



**Village of Algonquin
Committee of the Whole Meeting Minutes
Held in Village Board Room
May 9, 2017**

AGENDA ITEM 1: Roll Call – Establish Quorum

Chairman Jim Steigert called the Committee of the Whole meeting to order at 7:30 p.m. Present: Trustees Debby Sosine, John Spella, Janis Jasper, Jerry Glogowski, Laura Brehmner, Jim Steigert, and President Schmitt. A quorum was established.

Staff Members Present: Tim Schloneger, Russ Farnum, Katie Parhurst, Andrew Warmus, Police Chief, John Bucci, Margaret Tinberg, and Attorney, Kelly Cahill. Deputy Village Clerk Michelle Weber was also in attendance.

AGENDA ITEM 2: Presentation: Honoring Lance Corporal Christopher McBrayer

Trustee Steigert introduced Lance Corporal Christopher McBrayer while President Schmitt presented him with a Certificate of Appreciation for his military service.

AGENDA ITEM 3: Public Comment – Audience Participation

Ms. Tamara Minor – Millbrook Drive, Algonquin opposed the opening of Becky Lynn Lane. Currently she feels there is a traffic problem with drag racing behind the stores, speeding on Harnish, Millbrook, and Eineke. The noise at times, mainly night deliveries and trash collection at 3:00 a.m., wakes her. Opening this through street will cause more traffic and possibly more accidents. Although she is not opposed to the senior housing development, she would like to see it done without opening Becky Lynn Lane as a through street.

AGENDA ITEM 4: Community Development

A. Consider a Special Use Permit for Meijer Pharmacy Drive Through

Ms. Parkhurst reporting:

At the COTW meeting on April 25, 2017 more information was requested for the Meijer Drivethrough. The drive-through will have the same hours as the pharmacy, which are currently 9:00am-9:00pm Monday-Friday; 9:00am-7:00pm Saturday; and 10:00am-6:00pm Sunday. Ms. Parkhurst presented an aerial photograph of Meijer In order to better illustrate the drive-through lane, which included the layout of the drive-through. It was determined that exiting the drive-through to head south (turn right) would be challenging. Therefore, staff is requiring the drive-through exit be signed for no right turn. The auto-turn diagram shows vehicles entering the drive-through from the north may have a difficult time to enter, therefore staff will require a no right turn sign be installed at the entrance. These conditions have been added to the ordinance. This item was referred back to COTW at the Village Board meeting on May 2.

The proposed drive-through aerial photo shows the current layout along with the proposed changes;

1. The existing sidewalk remains as is today. A fence will be installed to separate the vehicles in the drive-through from the pedestrians on the sidewalk. The fence will also guide pedestrians to a safe crossing at a striped cross walk to access the parking lot or the garden center.
2. The shift of 4 parking lot islands to the east to accommodate the two-way traffic on the access road in front of the store and the new drivethrough lane. The new parking lot islands will be landscaped, including the drive-through island.

Mr. Glogoski believes with the current design it would be hazardous to drivers when leaving the drive through area, feeling the line of sight is not adequate. He witnessed this when he visited the Bloomington Meijer.

Mr. Matt Leavitt, Meijer, indicated and explained on the diagram that the island/median is larger, 15 feet wide, compared to the 11 foot at the Bloomington store. This will allow drivers to arrive at the stop in perpendicular angle, allowing for complete line of sight enabling the driver to see traffic.

Ms. Sosine, Ms. Brehmer and Ms. Jasper, asked questions regarding the sidewalk/pedestrian area when leaving the store from the most south exit.

Mr. Leavitt explained, when leaving the store you are guided by a fence, which is non-vision obstructing, to follow the widened sidewalk to the pedestrian crossing area.

Consensus of the Committee of the Whole was to pass this on to the Board for approval.

B. Consider an Annexation Agreement, Zoning Upon Annexation to R-1E PUD and B-1 PUD, Special Use Permit for Senior Housing, Preliminary PUD, and Plat of Subdivision for Spectrum Senior Housing

Ms. Parkhurst reporting:

Mr. Mike Longfellow, Spectrum Acquisition Algonquin LLC, has submitted development plans for a proposed market-rate senior living facility and future residential subdivision. The proposal includes annexing the approximately 30 acres of land, plat of subdivision, zoning Lot 1 as B-1 PUD, SU for a senior living facility, zoning Lot 2 and 3, the remainder of the property, R-1E PUD for future multi-family residential, and preliminary PUD approval for the entire site. Spectrum Senior Living would include approximately 101 units of independent living and 59 units of assisted care for a total of 160 units. The facility is expected to be the home of 180 residents. The exact mix of types of units is still being determined and will be finalized prior to final approval. These units would all be housed in one building that ranges from 2-3 stories. There would also be 4 separate garage buildings. All this along with the associated stormwater facility would be located on 10.60 acres, proposed Lot 1. Spectrum will be the owner and operator of the facility. Residents will be offered a variety of services such as three meals per day, linen services and housekeeping, transportation to activities, shopping and doctor visits, and planned activities. The facility will include amenities such as a bistro, wellness spa area, library, theater, and gathering areas in addition to landscaped courtyards. The project is expected to employ 65 full-time and part-time staff. The remaining 19.74 acres is proposed for future multi-family residential units, not age restricted. This property will come in for review and approval once a builder/developer has been identified.

The proposed development is located on the farmed property on the south side of Harnish Drive, between the Oakridge Court Shopping Center (JC Penney) and the Grand Reserve Subdivision. It encompasses 30.34 acres just south of Jacobs High School and north of the Millbrook Townhomes Subdivision.

The 156,600 square foot building encompasses two distinct living/care areas. All three floors of the west side of the building are independent living apartments and assisted living is located on the east side of the building on two floors. The final mix of units and care levels will be determined at Final PUD approval. Memory care may be added to the facility if there is a market demand for these units. The design of the building layouts in an "H" shape, this provides a feeling of a smaller building. There are also small balconies for some of the independent living units. The building is designed to have a residential feel to it since it will house 180 residents. The front entrance area features a porte cochere for a drop-off area. The height of the building to the top of the pitched roof is 47 feet 10 inches. The roof will conceal all the mechanical equipment. The height exceeds the code of 35 feet; however, due to the large setbacks, full pitched roof and screening of mechanical equipment, this taller building is acceptable. The garage buildings are all single story buildings with 11 garage doors. All the garage buildings are oriented so the garage doors face each other.

Preliminary engineering plans have been submitted for the entire 30 acres. The general improvements for the site include Millbrook Drive, Becky Lynn Lane, running water and sanitary sewer through the site and designing stormwater management. Millbrook Drive will be extended from its current terminus in the Millbrook Townhomes subdivision north to Harnish Drive. Millbrook Drive will be a public road serving the development and constructed to Village conservation design standards. An 8-foot wide asphalt bike path will be installed along the west side of Millbrook Drive and connect to the existing bike path in the northwest corner of Millbrook Townhomes subdivision. A sidewalk will be installed along Harnish Drive to connect from the rear of the shopping center to the Grand Reserve subdivision. Left turn lanes onto Millbrook Drive and the entrance to the Spectrum Senior Living will be installed. The stormwater facility must meet the Woods Creek Watershed-Based Plan design requirements. The overall design of the development shall also comply with the Village's Conservation Design Ordinance.

Spectrum Senior Living, Lot 1 and Outlot 1, have preliminary engineering complete. Access to the site will be from Harnish Drive and Millbrook Drive. Internal site circulation includes a driveway around two sides of the building with parking on the north and west sides of the building. There are a total of 120 parking spaces, including 5 accessible spaces and 44 garage spaces. This is ample parking for the expected number of staff and visitors to the site. There is a sidewalk around the entire building, which will provide able residents a safe area to walk. The parking lot is set back 25 feet from Harnish Drive, the garages are set back a minimum of 49 feet from the west property line, and the driveway is set back 10 feet from the rear property line, and the stormwater facility will add another 214 feet of separation from the future multi-family development. The water main is being looped through the site to connect to the existing main on Harnish Drive and the new main on Millbrook Drive. The sanitary sewer is proposed to connect to the sanitary main on Eineke Court. However, Public Works requests that it connect to the sanitary sewer main extended along Millbrook Drive. This main shall also provide a connection for the further development on the existing commercial lot on Harnish Drive. Stormwater is collected in a basin on the south side of the property and will outflow north and west. There are isolated wetlands on site that will be filled in. A wetland fee in lieu of mitigation shall be submitted to the Village.

The site is currently one parcel. The plat creates Lot 1 for Spectrum Senior Living, Lot 2 for future multi-family residential, Lot 3 for future multi-family residential, Outlots 1 and 2 for stormwater management, and dedicates Millbrook Drive to the Village. The plat shall include easements for Village and public utilities, stormwater

easements and the easement provision language. The Plat shall also include the signature block for School District 300. The Plat shall include the right-of-way dedication for Becky Lynn Lane. The lot lines may need to be adjusted based on the revisions to the stormwater facilities. The stormwater outlot(s) shall be dedicated to the Village of Algonquin.

The plat of annexation shows the entire 30.34 acres being annexed into Algonquin. The title on the plat shall be corrected to state annexation into the Village of Algonquin.

The site is currently farmed with a fence row of trees existing on the west and south property lines. The majority of these trees are slated to remain even though they are not high quality trees, mostly Box Elder. A planting list shall be added to the plans for the entire site.

Two monument signs are proposed for the development; however, only one shall be permitted. The monument sign is 5'4" tall by 12' wide. Landscaping around the base of the sign shall be attractive in all seasons.

The proposed apartment buildings or future multi-family residential buildings shall meet the basic design elements as described herein. The buildings shall have architectural features to break up the mass of the buildings, such as balconies, bump outs in the wall, mix of building materials and colors, full pitch roof with architectural grade shingles. The buildings shall be no more than 3 stories tall. All architectural elevations shall be reviewed as part of the Final PUD approval. The future multi-family area, Lots 2 and 3, approximately 20 acres has only a conceptual site plan. A builder will be identified in the future, no preliminary engineering has been done for this area other than Millbrook Drive, the main bike path connection, and a proposed stormwater facility. The developer will be required to install Becky Lynn Lane as part of this phase of the development. The routing of the bike path is encouraged to meander through the site, rather than follow the property lines.

Mr. Longfellow, Sr. VP Construction and Development for Spectrum, indicated Spectrum is a privately owned company that creates exceptional communities for Seniors. Currently they have four communities open and operating in the Chicagoland area, the closest being in Cary, Illinois. In the established communities they have a 95% occupancy rate. They anticipate breaking ground early 2018 with a completion date of mid-fall 2019.

Mr. Steigert questioned the multi-family unit and what type of age restrictions are their in place for the senior living?

Mr. Longfellow indicated, besides the 55 and older there are no other age restrictions, the average age of their residents is 83. The multifamily building would not be developed by Spectrum. Instead they would sell the land to a developer. Although they are discussing this with a developer, there are no contracts in place.

Mr. Schmitt asked the rent prices and what amenities and finishes are included?

Rent runs from \$2,500-\$4,500 for Independent Living and \$3,600-\$4,700 for Assisted Living. They complete the Studios, 1 bedroom, and 2 bedroom units with high end finishes such as wood floors, granite counters, and wood cabinetry. Rent includes: Housekeeping, 3 meals, and activities.

Mr. Spella asked how do their rent compare to the other senior living communities in the area?

Mr. Longfellow indicated their standard unit rent is lower than the Clarendale and about even with their high-end units.

Ms. Sosine brought up concerns with street parking, parking lot parking, and the challenge with traffic when school is in session.

Mr. Longfellow indicated most independent living residents will house their vehicles in the garages. Many of the assisted living residents do not drive. He is very confident there will be 20-30 open parking spaces daily. In the event of overflow, Mother's Day and other Holidays, they will work with the neighboring businesses or school to allow them to use their parking lot for overflow.

Ms. Parkhurst added, there are two options for Harnish Drive, staff recommends striping down Harnish to include turn lanes to eliminate parking availability, as well as no parking signage, on Harnish Drive. Or, allow parking by keeping Harnish as two lanes, no turn lanes, and allow street parking.

Ms. Brehmer felt the traffic study was incomplete since it was not done during months when school is in session. She is concerned about the continuation of Becky Lynn Lane, current residents and their quality of life. She also indicated that she does not feel the current plan meets proper ecological requirements as stated in the Algonquin Municipal Code.

Ms. Jasper asked where do their residents come from and are adult children allowed to live with their parents?

Mr. Longfellow indicated, many are aging in place and others are moving closer to their adult children. There has been a few occasions where an adult child, in their 60's, has lived in the same unit as their parent. This is rare but it does sometimes happen.

Mr. Steigert requested a formal vote to move this item to the Board for approval. Voting Aye: Sosine, Schmitt, Spella, Glogoski, Jasper Voting Nay: Brehmer, Steigert.

After some discussion amongst the Committee, Ms. Lynn Means, Traffic and Civil Engineer for Spectrum, indicated when doing the study they researched the school population and growth over the last 10 years, which averaged approximately a 20% increase which they adjusted their counts 25-30% upwardly to adjust for those

accounts. The average senior resident, that does drive, habitually does not drive during high traffic hours. Most are retired and do not have to be somewhere at a certain time each day and avoid driving during high traffic times. With that said, the impact the senior residents, of which less than 35% own cars, would have on daily traffic is insignificant. It is understood that once the multi-family is confirmed then updated traffic counts would be supplied.

The majority of the Committee of the Whole moved this item forward for Board approval.

AGENDA ITEM 5: General Administration

A. Consider an Agreement with Professional Cemetery Services for Cemetery Services

Ms. Tinberg reported:

The Village of Algonquin is responsible for the maintenance and burial services for the Algonquin Cemetery. From 2012 to 2017, the Village contracted with Professional Cemetery Services. The current contract has lapsed as of April 30; therefore, staff has negotiated a new five (5) year agreement (renewable in one (1) year terms) with Professional Cemetery Services. The same level of service is expected to continue in the new contract agreement.

Staff has reviewed other communities with municipal cemeteries with respect to maintenance and pricing and the proposed fee schedule is in line with other cemeteries. The monthly maintenance fee is proposed at zero percent change in the first and fifth year, with three (3) percent annual changes in years two through four.

It is the consensus of the Committee of the Whole to move this item on to the Board for approval.

AGENDA ITEM 6: Public Works & Safety

A. Consider a Resolution allowing Expenditures MFT Funds for the use of Salt & Materials for Maintenance on Village Owned Streets

Mr. Schloneger Reported:

This is a house keeping item, IDOT requires that the Village Board pass a resolution that allows for the expenditure of Motor Fuel Tax money for the use of materials for maintenance activities performed on Village owned streets. Once the resolution is passed, IDOT allocates this money towards our material expenses.

It is the consensus of the Committee of the Whole to move the item on to the Board for approval.

B. Consider Rejecting the Street Light Maintenance Bids

Mr. Warmus Reported:

The Public Works Department has been working with the Municipal Purchasing Initiative (MPI) group in McHenry County to collectively bid for Traffic Signal and Street Light Maintenance. At the last Board Meeting, the Traffic Signal Maintenance contract with H&H Electric was approved by the trustees. We held off on consideration of the Street Light Maintenance contract until we could have a chance to discuss the subject with the Village Engineer and the low bidder. All parties, after several conversations, agreed that it is best to hold off a year before entering into any such contract. The Village was the recipient of grant monies through the DCOE to replace the majority of Village-owned fixtures with more efficient and lower maintenance LED luminaires. These fixtures come with an unconditional warrantee for a period of one year, so we are covered for any failures. Therefore, it is our recommendation that the Committee of the Whole take the necessary action to authorize the Board of Trustees to reject all bids and defer consideration of any maintenance contracts for Street Light Maintenance for the period of one year.

It is the consensus of the Committee of the Whole to move this item on to the Board for approval.

C. Consider an Agreement with Trotter and Associates, Inc. for Professional Consulting Engineering Services for Phosphorous Removal Feasibility Study

Mr. Warmus Reported:

As part of our IEPA NPDES permit the Village is required to provide a phosphorus study showing discharge from our WWTF to the Fox River. The Study examines the impacts and potential improvements necessary to achieve compliance with lower phosphorous concentrations, specifically at the levels of 0.5 mg/l and 0.1 mg/l. Currently, the phosphorous discharge limit is 1.0 mg/l, a monthly average.

The Study will consider operational strategies, technology and automation, chemical additions, and facility improvements. Side stream water quality from thickening and dewatering operations, as well as downstream processes and disinfection will also be examined as each are dependent and can be altered by changes to phosphorous removal.

The Study has received Village Board approval in the FY 2017-2018 budget at a funding level of \$40,000.00. The amount of this proposal is \$50,800.00. The increase is result of additional engineering hours to include the examination of side stream water quality and review of downstream processes. The difference between the approved budgeted amount and the proposed amount, or \$10,800.00 will be recovered partially through anticipated savings on a second TAI project and partially through IMS related design costs for utilities. While the project may exceed the approved dollar amount, the overall budget account for engineering services will not be exceeded.

The Committee of the Whole consensus was to move this item on to the Board for approval.

AGENDA ITEM 7: Executive Session – Collective Bargaining

Moved by Schmitt seconded by Glogowski to recess to executive session for the purpose of collective bargaining at 9:33 p.m.

Moved by Steigert seconded by Sosine to reconviagn the Committee of the Whole Meeting at 10:12 p.m.

Ms. Cahill indicated there was nothing to report at this time regarding the discussion of collective bargaining issues.

AGENDA ITEM 8: Other Business

Mr. Glogowski asked if the speed limit on N. Main Street will continue to be 25 mph?

Chief indicated the speed limit will not change.

AGENDA ITEM 8: Adjournment

There being no further business, the Committee of the Whole meeting was adjourned by Chairman Steigert at 10:15 p.m.

Submitted:

Michelle Weber
Deputy Village Clerk