



**Village of Westmont
Planning & Zoning Commission
June 13, 2018 - Minutes**

The Village of Westmont Planning and Zoning Commission held its regular meeting on Wednesday, June 13, 2018 at 7:00 p.m., at the Westmont Village Hall located at 31 W. Quincy Street, Westmont, Illinois 60559.

Chair Gregg Pill led in the following:

- 1. Call to Order**
- 2. Roll Call**

In Attendance: Chair Gregg Pill, Secretary Wallace Van Buren, Commissioners Craig Thomas, Doug Carmichael, Janis Bartel, Thomas Sharp, Chris Lavoie, Village Attorney John Zemenak, Village Planner Joseph Hennerfeind, Village Engineer Noriel Noriega

- 3. Pledge of Allegiance**
- 4. Swearing in of testifying attendees**
- 5. Reminder to silence all electronic devices**
- 6. Reminder to sign-in for any public testimony**
- 7. Approval of Minutes of the May 9, 2018 regular meeting**

MOTION to approve May 9, 2018 minutes.

Motion by: Bartel
Second by: Lavoie

Voting A

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Sharp: Yes
Lavoie: Yes
Pill: Yes

Motion Passed

- 8. Open Forum**
- 9. Review of Public Hearing Procedures**
- 10. Open Hearing**



New Business

PZ 18-007 Peak Custom Homes LLC regarding the residential property located at 514 64th Street, Willowbrook, IL 60527 for the following:

(A) Preliminary Plat of Subdivision request to subdivide 1 lot into 2 residential lots in the R-1A Single Family Detached Residence District.

PRESENTATION: Demetrios Panos, Peak Custom Homes, presented his request to split the lot located at 514 64th Street. The current lot is 155' x 300' and will be subdivided into lots that are 77.5' x 150'. The lot sizes will be similar to the properties located to the west. There is currently an existing dilapidated house on the lot, which will be demolished. Single family residences will be constructed on each lot. They will not require variances and will meet all the requirements for zoning.

STAFF COMMENT: Joseph Hennerfeind stated that the applicant is requesting a lot subdivision in the R-1A district. The minimum area for a single family residence in this zoning district is 11,250 SF and the minimum width is 75'. The existing size of the lot allows for the subdivision to occur without any variances. There is an existing house on the property which has been the subject of code enforcement actions over the last couple of years. There is no chance to salvage the house. The applicant is the official owner of the property and will be knocking the house down on one of the new lots. The applicant has provided architectural renderings to show that the proposed homes will fit on each of the lots created by the subdivision .

PUBLIC COMMENT: None

COMMISSIONER COMMENT:

Carmichael: Stated that the project seems clear and he has no objections.

Van Buren: Stated that he has no questions.

Thomas: Stated that the project was straightforward and he has no questions.

Sharp: Stated that the project seemed straightforward. Sharp commented that the streetscape is consistent but the three (3) lots to the south are zoned as R-1, which means they have different setback requirements than the homes to be built on these new lots, and was unsure why the neighboring subdivided lots were zoned differently than the new ones. Hennerfeind responded that the R-1 properties to the south were likely zoned R-1 due to being annexed many years ago, as residential properties default to an R-1 zoning if a no particular zoning district is requested upon annexation. Sharp asked if those lots are ever proposed to be redeveloped, could their zoning category be changed to R-1A? Hennerfeind responded that CDD would work with any applicant at that later time to determine the appropriate zoning district .

Bartel: Stated that she is supportive and it will be an improvement for the neighborhood.



Lavoie: Stated that in regards to tree preservation, it is necessary to consider the driveway type. Panos responded that they would not be installing a u-shape or circular driveway.

Pill: Asked what the price range on the homes will be. Panos responded that they will range from \$800-\$850K. The size of the homes will be around 3,300 SF. Pill stated that he supports the lot split, but was disappointed with the developer's last residential development project because the market price for the new units was below what was originally presented to the Plan Commission. He stated that he hopes that this new development stays true to what is being proposed.

MOTION A

Motion to recommend to the Village Board of Trustees to approve a Preliminary Plat of Subdivision request to subdivide 1 lot into 2 residential lots in the R-1A Single Family Detached Residence District.

Motion by: Carmichael

Second by: Thomas

VOTING A

Van Buren: Yes

Carmichael: Yes

Thomas: Yes

Bartel: Yes

Sharp: Yes

Lavoie: Yes

Pill: Yes

Motion Passed

PZ 18-008 Holladay Properties, Renee and Maria Sturgeon, Maria Sturgeon TRUST, LaSalle Trust Number 133666, and the Village of Westmont, regarding the properties located at 1 West Quincy Street (Mary Egan Park), 7 West Quincy Street, a portion of the Right-of-Way (public alley), 14 and 20-24 South Cass Avenue, Westmont, IL 60559 for the following:

- (A) Comprehensive Plan Amendment request to redesignate approximately .22 acres from Parks/Open Space to Downtown Mixed Use.
- (B) Zoning Code Variance request to increase the maximum allowed FAR in the B-1 Limited Business District.
- (C) Zoning Code Variance request to increase the maximum allowed height in the B-2 Limited Business District.
- (D) Zoning Code Variance request to allow for construction of a mixed-use development within a required front yard setback in the B-1 Limited Business District.
- (E) Zoning Code Variance request to allow for construction of a mixed-use development within a required side yard adjoining a street setback in the B-1 Limited Business District.
- (F) Zoning Code Variance request to allow for construction of a mixed-use development within a



required side yard setback in the B-1 Limited Business District.

(G) Zoning Code Variance request to allow for construction of a mixed-use development within a required rear yard setback in the B-1 Limited Business District.

(H) Zoning Code Variance requests to reduce the total required number of parking spaces for both the multiple-family residential and commercial components in a mixed-use development.

(I) Preliminary Plat of Consolidation, to include a portion of public alley to be vacated.

(J) Site and Landscaping Plan approval.

PRESENTATION: Drew Mitchell, Holladay Properties, stated that they are seeking multiple variances and approvals for the proposed development at 1 West Quincy. Mitchell introduced his team that has been working on the project, including Chris Walsh of Tandem Architecture, Michael O'Connor of Holladay Properties, Javier Millan of KLOA, Osvaldo Pastrana of CivWorks Consulting, LLC, and Kara Pagel, Leasing Manager. Holladay Properties has been in business since 1952. Their corporate headquarters is located in Portage, IN and they recently opened a second office in LaGrange, IL. Their main focus is on transit-oriented developments. Holladay Properties is currently finishing up construction on a luxury apartment complex in Downers Grove called Burlington Station. Mitchell stated that he has been working with Larry Forssberg, Westmont Chamber Director, for the last couple years in order to identify the right location for this development. Mitchell stated that transit oriented developments are becoming a trend with the younger generations and even for empty nesters. He stated that studies show that many millennials prefer to live close to a train station in order to avoid having to own a vehicle. They want a luxury lifestyle without having to purchase a home. Holladay Properties is proposing a 94 unit luxury apartment building with a 3,100 SF restaurant along Quincy Street which would provide outdoor seating. They are currently working with a local restaurateur who is prominent in the area. The mixture of units within the apartment complex would include 75% 1BR or 1BR + den and 25% 2BR or 2BR + den. The sizes of the units will range from 750 SF to 1,440 SF. The projected rent amounts comparable to what is being charged in Downers Grove.

Mitchell described the interior design of the units as follows:

- ❖ Each master bedroom will have a walk-in closet;
- ❖ The hard surfaces will be made of either quartz or granite;
- ❖ The kitchen will contain high glass cabinetry;
- ❖ For flooring, high quality carpet will be used along with vinyl plank throughout the units;
- ❖ A main entrance valet desk for each unit will be available;and
- ❖ Each unit will have a 60-75 SF balcony / terrace;
- ❖ There will be in-unit storage and bicycle storage in the garage; and
- ❖ The units will contain butterfly intercom systems, which will ring the resident's phone and show them who is at their door.

Mitchell stated that typical apartment buildings built 20 years ago cannot accommodate the increase of modern package delivery. The Developers have designed for this modern phenomena by making sure they provide additional space and incorporate a system that will notify residents that their package has been delivered and will be secured until it is collected. The complex is 100% pet-friendly and will have a pet spa. These are the types of accommodations that millennials are looking for in a luxury apartment



complex.

In regards to parking, the Village Zoning Code requires that the complex provides 150 parking spaces. The plan being considered proposes 1.2 parking stalls per unit, or 1.2:1. Richmond Station, a comparable development, which is south of the proposed location, is currently providing parking at 1.17:1. Mitchell stated that they will also be providing access to Envoy, which is an electric vehicle car sharing. This service allows residents to rent the vehicle by the hour or by the day. For each Envoy car made available, 15 parking spaces can be eliminated. Mitchell stated that future residents will be taking the train and biking in order to eliminate the need for having a car. The complex will also be providing Uber credits if a resident does not consume a parking spot. The trend for these developments is that $\frac{1}{3}$ of the residents have two (2) cars, $\frac{1}{3}$ have one car, and $\frac{1}{3}$ have no cars.

The applicant is seeking an FAR variance from the current Village code standard of 0.80 to 2.8. Mitchell stated that part of the difficulty in developing this project is with this site is the property assemblage. The proposed site currently consists of a Taco Express, the municipally owned Mary Egan Park, an alley that is proposed to be vacated, and two (2) privately held residential parcels to the south, and the Developer has been successful at being able to assemble these parcels as part of this proposal.

Chris Walsh, Tandem Architecture, stated that based on meetings with the Village, it was recommended that a wall be incorporated along the street, so they were encouraged to bring the building to the sidewalk. Walsh stated that the site actually comes to a 92 degree angle. The building is roughly at a 3' setback off the corner of Cass Avenue and Quincy Street and then increases the setback out to about a 7' along Cass to the south. This is a deeper setback than the other buildings on Quincy Street. Walsh stated that they chose to set the building back that far so they could incorporate a colonnade, which will create a lively and inviting amenity.

Staff made a recommendation that the design of the top of the building should step down in height as it gets closer to the buildings next door, so the Developer designed the clubhouse to be located on the top floor. The clubhouse will accommodate parties or outdoor gatherings. The balconies have been designed to come closed to the street in order to encourage interaction with the downtown. Walsh stated that the other request from staff was to have a presence on the corner. Consequently, the corner of the building has parapets designed to be a little bit taller than the remainder of the building and there is a two story emphasis to the facade at the street. The appearance of the building was designed to make it look like it was built over a long period of time, so there will be different bricks, facade treatments, and colors installed to accomplish this. Metal and wood screening will be utilized to create an illusion that it is not just one long building, but rather a collection of buildings.

Mitchell stated that as the top of the building is scaled back, and the building height is reduced, they capture some of that space for the installation of the amenities.

He stated that due to a challenging traffic setup on Cass Avenue, it is difficult to introduce additional commercial to the first floor, and pointed out on the site plan where the proposed restaurant will be, and that the lobby, fitness center, and pet spa will be located to the left of it. The parking will extend along Cass Avenue and will consist of a ramp going up and down. Surface parking will be in the back of the



property. Vegetation will be incorporated to shield the parking lot from the public. There is a setback of 10' located at the back of the property to allow for larger vehicles to turn around. Walsh stated that the front of the property has been identified as Quincy Street, the side yards are on Cass Avenue and the alley, and the rear yard is south of the building. The side yard to the south has a 5' setback. The side yard setback along Cass Avenue is 3' at the corner of Quincy Street, but the average is 5'. The colonnade and balconies of the building come to the lot line, which is why they are asking for a 0 lot line variance. The building itself does not come to the lot line.

Metal fencing will be installed on the west side of the building to screen the parking. The vegetation on the fencing will create a shield, but it will still allow for enough see through for safety purposes. Bike racks and planters will be installed down Cass Avenue. Vertical planters and screening will be used to block the parking garage. The height of the building is at 60' and will consist of masonry.

In regards to parking, Mitchell stated that the plan proposes 113 residential spaces and 10 for commercial use. Due to the fact that the complex is a transit oriented development, the parking requirement is 1.1, which the plan is they are close to meeting. It is anticipated that the commercial parking will mostly be utilized by the commercial employees. Mitchell showed the ground level parking plan and pointed out the ingress and egress to the garage. The 10 commercial parking spaces are surface parking and are located immediately to the north of the ingress / egress. The parking that is below grade comprises 60% of the proposed parking. The plan also provides two (2) elevators, one of which is inside the parking garage and the other is in the lobby.

The second, third, and fourth floors of the building are essentially laid out in the same manner. The fifth floor contains the clubhouse and outdoor gathering area that allows residents to overlook Quincy Street, the fountain, and the train.

Javier Millan, KLOA Inc., (traffic engineer) stated that he conducted the traffic and parking study for the development. With this being a transit oriented development (TOD), it is closely located to public transportation in a downtown area. This creates a synergy to reduce the amount of new parking that is required. Millan stated that he studied what is looked at for TOD throughout the country and for Westmont in particular. The national average parking for TOD is .95 - 1.05 parking spaces per unit. In the Chicagoland area, the average parking for a TOD is 1.2 - 1.26.

Millan stated that from his research, he has determined that the amount of parking being proposed will be sufficient for the demand of this type of development. Pill asked Millan to talk about guest parking, snow plowing and storage, and emergency vehicle traffic. Millan responded that KLOA completed a survey of the surrounding parking to see what on- street parking spaces currently exists.

- ❖ There are 61 located on West Quincy Street.
- ❖ There are 14 on Lincoln Street and 10 on Cass Avenue.
- ❖ Of the 61 spaces located on West Quincy Street, 19 are restricted to 30 minute parking between 6 AM to 6 PM.
- ❖ The remainder of the spaces on West Quincy Street, and those along Cass Avenue, are restricted to 2 hour parking between 6 AM to 6 PM, after 6 PM, there are no parking restrictions.



- ❖ There are also the parking spaces dedicated to train commuters, but they require a permit from 6:30 AM to 9:30 AM, after 9:30 AM, there are no restrictions, which is common throughout municipalities serviced by commuter train lines.

Pill asked about overnight parking. Millan responded that he has not had the opportunity to research overnight parking. Mitchell stated that in Downers Grove, they offer overnight passes for guests to park in designated spots, so the solution could be similar. They have explored many different ideas and are working on ironing it out.

Osvaldo Pastrana, CivWorks Consulting, discussed the concern of emergency vehicles or larger delivery trucks accessing the new development. Pill asked if these vehicles needed to full access at the east / west access point, could they enter off of Cass Avenue? Pastrana responded that they would have to back in from the street and then head backwards in the easterly direction. In order for these vehicles to avoid having to make the three-point or four-point turns, they would likely have to back into these areas. There will be two points of access on Cass Avenue and Quincy Street. The fire hydrant connection is going to be located on Cass Avenue. Pastrana stated they are still working on the final design for how the Fire Department will get into the electrical room. He stated that the only possible way for the Fire Department to access this part of the building is by backing in without having to encroach on any neighboring properties. The plan denotes a portion of asphalt for fire and garbage truck turns and the intent is that as the other properties along Quincy Street become developed, they may do the same thing so that larger vehicles can make a 90 degree turn.

Pill asked what the plan is for snow removal. Mitchell responded that they are using a large portion of the site and the portions that they are not using will be dedicated to surface parking. He stated that this is a tricky site and there is an alley that needs to be vacated. Walsh responded that snow can be piled against the fence located in the surface parking lot since there is about 5'-6' of space available. On the other side of the fence, the area will be striped to indicate that no parking is allowed, as that area will be used for vehicles to make wider turns into the alley. The garbage trucks will pull up the alley and turn right into the complex to pick up the garbage. Guests will be able to access the 10 surface parking spaces by entering through the alley. Pill asked if there is an entryway to the restaurant from the parking spaces. Walsh responded that the parking spaces will likely be used by restaurant employees, so they can walk through the back hallway and directly into the restaurant.

Pill asked the applicant to discuss the stormwater detention for the property. Pastrana responded that detention will be incorporated through an underground storage vault underneath the open air parking lot. It is currently calculated to be about 5,400 SF x 4' high. It will be either a cast in place concrete vault designed by a structural engineer or a storm trap type system that is prefabricated. It will be designed to hold enough water to accommodate Westmont requirements.

Pill asked the applicant to discuss the lighting for the property. Walsh responded that per code, there needs to be a light over every balcony and they would typically come on and off with one master switch. These lights will likely be 60 watts, which will be inconsequential to the neighboring properties. The parking lot lighting is still being designed. The front will be designed with can lights and sconces underneath the canopies. Walsh stated that they will need to work with staff on the lighting for the back



to determine if poles will be needed. The lights will be shielded to ensure they do not affect the neighboring properties. Mitchell presented an architectural rendering and explained that bullet lights will be used on the front of the building. The colonnades will also be lit up.

STAFF COMMENT: Hennerfeind stated that the applicant is requesting a comprehensive plan amendment. He stated that Mary Eagan Park is a Village owned property which was created after a business there for many years burned down. The Village took over the property and beautified the area. When the comprehensive plan came about in 2013, it classified all green space, as parks, but it is not owned by the Park District and has not been dedicated as park lands. This development cannot occur without a reclassification to match the adjacent townhome development, which would be downtown mixed use. Zemenak responded that Mary Eagan Park is owned by the Village, and per State statute does not require a public hearing to be sold, and it is not public right-of-way that needs to be vacated. The real estate transfer process will be taken up by the Village Board, although public comment at this meeting is welcome. The Village has the option to sell property or right-of-way that has been vacated to an adjoining property owner for fair market value or could waive compensation as part of the TIF process. Zemenak stated that for the purpose of this meeting, the Commissioners should assume that the Village Board would approve the vacation as this would be the first course of action the Village Board would take before they consider the approval of the development.

Hennerfeind stated that one of the variance requests concerns FAR (floor area ratio). In the downtown, the FAR requirement is .8, which means that up to 80% of the lot can be covered with structures. The applicant has requested an FAR of 2.8. The most comparable development to the proposal is Richmond Station, which was approved with a FAR of 2.82. It is essentially a 350% variance request. Height variance in this district is 40' and the applicant is asking for 60'. Hennerfeind stated that in this district, a four-story building is recommended, however the proposed building is five-stories. Village plans recommend that if the building is over four stories, then the building should be stepped back and that is essentially so the overall bulk is diminished and the building is not stealing all of the sunlight from the adjacent properties. The applicant has indicated that on the Quincy Street side, they have stepped back the fifth floor and have provided an outdoor patio.

The applicant is also asking for numerous setback variances. The Village has recently began researching transit oriented developments and density requirements. The Village's comprehensive plan references increased density. Studies show that the downtown could handle an additional 250 residential units. What the Village has not accomplished yet is an analysis of existing setbacks, nor a way to determine what is an appropriate setback for the Westmont downtown area. The front yard for this proposal is considered to be Quincy Street. There is a side yard that abuts the buildings along Quincy Street and a side yard that abuts the alley in the back. The code requires a front yard setback along Quincy Street of 5'. The applicant is asking for a 0' setback because some of the colonnades and balconies come right up to the 0' lot line. Almost every building on Quincy Street and Cass Avenue are located at the 0' lot line.

The side yard along Cass Avenue is considered to be a supplemental setback and should be 50' from the middle of Cass Avenue. Staff has agreed that it would not be a smart idea to add on street parking off of Cass Avenue where it transitions into one lane. The applicant will be asking for a 0' lot line on this side as well. Without the 50' setback from Cass Avenue being required, the Developer will be able to add



vegetation, planter boxes, etc along Cass Avenue. The other side yard setback is the side that is adjacent to 9-11 West Quincy Street. Due to the height of the proposal, a 12.5' setback is required, and requested at 0'. Finally, the rear yard adjacent Richmond Station requires a 27.5' setback, and a 5' setback is requested.

Hennerfeind stated that the applicant separated the requested parking variances for residential and for commercial. The Village's current parking requirement ratio would be 1.6. The applicant is requesting 1.2, which is common for a TOD. Village requirements cover not just the dwelling units, but rather how many bedrooms are in dwelling units. Based on the number of bedrooms within the units, a ratio of 1.6 was calculated. The Village's code requires 150 spaces and the applicant is proposing 113 spaces. This equates to a 25% variance request. In regards to the commercial parking, the requirements are based on the type of business being developed. The highest intensity use would be a restaurant. Based on the square footage for this restaurant, 29 parking spaces would be required. The applicant is providing 10 spaces, which will likely be utilized by employees. There is no access, other than going through the building, to enter the restaurant from the parking lot.

The applicant is also requesting a preliminary plat of subdivision, which is actually a lot consolidation, which would also include the vacated alley right-of-way and Mary Egan Park. There are currently five (5) parcels that will be consolidated into one. There is also site and landscaping approval being requested.

Hennerfeind stated that according to the Village's Economic Development Comprehensive Plan, for the downtown to be vibrant, there needs to be an increase in density. An increase in density creates many bulk requirement hurdles, including setbacks, building height, overnight parking, etc. Currently the Village does not have a way to address overnight parking. Residents simply call the Police Department to ask for permission for overnight parking, which then gets logged. Hennerfeind stated that the applicants have been very responsive to staff's comments and recommendations. One of the biggest concerns is the turning diagram, which the Fire Department has approved, however, for the turning movement to be accomplished, the truck must cross over neighboring property, outside the public alley, to fully access the property. While Garbage trucks can back in, staff is not sure if that is a practical right solution, and the trespass issue needs to be addressed. Village Engineer Noriel Noriega stated that Waste Management currently has to back up on Richmond to serve the Village's dumpster. That is true for all of the T-intersection alleys.

Zemenak stated that this proposal is not being processed as a Planned Unit Development because it is a single building, containing no special uses. Typically, when developments are, or contain, special uses, conditions are imposed or negotiated for unique development issues. The written agreements that are prepared would be recorded against the title of the property, formalizing the understandings between the Village and the property owners. He asked the Developer if they would be interested into entering a development agreement that would address the issues that are being discussed, but not in the context of a planned development or special use. This would allow staff to work with the developer on issues such as snow removal, overnight parking, etc. Mitchell responded that they would have no problem with that. Zemenak responded that they are typically very reasonable agreements. The set conditions within the agreement will go to the Village Board for final approval.



PUBLIC COMMENT:

Michael Lynn, resident, asked what the smallest dimension is from the building face to the curb line on Cass Avenue. Walsh responded that there is an 8" curb, 3-½' of brick pavers, and then a 5' sidewalk, so there is about 10' total from the curb to the building face. Lynn asked if the parking screening along Cass Avenue will block the cars parked inside the garage. Walsh responded yes. Lynn asked what the parking ratio is per unit. Walsh responded that the average parking ratio is 1.2. Lynn asked if that includes motorcycle parking or just cars. Walsh responded that it is just for cars. Lynn asked if the fire truck turning diagram indicated that the truck would impede the adjacent property. Hennerfeind responded that the turning diagrams provided by the applicant indicated that if the trucks were turning west at the "T," they would not be able to make the turn to back into the lot without swinging onto adjacent properties. Lynn asked if there are any properties that have similar facades. Walsh responded that the local amendments require masonry and they will also be proposing hardie board. The colonnades and the two bases at the corner would likely be hardie board and metal. There are a few bays that go down Cass Avenue which will create a diverse look. Different bricks, stones, and metal railings will also be incorporated to give it a downtown look.

Jack Guasta, managing partner of Victory Partners, who owns property(ies) adjacent to the proposal, stated that he is concerned with the traffic flow, especially in the back alley. He asked if the intent is to leave the alley as a one way heading west? Guasta stated that he is concerned the traffic in the alley will increase due to residents, customers, etc. Mitchell responded that the residents will be heading the same direction when pulling out of the complex. They will be heading south and then west down the alley. The eastern portion of the alley that runs parallel to Quincy is being vacated. Mitchell stated that they could work with the Village to say that one must enter the alley from north to south and then exit from east to west. Guasta asked where the construction trucks will be coming and going from, as he is concerned the alley will be blocked. Mitchell responded that the Village will not allow the alleys to be blocked during construction. He understands that the construction will be disruptive and they will make every effort to try and keep it as less disruptive as possible. They will adhere to the traffic management plan and also work with the surrounding neighbors. They will make every effort to not disturb any tenants or residents. Mitchell stated that they will need a crane for the construction side of Cass Avenue, along with scaffolding for the masonry. However, they are used to working in constrained locations. Guasta asked what the timeline is for the project? O'Connor responded that the zoning process would be completed in the next three (3) months. During that time, they intend on closing on the property. The design process will likely take four (4) months to complete, after which they will submit for permit. Construction would likely begin in Spring 2019 and will take roughly 12 to 14 months to complete. The end goal is to have it finished mid year 2020.

Nick Hanba, resident, asked about the occupancy rate at the Downers Grove apartment complex that is under construction, and being built by the Developer. Mitchell responded that they are at 20% occupancy and have 140 people on their waitlist. Cara Pagels, leasing specialist, stated that the Downers Grove complex will be open in September and they have 20% pre-leased units. They currently give tours everyday to interested tenants. They plan on it being 100% occupied by September, but this is only a goal. Hanba asked what the average rent would be for the proposal in Westmont. Mitchell responded that they will range from \$1,700 to \$2,660. The square footage cost will be about \$1.98 to \$2.25 per



square foot. There will also be a \$100 per month per unit amenity fee which will be dedicated to paying for garbage hauling, water, sewer, cable, internet and recycling. Hanba asked if they did any research on what tenants currently pay in Westmont? Mitchell responded that current tenants residents are paying less, but the rental costs for the proposal will be higher due to the high end luxury amenities and ready access to transit services. Hanba asked at what point would they have to be at 100% occupancy to be considered successful? Mitchell responded that the development is expected to absorb nine to eleven units a month. With that projection, the building could be full within nine to eleven months after being open. Hanba asked if they will be accepting any Section 8 Housing? Mitchell responded that they are not accepting it for this development.

Mary Johnson, resident, stated that she is concerned about having a large five story building in the middle of downtown. She asked how much consideration has been put into water displacement and sewer runoff? She is concerned that with no green space, water will not be absorbed and will just flow downhill. Noriega responded that the proposed plan will include and meet all stormwater requirements, including storage capacity. In addition, there is a Central Business District (CBD) village sponsored alley reconstruction program which is improving the current alleys with pervious brick and concrete, and the Village's subdivision code requires the developer to provide the same for the reconstructed alley. Johnson stated that with the footprint of the building and the fact that they are taking away part of the alley, there is nowhere for the water to be absorbed. Noriega responded that the reconstructed alley will utilize stormwater management techniques, including storm sewers. The development itself will provide for its own stormwater by providing underground storage beneath the structure. Johnson stated that her biggest concern is that her property already floods and she is afraid it will get worse once this development is constructed. Pill responded that this development will actually enhance the stormwater management in the area due to the underground vaults that are being installed. The vault will hold thousands of gallons of water, which are then released through restrictors as the rain subsides. The Developer's engineering calculations determine how big the vault will be and it has to cover the entire lot. Noriega stated that the Developer's engineer will calculate the current runoff that is coming off the site and then compare the runoff calculations for the new development. That amount of runoff will then be stored in the underground system.

Bruce Leffek, resident, stated that he understands the Village needs economic development but there is also a point of going too far. He believes the building is too tall and the rent is too high for the area. The development will increase the traffic in the downtown area. Leffek stated that this is not downtown Downers Grove or downtown Naperville.

Bill Kalafut, resident and business owner, stated that he is supportive of the design and development. His only concern is that the only way for transit oriented developments to be successful is to have a partnership with retail. He stated that the Village needs to be conscious of the retail space to support the residential space that is being brought into the Village.

Adam Butusov, resident, stated that he is concerned about the one way alley that leads onto Lincoln. He suggests that the alley be restricted to one way traffic, but that the traffic flow should be in the opposite direction of the current conditions due to the high volume of traffic that will stem from the development. Butusov stated that there are two (2) bus stops right outside of the development so he is



also concerned for the safety of children with such an increase in traffic.

Kevin Field, resident, stated that the height of the building is his biggest concern as it will be shutting off daylight for a big portion of the day. He also asked about fire truck access in the alley and how larger trucks will be able to make it through there. Pill responded that the Fire Department has made several comments on the project and their latest review indicated their approval.

COMMISSIONERS' COMMENTS AND QUESTIONS:

Van Buren: Stated that he appreciates how well the developer has worked with Staff. Van Buren stated that he is concerned about the use of wood construction in the development. Mitchell responded that they need to abide by the code which does not allow for construction with wood. He stated that some surrounding communities do not have as strict non-combustible requirements like Westmont. There is a 15-20% higher construction cost due to the fact that they cannot use wood, they estimate an increase cost of \$3 million. Mitchell stated that it is not their objective to ask the Village's permission to use wood instead. He stated that the new TIF will help with the construction challenge that is seen in downtown Westmont, as there is a potential to leverage TIF funds if there is an economic gap that could hinder the project. They have submitted an estimate of the construction costs and the expected rental amounts and total revenue to the Village's TIF consultant.

Thomas: Asked if Richmond Station is at 100% occupancy. Mitchell responded that he does not know, but does not believe they are a competitor for the project. He stated that communities that do not have this type of luxury development will lose the opportunity to capture those types of renters. Mitchell stated that he does not view Richmond Station as a competitor because it is for sale condominiums, not rental units. With a condo product, the owners of each unit are collectively responsible for management and maintenance. The lifestyle that they are trying to achieve with this luxury apartment cannot be accomplished if the building falls below 80 units. Thomas stated that they need an architectural rendering of the rear of the building to show what the lights will look like for the neighbors to see. Mitchell responded that they will work on it, but he has also hit his plan preparation budget limit as to what he wanted to spend to get this far. He suggested that people go and visit their development in Downers Grove to see how nice the architecture looks on the backside of the building, which rarely gets seen. It is 360 degrees of architecture. Thomas asked if the seller has agreed to sell the properties in question? Mitchell responded that they have 100% agreement for all parcels except for the ones that are controlled by the Village. Before they can start their due diligence and preliminary plans, they want to have full commitment. They do not have control of the Village owned properties, but they are relying on the village to bargain in good faith in order to procure them in some manner. The closing on their properties will follow along on their anticipated schedule and types of approvals.

Sharp: Stated that he is supportive of the comprehensive plan amendment to vacate Mary Eagan Park. He stated that he is regretful that it is encroaching on Cass Avenue more than Richmond Station but he understands that Richmond Station uses the extra area for off street parking. Sharp asked if they will have Envoy parking or is that something they are just considering at this time? Pagels responded that they intend on introducing the Envoy system to Westmont. It is often seen in other TOD designs. One Envoy car can reduce the need for up to 15 parking spaces. Pagels stated that Envoy is an electric car



service as well. Sharp asked if there will be electric car charging stations installed? Mitchell responded that they will be running conduit throughout the garage in anticipation that some residents will use electric cars. Sharp stated that Richmond Station has a lower parking ratio than this development, which gives him a level of comfort. He is concerned with the limited amount of surface parking spots behind the building, considering the size of the restaurant. Sharp commented that there are actually 20 parking spaces shown on the site plan. Walsh responded that 10 are designated for the restaurant and 10 are designated for the apartment complex. Mitchell responded that if a resident wants a second parking spot then they will need to park outside and will also pay extra. Sharp stated that the floor plans show louvers at every bay on Cass Avenue but the elevations are different. The elevations show brick on the south side along Cass Avenue. Walsh responded that they do not need to do screening at every bay. The louvers are automatic and open when the CO2 level reaches a certain point. Sharp stated that his concern with the screening is that in the winter there will be less vegetation and visibility into the garage will be more apparent. Walsh responded that the louvers will act as screening. Sharp responded that in the winter it is important to make sure the screening is appealing. Sharp asked if the turning radius is still contingent on encroaching on the neighboring lots. Hennerfeind responded that the plan still indicates that a truck will need to access the neighboring property in order to get to the parking lot. Staff's concern is that trucks will be driving on adjacent properties without getting permission from the property owner. Walsh responded that they are not at 0' lot line to the alley, and some space at the corner has been reserved for additional turning movements. Sharp asked if they intend on dedicating or providing an easement for the 10' x 30' part of the alley? Walsh responded that he is unsure what the intent is at this time, but it would likely be an easement. Sharp responded that this may be something that could be included in the Planned Development Agreement. Sharp commented that he did not see a bicycle repair or pet grooming space on the plans. Walsh responded that it will be in the corner of the building near the elevator and trash area. Sharp asked which brick is the utility brick on the elevations. Walsh responded that utility brick is larger and about 2.8x the size of a normal brick. The colors can match the front. The south and west sides of the building will use utility brick. Modular brick will be used on the Quincy Street and Cass Avenue side. Hennerfeind stated that the southeast corner of the building will be visible as one is driving north on Cass Avenue. He asked if utility brick will be used on this corner. Walsh responded that they will use the face brick on the visible corner. Sharp stated that the west elevation is a prominent view for Metra riders and it does not appear to have much detail. Walsh responded that the details are not apparent because they were not focusing on them at the time the elevations were being created, but they intend to add more details to it. Sharp stated that the developer did a lot of things right and wishes them luck.

Bartel: Asked if other utilities will need to be relocated with the development of the building? Mitchell responded that ComEd and the sanitary sewer will need to be relocated. Bartel asked if lane closures will be affected on Cass Avenue when they intend on using the crane? O'Connor responded that at the Downers Grove project, the crane was at the center of the building and did not cause lane closures. He stated that there will be lane closures for other portions of the construction. Bartel asked if the balconies will reach over the sidewalk and will there be safety issues? Walsh responded that the balconies will come to the lot line and will not go over.

Lavoie: Based on relations between himself and the developer, Lavoie recused himself from making comments or opinion on the project. Lavoie asked for acceptance of this request. Pill responded that he



accepts his request.

Carmichael: Stated that he is in favor of TODs, however he is still concerned with the truck access in the back of the building and also with traffic flow through the alleys. He stated that he hoped the permeable pavers in the alley will help, not necessarily with traffic flow, but in general. Noriega stated that it is in the overall plan for the CBD Alley project to install permeable concrete in the alleys. Carmichael suggested that the alley improvements and the apartment development occur at the same time. He stated that as far as the parking shortage, that should be expected with this kind of project. He also stated that it is important for the developer to “dress up” the first story of the building so it is appealing to adjacent neighbors and residents. Carmichael asked if the colonnade will serve as a barrier from the people on the sidewalk? Walsh responded that the sidewalk is 12’ wide and the colonnade is 5-½’ deep. There will be doors and windows that open up onto the colonnade. They are anticipating having a fence that can be brought out by the restaurant when outdoor seating is being accommodated. There will still be plenty of sidewalk for people walking by. Carmichael asked what the sidewalk requirement is? Walsh responded that the typical requirement is 5’.

Pill: Asked if the doorman / concierge will be available 24/7. Mitchell responded that the concierge will likely be available from 8 a.m. to 8 p.m, but there will be 24/7 access and security provided. Pill stated that this is a cornerstone of the Village and he hopes that all concerns of how the development looks is addressed. As people are coming north on Cass Avenue and also viewing the development from the train, it is important to be conscious of the building’s appearance.

Van Buren asked if Holladay Properties normally retains ownership of their properties. Mitchell responded that they typically retain ownership and currently own around 70 properties that they have built and developed.

MOTION A

Motion to recommend to the Village Board of Trustees to approve a Comprehensive Plan Amendment request to redesignate approximately .22 acres from Parks/Open Space to Downtown Mixed Use.

Motion by: Thomas

Second by: Sharp

VOTING A

Van Buren: Yes

Carmichael: Yes

Thomas: Yes

Bartel: Yes

Pill: Yes

Sharp: Yes

Lavoie: Recuse

Motion Passed



MOTION B

Motion to recommend to the Village Board of Trustees to approve a Zoning Code Variance request to increase the maximum allowed FAR in the B-1 Limited Business District.

Motion by: Bartel
Second by: Van Buren

VOTING B

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Recuse

Motion Passed

MOTION C

Motion to recommend to the Village Board of Trustees to approve a Zoning Code Variance request to increase the maximum allowed height in the B-2 Limited Business District.

Motion by: Van Buren
Second by: Bartel

VOTING C

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Recuse

Motion Passed

MOTION D

Motion to recommend to the Village Board of Trustees to approve a Zoning Code Variance request to allow for construction of a mixed-use development within a required front yard setback in the B-1 Limited Business District.

Motion by: Carmichael
Second by: Thomas



VOTING D

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Recuse

Motion Passed

MOTION E

Motion to recommend to the Village Board of Trustees to approve a Zoning Code Variance request to allow for construction of a mixed-use development within a required side yard adjoining a street setback in the B-1 Limited Business District.

Motion by: Thomas
Second by: Van Buren

VOTING E

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Recuse

Motion Passed

MOTION F

Motion to recommend to the Village Board of Trustees to approve a Zoning Code Variance request to allow for construction of a mixed-use development within a required side yard setback in the B-1 Limited Business District.

Motion by: Bartel
Second by: Carmichael

VOTING F

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes



Pill: Yes
Sharp: Yes
Lavoie: Recuse

Motion Passed

MOTION G

Motion to recommend to the Village Board of Trustees to approve a Zoning Code Variance request to allow for construction of a mixed-use development within a required rear yard setback in the B-1 Limited Business District.

Motion by: Thomas
Second by: Bartel

VOTING G

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Recuse

Motion Passed

MOTION H

Motion to recommend to the Village Board of Trustees to approve a Zoning Code Variance requests to reduce the total required number of parking spaces for both the multiple-family residential and commercial components in a mixed-use development.

Motion by: Van Buren
Second by: Carmichael

VOTING H

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Recuse

Motion Passed



MOTION I

Motion to recommend to the Village Board of Trustees to approve a Preliminary Plat of Consolidation, to include a portion of public alley to be vacated.

Motion by: Van Buren
Second by: Thomas

VOTING I

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Recuse

Motion Passed

MOTION J

Motion to recommend to the Village Board of Trustees to approve a Site and Landscaping Plan.

Motion by: Sharp
Second by: Van Buren

VOTING J

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Recuse

Motion Passed

A brief break was taken prior to the next presenter.

Roll Call

In Attendance: Chair Gregg Pill, Secretary Wallace Van Buren, Commissioners Craig Thomas, Doug Carmichael, Janis Bartel, Thomas Sharp, Chris Lavoie, Village Attorney John Zemenak, Village Planner Joseph Hennerfeind, Village Engineer Noriel Noriega



regarding the properties located at 6200 South Cass Avenue (approximately 11.6 acres of land located at the northwest corner of 63rd Street and Cass Avenue) and 8 and 150 West 63rd Street, Westmont, IL 60559 for the following:

- (A) Text Amendment request to amend Appendix A, Section 7.07 of the Westmont Zoning Code to add Fitness Centers / Health Clubs and General Retail as permitted uses in the C-1 Commercial Business District.
- (B) Map Amendment request to rezone from C-1 Commercial Business District to a Planned Development Overlay District in the underlying C-1 Commercial Business District.
- (C) Special Use Permit request to operate restaurants with an associated drive-in on outlots 1A, 1B, and 2 in the C-1 Commercial Business District.
- (D) Special Use Permit request to operate an indoor theater in the C-1 Commercial Business District.
- (E) Zoning Code Variance request to allow parking in the front yard setback in C-1 Commercial Business District.
- (F) Zoning Code Variance request to increase the maximum size of ground signs permitted in the C-1 Commercial Business District (proposed Lots 1A and 1B)
- (G) Zoning Code Variance request to increase the maximum number of wall signs permitted in the C-1 Commercial Business District (proposed Lot 5)
- (H) Preliminary Plat of Subdivision.
- (I) Site and Landscaping Plan approval.

PRESENTATION: John Schoditsch, Bradford Real Estate, stated that the 12 acres of this proposed development are under contract to the Developer. It consists of an existing shopping center off of Cass Avenue and 63rd Street. The overall goal is to create a sustainable upscale development. Landscaping will be carried throughout the entire development and will be similar to the recently redeveloped ng Mariano's site. A multi-tenant building will face Cass Avenue. The site will also consist of an LA Fitness, movie theater, and restaurant. The primary access point will be a full access intersection off of Cass Avenue. There will also be two access points off of 63rd Street. The existing Walgreens is not part of the development and will remain the same. The remaining portion of this development will have shared parking for the remaining portion. There are 604 parking stalls being proposed. Once Lot 3 is completed, there will be a total of 680 parking stalls. The LA Fitness is 47,000 SF and will be the first of its Signature Clubs in the suburbs. The development will also include a restaurant called Raising Cane's at 3,755 SF, two 5,000 SF multi-tenant buildings, and retail. A sign variance is being requested for LA Fitness to install a sign on its eastern elevation. The monument sign for Raising Cane's is 10 SF larger than code allows. A variance is also being requested for a 12' setback on 63rd Street to allow for more landscaping.

In regards to LA Fitness, they will be open from 5:00 AM to Midnight on Monday - Thursday, 5:00 AM to 10:00 PM on Friday, and 8:00 AM to 8:00 PM on Saturday and Sunday. There will be no fixed delivery schedules, but deliveries will be limited to small parcels during normal hours of operation.

Raising Cane's is a nationwide restaurant that is well known for their chicken fingers. Roughly 60 to 65 employees will be hired. The restaurant will be open from 10:00 AM to 11:00 PM seven (7) days a week.

Matt Hichens and Leslie Williams, Newman Architecture, described the multi-tenant building off of Cass



Avenue. There will be two buildings, each consisting of 5,000 SF. Starbucks is currently in negotiation to be one (1) of the tenants. There will be outdoor seating areas available between the two (2) buildings. The buildings front Cass Avenue, but will have masonry along the entire building. The exterior will be a red brick that was also used on Mariano's.

Javier Millan, KLOA Inc., (traffic engineer) discussed the traffic study conducted for the proposed site. The peak hours are assumed to be 7:45 - 8:45 AM and 4:45 - 5:45 PM during the week. The peak hours on Saturday are 12:00 PM to 1:00 PM. Based on preliminary comments received from the DuPage County Department of Transportation (DuDOT), the westernly access that is currently a service drive, will become a right-in / right-out. The access drive east of that will be closed and shifted further east, closer to Walgreens. The access drives on Cass Avenue will remain the same. The traffic study indicates that all intersections operate properly as designed, with the exception of at peak hours, as Cass Avenue and 63rd Street are heavily trafficked. A parking evaluation was also completed and it indicated that the national standards are similar to the Village's parking code requirements. Staff presented concerns about the access drive that is being moved further east. The concern is the traffic flow of cars going in and out as parking stalls are too close to the access drive. Based on the proposed plan and the travel patterns, the main access points that will be used will likely be off of Cass Avenue and at the stoplight on 63rd Street. Raising Cane's will have three (3) internal access drives.

Chris Wilson, Landscape Architect Consultant for Kimley-Horn, stated that the proposed landscaping plan exceeds the Village's code. They are intending on incorporating a cohesive design between the Mariano's site and proposed development. The trash enclosures will be screened on all sides with evergreens. Screening will also be incorporated along Cass Avenue and 63rd Street. The internal parking lots will use various plants and trees, similar to what is existing at Mariano's.

Andy Heinen, Kimley Horn, discussed the stormwater management plan for the site. Currently, a majority of the shopping center is impervious. There is no existing stormwater detention, so the south quarter of the site drains to 63rd Street and the north three quarters drain north and discharges to an existing detention area. All of the water flows offsite. The development will create more pervious areas and will also include stormwater detention. Stormwater detention will be provided offsite to a regional detention facility located northeast of the development. All of the stormwater will be collected through a piping system and discharge to the northeast. It will be stored and released at a rate determined by DuPage County and the Village.

STAFF COMMENTS: Hennerfeind stated that the applicant is requesting a revision to the Village's Zoning code by allowing a fitness center and general retail in the C-1 District and asked the applicant to elaborate. Schoditsch responded that LA Fitness is an anchor to the development and the retail is a necessary component to it as well. Hennerfeind stated that they are requesting a text amendment to the code since it currently does not allow fitness centers in the C-1 District. This would allow fitness centers to be incorporated in any C-1 District. With staff recommendation and after much discussion on uses in the district, the applicant also request the addition of a General Retail use, as the specific uses in the district seem to exclude many retail uses. This change would benefit the C-1 District and not just this development. The Planned Development Agreement will outline all of the intended uses. A special use is being requested for drive thru lanes, which will likely be for Raising Cane's, the coffee shop, and Lot 1A. A



special use is also needed for the proposed theater.

There is also a request for a variation to the Village's setback requirements. Currently, the parking comes up basically right to the sidewalk and there is very little setback. Typically, the setback would be grandfathered, but since this is a completely new development, a setback variance must be requested. Numerous entrance signs will be incorporated along the development. A sign variance is being requested for an additional sign at LA Fitness, so that the business name is visible from both Cass Avenue and 63rd Street. There is a request for plat of subdivision since Walgreens was never properly subdivided from the parcels to be developed in this proposal. For the site and landscaping plans, the only elevations being considered at this time are for LA Fitness, Raising Cane's and the retail. The theater and outlot will have to re-approach Planning & Zoning for site and landscaping approval at a later date.

PUBLIC COMMENTS: None

COMMISSIONERS' COMMENTS AND QUESTIONS (Continued):

Thomas: Stated that he was very pleased to see the development coming forward and is supportive.

Sharp: Asked if the text amendment request is for special uses? Hennerfeind responded that it is amending the text of the Zoning Code to allow fitness centers and general retail as permitted uses in the all C-1 Districts. Sharp asked why the 30' setback at Mariano's is not being implemented on the proposed development in order to be consistent. Hennerfeind responded that on the main thoroughfares, there are asterisks that state there are supplemental setbacks. This is limited to what the zoning district requires. On the Mariano's site, the setback was made to be larger due to the fact that they had to install landscaping for stormwater management and BMP requirements.

Schoditsch responded that the Developer needed to create two (2) outlots on 63rd Street, because if they had adhered to the 30' setback, they would not have been able to develop the outlots. Sharp asked if the parking is above the code requirement? Schoditsch responded that he believes the parking is right at the code requirement. He stated that he is in the process of negotiating with various movie theaters and is afraid if they lose any parking spaces, as potential theaters may walk away. Sharp stated that he is concerned about the consistency of the street front. He stated that there should be some similarity for future developments. Sharp stated that he supports both requests for the sign variances. He asked what the strategy was of locating the LA Fitness in the midlot and not on the Cass Avenue frontage? Schoditsch responded that they always intended on having LA Fitness adjacent to Mariano's, which would allow the theater to be closer to the restaurants. Sharp stated that the landscaping is fairly minimal since it is a dense site. The landscape plan does not show landscaping off the entrance west of Walgreens. Sharp stated that he is concerned about the lack of landscaping and screening there. There is also no landscaping in front of Lot 1A, so Sharp suggested that the developer consider adding landscaping to create a buffer to the parking lot. Sharp stated that he is concerned about the precast concrete that is going to be used for LA Fitness because it lacks the detail and authenticity of real brick. He is also concerned with the appearance of Raising Cane's and the EIFS that is being proposed. Sharp asked that the commissioners consider voting on the aesthetics of the development, particularly LA Fitness and Raising Cane's.



Bartel: Asked what the potential timeline is for the project? Schoditsch stated that they have a hard date to close on the property in August, and they would immediately start the demolition process after that, assuming village approval. Construction would then start in Spring 2019. Bartel asked if they are going to build the theater regardless of if they have a tenant or not. Schoditsch responded yes the theater will be built. Zemenak stated that if the developer decided to build something other than the theater, they would have to come back for site and landscaping approval and the commissioners would have every right to not approve it.

Lavoie: Stated that he has issues with the full access on 63rd Street. Cars parked on the westerly side will have to back out and block both northbound and southbound lanes to get out of the spaces. Cars will potentially back up while they are waiting for people to back out. Lavoie stated he agrees with the comments regarding the landscaping since there is a sidewalk that is basically all hardscape. Lavoie stated the development needs a north / south pedestrian access to go straight to the theater. Schoditsch responded they intentionally did not put that access there in order to avoid cars speeding through there. Lavoie stated that if someone goes through the drive thru at the restaurant and then wants to go left on 63rd Street, they will likely be waiting and causing cars to stack up at the restaurant. He also stated that there is no buffer or greenscape from Walgreens to Lot 1A, which means they need to rely on Lot 1A to provide a buffer. Lavoie stated that there is no east/west motion for pedestrians. People would have to walk through driveways or parking spaces when moving horizontally. Lavoie asked why there is a dead end at the north west corner of LA Fitness. Schoditsch responded that because of the way the trucks work at Mariano's for deliveries it would not work to have that open. The Fire Department reviewed this and have no issues with it. There is going to be an emergency access at the dead end. Heinen stated that they are meeting the code requirements for Lot 1B and Raising Cane's. They understand the concerns of pedestrian traffic and will look further into that.

Lavoie asked the developer to explain the driveway on the west side of the retail building. One lane appears to line up with the dumpster and the direction of flow is unclear. Heinen responded that the north side lane west of the retail is a one way going south. There will be additional signage showing that it is a one way. Lavoie asked if trucks will have to cross over lanes in order to get to Lot 2? Heinen responded that they have to take a look at that more closely during final engineering. Lavoie stated that some of the drawings showed geometry for Lot 3. He asked if Lot 3 was part of the submittal? Hennerfeind responded that Lot 3 is not part of the submittal. Early renditions showed a building there with parking and not all drawings were updated to remove Lot 3. Lavoie stated there is a lot of hardscape in front of the theater. Schoditsch stated that they are going to add more landscaping once they finalize the theater tenant. Lavoie asked if they have worked with Walgreens to create a plan for while the development is under construction in order to avoid any interruptions to their business? Schoditsch responded that they have been working closely with Walgreens. Their main access is the full access to the east which will not be interrupted at all. Lavoie stated that they need to make sure they do everything they can so that Walgreens remains operational during the construction. Lavoie stated that the traffic consultant's review comments indicated that once construction is complete, the traffic level service at 63rd and Cass Avenue will be "F". He asked if this is true? Millan responded that during the evening peak hours and on Saturdays, the overall traffic service will be "E". He stated that the easement approach off of Cass Avenue by the south retail will operate at a level service of "C." Lavoie asked if there



is a maintenance agreement with Walgreens? Schoditsch responded that they have the right to self-maintain or be included with the shopping center. Lavoie asked if the traffic study included a GAP study and what kind of GAP is occurring at the Walgreens entrance? Millan responded that they did not do a GAP study. Lavoie asked if they included the Dunkin Donuts across the street in the traffic study? Millan responded that yes it was included in the traffic study. Lavoie stated that some work should be done on the stacking that will be expected from the theater traffic.

Carmichael: Asked if there will still be drive thru access from the main entrance off of Cass Avenue to the north east corner? Schoditsch responded that they are going to sod the area and wait for development. Millan responded that the impact will be the same or less of what it was when the prior development was operating. Carmichael stated that he can see people cutting through Walgreens to make a left turn onto 63rd Street rather than driving down to the stoplight at Mariano's. Carmichael stated that there is an obvious grade change from Lot 1A to Mariano's. Heinen responded that there is a grade change and with the reconfiguration of the access drive into Mariano's, there will be more of a gradual change. Carmichael stated that he hopes this development is successful.

Van Buren: Stated that he is very happy to see a development going in at this location. He stated that the slope is very low off the main entrance on Cass Avenue. He asked if this will be graded differently. Heinen stated that they are raising the site slightly to accommodate the detention facility east of the development. They are improving the conditions of the drive so it will make it easier to see traffic when turning onto Cass Avenue.

Pill: Asked if they will be looking for initial occupancy in the fourth quarter of 2019, or will it be pushed to 2020? Schoditsch responded that they are anticipating occupancy in the third quarter of 2019. Pill asked if they have chosen a name for the development? Schoditsch responded that it was going to be Westmont Centre, until they found out that the name already existed, consequently, they are open to suggestions. Pill asked what are some examples that the general retail category would include? Zemenak responded that it would be any retail that is not already listed. Hennerfeind stated that general retail will serve to classify businesses that are not clearly defined, but also still meet certain parameters. The developer has a potential list of tenants which will fall under the general retail category. Schoditsch stated that all the tenants will be Class A retail, including house goods, bookstore, etc. Pill stated that there is a lot of pavement and not much landscaping. He asked if they are considering having the site irrigated? Schoditsch responded that they will likely irrigate a portion of the development.

MOTION A

Motion to recommend to the Village Board of Trustees to approve a Text Amendment request to amend Appendix A, Section 7.07 of the Westmont Zoning Code to add Fitness Centers / Health Clubs and General Retail as permitted uses in the C-1 Commercial Business District.

Motion by: Van Buren

Second by: Thomas

VOTING A

Van Buren: Yes



Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Yes

Motion Passed

MOTION B

Motion to recommend to the Village Board of Trustees to approve a Map Amendment request to rezone from C-1 Commercial Business District to a Planned Development Overlay District in the underlying C-1 Commercial Business District.

Motion by: Carmichael
Second by: Bartel

VOTING B

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Yes

Motion Passed

MOTION C

Motion to recommend to the Village Board of Trustees to approve a Special Use Permit request to operate restaurants with an associated drive-in on outlots 1A, 1B, and 2 in the C-1 Commercial Business District.

Motion by: Bartel
Second by: Van Buren

VOTING C

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Yes



Motion Passed

MOTION D

Motion to recommend to the Village Board of Trustees to approve a Special Use Permit request to operate an indoor theater in the C-1 Commercial Business District.

Motion by: Thomas

Second by: Carmichael

VOTING D

Van Buren: Yes

Carmichael: Yes

Thomas: Yes

Bartel: Yes

Pill: Yes

Sharp: Yes

Lavoie: Yes

Motion Passed

MOTION E

Motion to recommend to the Village Board of Trustees to approve a Zoning Code Variance request to allow parking in the front yard setback in C-1 Commercial Business District.

Motion by: Thomas

Second by: Sharp

VOTING E

Van Buren: Yes

Carmichael: Yes

Thomas: Yes

Bartel: Yes

Pill: Yes

Sharp: Yes

Lavoie: Yes

Motion Passed

MOTION F

Motion to recommend to the Village Board of Trustees to approve a Zoning Code Variance request to increase the maximum size of ground signs permitted in the C-1 Commercial Business District (proposed Lots 1A and 1B)



Motion by: Van Buren
Second by: Carmichael

VOTING F

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Yes

Motion Passed

MOTION G

Motion to recommend to the Village Board of Trustees to approve a Zoning Code Variance request to increase the maximum number of wall signs permitted in the C-1 Commercial Business District (proposed Lot 5)

Motion by: Bartel
Second by: Sharp

VOTING G

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Yes

Motion Passed

MOTION H

Motion to recommend to the Village Board of Trustees to approve a Preliminary Plat of Subdivision.

Motion by: Carmichael
Second by: Van Buren

VOTING H

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes



Pill: Yes
Sharp: Yes
Lavoie: Yes

Motion Passed

MOTION I

Motion to recommend to the Village Board of Trustees to approve Site and Landscaping Plan.

Motion by: Van Buren
Second by: Bartel

Sharp asked if the site and landscaping plan gets approved, is there still an opportunity to change it based on the Commissioners' recommendations. Zemenak responded that the Commission could approve it and then make a follow-up motion with conditions for the Village Board to consider when they cast their votes. The conditions can include enhanced landscaping, considering east/west pedestrian access across the property, and a temporary access drive across 1A. They could also make the applicant come back for this approval on another date. Lavoie stated that the DOT access and geometry is going to change, so there will be critical issues that should be addressed. Schoditsch responded that they could have a conditional approval for when they do receive DuDOT's comments so they can sit down with staff and work out any issues before they go to Village Board.

VOTING I

Van Buren: Yes
Carmichael: Yes
Thomas: Yes
Bartel: Yes
Pill: Yes
Sharp: Yes
Lavoie: Yes

MOTION J

Motion to direct staff to negotiate with the applicant and for the Village Board to consider as a requirement of approval, enhanced landscaping along 63rd Street, installation of an east/west pedestrian access across the property, the creation of a temporary access drive at Lot 1A for the benefit of Lot B until such a time that Lot 1A is developed, and the consideration of the main drive aisle reconfiguration which exits and enters onto 63rd Street.

Motion by: Lavoie
Second by: Sharp

VOTING J

Van Buren: Yes



westmont.illinois.gov

Community Development Department

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Tel: 630-981-6250 Fax: 630-968-8610

Carmichael: Yes

Thomas: Yes

Bartel: Yes

Pill: Yes

Sharp: Yes

Lavoie: Yes

Motion Passed

11. Miscellaneous Items

The next Planning and Zoning meeting will be held on July 11th, 2018 at 7:00 PM.

12. Motion to Adjourn

Motion by: Thomas

Second by: Bartel

Meeting adjourned at 12:15 AM.