more trees or replanting

1 trees that we can actually salvage. So though
2 we're taking away, we're putting back. It's not
3 like I'm saying I'm going to take it out and
4 that's all you get. So we're doing the best we
5 can to work with everybody.

20:56:59

6 MR. WAGNER: One additional question.
7 The corner -- the northeast corner of your
8 property where you abut the back of the Chase
9 property, what screening is taking place as you
10 turn the corner and you're moving now south on
11 that property line?

20:57:20

12 MR. GRZYNKOWICZ: As you're coming
13 around the corner of the building there?

14 MR. WAGNER: Yes.

20:57:30

15 MR. GRZYNKOWICZ: That's a retaining
16 wall that's about 3 feet high; and, basically,
17 it's just flat green space right there right now.
18 And as you come to about the edge of the front of
19 the new proposed building, you have some trees
20 there that are going to have to go -- they're not
21 good trees anyway -- in order for that retaining
22 wall to go in. And then the retaining wall
23 continuing all the way to the south edge of the
24 property.

20:57:44

1 MR. WAGNER: I'm wondering if there
2 is any way for either Pete's or the Village to do
3 something about some shrubbery or some trees on
4 69th Street essentially on the back of the Chase
5 property because when you are on 69th Street or
6 north of 69th Street and you look across here,
7 there is going to be absolutely no screening
8 through that back corner and you're going to see
9 the building. Whereas, we went to quite an extent
10 to get evergreens and trees on the Kindercare
11 property which terminates on the easterly end of
12 this property. So this Chase -- the back of the
13 Chase property seems to be the only opening
14 between the commercial property and the residences
15 on 69th Street.

16 MS. CHARLTON: I know the
17 right-of-way in that location is pretty limited in
18 width, so I don't know how much public property we
19 have; but we can take a look at that and see if
20 there is any opportunity to do it in the
21 right-of-way. If there's not, the only way we can
22 secure that would be in working with -- does Han
23 own that property back by 69th as well, do you
24 know, Eugene?

1 MR. GRZYNKOWICZ: Do you have the
2 intention section for the Kindercare?

3 MS. CHARLTON: No. Between -- west.
4 So between your property and Kindercare.

20:59:42

5 MR. GRZYNKOWICZ: Yes. Yes. Yes.

6 MS. CHARLTON: The only way we can do
7 that is secure a further agreement with Hani and
8 Tass on that property.

20:59:51

9 MR. WAGNER: If they have an
10 agreement to deal with the wall, maybe we can
11 extend the agreement to maybe transplant a few of
12 these trees along the 69th Street right-of-way or
13 possibly on the Chase frontage there just slightly
14 east of your corner, or maybe we can just put a
15 cluster in there or something there just to --

21:00:12

16 MR. GRZYNKOWICZ: I don't mind. Like
17 I said, we'll work with this in this area here,
18 and I really want to take this vegetation we're
19 removing to close the gap in here and help the
20 home owners here. Continuation of any vegetation
21 off our property onto Hani and Omar's property, I
22 can work with the Village if they're willing to
23 fund this and put these trees and assist in cost.
24 Most definitely we can do that.

21:00:25

1 MR. WAGNER: At least there's a
2 cooperation.

3 MR. GRZYNKOWICZ: Right.

4 MR. WAGNER: Thank you.

21:00:46

5 MR. KOPP: Anybody else?

6 MR. BROWN: I had a question. On the
7 east retaining wall in the back corner where it
8 hits 69th Street, so that would be the northeast
9 corner of the property right there, by any chance
10 would you have in your plans a set of stairs there
11 so if the neighbors wanted to walk to do any
12 shopping, a simple -- it doesn't have to be --

21:01:01

13 MR. GRZYNKOWICZ: I'm out of money.

14 MR. HILL: An escalator.

21:01:21

15 MR. GRZYNKOWICZ: No. Really,
16 because of that, what we wanted to do here is as
17 you come to the cul-de-sac, we're connecting the
18 sidewalk section through here.

19 MR. BROWN: So you'll go that way.

21:01:33

20 MR. GRZYNKOWICZ: You can come around
21 and come across this way. Actually in the front
22 of the building and if you go back to our site
23 plan, we have numerous crosswalk sections, so it
24 really identifies where pedestrians are going to

1 be walking. But for you and for the Sequoia Group
2 or the people in office park, we also connected
3 that sidewalk so that they can come in and use the
4 facilities as well as you. And you do have a nice
5 walk here because of all that vegetation. It's
6 going to look pretty sharp.

7 A MALE: There is a stairway --.

8 MR. GRZYNKOWICZ: At the Chase.

9 A MALE: -- at the Chase.

10 MR. GRZYNKOWICZ: At the Chase.

11 MR. KOPP: Anyone else?

12 MS. BROWN: Okay.

13 (Nancy Brown was sworn.)

14 MS. BROWN: Nancy Brown, 812 69th

15 Street, right behind the proposed store next to
16 the cul-de-sac. I just have a question about the
17 deliveries starting at 7:00 a.m. Is that what is
18 being allowed?

19 MR. WAGNER: That's what's being
20 suggested?

21 MR. KOPP: 7:00 to 7:00.

22 MS. BROWN: 7:00 o'clock in the
23 morning. That's to me that is kind of early, but
24 you said the store does open at 7:00.

1 MR. GRZYNKOWICZ: Opens at 7:00.

2 MS. BROWN: They start the
3 deliveries.

21:02:54

4 MR. GRZYNKOWICZ: We would also
5 reemphasize, we have an enclosed dock, so our
6 truck is going to pull up, back in, minimal noise
7 at that point.

8 MS. BROWN: So could there possibly
9 be another truck that's waiting in line?

21:03:03

10 MR. WAGNER: Could be.

11 MR. GRZYNKOWICZ: Could be.

12 MS. BROWN: So like you said, they're
13 running their motors.

21:03:11

14 MR. GRZYNKOWICZ: No. We usually
15 shut them down. Wintertime a whole different
16 story, but then in the wintertime your windows are
17 closed, too. Some people don't. My mother-in-law
18 doesn't.

21:03:22

19 MS. BROWN: Well, I know but that --
20 to me that doesn't -- there's no way around it,
21 okay. That's what's going to happen, that's
22 what's going to happen. But 7:00 o'clock is
23 pretty early. If you have a truck already
24 unloading and you got one waiting running the

1 motor.

2 MS. DREMONAS: It's usually just like
3 a car. It's small bread trucks. The little guys
4 in vans. They come in and put the bread racks.
5 That's usually the first guys in the morning the
6 bread guys. And they don't have trailers, they're
7 vans.

21:03:44

8 MS. BROWN: Because I'm thinking of
9 these really long trucks.

21:03:53

10 MS. DREMONAS: No, no. The straight
11 trucks, those are the grocery deliveries during
12 midday, Centrella and Pete's Market. Pete's
13 Market will be to the store around 9:00 and then
14 probably another one at noon. Centrella is only
15 twice a week, and that's another straight truck
16 with trailers and that's between 1:00 and 3:00,
17 twice a week, Tuesday and Friday.

21:04:06

18 MR. GRZYMKOWICZ: I don't want to say
19 we're never going to have two trucks.

21:04:28

20 (Stephanie Dremonas was sworn.)

21 MS. DREMONAS: Stephanie Dremonas,
22 D-r-e-m-o-n-a-s. My address is 128 Oak Brook
23 Drive, Burr Ridge.

24 MS. BROWN: Well, to finish it off, I

1 just wanted to say because that's what we
2 experienced in the past with Kmart. Kmart would
3 have the trucks there all day long counting off
4 numbers and yelling, and it was just really
5 annoying.

21:04:55

6 MR. GRZYNKOWICZ: That's the purpose
7 of the enclosed dock. We want to help mitigate
8 that noise.

9 MS. BROWN: And with that roof over
10 the top, too, that might help, too.

21:05:01

11 MR. GRZYNKOWICZ: For sure. For
12 sure. I'm not going to say you can't have two
13 trucks. You never know a truck that schedules
14 deliveries, but we will be cognizant of idling and
15 things like that.

21:05:11

16 MR. LACAYO: I would encourage --
17 it's Villa Park, right, where you have the other
18 store?

19 MR. GRZYNKOWICZ: Oakbrook Terrace.

21:05:18

20 MR. LACAYO: Oakbrook Terrace. I
21 always get confused there. Take a look at it.
22 They do a great job. I mean, the infrastructure
23 that these guys do is first class. And, actually,
24 the product coming in, it's an upgrade to the

1 Village. And I did go in the back, and you guys
2 do have neighbors in the south of that property.

3 MR. GRZYNKOWICZ: Correct.

4 MR. LACAYO: And that will bring you
5 some comfort.

6 MS. BROWN: I will. You know what,
7 that's a good point. I will definitely take a
8 ride over there.

9 MR. GRZYNKOWICZ: It's Summit --

10 Midwest -- Summit and --

11 MS. BROWN: Roosevelt Road?

12 MR. GRZYNKOWICZ: Correct.

13 MS. BROWN: I'm familiar with the
14 area, so I'm going to take a ride and see.

15 MR. GRZYNKOWICZ: They have a
16 similar -- much different than yours because of
17 the different elevations. But they do -- we have
18 an evergreen brush line. Also there's a wood
19 fence line there as well. And these docks over
20 here, it's a drop dock, it's not enclosed. And we
21 have no complaints.

22 MS. BROWN: Okay, okay. All right.

23 Well, thank you.

24 MR. GRZYNKOWICZ: You're welcome.

1 MR. KOPP: Lady in red.

2 (Windy Pendill was sworn.)

3 MS. PENDILL: Windy, W-i-n-d-y,

4 Pendill, P-e-n-d-i-l-l, 546 Plainfield Road,

21:06:31

5 Willowbrook.

6 My question is back to the
7 control -- the signal light on Plainfield Road.

8 When the traffic is backed up, let's say, to
9 Adams, where is the traffic going to go coming in

21:06:45

10 and out of your new development if it's already
11 backed up?

12 MR. GRZYNKOWICZ: At the signal?

13 MS. PENDILL: Yes. Let's say it's
14 backed up to Adams and the lights go but there's
15 still all that traffic that's going to fit in that
16 spot between Route 83 and your signal.

21:06:59

17 MR. GRZYNKOWICZ: Excuse me. The
18 patrons leaving the property here will be on
19 turn -- they'll have a --

21:07:14

20 MS. PENDILL: How are they going to
21 turn if there's cars already there? How are they
22 going to turn, a delivery truck --

23 MR. GRZYNKOWICZ: At the intersection
24 here?

1 MS. PENDILL: Yeah.

2 MR. GRZYNKOWICZ: If there are trucks
3 coming or vehicles coming through, and depending
4 on the left signals that are going to be turning,
5 we have dual lefts this way and this way, at
6 times, sure, you're going to have some vehicles
7 that are going to be at a standstill. But because
8 of that intersection and that light, these two
9 work in tandem. When traffic is flowing this way,
10 this signal is giving them the directional to
11 turn.

12 MS. PENDILL: When -- and this is
13 what's going to happen a lot of time -- when that
14 traffic is at a standstill, where are the people
15 coming in and out of your development -- where are
16 they -- are they just going to sit there and wait
17 for the signal to change?

18 MR. GRZYNKOWICZ: Yes.

19 MS. PENDILL: Then the light changes
20 again, and then these people go and it's just a
21 repeating.

22 MR. GRZYNKOWICZ: Yes. They're going
23 to have to wait as far as how the signal is going
24 to be working, and that's also why we have the two

1 egress points here and here. Now, you may not
2 you know, you may want to be going this way south
3 or east, but you may have to come out. It all
4 depends on the person, you know, over here, loop
5 around and come back. But to alleviate some of
6 that congestion, we have these two other egress
7 drives.

8 MS. PENDILL: My concern is just with
9 the backup. The backup to me it seems like it's
10 going to get all congested in there, and no one is
11 going to be able to move anywhere.

12 MR. GRZYNKOWICZ: Well, when you had
13 Kmart before and you had people leaving, they just
14 would leave on their queue.

15 MS. PENDILL: But when Kmart was
16 there before, the Harlem place wasn't there
17 before. See, it seems to me like --

18 MR. GRZYNKOWICZ: They were there for
19 a while. They were there. I mean, you're right.
20 This was first. And then Harlem and Irving.

21 MS. PENDILL: Did you ever go to
22 that? Nobody ever was in there.

23 MR. GRZYNKOWICZ: No. There wasn't
24 that many people there; correct. But that's why

1 working with the Village, the signal is going to
2 improve your movements here. The widening that
3 we're doing for dedicated turn lanes is going to
4 improve movements. The dual lefts improve
5 movements. These two lights in tandem working
6 together are going to help flow through this
7 intersection.

21:09:18

8 MS. PENDILL: But it's all good if
9 they're working together, but the people are all
10 backed up over here keep going over here.

21:09:19

11 MR. GRZYMKOWICZ: It's that east side
12 that I know you guys have some issues with. It's
13 more of a -- it's a regional problem. The County
14 has some --

21:09:28

15 MS. PENDILL: You keep saying that,
16 but who's going to address that to us? Who's
17 going to talk to us about that?

21:09:38

18 MR. GRZYMKOWICZ: From the project
19 impact, even if I don't do anything with the
20 signal, you will still have that problem.

21 MS. PENDILL: No. This is going to
22 make the problem much worse.

23 MR. GRZYMKOWICZ: No. The signal --
24 No. Our studies have proven and the Village and

1 Village traffic consultant has reconfirmed, the
2 signal is, one, going to promote more safety at
3 this intersection. Two, you're going to have more
4 flow with the tandem -- the two lights working in
5 tandem. We're widening and providing dedicated
6 turn lanes. So instead of waiting, you're
7 actually able to go into the right to turn. So
8 we're increasing flow. I understand your concerns
9 of congestion; but if you look at all of the
10 elements that we're doing for road improvements,
11 we're increasing flow.

21:09:55
12 MS. PENDILL: Where are the reports
13 that we can see that states that this is going to
14 work well?

21:10:11
15 MR. GRZYMKOWICZ: The Village.
16 That's with the Village.

17 MS. CHARLTON: It is in the reports.
18 I am happy to provide you a copy.

21:10:15
19 MS. PENDILL: Because we haven't seen
20 or heard anything just that they're going to add
21 more traffic.

21:10:27
22 MS. CHARLTON: The biggest thing
23 that's going to help all of that backup that
24 exists is that second left turn lane. When you're

1 going westbound on Plainfield, a lot of the backup
2 that you have now is because there's not enough
3 time for people to turn.

21:10:45

4 MS. PENDILL: To be honest with you,
5 not that many people are turning left off of
6 Plainfield. That's not even an issue. They're
7 going straight. Not that many people at all are
8 turning left. That to me doesn't even make any
9 sense. I don't know if you've ever been in that
10 area at traffic time, very few cars are turning
11 left onto Route 83.

21:10:58

12 MS. CHARLTON: But the ones that are
13 are oftentimes are still in the left through lane
14 which are preventing people that are wanting to go
15 in the through lane and continuing on. So by
16 providing additional -- kind of getting them out
17 of the way for the people that want to go through.

21:11:09

18 MS. PENDILL: The people that want to
19 go through, though, is the light -- is the timing
20 on the light going to remain the same, then, for
21 Route 83?

21:11:21

22 MS. CHARLTON: I don't know.

23 MR. GRZYMKOWICZ: No, that's
24 something that --

1 MS. CHARLTON: It's all related.

2 MR. GRZYNKOWICZ: -- the State --
3 because this particular signal is governed by
4 Plainfield, tying into this signal which is by the
5 State.

21:11:35

6 MS. PENDILL: So they would stay the
7 same?

8 MR. GRZYNKOWICZ: No, no, no.
9 They're going to resynchronize how those work, and
10 that's in progress right now.

21:11:43

11 MS. PENDILL: But they're not going
12 to give Route 83 less time than it would now.

13 MR. GRZYNKOWICZ: No. They wouldn't
14 give it less time. This light has to work in
15 conjunction with this light. And trust me, all
16 IDOT does is look at flow and counts and how
17 quickly they can move people through.

21:11:51

18 MS. PENDILL: But if Route 83 is not
19 changing --

21:12:03

20 MR. GRZYNKOWICZ: We are doing
21 improvements on 83. Oh, yeah. Like I said, we
22 have -- you have these dual lefts going this way
23 northbound, these dual lefts going southbound,
24 widening the throats on both. That triangular

1 piece right there is shifting. This one here is
2 shifting over. Dedicated right turn coming
3 through. We're increasing movements on this way
4 going also northbound. There's a lot of
5 improvements.

21:12:30
6 MS. PENDILL: I guess we're going to
7 have to see the reports. They said when they did
8 that Harlem -- that new one that they were
9 lengthening the right turn before and that that
10 would alleviate a lot of traffic and it hasn't.
11 It's not any better.

12 (Dave Pendill was sworn.)

13 MR. PENDILL: My name is Dave
14 Pendill. I live at 546 Plainfield Road.
15 P-e-n-d-i-l-l,

21:12:59
16 The only real difference I see
17 what you're talking about, there's already
18 dedicated right-hand turn lane that's there. The
19 only real difference going westbound that you're
20 talking about is you're adding a second left-hand
21 turn lane.

22 MR. GRZYNKOWICZ: No. But see --
23 you're right to the point. But I'm taking that
24 turn lane all the way down to the edge of the

1 property through the Chase property.

2 MR. PENDILL: Right. The point I'm
3 trying to make is once you get near that corner,
4 turning left isn't the real issue. It's the
5 traffic going straight. The contention we have is
6 the traffic builds all the way back to Adams and
7 much further at times. But the real difference
8 from this whole project is you're going to have to
9 turn -- the new stoplight is going to have to turn
10 red to let people out of the new development.

11 Whereas, we don't have that problem now and we
12 still can't get through. Now, the people coming
13 this way have to have a whole new array of people
14 that are coming out of there. The Kmart has been
15 dead for years. There is nothing going on there.
16 This new development is going to have a lot of
17 people coming out of there, so you're going to
18 have to have a long light to let everybody get
19 out, which means the people from that light going
20 east are only going to be going back further. The
21 difference is, you have an extra turn lane for the
22 left-hand turn. But the thing is, we have to
23 accommodate more traffic coming out of an area
24 that there was none. And if you don't change the

1 timing of the light at 83, how can --
2 synchronization really means nothing.

3 MR. GRZYMKOWICZ: It's synchronizing
4 and timing, which is completely out of my control.
5 It's out of my control. That's something that the
6 State will work with, and that's who governs that
7 area. So timing and synchronization is all going
8 to be changed. To what degree? That's
9 undetermined right now. That's in their hands.

10 MR. PENDILL: And that's our concern
11 with you guys, just the fact that you've done a
12 little bit to try to move traffic from your new
13 stoplight down through the corner a little bit,
14 but the bottom line is, that's not going to
15 alleviate what sometimes is a major problem. And
16 now you're adding from the north side, you have to
17 have a lot of traffic to get out there, whereas
18 right now there is no traffic. You don't have to
19 fight with Kmart. There is nobody coming out. So
20 even though we're still going eastbound -- going
21 westbound, now we have to accommodate a much
22 larger area and a much larger group of people into
23 a very small area with no real change further to
24 the west. That's all I'm saying, and I know

1 that's not your problem.

21:15:20

2 MR. GRZYMKOWICZ: No, no, no. But
3 we're doing -- there's a lot of improvements there
4 to help move traffic. But like you said, I
5 understand your comment on the impact of the
6 additional traffic that's coming out of the site,
7 and I really encourage you to sit down with the
8 Village's traffic consultant and Jo Ellen and look
9 at those documents and it will hopefully better
10 explain it to you.

21:15:33

11 MR. WAGNER: Does the Village have
12 any ability to persuade the State to add time to
13 the east-west traffic time? Because I count -- I
14 go in that direction everyday, multiple times a
15 day.

21:15:57

16 MS. CHARLTON: East-west on
17 Plainfield you mean?

21:16:11

18 MR. WAGNER: Yes. In the morning at
19 7:45, if you are the tenth car back from the light
20 on Plainfield Road, you'll get through if
21 everybody is paying attention. And that's a rare
22 occasion. So the maximum number of cars that are
23 being able to go west in both the right and left
24 lane is probably somewhere in the range of 18 to

1 20 cars because you are waiting for the eastbound
2 to northbound 83 from the Darien side, that runs
3 the full length of the left turn time, and the
4 amount of time left to make a straight movement
5 across the intersection is far less than the
6 left-turn time. And that, in fact, is the problem
7 with this intersection is you never clear enough
8 cars going westbound either in the morning or at
9 night.

21:16:55

10 MR. PENDILL: Especially at night.

21:17:17

11 MR. WAGNER: Especially at 5:00
12 o'clock or 5:30.

13 MR. PENDILL: And now there's going
14 to be a whole new round of traffic.

21:17:26

15 MR. WAGNER: And I agree with you. I
16 think it's just going to be a matter of gridlock.
17 You're going to clear some traffic from the new
18 light to 83, but it's not going to improve
19 anything from the light east.

21:17:38

20 MS. PENDILL: We don't want cars
21 sitting in front of our driveway for hours on end.

22 MR. WAGNER: Well, they do now.

23 MS. PENDILL: With their exhaust. I
24 would think somebody would take care of the

1 existing problem before we're adding more to the
2 problem.

21:17:55

3 MR. LACAYO: Guys, Guys. I'm sorry
4 to step in. This Plan Commission is chartered to
5 do certain things. He's following the plans
6 inside what he's buying and making sure they abide
7 to ordinances that we have put together. What the
8 State decides to do with the traffic lights, what
9 the County -- I think you said Route 83 is the
10 County?

21:18:09

11 MR. GRZYMKOWICZ: No, Route 83 is
12 the State. Plainfield is the County.

13 MR. LACAYO: I mean, we can sit here
14 and talk for four hours; it won't matter.

21:18:18

15 MR. PENDILL: But you understand
16 that --

21:18:26

17 MR. LACAYO: And that lot cannot sit
18 there empty becoming an eyesore, which a year ago
19 if you guys had been here, we were arguing about
20 the place being used as a parking lot for other
21 activities. What I encourage you to do -- we can
22 be here until 2:00 in the morning. We're not
23 going to resolve it. The gentleman here is
24 abiding by the ordinances that the Village is

1 requesting. The parking is -- I'm surprised that
2 we're only off by four. I mean, it's going to be
3 busy. If you go into the development to the south
4 in the afternoon, you can barely find parking.

21:18:57

5 MR. PENDILL: Let me assure you, an
6 eyesore is also looking out in front of your house
7 at the cars backed up.

21:19:02

8 MR. LACAYO: I know exactly. I live
9 on Clarendon Hills Road just south of 63rd. It
10 backs up all the way to the horse farm. I get it,
11 guys. Traffic is bad everywhere but we're not
12 going to solve it here. It's the County and it's
13 the State of Illinois; and they will decide how
14 long -- I've been involved with this before. IDOT
15 will send to do a survey. They'll decide whether
16 it's 10 seconds or 12 seconds.

21:19:14

17 MR. WAGNER: Well, I agree with you
18 completely. However, I think that it's -- if the
19 Village is going to benefit by this development
20 and you're absolutely correct. The gentleman is
21 presenting what he is required to present. And he
22 has gone further than that, and I applaud him for
23 that. However, I think if the benefit is to the
24 Village to have this new development and benefit

21:19:28

1 by the taxes and so on and so forth, maybe the
2 Village of Willowbrook should be looking and
3 negotiating with the County to get these
4 improvements done to Plainfield Road east of this
5 development sooner than later. As we all know,
6 the County and the State and nobody else has any
7 funding. So I think maybe -- and I would request
8 that, Joanne, somehow we ask the Village Board to
9 give direction, you know, in some manner to look
10 east of here sooner than later.

11 MR. KOPP: I would be fine with that
12 but not in connection with this project.

13 MR. WAGNER: I think definitely in
14 connection with the project. Not as a part of the
15 approval but I think if they're going to make
16 these improvements with the County's approval and
17 all of the design work that went into Plainfield
18 Road east of this point, there's no reason why the
19 County couldn't look at doing something east of
20 here at the same time.

21 MR. KOPP: What I think that needs to
22 be made very clear -- I will get to you in a
23 second. There's an existing Kmart or was an
24 existing Kmart here that had no business. If

1 Kmart had sold to Wal-Mart or somebody else that
2 was just going to take over this building, this
3 gentleman wouldn't even be in front of us. You
4 would have all the Wal-Mart traffic and there
5 would be no approvals to give, and you'd be stuck
6 with the equivalent of a very successful Kmart
7 where you were somewhat benefitted by the fact
8 that there was -- that it had no customers. So
9 he's come to us and yes, he's asking to get
10 certain -- to make a bunch of changes. He wants
11 the main one being the stores in the front. But
12 in exchange for that, he's spending millions of
13 dollars to improve the site and try to accommodate
14 other people. So I think we need to keep that in
15 mind. We can't just tell him no, you can't do
16 anything that's going to generate more traffic
17 than the prior Kmart did. We don't have the right
18 to do that. And I have no problem asking the
19 Village trustees to see if they can do something,
20 but it's just an advisory thing. I think the
21 citizens would be better served to do that than us
22 to do it.

23 MS. PENDILL: Yeah. But in the long
24 run, it is going to affect his -- it's going to

1 affect his area deeply because cars are coming in
2 and out of there, they're going to be so
3 congested, where are they going to go?

4 MR. KOPP: No. I understand that.

21:22:31 5 But if the Kmart had had the number of customers
6 that -- well, it would still be open as Kmart if
7 it had. But the fact that it was a sucky Kmart
8 doesn't mean that he's got to promise he's only
9 going to generate the same traffic that a sucky
21:22:50 10 Kmart did.

11 MR. PENDILL: No, that's obvious.

12 You're absolutely correct, and I understand that
13 you're doing this for the benefit of the Village.
14 And the fact is when these gentlemen or this
21:22:58 15 gentleman here who lives behind it, they get a lot
16 of things working their way because it's your
17 streets. The fact that Plainfield is not your
18 street, I understand that it limits what you can
19 do. But we're still your residents, and the new
21:23:11 20 development that you're proposing to pass through
21 is affecting your residents. So like John said, I
22 agree, maybe with a recommendation to the Board to
23 really look into fixing the problem because we're
24 residents. We're going to take a beating from it,

1 and there's really nothing you guys can do about
2 it because it's on Plainfield Road. I get that
3 but you'll have a lot more pull working with the
4 State than us picking up the phone and talking to
5 our representative. I mean, you have more pull
6 than we do. I guess, like John said, amen to what
7 he was saying as far as getting ahold of the State
8 or the County and say we got a problem here. We
9 want to have this new development. We know it's
10 going to add some of the issue. We just need to
11 come up with something. It's obviously going to
12 be the County and State, and we have to work with
13 them. And that's all we're asking. What John
14 said, I 100 percent agree. That's awesome.
15 That's awesome.

16 MR. KOPP: Yes, sir.

17 (Ray Royce, Sr. was sworn.)

18 MR. ROYCE: My name is Ray Royce, Sr.
19 I live at 604 Plainfield Road, next door to Windy
20 and Dave. And I agree with what he just said. I
21 concur with what John said, and I would like to
22 give maybe possible suggestions which maybe the
23 Village can contact County and talk to them about.
24 Other than possibly the best solution, which would

1 be build a bridge over 83 or a tunnel under 83, I
2 was thinking seriously about this. And concerning
3 our properties, we have five properties that start
4 from several hundred feet from Madison to Adams.
5 If it's possible, the Village can maybe convince
6 the County to build a right-hand turn lane into
7 each one of our drive ways that go all the way
8 past the pond onto Adams, make a right-hand turn
9 only on Adams, have a barrier so that nobody can
10 up to where Kindercare is, have a barrier and only
11 a left-hand turn for Kindercare. No U-turn. That
12 may solve the problem. The police can monitor
13 that for a couple of months to make sure people
14 don't make a U-turn. If they make a U-turn, they
15 are disobeying the law and they get tickets. A
16 few times they get tickets, problem solved.

17 MR. KOPP: The back,

18 MS. DREMONAS: I think it's important
19 to note that, you know, we're not just a landlord
20 and trying to drive sales and make the highest
21 rent we can. We're a tenant at the center, and so
22 if we can't get traffic flowing in and out of the
23 center properly, the anchor is going to hurt.
24 Pete's Market is going to hurt. So, obviously, we

1 spent thousands and thousands of dollars to study
2 the traffic flow so that our customers in the
3 center are not aggravated by the time they get to
4 the store, and they're not aggravated by the time
21:26:59 5 they leave the store because they can't get out.
6 So we've taken a lot of consideration into the
7 site and had taken rent off of the table such as a
8 Starbucks in the outlot because we didn't want the
9 parking to start. So we're looking at it
21:27:16 10 ourselves as a landlord, but we're also an
11 operator. When you say that it's going to hurt
12 the development or the tenant because there's
13 going to be backup on Plainfield all the way to
14 Adams, that's why we have done the testing. And
21:27:25 15 it's up to the State to really to work with us and
16 the County to work with us to make sure that
17 they're getting people through Plainfield. And
18 that's why those two access points are so key
19 because if people are in the routine of knowing,
21:27:41 20 you know, Plainfield is a little busier exit, I
21 can sneak around 83, okay. Then people will learn
22 the routes. And yes, we're going to drive sales
23 and drive traffic because there's a need. And
24 that's the whole point of being in retail is to

1 drive sales and to drive traffic, and there's
2 sales and traffic because we're missing a grocery
3 store, and we're missing retailers, and we're
4 missing a good breakfast place, and we're
5 providing that. Traffic is good. We just want
6 safe traffic. We just want flow. So that's why
7 we put the money out. We worked with the Village.
8 We've gone through this process, and we ask that
9 you guys trust the studies, and we have to trust
10 the studies. That's why they're so expensive
11 because that's what they specialize in. We have
12 to put our trust into the Village and really just
13 jump at this point. There is only so much we can
14 do until it becomes practical. Thank you.

21:28:10
21:28:22
21:28:43
21:29:08

15 MR. KOPP: All right. Anyone else?
16 All right. Before I close the meeting, I think
17 the most important question is: Do I close the
18 meeting? So do we have enough information for
19 those of us up here to vote on this, or do we want
20 to continue this to the next meeting to have the
21 applicant address more specifically the
22 landscaping to the north? I think that's the
23 biggest open issue, or do we have our vote
24 conditioned on a landscaping plan satisfactory to

1 the Village staff?

21:29:41

21:29:55

21:30:12

21:30:28

2 MR. LACAYO: Chairman, there is a lot
3 of information that we have that we can make a
4 decision. There is also a lot of moving parts. I
5 was reading the email from Sequoia. They can say
6 no. We might have to come back. There -- so I
7 think at this point in time, it would be
8 beneficial to just move it forward. I think we
9 have enough what the property is going to look
10 like, the parking. We're relying on staff on the
11 landscaping. I was suggesting adding to the
12 ordinance swapping similar landscaping like the
13 one there is today. I don't know how practical
14 that is, Jo Ellen. I didn't let you answer the
15 question. So that's -- I think if we can assure
16 that the landscaping being taken out is going to
17 be replaced with like, taller, better, whatever we
18 define it, I think we have done a great job
19 positioning this for the trustees to look at and
20 vote on it.

21 MR. WAGNER: It would be my belief
22 that staff could do that as far as the landscape
23 is concerned. I have enough confidence in both
24 the neighbors and the staff that they are going to

1 protect that -- and the developer has clearly said
2 he is going to make that right. So I am very
3 little concerned about that.

4 I do, however, I feel as
5 though the traffic has been addressed very well
6 for the site. But I would like, if possible, to
7 hear from our Village whether or not they have
8 discussed this with the County to possibly relieve
9 some of the congestion to the east of this
10 property as it relates to the traffic accidents
11 that are occurring there virtually on a daily
12 basis. So I would like to hear more about what
13 the Village intends to do in cooperation with the
14 County, either when these improvements are going
15 to be made or how far in the future is the County
16 going to make a commitment to solving some of
17 these other issues.

18 MR. LACAYO: Is our Plan
19 Commission -- and I learned this from the
20 Chairman. Thank you. Is this the venue to do
21 that? I mean, I would -- as we had it with the
22 home owners when they were going to build the
23 condos, the storage condos, maybe the right venue
24 of that is with the trustees who are actually

1 elected and are actually voting on the outcome of
2 this project.

3 MR. WAGNER: That's what I'm asking.

4 MR. LACAYO: I think it would be more

21:32:21

5 powerful having that discussion with the trustees

6 that are empowered to do that versus the Plan

7 Commission, who our charter is to make sure that

8 the ordinances are being followed. And based on

9 what I reviewed, parking, landscaping which we

21:32:35

10 trust is going to get there, I think our -- we

11 have exhausted what we're chartered to do.

12 MR. KOPP: I agree with that.

13 MR. WAGNER: I agree with you also.

14 I really do. And I think the development is going

21:32:49

15 to be great. And I think they've gone a long way

16 to solve a lot of problems. And I intend to be at

17 the Board meeting as a resident of this area to

18 ask them to review these other issues. At the

19 same time, I would like to vote and send a

21:33:11

20 recommendation to the Board also and get this

21 going.

22 MR. KOPP: Okay. All right. I

23 think -- I was keeping track. I think there were

24 three issues, at least three that Jo Ellen

1 needed -- you were also looking for some input
2 from us. Landscaping to the north, it's all
3 arborvitaes, that's fine with me, or whatever the
4 residents work out with the developer. I assume
5 we don't care if it's all evergreens; right? Does
6 anybody object to that?

7 MR. LACAYO: Whatever reduces the
8 noise.

9 MR. KOPP: And the signage, I thought
10 the sign in the staff report was attractive, the
11 pylon sign. I thought that was an attractive
12 sign. Anybody have an issue with the sign?

13 MR. WAGNER: I think this area of the
14 sign, the rectangle directly below Pete's Fresh
15 Market, isn't this the digital sign?

16 MR. GRZYNKOWICZ: Correct.

17 MR. KAUCKY: Is that the same sign on
18 the Harlem and 87th Street store? It looks
19 similar to me.

20 MR. GRZYNKOWICZ: 103rd. Same as Oak
21 Brook. Same -- we use the same digital signs.

22 MR. KOPP: Anybody have any qualms
23 about recommending the sign?

24 MR. WAGNER: No.

1 MR. LACAYO: I'm okay with the
2 panels. I know you're not asking for a motion, Jo
3 Ellen, but we can talk about that.

21:34:52

4 MR. KOPP: And then as far as the
5 fence, Jo Ellen had recommended composite or some
6 other substance, and the applicant wants it to
7 stay cedar. I don't have strong feelings either
8 way. I don't know if the residents have voiced --

21:35:16

9 MR. GRZYNKOWICZ: One of the things I
10 want to point out to you on the fence is the resin
11 PVC fences are about two times more in cost, one.
12 Two, still require maintenance. But the intention
13 here is not only to have a fence line but to have
14 a brush line. And I don't want to spend money on
15 a PVC resin fence that's going to be covered with
16 plantings. It doesn't make any sense.

21:35:29

17 MR. WAGNER: I don't have any
18 objection to the cedar fence as long as it's
19 continually maintained.

21:35:43

20 MR. GRZYNKOWICZ: It's our fence.
21 It's on our property line. We will be maintaining
22 it.

23 MR. WAGNER: Sometimes owners --

24 MR. GRZYNKOWICZ: What I would like

1 you to ask, you look at our other properties. Ten
2 years old, they look like they were put in two or
3 three years ago. That's just the way we maintain
4 the buildings.

21:36:03

5 MR. WAGNER: As long as it is
6 maintained, it's okay with cedar.

7 MR. KOPP: Was that it, Jo Ellen?

21:36:15

8 MS. CHARLTON: Yes. A lot of those
9 are already kind of incorporated into the motion
10 because they are referenced in the staff report,
11 and the motion includes direction that we will
12 work with them on changes, both from the engineer,
13 the landscaping, anything that's mentioned here
14 will also be incorporated into the revised plans
15 before it goes to the Village Board.

21:36:31

16 MR. KOPP: I wanted to -- these
17 issues, at least the last two, were in the staff
18 report that you mentioned you were looking for
19 input from us. So I want to make sure we got it.
20 And the hours of operation.

21:36:45

21 MR. WAGNER: 7:00 a.m. to 7 p.m.

22 MR. KOPP: We all agree it would be
23 7:00 to 7:00. That being the case, I'm going to
24 close the public hearing and then we're going to

1 vote on this matter.

2 (Discussion had off the
3 record.)

4 (Whereupon the proceedings in
5 the above-entitled cause
6 ended at 9:40 p.m.)

21:41:18

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1 STATE OF ILLINOIS }
2 COUNTY OF COOK }

3
4 I, MARY WOOLSEY, C.S.R., do hereby
5 certify that I am a court reporter doing business
6 in the City of Chicago; that I reported in
7 shorthand the public hearing of the Plan
8 Commission on January 12, 2016; and that the
9 foregoing is a true and correct transcript of my
10 shorthand notes so taken as aforesaid.

11
12
13
14 _____
15 Certified Shorthand Reporter

16 Illinois C.S.R. License No. 084-002894
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Meeting Date: February 3, 2016

Prepared By: Jo Ellen Charlton, Planning Consultant &
Tiffany Kolodziej, Administrative Intern

Case Number and Title: PC 16-01: Special Use/Holtz Educational Center;

Petitioner: Karen Harper, representing Holtz Educational Center with permission from the property owner, Wingren Plaza Ventures

Action Requested: Special use for a Commercial School pursuant to 9-6B-2.

Location: Willowbrook Plaza Shopping Center (Formerly Wingren Plaza)
800-900 S 75th St
Unit 7450A
Northwest corner of 75th and S Quincy

PINs: 09-26-202-014

Existing Zoning: B-2

Existing Land Use: Mixed Use Retail/Office Space

Property Size: Approximately 3.6 acres

Surrounding Land Use:

	<i>Use</i>	<i>Zoning</i>
<i>North</i>	Bakers Square	B-4
<i>South</i>	Gas Station & Multi-Tenant Industrial	B-2 & M-1
<i>East</i>	Vacant	M-1
<i>West</i>	Patio Retail Center	B-2

Documents Attached: "Business Plan" EXHIBIT 1: FIGURES 1-5
"Plat of Survey" EXHIBIT 2: FIGURES 1-8 Plat of Survey

Necessary Action by Plan Commission: Make a recommendation to the Mayor and Village Board. A sample motion can be found on Page and 5 of this report.

Site Description: The Willowbrook Plaza shopping center is located on the northeast corner of 75th and Route 83 on property containing about 3.6 acres. There is 51,350 square feet of gross leasable space within the shopping center building, and the site contains approximately 203 parking spaces, with 162 spaces in front of the center and 41 spaces along Quincy.



History and Proposal:

The applicant, with the property owner's permission, is requesting approval of a special use to allow a 7,216 square foot commercial school (Holtz Educational Center) to operate in tenant space 7450 A in the Willowbrook Plaza Shopping Center. **SEE EXHIBIT 2: FIGURE 1-3.** This unit is one of the vacant spaces on the East end of the property, South of FedEx's Quincy Street entrance.

Holtz Educational Center is a new business acting as a "therapeutic day school" which provides special education alternatives for students diagnosed with Autism Spectrum Disorder (ASD) and other related disorders. They intend to accommodate students between the ages of 3-14 years of age, and operate Monday through Friday from 9:00AM to 3:00PM. **SEE EXHIBIT 1: FIGURE 1-4.** Students occupying the building will arrive and depart via private or school district transportation and will not occupy parking spaces during operation hours. School district transportation will consist of a shorter school bus, approximately 15 feet in length. The applicant does not expect longer, more traditional school buses to enter the premises. If a traditional school bus were to be utilized in the future, a condition of approval is that Holtz Education Center will need to provide required turning templates for the vehicle to determine whether there is adequate room for a larger school bus to maneuver.

Designated drop-off time is expected to occur between 8:40AM-9:00AM. Pick-up is expected to occur between 2:40PM-3:00 PM. Holtz Education center would like to reserve 6 individual parking spaces adjacent to their proposed main entrance during these allotted times. **SEE EXHIBIT 2: FIGURE 3.** These spaces will be reserved for 20 minutes in the morning and 20 minutes in the afternoon during their respective drop-off/pick-up times. Outside of these allotted times, the parking space will be otherwise available. A condition of approval is that Holtz Education Center will need to provide the required signage for these reserved parking spots, 6 total

In terms of building occupation during business hours, they expect that all projected employees and students will be present in the building during the school day. Projected number of employees at the end of the first year will be approximately 20 persons during their first academic year. Projected number of enrolled students at the end of the first year, will be approximately 9 students. These numbers are expected to rise by their third year of operation. Expected number of employees by the end of 2019 will be approximately 36 full and part-time staff. Expected number of enrolled students, by the end of 2019, will be approximately 26 students. **SEE EXHIBIT 1: FIGURE 5.**

Staff Analysis

Parking

The East side shopping center along Quincy has 4 total tenant spaces, 3 of which are currently vacant. **SEE EXHIBIT 2: FIGURE 1.** These spaces consist of: Unit 7420, Available Office space at 5,061 square feet; Unit 830 FEDEX Kinko's at 7,260 square feet; 7450A Proposed Holtz Educational Center at 7,216 square feet; and finally, 7450 B Available Office space at 1,074 square feet.

If this proposed use passes, Holtz Educational Center will fill the second largest tenant space in that East side shopping center, next to Fedex. Therefore, parking must be analyzed.

Holtz Education Center is classified as a commercial school, therefore the Village Code requires 1 space for every 2 employees and 1 space for every 3 students. In accordance with our ordinances, the required parking for the end of the school's first year of employment and enrollment will require 13 parking spaces. The table below illustrates a year-by-year projection, based on the applicant's given information. **SEE EXHIBIT 1: FIGURE 5.**

HOLTZ EDUCATION CENTER PROJECTED PARKING

	# of Employees	Required Employee Parking	# of Students	Required Student Parking	TOTAL REQUIRED PARKING
2017 YEAR END	20	10	9	3	13
2018 YEAR END	28	14	18	6	20
2019 YEAR END	36	18	26	9	27

The applicant has produced a layout of parking that suggests there are currently 44 parking spaces within the East parking lot alongside Quincy (42 when not including two handicap accessible spots). On site photographs produced by Village Staff shows a more accurate depiction of the parking lot's current state, holding 41 parking spaces (39 parking spaces when not including two handicap accessible spots). **SEE EXHIBIT 2: FIGURE 4.**

Nevertheless, when discerning allotted parking for the proposed lot usage, a few considerations must be made:

1. Students will be dropped off and picked up. They will not occupy parking spaces during school hours
2. If the proposed location of the Holtz Education Center was not re-zoned as a commercial school, it would be zoned as Office Space. Village ordinance for office space parking requires 1 parking spot for every 225 square feet. The proposed location of Holtz Education center, lot 7450A, measures at 7,216 square feet. If it remained zoned as an Office Space, and a tenant were to claim the space, it would require 32 parking spaces. Thus making Holtz's parking requirement in their three year projections, 27 spaces, less than it would for the required Office space parking at 32 spaces (*...continued to the next page*)
3. As mentioned earlier, the East shopping center alongside Quincy Street has a total of 4 tenant spaces, 3 of which are currently available. Unit 7420, Available Office Space at 5,061 square feet; 7450A Proposed Holtz Educational Center at 7,216 square feet; and finally, 7450 B Available Office Space at 1,074 square feet. (If Unit 7420 of Available Office Space and Unit 7450 B of Available Office Space were to be occupied in the future, parking requirements may or may not conflict with the proposed Holtz Education Center).

Again, the Village ordinance requires 1 parking space for every 225 square feet of Office Space:

7420 Available Office Space at 5,061 square feet will require 22 parking spaces.

7450 B Available Office Space at 1,074 square feet will require 8 parking spaces.

Nevertheless, these figures are for consideration only since these lots have continued to be vacant.

4. Upon conducting on site visitation by Staff, it appears that Fedex employees park on the East lot. Approximately eight cars at any given time. **SEE EXHIBIT 2: FIGURE 5.** Fedex operation hours on Monday-Fridays are 7:00AM-11:00PM. Although there are approximately 162 additional spaces in the West parking lot of the shopping center, this is still something to consider.

Finally, drop-off & pick-up of children is always a concern with any commercial school in a retail shopping center. Given that some young children will be utilizing this facility, it will be important that parents or responsible adults park before escorting young children into the school. Furthermore, because these uses sometimes create problems when students are picked up after class, Staff recommends the approval of Holtz Education Center's reserved parking spots for the allotted time frames of 8:40-9:00AM & 2:40-3:00PM.

Appropriateness of Use:

The shopping center is zoned B-2, Community Shopping District. While this zoning district includes sixty-two (62) listed "Permitted Uses", only ten (10) of them are for non-retail types of uses. In other words, the B-2 District is intended primarily to provide retail shopping opportunities for the community. With the exception of Papa John's and Men's Warehouse, this center has become a service oriented commercial center. While these uses do not help support the local sales tax which Willowbrook relies on, it may be unrealistic at this point to assume that most retailers would find the space suitable. This location in particular, due to its location alongside Quincy instead of Route 83, would not be advantageous to a prospective retailer. Instead, this use will fill a long standing vacancy and bring more attention to the East end of the property, which may help to re-invigorate the Quincy Street-side plaza.

Utilities:

The proposed use will not alter the approved utility service plan.

Landscaping:

The proposed use will not alter the approved landscape plan, however it is noted that the center is not currently in compliance with its previously approved landscape plan. Staff will work with the management company to correct this situation as the center continues to be leased out. This includes shrubbery in the center islands of the West lot.

Wetland/Stormwater Management: The proposed use will not alter the approved storm water management plan.

Standards:

Section 9-14-5.2 of the Willowbrook Zoning Ordinance establishes seven standards that must be evaluated by the Plan Commission and Village Board. Recommendations may include conditions of approval if appropriate to mitigate any negative impacts created by the special use. A list of the special use standards is provided below, along with the proposed findings to be incorporated in the Plan Commission's recommendation and the Village Board's ordinance if approved.

- (A) That the establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare.

Finding: An 7,216 square foot commercial school in space number 7450 A will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare if approved with recommended conditions.

- (B) That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

Finding: While Staff has always expressed concern about the loss of retail space to non-retail users, traditional retailers are not currently part of this center and the space to be occupied by the applicant is not particularly suited to retail uses given its frontage on Quincy and lack of Route 83 exposure.

- (C) That the establishment of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

Finding: Again, while retail is preferred, certain non-retail uses are "permitted" in the zoning district. The proposed special uses will therefore not impede development of the surrounding area.

- (D) That adequate utilities, access roads, drainage and/or other necessary facilities have been or are being provided.

Finding: The shopping center is already provided with existing utilities, access roads, drainage and other facilities.

- (E) That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

Finding: The applicant's suggested reserved parking will allow a minimum occupancy time of no more than 20 minutes within the designated time frames. Should students arrive in transportation provided by the school district, the vehicle will be shorter than the average bus, approximately 15 feet in length. Turning templates will be provided by the applicant should a larger transportation vehicle be utilized. **SEE EXHIBIT 2: FIGURE 5**

- (F) That the special use shall in all other respects conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission.

Finding: The proposed special use itself conforms to all other applicable regulations of the district in which it is located.

- (G) Conditions in the area have substantially changed, and at least one year has elapsed since any denial by the Village Board of any prior application for a special use permit that would have authorized substantially the same use of all or part of the site. (Ord. 97-O-05, 1-27-1997)

Finding: This applicant has not requested approval in the past to locate in this shopping center.

Staff Recommendation:

The proposed tutoring use in this location will help fill a vacancy and bring additional life to the shopping center, particularly in this difficult to lease location which only has access to Quincy. Additionally, it will not generate any negative impacts on the center as long as larger school buses do not navigate through the parcel's parking lot and students are dropped-off & picked-up. The applicant has stated that the only buses that Holtz Education Center will expect are those that are approximately 15 feet in length. Should a larger vehicle be needed, the applicant has agreed to produce a turning template for the respective vehicle. In addition, the applicant has agreed to produce the proper signage to designate the 6 parking spots to be reserved for drop-offs and pick-ups. Staff supports the requested Special Use and recommends the Plan Commission approve the following sample motion:

Based on the submitted petition and testimony presented, the special use for a 7,216 square foot commercial school in space 7450 A in the Willowbrook Plaza Shopping Center for Holtz Education Center meets the standards for a special use as outlined in the Staff report prepared for the February 3, 2016 Plan Commission meeting and deliberated by the Plan Commission; therefore I move that the Plan Commission recommend approval of PC 16-01 subject to the following conditions:

1. The special use granted herein only applies to the 7,216 A square foot space in Unit 7450 A.
2. The applicant shall provide turning templates should the need arise for a larger, traditional school bus.
3. The applicant shall provide the appropriate signage for the requested parking spaces adjacent to the front and East entrance of the building. Signage should be approved by the Village of Willowbrook and placed in a designated area prior to the issuance of a certificate of occupancy. See attached EXHIBIT 2: FIGURE 3.
4. The special use shall be null and void if construction of the proposed use is not commenced and a certificate of occupancy is not granted within eighteen (18) months of the date of any approval of the special use by the Village Board.



Addendum to the Application for a Special Use Permit

Holtz Educational Center is a for-profit, therapeutic day school that provides special education alternatives to students utilizing the principles of Applied Behavior Analysis (ABA). Holtz Educational Center accepts students between the ages of 3-14 years who are diagnosed with Autism Spectrum Disorder (ASD) and related disorders. The school's mission is to provide the highest quality, research-based educational services to assist individuals in achieving their full potential. As the number of students identified as having ASD continues to increase, there is a need for schools that specialize in ABA; an empirically validated treatment approach that has produced clinically significant results. Treatment therapies that are grounded in ABA are considered to be the most effective therapeutic and educational interventions available for individuals with autism (Wong et al., 2013). As the prevalence rate of children with disabilities and those with autism in particular, continues to grow, there is a need for a school like ours in Willowbrook and the surrounding communities.

The school in its operations will provide no negative or deleterious effect on any part of the community. Nor will the school have a negative impact on any of the standards (9-14-5.2) of your ordinance. Rather Holtz Educational Center will benefit Willowbrook and its surrounding area by increasing employment opportunities. We estimate that within three years we will have employed approximately 45 new positions at this location. In addition, we will be providing students with disabilities a safe and caring environment in which they can learn the skills they need to be independent and successful in their home school and community. All initial staff, hold either master's or doctorate level degrees and have expertise working with this population.

The Holtz Educational Center's vision is that every child should have the opportunity to receive high quality instructional programming within an individually motivating environment. To achieve this goal, we have identified several key strategies and initiatives that we will utilize:

- Recruiting and retaining highly effective and committed faculty and staff
 - Selective and competitive screening and hiring process for faculty and staff (minimum of a bachelor's degree if working with children, certain positions require a master's degree, experience working with children with autism or related disorders)
 - Rigorous orientation and ongoing training and professional development program
 - Staff incentive program
- High standards and expectations, rigorous curriculum, and powerful instruction
 - Strives to help children reach their maximum potential

EXHIBIT 1: Figure 2

Required Application Submittals #2 Addendum and Standards

- Provide students with an environment where they are motivated to actively participate
- Encourage and prepare parents to be active participants in their child's education
- Provide programs that address the core deficits of autism
- Research new ideas and methods that are scientifically-based
- Respect each student's individual personality and create programs that foster confidence and competence
- Systems of support that meet student needs
 - Least Restrictive Environment
 - Outlined tiered program for intensive programming through re-integration support.
 - "Graduation/ transition/ reintegration" requirements within the school and between schools
 - Accommodations and modifications
 - Classroom supports
 - Differentiation of instruction/ input-output channels
 - Availability of curriculum
 - Modification of available curricular tools
 - Access to special education curricular tools
 - Exposure to commonly used district specific curricular tools to support reintegration
- Engaged and empowered families and community
 - Parent involvement at multiple levels:
 - Parent training
 - PTA
 - Involvement in school activities
 - Observation in the classrooms
 - Volunteer opportunities
 - Committees
 - Home visits
- Community
 - Provide awareness and sensitivity training for the community
 - Police/ fire department partnership/ awareness/ Professional Crisis Management training
 - Community workshops/ outreach
 - Park district facilities/ Special rec partnerships
 - School district collaboration/ consultation
 - Reintegration services
 - Community based instruction and learning opportunities (local to school and local to families/district)
 - Student volunteer/ community service opportunities
 - Participation in local government/ community groups
 - National business partnerships

We recognize the important role families have in the lives of the students and the need for

EXHIBIT 1: Figure 3

Required Application Submittals #2 Addendum and Standards

parents to be active participants in their child's education. As a result we provide parents the opportunity to consult with teachers and directly observe their child's progress. Parents will also receive daily notes home from their child's teacher as well as quarter/trimester progress reports. In addition, upon request and administrative approval, families can benefit from home or community visits each quarter/trimester and have the opportunity to participate in parent teacher conferences throughout the year. Moreover, parents are also encouraged to attend parent workshops, join parent committees, and volunteer at the school.

The projected enrollment numbers for the end of the first school year are not expected to exceed a total of 9 students, and by the end of the third school year the total student enrollment is not expected to exceed 26 students. During the first school year, the school's faculty and staff is expected to consist of approximately fifteen full and part-time individuals. By the third year, we anticipate that the maximum number of school faculty and staff (including interns) at the school at one time will increase to approximately thirty-six full and part-time employees (please see On-Site Occupancy document for a breakdown). The large number of faculty and staff to student ratio is a result of the high level of support provided to students in the program as we teach the students the skills they need for increased independence.

It is expected that students will be in attendance throughout the school year and although the majority of students enrolled at the school will be funded through their home school district, private pay students can also attend. Holtz Educational Center will be approved and monitored through the Illinois State Board of Education and, as a result, the tuition rate is determined by the Illinois Purchased Care Review Board.

School hours are expected to be Monday through Friday from 9:00am – 3:00p.m. Student drop-off is expected to occur between 8:40-9:00 and pick-up is expected between 2:40-3:00. We plan to provide signage to reserve six individual parking spaces adjacent to the front entrance of the school for vehicles to pick-up and drop-off students. Students will most likely be transported either via taxi, parent/guardian, or in a shorter school bus (approximately 15 feet long). As each student vehicle will pull into 1 full size space, the existing striping will be used. No full-size school busses will be used to transport children. Arrival and departure is expected to take a minimum of 10 minutes and a maximum of 20 minutes. This is calculated by the following: a) It will take approximately 1-2 minutes to pick-up and drop-off each student; b) this calculation assumes that each student arrives in a separate vehicle; any students who share a vehicle will impact the arrival/departure by decreasing allotted time; b) 2 minutes for a group of 6 vehicles results in a minimum of ten minutes for the arrival/departure for 30 students. These are approximations, however, occasionally weather or other conditions may impact the time it takes students to enter or depart the school from their vehicle. All student transportation vehicles will be required by the school to enter from the North end of the parking lot and pull into the reserved spaces (i.e., only one vehicle per space at any point in time). Drivers will not be allowed to leave their vehicles. Please see Document #8: Proposed Student Pick-up and Drop-off.

As we are just beginning to accept students, this process will be further refined and any needed modifications or adjustments will be made to the plan in order to ensure that traffic flow in the area will remain unaffected. However, based on past experiences, we do not anticipate any needed changes even as the student population increases.

EXHIBIT 1: Figure 4

Required Application Submittals #2 Addendum and Standards

We request that the six reserved spaces for vehicle loading and unloading be utilized after students are present as short term visitor parking while school is in session. During the school day, there will be a limited number of visitors consisting of current and prospective parents, district representatives, and on occasion volunteers/interns.

As a therapeutic day school, one of the goals is to help transition students back to their home school district as soon as reasonably possible. It is our belief that students should be educated within their own community and have the opportunity to engage in the same educational and social opportunities as their peers to the maximum extent appropriate. Because of this, the school utilizes a tiered system of support to help students achieve greater independence and reintegration.

Section 9-14-5.2 of the Zoning Regulation

- A. The operation of the Holtz Educational Center will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare of the community.
- B. The school will not be injurious to the use and enjoyment of other property in the vicinity of the school, nor will the presence of the school diminish and impair property values within the neighborhood.
- C. The school will have no effect on the development or improvement of surrounding property for uses permitted in the district.
- D. All existing roads, utilities, drainage, and other facilities already exist and will not be negatively impacted.
- E. It is expected that students will be in attendance throughout the school year.
- F. Holtz Educational Center intends to comply with all applicable regulations of the district in which it is located, including such regulations that have been modified by the Village Board.
- G. There is no knowledge of any previous applications or denials that have occurred within one year for this site.

EXHIBIT 1: Figure 5

On-Site Occupancy Chart

Elementary School						
	2016-2017		2017-2018		2018-2019	
	Year Beginning	Year Ending	Year Beginning	Year Ending	Year Beginning	Year Ending
Projected Student Enrolment	3	9	9	18	18	26

Note: Students occupying the building will arrive and depart via school district transportation and will not be occupying parking spaces during this time.

Elementary School Staff						
	2016-2017		2017-2018		2018-2019	
	Year Beginning	Year Ending	Year Beginning	Year Ending	Year Beginning	Year Ending
CEO and President [Karen Harper]	1	1	1	1	1	1
Director of Operations [Imran Khan]	1	1	1	1	1	1
Principal	1	1	1	1	1	1
Human Resources	1	1	1	1	1	1
Director of Program & Behavior Services	1	1	1	1	1	1
Classroom Behavior Therapist	0	1	2	3	3	4
Finance and Accounting	1	1	1	1	1	1
Classroom Teachers	2	2	3	3	4	4
Speech Language Pathologist	1	1	1	1	1	1
Occupational Therapist	1	1	1	1	1	1
School Nurse					1	1
Teacher Aides and Assistants	2	6	8	11	14	16
School Operations Support Staff	1	1	1	1	1	1
Interns	2	2	2	2	2	2
Maximum Staff on Site During business hours	15	20	24	28	33	36

EXHIBIT 2: Figure 1



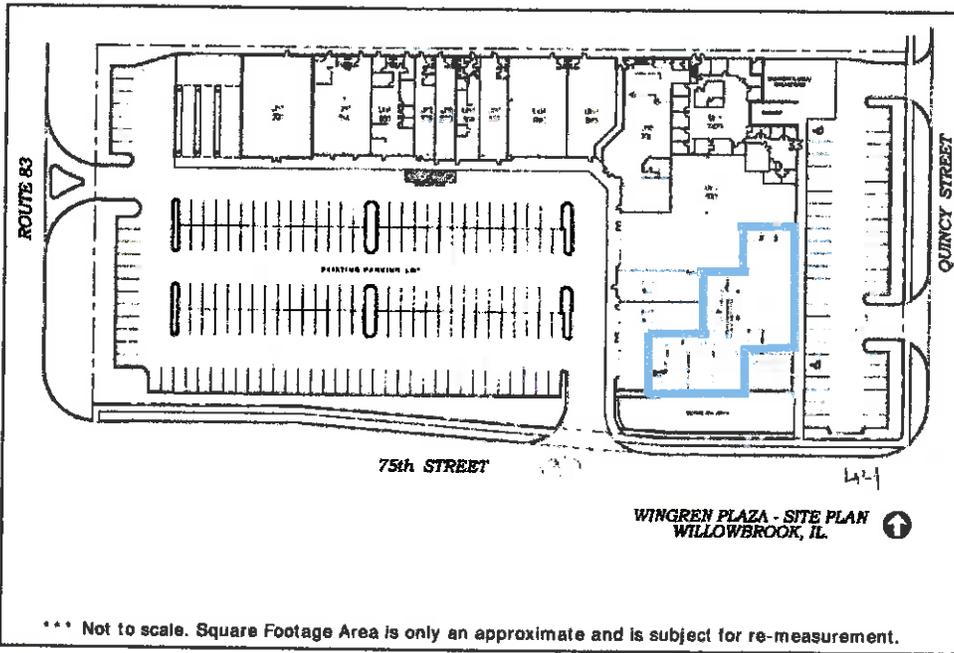
Property Solutions
Group

Brokerage | Management | Development

Willowbrook Plaza

NEC 75th and Kingery Hwy
Willowbrook, IL 60521

312-262-1400



UNIT	TENANT	SIZE
800	Bank Buildout Available Drive Thru Area Available	3,943 2,320
894	Orange Theory	3,063
880	Chiropractor	2,274
876	Tutoring Center	1,110
870	Available	1,125
864	Papa John's Pizza	1,300
858	Restaurant Available	1,504
846	Salon Suites	3,101

UNIT	TENANT	SIZE
840	Pilates Studio	2,235
834	Nail and Day Spa	4,800
830	FEDEX Kinko's	7,260
820	Men's Wearhouse	1,260
810	ATT Wireless	2,904
7420	Available (Offices)	5,061
7450 A	Proposed Holtz Educational Center	7,216
7450 B	Available (Offices)	1,074
TOTAL SQUARE FEET		51,350

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EXHIBIT 2: Figure 2

**Required Application Submittals
#21 Conceptualized Floor Plan**



This is our conceptualized floor plan. It is anticipated that some changes (i.e., widening of hallway, conversion of some open space into classrooms) will occur prior to occupancy, while other open spaces may become classrooms later. We will prepare and submit our plans for internal construction of the premises after the approval of the special use by the Village. We recognize that these are subject to review by the Village staff prior to the issuance of a building permit.

Construction Schedule

It is expected that all construction will be completed within 120 days of approval.

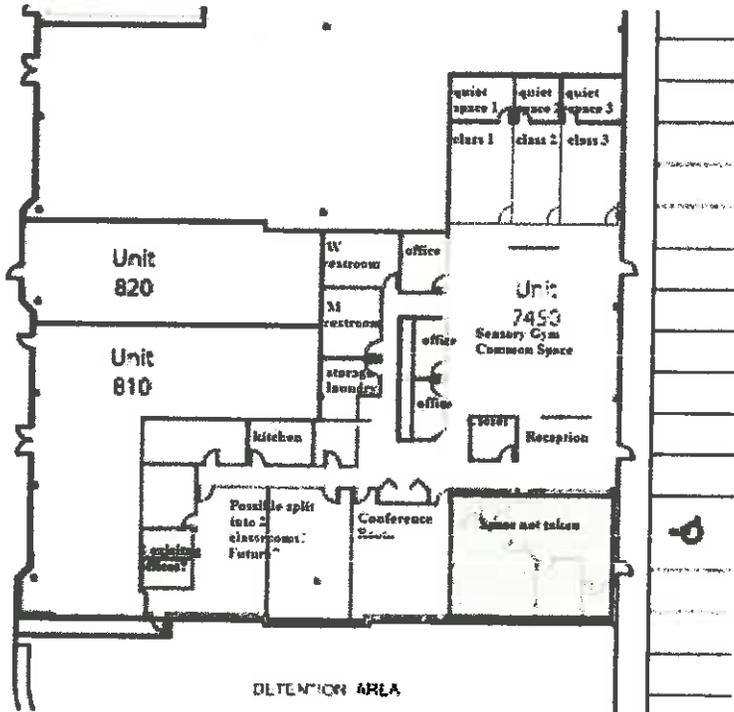


EXHIBIT 2: Figure 3

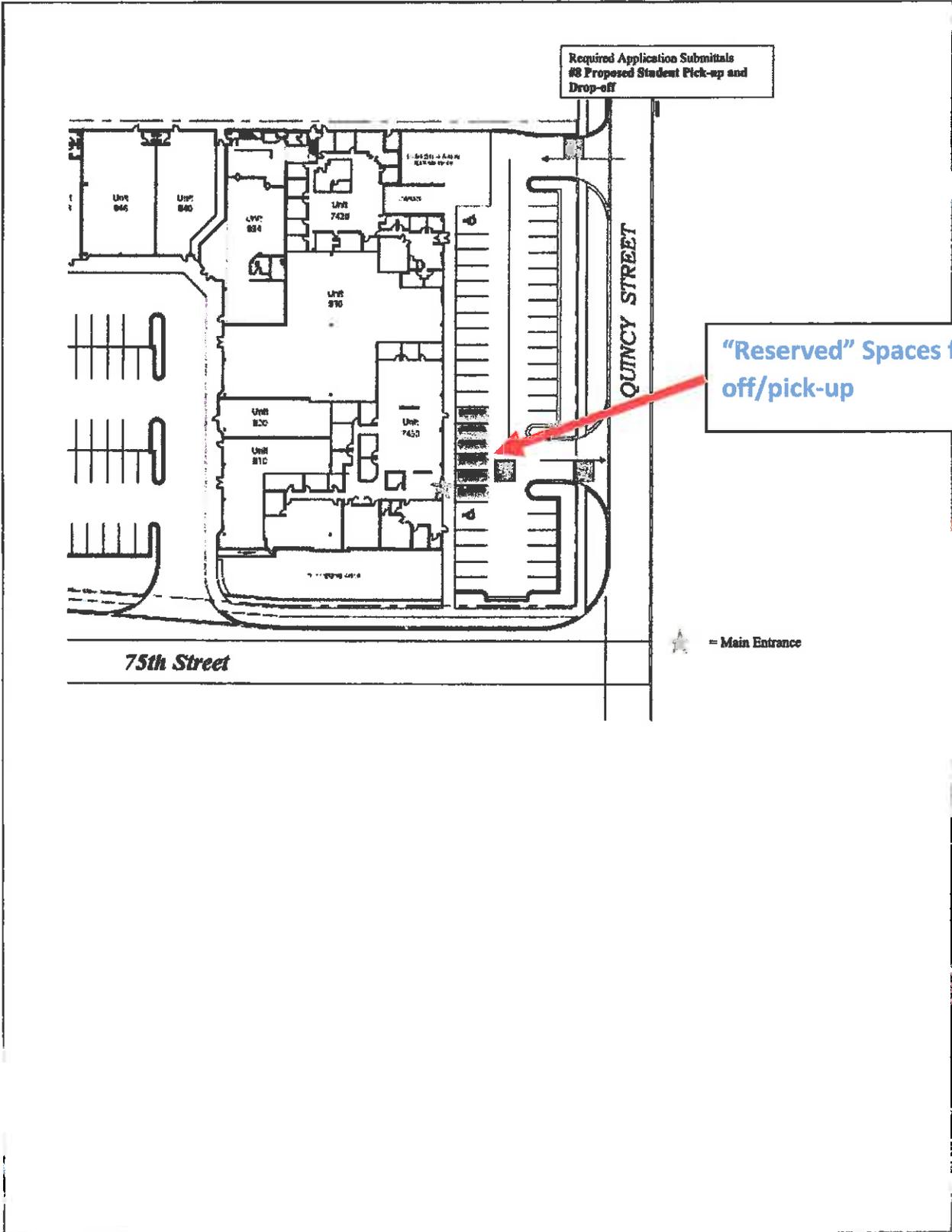


EXHIBIT 2: Figure 4

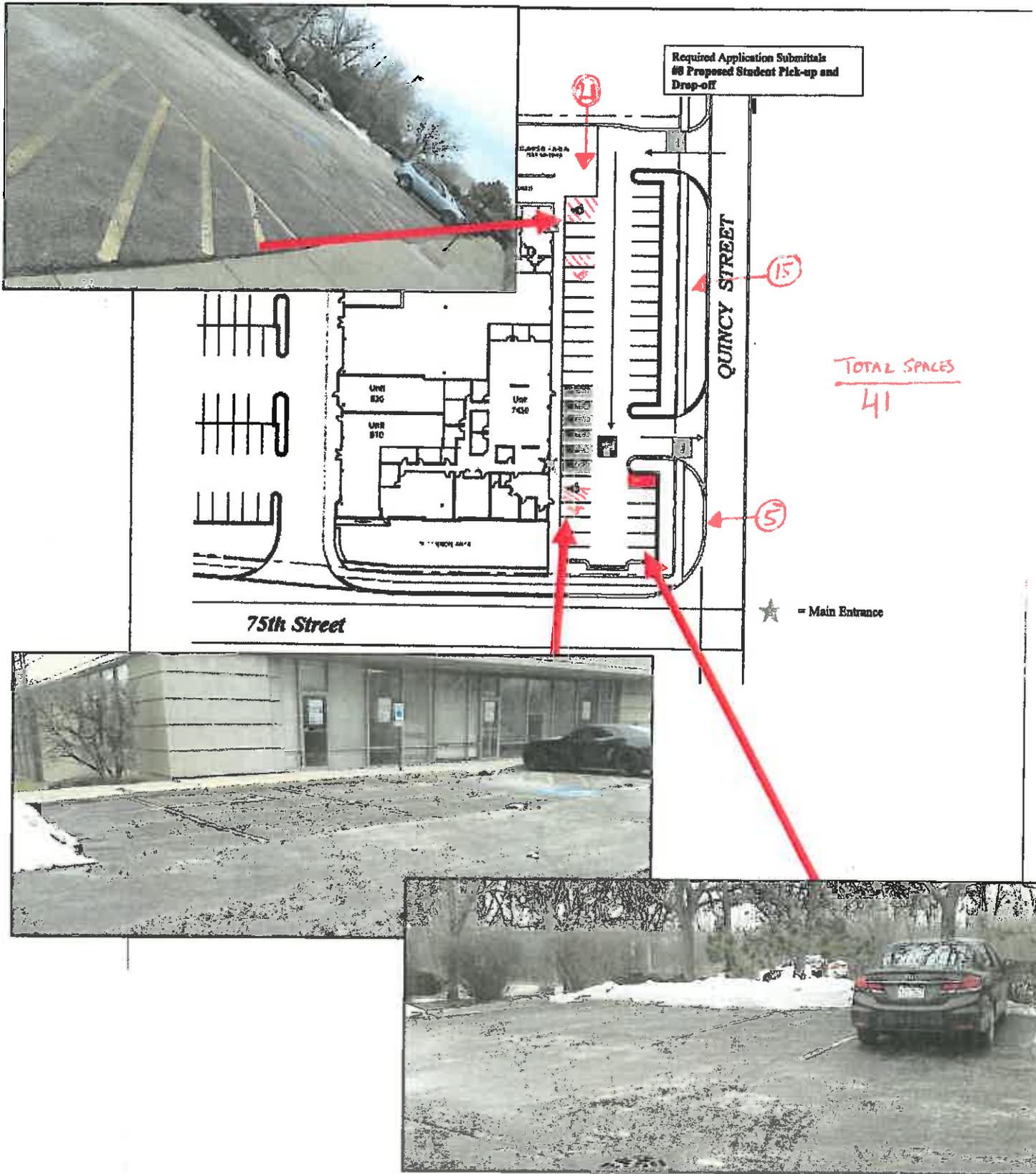


EXHIBIT 2: Figure 5



**Typical 8 vehicles currently
parked in lot**