

CITY OF WARRENVILLE
PLAN COMMISSION/ZONING BOARD OF APPEALS
Minutes of Regular Meeting (*via GoToMeeting*)
Held on Thursday, June 10, 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.

B. ROLL CALL

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

PC Excused Absence: Shannon Burns

PC Absent: Kevin Leonard

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

ZBA Excused Absence: Shannon Burns

Also Present: Community and Economic Development Director Ron Mentzer, Sr. Planner Natalia Domovessova, Planner/GIS Technician Andrew Kieffer, Recording Secretary Marie Lupo

C. PUBLIC HEARING

1. 3S140 Talbot Avenue / Graefen Development, Inc.
Located on the northeast corner of Calumet and Talbot Avenues
Project No. 2021-0345 (*continued from May 20, 2021*)
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 announced that the applicant requested a continuance of its public hearing.

COM. PEPPLE MOVED, SECONDED BY COM. DAVIS, TO CONTINUE THE PUBLIC HEARING TO THE MEETING OF JULY 8, 2021.

ROLL CALL VOTE:

Aye: Cosgrove, Pepple, Miller, Chapman, Tullier, Lockett, Davis
Nay: None

Absent/Excused: Leonard, Burns

MOTION ADOPTED UNANIMOUSLY.

D. CITIZENS' COMMENTS

None.

E. COURTESY REVIEW

1. 30W225 Ferry Road / Chicago Motor Cars

Located east of Duke Parkway, west of Route 59, on south side of Ferry Road

Potential request for revised Preliminary and Final PUD Special Use approval with a reduced front yard parking setback for indoor motor vehicle sales and limited outdoor display of motor vehicles.

Ch. Cosgrove provided a brief introduction to the request. Applicant Tom Burgess addressed the Commission, explaining that the building footprint has remained the same from his 2008 proposal, because it would be the most efficient way of managing the site. He has removed the third-story component of the former proposal, and the building will measure 26 feet in height. The building would consolidate three locations of Chicago Motor Cars under one roof, here in Warrenville. The proximity to Iron Gate is ideal. The building incorporates glass bump outs and architectural elements to accentuate the project, and allow visibility of the cars from Ferry Road. Mr. Burgess would like to park cars for sale in front of the building in a specified area. He is also seeking to improve the landscaping to be complimentary to that of Iron Gate. He plans to erect wall and monument signage consistent with the Sign Ordinance. Mr. Burgess said the owner of Chicago Motor Cars is young in age, and plans to be in this location for a long time, with his daughter and son working alongside him.

Dir. Mentzer explained the property's existing O-1 zoning would require a 40-foot parking front yard setback along Ferry Road. Mr. Burgess is seeking to match the front parking setback with that of Iron Gate's 20-foot setback, adjacent to the west, which would require minor variances. From a staff perspective, Mr. Burgess' request for a reduced setback makes sense in this location, especially given Iron Gate's corresponding front yard parking setback and the proposed auto sales use.

Mr. Burgess initially wanted a retaining wall in the back detention basin. However, due to their long-term maintenance and safety issues, he eliminated it and made the building smaller. He wants to maintain a connection to the Prairie Path and the Iron Gate project to provide an interconnected quality to the neighborhood with the City Gate West project, which is being constructed just south of the Prairie Path.

Dir. Mentzer clarified existing zoning approvals. In 2008, the property was rezoned to office and a preliminary PUD was approved for the original Highpoint project, which included a three-story building for flex business uses. Because of the economy at that time, the project never moved forward, the 2008 approval is no longer in effect, and a new PUD approval is required. Due to underlying office zoning, the City anticipates approving a list of land uses more flexible than that which is normally allowed in the standard O-1 zoning district. It is anticipated that the new PUD approval would allow indoor auto sales as a permitted use, and outdoor auto sales as a special

use. Most of the vehicles would be parked inside the building at night. Auto sales would be a beneficial use for the community from a tax standpoint.

Dir. Mentzer summarized that Mr. Burgess is gaging Commission support for combining preliminary and final PUD approval, in order to move through the process as quickly as possible to enable construction of the shell before winter. In addition, minor landscape relief items would also be part of the new proposed PUD.

Ch. Cosgrove inquired as to detention areas, and whether they will incorporate bioswales, which should not include sod. Mr. Burgess acknowledged that dry bottom bioswales would be planted with natural species similar to that of Iron Gate's bioswales, and he would like them to drain to a larger detention area during rain events.

The building would be designed so that not more than two cars must be moved out of the way to access and move another car out. This is the reason it is imperative to have outside access. In addition, a front door is key in the event the building's use evolves over the years.

Mr. Burgess did not plan to include a solar component, but was receptive to obtaining a contact for solar installation, upon Ch. Cosgrove's suggestion. Chicago Motor Cars recently purchased an electric vehicle dealership, which will likely favor solar panel installation.

Because the homeowner to the east of the property does not wish to sell his property in the near future, Mr. Burgess stated he will be keenly attentive to the installation of required and appropriate buffer landscaping between the two properties.

Dir. Mentzer anticipated the scenario that there will likely be a need for parking relief with this proposal. The City's standards for auto sales requires two spaces for every 1,000 square feet, which would amount to 100 spaces for this 50,000-square foot building. Because most high-end auto shopping is done on the internet today, said required amount of parking space is unnecessary, in staff's opinion. In arriving at suggested parking relief, staff will ensure and allow for flexibility if the use changes in the future.

Mr. Burgess stated he will install a working alarm system and cameras, because auto dealerships are a target for bad behavior.

Commissioner comment was as follows:

- Com. Chapman – In favor of the project, as long as staff and engineering recommendations are followed.
- Com. Davis – In favor of the concept. He inquired as to exterior material and occupancy of the six spaces.

Mr. Burgess replied it will be painted tilt up precast panels for a modern appearance. Panels will be light in hue with higher landscaping in front of them, and lighting to provide "life" at night. The corporate logo is black and white. Chicago Motor Cars would occupy the four tenant spaces on the north side, whereas the two tenant spaces in the leg to the south would be maintained as rentals to car-related businesses and potential additional dealerships it may acquire in the future.

- Com. Lockett – In favor of the project, as it fits the neighborhood. He inquired whether permeable pavers were considered for some of the parking lot to eliminate one or two

detention ponds and acquire more buildable space. He also commented that more landscaping is advisable so that it is not a concrete jungle—especially with the nearby connection to the Prairie Path.

- Com. Miller – In favor of the proposed business, however, landscaping should be enhanced. He commented that .21 acre feet of water storage does not seem sufficient, given the building’s size. He seconded Com. Lockett’s suggestion regarding permeable pavers. He agreed with Ch. Cosgrove that solar power would complement the facility for its future electric vehicles. He expressed concerns related to sound and light for the resident next door.

Mr. Burgess deferred to the engineer on the topic of stormwater, but assured the Commission that water storage will coincide with the new DuPage County ordinance’s requirements. The ponds drain southward to the overland route along the Prairie Path. Evergreens and dense plantings will be installed at the end of the drive aisle facing the adjacent residential property to the east to block vehicle lights, as well as sound—even though Chicago Motor Cars is not a loud business.

- Com. Pepple – In favor of the project. It is in the right location. He is in agreement with using some external parking spaces for the display of cars. He encourages placement of a door on the east and west sides of building in closer proximity to parking, for customer convenience purposes. He questioned whether the sidewalk along Ferry Road was necessary; however, it is existing and in good shape. He felt the minimalist appearance is sophisticated and modern, which befits a luxury car dealership.
- Com. Tullier – In favor of the project, but landscaping should be increased to retain the Prairie Path’s ambiance.

Dir. Mentzer expounded on the updated rainfall intensity component to the stormwater ordinance that was adopted one year ago by DuPage County, since data supports that storms are more intense at present. It has increased the volume of required stormwater storage by approximately 20-25%. The City’s senior civil engineer was in communication with Mr. Burgess’ civil engineer to ensure he accounts for the increased rainfall intensity data which would require approximately 3.5 acre feet of total stormwater storage for this project.

As to lighting, Dir. Mentzer stated that per the City’s Ordinance, illumination levels adjacent to residential cannot exceed .1 foot candles at such property line. In addition, house-side shields would be fastened to the fixtures to counteract glare.

Ch. Cosgrove summarized that Commission support exists for a combined preliminary and final approval. The concerns expressed regarding lighting and landscaping should be taken under advisement. Monument and wall signage should comply with the Sign Ordinance. He acknowledged that a turn lane was installed for Iron Gate, with a shared driveway.

Mr. Burgess thanked the Commission.

F. OTHER BUSINESS

1. 5S524 Gordon Terrace, Naperville / DuPage County ZBA
Located east of Eola Road, west of Route 59, south of Diehl Road
Zoning Petition Z21-039 / Miriam Ramirez

Request for Conditional Use to allow existing shed to remain less than three feet from the rear property line (approximately 1.9 feet), where it has existed for at least five years.

As to the request, Ch. Cosgrove provided background information that if a shed was built closer to a lot line than the setback that is now required, DuPage County usually allows it to remain in place if it was done five or more years prior. Com. Miller commented that if said shed is without foundation, a condition could be placed on the approval that it should be moved, regardless of the amount of time it existed in such location. Ch. Cosgrove concurred. Com. Pepple felt a shed that has been there for more than five years should be allowed to stay in its existing location, so as not to promote government overreach. Com. Davis concurred with Com. Pepple in principle.

Ch. Cosgrove assured the Commission that even feedback the Warrenville Plan Commission provides after a DuPage County public hearing has taken place, which is often the case, is relevant and should still be submitted to the DuPage County ZBA, because the request must still pass two subsequent reviews.

CH. COSGROVE MOVED, SECONDED BY COM. MILLER, THAT THE PLAN COMMISSION HAS NO OBJECTION TO THE SHED, UNLESS IT IS NOT ON A PERMANENT BASE.

ROLL CALL VOTE:

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

MOTION ADOPTED UNANIMOUSLY.

G. APPROVAL OF MINUTES

1. Regular Meeting of May 20, 2021

CH. COSGROVE MOVED, SECONDED BY COM. LOCKETT, TO APPROVE THE MAY 20, 2021, MINUTES.

ROLL CALL VOTE:

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

MOTION ADOPTED UNANIMOUSLY.

H. CHAIRMAN'S REPORT

No report.

I. COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR'S REPORT

Dir. Mentzer recognized Natalia's departure from the City to move onto the next stage of her life, after 18 years and over 350 meetings of this body. He expressed appreciation and respect for her hard work in managing and processing complex development in the City and bringing timely and controlled change to the community through the years. Com. Davis also thanked her for the work involved in onboarding new Commissioners. Com. Miller expressed gratitude, thanks and appreciation for her efforts.

COM. MILLER MOVED, SECONDED BY CH. COSGROVE, THAT THE WARRENVILLE PLAN COMMISSION THANK NATALIA DOMOVESOVA FOR 18 YEARS OF GREAT SERVICE AND WISHES HER THE BEST IN HER FUTURE ENDEAVORS.

ROLL CALL VOTE:

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

MOTION ADOPTED UNANIMOUSLY.

J. SR. PLANNER'S REPORT

Pl. Domovessova wholeheartedly thanked all for the good words. She also introduced new Planner Andrew Kieffer, who provided his background.

K. ADJOURN

COM. COSGROVE MOVED, SECONDED BY COM. CHAPMAN, TO ADJOURN THE MEETING AT 8:02 P.M.

ROLL CALL VOTE:

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

MOTION ADOPTED UNANIMOUSLY.

Marie Lupo, Recording Secretary