

President - Midwest Region

Chairman Dwyer explains this is a Final Planned Development, which has been approved by the Village Council. The role of the Plan Commission today is to review the conditions that were approved by the Village Council and determine if the conditions have been met. It is not unusual that certain conditions will be continued.

Mr. Vyverberg explains that Preliminary Planned Development was approved by Village Council on December 13, 2021. He states he will be presenting final architectural plans, final engineering plans and will also address the conditions of the preliminary plan for the Final Planned Development. Mr. Vyverberg reviews final landscaping plans and explains the plans were modified and the evergreen trees were revised to 8' tall and the quantity increased from 38 to 87 in the front yard along Algonquin Road. This change was a component of the Village Council approval. He explains that the Planned Development would require adherence to the landscaping plan in perpetuity, so that any trees that die or otherwise need to be removed will need to be replaced to maintain the approved count. He states that landscaping plan was revised after the initial public hearing on the north side of the property and provided additional screening.

The plans also raise the berm for additional noise and aesthetic screening. He explains the grade differential and states they were able to achieve a 12' grade differential for the berm, where the truck docks are located. This will provide as much screening as possible for headlight and noise protections. He presents a view of the angled screening walls that will flank the right in and right out access along Algonquin Road. He explains the walls are 10' to 11' tall and will help to provide additional screening and noise mitigation.

Mr. Vyverberg gives a summary and status of the Preliminary Planned Development Conditions. He explains that these are part of the original approval by the Village Council. Final Engineering plans have been modified and have been conditionally accepted by the Village Engineer. He summarizes the conditions and provides updates as to their status. States that the review fees and all conditions have been approved by the village council and engineer. He states that the petitioner did reevaluate and relocate the right in and right out further to the east so headlights would shine on the parking lot north of the subject property and have provided a buffer plan for the 522 building that is directly north across Algonquin Road. Petitioner is also proposing to install a 6' fence along the length of the property, approximately 352' along with additional landscaping. Requirements set by Village Council as part of the Preliminary Planned Development were to make contact with organizations and discuss offsite screening plans. Mr. Vyverberg states that the berm plans, landscaping plans and the fencing plans submitted would seem to satisfy the requirements. Mr. Vyverberg continues to review the conditions and status.

Mr. Freve of Logistics Property Co (LPC) states that LPC has provided additional screening and buffering for the residential properties to the north and has maxed out the berm at the front of the property facing Algonquin Road. The plans provide a double row of evergreens and within a couple of years this will provide a solid wall of landscaping along with the screen walls. He states that an agreement has been made with the 522 Home Owner Association and LPC will make a contribution to their own screening efforts.

Attorney Eliot Schencker states he represents the 600 E. Homeowners Association (522 building) and confirms that all differences have been resolved and have no objections to the Planned Development.

Sylvia Folage - College Hill Resident - states her concerns about the Planned Development project.

Jan Elbert 2620 College Hill - States her concerns about the Planned Development project. The main concern is number of docks and truck traffic.

Mr. Vyverberg states that full capacity would be at 60 truck docks. Whether they build the 60 truck docks at this time is not known but any alterations to add additional docks to the final plan would require approval.

Mr. Freve explains the trip study and traffic study would not have to be redone if additional docks were added.

Ms. Elberts asks if the traffic study included the surrounding area.

Chairman Dwyer explains that the study looks at the current condition. It does not take into account future development.

Michele Curran - College Drive states she is in favor of economic growth but has concerns about the project and heavy traffic.

Fagidna Xhemali - College Drive - Asks about legal restrictions and if this can be reviewed.

Chairman Dwyer states this has been approved by the Village Council. There are no further reviews.

Ms. Xhemali further discusses and talks about traffic and complaints from Nation Pizza site.

Mr. Nate Smith - College Hill Circle - Ask if this is legally approved. He discusses the in and out specifications and the truck lighting that the 522 building will incur.

Mr. Vyverberg explains the access plan that was presented.

Mr. Freve also provides explanation to the access plan and states that they worked to provide a happy medium and provide the best location. He also states they met with the Home Owners Association on the landscaping plan for that area and offered a contribution to the HOA for landscaping and screening.

Ms. Folage again states that the property is within the Village of Schaumburg and Schaumburg does not allow fences which could provide additional screening.

Ms. Kara Smith - College Hill Circle - States her concerns about truck traffic at night.

Mr. Nate Smith questions who verifies the final stipulations/conditions have been met.

Chairman Dwyer explains it is up to the Village to determine if the conditions have been met.

Ms. Kara Smith reiterates her concerns about the headlight issue and truck traffic.

Mr. Freve discusses the traffic study and states that the comment regarding 200 trucks at night represents the worst case scenario and is conservative by nature for planning purposes. This number is likely a gross exaggeration and theorizes that most traffic would be during normal business hours. He also states that most homes are a distance of over 250'. The intensity of the truck lights would be significantly less at this distance than if you were directly across the street.

Chairman Dwyer states Village of Palatine is working to have the residents' concerns addressed.

Moves to Staff Recommendations.

Staff Recommendation:

The Plan Commission initially reviewed and recommended the Preliminary Planned Development in November 2021 and the Village Council approved, subject to several conditions. Staff believes that the Final Planned Development significantly conforms to the Preliminary Planned Development. The final resolution to any off-site screening will ultimately be a policy matter for the Village Council to review.

The 522 property is located across Algonquin Road from the LPC property. With the proposed LPC building setback (70 feet at its closest point) and the Algonquin Road/State Route 62 ROW (100 feet), there is 170 feet of separation from the 522 building. Additionally, the 522 building appears to be set back approximately 40 additional feet, for a total separation of 210 feet.

The proposed landscaping and screening enhancements should address the concerns raised through the initial review. While the College Hill property is located to the northeast across Algonquin Road from the LPC property, it is directly across from Nation Pizza. As the right-in/right-out was moved 65 feet to

the east, the berming, increased landscaping, screening walls, and proposed landscaping plantings on the College Hill property should address these concerns.

Staff again notes that the Nation Pizza property directly east of the Subject Property also maintains a manufacturing zoning designation in the Village of Schaumburg.

Therefore, Staff recommends approval of the Final Planned Development, Final Plat of Subdivision, and Rezoning to Planned Development, subject to the following conditions:

For the Final Planned Development:

1. **The development shall substantially conform to the engineering plans by Jacob and Heffner Associates, dated February 28, 2022, the architectural plans by Architects Plus, last revised February 7, 2022, the landscaping plans by Gary Weber Associates, dated January 21, 2022, except as such plans may be changed to conform to Village Codes and Ordinances.**
2. **Uses and signage shall be governed by the Manufacturing district use lists in the Village of Palatine Zoning Ordinance (note - this includes all of the required performance standards). Sign plans shall follow the Manufacturing district sign regulations.**
3. **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.**
4. **The final landscaping/screening plan along the northern and eastern property lines (proximate to the truck docks) shall be revised in a manner acceptable to the Director of Planning and Zoning, to reduce any noise impact from trucks traffic and headlight sweeps. As part of these revisions, the front yard landscaped area north of the building, should provide an additional berm, to further provide additional landscaping and screening. The use of an additional screening could also be a component of the revisions on the northeast and eastern sides of the property. These revisions should also evaluate the potential to include additional landscaping/screening for the residential properties on the north side of Algonquin Road. This evaluation and any proposed changes to the landscaping and screening plans should be submitted for Village review, as part of the Final Planned Development application process, with the Petitioner being responsible for those costs associated with any Village-Petitioner agreed upon landscaping costs to further screen the residential properties on the north side of Algonquin Road.**
5. **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. The use of pole mounted fixtures should also be**

evaluated on the north side of the property to ensure the appropriate cut-off from any additional light spillage.

6. The final traffic directional signage plan shall be submitted in a manner acceptable to the Village Engineer.

7. 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.

8. 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.

9. All rooftop equipment shall be screened in compliance with Code:

(b) Roof-top equipment screening: 1. New Construction. All mechanical equipment and other similar devices located on any roof shall be visually and acoustically screened on all sides. Design and detail of such screening 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 with the major portions of the building.

10. As a condition 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.

For the Final Plat of Subdivision:

1. The Final Engineering plans shall substantially conform to the Jacob and Hefner Associates engineering plans, last revised February 28, 2022, except as such plan shall be changed to conform with Village Codes and

Ordinances and in a manner acceptable to the Village Engineer.

2. The Final Plat of Subdivision shall be submitted on a Mylar, with all required signatures.
3. Recording fees in an amount of \$600 shall be submitted.
4. The Final Plan Review fees in the amount of 1.5% of total project improvement costs shall be submitted in a manner acceptable to the Village Engineer.
5. 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 in a manner acceptable to the Village Engineer.
6. The EEOC shall be revised in a manner acceptable to the Village Engineer.
7. The Petitioners shall submit a Subdivision Improvement Agreement in a manner acceptable to the Village Attorney.
8. The cross access easement, declarations, and reciprocal easement agreement regarding the maintenance of the access points, stormwater areas, or any other required common areas shall be submitted in a manner acceptable to the Village Attorney and Village Engineer.
9. All extra-agency permits (e.g. IDOT, MWRD, etc.) shall be submitted in a manner acceptable to the Village Engineer.

Deliberations:

Mr. Kolososki asks about truck traffic at night and asks where trucks would exit and if after hours trucks could be directed to use a particular access point.

Mr. Vyverberg states that the traffic impact study had an actual distribution of where trucks would be existing site based on east bound and west bound destinations. If the project is approved, constructed and occupied and they are made aware of circumstances where there was substantial impact of headlight glare, they would make contact with the petitioner.

Mr. Kolosoki also states that the petitioner did a good job on the revisions to the landscaping plan adding the berming, screening, and trees.

Chairman Dwyer agrees and states that they more than doubled the amount of trees.

This item will be reviewed by the Village Council Monday 4/11/22

**Mr. Noonan made a motion to approve subject staff's conditions;
Seconded by Mr. Kolososki**

Unanimously approved.

DISCUSSION:

The minutes for the November 2, 2021 have been revised and will be added to the 4/5/22 meeting agenda.

For the April 5, 2022 meeting, there will be 4-Lot Residential Subdivision at the intersection of Dundee Road & N. Haven Drive in unincorporated Cook County, including petition to annex and proposed preliminary plat of subdivision.

Carraig Subdivision has been reviewed and approved by the Village, with an agreement to demolish the home by August 31, 2022.

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

III. APPROVAL OF MINUTES

1. Plan Commission - Regular Meeting - Mar 1, 2022 7:00 PM

RESULT:	ACCEPTED AS AMENDED [4 TO 0]
MOVER:	Robert Kolososki, Plan Commissioner
SECONDER:	Rodney Bettenhausen, Plan Commissioner
AYES:	Dwyer, Williams, Bettenhausen, Kolososki
ABSTAIN:	Noonan
ABSENT:	Friedman, Fedota

IV. COMMUNICATIONS

V. ADJOURNMENT