

MINUTES OF THE REGULAR MEETING OF THE PLAN COMMISSION HELD ON WEDNESDAY, MARCH 1, 2006, AT THE VILLAGE HALL, 7760 QUINCY STREET, WILLOWBROOK, DUPAGE COUNTY, ILLINOIS.

1. CALL TO ORDER

Vice-Chairman Wagner called the meeting to order at the hour of 8:15 p.m.

2. ROLL CALL

Those present at roll call were Commissioners Joseph Heery, James Baker, William Remkus, Ron Hilt and Vice-Chairman Wagner. Also present was Director of Municipal Services, Alan Zordan, Building Inspector, Roy Giuntoli, and Village Engineer, Dan Lynch ABSENT: Commissioner James Soukup and Chairman Kopp.

3. OMNIBUS VOTE AGENDA

The items on the Omnibus Vote Agenda were as follows:

- a. Waive Reading of Minutes (APPROVE)
- b. Minutes – Regular Meeting January 31, 2006 (APPROVE)
- c. Minutes – Village Board Meetings – January 23, 2006 (RECEIVE)

MOTION: Made by Commissioner Remkus, seconded by Commissioner Baker, to approve the Omnibus Vote Agenda.

UNANIMOUS VOICE VOTE

MOTION DECLARED CARRIED

4. DISCUSSION – WILLOWBROOK TOWN CENTER – RT. 83 AND PLAINFIELD ROAD – REZONE TO THE B-2 ZONING DISTRICT WITH A SPECIAL USE FOR A PLANNED UNIT DEVELOPMENT

Vice-Chairman Wagner stated that the fourth item on the agenda is the discussion of the Willowbrook Town Center – Rt. 83 and Plainfield Road – Rezone to the B-2 zoning District with a Special Use for a Planned Unit Development.

Director Zordan gave background information on the Town Center and opened the meeting for questions.

Rick Filler stated to the Lake Willoway residents that he was willing to put two gates wherever they wanted. However, the residents need to tell him where they would like the gates.

Commissioner Hilt asked is there any way that as a Plan Commission we can make an exception to the gate for Lake Willoway being on public property. Director Zordan indicated that staff would take another look to see if there is any way of eliminating some public right-of-way at that end.

Commissioner Baker stated that it is their gate and it should be on their property.

Commission Hilt asked the developer if they could bring the access further west on 72nd Court so that the lights coming out of the shopping center would be west of that and maybe make the opening so that it would be the same as the opening to the other retail on the south.

Jim Conroy stated that bringing the drive that far in would obliterate the parking field in front of Staples as well as Portillo's. In addition, by bring it further the concern is people coming in off 83 turning and the people trying to turn left into our shopping center backing up and someone getting rear ended. IDOT will ultimately look at that and not approve it.

Commissioner Hilt stated to the Lake Willoway residents that the gate has to be on your property. Harlem Irving has offered you the gate of your choice, where you want it but it must be on your property.

Vice-Chairman Wagner stated that this reconfiguration of 72nd Court, I don't know if this 1997 layout is possible or not, due to the distance but it seems like that will be less impact for the people on 72nd Court. Something like this configuration with the gate either on Adams or 72nd Court seems to isolate this area a little more than it does currently.

Jim Conroy stated that unfortunately this would affect the Staples parking. Alan and I met with resident, Gary Baker, and part of the concerns that I have is everyone exiting with 152 condo units going down 72nd Court will have to stop at that intersection and turn left. That is a very unique configuration for an intersection. We looked at this and tried to simplify it so that at least the people coming out of 72nd could go all the way to 83 without having to make a right turn and then a 90-degree left turn. This may solve one problem but it creates three or four other problems.

Commissioner Heery asked Harlem Irving are you saying that you are not going to discuss the traffic issue on 72nd with the residents? Will you come back with a solution?

Jim Conroy stated I believe there are two issues. One was traffic because our commercial traffic has to go past the driveway to get into our shopping center. The other was the headlights. I believe that the landscaping eradicates the headlight issue by placing the landscaping along the front of the three property owners. What I have done tonight is to show the configuration that it creates so that the Plan Commission and the public can weight is it a better fix or not.

Director Zordan stated that it looks like the impact on parking would be the same whether you implemented the 1997 access plan or simply curved the exit to be a right out.

Jim Conroy stated that it is more circulation; it is more trying to make a right turn.

Director Zordan stated that it looks like you could fit the 1997 plan into your plan by just taking out your 90-degree in and just make it two lanes in. One lane in and one lane out. That may or

may not be more inconvenient for the Lake Willoway residents as they come and go but it makes for 90-degree turns for everyone that would want to go towards Lake Willoway and back.

Vice-Chairman Wagner added that with the new traffic light, it will benefit the residents of Lake Willoway to be able to go out of a controlled intersection, clearly the benefit outweighs for them to have a controlled access. I would like to see if there is some way that you can have that configuration with two lanes curving in.

Jim Conroy asked so you would like to widen it up to make it inbound and outbound?

Vice-Chairman Wagner answered yes.

Jim Conroy stated that would be fine by me but you realize that when you encourage those lefts that is the headlight issue.

Vice-Chairman Wagner commented that is the second issue. You made a proposal for bushes and berming; I do not know how else you are going to block headlights shining on someone's house. I would love for you to say we can solve this resident's complete problem but I honestly do not know how you are going to do that. I would suggest that what you propose goes a long way toward solving that.

Bonnie Flock added when we do the intersection design study for 72nd and 83 we are going to have to include a certain distance on either side of the four lanes and we are going to have to include that intersection. I do not think that IDOT is going to accept something like this. A 90-degree intersection is what IDOT likes to see. That is basically a right in, left in and a right out only. What happens to the residents that want to go back? They would have to illegally make a left around that corner. We are going to provide IDOT an IDS. IDOT is the last decision makers. They will be concerned about safety, how this operates and that it operates appropriately. IDOT wants that intersection as far east as possible so we can have stacking for these outbound left onto 83,

Vice-Chairman Wagner stated if we move a street 20 or 30 feet to accommodate a resident's personal driveway, it is a small price to pay for relieving some of the other problems. He stated that the 1997 plan does not have any confusion about it. It may be a little more inconvenient for Lake Willoway, they may have to go through a stop sign to get to a controlled intersection but it seems that this moves a lot of the traffic away from this little residential area and puts them on a very short almost cul-de-sac street, because they do not have access through Lake Willoway. It is only these three people. I personally would like to see if there is some way that you could work something closer to the 1997 plan to isolate their little area a little bit more.

Jim Conroy stated their drive is further west, as far as their access point. Even if you tried to take this intersection and move it east so that it lined up with where our entry drive is and pulled it in, you would still have the same configuration. The left bound vehicles entering the shopping center still will go past this driveway. When the left turn is coming in, it still goes past his driveway. Our access is a little bit further east.

Commissioner Hilt asked if it was possible for you to take 10 car spaces and put that parking bank right up next to the building. (Staples)

Jim Conroy answered it is very difficult to park and walk between cars and get into the shopping center. He stated I really think the landscaping will solve the headlight problem. As long as we can berm and shape that.

Commissioner Hilt asked don't you think there is a problem with the utilities being there? The only concern I have is that the resident thinks the utility is part of the street and maybe the berm would not be allowable.

Jim Conroy answered I don't know what utilities he is referring to. I would have to investigate that. I will make sure that I don't plant a tree right on top of the utility line. I think that I can put a berm on top of a utility line.

Commissioner Wagner stated it seems to me that they have clearly addressed a lot of issues on 72nd Street. They have tried to solve many of them. I think there are other issues we need to look at. I know a great deal of concern is traffic in general. Clearly we have some heavy congestion at this point. My concern is if you put a light at the Kmart entrance, hopefully some of it is relieved with the right turn lane on to Route 83. If all those people are stopped there and the people are trying to come out of the shopping center, there is no place for them to go because it is already full of cars.

Bonnie Flock explained that the signal warrant analysis is based on projections. DuPage said we want a signal there and it needs to be coordinated with 83. When we put the signal in there may be backups through that signal but at least when you are going on Plainfield you will have a green, green and green. That is the ideal of what DuPage Commission of Transportation wants to attain.

Jim Conroy stated that we also added the right turn lane at 83 for westbound traffic.

Commissioner Remkus added even during midday on Plainfield a couple cars stack up and the traffic backs up during the day. The right turn lane should help out tremendously.

Commissioner Wagner stated the problem is that from the east to northbound 83 from the west going north, that left turn movement takes forever and it takes all of the time out of the green to go straight across that intersection.

Bonnie Flock stated what is needed at that intersection is three through lanes in each direction. But these are regional improvements and what IDOT looked at is what do we appropriately need to do at this intersection. They decided it was the westbound right turn lane to alleviate eastbound westbound Plainfield Road backups and the lengthening of the southbound left turn lane.

Commissioner Wagner suggested that there is a lot being shown here and wondered if all of this could be done at one time while it is torn up.

Bonnie Flock stated that the lights are all synchronized. It goes from 63rd to Plainfield to 75th to Midway. All of these signals are all coordinated so that you can go green northbound.

Director Zordan pointed out that Route 83 gets the priority in the green time. That will never change.

Commissioner Wagner stated that another concern he has is the height of the storage building. At least on the surface the height is not acceptable to me. I would like to see you make it wider and lower, but I don't want to minimize the amount of square footage, but 47 feet is a lot.

Commissioner Hilt stated that a 47-foot building, 147 feet away from residents would not block any view that they have; your vision does not go out at the same height or depth all the time. It will be 147 feet away and there will be some sky around it. I am just grateful that they have so much of it facing in and they are willing to put enough buffering up to reduce that and give them something nice to see when they look down.

Commissioner Wagner stated I think it is a wonderful use. There are many wonderful things about it. But 47 feet of concrete wall above all the other buildings in the area; I have a little bit of problem with that. I would suggest 47 feet is too high.

Storage Building owner stated if you would prefer a three-story building we are willing to consider that.

Commissioner Wagner added, with that, you have my vote.

Commissioner Hilt asked why couldn't it go one floor underground.

Storage Building owner stated as you can imagine, the worst thing that could happen is water damage. We would walk away from this project before we would do that. No one in the storage industry goes underground.

Jim Conroy stated that from the condo here to this low wall is 135 feet. From the condos to the high wall it is about 185 to 190 feet. I like the small buildings because they almost act as a wall or fence to break up the view. The low rise combined with the higher building works better than one big three story.

Commissioner Remkus stated that it creates more of a dimensional look. I don't think that it is that bad. When you look at the use of the building, it is a very quiet use. There will not be lights going on and off. It is basically just a box; the impact is only a visual impact. You see it but it does not create traffic. When I first heard this proposal I was against this storage, but the more I look at the site, this is really a non-obtrusive building. It is not a building that is going to draw traffic or people into it. This is really a great use of the space. When you think logically, it allows you to use that property to the fullest and you do not intrude on other people.

Director Zordan asked where is the mechanical equipment?

Storage building owner stated we are going to find space for it on the ground. If it is on the roof it will be in the center of the roof.

Commissioner Wagner asked what is the height of most of the building?

Storage building owner stated the elevation is 47 feet and 52 feet.

Commissioner Hilt stated I think it is important to realize that there is another building on Adams that is not a part of this and this is land lock behind the bowling alley. What could you put behind the bowling alley that would bring any tax dollars to this community? That is the best answer that we could come up with and the fact that it is not a brick box with storage numbers, I think they did a beautiful job with that building.

Commissioner Wagner asked what do we allow for height in the Village.

Director Zordan stated that in the B2 zoning district it is 30 feet so they would be looking at exceeding that with the architectural elements of the main retail buildings.

Commissioner Wagner asked what is the highest elevation allowed in any district?

Commissioner Remkus stated the 47 feet is not much higher than some of the houses being built.

Commissioner Wagner asked where would the signage be on this storage building.

Jim Conroy answered the building sign is on the elevation facing north (behind the bowling alley).

Commissioner Baker added we are looking at this building as if it is sitting in the middle of Plainfield and 83. It is not an isolated building. There are buildings around it and those buildings offset the height. The building is unobtrusive, it fits.

Commissioner Hilt stated I hope that we keep in mind that the benefit to the community is so much greater than any of the problems we have discussed so far. Including the traffic. I know that IDOT is not going to do anything until they absolutely have to, and then they will take their time. This is going to be a benefit to this community so let's work together, get behind it and get it done.

Commissioner Heery stated the only issue I have is still the same, the tenants are my biggest concern. I like the design but I just don't think that we have the right high-end retailers. I worry about the traffic and it is not going to get any better. I also have a concern on the storage building.

Director Zordan stated that what we are looking for is revised plans, new landscape plans, another look at the access on 72nd if you think there is a way of making that work, and final elevations. We will continue this discussion to April 5th.

Jim Conroy stated that we would like to work the dirt in the dry season. If it shifts to the fall it will be detrimental to the cost and the ability to work. Then it will slide to next summer.

Commissioner Wagner asked lately I notice in other shopping centers the landscape islands. I suspect a lot of it is the maintenance that the company that owns the shopping center is willing to commit to. What I see is mulch that is packed down and water that is running off so the water does not penetrate the vegetation. The other thing that I see is that many of the trees that are in these islands are damaged and hit by cars, so is the island big enough or is the curb high enough. The other thing is that the grading issue does not allow for irrigation and the tree is sitting in an island that is getting no water. Is there a design that can resolve some of that?

Jim Conroy explained that our entire site is irrigated. Most of the time, water is not an issue for trees it is more for the ground cover. When the people park next to a landscape island they step out and step right on to the landscape island, a lot of our details will put 18 inches of an actual surface to step out on to, so they are not stepping or tracking through the mulch. We do put a berm on to prevent a lot of the cut through. Our landscape islands are about 9 to 10 feet wide.

MOTION: Made by Commissioner Heery, seconded by Commissioner Remkus, to continue this discussion to our next regular scheduled meeting of April 5, 2006.

ROLL CALL: AYES: Commissioners Heery, Baker, Remkus, Hilt and Vice-Chairman Wagner;
NAYS: None. ABSENT: Commissioner Soukup and Chairman Kopp.

MOTION DECLARED CARRIED

MOTION: Made by Commissioner Heery, seconded by Commissioner Remkus, to adjourn the regular meeting of the Plan Commission at the hour of 9:45 p.m.

UNANIMOUS VOICE VOTE
PRESENTED, READ AND APPROVED,

MOTION DECLARED CARRIED

_____, 2006

Chairman

Minutes transcribed by Joanne Prible.