Request For Board Action

REFERRED TO BOARD: November 16, 2015 **AGENDA ITEM NO: 8, 9 & 10**

ORIGINATING DEPARTMENT: Administration

SUBJECT:

3. Consideration of an Ordinance Adopting an Amendment to the Official Comprehensive Plan for Approximately 16 acres at the Northeast corner of Illinois Route 173 and Deep Lake Road – PZB 15-05 – *Ordinance No. 15-11-16*
4. Consideration of an Ordinance Zoning approximately 16 acres at the Northeast Corner of Illinois Route 173 and Deep Lake Road in the B-2 General Retail Business District – PZB 15-05 – *Ordinance No. 15-11-17*
5. Consideration of an Ordinance Granting a Special use for a Planned Development on Approximately 16 acres at the Northeast Corner of Illinois Route 173 and Deep Lake Road – PZB 15-05 – *Ordinance No. 15-11-18*

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

The subject of this action is the re-zoning of the property on the NE corner of Route 173 and Deep Lake Road from residential to business. A retail center is proposed to be developed as a PUD and has received a positive recommendation from the PZB as a preliminary plan. The Village Board must now consider the recommendation from PZB as the next step in the entitlement process.

This matter was discussed at the August 13, September 10 and October 8 Planning and Zoning Board meetings, where it was ultimately approved by a unanimous vote in favor of all aspects of the proposal. Specific elements were included in the Planning and Zoning Board recommendation that are outlined in the letter of recommendation from Ken Karasek, Chairman of Planning and Zoning, attached. The proposed ordinances address each aspect of the development separately.

The proposed ordinance for a comprehensive plan amendment allows for a designation of the appropriate use of the subject property that was not included in the original comprehensive plan due to litigation. The property is currently zoned R-1 residential, which provides for development of single family homes. The proposed zoning ordinance amends the residential zoning to commercial B-2 zoning consistent with the adjoining properties west and southwest. The final ordinance granting a special use for a PUD will protect the eastern area of the property, shape the development, maintain visual aspects for property that serves as an entryway for the Village, and provides for basic architectural elements.

The first reading of these ordinances were approved at the November 6, 2015 Village Board Meeting.

FINANCIAL IMPACT:

The potential property tax and sales tax from this development could be substantial.

DOCUMENTS ATTACHED:

1. Ordinances
2. Letter of recommendation from PZB
3. Staff report

RECOMMENDED MOTION:

Move to approve:

8. an Ordinance Adopting an Amendment to the Official Comprehensive Plan for Approximately 16 acres at the Northeast corner of Illinois Route 173 and Deep Lake Road – PZB 15-05 – *Ordinance No. 15-11-16*
9. an Ordinance Zoning approximately 16 acres at the Northeast Corner of Illinois Route 173 and Deep Lake Road in the B-2 General Retail Business District – PZB 15-05 – *Ordinance No. 15-11-17*
10. an Ordinance Granting a Special use for a Planned Development on Approximately 16 acres at the Northeast Corner of Illinois Route 173 and Deep Lake Road – PZB 15-05 – *Ordinance No. 15-11-18*

ORDINANCE NO.

AN ORDINANCE ADOPTING AN AMENDMENT TO THE OFFICIAL COMPREHENSIVE PLAN FOR APPROXIMATELY 16 ACRES AT THE NORTHEAST CORNER OF ILLINOIS ROUTE 173 AND DEEP LAKE ROAD (FILE NO. PZB 15-05)

WHEREAS, Section 11-12-6 of the Illinois Municipal Code, 65 ILCS 5 *et seq*., authorizes municipalities in the State of Illinois to prepare and adopt an official comprehensive plan; and

WHEREAS, Section 11-12-7 of the Illinois Municipal Code, 65 ILCS 5 *et seq*., authorizes municipalities in the State of Illinois to amend their official comprehensive plan; and

WHEREAS, the Mayor and Board of Trustees of the Village of Antioch ("Village") have adopted an official comprehensive plan, which comprehensive plan was supplemented in 2004 by the Route 173 Amendment to the Comprehensive Plan (the comprehensive plan and supplement are hereinafter referred to as the "Official Comprehensive Plan"); and

WHEREAS, the Owner of the property that is legally described in Exhibit A, attached hereto and incorporated herein, ("Property") has requested the Village's Combined Planning Commission and Zoning Board to amend the Official Comprehensive Plan to change the designation of the Property from "Site Involved in Litigation" to "Commercial" ("Proposed Amendment"); and

WHEREAS, on August 13, 2015, and continuing on to October 8, 2015, the Village's Combined Planning Commission and Zoning Board held a public hearing regarding the Proposed Amendment and at the conclusion of said hearing recommended to the Mayor and Board of

Trustees of the Village that the Proposed Amendment be approved, which recommendation is hereby incorporated into this ordinance; and

WHEREAS, the Mayor and Board of Trustees of the Village have considered the Proposed Amendment to the Official Comprehensive Plan of the Village, deem it to be in the best interests of the Village and its residents and desire to adopt the same.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Board of Trustees of the Village of Antioch, Lake County, Illinois, as follows:

SECTION 1: The Official Comprehensive Plan of the Village of Antioch, including the maps incorporated therein, is hereby amended by changing the designation of the Property from "Site Involved in Litigation" to "Commercial."

SECTION 2: All ordinances or parts of ordinances of the Village of Antioch in conflict herewith are, to the extent of such conflict only, hereby repealed.

SECTION 3: This ordinance shall be in full force and effect from and after its passage, approval and publication in the manner provided by law.

YEAS: _____

NAYS: _____

ABSENT: _____

PASSED and APPROVED this _____ day of _____, 2015.

_____
LAWRENCE M. HANSON, Mayor

ATTEST:

_____
LORI K. FOLBRICK, Village Clerk

EXHIBIT A

THE SOUTH 368.5 FEET OF THE WEST HALF OF THE SOUTH HALF OF THE NORTHWEST QUARTER (EXCEPT THAT PART THEREOF DEDICATED FOR HIGHWAY PURPOSES BY DOCUMENT NUMBERS 374073 AND 1138162) AND THE WEST 1428.0 FEET OF THE SOUTH HALF OF THE NORTHWEST QUARTER (EXCEPT THE NORTH 330.0 FEET THEREOF AND EXCEPT THE SOUTH 368.5 FEET THEREOF) ALL IN SECTION 15, TOWNSHIP 46 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THAT PART DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH 330 FEET OF THE SOUTH HALF OF SAID NORTHWEST QUARTER OF SECTION 15 AND THE EAST LINE OF THE WEST 1428.0 FEET OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 15; THENCE SOUTH 00 DEGREES 14 MINUTES 23 SECONDS EAST, A DISTANCE OF 623.57 FEET, ALONG SAID EAST LINE OF THE WEST 1428.0 FEET OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 15, TO THE NORTH LINE OF THE SOUTH 368.5 FEET OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SAID SECTION 15; THENCE SOUTH 89 DEGREES 29 MINUTES 05 SECONDS WEST, A DISTANCE OF 95.52 FEET, ALONG SAID NORTH LINE OF THE SOUTH 368.5 FEET OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 15 TO THE EAST LINE OF THE WEST HALF OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 15; THENCE SOUTH 00 DEGREES 14 MINUTES 33 SECONDS EAST, A DISTANCE OF 335.03 FEET, ALONG SAID EAST LINE OF THE WEST HALF OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 15, TO THE NORTH LINE OF SAID LAND DEDICATED FOR HIGHWAY PURPOSES BY DOCUMENT NUMBER 374073; THENCE SOUTH 89 DEGREES 24 MINUTES 46 SECONDS WEST, A DISTANCE OF 1032.38 FEET, ALONG SAID NORTH LINE OF LAND DEDICATED FOR HIGHWAY PURPOSES BY DOCUMENT NUMBER 374073; THENCE NORTH 35 DEGREES 28 MINUTES 54 SECONDS EAST, A DISTANCE OF 101.12 FEET; THENCE NORTH 09 DEGREES 53 MINUTES 53 SECONDS EAST, A DISTANCE OF 116.59 FEET; THENCE SOUTH 80 DEGREES 06 MINUTES 11 SECONDS EAST, A DISTANCE OF 38.61 FEET; THENCE SOUTH 55 DEGREES 18 MINUTES 44 SECONDS EAST, A DISTANCE OF 128.60 FEET; THENCE NORTH 60 DEGREES 22 MINUTES 20 SECONDS EAST, A DISTANCE OF 52.38 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 16 SECONDS EAST, A DISTANCE OF 71.50 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 43 SECONDS WEST, A DISTANCE OF 184.44 FEET; THENCE NORTH 56 DEGREES 40 MINUTES 29 SECONDS EAST, A DISTANCE OF 173.82 FEET; THENCE NORTH 24 DEGREES 29 MINUTES 41 SECONDS EAST, A DISTANCE OF 284.68 FEET; THENCE NORTH 00 DEGREES 18 MINUTES 17 SECONDS EAST, A DISTANCE OF 282.76 FEET, TO SAID SOUTH LINE OF THE NORTH 330 FEET OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 15; THENCE NORTH 89 DEGREES 27 MINUTES 00 SECONDS EAST A DISTANCE OF 519.61 FEET, ALONG SAID SOUTH LINE OF THE NORTH 330 FEET OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 15, TO THE POINT OF BEGINNING, IN LAKE COUNTY, ILLINOIS.

CONTAINING AN AREA OF 691816 SQUARE FEET OR 15.882 ACRES (MORE OR LESS).

VILLAGE OF ANTIOCH, LAKE COUNTY, ILLINOIS 60002
Community Development Department
874 MAIN STREET
PHONE: (847) 395-9462 FAX: (847) 395-9482

MEMO

13 pages, total

TO: Ken Karasek, Chairman; and
Members of the Combined Planning Commission and Zoning Board

FROM: James Keim, Village Administrator and Acting Director of Community Development

DATE: October 8, 2015

RE: PZB15-05. A request for Rezoning from R-1 to B-2, General Retail, with a Planned Unit Development Special Use, Comprehensive Plan Amendment, and Preliminary PUD plat approval pursuant to Section 10-15-4 and 10-9-3-2 of the Village Code. The petitioner proposes the development of a commercial retail center. The parcel is generally located on the northeast corner of Deep Lake Road Illinois Route 173. **Staff recommends that the request be approved with the conditions that outstanding technical issues be resolved prior to the approval of the final ordinance.**

BACKGROUND

This memo is drafted in preparation for the Combined Planning and Zoning Board's public hearings for October 8th, 2015.

Recent Site Visit: September 16, 2015 Approx. 6 PM. (by Tim Hartnett, HR Green)

Size of Site: Approximately 16 Acres

*Existing Zoning:	R-1,	Single Family Residential
*Adjacent Zoning:	North:	Lake County, AG Agricultural
	South:	Lake County, AG Agricultural & Village B-3 Service & Wholesale
	East:	Lake County, R-1 Residential
	West:	Village, B-2 General Retail

*See ATTACHMENT #2 for Immediate Vicinity Zoning Map

Existing Use: Vacant

Adjacent Uses:	North:	Church
	South:	Vacant and Wetlands
	West:	Wal-Mart/Antioch Crossing Commercial
	East:	State of Illinois Redwing Slough

REVIEW COMMENTS

1. General Land Use and Zoning Designations

The Hortis Commercial development proposal petitions for the approval of a preliminary master planned retail center of roughly 100,000 square feet. The development site consists of approximately 16 acres of residentially zoned property located on the northeastern corner of Illinois Route 173 and Deep Lake Road.

As depicted in the Route 173 Corridor Amendment to the Comprehensive Plan dated January 05, 2004, the site lacks an official land use designation and is listed as "under litigation". The B-2 zoning designation and retail center, sought by the developer will require an amendment to the Comprehensive Plan along with an amendment to the Village's Zoning Map.

The site is currently annexed and incorporated into the Village as R-1 residential, which permits the development of single family homes. This has been the zoning designation since the property was annexed in 1989, which at the time was the Village's holding designation.

2. Land Use Comments

There are 14 Route 173 Corridor planning principals from the Comprehensive Plan listed below. The site falls within the designation and is subject to the planning principals. Staff has included a bullet list stating how the proposal meets and should be amended to meet the principals as justification to any recommendation.

PRINCIPLE 1: Preserve/enhance open space and environmental features;

- The eastern portions of the site, which include approximately 6 acre-feet of detention and wetland buffer separate the most environmentally sensitive areas of the adjacent property.
- As proposed, the Engineered Ponds along the southern edge of the project are integrated into the total landscape and stormwater management design.
- As part of the operational and design standards, provisions for fugitive trash and liter mitigation, dark sky compliant lighting, and a storm water treatment approach should be incorporated into the planned development.
- As part of the original settlement with the state of Illinois, portions of the original site were acquired to provide off site buffer from the developable portions of the site and the slough.

PRINCIPLE 2: Promote connectivity between land uses and adjacent developments;

- Improvements to Deep Lake along with signalization and pedestrian crossing provisions over Route 173 shall be required as part of the development and funded by the developer.
- The shared accesses for the development will eliminate additional curb cuts on 173 and coordinate access from within the development.
- Internal private street systems are included as part of the development and provide vehicle and pedestrian routes throughout the site. The adjacent outlot access is restricted to the internal road and will result in limited access onto 173 through the various phases of development.
- Staff suggestion that the walk provided down Deep Lake Road be improved as a paved trail that is a minimum 8 feet wide and accommodates pedestrian and bicycle traffic as contemplated within the Comprehensive Plan has been incorporated into the preliminary plan. While this multi-use trail will be within the Deep Lake Road right-of-way, which is County jurisdiction, the maintenance of the trail will be by the Village.

PRINCIPLE 3: Provide transitions between land uses;

- Perimeter landscape buffers that meet or exceed current code requirements (25') have not been incorporated into the PUD development standards. However, proposed Development Standards include parking and driveway setbacks of 25 feet from Deep Lake Road and Route 173 Frontage, overall site setback from north and east property line of 20 feet and interior property line setbacks of 5 feet. Per proposed Development Standards, allowed within those setbacks would be the following: site lighting, signage, berms, landscaping, stormwater management facilities, underground utilities, sidewalks, dumpster enclosures and related structures. Staff recommends eliminating dumpster enclosures and related structures from the Outlot setback areas due to site visibility, access and aesthetics.

- Detention areas used at the perimeter of the site to buffer the adjacent wetlands shall be implemented as discussed in Principal 1.

PRINCIPLE 4: Incorporate existing site conditions into development plans;

- The remaining balance of the development area allows for downstream detention and makes use of the property grades.

PRINCIPLE 5: Provide a sense of architectural interest;

- Details of the proposed elevations are included as part of the PUD. The developer has requested to incorporate a 70% masonry component to the project, has included a number of architectural features throughout the buildings, and set up design standards for the subsequent development of future outlot users
- Due to the fact that no users have been identified at this time, and the project is preliminary, a conceptual plan exists to serve as the baseline for development. This allows the developer flexibility during the design approach. Staff has included exhibits to this report that represent some of the architectural concepts from the comprehensive plan in an effort to raise the bar of the concept, but still allow flexibility needed to address a number of users. Once the property is zoned, there will be an expectation and entitlement for the Village to approve projects that are consistent with the preliminary plans and development standards. It is this reason why additional standards are incorporated that make explicit some design elements demonstrated in the plans. This is important so that both the developer and Village share a common understanding and expectations of future development plans and product.

- Staff recommends that the following standards be included in the Proposed Development Standards for this project:

1. Corner treatment of east end unit at end of the Retail Center shall be enhanced via hip roof and other architectural details to help anchor or end the overall building.
2. North, South and East Outlot Elevations need to be more architecturally interesting with added details and features.

PRINCIPLE 6: Enhance pedestrian experience and establish sense of place through careful design and location of open spaces;

- Site frontage multi-use path is proposed along the entire frontage of Deep Lake Road. In addition, the internal street layouts should include walkways along with landscaping treatment that link the 173 and future outlots to the main retail buildings. Development Standards shall be revised to reflect that outlots

shall have similar landscaping treatments as each other and shall be unified with Route 173 and Deep Lake Road landscape treatments.

- As shown in the 173 Comprehensive plan (Attachment 2 to this report) a primary trail is planned through the site. In order to accommodate the pedestrian plan route, staff suggested the proposed five foot walk way along Deep Lake Road be widened to 8 feet (or an alternative trail route be programmed through the development). Developer has revised his plan accordingly with the addition of an 8' multi-use path along Deep Lake Road
- The corner monument sign feature at Route 173/Deep Lake Road links to the multi-use trail along Deep Lake Road and the pedestrian path on Route 173. The proposed corner monument sign will link with the retail center due to the similar architecture and signage. The Village of Antioch and the developer shall work together to develop appropriate Village or common acknowledgement and retail center identification.

PRINCIPLE 7: Thoughtful consideration of vehicular and pedestrian circulation within individual developments;

- Internal sidewalks and street systems are proposed as part of the development and shall be installed by the developer. A five foot detached sidewalk and parkway tree lawn shall be provided at logical points in consideration of pedestrian and vehicular traffic paths. The development plan has been revised by removing the crosswalk from Deep Lake Road at common north access with WalMart per Lake County DOT request; by removal of the remove sidewalk from parking lot center and replacement with bio swale for additional protection to Red Wing Slough and abutting wetlands; and, by removing sidewalk and overlook point from stormwater management areas per Village staff direction.

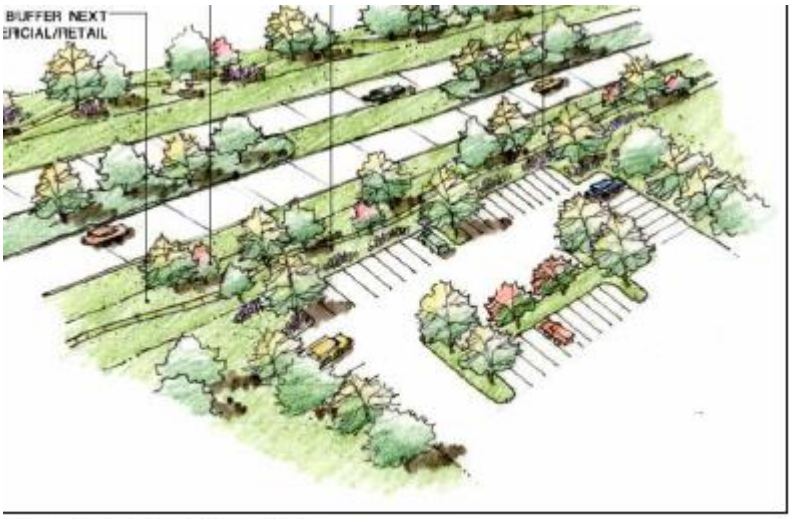
PRINCIPLE 8: Appropriate design of parking lots, utilities, service areas and detention areas to reduce the negative impact of typically non-attractive site components;

- On site overhead utilities should be under grounded as part of the development, stormwater management systems shall keep with a "naturalized" landscaping motif, and parking shall be separated from the rights of way with significant landscape improvements that meet 173 code standards.
- Relocation of utilities is one of the major comprehensive plan principals and is important to making aesthetic improvements along 173. A statement regarding the burial of dry utilities was not found within the development standards or on the preliminary engineering plan or preliminary plat. Staff recommends a statement regarding the burial of dry utilities such as: "All onsite and frontage utilities, both existing and proposed will be buried underground" shall be added to the PUD, preliminary plat and preliminary engineering plans.

PRINCIPLE 9: Provide a unified landscape treatment along Route 173 through the use of consistent right-of-way and buffer treatments; and

PRINCIPLE 10: Enhance the aesthetic appearance of development and lessen the impact of undesirable site components through the effective use of landscaping;

• The applicant should continue to develop its foundation and frontage designs of landscape materials, sidewalks, and finished road section. These improvements shall be constructed as part of phase 1 of the project and shall be designed to meet the comprehensive plan planting rates.



iting requirements - 25 ft. landscape buffer

• While developer is providing Landscape Standards within their proposed Development Standards, they are less stringent than current Village standards or Comprehensive Plan recommendations and cover property lines and frontages only. Also, the Preliminary Landscape Plan does not provide quantities of plants to be planted. A balance must be struck between view corridors and meeting the intent of the landscape ordinances and recommendations. Cross checking of landscape materials against lighting fixtures, signage and utilities may cause reduction or movement of proposed trees, etc. Staff recommends further refinement of landscaping requirements for landscape buffers, planting beds, detention basin plantings and foundation plantings. Final landscaping quantities of all tree types, shrubs and other plant materials will be provided as deemed appropriate by the Village and may be more or less as currently depicted on the preliminary landscape plan. Developer shall agree to provide a final landscaping plan with types of plants and quantities as dictated by the Village.

PRINCIPLE 11: Establish unique gateway entry features to identify the Village;

• The proposed corner monument sign will be a unique gateway entry feature as it will link with the retail center due to the similar architecture and signage and shall be landscaped and hardscaped as a gathering place. The Village of Antioch and the developer shall work together to develop appropriate Village or common acknowledgement and retail center identification. Staff recommends further refinement of landscaping plans to more nearly meet Village minimums and Route 173 comprehensive plan guidelines and to establish a gathering area, including addition of trash receptacle and benches, at the corner of Deep Lake Road and Route 173 west of the proposed monument sign (final locations to be determined by the Village).

PRINCIPLE 12: Enhance major intersections and create a sense of place along the Corridor to emphasize the Village character and identity;

• Though the development is not located at a Village entry point, frontage improvements and landscaping should emphasize the corridor motif and enhance area aesthetics, especially at this major

intersection. Site entries and the Deep Lake should be further enhanced with additional landscape materials.

- The frontage design has been updated to reflect the installation of this feature into the overall site design with the addition of the proposed monument sign.

- While the monument sign is proposed at the corner of Deep Lake Road and Route 173, enhanced or additional landscaping is not being shown. Staff recommends further refinement of landscaping plans to more nearly meet Village minimums and Route 173 comprehensive plan guidelines to establish a gathering area including addition of trash receptacle and benches at the corner of Deep Lake Road and Route 173 west of the proposed monument sign with enhanced landscaping (final locations to be determined by the Village).

PRINCIPLE 13: Establish a comprehensive theme and a consistent family of lighting and site furnishings for all public and private spaces;

- The applicant has proposed decorative lighting fixtures along visible locations of the site to enhance the overall aesthetics.

- Staff recommendation regarding further refinement of landscaping plans to more nearly meet Village minimums and Route 173 comprehensive plan guidelines to establish a gathering area including addition of trash receptacle and benches at the corner of Deep Lake Road and Route 173 west of the proposed monument sign with enhanced landscaping will help in the establishment of a comprehensive theme for public and private spaces.

PRINCIPLE 14: Create a cohesive signage program.

- Typical signage details are located in the development standards. This area should be revised to ensure compliance with the Village Code Standards, which are currently more restrictive and explicit in their design standards than that proposed in the development.

- There are limited signage details with the exception of number, height and area for monument signs and some information regarding wall signs within the development standards. Development Standards propose 2 project identification/joint tenant identification signs in two locations. These signs are proposed to be 20 feet in height including base with maximum sign square footage not including base of 250 sf, two sides allowed. Village code allows for a maximum 10' high sign with 100 sf signage. Development Standards also propose on monument sign for each outlot not exceeding 8 feet in height and 80 sf per side, two sides allowed, which is similar to Village code for signs on 55 mph frontage roads. Village Code also requires 150' minimum spacing of monument signs. Wall signs are to be allowed on Deep Lake Road and Route 173 building sides only per the Development Standards and shall be limited to 10% of the wall area. The Village Code limits wall signs to 80 sf or 10% of building frontage, whichever is less. Staff recommends that a cohesive signage program be developed and codified within the Development Standards.

3. Environmental Comments

The applicant has previously submitted to the IDNR ECOCAT Endangered species consultation and has responded with certain amendments to the plan. The three largest environmental areas of concern relate to trash, light pollution, and storm water management. Provisions in the design and management plan should address these issues through operational standards and engineering methods. Previous Eco CAT consultation has expired and must be updated per IDNR.

4. Landscape Design Comments

External Landscape Buffers: Pursuant to 173 Comprehensive Plan, non residential development shall include a 25-foot landscape buffer measured from the ultimate right of way. Planting rates for the buffer shall include 1 shade or evergreen tree species per 50 linear feet, 1 ornamental species per 20 linear feet 1, and 5 gallon container size shrub per 4 linear feet.

Pursuant to Village Code, landscaping, consisting of standard evergreen and deciduous trees and shrubs in combination with vines and ground cover, shall be installed and maintained according to the following standards:

a. Boundary landscaping is required for a minimum depth of twenty five feet (25') from the right of way line along all abutting streets or rights of way except for the openings and the area within ten feet (10') on either side of the street openings. Within the boundary landscaping area, there shall be one standard tree and two (2) standard shrubs for each ten feet (10') of street frontage and, to the extent practicable, these shall include any existing standard trees or shrubs within the boundary landscaping area.

b. An additional landscaped area, equal to at least five percent (5%) of the total area of the parcel is required. Within this area, one standard tree and one standard shrub is required for each five hundred (500) square feet of area to be landscaped.

c. Within the off-street parking area, planting bays containing one standard tree for each ten (10) parking spaces are required.

As shown in the amended plan submission, the Development Standards are now indicating a 25' parking and driveway setback from Routes 173 and Deep Lake Road with less on the north and east property lines and interior outlots. The planting rates do not meet Village Ordinance requirements nor do they appear to meet the Comprehensive Plan guidelines. A balance must be struck between planting to accommodate preset numbers and view corridors along with utility lines, light fixtures and signage.

In addition to trees and shrubs, the buffer shall also include specific corner and site entry features and proposed signage locations promote a unified signage look to the center.

In order to keep with a unified landscape scheme the phase 1 developer should install and improve the buffer as part of the development's initial phases rather than having each outlot construct the improvements. This gives the frontage a finished look from the initial stages of development.

Parking Lot Landscaping and Layout.

Principals from the Comprehensive Plan aimed at improving the appearance and design of off street parking area are summarized as followed. These areas should be incorporated into the proposal.

- Parking areas should be designed and located so they provide safe and efficient vehicular and pedestrian circulation within a site.
    - Internal walkways have been revised to extend from Deep Lake Road in two locations and no longer extend from Route 173 within the interior of the project. There are no walkways within the Lot 4 parking lot and the central island has been modified to a bio-swale.

- Minimize negative visual impacts from adjacent roadways, break large expanses of pavement with landscape medians and islands, and divide parking areas which accommodate a large number of vehicles into a series of smaller, connected lots.
    - The main retail parking areas are separated from 173 by the detention basin while smaller outlot users (which should implement a 25 foot western perimeter roadside buffer outside the ultimate right of way) should be used to buffer Deep Lake Road.
    - Internal landscape areas separate the main retail parking area
- Avoid situations where parking spaces directly abut structures.
    - All structures are separated from parking by sidewalk or landscaped areas
- Separate parking aisles from interior collectors and entry drives whenever possible.
    - The Developer has included larger landscape islands throughout the surface parking areas as part of the overall approach to the project. These landscaped areas break up the paved surfaces and provide an internal buffer to the internal sidewalk and roadway system.

7. Architectural, Urban Design and Signage Comments

The applicant has supplied architectural elevations of the main retail building and typical outlot elevations. Since its initial submission, the principal building elevations have been amended to meet the masonry ordinance, to include additional architectural features, and include architectural standards for outlot developments as part of the PUD.

In response to the submission, staff has now included architectural exhibits to this report that demonstrate illustrative revisions to the proposed architecture including alternative roofing and corner elements, which should be used at key portions of the building, window fenestration, and parapet designs to break up the monotony of repeating architectural features. These are key features emphasized in the comprehensive plan design standards.

Staff recommends that the following standards be included in the Proposed Development Standards for this project:

1. Corner treatment of east end unit at end of the Retail Center shall be enhanced via hip roof and other architectural details to help anchor or end the overall building.
2. North, South and East Outlot Elevations need to be more architecturally interesting with added details and features.

8. Engineering

Staff and Engineering Consultants have reviewed the proposal. The HR Green preliminary engineering comments are attached as an exhibit to this report.

9. Subdivision Code Commentary

Title 11 of the Village Code, commonly known as Subdivision Regulations, outlines land development standards applied to new subdivisions and is adopted for the following purposes.

A. To ensure sound, harmonious subdivision development and community growth, and to safeguard the interests of the homeowner, the subdivider, the investor and the village.

B. To provide permanent assets to the locality and to the village.

C. To prevent scattered development beyond existing public utilities and prevent excessive development costs.

D. To assure the development of land for the highest possible use with all the necessary protection against deterioration and obsolescence.

E. To provide common grounds of understanding and a sound working relationship between the village and the developer. (1976 Code § 152.003)

The proposed subdivision includes an adequate arrangement of lots with appropriate access to streets and private utilities. The site's location is outside the Village's Facilities Planning Area and will require access to the existing Village owned utility mains that are currently located along Route 173 and Deep Lake Road.

10. Zoning Code Commentary

Section 10-9-4 of the Antioch Zoning Ordinance outlines the General Standards for Planned Development Requests. A planned development shall conform to the following requirements:

A. The number of dwelling units erected shall not exceed the number permitted by the regulations of the district where located.

B. The amount of off-street parking must be adequate to serve the needs of the projects, and the village board may require more off-street parking than is otherwise required by this title and specifically chapter 11 of this title.

C. If any open space or recreational facility is to be used solely by the residents of the project, unless the development is under single ownership, adequate provisions shall be made for assessments against the property within the project so that the facilities can be properly improved, maintained and operated.

D. Underground utilities, including communications and electric systems, are required within the limits of a planned development. Appurtenances to these systems which can be effectively screened may be exempted from this requirement if the village board finds that the exemption will not violate the intent or character of the development.

Based on the submission review, the proposed site is below the building coverage limits set by the PUD ordinance, provides parking in excess of the code, but is adequate to meet the needs of the developer and tenants.

Mechanisms to create a merchant association to maintain the common areas, and will underground utilities on the site and along the frontage of 173.

RECOMMENDATION

I suggest that any consideration for approval include the following conditions:

- That the site plan, landscape plan and Development Standards be revised to incorporate and resolve outstanding issues, including, but not limited to, those mentioned with within the staff report.

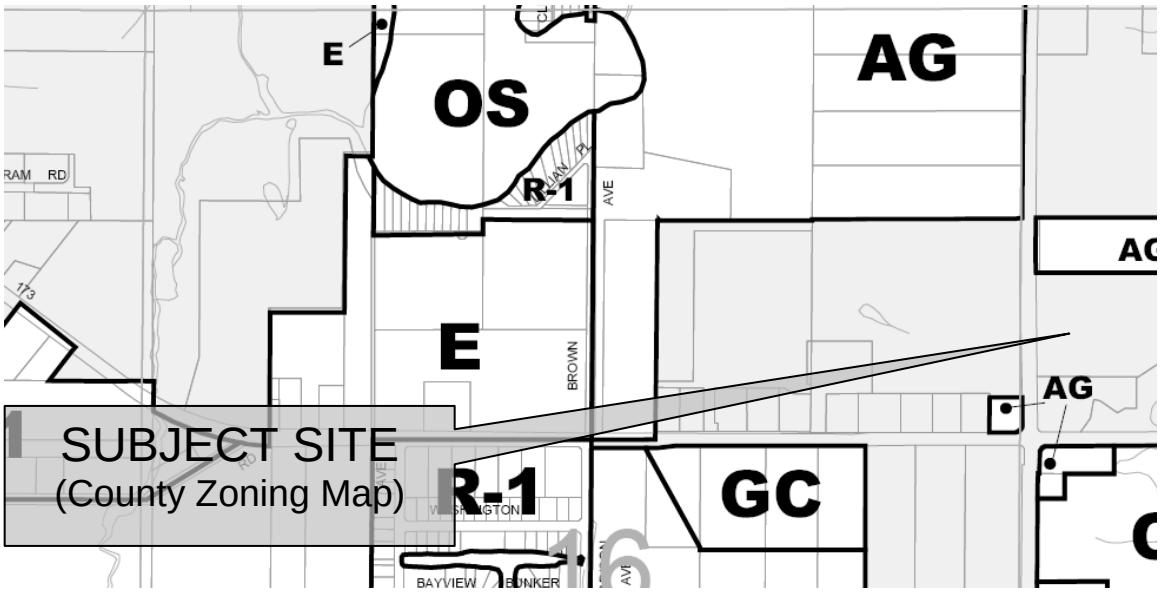
- That amendments be made to the site plan, landscape plan and Development Standards, including the Deep Lake and 173 intersection to improve the aesthetics and design consistent with the 173 Comprehensive Plan while accommodating State and County DOT roadway improvements
- That the developer obtains a completion of consultation letter from Illinois DNR relative to the Endangered Species Act and Eco Cat;
- That the developer obtains its permits from the Army Corp of Engineers or jurisdiction having authority relating to the Wetland Mitigation and Management;
- That the plan complies with review comments of the Village Engineer\Engineering Consultant to assure that final on-site traffic and utility issues area resolved and that items deferred to final engineering are addressed;
- That the developer obtain an approval letter from the Illinois Department of Transportation for the proposed design and access to Route 173 prior to the approval of the final plat. (Including, that the developer design and construct any improvements required as part of this development to Route 173, Deep Lake Road and the traffic signal at their intersection and that adjacent and interior existing and proposed dry utilities be placed underground by the developer);
- That the final covenants and restrictions relating to the development be approved by the Village for consistency with the PUD requirements relating common area maintenance, and the enacting of a liter mitigation and storm water quality and management plan.

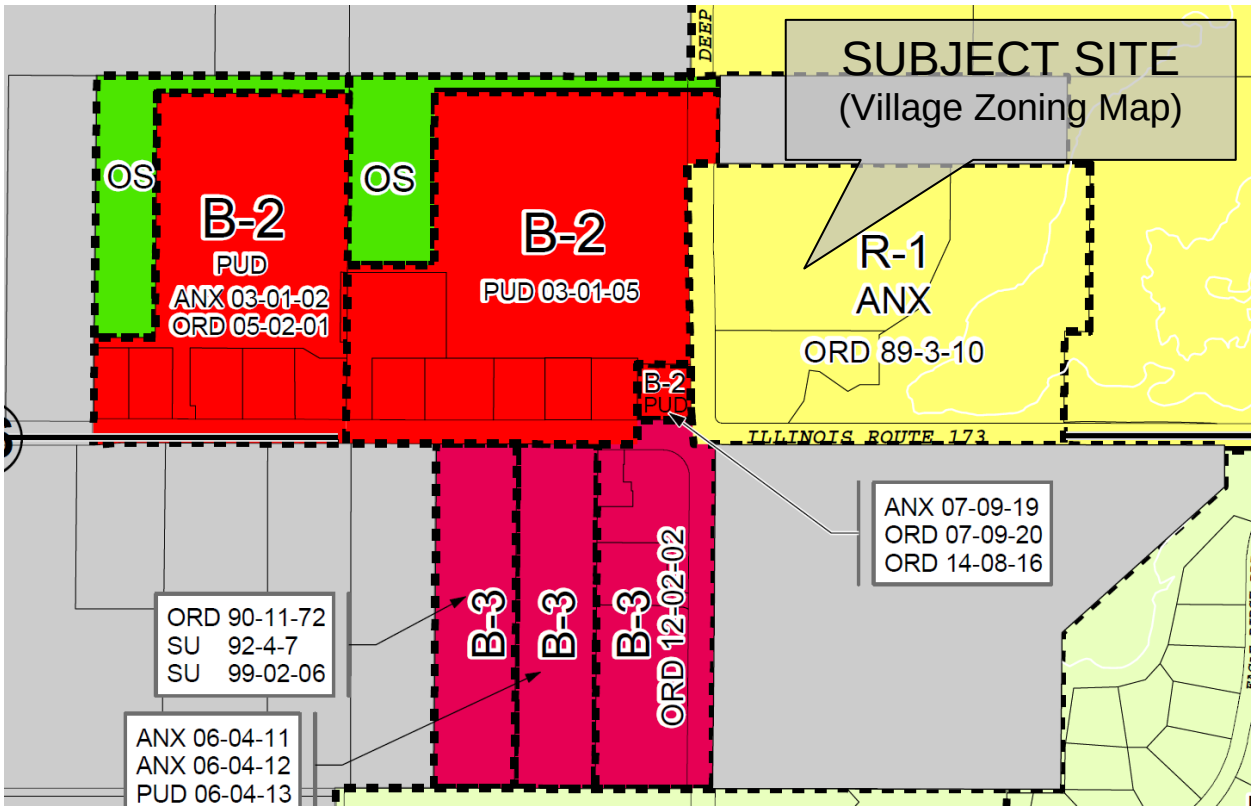
Based on its compliance with the Sections Section 10-15-4 and 10-9-3-2 of the Village Code, staff recommends that the request be approved with the conditions that outstanding technical issues contained in this memo be resolved prior to the approval of the final ordinance

Respectfully submitted,

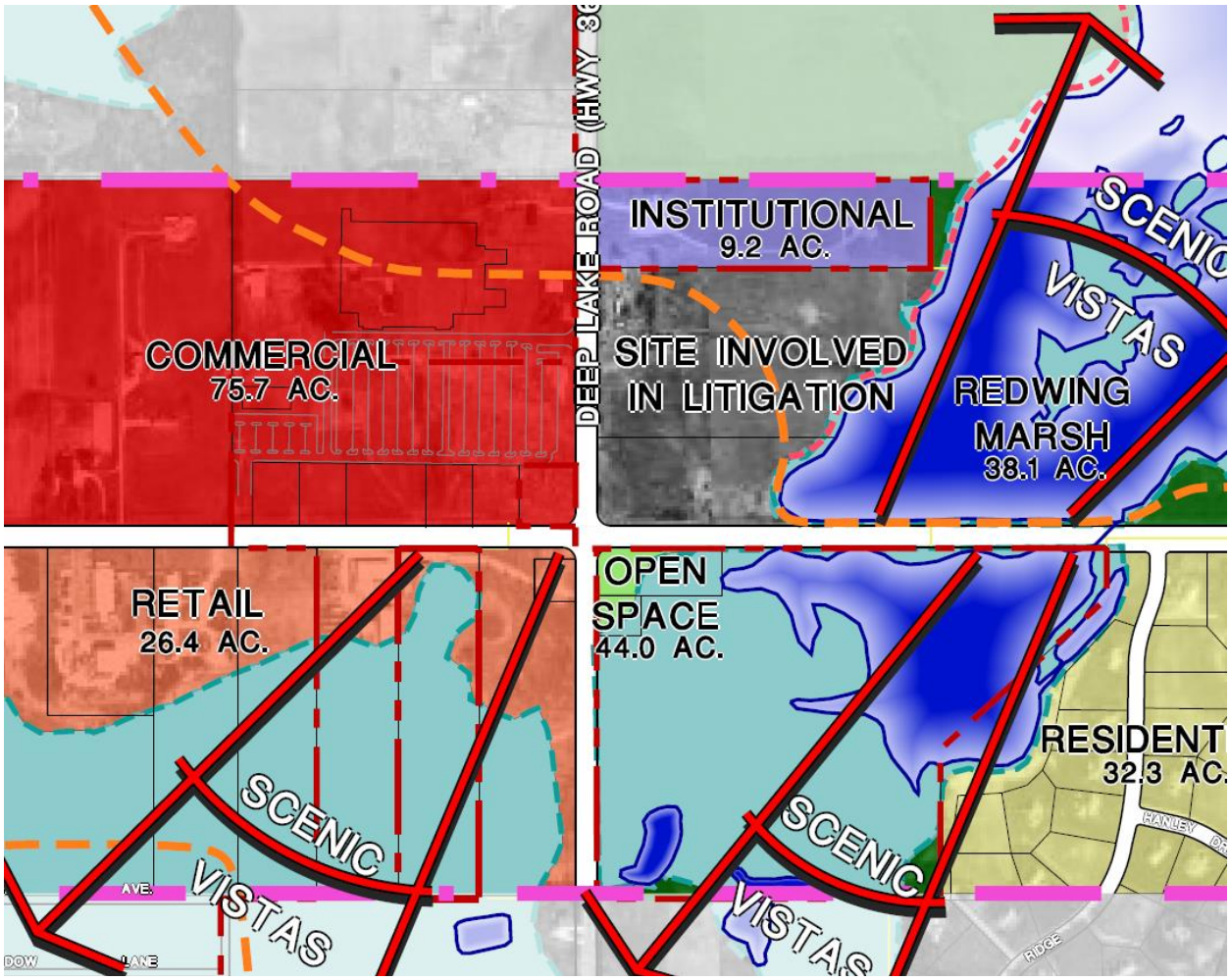
James Keim, P.E.
Village Administrator
Acting Director of Community Development

ATTACHMENT #1: file PZB15-05 Immediate Vicinity Zoning Map





ATTACHMENT #2: file PZB 15-05 Land Use Map



ATTACHMENT #4: file PZB07-01 Legal Notice

COMBINED PLANNING COMMISSION & ZONING BOARD
NOTICE OF PUBLIC HEARING
VILLAGE OF ANTIOCH

FILE NUMBER: PZB 15-05

PETITIONER: Spiro Hortis
109 Schoenbeck Rd.
Prospect Heights, IL

Ted Hortis
5447 N. Northwest Hwy. #3N
Chicago, IL 60630

OWNER: Devon Bank, Trustee under Trust No. 467 dated March 3, 1988

PROPERTY: PIN 02-15-100-013 and PIN 02-15-100-015

Commonly Known as:
1265 and 1321 Deep Lake Road
Antioch, IL 60002

REQUEST: Petitioner is requesting a Comprehensive Plan Amendment, Rezoning two parcels From R-1 (Residential) to B-2 (Business) and a Special Use Planned Unit Development for a retail center.

PROPOSAL: The Development of 15 acres of mixed commercial development on the North Eastern Corner of Deep Lake Road and Illinois Route 173

DATE: August 13th, 2015

TIME: 7:30 PM or immediately following a previously scheduled hearing.

PLACE: Board Room, Village Hall
874 Main Street, Antioch, IL 60002

All persons desiring to appear and be heard thereon for or against said petition may appear at said hearing and be heard. Interested persons unable to attend may submit written comments prior to the hearing addressed to the Village Clerk at the Village Hall, FAX (847) 395-1920, or e-mail: lfolbrick@antioch.il.gov.

Ken Karasek
Planning & Zoning Board

HRGreen

October 7, 2015

Mr. James Keim
Village Administrator
Acting Director of Community Development
Village of Antioch
874 Main Street
Antioch, Illinois 60002

Re: **2nd Review of Hortis Retail Development Preliminary Plat and Special Use PUD**
HR Green Job No. 86150207

Dear Mr. Keim:

The following items were received by HR Green, Inc. (HR Green) for review on September 24, 2015:

- Development Standards for Hortis Property last revised September 23, 2015
- Concept Site Plans Outlots 1, 2 and 3 (3 sheets) prepared by Manhard Consulting, Ltd. on September 23, 2015
- Preliminary Landscape Plan for Proposed Commercial Development – Outlot 3 prepared by Manhard Consulting, Ltd. on April 23, 2015.
- 6 Architectural Elevations for Deep Lake Road & Illinois Route 173 prepared by Epic Architecture Construction Development on September 23, 2015.
- 1 Architectural Elevation of Main Retail Center for Deep Lake Road & Route 173 prepared by Epic Architecture Construction Development on September 23, 2015.
- 8 sheet plan set for "Proposed Commercial Development – Hortis Property" prepared by Manhard Consulting, Ltd. on May 19, 2015 last revised on September 23, 2015 including Existing Site Plan, Site Plan (NOT REVISED), Preliminary Plat, Pedestrian Plan, Transportation Plan, Preliminary Landscape Plan, Preliminary Engineering Plan and Site Amenities Plan.

We acknowledge previous receipt of the following:

- "Sanitary Sewer Service Agreement Packet – Lake County" dated June 4, 2015 containing Lake County Resolution and Amendment to Agreement for Sewage Disposal from 2012.
- Preliminary Stormwater Report for "Proposed Commercial Development – Hortis Property" prepared by Manhard Consulting, Ltd. on May 19, 2015.
- Highway Information packet for Hortis Property dated May 7, 2015 containing April 8, 2015 e-mail chain with IDOT, IDOT TIS review comments dated February 22, 2014 and Lake County DOT Traffic Study Review comments dated August 12, 2013.
- IDNR Endangered Species Consultation e-mail dated April 8, 2015.
- IDNR Endangered Species Consultation letter dated March 7, 2013.
- Wetland Delineation Report for Deep Lake Road Property prepared by Hey and Associates, Inc. on December 31, 2013.
- Preliminary Wetland Jurisdictional Determination from Lake County Stormwater Management Commission dated December 16, 2013.

Phone **815.385.1778** Fax **815.385.1781** Toll Free **800.728.7805**
420 North Front Street, Suite 100, McHenry, Illinois 60050
HRGreen.com

The following comments are new and based on Dustin Nilsen's (former Community Development Director) comments and concerns related to planning, landscaping and architecture.

DEVELOPMENT STANDARDS (1st Review)

1. Landscaping standards do not meet minimum required per Village's Ordinance regarding Planned Developments or Village's Comprehensive Plan. Village Ordinance requires 1 tree plus 2 shrubs for every 10 feet of frontage or 10 trees and 20 shrubs for every 100 feet. Route 173 Comprehensive Plan recommends 2 shade or evergreen trees plus 5 ornamental trees plus 25 five gallon shrubs per 100 feet. In addition, there is no foundation landscaping being shown on Outlot 3's Preliminary Landscape plan implying a standard of same. The standards and Outlot 3's landscape plan shall reflect minimum foundation plantings. Numbers of trees should not deter from scenic views or signage and should be evaluated in whole with plant beds, clustering, foundation plantings, etc. Development Standards should be revised to reflect this.
2. The Preliminary Landscape Plan for the site does not enumerate as to the total number of trees or shrubs to be planted on site nor do the development standards. However, sheer numbers of trees or shrubs do not guarantee a good landscape plan or project.
3. Maximum number of monument signs per Village standards is one per lot with 150' minimum separation. Square footage of sign is based on frontage road speed limit per Village ordinance. The proposed monument signs for <u>individual</u> lots per these Development Standards are based on 55 mph speed limit.
4. For shopping centers, joint tenant identification signs shall not exceed 10' per Village Code with 100 sf allowed in area. The Proposed Development Standard is allowing for 20' high signs with maximum square footage of 250 sf.
5. Development Standards do not specify type of tree to be used on East Property Line (ornamental or canopy).

PLANNING AND LANDSCAPING (1st Review)

1. A note shall be added to the Development Standards that "All Village Ordinances are to apply to the project unless specifically exempted or indicated otherwise within these Development Standards",
2. No tree or shrub counts were provided for the site and there is no way of confirming if minimum interior landscaping requirements are being met or any standard provided to measure against in the future.
3. There appears to be no foundation landscaping proposed on Outlot 3 nor is this discussed within the Development Standards. Minimum foundation landscaping provisions shall be added to the plan and the standards.
4. The Preliminary Landscape Plan does not appear to meet neither proposed Development Standards nor Village Ordinance in regard to street and shrubs required in the 25' landscape buffer (parking and driveway setbacks) behind the ROW lines. Lot 1 shows only 2, Lot 2 possibly 3, and Lot 3, possibly 5 canopy trees where 6, 9 and 9 respectively are required per Development Standards and where 21, 29 and 26 (all type trees) are required by Ordinance. There are no shrubs, ornamental or canopy trees shown on the plan in these areas.

ARCHITECTURE (1st Review)

1. No building footprint or proposed building information was provided for Outlot 2 other than Building Area and Setbacks per sheet 2 of 3 by Manhard. This appears to be intentional since a concept plan was not listed in their cover letter of 9/23/15.
2. In regard to Outlot 3 Concept Plan Sheet 3 of 3 by Manhard, the proposed Drive-thru "two-Lane Stacking Area" will create a bottle-neck. The South 25 Foot Parking & Driveway Setback line needs to be moved further south. The building may need to shrink some to make this happen.
3. Architecturally the Main Retail Center massing is done very well with varying height changes and with exterior elevation projections that create shadow lines to define and distinguish the various proposed tenants. In regard to massing, the Village and developer should consider possibly switching the two end tenant units on the South Elevation so that the taller "Flagstaff" unit is at the end of the Retail Center; this will help anchor or end the overall building.

We did not receive a response letter from the developer or his engineer responding to our original review letter. After discussion with Village staff, it was determined that the engineering comments, while still valid, can be addressed by the developer and his consultants during the final engineering review process of this project. We have attached those comments with Planning and Landscaping comments to be considered in final engineering as an appendix to this letter. Developer should be encouraged to read and understand the comments in the appendix as future plans will be reviewed against them and they shall hold the same weight as any approved preliminary plat, PD or Development Standards.

HR Green's reviews are to determine compliance with the municipal Subdivision Ordinance, Zoning Ordinance and State Statute and in a manner consistent with that degree of care and skill ordinarily exercised by Engineers and Surveyors currently practicing under similar circumstances. HR Green's review did not include an examination of submitted documents as to their overall style or presentation, field verification of existing conditions, elevation grades and topography as shown on the plans, and verification of the submittal or the issuance of permits from any other governmental regulatory agency. HR Green disclaims responsibility for any errors or omissions by the design engineer. The developer, their engineer and their surveyor are not relieved of any responsibility for the correctness of the existing field conditions and design of public or private improvements because of our review, or subsequent approval of the plans and specifications by the municipality.

Please call with any questions.

Sincerely,

HR GREEN, INC.

Timothy J. Hartnett
Vice President/Practice Leader
Governmental Services

TJH/cmc/

cc: Mr. Dennis Heimbrodt, Village of Antioch
Ms. Lori Folbrick, Village of Antioch
Mr. Bob Long, Village Attorney
Mr. Glenn Christensen, Manhard Consultants

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Appendix A – Hortis Property
October 7, 2015
HR Green Job No. 86150207

Comments to be addressed and items required to be provided in final engineering:

PLANNING AND LANDSCAPING:

1. The Landscape concepts shown on the site plan look to respond quite well to previous comments. The canopy trees shown directly in front of the commercial building should be located at building edges to frame entrances & signage. With this in mind the canopy tree shown directly in front of building C should be removed or relocated. The parking lot islands generally show 2 canopy trees per island. This is a solid aesthetic approach, but may be in direct conflict with parking lot lighting poles & fixtures. As a lighting plan is developed, some trees may need to be removed to insure long-term, safe light levels within the parking lot areas.
2. The site plan indicates a bioswale within the large, central parking lot island. While this feature provides obvious stormwater benefits, care should be taken in the construction of this area as it relates to soil profile amendments and infiltration capacity. In addition, these depressions can collect trash from the retail centers, so future maintenance standards should be considered to keep these patrolled and healthy. It is recommended that cross sections and more detail be provided for the bio-swale. Also, a Maintenance Plan shall be provided. A Maintenance Plan is one of the most important items when doing these stormwater features. A 3 year plan and the long term plan after establishment must be provided. Recommend a revised plant palette to short plants only (<4'). Big bluestem and switchgrass are definitely not appropriate in the bio-swale in the middle of the parking lot. It looks like there is a small grass strip around the edge of these bio-swales but this should be 5' wide to give a clean edge. Seeding the main one in the parking lot will not look very good. Instead short native plants (plugs) shall be planted in the bottom and a more formalized planting scheme on the edges shall be provided of your typical non-native landscape.
3. The Site Amenities plan shows a family of site furnishings which should tie together well, and manufacturers shown generally supply durable furnishings. The black chain link fence is not shown on that plan, but having a black, vinyl coated chain link should tie nicely in to what is proposed. The signs at 100' spacing are good, but probably not necessary behind evergreen tree buffers.
4. Canopy trees with lighter textures foliage are appropriate in islands and in areas where visibility is a concern. So, trees like Honeylocust are good in that application, while Lindens are not.
5. Trees shall be clustered more, especially along Route 173, so that visibility into the site and to any building signage is unobstructed as much as possible.
6. Tree locations shall be edited or trees may possibly need to be removed in the parking lot islands and along the perimeter to accommodate lighting locations for safety purposes.
7. Trees will need to be limbed up in order to accommodate both pedestrian and vehicular traffic (especially if delivery trucks access the site).
8. The majority of the plant material matches the approved plant list in the Route 173 Corridor Study. However, a good deal of this material does not have good salt tolerance. Keep in mind that rarely do plants have exceptional salt tolerance, but there are those that at least have improved tolerance, so they will need to be thoughtful as to what material they are placing in the locations that will receive the most exposure and highest concentrations (namely anything along the direct perimeter of the parking lot and areas abutting pedestrian walkways that may be salted in the winter.

9. Sight lines for vehicles entering and exiting the site shall be kept clear of obstructions and all of the understory plant material in these locations shall be kept between 30-36" max height so as not to obstruct those sight lines. Also caution should be used against planting anything too tall where the pedestrian routes cross the drive aisles.
10. Some trees which are being proposed are messier than others. For example the hackberry, crabapple and coffeetree have more or bigger fruits than some of the other trees like a maple. Consideration should be given to placing these trees outside of high traffic areas to avoid their messier appearance and litter.
11. Anywhere that there are shrubs and/or tree plantings directly adjacent to car parking stalls, it must be ensured that there is adequate room for car overhang so there is no damage to the material.
12. Regarding the bio-swale mixes - there are a select few plants that can grow as tall as 8'-9' at full maturity. Some of these taller plants may not be desirable in locations like the one in the parking island south of the buildings.
13. The Landscape concepts shown on the site plan look to respond quite well to previous comments. The canopy trees shown directly in front of the commercial building should be located at building edges to frame entrances & signage. With this in mind the canopy tree shown directly in front of building C should be removed or relocated. The parking lot islands generally show 2 canopy trees per island. This is a solid aesthetic approach, but may be in direct conflict with parking lot lighting poles & fixtures. As a lighting plan is developed, some trees may need to be removed to insure long-term, safe light levels within the parking lot areas.
14. The site plan indicates a bioswale within the large, central parking lot island. While this feature provides obvious stormwater benefits, care should be taken in the construction of this area as it relates to soil profile amendments and infiltration capacity. In addition, these depressions can collect trash from the retail centers, so future maintenance standards should be considered to keep these patrolled and healthy. It is recommended that cross sections and more detail be provided for the bio-swale. Also, a Maintenance Plan shall be provided. A Maintenance Plan is one of the most important items when doing these stormwater features. A 3 year plan and the long term plan after establishment must be provided. Recommend a revised plant palette to short plants only (<4'). Big bluestem and switchgrass are definitely not appropriate in the bio-swale in the middle of the parking lot. It looks like there is a small grass strip around the edge of these bio-swales but this should be 5' wide to give a clean edge. Seeding the main one in the parking lot will not look very good. Instead short native plants (plugs) shall be planted in the bottom and a more formalized planting scheme on the edges shall be provided of your typical non-native landscape.
15. The plans don't completely indicate ground plane planting intent in the parking lot islands, but turf could be hard to maintain in high traffic areas near the commercial fronts. Recommend beds in those locations with dense shrub plantings that are salt tolerant.
16. The Site Amenities plan shows a family of site furnishings which should tie together well, and manufacturers shown generally supply durable furnishings. The black chain link fence is not shown on that plan, but having a black, vinyl coated chain link should tie nicely in to what is proposed. The signs at 100' spacing are good, but probably not necessary behind evergreen tree buffers.
17. Canopy trees with lighter textures foliage are appropriate in islands and in areas where visibility is a concern. So, trees like Honeylocust are good in that application, while Lindens are not.
18. Trees shall be clustered more, especially along Route 173, so that visibility into the site and to any building signage is unobstructed as much as possible.

19. Tree locations shall be edited or trees may possibly need to be removed in the parking lot islands and along the perimeter to accommodate lighting locations for safety purposes.
20. Trees will need to be limbed up in order to accommodate both pedestrian and vehicular traffic (especially if delivery trucks access the site).
21. The majority of the plant material matches the approved plant list in the Route 173 Corridor Study. However, a good deal of this material does not have good salt tolerance. Keep in mind that rarely do plants have exceptional salt tolerance, but there are those that at least have improved tolerance, so they will need to be thoughtful as to what material they are placing in the locations that will receive the most exposure and highest concentrations (namely anything along the direct perimeter of the parking lot and areas abutting pedestrian walkways that may be salted in the winter.
22. Sight lines for vehicles entering and exiting the site shall be kept clear of obstructions and all of the understory plant material in these locations shall be kept between 30-36" max height so as not to obstruct those sight lines. Also caution should be used against planting anything too tall where the pedestrian routes cross the drive aisles.
23. It must be ensured that there are adequate locations for snow storage so that plant material is not damaged by heavy snow loads or excessive salt exposure.
24. Some trees which are being proposed are messier than others. For example the hackberry, crabapple and coffeetree have more or bigger fruits than some of the other trees like a maple. Consideration should be given to placing these trees outside of high traffic areas to avoid their messier appearance and litter.
25. Anywhere that there are shrubs and/or tree plantings directly adjacent to car parking stalls, it must be ensured that there is adequate room for car overhang so there is no damage to the material.
26. Regarding the bio-swale mixes - there are a select few plants that can grow as tall as 8'-9' at full maturity. Some of these taller plants may not be desirable in locations like the one in the parking island south of the buildings.

ENGINEERING

General

1. A site phasing plan shall be provided, if applicable.
2. If proposed by the subdivider, or required due to essential extensive protection and continuing stewardship of environmentally sensitive land, a draft of private covenants, conditions and restrictions (CCRs) shall be submitted. The CCRs shall regulate land use in the subdivision and otherwise protect the proposed development with restrictions which may exceed the codes and ordinances of the village. The CCRs shall include language which clearly indicates that the village of Antioch assumes responsibility only for the enforcement of those codes, ordinances, rules and regulations which have been adopted within this code, and that any provision of the CCRs that is more restrictive than that within this code is the responsibility of the homeowners' association or some other private entity(ies).
3. Plan shall be accompanied by written statements, executed by authorized representatives of the respective private utility companies (natural gas, electric, and telephone), acknowledging that service capacity is currently available, or can be made available within a specified time frame, to serve the proposed development (commonly known as "will serve" letters). The developer shall also provide, along with the preliminary plat, information regarding the location of existing and proposed service lines or mains, as well as available service capacity.
4. Petitions shall also include any correspondence, applications for review or preliminary review by other governmental agencies, as may be required by specific circumstances. These may (or may not) include, but are not necessarily limited to: U.S. army corps of engineers; U.S. federal emergency management agency (FEMA), relative to letter of

map amendment or map revision; Illinois historic preservation agency, archeological study of the site; Illinois department of transportation; Lake County highway department; and Lake County stormwater management commission. (Ord. 00-06-12, 6-5-2000)

5. A copy of the Lake County soil and water conservation district report regarding the proposal shall be provided.
6. Project requires review for consultation under 17 ILL ADM Code CH 1 SEC 1075 (Eco CAT, Action Report and Detailed Action Report) and wetland impact determination per SEC 1090. – Information not provided. IDNR Action Report is no longer valid and a new submission to EcoCAT is required. Preliminary Wetland Jurisdictional Determination from 12/16/13 indicates that USACE must be contacted for a field verification of the boundaries of WOUS wetlands and that the surveyed boundaries of all wetlands must be included on the site development plans for permitting purposes.
7. Per 10-15-5 of the Village Ordinance, a Special Use Permit or Plan shall include, either as an overlay or separate drawings, the graphic depiction of pertinent features of the natural landscape. Such features include, but are not necessarily limited to: topography, floodway, floodplain, wetlands, wet soils, grouping of mature trees, etc. The name, address, phone number, fax number and professional affiliation of the person preparing the plan shall be clearly indicated on the plan. (Ord. 00-06-12, 6-5-2000; amd. Ord. 09-12-44, 12-21-2009; Ord. 11-09-14, 9-6-2011). – Information not provided.

<u>Water Resources – Stormwater and Wetlands</u>

1. Per the Lake County Watershed Development Ordinance, for Wetland impacts to Waters of the United States, the following information is required:
   a. Wetland delineation and wetland determination report as specified in Article IV, Section E.2. of the Ordinance.
   b. A U.S. Army Corps permit for the proposed development or a letter from the Corps stating that the proposed development does not require Corps authorization.
   c. Buffer area requirements as specified in Article IV, Section B.1.i. of the Ordinance.
2. Per the Lake County Watershed Development Ordinance, for the wetland impacts to Isolated Waters of Lake County, the following information is required: **)**
   a. A cover letter signed by a Certified Wetland Specialist that provides a clear project purpose and need statement, a description of the proposed activity, area (in acres) of
      wetland impact and a statement on the category to be used as follows:
      i. Category-I: Wetland impacts less than or equal to 1 acre and does not impact high-quality aquatic resources;
   b. A completed Watershed Development Permit Application form signed by a Certified Wetland Specialist.
3. Per Article IV: WATERSHED DEVELOPMENT PERMITS of the Lake County Watershed Development Ordinance, the following is required:
   a. Development site plan(s) meeting the requirements of Article IV.B.2. of the Ordinance showing the boundaries of all existing wetlands or water bodies on the ownership parcel, including the development site and the areas of proposed wetland impacts.
   b. A statement on the occurrence of any high-quality aquatic resources on or adjoining the development.
   c. Documentation that the development is in compliance with the Illinois Department of Natural Resource's Endangered Species Consultation Program and the Illinois Natural Areas Preservation Act [520 ILCS 10/11 and 525 ILCS 30/17].

d. For developments involving State of Illinois funding or pass-through funding, documentation that the development is in compliance with the Interagency Wetland Policy Act of 1989 [20 ILCS 830] as administered by the Illinois Department of Natural Resources.
e. Documentation that the development is in compliance with the U.S. Fish and Wildlife Service's consultation program under the Endangered Species Act.
f. A mitigation plan meeting the requirements of Article IV.E.3. of the Ordinance.
g. A copy of the Natural Resources Information Report (NRI) for development that is required to obtain a NRI performed by the Lake County Soil and Water Conservation District pursuant to state statute 70 ILCS 405/22.02a.

4. Per the WDO, the minimum Runoff Volume Reduction (RVR) quantitative standard shall be the volume achieved utilizing applicable RVR Credits, as determined by the applicant and approved by the Enforcement Officer, based on the maximum extent practicable, for the development. RVR shall be implemented with appropriate methods, as approved by the Enforcement Officer, which include the following:
   a. Best management practices;
   b. green infrastructure;
   c. detention facilities;
   d. and preservation or enhancement of natural streams, wetlands, and areas with deed restricted native vegetation.
5. Per the WDO, Stormwater Facilities shall be provided with:
   a. An emergency overflow structure capable of passing the critical duration base flood inflow rate without damages to downstream structures or property.
   b. The top of the impounding structure shall be a minimum of one (1.0) foot above the design high water level within the emergency overflow structure based on WDO Article IV, Section B.1.e.(1)(a).
   c. A minimum 8-foot wide safety shelf with a maximum depth of 3 feet below normal water level sloped back towards the shoreline.
   d. Features for maintenance and emergency ingress and egress capability.
6. Per the WDO, Water Quality treatment shall be provided. Water quality treatment standards can be achieved by combining the runoff volume reduction requirements in Article IV.B.1.d., the Stormwater Quality Runoff Standards in Article VI.B.3., and the following requirements:
   a. The following water quality requirements apply to developments that result in at least 0.5 acre of new impervious surface area, where "new" is defined in Article IV.A.1.f. of the WDO. The volume of runoff kept on-site to meet the runoff volume reduction requirements of the Ordinance (Article IV.B.1.d. (2)) may be deducted from the required water quality treatment volume.
      i. Prior to discharging to Waters of the United States, Isolated Waters of Lake County or adjoining property, all development shall divert and detain at least the first 0.01 inch of runoff for every 1% of impervious surface for the development with a minimum volume equal to 0.2 inch of runoff (e.g., 20% or less impervious = 0.2", 50% impervious = 0.5", 90% impervious = 0.9"); or provide a similar level of treatment of runoff as approved by the Enforcement Officer and consistent with the Best Management Practices guidance contained in the Technical Reference Manual.
      ii. A buffer shall be established between design normal and high water levels around stormwater management facilities constructed for water quality treatment to enhance treatment effectiveness. The buffer area planting plan shall use the Native Plant Guide for Streams and Stormwater Facilities in Northeastern Illinois, NRCS, and et al., (as amended) as a minimum standard.
      iii. Hydrocarbon (e.g., oil and grease) removal technology shall be required using a volume of 0.5 inch of runoff for the new impervious surface tributary area to

each treatment device and meeting a minimum 70% removal rate for all development classified as follows:

    1. Vehicle fueling and servicing facilities;
    2. Parking lots with more than 25 new stalls.

7. Per the WDO, buffer averaging must be improved by the enforcement officer. An exhibit shall be provided for the EO's review.
8. The small detention basin's inlet shall be preceded by a catch basin and that basin shall have an engineered outlet.
9. There is an overland flow route running through the center of Lots 1 and 2. Size of tributary area shall be determined in order to ascertain whether runoff can be piped or not per WDO.
10. Majority of the site is composed of highly erodible soils and upstream of a HQ wetland. SE and SC must be of the highest efficacy onsite. The use of flocculants shall be considered during construction.
11. Wall in detention basin will require structural calculations in final engineering. Village may require type of wall and range of height to be designated at this time.
12. Soils report/information shall be provided regarding groundwater levels or infiltration ability of soils for basins.

<u>Traffic and Transportation</u>

1. Pursuant to State law (and as identified in the Lake County Watershed Development Ordinance), a property owner of a parcel being subdivided adjacent to a state or county road right-of-way shall notify the proper highway authority in writing of the proposed subdivision, and request that the proper highway authority provide, at the cost of the highway authority or otherwise provided by law, the amount of additional capacity in any stormwater detention facility to be constructed in the subdivision for the future availability of the highway authority for meeting stormwater detention requirements of any future public construction on the highway.
2. The east leg of the main ingress/egress road at the loop road intersection is large and should have a median provided to direct traffic.

<u>Sanitary Sewer</u>

1. Sanitary Sewer shall be extended north to property line near Lot 1 and placed within an exclusive municipal easement.

<u>Water</u>

1. Village and developer shall agree as to whether water system will be private or public. It is recommended that the portion of proposed watermain running along Deep Lake Road be kept public and extended to the north end of this property ending in a valve, fire hydrant and 10' stub.
2. At least two additional fire hydrants will be required on Deep Lake Road. One additional fire hydrant shall be added behind Building C.
3. Watermain shall be moved out of existing and future ROW into exclusive municipal easements within Lots 1, 2 and 3.

<u>Plat and Planned Development</u>

1. Per Lake County Watershed Development Ordinance (WDO), performance standards for plats and site plans area as follow:

a. Subdivisions, annexation agreements, plats, re-plats, manufactured home parks and PUDs shall show the base flood elevation (BFE) and Regulatory Floodway limits. The plats, re-plats, manufactured home parks, PUD, or engineering plans and studies shall include a signed statement by a Registered Professional Engineer that accounts for changes in the drainage of surface waters in accordance with the Plat Act (765 ILCS 205/2).

2. Easements for stormwater management maintenance purposes are required. Per Lake County WDO Technical Reference Manual (TRM), the parties responsible to maintain the stormwater facilities should be specifically identified as having access to the easement. The size of the stormwater easement depends upon the type of facility that is occupied. Per the TRM, the following general guidelines should be followed when sizing the stormwater drainage easements:
   a. The easement width for linear subsurface stormwater structures should be equal to the greatest depth of the pipe or twice the pipe diameter whichever is greater. The minimum easement width for linear subsurface stormwater structures such as drain pipe should be 15-ft.
   b. For surface drainage ways, the easement width should be the width necessary to convey the design flow up to the design HWL plus 5-ft on each side of the channel. This width could be greater if construction access is required to maintain or reconstruct the swale.
3. Proposed building setback lines shall be added to the plat.
4. All proposed easements with provisions shall be added to the plat.
5. Plat shall state that there will be no direct access to Deep Lake Road with exception of the two locations that the easement for ingress and egress meets existing and future ROW.
6. Plat shall state that there will be no direct access to IL Route 173 with exception of the one location that the easement for ingress and egress meets existing and future ROW.
7. Plat shall designate where access points shall be provided on Lots 1, 2 and 3. It is recommended that access points not be shown from main ingress/egress road and shall be as far as possible from other ingress/egress points on Deep Lake Road and Route 173 preferably on the east sides of Lots 1, 2 and 3.
8. Sidewalks shall be dimensioned.
9. Curb and gutter shall be added to the plan to be provided at all edges of pavement with exception of driveway openings.
10. Plat must address subsurface conditions on the tract, if required by the plan commission, location and results of tests made to ascertain subsurface soil, rock and ground water conditions.
11. The plat shall be accompanied by plans showing typical cross sections of the proposed grading, roadway (Route 173, Deep Lake Road, interior “roadways”) and sidewalks (and multi-purpose trail); preliminary plan of proposed sanitary and storm sewers with grades and sizes indicated; and preliminary plan of water main and sizes. All elevations shall be based on the Antioch datum plane.
12. A drainage certificate is required on the plat and shall be signed (and sealed).

Trustees
Mary C. Dominiak
Jerry T. Johnson
Jay Jozwiak

VILLAGE OF Antioch
AUTHENTIC by nature

Trustees
Ed Macek
Scott A. Pierce
Ted P. Poulos

Lawrence M. Hanson, Mayor
Lori K. Folbrick, Village Clerk

October 9, 2015

To: The Honorable Larry Hanson, Mayor; and
Members of the Village Board of Trustees

From: Ken Karasek, Chairman
Combined Planning and Zoning Commission

RE: PZB 15-05
Petition of Spiro Hortis et. al. to rezone property, grant a special use permit, approve a Comprehensive Plan amendment, and approve a preliminary PUD plat.

Dear Mayor Hanson and Trustees,

The Planning and Zoning Board heard the referenced case in a public hearing that opened on September 13, 2015, and was continued to October 8, 2015. Due and proper notice of the hearing was given pursuant to statute and the Antioch Municipal Code and sworn testimony was taken. It should be noted that there were no members of the public at either hearing session speaking in opposition to the proposal.

Presenting the proposal were Attorney Jerry Callaghan of Freeborn & Peters and Design Engineer Glenn Christensen from Manhard Consulting. Administrator Keim, acting Director of Planning and Consulting Engineer Tim Hartnett from H.R. Green testified on the Staff's review and analysis of the proposal.

The petition included several distinct, but interrelated aspects. They all addressed the unique attributes of this particular parcel which borders the IDNR Red Wing Slough property and two arterial highways, Deep Lake Road and Illinois Route 173. The Petitioner provided the PZB with evidence of conditional approvals and design comments from IDNR, IDOT and Lake County DOT. Additional, and extensive, review materials and reports were submitted by Village Staff and our consultants at H.R. Green. These materials were closely considered by the PZB and the recommendations were considered in the final recommendation to the Village Board.

Since the petition had multiple aspects, I will attempt to address each one before wrapping up with the PZB's recommendation.

Comprehensive Plan. At the time the current Comprehensive Plan was adopted, the subject parcel (and adjoining lands to the east) was involved in an eminent domain action brought by IDNR. The State was seeking lands to expand its holdings on Red Wing Slough, including buffer properties. As such, the subject land was not included in the Plan as such, but was designated as "in litigation". That lawsuit was settled about 10 years ago, with the State receiving title to the eastern portion of the property, leaving the remainder which is involved in the current petition. With the settlement, the remaining land needs a designation for an appropriate use. The landowner sought designation as Commercial property. The Petitioner suggested that this designation is fundamentally consistent with the Village's Route 173 Corridor Plan.

Rezoning. The land is currently zoned R-1, which would allow a large lot single family home subdivision to be developed. R-1 was the default zoning classification when the land was annexed in the 1980's and it's never been rezoned. The Petitioner suggested that due to the proximity of the two arterial roadways and adjoining commercial areas, any residential use would be impractical to build and market. Rather, Petitioner sought approval to change to a commercial B-2 zoning consistent with adjoining properties to the west and southwest.

PUD / Special Use. The proposed use of the land is to develop a shopping center. At the present time, there are no end users identified. The Petitioner suggested that the downturn in the economy has resulted in commercial users being interested only in more or less turnkey sites where the zoning and use entitlements exist or are readily available. This is unlike proposals from a decade ago where the end users were identified before the petition was presented. This approach brings a couple of issues to the fore.

First, the environmentally sensitive area to the east needs to be closely protected, and the development shaped accordingly. Without knowing the exact users and their space requirements this is clearly more difficult. Second, this is a key entryway into the Village, and the visual aspects of the site open between a scenic vista on the east and a fairly standard commercial corridor on the west. This brings not only differences in scale forward, but also the basic architectural elements of the appropriate buildings and aspects such as parking lot design, drainage and detention basins, etc. Access from the arterial highways also had to be taken into consideration.

Testimony and Discussion.

With the input from Staff and the Village's consultants, the Petitioner brought forward a site plan showing some details on the main building, substantial detail on the engineering and parking lot design and less specificity on future building lots along Deep Lake Road. The parking lot is designed with "Dark Sky" lighting and a series of filtering basins designed to improve runoff water quality before it enters the buffering lands between the property and the Slough. The building design allows exterior spaces that the PZB found attractive and useful for restaurants and similar uses. The PZB member found the elevations of the buildings to be attractive, with appropriate scales, good quality exterior materials and details that break the monotonous look of shopping centers into more segmented structures joined with common walls.

The Petitioner provided details on landscaping including compliance with all applicable Village planting codes, screening of garbage dumpsters, management of litter and the like. The architecture included parapets which will effectively block views of the roof-mounted HVAC systems and other mechanicals. Village sewer and water is available to the parcel.

There was discussion about matters such as snow removal and salting. The parking lot is designed with a central landscape strip that can accept plowed snow and salt. The Petitioner wishes to avoid being required to use alternative snow melting materials such as CMA since they haven't proved effective in the Walmart property across the street. For this reason, the filtering system of ponds and drainage-ways are intended to restore water quality before it gets to the IDNR buffers and eventually the Slough itself. The Village Staff and consultants appear to be satisfied with the engineering principles being utilized in this regard.

The road access will be governed by input and oversight from both IDOT and Lake County DOT since they have jurisdiction over Route 173 and Deep Lake Road respectively. It appears that there will be a right turn in from westbound 173 and a main entrance directly across from the Walmart entry on Deep Lake Road. The PZB members expressed no criticism of the plans, which seemed to be well-developed.

The Petitioner has agreed to install an 8 foot wide multi-use walking/biking path along the frontage-way of the property in lieu of ordinary sidewalks. The Village will ultimately maintain this path, although it will lie within the County's Deep Lake Road right-of-way. The internal roadway system, combined with the parking lot layout appears to meet our codes, and provide ample and logically laid out parking.

The Petitioner suggested the need for a larger and more architecturally significant monument sign near the 173 / Deep Lake Road corner. While the concept plan submitted was interesting to the PZB, ultimately, the preliminary nature of this request suggests that the final analysis of that proposal should come somewhere down the road, probably with a reduction in size from the sign proposed. Similar considerations exist for the internal signage on the site.

The preliminary nature of the proposal also figures into issues as varied as the scope and content of the covenants that will be required of the tenants and outbuilding users. The adherence to the basic architectural concepts and principles will need to be carried over into the final PUD.

Overall, there were a series of important comments in the Staff Report which should be given consideration. The difficulty posed by the preliminary nature of this proposal needs to be balanced against the Petitioner's intentions to move forward and need for a reasonable degree of certainty in what the Village will look for at the time of final PUD approval. All of these factors built into the ultimately positive recommendation made by the PZB.

Recommendation. The PZB unanimously voted in favor of all aspects of this proposal. Incorporated into that recommendation are the following specific elements, intended primarily to clarify what has been recommended currently and what should be reserved to the final PUD process:

1. That the Staff Report of October 8, 2015 be incorporated into the Ordinance, and this letter as an attachment and substantive guide to interpretation of the Ordinance and the entitlements thereby given;
2. That updated consultation letters be obtained prior to final PUD approval as described therein;
3. That all necessary regulatory letters be obtained from jurisdictional entities as described therein;
4. That the site plan, landscape plan and Development Standards be amended as necessary to bring them into more complete compliance with the 173 Corridor Plan once the IDOT and County requirements are clarified;
5. That the final covenants, conditions and restrictions be reviewed and approved by the Village Attorney and Staff to ensure compliance with applicable codes, and to ensure that this development bears the burden of any expense of required or necessary maintenance of the site.

Respectfully submitted,

Ken Karasek, PZB Chairman