



**Village of Algonquin
Minutes of the Committee of the Whole Meeting
Held in Village Board Room
July 24, 2018**

AGENDA ITEM 1: Roll Call – Establish a Quorum

Present: Trustees Debby Sosine, John Spella, Janis Jasper, Jerry Glogowski, Laura Brehmer, Jim Steigert, and President Schmitt. A quorum was established.

Staff Present: Village Manager, Tim Schloneger; Community Development Director, Russ Farnum; Senior Planner, Ben Mason; Public Works Director, Bob Mitchard; Police Chief, John Bucci; Village Clerk, Jerry Kautz; and Attorney, Michael Smoron.

Trustee Debby Sosine, Chairman, called the Committee of the Whole meeting to order at 7:30 p.m.

AGENDA ITEM 2: Proclamation

Clerk Kautz presented a proclamation stating the Village of Algonquin Proclaims August 7, 2018 as National Night Out

AGENDA ITEM 3: Public Comment – Audience Participation

(1) Joellen Freeding, 222 Grandview Court, Algonquin, voiced concern about several issues regarding the CarMax project. She said she would like a better understanding of the PUD process for CarMax. Also other concerns were brought forward such as fluids disposal by the business. Ms. Freeding opposes this project.

(2) Cynthia Kanner, 920, Susan Court, Algonquin, addressed environmental concerns regarding CarMax such as the salting process of the parking and sales lots, and what measures would they use to keep the runoff from the wetlands. She also wanted to know if Rat Creek might be affected in any way. Ms. Kanner is an advocate for environmental protections.

(3) Justin Roach, 1820 Huntington Drive, Algonquin, said he was a two-year resident of the Village and thanked the Committee for its transparency, but strongly opposes the CarMax PUD. He is concerned about several issues such as the closeness of his home and twenty others to the business that he claims will create excessive noise, traffic, and poor landscaping. He also stated that this is not a Randall Road business but rather a Huntington Drive business since the ingress and egress is on Huntington. Mr. Roach also claims property values will drop by at least 25 percent. He strongly opposes this project.

(4) Bob Smith, 1571 Glacier Parkway, Algonquin, spoke in favor of the CarMax plan stating a few reasons. First, it is properly zoned for the Randall Road Corridor to support this type of business. Importantly is the economics and the tax revenues that CarMax will generate to help support the village services, such as parks, streets, and facilities. This helps keep down the resident's property taxes. He stated the Village has a responsibility to consider the economic impact for Algonquin.

(5) Maribeth Kehoe, 255 Aberdeen, Algonquin, voiced a safety concern about the traffic generated and the neighborhood children. She also said she is in real estate and that property values of Algonquin homes would drop drastically if this business is approved.

AGENDA ITEM 3: General Administration

A. Consider an Ordinance Amending Chapter 33, Liquor Control and Liquor Licensing, Amending the Number of Available A-3 Liquor Licenses by One

Mr. Schloneger reported this is a housekeeping item in accordance with an ordinance passed in 2013 limiting the number of allowable liquor licenses in all classes to the number of licenses issued at that time, the attached proposed ordinance increases the number of available Class A-3 liquor licenses by

one. This change is the result of requests from: Cattleman's Burger & Brew, Inc., 205 S. Main Street, Algonquin, a new restaurant opening soon in our downtown area. This license will allow them to serve alcohol for consumption on premises, and shall permit the sale of wine in sealed containers for consumption off premises.

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

AGENDA ITEM 4: Community Development

A. Consider a Special Event Permit and Special Liquor License for St. Margaret Mary's Summer Fest 2018 to be held August 26, 2018

Mr. Farnum reported: Preparation for our Saint Margaret Mary Summerfest 2018 is now in process. The Church plans to have a Beer Tent, Food Booths, and Live Entertainment. "Saint Margaret Mary Summerfest 2018" will be a one-day event. This is a family orientated event; they strive to have appropriate games and entertainment for all ages. The day begins at 12:00 Noon. They will end the event at 7:00 pm so not to cause disruptions to our neighbors. They have controls in place to insure NO underage drinking, wrist bands will be given to persons 21 and over with the proper identification. The committee is providing security with volunteers from our parish. A list of their names was submitted with the application and a copy of the application was forwarded to the Chief of Police for his review.

The Committee of the Whole consensus was to move this forward for approval.

B. Consider a Special Event Permit for Algonquin Aces Fall Fling Softball Tournament to be held September 29 and 30, 2018

Mr. Farnum reported: Larry and Sheila Eissler applied for the permit. This AAYO event is a fast pitch softball tournament for girls ages 12 through 16. It is hosted by AAYO and the Algonquin Aces Travel Softball Teams. It will be held at Kelliher Park, Presidential Park, and Algonquin Lakes Park on September 29 and 30, 2018. Setup will be September 28 at 4 pm. Proceeds help the Aces Softball Program and to purchase equipment.

The Committee of the Whole consensus was to move this forward for approval.

C. Consider a Special Event Permit for the Jacobs High School Homecoming Parade to be held September 23, 2018

Mr. Farnum reported: This is an annual event request from School district 300. This year the parade will be from Woods creek Commons to Jacobs High School, 2601 Bunker Hill Drive from 4 to 5 pm on September 23, 2018. There will be approximately 200 participants in the parade. All forms are complete and plans have been discussed with the Police Department.

The Committee of the Whole consensus was to move this forward for approval.

D. Consider a Request for Re-Zoning, Final Plat, Final PUD and Special Use Permit for 2401 Huntington Drive North Case No. 2018-09. CarMax Auto Superstore

Mr. Ben Mason and Mr. Farnum reporting. Also present was the CarMax Team of Peter Bazos, Attorney, J-M Dixon, CarMax, Brian Maslyk, CarMax, John Thatcher, Centerpoint Solutions, and Daniel Grove, Kimley Horn Engineering.

Mr. Greg Saia, Centerpoint Integrated Solutions, has submitted a petition on behalf of CarMax Auto Superstores, to redevelop the former Duro-Life Manufacturing property at 2401 Huntington Drive North. Enclosed is a map of the subject property, located at the southeast corner of S. Randall Road and Huntington Drive. The site has been vacant for several years as the property owner first tried to lease the building to a manufacturer who could re-use the existing building. The property consists of 13.80 acres and is currently zoned I-1, Industrial. The property was zoned I-1, Industrial when Duro-Life first developed the property several decades ago, and that legacy zoning remains intact that would allow a new light industrial / manufacturing business to occupy the site. I-1, Industrial would allow for automotive uses with a Special Use Permit, however staff has requested – and CarMax has agreed – that the subject property be down-zoned to B-2, Business (General Retail) which would be more appropriate and compatible with the retail and office. Commercial uses that have developed over time in the immediate vicinity. The Village's Future Land Use Map shows this site designated for business park/light industrial, based on the prior existing Duro-Life development. Absent the legacy manufacturing use, the property

would most likely have been planned for predominantly commercial retail use consistent with the adjacent properties both north and south along Randall Road.

To clarify, CarMax will only be purchasing the parcel where the former Duro-Life building is located; the adjacent 10-acre undeveloped commercial property to the east that abuts Stonegate Road is not part of this petition.

The DuroLife building parcel will be subdivided into three lots: Lot 1 will be 6.7 acres in size and developed by CarMax; Lot 2 will be 4.8 acres in size and available for a future commercial use; and Lot 3 will be 2.2 acres in size and consist of a stormwater detention pond to serve the site. A cross-access easement is provided on the east side of Lot 1 to allow a future connection to the surplus Lot 2 commercial parcel. The stormwater detention basin on Lot 3 will be deeded to the Village after it has been completed to village standards and specifications. The petition involves Final PUD approval for the CarMax proposed development on Lot 1 and stormwater detention on Lot 3. Lot 2 shall be required to come back in for review by the Planning and Zoning Commission and Village Board for Final PUD approval at the time plans are submitted to develop that future commercial site. CarMax does not have any plans to develop Lot 2 itself, rather they will intend to simply market the property and sell to another developer. The petitioner is requesting a Special Use Permit for automotive sales and service, which could be issued today under the current I-1 zoning; however, again it is important to note CarMax has agreed to downzone the property to B-2, Business.

The CarMax sales showroom and service building will be located toward the center of the property, and their main entrances will be oriented toward Randall Road and Huntington Drive. Parking for customers and employees will be located north of the building and be physically separated by security gates from the sales display area which will be located west of the building facing Randall Road. An internal sales and service staging area will be located at the rear of the building, and be enclosed by a six-foot tall masonry wall to provide screening and security.

Though Village code does not offer a recommended ratio for required number of parking spaces for an automotive dealership, there is ample space on site south of the proposed customer / employee parking lot to expand if needed and is designated on the site plan as "Future Parking Held in Reserve".

CarMax will re-use the existing entrance to the property along Huntington Drive. A second right-in only entrance will be added across from Rolls Drive. CarMax anticipates 4-6 tractor trailer deliveries of vehicles per day and a designated parking and unloading area is designated on-site within the customer and employee parking area. The McHenry County Division of Transportation will also grant a right-in/right-out access at the southern boundary of Lot 2, which a future developer of that commercial site would have the ability to construct as part of their development plans evaluating the proposed re-use of the site for the CarMax business. Specifically, Duro-Life had approximately 50 employees and the standard work week toward the end of their occupancy of the building was two, 10 hour shifts, five days a week with occasional Saturdays. At their peak, Duro-Life operated 24 hours a day, 7 days a week and employed 100 workers. The business averaged a minimum of 15 trucks per day through shipping and receiving (e.g., semi-trailers, flatbed trucks, smaller commercial trucks) in addition to one scrap truck pickup nightly. This previous manufacturing use of the property could be re-established under current zoning and within the former Duro-Life building without further review by the Village.

CarMax estimates this location will have 25 employees. Sales hours are anticipated to be 9:00am to 9:00pm, Monday through Saturday. Service hours will be approximately 7:30am to 6:00pm, Monday through Friday. Staff recommends similar conditions be applied to CarMax that were required of Rosen Hyundai when that dealership obtained PUD approval, to include:

Full illumination of the buildings and parking areas shall be limited to one hour after the close of business, or 10:00pm, whichever occurs first; Automobile display area is limited to paved parking surfaces only, and no vehicle shall be placed on an elevated rack nor displayed with an open hood, doors, or trunk lid. No sales vehicles shall be allowed for display in the customer and employee parking lot;

(1) CarMax shall advise its customers and employees that test driving and mechanics' drive patterns shall not occur on Huntington Drive east of the subject property. CarMax shall prepare a test drive map exhibit to be approved by the Village and, after approval, to be handed out to its customers. The site exit to Huntington Drive shall be signed to indicate that test drives and vehicle carriers shall turn left only;

(2) The following signs are prohibited: Inflatable signs, flags, pennants, banners, any sign with flashing or moving lights, search lights, and signs or stringers that move, excluding "Grand Opening" and "Now Hiring" banners, which shall comply with the Village's temporary sign requirements;

(3) Reasonable effort shall be made to keep service doors closed at all times except when a vehicle is entering or exiting the building, or when determined by CarMax management that the doors should remain open for extraordinary reasons;

- (4) No storage of tires, parts, fluids or any materials, goods or waste products of any kind is allowed outside of an approved storage structure or building, and no goods or materials shall be stored higher than the walls of any outside storage area. All automobile fluids, including oil, grease and antifreeze must be stored and disposed of in accordance with all applicable regulations;
- (5) No inoperable or disassembled vehicle may be stored in the customer parking lot or sales area at any time and all work conducted on vehicles must occur within the service center;
- (6) The business hours for the service center shall be no earlier than 7:30am, and no later than 9:00pm;
- (7) The dealership shall educate its employees to refrain from using vehicle horns except in an emergency. Exterior loud speakers/paging systems shall be prohibited except for security and/or emergency purposes.

In addition to the high quality site and design standards CarMax will be subject to as part of a Planned Unit Development approval, the above conditions regulating operations will further establish the compatibility of the proposed use with both the adjacent commercial businesses and residential subdivisions to the east. The CarMax site on Lot 1 will be accessed by the existing full-access entrance / exit – site access A – that previously served as the main driveway for Duro-Life off Huntington Drive. Additionally, a right-in only is proposed across from Rolls Drive – site access B – to allow customers and vehicle carriers to enter the property without having to drive further east down Huntington to access the existing entrance.

The traffic study submitted by the petitioner estimates the overwhelming majority of trips to and from the site will be generated from Randall Road, approximately fifty percent coming up from the south and the other fifty percent down from the north (see pp. 14 of Traffic Impact Study by Kimley Horn enclosed). Approximately 15 to 20 vehicles per hour at peak times are projected to enter the site, distributed between the two access points A & B (see Exhibit 3 of Traffic Impact Study). Since the automotive dealership serves more as a regional destination, rather than a neighborhood commercial convenience, there will be a dedicated left-turn out of the site and a shared straight/right-turn exit lane for the small number of customers who may reside in the local area and therefore access the business via the local public road network.

Currently, the intersection of Randall and Huntington was determined by the traffic study to operate at a Level of Service (LOS) C in the weekday morning peak and LOS D in the weekday afternoon peak and mid-day on Saturday. LOS C is defined as formation of queues that contribute to lower average travel speeds, and LOS D is defined as considerable delays with a continuing decrease in travel speeds. While both LOS C and D categories are still considered acceptable by most transportation agencies – LOS E and LOS F are the lowest ratings that signify a roadway is saturated or over-saturated – it is important to note the considerable improvements to the Randall and Huntington intersection that the McHenry County Division of Transportation (MCDOT) is slated to begin work on soon. Currently the westbound Huntington Drive approach at Randall Road consists of a single dedicated left turn lane and one shared through/right-turn lane. MCDOT's design for widening the approach includes an increase to two dedicated left turn lanes, two through lanes and the addition of a dedicated right turn lane. The traffic study projects a LOS C at all peak times following the county's planned improvements to Huntington, and a LOS B for the traffic flow and operations of the entrance and exits to the CarMax property. To achieve this significant road improvement, CarMax has indicated it is willing to deed MCDOT the land necessary at the north end of their proposed Lot 1 for the widening. Overall, the County's investment to improve the intersection, coupled with CarMax's willing participation to grant the necessary right-of-way, will be of considerable benefit to the Village and its local road network.

CarMax's sales and service building will feature a predominantly masonry exterior with brick on all four sides and a split faced concrete block foundation in a complementary dark earth tone color. A lighter brick will be used for horizontal banding that will wrap around all four sides and help break up the massing of the building. EIFS material will be used as an accent on the canopy columns that define the customer entrances into the building. A six-foot tall masonry wall will surround the south side of the building and staging area located at the rear of the building; the wall shall be the same color and brick material as the exterior of the building itself. The relative size and scale of CarMax's proposed location here in Algonquin is substantially smaller than their other facilities in the surrounding suburbs. A significant reason for the difference in size of CarMax's other locations is their Naperville and Schaumburg locations function as production facilities where vehicles are comprehensively re-conditioned and repaired prior to being made available for sale. The dealership in Algonquin will simply be a sales center, where vehicles arrive ready-for showroom and maintenance is limited to routine servicing of customer vehicles, such as oil changes, tire rotation, brakes and other minor upkeep. The petitioner is proposing two monument signs, one at the intersection of Randall and Huntington, and a

second further east along Huntington Drive closer to the entrance to the property. Per village code, a maximum of one monument sign is permitted for the development. The monument sign shall comply with the Village's Sign Code regulations, which include a maximum height of 10 feet from grade and surface area maximum for signable copy of 128 square feet if double-faced. The entire perimeter and base of the monument sign shall be masonry to match the brick material on the building and a decorative stone cap shall be added to the top of the sign. As an alternative to a second monument sign, Staff proposes and would support smaller entrance signage at the two access locations along Huntington Drive, similar to the sign panels that Rosen Hyundai has on the brick pillars adjacent to their driveway along Harnish Drive.

The site engineering plans show extensive grading work proposed on the property, to provide a more gradual slope throughout the site and relatively flat surface along the Randall Road frontage on Lot 1 for the CarMax sales display area. The existing pond at the northwest corner of the site will be filled in, as it was simply an aesthetic feature and did not have a stormwater detention function. Detention for the CarMax development on Lot 1 is provided by a new detention pond at the eastern edge of the site, on proposed Lot 3. While there is an opportunity for CarMax to direct their Lot 1 stormwater runoff directly south into the wetland complex the Village recently purchased, CarMax has indicated it needs the additional dirt / fill from digging out the proposed pond on Lot 3 to balance the site elsewhere and achieve their grading objectives.

Village Staff is comfortable with CarMax's overall stormwater approach that will direct runoff into a pond on Lot 3, however the Village Engineer has been asked to recommend to the developer some options for redesigning the rectangular pond into a more naturalized looking basin that is less linear and potentially moved further off the eastern lot line. Shifting the stormwater pond west would also allow more creative and curvilinear options for routing a new bike path that will extend down from Huntington Drive to the southern lot line of Lot 2. The path will tie-in to the planned Randall Road underpass/path that will be sited approximately 10-feet south of Lot 2 on Village-owned property and ultimately connect Stonegate Road on the east to Sherman Road and Bunker Hill Drive on the west side of Randall Road. Enclosed is an exhibit that shows the location of the Randall Road underpass / path and how it relates to the property CarMax is purchasing.

The parking lot lighting will consist of LED fixtures and are shown on the enclosed plans to be appropriately downcast. The average foot candle readings of 9.07 in the sales display area is considered reasonable for an automotive dealership; for reference purposes, lighting industry standards recommend an average of 10.0 foot candle readings for gasoline service stations. CarMax is proposing lower average readings around 4 foot candles for the customer and employee parking lot along Huntington Drive. CarMax has committed to dimming the parking lot lighting by approximately fifty (50) percent one hour after the close of business or 10:00pm, whichever occurs first. By comparison, the Duro-Life parking lot did not have such restrictions and was fully lit seven nights a week.

The proposed landscape plan shows a dense mix of shrubs and perennials around the perimeter of the parking lot areas, that will provide an attractive transition to the larger green spaces as well as soften the look of the Corten steel guardrail system that CarMax requires around their sales display area for security purposes. Foundation plantings are also included where feasible around the front / west elevation of the building, as well as along the exterior of the six-foot tall masonry wall that is proposed around the vehicle staging area at the rear of the building. To mitigate the impact on the existing berming by the proposed re-grading of the site and pending road widening improvements, the petitioner has incorporated dense clusters of trees at the northeast corner of the site along Huntington Drive.

CarMax has requested an incentive package from the Village in addition to their zoning approval to construct their facility. The package is structured as a sales tax rebate, and is therefore tied specifically to CarMax's performance.

- The Village would rebate half (50%) of the Village portion of the sales taxes generated on site for a period of not more than ten years;
- The total amount shared with CarMax would not exceed \$800,000;
- In order to encourage an accelerated opening of the facility, if the facility is opened in 2020, the Village would share 75% the first year and 60% the second year, reverting to 50% in the subsequent years.

Because the agreement does not impact the zoning approval of the property, it was not reviewed by the Planning and Zoning Commission and is strictly under the purview of the Committee of the Whole and the Village Board. This agreement is similar in nature and form to two prior incentive agreements approved for Rosen Hyundai and Rosen's later expansion. As noted, this incentive is tied directly to

CarMax constructing and operating its facility, and the performance thereof. There is no impact nor obligation upon existing taxpayers in Algonquin.

Planning and Zoning Recommendation On July 9, 2018 the Planning and Zoning Commission considered the petition and unanimously recommended approval (6-0) of the request for Re-zoning from I-1, Industrial to B-2, Business, Final Plat of Subdivision, Final Planned Unit Development and a Special Use Permit for motor vehicle sales and, subject to the conditions listed by staff and an increased amount of landscaping along the property's frontage on both Randall Road and Huntington Drive.

Plan Revisions

Landscape Plan: Approximately 40 percent more trees have been added to the revised plans, in particular at the northeast corner of the property along Huntington Drive. The landscaping along Randall Road has also been enhanced to include some landscape beds and more formalized grouping of trees to better frame the western side of property, as opposed to the more random placement of trees along Randall Road that were depicted on an earlier version of the Landscape Plan.

Photometric / Lighting Plan: CarMax has agreed to reduce their proposed lighting levels by 33 percent, when compared to their original lighting plans that were presented to the Planning and Zoning Commission at the July 9 public hearing. The revised plans, which include colorized "heat maps" that illustrate a dark blue level approaching 0.0 foot candles at CarMax's property lines, to demonstrate there will not be any light trespassing beyond the CarMax Lot 1 parcel. Additionally, the two colorized "heat maps" show through cooler light greens and blues, the significant reduction in light levels during overnight non-operational hours, when CarMax has committed to reducing the levels by 50 percent from operational hours (darker greens).

Test Drive Route: CarMax has prepared two Test Drive Route Alternatives and Staff would recommend something similar to Option 1 which includes arterial and collector roads, such as Randall Road, Algonquin Road, Hanson Road and County Line Road. Conversely, there would be many more driveways / curb cuts along Bunker Hill Drive under Option 2, which involves driving through the residential neighborhoods south of Terrace Hill Golf Course.

Masonry Wall Rendering: A 6-foot tall masonry wall enclosure that will screen the Staging parking area at the rear of the building. Per Staff's recommendation, CarMax is indeed proposing the same brick and masonry block materials that will be used on the building itself.

Staff concurs with the Planning & Zoning Commission and recommends approval of the request for Re-zoning from I-1, Industrial to B-2, Business, Final Plat of Subdivision, and Final Planned Unit Development and a Special Use Permit for motor vehicle sales and service.

1. The petitioner shall obtain a demolition permit from the Building Department and commence demolition of the existing building on the property within twelve (12) months of receiving final zoning and development approval by the Village.
2. The petitioner shall not remove any of the existing trees on the site – except for any trees that are dead or diseased – prior to obtaining a site development permit from the Public Works Department.
3. The Plat of Subdivision as prepared by Compass Surveying LTD with a latest revision date of May 3, 2018 shall be revised to incorporate comments from the July 3, 2018 Christopher Burke memo, the July 10, 2018 Public Works memo, and July 6, 2018 Teska Associates memo. A dedication or easement shall be added for the bike path along the East property line on Lot 3.
4. The Site Plan as prepared by Kimley Horn with a latest revision date of June 21, 2018 shall be revised to incorporate comments from the July 3, 2018 Christopher Burke memo, the July 10, 2018 Public Works memo, the July 6, 2018 Teska Associates memo, and May 30, 2018 Police Department memo. The trash enclosures shall match the design of the building, consist of a masonry exterior, and include space for recycling containers.
5. The Engineering Plans as prepared by Kimley Horn with a latest revision date of June 21, 2018 shall be revised to incorporate comments from the July 3, 2018 Christopher Burke memo, the July 10, 2018 Public Works memo, the July 6, 2018 Teska Associates memo, and May 30, 2018 Police Department memo. The petitioner shall consider revisions to the final design of the stormwater detention pond subject pending additional review by the Village Engineer.
6. The Photometric Plans as prepared by LSI with a latest revision date of July 18, 2018 shall be revised to incorporate comments from the July 3, 2018 Christopher Burke memo, the July 10, 2018 Public Works memo, and the July 6 Teska Associates memo. The pole-mounted light fixtures shall comply with village standards, and consist of flat black painted posts, downcast lights, have bulbs flush with housing on 25-foot poles. Light fixtures shall not have a tilt. All wall-mounted lights on the

building shall be shielded and downcast with the housing covering the lumens. The Village Board shall have the ability to make additional modifications to the site lighting if, upon an inspection of the lights after installation, it is determined that the lighting is too intense.

7. The Landscape Plans as prepared by Kimley Horn with a latest revision date of June 21, 2018 shall be revised to incorporate comments from the July 3, 2018 Christopher Burke memo, the July 10, 2018 Public Works memo, and the July 6, 2018 Teska Associates memo. The area designated as Future Parking Held in Reserve shall include perimeter landscaping of shrubs and perennials, similar to elsewhere on site, if and when that area is developed for additional parking.

8. The Building Elevations as prepared by Charles J. O'Brien Architect with a latest revision date of May 3, 2018 shall be revised to incorporate comments from the July 3, 2018 Christopher Burke memo, the July 10, 2018 Public Works memo, and the July 6, 2018 Teska Associates memo. The brick and mortar may not be painted at any point in the future. All roof mounted or ground located mechanical/electrical equipment shall be fully screened with an appropriate architectural element or landscaping.

9. The Signage Plans as prepared by AGI with a latest revision date of May 1, 2018 shall be revised to incorporate comments from the July 3, 2018 Christopher Burke memo, the July 10, 2018 Public Works memo, and the July 6, 2018 Teska Associates memo. A maximum of one monument sign shall be permitted for the Lot 1 CarMax site. The entire perimeter and base of the monument sign shall be masonry to match the brick material on the building and a decorative stone cap shall be added to the top of the sign. The monument sign shall comply with the Village's Sign Code regulations, which includes a maximum height of 10 feet from grade and surface area maximum for signable copy of 128 square feet if double-faced.

10. As an alternative to a second monument sign, the petitioner shall have the opportunity to install smaller secondary entrance signage, up to four (4) foot by four (4) foot in size, at the two access locations along Huntington Drive.

11. The wall signs proposed shall be revised to reduce the size of the "Service" informational sign so that is clearly accessory to the two CarMax business wall signs.

12. The petitioner shall submit revised sign drawings for review by the Community Development Department prior to issuance of any sign permits.

13. Lot 2 shall be required to come back in for review by the Planning and Zoning Commission and Village Board for Final PUD approval at the time plans are submitted to develop the future commercial site. A traffic study and stormwater report shall be required to be submitted by the developer of Lot 2, specific to their proposed commercial use of the site. The following uses shall be considered permitted uses as part of the B-2 zoning for Lot 2: hotels and motels; libraries; motion picture theaters; pharmacy with or without a drive through facility; schools (public or private). The list of Special Uses that shall be considered by the Village for Lot 2 will be limited to the following: automotive repair; auto parts and tire sales; child daycare services; carryout restaurants with drive through facility; packaged liquor store; car wash open to the general public; gasoline station with or without mini-mart sales.

14. Full illumination of the buildings and parking areas shall be limited to one hour after the close of business, or 10:00pm, whichever occurs first.

15. Automobile display area is limited to paved parking surfaces only, and no vehicle shall be placed on an elevated rack nor displayed with an open hood, doors, or trunk lid. No sales vehicles shall be allowed for display in the customer and employee parking lot.

16. CarMax shall advise its customers and employees that test driving and mechanics' drive patterns shall not occur on Huntington Drive east of the subject property. CarMax shall have their General Manager of the Algonquin location prepare a test drive map exhibit – substantially similar to Option 1 as depicted on their Draft Map date stamped received July 20, 2018 – to be approved by the Village and, after approval, to be handed out to its customers. The site exit to Huntington Drive shall be signed to indicate that test drives and vehicle carriers shall turn left only.

17. The following signs are prohibited: Inflatable signs, flags, pennants, banners, any sign with flashing or moving lights, search lights, and signs or stringers that move, excluding "Grand Opening" and "Now Hiring" banners which shall comply with the Village's temporary sign requirements.

18. Reasonable effort shall be made to keep service doors closed at all times except when a vehicle is entering or exiting the building, or when determined by CarMax management that the doors should remain open for extraordinary reasons.

19. No storage of tires, parts, fluids or any materials, goods or waste products of any kind is allowed outside of an approved storage structure or building, and no goods or materials shall be stored

higher than the walls of any outside storage area. All automobile fluids, including oil, grease and antifreeze must be stored and disposed of in accordance with all applicable regulations.

20. No inoperable or disassembled vehicle may be stored in the customer parking lot or sales area at any time and all work conducted on vehicles must occur within the service center.

21. The business hours for the service center shall be no earlier than 7:30am, and no later than 9:00pm.

22. The dealership shall educate its employees to refrain from using vehicle horns except in an emergency. Exterior loud speakers/paging systems shall be prohibited except for security/emergency purposes.

During discussion, various items were brought up comments included:

Landscape Items: On Huntington will be increased by 40%, mostly pine trees. On the Randall Rd side of the property there is a 50' set back with more trees at the corner of Randall & Huntington. Landscape islands will be added in the employee parking area. It was asked if more plantings could be added on the Randall side of the property, add a buffer around the sales lot with decorative plantings.

Lighting: Lighting will have 20' pole downcast that will illuminate the lot but will not affect the surrounding area. Lights will dim automatically at 50% after hours. Sales hours 9:00 a.m. – 9:00 p.m. Service hours 7:30 a.m. – 6:00 p.m.

The Committee was reminded that the Randall Road Reconstruction will include 5 lanes on Huntington at Randall Road (2 left, 2 straight, 1 right). This will reduce the backup on Huntington at the lights.

Ms. Brehmer stated she does not support the development at this parcel due to the proximity to the wetlands/creek and the removal of mature trees, and expressed concerns of the additional traffic noise, lighting, and the direct effect of the area wildlife. Ms. Brehmer proceeded to read the Village's Mission Statement regarding its environmental stance.

Mr. Schmitt indicated he feels this is a good use for the property. The revenue will help pay for park and community services that all residents can enjoy. There are many other types of industrial/commercial uses that would cause more traffic and noise in this type of zoning.

Chairperson Sosine asked the Clerk to proceed with a voice consensus to move this item forward to the Village Board. With the exception of Ms. Brehmer, it was the consensus of the Committee of the Whole to move this item forward to the Village Board for Approval.

E. Consider the CarMax Business Development Agreement

Reported by Mr. Farnum:

CarMax has requested an incentive package from the Village in addition to their zoning approval to construct their facility. The package is structured as a sales tax rebate, and is therefore tied specifically to CarMax's performance. The basic terms are as follows:

- The Village would rebate half (50%) of the Village portion of the sales taxes generated on site for a period of not more than ten years;
- The total amount shared with CarMax would not exceed \$800,000;
- In order to encourage an accelerated opening of the facility, if the facility is opened in 2020, the Village would share 75% the first year and 60% the second year, reverting to 50% in the subsequent years.

Because the agreement does not affect the zoning approval of the property, it was not reviewed by the Planning and Zoning Commission and is strictly under the purview of the Committee of the Whole and the Village Board. This agreement is similar in nature and form to two prior incentive agreements approved for Rosen Hyundai and Rosen's later expansion. As noted, this incentive is tied directly to CarMax constructing and operating its facility, and the performance thereof. There is no impact nor obligation upon existing taxpayers in Algonquin.

Following discussion, the consensus was to move forward with this item with Trustee Brehmer voicing no.

AGENDA ITEM 5: Public Works & Safety
None

AGENDA ITEM 6: Executive Session

None

AGENDA ITEM 8: Other Business
None

AGENDA ITEM 9: Adjournment
There being no further business, the Committee of the Whole meeting was adjourned at 9:50 p.m.

Submitted: Jerry Kautz, Village Clerk