

## PLAN COMMISSION

NOVEMBER 15, 1995

Members Present: Dan Robison, Carl Cepon, Ken Hellstern, Bill Smith and Chairman Rudny

Members Absent: Bill Gill and Steve Kaplan

Other Officials Present: Jon Wildenberg, Director of Building; Tracy Einspanjer, Village Planner; Bud Reed, Village Engineer; Barbara Swanson, Village Attorney; and E.M. "Butch" Maiden, Rolf C. Campbell and Assoc.

1. Call to order by Chairman Rudny at 7:30 P.M.
2. a. Mr. Hellstern moved, seconded by Mr. Smith, to approve the minutes of October 4, 1995, as presented.

Roll Call Vote:

Ayes: Robison, Cepon, Hellstern, Smith & Rudny

Nays: None

Motion Carried 5-0

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- b. Mr. Smith moved, seconded by Mr. Hellstern, to approve the minutes of November 1, 1995, as presented.

Roll Call Vote:

Ayes: Robison, Cepon, Hellstern, Smith & Rudny

Nays: None

Motion Carried 5-0

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3. Gurnee Holiday Inn Request for Shared Parking

Ms. Einspanjer explained that improvements to the Holiday Inn site will result in a net loss of 14 existing parking spaces. The zoning ordinance does provide for consideration of shared parking arrangements between uses if it can be shown that there is an overlap of patronage between the uses. Holiday Inn is requesting approval for 14 shared parking spaces so they can proceed with the planned improvements. The Village Board has forwarded this request to the Plan Commission for review and recommendation.

Mr. Alan Rosenzweig, consulting architect for the Holiday Inn, presented plans showing the contemplated exterior changes to the building and the parking lot changes needed to improve circulation. The existing drop-off canopy will be revised and a more direct pathway to Rt. 132 will be created within the lot. Landscaping and flagpoles will be added.

Holiday Inn is requesting consideration that 10% of the patrons for the ball room, restaurant, and lounge at any one time may also be hotel guests. If so, total required parking for all uses on the site would equal 368 spaces. Handicapped parking ratios will be maintained. Parking areas south of the building are currently fully developed.

Mr. E.M. Maiden noted that, in some cases, shared parking for this mix of uses could be as much as 20%. In addition, there may be opportunities for tandem or valet parking during large events.

Mr. Rosenzweig added that the restaurant clientele is typically comprised of 80% hotel patrons.

Ms. Einspanjer reported that the Village's traffic consultant felt 10% was a reasonable overlap figure in this situation.

Mr. Cepon moved, seconded by Mr. Hellstern, to forward a favorable recommendation to the Village Board regarding Holiday Inn's request for a 10% shared parking arrangement.

Roll Call Vote:

Ayes: Robison, Cepon, Hellstern, Smith & Rudny

Nays: None

Motion Carried 5-0

4. Public Hearing: Argo Federal Savings Bank Special Use Permit

Ms. Einspanjer explained that Argo Bank is requesting to add two drive-thru service lanes to the existing bank facility at Washington St. and Cemetery Rd. The area is zoned PUD C/B-2. Straight C/B-2 zoning allows drive-thru lanes for banks by right; however, the SouthRidge Annexation Agreement stipulates that drive-thru proposals follow a special use permit public hearing process on the subject property.

Mr. Robison removed himself from the Plan Commission in regard to this matter.

Mr. Brad Nickerson, Argo Bank; and Mr. Dan Robison, consulting architect, presented plans and information concerning the proposed drive-thru. Two lanes are contemplated to offer typical banking services in a convenient manner to customers. An ATM will be in one of the lanes. A canopy will extend from the east side of the building to provide protection from the elements. The peak traffic period is expected to be 4 p.m. - 6 p.m.

Chairman Rudny commented that automobile back-ups onto Cemetery Road would be a primary concern. Ms. Einspanjer noted that the connection in the rear of the building to the Montessori School area would need to be addressed.

Mr. Russell Johnson, 263 Big Terra & President of the Southridge Farms Homeowners Association, expressed the following concerns: the possibility of cars in the drive-thru lanes stacking onto Cemetery; the possibility that cars may stack on Cemetery Road past the north entrance of the commercial center, and; mixing bank traffic with school traffic.

Ms. Catherine Ozark, 1131 N. Belle Plaine and owner of the Montessori School, expressed concern about traffic circulation, safety of children, and the ability of fire and rescue vehicles to get into the site. She indicated that the commercial center experiences great volumes of traffic around 11:30 a.m. and 3:00 and 6:00 p.m. She would like to obtain "School Zone" signs for the surrounding roads.

Mr. Chuck Shattuck, 36684 Old Woods Trail, stated that the drive-thru bank lanes will make accessing the play area at the northeast corner of the site dangerous for children. He expressed concern about putting the type of facility that is a target for robbers next to a school. He also expressed concern about the introduction of strangers to the site which could increase the potential for kidnappings. He presented the Commission with the 131 signatures on petition slips in opposition to Argo's plans.

Ms. Val Ceckowski, 3876 University Avenue, has 2 children that attend the school and expressed concern about the safety of children accessing the playground area at the northeast corner of the site. She would like to see signage installed which directs patrons to the drive-thru lanes and prohibits commercial traffic from circulating around the back of the site.

Ms. Janna Wright-Brown, 21819 W. North Avenue in Antioch, expressed concern with the traffic flow into and on the site. She couldn't imagine how the proposed drive-thru lanes would work with the constant flow of traffic into the site during peak school hours. She expressed a need for directional signage.

Mr. Ken Kline, 6114 Honeysuckle Lane, lives on the street that is immediately south of this commercial center. He said that traffic into the back of the center is horrible and that the timing of the traffic signal at Cemetery and Washington Street is terrible.

Mr. Tim Casey, 547 Pierce Court in Grayslake, has 2 children that attend the Montessori School. He expressed concern about traffic circulation and the design of the parking lot. He requested striping of the parking lot and the installation of directional signage to facilitate traffic flow on-site.

Ms. Caroline Silha, 6180 Indian Trail Road, stated that the adjacent roadways and site are congested with traffic. She couldn't see how the 2 drive-thru lanes and proposed landscaping could physically fit in the area east of the building. She indicated that the school is the anchor for the commercial site and should be given the most consideration

Ms. Diane Kline, 6114 Honeysuckle, noted that turns are tight and the site can be very congested.

Ms. Sue Lewis, 364 Churchill Lane, stated that it is difficult to exit Winchester Estates in the morning because of traffic on Washington. Additional traffic on Cemetery Road would result in changes to the timing of the traffic lights at Washington & Cemetery which would add to her difficulties.

Mrs. Seymour, 305 Churchill, expressed concern for traffic congestion; safety of children playing in a non-fenced area; adequacy of existing parking; noise on Washington Street; and the prospect of declining property values.

Ms. Diane Goralczyk, 6068 Morningside, noted concerns for safety of school children at play and traffic congestion at peak hours.

Mr. Steve Goehring, 2160 Maplewood Drive, questioned the timing of the traffic signal at Cemetery and Washington. He noted that only 3-4 cars can stack south of Washington before stacking past the north entrance to the site. He expressed concern about the width of the north curb cut and indicated that turning movements into the center are difficult when cars are waiting to exit. He also expressed concern about the safety of children accessing the play area at the northeast corner of the site.

The Plan Commission discussed the need for the petitioner to address a traffic study, the width of drive-thru lanes, and interior circulation and signage on the site.

Mr. Smith moved, seconded by Mr. Cepon, to continue the public hearing to December 6, 1995.

Roll Call Vote:

Ayes: Cepon, Hellstern, Smith & Rudny

Nays: None

Motion Carried 4-0

5. Public Hearing: Meister Group

Messrs. Jerry Meister, Meister Group; John Martin, JEN Land Design; and Ron Adams, Pearson-Brown Consulting Engineers, presented information concerning this project.

The subject property consists of 41 acres at the northeast corner of Dilley's Road and Stearns School Road, and is currently in unincorporated Lake County. Development of 91 single-family lots, averaging 13,500 square feet in size is proposed. Homes would market at an average price of \$250-275,000. A good deal of customization will be available on each home. Three-car garages may also be incorporated onto any lot; however, over 1/3 of the lots are specifically targeted for three-car garages by having a minimum 90' width.

Sanitary sewage from the site may now flow to the North Shore Sanitary District - Gurnee Plant by virtue of a recent facilities planning area (FPA) change. A temporary lift station will be needed until a larger trunk line, designed to serve a greater area north of Stearns School Road, is installed. Water is available via development to the south. Detention will be provided per Village ordinance and dry basins are hoped to be used.

One main entry from Dilley's Road is planned, while an emergency access will be provided off of Stearns School Road. Traffic generated from the new subdivision should not have any negative effect on the functioning of the Dilley's/Stearns School intersection and traffic signal.

Chairman Rudny asked how the proposed PUD concept is creating a better development pattern over a design predicated on the application of R-2 zoning criteria. The petitioner pointed out that R-2 zoning typically generates a density of 1.5 units per acre, while the current R-2 PUD concept is at 2.2 units per acre. A lower density would render the project not economically feasible. There are significant infrastructure costs to develop this land in comparison to its size, including: a sanitary lift station, some portion of a sanitary interceptor line, and public streets. Homes would have to average a sales price of \$350,000 or more to make the project work. However, the site involved may not be able to command \$350,000 per home.

Public comments were then received:

Mr. Paul Bunnel, 2149 Maplewood, noted that a zoning transition to larger size lots had already been made in Pembroke, that smaller lots on the subject site could reduce values of existing homes, that traffic is currently bad in the area, and that lot size and density are of primary concern.

Mr. Rick Goodwin, 2185 Maplewood, indicated concern for traffic speed on Stearns School Road. He questioned the potential need for a traffic signal at Westfield Drive and Stearns School Road and stated that one problem with PUDs is timing because economic fluctuations can stall construction at times. Mr. Goodwin questioned the need for a PUD on the site and commented that the basic development pattern seems good.

Mr. John Houser, 15548 Stearns School Road, expressed concern for overland drainage across the back of his property and the location of proposed sanitary sewer lines.

Ms. Kim Wade, 2148 Cherrywood Ct., noted that traffic is already heavy in the area and that a sanitary sewer line is located in her yard.

Ms. Elizabeth Dawley, 15548 Stearns School Road, questioned the future provision of municipal sewer and water utilities to her unincorporated lot.

The Plan Commission discussed the petition further noting specific concern for the proposed density being above the 2.0 units per acre as designated on the Comprehensive Plan.

Mr. Smith moved, seconded by Mr. Robison, to forward an unfavorable recommendation to the Village Board regarding the Meister Group petition.

Roll Call Vote:

Ayes: Robison, Cepon, Hellstern, Smith & Rudny

Nays: None

Motion Carried 5-0

The meeting was adjourned at 11:30 P.M.

Voice Vote: All Ayes

Submitted by,

Jon Wildenberg, Secretary  
Plan Commission