



VILLAGE OF PALATINE

VILLAGE HALL - COUNCIL CHAMBERS 200 E. WOOD STREET
PALATINE, IL 60067-5339 – (847) 359-9050
<http://www.palatine.il.us>

PLAN COMMISSION MINUTES • FEBRUARY 6, 2018

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	Present	
Patrick Noonan	Plan Commissioner	Absent	
Teri Williams	Plan Commissioner	Present	
Eric Friedman	Plan Commissioner	Present	
Rodney Bettenhausen	Plan Commissioner	Present	
Robert Kolososki	Plan Commissioner	Absent	
Stephen Fedota	Plan Commissioner	Absent	

Staff present: Ms. Katie Romack and Ben Vyverberg.

II. APPROVAL OF MINUTES

1. Plan Commission - Regular Meeting - Dec 19, 2017 7:00 PM

Chairman Dwyer asked if there were any corrections or additions to the December 19, 2017 Plan Commission minutes. Hearing none, Jane Robbins made a motion to approve the minutes, seconded by Eric Friedman.

RESULT:	ACCEPTED [UNANIMOUS]
AYES:	Hansen, Dwyer, Robins, Williams, Friedman, Bettenhausen
ABSENT:	Noonan, Kolososki, Fedota

III. PUBLIC HEARING

Chairman Dwyer swore in the Petitioner and their representatives:

Adam Firsel - Core Equities (Petitioner), Jim Lennon (Attorney), Jared Placek - Manhard Consulting (Project Engineer), Luay Aboona KLOA (Traffic Engineer), Charles Riesterer - Grund and Riesterer (Architect), and Jon Stickney - Barrington Bank and Trust (Palatine Bank and Trust).

Village Staff (Romack and Vyverberg) were also sworn in at this time.

1. 1000-1002 E. Dundee Road

Chairman Dwyer read the notice of public hearing.

The following petitioner's exhibits were introduced:

1. Public Notice
2. Petitions for Hearing
3. Proof of Ownership
4. Plat of Subdivision
5. Engineering Plans
6. Building A & B Elevations
7. Building A & B Floor Plans
8. Building A & B Monument Sign Elevations
9. Palatine Bank and Trust Elevations and Floor Plans
10. Palatine Bank and Trust Signage Plans
11. Palatine Bank and Trust Stacking Exhibit
12. Palatine Bank and Trust Business Plan
13. Landscape Plan
14. Truck Turn Exhibit
15. Response Letter from Manhard Consulting 1-18-18
16. Traffic Study

**Sworn in: James Lennon 345 N. Quentin Road Suite 201 Palatine, IL,
Adam Firsel KC 1000, LLC, purchaser, developer and petitioner,
Jared Placek Engineer, Luay Aboona Traffic Engineer, Jon Stickney and
Charles Rister Palatine Bank and Trust**

Mr. Lennon gave a brief background of the property:

- 1.9 acres located just east of Rand Road on Dundee Road
- Currently 2 lots with 1 lot being normal size lot and the other being a double lot
- Seeking approval to develop as a PUD to divide into 3 lots
- Previously a gas station back in the 80's
- 2009 gas station was torn down and the tanks were removed
- Subject property has been vacant for approximately 10 years

Mr. Lennon gave a brief summary of the proposal:

- Construct 3 commercial buildings
- Property is zoned B-2 and the uses that are being proposed are B-2 uses
- Property will be PUD because the properties are being developed together
- Consistent with the comprehensive plan
- Continues the recent development in the area with the new buildings to the west

Mr. Firsel stated he is a Managing Principal of KC 1000. He spoke to his familiarity with the community since he grew up in Arlington Heights and his father was one of the founding partners of Shane Firsel and Bernie, which was the Village Attorney when he grew up. Mr. Firsel stated they also bought Quentin Corners on a foreclosure at 30% occupancy in 2014 and worked hard to bring it up to 90% occupancy making it a vibrant center again and sold it last year. He stated they are thrilled to build a really nice development in a long time dormant vacant parcel. Mr. Firsel spoke to the retail industries being tough with the internet commerce affect. He stated they have worked hard over the last 9 months to market the property and to get users that want to be there. He spoke to the important aspects of a parcel like this being visibility, access, traffic, and good community. Mr. Firsel spoke to the many different iterations of site planning. He explained his job as a developer is to coordinate and appease zoning code with what the community wants and what the users want, along with parking requirements and drive-through. He stated they are working with a tight site and explained they could have planned it for more square footage but feel they have a healthy mix of parking, building, and landscaping to make it a vibrant development.

He referred to the slides to show the site plan. He stated because of the storm water ordinances they are forced to provide on-site storm water detention. He pointed out they are not shown on the site plan and explained this is because they are burying them to make an underground storm water system. He referred to the Plat of Subdivision slide explaining it is two parcels that they want to consolidate and then subdivide into three lots so each building has its own lot. Mr. Firsel stated the anchor tenant is Palatine Bank and Trust who has one other branch in the area, similar ownership as Barrington Bank and Trust. He explained KC 1000 is only responsible for the site work and Palatine Bank and Trust will be designing and building their own building with their own consultants. Mr. Firsel stated the other two buildings will be retail in nature, single story with an alley way to separate the buildings. He explained the reason for this separation to break up the building and allow end caps because retailers really want signage on two facades. He further explained by breaking up the building it will allow a total of 4 tenants with everyone getting an end cap. Mr. Firsel stated the tenants have not been set in stone but the intent is to do the site work and build out the building at the same time. He spoke to the elevations and how they take guidance from what has already been approved from the community and how it will be harmonious with the new United Growth property to the West. He spoke to the materials and colors being used. He spoke to the driveway access and how IDOT has talked about doing a major intersection improvement for many years. Mr. Firsel stated it has now been approved and funded and have

lined up their driveway accordingly. He referred to the site plan slide and explained they will be eliminating one of the two current driveways and using the eastern most driveways that exist which will line up perfectly where the median for Dundee Road will end. He explained the median is to eliminate all the curb cuts and consolidate the ins and outs the best they can. Mr. Firsel stressed the importance of having full access for this site which is why they brought the site plan to IDOT who was happy with the consolidation of the drives but also asked consolidate the Car-X access and re-route their traffic through this full access cut. He stated this has not been easy since they do not own the property. He stated the deal is not done but essentially they have agreed to close off their drive which will consolidate three full access cuts down to one.

Mr. Hansen asked if the Eastern most driveway will be larger in the future. Mr. Firsel stated they think it will be wider and explained IDOT's comments was to make sure the radius works so it will need to be expanded just a bit.

Mr. Hansen asked if their customers will be able to make left turns out of the lot. Mr. Firsel answered yes.

Mr. Hansen pointed out some of the parking spots are shorter than the Village would like and asked if they are all the width the Village would like. Mr. Firsel answered yes.

Mr. Dwyer asked about the square box with the "T" on it in the Utility slide. Mr. Placek stated that is a transformer for the bank.

Mr. Placek explained the challenges from an engineering perspective is one the site planning, which Mr. Firsel outlined and the ability to line this development with the surrounding developments. He explained as a result they established putting a drive aisle in which allowed for the cross access that everyone is looking for when seeing developments developed next to each other. Mr. Placek stated from an engineering perspective this drove the mentality to have some of the parking stalls shorter to allow for more landscaping. He further explained part of the challenge is giving enough space for any kind of a retail tenant to come in and give their typical depth four box for marketability and maintain clear drive aisles. He spoke most spaces are the required width with just a few north south spots needing relief. He stated the 2-foot request still allows for a bumper overhang which is consistent with neighboring municipalities. He pointed out this deviation is driven to make it more marketable for tenants with a 70-foot depth while still allowing for a sidewalk around them. He spoke to previous site plan iterations and how working with staff they were able to increase the rear setback almost to the 15 foot that is required. He stated based on the site constraints it is not possible to get more without sacrificing the marketable ability of the site with allowed parking and the flexibility of future users. He spoke to the storm water management plans and how it is required by MWRD ordinances for a site this size. He stated it will provide volume control and meet all MWRD and Village requirements.

Mr. Dwyer asked where the storm water drains from the underground vault. Mr. Placek explained it drains into the IDOT right-of-way on Rand Road and connects to an existing sewer in that location which is typical in the existing conditions only difference is instead of an overland flow route it's underground.

Mr. Hansen asked for clarification on what buildings the bank would be responsible for.

Mr. Firsel explained the bank is using their own contractors and consultants to build their own building to their specifications and the two other buildings KC 1000 will be responsible for.

Mr. Hansen asked if it would be typical for consumers to enter through the buildings through the rear.

Mr. Firsel answered no except for the bank drive-through.

Mr. Hansen asked if it is the parking to the north of the site would be utilized for employee parking.

Mr. Firsel stated that is mostly who will park back there. He further explained the customers would park in the front along Dundee Road.

Mr. Aboona stated Mr. Firsel did a great job describing the access and process they are going through with IDOT. He stated they will continue to work with IDOT to get this access approved which is an improvement over the existing conditions.

Mr. Friedman asked if this design allows for the property to the west to maintain their full access drive on Dundee Road.

Mr. Aboona explained they will keep their driveway but it will become right-in and right-out once the barrier median is put in. He stated this development with the cross access helps their traffic with the ability to turn in and out of Dundee Road.

Mr. Firsel pointed out it was smart of the Village when the project was zoned to require the internal cross access between the two parcels because without that this site would be hard to be developed. He stated the internal cross access between sites will be better for everyone keeping the traffic off the road as well as allowing for the cross shop ability making it more of a shopping center.

Ms. Robins asked about the statistics on the bank hours and customer peak times.

Mr. Stickney stated this location will have the same hours as their existing bank at Palatine Road and Brockway Street, which has been open since 2003. He explained the reason for wanting this location is because people who live on that side of town do not want to go downtown to do their banking.

Ms. Robins asked what the bank hours are.

Mr. Stickney explained they are Monday - Friday 8:30 - 5:00 PM and Saturday 8:30 - 1:00 PM.

Ms. Robins asked how many customers do they anticipate and what the speed of

the drive-through process is.

Mr. Stickney explained the drive-through is located on the west side of the property which would allow for more than a dozen cars before stacking would occur. He referred to the stacking exhibit slide showing the designated drive through lanes that will have two teller lanes. He stated he can't imagine any time of day where vehicles would be stacked.

Sworn in staff: Ms. Katie Romack and Mr. Ben Vyverberg.

Ms. Romack stated it is required for them to have at least 8 stacking parking spaces as required per code and they have 9.

Mr. Stickney pointed out they can bypass by going around to the back of the building.

Mr. Hansen asked about ATM access.

Mr. Stickney explained the ATM will be located in the second lane of the drive-through.

Mr. Hansen clarified the second lane is the one furthest west.

Mr. Stickney answered that is correct. He stated on the stacking slide it will be approximately where the #3 is.

Ms. Robins asked if it will be one way on the east side of the building.

Mr. Stickney answered no it is two-way.

Mr. Friedman asked if the glass tower on the bank building will be illuminated and if so for how long and will there be signage in it. He expressed his concern because it will be visible from the residential area behind the property.

Mr. Rister explained they wanted it to be a beacon for the bank but it will not have any signage. He explained there will be a sign on the building facing south and east. He stated they could have a solid back facing the residential area if it is a concern. He stated the purpose is to add verticality to the building and to call attention to their bank and will be illuminated.

Mr. Friedman asked what the hours of the illumination are.

Mr. Rister stated the hours have not been discussed.

Mr. Stickney stated they have a similar feature in a bank they built in Hanover Park and it is very attractive.

Mr. Hansen agreed with Mr. Friedman on the need to protect the residential areas from the tower lights.

Discussion on adding a condition to make it a solid back facing the residential area.

Mr. Stickney agreed they could work with that.

Mr. Vyverberg pointed out Village code requires a final photometric plan to be submitted that relates to that as well as internal light levels that are required for

commercial properties adjacent to a residential property. He stated the Plan Commission can propose an architectural condition for the northern side but pointed out staff will be looking at this as the process moves forward.

Mr. Friedman stated there is a difference between levels in a photometric plan and glare that can be obtrusive.

Mr. Dwyer agreed pointing out it may not be more than 1/10th of a foot-candle but it is still visible from the residential area.

Mr. Bettenhausen asked for clarification on the stacking exhibit slide and where the teller windows are versus where the cars are lined up.

Mr. Rister stated they may have to be moved back. He pointed out the teller machine and the window is setback 5 feet so that may be where these plans were drawn.

Discussion on the stacking slide.

Mr. Bettenhausen asked about the location of the EMB sign.

Mr. Rister explained the sign will be on the Dundee Road side.

Mr. Bettenhausen asked if the EPA had issued a no further remediation notice since it was previously a gas station.

Mr. Firsel answered yes the tanks have been removed and the site has been completely remediated.

Mr. Friedman asked about the safety of the "alleyway" they are creating between the buildings with it having low visibility around the corners. He asked if it would be lit up and if people would be using it.

Mr. Firsel stated they built the same kind of development in Lake Zurich at Rand Road and Route 22. He stated the con is there is not a lot of sunlight which required specific plants. The benefit is for cars that cannot find parking in the front or for employees the sidewalk in between creates a shortcut to get to the front but they can always use the sidewalk on the east or west side of the two buildings. He stated even though the 15 feet doesn't look like a lot on paper it creates enough signage on those eastern and western facades for the drive by cars to get the benefit. Mr. Firsel stated they are open to suggestions.

Mr. Hansen asked who is expected to read the signage on the east and west side of the two buildings.

Mr. Firsel referred to the elevation slide showing where the signage would go.

Mr. Hansen pointed out the Village requires 42 parking spaces for this size development and there are 87 parking spaces in the plans.

Mr. Firsel explained if they end up with a tenant wanting to open a restaurant the parking counts are higher.

Mr. Hansen clarified this leaves the landlord open to the possibility.

Mr. Firsel stated that is correct explaining he has had issues in the past zoning a site for all retail and then a restaurant comes in and you run the risk of not getting the required variance for parking. He explained he wants to open this space up to

as many users as possible pointing out restaurants are the most active user in the retail category. He stated maybe the users are optimistic but most retail requires more spaces than the village code requires.

Mr. Hansen expressed the concern with the alleyway is safety giving an area for bad people to hang out.

Mr. Firsel stated they have not had any problems in Lake Zurich. He stated it will be lit and if there is a problem with security they can install cameras and monitor the area

Ms. Romack gave a brief summary of the request. She referred to the site plan slide and spoke to the parking requirements.

- The parking stalls along Dundee Road and the ones in the rear do not meet the width that Village code requires.
- The drive aisles all meet Code.
- There is a 14-foot landscaping buffer in the rear and 15 feet is what is required by Code.
- They have a cross access agreement with the UG Subdivisions to the West and to the property to the East which continues the development line from UG subdivision over.

Ms. Romack spoke to the engineering:

- Storm water would be collected throughout the site and directed into an existing storm sewer southeast of the site. Storm water detention is not required per MWRD; however, an existing detention volume will remain on-site.
- A new water main would be extended throughout the site and would connect with the existing water main that currently exists along the frontage of this property. Services for the buildings would be provided by tapping into this new main extension.
- Sanitary sewer would be provided by connecting to an existing sanitary system that runs along the northern portion of the property.
- The Village Engineer has reviewed and approved the engineering plans. Sidewalks currently exist along the frontage of this property.

Ms. Romack spoke to the building elevations and explained they meet the monotony code being a mixture of brick and concrete block.

Ms. Romack spoke to the stacking exhibits:

- 8 parking spaces are required per Coe
- Drive aisle width for both lanes meet Code
- There is also an exit for vehicles

Ms. Romack spoke to signage:

- Proposing two monument signs on the 2 lots with Building A and Building B
- 2 monument signs and an EMB sign
- Signs will be reduced to 100 square feet to meet Code.
- Both monument signs will have 2 tenant panels. The Zoning Ordinance requires

that freestanding sign in unified centers less than 2 acres display only the name and location of the unified center so they are seeking a variation to allow the tenant panels.

- Palatine Bank and Trust proposed signage plans include a sign in the front, on the side and on the door as well as the EMB sign at the front of the property.
- EMB sign does require a special use permit per Code
- Meets height and size requirements
- Variation is needed for lot width since the lot is 142 feet and 300 feet is required for an EMB.

Ms. Romack spoke to the landscaping plans referring to the slide:

- Proposing parkway trees throughout the site as well as trees along the frontage of the property
- Additional condition in staff statement for additional landscaping to be added in the rear
- Required to replace the fence along the rear of the property with a recommended 6 foot board-on-board wood fence

Ms. Romack stated the Fire Marshal has reviewed the fire turn plans and has approved them.

Mr. Vyverberg pointed out the signage with the tenant panels is a continuation of the development to the West whose signs also have tenant panels. He stated the board on board fence condition was also taken from the UG Subdivision which requires the replacement to be similarly modeled. Mr. Vyverberg spoke to the cross access easement and how from a staff's perspective it is within the development's best interest to maintain the cross access and have the ability to traverse utilizing the cross access and make it all the way to Rand Road particularly with IDOT's intended improvements.

Mr. Dwyer asked if there is an existing cross access easement agreement between this development and Car-X property.

Mr. Vyverberg stated there is not but explained there is a proposed condition by staff which is comparable to the UG Subdivision that their plat will have to be recorded with a cross access easement which is the same configuration with the UG Subdivision.

Ms. Robins asked if the shorter parking stalls will affect delivery truck maneuverability.

Mr. Vyverberg referred to the site plan and pointed out the loading areas are in the rear of the building which meets Code from a size perspective.

Mr. Dwyer clarified the Village Code does not take into account the overhang.

Mr. Vyverberg stated that is correct.

Mr. Dwyer pointed out there is a 2 foot overhang in the front so it is not as short as it appears.

STAFF RECOMMENDATIONS:

The proposal conforms to the recommendations of the comprehensive plan and generally complies with the requirements of the Zoning Ordinance and redevelopment goals within the Comprehensive Plan and Dundee Road corridor. The proposed redevelopment continues the land use and development pattern starting at the intersection of Rand and Dundee Roads, both with Dundee Point and UG Subdivision. Therefore, Staff recommends approval of the proposal subject to the following conditions:

1. The development shall substantially conform to the Engineering plans prepared by Manhard Consulting dated 10/20/2017 last revised 12/20/2017, the architectural plans prepared by PFDA Architects, Inc. last revised 12/18/2017, and to the architectural plans prepared by Grund & Riesterer Architects last revised 10/19/2017, except as such plans may be revised to conform to Village Codes and Ordinances.
2. Uses shall be governed by the B-2 district use lists in the Palatine Zoning Ordinance.
3. A Plat of Easement Dedication, shall extend to the western and eastern lot lines (as proposed) of the subject property and shall be submitted on Mylar in a manner acceptable to the Director of Planning and Zoning and Village Attorney.
6. A Public Improvement letter of credit for 115% of the full amount of the engineer's estimate of probable cost of such public improvements shall be submitted to ensure the completion of the required public improvements in a manner acceptable to the Village Engineer.
7. Review fees in the amount of 1.5% of total project improvement costs shall be submitted in a manner acceptable to the Village Engineer.
8. A Planned Development letter of credit in the amount \$100,000 shall be submitted to ensure the completion of the Planned Development.
9. Recording fees in the amount of \$600 shall be submitted.
10. The sign plans shall be amended in a manner acceptable to the Director of Planning and Zoning.
11. The fence along the north lot line shall be replaced every 12 years or as directed by the Village of Palatine.
12. The final landscaping plan shall be submitted in a manner acceptable to the Director of Planning and Zoning.
13. The final photometric plan shall be submitted in a manner acceptable to the Village of Palatine.
14. Future restaurant uses that meet the parking requirements may be reviewed directly by Village Council.
15. Fire Hydrant HYD-2 shall be relocated in a manner acceptable to the Village Engineer.
16. Any building not constructed by the Petitioner shall receive approval from Village Council prior to the issuance of a building permit.
17. The Petitioner shall submit a Subdivision Improvement Agreement in a manner acceptable to the Village Attorney.
18. MWRD and IDOT permits shall be submitted in a manner acceptable to the Village Engineer. With regard to the IDOT permit and the final access location

determination made by IDOT, any changes affecting the site plan, which maintain substantial conformance to the subject engineering plans, may be reviewed directly by the Village Council.

Mr. Vyverberg clarified the conditions explaining IDOT has the final decision on the access plans and future plans regarding such and any restaurant requests that meet parking requirement will go straight to Village Council. He further explained any request for a drive-through would have to go through the special use process and neighboring properties would be notified accordingly.

Mr. Dwyer asked the Petitioner if a restaurant was proposed would there be room for a drive-through.

Mr. Firsel stated not in this configuration. He explained in one of their iterations they had one but they had to take it out of the building square footage to make it work.

Mr. Dwyer asked if there would be any concern about adding a condition preventing the beacon to be visible to the residential area.

Mr. Firsel stated no.

Mr. Stickney clarified the condition was for the north side of the beacon only.

Mr. Dwyer said that is correct.

Mr. Friedman clarified language should read glare control on the north side.

Discussion on language of condition.

Mr. Hansen asked the Petitioner if and will they meet staff's conditions.

Mr. Firsel clarified what the conditions regarding Village Council entail.

Mr. Vyverberg explained this is a frequent condition of planned developments with a very specific architectural and use requirements. He further explained it is not typically a public hearing rather a Village Council review.

Mr. Friedman pointed out this seems to be language when the developer proposed a building and someone else does the building in their place. He stated in this case on day one the developer has indicated that one of the buildings will be not be constructed by the applicant. He asked if the bank building would be subject to that.

Mr. Vyverberg stated under this circumstance we would enable the document going to Village Council to refer to the Petitioner or the Palatine Bank and Trust as it relates.

Mr. Firsel clarified that if a restaurant is proposed that does not need a variance it would still go through Village Council.

Mr. Vyverberg explained in the Village all restaurant uses require a special use, which would requires a public hearing in front of the Zoning Board of Appeals and ultimately the Village Council. He further explained looking at the areas development patterns there are restaurants there and anticipated throughout the Dundee Road corridor. He stated they are comfortable with the parking mix as proposed so if a restaurant use was identified that met all the parking requirements rather than going through another public hearing staff is

comfortable seeking approval directly from Village Council.

Mr. Firsel asked about conditions #6 and #8 for public improvements and letter of credit. He stated this seems to be doubling up letters of credits which are neither cheap nor easy to get.

Mr. Vyverberg explained this is a code requirement in the zoning ordinance. He further explained the \$100,000 letter of credit is protection for the Village so if a Planned Development based on a very specific site or architectural plan if the building was partially constructed and the developer was not able to complete it the Village had the ability to either remove the partial improvements that had been made or in the instance where it is 99% completed the Village can use the letter of credit to complete it. He further explained the difference between project improvements and public improvements and how the letters of credits would be used and how they are required by code.

Mr. Firsel asked when they get returned and are there reductions available. He stated he only builds buildings if they are leased and asked what happens if they only complete the bank and building along with all landscaping and irrigation.

Mr. Vyverberg explained the public improvement letter of credit can be reduced as the public improvements are installed. He further explained the one year maintenance period that requires the village to hold 10% but after that period is complete it can be released. Mr. Vyverberg stated the Village per Code does not release the \$100,000 letter of credit until all buildings receive their Certificate of Occupancy.

Mr. Firsel answered Conrad's question and stated they accept staff's conditions.

Ms. Williams made a motion to close the public hearing; seconded by Mr. Bettenhausen.

DELIBERATIONS

Discussion on the cross access between the property and Car-X and IDOT's plans.

Mr. Dwyer asked if IDOT can refuse an existing driveway.

Mr. Vyverberg clarified if Mr. Dwyer meant can IDOT pick which driveway they would allow access to.

Mr. Dwyer pointed out the current drives have full access and asked if IDOT can change to only allow directional ins and outs.

Mr. Vyverberg stated IDOT in the midst of installing the median will control the final form and function of this access as proposed.

Ms. Robins asked when construction of the buildings will start.

Mr. Vyverberg stated Mr. Firsel indicated the Bank and the other buildings will be constructed at the same time and once they get through the process they will get their plans together accordingly.

Ms. Williams made a motion to approve subject staff's conditions with the

added condition that the light in the tower above the bank building will be screened from the residential area on the north side of the development; seconded by Mr. Hansen.

Mr. Dwyer summarized that this request had met the standards and was unanimously approved by a vote of 6-0. This item will go to the Community and Economic Development Committee of the Village Council on February 20, 2018.

IV. COMMUNICATIONS

Ms. Romack stated the Dentist Office at 807-811 E. Palatine Road was approved by Village Council.

V. ADJOURNMENT**1. Motion to Adjourn**

Ms. Williams made a motion to adjourn; seconded by Ms. Robins.

RESULT:	MOTION CARRIED BY VOICE VOTE [UNANIMOUS]
MOVER:	Teri Williams, Plan Commissioner
SECONDER:	Jane Robins, Plan Commissioner
AYES:	Hansen, Dwyer, Robins, Williams, Friedman, Bettenhausen
ABSENT:	Noonan, Kolososki, Fedota

