

VILLAGE OF HUNTLEY
PLAN COMMISSION MEETING
Monday, April 14, 2014
MINUTES

5

CALL TO ORDER

Chairman Tom Kibort called to order the Village of Huntley Plan Commission meeting for April 14, 2014 at 6:31 pm in the Municipal Complex Village Board Room at 10987 Main Street, Huntley, Illinois 60142. The room is handicap accessible.

10

PLEDGE OF ALLEGIANCE

Commissioner Hahn led the Pledge of Allegiance.

ROLL CALL

15

PLAN

COMMISSIONERS: Commissioners Ron Hahn, Lori Nichols, Terra Jensen, and Robert Chandler, Vice Chair Dawn Ellison and Chairman Tom Kibort

20

COMMISSIONERS

ABSENT: Commissioner Tim Hoeft

ALSO PRESENT:

Assistant Village Manager Lisa Armour, Director of Development Services Charles Nordman and Planner James Williams

25

4. Public Comments There were no public comments.

5. Approval of Minutes

30

A. Approval of the March 10, 2014 Plan Commission Meeting Minutes

A MOTION was made to approve the March 10, 2014 Plan Commission Meeting Minutes as written.

35

MOVED:

Vice Chair Ellison

SECONDED:

Commissioner Hahn

AYES:

Commissioners Hahn, Nichols, Chandler and Vice Chair Ellison

NAYS:

None

ABSTAIN:

Commissioner Jensen and Chairman Kibort

MOTION CARRIED

4:0:2

40

6. Public Hearing

45

A. Petition No. 14-4.1, Reiche Construction Inc. on behalf of Cargo Equipment Corp., Lot 5, Corporate Park – Phase 3, Requesting Plat of Resubdivision and Public Hearing to consider Site Plan Review, including approval of such relief as may be necessary to allow development in accordance with the site plan that has been submitted to, and is on file with, the Village of Huntley.

50

Planner Williams reviewed a PowerPoint presentation outlining the request including Reiche Construction Inc. on behalf of Cargo Equipment Corp., Lot 5, Corporate Park – Phase 3, requesting Plat of Resubdivision and Public Hearing to consider Site Plan Review, including approval of such relief as may be necessary to allow development in accordance with the site plan that has been submitted to, and is on file with, the Village of Huntley.

5 Planner Williams stated that the subject property is the 2.4-acres located at the southeast corner of Jim Dhamer Drive and George Bush Court within Lot 5, Corporate Park – Phase 3 and the petitioners are requesting approval of the Site Plan Review for a 40,000 square foot office/warehouse facility for Cargo Equipment Corp. and Plat of Resubdivision of Lot 5, Corporate Park - Phase 3.

Development Summary

10 The contractor purchaser of the subject property, Cargo Equipment Corporation was founded in 1962 and is a leading supplier of load securement equipment and supplies. On behalf of Cargo Equipment, Reiche Construction Inc. is requesting the resubdivision of the Business Park – Planned Development District (BP-PDD)-zoned property known as Lot 5, Corporate Park – Phase 3 into two lots. The resulting Lot 1 is the 2.4-acre property proposed for location of the Cargo Equipment facility with Lot 2, the remaining 29.62 acre portion of the subdivision, will include wetland and storm water management. Site Plan Review and relief necessary from the BP-PDD zoning district requirements is also requested to accommodate construction of Cargo Equipment Corporation’s 40,000 square foot Office/Warehouse facility at the southeast corner of Jim Dhamer Drive and George Bush Court.

Plat of Resubdivision

20 The proposed Resubdivision for Lot 5, Corporate Park – Phase 3 entails dividing the subject property into two Lots; Lot 1, a 2.4 acre tract to be developed as the Cargo Equipment Corp. facility; and Lot 2 the residual 29.62-acre property to the east, with both resulting lots meeting the requisite one (1) acre minimum lot size within the “BP-PDD” Business Park – Planned Development District.

Site Plan Review

25 The Cargo Equipment Corp. site plan for the proposed 40,000 square foot office/warehouse facility includes two ingress/egress drives from George Bush Court. The southernmost drive serves the loading docks, rear fifteen (15) stall parking area and rear entrance to the facility and northernmost driveway, near Jim Dhamer Drive, serves the thirty-four (34) parking space parking lot adjacent to the main entrance to the building.

30 *Parking*

Planner Williams reviewed that parking for the proposed site was in conformance with Section 156.106 Parking of the Huntley’s Zoning Ordinance which requires 9’x19’ parking spaces, with 24’-wide drive aisles and specifies the parking rates as follows:

USE	PROPOSED SQUARE FOOTAGE	RATIO	REQUIRED PARKING
OFFICE	5,048	4/1000	20
MANUFACTURING	4,450	2/1000	9
WAREHOUSES (≤ 100,000 SQ. FT)	30,552	0.5/1000	15
TOTAL			44
PROVIDED			49*

35 * - Fourteen (14) land-banked parking spaces are proposed along the southern drive aisle

Three (3) accessible parking stalls are shown on the site plan.

Building Elevations

40 Planner Williams reviewed that the primary building materials are insulated precast wall panels. The facility’s masonry dumpster enclosure is located adjacent to the 12’-0” x 14’-0” overhead door on the south side of the building between the four (4) bay loading dock, with four (4) 9’-0”-wide x 10’-0”-high overhead doors, and the building’s rear entrance.

Lighting

5 The site's proposed lighting was reviewed including that the rear parking area includes a single shoebox fixture mounted on a twenty-five (25) foot tall pole adjacent to the rear parking area. The remaining portion of the site is illuminated by a series of six (6) similar wall-mounted versions of the pole-mounted light fixture situated upon the front and rear of the building. The site lighting photometric plan indicates a 2.8 foot-candle average and 0.5 foot-candle at the perimeter which both meet the lighting ordinance of a minimum 2.0 foot-candle average for the site and 0.5 foot-candle maximum at the perimeter.

Landscaping

10 The landscape plan submitted for the site includes foundation, perimeter plantings, trees and irrigation to be installed along the frontages Jim Dhamer Drive and George Bush Court thereby meeting or exceeding the requirements of the Village's Landscape Ordinance.

Signage

15 Planner Williams pointed out that no signage was submitted for the development and that proposed signage for the site requires a permit in compliance with the Village's Sign Regulations.

REQUIRED RELIEF

20 The following relief from the Huntley Zoning Ordinance is required for the proposed development plans:

Site Plan

- 25 i. Per Huntley Zoning Ordinance Section 156.063 (BP) Business Park District (B) Uses. (2) *Parking and Roadway Layouts for the BP District*. (2) Curb cuts for non-divided driveways shall not exceed 25 feet. The rear driveway is 30 feet wide, therefore, five (5') feet of relief is necessary from this requirement.
- 30 ii. Per Section 156.063 (BP) Business Park District (C) Site Standards (5) *Parking/Drive Setbacks*. (d) Abutting a street: 25 feet minimum is required, as proposed the parking lot abutting George Bush Court is 15.2 feet, thereby requiring 9.8 feet relief.
- 35 iii. Per Section 156.063 (BP) Business Park District (C) Site Standards (5) *Parking/Drive Setbacks*. (e) Abutting a landscape zone: 10 feet minimum is required, as proposed the parking lot abutting Lot 2 is 8.5 feet, thereby requiring 1.5 feet relief.
- iv. Per Section 156.063 (BP) Business Park District (C) Site Standards (5) *Parking/Drive Setbacks*. (f) To buildings – Front: 20 feet minimum is required, as proposed the parking lot adjacent to Jim Dhamer Drive is 10 feet from the building, requiring 10 feet relief.

Standards for Site Plan Review

40 Planner Williams noted that the Plan Commission shall review a site plan based on the following standards:

- 45 (a) The application must be complete and shall not contain variations from the Zoning Ordinance or other applicable regulations.
- (b) Applications submitted in connection with another application must be approved prior to or concurrent with the site plan permit review.
- (c) Site plans shall adequately meet specified standards required by the Zoning Ordinance with respect to the proposed use or development, including special use standards where applicable.
- 50 (d) Site plans shall equitably accommodate easements or rights-of-way.
- (e) Proposed site plan shall not be unreasonably injurious or detrimental to the use and enjoyment of surrounding property.

(f) Proposed site plan shall not create undue traffic congestion or hazards in the public streets and circulation elements of the proposed site plan shall not unreasonably create hazards to safety on- or off-site or disjointed or inefficient pedestrian or vehicular circulation paths on- or off-site.

5

(g) Requisite screening elements shall provide adequate shielding from or for nearby uses.

(h) Drainage and erosion issues shall be addressed to fully and satisfactorily integrate the site into the overall existing and planned drainage system serving the Village.

10

(i) The proposed site plan shall not place unwarranted or unreasonable burden upon the specified utility systems serving the site or area or fail to fully and satisfactorily integrate site utilities into the overall existing planned utility system serving the Village.

15

(j) The proposed site plan shall not adversely affect the public health, safety, or general welfare.

REQUESTED ACTION

Planner Williams concluded the PowerPoint presentation stating the petitioners request a motion of the Plan Commission, to recommend approval of Petition No. 14-4.1, Reiche Construction Inc. on behalf of Cargo Equipment Corp., Lot 5, Corporate Park – Phase 3, requesting Plat of Resubdivision and Public Hearing to consider Site Plan Review, including approval of such relief as may be necessary to allow development in accordance with the site plan that has been submitted to, and is on file with, the Village of Huntley.

20

Staff recommends the following conditions be applied should the Plan Commission forward a positive recommendation to the Village Board:

25

1. All public improvements and site development must occur in full compliance with the submitted plans (see list of exhibits) and all other applicable Village Municipal Services (Engineering, Public Works, Planning and Building) site design standards, practices and permit requirements.
2. The petitioners will comply with all final engineering plans and require approval from the Village Engineer and Development Services Department.
3. The Village of Huntley will require adherence to Illinois drainage law and best management practices for stormwater management.
4. The petitioner shall obtain final approval of the Landscape Plan from the Development Services Department.
5. The petitioner is required to meet all development requirements of the Huntley Fire Protection District.
6. No building plans or permits are approved as part of this submittal.
7. No sign permits are approved as part of this submittal.

30

35

40

45

A MOTION was made to open the public hearing to consider Petition No. 14-4.1.

MOVED: Vice Chair Ellison

SECONDED: Commissioner Nichols

AYES: Commissioners Hahn, Nichols, Jensen, Chandler, Vice Chair Ellison and Chairman Kibort

NAYS: None

50

ABSTAIN: None
MOTION CARRIED 6:0:0

5 Chairman Kibort stated that a public hearing is being conducted and all audience members that would like to speak tonight must be sworn in. Chairman Kibort asked anyone wishing to speak to stand and be sworn in. The following individuals were sworn in:

10 James Williams, Village of Huntley
Adam Reiche, Reiche Construction Inc., 1550 N. Old Rand Road – Unit A, Wauconda, IL 60084

15 Mr. Reiche addressed the Plan Commission and stated that he had no specific information to add to the Staff presentation and would be happy to answer any questions or concerns from the Plan Commission.

15 Vice Chair Ellison and Commissioner Hahn raised concerns about the loading dock area on the south side of the proposed office/warehouse facility and whether it was sufficiently designed to accommodate the expected truck traffic and maneuvering within this area.

20 Mr. Reiche stated that the customary review of this area has been performed to insure that trucks can efficiently maneuver on this portion of the site.

20 Chairman Kibort asked if an AutoTURN analysis of the site has been performed and Mr. Reiche confirmed that this had been done and that the site met the required standard for truck circulation on the site.

25 Commissioners Nichols, Jensen and Chandler stated that they were generally in favor of the proposed office/warehouse facility plan and had no additional comments or concerns.

Chairman Kibort noted that there were no comments from any public in attendance.

30 **A MOTION was made to close the public hearing to consider Petition No. 14-4.1.**

35 **MOVED: Vice Chair Ellison**
SECONDED: Commissioner Hahn
AYES: Commissioners Hahn, Nichols, Jensen, and Chandler, Vice Chair Ellison and Chairman Kibort
NAYS: None
ABSTAIN: None
MOTION CARRIED 6:0:0

40 **A MOTION was made to recommend approval of Petition No. 14-4.1, Reiche Construction Inc. on behalf of Cargo Equipment Corp., Lot 5, Corporate Park – Phase 3, requesting Plat of Resubdivision and Public Hearing to consider Site Plan Review, including approval of such relief as may be necessary to allow development in accordance with the site plan that has been submitted to, and is on file with, the Village of Huntley subject to the following conditions:**

- 45 1. All public improvements and site development must occur in full compliance with the submitted plans (see list of exhibits) and all other applicable Village Municipal Services (Engineering, Public Works, Planning and Building) site design standards, practices and permit requirements.
- 50 2. The petitioners will comply with all final engineering plans and require approval from the Village Engineer and Development Services Department.

3. The Village of Huntley will require adherence to Illinois drainage law and best management practices for stormwater management.
4. The petitioner shall obtain final approval of the Landscape Plan from the Development Services Department.
5. The petitioner is required to meet all development requirements of the Huntley Fire Protection District.
6. No building plans or permits are approved as part of this submittal.
7. No sign permits are approved as part of this submittal.
8. *The petitioner shall confirm the geometry on the south side of the site is adequate for truck circulation.*

MOVED: Vice Chair Ellison
SECONDED: Commissioner Chandler
AYES: Commissioners Hahn, Nichols, Jensen, Chandler, Vice Chair Ellison and Chairman Kibort
NAYS: None
ABSTAIN: None
MOTION CARRIED 6:0:0

7. Petitions

- A. Petition No. 14-4.2, Component Management Group, LLC, as owner and co-petitioner, Weber-Stephen Products, LLC, as co-petitioner, and Duke Realty Limited Partnership, as contractor purchaser and co-petitioner - Conceptual Review of a Proposed Site Plan and Elevations for a Light Industrial Park on 131 acres on Freeman Road.

Director Nordman reviewed a PowerPoint presentation outlining the request from Component Management Group, LLC, as owner and co-petitioner; Weber-Stephen Products, LLC, as co-petitioner; and Duke Realty Limited Partnership, as Contractor Purchaser and co-petitioner for the Conceptual Review of a proposed site plan and elevations for a light industrial park on 131 acres on Freeman Road.

Introduction

Director Nordman stated that Weber-Stephen Products (Weber), the maker of Weber® grills, is proposing to build a 757,120 square foot global distribution center on property located outside the Village limits immediately east of the Huntley Outlet Center. The current property owner, Component Management Group, LLC, is seeking to annex approximately 131 acres.

Project Overview

The Village's comprehensive plan identifies this area for business park development and Director Nordman noted that development of the property will require annexation and rezoning to Office/Research/Industrial (ORI), which allows for the development of office, research, and light industrial uses.

Director Nordman continued stating that since 1996, Weber has occupied approximately 625,000 square feet of space on Oak Creek Parkway behind Jewel/Osco. About 400,000 square feet is used for distribution operations and the remaining 225,000 square feet is used for manufacturing operations. Upon completion of the new distribution facility and subject to continued economic growth, Weber plans to convert most of the distribution space on Oak Creek Parkway to manufacturing, resulting in up to 450 new manufacturing jobs. The proposed 757,120 square foot distribution facility would result in the addition of approximately 75 warehouse jobs.

5 Director Nordman pointed out that Duke Realty Limited Partnership would serve as developer of the 89.76 acre site with the remaining portion of the annexed property to include a 3.5 acre lot on Freeman Road and a 30.11 acre lot on the new Weber Drive and the remaining acreage utilized for stormwater management or undeveloped flood plain.

Site Plan

10 Director Nordman stated that the components of the site plan include a 757,120 square foot distribution facility for Weber with the ability to expand by an additional 405,600 square feet for a total of 1,162,720 square feet. Director Nordman noted that office space for the facility will be located at the northwest corner of the building fronting on Freeman Road and trucks will enter the Weber site, utilizing the private cul-de-sac (Weber Drive), and exit the site using the driveway on Freeman Road. The employee parking lot at the front of the building will also be accessed from Freeman Road

15 As previously noted, Director Nordman stated that the site plan also creates lots of 3.5 acres and 30.11 acres for future development with conceptual site plans for these lots shown on the overall site plan to illustrate possible layouts. Director Nordman stated that the current owner, Component Management Group, will retain these lots and likely market them for sale and that Final Planned Unit Development approval will be required for these lots in the future when a purchaser/user has been found. To provide a frame of reference for the future development of these lots, Director Nordman offered that the 3.5 acre has the potential to accommodate an approximately 40,000 square foot office building and the 30.11 acre lot could accommodate approximately 270,000 square feet of warehouse/distribution floor space.

Roadway Improvements

25 Director Nordman reviewed roadway improvements necessary to accommodate the proposed development noting that Freeman Road will be widened to three lanes across the frontage of the Weber site including both the eastbound and westbound lanes and a center turn lane. Additionally, a right turn lane for eastbound traffic will also be constructed at Weber Drive. Director Nordman pointed out that a traffic study has been submitted by the petitioners and is currently being reviewed by Staff as part of the formal Development Application.

30 Director Nordman reviewed the building elevations for the proposed facility noting that the east elevation will have 83 loading docks and the west elevation will have 66 loading docks. Signage for the facility and site were also reviewed including wall signs of approximately 260 square foot and 2,000 square foot facing Freeman Road and Interstate 90, respectively, and two (2) 6 foot x 12 foot (72 square foot) ground signs proposed at the truck entrance and employee/guest parking area entrance.

35 Director Nordman stated that the development will be required to secure approvals of the following components of the development review process:

- 40 - Annexation
- Map Amendment to rezone the property to ORI
- Special Use Permit for Preliminary Planned Unit Development (PUD)
- Preliminary Plat of Subdivision
- 45 - Final Plat of Subdivision and Final PUD

Village Board Concept Review

The Village Board reviewed the conceptual plans on April 10, 2014, and referred it to the Plan Commission to begin the formal development review and approval process.

Action Requested

50 Director Nordman concluded the PowerPoint presentation noting that the petitioners are requesting that the Plan Commission review of the development plans to obtain feedback regarding the possibility of developing the

project as proposed and further noted that the review is conceptual and does not bind the Plan Commission or the Village in any additional review processes.

5 Ryan O’Leary with Duke Realty Limited Partnership addressed the Plan Commission and stated that his firm is working with Weber-Stephen through the feasibility and entitlement process and that their design team is here tonight to answer any questions the Plan Commission may have regarding the project.

10 Vice Chair Ellison noted she is happy with the visibility the proposed signage will provide for the facility and wanted more information regarding how the activities will be split between the existing Weber-Stephen site and the proposed facility as well as whether the existing access drive between the existing site and Freeman Road will remain in operation.

15 Dean Duffy, Executive Vice President with Weber-Stephen Products, LLC, addressed the Plan Commission and stated that the existing facility will be used for manufacturing but was not large enough for the proposed expansion. In regard to the access drive serving the original site, Mr. Duffy stated it will continue to provide access from that facility and they are working with the property owner to widen the road.

20 Commissioner Hahn asked if the proposed facility will impact Weber-Stephen operations in Palatine and Mr. Duffy that it would not in light of the fact that the Palatine and Huntley product lines are different.

Vice Chair Ellison asked when the petitioners hoped to begin construction and Mr. O’Leary stated that they hoped to begin this spring and deliver a completed site within the first quarter of 2015.

25 Chairman Kibort asked why the proposed site was configured diagonally on the site and Mr. Wil Freve with the Duke Realty Limited Partnerships team stated that configuring the site as proposed was the only way to insure the future addition to the facility could be accommodated while also meeting the environmental constraints of the property.

30 In regard to erosion control and stormwater management Chairman Kibort noted that it was important to integrate these design elements properly.

Mr. Freve provided an overview of the preliminary plans for design of the detention ponds.

35 Commissioner Nichols stated that she is impressed with the proposed facility’s architecture and with the signage proposed for along the Tollway.

Commissioner Jensen reiterated the favorable impressions that the other Plan Commissioners had for the proposed site design.

40 Commissioner Chandler stated that he no comments regarding the conceptual review of the proposed facility.

8. Discussion

45 A. Comprehensive Plan Update

Planner Williams stated that the two Subareas: the Central 47 Corridor Subarea and the Northwest Plan Subarea are the remaining subareas originally introduced at the February 10, 2014 Plan Commission meeting which also included the I-90 South Subarea discussed at the March 10, 2014 meeting. Similarly to the South I-90 Subarea, the two subareas presented this evening are important because of their location, lack of significant development and the future development of each is so largely dependent upon the efficient connectivity to those roadways adjacent to the subareas

Planner Williams provided an overview of the Central 47 Corridor and Northwest Plan Subareas text including:

CENTRAL ROUTE 47 CORRIDOR SUBAREA

5 The purpose of the Central Route 47 Corridor Subarea is to guide redevelopment of the properties along the east
side of the Route 47 corridor and constructively orchestrate development of the vacant tracts to the northwest
and west of the Route 47/Kreutzer Road intersection. Future redevelopment and development of the subarea
should employ both the existing Commercial Design Guidelines and innovative land planning tools integrated
10 into a comprehensive effort to provide smooth transitions between existing and future land uses, buffer areas
and the environmentally-sensitive wetland and floodplain areas that predominate within and adjacent to the
subarea.

GOALS AND OBJECTIVES

15 Central Route 47 Corridor Goal: Promote a strong and productive community identity and pattern of the land
uses which serve to efficiently and attractively link the Village's historical urban core with the retail, service
commercial and business park development sites south of Kreutzer Road.

Central Route 47 Corridor Objectives

- 20
- Require developers to establish specific guidelines for installation of lighting, landscaping, street signage, and other amenities creating a thematic sense of identity that are consistent with an overall plan.
- 25
- Ensure the safe, efficient movement of vehicles within the Subarea with a comprehensive area wide improvement of the road system.
 - Implement way-finding sign guidelines for the Subarea and/or individual developments to provide businesses with necessary signage while ensuring visually attractive coordination and direction to traffic moving about and through the Subarea.
- 30
- Encourage alternatives to motor vehicles within the Subarea including access to PACE bus service for employees, clients and customers as well as pedestrian/bicycle pathways wherever possible.
- 35
- Create design features integrating community identity elements into the landscaping and hardscapes at signalized intersections and access points to the Subarea's interior.
 - Minimize curb cuts for developments adjacent to Route 47 and Kreutzer Road to minimize direct vehicular access points.
- 40
- Encourage Leadership in Energy Efficiency and Design (LEED), including the integration of natural features, such as swales or wetlands, into building and site plan design.
 - Provide stormwater detention ponds accommodating attractive open space features with natural shape, slopes and appropriate plant materials.
- 45
- Encourage pedestrian and bicycle accessibility, including pathway connection(s) to adjacent park areas, safe crossings at major intersections, convenience, safety and amenities.
- 50
- Assist in the preparation and assessment of redevelopment proposals via design review procedures and guidelines.

EXISTING CONDITIONS

Existing Land Uses

5 The portion of the Central Route 47 Corridor subarea northwest of the Route 47/Kreutzer Road intersection is characterized by vacant property, large-tracts of agricultural land, a small farmstead directly adjacent to the intersection and creek lined with thick vegetation bisecting the southern third of the subarea. The older development and businesses along the east side of the Route 47 corridor, north of Kreutzer Road, include industrial uses, truck sales and service and associated offices with little landscaping along the roadway.

10

Existing Rights-of-Way

The widening and improvements to Route 47, completed in October 2011, and extension of Kreutzer Road between Route 47 and Main Street, completed in the Spring of 2014, provide a good foundation for the traffic accessibility necessary to future development within the subarea.

15

RECOMMENDATIONS

Proposed Land Uses

20

Townhomes

The residential component proposed for the northwest and westernmost portions of the subarea are aimed at offering transitional land use from the non-residential development adjacent to Route 47 and the single-family developments further to the northwest and west.

25

Retail

Retail and service commercial uses are proposed along the west side of the Route 47 corridor and key intersections with the anticipation of serving not only Huntley's growing population, but also the increasing inter-community traffic volumes along Route 47.

30

Office / Business Park

The office and business park uses identified along the north side of the Kreutzer Road extension west of Route 47 and are defined by a mixture of office and business park campuses offering more attractive settings and a higher quality of building materials than those found in the a typical industrial park.

35

Business Park / Light Industrial

The business park and light industrial development envisioned along the east side of the arterial includes roadway frontage with thematic streetscape design and landscaping. Additionally, the relatively underutilized contractor yards and storage areas at the rear of these tracts should be targeted to include aesthetic buffering of the wetland areas and floodways adjacent to the east.

40

Open Space and Buffer Areas

Open space areas are proposed in locations on the plan to make the most efficient use of the identified environmentally-sensitive conditions that exist within this subarea. Open space shall be designed in this area to preserve the character of the existing wetlands and floodplains while also making these areas a focal point and amenity to surrounding development. The north-south buffer between the residential interior of the subarea and the non-residential land uses along Route 47 should minimize the impacts of traffic and noise generated by this retail development while providing an opportunity for a pathway connection to the park area to the north.

45

50

Traffic and Roadways

5 The Route 47 principal arterial and secondary arterial Kreutzer Road will provide primary access to the Central Route 47 Corridor subarea. Traffic circulation studies will be required to efficiently establish an internal roadway network with limited access points from the principal and secondary arterial roadways adjacent to the subarea. Cross access and comprehensive traffic management within respective portions of the subarea will assist with minimizing the access points along the adjacent arterials while allowing traffic to flow efficiently around and through this integral portion of the Village

10 Entry Feature

Entry features to residential and non-residential developments are encouraged at key access points along Route 47 and Kreutzer Road incorporating thematic signage, along with landscape and hardscape design features.

15 Boulevard Treatments

Median boulevard treatments should be located at the primary access points along Kreutzer Road on the western and southern portions of the subarea and at the proposed signalized intersection at Route 47 and Dean Street.

20 Landscape Buffer

25 In addition to the buffer between the anticipated residential development within the subarea interior and the retail/service commercial development along the west side of Route 47, landscape buffers should also be provided throughout the Central Route 47 Corridor subarea at varying widths adequate enough to provide sufficient screening of parking lots. Landscaping throughout the subarea shall provide a unifying theme between developments with buffers providing a variety of plant materials, including shade trees, shrubs, groundcover plantings, landscaping and hardscapes that coordinate and complements elements within entry features to offering beauty and interest throughout the year.

30 Traffic Signalization and Access Points

35 As previously noted, a traffic signal is proposed at the primary eastern access point to the subarea at the Route 47/Dean Street intersection with southern access roadways designated to aligned with Regency Parkway and Princeton Drive. The principal access points are augmented by additional entry opportunities along the perimeter of the subarea with the aim of guiding traffic within and about the subarea as efficiently as possible.

Urban Design

40 Development policies for the Central Route 47 Corridor subarea should be in accordance with the following:

- 45 • The development of land should accommodate protection of significant natural features such as wetlands and floodplain areas not already protected by other regulations and provide open space and usable recreational areas or community facilities, and respond to other conditions unique to the site.
- 50 • Developers should establish specific guidelines for the installation of thematic ornamental site/street lighting, site/street signage, landscaping , hardscapes and other amenities providing an identity for individual developments to be utilized with the development of neighboring sites to connect the Subarea with an overall comprehensive design strategy.

- Development should be accessed from secondary arterial or internal streets within the subarea and access from the adjacent primary and secondary arterials should be limited.
- Innovative design and site planning solutions are encouraged when contemplating development to achieve the above stated purposes.
- Where possible, buildings should be oriented to the local street thereby minimizing the amount of pavement between the facility and street. Loading docks and storage areas shall be innovatively, effectively and completely screened from the street and adjacent properties.
- Provide pathway connection(s) between the subarea and park area to the north.

NORTHWEST PLAN SUBAREA

The strategy for land planning within the Northwest Plan Subarea is predicated upon assembling properties, initiating future development and coordinating redevelopment within the vacant parcels between the Route 47 corridor, future Algonquin Road extension and the existing/proposed residential developments to the northwest and west.

Goals and Objectives

Northwest Plan Subarea Goal: Strategize to promote a strong and productive community identity and pattern of the land uses serving to creatively assemble tracts, coordinate redevelopment/future development between the adjacent arterial corridors and existing residential subdivisions and neighboring vacant properties to the west.

Northwest Plan Subarea Objectives:

- Require developers to establish specific guidelines for installation of lighting, landscaping, street signage, and other amenities creating a thematic sense of identity that are consistent with an overall plan.
- Ensure the safe, efficient movement of vehicles within the Subarea with a comprehensive area wide improvement of the road system.
- Implement way-finding sign guidelines for the Subarea and/or individual developments to provide businesses with necessary signage while ensuring visually attractive coordination and direction to traffic moving about and through the Subarea.
- Encourage alternatives to motor vehicles within the Subarea including access to PACE bus service for employees, clients and customers as well as pedestrian/bicycle pathways wherever possible.
- Create design features integrating community identity elements into the landscaping and hardscapes at signalized intersections and access points to the Subarea's interior.
- Minimize curb cuts for developments adjacent to Route 47, Algonquin Road, future Algonquin Road extension and the extension of Founders Field Boulevard to minimize direct vehicular access points.

- Encourage Leadership in Energy Efficiency and Design (LEED), including the integration of natural features, such as swales or wetlands, into building and site plan design.
- 5 • Provide stormwater detention ponds accommodating attractive open space features with natural shape, slopes and appropriate plant materials.
- Encourage pedestrian and bicycle accessibility, safe crossings at major intersections, convenience, safety and amenities.
- 10 • Assist in the preparation and assessment of redevelopment proposals via design review procedures and guidelines.

EXISTING CONDITIONS

15 Existing Land Uses

The Northwest Plan Subarea includes the Garlieb-Hardy and A. W. Garlieb’s subdivisions northwest of the Route 47/Algonquin Road intersection, with the former characterized by vacant, agricultural property and the latter subdivided into half-acre tracts lining the west side of Vine Street with offices, commercial businesses and governmental facilities. The remaining portion of the Northwest subarea, bounded by Vine Street, Reed Road, Illinois Route 47 and bisected by the Joan Avenue extension, includes vacant tracts, a centrally-located stormwater detention area south of Reed Road and financial institution at the southwest corner of the Route 47 and Reed Road intersection.

25 Existing Rights-of-Way

The widening and improvements to Route 47 were completed in October 2011. The existing portions of Algonquin and Reed Roads west of Route 47 and Vine Street are insufficient for handling the expected traffic volumes commensurate with proposed development with in the Northwest Plan subarea.

30 RECOMMENDATIONS

Proposed Land Uses

35 Single Family Residential/Townhomes

The residential component proposed for the westernmost portion of the subarea is aimed at offering a transitional land use between the non-residential land uses adjacent to Route 47/Vine Street and the residential subdivision to the northwest and future development to the west.

40 Office

The stand-alone, multi-tenant financial institution office building at the southwest corner of Route 47/Reed Road is a fine example of this land use, while future land uses within the subarea may include offices as an ancillary component to another primary land use.

45 Retail/Office

The west side of Vine Street is designated for the transitional land uses offering an opportunity to maintain existing facilities with an expectation the redevelopment of these tracts may accommodate neighborhood services for the existing and future residential developments to the northwest and west.

50 Buffer Areas and Open Space

The north-south buffer between the residential interior of the subarea and the non-residential land uses along Vine Street should minimize the impact of the traffic and noise generated by future office, retail

and service commercial development. Open spaces are also proposed within the residual areas at the southwest portion of the subarea between the future Algonquin Road/Wolf Drive and Wolf Drive/Oakcrest Drive intersection improvements.

5 Traffic and Roadways

While the primary arterial Route 47 will undeniably play a crucial role in the growth and development of the Northwest Plan subarea, it is the future extensions to Algonquin and Reed Roads that will have the most significant impact upon the access and circulation guiding development with the subarea.

10 Entry Feature

Entry features to residential and non-residential developments are encouraged at key access points along Route 47, Algonquin Road, Reed Road and Founders Field Boulevard. The entry features should incorporate thematic signage, along with signature landscape and hardscape design elements.

15 Boulevard Treatments

Median boulevard treatments should be located at the key intersections including Reed Road at Founders Field Blvd. and the Algonquin/Founders Field/Wolf Drive intersection.

20 Landscape Buffer

In addition to the buffer between the anticipated residential development within the subarea interior and the retail/service commercial development along the west side of Vine Street, landscape buffers should also be provided throughout the Northwest Plan subarea at varying widths adequate enough to provide sufficient screening of parking lots. Landscaping throughout the subarea shall provide a unifying theme between developments with buffers providing a variety of plant materials, including shade trees, shrubs, groundcover plantings, landscaping and hardscapes that coordinate and complements elements within entry features to offering beauty and interest throughout the year.

25 Traffic Signalization and Access Points

The principal access points are augmented by additional entry opportunities along the perimeter of the subarea with the aim of guiding traffic within and about the subarea as efficiently as possible. Signalization of the future roadway intersections installed as warranted by the traffic anticipated and/or empirical traffic volumes and turning movements.

30 Urban Design

35 Development policies for the Northwest Plan subarea should be in accordance with the following:

- 40 • Permitted density and land use for individual parcels should generally be consistent with the densities shown on the Plan. Within an individual parcel some variation in lot size should be considered in order to provide transitions to adjacent uses, to protect significant natural features not already protected by other regulations, to provide usable recreational areas or community facilities, and to respond to other conditions unique to the site. On larger parcels, a variety of housing types along with limited neighborhood commercial development should be considered to provide more diversity.
- 45 • Developers should establish specific guidelines for the installation of lighting, landscaping, street signage, and other amenities that reinforce the identities of the neighborhood but are consistent with an overall Village or neighborhood plan.
- 50 • New residential areas should be accessed from secondary arterial or collector streets. Access from primary streets should be limited.

- The proposed subdivision must preserve and maintain existing and/or restored on-site natural features such as wetlands and woodland.
- 5 • Consideration should be given to providing a widened buffer around the perimeter of the proposed residential development in order to mitigate the impacts of adjacent high-volume streets and to minimize the subdivision's impact on any surrounding natural features, open spaces and forest lands. The need for this type of buffering is reduced when adjacent subdivisions are effectively knitted together into neighborhoods.
- 10 • Innovative design and site planning solutions are encouraged when contemplating development to achieve the above stated purposes.
- Where possible, buildings should be oriented to the local street.

15 Director Nordman reminded the Plan Commission that the next Plan Commission meeting scheduled for Monday, April 28, 2014 at 6:30 p.m. will be a public hearing to consider the Weber-Stephen facility.

9. Adjournment

20 **At 7:45 pm, a MOTION was made to adjourn the April 14, 2014 Plan Commission meeting.**

MOVED: Commissioner Ellison

SECONDED: Commissioner Nichols

25 **AYES: Commissioners Hahn, Nichols Jensen and Chandler, Vice Chair Ellison and Chairman Kibort**

NAYS: None

ABSTAIN: None

MOTION CARRIED 6:0:0

30 Respectfully submitted,

James Williams

Planner

Village of Huntley