

CITY OF WARRENVILLE
PLAN COMMISSION/ZONING BOARD OF APPEALS
Minutes of Regular Meeting
Held on Thursday, February 7, 2019
At the Warrenville City Hall
28W701 Stafford Place

A. CALL TO ORDER

Plan Commission Chairman Davis called the meeting to order at 7:00 p.m.

B. ROLL CALL

PC Present: John Davis, Tim Cosgrove, Robert Pepple, Andrew White, Suzanne Battista, Shannon Burns, Elizabeth Chapman, Al Thompson, John Lockett

PC Excused/Absent: None

ZBA Present: John Davis, Tim Cosgrove, Robert Pepple, Andrew White, Suzanne Battista, John Lockett, Al Thompson

ZBA Excused/Absent: None

Also Present: Mayor David Brummel, Community and Economic Development Director Ronald Mentzer, Sr. Planner Natalia Domovessova, Sr. Civil Engineer Kristine Hocking, Planner/GIS Technician Lauren Whetstone, Recording Secretary Marie Lupo, Consulting Engineer Dan Schoenberg

C. PUBLIC HEARING

1. 28W620, 28W642, 28W646, 28W650 Batavia Road / The Alden Foundation

Located at the northeast corner of Batavia/Butterfield Roads

Project No. 2018-0028

Request for the following approvals, which would allow development of an approximately 3.85-acre property with a three-story, 71-unit, affordable senior independent living building, a 71-space surface parking lot, and associated parking lot lighting, landscaping, and stormwater management improvements:

- a. Plat of Subdivision.
- b. Rezoning of Parcel 1 from B-4 Motorist Service district and Parcels 2 through 4 from R-2 Medium-Low Density Single Family Residential district to R-6 Multi-Family Residential district.
- c. Preliminary Planned Unit Development (PUD) Special Use Permit in the R-6 Multi-Family zoning district per Table 3A of Warrenville Zoning Ordinance #1018.
- d. PUD Exceptions/Variations and/or special approvals from the following provisions of Warrenville Zoning Ordinance #1018, which would:
 - (i) Reduce minimum 4,356-square foot lot area per dwelling unit required under Table 4A;
 - (ii) Increase 35-foot maximum building height established in Table 4A;
 - (iii) Reduce minimum number of off-street parking spaces required per Table 5D;
 - (iv) Reduce minimum front, corner side and rear parking space setbacks required per Table 5B;
 - (v) Reduce minimum rear yard setback for accessory structures established in Tables 10A and 10B;

- (vi) Increase maximum spacing between parking lot planting islands required in Section 11.G;
- (vii) Reduce minimum building foundation landscaping along building perimeter required in Section 11.H;
- (viii) Reduce minimum transitional yard landscaping required in Section 11.I; and
- (ix) Any other PUD exception/variation necessary to allow for the implementation of the proposed Preliminary PUD plans.

For the benefit of the audience, Ch. Davis provided a brief introduction to the request and explained the public hearing process that would ensue. The Applicant submitted proof of lawful notice in the form of certified mail return receipts to Recording Secretary Lupo. Ch. Davis assured the assembly that both the Commission and the general public would have an opportunity to ask questions and/or provide comments on the project after the Applicant's presentation.

COM. PEPPE MOVED, SECONDED BY COM. BURNS, TO OPEN THE PUBLIC HEARING. MOTION ADOPTED VIA VOICE VOTE.

Jennifer Wiesch of County Court Reporters, Inc. duly administered an oath to The Alden Foundation Development (Alden) Director Barry Mullen, The Alden Foundation Executive Director Beth Demes, Architect Michael Bailey, Rob Kim, Attorney Steve Friedland with the Chicago law firm Applegate & Thorne-Thomsen, Alden Realty Services President Randi Shullo, Landscape Architect John Ryan of the Ives/Ryan Group, Civil Engineer Andrew Kustus with ERA, and Traffic Consultant Luay Aboona with KLOA. Ms. Demes introduced the team and provided a brief overview of the organization and its mission, which has over 900 units throughout Chicago. Four parcels were assembled to build an affordable senior independent living facility that will consist of 56, approximately 682-square foot, one-bedroom units and 15, approximately 1,100 square-foot, two-bedroom apartments, including one two-bedroom apartment for a live-in maintenance manager. No supportive services will be included. Staff will consist of one full-time property manager on site M-F 8-5, and one live-in, part-time maintenance manager. The minimum age for residents is 62; however, typically the average age is mid to late-70s. Single women comprise approximately 75% of residents. 69% of residents own vehicles. Historically, the 1:1 parking ratio has proven to be adequate for residents and guests. The affordable mixed income business model staggers rents at different levels to be reasonably priced to seniors of different means. Rents range from \$365 per month to \$1,200 per month, in set-aside increments. To qualify for lower rent, seniors must meet certain levels in terms of income, and not assets. Most residents' incomes range from \$15,000 per year to \$30,000 per year. Rents are not based on value of assets, but rather on earnings from assets. Normally, apartments lease before they open and all facilities maintain long waiting lists, usually initiated from word-of-mouth conversations resulting from public hearings.

Ms. Demes then directed attention to a video that highlighted Alden's organization, facilities and residents in the Chicagoland area. Per Ms. Demes, since its first facility was built in 1996, Alden has never sold or transferred ownership of any of its properties.

Alden Attorney Friedland spoke of the 3.85-acre, four-property assemblage that would be divided into two parcels—one for the development site; the other reserved for open space (1.85 acres), which would be either owned by Alden or the Forest Preserve District. Rezoning to R-6 would allow for the proposed multi-family use. This division was due to the open space parcel being located in the 100-year floodplain, and that Alden's financing mechanisms (HUD) prohibit any floodplain on a development site. Mr. Friedland provided context for the requested PUD exceptions:

- Reduce the 4,356-square foot density per lot area per dueling unit to 1,451 square feet per unit, due in part to the distinction of two separate parcels.
- Increase maximum building height from 35 feet to 38 feet at the peak of the mansard roof, which will house all mechanical equipment, except for an outside transformer.
- Reduce minimum number of off-street parking spaces. Ratio 1:1 parking has not been a problem in other senior developments, as Alden's residents in particular tend to be older than 62 years of age.
- Reduce setback requirement for parking spaces at rear of property from 30 feet to two feet, as it abuts open space, and no development will occur in such area.
- Reduce corner side parking setback along Butterfield Road from 20 feet to five feet, because the actual distance from the road is over 40 feet due to the designated right-of-way.
- Reduce front parking spaces setback from 30 feet to 19 feet, as it only affects a few parking spaces.
- Reduce minimum rear setback for accessory structures from three feet to one foot, because the trash enclosure abuts the open space.
- Increase parking spaces between islands from ten to 15 spaces.
- Reduce minimum foundation landscaping perimeter from 20 feet to 13 feet, due to the significant amount of proposed landscaping in the plan.
- Reduce minimum transitional landscape yard required along north property line from ten feet to five feet.

Alden Architect Michael Bailey directed attention to the site plan, which indicates a full-access entrance/exit from Batavia Road. An additional fire lane-only access would be provided for Fire District and emergency vehicle access only. The three-story, wood frame, NFP-13 fully-sprinkled building would be situated 65 feet from the front of the property line, so as not to encroach onto Batavia Road, and also to enable a gazebo and walking path access to a new sidewalk. A drop-off canopy will be provided at the main entrance in the rear of the building for senior convenience in loading and unloading. There is a secondary entrance off of Batavia Road. A double-loaded parking lot, bird feeder, rain garden and patios will also be situated in the rear.

Each building façade is developed with landscaping and equally embellished with natural stone, brick, and fiber cement board siding. Elements are broken up to reduce scale. Since the courtesy review, the building height was lowered by five feet for an overall eight-foot reduction due to grading. A monument sign will be located at the main entrance. The building will be designed under either the National Green Building or IDA Green Standards, and universal handicap guidelines. The building will include two stretcher-sized elevators.

Alden has contacted two solar companies, and as the project develops, it will have additional conversations regarding solar integration into common spaces.

Com. Cosgrove suggested incorporation of a flat roof, which could afford an additional floor with rooftop patios, as an outside amenity. He also suggested an agreement with the owner of Lot #2 for the right to plant trees along the first 10-15 feet of such property line, to allow for shade in the parking lot and breaking up parking spaces. This agreement could perhaps substitute for the parking island variance. A portion of the area can also serve as a vegetable garden for residents, and the gazebo could be moved back to the rear. Ms. Demes replied the open space would not be cleared; however, she would investigate it. Mr. Bailey cautioned about the proposed retaining wall in such area, which would be up to nine feet in height.

Ch. Davis inquired about leasing. Ms. Demes provided the example of Alden's newest New Lenox facility, which was completely leased within three months, prior to commencement of construction. Apartment turnover occurs when residents require a higher level of care, or when they pass on. Rents are tied to a formula based on percentages of the Chicago area median income. Throughout the years, rents have been increased no more than 2% to 3%.

Com. Cosgrove inquired as to the sidewalk planned for Batavia Road, and whether it can be continued to the crosswalk at Rockwell Street to enter the Forest Preserve system or access the Post Office. He suggested a flashing crosswalk sign similar to that which exists on Williams Road. Director Mentzer replied staff will evaluate this suggestion if the project moves forward.

Com. Cosgrove inquired whether the property will remain on the tax rolls; Ms. Demes replied in the affirmative, and confirmed that a for-profit limited partnership would be created.

Audience comment was as follows:

- Bob Siebert, Albright Court – Calculated that the maximum annual revenue derived from rents would total \$85,200. He then inquired which portion of such amount is considered private, and which portion is considered governmental to substantiate the rental rate. Mr. Siebert stressed the importance of maintaining profitability for the taxable portion; otherwise, the tax credit is of no use. He felt that a revenue source must be maintained for building maintenance. *Ms. Demes replied there is no government rental subsidy on the project. Financing is that of the Low Income Housing Tax Credit that corporations receive when they invest in low-income housing, which provides 75%-80% of the cost of development. A small first mortgage is involved. Mr. Friedland further explained the Federal government's allocation of tax credits, which provide the majority of credits used for construction of the building.*

Mr. Siebert inquired as to the rate of the coupon of tax credits. Mr. Siebert inquired as to the restrictions on Alden's operation. Mr. Siebert expressed concern that a tax credit is on the open market. *Ms. Demes replied the rate of coupons vary. The only restrictions would be to keep the property rents affordable. The tax credit is not on the open market; rather, private syndicators purchase the credits. The buyer of the tax credits is Alden's partner in the transaction for a 15-year duration, after which time Alden takes over. The general partner has a small percentage of ownership.*

Mr. Siebert expressed concern on behalf of all the residents of Warrenville on how this development will impact their property taxes, schools, and other bodies. Mr. Siebert expressed concern over the integrity of the property, and its economic impact.

He estimated the development would add approximately 85 elderly residents to the City, versus the two houses that currently exist on the property. He inquired as to the monthly average number of Fire District trips to an Alden facility. Because it is subsidized, this cost will be absorbed by other Warrenville citizens. He then cited the TIF statute that requires addressing increased demand on a taxing district, and the requirement to identify funding for such service. *Ms. Demes replied Alden will be adding to the property taxes dramatically. Alden will not purchase the property until the financing is secured. The development will not be adding to school district costs, because no children will be a part of the project. Ms. Demes approximated that emergency vehicles are summoned to Alden's facility three times per month.*

Mr. Siebert stated the nine-foot wall along the back of the parking lot proposed for safety is problematic for circulation purposes. *Mr. Bailey confirmed existence of a seven-foot to over nine-foot segmented concrete retaining wall along the back parking lot, a 42-inch fence, and guardrail system.*

Finally, Mr. Siebert commented that the subject property is one of Warrenville's most beautiful parcels, and it should be allowed to remain that way.

- Stu Aschauer, Landon Drive – Expressed concern that albeit benevolent, the proposed development at the proposed site is requesting extreme variances. He asked how the City could limit the possible change of use, given the scenario that Alden may leave some day and the property can turn into condominiums with inadequate parking. He felt Alden's request should be that of a special use. He also reiterated the parking concerns he shared at the courtesy review, but felt the west end parking is a positive change. He inquired as to how the area of the fire lane would be protected, as he suspected it would not be enforced. The fire lane is a high priority that must remain open for access at all times.
- Bill Weidner, Batavia Road – Inquired as to natural features and percentage of green space on site. He commented that the City's Strategic Plan placed a high value on open space transitions; however, this proposal seems to transition rather abruptly from the end of the property into the floodplain, and requested a more natural blending. He commented that this property appears hardened, with all of the variances requested, in comparison to the surrounding area. He requested a reduction in variances and an increase in green space. *Mr. Bailey replied there is 40% open space within the site, not including floodplain.*
- Mike Duquette, Parkview Avenue – Commented that although the development sounds wonderful, it does not fit in its proposed location, based on the variances alone. He reiterated it does not fit visually, physically, and is not consistent with Warrenville.

As a Fire District member, Com. Thompson clarified the District's billing framework for Medicare/Medicaid residents as that which abides by low insurance limits, and then requires no further payment. Com. Thompson shared Mr. Siebert's concern about circulation for Fire District engines and ambulances, as the parking lot does not appear to accommodate a three-point turn for a 30-foot long engines. *Mr. Bailey confirmed the Fire District would have sole use of the fire lane entrance, in whatever system it deemed appropriate.*

Mayor Brummel inquired whether Alden anticipated the need for TIF assistance. Ms. Demes confirmed that no TIF assistance would be required.

Com. Cosgrove stated he spoke with Huntley and Woodridge Village Planners. Both concurred that a 1:1 parking ratio has not presented any problems, and no extraneous demands have been placed on City services, to date.

COM. COSGROVE MOVED, SECONDED BY COM. PEPPLER, TO CONTINUE THE PUBLIC HEARING UNTIL APRIL 4, 2019. MOTION ADOPTED VIA VOICE VOTE.

For specific details of this public hearing presentation and discussion, please refer to the court recorder's transcript, which is available for viewing in the City of Warrenville's Community Development Department, 3S258 Manning Avenue, Warrenville, Illinois 60555.

2. 2S540, 2S480 and 2S470 Route 59 / WT Group
Located at the northwest corner of Route 59/Batavia Road
Project No. 2018-0692
Request for the following special approvals from Warrenville Zoning Ordinance #1018 and the Warrenville Sign Ordinance, which if approved, would allow Speedway to redevelop the existing gas station, vacant lot, and single-family home on 2.63 +/- acres with a new 3,900 +/- square foot convenience store, 16 automobile fueling stations, three truck/commercial fueling lanes, and associated parking, parking lot lighting, landscaping and stormwater management improvements:
 - (a) Rezoning of Parcel 3 from R-2 Medium-low Density Single Family Residential District to B-2 Community Retail District;
 - (b) Special use permit approval of preliminary/final planned unit development (PUD) plans for a combined automobile, truck, and commercial vehicle gas station and convenience mart in the B-2 and B-4 Zoning Districts per Table 3A of Warrenville Zoning Ordinance #1018;
 - (c) PUD exceptions/variations and/or special approvals from the following provisions of Warrenville Zoning Ordinance #1018, which would allow:
 - (i) Truck and commercial fueling operations per Section 8.C.3;
 - (ii) The width of commercial driveways to exceed the 36-foot maximum width established in Table 5G;
 - (iii) A reduction in the five-foot front/corner side pavement setback required along Route 59 per Table 5B;
 - (iv) An increase in the maximum average site illumination and the average to minimum illumination uniformity ratio specified in Table 9C;
 - (v) A reduction in the minimum level of illumination required on-site under Table 9C;
 - (vi) Any other PUD exceptions/variations necessary to allow for the implementation of the proposed preliminary/final PUD development plans;

- (d) Variation from Section 8-14-6.B.1.a.2 of Warrenville Sign Ordinance to increase maximum height of ground sign;
- (e) Variation from Section 8-14-6.B.1.g. of the Warrenville Sign Ordinance to increase the maximum height and area of canopy signs, and to allow canopy signs on a canopy face not adjacent to dedicated street; and
- (f) Variation from Section 8-14-6.B.1.i of Warrenville Sign Ordinance to increase maximum area of gasoline price signs.

COM. PEPPLE MOVED, SECONDED BY COM. COSGROVE, TO OPEN THE PUBLIC HEARING. THE MOTION WAS ADOPTED VIA VOICE VOTE.

Having been previously sworn in, Chris Kalischefski and Eric Nuebling addressed the Commission. Mr. Kalischefski directed attention to the Plat of Subdivision, which achieves Speedway's goal to separate truck fueling from automobile fueling, and build a modern, full masonry-bearing, aesthetically pleasing convenience store. Less impervious surface is provided with the current three-lot consolidation than that of Speedway's 2012 approved proposal. The trash enclosure was moved behind the building to allow for additional landscaping and stormwater detention.

Mr. Kalischefski provided context for the requested variances.

- The requested curb cut allows for a 34-foot lane, 12-foot landscape island, and 10-foot lane, which reduces a pedestrian's walking distance to a safe area, provides a landscape island and raised protected area, and limits the ten-foot lane to only automobiles.
- Because signage is LED and changeable, it requires a four-square foot increase. The majority of the canopy does is without signage.
- Per the neighbors to the north's request, an 8-foot solid fence, boarded on both sides, would be installed on the property line, rather than on the berm. Trees that would impede their garden will be removed.
- By moving the trash enclosure, a parking space was lost. This resulted in one island having 17 spaces in a row, instead of 10. Trees and additional safety island landscaping were added. Foundation landscaping was reduced by five feet to discourage cut-through pedestrians accessing the entrance. Landscaping was not eliminated, but relocated throughout the site.
- DuPage County owns a rectangular piece of property on site that it wanted to sell to Speedway; however, IDOT would not permit such transaction. As a result of the jog, setback variances are necessary.
- Structural pavement for asphalt will increase. A larger stone base will be installed.
- Canopy columns' masonry base would be challenging because they would cause the acute-angled site to be less maneuverable and appear more cluttered. Maneuverability is key to a profitable service station. West Chicago provided a tax incentive for such enhancement, and its site is larger and non-angular in shape.
- Proposed photometrics fall well below IESNA standards.

With respect to the masonry base for columns, Dir. Mentzer commented that PUDs offer an opportunity to upgrade the City's standard requirements. Last summer, staff discussed a brick enhancement from column base to top of canopy with Speedway representatives. Speedway claimed structural and cost issues. Contrary to Mr. Kalischefski's claim, the City verified that

West Chicago did not provide financial incentives for brick enhancement of columns. In addition, Warrenville's new Thorntons will have brick around its columns from ground level to top of canopy, and staff felt it was appropriate to request Speedway to incorporate it as well. That said, this is not a deal breaker, and Speedway's current proposal is a much improved project than that of the approved 2012 proposal, and last summer's proposal. Cos. Cosgrove commented that there is no variety in the brick on the building. Stone would enhance both building facades and columns, and would be an appropriate addition. He did not agree that it would infringe upon maneuverability, as veneer brick does not significantly add to the mass of piers.

Consulting Traffic Engineer Schoenberg of J. J. Benes spoke of truck movements on Batavia Road. He expressed confidence that the proposed layout will operate effectively, and that it meets prevailing standards for the maneuver. The width of the driveway helps the trucks to maneuver within the existing footprint of Batavia Road pavement, and Batavia Road is capable of carrying standard truck traffic loads. However, he acknowledged that during peak periods, there may be times when trucks cannot position their vehicles to make a swing into the lane if a queue exists. The Illinois Vehicle Code clearly states that vehicles should not enter into a position unless they can clear the movement. Therefore, this is an enforcement issue, and not a design question.

Sr. Civil Engineer Hocking confirmed that Speedway has addressed all stormwater management issues with regard to detention and BMPs. Speedway will pay a fee in lieu for the BMPs, because BMPs are not allowed on fueling areas. The funds will be placed in an account that the City can access for other BMP projects within the watershed.

Com. Pepple expressed dissatisfaction with the lack of response from Speedway on his prior request for a copy of the remedial action plan for contamination on Lot 2 (former dry cleaning business). Dir. Mentzer responded it was not necessary because the level of contamination is below standards that would require it. At this point, the City is solely awaiting a NFA regarding the fuel spill.

Com. Cosgrove requested information on the median strip that will be landscaped. Mr. Kalischefski replied the sidewalk would consist of concrete. The strip's curb would measure 6 inches high and 12 inches horizontally. Com. Cosgrove suggested the addition of bollards, decorative fencing, or raising the curb height to prevent vehicles from cutting the corner and damaging the landscaping. He also suggested adding a decorative fence to the five-foot perimeter landscaping to prevent patrons from walking through it. Mr. Kalischefski replied he would work with staff to install bollards. Dir. Mentzer clarified that the island curb has a mountable 3/12 curb, not a barrier 6/12 curb. Staff was agreeable to a conversation regarding a barrier curb on the back side of the island, where landscaping will exist.

Com. Cosgrove expressed dissatisfaction with the lack of response and backup report from Speedway on his prior request for an analysis of implementing solar energy, including its payback rate in years. He felt the submitted \$2,000 monthly bill was insufficient information. Mr. Kalischefski replied that after Speedway's parent company, Marathon, invested over \$1 million into an overall assessment of the use of solar related to an Ohio project, it concluded the economics of solar implementation did not make sense at time--and for this project at this time. He added that at some point in the future, Speedway may conclude that solar implementation

makes sense for the company. Com Cosgrove replied he specifically requested a solar analysis related to this particular project--not one derived from an Ohio project.

Com. Cosgrove inquired whether the DEF dispenser is located on the pumps of the truck fueling center. Mr. Kalischefski replied it was.

Com. Cosgrove inquired about the Fire Marshal's line of sight requirement is a new requirement; Mr. Kalischefski replied it was not a new concept, but distances have changed over the years.

Com. Cosgrove inquired whether the lights are on timers for low-volume intervals of the day. Mr. Kalischefski agreed to investigate this suggestion.

Audience comment was as follows:

- Barry Glicklich, Riverside Avenue – Expressed his opinion that based on the level of care, attention to detail, and number of Applicant misstatements, this project is destined to fail and Warrenville will have another derelict gas station within its boundaries. The initial public notice asked to rezone the property to B-4 and build a commercial filling station on R-2 without public posting on the R-2 property. There were gross misstatements on the part of WT Group regarding the maintenance cost of solar panels and West Chicago's subsidies for brick, as well as the continual use of the misleading term "Automotive Gas Station" in its public filing. The latest staff report recommends approval of a document published December 28, 2019. The carelessness shown leaves him with severe doubts about the viability of the development.

The City of Warrenville PUD Approval Criteria cite that "The PUD will not be detrimental to the public health, safety, morals, or general welfare." Warrenville prides itself on being recognized as a bicycle friendly City, a major factor of which is the connector between the Illinois Prairie Path and Fermilab. The final engineering review, included as Attachment 1 of the staff report, responds to citizen concerns of the impact on the Batavia Road bike/pedestrian pathway with "Section 11-1205 of the Illinois Vehicle Code (IVC). It requires all drivers of vehicles emerging from a driveway to yield to any pedestrian and to all approaching vehicles (including bicyclists). No posted signs are required, however, the Applicant proposes a stop sign at the driveway exit." The project engineer's claim that the elderly and the young who use that pathway on a daily basis to access the commercial center on the Northeast corner of Batavia and Route 59 will be asked to cross a 57-foot expanse of truck and car traffic with the protection of a stop-sign seems dangerously negligent on the part of the City.

Regarding the citizen concern that trucks turning left from the station will block westbound traffic, including emergency vehicles, the final engineering review states "This is not allowed by the IVC, whose Section 11-902 requires drivers of vehicles intending to turn left to yield to vehicles in the right-of-way and also implies drivers should not enter the road if they cannot finish the maneuver. If traffic on Batavia Road does not allow an outbound truck to fully enter a drive lane, it shall wait on site." This seems dangerously negligent. When an ambulance or fire truck cannot deliver life-saving services to residents of Summerlakes, the engineer report assures us that "if it is proven drivers are ignoring the anti-blocking rule, selective enforcement could address the practice or a Do Not Block Intersection regulatory sign could be posted." This seems dangerously negligent.

Finally, on a less life-threatening note, he sees no mention of landscaping on the property being zoned from residential to commercial. While I recognize that this may not be a Zoning Commission issue, he wanted to ensure that the request was in the public record. In summary, Mr. Glicklich did not think the proposal adequately protects the health and welfare of the residents, nor that the risks this development imposes are in the economic interests of the City of Warrenville, particularly given the November 19th City Council approval of permits and variances for Thornton's on Route 59. He urged the Commission to deny Speedway's request for a PUD exception to allow the width of commercial driveways to exceed the 36-foot maximum width established in the Zoning Ordinance.

Com. Pepple offered his opinion that Speedway has done a lot of work to address issues and improve its proposal.

Mr. Kalischefski apologized for misleading statements regarding West Chicago's tax incentive. He clarified the incentive was not specifically for brick, but rather allowed Speedway to have additional money. He restated that Speedway's project would improve the overall existing condition along Batavia Road.

Mayor Brummel spoke of traversing the driveway hundreds of times over the years, and how it never caused him a safety problem. He stated the island will be an improvement to a problem that currently does not exist, in his opinion.

Ch. Davis stated that although the potential always exists for drivers to disregard the rules of the road, experts have provided their best assessment of potential problems this development could create, and the Commission must rely upon the law of averages. There is no assurance that mistakes will never be made. In general, truck drivers do not want to risk damage to their trucks or be issued a traffic ticket. Ch. Davis expressed that he is comfortable with the proposal.

COM. PEPPLE MOVED, SECONDED BY COM. CHAPMAN, TO CLOSE THE PUBLIC HEARING. THE MOTION WAS ADOPTED VIA VOICE VOTE.

COM. PEPPLE MOVED, SECONDED BY COM. CHAPMAN, THAT:
THE PLAN COMMISSION RECOMMENDS CITY COUNCIL APPROVAL OF THE PROPOSED PLAT OF CONSOLIDATION PREPARED BY W-T LAND SURVEYING INC., DATED DECEMBER 28, 2019, SUBJECT TO (I) THE PLAT BEING REVISED TO ADDRESS ALL COMMENTS OUTLINED IN THE CITY'S JANUARY 30, 2019, ENGINEERING MEMO ATTACHED ON EXHIBIT B, AND (II) THE PLAT BEING RECORDED AT THE DUPAGE COUNTY PRIOR TO BUILDING PERMIT ISSUANCE FOR THIS PROJECT.

THE PLAN COMMISSION AUTHORIZES THE PLAN COMMISSION CHAIRMAN AND PLAN COMMISSION SECRETARY TO EXECUTE THE PLAT OF CONSOLIDATION ONCE THE ABOVE-NOTED CONDITIONS ARE MET AND THE CITY COUNCIL HAS APPROVED THE PLAT.

THE PLAN COMMISSION APPROVES THE REQUESTED STORMWATER ORDINANCE VARIATION TO ALLOW FOR A 0.2% DETENTION POND BOTTOM SLOPE IN THE PROPOSED STORMWATER DETENTION POND.

THE PLAN COMMISSION RECOMMENDS CITY COUNCIL APPROVAL OF THE REQUESTED REZONING/MAP AMENDMENT THAT WOULD REZONE PARCEL 3 OF THE SUBJECT PROPERTY FROM R-2 MEDIUM-LOW DENSITY SINGLE FAMILY RESIDENTIAL DISTRICT TO B-2 COMMUNITY RETAIL DISTRICT.

THE PLAN COMMISSION RECOMMENDS CITY COUNCIL APPROVAL OF (I) A PRELIMINARY AND FINAL PUD SPECIAL USE PERMIT FOR THE SUBJECT PROPERTY, (II) THE PUD PLANS AND DOCUMENTS LISTED ON EXHIBIT A ATTACHED TO THE FEBRUARY 7, 2019, STAFF REPORT, AND (III) APPROVAL OF THE FOLLOWING PUD VARIATIONS AND LANDSCAPE RELIEF, ALL SUBJECT TO THE APPLICANT'S COMPLIANCE WITH THE CONDITIONS AND REQUIREMENTS OUTLINED IN SECTION VI OF THE FEBRUARY 7, 2019, STAFF REPORT:

- A. ESTABLISHMENT AND OPERATION OF A GAS STATION USE PER SECTION 8.C.3 MIXED LAND USES OF THE ZONING ORDINANCE;
- B. INCREASE THE MAXIMUM WIDTH FOR A COMMERCIAL DRIVEWAY ON BATAVIA ROAD FROM 36 FEET TO APPROXIMATELY 57 FEET;
- C. REDUCE THE FIVE-FOOT FRONT/CORNER SIDE PAVEMENT SETBACK REQUIRED ALONG ROUTE 59 TO APPROXIMATELY ONE FOOT AT ONE LOCATION WHERE THE PROPERTY LINE JOGS AROUND THE DUPAGE COUNTY OWNED PARCEL;
- D. INCREASE THE MAXIMUM AVERAGE SITE ILLUMINATION TO 3.2 FOOT CANDLES;
- E. INCREASE SPACING OF THE PARKING LOT LANDSCAPE PLANTING ISLANDS FROM TEN TO 17 SPACES IN FRONT OF THE BUILDING;
- F. REDUCE THE TEN-FOOT WIDE BUILDING FOUNDATION LANDSCAPING ALONG THE PERIMETER OF BUILDING TO APPROXIMATELY FIVE FEET AS ILLUSTRATED ON THE LANDSCAPE PLAN PREPARED BY WT GROUP DATED DECEMBER 19, 2018;
- G. ALLOW THE REQUIRED TRANSITIONAL YARD FENCE TO BE INSTALLED AT THE PROPERTY LINE AND ALLOW THE REQUIRED CONTINUOUS HEDGE TO BE PLANTED ALONG THE INSIDE OF THE FENCE INSTEAD OF OUTSIDE OF THE FENCE; AND
- H. DISCUSS INSTALLATION OF ADDITIONAL DECORATIVE FENCING TO BREAK UP THE PERIMETER LANDSCAPING ALONG THE FRONT OF THE BUILDING, AND BARRIER CURBING ALONG THE BACK SIDE OF

THE ISLAND, WHERE LANDSCAPING WILL EXIST, PRIOR TO BUILDING PERMIT ISSUANCE FOR THE PROPERTY.

THE PLAN COMMISSION RECOMMENDS CITY COUNCIL DENIAL OF THE FOLLOWING REQUESTED PUD VARIATIONS AND LANDSCAPE RELIEF:

- A. REDUCE THE MINIMUM STRUCTURAL NUMBER FOR PARKING AREAS FROM 2.5 TO 2.11; AND
- B. ELIMINATE SHADE TREE PLANTING REQUIREMENT IN PARKING LOT PLANTING ISLANDS AT THE END OF EACH ROW OF PARKING SPACES.

ROLL CALL VOTE:

Aye: Davis, Cosgrove, Pepple, Battista, Burns, White, Chapman, Thompson, Lockett
Nay: None
Absent/Excused: None

MOTION ADOPTED UNANIMOUSLY.

COM. PEPPLE MOVED, SECONDED BY COM. WHITE, THAT THE ZONING BOARD OF APPEALS RECOMMENDS:

CITY COUNCIL APPROVAL OF VARIATIONS FROM (I) SECTION 8-14-6.B.1.I OF THE SIGN ORDINANCE TO INCREASE THE MAXIMUM AREA OF THE GASOLINE PRICE SIGN FROM 20 TO 24.2 SQUARE FEET ON EACH OF THE PROPOSED TWO MONUMENT SIGNS, (II) SECTION 8-14-6.B.1.G OF THE SIGN ORDINANCE TO INCREASE THE HEIGHT OF THE CANOPY SIGN LETTERS/LOGO FROM 18 TO 26 INCHES ON ALL CANOPIES, PROVIDED THAT THE TRUCK CANOPY SIGNAGE SHALL NOT BE ILLUMINATED, AND (III) SECTION 8-14-6.A.1.G OF THE SIGN ORDINANCE TO INCREASE THE AREA OF DIRECTIONAL SIGNS ON THE SOUTH AND NORTH SIDES OF ROUTE 59 ACCESS FROM NINE TO 15 SQUARE FEET, AND

CITY COUNCIL DENIAL OF VARIATION FROM SECTION 8-14-6.A.1.G OF THE SIGN ORDINANCE TO INCREASE THE AREA OF THE DIRECTIONAL SIGN ON THE WEST SIDE OF THE BATAVIA ROAD DRIVEWAY.

ROLL CALL VOTE:

Aye: Davis, Cosgrove, Pepple, Battista, White, Thompson, Lockett
Nay: None
Absent/Excused: None

MOTION ADOPTED UNANIMOUSLY.

Mayor Brummel clarified that he did not intend to accuse the Applicant of intentional deception with regard to the brick issue as it relates to the West Chicago Speedway. He shared his appreciation of Speedway's \$7 million investment in Warrenville and thought it would be a great addition to the City.

D. COURTESY REVIEW

1. 30W210-30W240 Calumet Avenue W / RWG Engineering, LLC
Located on the north side of Calumet Avenue W, east of Talbot Avenue
Potential request for approval of plat of consolidation, variation from surfacing requirements, Special Use Permit for outdoor storage, and final Site Plan documents, which would allow Swallow Construction Corp. develop an approximately 4.95-acre property with its new headquarter facility. The project includes construction of an 8,400-square foot office and storage/maintenance facility, together with associated parking, outdoor storage, fueling station, lighting, landscaping, and stormwater management improvements.

On behalf of Applicant Swallow Construction Corp. (Swallow), Robert Gudmundson of RWG Engineering LLC addressed the Commission and summarized Swallow's goal to bring its corporate headquarters from its current 3,000-square foot location in Downers Grove to Warrenville.

The subject two lots would be consolidated into one parcel that totals 4.95 acres. Existing conditions indicate that one-third of the property drains to the south, whereas two-thirds of the site drains to the north. A discharge pipe then takes stormwater across the Park District to a wetland. Lot 3 is vacant; Lot 4 has an abandoned single-family home on it that will be demolished.

Mr. Gudmundson directed attention to the proposed Site Plan. Swallow is an underground contracting firm that installs water main, sewer, etc. An 8,400-square foot building (office and maintenance facility) would be located at the west end of the site, set back 100 feet from Calumet Avenue. A required 15-stall fully paved parking lot would be located immediately adjacent to the building. The 30-foot driveway width would amply accommodate truck movements in and out of the service yard. A landbanked area for ten parking stalls would be situated adjacent to the driveway on the east side of the building. The service yard is amply sized due to Swallow's need for storage of large construction equipment, and will consist of a heavy stone-based material capped with asphalt millings. It would be fully fenced for security and screening purposes. The west and east sides of the service yard would have a six and one-half foot high fence, with a new, pinned together, Jersey barrier. A six-foot high chain link fence would be installed around the front and back (north and south) sides of the yard. Four-foot high bays will be situated at the north end of the site for various materials storage.

The grading plan includes a wet-mesic condition, i.e., the bottom of the basin would be planted with natural materials, which allows water to soak in, with a four and one-half foot the storage capacity. The fence is 20-25 feet off the property line to accommodate grade change and slope for an embankment change.

A fuel service area situated on a 15-foot by 20-foot concrete encased pad will be located on site, supplied with diesel fuel. Com. Thompson inquired about the scenario of a fuel spill, and requested assurance that it would not drain to the adjacent wetland. Swallow's President Anthony Rendina replied he would research such possibility and arrive at a protocol in such

instance. When the location of the service area was questioned by a Commissioner, Mr. Rendina stated it would be placed wherever the Code permits.

Mr. Gudmundson stated the requested variation would be to allow for the alternative surfacing materials in the outdoor storage area, which are permeable to a degree—but considered hardscape for basin-sizing purposes. Ch. Davis defer to staff re variance for use of alternative surfacing materials.

Com. Pepple stated staff recommended the front fence to be that of an attractive, solid material. Mr. Gudmundson replied he would work with staff on the fence composition. Com. Pepple inquired as to the drainage of the parking lot. Mr. Gudmundson replied it would slide under the fence gaps to the storm sewer.

Com. Burns commented she thought it was the right business proposed for the right location. She inquired about runoff and spillage as it relates to cleaning equipment, and requested a plan to prohibit it from draining into the environment. She also expressed concern regarding flooding for adjacent Summerlakes residents, as such development is in the direction of the flow. Mr. Rendina replied he plans to install a triple basin with a wash bay. Mr. Gudmundson added that a full stormwater analysis was submitted. Swallow will maintain the integrity of the ridgeline for the two-thirds of the property that drains to the north. A large amount of the storage yard runoff will go into the aggregate. In addition, the bottom of a wet mesic will absorb pollutants.

Other Commissioners were in favor of the proposal.

Mayor Brummel approved of proposal. He inquired as to employee counts and total investment cost. Mr. Rendina replied that although Sparrow employs 24 employees, four employees will work out of this facility. He estimated the investment would amount to approximately \$2 million.

A February 21, 2019, formal public hearing is scheduled.

E. OTHER BUSINESS

1. Plan Commission/Zoning Board of Appeals

a. Annual Reports

(i) Warrenville Plan Commission

Review and approval of 2018 Annual Report, which sets forth transactions and recommendations of Plan Commission prior to submission to Mayor and City Council.

(ii) Warrenville Zoning Board of Appeals

Review and approval of 2018 Annual Report, which sets forth transactions and recommendations of Zoning Board of Appeals prior to submission to Mayor and City Council.

COM. COSGROVE MOVED, SECONDED BY COM. BURNS, TO APPROVE THE 2018 PLAN COMMISSION/STORMWATER MANAGEMENT AND FLOODPLAIN OVERSIGHT COMMITTEE ANNUAL REPORT. MOTION ADOPTED UNANIMOUSLY VIA VOICE VOTE.

COM. CHAPMAN MOVED, SECONDED BY COM. PEPPE, TO APPROVE THE 2018 ZONING BOARD OF APPEALS ANNUAL REPORT. MOTION ADOPTED UNANIMOUSLY VIA VOICE VOTE.

- F. APPROVAL OF MINUTES
 - 1. Regular Meeting of January 10, 2019

COM. CHAPMAN MOVED, SECONDED BY COM. BURNS, TO APPROVE THE JANUARY 10, 2019, MINUTES, WITH THE FOLLOWING CHANGE:

- Page 6, Paragraph 8, Line 1 – Delete Cosgrove and insert Pepple.

MOTION ADOPTED VIA VOICE VOTE.

- G. CITIZENS' COMMENTS

None.

- H. CHAIRMAN'S REPORT

None.

- I. COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR'S REPORT

None.

- J. SENIOR PLANNER'S REPORT

The next meeting will include a formal public hearing for Swallow Construction, and final PUD and plat approval for Everton.

- K. ADJOURN

COM. COSGROVE MOVED, SECONDED BY COM. THOMPSON, TO ADJOURN THE MEETING AT 10:12 P.M. MOTION ADOPTED VIA VOICE VOTE.

Approved: 2/21/19

Marie Lupo

Marie Lupo, Recording Secretary