

**VILLAGE OF LAKE BLUFF  
ARCHITECTURAL BOARD OF REVIEW  
DESIGN CHARETTE-REDEVELOPMENT OF THE FORMER  
SHEPARD CHEVROLET SITE**

**JANUARY 16, 2013**

**APPROVED MINUTES**

**1. Call to Order and Roll Call**

The Design Charette Meeting of the Architectural Board of Review (ABR) of the Village of Lake Bluff was called to order on January 16, 2013 at 3:00 p.m. in the Village Hall Board Room (40 E. Center Avenue).

Present:       Neil Dahlman  
                  Carol Russ  
                  Ed Deegan  
                  Steve Rappin  
                  Matthew Kerouac  
                  Chair Hunter

Absent:         Austin DePree

Also Present:  Gerald Nellessen, Building Codes Supervisor  
                  Development Team for the former Shepard Chevrolet Site

**2. Design Charette discussion with Developers for the former Shepard Chevrolet Site**

Village Administrator Irvin welcomed everyone and provided a brief overview of what this process was all about and how this project should be proceeding. Chair Hunter then provided an explanation and overview of what may happen on this site. This is the potential for a Target Store and some outlet businesses. This workshop is to look at what Target is thinking about and bring it to the ABR and the Village and look at what we can do to make it the best project in the country. That is what we are here to talk about and what we can do collectively to make this “Lake Bluff’s building”.

Introductions were made of the whole development team and then everyone in the room introduced themselves. Mr. Joe Kaltsas (development team) provided an overview of what this project is all about; to get the objectives of the Village and take them back and work with those objectives to incorporate them in the project. A representative of Target Corporation provided an overview of Target. They have 80 stores in Chicagoland area and a lot have been redevelopments; developing in fill sites that already have the people or customers and roof tops and not dependent upon new construction for customer base. The roads are good in the area and Target owns 85% of the land where the stores are located. Target locates in communities for the “long term” and projects at least a 60 year investment in each one. Corporately, each project has to make sense from a financial standpoint, do a proforma or dashboard to figure the rate of return. There is only one capital account for development that is trying to be obtained by the various real estate personnel in Target for their project. Target builds about 20 stores a year and has 38 proposals for new stores. This project is challenged by rate of return. Target will be asking for incentives from the Village and will be dependent upon today’s outcomes.

Mr. Kaltsas provided an overview of the site and the proposed development of the site. The Target architect provided an overview of their design philosophy and went over each design page in the handout. They do follow LEED Models and use 30-40% less energy than most buildings. Each store will have energy star rating. They are a very sustainability-oriented company and make every effort to go above and beyond requirements. The architect (Heather) then went over the elevations of the building. Chair Hunter wanted to indicate that the purpose of the meeting was not for design by committee but to provide parameters for the design and hopefully they will fit into the Target financial guidelines. He also wanted to indicate that the scale of the building was not just a 139,000 square foot building but that the north wall is 365' long and the front wall is 413' long. The building height is 26' high and goes up to 30'. Mr. Russell indicated that these are the same as the Shepard Building and the Carriageway Shopping Center is 33' high. Chair Hunter indicated that this height would fit into the L-2 thinking with the ABR for heights and this building actually has 3 fronts to it due to street and parking lot frontage. He also asked, "when one thinks of Target in Lake Bluff-what does one think of"? This was directed to the group in a general sense. Member Kerouac indicated this would be atypical but can be nice; can be more intimate with the project and scale of attention to the project can be provided. He looked at the website and this can bring more of a Target feel to the street; more of a front elevation on Rt. 176 and also maybe address the 3 corners equally-getting them correct and everything in between will give balance.

Member Deegan indicated that west to east is the most important aspect. This is actually a 3 ½ sided building and will appear taller going west and that may need to be addressed. The main drive entrance more articulated towards Rt. 176 and not Carriageway and why not the other way; what drove that decision? Target wanted this to be more like the Rt.176 corridor. Member Rappin asked why not a second entrance? Target indicated the smaller stores do not need it and the second entrance takes up too much space. There was some discussion. Member Rappin thinks that having this on the west side is a good place for it. Makes for a good fit. Member Russ likes the Shagbark extension and driveway alignment. She hadn't thought much about the NW entrance other than for trucks. She is happy with the tempering of brick colors and landscaping and maybe the walls on the north elevation can have windows like the east elevation. She also indicated that maybe give up some setback on the south in order to use more for the north wall focus.

Member Dahlman questioned the alignment of the driveway with Shagbark and that they didn't appear to line up. He does agree with all the comments about the northwest corner of the building but thinks this is a nice project. Chair Hunter had asked if maybe there was a more transparent type system for the north wall. Hopefully with everyone saying the same thing it generally gives an idea of what the needs are. Architect Heather answered questions about glazing on that wall with the doors. There was discussion about possibly moving the access road so it isn't so close to the building and meanders around. There was discussion about the possible elevations and the way the walls are layered and Heather provided an overview on ideas and sketches and pictures. Chair Hunter indicated that the parking was noted at 4/1000, can that be reduced? Target did think that this may be able to be reduced. Target figures parking by using the 8<sup>th</sup> busiest day of each year (Saturday before Christmas) and counted 135 stores. Very rarely will they park close to the 4/1000. They came up with about 100 stalls less than what was actually designed for. there was some discussion on this. There was continued discussion on the parking and also the landscaping in and around the parking lots.

The landscaping discussion continued for the site. They will utilize plantings that are native to north America and northern Illinois. These plants use less water to survive thus minimizing irrigation. They will use landscaping to tie the outbuildings into the project. This helps to establish scale coming into the store and also the entry. Chair Hunter indicated that maybe the berms could be a more natural type, with prairie grasses instead of regimented trees. The setback along Route 41 is 100 feet and they will be looking at a 50 foot setback and utilizing landscaping and paths in this area. Member Rappin indicated that the landscaping along Route 176 currently is not appealing. What they are proposing looks good and this is more important than the interior lot.

Jen from Target Corporation provided a brief overview of their operations. The non Target truck deliveries (pop, etc...) are only made between the hours of 7am and noon. Target trucks will make deliveries every two days or could increase to every day. There are no Saturday or Sunday deliveries. The majority of the trash is recycled and they only have garbage pick up every 3 weeks because of the recycling program.

There was some discussion on the traffic at the NW entrance and Mr. Kaltsas addressed this. There was also discussion on the signage and Chair Hunter encouraged them to try and stay within the ordinance for sign lighting. There was discussion on the signage. They will also try to stay the same height as the Carriageway or Knauz pylon signs or the height of the new Chevrolet sign that will be installed at Exchange Chevrolet. There was some continued discussion on signage. Mr. Kaltsas provided a summary of this charette and provided some closing comments.

**3. Adjournment**

There being no further business to consider, Member Dahlman moved to adjourn the meeting. Member Rappin seconded the motion. The motion passed on a unanimous voice vote.

The meeting adjourned at 5:20 p.m.

Respectfully submitted,

Gerald Nellessen  
Building Codes Supervisor