

**VILLAGE OF ITASCA  
PLAN COMMISSION REGULAR MEETING  
APPROVED MINUTES  
June 20, 2018**

**CALL TO ORDER**

The Village of Itasca Plan Commission Meeting was called to order by Chairman Mark Kischner at 7:00 p.m.

**ROLL CALL**

**Present:** Chairman Kischner; Commissioners Bob Hoffmann, Eric Swets, Jeff Holmes, and Lori Drummond

**Absent:** Commissioners Frank Carello and Krista Ray

**Also Present:** Shannon Malik Jarmusz, Senior Planner; Yordana Wysocki, Village Attorney; Nancy Hill, Director of Community Development; Amy McKenna, Robinson Engineering; Paula Borowski, Recording Secretary

**PUBLIC HEARING**

**Mark Houser of Bridge Industrial Acquisition, LLC**

**CBS Radio East, LLC**

**Southeast corner of Route 53 (Rohlwing Rd.) and Devon Ave.**

**B-3 Service Business District**

**Requests for rezoning from B-3 Service Business District to B-3 Service Business District and M Limited Manufacturing District, a planned development by special use with associated variances, plat of subdivision, and class I site plan approval for the purpose of constructing a mixed-use retail and industrial development.**

**PETITIONER PRESENTATION**

Steve Groetsema, from Bridge Development gave a brief background of how the company began and how it has expanded with various redevelopment sites throughout the U.S. He explained how Bridge began working on the site in question in January and has partnered with Premier Design Group in Itasca. The plan has evolved from being just industrial uses to a combination of three industrial buildings mixed with retail components. Steve Groetsema, showed the proposed mixed use plan on a presentation board to the Plan Commission and audience. The retail space would face the Rohlwing Road side and the three larger buildings on the Devon Ave. side.

Shannon Malik Jarmusz commented that the Plan Commission heard a presentation by the petitioner in a workshop format in December 2017. At that time, the proposal was for three industrial buildings without the retail uses. During the workshop, there was a lot of discussion pertaining to what the highest and best use of the property would be. The petitioner has been working closely with staff to meet the recommendations of the 2015 Comprehensive Plan and the CMD sub area plan as well. Because of the scale of the project it will be a split planned development process; tonight will be consideration of zoning and use, preliminary plat of subdivision, and preliminary planned development approval. Review of final subdivision and

final planned development will follow, along with site plans for the retail components that will be specific to the end tenants.

Chairman Kischner asked what would happen if preliminary approval is granted this evening. Would the petitioner come back to a second hearing for approval, provided there were no substantial changes. Chairman Kischner inquired as to what constitutes a substantial change. Shannon Malik Jarmusz stated staff would determine what would be substantial, i.e. larger building then was presented or no retail something that would significantly deviate from the original concept. Commissioner Swets verified with Malik Jarmusz that the Plan Commission have a chance to re-review substantial changes. No construction would take place until final approval of the planned development has been granted. Commissioner Hoffmann stated all plans, i.e. photometric, landscape; building design would be part of the final approval.

Mark Houser from Bridge Development commented while working with staff, Bridge has already made changes to stacking, size of the buildings and other areas. Mr. Groetsema explained that Bridge Development is the industrial part of the development and the retail part would be sold to a retail development company. The company they are working with is Shorewood Developers who is a successful retail developer.

Shannon Malik Jarmusz stated the industrial components would move forward earlier, because the retail components represent recent changes based on staff feedback. Commissioner Drummond asked if the retail type shown may change. Louis Schrieber III, from Shorewood Development Group introduced himself and gave examples of several retail developments in Schaumburg which have breakfast service; drive thru lunch and dinner; fitness center or a hotel. He envisions similar ideas for this retail site including a hotel even though there are others close by. Chairman Kischner felt that a change from hotel to a gas station would be considered substantial. Lou Schrieber stated a gas station is viable for this site, however they will build the retail components that will succeed based on access to the site, easy in and out for drive-thru type of businesses and parking.

Petitioner showed conceptual plans of the industrial buildings with color and glass. Commissioner Hoffmann would like the portion facing Devon to be the nicer side of the industrial buildings. Commissioner Holmes noticed that the parking area is more than what would be required for the buildings. Might this suggest more office type tenants? Steve Groetsema stated that these buildings will not be a freight type building based on their location and proximity to O'Hare. These buildings are in a prime location which will draw a higher and better use. The average tenant space would be approximately 60,000 square feet befitting a major corporation. The parking is where they begin in planning the site and they never mix cars and trucks. Commissioner Hoffmann commended the overall presentation, especially the traffic study. Commissioner Swets understands that the market drives the corner and is pleased there is a retail component. Groetsema has interested parties wanting 200,000 square feet and 85,000 square feet already. Commissioner Swets asked if this would drive retail. Lou Schrieber stated that this would drive the retail need.

Steve Groetsema has been working on the appearance so that it looks nice and will not be a white box. Chairman Kischner asked for more information on building design, traffic pattern and stormwater. Steve Groetsema described the building depth and height. The number one importance is traffic flow and they will make sure cars can go in and out of park without interference from semi-truck traffic.

Luay Aboona, PE from KLOA provided the explanation of how they determined the traffic flow. Devon and Rohlwing will have the heavy traffic and would be asking IDOT for double left turn

lane and adding a traffic light to entrance of the space. All traffic signals are subject to IDOT approval.

Brett Duffy, PE, from Spaceco gave a brief explanation on the stormwater detention on the southeast corner of the site and how they will design ponds by following DuPage County Best Management Practices. Commissioner Hoffmann inquired about a wall being built on the east side. Brett gave the details of the construction of a nine foot block retaining wall which would face the highway with landscaping. Steve Groetsema stated the southeast corner building is going to be the most wanted and there is a plan for a monument sign to be the focal point on the site. Chairman Kischner was concerned about the long term maintenance on the site. Steve Groetsema stated there would be a management company first then there would be an association.

Chairman Kischner opened for audience comments.

Matt Roan, Deputy Village Manger, Village of Elk Grove spoke about the traffic study and other concerns.

- Page 9 Lists the jurisdiction as Itasca...this should be corrected to note that the jurisdiction for Nerge Road is Elk Grove Village (from Devon to Rohlwing). **Elk Grove Village has significant concern that the proposed development is directing its Industrial truck traffic onto Elk Grove Village's local street with residential just to the north.**
- Page 11 Traffic counts were performed only a few weeks after the opening of the Elgin O'Hare, **do they reflect current conditions?**
- Page 15 The Direction Split Discussion highlights that truck traffic will be primarily oriented to Rohlwing Road. **Why not align the truck access directly onto Rohlwing Road?**
- Page 28 **The reduction in the Level of Service at Devon and Nerge for Southbound Nerge will have a significant negative impact on Nerge Road traffic congestion.**
- Page 35 **The proposals for median modifications on Devon Avenue do not appear feasible under the Nerge Road/Main Access and Devon section Turn lane access and by lengths to the existing Elk Grove Village retail north of Devon should not be modified.**  
Rohlwing Road and Devon Ave. intersection improvements should include ADA improvements....**have you had these conversations with IDOT yet?**
- Page 37 The proposals for median modifications on Devon Ave. do not appear feasible under the East Access Drive and Devon Ave. section. **Has anyone spoken with Cook County regarding this? We strongly believe that Northbound and Southbound protected only turn movements will add to traffic congestion at Devon and Nerge.**
- Page 38 **Continuous right turn lanes on Rohlwing and Devon would create unsafe traffic operation for both of the proposed restricted access driveways.**
- Page 45 Aligning the truck entrance with Hamilton Parkway rather than Nerge Rd. would provide improved traffic operations along the arterial routes as well as internal site movements. **As such, it is the request of Elk Grove Village to re-orientate the site plan so that the Commercial Development is situated along Devon Avenue, with the Industrial Development oriented with shared entrance at Hamilton Parkway.**

Manny Mancuso, owner of Elk Grove Marathon is very pleased with the development.

His only concern would be another gas station as the competition would hurt his business.

Chairman Kischner allowed KLOA more time to review questions and comments by Matt Roan with Elk Grove Village. Steve Groetsema commented on the request by Matt Roan to change the retail component location to Devon Ave. This would not be feasible as it is contrary to the Village of Itasca's Comprehensive Plan. Chairman Kischner posed the question, if approved what benefit does this development offer Itasca. Steve Groetsema replied that this development would be the most notable in the area, because there is no open land of this size anywhere in the Chicagoland area. The development would create hundreds of jobs, property taxes, real estate revenue and retail tax revenue to the Village of Itasca.

Luay Aboona from KLOA addressed Matt Roan's points:

Page 9	They will correct jurisdiction; not a lot of truck traffic on Nerge Road.
Page 11	Counts were done after Elgin O'Hare was constructed.
Page 15	Discussed signal warrants and safety.
Page 28	Intersection should operate within acceptable standards.
Page 35	Continue to work with IDOT regarding ADA designs.
Page 37	Modification regarding the left turn lane, waiting on Cook County.
Page 38	Is in disagreement with comment. IDOT requires this all the time.
Page 45	Indicated that the comment pertaining to an alternate alignment of the truck entrance with Hamilton Parkway instead of Nerge had been previously addressed.

Chairman Kischner asked what kind of tenants would be located in the multi-tenant building. Lou Schreiber stated some examples of the type of user that might be possible would be Roti, Naf Naf Grill, a coffee type drive-thru and others. Chairman Kischner mentioned a gateway feature which was mentioned in the staff memo. Steve Groetsema stated the idea is to allocate space for Itasca gateway signage on the northwest and northeast corners and they are working on the details with staff regarding design, ownership and maintenance. Chairman Kischner inquired about a recommendation by staff for possible walk ways throughout the development. Steve Groetsema is open to some walkways around the detention area, but there may be issues from an engineering standpoint.

Chairman Kischner asked if the petitioner would like any staff recommendations removed. Steve Groetsema would like clarification on extended stay class hotel prohibited.

Nancy Hill stated there has been some discussion with the Police Department on the class of the extended stay. This will change to a business class type of hotel and we have worked this out with the petitioner regarding this language.

Steve Groetsema emphasized the urgency to begin the industrial buildings as soon as possible. KLOA reviewed the left turn lane onto Devon to make it a right turn in and out. The County is reviewing the plans and may require a change to the design in the median.

Amy McKenna, PE, Robinson Engineering, commented on working with Cook County.

Lou Schreiber discussed the stacking requirements inside the retail component of the development.

Shannon Malik Jarmusz commented on the potential for the developer to have difficulty providing internal pathways due to engineering constraints.

Chairman Kischner asked if chain link fence would be removed. Petitioner stated it is around site for security, but would be removed. Also, he has snow storage concerns. Petitioner is working with staff regarding this issue.

Public Hearing Closed.

**STAFF RECOMMENDED CONDITIONS OF APPROVAL:**

1. The project must comply with all Village Ordinances, Building Codes, Subdivision Regulations, Standards Specifications, and the DuPage County Stormwater Ordinance in place at the time of permit application.
2. Any favorable recommendation is subject to final engineering approval.
3. A planned development agreement is required for this proposal. It shall be agreed to by all parties prior to the start of construction.
4. The proposal is subject to adherence to previously issued review comments including:
  - a. Engineering review comments from Amy S. McKenna, PE, Robinson Engineering dated June 13, 2018 and any forthcoming review comments.
  - b. Itasca Fire District review comments in memos from Michael Lisek, Fire Prevention Bureau Director dated June 11, 2018 and any forthcoming review comments.
  - c. Public Works review comments in memo from Ross Hitchcock, Director of Public Works and Mike Subers, Public Utilities Superintendent, dated June 12, 2018 and any forthcoming review comments.
5. Ordinarily, project approvals of this nature are conditioned to be valid for one year. Staff recommends that the phasing schedule and timeline of the proposed development be determined within the Development Agreement. Staff also recommends that if the project does not commence within three years of Village Board approval, the requests should go back before the Board for reauthorization. Further, staff recommends that if for any reason, Bridge Development or Shorewood Development is not able to complete this project, and any future assignees will be required to obtain Village Board approval to amend the approvals for the new ownership entity.
6. Planned Development and Subdivision approval for this project will be a two part process. The petitioner will need to refine the plans and schedule a Final Planned Development and Final Plat of Subdivision appearance before the Plan Commission and Village Board when appropriate. Further, the commercial portion of the project may seek Final Planned Development approval on a lot by lot basis as tenants are determined.
7. Approval is subject to the conditions of KLOA Traffic Impact Study, dated June 8, 2018, insofar as they do not conflict with the requirements of final engineering, Village Ordinances, and IDOT or Cook County Department of Transportation regulations.

8. All business shall be conducted and material shall be stored within a completely enclosed building pursuant to the Zoning Ordinance.
9. All business conducted on the portion of the development zoned M Limited Manufacturing District is subject to the Performance Standards for M District properties as described in Section 11.02 of the Zoning Ordinance.
10. Public sidewalks measuring 5' in width are required where they are not provided, and in addition to Village acceptance of the site plan, the approval for this work of IDOT on Rohlwing Rd. and the Cook County Department of Transportation on Devon Ave. is required.
11. Street trees are required every 50' within the right-of-way and must measure a minimum caliper of 2" measured 1' from the ground at time of installation. In addition to Village acceptance of the landscape plan, the approval for this work of IDOT on Rohlwing Rd. and the Cook County Department of Transportation on Devon Ave. is required.
12. The commercial portion of the development shall be developed at the same time and in concert with the industrial portion.
13. An architectural elevation/perspective exhibit is required for the proposed retaining wall along east property line adjacent to I-290 showing proposed height, color, materials, and design.
14. A color landscaping site plan and perspective drawings are required. This must be submitted as part of Final Planned Development approval. This plan must include a variety of species with seasonal interest, foundation plantings, retaining wall plantings, and indicate the specific plant material and size.
15. A tree survey of all existing trees 6" in diameter or greater when measured above grade should be submitted as part of Final Planned Development approval. Include tree condition, species, and plans to retain or remove, and include replacement trees on landscaping plan.
16. A photometric plan is required as part of Final Planned Development approval.
17. Color architectural plans including elevations, floor plans, and building materials are required as part of Final Planned Development approval. This includes the to-be-determined commercial buildings and site specific architectural plans for the industrial buildings.
18. Proposed site signage was not known at the time of Preliminary Planned Development approval. Proposed signage is governed by Section 13 of the Zoning Ordinance. Any signage which does not meet the requirements of this section of the Code will require a public hearing before the Plan Commission.
19. Extended stay class hotel will be changed to business class extended stay only within this Planned Development.
20. Conformance with the Zoning Ordinance parking and bicycle requirements for hotels will be verified once the final design is known.

21. Revise site plan to show interior pedestrian circulation and pedestrian connectivity to the commercial portion of site.
22. Revise site plan to show walking path amenity along north portion of stormwater detention area.
23. Revise site plan to add a table showing the lot area of each use (including open space) compared to the entire redevelopment area. Include square footage and percentage. See Section 14.12(7)(e)(2) of the Zoning Ordinance.
24. Revise site plan to add a table showing FAR for each lot and for the site as a whole.
25. Submit Kane DuPage Soil & Water Conservation District report with building permit application.
26. Submit IDNR EcoCAT report with building permit application.
27. The Village is in the process of updating adopted building codes and will require conformance with the 2015 International Codes. The developer should anticipate that current local amendments will be maintained and amended.
28. The planned easement for Village of Itasca gateway signage at the northwest corner of the site should be clearly indicated with dimensions called on the site plan. The developer should be familiar with Section 13 of the Zoning Ordinance so that a clear line of site triangle is retained for the intersection conflicts between any Village gateway signage and private signage meant to benefit the development can be avoided.
29. All revised plans are submitted to scale.

### **REQUIRED FINDINGS OF FACT**

Village attorney Yordana Wysocki proposed findings of fact for which the Plan Commissioners indicated their agreement or disagreement. A full account of the proposed findings and Commissioners responses can be found in the transcript.

### **Motions**

Commissioner Hoffmann made the following motion:

**After reviewing the submitted documents and the applicable Findings of Fact, and listening to evidence presented at this hearing, this Plan Commission finds that:**

- 1. The proposed rezoning from B-3 Service Business District to B-3 Service Business District and M Limited Manufacturing District as demonstrated in the proposal brought before this Plan Commission is generally acceptable;**
- 2. The proposed Preliminary Planned Development by Special Use is generally acceptable and that the Final Planned Development will be brought back to this Plan Commission for approval;**

3. **Exceptions for vehicle stacking and building heights meet the spirit of the planned development ordinance;**
4. **The Preliminary Plat of Subdivision to create six lots of record and that the Final Plat of Subdivision will be brought back to this Plan Commission for approval.**

**Additionally, the Plan Commission finds that the proposal generally meets the requirements for Class I site plan approval. All approvals subject to the Recommended Conditions of Approval as contained and amended in the staff memo prepared for this June 20, 2018 meeting.**

The motion was seconded by Commissioner Swets.

### **Roll Call Vote**

**Ayes**-Commissioners Hoffmann, Holmes, Drummond and Swets

**Nays**-None

**Absent**-Carrello and Ray

## **REGULAR MEETING AGENDA**

### **ROLL CALL**

**Present:** Chairman Kischner; Commissioners Robert Hoffmann, Eric Swets, Jeff Holmes, and Lori Drummond

**Absent:** Frank Carello and Krista Ray

### **MINUTES**

**Commissioner Hoffmann made a motion to approve the minutes from May 16, 2018, as amended, Commissioner Swets seconded the motion. Motion carried by unanimous voice vote by the members present.**

### **NEW BUSINESS**

None

### **PROJECT UPDATES AND ANNOUNCEMENTS**

Shannon Malik Jarmusz indicated that Overshadowed Theater staff will make a presentation on the status of their project at the Plan Commission's request at the August meeting and that the July meeting may be cancelled. Attorney Yordana Wyscocki provided an update on the Pulte townhome development and indicated that it would go before the Village Board for a vote on July 10<sup>th</sup>.

### **ADJOURNMENT**

Commissioner Hoffmann moved to close the meeting. Commissioner Swets seconded the motion. The motion carried with unanimous approval and the June 20<sup>th</sup> meeting adjourned at 9:00p.m.

**NEXT SCHEDULED MEETING**

The next regular meeting is scheduled for Wednesday, July 18, 2018 at 7:00 p.m.