



VILLAGE OF PALATINE

VILLAGE HALL - COUNCIL CHAMBERS 200 E. WOOD STREET
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PLAN COMMISSION MINUTES • DECEMBER 8, 2020

Village Hall - Council Chambers

Regular Meeting

7:00 PM

I. CALL TO ORDER

Attendee Name	Title	Status	Arrived
Conrad Hansen	Plan Commissioner	Present	
Dennis Dwyer	Chairman	Present	
Jane Robins	Plan Commissioner	Absent	
Patrick Noonan	Plan Commissioner	Present	
Teri Williams	Plan Commissioner	Present	
Eric Friedman	Plan Commissioner	Present	
Rodney Bettenhausen	Plan Commissioner	Present	
Robert Kolososki	Plan Commissioner	Present	
Stephen Fedota	Plan Commissioner	Present	

Staff present: Mr. Ben Vyverberg, Ms. Katie Rivard, and Mr. George Ruppert

II. APPROVAL OF MINUTES

1. Plan Commission - Regular Meeting - Sep 1, 2020 7:00 PM

Mr. Noonan made a motion to approve the minutes of September 1, 2020; seconded by Ms. Williams.

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Patrick Noonan, Plan Commissioner
SECONDER:	Teri Williams, Plan Commissioner
AYES:	Hansen, Dwyer, Noonan, Williams, Friedman, Bettenhausen, Kolososki, Fedota
ABSENT:	Robins

III. PUBLIC HEARING

1. 200 E. Daniels Road, 300 E. Daniels Road, 350 E. Daniels Road, 200 S. Hicks Road, and 1 S. Sellstrom Drive (former Weber-Stephen property)

Chairman Dwyer read the notice of public hearing that was published in the Daily Herald on November 23, 2020 and mailed to the owners of the surrounding properties.

The following petitioner's exhibits were introduced:

1. Public Notice
2. Petition for Hearing
3. Proof of Ownership
4. Architectural Site Plan
5. Preliminary Site Improvement Plans
6. Cross Section Exhibit
7. Preliminary Architectural Elevation East
8. Preliminary Architectural Elevation West
9. Preliminary Concept Architectural Rendering Elevation
10. Revised Preliminary Landscape Plans
11. Traffic Impact Study dated 6/30/20
12. Traffic Evaluation
13. Preliminary Plat of Subdivision
14. ALTA Survey
15. Project Narrative dated 12/2/20
16. Site Lighting Narrative
17. 50-foot buffer relief justification (north side of site)

Sworn in petitioner: Patrick Schaner - Midwest Industrial Funds, Dan Stevens - Spaceco Engineering, Michael Worthman - KLOA, Steve Trapp - Jones Lang Lasalle

Mr. Schaner stated the site is 25.3 acres and currently has 3 buildings. He stated the plan is to demolish the existing buildings, which are functionally obsolete for today's market and consolidate through plat of subdivision into 2 lots. He spoke to the storm water system being grossly inadequate explaining they will redevelop to today's standards. Mr. Schaner referred to the site plan slide to show storm water features they have planned explaining the plan is to take all storm water from the residents to the west.

Mr. Hansen asked where the detention areas are located.

Mr. Schaner used the pointer to show the drainage features on the site plan. He stated the site would have a reciprocal easement agreement between the sites that would handle storm water, storm water system, access, and a single point of signage along Sellstrom Drive. He explained the plan to build the 2 buildings on a specular basis since they have no users at this time. Mr. Schaner stated they have been marketing and have had some exciting action but no one has stepped

up quite yet. He spoke to the site layout with adequate parking and a centralized truck court. He spoke to the size of the 2 buildings and the location of the docks, which was designed to shield residents to the west from truck activity. He stated each building would be designed as a 32 ft. clear building constructed of precast panels and glass at the entrance. Mr. Schaner further explained each building would have 3 office entrances setup to be flexible for users on the market. He stated they are trying to design with maximum flexibility. He referred to slide to show rendering of proposed building pointing out the office entrance explaining they would be 40 ft. high and would drop toward the interior, which would be 37 ft. in the middle. Mr. Schaner stated this would give screening for rooftop units. He spoke to the difference in traffic - if a distribution user moved in, there would be more truck traffic, less vehicle traffic, and a light assembly operation would be lighter truck traffic, more employee traffic and heavier office use. He spoke to site lighting explaining the design has zero light levels at property lines, and LED wall packs on buildings with shields so light is not thrown far but rather more concentrated on the parking lot.

Mr. Hansen asked how the planned detention compares to what is there now. Mr. Schaner explained they are developing to today's standards. He stated recently a lot of counties have adopted new storm water ordinances that require them to design to heavier rainfalls. He explained they are handling more on-site, holding it for a longer period and reducing it at a rate.

Mr. Stevens spoke to volume specifics explaining there is currently approximately an acre of storage and they are installing 10-11 acre ft.

Mr. Friedman asked if the storm water plan relies on drainage way along the tracks

Mr. Stevens answered no explaining they are installing a 5' x 7' culvert that will convey water to connect the four basins. He stated it currently goes through culverts along south and west side unrestricted and does not convey the water well. Mr. Stevens stated it is a substantial improvement to have to add this conveyance system.

Mr. Friedman asked if there is any concern on impact with the south driveway pointing out it lines up with the neighboring main drive.

Mr. Schaner explained the location of drive is moving slightly. He explained along the south property line there are utilities and a storm sewer. He pointed out there is 15 ft. of grass area between the 2 drives. Mr. Schaner stated the new drive will be more substantial with the existing being one-way and the new drive will be two-way truck traffic.

Mr. Worthman explained the existing drive only serves 1-2 buildings so traffic is low. He stated there would be good site lines so everyone can see. He pointed out the development will have multiple access points so not everyone uses same one. Mr. Worthman stated the volumes will be low and it will be low speeds.

Mr. Friedman asked if there is a reason to not to restrict to one-way to not conflict with neighboring property usage.

Mr. Schaner explained the traffic studies take into account the worst-case scenario.

Mr. Friedman pointed out the west building is tight on parking per requirements based on the assumption of office space. He asked if there is flexibility or will it limit the users.

Mr. Schaner stated it can be a limiting factor but from experience, explaining they own 40 buildings around Chicago, they are comfortable with the parking count. Mr. Schaner stated as users come along and may have a heavier employee car parking need, they do not need the current number of truck docks so the dock area can be striped to meet the parking needs.

Mr. Bettenhausen asked if the existing chain-link fence on the west property line would be removed.

Mr. Schaner answered yes.

Mr. Fedota asked about shielding and berming on the west side.

Mr. Schaner explained per discussions with Staff, the Zoning Code states a 50 ft. landscaping buffer is required when abutting residential. He stated they have provided to the west and are seeking a variance to the north, which the railroad tracks create a natural buffer. Mr. Schaner stated per conversations with Staff, they have increased the landscaping to the north along with a solid screen fence particularly between the buildings and along the eastern building where the parking lot is located to prevent car lights to the north. He stated on the west side there will be a 50 ft. landscaping buffer with a minor swale that will collect storm water from the berm and convey it to the detention pond so they are not dumping. He referred to landscape plan slide to show location of buffer areas.

Mr. Bettenhausen asked if the solid fence length is sufficient to block the vehicle lights.

Mr. Schaner stated they feel it is sufficient, explaining the truck activity will be more towards the outside of the truck port. He stated there is 130 ft. from back of building to curb.

Mr. Fedota stated the high water mark on the center of detention basin is approximately a third of the way to the west or east building. He asked how long it would take the basin to empty to provide the full space in the truck bay.

Mr. Stevens explained with the release rate, generally a detention basin needs to empty in 4 days otherwise, the plants in bottom have a hard time. He stated they would expect water on surface for maximum of a day after 8.6 inches of rain.

Sworn in staff: Mr. Ben Vyverberg, Ms. Katie Rivard, and Mr. George Ruppert

Mr. Vyverberg went through slides and gave a brief overview of the property.

BACKGROUND:

- The Subject Property (approximately 25-acres) is zoned Manufacturing and was incorporated into the Village in 1869. It was subdivided, as part of Arthur T. McIntosh's & CO.'s Palatine light industrial district in 1951.
- Manufacturing business and uses have consistently operated at the property and for many years, it served as a manufacturing and distribution location for Weber Stephen Products.
- The property owner marketed the land for sale and the Petitioner executed a contract to purchase the property in early 2020.
- The Petitioner - Midwest Industrial Funds - is a private industrial real estate developer, property owner, and manager in the Chicago Area and is proposing to redevelop the former Weber property with two office/warehouse buildings. The development includes associated exterior truck docks between the buildings and two passenger parking lots.

ANALYSIS:

Zoning and Site Design:

- The Subject Property is zoned Manufacturing and, in its current configuration contains 10 parcels and 3 manufacturing buildings. Access to the site comes from S. Sellstrom Drive, which also exits from and terminates at a signalized intersection at S. Hicks Road. Weber's previous long-term use of the site included manufacturing, distribution, and a retail component.
- The proposed Site Plan contemplates two office warehouse buildings, with a north-south orientation upon the site. Per Code, any petition for two buildings on one zoning lot requires Planned Development review.
- There are passenger parking lots on the west of the western building and east of the eastern building. Exterior truck docks are located in between the two buildings in the middle of the site.
- Access into the site is through a 30-foot access road on the south side of the property and a secondary 25-foot access on the north side of the property. Truck access will only come from the southern access road and the secondary access achieves compliance with the Fire Department's requirement for clear access to all sides of the buildings.
- As required by Code, the site plan contemplates an emergency (Palatine Fire or Police) only access on the west side of the property. This access will be screened, under gated control, and not available for any access or use outside of the instance of an emergency. It is required due to the square footage of the buildings, as indicated Fire Code requirements.
- The following table summarizes the bulk standards of the existing and proposed buildings:

Architecture:

- The building elevation materials are glass and stained precast concrete. The plans indicate that each building can accommodate 1-4 tenants. The elevations vary the façade panels along the expanse of the exterior sides of the buildings. The western wall of the existing building is 864 feet along the S. Oak Street elevation and the proposed is approximately 866 feet.

- There are glassed entrances and elevations at the office areas (peripheries) of both buildings and at the mid-building areas of the exterior sides (Oak Street and Sellstrom Drive) of each building.
- The proposed height and FAR comply with the Zoning Ordinance requirements for Manufacturing zoned properties.

Landscaping and screening:

- In addition to parkway trees, parking lot and island landscaping, the Zoning Ordinance requires a 50-foot buffer area for all manufacturing properties that area within 200 feet of any residential land.
- The Manufacturing district requires a 50-foot buffer area on the west and north sides of the property. The S. Oak Street properties are buffered with a 50-foot wide buffer area utilizing an elevated berm for screening. The buffer area includes a combination of installed 8-foot evergreens (60), deciduous shade trees (14), additional ornamental trees, large and dwarf deciduous shrubs and a combination of ornamental grasses.
- A 50-foot landscaped berm is also required on the northern property line, as the residential properties along Parallel Street are approximately 102 feet from the northern property line. The 100-foot Chicago and Northwestern Railway ROW separates the Subject Property from the residentially zoned area.
- Within the ROW, there are numerous mature trees. The existing building (northeastern Weber building) is approximately 20 feet from the property line. In its existing condition, the existing property does not provide a 50-foot buffer area on the north side of the property and is non-conforming and there is a chain link fence with barbed wire on the property line.
- The proposed eastern building will be setback 66 feet from the property line. In lieu of a 50-foot buffer area on the north side of the property, the plans indicate a 14.5-foot (western 890 feet) to 33-foot (eastern 582 feet) buffer area, with 100 8-foot evergreen trees. The dimensional difference between buffer widths relates to a railroad easement from the Subject Property.
Additionally, the plans were revised to include an 8-foot solid fence/screening wall in addition to the 8-foot tall evergreens, along the truck dock access drive - approximately 420 linear feet - (this would block the further block the noise and headlights from trucks driving north to access the docks). Also, a similar 8-foot solid fence/screening wall is planned for the eastern passenger vehicle parking lot - approximately 270 feet (this would further prevent headlight sweeps from glaring north).
- The existing mature trees throughout both sides of the ROW are also maintained and in addition to the proposed landscaping and screening plan. The cross section indicates that the railroad ROW is 4-5 feet higher than the residential properties.
- The Zoning Ordinance requires the perpetual maintenance of this buffer area for the life of the development. This includes maintaining the amount of landscaping within the buffer area and replacing and damaged or dead landscaping.

Engineering:

- The Subject Property is fully developed and an active manufacturing use for

many years. Utilities and infrastructure exist throughout the site

- Within the site, the preliminary engineering plans propose to manage stormwater, through four detention basins. The site generally grades from southwest to southeast, then east, and south to north, then east. The engineering plans increase the capacity of the detention basin in the northwest corner of the site (Detention Basin "A") and lower it by approximately 6 feet. Starting at Mr. Stevensiels

Road on the west side of the property, stormwater will be directed north to Basin A and then conveyed east along the northern property line, ultimately discharging south from the site and east to Salt Creek through a 60-inch storm sewer.

- Basin A will also accept stormwater from S. Oak Street and assist with flooding issues in the area. Finally, an existing stone box culvert in the railroad ROW, will be maintained and reconnected to Basin A. This will assist with stormwater constraints upstream and to the north of the railroad ROW.
- South of Mr. Stevensiels Road, the grade and swale will be refined and re-established to convey stormwater east to Detention Basin C, ultimately to discharge from the site and reach Salt Creek. Detention Basin B, between the truck docks captures

stormwater coming from the building and docks through 12-inch storm sewers and conveys the water through an underdrain, north to the culvert on the north side of the property and exiting the site to Salt Creek.

- The sanitary sewer discharges west from the site and ultimately connects to a 60-inch MWRD interceptor heading south along S. Plum Grove Road.
- The Village Engineer has initially accepted, with conditions of review, the preliminary engineering plans. The proposed stormwater management plans improve the flooding issues in the area and renew the previously existing grades to convey stormwater to Salt Creek.

Traffic Analysis:

- The Subject Property derives its access from Sellstrom Drive (Village ROW), through a signalized intersection at S. Hicks Road, which connects north to Northwest Highway (IDOT ROW) and south to Illinois Avenue (Village ROW).
- KLOA completed a Traffic Impact Study as part of the Preliminary Planned Development application.
- Northwest Highway (U.S. Route 14) is a northwest-southeast minor arterial roadway and is identified as a Class II truck route. Its 2017 AADT (annual average daily traffic) volume of 25,200 vehicles west of Hicks Road and 19,000 vehicles east of Hicks Road. Hicks Road (IDOT ROW) is a north-south, major collector roadway, which provides two through lanes in each direction. Hicks Road carries AADT volume of 11,500 vehicles (2018 IDOT). E. Helen Road (Village ROW) is a local east-west roadway, with a posted limit of 25 miles per hour. It is designated as a Class III truck route from Oak Street through Hicks Road. It provides truck access to the nine manufacturing zoned properties with frontage and access to E. Helen Road.
- The TIS indicates that the southern access drive will serve both truck and passenger vehicles and the northern access drive will primarily serve passenger vehicles. Further, it anticipates a direction distribution of 25% heading westbound

on Northwest Highway, 45% eastbound on Northwest Highway, 20% south on S. Hicks Road, and 10% east on Illinois Avenue.

- The study concludes that there is capacity within the existing roadway system has "...sufficient reserve capacity to accommodate the development-generated traffic..."
- Staff requested a further evaluation for E. Helen Road to include an analysis regarding any impact from the development. The addendum includes this analysis and reviewed potential traffic calming measures along E. Helen Road. Its findings conclude that there would be low volume generation to E. Helen Road and notes that the current truck restrictions west of Oak Street on E. Helen Road prevent truck access from using E. Helen Road.
- Finally, it notes that the current property has no direct access to E. Helen Road and the current site has functioned as a manufacturing property approximately 60 years and the proposed development, which could have produced similar, if not higher traffic count than the proposed.

Mr. Bettenhausen referred to the emergency access on the west side, asking if a fire truck can make the turn pointing out the curb.

Mr. Vyverberg explained this is a requirement that came through the review and the Fire Marshal determined the auto-turn was sufficient.

Chairman Dwyer stated there are two emails from neighbors. He summarized the first email being about drainage and flooding concerns. Chairman Dwyer stated the proposed development would increase the storm water detention. Chairman Dwyer asked if the plans have been reviewed by the Village Engineer and found in compliance with all the new requirements.

Mr. Vyverberg answered yes.

Chairman Dwyer summarized the second email that expresses concern with noise of construction and building activity, truck pollution, building blocking sunlight and aesthetics of petition. He pointed out the property is zoned manufacturing which allows for someone to come in and build one building that is in compliance with zoning and would not need to come before the board. He stated this is a good development for the property.

Sworn in John Pirog - 144 S. Oak Street

Mr. Pirog stated he has multiple concerns. He stated they had issues with Weber leaving their doors along Oak Street open and they could hear the noise of machinery. He stated they need a guarantee the doors will remain closed. He stated they are worried with more people and a bigger building, and thinks this [western parking lot] should not be a congregation area or place to have lunch. Mr. Pirog stated it would be good if these would be fire doors and kept closed.

Mr. Schaner understands concern and explained there are no doors on the west side other than the office entrances.

Mr. Pirog asked about the parking lot along Oak Street, and how they will stop the headlights from shining on their properties. He stated they have to assume the worst if its operations are 24/7. He asked if it is possible to have a solid

barrier along Oak Street.

Mr. Schaner stated there would be a 50 ft. landscape buffer with a 4-4.5 ft. berm and then trees and evergreen on top of that. He referred to the cross section slide.

Mr. Pirog pointed out most homes are raised ranches that are above the existing fencing. He spoke to the current landscaping, which from November to April is see-through with the leaves gone. He stated he doesn't want the lights coming in at midnight. Mr. Pirog stated he has concern with drainage. He spoke to the current water flow direction and issues that will only get worse due to the added cement. He stated since most of the retention is to the north and east they are missing key spot where most water is.

Discussion on current water flow and flooding.

Mr. Stevens explained they designed the west property line stating they cannot solve anything from the street but anything that comes through their property they are providing conveyance mechanisms to ensure it hits a ditch and goes to their basins.

Mr. Pirog asked Staff if it is a Public Works issue if they are only responsible for water off their property.

Mr. Ruppert explained the Weber site was developed before storm water management requirements existed. He stated what is on site now is poor at best. He stated from an engineering perspective, the proposed drainage for this site will improve not only Oak Street but Washington Street drainage by redirecting all their runoff into pond which will open up what Oak Street is intended to do. He stated they are also adding the new storm sewer on the west side to pick up the ditch drainage from Oak Street.

Discussion on how the water is directed to the basin.

Mr. Ruppert stated this is a win-win for the Village and surrounding properties.

Mr. Pirog expressed concern with added cement.

Mr. Ruppert explained the new requirements are per MWRD, which is still subject their approval any rain that falls onto their site has to be retained on site.

Mr. Pirog asked if they would be responsible for the sewer openings on Washington Street and Oak Street.

Mr. Ruppert stated the right-of-way is Village responsibility. He explained they are responsible for their proposal. Mr. Ruppert pointed out the Village had no rights to enforce storm water management on Weber due to the age of the site, but with the new development the Village will gain rights to enforce maintenance to ensure it is functioning properly.

Mr. Pirog asked if the Village could look at the storm sewer since now the leaves fall and block it.

Mr. Ruppert stated he can put them on a maintenance list.

Mr. Pirog stated his concerns are real and can dramatically affect the property values.

Mr. Friedman asked Mr. Pirog if he thought the referenced open pipe/culvert was a storm release that went into Weber property.

Mr. Pirog answered yes. He stated he came to Village Council when his property flooded and Palatine assisted in installing an overflow pipe, which helps except in times of excessive rain, which can send water backwards.

Mr. Friedman asked if a prior improvement was made that put a burden on a parcel does that need to be carried by the new developer.

Mr. Ruppert answered yes but pointed out the installation of the new storm sewer will accomplish.

Mr. Pirog asked if the culvert be removed.

Mr. Ruppert stated he is unsure but would assume it will all be cleaned out.

Chairman Dwyer spoke to the impervious surface concern stating it looks like Weber is completely paved. He asked if there will be an increase.

Mr. Stevens stated he does not have the storm report, but it will be close to what is there now. He explained the Code assumes it is all grass currently so still have to provide the required detention per MWRD.

Mr. Fedota clarified the basin at the northwest corner will be 6 ft. deeper than current

Mr. Stevens answered yes.

Discussion on the culvert along the tracks.

Sworn in Tony Simbalo representing Circle Park

Mr. Simbalo stated his concern is with flooding. He explained his area is approximately 7 ft. down compared to the properties to the east and west. He stated it sounds like the Petitioner has it covered but is looking for assurance that the floodwaters will be taken care of. Mr. Simbalo stated the improvements sound good.

Mr. Stevens explained the culvert along tracks is buried into the ground so they will excavate and open the culvert, which will increase the water flow.

Mr. Simbalo asked if Metra is supposed to maintain that area.

Chairman Dwyer stated no it is Union Pacific Railroad.

Mr. Simbalo stated it is not being maintained. He asked if they need to take up this issue with the rail road.

Mr. Ruppert explained it would be a requirement for developer to maintain the culvert once he uncovers it.

Chairman Dwyer asked the Petitioner when they plan to start construction. Mr. Schaner explained possibly the spring. He stated they hope to start demo in February. Mr. Schaner stated they can start regrading and vertical construction in May and be complete by December 2021.

Chairman Dwyer asked if this is subject upon tenants. Mr. Schaner answered no stating the development plan is to build on a specular basis without tenants.

Sworn in Rick Kambic - 167 E. Palatine Road

Mr. Kambic stated he has spoken to Staff about his concerns and they have been very helpful. He stated he just wants to get his concern on record. He expressed concern with the storm water on their side of the tracks, which actually has nothing to do with the hearing. Mr. Kambic asked if their side ever got improved would it mesh with the petition.

Chairman Dwyer explained if it is not their property it cannot be part of the development.

Mr. Kambic stated he wants it on the radar for Staff.

Chairman Dwyer explained the same requirements would be applied to any other new developments in the area.

Mr. Kambic expressed concern with the area that is Union Pacific property not being maintained. He stated if the property is not maintained to allow water flow, the new drainage system will not do any good. He agreed with Mr. Pirog that it looks like concrete fortress and thinks there should be conditions on hours and locations of machinery to control noise. Mr. Kambic stated since the business being done is unknown would be nice to set perimeters for conditions of use.

Chairman Dwyer stated the property is zoned manufacturing can operate 24/7.

Mr. Kambic spoke to the Variance.

Chairman Dwyer explained it is a small Variance requested. He pointed out more has been added than is required.

Sworn in Jason Goike 119 E. Washington Street

Mr. Goike stated it is a great use and redevelopment of an abandoned site. He stated the storm water improvements will do wonders for the area.

Sworn in Barry Levitus 325 E. Parallel Street

Mr. Levitus stated it is nice to have the property developed. He asked how old the current buildings are.

Mr. Schaner stated they were built around the late 50's or early 60's.

Mr. Levitus asked about asbestos abatement.

Mr. Schaner explained in order to demolish they will have to abate and get permits from IEPA and Cook County, which both require studies to be done.

Mr. Levitus asked how they will protect the neighborhoods from debris and dust.

Mr. Schaner explained the demo company are good at what they do. He stated if it is windy, they will spray with water.

Mr. Levitus asked about traffic direction.

Mr. Schaner explained most truck traffic will come off Hicks Road heading north on Sellstrom Drive. He stated the first drive on the south of the property would be used by trucks to access the truck ports.

Mr. Levitus asked if they will be exiting north.

Mr. Schaner answered no. He explained the north drive is more for relief from car traffic. He stated the majority of trucks would use the south drive.

Mr. Levitus expressed concern with noise. He stated he will be right across from the docks. He stated, in the past, he has had people on the docks talking to him in his yard. Mr. Levitus stated he thinks the fence is not high enough and does not want to wait for the proposed evergreens to mature in 6-10 years. He stated he thinks the fence should be 10 ft. to prevent dock employees from seeing into their yard.

Chairman Dwyer asked if the fence on a berm.

Mr. Schaner stated there is a slight berm. He referred to the cross section slide to show elevation.

Mr. Levitus stated his concern is with the loading docks and when the doors are left open. He stated he wants to have more of a buffer.

Chairman Dwyer pointed out the loading docks are facing east and west not north.

Discussion on location of docks to his property.

STAFF RECOMMENDATION:

The Subject Property is zoned for manufacturing uses and was consistently operating within those requirements, since, at least, the later 1950's. The initial subdivision envisioned its use to involve light industrial uses starting in 1951. The proposed redevelopment of the property conforms to the Future Land Use recommendation for manufacturing use of the property. The proposed site development and architectural plans conform to all of the Manufacturing district requirements and bulk standards.

The preliminary engineering plans will not only address existing stormwater issues on the subject property, the proposed improvements will further mitigate and improved off- site flooding and upstream issues in the area.

The proposed landscaping and screening on the west side of the property comply with the required 50-foot bermed buffer area and nearly double the setback of the existing building to 122 feet.

The buffer area on the north side of the property increases from the existing

conditions

to a width of 14.5 feet to 33 feet and includes 8-foot fence along the truck and vehicle traffic areas adjacent to the buffer area. There is also 100-feet of railroad ROW separating the residential properties along E. Parallel Street from the site. Additionally, there is existing mature landscaping with the railroad ROW in addition to the proposed.

The expanded buffer area on the north side of the property will greatly increase the existing onsite landscaping. With the Petitioners adding an 8-foot screening fence/wall along the truck and passenger vehicle activity areas and the landscaping/screening will be an improvement from the existing circumstances. Also, the 100-foot separation by the railroad ROW and existing mature landscaping within the ROW buttress the proposed additional screening.

Therefore, Staff recommends approval of the Preliminary Planned Development, subject to the following conditions:

1. **The development shall substantially conform to the Preliminary Site Improvement Plans prepared by Spaceco Engineering Inc., dated 09/03/2020, last revised 10/22/2020, the Cross Section Exhibit prepared by Spaceco Engineering Inc., dated 10/13/20, the Architectural Site Plan prepared by Harris Architects, Inc. dated 07/07/2020, last revised 10/23/2020, Preliminary Architectural Elevations prepared by Harris Architects, Inc., dated 07/07/2020, last revised on 08/31/2020, the Preliminary Conceptual Architectural Rendering Elevation prepared by Harris Architects, Inc., and the Preliminary Landscaping Plans prepared by IRG Group, Inc., dated 07/08/2020, last revised on 12/01/20 except as such plans may be revised to conform to Village Codes and Ordinances.**
2. **The Final Engineering Plans and stormwater report, including the televising of the storm sewer, shall be revised in a manner acceptable to the Village Engineer. The revisions shall also include a traffic calming engineering design along E. Helen Road at Oak or Benton Streets and submitted for Village review and consideration.**
3. **An Engineer's Estimate of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.**
4. **Uses and all performance standards shall be governed by the Manufacturing district use lists in the Palatine Zoning Ordinance and Village Code. Sign plans shall follow the Manufacturing district sign regulations.**
5. **Review fees in the amount of 1.5% of total project improvement costs shall be submitted in a manner acceptable to the Village Engineer.**
6. **As a component of the Final Planned Development, a Planned Development letter of credit in an amount acceptable to the Village Council shall be submitted in a manner acceptable to the Director of Planning and Zoning.**
7. **A Public Improvement Letter of Credit shall be submitted to insure the completion of all public improvements, as defined within the Village Code, for an amount of 115% of the approved EEOC, along with a cash bond of 10% for the required one-year maintenance period.**
8. **The final landscape plan and screening plans shall be revised in a manner acceptable to the Director of Planning and Zoning and shall include**

additional landscaping around Detention Basin B to further screen the truck activities in the eastern building.

9. The final fencing/screening plan along the northern property line proximate to the truck docks in the middle of the site and eastern parking lot) shall be revised in a manner acceptable to the Director of Planning and Zoning, to reduce any noise impact from trucks driving north between the buildings and headlight sweeps along the eastern parking lot.
10. The final photometric and lighting plan shall be revised in a manner acceptable to the Village Engineer. Light shields shall be required for all lights proximate to residential properties, at the determination of the Village Engineer.
11. The Petitioners shall submit a Subdivision Improvement Agreement in a manner acceptable to the Village Attorney.
12. MWRD/WMO, IEPA, and CCDD report, NCS& W permit shall be submitted in a manner acceptable to the Village Engineer.
13. The final traffic directional signage plan shall be submitted in a manner acceptable to the Village Engineer.
14. The Plat of Subdivision shall be revised in a manner acceptable to the Village Engineer and Director of Planning and Zoning. All utilities shall be owned and maintained by the property owner. This shall be noted on the plat, along with the statement that the Village shall have the right, but not the obligation, to enter the site to repair a utility and change the property owner for the repair costs.
15. Cross access easements, declarations and a Reciprocal Easement Agreement for the entire property governing the maintenance of access points, stormwater areas and any other common areas shall be submitted in a manner acceptable to the Village Attorney and Village Engineer as part of the Final Planned Development application process.
16. A Plat of Vacation for the portion of Sellstrom Drive adjoined with the Subject Property shall be submitted in a manner acceptable to the Village Engineer. If required, a Plat of Easement Vacation shall be submitted in a manner acceptable to the Village Engineer and Village Attorney, as part of the Final Planned Development application process.
17. The monotony code shall apply to all building elevations: *Sec. 6-42.1 Exterior Building Design: When rear and side elevations are visible from public streets or neighboring properties, exterior building design and detail on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.*
18. The final dumpster locations and required screening materials shall be submitted in compliance with Village Code, pursuant to Sec. 6-42.2 Screening: (a) Trash containers and outdoor storage areas shall be screened from public streets, pedestrian areas, and neighboring properties. The screens should be designed to be compatible with the architectural character of the development. Trash screens shall also meet the requirements of Chapter 12 of this code. These screens shall be constructed of durable materials similar to those of the building and shall have solid (opaque) walls and doors, as part of the Final Planned

Development application process. The final locations could also require the submission of a revised auto-turn, in a manner acceptable to the Director of Fire Prevention.

19. All rooftop equipment shall be screened in compliance with Code: *(b) Rooftop equipment screening: 1. New Construction. All mechanical equipment and other similar devices located on any roof shall be visually and be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design with the major portions of the building.*
20. *As part of the Final Planned Development and pursuant to the project narrative, the Petitioner shall submit the proposed business and operations' plans (identified tenants) for Staff review for compliance with the manufacturing use list and standards. acoustically screened on all sides. Design and detail of such screening on all elevations shall*

Mr. Hansen asked the Petitioner if they can and will meet all of staffs 'conditions
Mr. Schaner answered yes.

Mr. Fedota asked about signage and if there are plans for west elevation.

Mr. Schaner explained they are proposing a monument sign along Sellstrom Dr. He stated they have had tenants in the past wanting building mounted signage. He pointed out it would not be visible so it would most likely to be on the dock side not the office side

Mr. Vyverberg explained it is prohibited to have signage that faces residential property per code

Mr. Fedota pointed out in Spaceco's preliminary grading plan note 11 says Village of Hoffman. He asked if that is a typo.

Mr. Schaner answered yes.

Mr. Hansen made a motion to close the public hearing; seconded by Mr. Noonan. The motion was unanimously approved.

DISCUSSION:

Chairman Dwyer addressed the concern of the height of the fence pointing out condition #9 addresses it.

Mr. Noonan agreed.

Chairman Dwyer addressed the concern of the buffer on north side not being 50 ft. He stated, with the railroad tracks being 100 ft. wide, it accomplishes the separation between residential and development so no there is no concern.

Mr. Noonan agreed.

Mr. Friedman asked for clarification on this being a preliminary hearing does the Petitioner have to come back for final review.

Chairman Dwyer explained they would for final to verify all conditions have been met.

Mr. Noonan made a motion to approve subject to the staff's 20 conditions seconded by Mr. Fedota.

The motion was unanimously approved.

Chairman Dwyer summarized that this request has met the standards and was unanimously approved by a vote of 8-0. This item will tentatively go to the Community and Economic Development Committee of the Village Council on December 14, 2020

RESULT:	RECOMMENDED TO APPROVE [UNANIMOUS]
MOVER:	Patrick Noonan, Plan Commissioner
SECONDER:	Stephen Fedota, Plan Commissioner
AYES:	Hansen, Dwyer, Noonan, Williams, Friedman, Bettenhausen, Kolososki, Fedota
ABSENT:	Robins

IV. COMMUNICATIONS

Mr. Vyverberg stated 501 W. Dundee - Louise Lane Subdivision - 3-lot residential subdivision was approved by Village Council.

V. ADJOURNMENT