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Randall Road (FAP 336) CR V29
County Line Road to Ackman Road
Section: 06-00329-01-PW
Edgemark Follow-Up Meeting
May 29, 2014
1:30 p.m.

FINAL Minutes of Meeting

Attendees:

Richard Robey, Senior Vice President, Edgemark Asset Management, LLC
Paul Mulcahy, Village President, Lake in the Hills
Gerald Sagona, Village Administrator, Lake in the Hills
Gino DeVivo, Economic Development Coordinator, Lake in the Hills
Brian Fairwood, TranSystems (TS)
Todd Bright, TranSystems (TS)

The purpose of the meeting was to follow up with the meeting that was held on May 7th which involved stakeholders from all four quadrants of the Randall Road and Algonquin Road intersection as well as the Villages of Algonquin and Lake in the Hills. Brian Fairwood offered the opportunity to meet with Richard Robey to discuss specific issues related to the northeast quadrant.

Introductions

The meeting was held at the Edgemark Asset Management office in Oakbrook. In addition to Mr. Robey, representatives from the Village of Lake in the Hills were present. Mr. Robey explained that his company took over management of the center about 2 years ago and he is responsible for the former Dominick's site with the adjacent storefronts and one of the outlots (formerly Hollywood Video). His company also is responsible for the associated parking lots and access roadways.

A corridor aerial, intersection aerial and preferred improvement plan at the intersection was discussed.

Project Status

The design team began working on the project in the middle of February 2014. They are taking a fresh look at what was originally proposed. Initial tasks have been reviewing existing studies, public outreach, and validating traffic forecasts. New traffic information is a focus, as it will be used to reevaluate the Randall and Algonquin intersection. The revised design will take into account: (1) safety, (2) ingress and egress, and (3) traffic.

Edgemark Issues/Concerns

- Access is very important and consideration needs to be given for both ingress and egress.
- Full, easy, clear ingress and egress to traffic coming from all points of the compass are essential to the survival of the property.
- From an access perspective, looking to maintain or improve access.
- Accommodating traffic through the proposed roadway improvements makes it difficult from an access standpoint.
- There is concern with the CFI alternative.
- Individual tenants, specifically Chazio's, has seen a significant negative impact after the access was changed as part of the previous Algonquin Road improvements. Dominick's had indicated a year before they left that they were leaving the site.
- Open to internal roadway access improvements.
- Does not want to allow customer access behind the center due to conflicts with deliveries.
- Asked that consideration be given to moving the eastbound left turn Algonquin Road access to the front of the center.
- A comprehensive solution should be announced at the earliest possible date.
- The previously announced CFI and uncertainty with regard to the future of the road systems has driven no less than three major national retailers away from the property and any delay on the County's part to lay out a clear path/understanding of the future of our roadways and accessibility is proving a significant financial burden on the Landowners in and around the intersection of Randall and Algonquin roads.

Village of Lake in Hills Issues/Concerns

- What is the timeline for CMAP's approved traffic numbers?
- Wants the process to be accelerated. Is there a way for the design team to look at worst case scenario from a traffic increase perspective and develop the concept that shows the access impacts?
- Are there other comparable intersections in the Chicago area and how does that compare from a roadway and access perspective?
- Looking for more certainty for either alternative. There have been a number of interested developers that have avoided the intersection area due to the uncertainty.
- The Village would like to have some level of commitment from the County that certain access points will be maintained irrespective of the intersection design. There is a sense of urgency from the Village due to their recent meetings with potential developers.

Discussion

Todd Bright indicated that the design team is working with CMAP to expedite the traffic data for the intersection. CMAP is in the process of providing updated traffic data for the region, but it will not be completed until later this fall. The traffic analysis will be completed before the official CMAP numbers are published. In addition the design team is working through concepts from a geometric perspective for the traditional and CFI alternatives. These concepts are looking to maintain as many of the access points as possible. Additionally, the design team is taking the input from the outreach meetings to look at ways to improve access. Early indications are that several of the access points can be maintained.

Mr. DeVivo and Mr. Sagona reiterated that there is a sense of urgency from the Village to know how the existing access will be impacted. A number of interested developers for the former Applebee's site have backed out due to the uncertainty of the future access. Is there a way that the County could define certain access points sooner?



President Mulcahy was interested in providing left in access off of Algonquin Road even if that meant realigning the entrance to make it work. Mr. Robey indicated that this along with other internal access roadway improvements could be considered.

Schedule

The type of intersection at Randall and Algonquin should be decided by the end of the year. Design plans will be prepared in 2015. The earliest construction could begin is 2016. This schedule is dependent on funding and property acquisition.

Action Items

The design team will continue to coordinate with Edgemark and the Village as the project progresses. TranSystems offered to attend future meetings, if needed. The meeting ended at 3:00 p.m.

By: Brian Fairwood