

REGULAR MEETING-PLAN COMMISSION/ZONING BOARD OF APPEALS
 Gregory J. Bielawski Municipal Center, Carol Stream, DuPage County, Illinois

MARCH 12, 2007

All Matters on the Agenda may be discussed, amended and acted upon

Chairman Don Weiss called the Regular Meeting of the Combined Plan Commission/Zoning Board of Appeals to order at 7:30 PM and directed Recording Secretary Wynne Progar to call the roll.

Present: Commissioners Christopher, Smoot, Vora, Spink, Michaelsen & Weiss
 Absent: Commissioner Hundhausen
 Also Present: Village Planner John Svalenka, Recording Secretary Progar

MINUTES: February 26, 2007

Commissioner Christopher moved and Commissioner Spink made the second to approve the Minutes of the Meeting of February 26, 2007 as presented. The results of the roll call vote were:

Ayes:	5	Commissioners Christopher, Smoot, Vora, Spink & Weiss
Nays:	0	
Abstain:	1	Commissioner Michaelsen
Absent:	1	Commissioner Hundhausen

PUBLIC HEARING:

Commissioner Michaelsen moved and Commissioner Spink made the second to open the Public Hearing. The motion passed by unanimous voice vote.

#06305: G.B. Illinois 2, LLC/CVS – Lot 1 at the Southeast corner of Gary Avenue and Lies Road
 Special Use Permit – Drive-up Service Window
 Final Planned Unit Development Plan
 Variations – Sign Code
 Gary Avenue Corridor Review

CONTINUED FROM MEETING 2-12-07

Peter Bazos, Mark Nosky, Angela Smith, Dennis Fanina and Mark Rice were sworn in as witnesses in this matter. Mr. Bazos gave a brief overview of the site plan stating that the building will be setback 156 feet from Gary Avenue, the main entrance will face the intersection and at the opposite corner is the double drive-through which is for prescription pick-up only. He noted that a study of other stores indicate that there are only two to three pick-ups at that window per hour. There is space for eight car stacking. Truck deliveries will be made once a week through an overhead delivery door that will be screened by a false wall at the southwest corner of the building, that wall will also screen the transformer. These deliveries are scheduled for the non-peak hours. There is a right-in/right-out entrance proposed for Gary Avenue and a full access on Lies Road. There will be 71 parking spaces, and 3 handicapped accessible spaces near the entrance. They are proposing one-way traffic flow around the south side of the building for customers entering the drive-through and one way traffic on the east side for customers leaving the drive through and for traffic from the development from the south to exit off of Lies Road. Site lighting will match the light poles and fixtures that are used at the Fountains at Town Center. In regard to the site-landscaping plan, all of the requirements for the Gary Avenue Corridor review are met or exceeded. The current landscape feature at the intersection that will be upgraded to be more consistent with the other corners. There will be large landscape boulders incorporated into the landscape plan throughout the parking lot and

the memorial wall will be embellished with additional landscaping. Mr. Nosky added that the building will have a masonry façade with two colors of brick, with stone piers at the entry with a ribbon down the façade. There is a main feature trellis at the entrance and fabric awnings to give a canopy to pedestrians and there will be a standing seam roof at the drive-through as well as the other elevations of the building to blend in with other structures in the neighborhood. Angela Smith addressed the ground sign variance stating that they are seeking a ground sign variance to allow two smaller signs at the entrances to the site as opposed to one larger sign. The variance request is for a square footage variance for the sign on Gary Avenue to allow a side-by-side sign that would have the main CVS Pharmacy panel along with the electronic message center. The majority of the height variance is for the decorative topper that helps tie the sign to the building.

There were no comments or questions from those in attendance at the call for public hearing. Mr. Svalenka stated that Peter C. Bazos, representing G.B. Illinois 2 LLC, has submitted an application for several zoning approvals to allow a CVS Pharmacy at the southeast corner of Gary Avenue and Lies Road. In addition to the required Final PUD Plan for proposed Lot 1 and Gary Avenue Corridor Review, the applicant has requested a Special Use Permit for Drive-up Window Service and two Sign Code Variations.

Parkview Development Partners has recently filed applications requesting amendments to the approved Final PUD Plan for proposed Lot 2 to the south of the subject Lot 1. Parkview's proposed amendments were originally scheduled for Plan Commission review at the December 11, 2006, meeting and have been continued twice. Parkview is still working with staff on a revision to their plan in order to add a drive-up window. Staff notes that the proposed Final PUD Plan for CVS is essentially similar to the approved Preliminary PUD Plan for both lots, and will match up well with the Final PUD Plan approved for Parkview on Lot 2. The addition of a drive-up window to the proposed building on Lot 2 should not affect the plan as is currently presented by CVS.

On January 17, 2006, the Village Board of Trustees enacted an ordinance approving, among other items, a Preliminary PUD Plan for the two-lot Parkview Development Partners project at the southeast corner of Gary Avenue and Lies Road. The Preliminary PUD Plan includes site and landscaping details showing a northern Lot 1 to contain a national pharmacy chain and a southern Lot 2 to contain two shopping plaza buildings. On March 20, 2006, the Village Board approved the Final PUD Plan for Lot 2 only. At this time, the applicant is requesting approval of a Final PUD Plan to allow a CVS Pharmacy on the proposed Lot 1. The proposed Final PUD Plan for Lot 1 includes several minor changes from the approved Preliminary PUD Plan, which are detailed as follows:

The approved Preliminary PUD Plan provided a total of 71 parking spaces on Lot 1, the subject lot. As a point of reference, 52 parking spaces are required for the 12,900 square foot store. The majority of the 71 spaces were located in two rows of parking accessed by a single parking lot drive aisle adjacent to the north and west sides of the building along Lies Road and Gary Avenue. The remaining spaces were located along the south property line. Because of internal CVS operational concerns, the applicant has proposed to rotate the building footprint 90 degrees. The new layout still includes 71 parking spaces, but the spaces are all located along Lies Road and Gary Avenue. The plan shows two rows of parking accessed by a single parking lot drive aisle to the north along Lies Road and four rows of parking accessed by two drive aisles to the west along Gary Avenue. The two drive aisles along Gary Avenue are proposed to directly align with drive aisles on the adjacent Parkview site to the south. This would hold true regardless of the eventual outcome of the current request for a drive-up window.

As noted above, the Final PUD Plan includes four rows of parking between the building and Gary Avenue, instead of two rows as shown on the approved Preliminary PUD Plan. Because of this, the building is now proposed to be set back 156 feet from the Gary Avenue right-of-way line, which exceeds the maximum 100-foot setback allowed in the Gary Avenue Corridor.

Therefore, the petitioner is requesting an exemption from the Zoning Code as part of the PUD to allow the increased setback. The exemption would allow the building to be generally in line with the proposed Parkview buildings to the south, which received approval of a similar exemption from the Zoning Code. Because of this, staff has no objection to the proposed 156-foot setback from the Gary Avenue right-of-way.

The CVS building is proposed to be set back 36 feet from the rear (east) property line. Section 16-9-3(G) of the Zoning Code stipulates that buildings in the B-2 district shall maintain a rear yard of not less than 40 feet in depth. The main portion of the building would encroach four feet into the required 40-foot rear yard. There would be sufficient area on site to move the building and parking four feet to the west to avoid encroaching the yard, but this would cause the parking lot drive aisles to be out of alignment with the drive aisles on the lot to the south. Therefore, staff has no objection to the four-foot encroachment by the main portion of the building. Also, staff notes that the drive-through canopy attached to the southeast corner of the building is set back only 23 feet from the rear property line, and encroaches 17 feet into the required 40-foot rear yard. The adjacent property to the east is zoned I Industrial District and is improved with a pre-cast concrete industrial building set back about 40 feet from the shared property line. The reduced rear yard setback on the CVS lot to accommodate the drive-through canopy would cause no building code or fire code problems with respect to the adjacent industrial building. The canopy would not obstruct traffic flow in the rear yard, as it is designed to allow automobiles to drive underneath it. The site plan includes a truck turning template, which shows that trucks have sufficient area to maneuver around the canopy. Therefore, in this instance, at this location, staff does not object to the proposed exemption from the Zoning Code to allow the building to encroach 17 feet into the required rear yard.

The area along the south side of the building includes a trash compactor and loading area as well as the stacking lane for the proposed drive-through service window. Staff has concerns with the potential conflict between drive-through traffic and service truck traffic. Details regarding this situation are discussed in more detail later in this report. In response to staff's request to eliminate the conflict, the petitioner has moved the dumpster enclosure from along the south side of the building to the southeast corner of the lot. The proposed location would be set back only three feet from the rear property line, and would therefore encroach the required 40-foot rear yard by 37 feet. The Zoning Code does not list dumpster enclosures as a permitted yard obstruction, so the enclosure is subject to the required setback. Therefore, the petitioner is requesting an exemption from the Zoning Code as part of the PUD to allow the 37-foot rear yard encroachment to accommodate the accessory trash dumpster enclosure. Considering that the petitioner moved the dumpster enclosure in an attempt to comply with staff comments, staff supports the proposed exemption from the Zoning Code.

At this time, staff can generally support the Final PUD Plan, subject to the suggested conditions of approval related to the Plan, which will be included in the Recommendation section of this report.

The petitioner is requesting a Special Use Permit for Drive-up Window Service to accommodate drive-through pharmacy drop-off and pickup service. The applicant proposes to provide the drive-up window at the southeast corner of the building. Drive-up patrons would drive eastward along the south property line, and would stack along the south side of the building. All pharmacy drop-off and pickup activity would take place at two pharmacy windows under a canopy. Patrons exiting the drive-up would turn left and head north along a one-way northbound driveway to the site exit at Lies Road.

The drive-through lanes are delineated by pavement striping, and include one stacking lane that splits into two drive-up lanes. A full bypass lane is maintained around the building. Staff notes that §16-13-3 of the Zoning Code requires four stacking spaces per teller or service window for

banks or other similar drive-in facilities, and we have determined that this standard would apply to the proposed pharmacy service windows. As such, the eight stacking spaces shown on the PUD Plan would comply with the Zoning Code. The stacking lane is along the south side of the building, and is adjacent to the trash compactor and loading area. Staff is concerned with possible conflicts between trucks, pharmacy customers, and bypass traffic. Staff would much prefer that raised curbing delineate the drive-through lanes rather than only striping, but such a situation would block truck access to the trash compactor and loading area. Staff has visited other CVS locations and noted that this conflict does not exist at other nearby CVS locations. The petitioner maintains that the interior layout of the store dictates the location of the drive-through and the service areas. The petitioner also has stated that the trash compactor is only serviced once per week by a truck that arrives during early morning hours, and that truck deliveries only occur once each week during off-hours. As noted above, the trash dumpster enclosure was previously located in the loading area, but the petitioner moved the dumpster enclosure to the southeast corner of the lot to help alleviate congestion in this area. Therefore, staff does not object to the proposed layout, based on the petitioner's assertion that deliveries and dumpster service only occur infrequently during non-busy hours. If the Plan Commission were to recommend approval of the Special Use, staff would advise that the recommendation include the condition that all truck traffic having to do with deliveries and dumpster service occur only while the pharmacy is closed for business. Staff encourages Plan Commission discussion on the matter.

The petitioner is requesting two variations from the Sign Code requirements to allow an increase in height and area of a proposed ground sign. Section 16-11-17(B)(1) of the Carol Stream Sign Code allows one ground sign per street frontage for single use buildings and lots in the business zones, not to exceed 72 square feet in area and six feet in height. The CVS property has two street frontages, and the applicant has proposed two ground signs. The ground sign along Lies Road is proposed to be 23 square feet in area and six feet in height, in compliance with the Sign Code. The ground sign along Gary Avenue is proposed to be 10.25 feet in height rather than the maximum six feet in height, and is proposed to be 101.3 square feet in area rather than the maximum 72 square feet. (Please note the sign package submitted by the petitioner lists the total square footage of the Gary Avenue sign as 100 square feet, but is based on a slightly different calculation of area than used by staff.) It should be noted that the proposed ground sign along Gary Avenue includes an electronic changeable-copy sign. The sign is not very elaborate and will not require a variation. An example of CVS's electronic sign is located in Lombard at North and Grace.

The site is relatively unique in that it is located within the Town Center area of the Gary Avenue Corridor and is an important retail node in Carol Stream. It would not be unusual to allow larger signs at an important location. In review of the variation request to increase the height of the sign from six feet to 10.25 feet, staff notes that the Village approved a similar variation to allow the sign for the Ross Ferraro Town Center directly across the street to be 11.21 feet in height. Staff believes it is appropriate to allow the lots at this corner to maintain signs that are similar in height to, but not taller than, the Town Center sign, as proposed. In review of the variation request to increase the area of the sign from 72 square feet to 101.3 square feet, staff has reviewed the overall ground signage proposed on the site. The existing landscaped "corner feature" required by the Annexation Agreement directly at the northwest corner of the site is proposed to be maintained and enhanced by the petitioner. If the corner feature was not required and the petitioner was allowed to place a ground sign directly at the corner, it would be more visible to drivers stopped at the intersection. Staff believes the fact that the ground sign along Gary Avenue is required to be further away from the intersection provides some justification for the increase in area. Also, staff notes that two 72 square foot ground signs are allowed by code on this site. Therefore, the petitioner potentially could install a total of 144 square feet of ground signage. Staff notes that the two proposed ground signs only add up to 124.3 square feet. Staff does not object to the two proposed Sign Code variations.

Because the proposed development is located within the Gary Avenue Corridor (GAC), the Plan Commission must review and approve plans for the property to ensure that the proposal is in conformance with the corridor regulations. The Plan Commission has the authority to make the final determination of conformance with the GAC regulations, and Village Board consideration is not required. The sections of the GAC regulations that apply to this proposal include site design, architectural design and parking/landscape design.

Many aspects of the site design have already been discussed in this report; as such, the comments regarding site design in this section will only relate to specific GAC standards. The GAC site design standards require service areas to be out of sight from Gary Avenue. The service areas of utmost concern for this project are the delivery area, trash compactor, and trash dumpster locations. Staff requested that the petitioner move all service areas to the east side of the building away from Gary Avenue. The petitioner maintains that the interior layout of the store dictates the location of the drive-through and the service areas. We note that the trash compactor is proposed to be located along the south building wall, but is screened with an eight-foot high masonry enclosure that would match the building. We also note that the petitioner has added an eight-foot high masonry wall that extends 20 feet west from southwest corner of the building to screen the delivery area and an overhead door from view from Gary Avenue. We further note that the proposed trash dumpster enclosure has been moved to the southeast corner of the lot, which is the least visible location on the site. The enclosure would be constructed using masonry material that would match the building. Although staff would prefer that the delivery area and trash compactor be located to the east, the plan includes appropriate screening and these areas will not be visible from Gary Avenue.

Also with respect to site design, the GAC regulations require that pedestrian facilities should be considered within the site. Generally, we find the proposed pedestrian walkways to be acceptable. Connections are provided from the buildings to the parking areas and to a proposed walkway along Gary Avenue. The applicant proposes to use decorative stamped and colored concrete walkways that would look like brick to match the walkways shown on the approved Preliminary PUD Plan.

The proposed development plans include only three minor exemptions from the applicable standards of the Zoning Code, as discussed above.

Color building elevations are provided for the proposed CVS building. The architecture of the building is intended to be comparable with that approved for Parkview's Lot 2 to the south, while still maintaining the CVS identity. Lannon Stone and pitched roofs are provided, as required by the annexation agreement and as included on the Parkview buildings. An overhang is provided at the main entrance at northwest corner of the building, and canvas awnings extend partially along the north and west sides of the building. The petitioner proposes to construct the majority of the building façade with masonry materials, including tan brick, red brick, and Lannon stone. Limited areas of EIFS are proposed, including for the decorative overhang at the main entrance, for the drive-through canopy, and for decorative coping along the roofline.

Section 16-5-6(K)(9) of the Gary Avenue Corridor regulations states that all utility hardware shall be screened from view from public ways with materials identical to or strongly similar to the building materials, or shall be located so as not to be visible from any public ways. The petitioner originally proposed the electrical transformer to be located in front of the west wall of the building to be screened by landscaping. The transformer has been moved to the south side of the building behind the eight-foot high masonry wall discussed previously.

With respect to site landscape considerations, the Gary Avenue Corridor regulations were designed to allow flexibility in design but require a certain amount of landscape material on-site. Staff calculates the amount of landscape material required by granting a point value to the type of landscape material provided and then requiring a certain number of points for specific areas

of the development. For example, shade trees are worth 225 points each and evergreen trees are worth 275 points each. It is the designer's choice as to how to combine landscape materials on the site in order to meet the criteria of the ordinance and achieve the intent or concept of the corridor.

In evaluation of this project, staff finds that the criteria for the Special Use Permit for the drive-up service window are met, subject to conditions. We find the requested Sign Code Variation requests to be reasonable. We further find the Final PUD Plan and Gary Avenue Corridor Review to be acceptable subject to the conditions noted in this report and the Recommendation section. We note that several of the conditions are standard Village conditions, while others are simply carried over from the conditions of approval of the Preliminary PUD plan for continuity.

Based on the information submitted, and subject to the conditions listed below, staff recommends:

- Approval of the Final PUD Plan for proposed Lot 1 with an exemption from Section 16-5-6(J)(2) of the Carol Stream Zoning Code to allow a building in the Gary Avenue Corridor to be setback 156 feet from the Gary Avenue right-of-way line instead of the maximum setback of 100 feet, an exemption from Section 16-9-3(G)(3) of the Carol Stream Zoning Code to allow the building to encroach 17 feet into the required 40-foot rear yard, and an exemption from Section 16-9-3(G)(3) of the Carol Stream Zoning Code to allow the trash dumpster enclosure to encroach 37 feet into the required 40-foot rear yard;
- Approval of a Special Use Permit for Drive-up Window Service in accordance with Section 16-9-3(C)(12) of the Carol Stream Zoning Code;
- Approval of Sign Code Variations in accordance with Section 16-11-17(B)(1) of the Carol Stream Sign Code to allow the ground sign along Gary Avenue to be 10.25 feet in height rather than the maximum six feet in height, and to be 101.3 square feet in area rather than the maximum 72 square feet; and,
- Approval of Gary Avenue Corridor Review.

The recommendations listed above are subject to the following conditions:

1. That CVS shall provide documentation to demonstrate a construction easement and cross-access easement for the Lies Road access;
2. That the stormwater management areas shall require approval from the Engineering Services Department;
3. That the Gary Avenue / Lies Road pedestrian improvements shall be approved as required by the DuPage County Division of Transportation;
4. That the access drive to Gary Avenue shall require approval from the DuPage County Division of Transportation;
5. That a 15-foot public path easement be dedicated to the Village on a plat of subdivision or a separate easement plat;
6. That the parking lot lighting shall match the *Fountains at Town Center* project;
7. That all truck traffic having to do with deliveries and dumpster service occur only while the pharmacy is closed for business;
8. That the landscaping along Lies Road and Gary Avenue should be a hardy, salt tolerant variety to avoid winter die-off;
9. That the trees along the Gary Avenue frontage shall be of a minimum 3½-inch caliper;

10. That cobble boulders shall be provided in the parking lot islands;
11. That all landscape materials shall be maintained in a neat and healthy manner, with dead or dying materials replaced with similar size and type species on an annual basis;
12. That the parking stalls shall be striped in accordance with the Village's looped striping requirements;
13. That all rooftop equipment shall be completely screened from view in all directions;
14. That all ground mounted mechanical equipment shall be screened from view from surrounding public streets;
15. The all grand opening signage must meet the standards of the Sign Code;
16. That separate building permits are required for all trash enclosures and signs; and
17. That the development of the site and buildings will comply with all state, county and Village Codes and requirements.

Commissioner Spink asked what the Pharmacy hours would be and it was stated that this would be a twenty-four hour pharmacy if there was enough demand for it, although initially it would start out with pharmacy hours of 9AM to 10/11 PM. Commissioner Spink then questioned when deliveries would be made if the drive-through prescription pick-up were to be open 24 hours and Mr. Bazos noted that deliveries could be scheduled for non-peak hours which would be determined after the business opened. He said that the customers would drive the schedule for deliveries and the store manager and area manager will determine when they will not cause any conflict. It was noted that it can take up to two hours to unload a truck. Mr. Svalenka noted that staff's concern is based on the potential conflict between delivery traffic and drive up traffic and bypass traffic and so staff's comment would in no way limit the operations of the store and would allow for complete 24 hour operations inside the store. The concern is that deliveries happen only when the drive up pharmacy is closed. It does not stipulate any specific hour; it means that when the truck arrives they close the drive up area. Commissioner Spink asked about the sign that says drive thru pharmacy, full service drop-off. Mr. Bazos said that one window is for drop-off and one window is for pick-up. The outside window, away from the building, is for drop-off only. That eliminates conversation or communication. Commissioner Spink suggested using the word pick-up because she thinks that full serve means that other items beside prescriptions can be gotten at that window. Commissioner Spink inquired if there would cross walk markings for the area where employees will cross taking trash to the dumpster area and it was noted that striping could be done as well as discussion regarding a bicycle rack to accommodate bike riders.

Commissioner Michaelsen asked if the light details apply to all of the signage and was told that all signs are internally illuminated. It was determined that there will be building lighting as well as parking lot lighting. Commissioner Michaelsen asked if there will be a gutter system/snow guard use in conjunction with the standing seam roof for safety in the winter and it was stated that the standing seam portions are not over the main entrance and that there are downspouts for drainage for the other sections of the roof.

Commissioner Vora asked if a traffic study has been done and Mr. Svalenka explained that the staff did not request one to be done.

Commissioner Spink asked how many employees would be hired and where they would be expected to park and it was explained that over all there will be about 20 employees for all shifts and that they will be instructed to park at the spaces farthest from the main entrance.

Chairman Weiss asked Mr. Svalenka if the access to this site is ok regardless of the development of Lot 2 and can construction begin upon approval. Mr. Svalenka commented that one of the conditions of approval is that CVS obtains approval from DuPage County for the curb cuts on Gary Avenue. Regardless of what Parkview is proposing for Lot 2, the CVS plans match up with what is already approved and they should be able to proceed.

Commissioner Michaelsen moved and Commissioner Vora made the second to recommend approval of a Final Plan for a Planned Unit Development and approval of a Special Use Permit for Drive-up Window Service in accordance with staff recommendations including the addition of pedestrian cross walk to the dumpster, and adding a bicycle rack. The results of the roll call vote were:

Ayes:	6	Commissioners Christopher, Smoot, Vora, Spink, Michaelsen & Weiss
Nays:	0	
Absent:	1	Commissioner Hundhausen

The Petitioner was reminded that this matter will be heard by the Village Board at their meeting on March 19, 2007 and was advise to attend that meeting.

Commissioner Michaelsen moved and Commissioner Christopher made the second to approve sign code variations with the recommendations from staff in regard to sign package D1. The results of the roll call vote were:

Ayes:	6	Commissioners Christopher, Smoot, Vora, Spink, Michaelsen & Weiss
Nays:	0	
Absent:	1	Commissioner Hundhausen

Commissioner Michaelsen moved and Commissioner Smoot made the second to approve the Gary Avenue Corridor review for the proposed CVS project. The results of the roll call vote were:

Ayes:	6	Commissioners Christopher, Smoot, Vora, Spink, Michaelsen & Weiss
Nays:	0	
Absent:	1	Commissioner Hundhausen

06338: Carol Stream Park District – West of Kuhn Road just north of North Avenue
Special Use Permit – Governmental Use
Variation – Zoning Code

Dennis Ulrey, Andrew Caputo and Jim Post were sworn in as witnesses in this matter. Mr. Ulrey commented that they were in agreement with the conditions noted in the staff report except for clarification of one condition.

Mr. Caputo reviewed the site plan for the proposed maintenance building. The lot where the proposed building will be is currently owned by IDOT and is accessed from an existing driveway that is south of the existing park. There is a Village reservoir on the property, which is west of the park. The proposed building is completely out of the existing flood plain of Klein Creek.

Mr. Post noted that there will be privacy fencing and a security gate around the facility. He reviewed the floor plan, noting this will be a drive through facility and will have one-way traffic around and through. A review of the landscape plan was also provided.

There were no comments or questions from those in attendance at the call for public hearing.

Mr. Svalenka reported that The Carol Stream Park District, represented by Dennis Ulrey, has submitted an application for a Special Use Permit to allow a Park District maintenance facility and for a Zoning Variation to allow an outdoor storage yard at the maintenance facility. The subject site is zoned B-2 General Retail District and is part of the northwest quadrant of North Avenue and Kuhn Road. The zoning at this corner location might indicate that the corner could be appropriate for commercial development. However, the 22-acre parcel includes Klein Creek and its associated floodplain, and was acquired by the Illinois Department of Transportation to provide areas for stormwater management required for the most recent widening of North Avenue. The Park District has made arrangements to acquire a surplus portion of the northernmost 8.8-acre parcel from IDOT to construct a new maintenance facility.

The petitioner is requesting approval of a Special Use Permit for a *Governmental Use* in accordance with Sections 16-9-2(C)(3) and 16-9-3(C)(1) of the Carol Stream Zoning Code to allow a Park District maintenance facility. Staff has evaluated the proposal regarding access, parking, effect on surrounding properties, and building design.

The Park District parcel is located on the west side of Kuhn Road, directly south of the existing Volunteer Park and the Village water reservoir tank. Klein Creek runs north-to-south across the eastern edge of the property, physically blocking access to the site from Kuhn Road. The Village water reservoir tank property to the north also does not have direct access to Kuhn Road. Access to the tank property is gained through Volunteer Park. The Park District proposes to widen this existing entrance road and extend it onto the proposed maintenance facility. This layout would save the Park District the great expense to bridge Klein Creek, but also results in the Park District needing to improve the existing Village access to the tank property. The proposal would increase traffic through Volunteer Park. However, the entrance road is on the south edge of the park and the park equipment is towards the north end of the park, so staff does not see much potential for conflict between maintenance facility traffic and park users. Village trucks accessing the tank property already use the entrance road through the park.

The proposed 10,061 square foot building would include office space and a garage to accommodate maintenance of Park District vehicles. The office space measures 3,151 square feet. At a ratio of one parking space required per 250 square feet of floor area, 13 parking spaces are required for the office space. The remaining 6,910 square feet of the facility accommodates motor vehicle service and repair. The Park District facility includes one service bay, with the remainder of the garage area intended for parking and storage of Park District vehicles and equipment. Per Section 16-13-3 of the Zoning Code, motor vehicle service and repair facilities are required to provide two parking spaces per service bay, and therefore only two spaces would be required to meet code for this entire 6,910 square foot area. However, to ensure that enough parking is provided on site, staff has calculated the parking that would be required for the vehicle storage area as if it were to be treated as industrial warehouse or storage space. The service bay takes up 800 square feet of the total 6,910 feet. The vehicle storage area takes up 6,110 square feet. Per Section 16-13-3 of the Zoning Code, warehouses are required to provide four parking spaces plus one per each 1,500 square feet of floor space over 1,200 square feet. The 6,110 square foot vehicle storage space would require 7 parking spaces.

We note that although a total of 15 parking spaces are required for the office space and service bay to comply with code, staff believes that the building would generate a need for 22 parking spaces. The site plan proposes to provide 29 parking spaces. As such, staff finds the parking acceptable.

The Park District maintenance facility is proposed to be located in an area that has become a node of governmental uses. The property directly to the south and west is held by IDOT for stormwater management facilities. The Village's Water Reclamation Center and the Carol

Stream Fire Protection District are located across Kuhn Road to the east. Directly to the north is a Village water reservoir tank. The proposed Park District maintenance facility is compatible with the surrounding uses. The nearest residence to the west is over 900 feet away. The nearest residence to the north is over 300 feet away. As a matter of comparison, the main building on the water reservoir tank site is 150 feet away from the nearest residence. The site will also be well screened. Existing dense tree lines along the north property line and along Klein Creek to the east would be preserved. These tree lines include dense undergrowth and provide nearly 100% coverage, even during winter months. The project does not include any signage. The only site lighting consists of lights to be attached to the building.

North Avenue runs at an angle with respect to the subject property. At the east end of the development along Kuhn Road, the property is about 600 feet north of North Avenue. At the west end of the development, the property is about 450 feet north of North Avenue. The site is set back far enough from North Avenue that the development would not draw the attention of drivers on North Avenue, but it would still be visible. Therefore, the Park District proposes to install a row of shade trees and evergreen trees along the south and west sides of the development to provide additional screening. Staff believes the development will have minimal effect on surrounding properties.

The proposed building is a metal building with a metal gabled roof. The applicant proposes the walls to be beige and the roof to be dark green. The property is outside the North Avenue Corridor and is not subject to North Avenue Corridor Review. However, Section 1404.1.2 of the Carol Stream Building Code states that fabricated metal shall cover no more than 50% of any front façade or visible façade. Therefore, the applicant is required to provide masonry along the south side of the building facing North Avenue and the east side facing Kuhn Road. The Park District has proposed to provide 100% masonry on these two sides. A three-foot high row of light brown utility brick would be installed over the metal on the bottom of these two walls. Beige utility brick would be installed above the light brown brick. The two brick colors would be separated by a row of Indiana limestone. The windows on these walls would be framed with brick soldier courses on the top and limestone sills on the bottom. It should also be noted that the proposed metal roof is similar to the standing-seam metal roof used on many commercial buildings in the Village, such as the Fountains at Town Center commercial project. Considering that the building is not subject to any appearance standards in the Zoning Code, and that the design exceeds the requirements of the Building Code, staff does not oppose the design of the building.

The subject property is zoned B-2 General Retail District. In most situations in the commercial districts, all operations are required to take place in enclosed buildings. Specifically, Section 16-9-1(C) of the Zoning Code states the following:

All business, service, storage, merchandise, display, and where permitted, repair and processing, shall be conducted wholly within an enclosed building, except where they may otherwise be permitted to operate under this Chapter.

The proposed Park District maintenance facility is more similar to uses located in industrial districts than business districts. The Park District has determined that an outdoor storage yard accessory to the maintenance building is necessary for the storage of bulk materials and maintenance equipment. Therefore, the applicant is requesting approval of a variation in accordance with Section 16-9-1(C) of the Carol Stream Zoning Code to allow outdoor operations as part of the maintenance facility.

The proposed outdoor maintenance yard is located to the west of the building and includes 10 bulk material storage bins along the north side of the yard. The lot would be paved, and would be surrounded by a chain-link fence with privacy slats. The fence by itself would provide the amount of screening required for outdoor storage yards in industrial districts. However, the applicant has also provided a solid row of evergreen trees outside the fence along the south

side of the storage yard. To the west, the plans show a combination of evergreen trees and shade trees. Areas to the north would be completely screened by the existing tree line.

The Village has granted variations from Section 16-9-1(C) in the past, but usually for outdoor commercial uses. Examples include variations to allow outdoor garden sales or Christmas tree sales at County Farm Plaza or Geneva Plaza. Other examples include variations to allow outdoor storage of rental cars at Enterprise, Alamo and Avis. On April 18, 2005, the Village approved a variation from Section 16-9-1(C) to allow outdoor parking of service vehicles at 496-512 St. Charles Road. The case is somewhat similar to the Park District request in that the buildings at 496-512 St. Charles Road are multi-tenant office/warehouse buildings that are commonly located in the Industrial District, but in this instance are located within the B-3 Service District. The proposed maintenance facility is also the type of use that would more commonly be located in the Industrial District, but in this case is proposed in a business district. It should be noted that the ultimate approval at 496-512 St. Charles Road only allows outdoor storage of service vehicles in the parking lot, while the Park District request includes parking of vehicles and storage of bulk materials.

Staff would not likely support the proposed outdoor storage yard with storage of bulk materials at a traditional commercial business site. However, the subject site is somewhat unique in that it is relatively isolated and is well screened by existing trees. The proposal at this site is somewhat unique in that it is more similar to uses located in industrial districts than business districts. The use would be controlled by a governmental agency, in an area surrounded by other governmental uses. Therefore, staff does not object to the proposed variation request.

Based on the information submitted, staff recommends approval of the Special Use Permit for a *Governmental Use* in accordance with Sections 16-9-2(C)(3) and 16-9-3(C)(1) of the Carol Stream Zoning Code to allow a Park District maintenance facility and recommends approval of the variation in accordance with Section 16-9-1(C) of the Carol Stream Zoning Code to allow outdoor operations ancillary to the maintenance facility, subject to the following conditions:

1. That the Carol Stream Park District shall finalize the purchase of the property from the Illinois Department of Transportation prior to issuance of a building permit;
2. That the Park District shall provide a cross-access easement agreement that allows Park District and Village access along the entire length of the entrance drive from Kuhn Road and assigns maintenance responsibilities;
3. That the paving of the entrance drive from Kuhn Road shall be completed to the satisfaction of the Village Engineer;
4. That the stormwater management areas shall require approval from the Engineering Services Department;
5. That the building shall be constructed with 100% masonry on the south and east sides of the building, as shown on the Exterior Elevation drawing attached as Exhibit C;
6. That the storage area shall be completely enclosed by a chain-link fence with privacy slats;
7. That all proposed landscape materials shown on the landscape plan attached as Exhibit B shall be maintained in a neat and healthy manner, with dead or dying materials replaced with similar size and type species on an annual basis;
8. That the existing tree lines and undergrowth along the north property line and along Klein Creek to the east shall be preserved;
9. That all of the Park District vehicles and equipment shall be parked and stored within the maintenance building or fenced storage area, and that the gates to the storage area shall be closed at all times except when vehicles or equipment are actively being brought in or out of the storage area;

10. That the parking stalls shall be striped in accordance with the Village's looped striping requirements;
11. That the development of the site and buildings will comply with all state, county and Village Codes and requirements.

Commissioner Michaelsen asked what the bins would be used for and was told that they would hold wood chips, sand, softball mix and they would be for Park District use only. In response to the question about fuel facilities, Mr. Ulrey noted that fuel for all Park District vehicles is purchased through the Village and dispensed at the Public Works Center. Commissioner Michaelsen asked why two of the sides are brick and the other side metal and Mr. Ulrey replied that it is mainly for economics.

Commissioner Spink asked if there will be a special ventilation system and it was stated that there will be sensors that will respond to dangerous levels of emissions with exhaust fans and provisions for emergency opening of the overhead doors.

Commissioner Smoot commented that he would like to see the existing bike path extended to the tunnel under North Avenue.

Commissioner Christopher asked the height of the proposed fence and was told that it will be 8 feet in height, which meets Code. He asked what the plan was for snow removal and Mr. Ulrey stated that they will handle the snow plowing up to the fence but within it.

Chairman Weiss commented that there have been many positive changes since the initial proposal.

Mr. Ulrey questioned whether the entire drive from the entrance on Kuhn Road must be widened as a condition of approval because the concern is that the entrance road through the park was just re-done two years ago. Mr. Svalenka said that the staff recommendation of approval is that the paving of the entrance drive from Kuhn Road shall be completed to the satisfaction of the Village Engineer. It is not that it should be paved from Kuhn Road, so regardless of the details of how it gets paved is separate from this approval, it just should be paved to the satisfaction of the Village Engineer.

Commissioner Michaelsen asked how much higher is the building to the normal water line in Klein Creek and was told that the elevation from the 100 year flood boundary is two feet which complies with stormwater management

Commissioner Spink moved and Commissioner Christopher made the second to recommend approval of a special use permit for governmental use and a variation for outdoor operations in accordance with staff recommendations. The results of the roll call vote were:

Ayes:	6	Commissioners Christopher, Smoot, Vora, Spink, Michaelsen & Weiss
Nays:	0	
Absent:	1	Commissioner Hundhausen

The petitioner was reminded that this matter will be heard by the Village Board at their meeting on March 19, 2007 and was advised to attend that meeting.

A short recess was declared at this point – 9:00 PM
The Combined Board reconvened at 9:05 PM

06357: Midwest Development & Investment Corporation – 135 N. Gary Avenue
Variations – Zoning Code
Gary Avenue Corridor Review

Alan Marks was sworn in as a witness in this matter. He explained that the request is for two variations to the Zoning Code and the Gary Avenue Corridor Review to develop a 6,000 sf

NAPA Auto Parts store at 135 N. Gary Avenue. He noted that there are no issues with the staff recommendations.

There were no comments or questions from those in attendance at the call for public hearing. Mr. Svalenka stated that Alan Marks of Midwest Development and Investment Corporation, on behalf of NAPA Auto Parts, has filed an application seeking Gary Avenue Corridor Review and approval of two variations from the Zoning Code in order to develop the property at 135 N. Gary Avenue with a 6,000 square foot NAPA Auto Parts store. The 0.61-acre property is located on the east side of Gary Avenue, about 160 feet north of North Avenue, between an existing CarQuest auto parts store and Fanny May candy store, and immediately west of the 171,000 square foot *Vaxcel Lighting Direct* facility built by Duke Construction in 2006. Development of the property is governed by a Gary Avenue Master Plan approved by the Plan Commission / Zoning Board of Appeals on May 8, 2006, with conditions.

On May 15, 2006, Duke Realty was granted approvals by the Village Board for a plat of subdivision and rezoning to create two vacant commercial parcels fronting on Gary Avenue on either side of the existing CarQuest store. The Master Plan contemplated the development of commercial uses at the two parcels, with building and pavement setbacks for the future developments to correspond with the existing CarQuest property, which does not meet current standards for rear yard setback and pavement setback. During the development of the Master Plan, access to and from Gary Avenue was a significant issue, and the Village made every effort to ensure that the existing and future commercial properties at this location would have the best possible access. Staff worked with the DuPage County Division of Transportation to determine the access options at the NAPA Auto Parts parcel, and it was determined that full egress is not feasible due to the proximity of the site to the North Avenue intersection. Therefore, the Master Plan shows a full inbound access with right-turn only outbound, and the possibility of parking lot interconnections among the four commercial properties, if the owners so desire.

The petitioner is requesting two variations from the Zoning Code: a variation for a Rear Yard Setback of 11 feet rather than the standard 40 feet (§16-9-4-G), and a variation for a pavement setback along Gary Avenue of 16 feet rather than the standard 30 feet (§16-5-6-J). As noted above, development of the property is governed by the approved Gary Avenue Master Plan, which contemplated the rear yard and pavement setbacks proposed by the petitioner. The setbacks are consistent with the adjacent existing CarQuest property. Staff does not object to the two variations, subject to the conditions recommended in this report.

Because the proposed development is located within the Gary Avenue Corridor (GAC), the Plan Commission must review and approve plans for the property to ensure that the proposal is in conformance with the GAC regulations. The Plan Commission has the authority to make the final determination of conformance with the GAC regulations, and Village Board consideration is not required. The sections of the GAC regulations that apply to this proposal include site design, architectural design and parking/landscape design.

Many aspects of the site design have already been discussed in this report; as such, the comments regarding site design in this section will only relate to specific GAC standards and the Gary Avenue Master Plan approved for the properties at this location.

The GAC site design standards require service areas to be out of sight from Gary Avenue. The areas of concern for this project are the trash dumpster and mechanical equipment locations. Section 16-5-6(K)(9) of the Gary Avenue Corridor regulations states that all utility hardware shall be screened from view from public ways with materials identical to or strongly similar to the building materials, or shall be located so as not to be visible from any public ways. Section 16-5-6(K)(10) states that screening of the trash enclosure shall be accomplished by use of walls, fencing, dense planting or any combination of these measures, and that the screening shall block views from public ways. In order to meet these requirements, the petitioner has located a

seven-foot masonry enclosure at the north side of the building in which to place the trash dumpster and mechanical equipment. The enclosure would be constructed of masonry material that would match the building. Although staff would prefer that the trash compactor and mechanical equipment be located behind the building, the physical constraints of the site prevent such location. Staff finds the proposed enclosure acceptable, and the seven-foot height would meet the maximum height requirement for the B-3 District. If the Plan Commission / Zoning Board of Appeals were to recommend approval of the petitioner's requests, staff suggests a condition of approval requiring masonry material that would match the building.

As noted above, development of the property is governed by the approved Gary Avenue Master Plan, which was approved by the Plan Commission / Zoning Board of Appeals on May 8, 2006, with conditions. Staff has reviewed the petitioner's proposed Site Plan (Exhibit A), and we find it to be in conformance with the Master Plan and conditions of approval. We also note that the proposed development plans include only two variations from the applicable standards of the Zoning Code, as discussed above.

Staff can support the overall site design. However, note three items that remain to be addressed:

The Site Plan appears to be drawn to scale, but no scale is indicated. The petitioner must add the scale notation and submit a revised plan before the matter will be brought to the Village Board for approval.

The curbed island at the access to/from Gary Avenue is too small to serve as either an effective pedestrian refuge or an effective means of delineating inbound and outbound traffic. The island must be enlarged to the satisfaction of the Village Engineer. The petitioner must make the necessary revision and submit a revised plan before the matter will be brought to the Village Board for approval.

One of the conditions of Gary Avenue Master Plan approval is that the petitioner must coordinate with the CarQuest and/or Fannie May owners, as appropriate, to notify them of the availability to interconnect the properties if they so wish. Attached are copies of recent correspondence to these two property owners; responses have not yet been received. Staff suggests a reasonable condition of approval would be to withhold issuance of a building permit for the NAPA project until satisfactory responses have been received.

Color building elevations are provided for the proposed NAPA building (Exhibit C). The architecture of the building is intended to comply with the guidelines offered by the Gary and North Avenue Corridor Regulations. A full masonry building is proposed, with an accent band located just above the awning line. The awning provides an additional colored accent, and also meets the GAC requirement for a pedestrian arcade or canopy fronting the store. Staff notes that a delivery door would be located at the north end of the building, near the trash/equipment enclosure. Although the GAC Regulations require that service areas be located out of sight from Gary Avenue, we note that the physical constraints of the site prevent a delivery drive from being located at the rear of the building, and so it is not possible to locate the delivery door completely out of sight from Gary Avenue. The selection of the north side of the building for the door location is the best available alternative, since the south and west walls are much more visible from Gary Avenue.

With respect to site landscape considerations, the Gary Avenue Corridor regulations were designed to allow flexibility in design but require a certain amount of landscape material on-site. Staff calculates the amount of landscape material required by granting a point value to the type of landscape material provided and then requiring a certain number of points for specific areas of the development. For example, shade trees are worth 225 points each and evergreen trees are worth 275 points each. It is the designer's choice as to how to combine landscape materials on the site in order to meet the criteria of the ordinance and achieve the intent or concept of the corridor. As can be seen on the Landscape Plan (Exhibit B), landscape materials are shown

within the parkway and adjacent to the parking spaces along Gary Avenue, within the parking lot landscape islands, and along the sides of the property to the north and south.

In evaluation of this project, staff finds that the criteria for the variations for rear yard setback and pavement setback are met, subject to conditions noted in this report and the Recommendation section. We also find the Gary Avenue Corridor Review to be acceptable, subject to the recommended conditions. We note that several of the conditions are standard Village conditions placed on all projects within the Gary Avenue Corridor.

Staff recommends approval of the request for a variation to allow a Rear Yard Setback of 11 feet rather than the standard 40 feet (§16-9-4-G), a variation for a pavement setback along Gary Avenue of 16 feet rather than the standard 30 feet (§16-5-6-J), and Gary Avenue Corridor Review for the proposed development of the vacant property at 135 N. Gary Avenue as a NAPA Auto Parts store. This recommendation is subject to the following conditions:

1. A building permit shall not be issued for the property until Village staff confirms that appropriate and adequate responses have been received from the CarQuest and Fannie May owners regarding the interconnection of their the properties to the NAPA property if they so wish;
2. The drawing scale shall be shown on the site plan before the plan will be brought to the Village Board for final approval;
3. The curbed island at the right-in-right-out access shall be enlarged to the satisfaction of the Village Engineer before the plan will be brought to the Village Board for final approval;
4. That separate building permits are required for all trash enclosures and signs;
5. The trash enclosure shall be constructed of masonry material to match the building, and shall block the view of the interior of the enclosure from Gary Avenue;
6. Only channel letter signs, and not box signs, shall be permitted;
7. All rooftop equipment shall be completely screened from view in all directions;
8. All ground-mounted mechanical equipment shall be screened from view from Gary Avenue;
9. All landscape materials shall be maintained in a neat and healthy manner, with dead or dying materials replaced with similar size and type species as indicated on the approved landscape plan on an annual basis;
10. All off-street parking spaces must be striped in accordance with the Village's looped striping requirements; and
11. The development of the sites and buildings will comply with all state, county and Village Codes and requirements.

Commissioner Michaelsen asked if the parking lot will be curbed and he was told that it will be and in response to the question it was noted that all lighting will be on the building.

In regard to the question of the three items noted in the staff report in addition to the conditions, Mr. Mark said that he is in agreement with them as well.

Commissioner Smoot moved and Commissioner Michaelsen made the second to recommend approval of zoning variation setbacks in accordance with the conditions noted in the staff report. The results of the roll call vote were:

Ayes:	6	Commissioners Christopher, Smoot, Vora, Spink, Michaelson & Weiss
Nays:	0	
Absent:	1	Commissioner Hundhausen

The petitioner was reminded that this matter will be heard by the Village Board at their meeting on March 19, 2007 and was advised to attend that meeting.

Commissioner Smoot moved and Commissioner Christopher made the second to approve the Gary Avenue Corridor Review in accordance with staff recommendations. The results of the roll call vote were:

Ayes:	6	Commissioners Christopher, Smoot, Vora, Spink, Michaelson & Weiss
Nays:	0	
Absent:	1	Commissioner Hundhausen

07005: FIC America Corporation - 485 E. Lies Road
Variations – Zoning Code

Bill Murakami, John Morse, Bill Cannon and Morrow DeFalco were sworn in as witnesses in this matter.

Mr. Cannon said that the request is to expand its loading dock facilities at the north end of the building. This will require the loss of some parking spaces and in reviewing the parking space requirements it has been determined that 361 spaces are required and by reconfiguring the parking areas it would allow landbanking of 22 of the 361 parking spaces and provide for the change in loading dock spaces.

Mr. DeFalco commented that in regard to the staff recommendations they would like to have condition # 3 modified so that instead of curbed islands provided to delineate the truck dock and truck staging area from the parking areas, they would like to be able to use temporary concrete highway barriers to provide separation. The barriers would provide the separation that the staff is requesting, but at the same time, they would be a temporary structure so that to the extent that if they need to modify the line or would elect to use the additional margin areas, the barrier could simply be moved.

There were no comments or questions from those in attendance at the call for public hearing.

Mr. Svalenka stated that FIC America was granted a variation for landbanked parking in April 1995 (Ordinance 95-04-18), and then amendments to the variation in August 1995 (Ordinance 95-08-41), January 1997 (Ordinance 97-01-12) and August 1998 (Ordinance 98-08-59). As shown on Exhibit B, the most recent landbanked parking variation was for 120 spaces along the Lies Road frontage, with 305 spaces constructed on the north and east sides of the building. Exhibit A shows the existing conditions, whereby all but 22 of the landbanked spaces have been constructed, and 412 spaces now exist on the site. FIC America wishes to expand its loading dock facilities at the north end of the building, thus removing 85 of the 138 spaces from that location.

§16-13-2(G) of the Zoning Code states:

Landbanking of required parking spaces as greenspace may be permitted in the Industrial District when approved as a variation provided the owner of the property demonstrates through employee counts that the total number of parking spaces required using the square footage parking requirements outlined herein are not necessary and there is sufficient usable land area

available on the subject property to provide the required parking spaces if deemed necessary by the Village in the future.

When justified, the Village has used this landbanking provision to allow industrial businesses to reduce the amount of paving that must be installed and maintain the land as greenspace. In all cases, the Village has retained the right to require that all of the required parking be installed if it is ever determined that the parking spaces are necessary.

This request is the result of a proposed expansion of the loading dock facilities on the north side of the building, with no change to the building footprint. The applicant has indicated that the staffing of the facilities creates a parking demand for 200 cars during the first shift and 100 cars during the second shift, with a maximum onsite demand of 300 cars during the shift change. The current request would amend the landbank proposal approved in August 1998, which allowed the landbanking of 120 parking spaces required by the Zoning Code. Staff would note that previous parking demand calculations did not take into account the total area of the truck dock facilities, for which no parking spaces are required by the Code. As noted above, the Code requirement for parking spaces, based on the proposed allocation of space within the 258,177 square foot building, is 361 spaces.

Review of the parking lot proposal indicates that the minimum requirements of the zoning code would be accommodated in terms of parking setbacks, required number of parking spaces and greenspace requirements. Staff's concerns at this time include the following:

Employee usage of the designated parking spaces.

Presence of outdoor storage at the north end of the building.

Delineation of the truck staging area.

The parking demand of future owners.

In the staff report for the 1998 variation request, staff noted that is that parking should be limited to the striped parking spaces within the paved parking lot. Site inspections of FIC America at that time indicated that employee parking was occurring in drive aisles and the lawn areas of the site. A recent site inspection showed that vehicles were parked along the curb in the drive aisle at the southeast corner of the site. While the number of spaces available on the site appear to be adequate based on the Code requirement and the property owner's parking demand estimates, it apparently is more convenient for employees to park in areas close to the building entrances rather than in the striped spaces, which may be a greater distance from the building. This practice should be discouraged in the future and more strictly enforced by the property owner in order to avoid access problems for emergency vehicles and site circulation problems in general. Village staff will be further monitoring the situation to determine if the problem is being corrected.

The recent site inspection also revealed the presence of material storage at the north end of the site. Such storage constitutes a violation of §16-10-1(C) of the Zoning Code, which requires that such storage be contained within the building. If approved as a special use, the storage would need to be screened by a fence. If the Plan Commission / Zoning Board of Appeals were to recommend approval of the applicant's request for zoning variations, staff recommends a condition whereby no outdoor storage be permitted unless approved as a special use by the Village Board.

The applicant proposes to delineate the truck dock area and truck staging area by means of islands extending from the north end of the building into the pavement area. Staff is concerned that the truck maneuvering area be properly separated from the parking areas. Staff has discussed this matter with the applicant, who indicated he would agree to provide curbed islands rather than painted islands, in order to address staff's concern. If the Plan Commission / Zoning Board of Appeals were to recommend approval of the applicant's request for zoning variations, staff recommends a condition whereby curbed islands be provided.

In evaluating a request for variation for landbanked parking, staff always considers the needs of future building occupants. In this case, staff is comfortable that the building would not be configured in such an unusual manner that a future occupant with a conventional allocation of building space might not meet the parking requirements of the Zoning Code.

The intent of the parking requirements is to maintain minimum standards for parking facilities in order to adequately serve the uses of land and buildings. Based upon the employee parking demand estimate submitted by the applicant, staff does not foresee a problem with the installation of only a portion of the required parking spaces. The Village will, however, retain the right to require that all parking be installed at a future date if a deficiency should occur or parking on-site becomes problematic.

Staff recommends approval of the request for variations to allow the landbanking of 22 of the 361 required parking spaces on-site as greenspace, and a parking reconfiguration to create an additional 14 spaces, to the property at 485 E. Lies Road in the I Industrial District. This recommendation is subject to the following conditions:

1. The applicant shall provide a minimum of 325 parking spaces on the property, shall landbank no fewer than 22 parking spaces, and shall allow for the future reconfiguration of the parking lot to provide a reserve of an additional 14 spaces, all as identified in the attached Exhibit A;
2. No outdoor storage shall be permitted unless approved as a special use by the Village Board;
3. Curbed islands shall be provided to delineate the truck dock and truck staging area from the parking areas;
4. At the time of any future alteration or addition to the existing building, the property owner must either install all required parking for the entire building on the site, or apply for a reconfirmation of the landbanking variance to allow review of the new employment numbers; All off-street parking spaces must be striped in accordance with the Village's looped striping requirements.
5. If deemed necessary by the Village, the landbanked and reserved parking spaces shall be installed by the property owner at his expense as shown on the attached Exhibit A. The total number of spaces on the site, including the landbanked and reserved spaces, shall be 361. The installation of the additional spaces shall take place within 30 days after the date of written notice from the Village. If the notice is given after October 1st, the work must be completed before June 1st of the next year; and
6. All off-street parking spaces must be striped in accordance with the Village's looped striping requirements.

Commissioner Michaelsen asked where the dumpsters will be kept and it was stated that they are usually not kept in that area, but within a loading dock and they will eliminate any dumpsters from that area. Commissioner Michaelsen said that he would be opposed to temporary curb for the truck dock at the north end. He asked if there is a plan for future truck docks and if so, why not move it over right away and do the curbs at the same time. The only problem would be taking away parking stalls that may be needed, Mr. Cannon said that they do not know if additional docks will be needed, but the production could change and that different areas would be need to load trucks and therefore if the curbs were temporary they could be moved easily for

a new configuration. Commissioner Michaelsen asked if these are company drivers or over-the-road drivers. Mr. Cannon said that they would use these temporary barriers to provide lanes for the drivers to back into the six openings. Commissioner Michaelsen said that in his opinion using temporary curbs will not do the facility any good for the presentation of your grounds.

Commissioner Spink said that it appears that there is a problem with monitoring dumpsters and trash, there could be a problem with moving temporary barriers and without notification could present problems. She said that the employees of this firm seem to park wherever it is convenient, whether it is an approved parking area or not and it seems that there does not seem to be any monitoring or control of the company. Mr. DeFalco said management will take more active control over employee parking because up until now they have not had the need to really watch it.

Commissioner Christopher asked what the height of the floor level will be at the loading docks and was told that it is four feet above the paving of the dock. In response to the question about containment, Mr. Svalenka said that what he believes what is being proposed is that there would be no decrease from the elevation of the pavement. That the dock levelers would be at the elevation and trucks back directly up to them and they would divide the area between the truck parking area, in essence, adjacent to the dock levelers. They are proposing concrete highway dividers to divide the areas. There was discussion regarding pictures and drawings of the parking areas that will be affected by this proposal.

Chairman Weiss asked Mr. Svalenka to comment of condition # 3 of the staff report and Mr. Svalenka responded that when a request for landbanked parking is evaluated, staff always considers the needs of a future building tenant and if for some reason FIC America was to leave the building, staff would want it to exist in a situation that would be suitable for other uses. It is understood that in their current parking situation cars do not park close to the dock, but staff feels strongly that there should be permanent curbing to delineate those areas.

Commissioner Spink commented that if the petitioner would be willing to change their stance and agree with condition #3 the way it was, she would make a recommendation. It was explained that the staff condition is that curbed islands shall be provided to delineate the truck dock and truck staging area from the parking areas. Mr. De Falco said that that would be fine.

Commissioner Spink moved and Commissioner Vora made the second to recommend approval of a zoning variation for landbanked parking in accordance with staff recommendation, including #3. The results of the roll call vote were:

Ayes:	3	Commissioners Vora, Spink and Weiss
Nays:	3	Commissioners Christopher, Smoot and Michaelsen
Absent:	1	Commissioner Hundhausen

The motion to recommend approval does not carry. The petitioner was reminded that this matter will be heard by the Village Board at their meeting on Monday, March 19, 2007 and was advised to attend that meeting.

#07030: Village of Carol Stream – 500 N. Gary Avenue
Text Amendments – Subdivision Code and Zoning Code

There were no comments or questions from those in attendance at the call for public hearing. The following staff report discusses and presents several proposed text amendments to the Village of Carol Stream Zoning and Subdivision Codes. In the preparation of the annual streets improvement project, the Engineering Services department discovered a number of residential driveways that appear to be nonconforming with respect to current Village Code requirements. It was decided that, in order to assist Engineering and Community Development staff in dealing with the nonconforming driveways, the Village Code's requirements with respect to driveways and service walks should be evaluated, and a set of text amendments prepared.

The proposed text amendments would make changes in the following areas:

The requirements for single-family residential driveways on private property would be placed in the Zoning Code.

Text would be made clearer with respect to allowable driveway width and location.

- Text would be made clearer with respect to elimination of nonconformities.
- Restrictions against service walks located adjacent to driveways would be removed.

In this report, each proposed text amendment is preceded by a brief introduction that will establish the rationale behind the proposed changes. Following the introduction, the current and proposed Zoning or Subdivision Code language is presented. Current text that is proposed to remain is presented in standard text, while current text that is proposed for deletion is presented in ~~strike through text~~. Finally, recommended new text is presented in an underline fashion. Staff encourages PC/ZBA discussion and questions during the review of the proposed text amendments.

Commissioner Spink asked if any resident not meeting these changes would be notified that the changes have to be made or would it be grand-fathered. Mr. Svalenka replied that if these items were installed illegally, without a permit, they would still be illegal and have to be removed. If they were installed with permits they would be grandfathered.

Commissioner Michaelsen moved and Commissioner Christopher made the second to recommend approval of the text amendments to the Subdivision and Zoning Codes as presented by staff. The results of the roll call vote were:

Ayes:	6	Commissioners Christopher, Smoot, Vora, Spink, Michaelsen & Weiss
Nays:	0	
Absent:	1	Commissioner Hundhausen

This matter will be heard by the Village Board at their meeting on Monday, March 19, 2007.

Commissioner Michaelsen moved and Commissioner Spink made the second to close the public hearing. The motion passed by unanimous voice vote.

At 10:05 PM Commissioner Christopher moved and Commissioner Michaelsen made the second to adjourn. The motion passed by unanimous voice vote.

FOR THE COMBINED BOARD