

MINUTES
REGULAR PLAN COMMISSION MEETING
March 10, 2022

Call to Order and Roll Call

After announcing that the meeting is being held remotely because of a disaster declaration related to Covid-19 and public health concerns, Chairman Tim Loftus outlined the remote proceedings. He called the meeting to order at 7:03 p.m., delivering an overview of the Plan Commission's advisory role and operation. Mr. Loftus reviewed public hearing procedures, including protocols for public comment, which, he said, would be recorded. Mr. Loftus introduced Trustee Liaison Steve Thompson, Planning Manager Kelly Purvis and Recording Secretary Barbara Dutton-Thomas.

Roll was called. In addition to Chairman Loftus, Commissioners Connie Arango, Laura Brown, Matt Halkyard, Peter Cooper, Mohammed Saeed and Jamie Vondruska were present. Commissioners Lloyd Berry and Angela Fanella were absent.

Motion to Allow Remote Participation

A motion to allow remote participation by the Plan Commission was made by Commissioner Cooper and seconded by Commissioner Halkyard. The motion passed unanimously by roll call vote.

Chairperson Loftus welcomed new Commissioner Arango, and announced that the pre-application for 543 Duane had been pulled from the evening's agenda.

Public Comment Non-Agenda Items

None.

Approval of February 24, 2022 Draft Minutes

A motion to approve the draft minutes of the February 24, 2022 meeting was made by Commissioner Saeed; seconded by Commissioner Vondruska, the motion passed unanimously by roll call vote.

Public Hearing – 494 Hillside Avenue & 420 Glenwood Avenue – St. Petronille Church

A motion made by Commissioner Halkyard and seconded by Commissioner Vondruska to open the Public Hearing passed unanimously by roll call vote.

Staff Introduction

Sworn in, Village Planning Manager Kelly Purvis, 535 Duane, stated that the Petitioner is Bishop Ronald A. Hicks, representing St. Petronille Church, the owner of the properties located at 494 Hillside Avenue and 420 Glenwood Avenue, and represented this evening by the Diocesan Attorney and an engineer. The Petitioner, she continued, is requesting approval of a Special Use Permit to expand an existing parking lot, and Zoning Variations for the width of two landscape islands, reduced parking aisle width, and a parking stall length; to allow three driveways where one is permitted per zoning lot; and a driveway approach of 25 feet where the maximum permitted is 24 feet, as well as exterior Appearance Approval for a parking lot expansion.

The properties, stated Ms. Purvis, are zoned C5B Central Business District and are located on the north side of Hillside Avenue, east of Glenwood Avenue. The surrounding zoning and land uses are C5B to the north, with C5A and C5B to the east and Churches to the south and west.

The existing St. Petronille parking lot, much of which is considered legal non-conforming for multiple reasons, bears an address of 420 Glenwood Avenue and is an “L”-shaped lot with 99 parking stalls and three driveways along the Glenwood Avenue side. The existing asphalt parking lot lines up with the concrete sidewalk along the west property limit, stated Ms. Purvis, adding that there is no landscape buffer between the parking lot and the sidewalk. The property located at 494 Hillside Avenue is also owned by St. Petronille Church and was the location of the former rectory for the Church, she continued. The rectory was demolished in 2020, with the planned expansion of the parking lot in mind, stated Planning Manager Purvis, who noted one existing driveway approach along Hillside. The Hillside property is currently serving as the staging site for the construction trailer for the Apex 400 project, she further noted, saying the whole site is made up of three lots totaling 40,924SF – just about an acre.

St. Petronille Church is proposing to expand their parking lot at 420 Glenwood to include the property at 494 Hillside Avenue, explained Ms. Purvis. With the completion of the project, there would be no net increase in the number of parking stalls provided on the property, she stated, adding that the expansion would allow access to the parking lot from a driveway approach to be constructed on Hillside Avenue. According to the Petitioner, related Planning Manager Purvis, the main purpose of the project is to create a more efficient and safer school drop-off and pick-up by getting cars off of Hillside Avenue and into the parking lot to queue. The driveway access on Hillside Avenue, stated Ms. Purvis, would help to facilitate the flow of traffic through the site.

The existing parking lot on the property at 420 Glenwood, explained Planning Manager Purvis, does not have to be brought into full compliance with the requirements of the Zoning Code because the proposed parking lot addition would not increase the number of parking spaces by 10 percent or more – the threshold triggering full compliance. However, she said, the parking lot addition must fully comply with the requirements of the Zoning Code, or variations must be granted. Any parts of the existing parking lot that are impacted by the parking lot addition will also require variations, she added.

Ms. Purvis displayed a drop-off/pick-up exhibit submitted by the Petitioner to show the planned circulation of cars within the parking lot, and gave a rundown on the plan: Cars will enter the site from Hillside Avenue and will circulate through the parking lot to designated drop-off and pick-up locations. Eight parking stalls will temporarily be blocked off during drop-off and pick-up so that cars can travel south along the west side of the lot and exit on Hillside Avenue. There will be two retractable gates in place during pick-up and drop-off times to provide a safe cross zone for the students on Glenwood Avenue. As requested by the Village, continued Planning Manager Purvis, the Petitioner is proposing the installation of protective bollards along the west property line to separate the sidewalk from the parking lot drive aisle where cars will be queuing. Since the Church will be using the parking lot for traffic and queuing and creating a temporary drive aisle along the west part of the lot, related Ms. Purvis, Staff felt it was necessary to provide a protective barrier between the asphalt parking lot and the existing sidewalk. The bollards are proposed to have a decorative cover to improve their appearance, she noted.

The Zoning Code permits one driveway approach per zoning lot, explained Ms. Purvis, who explained that the middle driveway on the Glenwood side of the property will be removed as part of the project, and the driveway on Hillside Avenue will be moved over and expanded for two-way traffic. The Petitioner, she said, would need a variation to allow the three driveways where one is permitted. The Petitioners, said Ms. Purvis, also request a variation for a 25-foot driveway approach where a maximum of 24 feet is permitted for the new driveway approach on Hillside. The Site Plan shows five new parking stalls will be constructed, the lengths of which will match the adjacent stalls in each of the rows of parking, explained Ms. Purvis. The Village Code requires a parking stall length of 19 ft., whereas the proposed parking stalls vary from 17.5 ft. to 18.9 ft., she said, so a variation is requested to allow the new parking-stall lengths to match the existing adjacent stall lengths, being no less than 17.5 ft.

As part of the proposal, she continued, the four parking spaces will be removed from the two northernmost rows of parking stalls. These stalls, she said, are being removed to allow one-way circulation between the two northernmost drive aisles, which are significantly narrower than the two-way drive aisles (approximately 20 ft. versus 24 ft.-25 ft.). Striping will be added to the parking lot to indicate one-way traffic flow for these aisles and “Do Not Enter” and “No Left Turn” signs will be posted as indicated on the Site Plan, explained Planning Manager Purvis, who stated that the overall safety of the parking lot will be improved by making the two northernmost drive aisles one-way, where two-way traffic is currently permitted.

Where parking stalls are angled at 90 degrees, explained Ms. Purvis, a drive aisle of 25 ft. is required. There would be three drive aisles impacted by the project’s construction, she said, for which a variation would be needed. The one-way drive aisle north of the parking lot addition has a width of 20.4 ft. and the two-way drive aisle at the south of the site has a width of 24 ft., continued Ms. Purvis. These drive aisles are currently legal non-conforming at this width, but variations for the newly constructed parts of these aisles are required, she explained. With the permanent removal of four parking stalls from the northernmost rows of parking, a new north/south one-way drive aisle of 18 ft. in width would be created. The Village Code does not provide an exception for widths of one-way drive aisles, but 18 ft. is adequate for one-way travel, she related. A variation is requested for these three drive aisles, she said. The new portion of the parking lot is compliant with the impervious surface setback requirement of 7.5 ft., stated Ms. Purvis, who said 16 ft. of green space is proposed between the east property line and the new driveway approach on Hillside Avenue.

The existing parking lot does not have any landscape islands, noted Planning Manager Purvis. As part of the addition, she said, the new portion of the parking lot must have landscape islands at least the size of a parking stall and at the end of every row of parking that has been added. There are four new landscape islands proposed, she continued. One of the islands is going to be 5.3-ft. wide where it should be 9 ft.-9.5 ft. to match the parking stalls, and one would be 7.9-ft. wide where 9 ft. is required, she elaborated. Increasing the size of the landscape islands would decrease the size of the parking stalls or the drive aisles, so either way, she said, they’d have a variation for this, and Staff would like to see more compliant stall and aisle widths than compliant landscape island widths. A variation is requested for the size of the two landscape islands, she reported. These will have plantings of turf, trees and shrubs.

As part of the project, landscape screening along the south property line will be planted. The screening will include 21 Viburnum Blue Muffin bushes. Four new shade trees and three new evergreen trees will be planted along with a variety of ornamental shrubs. One parkway tree will be removed to make way for the relocated and expanded driveway approach on Hillside Avenue.

The Village requires Exterior Appearance compliance for parking lot additions, explained Planning Manager Purvis, who said that due to the nature of the improvements proposed for this parking lot addition, the only applicable guidelines are related to landscaping. She stated that the project is in compliance with the following guidelines:

- All of the trees selected are from the recommended plant list
- The perimeter landscaping is used to screen the view of the parking lot along the new portion of the lot;
- Landscape islands will be installed at the end of every row of parking within the parking lot addition.

In accordance with the Zoning Code, she concluded, as part of the project the property will be consolidated into one lot, an action handled administratively. She reviewed Commission action and conditions to consider.

Saying he understands bollards should be between 3 ft. and 5 ft. apart, Commissioner Halkyard said spacing of 11 ft. and 19 ft. seems not to be a safety factor, but at best is a deterrent and at worst a design element. Planning Manager Purvis said that the typical width of a car is 9 ft.-10 ft., and that reviewing with the engineers spacing at 10 ft. apart the site looked crowded; she said more bollards can be added if the Commission desires, but cautioned that in locations where pick-up/drop-off stalls are temporarily blocked off, space is necessary for car doors to open without hitting bollards. Commissioner Vondruska asked if the Village has regulations for bollards, to which Ms. Purvis replied, not in the Zoning Code, but indicated that Staff is going with the engineers' recommendation. Commissioner Halkyard expressed skepticism about the safety logic, and Commissioner Cooper asked what the bollards are protecting. Ms. Purvis stated that the idea – a Village request – is to keep cars in the lot from veering onto the sidewalk where children will be walking.

Relating that he'd sought input from the Police Department and Fire Company on closing Glenwood with barricades during the day, Commissioner Cooper said the former indicated the type of barricade specified is a better method than others. (He said he'd not heard back from the Fire Company). He asked Ms. Purvis if the barricades would be restricted to use during school times. Ms. Purvis responded, "Yes," and only during school pick-up and drop-off, as Glenwood is a public roadway. Commissioner Cooper asked if a proposed gate she'd pointed to on St. Pet's private property creates an issue for Fire services. She replied that there are two other driveways the Fire department could use for access, so it should not create an issue. She added that multiple departments have been working together on this project and that agreement will be reached. Chairperson Loftus asked if any variations are required to install the gates in the public ROW, to which Ms. Purvis replied that none would.

Petitioner's Presentation

Maureen Harton, General Counsel for the Diocese of Joliet, 16555 Weber Rd., Crest Hill, Ill., and Dwayne Gillian, V3 Companies, 3088 Preakness Ct., Aurora, Ill., were sworn in. Referring to an updated narrative statement she indicated that she provided, Ms. Harton said she didn't want to be repetitive, so invited questions. She explained the Diocesan structure, saying all of its property is owned by a trust, of which the Bishop is trustee. Mr. Gillian stated that tight bollard spacing is seen in conditions where security is a concern, but that the bollards proposed for the subject site are a visual barrier as much as a physical one, signaling a sidewalk so that drivers are more careful. He indicated cars would be moving slowly, and expressed that the Petitioner would be flexible on spacing, despite constraints.

Commissioner Questions

To a question from Chairperson Loftus about the right-hand turn provision from entrance #1 (and making parents dropping off turn left), Ms. Harton said the driveway is intended to be a "release valve" for those not dropping off children, and that parents will not be allowed to drop them off along the north side of the lot (along the Apex garage). She stated that the processes will be supervised. Chairperson Loftus asked if Church exit times overlap with drop-off times. Ms. Harton said St. Pet's might have two morning masses, but sometimes parishioners stay and pray, so could exit via the "release valve" if they were trying to get out of the lot during school drop-off times.

Confirming that the current drop-off is north of the Church from Prospect Ave., Commissioner Cooper asked how many cars are involved. Guessing there is room for 12 cars on Hillside from Main to the proposed entrance, he wondered if there will be back up on to Main Street. Ms. Harton stated that she didn't know if Prospect drop-off would continue. Queuing in the subject lot will get a significant amount of traffic off Hillside, she stated, saying that, while there might be some back up at times, traffic will move quickly. Ms. Harton said she anticipates a learning curve at the start of the school year, but it's "not that complicated." She stated that she didn't know the number of cars dropping off, but can find out. Mr. Gillian stated that the proposed circulation benefits the Village by getting cars off the streets.

Chairperson Loftus asked if there is any change to the direction of traffic on Hillside due to the Apex garage opening. Planning Manager Purvis stated that traffic will become two-way on Hillside from Main to Glenwood. Mr. Loftus asked if parents driving east on Hillside could try to make a left-hand turn into the queue line for the parking lot. Ms. Purvis replied, "You could have parents exiting and turning east; yes." Commissioner Halkyard asked if the current drop-off arrangement will continue for some of the children. Ms. Harton stated that, ideally, the proposed is the desired drop-off and pick-up area for the entire school, but said, "We have to see how it works out." She said the Petitioner believes the proposed method is the most efficient use and the safest. Mr. Halkyard suggested it would be an improvement. Chairperson Loftus concurred, but asked, if the variations are approved but the plan doesn't work, whether there is a remedy to modify it to reduce traffic congestion. Planning Manager Purvis stated if something isn't working, Staff could work with the Police Department (which, she indicated, is favorable to the approach presented) and the Church to improve the flow. Ms. Harton said that if there are complaints, the Church will hear about them and if the plan doesn't work, will address it. She added that the Police Chief wants the plan to work, and that the Church is "willing to do whatever it takes to get

this down as good as we can possibly get it, given our constraints with being landlocked and having limited parking.”

Commissioner Brown asked if there had been any discussion with V3 and the Parish and Diocese to incorporate brick pavers to define the pedestrian area, and if some of Glenwood Avenue could be bricked. Ms. Purvis explained that Glenwood is a Village right-of-way (ROW), and that the Board would have to consider this, but that according to Public Works, brick pavers are done in limited amounts, as they are difficult to maintain. Commissioner Brown asked if brick pavers could be applied under the bollards. Ms. Purvis said that is the Church’s private property and doesn’t know if this application would be doable. Mr. Gillian said the Petitioner hadn’t considered this, as the bollards are to be secured in concrete. Commissioner Halkyard asked about the possibility of putting in a curb or placing planters in lieu of bollards. Mr. Gillian stated that curbs would obstruct drainage, and that there is concern they would present a tripping hazard. Ms. Purvis said flower pots take up space and that the Public Works Director wants to maintain the sidewalk width.

A motion made by Commissioner Vondruska and seconded by Commissioner Brown to close the Public Hearing carried unanimously by roll call vote.

Commissioner Discussion

Commissioner Vondruska said that overall he is in favor of the project, which he called “a step in the right direction” for funneling cars. He added that he has no “big concerns” and that adjustments can be made if needed. He thought, though, that the Village should figure out the bollard spacing – which should be tightened up, even if it means losing parking space. Agreeing with Commissioner Vondruska, Chairperson Loftus said maybe a couple more bollards could be added, but said he supports the plan for the lot, in general. From an aesthetic standpoint, he added, he would like to see black bollards and a black swing gate, and thought a condition might specify this. Ms. Purvis said the bollards are to have decorative covers. Commissioner Halkyard said he echoes both Commissioners’ views. Commissioner Brown agreed with the views expressed by her fellow Commissioners. Commissioner Saeed said he is in favor of the project, and agrees with Chairperson Loftus regarding the color of the bollards. Commissioner Cooper advocated using barricades only for control during school hours to avoid turning a public thoroughfare into an extension of the property. This aside, he supports the proposed. Chairperson Loftus said that an event permit would be needed to block off the street off, but a specific condition could be included in the motion. Commissioner Cooper said he thinks there is an understanding of the use, but isn’t sure if it needs to be included in the motion. Ms. Purvis said a pertinent condition could be added; conditions addressing bollard distance and limited use of barricades were also discussed.

Commissioner Vondruska moved for the following:

After conducting a public hearing and deliberating on the requests of the petitioner, Bishop Ronald A. Hicks, on behalf of St. Petronille Church, for approval of a Special Use Permit, Zoning Variations, and Exterior Appearance, all to allow an addition to the existing parking lot at 420 Glenwood Avenue, the Plan Commission hereby recommends approval based on the findings of fact, as discussed or amended at the Plan Commission public hearing on March 10, 2022 which are hereby incorporated into the

Motion by reference as though fully set forth herein, and a copy of which will be attached to the minutes of this meeting and kept on file as part of the permanent records of the Village. The Plan Commission makes this recommendation of approval with the following conditions:

1. The project shall be constructed in substantial conformance with the plans as submitted and the testimony presented at the Plan Commission public hearing.
2. That the proposed landscaping on the site shall remain in compliance with the approved landscape plan and be continuously maintained in perpetuity.
3. Prior to the issuance of a building permit, the Plat of Consolidation shall be recorded with the DuPage County Recorder of Deeds.
4. That the bollards be covered with a black type of cover.
5. That the swing gates that are going to be installed are only used during times of pick-up and drop-off on normal school days unless otherwise approved by the Village of Glen Ellyn.
6. That the bollard spacing will be resolved by the Village Engineers and Staff prior to the Board meeting.

The motion was seconded by Commissioner Brown, and carried unanimously by roll call vote.

Pre-Application Meeting – 322 Taylor Road – Sotiel Polena of Polena Realty LLC

Staff Introduction

Planning Manager Purvis said the Petitioner, Sotiel Polena of Polena Realty LLC, owner of the property located at 322 Taylor Road, requests a pre-application meeting to discuss the subdivision of his single-family property into four single-family lots. As part of the proposal, she continued, the Petitioner will request relief from some of the public improvement requirements of the Subdivision Regulations Code.

The subject property is located just east of the Buena Vista Estates Subdivision at the corner of Taylor Road and Marston Avenue, explained Ms. Purvis. The total property is approximately 1.75 acres in area. It is improved with one single-story brick residence with a detached garage and an asphalt driveway. The property is zoned R-1 Single Family Residential District in Glen Ellyn. The surrounding properties to the north and south, she said, are (R-4) single-family in unincorporated DuPage County, and to the east and west, R1 Single Family in Glen Ellyn. All surrounding properties are improved with single-family homes.

The Petitioner would like to subdivide the existing single-family lot into four single-family properties, continued Ms. Purvis. The proposed lots shown on the Plat of Subdivision are all in conformance with the R1 zoning requirements, she said. As part of the project, the Petitioner has agreed to dedicate a 33-foot by 362-foot strip of property (totaling approximately 11,950SF) to the Village. This will allow the Village to have a consistent right-of-way width of 66-ft. along Marston Avenue. The Petitioner, related Ms. Purvis, is proposing to fully improve the southerly half of Marston Avenue and the westerly half of Taylor Road. Since both roadways were recently repaved, the Petitioner would install curb and gutter and patch and repair the pavement as necessary. Public Works staff is supportive of this approach, as it would be consistent with the improvements required of the small subdivision directly to the east of the

site (Tree Haven Subdivision). No variation would be needed for this request, she said, as the streets are existing, and the Public Works Director has discretion related to the required improvements for subdivisions.

Likewise, said Ms. Purvis, the Petitioner would install sidewalk on the south side of Marston Avenue and the west side of Taylor Road. There are already sidewalks on the east side of Taylor, and sidewalks are supposed to be installed on the north side of Marston, she said, but since the Village Engineer has indicated that it would require a significant amount of work to construct the entire roadway to Village standards and install sidewalk here, Staff would be supportive of this variation. Most of the properties to the north of the site are unincorporated, and the Village does not have a formalized plan for public improvements in this area, she noted. Parkway trees would be planted every 40-ft. on center along Marston Avenue and Taylor Road frontages, as required by the Subdivision Regulations Code, said Ms. Purvis, adding that the developer will also install three streetlights as part of the project: one at the west property limit on Marston Avenue, one at the intersection of Marston and Taylor and one at the south property limit on Taylor Road. Village water and sanitary sewer mains are located in the Marston Avenue ROW, for easy connection for three of the lots to existing utilities. To serve Lot 4 of the subdivision, she said, the developer will need to extend the sanitary sewer main at Taylor and Marston about 150 ft. south. Village Staff is aware of stormwater issues in the area, related Planning Manager Purvis, as is the Petitioner. Approximately 26 acres of off-site area currently drain through this site from the northwest corner to the southeast corner of the property. The project engineer will have to provide a grading plan and calculations that demonstrate that the runoff from this site area and the proposed site development can be conveyed around the proposed houses and through the site. Water quality facilities called Post-Construction Best Management Practices (or PCBMPs) will have to be provided per the DuPage County Stormwater and Floodplain Ordinance; these usually come in the form of underground gravel beds called drywells or rain gardens, she explained. If, in addition the net new impervious area for the subdivision exceeds 25,000 SF (including areas in the ROW), the developer will also have to provide detention for the runoff from the 100-year storm event.

The Petitioner would like to request a variance from the Subdivision Code, for the requirement to place existing utility wires underground, continued Ms. Purvis. The Petitioner contacted ComEd about the requirement and was informed that undergrounding the utilities along Marston Avenue and Taylor Road would cause a significant disruption to area-wide service, would result in a net increase in the number of poles, would likely be a yearlong process and would be very costly. ComEd indicated the undergrounding project would impact several neighboring streets and homes in the area. If required to place the utility wires in conjunction with all the other public improvements, the subdivision would likely be infeasible. All new utility services to the homes would be placed underground during construction of each of the homes. Ms. Purvis displayed images of existing utility wires, and concluded her presentation by reciting matters to be addressed in the review process. Chairperson Loftus asked what the trade-off is for the Petitioner in giving part of his property to the Village (for widening the street) and what the cost of the undergrounding would be, as well as wondered street widening contributes to the calculation of impervious surface. Ms. Purvis said the calculation (for net new impervious) includes the sidewalks, curb and gutter required, as well as improvements to the roadway. Commissioner Saeed

asked if a detention pond is on the property. Ms. Purvis said none is proposed at this time, but that further analysis will be performed upon formal application. In response to a query from Chairperson Loftus, she said no properties around this one have annexation agreements.

Petitioner's Presentation

Sotiel Polena introduced himself as a civil engineer and first-time developer who has lived in Glen Ellyn since 1996. He said he's seeking the subdivision to build a home for his family, and that his sister also wants to build on one of the four lots. He recounted reasons for not doing the undergrounding of the wires, and said he doesn't think the project will reach the impervious area level requiring water detention, and that the curb will reduce the imperviousness of the road. He expressed willingness to work with the Village to better the site as it relates to stormwater management.

Commissioner Questions

Expressing concern about second-floor site lines, Commissioner Halkyard asked about the height of the ComEd poles, to which the Petitioner replied that they are higher than they appear (in an image), and are the same as next door. Chairperson Loftus asked if the poles are in an easement on the subject property. Mr. Polena recalled that two of them are on his property (by a couple of feet), and two are located in the public right-of-way. To address drainage, he said he proposes a swale with a consistent slope, to include PCBMP requirements. The Chairman asked if the poles would be placed on the land deeded to the Village. Chairperson Loftus asked where utility poles would be relative to sidewalk. Mr. Polena said they'd be outside of the ROW along Marston, and that he thinks it would be prudent to dedicate a 5-ft. easement along the line. (He noted a new pole, saying new ones are probably higher.) Commissioner Saeed asked if the new utility lines on the Petitioner's property would be underground; Mr. Polena answered, "Yes."

Public Comment

Ms. Purvis read into the record the following letter received:

Royal and Cheryl Mayer, 22W156 Buena Vista Dr., Glen Ellyn: "We wanted to add our comments to the pre-application meeting for 322 Taylor Road on Thursday 3/10/2022.

We own the property behind the land at 22W156 Buena Vista Dr.

Our main concern is the amount of flooding the property has when it rains and the concern about grading the property for 4 houses. Water has always been an issue on this property and I want to make sure there is proper drainage if the land is developed.

The other concern we have is the tree line on the back of our property.

Given that the look of the neighborhood will be changing, it is imperative that lot lines are properly identified and our tree line remains intact.

Lastly, I have an ask of Mr. Polena. If he will be bulldozing the property, would he mind if we dug out some of the flowers and replanted them in our yard before construction begins.

Thank you for allowing us to express our concerns."

Stephanie Meeks, 775 Marston Ave., said the neighborhood has a significant water issue, with water draining into her yard, and is concerned that building four houses on the subject property would change the grading of the land. She also said she fears an increase in traffic from the proposed development.

Chairperson Loftus asked if a traffic study is required for the subdivision proposed. Ms. Purvis said, “No.” Mr. Loftus read a comment expressing excitement at the prospect of continued Village sidewalks.

Commissioner Discussion

Commissioner Halkyard said the proposed fits the neighborhood and he sees added sidewalks as a benefit. He said the biggest issue is the water, but the Commission will have to trust the Petitioner and Village Engineers to find a solution, and that he’s less concerned about the electrical poles. Chairperson Loftus acknowledged the amount of utilities, said he understands neighbor concerns about flooding, and called the proposed “a transition spot” in comparing it to nearby lot densities. He opined the number of houses planned to be not overabundant, and listed water and utilities the only issues to be ironed out. He asked how many new poles ComEd requires. Mr. Polena thought two. Mr. Loftus expressed a preference for leaving utilities overhead. In response to a query by the Chairman about the value of the property being dedicated to Village, Mr. Polena estimated it at \$60,000 to \$70,000. Commissioner Vondruska said he agrees with the views expressed, observed that a lot of thought has gone into the proposed plan, said that hopefully a solution will be found to the flood issue, and thought underground utilities costly. Commissioner Brown said she echoes Mr. Vondruska’s comments, and that it looks that the Petitioner did his homework. Mr. Polena said he’s aware of the concern and within the limits of what he can do, will try to improve conditions. Saying that water is the only issue to be resolved, Commissioner Saeed asked if the property is in a flood plain. Mr. Polena said it isn’t, but it’s a big drainage way he plans to slow and redirect. Chairperson Loftus asked if the Petitioner has an alternative plan if the proposed stormwater plan is found to be cost-prohibitive. Mr. Polena said he doesn’t expect it to be cost prohibitive, but that the worst case is going with a two-lot subdivision. Chairperson Loftus said he wouldn’t require the installation of sidewalk on the north side of Marston. Mr. Cooper agreed.

Trustee’s Report

Trustee Thompson said the Board approved the 413 N. Main project (reducing the size of and eliminating windows), as well as the purchase of body cameras for police and car camera replacement. He reported that zoning decisions were made, that Links and Village finances are healthy, and that the open house to elicit public input about the Roosevelt Road hotel site was “a good meeting.”

Chairman’s Report

Chairman Loftus reported that the search committee is looking for a replacement for Mr. Berry, and that this evening’s meeting is the last to be held via Zoom.

Staff Report

Ms. Purvis said masks won’t be required for in person meetings at the Civic Center, and no meeting will be held March 24th.

Adjournment

Chairman Loftus adjourned the meeting at 9:32 p.m., following passage by roll call vote of a motion to adjourn made by Commissioner Vondruska and seconded by Commissioner Saeed.

Respectfully submitted,

Barbara Dutton-Thomas

Recording Secretary