

CITY OF WARRENVILLE
PLAN COMMISSION/ZONING BOARD OF APPEALS
Minutes of Regular Meeting (*via GoToMeeting*)
Held on Thursday, May 6, 2021

A. CALL TO ORDER

Plan Commission Ch. Cosgrove called the meeting to order at 7:00 p.m. Ch. Cosgrove explained the two opportunities interested parties would have to provide remarks: (i) public comments and questions during the public hearing would be accepted after the applicant's presentation and Commission's questions, and (ii) the Citizens' Comments item of the agenda.

Per Ch. Cosgrove's request, Pl. Domovessova explained the Citizens' Comments portion of the virtual meeting protocol, including how public comment would be accepted via GoToMeeting and call in, which would include:

1. Public comment from anyone at City Hall;
2. Public comment from anyone participating in the meeting via GoToMeeting with camera; and
3. Public comment from anyone participating in the meeting via phone.

Pl. Domovessova explained all meeting participants should stay muted until they are asked to provide their comment, and start their comment by announcing their name and address. Emailed public comments received prior to the meeting would be read aloud following verbal comments. Two public comments were received electronically prior to commencement of the meeting. Individual Commissioner's comments would follow. Commissioners and staff members wishing to speak were asked to raise their hand, and wait for their name to be called. Where applicable, presentation materials are available on the City's website.

B. ROLL CALL

PC Present: Tim Cosgrove, Robert Pepple, John Lockett, Byron Miller, Shannon Burns, Elizabeth Chapman, John Davis, Jessica Tullier

PC Excused/Absent: Kevin Leonard

ZBA Present: Tim Cosgrove, Robert Pepple, Jonathan Lockett, Byron Miller, Shannon Burns, Elizabeth Chapman, John Davis

ZBA Excused/Absent: None

Also Present: Mayor David Brummel, Sr. Civil Engineer Kristine Hocking, Community and Economic Development Director Ron Mentzer, Sr. Planner Natalia Domovessova

C. PUBLIC HEARING

1. 3S140 Talbot Avenue / Graefen Development, Inc.
Located on the northeast corner of Calumet and Talbot Avenues
Project No. 2021-0345
Request for approval of preliminary Planned Unit Development (PUD) and PUD variations and exceptions to allow Elite Medical Transportation, LLC development of the approximately 2.53-acre vacant site with an office/warehouse building and associated parking, landscaping and stormwater management improvements, and operation of an ambulance transportation service office, vehicular storage, and maintenance business.

Ch. Cosgrove provided a brief introduction to the request and requested a motion to open the hearing.

COM. PEPPLER MOVED, SECONDED BY COM. DAVIS, TO OPEN THE PUBLIC HEARING.

ROLL CALL VOTE:

Aye: Cosgrove, Pepple, Lockett, Miller, Burns, Chapman, Tullier, Davis

Nay: None

Absent/Excused: Leonard

MOTION ADOPTED UNANIMOUSLY.

Graefen Development's Jeff Graefen of Frankfort, Illinois and Elite Ambulance's John Atkenson of Orland Park, Illinois were duly sworn in by Ch. Cosgrove and confirmed receipt and submission of certified mailings to City staff.

Mr. Graefen addressed the Commission and spoke of this 24 hour, seven day per week facility as being an expansion of several in his business that will offer medical ambulance services to the area, and result in the creation of jobs. The facility will be used for employee first responder training. Additionally, it will offer Cardiopulmonary Resuscitation (CPR) and Emergency Medical Technician (EMT) courses—which after 12 weeks, would qualify a student to be eligible to take the EMT certification test.

Ch. Cosgrove clarified the submitted drawings as follows:

- The labeled west elevation is actually the south elevation;
- The labeled south elevation is actually the east elevation;
- The labeled east elevation is actually the north elevation; and
- The labeled north elevation is actually the west elevation.

Ch. Cosgrove requested clarification of the grade transition as it pertains to retaining walls. This is the type of item that would have been brought up at a courtesy review of the request. Mr. Graefen replied the plan is merely that of preliminary engineering, and if a retaining wall is required, Graefen Development would comply.

Ch. Cosgrove commented on the starkness of the steel building, including the sizing and placement of windows, lack of masonry, and monotonous Talbot Avenue façade.

Com. Davis requested information on operations, specifically when sirens would be engaged for a service call, given that the location is somewhat residential. He concurred with Ch. Cosgrove that the façade required an upgrade to set it apart from the ordinary. Mr. Atkenson replied he would have to consult with his operations people to ascertain the point at which sirens would be engaged—but that they would not be engaged if no one was around.

Com. Lockett commented that he liked the plan, but anticipated the site's biggest challenge to be that of the east side retaining walls necessary to hold up the neighboring property. He questioned the variance for lane width, and remarked that making a turn on Talbot Avenue would not be easy. He requested additional information on when sirens would be engaged, and the route of ambulances. Mr. Graefen replied his engineer required the requested driveway width variance for this use. He clarified that this facility would be a transfer station for shift changes, washing

ambulances, and restocking, and that no one will be housed there, as it is a private ambulance business.

Mr. Atkenson elaborated on the business model as that of dispatching 20 ambulances, together with five wheel chair ramps, on call for either three eight-hour shifts, or two 12-hour shifts, going from point A to point B, etc., and returning at the end of said shift. Typical prospective customers include nursing homes, hospitals, hospice and dialysis patients, and high school football games. Each ambulance costs \$70,000-100,000. Elite owns the property.

Com. Miller commented that although he is glad the site would be utilized, the various addresses for the property listed on submitted materials, coupled with the mix-up in elevation directions, did not instill confidence in the proposal. He inquired as to the flow of stormwater. Mr. Graefen confirmed submittal of preliminary stormwater plans, which indicate that a pond is located on the north end of the property for stormwater. Com. Lockett pointed out the concept plan, which shows both parking lots being constructed with permeable pavers.

Com. Miller then stated he would like to see the applicant commit to using the more industrial Talbot Avenue leading to the frontage road to access Butterfield Road, rather than using Calumet Avenue to Barkley Avenue. He also commented the frontage road required an upgrade. Ch. Cosgrove replied it would be difficult to police the route Elite would be using, as other businesses have no restrictions on street usage.

Ch. Cosgrove inquired as to how trucks would maneuver the tight turn into the depressed dock at the northwest corner of the business, and requested that the applicant submit a drawing to show how the turn would function. Mr. Graefen replied a prospective rental tenant of the small leased space would be required to utilize shorter delivery trucks. Ch. Cosgrove agreed with Com. Lockett that a seven-foot grade difference to neighboring property would need to be addressed. He also did not see the need for parking island relief in the lot facing Calumet Avenue. Additionally, he asked the applicant to clarify the address of the property through staff.

In speaking from recent experience, Com. Davis summarized the private service as that of providing transportation without substantial medical attention, by appointment. He is pleased that the applicant is utilizing the site, and confident civil engineers will come up with a solution to the grading issues on site. He encouraged the applicant to make the building presentable.

City Eng. Hocking stated she reviewed the concept plan and layout of the stormwater detention ponds to ensure they met rainfall requirements. Permeable pavers are provided under the Stormwater Ordinance's Best Management Practices. Public Works would be involved in Talbot Avenue improvements to the right-of-way, including patching overlay sidewalk on both frontages, and curb and gutter along the east side. Additional detail would be required for final PUD documents.

Com. Burns expressed concern over potential noise. Mr. Graefen replied for the most part ambulances would be silent leaving the building as Elite would not get 911 emergency calls. However, he said there could be sirens, at times.

Ch. Cosgrove read aloud an email received May 4th from Business Manager Bob Molenhouse of Molenhouse Enterprises Inc. of 3S080 Talbot Avenue, as follows: “We at Molenhouse Enterprises welcome new neighbors, but we have a few questions:

- Will the site have storm water retention? Our location across the street is downhill and we can’t handle anymore storm water on our site in a heavy rain.
- Talbot Ave narrows down at Calumet St by approximately 3’-4’, will vehicles be able to make it out of the Elite driveway without disrupting the street parking on the west side of Talbot? Our tenants have employees parking on the west side of Talbot Ave, will they still be able to park there? Is the shoulder going to be widened, so cars can get further off of the road?”

Pl. Domovessova answered these questions in an email today, as follows:

- Yes, the site will be required to provide a stormwater detention pond based upon the Stormwater Ordinance requirements.
- The shoulder on the west side of the road will not be widened. The applicant will have to demonstrate that vehicles exiting the new development will be able to complete a left turn with cars parked on the shoulder.

In addition, Eng. Hocking and the petitioner stated water retention is located on site and improvements to the east side of Talbot Avenue will address such concerns in the staff review.

Com. Pepple commented on the blandness of the exterior and verified that only general fluid changes would be done at the facility, rather than refueling. Mr. Atkenson confirmed this to be the case.

There were no comments derived from callers.

Pl. Domovessova summarized the staff report’s requests, as follows:

- Since the use falls under Motor Vehicle Terminal, it is only permitted in the M-2 zoning district; thus, it requires a PUD variance.
- The east interior side-yard setback requires 20 feet; thus it requires a variance for 15.5 feet.
- Elimination of parking lot planting islands at the end of parking rows and increase of maximum spacing between south landscape islands in front of the building is requested.
- The minimum width of the access drive along the property’s west side, off Talbot Avenue, would be widened beyond 36 feet to over 65 feet.

Staff will analyze tonight’s input, perform a comprehensive review, and prepare a detailed staff review memo for the applicant’s response. Staff recommends continuation of the public hearing to the May 20th meeting.

Ch. Cosgrove observed the driveway width radius on both the east and west sides to the right-in and left-out west side looks like it could be tapered in—unless Talbot Avenue is used for a radius. Pl. Domovessova concurred that re-examination of this issue should be conducted.

COM. PEPPLE MOVED, SECONDED BY COM. DAVIS, TO CONTINUE THE PUBLIC HEARING TO MAY 20, 2021.

ROLL CALL VOTE:

Aye: Cosgrove, Pepple, Lockett, Miller, Burns, Chapman, Tullier, Davis
Nay: None
Absent/Excused: Leonard

MOTION ADOPTED UNANIMOUSLY.

2. **28301 Ferry Road / Sundance-Vintage Luxury Homes**
Located west of Winfield Road, on the south side of Ferry Road
Project No. 2021-0011 (*continued from April 8, 2021*)

Request for the following special approvals, which together would allow for Vintage Luxury Homes' redevelopment of an approximately 4.63-acre section of existing surface parking lot with a townhouse complex and related surface parking, lighting, and landscaping improvements and repurposing the existing 139,900-square foot three-story vacant office building for a co-op shared office space:

- a. Revised Preliminary/Final Plat of Subdivision of Cantera Subarea E, Lot E-1;
- b. Major Amendments to the Cantera General Site Plan Documents and Cantera Development Control Regulations to add "Multi-Family Use Area" to the list of uses permitted within Cantera Subarea E;
- c. Re-designation of an approximately 4.63-acre area of Cantera Subarea E from an Office Park Use Area to a Multi-Family Use Area;
- d. Major Planned Unit Development Amendment for a revised Preliminary Planned Unit Development Special Use Permit for Subarea E;
- e. Revised Preliminary Planned Unit Development for the 14.8-acre office lot;
- f. Preliminary Planned Unit Development and various Site Specific Amendment to the Cantera Development Control Regulations for the 4.63-acre residential lot; and
- g. Any other site specific or general amendments to the Cantera Development Control Regulations, General Site Plan Documents, or site specific amendments to the Warrenville Zoning Ordinance that may be required for this project.

COM. PEPPLE MOVED, SECONDED BY COM. BURNS, TO OPEN THE CONTINUED PUBLIC HEARING.

ROLL CALL VOTE:

Aye: Cosgrove, Pepple, Lockett, Miller, Burns, Chapman, Tullier, Davis
Nay: None
Absent/Excused: Leonard

MOTION ADOPTED UNANIMOUSLY.

Upon Ch. Cosgrove's request, Pl. Domovessova updated the Commission on current status of the request, directing attention to the current site plan, which reflects numerous requests expressed by staff and the Commission. Main revisions include:

- Reduction of total number of units from 57 to 48;

- Slightly repositioned building footprint to reduce pavement, primarily attributed to drive aisles and increased green space between units;
- Addition of parking pockets between buildings to provide guest parking and conveniences;
- Elimination of initially proposed smaller pocket parks along Ferry Road, to be replaced with a larger open space subdivision-type amenity between two buildings in the second row, along Ferry Road;
- Elimination of south cross access drive;
- Conversion of the cross access point to the north into emergency access only, which allows for elimination of extra pavement and additional landscaping;
- Proposal for an additional cross access between the main parking lot to the northeast of the office building connecting a circular drive in front of the building; and
- Submission of a shared parking proposal that the northern northwest parking row in the main parking lot would be shared between the office and townhouse uses.

Bailey Hernandez of Vintage Luxury Homes concurred with the summary.

Ch. Cosgrove spoke of a Schaumburg development he recently visited with a similar two-car garage parking arrangement with no driveways, and a two-car garage with two-car driveways. The projects named in the Development Planning Partners' market analysis all had two-car garages with two driveway parking spaces. Fellow Commissioners questioned the proposed parking arrangement in previous meetings. He did not see the benefit to Warrenton to not have the two plus two arrangement that the Ordinance requires. He felt there was room in this project that allowed it to be accomplished with trading off some of the auxiliary street parking. Shared parking would still be available. He would consider recommending approval if some of the buildings had two plus two parking.

Ch. Cosgrove inquired whether a determination as to cross access was received from Cornerstone, as it was placed there for a reason. Having been duly sworn in again, Ms. Hernandez replied she has spoken with Cantera Development property owners and the Fire Protection District; the attorney has spoken with Cornerstone. She assured the Commission she would obtain approval in writing from NAI Hiffman.

Com. Burns echoed the concerns on parking, garages, and driveways.

Com. Davis expressed his support for this quality, expensive project, which is an appropriate solution to an urban plan. Prospective buyers will know what they are purchasing if they choose to do so. Additional street parking for guests is an improvement; excessive guests will generally be present in the evenings only. Many people use their garages for item storage, rather than vehicle storage. Cantera already has too much pavement, and more should not be added to cut back on the number of homes.

Com. Lockett commented on the exceptional landscape plan. There is access to the parking lot, if necessary. The City cannot restrict people from being hoarders; however, purchasers will know that if they fill a garage with stuff, they will have to park farther away. He did not support additional pavement.

Com. Miller felt parking appeared to be adequate without having two spaces in front of the garage—especially if the nine parallel spaces are assigned to townhouses. He was, however, unclear as to how total parking spaces were counted and requested clarification. Ms. Hernandez agreed to have the developer clarify the parking counts. Dir. Mentzer directed attention to Haeger Engineering’s Shared Parking Exhibit, which should have the nine parallel spaces included in shared parking.

Ms. Chapman appreciated the amount of work that was done to accommodate the Commission’s requests.

Com. Pepple was enthusiastically in favor of the revised project, but suggested seven of the 10 townhouses should be given additional parking in front of the garages by moving them back toward the shared parking, and leaving Buildings 1, 2 and 3 without parking in front of garages. Com. Lockett remarked that such scenario would amount to less green space.

Com. Davis expressed his opinion that the layout is adequate as is, and reiterated that potential buyers will analyze what is offered with this product and whether it suits their needs.

Audience comment was as follows:

- Bob Siebert of Albright Court commented that in his 45 years of experience as a professional landscaper, either an eight scale or a quarter scale should be used—rather than a 40 scale, which is an engineer’s scale that cannot identify movement of plants. Species such as Velvet boxwood and Korean lilac drawn on two-foot and three-foot centers will be overgrown in a few years. Green space is not allocated correctly on the plan.

In addition, when asking Dir. Mentzer whether the March 18 meeting was continued or new, he replied it was continued. However, the minutes stated it was a new meeting. This should be corrected.

A developer was paid \$77 million to create an economic plan for the 660-acre Cantera development that benefits citizens of Warrenville. In 1993, Com. Davis stated commercial and industrial construction gives more back to the City than it takes, as opposed to residential development. The Cantera development offset Warrenville’s multi-family, high density residential development of the 1960s through the 1970s to generate funds for its citizens. We are currently only halfway through Cantera’s 50-year plan. When zoning is changed to remove commercial/industrial zoning, it will not come back and the taxpayers lose in the end. Huge commercial developments consisting of office buildings and ice rinks are planned for Ferry Road toward Naperville. DuPage Airport Authority is developing 84 acres of six commercial/industrial buildings. Honda is building a new dealership in the same area. Warrenville benefits from a great location near the interstate. Spot zoning is never beneficial.

Dir. Mentzer stated he has been working with the developer for over a year. He acknowledged the proposal is a significant deviation from what was originally envisioned for this Cantera parcel. At Cantera’s inception, suburban office park development was cutting edge. It attracted private sector investment. It is not the case today, where corporations are looking for mixed use integration of uses, activity, vibrancy, and amenities. The City’s Economic Development Plan

acknowledges the value of Warrenville's diverse housing stock to act as an amenity to people who want to live and work here. Warrenville does not yet have this proposed type of development. It is consistent with Warrenville's long-term Economic Development Plan and nearby development. Cantera's end users expect this type of evolution to occur.

Dir. Mentzer continued, stating that contrary to the notion that residential housing is an economic drag on a community, he offered the comparison of the 160,000-square foot, five-story office building east of the property, having a market value of over \$14 million that generated \$350,000 in property tax revenue last year. Tonight's proposal would occupy 4.6 acres with 48 upscale townhouses priced at approximately \$400,000 per unit, with a total market value estimate of \$19 million, generating \$475,000 in property tax revenue. Water and sewer infrastructure would be offset by user fees. In addition, residents occupying these units would patronize other Cantera businesses, such as restaurants, the theatre and Target, and generate additional tax revenue for Warrenville. It would be short sighted to leave a parking lot vacant and hope for a future office building to materialize. Alternatively, an industrial use would have a significantly less assessed value than this project, with fewer employees and a lower value for the community in such location.

Dir. Mentzer advocated for leaving the parking as is, because shifting buildings to add more asphalt would detract from the neighborhood feel of the project and add a stark appearance with insufficient room for mature trees. He felt that extra parking needs would be satisfied in the parking lot to the south.

Dir. Mentzer reminded the Commission that at least five affirmative votes are necessary to move the project forward for City Council consideration.

Ch. Cosgrove read aloud a letter from Tom and Mary Ann Berg of 3S565 Haylett Avenue, as follows: "As residents of Warrenville for over 50 years we have watched all the housing that has developed over the years. The growth in town has been quite extensive most of it being very good for the City. The proposal from Vintage Luxury homes seems to be ridiculous, they are developing homes in a parking lot and they are asking for way too many variances to cram more townhouses with less parking and less landscaping. They want to bring more people into our town, we already have issues in Summer Lakes, Winchester and Thornwilde. Being right off of the Winfield extension of the tollway, it will give people more access to our town and some may be of the troublesome type. They seem to want to change all the aesthetics of their building to make them look more like public housing. They do not need all these variances; they either abide by the current regulations or they go elsewhere to build their housing developments."

Com. Davis commented that the above-mentioned older residential developments were overseen by volunteers before the City had a professional staff.

Ch. Cosgrove pointed out that when Cantera was conceived, a conscious decision was made to place a residential component in District 200 schools. This has changed over the years, and this proposal lies in District 203.

Taking into account Dir. Mentzer's comments, Com. Pepple altered his opinion on parking, stating that if the five buildings are moved to allow two parking spaces in front of garages, he would vote in favor of the project. He was fearful that at some point in the future shared spaces

may be eliminated, thus making the development unlivable. He also felt that Com. Miller's suggestion to move the property line back to accommodate guest parking should be incorporated.

Com. Miller suggested moving Buildings 9 and 10 to the south to allow for two outside parking spaces in front of garages, as it would not affect green space that drastically.

Dir. Mentzer stated a detailed cross access and parking easement agreement is necessary for this project to move to the final PUD stages. The nine parallel parking spaces could be covered by the easement, and it would not be necessary to move the property line.

Ch. Cosgrove did not see a need to move Buildings 4 and 5 to the southeast for two parking spaces in front of garages, because nine parking spaces are in front of such buildings.

Com. Burns commented that although she has personal concerns about the parking, but per staff, she is confident it is a workable project.

COM. DAVIS MOVED, SECONDED BY COM. LOCKETT, THAT THE PLAN COMMISSION RECOMMENDS CITY COUNCIL APPROVAL OF THE PRELIMINARY PLAT OF SUNDANCE PREPARED BY HAEGER ENGINEERING, DATED APRIL 16, 2021, SUBJECT TO THE CONDITIONS LISTED IN THE STAFF REPORT DATED MAY 6, 2021.

ROLL CALL VOTE:

Aye: Cosgrove, Pepple, Lockett, Miller, Burns, Chapman, Tullier, Davis

Nay: None

Absent/Excused: Leonard

MOTION ADOPTED UNANIMOUSLY.

COM. DAVIS MOVED, SECONDED BY COM. TULLIER, THAT THE PLAN COMMISSION RECOMMENDS CITY COUNCIL APPROVAL OF THE FOLLOWING, SUBJECT TO THE CONDITIONS CONTAINED IN SECTION IV OF THE ANALYSIS COMPONENT OF THE STAFF REPORT DATED MAY 6, 2021:

- A. MAJOR AMENDMENTS TO THE CANTERA GENERAL SITE PLAN DOCUMENTS AND SECTION IV.C. OF THE CANTERA DEVELOPMENT CONTROL REGULATIONS (DCRS) TO ADD "MULTI-FAMILY USE AREA" TO THE LIST OF USES PERMITTED WITHIN CANTERA SUBAREA E.
- B. RE-DESIGNATION OF AN APPROXIMATELY 4.63-ACRE AREA OF CANTERA SUBAREA E FROM AN OFFICE PARK USE AREA TO A MULTI-FAMILY USE AREA.
- C. MAJOR PUD AMENDMENT FOR A REVISED PRELIMINARY PUD SPECIAL USE PERMIT FOR SUBAREA E.
- D. REVISED PRELIMINARY/FINAL PUD FOR THE 14.8-ACRE OFFICE LOT.
- E. PRELIMINARY PUD FOR THE 4.63-ACRE RESIDENTIAL LOT.
- F. SITE SPECIFIC AMENDMENTS TO THE CANTERA DEVELOPMENT CONTROL REGULATIONS DETAILED IN TABLE 2 OF THE STAFF REPORT DATED MAY 6, 2021.

ROLL CALL VOTE:

Aye: Lockett, Miller, Burns, Chapman, Tullier, Davis

Nay: Cosgrove, Pepple

Absent/Excused: Leonard

MOTION ADOPTED.

Pl. Domovessova and Ms. Hernandez updated the Commission on the shared office work space, which the applicant found to be a good layout, as is. They anticipate minimal improvements to remodeling, besides updating lobby flooring and installation of fiber internet. Existing furniture will remain. The cafeteria is still in existence. They are looking to occupy the space this year. Anticipated occupancy load per day averages 10-15 people, with 20 people maximum, based on their other locations. Memberships range from 15 to 30 per individual, per amount of time spent there.

COM. LOCKETT MOVED, SECONDED BY COM. DAVIS, TO CLOSE THE PUBLIC HEARING.

ROLL CALL VOTE:

Aye: Cosgrove, Pepple, Lockett, Miller, Burns, Chapman, Tullier, Davis

Nay: None

Absent/Excused: Leonard

MOTION ADOPTED UNANIMOUSLY.

D. CITIZENS' COMMENTS

No members of the public were present and/or participating at this time.

E. OTHER BUSINESS

1. 2S436 Williams Road, Warrenville / DuPage County ZBA
Located north of Iroquois Court, south of Forestview Drive
Zoning Petition Z21-022 Shaun Slavik
Request for variation to allow a non-hard surface driveway (gravel with geogrid/eco-grid).

Com. Pepple inquired whether a variance is required to remove an asphalt driveway and replace it with a permeable driveway. Dir. Mentzer replied Warrenville's Zoning Ordinance has provisions that allow for structural gravel driveways.

Com. Lockett remarked that gravel driveways present challenges when snow plowing.

CH. COSGROVE MOVED, SECONDED BY COM. BURNS, THAT THE PLAN COMMISSION DIRECT STAFF TO REPLY THAT THE COMMISSION DOES NOT OBJECT TO THE REQUEST.

ROLL CALL VOTE:

Aye: Davis, Cosgrove, Pepple, Chapman, Lockett, Miller, Tullier, Burns

Nay: None
Absent/Excused: Leonard

MOTION ADOPTED UNANIMOUSLY.

2. 2S642 Cree Lane, Wheaton / DuPage County ZBA
Located N of Route 56, east of Wiesbrook Road, west of Orchard Road
Zoning Petition Z21-029 Jeffrey Bassett
Request for conditional use to allow an existing shed to remain less than three feet from the rear property line, where the shed has existed for at least five years.

UPON NO COMMISSIONER OPPOSITION, CH. COSGROVE MOVED, SECONDED BY COM. BURNS, THAT THE PLAN COMMISSION DIRECT STAFF TO REPLY THAT THE COMMISSION DOES NOT OBJECT TO THE REQUEST.

ROLL CALL VOTE:

Aye: Davis, Cosgrove, Pepple, Chapman, Lockett, Miller, Tullier, Burns
Nay: None
Absent/Excused: Leonard

MOTION ADOPTED UNANIMOUSLY.

F. APPROVAL OF MINUTES

1. Regular Meeting of April 22, 2021

CH. COSGROVE MOVED, SECONDED BY COM. MILLER, TO APPROVE THE APRIL 22, 2021, MINUTES, WITH THE FOLLOWING CHANGES:

- Pages 4 and 5 - change “engineer” to “engineered.”

ROLL CALL VOTE:

Aye: Cosgrove, Pepple, Lockett, Miller, Chapman, Burns, Tullier, Davis
Nay: None
Absent/Excused: Leonard

MOTION ADOPTED UNANIMOUSLY.

G. CHAIRMAN’S REPORT

No report.

H. COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR’S REPORT

No report.

I. SR. PLANNER’S REPORT

Pl. Domolessova reported the next meeting will include a public hearing for the Martinelli's detached garage addition variance request. In addition, Elite Ambulance may return with for its continued public hearing, as well another petitioner with an annexation request.

Com. Davis commented on the anticipated Ferry Road developments referred to by an audience member. Calamos has owned said property for many, many years.

J. ADJOURN

COM. COSGROVE MOVED, SECONDED BY COM. DAVIS, TO ADJOURN THE MEETING AT 9:16 P.M.

ROLL CALL VOTE:

Aye: Cosgrove, Pepple, Lockett, Miller, Burns, Chapman, Tullier, Davis

Nay: None

Absent/Excused: Leonard

MOTION ADOPTED UNANIMOUSLY.

Marie Lupo, Recording Secretary