



Meeting of the Village of Buffalo Grove Planning and Zoning Commission

**Regular Meeting
April 20, 2022 at 7:30 PM**

Fifty Raupp Blvd
Buffalo Grove, IL 60089-2100
Phone: 847-459-2500

I. Call to Order

II. Public Hearings/Items For Consideration

III. Regular Meeting

A. Other Matters for Discussion

1. Workshop-Proposed Multi-Family Development at 16606 W Highway 22, Prairie View (Fiore Property) (Trustee Pike) (Staff Contact: Nicole Woods)

B. Approval of Minutes

1. Planning and Zoning Commission - Regular Meeting - Apr 6, 2022 7:30 PM

C. Chairman's Report

D. Committee and Liaison Reports

E. Staff Report/Future Agenda Schedule

F. Public Comments and Questions

IV. Adjournment

The Planning and Zoning Commission will make every effort to accommodate all items on the agenda by 10:30 p.m. The Board, does, however, reserve the right to defer consideration of matters to another meeting should the discussion run past 10:30 p.m.

The Village of Buffalo Grove, in compliance with the Americans with Disabilities Act, requests that persons with disabilities, who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities, contact the ADA Coordinator at 459-2525 to allow the Village to make reasonable accommodations for those persons.



**Information Item : Workshop-Proposed Multi-Family Development at
16606 W Highway 22, Prairie View (Fiore Property)**

Recommendation of Action

Both staff and the Developer are seeking the PZC's thoughts and comments concerning the plan.

Staff has recently received a petition from E-Terra+ and Interforum (Developer) to redevelop the redevelop the unincorporated 11.4 acre property located at 16606 W Highway 22, Prairie View into a new multi-family development on the property. The existing site is occupied by Fiore Nursery and Landscape Supply, which includes landscaping storage and sales facilities and other landscaping supplies. The proposed project implements the vision that was established through the Prairie View Metra Station Area Plan.

Prior to the required public hearing, the developer is seeking comments from the PZC regarding their plans. This item was referred by the Village Board.

ATTACHMENTS:

- Staff Report (DOCX)
- Plan Set (PDF)

Trustee Liaison
Pike

Staff Contact
Nicole Woods, Community Development

Wednesday, April 20, 2022

VILLAGE OF BUFFALO GROVE



MEMORANDUM

DATE: May 10, 2022

TO: Planning & Zoning Commission

FROM: Nicole Woods, Community Development Director

SUBJECT: **Workshop** - Proposed Multi-Family Development at 16606 W Highway 22, Prairie View (Fiore Property)

BACKGROUND

E-Terra+ and Interforum (Developer) is looking to redevelop the unincorporated 11.4 acre property located at 16606 W Highway 22, Prairie View into a new multi-family development on the property. The existing site is occupied by Fiore Nursey and Landscape Supply, which includes landscaping storage and sales facilities and other landscaping supplies. The proposed project implements the vision that was established through the Village's Prairie View Metra Station Area Plan.

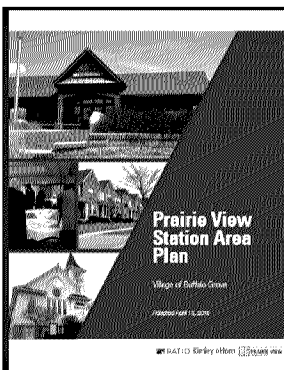
The developer has constructed similar properties which include Arden Oakbrook, a 314 luxury rental development in Oakbrook Terrace and Arden Warrenville, a 364 luxury rental development in Warrenville.



On February 22, 2022 the developer presented an overview of the concept plan to the Village Board. During the Village Board meeting, the Trustees discussed setbacks, density, and the general development of the Prairie View Metra Area. Overall, the Trustees were supportive of the development as it fulfills the vision of the Prairie View Metra Station Area Plan.

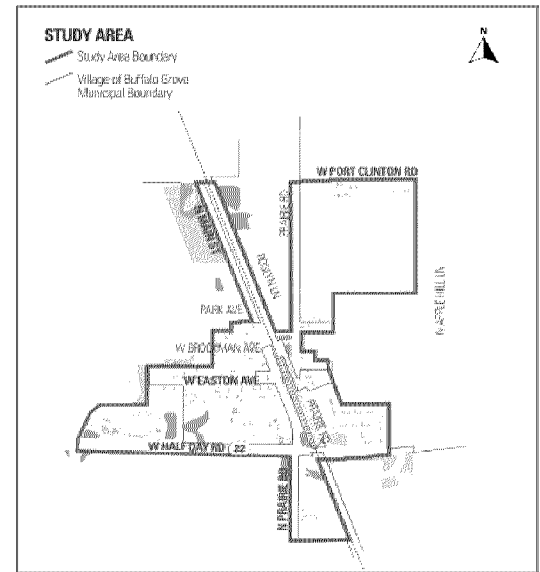
The Developer is finalizing their plans and is seeking comments from the PZC.

PRAIRIE VIEW METRA STATION AREA PLAN AND COMPREHENSIVE PLAN



The proposed development within lies in the heart of the Prairie View Metra Station Area (PVMSA). Once a small pocket of development in an agricultural area, the PVMSA has become a neighborhood of two separate characters split along the irregular boundary line between unincorporated Lake County and Buffalo Grove. The unincorporated area is the older part of the neighborhood and retains the original, hamlet-type development pattern. In contrast, the incorporated Buffalo Grove part of the neighborhood exhibits a more suburban, development pattern. Much of this development has been built in the past few decades including the more recent Easton Station Townhomes and Prairie Landing townhomes.

Over the past few years, market pressures continued to mount for redeveloping PVMSA. Buffalo Grove recognized the need for a clear vision to guide future growth and consequently, kicked off the Prairie View Metra Station Area Plan in 2018. The Plan was completed in April 2019 and adopted as a component of the Village's Comprehensive Plan. It represents a community-driven vision for what PVMSA could look like over the next 10-20 years. The Plan itself is a framework, not a specific development or construction plan. In that sense, imagery and plans featured in the Prairie View Plan are meant to provide examples and ideas of how some of the main concepts could be implemented. It is expected that future redevelopment embraces and implements the vision's core principles.

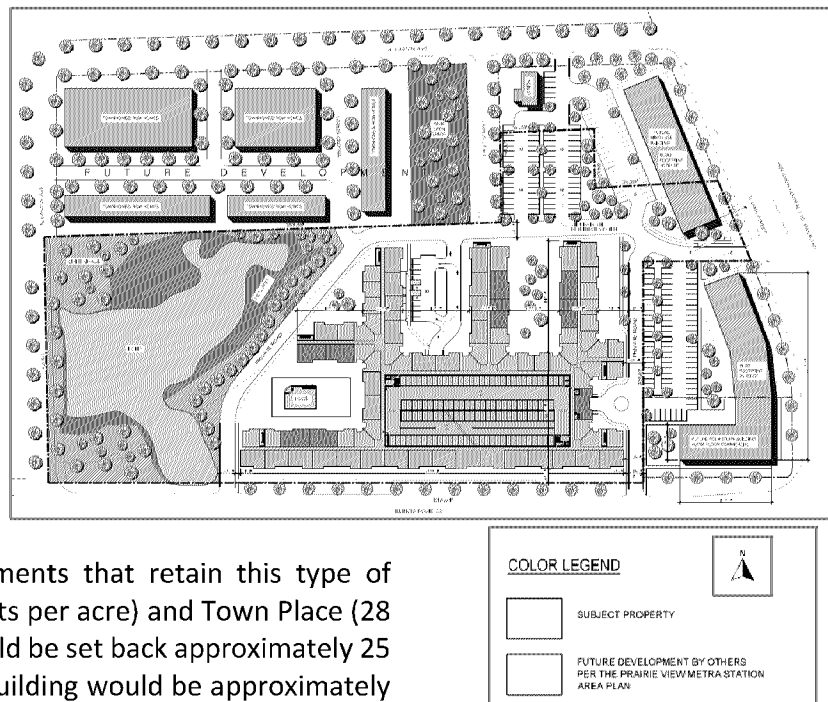


The Developer's proposal is the first redevelopment project in the Prairie View Metra Station Area Plan since the Plan's adoption. As discussed below, it incorporates the main concepts from the Plan and will look to serve as a catalyst for further development in the area.

PROPOSED PLAN

The Developer is proposing a four-story multi-family residential development that would offer 300 apartment units (26 units/acre). This would include one-bedroom units (147), two-bedroom units (120), and three-bedroom units (33). The proposed development would feature a wrap building design, meaning that the building would wrap around an internal parking garage. The development would be approximately 488,000 square feet and include a variety of amenities such as a swimming pool, yoga studio, exercise room, community room, and other open areas.

The project would require annexation and then rezoning to R9 multiple-family zoning district with a Special Use for a Planned Development. Developments that retain this type of density include Turnberry (23 units per acre) and Town Place (28 units per acre). The property would be set back approximately 25 feet from Illinois Route 22. The building would be approximately 47' height at its tallest point, which is in aligned with other types of residential buildings found and allowed in the R-9 zoning district.



Future Development

The proposed project looks to solely redevelop the Fiore Nursery property. The surrounding properties, including the Lake County Scrap Metal property will, at this time, remain. The proposed site plan shows the multifamily development (grey) as well as how the balance of the area could redevelop in the future (yellow). The site plan is aligned with the Prairie View Metra Station Area Plan's vision of the subarea. Staff will work closely with the petitioner to ensure that the site plan will continue to anticipate future development to ensure integration and the implementation of the Prairie View Plan's vision.



Parking and Accessibility

The Zoning Ordinance requires a minimum of 510 parking spaces for multi-family projects. The developer is proposing a total of 530 parking spaces. This includes 386 garage spaces and 144 outdoor parking spaces. Overall, staff finds that the proposed concept meets Code requirements. The site would be accessible via three main existing points. This includes two access points along Route 22, as well as one access point via North Main Street. Private roads that would provide connections from the entry points to the development. The site would also have direct access to the Prairie View Metra Station area located approximately 500 feet away.

Landscaping and Façade

The developer is proposing to utilize natural materials for the building facade and landscaping to help cultivate a neighborhood environment and maintain the small-town character of the area. Landscaping will be featured around the perimeter of the development and within the parking areas and entry ways. Complimentary landscaping and pedestrian elements such as benches and trellises will be scattered to create welcoming atmosphere.

IMPLEMENTATION OF THE PRAIRIE VIEW METRA STATION AREA PLAN

The proposed plan implements the following core concepts of the PVMSA Plan: Provides the dense multi-family housing envisioned at the southeast corner of the Prairie View Metra Station Area's central subarea

- Offers a housing option that is attractive to the emerging demographics, such as millennials, young families, baby boomers and empty nesters
- Leverages one of the area's greatest assets (Prairie View Train Station) by creating a housing and transportation nexus
- Begins to build a multi-modal road network infrastructure and thereby enhances connectivity and accommodates vehicular, pedestrian, and bicycle traffic



- Anticipates and integrates into future developments (both residential, mixed use, and commercial) shown in the Prairie View Metra Station Area Plan
- Utilizes materials and landscaping to that is in alignment with the tone established by the area's historical architecture, character, and charm
- Helps transform the Prairie View Metra Station Area into a destination and create an identity

PROCESS

Based on the plans submitted, it is anticipated that the following approvals will be required:

- Annexation
- Plat of Subdivision
- Rezoning to R9 Multi-Family Residential Zoning District
- Special Use request for a PUD
- Preliminary Plan Approval
- Potential variations

ACTION REQUESTED

Both staff and the Developer are seeking the PZC's thoughts and comments concerning the plan.

e-Terra+

16606 W Highway 22 – Prairie View

Intake Narrative

January 5, 2022

Current Conditions

The subject property is located at 16606 W Highway 22, in Unincorporated Prairie View, Lake County, IL, and consisting of 11.417 Gross Acres of Land with 11.126 Acres Net Area. The existing site is occupied by Fiore Nursery and Landscape Supply for sales and storage of landscaping supplies, bagged trees, shrubs, rock, stone, and vehicle and equipment parking, and maintenance.

The property is adjacent to the Prairie View Metra Station to the East, the Village of Buffalo Grove Fire Station to the West, Residential & Residential with Special/Business Use to the North, Highway 22 to the South with Multi-Family across. There are a variety of land uses in the immediate area consisting mostly of multi-family, the Metra Station, the Fire Station, and Offices.

The Property is currently in Unincorporated Lake County in Prairie View, IL, and we are seeking to annex to Buffalo Grove.

Proposed Project

The proposed development consists of 300 apartment homes in a Four-Story Building, in a Wrap Design. Wrap, meaning the building wraps around the parking garage, thereby being incredibly aesthetic, hiding the majority of the auto parking. The building will be highly amenitized with first class amenities, including an in-ground swimming pool, yoga studio, workout room with equipment, a community room with amenities, game room, open areas and more.

The proposed building is expected to have approximately 147 One Bedrooms, 120 Two Bedrooms, and 33 Three Bedrooms. Parking for approximately 530 cars, consisting of approximately 386 garage spaces and 144 outdoor parking spaces.

The sites pond and wetlands will be significantly improved both aesthetically and in water quality. The trees on the property are mostly scrub trees that have overgrown at the intersection of Easton and Half Day Road. Our Landscape Architect will prepare plans in the process to remove any nonnative species and improve the water quality of the wetlands. We will be maintaining a fifty-foot averaged buffer zone to the wetland as well. In addition, extensive landscaping will be provided at the entrances, around the building, and within the site. A significant improvement to the existing site.

Prairieview Metra Station Area Plan

This proposed development implements and enhances the Village's Prairieview Metra Station Area Plan, and will kick off the plan for the community's benefit. Optimistically spurring further improvements to the immediate area and plan.

Project Development and DCD Input

The development team has been in discussions with the Village since early March of 2020. We have discussed our preliminary plans with the Director of Community Development, and with his comments, have improved the layout, ingress, and traffic flow, which is shown on the Revised Site Plan.

Location

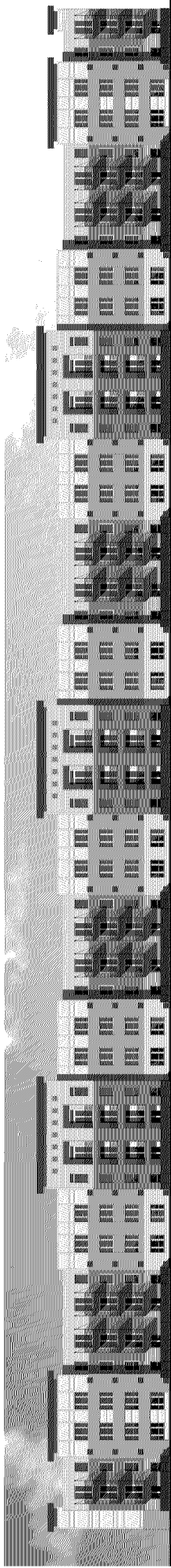
Located near the northwest corner of Main Street and IL Route 22/Half Day Road, the proximity of the Metra Station is an asset to the proposed community, as well as convenient access nearby to the expressways.

Experience

We have a number of completed, similar, and successful communities in the suburbs, including Cantera in Warrenville and Oak Brook Lakes in Oakbrook Terrace.

Economic Impact and Social Impact

There will be significant increase in real estate taxes generated from the development, approximately 200 construction jobs, plus a number of full-time jobs. Furthermore, the increased residents will assist in the continued viability of the local businesses in the community.



PARTIAL ELEVATION #1

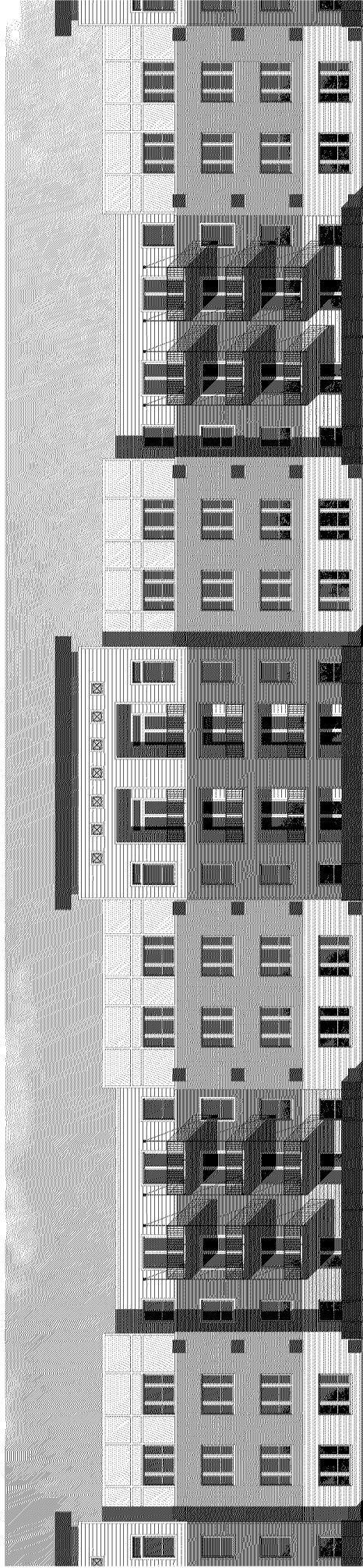
PARTIAL ELEVATION #2

HALF DAY ROAD ELEVATION

PARTIAL ELEVATION #3

3.A.1.b

Attachment: Plan Set (Workshop-Proposed Multi-Family Development at 16606 W Highway 22, Prairie View (Flore Property))



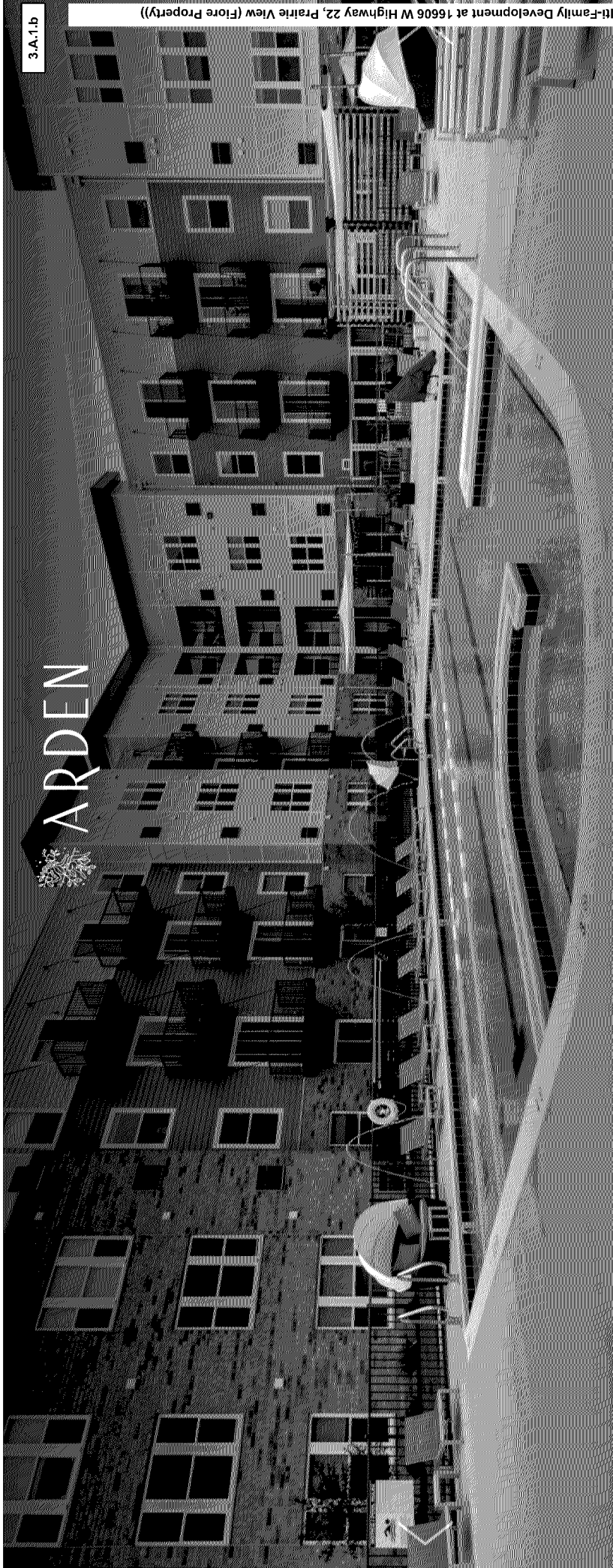
PARTIAL ELEVATION #2



PARTIAL ELEVATION #1



PARTIAL ELEVATION #3



3.A.1.b

Attachment: Plan Set (Workshop-Proposed Multi-Family Development at 16606 W Highway 22, Prairie View (Flore Property))

MULTIPLE LOOKS. ONE SOURCE.

Less time managing, more time imagining.

Why settle for one look when you can get multiple textures and finishes from a single manufacturer? With Nichiha Architectural Wall Panels, you can mix and match cladding styles to achieve the varied look you've been searching for. Whether you're looking for metal, stone, wood, concrete or brick, *we* have it all. Plus, all of our panel styles operate on the same clip installation system — saying goodbye to multiple contractors. You'll be able to move from conception to completion with ease, all while saving time and money.

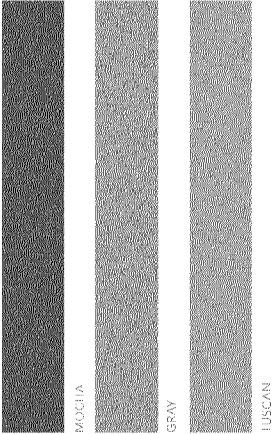


Take modern to the next level with distinct textures and tones.

The clean, modular look of the Nichiha Modern Series is a versatile choice for commercial projects. The stylish tones and subtle seams are the perfect partner for gleaming glass and stainless steel. If you're looking for a modern contrast, the cool hues glow when paired with the warmth of wood. This series offers two distinct textures to ensure you find the perfect fit. ArchitecturalBlock™ is a handsome, durable and cost-effective solution. The ease of installation and wide variety of corner options make it as popular with contractors as it is with clients.

Its partner product, TuffBlock™, offers many of the same features as ArchitecturalBlock, but takes urban to the next level with a tough, textured finish. TuffBlock is built to last with strong construction that stands up to everyday wear and tear, making it the perfect panel for high-traffic areas. Whichever panel you choose, you've picked one that packs a punch while saving you time and money in the long run.

ARCHITECTURALBLOCK

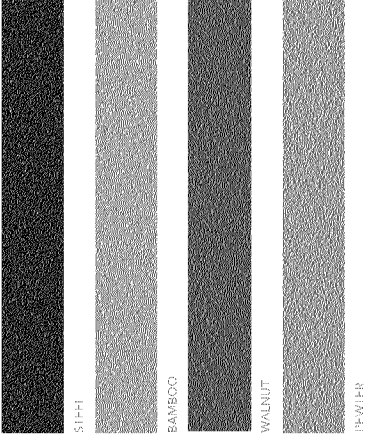


ARCHITECTURALBLOCK SPECS

AWP 1818

DIMENSIONS (ACTUAL MM)	17-7/8" H x 71-9/16" L (455MM H x 1818MM L)
THICKNESS (ACTUAL MM)	5/8" (16MM)
WEIGHT (LBS. PER PANEL)	35.2
WEIGHT (LBS. PER SQ. FT.)	3.9
EXPOSED COVERAGE (SQ. FT. PER PANEL)	8.88 SQ. FT.
PACKAGING (PIECES PER PACK)	2 (17.76 SQ. FT.)

TUFFBLOCK



TUFFBLOCK SPECS

AWP 1818

DIMENSIONS (ACTUAL MM)	17-7/8" H x 71-9/16" L (455MM H x 1818MM L)
THICKNESS (ACTUAL MM)	5/8" (16MM)
WEIGHT (LBS. PER PANEL)	35.2
WEIGHT (LBS. PER SQ. FT.)	3.9
EXPOSED COVERAGE (SQ. FT. PER PANEL)	8.88 SQ. FT.
PACKAGING (PIECES PER PACK)	2 (17.76 SQ. FT.)



CUSTOM HUES MEET MODERN DESIGN

With Color Xpressions, TuffBlock is now available in an array of custom colors. Learn more on page 6.

Achieve the look of stacked stone without piling on cost.

The Nichiha KuraStone™ family of products gives you the rustic stacked stone look you’ve been wishing for — without breaking your budget. Its rugged texture and color variation add interest and charm as an accent or as the main attraction for a building, and the wide variety of finishes and panel sizes provide a natural look no matter where you use them. Plus, the reduced material cost and simplified installation come together to save you time and money.

STACKEDSTONE



DP-SFR1



MOUNTAIN

LEDGESTONE

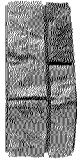


PR1111

STACKEDSTONE CORNER



LEDGESTONE CORNER



SILL-CHISELED



GRAY



TAN

STACKEDSTONE AND LEDGESTONE SPECS

DIMENSIONS (ACTUAL MM)	6" H x 25-5/8" L, 15-3/8" L, 10-1/4" L (150MM H x 650MM L, 390MM L, 260MM L)
THICKNESS (ACTUAL MM)	1-3/8" (35MM)
WEIGHT (LBS. PER SQ. FT.) - STACKEDSTONE	8.9
WEIGHT (LBS. PER SQ. FT.) - LEDGESTONE	9.2
COVERAGE (SQ. FT. PER PANEL)	1.1 (large), .63 (medium), .43 (small)
PACKAGING (SQ. FT. PER PACK)	5.4
PACKAGING (PIECES PER PACK)	3 large, 2 medium, 2 small

STACKEDSTONE AND LEDGESTONE CORNERS SPECS

DIMENSIONS (ACTUAL MM)	6" H x 5" W x 13" L [face] (150MM H x 125MM W x 330MM L [face])
THICKNESS (ACTUAL MM)	1-3/8" (35MM)
WEIGHT (LBS. PER PIECE) - STACKEDSTONE	6.7
WEIGHT (LBS. PER PIECE) - LEDGESTONE	8.5
COVERAGE (SQ. FT. PER PIECE)	.75
PACKAGING (SQ. FT. PER PACK)	3
PACKAGING (PIECES PER PACK)	4

SILL-CHISELED SPECS

DIMENSIONS (ACTUAL MM)	1-1/2" H [front] 1-3/4" H [back] x 23-5/8" L (38MM H [front] 47MM H [back] x 600MM L)
THICKNESS (ACTUAL MM)	2-3/8" (60MM)
WEIGHT (LBS. PER LN. FT.)	3.5
COVERAGE (LN. FT. PER PIECE)	2
PACKAGING (LN. FT. PER PACK)	12
PACKAGING (PIECES PER PACK)	6

NOTES: SPECS ARE PACKAGED WITH 4 INSTALLATION CLIPS.

Get a timeless brick finish without the traditional hassle.

The slight variations in color, the stately good looks, the grout lines — it's all there in the Nichiha Brick Series. Thanks to a proprietary multi-layered coating process, the beauty of brick is built to last in these fiber cement panels. With five finishes, you have the freedom to create the brick building of your choice *without* the extra cost or hassle. These panels really do have it all; however, we did leave out the tons of weight and the extra time required to see your project to completion. We figured they wouldn't be missed.

VINTAGEBRICK™



ALL X-ANDRIA BUILT



WHITE WASH

VINTAGEBRICK™ SPECS

AWP 1818

DIMENSIONS (ACTUAL MM)	17-7/8" H x 71-9/16" L (455MM H x 1818MM L)
THICKNESS (ACTUAL MM)	3/4" (19MM)
WEIGHT (LBS. PER PANEL)	39.6
WEIGHT (LBS. PER SQ. FT.)	4.4
EXPOSED COVERAGE (SQ. FT. PER PANEL)	8.88 SQ. FT.
PACKAGING (PIECES PER PACK)	2 (17.76 SQ. FT.)

PLYMOUTHBRICK™



CRIMSON



Get the classic look of kiln-fired brick with the modern strength of PlymouthBrick panels.

PLYMOUTHBRICK™ SPECS

AWP 1818

DIMENSIONS (ACTUAL MM)	17-7/8" H x 71-9/16" L (455MM H x 1818MM L)
THICKNESS (ACTUAL MM)	5/8" (16MM)
WEIGHT (LBS. PER PANEL)	35.2
WEIGHT (LBS. PER SQ. FT.)	3.9
EXPOSED COVERAGE (SQ. FT. PER PANEL)	8.88 SQ. FT.
PACKAGING (PIECES PER PACK)	2 (17.76 SQ. FT.)

CANYONBRICK™



SH-411-H-ROCKW

CANYONBRICK™ SPECS

AWP 1818

DIMENSIONS (ACTUAL MM)	17-7/8" H x 71-9/16" L (455MM H x 1818MM L)
THICKNESS (ACTUAL MM)	5/8" (16MM)
WEIGHT (LBS. PER PANEL)	35.2
WEIGHT (LBS. PER SQ. FT.)	3.9
EXPOSED COVERAGE (SQ. FT. PER PANEL)	8.88 SQ. FT.
PACKAGING (PIECES PER PACK)	2 (17.76 SQ. FT.)

MODERNBRICK™



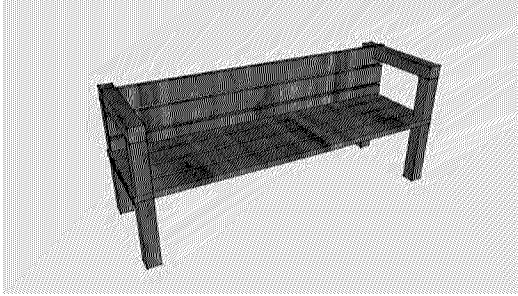
MB-2NICH1

MODERNBRICK™ SPECS

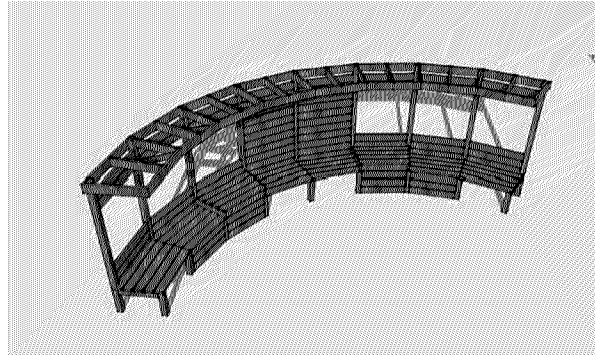
AWP 1818

DIMENSIONS (ACTUAL MM)	17-7/8" H x 71-9/16" L (455MM H x 1818MM L)
THICKNESS (ACTUAL MM)	5/8" (16MM)
WEIGHT (LBS. PER PANEL)	36.6
WEIGHT (LBS. PER SQ. FT.)	4.1
EXPOSED COVERAGE (SQ. FT. PER PANEL)	8.88 SQ. FT.
PACKAGING (PIECES PER PACK)	2 (17.76 SQ. FT.)

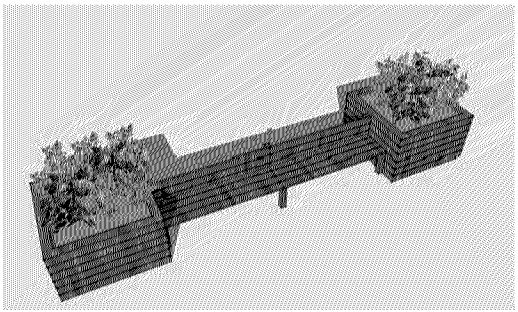
PRELIMINARY LANDSCAPE CONCEPT



3D View Bench 1

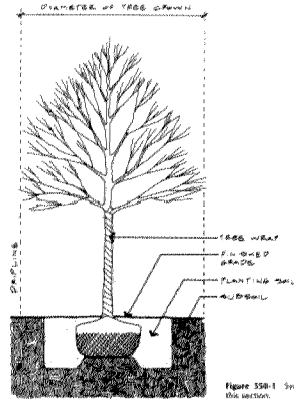


3D View Seating 2

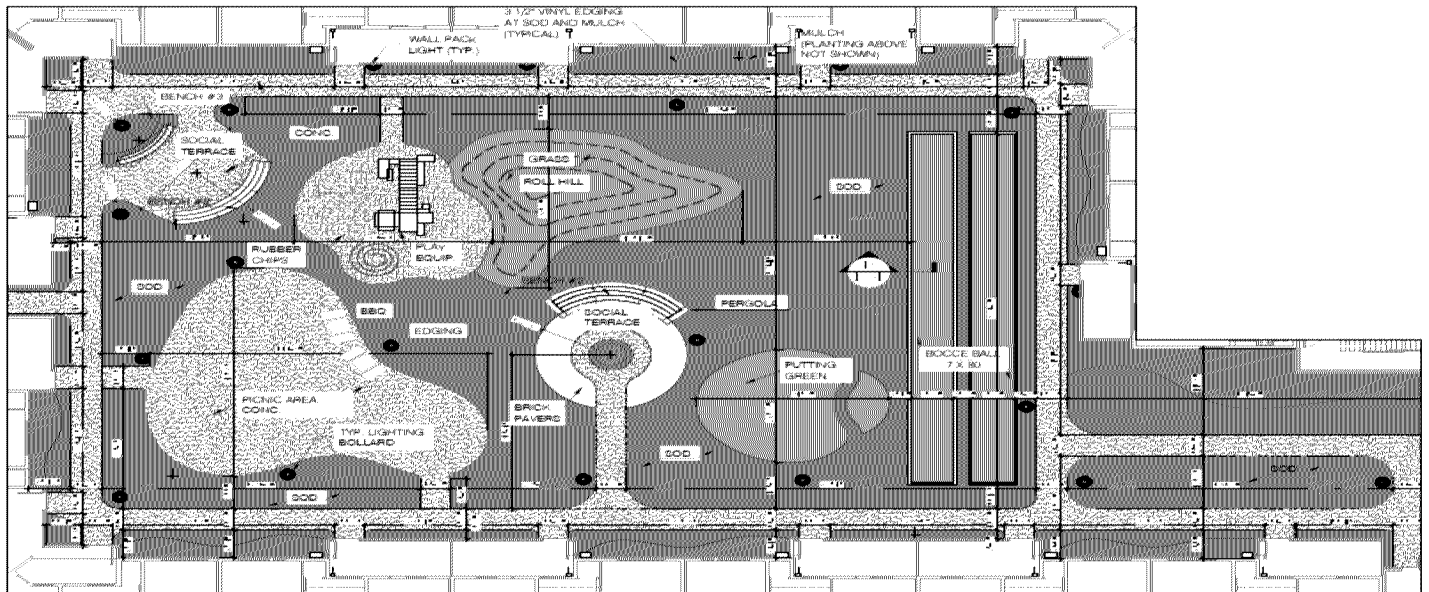


3D View Planter Bench

6. All plants shall be balled and wrapped or container grown as specified. No container grown stock will be accepted if it is root balled. All root wrapping material made of synthetics or plastics shall be removed at time of planting.
7. With container grown stock, the container shall be removed and the container ball shall be cut through the surface in two vertical locations.
8. The day prior to planting, the location of all trees and shrubs shall be staked for approval by the project landscape architect or equal.
9. All plant material shall be selected at the nurseries by the project landscape architect or equal.
10. At planting time, all plants shall be thinned by removing a balanced one-third of the vegetative material.
11. All plants shall be sprayed with an antidesiccant within 24 hours after planting.



Typical Tree Section



Open Space I with Bocce Ball

MEMORANDUM TO: Kristopher Plencner
eTerra+

FROM: Luay R. Aboona, PE, PTOE
Principal

DATE: January 31, 2022

SUBJECT: Traffic Impact Statement
Proposed Apartment Development
Buffalo Grove, Illinois

This memorandum summarizes the results and findings of a site traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed apartment development to be located in Buffalo Grove, Illinois. The site, which is currently occupied by Fiore Nursery and Landscape Supply, is located at 16606 W. IL Route 22. As proposed, the site will be redeveloped with an apartment development with 300 units and 530 parking spaces. Access will be provided via two right-in/right-out access drives on IL Route 22 and a full-movement access drive on Main Street. **Figure 1** shows an aerial view of the site.

The purpose of this evaluation is to determine the impact of the traffic generated by the proposed apartment development on the area roadway system and the adequacy of the proposed access.

Existing Traffic Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and average daily traffic volumes along the adjacent area roadways.

IL Route 22 (W. Half Day Road) is an east-west major arterial with a five-lane cross section that in the vicinity of the site provides two lanes in each direction divided by a landscaped median. At its signalized intersection with Main Street/Prairie Road, IL Route 22 provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound and westbound approaches. IL Route 22 is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA), carries an Annual Average Daily Traffic (AADT) volume of 20,600 vehicles (IDOT 2019), and has a posted speed limit of 35 miles per hour.

Prairie Road (Lake County Route W17) is a north-south roadway that extends between IL Route 22 and Aptakisic Road. At its signalized intersection with IL Route 22, Prairie Road is widened to provide a northbound right-turn lane. Prairie Road is under the jurisdiction of the Lake County Division of Transportation (LCDOT), carries an AADT volume of 7,450 vehicles (IDOT 2019), and has a posted speed limit of 40 miles per hour.

Main Street is a north-south local roadway that extends between IL Route 22 and Buffalo Grove Road. At its signalized intersection with IL Route 22, Main Street is aligned opposite Prairie Road and is widened to provide a southbound left-turn lane. Access to the Prairie View Metra station and surface parking lot is provided off Main Street. Main Street is under the jurisdiction of the Village of Buffalo Grove and has a posted speed limit of 30 miles per hour.

Traffic Characteristics of the Proposed Apartment Development

As indicated earlier, the site will be redeveloped with an apartment development with 300 units and 403 garage parking spaces and 117 outdoor parking spaces for a total of 530 spaces. Access will be provided via two restricted access drives off IL Route 22 and one full-movement access drive off Main Street. The proposed access system will result in the elimination of one access drive on IL Route 22, which will help reduce the points of conflict and improve traffic flow. A copy of the site plan is provided in the Appendix.

Development Traffic Generation

The number of peak hour trips estimated to be generated by the proposed apartment development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). The “Multifamily Housing Low Rise” (Land-Use Code 220) rate was used for the proposed apartment development. **Table 1** shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours as well as daily traffic. It should be noted that, given the proximity of the site to the Prairie View Metra station, it is anticipated that not all of the residents will drive to commute to work. As such, the trip generation estimates summarized in Table 1 are conservatively high.

Table 1

ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Traffic
		In	Out	Total	In	Out	Total	
220	Apartments (300 units)	28	88	116	95	55	150	1,998

Evaluation

When the estimated peak hour traffic volumes anticipated to be generated by the proposed apartment development are compared to the total projected peak traffic volumes, the development-generated traffic will not have a detrimental traffic on the area roadways based on the following:

- The proposed apartment development will only generate approximately 116 trips during the weekday morning peak hour, 150 trips during the weekday evening peak hour, and 1,998 trips daily distributed over three access drives and onto two roadways.
- The site-generated trips will increase the two-way traffic volume along IL Route 22 by approximately four to five percent daily.
- The site-generated trips will increase the two-way traffic volume along IL Route 22 by approximately three to four percent during the weekday morning and evening peak hours.

Access Evaluation

As previously indicated, access to the site will be provided via two access drives on IL Route 22 that will be physically restricted via the existing barrier median and one full-movement access drive on Main Street to be located near the north property line to maximize the spacing from IL Route 22. The design of the access drives with one inbound lane and one outbound lane under stop sign control will ensure that efficient and adequate access is provided.

Parking Evaluation

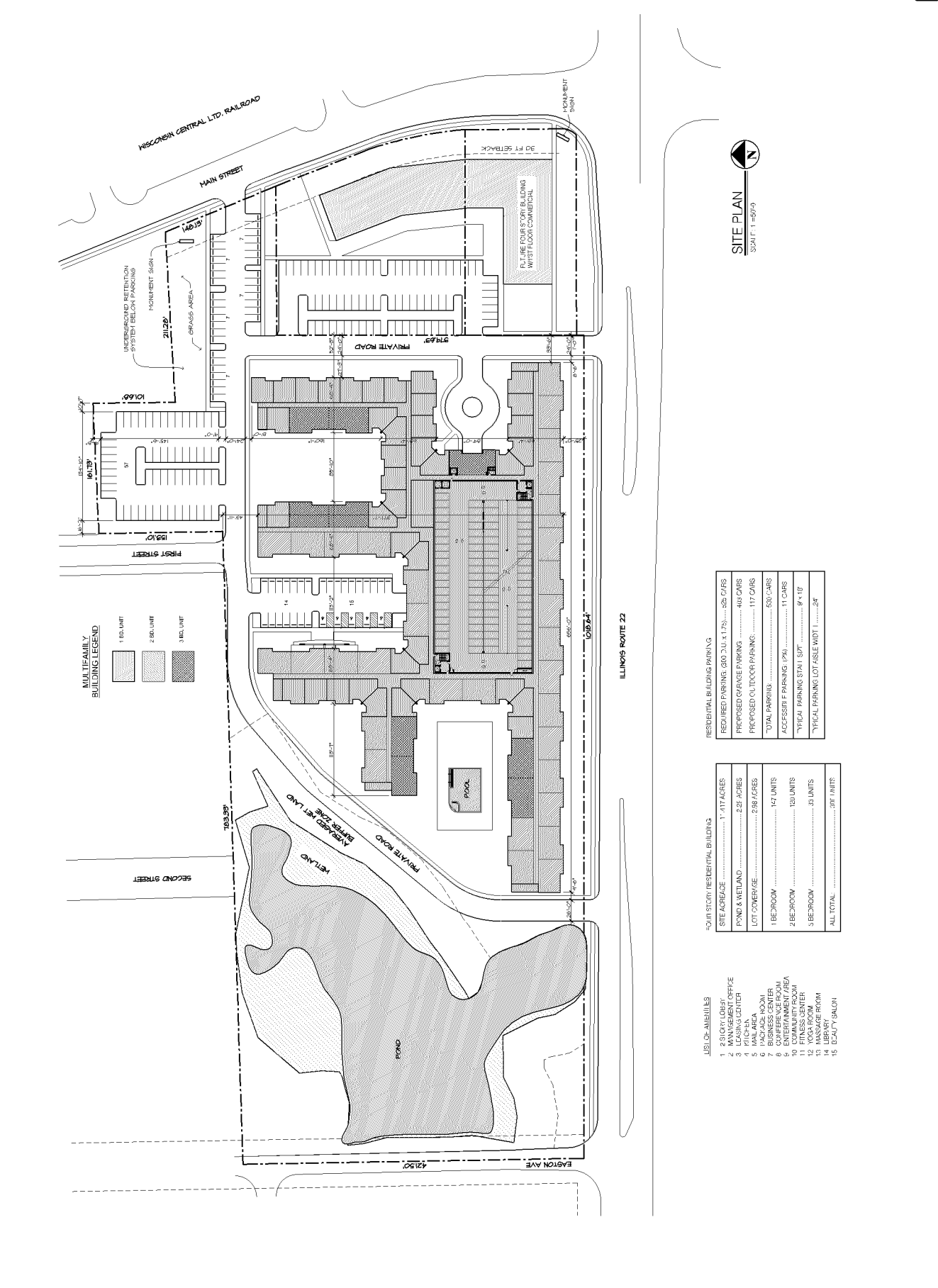
As previously indicated, the proposed apartment development will provide 300 units and a total of 530 parking spaces, which translates into a ratio of 1.77 spaces per unit. Based on the above and the requirements of the Village of Buffalo Grove, multifamily housing should provide a ratio of 1.75 parking spaces per unit, which translates into 525 parking spaces. As such, the proposed parking supply exceeds the parking requirement and will result in a surplus of five parking spaces.

Conclusion

Based on the proposed plan and the preceding evaluation, the following conclusions and recommendations are made:

- The traffic to be generated by the proposed apartment development will not be significant and can be accommodated by the existing roadway system.
- Given the proximity of the site to the Prairie View Metra station, the number of vehicle trips during the weekday morning and evening peak hours will be reduced.
- The proposed access system will ensure that flexible access is provided for traffic entering and exiting the site.
- The proposed parking supply will meet the Village parking code requirement.

Appendix



From: Jeffrey Berman
To: Christopher Stilling; Nicole Woods; Rati Akash
Cc: Dane C. Bragg
Subject: Proposed Multi-Family Development at 16606 W Highway 22, Prairie View
Date: Thursday, March 10, 2022 11:21:24 AM

Dear Chris, Nicole and Ms. Akash:

During the New Business portion of their meeting held on February 22, 2022 (Item 11.A), the Village Board held a “Pre-Application Discussion” for the “Proposed Multi-Family Development at 16606 W Highway 22, Prairie View.” As reflected in the staff memo included in the agenda packet, E-Terra+ and Interforum, as Developer/Contract Purchaser, is seeking to construct a new 300-unit apartment development on the unincorporated property (Fiore Nursery) located at 16606 W Highway 22, Prairie View. I did not attend the February 22 meeting, but I have reviewed the packet materials, as well as an article that appeared in the Daily Herald shortly thereafter. It is my understanding that the Village Board, in accordance with staff’s recommendation, referred the matter to the Planning & Zoning Commission for its consideration and recommendation.

I do not presently see an agenda posted to the Village’s website for any upcoming meeting of the Planning & Zoning Commission, and I do not know when the matter will be presented to the PZC. I would like to share a few thoughts and some historic perspective that may aid the PZC in its deliberations on this proposal, which I include below. I would respectfully request that they be timely shared with the members of the Commission.

I read with some interest Steve Zalusky’s article in the Daily Herald concerning the proposed development (and related proposed annexation) that was published after the Village Board meeting. I noted, in particular, that the article quotes Chris Stilling as responding to a question regarding the proposed high density of 26 units per acre by suggesting the Village has “identified this as a more transit-oriented and higher-density location as part of the Prairie View (plan),” referencing (I presume) the Prairie View Metra Station Area Plan that was created and adopted in 2019, prior to the pandemic (which was discussed in the Village Board agenda materials). I do not quarrel with the notion that the developer’s proposal superficially follows from the Prairie View Metra Station Area Plan and the TOD concepts it embraced. The question is whether that viewpoint, seemingly valid in 2019, is now outdated.

My historical cynicism toward Transit Oriented Development (TOD) along the North Central Line (NCS) is not a secret, to say the least. But even when I was railing against greedy developers misusing the TOD label for improper purposes and in unjustifiable contexts, I did not foresee the way in which current circumstances have rendered the very notion of any TOD along the NCS a *non sequitur*. The core TOD concept involves a self-contained and sustainably walkable neighborhood with critical access to convenient (walk-to) amenities, mass transit and other services. The availability of walk-to mass transit, providing an alternative to using single-occupancy vehicles to travel to work, entertainment, shopping and other destinations, is critical to a TOD's success, and underlies the rationale for higher densities. TOD was always a somewhat questionable concept along the NCS, specifically, given its limited schedule, which contravenes the very core TOD "transit" concepts. The Prairie View Metra Station Area Plan overcame that concern with an optimistic perspective on prospective commuting patterns that seemed ostensibly justifiable at that time. Then came Covid-19, which ushered in a new era of concern for avoiding transmission of a highly contagious and potentially deadly virus, and the necessary transition of many commuters to a full or at least hybrid remote working environment. For many, it seems, the days of regular commuting to a loop office are gone and unlikely to return, at least not any time soon. When Covid-19 turned our lives upside down, sadly, it also rendered plans (like the 2019 Prairie View Metra Station Area Plan) that were based on conditions and expectations existing prior to the pandemic, obsolete.

The TOD concept and its rationale supporting extra-high density residential development around mass transit simply crumbles in a moribund commuting environment. The TOD label then becomes a vain and hollow platitude selfishly offered by developers to justify concepts that maximize their profit without any of the intended benefits for future residents or the community at large. Too often in the past our Village has seen developers tout proposals in the name of TOD merely because a parcel on which they sought to jam unduly high density development (and little or nothing more by way of amenities) was somewhat proximate to the train tracks. Fortunately, due to the thorough and thoughtful work of the PCZ and Village Boards in place at those times most of those overly greedy charlatans were appropriately rebuffed.

The unfortunate bottom line here, which shows the fallacy of the TOD concept near the Prairie View station, is the fact that there is barely any service on the NCS line, or at that station. Further, ridership levels on the NCS, and Metra generally, also have dramatically deteriorated, even in pre-pandemic years, but definitely since the onset of Covid-19. Common sense suggests, moreover, that the declining ridership trend is unlikely to

change in a post-Covid world where remote working is the rule, rather than the exception, and fewer commuters than ever are using mass transit to get from the suburbs into the loop for work.

Service began on the NCS in August 1996 with an underwhelming schedule of 20 trains each weekday, 10 in each direction. That service level was actually less than what Metra promised to communities when it sought and received local investment in related infrastructure. The NCS did not (and never has) provided weekend or holiday service. Roughly 10 years later, on September 11, 2006, NCS service expanded from 20 daily trains to 22 trains when Metra split one rush-hour local train in each direction into two (phony) “express” trains. On February 5, 2018, however, that “improvement” was reversed, and service was reduced from 22 trains back to 20 trains per day. For the past several years, moreover, NCS service has been limited only to rush hours. As of September 7, 2021, Metra operated only six inbound trains and six outbound trains on the NCS on for weekday rush hours. Of those, four inbound trains originate from Antioch and two from the Buffalo Grove station. Two outbound trains terminate at the Buffalo Grove station and four at Antioch. That means a grand total of four inbound and four outbound trains stop at the Prairie View station each weekday. And, of course, there still is no service on weekends or holidays.

Metra’s published ridership figures for the NCS paint a dismal picture. Ridership on the NCS peaked in 2014. Between 2014 and 2019, annual ridership declined 12.5% from 1,817,335 to 1,589,905. During the pandemic, moreover, ridership dropped precipitously to a mere 340,682 passengers in 2020. That is just 1,310 passengers each day.

I do not contest the premise of the 2019 Plan that developments in reasonable proximity to active train stations are benefited to some extent by their location, and vice-versa, or its then seemingly reasonable view of commuting patterns. But the world has changed. The critical transit component of TOD essentially does not exist today for the NCS and its Prairie View station. And the ridership levels do not remotely justify extra consideration in terms of planning and zoning (i.e., TOD bonus densities).

I offer these thoughts not to condemn in advance the proposal. But instead to urge the PCZ, on behalf of the Village, to scrutinize the proposal carefully and to work to ensure that it stands on its own merits, rather than with an artificial and unwarranted density enhancement merely because in 2019 the area seemed ripe for TOD style development. Otherwise, we risk saddling the community with an island of bonus density residential

lacking any other mixed uses or amenities, merely because the parcel is proximate to the underutilized train tracks, and the area was conceptualized for possible TOD in a different era when people were actually using the train.

I thank you in advance for your consideration, and I wish you luck in your deliberations.

Best regards,

Jeff Berman

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**MINUTES OF THE REGULAR MEETING OF THE PLANNING AND ZONING COMMISSION OF THE
VILLAGE OF BUFFALO GROVE HELD IN THE COUNCIL CHAMBERS, 50 RAUPP BOULEVARD,
BUFFALO GROVE, ILLINOIS ON WEDNESDAY, APRIL 6, 2022**

Call to Order

The meeting was called to order at 7:30 PM by Chairman Frank Cesario

Public Hearings/Items For Consideration

1. Consider Approval for Rezoning, Preliminary Plan, and a Plat of Subdivision 22371 & 22405 N Prairie (Trustee Pike) (Staff Contact: Nicole Woods)
Community Development Director Ms. Woods provided a brief background on 22371 & 22405 N. Prairie. No variations. Staff is in support of the proposal.
Mr. Goodman provided background on Huron group and Avalon Crossing subdivision, which they plan to develop and, in the process, demolish 2 homes and build 6. The first request is to annex the property for R4 residential use, noting no variations are being requested.
Com. Moodhe ask if the homes there are on similar lots.
Mr. Goodman said yes, and they are lined up with the existing homes.
Chairperson Cesario commented on the road and how the extension of the road will be a nice addition to make it look complete.
Com. Weinstein asked the petitioner if they have seen the staff recommendation and are good with the conditions.
Mr. Goodman said yes.
Com. Richards asked about future variations over time once residents move into the homes.
Mr. Goodman reference packet page 36, noting there is at least a 40 foot setback and about 50 to 60 feet to the street.
Com. Moodhe asked if the extension of Avalon Drive would be a village street or private street.
Mr. Goodman said it will be a Village owned street. They only have to connect homes to sewer hookup, and they will be paying the recapture fee.
Com. Moodhe asked staff if the extension of the street will make it easier for plowing.
Mr. Sianis, Village Engineering, said everything will be much easier for plowing.
Com. Worlikar asked about the fence 4 foot that is existing.
Mr. Goodman said it had been approved by the county. They will be removing existing sidewalk and add sidewalk to make it continuous, make it conform to what is already existing.
Chairperson Cesario entered the Staff Report as exhibit one.

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Mr. Rosenberg, Buffalo Grove Resident, said there is not enough room for 6 homes. He also asked about the wires that are not buried. Additionally, he asked when construction will start and what it will do to the property value.

Mr. Goodman said it will begin in May. They are putting in storm sewer to collect sump pump water. He noted that the electrical lines are not in their property, but part of the County. He said the new homes will not impact the existing homes in a negative way in terms of property value. Additionally, he mentioned all houses are the same size and have the same lot sizes as the existing homes.

Com. Weinstein made a motion to approval of the rezoning to the R-4 One-Family Dwelling District, a Preliminary Plan, and a Plat of Subdivision, subject to the conditions outlined in the staff report.

Com. Richards seconded the motion.

Chairperson spoke in favor of the motion.

Com. Moodhe spoke in favor of the motion.

RESULT:	RECOMMENDATION TO APPROVE [UNANIMOUS]
	Next: 4/18/2022 7:30 PM
AYES:	Moodhe, Spunt, Cesario, Weinstein, Au, Richards, Worlikar
ABSENT:	Zill Khan
EXCUSED:	Stephen Goldspiel

2. Consider Approval - Amend to PD, SU, Plat of Sub, Prelim & Final Dev Plan, SU and Var. at Town Center (Trustee Johnson) (Staff Contact: Nicole Woods)

Director Community Development Director Ms. Woods provided a brief background on the development.

Mr. Schoditsch, Kensington Development, spoke about the development and the work they have done with staff to get the project moving. He went through the history of Kensington and their standing in the area. He touched on their partnership with Urban Street. He explained the overall vision of The Clove and the planned project to create a one-of-a-kind, eye catching retail mixed use center, which will create interest and compliment the surrounding developments. The Central Park in the middle of The Clove will activate the development with the lush landscape and outdoor dining, as well as making it walkable. The vision is in line with the community's vision. He talked about the parcels that are not being bought, but explained they are well positioned to purchase if they were to be sold. Additionally, he talked about the two phases and the purpose of the two phases as a big picture, noting the existing tenants will find their home in Phase 2, while work is done on Phase 1. Lastly, he went through the site plan from south to north.

Calloway discussed, on a high level, the traffic and parking plan. He discussed the uniqueness of the development and its access points. He believes the mixed use and the access, the signalized intersections, provide adequate access to the site. The improvements made to Lake Cook also helps with the traffic the site may generate.

Mr. Clark provided background on the landscape plan and the importance of the central green and how it creates a sense of place within the site as well as the community. He talked about programmed events that will breathe life into the site. He showed in the PowerPoint the difference in the green space that will be added to the site. Lastly,

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touched on the pedestrian connectivity that they have created to rid of conflict points between people and cars.

Mr. Brown provided a brief overview of the overall utility plan. He noted the site is flat and drains north to south, discussing the storm and drainage storm water will be much the same. The overflow route will bring it all to the existing detention basin. He went over the pervious and impervious changes, which creates less runoff, a benefit to the site and the infrastructure. In closing he noted they will have to maintain and make small enhance to the pond, but the pound will be able to support the site.

Mr. Schoditsch went over the signage plan, which will go at each access points and explained why the signage is important to the site. He explained the anchors will need to be larger signs, but also wants the smaller tenants to have proper signage to be successful. Larger one on lake cook rd. will be a modernized electronic sign.

Mr. Ludwig provided background on Building signage, architecture, and exterior design.

Mr. Warlak talked about Guzman Y Gomez, an Australian restaurant. Noting it has been a successful store in Naperville. It is a fast casual, colorful, and nice outdoor dining establishment that uses fresh ingredients with a clean environment.

Mr. Wisem added more about the building colors and elevation of Guzman Y Gomez, reviewing the square footage and outdoor dinning space. He talked about the drive-up art graphics that wrap the towers, noting each restaurant has unique art work inside.

Mr. Rea provided additional overview of the out lot building architecture.

Mr. Burk, Urban Street, provided background on the Urban Street group. He spoke about the rental housing market and the amenities of the mixed-use residential space. The area is what the market is demand. Thanked the commission for their commitment to the project.

Mr. Morkron went through the details of the development of Urban Street. Reviewed the 7-story structure and the frontage retail that will be there on the first floor, promoting interconnectivity. There will be a surplus of parking in the garage and has parking on each side as well. Retail spaces will have their own trash and be separated that from the residents. He reviewed the proposed exterior material and the next generation of apartment amenities.

Ms. Dixon reviewed the plan for the clubhouse space which includes, couches, chairs, dinning and outdoor cooking lounge area. She reviewed screening for the four seasons and talked about snow storage and snow removal. Additionally, she talked about the fenced dog park secured for resident use.

Com. Moodhe asked where they came up with the name for the development.

Mr. Schoditsch their marketing department was going for a name with a rich, warm, spice of life feels.

Com. Moodhe asked about Brookfield, WI development as it relates to Buffalo Groves demographics.

Mr. Schoditsch said no, the demographic is closer to Oak Brook. Buffalo Grove is more residential than re

Com. Moodhe asked about the management company and if it was going to be contracted out.

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Mr. Schoditsch said Ion properties is the management company, noting they have a good relationship with them.

Com. Moodhe asked if they will be looking at it in a similar light as the developers.

Mr. Schoditsch talked about the leasing plan, that the management company understands the overall feel of high end will be throughout.

Com. Moodhe asked about sidewalk width throughout the development.

Mr. Rea said they have a mixture of sidewalk width, with a minimum of 5 foot to upwards of 10 foot as it gets closer to the park.

Com. Moodhe asked if we are reducing retail square footage due to the parking garage and on the southeast side.

Mr. Rea said they are decreasing overall retail square footage relative to what is currently there.

Com. Moodhe asked staff if an impact study was done on sales tax as it relates to the new development and the loss of retail square footage.

Community Development Director Ms. Woods reviewed the Lake Cook Corridor Economic Development Plan for the site. Noting the Village is confident the retail dollars will exceed what is currently coming in, especially with the grocer and well established restaurants that are not there currently.

Deputy Village Manager, Mr. Stilling provided additional comments on the poor design of the current space.

Com. Moodhe commented that he wants to make sure we are not building town center all over again with residents in it.

Mr. Schoditsch said they put a lot of thought into the development. He noted the key elements that will make this development successful.

Com. Moodhe asked about parking first floor of garage for retail.

Mr. Schoditsch said the first floor of the parking garage is all for the residents, with 40 to 60 for retail tenants.

Com. Moodhe asking if they were looking at passive/hanging greenery on the parking structure.

Mr. Schoditsch said no.

Com. Moodhe said he would like to see something there because it is so large.

Com. Moodhe asked the Village attorney asked if they are restricted to the variances listed in the packet.

Mr. Brankin, Village Attorney, said that is what is before. He told the Commission to keep in mind what is before them is an amendment baked into the approved PUD.

Com. Worlikar asked about the parking, specifically how much of that space will be utilized/designation of spaces.

Mr. Rea talked about the designation of parking spots.

Com. Worlikar asked about the landscape and what the Village forester has said.

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Ms. Woods said the forester has reviewed the plan and has made some suggestions to the plan and will work with the developer on the landscape plan.

Com. Worlikar asked about the delivery areas and emergency areas.

Mr. Rea talked about the service areas and the truck study that has been conducted with the Village, which has met all requirements.

Mr. Stilling provided additional information on the truck study and the additional access points in terms of safety plan.

Com. Worlikar asked if any of the amenities would be open to the public that are part of the residential development.

Mr. Rea said the amenities that are part of the residential development are for those who live there. Additionally, he talked about the other amenities such as benches, sidewalks, and the programed park plans will be open to the community.

Mr. Stilling noted the Village will take control over the park and partner with the developer to create a program plan to active it on a regular basis.

Mr. Rea noted the outdoor dining is also available for non-residents of the development.

Com. Richards asked about the current tenants that are still in the current dwelling.

Ms. Shandish spoke about the phase 2 building and the investment that will be made for the tenants to be there, ensuring it is functional and safe.

Com. Richards asked about repair on old checker.

Mr. Rea talked about the repairs that will be done.

Com. Richards asked if they are going to be making improvements to the right aways. Asking if anything will be touched to the roads that have been recently redone.

Mr. Rea said they will not be making any improvements to the road improvements that have already been completed.

Com. Spunt about if parking spots will be assigned and there were gates to access the garage.

Mr. Rea said yes, they will have assigned parking spots for tenants and there will be gate access.

Com. Spunt asked about the pool at the residential development.

Ms. Dixon said there is no whirlpool.

Com. Spunt asked about public restrooms throughout the site.

Mr. Rea said no.

Com. Spunt referenced page 41. He asked if there would be a sun glare off of the windows.

Mr. Shandish said there is a lot in the way and would not cause any glare to drivers.

Com. Spunt reference page 11. He said he is concerned with the main attraction and the access to the grocer.

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Mr. Schoditsch commented on the importance of the grocer and noted that the access points are more than sufficient.

Com. Au asked about the parking structure and what will happen during peak times, such as issues when everyone is trying to leave the building.

Mr. Calloway said there is plenty of room to move around and make their way to the different access points.

Com Au asked if there was a lighting plan for the Central Park.

Mr. Stilling said there will be surrounding lighting, however, right now there is no lighting plan for the park. There is now time to create a plan for the park.

Mr. Schoditsch will bring proper infrastructure to the site to allow for lighting in the future.

Com. Weinstein commented on the traffic study.

Mr. Calloway said it will generate traffic, but it will not overwhelm the area because of the unique access points that are there. Additionally, the improvements of Lake Cook Rd also provided a lot of reserved capacity for traffic.

Com. Weinstein asked about the total number of restaurants.

Mr. Schoditsch said 6 or 7.

Com. Weinstein asked if they could say what tenants are staying with the new development.

Mr. Schoditsch said no.

Com. Weinstein asked about full service vs. fast casual.

Mr. Schoditsch talked about the restaurant plans.

Com. Weinstein asked about drive-up windows.

Mr. Schoditsch said there are two planned in phase one, and they could be a pickup window or drive up.

Com. Weinstein commented on drive throughs.

Mr. Stilling commented on drive throughs and the authority Kensington has on Boston Market, and what they have the potential to add as it relates to sit down restaurants.

Mr. Schoditsch said they purposely left the pad with the Boston Market so they could add a full-service restaurant if it become available.

Ms. Woods touched on walkability and the appropriate out lots.

Com. Weinstein believes excitement will build when the names begin to be announced.

Chairperson Cesario reference packet page 55. He asked if they are aware and comfortable with the requirements.

Mr. Schoditsch said yes, they are.

Chairperson Cesario asked about wall signs. Relative to the number of signs currently there, would there be a significant change.

Mr. Rea said he is not sure how many are there are at the current development.

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Chairperson Cesario asked about the B4 Zoning

Mr. Stilling provided additional detail.

Com. Moodhe asked about seating area by the grocer that was in their previous plan.

Mr. Rea said it was removed due to the slope that is there, which does not support a seating area.

Com. Moodhe asked when phase 2 is down, will there be more variances.

Mr. Stilling yes there may be some additional amendments throughout the process if there are variances, which allows for flexibility in the future.

Chairperson Cesario entered the Village Staff Report as exhibit one and the email received as exhibit two.

Evelyn Crawford, 544 Cherbourg Ct. expressed their concerns for the retailers and the lack of community outreach the Village has done. They do not like Lake Cook Road and is concerned about additional traffic. Said they are not a fan of the 7-story building.

Ford Culbertson, 201 N. Buffalo Grove Road, asked about old checker road and the condition. Are the developers going to maintain the road? Poor lighting is also a concern. During construction is that road going to be closed. Worried about the grocer that will compete with the bakery. Thinks it will bring business and will grow the community. Appreciates what the Village is doing to try and improve the area and hopes it works.

Rich Kane, 125 N. Buffalo Grove Road, Condo board of Turnberry. Spoke about the residents that live there. Asked about the hours of construction, cleanliness of the site and how they can continue to live with the construction. He asked that the developers to communicate with Turnberry. Lastly asked about security for the building and dog park hours.

Dolly Granzowaiz, 125 N. Buffalo Grove Road, Turnberry resident. Asked how far the building is going to butt up to their property. She wants to know if she can they still use the back entrance and how the walkways work. In closing said she is all for something new and is excited for the change.

Mr. Perez, 125 N. Buffalo Grove Road, Turnberry resident. Wants to know the impact of the building.

Mr. Peock, owner of the auto repair shop on Buffalo Grove Road, asked about the impact the development will have on his existing sewer concerns. He expressed his concerns over how close the sidewalk is to 83 due to the reckless drivers on 83. Overall, the development is exciting.

A current tenet of Buffalo Grove Town Center spoke in favor of the development, explained how excited she is for what is going to happen. She commented on how well the developers have communicated with her and thank the team.

Chairperson Cesario read the email received by the Village from Greg Merriit, resident of Buffalo Grove.

Mr. Schoditsch said they will talk to the president of Turnberry

Mr. Sianis said there will be a maintenance review of access to the development as it is under construction and will communicate that with the public.

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Ms. Woods said they will maintain accessibility.

Com. Moodhe asked if the Village has an ordinance for construction hour.

Mr. Sianis said yes, they are 7am to 5pm. Noting the Village does strongly enforce the ordinance.

Chairperson Cesario closed the public hearing at 10:13 PM.

Com. Weinstein made a motion to grant approval for an amendment to Planned Development Ordinance No. 86-61, as amended, requesting approval for a special use for mixed use Planned Unit Development and approval of a Final Plat of Subdivision and Preliminary and Final Development Plan approval with Special Uses and Variations for a proposed plan for a 20-acre mixed-use redevelopment center with grocery store, retail, restaurants, and multi-family residential at the Buffalo Grove Town Center.

Com. Moodhe seconded the motion

Chairperson talked about the engagement process that took place for the plan. Spoke in favor of the development.

Com. Worlikar spoke in favor of the development and the engagement process that has been done.

Com. Moodhe spoke in favor of the development.

Com. Spunt spoke in favor of the development.

Com. Weinstein spoke in favor of the development and how it is a start of the big picture.

RESULT:	RECOMMENDATION TO APPROVE [UNANIMOUS]
	Next: 4/18/2022 7:30 PM
AYES:	Moodhe, Spunt, Cesario, Weinstein, Au, Richards, Worlikar
ABSENT:	Zill Khan
EXCUSED:	Stephen Goldspiel

Regular Meeting

Other Matters for Discussion

Approval of Minutes

1. Planning and Zoning Commission - Regular Meeting - Mar 16, 2022 7:30 PM

RESULT:	ACCEPTED [UNANIMOUS]
AYES:	Moodhe, Spunt, Cesario, Weinstein, Au, Richards, Worlikar
ABSENT:	Zill Khan
EXCUSED:	Stephen Goldspiel

Chairman's Report

Committee and Liaison Reports

Com. Weinstein provided Com. Khans notes on the last Board meeting he attended.

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Staff Report/Future Agenda Schedule

Ms. Woods provided details on upcoming agenda items.

Public Comments and Questions**Adjournment**

The meeting was adjourned at 10:22 PM

Chris Stilling

APPROVED BY ME THIS 6th DAY OF April, 2022

Minutes Acceptance: Minutes of Apr 6, 2022 7:30 PM (Approval of Minutes)