

**Regular Meeting- Combined Plan Commission/Zoning Board Of Appeals
Gregory J. Bielawski Municipal Center, Carol Stream, DuPage County, Illinois**

September 10, 2007

ALL MATTERS ON THE AGENDA MAY BE DISCUSSED, AMENDED AND ACTED UPON

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

Present: Commissioners Christopher, Smoot, Spink and Michaelson
Absent: Commissioners Manzullo, Vora and Hundhausen
Also Present: Village Planner John Svalenka and Recording Secretary Progar

MINUTES: August 27, 2007

Commissioner Smoot moved and Commissioner Christopher made the second to approve the
Minutes of the Meeting of August 27, 2007 as presented. The results of the roll call vote were:

Ayes: 3 Commissioners Christopher, Smoot and Michaelson
Nays: 0
Abstain: 1 Commissioner Spink
Absent: 3 Commissioners Manzullo, Vora and Hundhausen

PUBLIC HEARING:

**# 06307: Parkview Development Partners II, LLC – Lot 2
Southwest corner of Gary Avenue & Lies Road
Special Use Permit – Drive-up Service Window
Final Planned Unit Development Plan Amendment
Variation – Zoning Code
CONTINUED FROM 7-9-07 MEETING**

Matthew M. Klein, representing Parkview Development Partners II, LLC was sworn in as a
witness in this matter. He presented a letter to each of the Commissioners and the Chairman
stating that Parkview Development remains committed to commercially developing this property.
Mr. Klein said that revised plans were submitted and commentary was received regarding the
issues of access to Gary Avenue, the sidewalk along Gary Avenue, the ability to cross the
wetlands south of the property and the six parking spaces on the south end of the line of
buildings, which staff would like to see as an outdoor seating area. Any of these items can be
changed on the plans. In regard to the setback for the property, and the wetlands, these are all
subject to DuPage County Highway Department and Corp of Army Engineers. Mr. Klein said
that it is possible if the other two governmental bodies could approve the final PUD as they are,
there would be necessity to come back before the Commission. He asked if the Commissioners
would disagree with staff's recommendation of having this matter be stale and set a date in the
future when they could come back with results from the other governmental bodies.

Mr. Svalenka stated that Matthew M. Klein, representing Parkview Development Partners II
LLC, has submitted an application for the property located at the southeast corner of Gary
Avenue and Lies Road for a Special Use Permit for Drive-up Window Service and an amended
Final PUD Plan for minor site changes to accommodate the drive-up. As a separate issue, the
applicant also requested a Zoning Variation to allow a dry cleaner with processing done on site.

Staff notes that the Zoning Code was revised recently, such that the requested variation for a dry cleaner is no longer necessary. Also, the petitioner's most recent submittal shows the drive-up window being removed from the plans.

This matter was originally scheduled for Plan Commission review at the December 11, 2006, meeting and was continued to January 8, 2007, February 12, 2007, April 9, 2007, May 14, 2007, July 9, 2007, and September 10, 2007. The applicant has made several plan submittals, to which Village staff has responded with detailed commentary letters. Staff had been working with the applicant to revise the plans to accommodate the list of issues from the commentary letters. However, the issues have not been resolved.

Based on past practice as recommended by the Village Attorney with respect to cases that have been continued several times without action by the applicant, at their July 9, 2007, meeting the Plan Commission voted 6-0 to continue the matter one more time, for a period of no less than 60 days, to the September 10, 2007, Plan Commission agenda. If the matter were not ready for consideration by the Plan Commission at that time, the application would be considered "stale". The effect would be that the Village would officially consider the application to no longer be active. In this way, the applicant would be required to file a new application with the Village, and staff would not publish a new notice for public hearing until such time as the plans are ready for consideration by the Plan Commission.

As indicated in the attached letter from staff, the applicant was notified that if the case were not ready for consideration by the Plan Commission at their September 10, 2007, meeting, the application would be considered "stale". The applicant submitted revised plans on July 10, 2007. Staff reviewed the July 10 submittal and responded with a commentary letter on August 15, 2007. Staff has received no response to the August 15 letter. Case #06307 is now declared stale, and no further action is required.

Mr. Svalenka said, as a matter of clarification, to have the case declared stale the Combined Board would not have to take any action and the case would simply close. The Board does have the option to continue the case but reminded that the action of July 9th, with a vote of 6-0, was to declare the case stale if it was not ready by this date.

There were no comments or questions from those in attendance at the call for public hearing. Commissioner Smoot asked Mr. Svalenka about the status of the plans that were submitted. Mr. Svalenka said that at the time of the July 9th meeting, it had been several months since there had been anything received from Parkview. Upon notice that the case would become stale if it was not ready for this meeting, Parkview submitted on July 10th. Staff responded with commentary on August 15th. It has been three weeks since commentary was given by the Village on their last submittal, and there has been no contact until tonight. Yes, they are actively submitting plans, but in staff's opinion it doesn't make sense to continue the case as we have for the last seven times for plans that are not ready.

Commissioner Spink asked Mr. Klein why there isn't a plan put together and if as has been said that there have been so many changes and deletions made, it sounds like this does need to go back to the beginning. Mr. Klein said that they are at 99.9% with the plans, and Commissioner Spink asked why that plan isn't ready now? Mr. Klein said that this has been going on because of discussions with DuPage County Road Department, the Corps of Army Engineers, the engineering department and Community Development and Parkview's architects all in regard to finding a plan that is in substantial conformance with the originally submitted plan.

Commissioner Spink asked if they have a contract with CVS and Mr. Klein said that there is a contract that is coming to a point where if there is an approved plan they would extend it for construction purposes, so it is at a make or break point.

Chairman Michaelsen commented that a final plan was not submitted in the packet for this meeting so he believes that this case is stale and the petitioner should begin the process again with all of the issues resolved.

Mr. Klein reiterated that there may not be any reason for the current plan to have to come back to the Plan Commission, or there may be such minor changes required that they can be approved at the staff level and he asked that the Commissioners do not follow the staff recommendation.

Chairman Michaelsen asked if the Commission were to continue this, would 30 days be sufficient to have a complete package and Mr. Klein said that he could have a complete package submitted in 30 days except that the only wild card is they still do not have the Corps determination on the wetlands setback. The Corps is behind in their projects and as soon as they get that determination they could have the plans back to the Village.

Commissioner Christopher asked if the Corps has given a date for their review and he was told that it was scheduled, but no specific date. Commissioner Christopher commented that he does not believe that a 30-day extension would be of any benefit.

Chairman Michaelsen asked for a motion to declare this matter stale or to continue the matter for 60 days.

Mr. Svalenka stated that if the Plan Commission wishes to continue this matter, there would have to be a motion made and seconded. If it is to be declared stale, a motion would not be required, just a poll of the members.

Chairman Michaelsen polled Commissioner Christopher who responded no further action.

Commissioner Smoot responded no further action. Commissioner Spink responded no further action. Chairman Michaelsen stated that he wants no further action. The matter is declared stale.

**#07157: Parkway Bank – 908 W. Army Trail Road
Special Use – Bank
Special Use- Drive-up Service Window**

Robert McNees, 195 Hiawatha Drive, Carol Stream, Allan Gunderson, 4800 N. Harlem Ave., Harwood Hgts., Mehran Farahmandpour, 3866 RFD, Long Grove and Keith Lacy, 720 Fox Glen, Barrington were sworn as witnesses in this matter.

Mr. McNees explained that the property is located in the County Farm Plaza at County Farm Road and Army Trail Road. He said that a large percentage of the center has been vacant since Rainbow Academy moved and none of that space has been rented out. In 2006, Parkway Bank applied for a special use in that center combined with a drive-thru use. The Plan Commission approved the bank, but did not approve the drive thru, so before it went on to the Village Board, Parkway Bank withdrew their application. The plans have been revised to address the concerns voiced at that time.

The size of the facility has been decreased from 5,885 sf to 3,800 sf. One of the significant differences are traffic counts which have been done and show drive through traffic on Fridays which are 5 to 8 cars per hour at peak time, 5 pm to 8 pm on Fridays. Another concern of staff is the amount of "cut through" traffic, which would be cars that would use the outside drive-thru lane to get through the center from Army Trail and to County Farm using the rear drive way. Mr. McNees said that the bank has agreed to restrict that pass through lane from 16 feet down to 10 feet to deter people from doing that. The third major difference in the proposal is that stacking area for cars using the facility has been re-configured and now complies with the code requirements.

Mr. McNees said that the proposal is for a 3,800 sf facility. 2,085 sf of the Rainbow Academy space will be held for Rocco Vinos, 1852 sf will be removed with remaining available space of 2,365 sf at the western most part of the center for future retail use. The bank is a permitted use in the B-3 Zone and it is hoped that the bank will stimulate retail growth in the center. For a bank to be successful, it must have a drive-thru facility and if the drive-thru is not approved then the bank is being denied as well. Mr. McNees said that another key part of the proposal is the removal of 8 parking spaces. Parking is never a problem in the center and removing 1,852 sf of building, reduces the parking requirement by 7 spaces, so the overall ratios stay the same. In regard to traffic flow and creating the stacking area, it is necessary to convert the right angle

turn at the corner of the building to a curved area and the applicant will agree to have yield signs to allow for pedestrian traffic to the bank facility. Mr. McNees showed a diagram of the area and explained the proposal for parking and pedestrian traffic to the bank facility, as well the proposed landscape changes and pavement striping in the area.

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

Mr. Svalenka stated that Robert A. McNees, representing Parkway Bank, has submitted an application for Special Use Permits for a bank and for ancillary drive-up service within the existing County Farm Plaza shopping center. The bank is proposed at the southeast corner of the multi-tenant retail building at the southeast corner of the overall commercial development. The proposed location within the building is a 10,102 square foot vacant space that had previously been occupied by the Rainbow Academy day care center. The space wraps around the corner of the L-shaped building, with one portion of the space extending north up to the existing Rocco Vino's restaurant, and the other portion extending west up to the next adjacent retail space. The application proposes a Parkway Bank to occupy 3,800 square feet at the corner of the L-shaped building, and proposes to demolish 1,852 square feet directly west of the bank and replace it with two drive-up bank teller lanes and a bypass lane. The remaining 2,085 square foot space directly north of the bank would be reserved to allow for a future expansion of the existing Rocco Vino's restaurant. An additional 2,365 square feet of the previous Rainbow Academy space to the west of the drive-up lanes would remain available for rent.

It should be noted that the Plan Commission/Zoning Board of Appeals considered the same Special Use Permit requests from Parkway Bank at a public hearing held on November 13, 2006, and continued to November 27, 2006. At the November 27, 2006, meeting, the Plan Commission/Zoning Board of Appeals recommended approval of the Special Use Permit for the Bank by a vote of 5-1, but recommended denial of the Special Use Permit for the Drive-up Window by a vote of 4-2. The applicant withdrew the requests prior to Village Board action. In an attempt to address some of the concerns raised at the public hearing, the applicant has modified the plan to increase the stacking area for the drive-through lanes to comply with code and to decrease the width of the bypass lane to discourage use by non-bank traffic. The specific details of the modifications will be discussed later in this report.

The applicant is requesting approval of a Special Use Permit for a *Bank* in accordance with Sections 16-9-3(C)(3) and 16-9-4(C)(1) of the Carol Stream Zoning Code for a Parkway Bank branch location. Parkway Bank is headquartered in Harwood Heights, Illinois, and currently has 21 banking locations throughout the west and northwest suburbs, and the northwest side of Chicago. The closest existing location to Carol Stream is on Bloomingdale Road in Glendale Heights.

The front of the 3,800 square foot bank would face west into the center of County Farm Plaza. The rear of the building would be directly visible from County Farm Road, and the applicant could install signage facing County Farm Road. Customers who wish to drive to the bank and walk inside the bank building would park in the existing parking spaces. Four parking spaces currently exist directly in front of the proposed front door of the bank, but these spaces would be removed in order to accommodate the drive-up lanes. It should be noted that customers wishing to park and reach the bank would not have a designated pedestrian route, and there are few spaces in proximity to the bank. Pedestrians would need to walk across the shopping center drive aisle and walk across the drive-up lanes on a striped pedestrian crosswalk, unless they are able to park in one of the few spaces directly in front of the Rocco Vino's restaurant. Staff notes that the only spaces in the shopping center that directly adjoin the pedestrian sidewalk are the few spaces directly in front of the Rocco Vino's restaurant, and patrons parking in all other parking spaces in the shopping center must cross drive aisles to reach the pedestrian sidewalks. Therefore, the lack of a direct pedestrian route is no different than the rest of the shopping center, and staff does not consider this a major issue. In addition to the striped crosswalk, the plan includes signage to warn approaching drivers of the pedestrian

crossing. Although the location across the middle of the drive-up stacking area is not ideal, the striping and signage would make the crossing at least as safe as other pedestrian routes elsewhere in the center. It should be noted that the plan includes two signs to warn approaching drivers of the pedestrian crossing, and one of the signs is shown as a stop sign. The stop sign is in an unusual location and staff is concerned that the stop sign could be disregarded. If the Plan Commission were to recommend approval of the requested Special Uses, the Engineering Services Department recommends that the STOP signs instead be YIELD signs, with accompanying signs reading, "yield to pedestrians in crosswalk."

County Farm Plaza is a retail center where one might reasonably expect to find businesses that generate sales tax. A bank is not a sales tax generating business, and it would fill a location that could accommodate a retail use. However, the shopping center is somewhat old and dated, and the proposed bank would be a sort of remodeling. It should be noted that the previous tenant, the Rainbow Academy, also did not generate sales tax, and it was hoped that the new tenant would be a sales tax generating use. It is generally more desirable to see a bank in this location rather than at a prime outlot or corner location where the bank might take the place of a restaurant or high sales tax generating retail business; however, most banks desire drive-up teller lanes, and for this reason tend to prefer such prime locations. The petitioner has indicated that the shopping center has a relatively high vacancy rate, and the petitioner believes that the bank would increase the vitality of the center. Staff notes that the subject space has remained vacant since Rainbow Academy moved out in April 2006.

Staff does not object to the Special Use Permit for a bank for this location. The other Special Use Permit request, and additional specific details of the site plan will be discussed in detail later in this report.

The applicant is requesting approval of a Special Use Permit for a *Drive-up service window* in accordance with Sections 16-9-3(C)(12) and 16-9-4(C)(1) of the Carol Stream Zoning Code to allow two drive-up teller lanes, ancillary to the proposed Parkway Bank. An outer bypass lane is to be provided west of the two drive-up lanes. The lanes would be located where a current 1,852 square foot section of building is to be demolished.

Customers who wish to use the drive-up lanes would drive to the internal parking area of the County Farm Plaza development, and head south into the drive-up lanes. Drivers would exit the lanes towards the south, turning left onto the current service/delivery drive that provides rear access to rest of the shopping center. Drivers would then have the option of turning left or right onto County Farm Road from the existing service entrance/exit.

The Zoning Code states that drive-in banks shall provide four stacking spaces per teller or customer service window. As can be seen on Exhibit B, each lane accommodates one car under the 21-foot wide canopy and three additional cars to the north, for a total of four stacking spaces per teller lane, in compliance with the code requirement. The plan presented at the public hearing in 2006 only included enough space to allow two stacking spaces per lane, and would have forced additional cars to block the shopping center driveway. Both plans proposed the removal of four parking spaces directly adjacent to the proposed bank. The additional stacking space in the current plan would be provided by removing four additional parking spaces from the larger field of parking, and moving the shopping center drive further to the north on a curve.

The shopping center measures 110,759 square feet, thus requiring a minimum of 443 parking spaces; 462 spaces are provided. There are seven existing restaurants in the shopping center, with a combined area in excess of 10% of the total floor space, thus increasing the parking requirement to approximately 470 spaces. The proposal would include the removal of 1,852 square feet of the building, thus reducing the parking requirement by seven spaces to 463

spaces. However, staff believes that there is an abundance of parking available at the shopping center and, to date, there has never been a concern about a parking problem. We also note that the majority of the businesses within the County Farm Shopping Plaza are destination businesses that cater to customers making quick purchases, and therefore the parking stalls are typically only occupied for a short-term period. As such, staff is not concerned with the proposed loss of eight parking spaces.

The north intersection created at the entrance to the bank drive-up lanes includes a curve intersecting a curve. This design has the potential to create driver confusion. Eastbound drivers would not know whether southbound drivers are going south into the drive-up, or west around the curve. Staff has examined this intersection carefully, and does not see any way that a more desirable geometry could be designed without reducing the required stacking area, further reducing parking, and reducing pedestrian safety at the intersection. However, staff notes that traffic in the shopping center drive aisle typically travels at a slower speed than traffic on a regular street. With respect to driver sight lines, the proposed plantings in the adjacent landscape island include perennial flowers and grasses and low shrubs, and staff anticipates that there would be no vision problems at this intersection. However, if the Plan Commission were to recommend approval of the requested Special Uses, staff would advise that the recommendation include the condition that all shrubs and perennials be maintained at a height not to exceed 36 inches to keep open sight lines at this intersection.

Drivers exiting the drive-up lanes would use the existing rear service/delivery drive. The rear drive currently accommodates delivery unloading, trash pickup, and employee parking. The proposed drive-up lanes would add traffic to this area, and cause customer traffic to mix and potentially conflict with delivery trucks and garbage trucks. To address staff concerns regarding this issue, the petitioner has provided a table listing the traffic counts by hour on a Friday for all existing Parkway Bank drive-up facilities. Staff notes that Friday is typically the busiest day for banking, and believes that other days would yield lower traffic counts. The Parkway Bank locations with the highest traffic counts are those that are much larger than the proposed 3,800 square foot bank, or are located in more densely populated areas in Chicago. Staff believes that the best comparison would be with the two nearest existing locations in Glendale Heights and Streamwood, which are 3,038 square feet and 3,953 square feet, respectively. The Glendale Heights location averages three cars through the drive-up per hour, and had a maximum of five cars in one hour on a Friday. The Streamwood location averages five cars through the drive-up per hour, and had a maximum of eight cars in one hour on a Friday. Based on these numbers, staff believes that the impact of the increased traffic in the existing rear service/delivery drive would be minimal. Staff also notes that the traffic counts indicate that it would not be likely that stacked drive-up traffic would conflict with the striped pedestrian crosswalk. As can be seen on Exhibit B, six cars could be stacked in the drive-up lanes without conflicting with the crosswalk. The Streamwood location had a maximum of eight cars over a one-hour period. These eight cars would only conflict with the crosswalk if they all were stacked at the bank at the same time, rather than arriving over a one-hour period.

During peak traffic hours, cars on County Farm Road waiting to turn left onto Army Trail Road routinely stack in the northbound left turn lane to the extent that they block the main shopping center exit to County Farm Road. Therefore, staff would expect that customers of other businesses might use the proposed bypass lane as a short cut to exit the shopping center. In an attempt to discourage cut-through traffic, the petitioner has reduced the width of the bypass lane from 16 feet to ten feet. Staff believes that the reduced width would make the lane less noticeable as a potential short cut, which would somewhat reduce cut-through traffic. A greater benefit of the reduced lane width would be the effect of slowing bypass traffic, which would make the area safer. Staff notes that the bypass lane would still allow cut-through traffic, and would increase the traffic in the rear service drive, which was intended to handle low volumes of employee traffic and unloading trucks. Regardless of the intent of the rear service drive, the

petitioner has pointed out that the driveway onto County Farm Road is constructed with a similar geometry to the main customer driveway onto County Farm Road further to the north, and could accommodate a similar volume of traffic. Staff would expect that the combination of garbage truck traffic, delivery truck traffic, employee parking traffic, bank drive-up traffic, and cut-through traffic would still be less traffic than at the customer driveway onto County Farm Road further to the north. Staff acknowledges that the traffic along the rear drive would increase, but would be a relatively minor increase.

Regarding the requested Special Use Permit for a Bank, staff notes that there are few parking spaces in proximity to the bank, but there is an abundance of parking available at the shopping center, and there has never been a concern about a parking problem. We note that customers wishing to park and reach the bank would not have a designated pedestrian route and would potentially need to walk across the middle of the drive-up stacking area, but no stores in the shopping center have a designated pedestrian route and the plan does include a striped crosswalk across the drive-up lanes and includes signage to warn approaching drivers of the pedestrian crossing. Staff notes that the bank is not a sales tax generating business and it was hoped that a new tenant at this location would be a sales tax generating use, but the proposed bank would be a sort of remodeling of a shopping center that has a relatively high vacancy rate and it is generally more desirable to see a bank in this location rather than at a prime outlot or corner location. In consideration of these issues, staff believes the requested Special Use Permit for a Bank is reasonable.

Regarding the requested Special Use Permit for drive-up service ancillary to the bank, staff notes that the drive-up lanes would accommodate four stacking spaces per teller lane, in compliance with the code requirement. We note that there is an abundance of parking available at the shopping center and staff is not concerned with the proposed removal of eight parking spaces to accommodate the drive-up stacking lanes. Staff notes that the north intersection created at the entrance to the bank drive-up lanes has the potential to create driver confusion, but we note that traffic would travel at lower speeds in this area and there would be no visibility problem at the intersection. Staff notes that the drive-up would add customer traffic to the rear service/delivery drive and cause customer traffic to mix and potentially conflict with delivery trucks and garbage trucks, but the drive-up traffic count data submitted by the petitioner indicates that the volume of customer traffic would be relatively minor. Staff notes that the ten-foot wide bypass lane would somewhat discourage cut-through traffic, and would have the effect of slowing bypass traffic. Staff notes that although the rear service drive was intended to handle low volumes of employee traffic and unloading trucks, the geometry of the driveway onto County Farm Road could accommodate the increased traffic volume from drive-up customers and cut-through traffic. Staff notes that the design of the drive-up is less than ideal, but considering the issues noted above, staff believes the requested Special Use Permit for drive-up service ancillary to the bank is reasonable.

Staff recommends approval of the Special Use Permit for a *Bank* in accordance with Sections 16-9-3(C)(3) and 16-9-4(C)(1) of the Carol Stream Zoning Code and the Special Use Permit for *Drive-up Service Window, ancillary to a permitted or special use* in accordance with Sections 16-9-3(C)(12) and 16-9-4(C)(1) of the Carol Stream Zoning Code to allow construction of a Parkway Bank and drive-up facilities in the B-3 Service District, subject to a list of conditions. Staff notes that the first two conditions below are as mentioned elsewhere in this report, while the remaining conditions are standard Village conditions for Special Use Permit requests. The recommendations listed above are subject to the following list of conditions:

1. That the two signs at the entrance to the drive-up lanes be YIELD signs with wording as approved by the Village Engineer;
2. That all shrubs and perennials be maintained at a height not to exceed 36 inches to keep open sight lines;
3. That separate building permits are required for all signs;

4. That only channel letter signs, and not box signs, be permitted for the bank;
5. That all new rooftop equipment be completely screened from view in all directions;
6. That all new ground mounted mechanical equipment shall be screened from view from surrounding public streets;
7. That all landscape materials shall be maintained in a neat and healthy manner, with dead or dying materials replaced with similar type species as indicated on the approved landscape plan on an annual basis; and,
8. That the construction and operation of the facility and maintenance of the site will comply with all state, county and village codes and requirements.

Commissioner Spink asked for an explanation of what transactions would take place at the drive-thru and inside the facility. Mr. Gunderson responded that the drive-thru would handle deposits, withdrawals, and check cashing services, while transactions regarding new accounts, certificate of deposits, savings accounts, loans, rate quotes, and safety deposit boxes would be handled in the main facility. In response to the question regarding handicapped parking, Mr. Svalenka noted that handicapped parking is assigned for the entire center, not to individual businesses.

Commissioner Spink said that she would like to have DO NOT ENTER signs at the end of the drive-thru lanes at the rear street. Mr. Svalenka noted that some of the traffic control signs to be used are on the plans for the site or illustrative purposes, but it would be engineering that would determine what signs are to be placed and where and they are not necessary to be drawn on these plans. The DO NOT ENTER signs can be made a condition for approval.

Commissioner Smoot commented that if the number of banking institutions are indicative of the fortunes of a community, then Carol Stream is surely blessed.

Commissioner Christopher commented that he is in agreement with the staff recommendations. Chairman Michaelsen said that he is impressed with what the petitioner has proposed in order to make this work. However, he feels that it will create too much conflicting traffic, too much confusion and just generally, the rear exit will not work with the conflicting traffic from the other side of County Farm Road. Mr. McNees commented on the position of the driveways on both sides of County Farm Road and the position of the turn lanes. He asked the Chairman to consider that the amount of traffic generated by the proposed use does not compare with the traffic that was generated when Rainbow Academy occupied the space.

Chairman Michaelsen said that he is very concerned about the traffic confusion and once it is approved there is no going back and that he feels that it won't necessarily be the traffic generated by the bank that will cause the confusion, but the addition of another customer access from the center to County Farm Road.

Commissioner Spink asked if there would be a separate ATM machine or if it would be on one of the drive-thru lanes. Mr. Gunderson said that a decision has not been made at this point.

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

Ayes:	4	Commissioners Christopher, Smoot, Spink and Michaelsen
Nays:	0	
Absent:	3	Commissioners Manzzullo, Vora and Hundhausen

Commissioner Spink moved and Commissioner Christopher made the second to recommend approval of a Special Use Permit for Drive Up Service Window in accordance with staff recommendations and the addition of "DO NOT ENTER" signage at the drive-thru lanes at the rear driveway. The results of the roll call vote were:

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

The petitioner was reminded that this matter will be heard by the Village Board at their meeting on September 17, 2007 and was advised to attend that meeting.

Commissioner Smoot moved and Commissioner Spink made the second to close the public hearing. The results of the roll call vote were:

Ayes:	4	Commissioners Christopher, Smoot, Spink and Michaelson
Nays:	0	
Absent:	3	Commissioners Manzzullo, Vora and Hundhausen

At 9:12 pm, Commissioner Smoot moved and Commissioner Spink made the second to adjourn. The motion passed by unanimous voice vote.

FOR THE COMBINED BOARD