

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

May 23, 2005

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

Chairman John Bentz called the Regular Meeting of the Combined Plan Commission / Zoning Board of Appeals to order at 7:40 p.m. and directed Recording Secretary Wynne Progar to call the roll.

Present: Commissioners Weiss, Michaelsen, Sutenbach and Bentz
 Absent: Commissioner Vora, Spink and Hundhausen
 Also Present: Village Planner Don Bastian, Jim Knudsen, Director of Engineering Services and Recording Secretary Progar

MINUTES:

Commissioner Weiss moved and Commissioner Sutenbach made the second to approve the Minutes of the Meeting of April 11, 2005 as presented. The results of the roll call vote were:

Ayes: 4 Commissioners Weiss, Michaelsen, Sutenbach and Bentz
 Nays: 0
 Absent: 3 Commissioners Vora, Spink and Hundhausen

PUBLIC HEARING:

**#04307: David Schonback, NE Corner of St. Charles Road and Morton Road
 Rezoning (Preannexation)
 Continued from 3/14/05 Plan Commission Meeting**

Mr. Bastian said that a letter has been received from the petitioner again requesting a continuance of this matter until the meeting of June 27, 2005. He noted that if the petitioner is still not ready at that time staff will request that the applicant withdraw the application. Commissioner Sutenbach moved and Commissioner Weiss made the second to continue this matter to the meeting of June 27, 2005 at the request of the petitioner. The results of the roll call vote were:

Ayes: 4 Commissioners Weiss, Michaelsen, Sutenbach and Bentz
 Nays: 0
 Absent: 3 Commissioners Vora, Spink and Hundhausen

**#05100: Carol Stream Park District, 849 Lies Road
 Special Use Amendment
 Variation – Parking Stall Width**

Brenda Gramann, President of the Carol Stream Park Board stated that the Park District is requesting a Special Use amendment to the 2001 approved special use site plan, to allow a

right in/right out on County Farm Road and to allow parking stalls in the north parking lot to measure nine feet in width as opposed to nine and one-half feet in width as required. The Park District has presented a plan of these changes for review and the staff has suggested a modified alternative and everyone agrees that there are many potential variations for this layout and each has its advantages and disadvantages. They are requesting that Commissioners approve this community infrastructure project as follows: approve the special use to allow a right in/right-out access point off of County Farm Road as well as a variation to allow the parking spaces in the north parking lot ONLY be reduced in width from nine and one-half feet, to nine to allow nine foot wide parking stalls in the North parking lot ONLY, to increase the number of stalls from 239 to 245; approve the modifications for the right in/right out access, either as submitted, or as altered by Village staff, with the stipulation that the engineering plans be redrawn to show the changes before next week's Village Board meeting.

At the call for public hearing, Dale Engebretson, 1090 Brighton Drive commented that his home backs up to Simkus Center property. He said that he is concerned that this is going to create more daytime traffic and the risk of pedestrian traffic accidents. Currently the traffic pattern is restricted and it is much safer for children crossing to the Center from Cambridge Point subdivision. Another concern is reduced safety at nighttime from vandalism to the homes that abut the Center and since the Park Patrol was cancelled and transferred to the Police Department there are not near the amount of patrols as there were.

Mr. Bastian noted that Director of Engineering Services, Jim Knudsen was in attendance to answer any questions that the Board may have.

He said that the applicant is requesting an amendment to an existing Special Use Permit in accordance with Sections 16-8-1(C)2(a) and (j) and 16-8-3 of the Carol Stream Zoning Code to allow for vehicular access off of County Farm Road and modifications to the approved site plan, and a Variation from Section 16-13-2(C) of the Carol Stream Zoning Code to allow the parking stalls in the north parking lot to measure nine feet in width as opposed to nine and one-half feet in width, as required.

In August of 2001, the Village Board adopted Ordinance 2001-08-40, which approved a Special Use Permit for the expansion of the Carol Stream Park District Simkus Recreation Center, located at the northeast corner of County Farm and Lies Roads. The Ordinance, attached for your review, contains specific conditions that the Park District is required to comply with in their use and maintenance of the site. The 2001 approval allowed for a significant expansion and improvement of the pool area, including new pool equipment and play apparatus, new fencing and new landscape materials. The parking lot capacity was increased from 205 spaces to 239 spaces as part of the pool expansion project. At this time, the Park District would like to modify the approved site plan to include a right-in/right-out access point off of County Farm Road at the north parking lot area. Because the proposed access improvement represents a significant modification to the approved site plan, an amendment to the 2001 Special Use approval is necessary. In addition, in order to at least maintain the number of parking spaces shown on the site plan approved in 2001, which is 239 spaces, the Park District is also requesting a Variation to reduce the parking stall width for the stalls in the north parking lot *only* from nine and one-half feet, as required by the Zoning Code, to nine feet.

Special Use:

The Village first learned of the Park District's desire to add a right-in/right-out access to the north parking lot area when plans were submitted to the Engineering Services Department for review this April. When Planning Division staff reviewed the plans, we noted that the proposed design represented a significant modification to the site plan that was approved through Ordinance 2001-08-40. In addition to the new access point, the site plan had been modified to reduce the number of parking spaces from 239, as required by the Ordinance, to 230. In a plan review memo dated April 13, 2005, Planning Division staff informed the Engineering Services Department that we could support the new access point if it could be designed in a manner that was deemed to be safe and appropriate by the Engineering Services Department and the DuPage DOT, but that the proposed access and parking lot changes would require a public

hearing before the Plan Commission with a final decision by the Village Board. Our memo further indicated that it would be difficult for staff to support a design that resulted in a reduction in the number of parking spaces. Staff's position with respect to the original plan's reduction in the number of parking spaces is due to past concerns about parking adequacy at this facility, and complaints that the Village has received about extensive on-street parking in the nearby residential neighborhoods in previous years.

As a result of the Village's comments regarding the Park District's initial Engineering Plan submittal, Village and Park District staff met to discuss the proposed changes, as well as the required public hearing process for their proposal. Village staff informed the Park District that the two most important factors to consider in preparation of their design of the new access point and the associated parking lot modifications were 1) the safety of the design and 2) the extent to which the new design maximized parking on the property. Other factors evaluated by staff included the desire to reduce congestion at the existing Lies Road access and the avoidance of impacts to the neighboring residential properties.

In review of the plan that the Park District has submitted, staff believes that the proposed configuration will provide the desired relief at the Lies Road access, and will not present a noticeable impact to the neighboring properties. However, staff has concerns about the unconventional design in the area of the right-out portion of the access. One of the parking lot drive aisles intersects the egress driveway (as seen on the blown-up detail), resulting in an unconventional arrangement that has conflicting, intersecting movements that will be somewhat unfamiliar to motorists. For example, a vehicle heading west along the southern drive aisle, wishing to access the northernmost row of parking, would need to make an awkward maneuver across the right-in lane, travel along the right-out lane, and then proceed north to the northern row of one-way parking. It is staff's position that the design in the area of the access point could be redesigned to eliminate this awkward configuration. In your packets, we have provided a sketch of a design prepared by Village staff that would create a more conventional four-way intersection where the access point meets the parking lot, separated from the driveway access point, which would provide a more customary drive aisle alignment. Staff's design alternative also results in a gain of one parking stall, which is added to the south end of the row of four spaces to the south of the right-in access lane. (It should be noted that the one additional parking space could also be added in the same location on the Park District's proposed plan, so there is no difference in the amount of parking provided by the two plans contained in your packet.)

Overall, staff supports the Park District's efforts to improve access into and out of the Simkus Recreation Center through the installation of a right-in/right-out access point at the north parking lot. However, as stated, the two most important design goals in the Village's estimation are safety of the design and the maximization of parking. At this time, staff cannot support the design presented by the Park District because we believe that the safety of the design and the ease of use for motorists can be significantly improved with a different design. The design prepared by Village staff is one such design that accomplishes the two main goals; there may be other designs that could be equally effective. We encourage the Park District to revise the plan to allow for a safer, more conventional design in the area of the access, and we encourage the Plan Commission members to evaluate and comment on the two designs.

Variation:

If no other parking lot design modifications were made, the installation of the proposed right-in/right-out access point would result in the loss of some parking spaces. From staff's perspective, the loss of parking spaces as part of the access enhancement would not be desirable, and it would be a design element that would be difficult for staff to support. In reviewing the options for maximizing the number of parking spaces to serve the Simkus Center, staff suggested that the Park District consider requesting a variation to allow the parking spaces in the north parking lot *only* to be reduced in width from nine and one-half feet, as required by the Zoning Code, to nine feet. The one-half foot width reduction in the spaces in the north lot allows for two parking spaces to be gained per row of parking. If the stalls in the north lot are reduced to nine feet in width, as shown on the site plan, a total of 245 parking spaces can be

provided, which is an increase of six parking spaces over the existing parking lot, which contains 239 spaces.

In suggesting to the Park District that they might wish to request a variation to reduce the parking stall width to nine feet for the spaces in the north parking lot area, in an effort to maximize parking, staff considered several factors. First, it is important to note that nine feet is the standard parking stall width for parking stalls in many area communities, including Bartlett, Wheaton, West Chicago and Hanover Park. Given that nine feet is a common parking stall width, staff is confident that nine-foot wide stalls in the north parking lot will not be problematic. Second, we note that Simkus Recreation Center patrons who drive to the facility would likely leave their vehicles parked for a longer period of time than would patrons of many other types of uses, such as convenience stores, post offices, or other quick service uses. As such, vehicle turnover in the parking lot will be relatively infrequent, which should reduce any inconveniences attributable to the reduced parking stall width. Third, the reduced parking stall width would have little if any impact on the residential properties immediately to the north of the parking lot. Other parking lot designs that would have increased the number of parking spaces could have located parking stalls closer to the residential properties, or resulted in parking stalls facing the rear yards of the homes. However, in an effort to avoid any increased impact to the existing residents, neither the Village nor the Park District pursued such design alternatives. Based upon these factors, and considering the important goal of maximizing parking, staff can support the request to reduce the width of the parking stalls in the north parking lot.

Summary:

As mentioned, staff supports the Park District's plans to enhance access to the north parking lot through the installation of a right-in/right-out access point. However, we believe that the design of the access can be improved from a safety and convenience standpoint, and so we cannot recommend approval of the Special Use for the access improvement as designed at this time. We encourage the Park District to revise the design to provide a safer, more conventional access configuration at the point where it connects with the parking lot drive aisles. With respect to the variation to reduce the parking stall width for the spaces in the north parking lot, staff can support the variation, regardless of the ultimate design of the parking lot.

Commissioner Weiss said that he does not have a problem with the reduction of the width of the stalls. He asked if a deceleration lane would be needed on County Farm Road and Mr. Knudsen said that DuPage County has jurisdiction over County Farm Road and they did not feel that a deceleration lane was needed. Commissioner Weiss asked if there would be any signage directing traffic to the entrance. Mr. Biondo, Director of the Park District replied that there isn't a sign indicating the entrance on Lies Road, but if it were required, the Park District would ask where such a sign could be put up. Mr. Knudsen said that a sign can be posted on the right of way for entrance into the right in/ right out, however there will be signs that will prohibit left hand turns into this facility on southbound County Farm Road. A left hand turn will also be prohibited out of the parking lot onto County Farm Road. The signs will be required and will be an actual part of the permit.

Commissioner Weiss asked if landscape maintenance was included in the special use permit in 2001 and Mr. Bastian stated that there was a landscape plan included with that ordinance and the expectation is that all landscape presented on the plan will be maintained or replaced as required.

Commissioner Weiss asked what the differences are between the Park District proposal and the Village Staff's alternative and Mr. Bastian replied that the Park District plan and the design of the Village staff actually have the same number of parking stalls. The Village alternative shows stalls facing County Farm Road where the Park District's design does not. The Village's design results in some other stalls, in other locations being eliminated to make room for the access points and drive aisles. Each plan having the same amount of stalls allows for direct comparisons of design features. Mr. Bastian agreed that there any number of ways to design a right in/ right out into this property and many would be satisfactory. Staff believes that their design is more conventional with the proper stop bars and stops signs being added will result in a design that motorists are more familiar with as opposed to the other design where accessing

the northern row of parking spaces would be very awkward in the way that the drive lane comes out of the right out portion of that access point.

Commissioner Weiss said that he supports the proposal to have the access point off of County Farm Road and suggested that a pedestrian cross walk for the area should be addressed.

Commissioner Sutenbach asked why the north end parking stalls are angled and not straight, and was told that there is not enough room for that amount of stalls if they were 90 degree spaces. Commissioner Sutenbach asked if they could be angled that other way so that they could be accessed from Lies Road. Mr. Bastian said that was one of the options looked at, but since it does not provide for additional parking and they are the farthest away from the building their use will be less than others. Mr. Knudsen said that the stalls on the east side will be used a lot more since they are closer to the door and if they were angled to the west instead of to the east there would be a greater number of conflicts with cars leaving the facility.

Commissioner Sutenbach said that it looks like that there are drawbacks to either plan and he is not in favor of either plan.

Commissioner Michaelsen said that he has no problem with decreasing the width of the parking stalls. He agreed that the two proposals do not work. He asked if there is any way a drive in on the first aisle and keeping the traffic going in one direction and then reversing it to have all of the traffic go the other way. Mr. Bastian said that also was looked at and while it is a good plan, one negative aspect would be that users of the facility use that southern drive aisle as a drop off lane for various activities inside of the building and they really don't want traffic coming off of County Farm Road right into that drive aisle where people are stopped and dropping off kids.

Mr. Knudsen said that DuPage County will not allow direct access from County Farm Road to that drive aisle, it has to be moved further to the north.

Commissioner Michaelsen asked what the speed limit of County Farm Road is and was told that it is 45 mph at that point. He said that he is concerned about traffic accidents with vehicles coming through the traffic signal faster than the speed limit and the mom and kids in the van slowing down to turn into the Park District. Mr. Knudsen said that any intersection has the potential for accidents but both of these designs meet DuPage County standards and they are located far enough away from the Lies Road intersection that they have deemed it safe.

Chairman Bentz commented that when he looked at both of the plans, it seems that the main conflict arises when the people trying to access the northern most aisle of parking. He suggested that if the parking stall angles were reversed and this was a one way aisle, it would eliminate the problem. Mr. Knudsen said that it would eliminate the problem of people coming off of County Farm Road, but it would also add back problems for those who were not going to exit the property.

Ms. Gramann said that the Park Board there is not a strong opposition to the Village plan, they are just looking for approval of a plan so that construction can go forward.

Chairman Bentz said that he would have to defer to the Village engineering staff since it makes more sense to try to align the aisles the way they have. He asked if there will directional arrows painted on the pavement and Mr. Knudsen said that the proposed design is to give drivers as many options as possible so that they do not stop. There will be no stop signs for traffic entering off of County Farm Road. All of the stop signs will occur for the cross traffic. Chairman Bentz asked if a stop bar is a speed bump on the pavement and was told that it is just painted stripes on the pavement to indicate where the vehicle is supposed to stop. He also asked if there were to be speed bumps in the northern parking lot to deal with the concern regarding motorists using the parking lot to avoid the stoplight at the corner. There were speed bumps in the other park of the parking lot and Mr. Biondo said that they will be reinstalled after the repaving.

Mr. Engebretson suggested that maybe there could be a right in only on County Farm with all traffic exiting on Lies.

Commissioner Weiss asked if DuPage County would allow just the right in turn and Mr. Knudsen said that he does not believe that they would have a problem with that type of proposal.

Commissioner Sutenbach suggested that this matter be continued to allow both sides to meet

and agree on just what is the safest plan.

Mr. Biondo said that they do not have a problem with the Village staff recommended plan.

Commissioner Sutenbach said that he is not convinced which is the safest plan, right now he does not like either one.

Mr. Bastian said that a continuance is one of the options and the Commission can proceed that way. He said that both the Park District engineers and the Village engineer have spent quite a bit of time working on this plan and meeting with the consultants to come up with a design that is safe and one that the County can approve and while there are any number of ways that this can be designed, it is understood that the Park District is interested in moving forward with this project.

Commissioner Weiss asked if the Park District is waiting on an approval of the right in/right out plan to schedule the paving of the parking lot. Mr. Biondo said that weather permitting, the paving would start this week and then the striping would follow that. Commissioner Weiss suggested that there be a vote on reducing the parking stalls on the north side of the parking lot. Mr. Bastian agreed and also noted that in continuing the matter of the plan, it is possible that further meetings among the parties could result in the same plan as is being presented now.

Commissioner Weiss moved and Commissioner Michaelsen made the second to recommend approval of a variation for the parking stalls from 9.5 feet to 9.0 feet in width for the north parking lot only. The results of the roll call vote were:

Ayes:	4	Commissioners Weiss, Michaelsen, Sutenbach and Bentz
Nays:	0	
Absent:	3	Commissioners Vora, Spink and Hundhausen

Director of Engineering Services Jim Knudsen stated that he feels that the Village's Plan is the safest and most effective for the right in/ right out from County Farm Road. He also stated that this plan meets all of the DuPage County Highway Department standards and it meets all Village standards.

Commissioner Weiss moved and Commissioner Michaelsen made the second to recommend approval of an amendment to the special use permit to allow vehicular access off of County Farm Road and to recommend approval of the plan labeled "Village design alternative".

The results of the roll call vote were:

Ayes:	3	Commissioners Weiss, Michaelsen and Bentz
Nays:	1	Commissioner Sutenbach
Absent:	3	Commissioners Vora, Spink and Hundhausen

The petitioner was reminded that this matter will be heard by the Village Board at their meeting on June 6, 2005 and was advised to attend that meeting.

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

Ayes:	4	Commissioners Weiss, Michaelsen, Sutenbach and Bentz
Nays:	0	
Absent:	3	Commissioners Vora, Spink and Hundhausen

At 8:40 pm Commissioner Weiss moved and Commissioner Sutenbach made the second to adjourn. The motion passed by unanimous voice vote.

FOR THE COMBINED BOARD