

VILLAGE OF GURNEE

PLAN COMMISSION

PUBLIC HEARING

held

August 19, 1998

7:30 PM

GURNEE MUNICIPAL BUILDING

325 North O'Plaine Road

Gurnee, Illinois

1 PLAN COMMISSION:

2

3 DONALD RUDNY, Chairman

4 JIM SULA

5 BILL SMITH

6 LYLE FOSTER

7 BRYAN WINTER

8 KRISTINA KOVARIK

9 CARL CEPON

10

11 ALSO PRESENT:

12

13 JON WILDENBERG

14 TRACY VELKOVER

15 BARBARA SWANSON

16 BUTCH MAIDEN

17

18

19

20

21

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

23 CSR License No. 084-003104

24

1 CHAIRMAN RUDNY: The Village of Gurnee

2 Plan Commission meeting will now come to order.

3 Can we have roll call, please.

4 MS. VELKOVER: Winter.

5 MR. WINTER: Here.

6 MS. VELKOVER: Foster.

7 (No response.)

8 MS. VELKOVER: Absent. Smith.

9 MR. SMITH: Here.

10 MS. VELKOVER: Sula.

11 MR. SULA: Here.

12 MS. VELKOVER: Kovarik.

13 MS. KOVARIK: Here.

14 MS. VELKOVER: Cepon.

15 MR. CEPON: Here.

16 MS. VELKOVER: Rudny.

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

19 (Pledge of Allegiance.)

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

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

4

1 Mr. Cepon.

2 MR. CEPON: I have one correction. On

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

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

7 (No response.)

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

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

11 MR. WINTER: Second.

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

16 MS. VELKOVER: Winter.

17 MR. WINTER: Aye.

18 MS. VELKOVER: Smith.

19 MR. SMITH: Aye.

20 MS. VELKOVER: Sula.

21 MR. SULA: Aye.

22 MS. VELKOVER: Kovarik.

23 MS. KOVARIK: Aye.

24 MS. VELKOVER: Cepon.

5

1 MR. CEPON: Aye.

2 MS. VELKOVER: Rudny.

3 CHAIRMAN RUDNY: Aye. Motion carries

4 and it is so ordered.

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

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

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

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

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

6

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

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

5 request from Nextel.

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

12 (Witnesses sworn.)

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

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

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

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

24 And as stated, I am here to ask

7

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

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

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

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

21 CHAIRMAN RUDNY: Mr. Smith.

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

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1 aggregated stone as they are?

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

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

6 MS. KOVARIK: Do you have any signs on

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

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

13 CHAIRMAN RUDNY: Anything else?

14 (No response.)

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

18 (No response.)

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

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

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1 antennas and the building.

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

4 MR. SULA: Second.

5 CHAIRMAN RUDNY: Was that Mr. Sula?

6 MR. SULA: Yes.

7 CHAIRMAN RUDNY: Second by Mr. Sula.

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

11 MS. VELKOVER: Winter.

12 MR. WINTER: Aye.

13 MS. VELKOVER: Smith.

14 MR. SMITH: Aye.

15 MS. VELKOVER: Sula.

16 MR. SULA: Aye.

17 MS. VELKOVER: Kovarik.

18 MS. KOVARIK: Aye.

19 MS. VELKOVER: Cepon.

20 MR. CEPON: Aye.

21 MS. VELKOVER: Rudny.

22 CHAIRMAN RUDNY: Aye. Motion carries
23 and it is so ordered.

24 MR. STERN: Thank you very much.

10

1 CHAIRMAN RUDNY: Thank you.

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

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

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

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

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

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

11

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

3 (Witnesses sworn.)

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

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

9 CHAIRMAN RUDNY: Make sure you hold the

10 mic up so everybody can hear you.

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

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

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

12

1 part of the property wrapping around the building.

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

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

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

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

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

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

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

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

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

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

24 We have provided 50 feet distance

14

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

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

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

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

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

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

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

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

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

14 down below it.

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

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

16

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

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

7 Is that the one for the shopping
8 center?

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

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

15 way, where does that part go?

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

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

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

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1 to exit through the carwash?

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

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

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

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

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

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

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

18

1 MS. PRECHT: This area here?

2 MS. KOVARIK: No.

3 MS. PRECHT: I'm sorry.

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

6 MS. PRECHT: Into that.

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

9 MR. JENSEN: Which exit?

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

12 MR. JENSEN: There's double doors.

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

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

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

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

21 MS. KOVARIK: No, I mean --

22 MS. PRECHT: On the median?

23 MS. KOVARIK: On the south side.

24 MS. PRECHT: Those arrows just indicate

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

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

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

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

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

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

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

18 he drives them over to the --

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

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

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

20

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

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

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

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

11 MR. DEPKE: We hope so.

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

18 MR. JENSEN: Normally what you do is you

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

21

1 the front and they could drive out.

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

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

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

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

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

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

20 MS. PRECHT: From here to here?

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

22

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

4 MS. VELKOVER: Okay. 24 feet.

5 MS. PRECHT: That would be two lanes.

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

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

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

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

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

21 circulation?

22 MS. PRECHT: Just showing the
23 circulation.

24 CHAIRMAN RUDNY: Because I think -- now,

23

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

3 MS. VELKOVER: Right.

4 CHAIRMAN RUDNY: So he did review it?

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

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

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

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

21 One of his concerns was the

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

24

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

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

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

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

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

25

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

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

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

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

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

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

20 MR. JENSEN: Right.

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

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

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

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

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

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

24 Our code requires one parking space

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

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

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

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

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

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

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

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

3 MR. DEPKE: Mr. Chairman.

4 CHAIRMAN RUDNY: Yes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21 (Enter Mr. Foster.)

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

1 Illinois is going to do with 21.

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

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

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

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

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

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

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

24 CHAIRMAN RUDNY: It has not been open to

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

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

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

6 MR. DEPKE: Bob Depke.

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

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

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

12 MS. KOVARIK: Petitioner.

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

14 MS. KOVARIK: Going back to circulation.

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

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

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1 interrupting the whole area.

2 If you move that over then we're

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

23 CHAIRMAN RUDNY: Okay.

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

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

5 And both the Petitioner and the

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

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

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

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

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

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

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

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

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

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

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

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1 for this property.

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

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

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

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

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

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

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

24 Now that's I think what you're

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

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

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

11 MR. SULA: I guess --

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

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

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

24 So we like to review them for

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

3 MR. SULA: Okay. Thank you.

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

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

16 Mr. Foster.

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

21 CHAIRMAN RUDNY: Mr. Smith.

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

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

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

9 CHAIRMAN RUDNY: Any other questions or
10 comments?

12 our employee entrance.

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

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

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

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

5 (No response.)

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

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

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

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

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

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

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

2 MR. WINTER: Mr. Chairman.

3 CHAIRMAN RUDNY: Mr. Winter.

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

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

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

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

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

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

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

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

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

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

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

15 MR. DEPKE: We just --

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

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

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

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

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

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

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

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

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

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

17 main --

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

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

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

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

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

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

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

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

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

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

17 MR. CEPON: And then what about the

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

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

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

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

3 MR. CEPON: Now what side is that?

4 MR. JENSEN: That's north.

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

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

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

13 MR. CEPON: Okay.

14 MR. DEPKE: Mr. Chairman.

15 CHAIRMAN RUDNY: Yes, Mr. Depke.

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

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

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

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

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

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

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

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

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

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

22 MR. DEPKE: Eight until probably six.

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

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1 MR. DEPKE: Except rainy days.

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

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

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

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

21 next door.

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

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1 that intersection?

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

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

13 CHAIRMAN RUDNY: Okay.

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

21 CHAIRMAN RUDNY: I guess it would only

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

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1 it into the detention area I guess.

2 MR. WILDENBERG: That can always happen.

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

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

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

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

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

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

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

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

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

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

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

9 MR. DEPKE: To get the people in.

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

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

20 MR. JENSEN: Shoe shines.

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

24

MR. SULA: I guess all these things

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

3 MR. JENSEN: Videotapes.

4 CHAIRMAN RUDNY: Any other questions or
5 comments?

6 (No response.)

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

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

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

22 MR. SMITH: Second to that.

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

1 this? Mr. Cepon.

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

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

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

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

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

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

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

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

1 that change in the motion?

2 MR. WINTER: Sure.

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

5 MS. VELKOVER: How many?

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

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

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

14 (No response.)

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

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

21 MS. VELKOVER: Winter.

22 MR. WINTER: Aye.

23 MS. VELKOVER: Foster.

24 MR. FOSTER: Abstain.

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

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

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

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

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

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

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

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

21 MR. FRANCKE: Yes.

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

24 Wait, it's a public hearing so we

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

5 (Witnesses sworn.)

6 CHAIRMAN RUDNY: Okay. Please proceed.

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

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

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

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

1 members of the public and we intend to walk through

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

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

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

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

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

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

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

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

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

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

24 MR. COXON: Chairman Rudny and Members

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

3 As Hal said, my name is Hal Coxon

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7 currently located in Lake County.

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

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

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

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

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

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

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

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

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1 are also being explored with Metra and Pace.

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

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

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

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

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

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

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

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

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

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

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

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1 problems that may occur.

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

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

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

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

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

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

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

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

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

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

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

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

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

12 The Six Flags entertainment village

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

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

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

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

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

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

14 121 as well as the College of Lake County.

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

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

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

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

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

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

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

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

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

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

14 CHAIRMAN RUDNY: I'm sorry?

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

17 housing?

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

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

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

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

17 And then after that I would open

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

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

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1 MR. FOSTER: Mr. Chairman.

2 CHAIRMAN RUDNY: Mr. Foster.

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

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

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

19 answered.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

18 CHAIRMAN RUDNY: Yeah, that works fine.

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

21 CHAIRMAN RUDNY: Well, could you state

22 your name and affiliation for the record, please?

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

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1 Prism and Six Flags development.

2 CHAIRMAN RUDNY: Thank you.

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

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

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

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

23 of the development.

24 Before I start talking about them

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

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

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

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

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

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

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

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

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

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

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

1 feet of space.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 lower scale, very natural kind of environment,

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

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

11 CHAIRMAN RUDNY: Could you just --

12 MR. deFLAN: I'm sorry.

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

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

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

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

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

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

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

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

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

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

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

3 But we really hope that this has

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

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

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

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

21 CHAIRMAN RUDNY: Any other questions?

22 (No response.)

23 CHAIRMAN RUDNY: Okay. Thank you.

24 MR. deFLAN: Thank you very much.

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

3 MR. FRANCKE: Okay.

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

5 Chairman.

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

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

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

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

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

24 CHAIRMAN RUDNY: He just wants to know

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

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

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

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

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

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

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

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

7 We are seeking, you'll recall,
8 C/S-1, I-2 underlying zoning with a PUD for the
9 whole project. Preliminary PUD approval is what
10 we've asked for for the whole project.

11 If you look at the components we've
12 talked about now, the water park, the parking, the
13 employee housing, the conservancy area, and now
14 this hotel conference center, we've now spoken of
15 probably a little over 100 of those 131 acres.

16 Again, I'm trying to -- I'm getting
17 to the point of the question that Commissioner
18 Foster asked before, we understand your concern
19 about the detail and the theme and the concept and
20 the interaction of the retail that's being proposed
21 for here. We understand that and I'm not -- we're
22 not trying to push that off.

23 What we're saying is based on our
24 discussions with staff we understand the concerns

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1 about the outlots. We've suggested some specific
2 standards. We know that we need to get farther
3 along with staff and Mr. Maiden on that issue. We
4 know we've presented some standards on this
5 component, we know we need to get farther along
6 with your consultant and with staff.

7 And I would encourage you -- by

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

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

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

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1 nature.

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

9 want to do it exactly like that.

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

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

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

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

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

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

9 And some of the preliminary

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

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

18 CHAIRMAN RUDNY: Mr. Winter.

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

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

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

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

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

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

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

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

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

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1 to do is bring them all together.

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

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

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

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

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

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

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

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

12 MR. MILLER: Good evening. My name is

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

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

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

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

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

14 around the area.

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

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

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

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

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

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

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

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

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

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

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

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

24 People will come to the site and

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

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

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

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

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

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

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

17 And so one of the things that we

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

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

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

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

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

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

19 traffic coming from the south.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

23 from Milwaukee and back or to take Hunt Club.

24 If traffic that was coming from the

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

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

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

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

24 encouraging us to look at these other alternatives.

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

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

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

24 And we looked at a couple of time

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

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

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

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

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

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

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

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

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

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

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

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

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

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

24 And so we're looking at those two

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

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

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

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

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

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

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

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

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

1 right turn lanes so there would be two lanes at

2 that and it would be signalized.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6 here.

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

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

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

7 interchanges that they're evaluating currently.

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

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

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

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

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

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

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

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

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

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

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

24 It's a little bit difficult to try

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

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

11 with each of the different uses in here.

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

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

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

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

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

11 CHAIRMAN RUDNY: Okay. Any other

12 questions from the Commissioners?

13 Mr. Winter.

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

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

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

24 They already have the plan we have

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

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

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

24 That is something that is all part

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15 But really the cost is the major

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

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

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1 standpoint.

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

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

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

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

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

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

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

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

18 CHAIRMAN RUDNY: Mr. Smith.

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

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

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

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

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

17 MR. MILLER: It could have been.

18 CHAIRMAN RUDNY: I agree with Mr. Smith,

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

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

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

3 MR. MILLER: Well --

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

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

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

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

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

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

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

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

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

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

21 these ramps are signalized.

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

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

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

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

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

21 I understand what you're saying if

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

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

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

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

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

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

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

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

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

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

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

24 of seems like a real dandy solution here if the

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1 ramps don't go in.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 evaluate those all kind of on the same ground.

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

5 MR. WINTER: Of this year?

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

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

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

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

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

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

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

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

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

24 CHAIRMAN RUDNY: Mr. Smith.

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

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

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

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

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

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

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

3 traffic from many different ways.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

22 I mean just strictly from a traffic
23 standpoint. Are you basically going to put in the
24 road for them?

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1 MR. MILLER: Well, I'll leave that to
2 the others to get into the who is going to pay for
3 all that. But I mean that's obviously a very
4 important point. And we know that at that stage
5 and with the discussions with the County the County

6 is not going to commit to that.

7 And so we know that we have to
8 have -- through whatever mechanism we've got to get
9 that road upgraded to what we have recommended as
10 part of these improvements. So that we have felt
11 is the basic. If we can't do that we can't make
12 this project work.

13 And so the exact how all those
14 details are worked out and what proportion, how
15 that's going to be handled from the financing
16 standpoint is still being worked out.

17 But as I said, from the County
18 standpoint as long as they're not putting anything
19 into it they're more receptive to the upgrading
20 because they really don't have any financial
21 obligation on that.

22 CHAIRMAN RUDNY: Mr. Sula.

23 MR. SULA: I guess I'd like to also
24 express some concern about the timing -- perceived

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1 timing of the interchange.

2 My view is that during the blue
3 ribbon process there was a much higher level of
4 commitment and/or confidence that the interchange
5 would be earlier rather than later than what I'm
6 sensing tonight.

7 And frankly the alternative is a
8 bit of a root goldberg (phonetic) in my mind and
9 I'm frankly surprised that we're hearing that Level
10 of Service C can be obtained with all this.

11 And I guess I'd like to hear from
12 Tracy or Jon in terms of what concerns that staff
13 has in terms of the assumptions that are being made
14 by Metro to get to Level of Service C, what you
15 would be most concerned about from a staff level to
16 give us a better understanding in terms of whether
17 C is really buyable or not.

18 MR. WILDENBERG: I think what we'd like
19 to do with the traffic is have our consultant come
20 in and make a presentation to you and explain his
21 findings and go over his information with you
22 directly. And I imagine that question will be
23 answered among others.

24 CHAIRMAN RUDNY: Do you have an idea of

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1 when that could be done? Is that something that's
2 feasible for the next meeting?

3 MR. WILDENBERG: I think it could be,
4 yeah.

5 MR. SULA: I think that would be very
6 helpful.

7 MR. MILLER: I should mention or I did

8 mention before we have had several meetings with
9 Village staff and with your traffic consultant.
10 They have reviewed thoroughly our report and have
11 concurred at least in these meetings with what we
12 have come up with.

13 But it might be beneficial for
14 them -- for you to hear that directly. But we felt
15 it was obviously very important before tonight that
16 we've had that kind of review and we've had that
17 kind of input from Village staff and your
18 consultants relative to the entire study from the
19 assumptions on the trip generation to the
20 distribution of the traffic to the improvements
21 that have been identified and the level of service
22 that we've identified at all these intersections.

23 So we have spent a lot of time
24 making sure that at least from the Village staff

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1 level that there is a comfort level relative to
2 these improvements. But I would reserve that for
3 the consultant to be able present that directly to
4 you.

5 CHAIRMAN RUDNY: Actually, Jim, I have a
6 question for you. I read the report from the
7 citizens committee but you were there.

8 And it seems to me that you guys

9 had really the same kind of opinion on the
10 implementation of the ramps on Washington to move
11 forward on this. I mean even if it's -- I think
12 Bryan and even if it's long term commitment, you
13 know, three, five years out at least we know that
14 it will be coming. I mean is that -- am I correct
15 in that?

16 MR. SULA: Actually, it's a little
17 stronger than that. It's one of the few items that
18 there was a 99 percent plus vote that if something
19 had to happen it was that the interchange should be
20 in immediately even for the initial phases.

21 And I need to go back and check my
22 notes, but there was a lot of concern that there
23 was no way we could get to Level C on the
24 alternative routes when it was presented to the

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1 blue ribbon committee.

2 And traffic was like the one
3 uniform issue that everybody seemed to agree upon
4 during the process that we needed the interchange
5 like concurrent with the initial development of
6 their complex.

7 CHAIRMAN RUDNY: Is there any other
8 questions? Ms. Kovarik.

9 MS. KOVARIK: I think Lyle was first.

10 CHAIRMAN RUDNY: Oh, Lyle. I always
11 look this way. I don't know.

12 MR. FOSTER: That's okay. I just wanted
13 to make sure that I understood back on the table
14 that was in your report why there is no numbers,
15 even though it might be insignificant, but for the
16 employee traffic coming in or is the employee
17 traffic included in the numbers that you have?

18 That was the employee housing, the
19 two asterisks. But are the employees of the
20 different entities included in these numbers?

21 MR. MILLER: Right. I mentioned that
22 before that it's our understanding that
23 employee/visitor housing that this is not really
24 going to be generating traffic.

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1 This would be people either who
2 were living there and they would be moving
3 typically outside of those peak hours. They would
4 not normally be like most of the other uses there
5 that would be generating traffic during those
6 hours.

7 They would be -- their hours that
8 they would be either driving over to or in most
9 cases since they're already on the site there may
10 be a shuttle or something else that would be taking

11 them to the facility or they walk to it.

12 So it's significantly different
13 than the other uses that are there that are
14 actually going to be bringing traffic from the
15 outside into the site.

16 It was my understanding for the
17 employee or visitor housing these would be people
18 on-site that would be there that would -- in many
19 cases would be people that are working at the site
20 that would be living there and in most cases would
21 not be driving from the outside coming to that
22 facility. They would be there, and as I said,
23 either take a shuttle bus or walk to wherever
24 they're working at.

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1 So we were not anticipating that
2 that element of the development was really going to
3 be generating any traffic during those peak hours
4 and may not even be generating very little traffic
5 even during the course of the day.

6 MR. FOSTER: I'm sorry, I think that you
7 misunderstood me. I think I understood that part.
8 I guess I'm asking employees of the various
9 components. Is that --

10 MR. MILLER: That's taken into account.
11 All these trip generation factors take that into

12 account. That's a total of both it may be visitors
13 or employees.

14 So the generation factors that we
15 used for these uses take all of that total traffic
16 into account. I'm sorry I misunderstood you then.

17 MR. FOSTER: One part of your report I
18 guess -- I understand you're the expert and I
19 respect that -- but I guess I don't in terms of I
20 guess I'll call it the local perception when I
21 think we stated that the peak demands that you did
22 not look at morning times.

23 That's kind of what you said. And
24 I guess it always seems that, you know, you got

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1 these families like mine that try to get at these
2 places when they open up and kind of get there with
3 the kids about an hour and a half before the gates
4 open or when the parking lot is open.

5 We always seem to think like there
6 are people that are the early birds that are
7 impacting local streets or impacting something
8 anticipating the location to open up.

9 And you seem to indicate that the
10 morning was not necessarily an issue. And in that
11 your plan really seems to have traffic going on the
12 streets to get into the site, you know, that at

13 least whether or not that becomes a peak I just
14 think that in your report there has to be some
15 recognition and comment on that.

16 MR. MILLER: There is in terms of, as an
17 example, Great America right now. And we had --
18 from the Tollway we had volume counts every hour on
19 all of these ramps.

20 And if I recall on a Saturday I
21 believe or maybe it was even a weekday the peak
22 traffic on this ramp I believe was from nine to ten
23 in the morning which is earlier than the one to two
24 in the afternoon. So there is heavier traffic on

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1 certain movements.

2 When we looked, though, at the
3 entire area trying to analyze that we're looking at
4 all of these intersections in combination. And at
5 that time where maybe this ramp that's heading
6 north from the expressway and going east on Grand
7 Avenue to Great America might have its peak earlier
8 than what we're doing, when you look at all of
9 these other ramps and other intersections the
10 traffic at that time is substantially less than it
11 is at one to two.

12 And so it is true that there may be
13 certain movements that would have a higher volume

14 during that morning. And of all of these uses that
15 we're showing here the theme park may have some
16 earlier morning peaks, probably not the same as the
17 traditional street peak hour which is like 7:30 to
18 8:30.

19 I don't think you're going to get
20 for the theme park people there that early. But
21 there could be from nine or ten in the morning or
22 just before that opens up.

23 But when we look at the traffic we
24 look at all of these uses in combination to

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1 determine the cumulative peak. We also look at, as
2 I said, all of the surrounding intersections and
3 when their peaks are occurring. And at that
4 earlier morning, especially on a Saturday, that is
5 not when that peak occurs. It occurs, as I said,
6 from one to two. Now you've got the impact of
7 Gurnee Mills, Great America and some of these
8 others.

9 So when we're analyzing it from a
10 traffic standpoint we have to look at the
11 cumulative peak of all of these uses, all of these
12 surrounding intersections.

13 It is true that there may be a
14 selected hour especially in the morning as people

15 are coming there or there may be certain movements
16 that might be heavier during that one hour than
17 they are at that say one to two PM period, but when
18 we do an analysis we've got to look at, you know,
19 really when is the peak for this entire area.

20 So you're right, there may be
21 something like the water park, there may be a time
22 earlier than that one to two PM peak that we showed
23 on a Saturday where you've got heavier inbound
24 traffic. Likewise in the evening when people are

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1 leaving the water park, and that might be six
2 o'clock, it might be seven o'clock, you may have an
3 outbound peak that might be heavier for some of
4 these movements.

5 But again we've got to look at the
6 total combination of all of these uses plus the
7 surrounding traffic and that's what we typically
8 use for our design.

9 CHAIRMAN RUDNY: Is that it, Lyle? Ms.
10 Kovarik.

11 MS. KOVARIK: I have a lot of questions
12 about your traffic study.

13 When you talk about these
14 improvements that are beyond what the County is
15 planning to do with Washington, I know they planned

16 to four lane it after the year 2003, when you talk
17 about the ones beyond that, making the right turn
18 lanes, does the County have easements for that land
19 or would that involve having to get into taking
20 land since these are not part of the plans?

21 MR. MILLER: This is what we were
22 talking with them at the meeting a week or two ago
23 and looking at the right-of-way that is available.

24 And it's our understanding I

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1 believe the two additional movements that we were
2 talking about, this northbound right turn lane and
3 the westbound right turn lane, I believe when we
4 talked about that that there still is a sufficient
5 right-of-way that those improvements could be in
6 there.

7 That is something we're continually
8 trying to detail and work out with them. But in
9 our meeting with them, as I recall, that was
10 something that it did appear to be within their
11 right-of-way. But those kind of refinements and
12 details are things that we're still continually
13 trying to work on.

14 MS. KOVARIK: And again these
15 improvements that are beyond what the County wants
16 to do, obviously I think that probably somebody

17 else is going to pay for it, would those be
18 completed before the project opened?

19 MR. MILLER: When we have --

20 MS. KOVARIK: Is this something
21 necessary for the project and then it's five or ten
22 years before this stuff gets in?

23 MR. MILLER: Anything on Washington
24 including the two drives, the widening of

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1 Washington, this right turn lane, left turn lane,
2 anything that is basically along this routing that
3 we have talked about has got to be done and --

4 MS. KOVARIK: Before?

5 MR. MILLER: We have not done a
6 piecemeal, we have looked at the full buildout.

7 We have not gone back and done --
8 tried to break it up into smaller pieces to try to
9 see if there could be some staging of these things.

10 The Washington Avenue upgrading
11 along with our two drives we feel has to happen
12 right off the bat. I mean there is no staging of
13 that, that has to go in. Washington is under
14 capacity right now, there's no question about that.

15 It could be that say a specific
16 right turn lane that we've identified over at
17 Washington and Milwaukee or some of these

18 individual movements, it's possible that they could
19 be delayed a year or two depending on how quickly
20 the whole site built out.

21 We haven't really got into that
22 level of seeing if some of the smaller
23 improvements, specifically some of these turn
24 lanes, specifically right turn lanes, if they could

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1 be phased a little bit later.

2 We haven't really got to that.
3 What we've done is really say okay, let's take the
4 entire development at full buildout, what is the
5 shopping list of improvements that need to be done
6 to accommodate that. And that's what we've done
7 and that's what we've reviewed with the Village.

8 We haven't taken it to potentially
9 the next step to see if some of those could be
10 phased. I don't really think there's too many that
11 could be phased other than initially.

12 MS. KOVARIK: Okay. When you were
13 talking about the left into the site right before
14 you get to the Tollway, you said rather than being
15 able to make it double you probably have to make it
16 single because you have to narrow it back down.

17 Are the plans to widen Washington
18 and leave the bridge pilings there as two lanes so

19 you have to merge and then unmerge?

20 MR. MILLER: No. And the engineer is
21 not here from Manhard that has been looking at that
22 in more detail themselves.

23 And it's my understanding that if
24 you're familiar with that I know the existing two

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1 lanes are on the southern end of that one pier.

2 And there is room between the pier
3 and the north portion of the bridge. It's not
4 constructed now but there's a sufficient width. So
5 essentially the two lanes in each direction would
6 be separated by that center pier. And that would
7 connect into the existing four lane section just to
8 the east of that.

9 They have looked at that in very
10 much detail and have laid out those plans and
11 that's what that's being based on. Now if we get
12 to a point that there is this interchange at
13 Washington then we have looked at this section of
14 Washington in the immediate vicinity of the
15 interchange has got to go to six lanes.

16 At that point that entire bridge on
17 Washington including the bridge over Washington has
18 to be totally reconstructed. And that is -- that
19 is a major expense. But if you're putting an

20 interchange you can justify that cost of doing that
21 all at that same time.

22 MS. KOVARIK: Who owns the bridge, the
23 State or the County?

24 MR. MILLER: That's the Tollway.

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1 MS. KOVARIK: The Tollway owns the
2 bridge. All right. I want to ask you some
3 questions about the thought process behind taking
4 the traffic off Grand westbound.

5 Grand westbound is six lanes, it's
6 got the double lefts. I personally think it moves
7 better than Washington at any time of day. I don't
8 find that there's a lot of pedestrians and children
9 and bicycles up on Grand like you find on
10 Washington because of the schools and the parks.

11 Help me understand why you wouldn't
12 take it up on Grand that has the infrastructure
13 rather than --

14 MR. MILLER: This ramp right here to go
15 north and then west, typical capacity of a loop
16 ramp is about 1,500 to 1,700 cars in one hour. The
17 volumes that the Tollway gave us, and this was a
18 year ago, that ramp was over 2,000 cars during the
19 evening peak hour.

20 It is already at capacity. Grand

21 Avenue, and as you have the Bass Pro Shop and you
22 continue to get development, even though this
23 section of Grand Avenue is six lanes it is carrying
24 a substantial amount of traffic.

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1 The problem with Washington is it's
2 a two lane road. It is carrying about 24,000
3 vehicles per day on a two lane road. You typically
4 begin thinking about a four lane road at about 14
5 to 16 thousand. So it is well beyond what a
6 typical two lane road would carry.

7 MS. KOVARIK: It's also a two lane road
8 that runs through areas of schools, parks and
9 residences unlike Grand which is all commercial.

10 So you're telling me we're
11 diverting from Grand that has the infrastructure
12 because of the ramp, not because of Grand?

13 MR. MILLER: It's both. It's both. The
14 volume of traffic on Grand Avenue in this area and
15 with all the turns is very substantial.

16 But if it really -- this
17 interchange is really the controlling point. The
18 Tollway understood and that's why the Tollway I
19 think is interested in the interchange at
20 Washington to be able to relieve some of the very
21 heavy problems and congestion that are at that

22 interchange right now.

23 MS. KOVARIK: Okay. In your traffic
24 study I didn't see anything about the significant

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1 amount of accidents they already have at two of
2 those intersections you're using. They are the
3 number two in the report, intersections for
4 accidents in Gurnee.

5 And there's nothing addressed and I
6 don't think it has a lot to do with turn lanes. It
7 seems to be more speed. If that was taken into
8 account that we have accident problems there
9 because of the design of the intersection or the
10 speed. Hunt Club and Washington is number two.

11 MR. MILLER: Which are the two? I'm
12 sorry.

13 MS. KOVARIK: Hunt Club and Washington
14 is number two for accidents and number one for
15 accidents with injuries. And Washington and 21 is
16 number four for accidents out of all the
17 intersections in Gurnee for the amount -- for the
18 number.

19 And I didn't see anything in your
20 report that would address whether it's the design
21 or the speed or --

22 MR. MILLER: Well, I have not looked at

23 those from an accident standpoint. We have looked
24 at it from a capacity standpoint.

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1 Sometimes accidents can be created
2 because there's not sufficient capacity. If the
3 left turn lane such as you're heading north on
4 Milwaukee and then making that left turn if you
5 have a left turn lane that's not sufficient of
6 length that may create some problems.

7 That was not something that either
8 the Village staff or consultant has specifically
9 brought up or for our attention. So we have
10 primarily looked at it from strictly a capacity
11 standpoint.

12 MS. KOVARIK: Is it possible?

13 MR. MILLER: Many times capacity
14 improvements can reduce accidents if an accident
15 pattern is due to a lack of capacity or specific
16 movement that's not being handled. So it could be
17 that some of the improvements that were proposed
18 here even though we're adding the additional
19 traffic could also improve some of that.

20 MS. KOVARIK: Could you add that to your
21 report? I think there was some other things.

22 MR. MILLER: If we could get the
23 information from the Village on those intersections

24 we can look at those accident patterns and see what

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1 are some of the specifics that seem to be the major
2 patterns at these intersections and see if the
3 improvements that we're recommending from a
4 capacity standpoint may also assist in the accident
5 portion of it, yes. If we could get that
6 information from the Village.

7 MS. KOVARIK: All right. And then this
8 is probably an education thing, why is it not
9 possible to just put ramps into -- directly into
10 your parks and on ramps back onto the Tollway
11 rather than building an interchange in general?

12 It has been done at other theme
13 parks in other parts of the country where they had
14 their own on and off into their theme park
15 directly.

16 MR. MILLER: Well, I think if you're
17 talking about say somewhere up in this area just
18 north of Washington the real problem is the
19 closeness of that to Grand Avenue. You need to
20 have a certain amount of spacing between these on
21 and off ramps so that you don't create weaving
22 problems and even more of a serious accident
23 situation.

24 If this site were further removed

1 or you had more spacing between these that may or
2 may not be a feasibility. It becomes a little bit
3 more difficult when you have a Tollway because
4 you've got to then control how are they collecting
5 those tolls. It's not like a straight highway
6 where it's free and you have a little bit more
7 flexibility in terms of ramping and how you handled
8 that.

9 But I would say probably the
10 biggest reason that that could not occur, and we
11 have not looked at that in any more detail, but I
12 would say would be this spacing. You've got Grand
13 Avenue obviously is a major interchange and has
14 traffic right now on Saturdays that backs south
15 from there in many cases past even Washington.

16 So I think that would be something
17 that would be very difficult. I really -- I would
18 be very, very surprised if that would be something
19 the Tollway would even entertain as a special
20 benefit interchange as opposed to something that
21 could better serve the region.

22 I think when they're looking at
23 trying to justify an interchange they're trying to
24 get as much benefit out of that for not just

1 necessarily a single user but can it benefit the
2 region and potentially relieve traffic on some of
3 the other surrounding roads and intersections.

4 MS. KOVARIK: Just a thought. These
5 signs that you said that you'll work with the
6 Tollway to get commitment to put these signs to
7 direct them onto 120, once they get off of the
8 Tollway and get on the State roads and the County
9 roads is there a commitment from the State and the
10 County to keep putting up signs?

11 MR. MILLER: We have talked to both
12 IDOT, Route 120 is under the jurisdiction of the
13 Illinois Department of Transportation and obviously
14 Hunt Club and Washington is under the jurisdiction
15 of the County.

16 We have talked to them about that.
17 If you only get the people off the Tollway and then
18 don't supplement that with additional signing along
19 that entire path then obviously it's not going to
20 have the benefit that we want to occur. So it
21 really is going to require the coordination of all
22 three of those agencies.

23 We have at this stage probably got
24 a stronger commitment from the Tollway, but we have

1 talked to both IDOT and the County about the
2 supplemental signs.

3 MS. KOVARIK: One more question. Can
4 you put the other picture back up of the ramp. If
5 those ramps go in we'll have a huge portion of the
6 area we designated for corporate campuses which
7 would be so necessary to support the destination
8 user, isn't that what that area on both sides of
9 those ramps are designated as corporate campuses
10 office/service?

11 So we're getting the ramps to serve
12 the entertainment village, we're giving a
13 significant portion of area that we would like to
14 see office/services.

15 MR. WILDENBERG: If you don't have the
16 facilities to move people in and out you're not
17 going to get the corporate campus.

18 MS. KOVARIK: Not as large with as many
19 employees or as many employers.

20 MR. MILLER: It's not shown on here but
21 I mentioned earlier the westernmost drive is about
22 a quarter of a mile west of here and would be
23 signalized and obviously would be our western drive
24 to the site.

1 But we also obviously see that as a
2 major roadway connection to development to the
3 south to be able to utilize that intersection. And
4 again the close proximity to an interchange here I
5 would think would enhance the viability of a
6 project having an interchange that close to it.

7 So there may be some tradeoff in
8 that.

9 MS. KOVARIK: Maybe it's just the
10 perception. How many acres do you think that -- I
11 mean it looks large to me, but maybe it's only four
12 or five acres on each side?

13 MR. MILLER: John, do you know if we
14 calculated the amount of the acreage?

15 MR. ROGERS: It's twenty acres.

16 MS. KOVARIK: Both sides or all
17 together?

18 MR. ROGERS: Each side is 20 acres. And
19 the area you're talking about is 300 for the office
20 development of the comp plan. So it's 20 acres out
21 of the three.

22 MR. MILLER: One thing that the Tollway
23 talked about, once these ramps are eliminated there
24 might be some -- I don't know if it's all the same

1 land owner or whatever -- but there -- that is a
2 possibility that this land which is within these
3 two ramps, this is all under the jurisdiction of
4 the Tollway.

5 There might be some trading of that
6 that might open up then these areas if possible for
7 development.

8 MS. KOVARIK: I'd like to make sure --

9 MR. ROGERS: They would do that.

10 MS. KOVARIK: We have been giving up a
11 lot of land, rezoning it, giving it up for whatever
12 reason that had been designated office/services.
13 We seem to be giving it up and they do add up as we
14 go through time. That's all the questions that I
15 have.

16 CHAIRMAN RUDNY: Okay. Well, it's
17 getting pretty late. I did promise the public that
18 we would open the floor to them so we'll give you
19 an opportunity now to ask your questions and state
20 your comments or concerns.

21 And if you would step up to the mic
22 and give your name and address for the record and
23 please speak to the Plan Commission.

24 MR. SILHA: Gary Silha, 6180 Indian

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1 Trail Road. I have a number of questions. I'll

2 just go through them in the hope that they can be
3 answered at the next meeting.

4 The first one, Hal mentioned early
5 in the presentation tonight that one of the
6 benefits to the residents was an increase in home
7 value which is important to everybody. I'm hoping
8 that could be elaborated on at the next meeting.

9 In my mind I'm confused as to how
10 taking a rural street such as Washington, making it
11 from two lanes to six lanes, plopping some economy
12 style hotels and then the inevitable gas station
13 and fast food chain that always accompany this type
14 of development on Washington, how that's going to
15 increase the home values to that area.

16 I'm a little bit confused to the
17 traffic study that was submitted to the blue ribbon
18 committee was dated November 19th. I'm uncertain
19 as to whether all your comments tonight, all
20 Prism's comments tonight in reference to the
21 traffic were based on that study or if there's been
22 an upgrade or another study that has come out after
23 that. I'm not looking for answers on these
24 tonight.

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1 MR. MILLER: Well, I can answer that
2 very quickly. Yes, there was. And it's dated June

3 8th of 1988 (sic). And the primary difference
4 between the study that I believe you saw that was
5 dated November of '97 and this current study is the
6 one in November included the events center.

7 And that was listed as what we had
8 called the Phase II development. And if you recall
9 we felt that if you've got the event center in that
10 Phase II the interchange was critical, you had to
11 have the interchange to serve that.

12 Since that blue ribbon committee
13 we've been told that the events center is not part
14 of this current package and so this traffic study
15 had no mention of the events center. So all of the
16 trip generation and the numbers and the analyses
17 have all been dealing with all the same uses except
18 the event center. That's the primary difference
19 between the two.

20 CHAIRMAN RUDNY: Okay.

21 MR. SILHA: Then can I assume that the
22 conference center concept that was added but not
23 originally in the original traffic study has been
24 added to these new numbers?

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1 CHAIRMAN RUDNY: The conference center
2 you're saying?

3 MR. SILHA: The conference center

4 concept, the hotel conference center.

5 I believe the original study dealt
6 with a hotel and events center and traffic based on
7 those two.

8 CHAIRMAN RUDNY: Maybe I'm wrong, but I
9 thought that the hotel still had a conference
10 center and the events center was separate.

11 MR. MILLER: Right.

12 CHAIRMAN RUDNY: The hotel always had a
13 conference center.

14 MR. MILLER: So the traffic generation
15 was the same for both studies.

16 MR. SILHA: Okay. In reference to the
17 number of rooms, there was 500 rooms in the hotel
18 mentioned with 500 parking spaces.

19 Where do the employees and the
20 conference attendees park?

21 CHAIRMAN RUDNY: Well, I think we are
22 going to be going through all the details of that
23 with that question for next time.

24 MR. SILHA: I'd like to hear more on

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1 Prism's intent to develop the outlots. That's one
2 piece on the diagram that hasn't been discussed
3 yet.

4 CHAIRMAN RUDNY: I'm sure -- that's a

5 good question. We're going to be getting into that
6 I'm sure in more detail at the next meeting.

7 MR. SILHA: I would hope all the
8 Commission members take careful note as to what
9 months that the traffic study, the counts were
10 taking.

11 For example, I know in the original
12 study the ramp on I-94 and Grand Avenue that the
13 traffic counts were May of 1997 which obviously
14 everyone in the town knows is not a peak period.
15 More peak would be July when Great America is at
16 its height.

17 So in that respect unless that was
18 revised I think the traffic counts might be
19 severely understated.

20 CHAIRMAN RUDNY: You know, I think the
21 other thing, too, is a lot of the details of that
22 plan are going to be reviewed by our staff and our
23 traffic consultants so those are details that we
24 can take a look at before the next meeting.

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1 MR. SILHA: Would that be Bill Grieve?

2 CHAIRMAN RUDNY: No, it's --

3 MR. WILDENBERG: Bill Grieve.

4 CHAIRMAN RUDNY: Bill Grieve is our
5 traffic consultant and then our Village staff, Jon

6 Wildenberg and Tracy will work with them.

7 MR. SILHA: Because I did have in my
8 notes that Bill did issue two memos.

9 CHAIRMAN RUDNY: And also Bud Reid will
10 be involved with that as well.

11 MR. SILHA: Bill did issue two memos,
12 October 22nd and December 8th, questioning a number
13 of assumptions in the original study. I'm not sure
14 whether the revised study took into account his
15 questions or not.

16 MR. MILLER: I can answer that. They
17 did.

18 CHAIRMAN RUDNY: Okay, go ahead. You do
19 you want to answer it next time?

20 MR. MILLER: I said they did take those
21 into account. That was part of that process to
22 make sure that we did incorporate those comments.
23 And they have in this study incorporated all those.

24 CHAIRMAN RUDNY: Okay.

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1 MR. SILHA: In reference to the traffic
2 flows, I would be curious to hear about how the
3 traffic on 120 from the proposed 53 extension would
4 get to this development.

5 The original traffic study assumed
6 a 2 percent increase in traffic per year until

7 2002. However, that study also stated that there
8 was a 20 percent increase in traffic on Hunt Club
9 Road north of Washington in just the previous year
10 which in my mind says that perhaps that increase
11 assumption of 2 percent might be a little bit low,
12 thereby making the total traffic count low.

13 CHAIRMAN RUDNY: Okay.

14 MR. SILHA: And finally, I didn't hear
15 any mention of how the bike path is going to fit
16 under that Washington viaduct. You mentioned that
17 it was so wide to fit four lanes but I'm not sure
18 if there's enough room there for also the bike path
19 which I believe is Gurnee's intent, it always has
20 been, to complete.

21 CHAIRMAN RUDNY: That is a good question
22 that we need to address the bike trail. Thank you.

23 MS. THOMA: Barbara Thuma, 1883
24 Gatewood.

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1 Originally the economic benefits
2 were projected in quote excess of ten million and
3 now I'm hearing six million and I'm wondering what
4 happened to the four million.

5 And I'd also like the issue of off
6 season vacancy of the employee housing site
7 addressed, that Great America isn't in session all

8 year. Thank you.

9 CHAIRMAN RUDNY: Thank you. Yes, ma'am.

10 MS. FRASCELLO: Kristine Frascello, P.O.
11 Box 236, Gurnee.

12 I just want to make one statement
13 that I think that everything you said for the last
14 two hours is exactly why this should not happen.
15 But that's just my point of view.

16 I don't understand how it was
17 stated by the zoning committee that they want to
18 maintain a rural feeling on Washington Street and
19 then at the same time they're saying they want to
20 put an interchange in. I don't think an
21 interchange is going to lower traffic in that area
22 at all, I think it's going to increase it.

23 Has it been proposed or even
24 considered putting the interchange onto Route 21

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1 which would take it out of a predominantly
2 residential area which you want to maintain a rural
3 quality on and put it where the off ramps come off
4 already, the northbound on ramp and the southbound
5 off ramp, continuing that onto the other side, onto
6 the eastern side of 21 and making it a full
7 interchange over there which would be putting it
8 onto an IDOT road, being Route 21, and completely

9 eliminating the complete and utter destruction of
10 Washington Street.

11 That's one question I would like to
12 see --

13 MR. MILLER: I think I can answer that
14 real quick.

15 CHAIRMAN RUDNY: Go ahead.

16 MR. MILLER: In talking with the
17 Tollway, they've been looking at eliminating the
18 Milwaukee interchange.

19 With the proposed extension of 53
20 and 342 as it heads east on 120 and then there's
21 flyover ramps. And actually, if you can see at
22 this here shown in the red is actually 120 just to
23 the south here represents that ramp as it
24 intersects the Tollway right about in this area.

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1 There is no way that if that whole
2 ramping system goes in that they could ever have an
3 interchange at Milwaukee. So it's been the intent
4 of the Tollway that the Milwaukee interchange will
5 be eliminated. Either as part of this plan or as
6 part of the ultimate 342 extension.

7 CHAIRMAN RUDNY: The other problem I
8 think you have, too, is if you were to put an
9 interchange at 21, traffic -- you're not really

10 servicing anything at 21 so then the traffic still
11 has to somehow get over to Washington and you're
12 going to load that intersection at 21 and
13 Washington.

14 So it just seems that it's best to
15 place the ramps closer to where the major use is
16 going to be to avoid loading your local system.
17 Would I be correct on that?

18 MR. MILLER: That's correct because
19 Milwaukee is a diagonal road, it really can't
20 efficiently distribute the traffic east and west.

21 MS. FRASCELLO: So basically the point
22 is that it doesn't really matter that a whole bunch
23 of people live in that area as long as the ramps
24 can go right into the development and service the

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1 result. That's kind of what I'm kind of getting
2 here. I'm wondering who the opportunity in this
3 community is for.

4 CHAIRMAN RUDNY: Well, that's
5 important, too. I mean if you didn't have to put
6 any ramps in it would be good, but you do have to
7 look at function as well.

8 And I don't see functionally that
9 that is going to work at all. And certainly if the
10 53 extension comes in it's going to be physically

11 impossible to put the ramps in at 21. So, you
12 know, from an engineering standpoint it just
13 doesn't seem feasible.

14 MS. FRASCELLO: Okay. Did the traffic
15 study take into consideration the new 260 unit
16 apartment complex that's proposed for the corner of
17 Washington Street south on Route 21? That would
18 probably add an additional several hundred cars to
19 that intersection right there.

20 MR. MILLER: I believe I mentioned --
21 well, it's taken into account actually a couple of
22 ways.

23 One is in terms of the background
24 traffic growth over the years. So indirectly it's

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1 taken into account as part of our total traffic.
2 But also I mentioned that this proposed signal that
3 we had shown at the on ramp at Milwaukee, and I've
4 seen the plans that are being proposed for that
5 development, it would be restriping the existing
6 Milwaukee to create a southbound left into the site
7 and a northbound left to go onto that ramp. And I
8 believe there's also talk about that signal.

9 So it does tie into it really, this
10 plan. We had proposed the signal here anyway.
11 What it does is even better, it does create those

12 left turn lanes that are currently not on that
13 section of Milwaukee.

14 Yes, it will add, you know, some
15 additional traffic to that area but again that we
16 feel that we've taken that into account in terms of
17 our total traffic assignment and it does fit into
18 the recommendations that are part of this plan.

19 CHAIRMAN RUDNY: Okay. Thank you.
20 Anyone else?

21 MS. PAPIERNAK: Rachel Papiernak, 6072
22 Indian Trail.

23 My first concern is I'm a resident
24 of South Ridge and like people over here were

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1 saying, Washington primarily has an -- as you go
2 southbound to Hunt Club residential subdivisions
3 that are in development currently.

4 So if we -- I know there's the
5 County is expanding Hunt Club, but with the traffic
6 pattern proposed people won't be able to make a
7 left to get out of their subdivision to get onto
8 Hunt Club or Washington just to go to the store or
9 whatever.

10 My other concern is South Ridge
11 goes to Hunt Club and to Washington. We have major
12 feeders to both of those and people cutting through

13 our subdivision to actually circumvent any traffic
14 at the corner of Hunt Club and Washington.

15 My other question is in none of
16 these drawings do they talk about one of my major
17 confusions with this whole thing is the
18 relationship to Cemetery Road in here. People use
19 that --

20 CHAIRMAN RUDNY: You mean where is
21 Cemetery?

22 MS. PAPIERNAK: Yeah, where is Cemetery
23 Road on any of these drawings.

24 CHAIRMAN RUDNY: I think you can -- can

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1 you show her Cemetery.

2 MR. MILLER: Cemetery Road would be
3 right about where it does this curve.

4 MS. PAPIERNAK: Right. But as it
5 intersects with Washington.

6 CHAIRMAN RUDNY: It's just to the west
7 of the site there.

8 MR. MILLER: It would be right about
9 here. This is not really to scale so it might be a
10 little bit distorted.

11 MS. PAPIERNAK: So my concern then
12 becomes that basically our subdivision is feeding
13 directly into the site almost, into the park.

14 CHAIRMAN RUDNY: I don't understand
15 what you're saying there.

16 MS. PAPIERNAK: We have Cemetery Road
17 from South Ridge subdivision we can go right onto
18 Cemetery and Washington.

19 CHAIRMAN RUDNY: Right. But that
20 doesn't feed into this site. Those two access
21 points to their site are east of Cemetery.

22 UNIDENTIFIED SPEAKER: But it's on the
23 western boundary of the property.

24 CHAIRMAN RUDNY: Cemetery is on the

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1 western boundary but you don't have any access onto
2 the site. Well, we'll address that. Go ahead.

3 MS. PAPIERNAK: Then I also share a
4 concern with one of the Planning Commissioners that
5 this concern of taking traffic off of Grand when
6 Grand is designed for non-residential commercial
7 use whereas Hunt Club and Washington are severely
8 residential with parks and community activities
9 and things like that. Thank you.

10 CHAIRMAN RUDNY: Thank you.

11 MR. MILLER: Could I -- let me try to at
12 least address a few of those things.

13 CHAIRMAN RUDNY: Sure. Go ahead.

14 MR. MILLER: One, and I did mention it

15 before, but it's probably worth putting it in
16 perspective.

17 This site is replacing the southern
18 portion of the Tri-State Industrial Park. We
19 did -- in our traffic study did a traffic
20 comparison for three different scenarios of what
21 the remainder of this part where we're doing our
22 site would generate in terms of traffic.

23 And at the worst case scenario if
24 you built it out to its maximum -- now, it hasn't

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1 been built to that -- but by Ordinance I guess you
2 could build it out for the remaining amount.

3 And you could build it out as much
4 as 4.6 million additional square feet just on the
5 portion that we have here. Now, that would
6 generate substantially more traffic, almost double
7 what we're proposing during the peak hours here.

8 If you take just the same
9 proportions for the remainder of the buildout that
10 has been built to date that would add about 1.8
11 million square feet. And that -- even that itself
12 would during the morning and afternoon peak hours
13 generate over 2,000 cars in both directions which
14 is comparable to what we are generating with this
15 development with those uses.

16 So I think it's important. That is
17 zoned the way it is right now. That remainder of
18 this industrial park could be built out with the
19 same of what it is built right now and generate
20 traffic during the same peaks -- actually, it would
21 generate it during the morning peak which we're not
22 really affecting and the afternoon peak would
23 generate, its two-way traffic would be comparable
24 to what this park with all of its uses are

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1 generating.

2 So I think it's important that
3 something could or will be built on this site.
4 It's a matter of those uses. And if this were to
5 continue to be built out the way it is right now it
6 would be generating comparable traffic during the
7 peaks that we're proposing.

8 The second thing is Washington
9 Avenue has been proposed to be a four lane road for
10 many, many years. It's been on the County's plan
11 for a long time, the County has just not gotten
12 around to it. It is a major arterial to be serving
13 east/west traffic. This is something the County
14 has been programming. It is not to be a two lane
15 road. It is programmed and has been programmed for
16 four lane road and has traffic right now that

18 whatever the Village would recommend on that. If
19 there's some way of restricting that flow,
20 cul-de-sacing that, somehow minimizing that effect,
21 we would be supportive of that.

22 We don't really see that that's
23 potentially the developer's issue but we do
24 recognize that that is a potential concern where

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1 Cemetery could carry potentially even more traffic
2 as people are trying to get between Grand and
3 Washington to potentially get to the site.

4 So I think that's a legitimate
5 issue that does need to be addressed as to see
6 somehow not only to minimize or eliminate the
7 cut-through that currently is on that road but
8 potentially might even increase with this
9 development.

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

11 MS. COURSHON: Mary Courshon, 55 Silo
12 Court. I live in South Ridge. That's no secret.

13 I want to start by saying that
14 every time I come to another presentation of this
15 white elephant it becomes progressively more
16 offensive.

17 When we are starting to talk about
18 the ideas and the concepts and then we went to the

19 slides with the Virgin Records and the big theaters
20 and we continued to again address architecture and
21 now a six story hotel and conference center in
22 glass and maybe concrete and then maybe not
23 depending upon the shell game next time they
24 present it.

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1 I moved here because Gurnee
2 represented a village that was interested in its
3 resident population. It had a detailed
4 comprehensive plan to ensure family life in the
5 Village. It tries very hard to support a park
6 district and activities in a community that is
7 residential.

8 And yet this is again another
9 meeting I'm at where we're going to rape Washington
10 Street where the comprehensive plan developed some
11 moderately priced homes as well as some expensive
12 homes to develop in this community.

13 To echo one of my neighbors, the
14 benefits that we're supposed to be getting from
15 this development is because we're going to get all
16 this money and not put any students in chairs.
17 Three sentences later we were going to reap the
18 profits of the corporate headquarters that are
19 going to move here that are going to put the same

20 damn students in the chairs he said he wasn't going
21 to give us.

22 As we discussed, destination hotel,
23 entertainment village, the night becomes later and
24 later. First we're going to talk about Great

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1 America and when its season starts and closes at
2 dusk. Daylight savings times dusk moves up a bit,
3 doesn't it? It gets to be about 9:00, 9:30. Peak
4 hours, I used to work in the city on the night
5 shift and had to leave a half an hour earlier
6 because of Great America closing.

7 Now we're going to have a
8 destination hotel conference center entertainment
9 village. How long are these people going to be
10 parking there I ask you. And I don't care if
11 they're upper middle class. Question mark.

12 Regarding noise. If you have one
13 person screaming, it makes a certain amount of
14 noise. If you have two people screaming, it makes
15 a little more noise. You put two entertainment
16 parks, amusement parks, whether it's a water park
17 or Great America next to each other, the noise goes
18 up times two.

19 I would be interested in knowing
20 after listening to the accolades of how employees

21 are screened for college housing whether any
22 employee after all of this screening has ever been
23 dismissed from Great America housing because
24 inappropriate conduct has taken place.

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1 Again, I will reiterate that they
2 again are looking for this Commission to give them
3 blanket PUD approval. Well, we're kind of going to
4 do this and we're kind of going to do that and we
5 kind of want to put it all together in one big
6 package.

7 If they don't get the water park do
8 we still entertain a conference center? If we
9 don't get a conference center do they still get the
10 water park? And actually it's not a we getting
11 anything at all. They admitted this evening
12 they're going to own the hotel. So it's the Great
13 America entertainment village hotel destination
14 yahoo village.

15 I just want to bring to mind also
16 if anyone has ever been to the Rosemont Stadium or
17 wherever it's called over there right off of 80.
18 Have you ever tried to get out of there? I think
19 that's the picture we need to create on Washington
20 Street here like what these folks are talking
21 about.

23 to admit to is 3,200 cars. 2,700 parking for the
24 water park, 500 for the destination hotel. The

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1 other ones are still not being elaborated on for
2 the entertainment village which is of course
3 already admitted to generating the most stops was
4 it called.

5 I think when Lake County decided
6 that it wanted to have Washington Street be four
7 lanes it was always decided it was always
8 considered to be for moving local traffic, not our
9 new hotel destination entertainment village water
10 park traffic.

11 Since one of the traffic
12 considerations is to drag signage all over the
13 County for this project, we're going to have a big
14 sign on the Tollway that says get off at 120, and
15 then we're going to have another sign at the corner
16 of 120 and Hunt Club. Then we're going to have a
17 sign at the corner of Hunt Club and Washington.

18 And then we're going to maybe have
19 a you almost made it there, don't bail out now sign
20 approaching the site.

21 I would suggest that if we're going
22 to have all these signs, the last time this
23 Commission met we were worried about how big the

24 post office sign was going to be, one sign in front

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1 of one building. Now we're dragging signs all over
2 the town.

3 There have been two comments made,
4 possibly three, about how comfortable this staff
5 has been with the different recommendations by
6 various presenters here this evening for this
7 project. I'm rather disappointed to find out all
8 this comfort level is happening because it is not a
9 secret that there are people who are living here
10 that are very, very uncomfortable.

11 And long last, finally I think the
12 south traffic pattern that is being projected by
13 this group is practically a death warrant to South
14 Ridge as a subdivision. I commute to the city
15 every day and this is my home.

16 And now I am essentially being told
17 that on my weekends when I don't have to try and
18 get back from where I work on Irving Park Road
19 after a Cubs game to the expressway to take me an
20 hour, now I'm going to come home on the weekend and
21 it's going to take me 30 minutes to get to the
22 Jewel because of this nice smooth flowing right
23 turn lane so we can get people from out of town to
24 the water park.

1 I believe in the system and the
2 process. I know that we have to keep coming back
3 and coming back and coming back so that everyone
4 gets a fair hearing. This is a democracy. But I
5 again want to reiterate it's a democracy. There
6 are a lot of us that live here as residents and we
7 want to school our children here. We wanted to
8 make our homes here for twenty years.

9 And if I can't sell my house in a
10 year, if I can't sell my house in two years because
11 it's not even going to be worth what I paid for it
12 because maybe in order to get the sound buffers
13 together we're going to have to start putting up
14 those fricking concrete things like are on the
15 expressway to keep the lights and the noise out,
16 inmates at the Lake County Jail have a better view
17 than the taxpayers at least around South Ridge and
18 the people on Hunt Club Road that are going to be
19 subject to this traffic and actually something that
20 we don't need now to help our tax base let alone --
21 and you want to do it some more. Thank you.

22 MS. HAMMOND: Hi, I'm Susan Hammond. I
23 live at 262 Estate Circle.

24 I just want to clarify what I

1 believe you were saying about the Cemetery Road. I
2 think you took that a little bit wrong.

3 I also live in South Ridge as I
4 think a lot of the people over here do. And it's
5 not a question, it's a major concern that I have
6 seen -- I don't care what you say about your peak
7 hours, if you see Grand Avenue at 8 o'clock and 9
8 o'clock on a Saturday morning and the backup on the
9 Toll Road, we can see it from our neighborhood
10 because it's backed up past Washington.

11 And I picture that -- I don't care
12 how much you think four lanes is going to improve
13 Hunt Club and Washington -- I picture that back up
14 around Hunt Club back on Hunt Club and I can see
15 all those cars screaming through our subdivision.

16 I personally live right on the
17 main -- what I'll call the main drag through South
18 Ridge. My kids run out in the street every day
19 chasing balls. And I see these people not just
20 trying to cut through but trying to cut through
21 fast because that's going to be their break in the
22 traffic.

23 Four lanes is not going to improve
24 what you see on Grand Avenue. I have a real

1 problem with that. I think that's what you meant
2 by Cemetery, not Tri-State Parkway, but the other
3 part.

4 MR. MILLER: Let me just address that if
5 I could. One of the reasons, and this has been a
6 proven fact and we've done studies I think that
7 bore that out, most people cut through residential
8 areas when the surrounding streets are under
9 capacity.

10 Right now Hunt Club Road south of
11 Washington and 120 is over capacity. With the four
12 way stop at Gages there's long backups and the road
13 is considerably congested.

14 With the upgrading of Hunt Club to
15 a four lane, essentially a five lane road where it
16 will be four lanes plus a continuous left turn
17 lane, a signal at Gages Lake so you will not have
18 to always stop every single time there, my feeling
19 is -- and I've seen this time and time again --
20 people are cutting through to avoid the congestion
21 that is currently on that section of Hunt Club.

22 You're going to see the capacity of
23 Hunt Club is going to dramatically increase. The
24 people can now get to where they want to

1 conveniently on Hunt Club which is at a higher
2 speed limit than going through residential at a
3 much smaller, a lower speed limit and going through
4 a more circuitous route to get where they want to
5 go.

6 Time and time again we have done
7 studies and others have done studies to show that
8 once you increase the capacity of the surrounding
9 roadways and intersections that cut-through traffic
10 tends to dissipate. It may not be totally
11 eliminated but the reason for people cutting
12 through is not there any more.

13 You now have the capacity, they can
14 get from Point A to Point B much more direct and
15 much more quickly because of the extra capacity.
16 When you don't have the capacity people look for
17 alternatives and that's typically what happens.

18 So I feel once that upgrading of
19 Hunt Club Road with the signal at Gages Lake and
20 the more than doubling of the capacity of that road
21 that a lot of what you're seeing right now in terms
22 of some of that cut-through is going to be reduced.

23 CHAIRMAN RUDNY: I would just like to
24 say something, too. Mr. Miller is working for the

1 Petitioner and he's giving testimony on behalf of
2 the Petitioner.

3 We're going to have our staff and
4 our own Village consultant look at this traffic
5 study. I think the Commission has already raised
6 some concerns. We're going to be going through
7 these details.

8 You know, I get the impression that
9 you think because the Petitioner has made some
10 statements that we're necessarily believing this or
11 that we've formed opinions. And we may necessarily
12 not have done that.

13 So we need to -- we're going
14 through the process now. We're taking information
15 from the Petitioner. We've given everyone an
16 opportunity to speak. We have our own thoughts on
17 this, we have our staff input that we have to take
18 a look at yet. So this has a long way to go. And,
19 you know, obviously there's some concerns about
20 this.

21 So just because Mr. Miller answers
22 a question, that's his opinion. And then we
23 have -- we take that under advisement. So we'll be
24 pursuing this very closely and scrutinizing this

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1 plan very closely in the future. Yes, sir.

2 MR. PAPIERNAK: James Papiernak, 6072
3 Indian Trail Road. I just would rather this stay
4 industry, but a comment that I would prefer to have
5 answered at the next meeting is I know if it goes
6 through I know there's a road, infrastructure road
7 in Great America right now.

8 Is there any possibility that we
9 could tunnel under the highway and make a four lane
10 road into the now proposed development over there
11 rather than having traffic going along Hunt Club or
12 Washington.

13 The road is already right there,
14 you could control ticketing, you could control
15 entrance all at one stop. I think it would be
16 pretty easy to maybe just widen those roads there.
17 Just a comment.

18 CHAIRMAN RUDNY: Okay. Why don't you
19 leave that to answer that the next time. Anyone
20 else have a question or comment? Yes, sir.

21 MR. LAKE: Fred Lake, 6104 Indian
22 Trail. Just couple quick things because I know
23 it's late. When is the next meeting, number one?

24 CHAIRMAN RUDNY: Well, we'll be

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1 discussing that as soon as we decide to continue.
2 That's one of the things we have to decide on, when

3 the next meeting is.

4 MR. LAKE: A question for the Six Flags
5 people.

6 CHAIRMAN RUDNY: You have to direct your
7 question to the Plan Commission.

8 MR. LAKE: If everything goes according
9 to the Petitioner's request, what was the timetable
10 for start of this project?

11 CHAIRMAN RUDNY: Now I don't know that
12 that question has even been asked yet. That's
13 something that will probably be discussed.

14 MR. LAKE: Is that something we can
15 answer at the next meeting?

16 CHAIRMAN RUDNY: It may be at the next
17 meeting. We can get that maybe some idea if the
18 Commissioners are interested in that we'll discuss
19 it. Right now I think we're kind of far from that.

20 MR. LAKE: Just one other quick thing
21 just kind of curiosity to me. I'll direct it to
22 Mr. Traffic, I'm sorry, I forgot your name.

23 MR. MILLER: I've been called other
24 things.

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1 MR. LAKE: You made the comment that
2 the proposal for the suggested new interchange at
3 Washington that was presented to the Toll

4 Commission was that they really liked it.

5 I was just curious how many other
6 proposals they've looked at?

7 MR. MILLER: For Washington or for
8 other --

9 MR. LAKE: Other designs or other
10 alternatives or whatever. Is that the only one?

11 MR. MILLER: For this area or for --

12 MR. LAKE: For this area, for
13 Washington.

14 MR. MILLER: I understand they had
15 looked at something a long time ago for Washington
16 but nothing really materialized.

17 When we brought this concept to
18 them about -- it's probably close to a year ago
19 they looked at it to see if this particular design
20 fit within some of the parameters of how that would
21 potentially tie into it if they do do the extension
22 of 342, if that flyover ramp, how it could work
23 into what's happening up at Grand Avenue.

24 And my discussion with them, like I

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1 said a couple days ago, is that basically this
2 concept seems to work the best from the standpoint
3 of some of the constraints of where you have Great
4 America with other roads and some of the other

5 proposed with the extension of the expressway.

6 So I guess to answer your question
7 this concept that's shown in here, now it may vary
8 geometrically somewhat different as we've shown in
9 some of these loop ramps, maybe they get shifted a
10 little bit. But the basic concept of as we've
11 shown here is the one that they are now pursuing as
12 part of their review along with these other 25
13 interchanges.

14 I don't know five or ten years ago
15 what any other concepts they had. Obviously with
16 the rollercoaster in the northeast corner of the
17 Tollway and Washington that pretty much precludes
18 it from occurring in that corner. So there isn't
19 that many potential concepts that you can come up
20 with if you're going to create a full interchange
21 other than what we've shown here.

22 So I don't know what their past has
23 been in terms of this review, but once we've
24 presented this to them and they've done their own

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1 internal review of this concept they seem to be
2 comfortable with that and that's -- this concept is
3 what they're taking farther as part of this review
4 along with the other 25 interchanges.

5 MR. LAKE: So do I take it that your

6 answer is they haven't looked at anything else?

7 MR. MILLER: Well, since we presented
8 this to them a year ago I'm not aware that they
9 have looked at any other concept other than this.
10 Prior to that I'm not aware of any.

11 MR. LAKE: And why does the
12 rollercoaster preclude putting an interchange
13 there? It could be torn down, right?

14 MR. MILLER: I don't think that's
15 likely.

16 UNIDENTIFIED SPEAKER: But you can take
17 away our neighborhoods, that's acceptable.

18 MR. LAKE: I have no more questions.
19 Thank you.

20 CHAIRMAN RUDNY: Okay. Any other
21 questions?

22 MS. COURSHON: Mary Courshon. Just a
23 comment about the rollercoaster. It wasn't so very
24 long ago before they finally painted the poor darn

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1 thing that there was some discussion that it was
2 becoming more and more costly to repair over the
3 course of time, the weather beating that it takes,
4 and that in effect they might dismantle that
5 sucker.

6 MR. JOHNSON: I couldn't let the

7 evening go by without at least one positive comment
8 to the folks at Prism. And I was thrilled to read
9 in the paper that the events center was taken off
10 the table. Thank you very much.

11 I have no public opinion or
12 opinions on anything to do with that.

13 CHAIRMAN RUDNY: You have to give your
14 name and address.

15 MR. JOHNSON: My name is Russ Johnson,
16 263 Big Terra Lane. But that was one aspect of the
17 proposed development that I didn't think fit in our
18 community and I would like to -- I'm glad to see
19 that you've taken it away. I appreciate that.

20 One other comment. The traffic
21 study that was presented to the blue ribbon
22 committee, the traffic generation numbers for the
23 offices that could be built on this site in lieu of
24 the entertainment village showed a peak low of

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1 5,000 cars in a weekday AM peak hour.

2 And I thought that number seemed a
3 little bit high so I did an entirely unscientific
4 like study myself and went to Tri-State Parkway on
5 November 14th, it was a Friday morning at 10:00 AM.

6 I just drove through and counted
7 all the vehicles that I saw there and there were

8 929 cars and trucks and things like that. So I
9 think that the number 5,000 vehicles as a potential
10 traffic generation for this, and I just heard today
11 that it was like 2,000, it's been reduced from
12 5,000 to 2,000.

13 CHAIRMAN RUDNY: Well, if you look at
14 the new study they show different buildouts and the
15 buildout if it were to build out as the northern
16 portion has if you have the remainder of it built
17 out then they come up with the number 2,000.

18 MR. JOHNSON: It assumed that it was
19 built out at a maximum number, right.

20 CHAIRMAN RUDNY: As a potential
21 buildout.

22 MR. JOHNSON: And their financial
23 analyst when he projected what those same industry
24 things could add to our community assumed the 35

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1 percent buildout or something like that so that's
2 good that they've matched their assumptions now.

3 CHAIRMAN RUDNY: They take different
4 scenarios, different FARs and buildout.

5 MR. JOHNSON: And just one final
6 comment. I think I'm the only person in the
7 Village that doesn't think that this interchange at
8 Washington is necessarily the greatest idea in the

9 world.

10 It basically changes the Washington
11 entrance of Great America into the main entrance to
12 the park. It routes the entire flow of traffic
13 from Chicago and the western suburbs onto that exit
14 ramp. Granted, entering the park it's pretty
15 handy, it goes right through the stop light, it
16 goes into the park. Exiting the park you have to
17 come out, turn right on Washington, go under the
18 Tri-State and then turn left again.

19 And I've seen the flows coming out
20 at Grand Avenue when the park is closing and
21 they're tremendous. And I don't know if we want
22 that on Washington Street.

23 As it stands now, Washington is
24 still the best way for residents to get from east

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1 to west in the community without having to go
2 through the mess of the residential stuff on Grand
3 Avenue which admittedly flows well considering
4 what's up there.

5 I think that Washington needs to be
6 protected as the one route that residents have to
7 get from east to west or the divide that exists in
8 this community between the east to west for
9 residents will just be exacerbated, it will just

10 get worse. Thanks.

11 CHAIRMAN RUDNY: Thank you. Anyone
12 else?

13 (No response.)

14 CHAIRMAN RUDNY: Okay. The floor is
15 closed to the public and I would suggest at this
16 point that we continue this.

17 It looks like September 16th.
18 September 2nd is the next regular Plan Commission
19 meeting and that has the Jewel-Osco petition which
20 is probably going to be a lengthy meeting. So I
21 would recommend September 16th. We do have one
22 matter which is the Westfield Homes on Route 21 and
23 Manchester, but I would think that there would be
24 room to continue with this.

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1 So I'll entertain a motion to
2 continue this to September 16th here at the Village
3 Hall.

4 MR. SMITH: So moved.

5 CHAIRMAN RUDNY: A motion.

6 MR. CEPON: Second.

7 CHAIRMAN RUDNY: Second by Mr. Cepen.
8 All those in favor of the motion signify by saying
9 aye in the roll call; those opposed, nay. Roll
10 call, please.

11 MS. VELKOVER: Foster.
12 MR. FOSTER: Aye.
13 MS. VELKOVER: Winter.
14 MR. WINTER: Aye.
15 MS. VELKOVER: Smith.
16 MR. SMITH: Aye.
17 MS. VELKOVER: Rudny.
18 CHAIRMAN RUDNY: Aye.
19 MS. VELKOVER: Cepon.
20 MR. CEPON: Aye.
21 MS. VELKOVER: Kovarik.
22 MS. KOVARIK: Aye.
23 MS. VELKOVER: Sula.
24 MR. SULA: Aye.

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1 CHAIRMAN RUDNY: Motion carries and it
2 is so ordered.
3 MR. CEPON: Before we adjourn I have to
4 make a correction. I'm noted on the appearance of
5 July 15th and I was absent so if we could change
6 that from a yes to an absent.
7 CHAIRMAN RUDNY: Okay. It's on the
8 record.
9 UNIDENTIFIED MEMBER: I'll make a motion
10 we adjourn.
11 UNIDENTIFIED MEMBER: Second.

12 CHAIRMAN RUDNY: Motion and second to
13 adjourn. All those in favor?

14 ("Aye" responses.)

15 CHAIRMAN RUDNY: Opposed?

16 (No response.)

17 CHAIRMAN RUDNY: Meeting adjourned.

18 (WHICH WERE ALL THE PROCEEDINGS HAD.)

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STATE OF ILLINOIS)
) SS:
COUNTY OF L A K E)

I, SANDRA K. SMITH, do hereby
certify that I am a court reporter doing business
in the County of Lake and State of Illinois; that I
reported by means of machine shorthand the
testimony given at the foregoing Report of
Proceedings, and that the foregoing is a true and

correct transcript of my shorthand notes so taken
as aforesaid.

SANDRA K. SMITH, CSR, RPR
Notary Public, Lake County, IL
CSR License No. 084-003104