

**MINUTES OF THE REGULAR MEETING OF THE PLANNING AND ZONING COMMISSION HELD  
AT JEFFREY S. BRAIMAN COUNCIL CHAMBERS  
FIFTY RAUPP BLVD, BUFFALO GROVE, IL 60089, WEDNESDAY, OCTOBER 22, 2025**

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**CALL TO ORDER**

Chairperson Weinstein called the meeting to order at 7:30 PM. Roll call indicated the following were present: PZC Chairperson Weinstein, PZC Commissioner Moodhe, PZC Commissioner Spunt, PZC Commissioner Davis, PZC Commissioner Schwartz, PZC Commissioner Gregory.

Also present were: Trustee Liaison Lester Ottenheimer, Village Attorney Patrick Brankin, Community Development Director Nicole Woods, Deputy Community Development Director Kelly Purvis, Associate Planner Andrew Binder, Village Engineer Briget Schwab, and Consulting Engineer Amy McKenna.

**PUBLIC HEARINGS/ITEMS FOR CONSIDERATION**

- A. **Consideration of a petition for approval of a Special Use for a Planned Unit Development, R-9 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to construct a 90-unit townhome development on the properties located at 16606-16704 Rt. 22, 23008-23025 Main St. and 23023 First St.**

Community Development Director Woods and Deputy Director Purvis provided an overview of the request and indicated staff's support for the project.

Russ Whitaker, from Rosanova & Whitaker, Ltd, the attorney representing Pulte Home Company, was sworn in. Whitaker provided background information on the contract purchaser of the site, Pulte Home Development, for a 90-unit townhome project. He gave an overview of Pulte's portfolio of work, the existing conditions on the Fiore site (the subject property), and provided context of the surrounding area. He noted that neighbors expressed concerns at the neighborhood meeting about the site's past use and potential contamination from the landscape business. He explained that the Fiore site was a wholesale landscape nursery property where no plants were grown, as all materials were brought in. He stated there were no environmental issues.

Whitaker continued by citing data from the 2023 Lake County Housing Analysis, conducted by Lake County Partners. He highlighted that supply constraints are driving rising prices and noted the 37% increase from 2019 to 2022 mentioned in the report does not fully capture the market's recent changes. The analysis shows that, based on permit data from 2018 to 2022, there has been a long-term housing shortage. By 2027, this shortage of market-rate units is expected to reach 11,400 units. Witaker noted this supply issue affects the entire Lake County market, not just Buffalo Grove, and should be considered as important context when discussing new projects. He said this key point ties to economic development, noting that due to aging population and housing shortages, Lake County faces challenges in attracting and retaining businesses. The lack of sufficient housing and working-age population hinders economic growth, but new housing development could help address these issues.

Whitaker stated that the Prairie View Metra Station, across from the property, is the second-busiest on the NCS line, with about 20% of commuters walking to it. As commuter rates increase, traffic decreases because more people walk instead of driving to the station.

Whitaker mentioned they've been working with staff on this project for about 9 months, with multiple iterations sometimes reverting to a previous version. He noted setbacks at 20 or 18 feet, emphasizing the extensive time and detail invested in this plan and considering variable setbacks across planning areas based on building context and their relation to housing in the surrounding area.

Whitaker continued, discussing on-street parking, noting that it is more than double the required parking per the code and more than sufficient for the site. He also stated that they will be adding a sidewalk around the site that connects to the surrounding area to create a more walkable environment. He mentioned the traffic report, stating that the study shows sufficient reserve capacity in surrounding roads to handle the traffic, although backups unrelated to the development may still occur with Stevenson High School down the road and next to the Metra tracks.

Whitaker stated that the wetland on the property's westernmost part is a 2.22-acre isolated wetland in Lake County. He noted the development will impact some areas of the wetland, specifically where the sidewalk will be added along Route 22 and the north westernmost building. He stated that they will be working with Lake County on meeting requirements related to the wetlands.

Whitaker mentioned neighbor concerns about Stormwater, noting properties north and west drain into the site and that this has been factored into the development. They propose a modern storm sewer system with a vault and storm trap, draining through the site and under Route 22. They will also help drain part of the site to the wetland to prevent starvation of the wetland area.

Whitaker provided an overview of the design of the proposed townhomes, including rear and front-loaded designs. All plans feature a 3-bedroom base, with flex space convertible into an extra bedroom. About 95% will have 3 bedrooms, 5% might have 4, and a 5-bedroom layout is possible but unlikely. Lastly, he provided an overview of the elevations and the proposed exterior materials. He noted that there is an option to add a habitable attic rooftop deck, and that this feature could be added to each townhome if desired.

Commissioner Gregory asked why they are doubling the required number of parking spaces according to the code? He understands that the Board might ask for additional parking spaces.

Purvis stated that most of the parking spaces are located in the garages and the driveways. The proposed on-street and off-street parking is meant for situations when people have guests, such as during parties and similar events, to accommodate extra visitors. She mentioned that providing guest parking is something the Board has noted is important for townhome developments.

Whitaker mentioned that the parking code requirements are generally lower in Buffalo Grove than those in other communities, and the parking count they have is fairly standard for their townhome developments. A two-car garage is essential for

marketability, with all properties having additional space for a driveway. Only three buildings lack driveways, and they have a nearby parking lot meant to serve them. The remaining parking needs are met by on-street parking, which will not be striped.

Commissioner Gregory mentioned that the two-car garage is important for the price point. However, is the additional parking in the driveway also something you consider a need?

Whitaker responded that, usually, yes. He mentioned that this development will be a bit different since it's next to the Metra station, and we will see more people walking to the train. He noted that the previous Mariano's down the street would have been a great walkable asset that is no longer there. He indicated that this community will rely on vehicles, and in a suburban setting, a driveway behind a unit is preferred.

Commissioner Gregory mentioned that he loves the plan for this area, its walkability, its location right by the Metra station, its pedestrian-friendliness, and its on-street parking. He asked if the 27 feet for the road includes the space for the parking.

Purvis stated that the Village's typical street width is 24 feet, and the 27 feet provides space for cars to park on the side of the road and drivers to pass by more easily. She noted this is especially important for emergency vehicles.

Woods also pointed out that, based on past lessons, these developments need additional parking spaces in driveways or off-street parking for handymen or cleaning professionals that do not cause conflicts with other units. She mentioned that they ask for as much guest parking as possible to help alleviate any future disputes.

Commissioner Gregory asked if there are any plans for EV setups within the community.

Whitaker stated that all the units will have the infrastructure in the garage for it to be installed, so the home will effectively be ready for EV if the homeowner chooses to install that system. However, it is not something they install themselves; a third-party installer would be required.

Commissioner Gregory asked if there are any plans to install bike racks within the community.

Whitaker said they have no plans to install bike racks. He noted that the garages should be large enough to hold any bikes.

Commissioner Spunt expressed concern that the main street through the development could serve as a cut-through to Route 22. Since the southern section of Main Street is a two-lane road, he asked whether their scope includes adding a right-turn lane at the intersection of Main Street and Route 22.

Whitaker stated that the property at the corner of Main Street and Route 22 is unincorporated and not under village jurisdiction, and therefore cannot have a dedicated right-of-way for that right-turn lane, but this is something they can take a second look at.

Commissioner Davis stated that he lives in Ridgewood Townhomes, where there is no street parking and signs prohibiting it, yet people still park there. He stated that

this makes his street one-way when people park there, potentially blocking emergency vehicles from passing. He expressed appreciation for the extra space on the roadway provided by on-street parking. He asked for the reasoning for the 0.6% grading of the streets instead of the 1.0% grading.

Jon Cerbus, Civil Engineer at Pearson, Brown & Associates, confirmed he was sworn in. He explained that grading the 0.6% is necessary because adjusting the site to ensure effective stormwater management and proper cover on the vaults requires raising and leveling the site. This creates a gradual rise and fall between high and low points, facilitating smooth grading. He added that the slope meets IDOT standards and is typically acceptable.

Commissioner Moodhe asked about the fire lane along the east side of building 15 and 12, and asked how wide it is.

Whitaker explained that the alleyway functions as a fire lane to accommodate large fire trucks and prevent a dead end. He stated the fire lane is 18 feet wide.

Commissioner Moodhe asked about the setback on buildings 9,10,11, and if the setback variation is for the setback along Route 22 or between the buildings. And asked the distance that is being requested.

Purvis stated that the setback variation is from the property line along Route 22. She stated that the townhomes will be approx. setback 20 feet from the property line.

Commissioner Moodhe asked about the 'Active Edge' of the development along Route 22 and wondered whether the buildings are more of a wall than an inviting active area.

Woods mentioned that it could be called a street wall, which is part of the element. She still finds it inviting, with the access point next to the buildings, creating an active edge that visually draws from Route 22.

Commissioner Moodhe asked where the balconies will be for the townhomes along Route 22.

Whitaker explained that the balconies will be positioned behind the buildings along Route 22, with the usable outdoor space located at the rear. He mentioned that the front entrance facing Route 22 will serve as the welcoming entry for guests, while the back entrance will serve as the main entrance.

Commissioner Moodhe asked for confirmation of the building height.

Whitaker stated that the townhomes will be 42.2 feet tall.

Purvis stated that the height is compliant because the buildings are below the 45-foot limit.

Commissioner Moodhe asked how tall the buildings are at the Easton Development.

Purvis stated that she would have to look up that information.

Commissioner Moodhe asked the Petitioner what the plan is for the Prairie View Green.

Whiteaker said the area will be a large lawn with a defined edge, surrounded by a path that wraps around the back. Other open spaces on the plan are passive, with walkways, seating, and gardens—good for walking and dogs, but lacking play areas for kids. The prairie view green area is about a third of an acre, similar to a residential lot, and will be wide open. The walkway creates a western boundary, with landscape inside to serve as a barrier between the green space and wetland, and along Route 22 to define the space. The goal is to create an open, usable space in a logical location, using landscape elements for protection and viability.

Commissioner Moodhe asked Cerbus if the flow under Route 22 is underground.

Cerbus explained that the main outfall beneath Route 22 is a large elliptical pipe that currently exists. It runs underground under Route 22 and serves as the outfall for the existing wetland. He stated that the same pipe will also be used for stormwater management in the development.

Commissioner Moodhe asked what the pipe drains to on the other side of Route 22 within the Woodlands Subdivision.

Cerbus explained that once it enters the Woodlands, it flows into a 36-inch sewer, then moves southeast and further south towards Aptakisic.

Commissioner Moodhe asked if the water would drain to the Aptakisic watershed.

Cerbus stated that he believes so. He reiterated the importance of the 0.6% slope for the site's roadways, which aligns with the driveway slope requirement of 2% to 8%. He said that a 0.6% slope is helpful because a 1% slope would make it hard to stay within limits and match the driveway with the roadway. The 0.6% slope allows for a flatter grade, easing grading and keeping slopes within range.

Commissioner Moodhe asked if the west underground vault will be metered.

Cerbus confirmed and stated that there will be three control structures for this development and the vaults.

Commissioner Moodhe asked if the area ties into the Des Plaines River Meter Plan for downflow along downstream.

Cerbus stated that they will be following the Lake County Watershed Development Ordinance, noting he is not familiar with the Des Plaines River Plan specifically. He also mentioned that they have to adhere to the Village and County watershed ordinances.

Commissioner Moodhe asked if there are going to be any HOA restrictions on parking not within the garage and also with garbage cans.

Whitaker mentioned that they usually do not limit outside parking or require cars to be parked in the garage. However, they might consider such restrictions if the Village expresses concerns.

Commissioner Moodhe mentioned that such a restriction would be counterproductive and inquired about the trash collection plan for residents.

Matt Brolley from Pulte Home Company was sworn in. He explained that everyone receives the same trash container, which must be kept in the garage and not

outside. On garbage day, residents are required to roll the container out to their driveway or behind their unit.

Commissioner Moodhe asked whether the garbage trucks would be using the fire lane/alleyway along the east side of the site.

Brolley confirmed. Also stated that they do not require residents to park in their garage, and that they can also park in their driveway.

Commissioner Moodhe asked if there is an estimated cost or listing price for these units.

Brolley stated that they will start at the mid-\$500,000 range and close in the low-\$600,000 range.

Commissioner Moodhe inquired about the mixed-use areas in the Prairie View Station Area Plan (PVSAP), noting that part of this development occupies a small section of the mixed-use zone. The majority of the zone remains undeveloped and questions how this development fits with the PVSAP.

Woods explained that the initial plan focused on residential and mixed uses, which are still part of the PVSAP. She stated that as we move forward, market realities and the definition of mixed use will be considered. Originally, the idea was for mixed use to be along Main Street or Easton Avenue, serving as the main corridor. Currently, the focus is more on the interior of the area to create necessary density and develop a neighborhood center. She acknowledged that some properties are missing, which creates a uniquely shaped, irregular boundary. This area represents an important entry point into the central subarea, where annexation faces challenges such as property owners' resistance and infrastructure costs. Infrastructure planning and development can help build momentum and interest. This project offers an opportunity to initiate that progress, with future infrastructure improvements planned. She stated that the project will be built, and the surrounding properties, especially those to the north, can be developed in a way that aligns with the vision, goals, and principles of the PVSAP.

Commissioner Moodhe inquired whether we are satisfied with the walkability of the other assets in the area, especially considering that the Mariano's location is closed.

Woods emphasized that increased walkability is important, as the community has expressed the need for it. She mentioned that, especially in our post-COVID world where more people work from home, residents value pedestrian paths and connectivity. This has been a long-standing goal of ours. She pointed out that improving accessibility for bicycles and pedestrians is essential. The report, as the petitioner highlighted, does an excellent job of enhancing walkability within the area by strengthening connections and closing gaps. We have prioritized this effort, especially focusing on the need for a walkable path along Route 22 for students, which is critical. We also see the importance of extending this path to the other side of the property. Overall, this development effectively closes necessary gaps, improves interior pedestrian circulation, and prepares the area for future growth or annexation. She stated that it sets the tone for walkability throughout.

Commissioner Moodhe asked if future developments will continue to prioritize walkability in the plan.

Woods stated that is the plan.

Commissioner Moodhe asked if the Village is snowplowing Main Street.

Schwab stated that the Village does plow Main Street and has a maintenance agreement with Vernon Township.

Commissioner Moodhe stated that he had some questions regarding the traffic report and asked when the traffic counts were performed.

Andrew Bowen from KLOA, Inc., was sworn in.

Bowen stated that the counts were conducted in April 2024 on a school day.

Commissioner Moodhe asked if they had noticed any students in the Metra Station parking lot during the traffic counts.

Bowen stated that is not something they look for during count collection.

Woods stated that students do park in the Metra parking lot.

Commissioner Schwartz asked if the Village has a requirement for the amount of brick on the front façade facing main roads and inquired how much of the brick will be on the buildings facing Route 22.

Whitaker confirmed the rendering on the screen will show the building facing Route 22 and stated that they don't have the calculations of the brick percentage on facades.

Commissioner Schwartz inquired about the recycling center, which is not included within the scope, to partner with them for cleaning up their site for these new townhomes.

Whitaker mentioned that they haven't discussed with the property owner at the corner yet and plan to coordinate with the neighbors regarding the construction development in the spring.

Commissioner Schwartz brought up land clearance at the other corner of this development, at Route 22 and Prairie Road, for the Prairie Point townhomes project. He questioned whether builders have strong relationships with schools and other government agencies involved in road widening, especially with more residential developments on the way. He stated that it is crucial for traffic safety and for access to schools like Stevenson and others in the D103 District. He stressed the importance of ongoing discussions on infrastructure improvements and widening existing roads to support the growing student population.

Whitaker said during development, traffic studies are done, and school impacts are considered, but he can't speak on road metrics around the schools and that likely falls under the jurisdiction of the villages involved around the schools and the roadways.

Commissioner Spunt said he saw the Lake County 2050 plan, which lists roads to be redone over 25 years.

Commissioner Schwartz stated that Lincolnshire won't widen the roads as we continue to build housing here, which is problematic.

Woods explained that we work very closely with the school districts and have completed several projects involving their parking lots, entrances, and traffic flow to improve safety and circulation. She stated that the Village maintains a strong relationship with them, and whenever issues like problems with turning signals or traffic conflicts arise, they can raise concerns during our roundtable discussions. She stated that these meetings include representatives from engineering, police, and schools, allowing us to address and enhance access points. Regarding Stevenson, we have a good relationship and ongoing communication, even though they are located in Lincolnshire.

Chairperson Weinstein asked staff about the proposal, noting that the staff report says it is significantly less than the May 19th presentation to the Village board. He inquired about the specific changes regarding the reduced number of buildings, housing units, or setback changes.

Woods said the units stay the same, but the design and orientation has changed. She stated for instance, in the northern corner, all units now face the street, either a private street or First Street, improving the design. Circulation and guest parking were also enhanced. The Route 22 setback, originally 10 feet, was maximized for priority. Other updates include protecting wetlands, preserving natural areas, adding green space, improving architecture and landscaping, adding sidewalks along Route 22 and Easton, and boosting fire truck access. She mentioned that the Fire Chief confirmed all buildings are now well serviced.

Chairperson Weinstein asked for confirmation if we will be snow plowing any of the private roads within the development.

Purvis confirmed that the HOA would be responsible for snow plowing private roads.

Chairperson Weinstein asked if there will be street parking on the private roads.

Purvis confirmed there would be.

Chairperson Weinstein asked if overnight parking will be allowed on the private road since it's not the Village's Road.

Brankin stated it would be subject to the HOA requirements and that it would need to be determined by the petitioner.

Chairperson Weinstein mentioned that he is examining the southeast buildings, specifically numbers 10, 11, 12, and 13. He pointed out that there is limited on-street parking available for these units. He added that practically, if a visitor arrives, they would likely need to park in the driveway. He expressed concern that the fire lane might end up being used as a parking area. He also questioned how parking enforcement will be managed in the fire lane, since it is not a street and won't be monitored by the village.

Whitaker stated that parking in the fire lane is clearly not allowed. He stated that if you're visiting someone, the available parking spots are behind the garage. Otherwise, you'll need to walk, which isn't far from the street parking to Building 12. But reiterated that they would definitely prohibit parking in the fire lane.

Chairperson Weinstein mentioned that people are generally lazy and will choose to drive up to their friends' houses if they are able.

Chairperson Weinstein mentioned there are many variation requests, but he's not worried about the modest roadway slope variance, trusting engineers' judgment. He discussed setbacks, questioning if this change affects the number of buildings or units. To reduce setback variances, fewer units or buildings could be used, which is an economic decision to aim for 90 units.

Whitaker explained that the need for variations is partly due to economic reasons, but they also own property in the PVSAP sub-area that requires higher density. He mentioned that much of the discussion focused on how to accommodate more people closer to the train station. He noted that removing buildings could create more space, but it might harm the character they and the Village are trying to create. He said that the development aims to be more urban, with three stories, but large setbacks don't align with this vision. Variances are driven by efforts to balance plan iterations, building size, and the village's goals, not just density desires. He stated that they also have obligations like extending the sidewalk along Route 22 and installing the water main under the railroad with the project, which are major construction tasks. The developer is laying a foundation for future growth, but meeting current setback requirements outside the annexation process may be challenging.

Chairperson Weinstein inquired about the attic roof deck and whether selecting it for one of the units out of the 5 or 4 units could result in an asymmetrical appearance. He also asked if these attic roof decks will face Route 22 or other streets.

Whitaker confirmed that the attic roof decks will not face Route 22 or any other streets.

Chairperson Weinstein expressed concern about the asymmetrical appearance of the attic roofs, as they lack visual appeal.

Commissioner Gregory asked if there were any adjustments to the plans after the neighborhood meeting.

Whitaker mentioned that most changes were made in the northern part of the plan, including relocating the parking lot and adjusting the orientation of buildings 18 through 21. He also noted that the neighborhood meeting was pleasant and not characterized by widespread objections. One of the main concerns from residents was the connection to First Street, which is a priority for the village. He believes it makes sense to establish roadway connections when possible, in line with the PVSAP framework. He stated that many questions were addressed during the meeting, and he doesn't recall any major issues emerging from it.

Commissioner Spunt asked whether the garages would be two-car or two-and-a-half-car garages to accommodate the garbage cans.

Whitaker stated that the garage will be a two-car garage, and the standard policy is that the garbage cans should be stored inside the garage.

Commissioner Spunt asked about the wall insulation between the units.

Brolley stated that the walls between the units will have a certain fire rating to help block noise.

Commissioner Spunt asked about timing of the development and the construction schedule.

Whitaker explained that the process would take a couple of years to complete all units. The plan is for the site's infrastructure to be developed in a single phase, including site grading, utilities, and roadway improvements, followed by the construction of the model home. After a grand opening, sales would begin, and homes would be built as they are purchased. Pulte tends to customize units more than other builders, so they avoid building multiple units ahead of time. Some structural modifications, like rooftop decks, are considered, and the goal is to secure as many contracts as possible.

Commissioner Moodhe asked if every unit could have the habitable attic space.

Whitaker confirmed.

Commissioner Moodhe asked if, when the corner lot becomes available, do you have a plan for that site.

Brolley said that if the village is interested in adding more townhomes, we would be interested in that site.

Commissioner Moodhe mentioned that staff should investigate the leading pedestrian interval at the intersection of Route 22 and Main Street in relation to this development.

The Village Staff report was entered into the record as Exhibit 1.

Ronald Salway, a resident at 16636 W Easton Ave, asked if anyone from the development team has spoken with the Army Corps of Engineers regarding the wetlands on the site.

Scott Brejcha, VS Companies, was sworn in. He explained that, following the Lake County watershed ordinance, after an evaluation, a preliminary jurisdictional determination is made on-site with Lake County wetlands staff. Previously, this process involved the U.S. Army Corps of Engineers, but due to staff and funding issues, Lake County staff now make these jurisdictional calls. They determined that the wetland is not under the Army Corps' jurisdiction and is an isolated wetland under SMC regulation.

Randy Sinker, a resident at 5712 Gentry Ct, Long Grove, asked that if this project gets approved, the construction would start sometime in 2026. If so, are there plans to clean up the old Fiore site now?

Whitaker responded that they don't control the property today and that construction is planned to begin in the spring. He noted they would be cleaning up that site at that time.

Dean Norlin, a resident at 16738 Easton Ave, said they've lived there for 40 years and enjoyed it. As Buffalo Grove expanded, the neighborhood changed, with more residential developments and the shopping center, leading to increased traffic along Easton Avenue. The plans to build an access road to Easton Ave will add more traffic. She expressed concerns about cars going off the curb and poor snowplowing, describing the service as terrible, with only one side of the road plowed. She stated that she feels their concerns about street traffic are ignored. She also mentioned that there used to be no left turns from behind the fire station to reduce cut-through traffic, but Buffalo Grove used to ticket for these turns, though that is no longer the case, leading to more congestion and traffic from students and commuters.

Malcom Holcombe, resident at 16690 Easton Ave, asked several questions about local traffic and development. He questions why First Street is being opened for a community that already has adequate ingress and egress, fearing it will cause traffic jams and speeding, especially near Prairie View Station. He also questions the need for parking on First Street, noting that no parking is currently allowed in Vernon Township, and questions how this benefits the new project or local access. Lastly, he inquires about plans for sidewalks on Easton Avenue, noting this is the first he's heard about such plans.

Purvis explained that parking is allowed throughout the development because the village does not prohibit it. First Street will be part of the development, with some of it falling under village jurisdiction. Connecting neighborhoods via multiple access points is best practice for emergency services, police, fire, and water main access, preventing dead-end roads and ensuring multiple routes for emergencies.

Holcombe asked if the new subdivision lacks the necessary egress and ingress for fire ambulance service.

Purvis stated the traffic study shows the access is efficient and will meet subdivision needs when including First Street. Purvis noted that the street will be widened to 27 feet to accommodate on-street parking. She further indicated that no sidewalks will be added along Easton Avenue, but a sidewalk will be installed along the project's western border on Easton Court.

Holcombe asked about the future development interest for the adjacent sites.

Woods explained that the plan aims to project future growth around the Prairie View Station area, guiding development to align with the area's principles. It considers how streets, access points, and buildings could be laid out to ensure current and future projects are coordinated and implement the plan cohesively.

Holcombe asked about the existing houses.

Woods stated that if and when the properties were to be annexed and become part of the village, we would look at the PVSAP.

TJ May, resident of 1221 Johnson Drive, stated that he expressed a desire to live near family in Buffalo Grove, but the affordable options are limited to Huntley, Lakewood, and Marengo, which he finds ridiculous. He stated that Chicago's growth as a safe market, with the proposed development being next to the second-busiest station along the NCS line. He stated that he values maintaining green spaces and is concerned about over development, especially regarding wetlands and parks. He advocates for connecting streets thoughtfully and hopes the community will appreciate and properly develop these areas from the start.

Salway questioned why train stoppages decreased at Prairie View station, despite it being the second busiest on the NCS Metra line. He noted that the people parking in the station lot are from the high school.

Chairperson Weinstein stated that the PZC has nothing to do with Metra's train schedule determination or ridership.

Chairperson Weinstein closed the public hearing at 9:47 PM.

Com. Davis moved to make a positive recommendation to the Village Board for approval of a Special Use for a Planned Unit Development, R-9 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to allow construction of a 90-unit townhome development at 16606-16704 Rt. 22, 23008-23025 Main St. and 23023 First St., subject to the following conditions in the staff report.

Seconded by Com. Moodhe.

Commissioner Moodhe supported the project, noting that this is likely the second or third proposal they have seen, given the site's challenges, influenced by its surrounding makeup. He acknowledged previous discussions for this area, highlighting Prairie View's charm and past efforts that didn't fully succeed. He preferred the developer quickly remove buses and semis from the lot once purchased. He expressed his appreciation of the thought behind the current plan and indicated personal support.

Commissioner Gregory expressed support for the project, saying there are many aspects he likes. Although it's not exactly what he'd hoped, he emphasized the goal of developing the Prairie View area around the Metra station. He mentioned the importance of enhancing walkability, bikeability, and pedestrian use to boost train station activity and create a new community hub. He expressed disappointment over the doubling of parking requirements but praised the project as a valuable first step toward transforming the area.

Moved by Jason Davis, seconded by Adam Moodhe to recommend approval. Upon roll call, Commissioners voted as follows:

AYES: 6 Mitchell Weinstein, Adam Moodhe, Marc Spunt, Jason Davis, Don Schwartz, Chad Gregory

NAYS: 0 None

ABSENT: 3 Amy Au, Neil Worlikar, Sujat Saxena

Motion declared Passed.

## REGULAR MEETING

### A. Other Matters for Discussion

None

### B. Approval of Minutes from the September 30, 2025 Planning and Zoning Commission Meeting

Moved by Adam Moodhe, seconded by Marc Spunt to approve. Upon roll call, Commissioners voted as follows:

AYES: 6 Mitchell Weinstein, Adam Moodhe, Marc Spunt, Jason Davis, Don Schwartz, Chad Gregory

NAYS: 0 None

ABSENT: 3 Amy Au, Neil Worlikar, Sujat Saxena

Motion declared Passed.

### C. Chairperson's Report

None

### D. Committee and Liaison Reports

Com. Moodhe provided an overview of the projects that were approved by the Village Board at the October 20th Meeting, which included the Kilmer Trash Enclosure, In2Great Playground, and also the name change within the Ordinance for Metro Storage.

### E. Staff Report/Future Agenda Schedule

Deputy Director Purvis indicated that the meeting scheduled for November 5th will be canceled, but the Commission can expect a full agenda on the 19th of November.

### F. Public Comments and Questions

**All comments will be limited to 5 minutes and should be limited to concerns or comments regarding issues that are relevant to Planning and Zoning Commission business and not on the regular agenda for discussion.**

TJ May suggested future townhome projects should consider side window placement since they face each other. He also noted a Grayslake townhome with a curved extension directs traffic, accommodating an ambulance and garbage truck, helping prevent shortcut use.

## ADJOURNMENT

Moved by Adam Moodhe, seconded by Don Schwartz to adjourn. Upon roll call, Commissioners voted as follows:

AYES: 6 Mitchell Weinstein, Adam Moodhe, Marc Spunt, Jason Davis, Don Schwartz, Chad Gregory

NAYS: 0 None

ABSENT: 3 Amy Au, Neil Worlikar, Sujat Saxena

Motion declared Passed.

The meeting was adjourned at 9:56.

