

# CITY OF WEST CHICAGO

WHERE HISTORY & PROGRESS MEET

Approved with changes April 13, 2015

## MINUTES

### DEVELOPMENT COMMITTEE

**March 9, 2015, 7:00 P.M.**

**1. Call to Order, Roll Call, and Establishment of a Quorum.**

Alderman Stout called the meeting to order at 7:02 p.m.

Roll call found Aldermen John Banas, James Beifuss, Laura Grodoski, Melissa Birch, Jim Smith, John Smith and Becky Stout, present.

Also in attendance was City Planner, Jeff Harris.

**2. Approval of Minutes.**

**A. January 12, 2015**

**Alderman Beifuss made a motion to approve the minutes with changes. The motion was seconded by Alderman Grodoski and all remaining members agreed and the motion was carried.**

**B. February 9, 2015**

**Alderman Banas made a motion to approve the minutes with changes. The motion was seconded by Alderman Beifuss and all remaining members agreed and the motion was carried.**

**3. Public Participation.**

Gene Frost, Head of School at Wheaton Academy was present. He expressed his thanks on behalf of the school for the hearing and subsequent support at last week's Plan Commission Meeting. He then read a portion of a petition signed by 41 friends and neighbors of the school that expressed its support of not only the school as a neighbor and as an asset to the City, but also of the amended PUD submitted by the Academy.

**4. Items for Consent.**

Development Committee Minutes

March 9, 2015

Page 1 of 9

475 Main Street  
West Chicago, Illinois  
60185

T (630) 293-2200  
F (630) 293-3028  
[www.westchicago.org](http://www.westchicago.org)

Ruben Pineda  
MAYOR  
Nancy M. Smith  
CITY CLERK

Michael L. Guttman  
CITY ADMINISTRATOR

**A. Thornton's Gas Station Development Proposal – 1330 S. Neltnor Boulevard**

**B. Wheaton Academy Final PUD Amendment – 900 N. Prince Crossing Road**

**Alderman Banas made a motion, seconded by Alderman Birch, to place the Item for Consent for Wheaton Academy on the March 16, 2015 City Council Agenda. The Committee members unanimously agreed and the motion carried.**

As it related to Items for Consent A, Thornton's Gas Station, Alderman Banas requested clarification on the two variances that were requested—specifically the distance of the building setback variance and the landscape variance. He asked how the maintenance of the landscaping is enforced and Jeff Harris responded that they are required to maintain it in living condition, such that they are obligated to replace anything that dies. Mr. Harris further remarked that landscape installation is inspected and that it must follow the plans exactly. Later, he said, correction notices may be used if needed for upkeep. Alderman Banas asked about the reason to move the landscape buffer and Jeff Harris replied that the move will create a better screen for residents to the north. Alderman Banas then inquired about the building setback variance of 20 feet. Jeff Harris explained that it relates to the diesel canopy and the ultimate intent is to move it as far away from the residents as possible. He also stated that this is an almost identical variance to the one given to the Shell Station at Route 59 and North Avenue.

**Alderman Banas made a motion, seconded by Alderman John Smith, to place the Item for Consent of the Thornton's Gas Station Development Proposal also on the March 16, 2015 City Council Agenda. The Committee members unanimously agreed and the motion carried.**

**5. Items for Discussion.**

**A. Speedway Gas Station Conceptual Review – NWC of Roosevelt Road and W. Washington Street**

Jeff Harris provided a summary of the proposed development of the site, which includes a 4,600 square-foot convenience store, automobile fuel canopy with eight pump islands, facing south, 24 parking spaces and a diesel fuel canopy with two pump islands located in the northeast corner. There will be full access for trucks and autos off of Washington Street and a right-in/right-out from the site to Roosevelt Road. One-way truck traffic is proposed in the northwest edge of the site, which is also the entrance for the adjacent asphalt plant. IDOT is also going to be improving the intersection of Fabyan/Roosevelt, but Speedway has already incorporated these anticipated changes into their proposal. The site is currently zoned ORI, Office/Research/Light Industrial, which does not allow for gas stations, the following alternatives are offered: 1) a text amendment to the ORI Zoning District to add gas stations as a special use or 2) rezoning the property to B-2 General Business District. The downside of the latter is that the building setbacks are greater than in the ORI District, which would necessitate the reconfiguration of the site or

the request of more variances. In the case of ORI Zoning, there would be some simple landscape variances and also some setback variances. Mr. Harris then asked the Committee members if there were any concerns about the site design.

Alderman Banas asked for clarification about the type of zoning for the neighboring BP Gas Station and Jeff Harris replied that their zoning is a special use within a Manufacturing District. Alderman Banas wondered about the possibility of using this same type of zoning for Speedway's proposal and Mr. Harris responded that by rezoning this site to Manufacturing, the development of this site would be open to other Manufacturing uses, in the event the gas station did not come to fruition. Alderman Banas then asked about the true downside of having a gas station as a special use within the ORI district. Jeff Harris explained that the intersection in question is part of the City's prime ORI corridor and a text amendment as discussed would allow for more gas stations on Roosevelt Road.

Alderman Beifuss expressed support of B-2 zoning for the two parcels in question. He then made an inquiry about the shared entrance to the asphalt plant and the volume of trucks. He also pointed out the potential for truck stacking and expressed further concern for there being a potential conflict with the trucks. Jeff Harris concurred that the area near Washington Street may be congested, particularly during the construction season due to the asphalt trucks. Mr. Harris added that the intent is to have truck traffic exiting the site at the northeast corner and autos exiting in the southwest corner. However, staff is concerned that there may be trucks not following this pattern and exiting in the southwest corner. This may cause additional stacking near the diesel canopies.

Alderman Banas shared the concerns of Alderman Beifuss, especially where truck stacking may prevent cars from exiting at the southwest exit and suggested that there be clear one-way only indicators. Jeff Harris explained that the site design provides for trucks to enter off of Roosevelt and as such, there is ample stacking space—50 feet wide—for trucks to access the pumps within the site. He does not foresee a problem for cars exiting on to Roosevelt. Alderman Banas then asked about an exit to the south. Jeff Harris explained that IDOT had already advised that the exit be situated as far west as possible. He also stated that there are trucks that turn left into the BP Gas Station frequently, despite the fact that the entrance is right-in only.

Alderman Grodoski expressed that in her experience, this intersection is already busy. If there is another gas station, coupled with trucks possibly turning the wrong way, the intersection could become more dangerous. She asked if the signals will be adjusted and Jeff Harris responded that IDOT will be redoing that intersection and pointed out some of the changes that IDOT will be making, which have already been worked into the site plan.

Ed Dul of EN Engineering came forth to speak as the engineer of record representing Speedway for this property and displayed their site plan. He explained that the B-2 setbacks would greatly affect the property and more variances would be needed. By

keeping it ORI, it would allow for them to meet all of the building setback requirements, with some potential landscape requirements as well. He stated that he is looking for clear direction from the Committee. Where the traffic is concerned, Mr. Dul mentioned that the right-in/right-out in the southwest corner is designed for a full sized semi-truck. As far as truck stacking, Speedway prefers to have two trucks stacking to enter the CFL lanes and two trucks stacking after them; this site is laid out accordingly. They are also proposing to widen the entrance to the north to meet City code. He also stated that trucks exiting the site will not be crossing over into the asphalt plant entrance. Alderman Banas asked about the length of the area and Mr. Dul responded that it is about 70 feet long.

Alderman Stout inquired if there would be an advantage to moving the diesel canopy further to the southwest so that there would be greater maneuverability for trucks, especially for those trucks that have mistakenly entered off of Washington Street. Mr. Dul stated that they had anticipated the need to make modifications, and then showed a visual of the alternate plan. He pointed out the bypass lane that would allow for trucks to exit the site if they had entered incorrectly, but that moving the diesel canopy further south would bring potential conflict with the fueling trucks. Jeff Harris asked how often a fueling truck would visit the site. Mr. Dul replied that it is usually once a day for about 45 minutes. Alderman Stout also asked about the potential to move the right-in/right-out and have one entrance off of Washington to gain additional space within the site. Mr. Dul explained that this particular site design would meet the setback requirements for the City's ORI zoning. Alderman Banas expressed his preference for the alternate plan.

Alderman Stout suggested that being there is a Manufacturing district to the northeast, there are probably going to be trucks turning the wrong way and that the bypass lane would help alleviate the problem. Jeff Harris offered that the site requires a lot of truck maneuvering in order for them to visit the pumps and for them to go the right way. Ed Dul said that they are proposing signage for the exit only.

Alderman Beifuss stated that one of the big problems is the shared entrance with the asphalt plant that is also an exit. He asked if a traffic study had been done to know how many trucks would be expected there on a daily basis.

Richard Yost, Division Project Manager for Speedway, explained that they have designed sites for diesel and car traffic in Burbank and Lombard, IL. Further, he stated, they take safety first and foremost. Secondly, IDOT reviews the plan and they are also stringent about safety and avoiding conflicts. It was a difficult piece to design, given the triangular shape of the parcel. As to the truck volume, he replied that they anticipate about five trucks per hour on average, over an 18 hour period, to visit the site, with slightly more volume in the mornings than at night. There are about 2,000 to 3,000 trucks per day on Roosevelt Road. Mr. Yost also stated that the higher margin earned from diesel truck fueling is what will make this a successful site. Also, the site design reflects truck drivers wanting the convenience of being able to fuel from both sides and provides more safety because it separates the trucks from the auto canopy. Without the separate diesel lanes, trucks might try to refuel from the diesel pump at the auto canopy. They also designed

the site with a large curb coming around the gas canopy to create a pinch point with a stop sign for cars to maneuver safely. Mr. Yost stated that initially, trucks might enter from the wrong direction at a new site, but that their staff would communicate the problem to the drivers were that to happen. They also propose signage to indicate where the truck and car entrances are located off of Roosevelt. There will also be signs for the truck exit and on the canopy, which should be very visible.

Alderman Banas requested clarification from the Speedway representatives about the need for an optional exit path for trucks entering the wrong way, given the canopy signage they propose. The Speedway representatives suggested additional signage for an "auto only/no trucks allowed" area. Jeff Harris inquired about the option of designing the canopy for two-way traffic in the truck area, reminding that there is a lot of car traffic during peak hours and trucks will have difficulty exiting.

Alderman Banas asked if a new island and extra pump would be needed for a two-way truck canopy. Speedway representatives replied that it is not common, but that they understand the concerns about the shared entrance that are being raised. Alderman Stout pointed out that, with only one fuel delivery per day, more consideration should be given to moving the canopy further southwest to allow for greater safety for the vehicles. Jeff Harris stated that staff would prefer to pave up to the west lot line to have up to 15 foot of more usable space.

Kerry Trombley, Construction Program Manager with Speedway, addressed the notion of two-way truck traffic. He stated that it is an industry standard to avoid having two-way traffic or two-way commercial vehicle fueling because it creates a lot of conflict. The industry design is for one-way fueling. Mr. Trombley accepted Mr. Harris' idea for additional paved area to allow for an emergency bypass lane that they could consider. Mr. Harris added that in the real world, he does not feel that the design will function as it was intended and Alderman Stout concurred. Mr. Trombley also suggested that with additional paving, there could be another 15-foot drive aisle to help as needed.

Alderman Beifuss expressed his understanding of both sides of the issue and additionally the logic behind one-way fueling. He also mentioned the possibility of passenger cars cutting through. Jeff Harris did not feel that cars would save much time by cutting through the site to avoid the traffic signal. Alderman Beifuss expressed that he thought the one-way design is better to avoid the conflict of vehicles coming in and out. He then asked about where the truck drivers would park in order to use the convenience store. The Speedway representative explained that they would stack outside the CFLs and that the design allows for one full truck to pull forward from the pump area. Alderman Banas asked about what would happen if trucks stack after fueling to enter the store and Jeff Harris responded that it seemed more likely they would enter the store prior or during fueling. The Speedway representative responded that this is a common question heard at their presentations.

Alderman Stout asked what the consensus was. Alderman Beifuss said that a gas station seems to make sense at this corner and Alderman Jim Smith expressed that he felt this would be an easier in and out because they are all right hand turns.

Alderman Stout asked the Committee their opinions about the different zoning options of B-2 versus ORI. Alderman Beifuss stated that the B-2 appears to be beneficial from the City's standpoint. Jeff Harris surmised that so long as the Committee agrees to a gas station at this site with the general layout proposed then the number of variances can be worked out. Alderman Grodoski voiced her support of B-2 and Alderman Birch and Alderman Jim Smith agreed.

Alderman Stout asked if BP would also be included in the B-2 zoning and Jeff Harris answered that a full analysis had not yet been conducted to determine the effects. Alderman Banas asked if a public hearing would be required for this change and Jeff Harris said yes.

Mr. Harris summarized that B-2 zoning would require three steps of rezoning, special use and variances, whereas as ORI would require text amendment, special use and variances. Alderman Stout stated that B-2 seems to be preferred option, given the Committee members' input. Jeff Harris reminded the Committee that the B-2 option would require several more variances based on the site layout. Alderman Beifuss expressed his support of B-2.

Jeff Harris then asked what changes to the site plan are recommended. Alderman Stout answered that based on member input, the second option is favored. This option, coupled with the additional pavement along the west lot line, allows for greater maneuverability. Jeff Harris also suggested that they consider widening the right-out exit on to Roosevelt so that trucks may also exit there should they need to. The Speedway representatives replied that they would be willing to look at this idea and there is room to do so.

Alderman Banas added his preference for clear signage as an exit only. Alderman Birch asked if any photos were available of the Lombard Speedway project to help understand what the canopy signs would look like. The Speedway reps replied that they did not, but in the case of Lombard, there is a large enough area for trucks to circulate. Alderman Stout stated that the Committee's review is merely conceptual at this point and that photos could be introduced later for an approval. The Speedway reps clarified that the Lombard site does not include directional signage, but Burbank does.

Jeff Harris said that staff review may occur in March or April and then the formal presentation would be in May. Alderman Stout concluded that with the modifications discussed, they would be favorable.

#### **B. Property Owner Consent and Application Fee Amendments for Individual Landmark and Historic District Nominations**

Jeff Harris summarized the direction agreed upon at the Development Committee's meeting on February 9, 2015 as well as the suggestions drafted by the Historical Preservation Commission's meeting on February 24<sup>th</sup>. In particular, the Historical Preservation Commission proposed changes to the timeline for the application process and to the preliminary review and owner consent aspects.

Alderman Banas stated that the Development Committee had already reached a consensus in regards to property owner consent and that those ideas were reflected in the Development Committee version drafted. He further reiterated that that version be the one they move forward with, explaining that the Historical Preservation Commission version could potentially disregard property owner consent if a unanimous vote resulted. Alderman John Smith and Alderman Jim Smith both agreed with Alderman Banas. Alderman Stout concluded that the consensus of the members is to support the Development Committee version from the February meeting.

Alderman Beifuss requested clarification about the proposed percentage required for the designation of a historic district. Jeff Harris explained that the Development Committee version does not contain a percentage in the landmark nomination procedure of the Code. Alderman Beifuss also mentioned the discussion from last month's Development Committee meeting regarding the ownership of property by differing taxing bodies as it relates to historic preservation. He also remarked on the time allotted for preliminary review in which the Historical Preservation Commission has 45 days to review a property and use their expertise accordingly. He then asked about the majority vote needed to override property owner consent in the Historical Preservation Commission's draft version. Alderman Stout stated that the Historical Preservation Commission's version disregarded the compromise reached at the Development Committee's meeting last month and further recommended that the Development Committee's version be approved and sent to the full Council.

Alderman Beifuss then asked about the application fee. Jeff Harris explained that the Development Committee's version stipulates the payment of the application fee at the time of application. Mr. Harris also stated that the deposit is not used until the time of the public hearing process. Alderman Beifuss expressed his concern about requiring a \$500.00 deposit for a property already having passed preliminary review and for which property owner consent had been obtained. Mr. Harris said that the application fee does not come close to covering the costs of processing the application and that the deposit is designed to prevent the City from having to pay out of pocket. Alderman Beifuss added that given how rare the application process is, it might be worth it for the City to pay the associated costs and not charge a deposit.

Alderman Banas stated that their job is to ensure that taxpayer money is spent wisely and that recouping City costs is part of that. He requested that the members consider keeping the \$500.00 deposit fee in their version in an effort to recoup City costs. Jeff Harris clarified that, if the final cost of the application process is greater than the deposit amount, then the applicant would be required to pay for those additional costs.

Alderman Beifuss pointed out that, it makes sense to not require an additional deposit amount in the rare instance it should happen, and especially given that historic preservation is of value to all and something they want to encourage. Alderman Grodoski offered that if a property owner is serious about the application, then he/she is going to be willing to foot the bill to see it through. Jeff Harris estimated that the City incurred around \$1,500.00 for the historic preservation process of St. Mary's Catholic Church. Alderman Beifuss observed that had property owner consent been obtained ~~the application would have never been submitted nor gone to Public Hearing~~ as contemplated in the proposed, revised ordinance, the expense of the Public Hearing would not have occurred.

Alderman Banas asked staff if the deposit requirement is consistent with the way in which other applications are processed and if so, then it makes sense from a consistency standpoint to continue to require it. He also pointed out that if property owner consent is not obtained, then the deposit money would not get used. Jeff Harris concurred and identified that the process is the same for special use, re-zoning and variances. Alderman Beifuss stated that there are several things that the City does that are not revenue neutral, but are of value for building the community. Furthermore, he added, putting up roadblocks for the homeowner, who might be interested in having his/her property landmarked, would not be a benefit. By making it less expensive for the property owner, he/she is more likely to go along with the application process.

**Alderman Banas made a motion to accept the Development Committee version as proposed by staff in regards to individual property owners and with the amendment that owner consent would not be required if the owner were another government entity. Alderman Grodoski seconded the motion. The remaining Committee members unanimously agreed and the motion carried.**

**6. Unfinished Business.**

None.

**7. New Business.**

None.

**8. Reports from Staff.**

None.

**9. Adjournment.**



**Alderman Banas made a motion, seconded by Alderman John Smith, to adjourn the March 9, 2015 Development Committee meeting at 9:22 p.m. The Committee members unanimously agreed and the motion carried.**

Respectfully submitted,

Jane Burke  
Executive Secretary