

MINUTES
REGULAR PLAN COMMISSION MEETING
December 8, 2022

Call to Order and Roll Call

Chairman Tim Loftus called the meeting to order at 7:00 p.m., and explained the Plan Commission's advisory function and operating procedure relative to its deliberation. He went over protocol for public comment, announced that the meeting would be recorded, and introduced Village Board Trustee Liaison Steve Thompson, Director of Community Development Marty Scott, Associate Planner Taylor Gendel, Senior Planner Atrian Fard and Recording Secretary Barbara Dutton-Thomas. Roll was called. Chairperson Loftus, Plan Commissioners Arango, Brown, Cooper, Dawson, Kreuzer, Saeed and Thakkar announced their presence, while Commissioner Wyant joined the meeting later.

Public Comment Non-Agenda Items

None.

Approval of Minutes

Commissioner Kreuzer moved to approve the draft minutes of the November 10, 2022 Plan Commission meeting; seconded by Commissioner Saeed, the motion passed by voice vote.

Commissioner Cooper moved to open the Public Hearing to consider a Special Use Permit (SUP) to allow an addition of DISH Wireless antennas and support equipment to existing cellular tower. Seconded by Commissioner Dawson, the motion passed by voice vote.

Public Hearing – 1102 Hill Avenue

Staff Introduction

Sworn in, Taylor Gendel, Associate Planner, 535 Duane, stated that the Petitioners, Crown Castle and DISH Wireless, represented by Tony Phillips of Fullerton Engineering, as licensee of a portion of the property located at 1102 Hill Avenue request approval of a SUP to allow an addition of DISH Wireless antennas and support equipment to the existing cell tower. The subject structure is located on the north side of Hill Avenue between Route 53 and Walnut Road in the I1 Light Industrial District, explained Associate Planner Gendel, who noted that the surrounding zoning and land uses are CR Conservation Recreation, Union Pacific Railroad and R-4 Unincorporated (DuPage), and Light Industrial. Ms. Gendel reviewed annexation/zoning history of the subject property, noting that the current cellular tower is height is 70 ft., which exceeds the maximum allowable height of 45 feet for structures located in the I1 Light Industrial District. As no Special Use Permit has been granted by the Village, she explained, the cellular tower is considered legal nonconforming. At this time, continued Associate Planner Gendel, the Petitioners are proposing to replace the existing vacant carrier antennas and associated equipment on the existing cellular tower with new DISH Wireless entry port, antenna and ground equipment.

The new antenna will be installed on top of the pole at approximately 67-ft. high, she said, adding that television and radio towers and antenna support structures that exceed district's maximum height will require a SUP. Given the maximum allowable height of 45 f.t in the I1 District, the proposed antenna will require approval of a SUP, she explained, adding that Code also specifies that the "lawfully existing, nonconforming use of part or all of a building or structure, all or substantially all of which building or structure is designed or intended for a use permitted in the district in which it is located, may be continued" subject to the provision stating the "nonconforming use of part of a building or structure shall not be expanded or extended." Given the legally nonconforming height and operation of the existing tower, she said, the proposed work and expansion triggers a need for a SUP. Ms. Gendel stated that the proposed addition of new DISH Wireless antennas will not add to the height of the existing structure, will be unmanned and will only require power and fiber connections that already exist on the site, and will require service by a technician approximately once a month. She listed Commission action.

Commissioner Questions

Chairperson Loftus asked what the Petitioner is broadcasting over the equipment; Ms. Gendel deferred to the Petitioner. Commissioner Brown asked if the tower is servicing any users; Ms. Gendel thought not.

Petitioner's Presentation

Sworn in, Ariel Stouder, Fullerton Engineering, 3648 W. Belle Plaine Ave., Chicago, Ill., stated that there are no carriers up there and that any equipment will be dismantled and replaced. She said that the proposed is a buildout of the DISH network and will be bringing 5G. Chairperson Loftus asked why the equipment is being installed outside the hut. The Petitioner responded that consideration is more on the leasing side, and said she's not entirely aware of whose is located in the shelter. The Chairperson asked if there are plans to fix the fencing around the site. The Petitioner replied that she is not aware of any, but is happy to make a note of it for potential address. Commissioner Brown asked the Petitioner if there were issues with presenting the proposed as a 5G tower instead of as a DISH tower. Ms. Stouder replied that the tower is tall enough to accommodate multiple carriers, and that Crown Castle is the owner and will be able to support all services, 5G just being the newest technology that's being built out. While admitting that she might have missed mention of 5G in the packet, Commissioner Brown expressed concern in that 5G is "a touchy subject." Ms. Stouder stated that the 5G frequency about which there were issues at the airport is not one they'll be utilizing. Chairperson Loftus asked if it would be possible to add other carriers below the existing, to which the Petitioner replied, "Absolutely." Mr. Loftus asked if per Code another carrier would be mounted below the existing, to which Ms. Gendel replied that the special use is just for the height of the monopole (but that one below wouldn't need a special use). Sworn in, Atrian Fard, Sr. Planner 535 Duane, explained that if other equipment will be there above 45 ft., another special use would be required. Commissioner Thakkar observed that the proposed doesn't look that different from the current set-up. Commissioner Kreuzer moved to close the Public Hearing; seconded by Commissioner Arango, the motion passed by voice vote.

Discussion

Perceiving a replacement of abandoned antennas with newer, Chairperson Loftus said he doesn't see any reason the application should be denied. Commissioner Arango asked if 70 ft. was determined to provide greater coverage and better reception than 45 ft. Commissioner Cooper observed that cell service has become an issue of infrastructure – in the same way as cable or electric lines – and that citizens expect cellular coverage, hence a reason for expanding the use. Commissioner Arango asked whether then the 45 ft. zoning is a detriment. Commissioner Cooper said he doesn't think the Commission has heard evidence to that one way or the other, while Chairperson Loftus noted that tower height is dependent upon location (e.g., terrain) and coverage area. Commissioner Thakkar, who said his initial thought was whether there are any safety concerns, sees the proposed as reuse of an existing unused structure. Commissioner Brown said she is concerned about the range of public notification of the meeting, as neighbors outside the 350-ft. legally-obligated buffer might not know what is happening, and that some people might have questions about the 5G. She said that if the Commission recommends approval she'd like to see the Village, prior to the Board meeting for which the subject is slated for discussion, specify that this is a 5G tower. Commissioner Kreuzer noted that the community does have a population concerned about 5G and its environmental and health effects. He said 5G was "completely omitted" from the notice and the package, and that hopefully the Board will be aware of this and improve notice. Chairperson Loftus said he understands the remark, but noted that the Village didn't do anything different for this petition than others. Commissioner Kreuzer argued, however, that exposure goes beyond the notice requirement, saying the technology is "more pervasive." Commissioner Cooper moved for the following:

After conducting a public hearing and deliberating on the request of the petitioner, Tony Phillips of Fullerton Engineers Consultants LLC, on behalf of Crown Castle USA Inc. and DISH Wireless LLC, for approval of a Special Use Permit to allow an addition of DISH Wireless antennas and support equipment to the existing cellular tower at 1102 Hill Avenue in the I1 Light Industrial District, the Plan Commission hereby recommends approval based on the findings of fact, as discussed or amended at the Plan Commission public hearing on December 8, 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. That the new DISH Wireless antenna added to the existing cellular tower be operated in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees.
2. That it be stated to the Village Board of Trustees that a purpose of the installation is for 5G.

Seconded by Commissioner Thakkar, the motion passed with Plan Commissioners Cooper, Thakkar, Arango, Dawson, Kreuzer and Saeed and Chairperson Loftus voting, "Yes," and Commissioner Brown voting, "No." (Commissioner Wyant had yet to join the meeting.)

Pre-Application – 750 Roosevelt Road

Staff Introduction

Senior Planner Fard explained that a pre-application meeting is requested to discuss the redevelopment of the property at 750 Roosevelt to construct of a Popeye's restaurant. The Petitioner, she said, is Woolpert Company on behalf of Aby Groups, represented by Jake Cooke and Ryan Walter. The Petitioner is in the process of negotiating a contract for the purchase of the property, she noted. The proposed project consists of the demolition of the existing 3,831SF building, and the construction of a new one-story-3,050SF Popeye's restaurant building with a drive-through, explained Ms. Fard. The project also calls for the redevelopment of the parking lot and undergrounding public utilities, she said, adding that the subject site is located on the northwest corner of Roosevelt Road and Taylor Avenue, approximately 145 ft. east of Roosevelt Road's intersection with Nicoll Avenue.

The subject site is currently located in the C4 Office District, which does not allow restaurants and drive-through facilities by right or by way of a Special Use Permit, continued Ms. Fard. Hence, she explained, the Petitioner is requesting approval of a Zoning Map Amendment to rezone the subject property to the C3 Service Commercial District, which allows for a range of uses including restaurants permitted by right and drive-through facilities by way of special use permits. The senior planner noted that Danby's Station Café has been operating at this location for many years as a legal nonconforming use. Since the majority of properties fronting on Roosevelt Road, between the Wheaton border and IL Route 53, are currently zoned C3 Service Commercial, including the properties immediately south of the subject property, and given the long history of the site being used as commercial, she said, Staff is supportive of this request and believes that C3 District is the most appropriate zoning for the site. The new building is compliant with all setback requirements of the C3 District, she stated. The Zoning Code requires 10-ft. landscape setbacks along Roosevelt Road and Taylor Avenue and an impervious surface setback of approximately 6.74 ft. around all four sides of the property, stated Ms. Fard. Although the project will not increase the amount of impervious area on the lot, to meet the current Code, Ms. Fard predicted, the Petitioner will be requesting approval of variations from landscape and impervious surface setbacks. It is important to note, she said, that the Development Committee requested the existing concrete sidewalk across the main frontage be moved further away from the Roosevelt Road's edge of the curb to enhance the safety of the pedestrians. To address this issue, the sidewalk needs to be placed within the limits of the property, leading to variations from the required landscape and impervious surface setbacks along the south property line. Sr. Planner Fard related that there will be a drive-through wrapping around the north side of the building, related Ms. Fard, who said that the new drive-through contains two lanes for ordering, merging into one lane at the service area on the west side of the building. Code, she said, requires five stacking spaces per drive-through lane for restaurants. While it seems approximately eight to nine cars would fit on this drive-through, which does not meet the minimum number of 10 stacking spaces required, she said, a variation will probably be required based on the current design. Under the Development Committee's direction, the petitioner modified the layout by shifting the building north and widening the one-way drive aisle to the south of the building to accommodate drive-through queue

and prevent conflicts with cars entering the parking lot. There will be a one-way escape lane around the drive-through, to allow internal circulation and exit from the drive-through. A SUP is required for a drive-through in the C3 Zoning District. Currently, access to the site is provided via a two-way drive on Roosevelt Road and a cross access from the US Bank site and Nicoll Avenue. The Petitioner, reported Ms. Fard, plans to utilize the existing access points and add a new two-way drive on Taylor Avenue. The main Roosevelt Road access drive will be restricted to a right-in/right-out only, which will need Illinois Department of Transportation (IDOT) approval for the location and design of the access drive. Verification should be made of the cross access, potential easement, and agreement between the two lots to allow future traffic travel from or to Nicoll Avenue. As part of the formal application process, stated Ms. Fard, the Petitioner will be required to submit a traffic study. Code, indicated Ms. Fard, requires that a driveway approach be separated from an adjacent intersection of a major arterial street with another arterial or collector street either 200 ft., or length of full left turn storage on the arterial (in this case 330 ft.), whichever is greater. Approval of a Zoning variation will be required to allow the Roosevelt Road access drive to be located approximately 170 ft. from the adjacent intersection of Roosevelt Road and Nicoll Avenue to the west, she said. The proposed restaurant will be served by 12 parking stalls, including one accessible parking space proposed on the south side of the parking lot in front of the building entrance. The Site Plan indicates that the restaurant would have 36 seats, which satisfies the minimum requirement of one space for every three seats, said Ms. Fard, who added that although compliant with the Village minimum parking requirement, Staff believes additional parking would be needed due to the high demand for the Popeye's restaurant. The plans show landscape islands at the end of every parking row, except the northernmost end, where the trash enclosure will be placed. Also, said Ms. Fard, the size of the landscape islands along north-south parking row is less than the size of the parking spaces. Code requires landscaped islands to be provided at the end of every row of parking stalls with a minimum width and length equal to the size of the parking spaces in the subject lot. The Plan Commission may wish to encourage the Petitioner to amend the plans to provide landscape islands that are at least equal to the size of the parking spaces on the property as required by Code. A new trash enclosure and refuse area will be placed at the north end of the north-south parking row, within the required 30-foot corner side yard setback. Trash enclosures are not permitted obstructions in a corner side yard, she said, therefore, a variation will be needed. Ms. Fard said the Petitioner has indicated that all existing overhead utility lines located within the property limits will be undergrounded as part of the project. The proposed sign package incorporates the Popeye's corporate brand identity throughout, she said, which consists of six wall signs, one monument sign, three traffic directional signs, and two drive-through (clearance) canopy information signs. Ms. Fard described the wall signs: an internally illuminated orange one on the south elevation (fronting Roosevelt Road), reading "Popeye's Louisiana Kitchen;" one on the west elevation in corporate orange color; one mounted to the east elevation, reading "Louisiana Kitchen" and business establishment date of "1972," accompanied by a chicken logo; also a halo-lit wall sign on the south elevation displaying a vinyl walnut-toned chicken logo outlined by a white LED color; and a non-illuminated wall sign mounted to the east elevation and one to the west elevation, featuring white acrylic text in the corporate font.

Corner lots with single-tenant non-residential establishments in C3 District are allowed to have a maximum of two wall signs, explained Sr. Planner Fard: one mounted on the front and one on the corner side building elevations. The maximum sign area shall be limited to 1SF per linear ft. of establishment frontage for each sign, she said, adding that the proposed Popeye's establishment will have a 39.2- and 83-linear-ft. of establishment frontage on Roosevelt Road and Taylor Avenue, respectively. The proposal calls for six wall signs, one of which exceeds the maximum allowable sign area calculated based on the linear footage of the establishment, she continued, and said therefore, two variations for the maximum number and area of wall signs will be required. The proposed monument sign features an internally illuminated (LED) vertical box consisting of two sign cabinets, explained Ms. Fard. The base features walnut-toned, wood-grain skin with raised white channel letters reading "Popeye's," and exceeds the maximum allowable base height of 5 ft., she said, concluding that a variation will be required. The top sign cabinet displays a logo on a corporate orange background. The Sign Code restricts the total combined area of all signs on a corner lot improved with a nonresidential single tenant building to be 150SF, said Ms. Fard. The total area calculation takes into account all wall, freestanding and awning signs. As proposed, there will be approximately 277SF of wall and freestanding signage on the lot, which exceeds the requirement. Therefore, a variation will be required. She noted also proposed are three non-illuminated rectangular double-faced traffic directional signs, and two drive-through canopy informational signs that she said are excluded from the total sign area calculation. The proposal calls for several architectural elements, including decorative shutters, a partially covered entrance canopy, a trellis structure, and a partially covered drive-through awning, she noted. The project, stated Sr. Planner Fard, will not likely require any new stormwater detention or Post-Construction Best Management Practices measures because the site is largely comprised of impervious surfaces today. However, she added, the regulatory FEMA floodplain associated with the detention pond north of the site extends across the north half of the existing site. The proposed development calls for re-grading the site to properly elevate the new building and parking lot above the floodplain as required, she noted. The developers are required to provide compensatory floodplain storage, and if they are relocating the floodplain storage to the northernmost portion of the site; a floodplain volume in the amount of 150 percent of the existing floodplain volume will need to be provided, concluded Ms. Fard, who outlined Plan Commission action to be taken in response to this pre-application case.

Commissioner Discussion

Chairperson Loftus asked why the site was never (at least since 1988) a C3 district. Ms. Fard said she doesn't know. Mr. Loftus asked whether the project could move forward without the rezoning, to which Ms. Fard replied that it could not. Mr. Loftus asked about easement history vis-à-vis the US Bank property. Ms. Fard said a temporary easement was granted to Danby's Station many years ago, but further research will ensue with upon project application. Mr. Loftus asked the reason for the third entrance (off of Taylor, which he said is not designed for regular traffic). Ms. Fard said it is to ease traffic on the site and thinks it could be an exit only. Mr. Loftus said perhaps it could be a right-turn-only out.

The Chairperson asked if the parking plan takes into account any employee parking, to which Ms. Fard indicated it's not required in C3. Observing that westbound traffic can come over the hill "pretty quickly," Commissioner Kreuzer thought the proposed might create a safety concern. Commissioner Cooper asked the number of parking spaces the Village would recommend, to which Ms. Fard replied that it depends on the traffic impact study, but said she believes an additional two or three would do. Commissioner Brown observed that Raising Cane's (another chicken meal proprietor) has 32 parking spaces; Ms. Fard said its development was before her time with the Village, so she doesn't have information about it. Ms. Brown wondered about operating hours' impact on lighting, to which Ms. Fard said the Village doesn't regulate hours of operation for restaurants, but that conditions of approval could govern lighting. Commissioner Saeed articulated limitations of consideration sans a traffic study. Saying she fears creating "a Starbuck's situation" with traffic, Commissioner Arango expressed concern about a dangerous Roosevelt entrance with traffic backing up into 5 o'clock commuter traffic. Mr. Cooper wondered if entrances off of Nicoll and Taylor but not Roosevelt might help address the situation while making room for more parking. Chairperson Loftus advised that this could be recommended based on traffic studies. Commissioner Arango urged this, while Commissioner Saeed pressed for measures to alleviate stormwater risk. Ms. Fard disclosed that she'd conservatively reviewed the stacking configuration for what she anticipates will be a busy restaurant and concludes that the layout, in general, isn't bad.

Though he complimented the building's "beautiful design," Commissioner Kreuzer expressed concern about the lighting – particularly the lack of bulb shielding – calling the drive-through a "white nightmare." He encouraged less color temperature in line with Village standards, to which Ms. Fard said lighting would be examined. Roosevelt Road, Chairperson Loftus speculated about moving the eastern entrance south should the entrance from Roosevelt be scrapped, to which Ms. Fard said a speed limit requirement would dictate the distance to the drive approach, and suggested that the Village Engineer would need to evaluate this scenario, if proposed. To a suggestion from Commissioner Kreuzer to reduce the westbound speed limit on Roosevelt, Sr. Planner Fard responded that the road is not under Village jurisdiction, but rather IDOT's, which would evaluate impacts. Chairperson Loftus asked if the property owner would need to grant an easement to put in sidewalk. Ms. Fard replied, "Probably, yes." Endorsing "less is more," Commissioner Dawson opined the proposed has too much illuminated signage.

Petitioner's Presentation

Jacob Cook, Brian Walter (with Woolpert) and Chris Ludwig introduced themselves. Mr. Cook related that IDOT was consulted and deemed the right-in/right-out access way acceptable. He also said the dumpster could be relocated to the northeast corner, accommodating another parking stall or two. He reported that the sign vendor has already revised their plan per Code, which will be reflected in the submittal. Wondering about the size and location of the monument signs, Chairperson Loftus asked expressed concern about signage blocking the view of a driver trying to pull out of the lot, to which Mr. Cook replied that this will be taken into consideration. Noting the existing site is not compliant with

respect to the impervious area and landscape setbacks, Mr. Walter said the Petitioner is increasing the green space.

Mr. Ludwig said the building lighting is part of a value engineering effort eliminating the “hockey sticks” at the drive-through being. Commissioner Kreuzer advocated for “moody” amber lighting, expressing the hope that the globe lights will be better shielded. Mr. Ludwig explained that the globes represent the current brand standard expressing a “Mardi Gras” aesthetic, but said the Petitioner could see if there is an alternative. Commissioner said he’s walked Louisiana, observing more of an amber color in New Orleans. Senior Planner Fard said the Village requires shielding. Saying that she doesn’t want the dumpster in the northeast corner, Commissioner Brown said she’d prefer the space be converted to a walking path. Chairperson Loftus asked if the Petitioner had done due diligence on easements, to which Mr. Walter said it performed the survey but didn’t see such notation. Though advising the Petitioner tone down the lighting and reduce the size of signage, the Chairperson commented that the modern architecture seems to blend in, and that the food and beverage tax would benefit the town. Mr. Walter said that the Petitioner could find extra parking stalls, but that 80 percent of the business is drive-through. Citing safety concerns, Commissioner Cooper asked if the restaurant could operate without a Roosevelt exit/entrance. Mr. Walter indicated that this could be explored in coordination with IDOT. Chairperson Loftus said the Commission doesn’t like to do spot zoning, and asked if an easement granted from the bank would get rezoned. Sr. Planner Fard said there’d be no change. Commissioner Kreuzer said he has no problem with rezoning the property, saying it’s long overdue. To a query from Commissioner Brown, Mr. Ludwig said mobile ordering is not part of the program. Commissioner Wyant asked if the business owner will also own the real estate, to which Mr. Ludwig replied, “Yes.”

Public Comment

Norris Eber, 701 Kingsbrook, said that while he doesn’t anticipate lighting problems, he lamented losing a breakfast option in the Village. He said he agrees with the proposed “right in-right out” design, saying it will take pressure off Nicoll, since use of Taylor Avenue is merely a “nice fantasy.”

Public Hearing – 375 Roosevelt Road & 401 Taft Avenue

Commissioner Brown moved to open the Public Hearing to consider approval of Amendments to the Preliminary Planned Unit Development with deviations, Final Planned Unit Development (PUD), a Zoning Code Text Amendment, Special Use Permits, and variations from the Sign Code to accommodate the redevelopment and operation of a new car wash at 375 Roosevelt Road and an accessory parking lot equipped with vacuum stalls at 401 Taft Avenue – Lots 4 and 5 of the 375-395 Roosevelt Road Subdivision. Seconded by Commissioner Thakkar, the motion passed by voice vote.

Staff Introduction

Sworn in, Atrian Fard, Senior Planner, 535 Duane, stated that the Petitioner, JB Development represented by Dave Dalesandro, Sam Youssef, and Professional Engineer Lauren Kucinski from Veenstra & Kimm. Ms. Fard explained that the subject property is comprised of two lots for a total area of

75,111SF and is part of the five-lot commercial development at 375-395 Roosevelt Road located between Lambert Road and Main Street. To proceed with the project, she continued, the Petitioner will need approval of a Zoning Text Amendment, amendments to a preliminary PUD for Lots 4 and 5 with zoning deviations, approval of Final PUD, a special use permit for Lot 4 to allow a car wash, a special use permit for Lot 5 to allow automobile services, and variations from the sign code. She noted that a preliminary PUD for the entire site expired in November 2021, and as part of the entitlement process, a deviation needs to be granted by the Village Board. The Petitioner will also need exterior appearance approval from the AAC, which is to meet next week. The entire development site is made up of 4.19 acres, which was formerly used for Leslie Car Wash and Enterprise Rent-A-Car rental service, related the senior planner. In November 2017, she said, the Village Board granted approval for a Major Subdivision to re-subdivide the property to create five new lots and a Preliminary PUD to redevelop three restaurant establishments on Lots 1-3 and an office building on Lot 5. The western parcel on the site, Lot 4, was occupied by Leslie Car Wash at the time and intended to remain as an ongoing business until its redevelopment, she related. Now, she continued, the Petitioner is proposing to demolish the existing car wash on Lot 4 to construct a new 5,200SF one-story car wash with vacuum stations, automated pay stations and designated stacking lanes. The proposal also calls for improvement of the existing parking lot on Lot 5, to accommodate a new parking lot with additional offsite vacuum stalls and employee parking spaces.

The northern parcel at 375 Roosevelt in the C3 Service Commercial District and the southern parcel at 401 Taft is in the C4 District, said Ms. Fard. Lot 4 in C3 will be used for a car wash, which is allowed in the C3 District with the approval of a Special Use Permit. Supplementary vacuum stalls will be proposed on Lot 5 located in the C4 District. As C4 District does not regulate automobile services such as vacuum stalls, a text amendment to the list of special uses in the C4 District will be required to accommodate the standalone vacuum operations on Lot 5. The proposed car wash facility and associated vacuum stalls would operate from 7:00 a.m. to 9:00 p.m. seven days a week. The facility would be staffed at any given time with two to three employees. At maximum capacity, the facility would serve up to five cars. It is estimated that the car wash and pay stations could service 140 cars per hour. Sr. Planner Fard explained that customers will enter the car wash establishment on Lot 4 from the three north-south lanes proposed on the west side of the building, where three separate pay booth stations are located under a canopy. Once payment is completed, staff will guide customers onto the car wash entrance on the south side of the building. The Jet Brite facility will offer an express wash that allows customers to remain in their vehicles as cars enter a 150-ft.-long conveyerized car wash tunnel, where cars are cleaned and heat dried. Cleaned vehicles will exit the tunnel from the north end of the building, where customers can turn left and leave the site or turn right to either go to Lot 3 (Buona Beef) or loop around to the east side of the car wash building to use the available vacuum stations. The vacuum station on Lot 4 will be sourced from a central vacuum system located inside the car wash building. If all vacuum stalls on Lot 4 were in use, she said, customers would be directed south across Taft Avenue to use the additional vacuums available on Lot 5. Lot 5 vacuum stations on will be serviced by enclosed freestanding vacuum stations

on-site. While Lot 4 complies with the minimum lot requirements in the C3 District, Lot 5, with a depth of 132 ft., is considered shallow and does not comply with the C4 District's minimum lot depth requirement of 140 ft. Therefore, explained Sr. Planner Fard, a deviation from the C4 District's lot depth regulation will be required to allow improvements on a nonconforming lot.

Accessory structures serving Lot 4 include three pay booth stations west of the car wash building with an arched canopy, an arched vacuum canopy east of the building, and a combined vending/trash enclosure at the southeast corner of the building. There will be no principal building on Lot 5 but three arched vacuum canopies: at the center of the lot; along the south property line; and along the east property line. Also planned, she indicated, is a combined vending/vacuum mechanical enclosure on the central island, a vacuum mechanical enclosure on the south of the lot, and a combined trash/vacuum/electrical enclosure on the southeast of the lot. Per Code, related Ms. Fard, an accessory structure shall be located no closer to the front property line than the principal building. Lot 4 is considered a through lot with two front yards fronting Roosevelt Road and Taft Avenue. According to the PUD Plans, the pay booths, their canopy, and the vending/trash enclosure on Lot 4 will be located closer to Taft Avenue than the car wash building. Therefore, deviations will be required. Furthermore, the trash enclosure encroaches 15 ft. into the required front yard setback of 40 ft., where trash enclosures are not permitted obstructions in the required front yard, hence an additional deviation will be required for the location of the trash enclosure on Lot 4. The proposed car wash building on Lot 4 and accessory structures on Lot 5 comply with the setback requirements, stated Ms. Fard. The Zoning Code requires an impervious surface setback of 7.44 ft. around all sides of Lot 4. The Petitioner is requesting approval of a zoning deviation to allow an impervious surface setback of as little as 1 ft. from the western property line to allow for as much vehicular maneuvering area as possible.

The Petitioner is also requesting a deviation to allow an impervious surface setback of 11 ft. along the southern property line on Lot 5 in lieu of the minimum 13.87 ft. of requirement. The C4 District further requires a minimum of a 10-ft. landscape setback along any adjacent roadway. An 8.5-foot setback is proposed along Taft Avenue that will require approval of a deviation. Given Lot 5's limited, or nonconforming, lot depth, explained Ms. Fard, the Petitioner had to modify the plans several times to achieve compliant drive isle and parking space dimensions, resulting in a reduction of southern impervious surface setback and northern landscape setback. The Zoning Code requires one space for each two employees, plus reservoir parking space or stacking space equal to five times the maximum capacity of the washing unit. According to the Petitioner, the maximum capacity of the washing unit is four cars, translating to a 20 parking spaces requirement, plus two spaces needed for car wash employees. The Petitioner plans to construct 10 parking spaces on Lot 4 and 42 on Lot 5, totaling 52 parking spaces on the subject property, said Ms. Fard, which exceeds the minimum 22 required. Unlike Lots 1-3, she noted, the car wash will not share parking with the other uses in the development. Ms. Fard added that 49 of 52 parking spaces will be covered by canopies and equipped with vacuums, including two accessible parking spaces on each lot, and said that three regular employee parking spaces will be located on Lot 5.

The net area of the principal building on Lot 4 requires one 12 ft. by 50 ft. loading area, continued the senior planner. The Petitioner is proposing a loading space at the northwest corner of the car wash building on Lot 4. The proposed loading space will comply with the number, size and setback requirements, but a deviation will be required as the loading zone will be visible from the public right-of-way (Roosevelt Road). Loading will take place outside of operational hours, she noted. Access to Lot 4 will be provided via full three-lane access off Roosevelt Road and outbound-only access to Taft Avenue in addition to one cross-access connection to Lot 3. The IDOT has jurisdiction over Roosevelt Road, and any redevelopments in the IDOT Right-of-Way will require a Permit from the agency. The Plan Commission may wish to consider a condition requiring IDOT approval of the proposed Roosevelt Road access prior to issuing any building permit for Lot 4. No new points of access are proposed for Lot 5, and the two existing access drives along Taft Avenue will be redeveloped and continue to operate as full access drives. According to the traffic impact study, the impact of the proposed car wash on the roadway network is small and levels of service at the nearby intersections of Roosevelt with Lambert, Main, Hillcrest and Greenwood, as well as Taft's intersection with Lambert and Main, will remain acceptable and adequately accommodate the projected traffic volume. The study states that the use of Lot 5 as a supplemental space for the car wash vacuums will result in various routes for ingress and egress, minimize turning movement conflicts, and further disperse traffic, which limits the development's impact on the area. Ms. Fard added that the Village's Traffic Consultant does not have any issues with the study's analysis.

Sr. Planner Fard related that the Petitioner is requesting approval of a Zoning deviation to allow the Roosevelt Road access drive to have approximately 153 ft. and 150 ft. of spacing from the adjacent drives to the east and west, respectively, in lieu of the 180 ft. required between driveway approaches located on arterials with 35 mph speed limit. Three queueing lanes to the car wash will be located on the west side of the building, with three pay booth stations at the southwest corner of the building. The proposed drive-through and stacking spaces will be compliant with the Code and will not interfere with internal circulation of the site. The Petitioner, continued Ms. Fard, is requesting approval of a deviation to allow the absence of a landscape island at the southern end of the parking row on Lot 4, where a landscaped island shall be provided at the end of every row of parking stalls with a minimum width and length equal to the size of the parking spaces in the subject lot. Other landscaped islands proposed throughout the subject site will comply with the Zoning Code, she noted. The Petitioner is providing a significant amount of landscaping throughout Lots 4 and 5 with a mixture of shrubs, ornamental trees, deciduous plants, and evergreens, stated Ms. Fard. The proposed landscaping complies with all regulations of the Zoning Code, she said, adding that further review of the Landscape Plan will be done by the Architectural Appearance Commission (AAC). The Petitioners have submitted a photometric plan indicating that the maximum illumination levels at all property lines will be compliant with Code. She added that all light fixtures will be fully shielded and the height of light poles will be less than the overall height of the building and in accordance with Code.

PUD regulations, explained Ms. Fard, require 15 percent of the total development area be dedicated to open space. Of the 15 percent being provided as open space, 10 percent must be provided for quasi-public open space. The Petitioner is providing a total of 25.1 percent open space on Lot 4, with 40.2 percent of the quasi-public open space on Lot 4. As a public amenity in the quasi-public open space, related Ms. Fard, the Petitioner is proposing a patio northeast of the building and two separate public sitting areas on the northeast and southwest corners of the lot. The Village Stormwater Engineer, related Ms. Fard, reviewed the plans and indicated that the Petitioner should be able to comply with the Stormwater Ordinance and that they are comfortable addressing any outstanding engineering issues as part of the building permit process. (A condition requiring all remaining engineering issues be finalized and approved prior to the issuance of any building permit might be considered, advised Ms. Fard.) Several signs are proposed for the car wash on Lots 4 and 5, including two internally illuminated wall signs on the building, said Sr. Planner Fard, who described these as a 104.8SF one on the north elevation, slightly tilted with yellow lettering; and a secondary wall sign on the east elevation that is 93.6SF in area and require a variation due to the building size. Another variation, she stated, will be needed to allow a total combined sign area of 198.4SF on Lot 4, where the total square footage of signage permitted on the site is 120SF. One double-faced, internally illuminated, freestanding monument sign is proposed at the northeast corner of Lot 5, continued Ms. Fard, who said its 1.4-ft. base will be constructed with the same material and color to match the accessory structures and retaining wall on Lot 5. The freestanding sign will meet all requirements, including number, setback, height, base height, and landscaping around the base, she stated, and added that three compliant, illuminated directional signs are also proposed. Ms. Fard outlined Plan Commission action and potential conditions to attach.

Commissioner Questions

Commissioner Cooper asked about the need for the number of parking spaces specified, to which Ms. Fard explained that Code doesn't distinguish between express car washes and those at which customers might park their cars for staff clean them. Commissioner Brown asked if Lot 5 will be separately staffed, to which Ms. Fard replied, "No." Expressing concern about potential loitering, the Commissioner then asked if Lot 5 would be safety surveilled, to which Ms. Fard deferred to the Petitioner. Chairperson Loftus asked if the business would be considered retail, to which Ms. Fard said it is considered a service, the definition of which was contemplated by Commission members. Commissioner Arango asked if detailing would be offered as a service, a query the Chairperson suggested be directed to the Petitioner.

Petitioner's Presentation

Sworn in, Dave Dalesandro, 590 Killdeer Drive, Bolingbrook, Ill., expressed pride in his business and its focus on maintenance and cleanliness. He said Lot 5 would be staffed, and named three employee functions at his car washes – customer guidance; cleaning and sweeping the vacuum area; and safety and traffic – stating that the Petitioner never wants traffic to back up onto the main street. Mr. Dalesandro explained that the entrance would be closed off (intermittently) on busy days to avoid backups, and noted that traffic can exit out to Taft. He said signs will direct folks to Taft vacuums.

When Commissioner Cooper asked how many vacuum stalls the Petitioner would install if there were no space constraints; citing competitive advantage, Mr. Dalesandro replied, "As many as we can." Mr. Wyant asked if the Petitioner's model (i.e., value proposition vs. high-touch) would resonate in affluent Glen Ellyn. "Absolutely!" replied Mr. Dalesandro, who said, "People like a great value." Citing golfer concerns about a "vacuum farm" up against The Links, Chairperson Loftus asked if the canopy configuration could help abate noise. While he said canopy angle has nothing to do with sound, Mr. Dalesandro insisted that the Petitioner doesn't want sound to spill on to the golf course. He said the new vacuums are quiet and will be in a bricked area, and any nozzle suction noise problem will be addressed. Commissioner Kreuzer perceived Jet Brite had been purchased by car wash enterprise, Zips. Mr. Dalesandro described the arrangement as an equity partnership allowing Jet Brite to retain operational control and branding. Commissioner Kreuzer asked if lights uniform with the town had been considered, and inquired about after-hour lighting. Mr. Dalesandro said lights have been toned down for this project, and for security, lighting would be kept at a minimum outside business hours (which are based on customer needs and preferences). Chairperson Loftus asked if the Petitioner would be willing to reduce the sign size on Lot 4, to which Mr. Dalesandro said the branding is smaller than on their other buildings, and here there is no front sign. Commissioner Dawson asked if there was a time limit on vacuum use and asked if customers could stick around post-wash to detail their cars. Mr. Dalesandro said there is no time limit, but the car wash is "not set up" for self-detailing. Chairperson Loftus asked if people vacuum cars without purchasing a wash. Mr. Dalesandro responded affirmatively, but the assumption is they got a car wash previously. Commissioner Brown asked how far people travel to Jet Brite washes. Not sure, Mr. Dalesandro said with more Jet Brite sites, customers don't have to go as far. Commissioner Cooper asked if the Police were concerned about cars shuttling across Taft. Ms. Fard said she believes such concerns would have been addressed in the Development Committee review.

Public comment

Sworn in, Tom Van Winkle, 28w677 Trillium Drive, Winfield, stated that he owns the property at 415 Taft – the property to the east of Lot 5 – operating the business, "Sign Identity." He said he is concerned that changing the Code from "Office" to "Automotive Repair" opens up other uses for that property besides vacuuming – conceivably, tire changing and other work. He also cited as a concern movement of traffic across the street to the vacuum areas. Sr. Planner Fard explained that only that being proposed is up for approval. Commissioner Brown asked if the Petitioner plans to expand services, to which Mr. Dalesandro replied, "No," citing staffing challenges in attaining a marketable price point.

A motion to close the Public Hearing was made by Commissioner Saeed; seconded by Commissioner Arango, the motion passed by voice vote.

Commissioner Discussion

With no opposition voiced to what Staff has recommended Commissioner Kreuzer moved for the following:

After conducting a public hearing and deliberating on the requests of the petitioner, JB Development, Inc. on behalf of MIKI Properties, LLC – Roselle, for approval of Amendments to the Preliminary Planned Unit Development with deviations, Final Planned Unit Development, a Zoning Code Text Amendment, Special Use Permits, and variations from the Sign Code to accommodate the redevelopment and operation of a new car wash at 375 Roosevelt Road and an accessory parking lot equipped with vacuum stalls at 401 Taft Avenue – Lots 4 and 5 of the 375-395 Roosevelt Road Subdivision, the Plan Commission hereby recommends approval based on the findings of fact, as discussed or amended at the Plan Commission public hearing on December 8, 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. That the petitioner construct, maintain, and operate the development in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees.
2. That Village Board approves an ordinance extending the expiration date of Ordinance No. 6546 and 6771 to November 13, 2023.
3. That no work on the project should commence until an IDOT right-of-way permit has been issued for the project.
4. That a stormwater management information and Stormwater Certification Application shall be submitted with permit plans for the project.

Seconded by Commissioner Brown, the motion passed by roll call vote, with Plan Commission members Kreuzer, Brown, Arango, Cooper, Dawson, Saeed, Thakkar, Wyant and Loftus voting, “Yes.”

Staff Report

Sr. Planner Fard said that currently no business is in sight for a January meeting.

Chairperson’s Report

Mr. Loftus confirmed that Plan Commission meetings will be going from two scheduled per month to one (which, he said, could run longer, though noted that special meetings could be set).

Trustee’s Report

Trustee Thompson reported that the budget and the levy were approved.

Adjournment

After wishing all a Merry Christmas, Chairman Loftus adjourned the meeting at 10:28 p.m., following voice vote passage of a motion by Commissioner Cooper and seconded by Commissioner Saeed.

Respectfully submitted,

Barbara Dutton-Thomas, *Recording Secretary*