

AGENDA MEMO
MUNICIPAL SERVICES COMMITTEE
MEETING DATE: August 31, 2015
Updated info begins on page 10

ISSUE STATEMENT

PZC 2015-08: Central Ave. Ventures, LLC, 1033-35 S. Frontage Road: Petitioner seeks approval of the following:

1. Text Amendment: To permit retail sales within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-3
2. Special Use: To permit a garage for storage, repair and servicing of motor vehicles, including body repair, painting and engine rebuilding within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-4.
3. Special Use: To permit a freight terminal within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-4.
4. Special Use: To permit outdoor storage within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-4.
5. Variation: To reduce the required parking lot setback from 30 feet to 10 feet, 17 feet and 5 feet along rear, east and west side yards respectively, Zoning Ordinance Section 5A-9-4-7.
6. Variation: To eliminate the required hard surface for parking lot and to permit the existing stone aggregate on the south portion of the site, Zoning Ordinance Section 5A-11-2-1(F).
7. Variation: To increase the total permitted impervious surface from 75% to 81.4%, Zoning Ordinance Section 5A-9-4-8.
8. Variation: To permit a third driveway off of S. Frontage Road, said third driveway being less than the required 200 feet apart, Zoning Ordinance Section 5A-11-3(B).
9. Variation: To permit a loading dock within the front where it is otherwise required to be within an interior side yard or rear yard, Zoning Ordinance Section 5A-11-4-1(C)
10. Variation: To eliminate the required screening fence along the rear, east and west side lot lines, Zoning Ordinance Section 5A-9-4-7(B).
11. Variation: To permit a permit a pole mounted, free-standing sign, Sign Code Section 4-3-7(B).
12. Variation: To increase the permitted sign height from 6 feet to 57 feet, Sign Code Section 4-3-10(C).
13. Variation: To increase the permitted sign area from 60 square feet to 144 square feet, Sign Code Section 4-3-10(C).3
14. Variation: To permit a pole sign within 20 feet of a driveway, Sign Code Section 4-3-7(E).
15. Variation: To eliminate the required perimeter yard landscaping along the south and east lot lines, Zoning Ordinance Section 5A-10-5

GENERAL INFORMATION

Petitioner: Central Ave. Ventures, LLC
Doug Calay
700 Enterprise Street
Aurora, IL 60504

Property Owner: GD Darien LLC
1035 S. Frontage Road
Darien, IL 60561

Property Location: 1033-35 S. Frontage Road

PINs: 09-34-303-025; 09-34-303-027; 09-34-303-029

Existing Zoning: I-1 General Industrial

Existing Land Use: Vacant

Proposed Land Use: Garage for storage, repair and servicing of motor vehicles, including body repair, painting and engine rebuilding (principal use)

Comprehensive Plan Update: Industry

Surrounding Zoning and Land Use:

- North: OR&I Office, Research and Light Industry: I-55, vacant (proposed hotel).
- South: R-1 Single-Family Residence District (DuPage County) – forest preserve.
- East: R-2 Single-Family Residence District (DuPage County) – single-family home.
- West: I-1 General Industrial District: Municipal Services Facility.

Size of Property: 10 acres

Floodplain: Floodplain extends onto the east portion of the property.

Natural Features: None.

Transportation: Frontage and access onto S. Frontage Road

History: The property has been vacant for several years. Previously, the property was a drop yard for storing semi-trailers.

DOCUMENTS SUBMITTED

This report is based on the following information submitted to the Community Development Department by the Petitioner:

1. Variation Request, Exhibit A, prepared by Central Ave. Venture, LLC.
2. Narrative Describing the Daily Operation, Exhibit B, prepared by Central Ave Venture, LLC.
3. Email from Doug Calay, Director of Facilities, IAE, dated August 17, 2015.
4. Letter from SPACECO Inc., dated August 12, 2015.
5. Noise Survey Report, prepared by Optimum Safety Management, dated August 14, 2015.
6. Traffic Study, prepared by KLOA, dated August 17, 2015.
7. Site Plan, 1 sheet, prepared by Partners in Design, dated August 14, 2015.
8. Building Elevations (IAE building), 1 sheet, prepared by Partners in Design, dated August 14, 2015.
9. Building Elevations (modular building), 1 sheet, prepared by Innovative Modular Solutions, dated August 13, 2015.
10. Sign Drawing, 1 sheet, prepared by Parvin-Clauss, dated August 14, 2015.
11. Landscape Plan, 3 sheets, prepared by Wingren Landscape, dated June 9, 2015.
12. Photometric Plan, 1 sheet, dated June 29, 2015.
13. Engineering Plan, 5 sheets, prepared by SPACECO, Inc., dated June 25, 2015.

PLANNING OVERVIEW/DISCUSSION

The subject property is directly east of the City's Municipal Services Facility on S. Frontage Road, east of Cass Avenue. The property has been vacant for several years. Previously, it was used as a drop yard for semi-trailers.

Currently, on the property, there is a building at the north end of the property with the bulk of the property covered with stone (aggregate) where trailers were stored.

The proposed site plan a new building housing the shop, warehouse, and showroom/office support and a smaller office building. The bulk of the site will be stone (aggregate) for storing semi-trailers.

The proposed uses are summarized below:

- a. Garage for repairing, servicing trucks, trailers related to transport refrigeration, standby vehicle generators, cellular communications equipment, maintenance, body repair, painting and engine building. *Special use.*
- b. Retail sales of related equipment and parts. *Text amendment*
- c. Warehouse for distribution of related equipment and parts.
- d. Drop yard for trailers.
- e. Limited freight terminal. *Special use.*
- f. Cartage and express facility.
- g. Accessory outdoor storage. *Special use.*
- h. Office functions related to above uses.

The proposed site plan essentially maintains the current layout of the property. The variations requested primarily note existing conditions.

The landscape plan provides landscaping along the frontage of the property, meeting the required landscaping requirements. Landscape islands within the parking lot should show at least 1 shade tree and 16 shrubs. Adjacent properties are either Forest Preserve or the City's Municipal Services Facility. Therefore, staff does not find the need to require landscaping to the south of the building given the uses on adjacent properties.

The building elevation drawing shows the following exterior predominately precast concrete.

The petitioner needs to provide signage details, specifically, the pole sign, since they are seeking variations related to sign height and area.

A small area of floodplain extends onto the east side of the property. The petitioner is working with the U.S. Army Core of Engineers and DuPage County to confirm jurisdiction over the wetlands. Assuming DuPage County has jurisdiction, DuPage County is required to certify the plans comply with floodplain/wetland regulations before the City can issue a permit for construction.

The City Engineer reviewed the plans. Stormwater water management, detention, is an issue yet to be resolved. Staff hopes to have an update on this matter at the meeting, see letter from Dan Lynch, PE, Christopher B. Burke, dated July 21, 2015.

STAFF FINDINGS/RECOMMENDATIONS

Staff will provide a recommendation at the meeting.

Planning and Zoning Commission Review – August 5, 2015

The Planning and Zoning Commission considered this matter on August 5, 2015. The following members were present: Beverly Meyer – Chairperson, Andrew Kelly, Ronald Kiefer, John Laratta, John Lind, Louis Mallers, Raymond Mielkus, Pauline Oberland, Kenneth Ritzert, Michael Griffith – Senior Planner and Elizabeth Lahey – Secretary.

Michael Griffith, Senior Planner, reviewed the agenda memo. He summarized the proposed uses and variations being requested, noting most of the variations related to existing conditions. He stated the proposed development plan is essentially the same current layout of the property.

He noted summarized the letter of objection dated August 5, 2015, from the DuPage County Forest Preserve District and noted a petition was submitted with two names on it objecting to the proposed use.

Bill Fritz, IAE, President/COO, described the company and proposed Darien facility. He stated

the Darien facility will handle their transport refrigeration and distribution activities. He stated they sell and service Thermo King transport refrigeration units. He stated they plan to sell related parts. He stated this facility will have about 50 employees. He stated they value a clean, orderly operation both for their employees and customer benefit. He stated this site is ideal due to the frontage and access to I-55.

He stated they have organized their check-in procedures and site plan to make sure trucks are not sitting on S. Frontage road. He described where trucks enter/leave the site, noting the driveway locations.

There was a question as to who had jurisdiction on the roadway.

He stated they plan to sub-lease a portion of their property for a trailer drop yard.

He introduced the IAE team:

Doug Caley, Director of Facilities

Robert Stearns, Manager, Central Avenue facility.

Paul Cohan, Principle Construction Corp., construction manager.

Chairperson Meyer asked about hours of operation.

Mr. Fritz stated: Monday – Friday: 7am – 11:30pm
 Saturday: 7am – 3:30pm.

He stated there will be some 24-hour activity to handle emergencies where they send a mobile unit to service a stalled truck or piece of equipment.

Commissioner Laratta asked who is responsible for the operation and maintaining the leased area.

Mr. Fritz stated they are responsible for maintaining the property.

Commissioner Kiefer asked about fuel storage.

Mr. Stearns stated they store off-road diesel not motor fuel diesel.

Commissioner Mallers stated it seemed this was essentially the same use as before.

There was a question about trucks staying overnight with engines running. Mr. Stearns stated typically trucks are not parked overnight. He stated there may be a few CR England trucks parked overnight but most likely they will run their generators to heat/cool the truck cabin and not run the engines.

There was a question about security. Mr. Caley stated the entire site is surrounded by a fence and there is closed circuit TV.

Commissioners Lind and Oberland stated the modular building, the leased out space, should tie into the main building. Commissioner Oberland stated there are inexpensive ways to make the buildings coordinate.

Mr. Cohan stated they could accommodate that concern.

Commissioner Lind asked if the loading dock could be moved to the east side of building.

Mr. Cohan stated the site is constrained by wetlands and that they want to maximize the bulk of the property for trailers. It was noted they receive 3 shipments per week on average. Mr. Lind was fine with that response.

Commissioner Lind asked if screening could be considered along the east side of the property to better screen property from the Frontage Road. Mr. Cohan stated there is landscaping and screening along the frontage of the property.

Commissioner Ritzert asked about noise from repairs.

Mr. Stearns stated equipment repairs occur inside the building, with the service bay doors on the backside of the building. It was noted the noise from I-55 would likely be louder than their operations.

Commissioner Mielkus asked about paint spraying.

Mr. Caley stated there is not painting.

Doug Echner, Timber Lakes, stated his concern about underground fuel storage and with increased traffic on Frontage Road also used by bikers.

Joe Kremper, Lorraine, stated he is opposed to use, noting property is next to the Forest Preserve. Stated his concern with trucks managing the curved roads, hazardous materials, noise, lighting stating the chain link fence is ugly, opposed to 24-hour operation and light.

Lorraine Leong, Timber Lakes, stated her concern with increased traffic and pollution, stated the variations are contrary to the City's Code.

Linda Painter, Timber Lakes, and Forest Preserve Commissioner, stated they are requesting too many variations. She stated the setback along Forest Preserve property should meet requirements, three entrances of Frontage Road is dangerous. She stated should go east as there is a weight restriction on those roads. She stated the pole sign and lighting will be offensive.

She stated there should be more landscaping. She stated the outdoor storage will be offensive, further concerned with run-off and noise.

Ms. Painter read the letter dated August 5, 2015, from the Forest Preserve.

Steve Delurgio, Timber Lake, stated the property should be used for parking only. He stated is objection to 24-hour operation, concerned with light pollution, stated use changes character of the property, wants to see a solid fence around the site.

William VanDam, Timber Lake, stone surface should be a hard surface instead to eliminate dust, concerned with no perimeter landscaping.

Richard Rons, 89th Place, land should be residential instead of industrial, stating homes would be a better use.

William Mars, Timber Lake, stated his concerns about noise and light.

Mike Webster, Timber Lake, stated school buses use S. Frontage Road.

Bill Fritz responded to resident comments, noted they do not tow stall trucks/trailers to their location they instead send out a mobile unit to service the equipment. He stated it is not typical for trucks to be parked on the property over night with engines running, they would use their on-truck generators instead.

The Commission expressed concern about S. Frontage Road being able to handle truck traffic, with wetland and stormwater management comments not yet addressed, the modular building should tie into the main building acsthetically.

There was a motion to recommend denial based on not having a traffic study (motion made by Commissioner Kelly, seconded by Commissioner Mallers). However, the motion failed by a 2-7 vote. Several Commission members stated they were not ready to make a decision either way and the petitioner should be given an opportunity to return with additional information.

Without further discussion, Commissioner Ritzert made a motion to continue the item to give the petitioner time to address comments and concerns raised by residents and the Commission, including a traffic study, wetland and roadway jurisdiction, Commissioner Kiefer seconded the motion.

Upon a roll call vote, THE MOTION CARRIED by a vote of 9-0.

Planning and Zoning Commission Review – August 19, 2015

The petitioner provided additional information based on comments at the August 5, 2015, Planning and Zoning Commission meeting, including a traffic study, drawings of the modular building and pole sign.

Variation approval criteria:

1. Whether the general character of the property will be adversely altered.
2. Whether the overall value of the property will be improved and there will not be any potential adverse effects on the neighboring properties.
3. Whether the alleged need for the variation has been created by any person presently having a proprietary interest in the premises.
4. Whether the proposed variation will impair an adequate supply of light and air in adjacent property, substantially increase congestion in the public streets, increase the danger of fire or endanger the public safety.
5. Whether the proposed variation will adversely alter the essential character of the neighborhood.

Special Use approval criteria:

1. That the special use is deemed necessary for the public convenience at the location specified.
2. That the establishment, maintenance, or operation of the special use will not be detrimental to, or endanger the public health, safety, or general welfare.
3. That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.
4. That the establishment of the special use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.
5. That the exterior architectural design, landscape treatment, and functional plan of any proposed structure will not be a variation with either the exterior architectural design, landscape treatment, and functional plan of the structures already constructed or in the course of construction in the immediate neighborhood or the character of the applicable district, as to cause a substantial depreciation in the property values within the neighborhood.
6. That adequate utilities, access roads, drainage, and/or necessary facilities have been or are being provided.
7. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.
8. That the special use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified by the City Council pursuant to the recommendations of the planning and Zoning Commission and the Planning and Development Committee.

Sign Code variation criteria:

1. The available locations for adequate signage on the property.
2. The effect of the proposed sign on pedestrian and motor traffic.
3. The cost to the applicant in complying with the Sign Code as opposed to the detriment, if any, to the public from granting of the variation.
4. If undue hardships and practical difficulties result in complying with the Sign Code and if these hardships are a result of previous actions of the applicant.
5. The general intent of the Sign Code.

General intent of the Sign Code:

1. To promote and protect the public health, safety, comfort, morals, convenience and general welfare of the residents of the City.
2. To enhance the physical appearance of the City by preserving the scenic and natural beauty of the area.
3. To promote the safety and recreational value of public travel.
4. To protect the public investment in streets and highways by reducing sign or advertising distractions that may increase traffic accidents.
5. To ensure compatibility of signs with surrounding land uses.
6. To enhance the economy of the City by promoting the reasonable, orderly and effective display of outdoor advertising.
7. To protect the pedestrians and motorists within the City from damage or injury caused by distractions, obstructions and hazards created by a proliferation of off-site advertising signs.
8. To prevent the proliferation of off-site advertising signs which distract from the development of the City in an aesthetically pleasing manner.
9. To preserve the character of the City which is a single-family residential community by assuring the compatibility of signs with the surrounding land uses.

Municipal Services Committee – August 24, 2015

Staff will update the Committee on the August 19, 2015, Planning and Zoning Commission meeting discussion/recommendation.

The list of documents submitted by the petitioner has been updated, pages 2-3 of this memo. The site plan has been revised since the initial submittal, therefore, the landscape plan, engineering plan and photometric plan reflect the previous site plan.

The most recent City Engineer review comments are noted in a letter dated August 17, 2015, updated August 19, 2015, from Dan Lynch, PE, Christopher B. Burke Engineering.

Letters and petitions of objection were submitted to the Planning and Zoning Commission at their August 5, 2015, meeting. Copies will be made available to the Committee at the meeting.

Municipal Services Committee Review – August 24, 2015

The Municipal Services Committee considered this matter at its meeting on August 24, 2015. The following members were present: Alderman Joseph Marchese – Chairman, Alderman Thomas Belczak, Alderman Thomas Chlystek, Dan Gombac – Director, Michael Griffith – Senior Planner and Elizabeth Lahey – Secretary.

Michael Griffith, Senior Planner, reviewed the zoning requests and noted those which related to existing conditions versus new conditions.

Dan Gombac, Director, stated comments from residents and the Commission from the Commission's August 5, 2015, meeting were reviewed and addressed in detail at the Commission's August 19, 2015, meeting.

Chairman Marchese stated his concern with the proposed sign height as well as questioned if there were better uses for the property. He stated the site is highly visible from I-55 and is at the entry into Darien.

Mr. Gombac stated staff has reached out to other potential users, but the site is next to the City's public works facility, the site is industrial, so those interested have been of an industrial nature.

Chairman Marchese asked if a cost analysis had been done to determine if the tax revenues from the proposed use would cover costs in maintaining/repairing S. Frontage Road.

Mr. Gombac stated a cost analysis had not been done, stating this stretch of S. Frontage Road was built to handle large trucks. He stated the road currently needs minimal repairs.

Bill Fritz, IAE, COO and Doug Calay, IAE, Director of Facilities, the petitioner, were present.

Alderman Chlystek asked about the number of employees.

Mr. Calay went over the staff levels for the three shifts, stating there would be approximately 28 employees during the 7:30am – 3:30pm shift, approximately 8 employees during the 3:30pm – 11:00pm shift and approximately 3 employees during the 11:00pm to 7:00am shift.

Mr. Fritz reviewed the use, stating the primary use will be selling, servicing, repairing the Thermo King refrigeration units that go onto semi-trailers. He stated they aim to be a one-stop operation and do other vehicle and trailer maintenance as may be needed, but it would not include engine rebuilding or major engine repairs or transmission repairs. He stated a portion of the property will be leased to CR England for trailer storage.

It was noted there will be a screening fence and landscaping along the front of the property to screen activities to the south of the buildings. Also noted, lighting will have shields to prevent light glare onto adjacent properties.

Chairman Marchese asked if staff looked at screening along other sides of the property.

Mr. Gombac stated yes, but found screening along the other sides of the property did not make sense given there is no exposure to the public and the area is heavily vegetated at the southern property line which is Forest Preserve property.

There was a discussion regarding screening along the sides and south end of the property.

Mr. Gombac noted there will be native plantings/Best Management Practices, BMP's, along the east side of property within wetland buffer areas as required by Dupage County Storm Water Ordinance.

Alderman Belczak asked if there was a traffic study to compare previous uses and the proposed use.

Mr. Gombac stated there is not a prior traffic study, but stated that the proposed traffic will be similar to previous uses. He stated the previous use was similar, including truck traffic and mechanic work. He stated the traffic will be to/from I-55 from Cass Avenue.

Joe Contore, President, DuPage County Forest Preserve, asked the Committee to consider potential environmental impacts to Waterfall Glen Forest Preserve.

Stephen DeLurgio stated the truck traffic will increase the risk of accidents. He stated the use will produce noise pollution stating the noise study included one truck and did not consider multiple trucks running at the same time. He stated the area is primarily residential, industrial use should never have been allowed. He stated use will produce light pollution, trash and there should be better screening.

Art Donner stated the use will increase police calls which will cost the City money, questioning if the tax revenues would cover such costs.

Mike Webster, Cass School District, stated school buses use S. Frontage Road and pick-up children in the area. He stated it is time to clean up the property.

Richard Bouton questioned who funded the noise study, stating noise has not been addressed. He objected to the proposed sign size. He stated the variations will reduce property values.

Alderman Chlystek stated noise from I-55 will likely be louder.

Sayed Hussain stated his concern with safety of children going to Horizon Academy which is purposed further east on S. Frontage Road.

Chuck Fisher stated noise has not been addressed.

Linda Painter, Timber Lakes, Forest Preserve, stated too many variations are being requested. She stated her concern with noise, lack of screening, fluids leaking onto Forest Preserve, increase number of accidents, property should be residential, setbacks should be increased, reviews the letter from the Forest Preserve presented at the August 5, 2015, Commission meeting.

Charlotte Kruger stated there are better uses for the property.

Alderman Belczak stated his concern regarding the sign height.

Chairman Marchese stated his concern with the number of variations requested, environmental impacts, stating he could not support the current plan. Chairman Marchese inquired of Staff to cite examples of developments within the city that requested numerous variances.

Senior Planner Griffith responded that Darien Pointe and Chase were the most recent.

The committee requested Staff to review the following variances for further mitigation:

1. Screening along Forest Preserve
2. Perimeter yard landscaping
3. Parking setbacks
4. Hard surface with curb and gutter for trailer parking area
5. Stormwater and vehicle fluid run-off
6. Sign height
7. Sign area
8. Better use should be considered

Without further discussion, Chairman Marchese made a motion to table, seconded by Alderman Chlystek.

Upon a voice vote, THE MOTION CARRIED by a vote of 3-0.

Municipal Services Committee – August 31, 2015

To address comments made at the August 24, 2015, Committee meeting, please consider the following:

PETITIONER RESPONSE:

PZC 2015-08: Central Ave. Ventures, LLC, 1033-35 S. Frontage Road: Petitioner seeks approval of the following:

1. Text Amendment: To permit retail sales within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-3
 - Acceptable as Presented
2. Special Use: To permit a garage for storage, repair and servicing of motor vehicles, including body repair, painting and engine rebuilding within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-4.
 - Acceptable as Presented
3. Special Use: To permit a freight terminal within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-4.
 - Acceptable as Presented
4. Special Use: To permit outdoor storage within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-4. N/A
 - Acceptable as Presented
5. Variation: To reduce the required parking lot setback from 30 feet to 10 feet, 17 feet and 5 feet along rear, east and west side yards respectively, Zoning Ordinance Section 5A-9-4-7.
 - IAC will provide a setback exhibit to The Dept. of Municipal Services for consideration of our development. Exhibit 1
6. Variation: To eliminate the required hard surface for parking lot and to permit the existing stone aggregate on the south portion of the site, Zoning Ordinance Section 5A-11-2-1(F).
 - This development calls for bituminous paving at the north parking lot areas. IAC has selected this site due to its industrial zoning category and the fact that this sites existing hard pan aggregate conditions at the south portion of the site is ideal for the proposed development. If required to provide a hard surface other than that of the existing condition, IAC would have to reconsider this site for its development plans.
7. Variation: To increase the total permitted impervious surface from 75% to 81.4%, Zoning Ordinance Section 5A-9-4-8.
 - 80.75% of the existing site is currently covered with impervious surface. It is IAC's plan to reduce the onsite impervious surface from 80.75% to 80.00%. The current 19.25% of pervious service is of low to no quality landscaping. IAC plans to increase the landscaping pervious surface to 20% while increasing the quality. The current site impervious surface is actually what has attracted IAC to this site. If IAC was to consider anything from 1% to 6% increase in added pervious surface area, this would create a loss of use and function related to trailer parking in the rear lot

- which is integral to this development / program. 1% of pervious surface area equates to 7 trailer parking slots or 42 slots at 6%. If required to comply with the 75% impervious number, IAC would have to reconsider this site for development.
8. Variation: To permit a third driveway off of S. Frontage Road, said third driveway being less than the required 200 feet apart, Zoning Ordinance Section 5A-11-3(B).
 - Acceptable as Presented
 9. Variation: To permit a loading dock within the front where it is otherwise required to be within an interior side yard or rear yard, Zoning Ordinance Section 5A-11-4-1(C)
 - Acceptable as Presented
 10. Variation: To eliminate the required screening fence along the rear, east and west side lot lines, Zoning Ordinance Section 5A-9-4-7(B).
 - The adjacent property at the east and the south is Waterfall Glenn Forest preserve. At present the Forest Preserve provides a heavily wooded screening buffer of 1,634 lineal feet between the south property line and the nearest Forest Preserve path. IAC is willing to consider adding an element of fabric screening onto the 8' high chain link fence in the areas where additional screening is required. Chain link fence is a preferred fence.
 - An Ivy planting material is also being considered
 11. Variation: To permit a permit a pole mounted, free-standing sign, Sign Code Section 4-3-7(B).
 - Acceptable as Presented
 12. Variation: To increase the permitted sign height from 6 feet to 57 feet, Sign Code Section 4-3-10(C).
 - After reviewing the sign elevation at WoodSpring Suites, their top of sign elevation is at 718 feet. IAC is willing to reduce their top of sign elevation to meet the WoodSpring Suites sign elevation at 718. This reduces the requested 57 feet sign to a 40 feet sign. The TK sign and the WoodSpring Suites sign will have the same top of sign elevation so it looks consistent along I-55.
 13. Variation: To increase the permitted sign area from 60 square feet to 144 square feet, Sign Code Section 4-3-10(C).3
 - After reviewing the sign detail at WoodSprings Suites, their sign square feet is 133.9. IAC is willing to reduce their sign square feet from 144 sq/ft to 121 sq/ft (11 feet tall by 11 feet wide)
 14. Variation: To permit a pole sign within 20 feet of a driveway, Sign Code Section 4-3-7(E).
 - IAC can adjust the location of the pole sign to meet the requirements of the sign code so that the pole of the sign is at or beyond 20 ft. of a driveway.
 15. Variation: To eliminate the required perimeter yard landscaping along the south and east lot lines, Zoning Ordinance Section 5A-10-5
 - IAC is working with its Landscape Designer to review the landscape ordinance and any cost impacts here.

PETITION SUBMITTED OPPOSED TO USE/VARIATIONS:

From: Stephen DeLurgio [<mailto:delurgios@gmail.com>]

Sent: Saturday, August 22, 2015 9:51 AM

To: Patrick De Lurgio; Cinta Lorenzo Martin; Syed Hussain; Kathy Kreps; Sandy Kreps; Jim Williams; Carolyn Williams; mbaeg@aol.com

Subject: Signing The Keep Darien Nice Petition - At least 225 Semi-Tractor Trailer Trucks on Cass and South Frontage Road Everyday

Dear Friends and Family including those receiving BCC of this:

Please add your voice to the petition linked below. **Please stop this travesty.** I know that some of you are out of town and may not be aware of what is going on at WaterFall Glen Forest Preserve at the South Frontage road. For this reason, I provide a little more background on this situation below. Please send this to everyone who has an interest in this matter. Please send it to every Darien resident you know, very few people know what City Hall is about to do the property adjacent to the City Utility Lot on South Frontage Road, east of Cass and adjacent to I55.

Here are the most egregious consequences of this proposal. Most of these facts are taken directly from Darien's website:

<http://www.darien.il.us/getattachment/088d92e9-95e0-4261-976c-2c6d3345dd53/150819.aspx>

Parking for 207 semi-tractor trailer trucks with 90 off-street parking!

24 hour repair services with 30 mechanics working 10 per 8 hour shift, 3 shifts per day.

The introduction of Heavy Industry adjacent to the WaterFall Glen Forest Preserve.

Industrialization forced on the adjacent communities of the Carmelite Spiritual Center (< .5 miles away), St. Therese Shrine (<.5 miles away), Timberlake Homes Association (.5 miles away), Willowbrook/Clarendon Hills Road (1 mile away), those living on South Frontage Road from Lemont to Cass(1 mile away), MBA Equestrian (< 1 mile), Horizon Academy (< 1 mile).

Increased risk of harm to all from the daily traffic of 225+ trucks on South Frontage Road. We believe that there will be even greater traffic.

We have to energize all Darien against this! It effectively destroys the area of Cass and Frontage Road as a viable commercial site - instead it becomes a Heavy Industrial Site.

The site is less than .5 miles as the crow flies from the Carmelite Spiritual Center, less than 1 mile from Chucks, less than 1 mile from the MBA equestrian center, and the proposed Horizon Academy Private School on South Frontage Road.

Local businesses we have talked with oppose this use and instead would like to see either Hotel or Townhouse communities developed here, both of which as we understand it, bring in more tax dollars as they improve the community.

Please sign the petition linked below:

<http://www.keepdariennice.com/#!/form/c4tn> < if the link is dead, simply go to www.keepdariennice.com

be sure you choose the Darien Petition if you live in Darien.

Personal Regards,

Steve and Ina DeLurgio, call if you need more information: 913-486-5307.

Brief Summary

This proposed use was unanimously passed by Darien's Zoning Board and will be voted on by the City Council at its next meeting – within less than 2 weeks. Call your alderman and complain – this is outrageous! As homeowners many of us were not allowed to speak the 3 minutes promised by the policies of Darien City Hall.

Here are the facts, our concerns, and opinions:

- 1) We were assured by a Zoning Board Member that “they would not do anything to harm little children;” sadly, this Board Member was greatly mistaken, adding 225 trucks to the South Frontage Rd that has school buses on it and bicyclist assures that the likelihood of harm goes up dramatically. It appears that they did not do a safety study nor an estimate of the long-term economic impact.
- 2) If a 200+ truck repair and parking site is put at this location, it becomes an Industrial site and detracts from the many beauties of Waterfall Glen Forest Preserve, the Carmelite Spiritual Center, Argonne National Lab, Carriage Greens Golf Course and Association, and Timber Lake Homes.
- 3) The site is platted to hold approximately 207 Semi-tractor trailer trucks with an additional 90 off-street parking. The trucks will be predominantly refrigeration units with the potential of many running all day.
- 4) Again, it is Darien City Hall that stated there will be 225 trucks using Cass and South Frontage Road at least five days a week, they would not be inclined to over-estimate this number.

- 5) The site is being platted for a warehouse, shop, and retail store and possibly a body repair/paint shop. Thus traffic will increase as these operations increase.
- 6) 10 mechanics working during each of three shifts, thus as they have reported, there will be 10 mechanics working around the clock repairing and rebuilding trucks, trailers, and engines.
- 7) 24 hour high intensity lighting of 10 acres. This is almost a requirement for safety and security. Trucks are repaired, moved, and parked for the night, so light and noise pollution are certainties.
- 8) Declines in residential and other property values along the South Frontage Rd. A drive from Lemont to Cass Avenue is dominated by residential properties.
- 9) Additional truck traffic on Cass and South Frontage road, including the possibility of truck on Cass to the south past ANL going to Route 83. Keeping 30 truck mechanics busy requires trucks.
- 10) Damage to Waterfall Glen Forest Preserve via light, noise, and ground water pollution.
- 11) Potential traffic on 91st to Route 83.
- 12) 24 hour noise pollution for those living near the truck repair center including the North and South Frontage road.
- 13) Likely truck traffic on the South Frontage Rd from LeMont Rd to Cass Avenue. Almost assuredly an occasional truck on North Frontage Rd from LeMont to Cass.
- 14) Decline in the quality of life and businesses on South Frontage Rd from this business and similar businesses that relocate to this location. <this might be the biggest threat.
- 15) In conversations with a trucking firm executive, he added the concerns about increased crime rates because if there are trailers, crime rates will go up, thus the need for high intensity lighting.
- 16) The shuttling of truckers to and from nearby hotels and motels increases traffic along with the resulting demographic changes.
- 17) As trailers are shuffled around, there will be constant noise including back-up beeping from the facility.
- 18) The change in the characteristics of the area from one of an idyllic forest preserve to a one-stop truck plaza.
- 19) The current condition of the Frontage roads are insufficient for trucks and cars being on the same curves.
- 20) School buses and children use the Frontage road and Cass Avenue during school hours.
- 21) As you drive the South and North Frontage roads from Lemont to Cass Avenue, note the predominant residential zoning of these roads.
- 22) The trucking company has asked for variances which yield a facility that would not even meet the guidelines for just a truck parking lot.

CITY OF DARIEN

Memorandum

TO: Dan Gombac, Director of Municipal Services

FROM: Bryon D. Vana, City Administrator

DATE: August 27, 2015

RE: Central Ave. Ventures, LLC, 1033-35 S. Frontage Road

I have reviewed the email from Stephen DeLurgio, sent Saturday, August 22, 2015 9:51 am, pertaining to the petition regarding the Central Ave. Ventures, LLC, 1033-35 S. Frontage Road. That email includes a statement saying, *Here are the facts, our concerns, and opinions*, and also includes a list of 22 items. I have reviewed that list and provided additional information to each of the 22 items. I tried to keep the additional information brief and informative, citing specific information from the various reports and studies conducted for this project.

The purpose of the review is to provide the City Council with information that can assist them in making an informed decision when discussed at the City Council meeting. As we have seen with other developments, opponents of a project can become very emotional and rely on information that may be more of an opinion than fact. I respect and support the process we have for citizen participation and input but also recognize our responsibility to provide the City Council with non-bias information. Therefore, my response to the comments should not be viewed as City Staff's support for the project, but assistance to the City Council in their review of the project.

Please let me know if you have any questions regarding the following.

FROM: Bryon D. Vana, City Administrator
DATE: August 27, 2015
RE: Central Ave. Ventures, LLC, 1033-35 S. Frontage Road

1) We were assured by a Zoning Board Member that “they would not do anything to harm little children;” sadly, this Board Member was greatly mistaken, adding 225 trucks to the South Frontage Rd that has school buses on it and bicyclist assures that the likelihood of harm goes up dramatically. It appears that they did not do a safety study nor an estimate of the long-term economic impact.

A traffic study dated August 17, 2015 was performed. The purpose of this study was to examine the existing conditions of the South Frontage Road, determine the traffic characteristics of the facility and evaluate whether the South Frontage Road has sufficient capacity to accommodate the additional traffic. With the addition of the facility-generated traffic, the South Frontage Road is anticipated to be operating at only approximately 22 percent of the roadway’s capacity. Furthermore, the facility is projected to add only a limited volume of peak hour traffic. Therefore, it can be seen that the South Frontage Road has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed facility. Finally, as previously indicated, truck traffic is anticipated to travel to/from the west on the South Frontage Road given the location of the I-55 ramps along Cass Avenue and the fact that trucks are restricted from traveling east along the frontage road just east of the site.

Additionally, DuPage County maintains a map titled EXISTING BIKEWAYS AND ROADS SUITABLE FOR BICYCLE TRAVEL. This map does not show frontage road to be suitable for bicycle travel.

An economic impact study was not performed for this development since the development is planned within existing Darien zoning codes. The Comprehensive Plan supports the Industrial Use.

2) If a 200+ truck repair and parking site is put at this location, it becomes an Industrial site and detracts from the many beauties of Waterfall Glen Forest Preserve, the Carmelite Spiritual Center, Argonne National Lab, Carriage Greens Golf Course and Association, and Timber Lake Homes.

The City had the property appraised in 2003 when the property was considered for sale. The City’s appraiser concluded that the Highest and Best use of the property is Industrial Related Use and redevelopment to a Modernized Industrial Use.

The proposed development is consistent with the City zoning and land use regulations. The City purchased the subject property in 2000. When the City

purchased the property it was occupied by National Semi-Trailer Corp. Records indicate the use of the property for trucking goes back to at least the mid-1980s. This property is zoned I-1 industrial district. The zoning ordinance states that the I-1 industrial district is intended to accommodate those industrial activities which are most appropriate when remote from residential and commercial development. The permitted uses for this district include other businesses that would result in similar developments. For example, this zoning class permits:

**Building materials and product sales and storage.
Cartage and express facilities.
Contractor and construction offices, shops, and yards.
Fuel and ice sales.
General manufacturing and wholesaling.
Heavy machinery production.
Parking lots and garages.
Semitruck, semitrailer and bus sales lot.
Warehousing, storage (including ministorage) and distribution facilities.**

This property has also previously been occupied for a similar use, see attached photo.

3) The site is platted to hold approximately 207 Semi-tractor trailer trucks with an additional 90 off-street parking. The trucks will be predominantly refrigeration units with the potential of many running all day.

During the Planning/Zoning Commission hearing the petitioner testified that trucks and refrigeration units would not run all day.

4) Again, it is Darien City Hall that stated there will be 225 trucks using Cass and South Frontage Road at least five days a week, they would not be inclined to over-estimate this number.

The traffic study includes detailed information on the number of employee vehicles and trucks that travel frontage road.

5) The site is being platted for a warehouse, shop, and retail store and possibly a body repair/paint shop. Thus traffic will increase as these operations increase.

The volume of truck traffic projected to be generated by the facility was based on the operation of the existing IACTK facility located in Chicago which is to be relocated to the subject site. All work is scheduled with the exception of repair parts, which will be picked up at the site.

6) 10 mechanics working during each of three shifts, thus as they have reported, there will be 10 mechanics working around the clock repairing and rebuilding trucks, trailers, and engines.

Mechanical work will be inside the building in the mechanics area with the exception of minor ancillary maintenance items. The overnight hours between 11:00pm and 7:30 am will result in approximately 3 employees working that shift. Some of this work will include emergency road service.

7) 24 hour high intensity lighting of 10 acres. This is almost a requirement for safety and security. Trucks are repaired, moved, and parked for the night, so light and noise pollution are certainties.

A noise survey report dated August 14, 2015 was conducted by OPTIMUM Safety Management. The following conclusions were reached regarding the noise survey:

August 13, 2015 – Based on the data recorded during the noise survey performed in the evening while the Thermo King refrigeration unit was on versus off, the noise produced by the refrigeration unit was detectable at the distances of 0' and 10' from the Thermo King refrigeration unit. None of the other readings taken onsite and offsite varied while the Thermo King Refrigeration unit was on or off.

August 14, 2015 – Based on the data recorded during the noise survey performed in the morning while the Thermo King refrigeration unit was on versus off, the noise produced by the refrigeration unit was detectable at the distances of 0', 10' and 25' from the Thermo King refrigeration unit. None of the other readings taken onsite and offsite varied excessively while the Thermo King Refrigeration unit was on or off. In addition, there was a slight increase in noise levels at distances of 0', 10' and 25' while both the tractor-truck and Thermo King refrigeration were on and connected to each other.

Specific Lighting standards are required by city code. The development will comply with these standards as confirmed with the photometric plan prepared for this development. In summary, the plan shows the outdoor lighting, fixtures, and confirms compliance with the lighting ordinance.

8) Declines in residential and other property values along the South Frontage Rd. A drive from Lemont to Cass Avenue is dominated by residential properties.

No information has been provided to support this claim of declines in property values. However, the proposed use is consistent with the zoning and the previous uses of the property.

9) Additional truck traffic on Cass and South Frontage road, including the possibility of truck on Cass to the south past AND going to Route 83. Keeping 30 truck mechanics busy requires trucks.

The traffic study concluded truck traffic is anticipated to travel to/from the west on the South Frontage Road given the location of the I-55 ramps along Cass Avenue and the fact that trucks are restricted from traveling east along the frontage road just east of the site.

10) Damage to Waterfall Glen Forest Preserve via light, noise, and ground water pollution.

No information has been provided to support this claim. Staff has not identified any damage to Waterfall Glen based on this proposed development, particularly because this site was already developed.

The impacts developments have on wildlife fall into several categories:

Habitat loss - The loss of habitat through the conversion of land from its natural state to a developed landscape represents the single greatest impact of increased human activity on native wildlife.

Habitat Fragmentation - Habitat fragmentation is a less obvious consequence of development, reducing both the quantity and quality of habitat. Fragmentation is a process whereby large tracts of the natural landscape are gradually developed and subdivided until only patches of original habitat remain.

Habitat Disturbance -The impact of development/human activity on biodiversity extends beyond the actual area of development into what is referred to as a “disturbance zone” i.e. the entire area where habitat value has been meaningfully reduced. The encroachment of development/human activity into a natural area creates changes in environmental conditions as well as changes in animal behavior and well-being as a result of being in close proximity to the border between habitat areas.

The proposed development does not impact Waterfall Glen in any of the categories. Presented within the packet are letters of no objection from the Illinois Department of Natural Resources, the Army Core of Engineers and Eco Cat. (Labeled as Attachment 1, Attachment 2, and Attachment 3)

Additionally, this property has existed as a trucking facility for approximately 30 years and was originally designed as shown on an engineering plan prepared by the Donald G. Eddy Co. and dated January 23, 1984. The plan indicates that all runoff from the property, with the exception of a nominal area around the perimeter of the site, drain towards the on-site detention basin and discharges through the Forest Preserve and into an adjacent creek. The current existing conditions survey indicates that this infrastructure continues to exist and the applicant has committed to perform the necessary maintenance to bring it back to general compliance with the originally approved condition. Based on the preliminary engineering information submitted, the proposed development falls below the thresholds to provide additional storm water detention. Best Management Practices, BMP's will be required as per the Dupage County Storm Water Ordinance.

11) Potential traffic on 91st to Route 83.

The traffic study concluded truck traffic is anticipated to travel to/from the west on the South Frontage Road given the location of the I-55 ramps along Cass Avenue and the fact that trucks are restricted from traveling east along the frontage road just east of the site.

12) 24 hour noise pollution for those living near the truck repair center including the North and South Frontage road.

See comment # 7

13) Likely truck traffic on the South Frontage Rd from LeMont Rd to Cass Avenue. Almost assuredly an occasional truck on North Frontage Rd from LeMont to Cass.

See comment #9

14) Decline in the quality of life and businesses on South Frontage Rd from this business and similar businesses that relocate to this location. < this might be the biggest threat.

See comment #8

15) In conversations with a trucking firm executive, he added the concerns about increased crime rates because if there are trailers, crime rates will goes up, thus the need for high intensity lighting.

The property redevelopment will include perimeter fencing and a security camera system. The area lighting plan complies with the City code as stated in comment #7. The Darien Police Department has contacted and reviewed similar sites within the adjacent area with no further concerns.

16) The shuttling of truckers to and from nearby hotels and motels increases traffic along with the resulting demographic changes.

No information has been provided to support this claim. Additionally, I do not understand the comment about changing demographics.

17) As trailers are shuffled around, there will be constant noise including back-up beeping from the facility.

See comment #7

18) The change in the characteristics of the area from one of an idyllic forest preserve to a one-stop truck plaza.

See comment #8.

19) The current condition of the Frontage roads are insufficient for trucks and cars being on the same curves.

See comment #1

20) School buses and children use the Frontage road and Cass Avenue during school hours.

See comment #1

21) As you drive the South and North Frontage roads from Lemont to Cass Avenue, note the predominant residential zoning of these roads.

See comment #2

22) The trucking company has asked for variances which yield a facility that would not even meet the guidelines for just a truck parking lot.

The variances recommend for approval by the City's Planning and Zoning commission are consistent with other developments in the city and meet sound economic development principles. The Variation approval criteria is as follows:

- 1. Whether the general character of the property will be adversely altered.**
- 2. Whether the overall value of the property will be improved and there will not be any potential adverse effects on the neighboring properties.**
- 3. Whether the alleged need for the variation has been created by any person presently having a proprietary interest in the premises.**

4. **Whether the proposed variation will impair an adequate supply of light and air in adjacent property, substantially increase congestion in the public streets, increase the danger of fire or endanger the public safety.**
5. **Whether the proposed variation will adversely alter the essential character of the neighborhood.**

This development and new building will significantly improve the aesthetics of the current property with the variations primarily reflecting certain current conditions of the property

Additionally, the City had the property appraised in 2003 when the property was considered for sale. The City's appraiser concluded that the Highest and Best use of the property is Industrial Related Use and redevelopment to a Modernized Industrial Use.

STAFF RESPONSE:

The following items relate to general questions or concerns that were additionally brought forth by the Municipal Services Committee and the audience members.

1. Attached is a memo from City Attorney regarding the use of the property as it stands today. **(Attachment 4).**

2. General Information

a. Illinois Auto Center is an authorized distributor of Thermo King

b. Thermo King is a subsidiary of Ingersoll Rand

c. Illinois Auto Central is a dealer operating in how many locations?

Illinois Auto Electric Co. has two Thermo King sales and service facilities.

1. Illinois Auto Central is located in Chicago IL. We also have a satellite service center located in Joliet IL.

2. Great Lakes Thermo King is located in Portage IN., this facility backs right up to a Forest Preserve. Attached is a photo of our Portage IN facility **(Attachment 5)**

3. General Staff Notes

Recently a similar Thermo King use was approved in Saugus Massachusetts and below is a recent media article and a PDF report was obtained from Staff of Saugus Massachusetts.

<http://saugus.wickedlocal.com/article/20150521/NEWS/150528958>



Thermo-King.pdf

4. Crime

The Darien Police Department researched Hillside and McCook, only McCook had a cartage theft with computers taken, the others had nothing. Thefts and burglaries had been a problem when the previous trucking outfit was at the site. The operation consisted of brokers parking their cabs and trailers and returning as required.

Massachusetts site- Chief DiMella from Massachusetts was unavailable for comment, but I was able to speak with his deputy chief Lt. Georgetti. He related that they have been open for about two years and they have not experienced an increase in criminal activity or calls for service related to Thermo King. He did say there were periodic larceny (theft) incidents of attempts to steal copper or refrigeration units, but nothing of substance, not even an increase in traffic related calls. He related that the business sits adjacent to Salem Turnpike, and it is a two lane divided highway.

The security plan will consist of CCTV cameras, lighting, fencing, locked gates after certain hours and 24 hour staffing at this facility.

The trailers that will be parked in our Thermo King lot will all be empty. The trailers parked in the South lot designed for our customer CR England will contain empty and full trailers. The product on these trailers are various type of food products which require Temperature Control systems to maintain them. All of CR England trailers have GPS units on them that monitor temperature and location.

Cook County Sheriff' Office provided the following information regarding responses by the Cook County Sheriff made to the Chicago facility between 11/20/2013 and today 8/26/2015:

(Chicago address -- 4750 S. Central Ave. Chicago IL 60638)

- 6 – Alarm calls (building was secure)
- 2 – Property Damage Calls
- 2 – Premise Checks (officer initiated)
- 1 – Abandoned Auto Call
- 1 – Assisted other law agency
- 1 – Citizen assist to get belongings out of semi
- 1 – Vehicle Ticketed

5. Accident History

Since 2012 there have been 9 accidents on South Frontage Rd-since 2012

6 at intersection

2 west of intersection

1 east of intersection

North Frontage had 7 accidents

6. Public Works Site-Noise evaluation

Location: 1041 S Frontage rd. taken from property line.

Measured: 9:00 am Friday 8/28/15

Meter Device: TES 1350 A

Settings : Low

Response : fast and slow

Max hold : on/off as indicated below

Dan Salvato:

Please provide sound decibel at the middle of the southern property line for the following:

Chipper running idle = 58.2 db

Chipper operating chipping operation = 89.1 db (max hold)

1 Large truck idling = 54 db

5 Large trucks idling = 60.2 db

1 Large truck idling-backing up =55 db

5 Large trucks idling-backing up =65 db

End loader idling = 55.2 db

End Loader backing = 66.3 db (max hold)

If possible End loader loading a truck = 67.4 db (max hold)

7. Site Use

Attached and labeled as Attachment 6, from owner, and Attachment 7 from TransWestern, are responses regarding the site and potential uses

Given the current I-1 General Industrial District zoning and our special use permit further allowing a garage for the storage, repair and servicing of motor vehicles, the large majority of interest in the site has been from various users in the transportation industry. For example, I've had serious interest from truck stop operators (fuel & food), truck washing facilities, and truck service facilities including everything from mom and pop operations to larger regional and national operators.

I received a handful of calls from industrial developers and users interested in the site for a warehouse type building; however, in today's environment the site doesn't support the size of building in demand.

I reached out to several retail/commercial brokers and they weren't bullish about the site. The population density measures used for assessing the viability of a site are low given its proximity to the forest preserve. Also, keep in mind that retail/commercial uses playing off the interstate location often aren't desirable from a traffic volume and use perspective.

Agenda Memo

PZC 2015-08: Central Ave. Ventures, LLC, 1033-35 S. Frontage Road ...Page 29

I personally took every call and I didn't pursue potential buyers that I didn't feel would be a good fit for Darien and likely wouldn't be acceptable to the community (e.g. truck stops, container storage, or operations similar to the previous owner). I felt Bill Fritz's use would be similar to our original plans and I was convinced his organization would be a fine addition to the community.

Mike

Michael G. Bialas

CC Industries, Inc. – a Henry Crown Company

222 N. LaSalle Street, Suite 1000

Chicago, IL 60601

COMMITTEE ACTION:

Based on the submitted responses from staff and the petitioner, the Committee is requested to provide a recommendation to the City Council for the following:

PZC 2015-08: Central Ave. Ventures, LLC, 1033-35 S. Frontage Road: Pending committee review, the Petitioner seeks approval of the following:

1. Text Amendment: To permit retail sales within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-3
 - Acceptable as Presented
2. Special Use: To permit a garage for storage, repair and servicing of motor vehicles, including body repair, painting and engine rebuilding within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-4.
 - Acceptable as Presented
3. Special Use: To permit a freight terminal within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-4.
 - Acceptable as Presented
4. Special Use: To permit outdoor storage within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-4. N/A
 - Acceptable as Presented
5. Variation: To reduce the required parking lot setback from 30 feet to 10 feet, 17 feet and 5 feet along rear, east and west side yards respectively, Zoning Ordinance Section 5A-9-4-7.
 - IAC will provide a setback exhibit to The Dept. of Municipal Services for consideration of our development. Exhibit 1
6. Variation: To eliminate the required hard surface for parking lot and to permit the existing stone aggregate on the south portion of the site, Zoning Ordinance Section 5A-11-2-1(F).
 - This development calls for bituminous paving at the north parking lot areas. IAC has selected this site due to its industrial zoning category and the fact that this sites existing hard pan aggregate conditions at the south portion of the site is ideal for the proposed development. If required to provide a hard surface other than that of the existing condition, IAC would have to reconsider this site for its development plans.
7. Variation: To increase the total permitted impervious surface from 75% to 81.4%, Zoning Ordinance Section 5A-9-4-8.
 - 80.75% of the existing site is currently covered with impervious surface. It is IAC's plan to reduce the onsite impervious surface from 80.75% to 80.00%. The current 19.25% of pervious service is of low to no quality landscaping. IAC plans to increase the landscaping pervious surface to 20% while increasing the quality. The current site impervious surface is actually what has attracted IAC to this site. If IAC was to consider anything from 1% to 6% increase in added pervious surface area, this would create a loss of use and function related to trailer parking in the rear lot

- which is integral to this development / program. 1% of pervious surface area equates to 7 trailer parking slots or 42 slots at 6%. If required to comply with the 75% impervious number, IAC would have to reconsider this site for development.
8. Variation: To permit a third driveway off of S. Frontage Road, said third driveway being less than the required 200 feet apart, Zoning Ordinance Section 5A-11-3(B).
 - Acceptable as Presented
 9. Variation: To permit a loading dock within the front where it is otherwise required to be within an interior side yard or rear yard, Zoning Ordinance Section 5A-11-4-1(C)
 - Acceptable as Presented
 10. Variation: To eliminate the required screening fence along the rear, east and west side lot lines, Zoning Ordinance Section 5A-9-4-7(B).
 - The adjacent property at the east and the south is Waterfall Glenn Forest preserve. At present the Forest Preserve provides a heavily wooded screening buffer of 1,634 lineal feet between the south property line and the nearest Forest Preserve path. IAC is willing to consider adding an element of fabric screening onto the 8' high chain link fence in the areas where additional screening is required. Chain link fence is a preferred fence.
 - An Ivy planting material is also being considered
 11. Variation: To permit a permit a pole mounted, free-standing sign, Sign Code Section 4-3-7(B).
 - Acceptable as Presented
 12. Variation: To increase the permitted sign height from 6 feet to 57 feet, Sign Code Section 4-3-10(C).
 - After reviewing the sign elevation at WoodSpring Suites, their top of sign elevation is at 718 feet. IAC is willing to reduce their top of sign elevation to meet the WoodSpring Suites sign elevation at 718. This reduces the requested 57 feet sign to a 40 feet sign. The TK sign and the WoodSpring Suites sign will have the same top of sign elevation so it looks consistent along I-55.
 13. Variation: To increase the permitted sign area from 60 square feet to 144 square feet, Sign Code Section 4-3-10(C).3
 - After reviewing the sign detail at WoodSprings Suites, their sign square feet is 133.9. IAC is willing to reduce their sign square feet from 144 sq/ft to 121 sq/ft (11 feet tall by 11 feet wide)
 14. Variation: To permit a pole sign within 20 feet of a driveway, Sign Code Section 4-3-7(E).
 - IAC can adjust the location of the pole sign to meet the requirements of the sign code so that the pole of the sign is at or beyond 20 ft. of a driveway.
 15. Variation: To eliminate the required perimeter yard landscaping along the south and east lot lines, Zoning Ordinance Section 5A-10-5
 - IAC is working with its Landscape Designer to review the landscape ordinance and any cost impacts here.

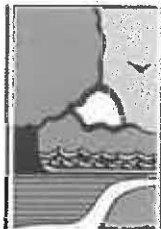
ALTERNATE DECISION

Not approving the variances

DECISION MODE

This item will be forwarded to the City Council Meeting scheduled for September 8, 2015.

Planning and Zoning Commission:	August 5, 2015
Planning and Zoning Commission:	August 19, 2015
Municipal Services Committee:	August 24, 2015
Municipal Services Committee:	August 31, 2015



Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor
Marc Miller, Director

Bruce Rauner, Governor
Wayne Rosenthal, Director

August 26, 2015

Amar Farooqi
SPACECO Inc
9575 W Higgins Road
Rosemont, IL 60018

RE: Illinois Auto Central Thermo King
Project Number(s): 1601949
County: DuPage

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Keith Shank
Division of Ecosystems and Environment
217-785-5500



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
231 SOUTH LA SALLE STREET
CHICAGO, ILLINOIS 60604-1437

August 12, 2015

Technical Services Division
Regulatory Branch
LRC-2015-00443

SUBJECT: Letter of No Objection for the development of the Illinois Auto Central Thermo King Facility at 1035 South Frontage Road, Village of Darien, DuPage County, Illinois

Mr. Michael Bialas
GD Darien LLC c/o CC Industries, Inc.
222 North LaSalle Street, Suite 1000
Chicago, Illinois 60601

Dear Mr. Bialas:

This is in response to your June 25, 2015 request that the U.S. Army Corps of Engineers issue a letter of no objection for the above-referenced activity. The subject project has been assigned number LRC-2015-00443. Please reference this number in all future correspondence concerning this project.

Following a review of the information you furnished to this office and assuming your project is conducted only as set forth in the information provided, this office has determined that the subject property does not require a Department of the Army (DA) permit to complete the proposed work. Please be aware that any unpermitted discharge into an area within the jurisdiction of this office may result in civil or criminal enforcement under the Clean Water Act, 33 U.S.C. Sec. 1319.

This determination is valid for a period of 5 years from the date of this letter and covers only your project as depicted in the plans titled, "Illinois Auto Central Thermo King", June 25, 2015, prepared by SpaceCo, Inc.. Soil erosion and sediment controls (SESC) measures shall be implemented at the project site and properly maintained throughout construction of the project. Proper installation and regular maintenance of SESC measures will prevent construction materials from entering downstream locations.

It is your responsibility to obtain any required state, county, or local approvals for impacts to wetland areas not under the Department of the Army jurisdiction. Please contact the DuPage County Stormwater Management at (630) 682-6724.

This determination is based only on the proposed activity and is not an approved jurisdiction determination for the subject parcel. If you wish to receive an approved jurisdiction determination or have any questions, please contact Stasi Brown of my staff by telephone at 312-846-5544 or email at stasi.f.brown@usace.army.mil.

Sincerely,

Digitally signed by
CHERNICH.KATHLEEN.G.1230365
616

Date: 2015.08.19 15:58:26 -05'00'

Kathleen G. Chernich
Chief, East Section
Regulatory Branch

Copy Furnished:

DuPage County Stormwater Management (Jen Boyer)
Midwest Ecological, Inc. (Robert Vanni)



Applicant: SPACECO Inc
Contact: Amar Farooqi
Address: 9575 W Higgins Road
 Rosemont, IL 60018

IDNR Project Number: 1601949
Date: 08/18/2015

Project: Illinois Auto Central Thermo King
Address: 1033-1035 S. Frontage Road, Darien

Description: Demolition of two existing buildings and construction of two buildings with associated parking lot, utility, and grading improvements

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Waterfall Glen INAI Site
 Blanding's Turtle (*Emydoidea blandingii*)
 Northern Long-Eared Myotis (*Myotis septentrionalis*)
 Yellow-Crowned Night Heron (*Nyctanassa violacea*)

An IDNR staff member will evaluate this information and contact you to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: DuPage

Township, Range, Section:
 38N, 11E, 34



IL Department of Natural Resources
Contact
 Keith Shank
 217-785-5500
 Division of Ecosystems & Environment

Government Jurisdiction
 IL Environmental Protection Agency
 ALAN KELLER
 1021 NORTH GRAND AVENUE EAST
 SPRINGFIELD, Illinois 62702

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

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1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

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Rosenthal, Murphey, Coblenz & Donahue

30 North LaSalle St. Suite 1624 ~Chicago, Illinois 60602
Phone (312) 541-1070 ~ Fax (312) 541-9191
JBM Direct Dial (312) 541-1072
JBM e-mail: jmurphey@rmcj.com

Memorandum

Via E-Mail

To: Dan Gombac
Fr: John B. Murphey
Date: August 28, 2015
Re: 1033 South Frontage Road

In response to your inquiry, it is my opinion that a subsequent purchaser of the property at 1033 South Frontage Road may utilize the property for any use permitted in the I-1 General Industrial District, provided the subsequent user complies with the terms of Ordinance No. O-35-06, without the need for any additional zoning approvals.

JBM/sml

King

Attachment 5



Follow the link below and subscribing is simple!

<http://www.darien.il.us/Departments/Administration/CityNews.html>

From: Bialas, Mike (CCI/HCC) [mailto:Mbialas@crowm-chicago.com]

Sent: Wednesday, August 26, 2015 11:49 AM

To: Dan Gombac; Michael Griffith; Doug Calay; Dan Lynch; Ernest Brown; Clare Bongiovanni (clare@darienchamber.com); Michael Werthmann; Dan Salvato; Bill Fritz

Cc: Bryon Vana; Kathy Weaver

Subject: RE: Thermo King

Dan,

Given the current I-1 General Industrial District zoning and our special use permit further allowing a garage for the storage, repair and servicing of motor vehicles, the large majority of interest in the site has been from various users in the transportation industry. For example, I've had serious interest from truck stop operators (fuel & food), truck washing facilities, and truck service facilities including everything from mom and pop operations to larger regional and national operators.

I received a handful of calls from industrial developers and users interested in the site for a warehouse type building; however, in today's environment the site doesn't support the size of building in demand.

I reached out to several retail/commercial brokers and they weren't bullish about the site. The population density measures used for assessing the viability of a site are low given its proximity to the forest preserve. Also, keep in mind that retail/commercial uses playing off the interstate location often aren't desirable from a traffic volume and use perspective.

I personally took every call and I didn't pursue potential buyers that I didn't feel would be a good fit for Darien and likely wouldn't be acceptable to the community (e.g. truck stops, container storage, or operations similar to the previous owner). I felt Bill Fritz's use would be similar to our original plans and I was convinced his organization would be a fine addition to the community.

Mike

Michael G. Bialas

CC Industries, Inc. – a Henry Crown Company
222 N. LaSalle Street, Suite 1000
Chicago, IL 60601

direct 312.750.6576, cell 312.656.2774, fax 312.395.7090

From: Dan Gombac [mailto:dgombac@darienil.gov]

Sent: Wednesday, August 26, 2015 9:50 AM

To: Michael Griffith; Doug Calay; Dan Lynch; Ernest Brown; Clare Bongiovanni (clare@darienchamber.com); Michael Werthmann; Bialas, Mike (CCI/HCC); Dan Salvato; Bill Fritz

Cc: Bryon Vana; Kathy Weaver

Subject: Thermo King

Below is a series of bullet points that I would like addressed by the targeted party immediately in preparation for a tentative meeting for the Thermo King site on the 31. The below issues will be in response to the Municipal Services Meeting from Mon.

Please call me if you require any additional clarification.

Cass Avenue and I-55 Site

Opinion on Various Uses

Hotel

The site has great access and identity for a hotel. However, the site is too large and costly for the type of hotel that would be consistent with this location, a budget type hotel. There is a site north of I55, approximately 3.5 acres, that is currently slated for a hotel development. The land cost is estimated at \$1.2 million. Here, the land is three times the size and costs approximately \$4.5 million, almost four times the cost. Additionally, hotel developers will not build next to a public works site with a garage and vehicle maintenance. This site is not conducive to a hotel development.

Office

The suburban office market is weak, with a vacancy rate over 22%. There are no spec office developments occurring in this area and no corporate office users looking for this type of site. The location is not ideal for an office development in contrast to I88 locations (Downers Grove, Oak Brook). Further, the public work site diminishes appeal. Also, the absence of close by restaurants and retail hurts demand for office in this specific area. This site is not conducive to office development.

Residential

Residential development is unlikely here:

- **Single Family and Townhomes:** There is demand for single family and townhome development sites but this site is not suitable due to proximity of the expressway and public works. There might be custom built homes on a one-off basis in the subject area but developers are not seeking large tracts of land to develop residential communities directly next to a lot where snow plows and equipment may be running 24 hours. Highway noise is another negative factor.
- **Senior Living, multifamily and condos:** These types of development are typically done on much smaller sites, 2-3 acres as opposed to 10 acres, unless it is a large community development, in which 10 acres is too small. Further, similar to above, developers would not be interested in sites that front on a major interstate highway (due to perceived noise) and also next to a municipal public works maintenance facility.

Industrial

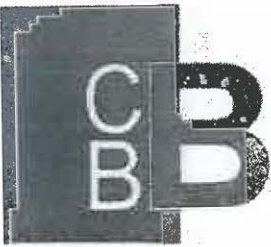
This is likely the highest and best use. Industrial users want easy access to highways and would have little concern for the proximity of the public works. The site lays out well for a variety of industrial users and would be in high demand due to the lack of available sites. Further, existing site conditions are suitable for industrial and would render other developments more difficult to achieve.

Prepared by:

David Friedland, SIOR

847-588-5646

david.friedland@transwestern.com



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

August 17, 2015

Revised August 19, 2015

City of Darien
1702 Plainfield Road
Darien, IL 60561

Attention: Dan Gombac

Subject: Illinois Auto Central: 1033-1035 S. Frontage Road
(CBBEL Project No. 950323H184)

Dear Dan:

As requested by email on August 12, 2015, we have reviewed the response to our July 21, 2015 letter as prepared by Spaceco, Inc. and dated August 12, 2015. As you know, Spaceco is an affiliate company of Christopher B. Burke Engineering, Ltd. (CBBEL). Based on the information provided on the preliminary plan, the development will not trigger a requirement to provide additional stormwater detention or water quality infrastructure, but they will be required to maintain the existing stormwater improvements on the site. This has been acknowledged, as have our other comments on the preliminary plan. The following item should be noted:

1. We understand that the City will require the applicant to extend a sanitary service to their west property line for future connection of the Public Works Building. This will likely necessitate that a portion of the sewer be public, but we will defer to DuPage County, who owns the sewer.

If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel L. Lynch', written over a light blue horizontal line.

Daniel L. Lynch, PE, CFM
Head, Municipal Engineering Department

**Central Ave Venture, LLC
GD Darlen LLC
1033 - 1035 S. Frontage Rd., Darlen IL 60561
Variance / Special Use / Tax Amendment - Nature of Request**

Exhibit 'A'

Variance Request:

- 1. We are requesting a reduction of pavement setback from 30' to 10' and 17' at the south and east property lines respectively. The adjacent property to the south and east is the Waterfall Glen Forest Preserve. However, the County maps list the property as a residential use which would require a 30' pavement setback. It is our understanding that this property will remain undeveloped as a Forest Preserve. Additionally, the existing aggregate surface is as close as 5'-0" and 7'-0" to the south and east property lines respectively.**
- 2. We are requesting that the pavement setback be changed to 5' along the west property line. The existing aggregate surface is as close as 4'-0" to the west property line. The adjacent west property is currently occupied by the Village of Darlen Public Works Building and would require a 20' pavement setback. In order to accommodate the required quantity of trailer, tractor stalls and maneuvering clearances a 5' pavement setback is required by the user.**
- 3. We are requesting to leave the existing stone aggregate on the south 'private' portion of the site. The majority of the south portion of the existing lot is stone aggregate. The north 'public' portion of the site, most visible from S. Frontage Rd. and used by the public, would be paved with asphalt or concrete paving. If the entire site were required to be paved, the cost along with the additional requirement for storm water detention would make the project economically infeasible.**
- 4. We are requesting that the existing non-conforming impervious site area which exceeds the total impervious site area requirement be allowed to be maintained. Due to the unique nature of the user which requires a certain amount of tractor and trailer stalls, the required pervious surface area cannot be accommodated.**
- 5. We are requesting that three driveway entrances be provided with the driveway separations indicated on our site plan. Three main entry drives are required to provide the needed vehicular flow for the users operations.**
- 6. We are requesting that the loading dock be located in the front of the building. Landscape screening will be provided to minimize the visibility of the loading dock. Due to the unique nature of the user which requires a certain amount of tractor and trailer stalls, the recessed loading dock needs to be located on the north side of the building.**
- 7. We are requesting the ability to use an 8' high chain link fence without any solid portions along the south east and west property lines. Zoning requires that a percentage of the fence be solid. Since the**

adjacent property to the south and east is the Waterfall Glen Forest Preserve, there are no adjacent users that will be affected.

8. We are requesting the ability to install a pole mounted illuminated sign which is 12' W x 12' H = 144 SF and 57' H (overall sign height). The sign will be located at the northeast corner of the property providing our client maximum visibility and business identification along the I-55 interstate corridor. The size and location of the sign proposed provides business identification allowing for a reasonable amount of reaction time to potential customers driving at high rates of speed along I-55 from the east and the west so that they can react to and exit at the next available interstate exit. The current zoning / code does not allow for a pole mounted sign on our site. Due to the specific nature of our clients operation a pole mounted sign is necessary to provide business identification along the I-55 corridor.

9. We are requesting a variance from the requirement for planting and landscape materials along the south rear yard and the east interior side yard. These areas are presently devoid of landscaping and are immediately adjacent to the Waterfall Glen Forest Preserve. There are no adjacent users that will be affected and these areas will remain as undeveloped land. Additionally, we are requesting a variance from the requirements for planting and landscape materials along the corner side yard adjacent to the west property which is currently occupied by the Village of Darien Public Works Building. Since we address a variance request in item #2 above for a pavement setback along this area, we feel that a similar variance request for planting and landscape materials in this area is a direct function of this request.

Special Use Request:

#1. We are requesting a special use consideration to allow for outdoor storage on-site. The outdoor storage area will be located south of the proposed building and will be enclosed on the north side with solid fencing in order to provide a visual block from the public way along S. Frontage Rd.

#2. We are requesting a special use consideration to allow for garage storage, repair and or servicing of motor vehicles, including body repair, painting and engine rebuilding. These services are integral part of our client's business model and a part of the proposed plan for this particular site.

#3. We are requesting a special use consideration to allow for a portion of our site, (private) along the south and west property lines to be used as a freight terminal. This service is a component of our client's business model and a service which they provide to their customers and is part of the proposed plan for this particular site.

Tax Amendments

#1. We are requesting a tax amendment be provided to our client for retail sales in the I-1 zoning district as this is an integral part of our client's business model and part of the proposed plan for this particular site.

**Central Ave Venture, LLC
GD Darien LLC
1033 - 1035 S. Frontage Rd., Darien IL 60561
"A Day in the Life"
Narrative Describing The Daily Operation of Illinois Auto Central**

Exhibit 'B'

Illinois Auto Central Thermo King (IACTK) is a factory authorized sales and service dealer for Thermo King, the world leader in transport temperature control and auxiliary power units.

Illinois Auto Central and Thermo King's daily operation revolves around two main components, our shop operation with warehouse and office support staff and there is also a small modular office and truck yard that we lease to our customer CR England. We adhere to a strict set of high standards in keeping our facilities clean and safe. Honesty and fair service are integral parts of who we are.

Illinois Auto Central Thermo King

The way this site plan is designed to work, is that our customers will enter our site from the frontage road and enter onto the center driveway. This center driveway leads into our check-in/inspection area. At this point we evaluate our customers' needs and direct them to a designated location for the services to be completed. Once services are completed, the driver will exit our site through the east driveway.

Our shop is located adjacent to our office and warehouse support staff. The shop consists of nine service bays, fuel-island, wash bay, and roughly 30 mechanics over three shifts. Within our office area, we will have a retail showroom for customers to view and purchase related parts and accessories (retail sales). This space will also include private offices, conference rooms, lunchroom, restrooms, a service and parts counter and a customer waiting lounge.

The warehouse is designed to receive and distribute all parts related to our sales and service operations. South of the warehouse in the exterior yard space, we have an area designated for outside storage. Here is where we will store our influx of Thermo King units and the trash dumpsters.

Leased CR England Space

CR England's tractors and trailers will enter into the west driveway for access into yard space which is segregated from IACTK's space. Here is where they park their commercial tractors and trailers to support their 24 hour drop yard. Incorporated in this area will be a modular office with personnel to support their operation.

From: Doug Calay
Sent: Monday, August 17, 2015 9:18 AM
To: 'Dan Gombac'; 'Michael Griffith'
Cc: Bill Fritz; 'Paul Cohen'
Subject: RE: #2015-15: IAC Darien (Public Hearing Comments From Michael Griffith)

Dan, Mike,

See below for our updates related to these items.

Thank you,

Doug Calay
Director of Facilities
Illinois Auto Electric Co.
700 Enterprise St.
Aurora IL 60504
630-862-3199 Office

From: Michael Griffith
Sent: Thursday, August 06, 2015 3:08 PM
To: Dan Gombac
Subject: IAE, 1033-35 S. Frontage Rd

After reviewing my notes, bullet points from the PZC meeting last night:

Commission:

- **West building elevation to tie into main building.**
 - A preliminary rendering of the West building elevation will be submitted on Monday 8/17/2015. The façade of this West building will be aesthetically pleasing and will complement the design of the East building. The size of this building is still up for review and subject to change based upon needs.
- **Commission concerned that vehicle repair language from Zoning Ordinance is too broad, seemed to want it better defined as to what is being approved.**
 - IAC is asking for the special use "To permit a garage for storage, repair and servicing of motor vehicles, including body repair, painting and engine rebuilding within the I-1 General Industrial zoning district, Zoning Ordinance Section 5A-9-4-4."
- **Traffic study, mainly whether S. Frontage Road and intersection with Cass Ave. can accommodate semi-truck traffic.**
 - IAC is working with KLOA a traffic and transportation / engineering firm to complete a traffic evaluation study. This traffic evaluation study will be submitted to the City of Darien on Monday 8/17/2015 for review.
- **Stormwater management not resolved.**
 - This development will meet all of the applicable codes with regard to storm water management. This project will be required to meet the DuPage County Stormwater Ordinance. We have prepared preliminary plans and met with the City of Darien and DuPage

County to review the stormwater detention, wetlands, and floodplain aspects of the project. Both Darien and DuPage County have given us positive feedback regarding the preliminary plans. No variances to the stormwater, wetlands, or floodplain requirements are being requested by the petitioner.

- o August 12, 2015, SPACECO Engineers submitted a response to the City of Darien related to the review of preliminary plans performed by Christopher B. Burke Engineers on July 21, 2015 (subject: Illinois Auto Central: 1033-1035 S. Frontage Road, CBBEL Project No. 950323H1840). These letters will be submitted to the City of Darien on Monday 8/17/2015 to be included with the submittal.

- **Dress up fence screening along front.**

- o IAC looked at various options in gates to provide the best functionality, security and screening. All gates previously were a barrier style similar to a toll booth arm. After further review, IAC has decided to install a slide gate on East exit, a slide gate at the center inspection entry/exit and a swing gate at the West entry/exit. These gates and the front fence will have limited to no opacity.

- **Retail Sales**

- o In regards to your request, below is a summary of the annual retail sales for the years 2012 through 2014 along with what the one percent portion of the sales tax that the city of Darien would have received from these retail sales.

<u>Year</u>	<u>Retail Sales</u>	<u>1% Darien Sales tax revenue</u>
2012	\$1,603,827	\$16,038
2013	\$1,521,179	\$15,212
2014	\$2,176,076	\$21,761

Residents (unincorporated):

- **Traffic. Increased traffic, traffic from semi-trucks, trucks along with bike riders, school buses and other motorists on S. Frontage Road will increase accidents. Trucks not able to make turns/curves from Cass Avenue.**
 - o IAC is working with KLOA a traffic and transportation / engineering firm to complete a traffic evaluation study. This traffic evaluation study will be submitted to the City of Darien on Monday 8/17/2015 for review.
- **Noise from truck traffic, engines running, refrigeration units running outdoors and overnight, repair activities. (IAE testimony: CR England truckers [sub-leased area] may park their truck overnight, most likely running their generators and not engines.)**
 - o IAC is working with Optimum Safety Management who conducted a noise assessment at the property on 8/13/2015 and 8/14/2015 to support the intended development. This report will be provided to the City of Darien on Monday 8/17/2015 for review.
 - o The types of noise that will be generated at this facility include:
 - Fork Lifts, Semi-Trucks, truck and trailer mounted temperature control systems running, auxiliary power units, truck and trailer repair.
 - o IAC plans to run 3 shifts at this site:
 - Shift 1 -- Start time 7:00am, end time 3:30pm
 - 65% of the service work is performed between 7:00am and 3:30pm. During this time the operations include sales and service of truck and trailer mounted temperature control systems, auxiliary power units along with truck and trailer repair. Between these hours we have service advisors, office and warehouse staff to support these functions. There will be roughly 28 employees supporting this operation during this time.

- **Shift 2 – Start time 3:00pm, end time 11:30pm**
 - 30% of service work will be performed between 3:30pm and 11:30am. During this time the operations include sales and service of truck and trailer mounted temperature control systems, auxiliary power units along with truck and trailer repair. Between these hours we have service advisors and limited warehouse staff to support these functions. There will be roughly 8 employees supporting this operation during this time.
 - **Shift 3 – Start time 11:00pm, end time 7:30am**
 - 5% of service work will be performed between 11:00am and 7:30am. During this time the operations include service of truck and trailer mounted temperature control systems and emergency call outs to provide remote service for customers off-site. No other support staff other than mechanics are on hand during this time. There will be roughly 3 employees supporting this operation during this time.
 - Regarding the CR England activities, this location will be used to manage a portion of their Chicagoland fleet trucks and trailers. These trucks are day cab trucks without sleepers or generators, they are not left running when not in use. 60% of the CR England traffic observed on 8/10/2015 were trucks only without a trailer entering and exiting. Because they operate within the Chicagoland area, when their drivers have completed their shift they park their truck onsite, shut it down and leave until the next day.
- **Light pollution.**
 - Site lighting will comply with the local ordinance. Shields will be installed where required.
- **Fuel storage, refrigerant storage, hazardous materials.**
 - Any fuel storage, refrigerant storage or hazardous material storage will be handled with the appropriate permits and inspection to meet jurisdictional requirements.
 - IAC currently maintains a 15,000 gallon underground storage tank (UST) at the existing Chicago facility. IAC plans to install a similar tank at this site while following the appropriate permits and inspections to meet the jurisdictional requirements.
- **24-hour operation (IAE testimony: late night/overnight activities are mostly IAC going off-site to stalled truck for emergency repairs of refrigeration units).**
 - It is IAC's intent to have a 24-hour service operation. IAC will respect all zoning requirements related to the zoning ordinance affecting this development and use.
 - IAC plans to run 3 shifts at this site:
 - **Shift 1 – Start time 7:00am, end time 3:30pm**
 - 65% of the service work is performed between 7:00am and 3:30pm. During this time the operations include sales and service of truck and trailer mounted temperature control systems, auxiliary power units along with truck and trailer repair. Between these hours we have service advisors, office and warehouse staff onsite to support these functions. There will be roughly 28 employees supporting this operation.
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- **Lack of screening along back portion of property.**
 - Our plan provides for an 8' chain link fence along the south, east and west limits of the property.
- **Opposed to use. Property should be parking only. One resident stated property should be residential use.**
 - This development is presently zoned as I-1 which is industrial. This zoning is appropriate for our proposed development.
- **Too many variations requested.**
 - We feel that the variance request items previously presented to staff are reasonable and should be considered for approval by this commission.
- **Lack of setback from Forest Preserve property. Should provide landscaping along sides and rear.**
 - We are reducing the impervious surfaces by 15% on the east and 21% on the south. Additionally, we are improving the existing surface areas at the site perimeter and placing turf grass and native ground cover.
- **Pole sign would be eyesore.**
 - A pole sign would provide visibility to IAC's customer base. There are pole signs along the I-55 corridor on industrial sites, this site is zoned I-1 and our request for a pole sign is not an unreasonable request. IAC is working with a few pole sign contractors to further develop signage requirements. A preliminary rendering of what the sign will look like will be submitted to City of Darien prior to the meeting on 8/19.
- **Trailer parking area should be hard surface to eliminate hazardous materials seeping into ground, eliminate dust.**
 - The existing aggregate surface is an existing condition which will be improved upon. The north parking lot areas and all entry / exit drives will be new asphalt paving. 50' of concrete will be added to the south of the service shop and indicated on the site plan.

Michael Griffith
 Senior Planner
 City of Darien
 630.353.8113

Please sign up for the ***DARIEN DIRECT CONNECT*** Newsletter, the best way to receive current information for the community. Just click on this link and enter your e-mail address!
<http://www.darien.il.us/Reference-Desk/DirectConnect.aspx>



9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

CONSTRUCTIVE ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

August 12, 2015

Mr. Michael Griffith
City of Darien
1702 Plainfield Road
Darien, IL 60561

RE: ILLINOIS AUTO CENTRAL: 1033-1035 S. FRONTAGE ROAD
SPACECO PROJECT NO. B552

Dear Mr. Griffith:

Attached please find our responses to comments in the letter from Christopher Burke Engineering dated July 21, 2015. Please contact me if you have any questions.

Sincerely,
SPACECO, Inc.

Robert J. Bielaski, P.E.
Project Manager

cc: Paul Cohen – Principle Construction

COMMENT 1: If the original development plans for this property can be located in City archives, then the volume of stormwater detention identified on those plans will take precedence. If they cannot be located, the existing volume as calculated by the design engineer will be appropriate.

RESPONSE 1: Noted. If the City is able to locate the original development plans, we will provide the stormwater detention required on those plans. If the City is unable to locate those plans, we will provide stormwater detention to meet the current volume provided on-site. Per the DuPage County Ordinance, post construction stormwater BMPs will be required if the impervious coverage of the site is increased by 2,500 s.f. or more. Additionally, site runoff storage will be required if the impervious coverage of the site is increased by 25,000 s.f. or more.

The proposed development will not increase the existing impervious coverage by more than 2,500 s.f. Therefore, no post construction stormwater BMPs or site runoff storage are required to be provided.

COMMENT 2: It is our understanding that City staff will determine if the property will have to be resubdivided.

RESPONSE 2: If the City requires the property to be subdivided, a Plat of Subdivision will be prepared.

COMMENT 3: It should be clarified if any of the proposed sanitary sewer will be public or if it will all be a private service.

RESPONSE 3: The sanitary sewer is proposed as a private service to serve both buildings.

COMMENT 4: The City should consider if the sanitary sewer could be extended to the west property line to serve the Public Works building.

RESPONSE 4: We will await the City's decision as to whether they will require a sewer extension to serve the Public Works building. If the City requests a sewer extension, we will work with the City to provide the service.

COMMENT 5: We suggest that it be required to televise the existing storm sewers to determine their condition

RESPONSE 5: If requested by the City, the petitioner agrees to televise the existing storm sewers.

COMMENT 6: Depending on the amount of stone in the existing storm sewer, it may be appropriate to consider measures to correct this.

RESPONSE 6: If after televising the onsite storm sewers it is determined that they need to be cleaned, we agree to clean the onsite storm sewers.

COMMENT 7: Because of the proximity to the adjacent wetlands and floodplain, DuPage County will have to review the proposed development to determine potential impacts.

RESPONSE 7: A pre-application meeting has already taken place with DuPage County. Once final documents are prepared, we will submit to DuPage County for review of the wetlands and floodplain.

COMMENT 8: DuPage County will review the proposed sanitary connection.

RESPONSE 8: Noted. We will obtain the necessary approval and permit with DuPage County prior to making the sanitary connection.

COMMENT 9: DuPage County will review the proposed water connection.

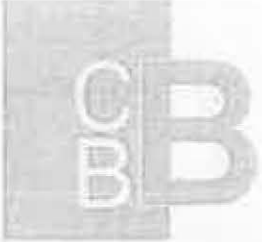
RESPONSE 9: Noted. We will obtain the necessary approval and permit with DuPage County prior to making the water connections.

COMMENT 10: We understand the City is determining if this section of Frontage Road is under City or IDOT jurisdiction.

RESPONSE 10: IDOT has determined that Frontage Road is not their jurisdiction. Frontage Road is under the jurisdiction of the City.

COMMENT 11: The existing well and septic system will have to be removed/abandoned in accordance with DuPage County Health Department regulations.

RESPONSE 11: Noted. Well and septic systems will be removed/abandoned in accordance with DuPage County Health Department regulations.



CHRISTOPHER B. BURKE ENGINEERING, LTD.

8575 West Higgins Road Suite 500 Rosemont Illinois 60018 TEL (847) 829-0500 FAX (847) 328-0520

July 21, 2015

City of Darien
1702 Plainfield Road
Darien, IL 60561

Attention: Mike Griffith

Subject: Illinois Auto Central 1033-1035 S Frontage Road
(CBBEL Project No 950323H184)

Dear Mike

As requested in your transmittal dated July 8, 2015, we have reviewed the preliminary plans for the aforementioned project. Please note that the design engineer, Spaceco, Inc., is an affiliate company of Christopher B. Burke Engineering, Ltd. (CBBEL). The following comments are submitted for your consideration.

1. If the original development plans for this property can be located in City archives, then the volume of stormwater detention identified on those plans will take precedence. If they cannot be located, the existing volume as calculated by the design engineer will be appropriate.
2. It is our understanding that City staff will determine if the property will have to be resubdivided.
3. It should be clarified if any of the proposed sanitary sewer will be public or if it will all be a private service.
4. The City should consider if the sanitary sewer could be extended to the west property line to serve the Public Works building.
5. We suggest that it be required to televise the existing storm sewers to determine their condition.
6. Depending on the amount of stone in the existing storm sewer, it may be appropriate to consider measures to correct this.
7. Because of the proximity to the adjacent wetlands and floodplain, DuPage County will have to review the proposed development to determine potential impacts.
8. DuPage County will review the proposed sanitary connection.
9. DuPage County will review the proposed water connection.

10. We understand the City is determining if this section of Frontage Road is under City or IDOT jurisdiction.

11. The existing well and septic system will have to be removed/abandoned in accordance with DuPage County Health Department regulations

if you have any questions, please feel free to contact me.

Sincerely,



Daniel L. Lynch, PE, CFM
Head, Municipal Engineering Department

NOISE SURVEY REPORT

To:	Doug Calay	From:	Doug Anderson
Company:	Illinois Auto Electric Company	Pages:	
Re:	Property Noise Survey Report 1033 S. Frontage Rd, Darien, IL	Date:	August 14, 2015
CC:	Steve Yates File		

Attachments:
 APPENDIX 1 – NOISE STUDY MAP
 APPENDIX 2 – NOISE STUDY DATA
 APPENDIX 3 – NOISE STUDY PHOTOGRAPHS
 APPENDIX 4 – EQUIPMENT CALIBRATION DOCUMENTS

EXECUTIVE SUMMARY

At the request of Illinois Auto Electric Company, Optimum Safety Management performed a noise survey at the property located at 1033 S. Frontage Rd., Darien, IL, on the evening of Thursday, August 13, 2015, and the morning of Friday, August 14, 2015. The noise survey was performed in order to document ambient noise levels present on the property and the noise levels produced by the Thermo King refrigeration unit and a tractor-truck. These noise levels were recorded at specific locations on-site, as well as off-site at eleven (11) locations throughout the surrounding area and residential subdivisions. A trailer, equipped with a Thermo King refrigeration unit found in photo 14 of Appendix 3, was staged on the property during the noise survey on both occasions. Recordings were documented while the unit was both on and off. In addition, a tractor-truck was present during the second occasion in order to capture the noise level of an idling tractor engine alone, and in combination with the refrigeration unit.

The following conclusions were reached regarding the noise survey:

August 13, 2015 – Based on the data recorded during the noise survey performed in the evening while the Thermo King refrigeration unit was on versus off, the noise produced by the refrigeration unit was detectable at the distances of 0’ and 10’ from the Thermo King refrigeration unit. None of the other readings taken onsite and offsite varied excessively while the Thermo King refrigeration unit was on or off.

August 14, 2015 – Based on the data recorded during the noise survey performed in the morning while the Thermo King refrigeration unit was on versus off, the noise produced by the refrigeration unit was detectable at the distances of 0’, 10’ and 25’ from the Thermo King refrigeration unit. None of the other readings taken onsite and offsite varied excessively while the Thermo King refrigeration unit was on or off. In addition, there was a slight increase in noise levels at distances of 0’, 10’ and 25’ while both the tractor-truck and Thermo King refrigeration were on and connect to each other.

INTRODUCTION

At the request of Illinois Auto Electric Company, Optimum Safety Management performed a noise survey at the property located at 1033 S. Frontage Rd., Darien, IL, on the evening of Thursday, August 13, 2015, and the morning of Friday, August 14, 2015. The noise survey was performed in order to document ambient noise levels present on the property and the noise levels produced by the Thermo King refrigeration unit and a tractor-truck. These noise levels were recorded at specific locations on-site, as well as off-site at eleven (11) locations throughout the surrounding area and residential subdivisions. A trailer, equipped with a Thermo King refrigeration unit found in photo 14 of Appendix 3, was staged on the property during the noise survey on both occasions. Recordings were documented while the unit was both on and off. In addition, a tractor-truck was present during the second occasion in order to capture the noise level of an idling tractor engine alone, and in combination with the refrigeration unit.

Noise levels were taken and recorded by Doug Anderson, representing Optimum Safety Management, on Thursday, August 13, 2015 and Friday, August 14, 2015.

NOISE LEVEL SURVEY

The purpose of this report is to describe noise levels associated with the various locations on the property, surrounding area and residential subdivisions.

Sample Size

The sample size consisted of eight (8) locations onsite at different increments from the staged refrigeration unit, as well as four (4) property lines. Photographs at these locations can be viewed in Appendix 3, photos 1-13. Distances of the eight locations onsite were measured using a measuring wheel, shown in Appendix 3, photo 11. In addition, eleven (11) offsite locations were sampled. These locations are identified in Appendix 1 – NOISE STUDY MAP. The twenty-three (23) total locations were sampled twice on two (2) occasions.

A noise sample of a 2007 International 8600 Tractor, depicted in photo 16 of Appendix 3, can be found in Appendix 2 – NOISE STUDY DATA table dated on August 14, 2015. In addition, the combination noise sample, depicted in photo 17 of Appendix 3, can be found in Appendix 2 – NOISE STUDY DATA table dated on August 14, 2015.

Sampling Equipment

The equipment used to perform the noise survey consisted of a Quest Edge 4 Sound Level Meter. Field calibrations were performed prior to and after the surveys with a Quest QC-10 Acoustical Calibrator. The noise level meter was programmed as follows:

Criterion: 90 dB
Exchange Rate: 5 dB
Upper Measurement Limit 115 dB
Weighting: "A"
Response: Slow

Copies of the instrument calibration certificates are provided in Appendix 4.

Conditions

August 13, 2015 – Clear weather conditions existed throughout the evening. An increase of insect activity along the South property line was experienced at dusk. Moderate vehicular traffic was present on Interstate 55 throughout the sampling period. While sampling along the North property line and along S. Frontage Rd, direct reads of the sound level meter varied between 68 dB – 76 dB. This was clearly due to the type of vehicular traffic passing the test locations (i.e. tractor-trailers, motorcycles...).

August 14, 2015 – Clear weather conditions existed throughout the morning. Moderate vehicular traffic was present on Interstate 55 throughout the sampling period. While sampling along the North property line and along S. Frontage Rd, direct reads of the sound level meter varied between 68 dB – 76 dB. This was clearly due to the type of vehicular traffic passing the test locations (i.e. tractor-trailers, motorcycles...).

RESULTS

The tables located in Appendix 2 -- NOISE STUDY DATA provide results of each sample taken. The table identifies the locations of the tests, the corresponding numbers with the map in Appendix 1 – NOISE STUDY MAP, the date, time of the readings and results while the refrigeration unit was on and off.

CONCLUSIONS

The following conclusions were reached regarding noise exposure monitoring:

August 13, 2015 – Based on the data recorded during the noise survey performed in the evening while the Thermo King refrigeration unit was on versus off, the noise produced by the refrigeration unit was detectable at the distances of 0' and 10' from the Thermo King refrigeration unit. None of the other readings taken onsite and offsite varied excessively while the Thermo King refrigeration unit was on or off.

August 14, 2015 – Based on the data recorded during the noise survey performed in the morning while the Thermo King refrigeration unit was on versus off, the noise produced by the refrigeration unit was detectable at the distances of 0', 10' and 25' from the Thermo King refrigeration unit. None of the other readings taken onsite and offsite varied excessively while the Thermo King refrigeration unit was on or off. In addition, there was a slight increase in noise levels at distances of 0', 10' and 25' while both the tractor-truck and Thermo King refrigeration were on and connect to each other.

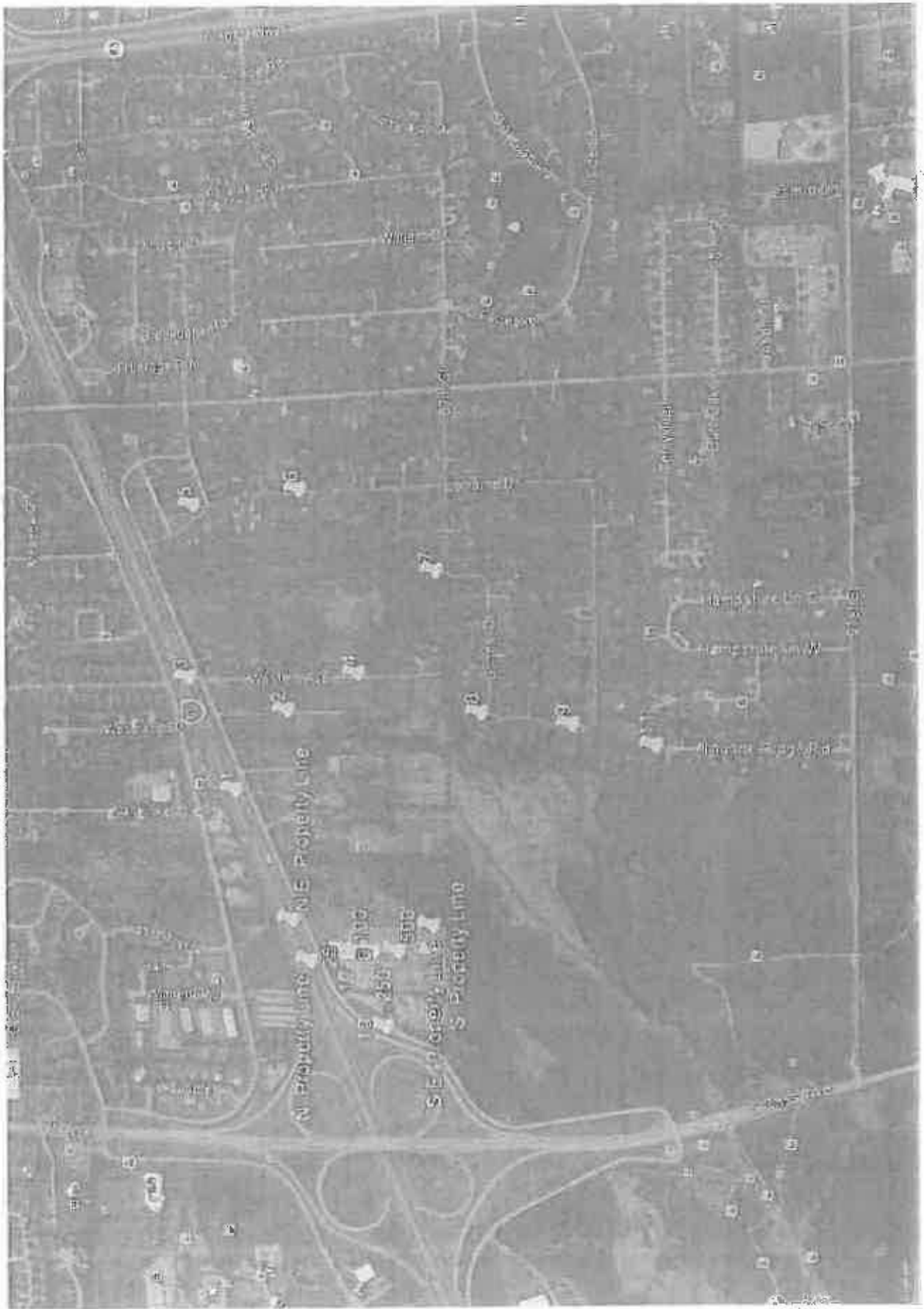
Respectfully submitted,

Douglas A. Anderson

Douglas A. Anderson, CHST
Safety Professional

APPENDIX 1

NOISE STUDY MAP



APPENDIX 2
NOISE STUDY DATA

Noise Assessment Conducted at 1033 S. Frontage Rd. Darien IL (8/13/2015)

<u>On-Site Readings</u>	# on Map	Date	Reading		Reading TK	
			Time	TK Unit Off	Time	Unit On
0 Feet From TK Unit	0	8/13/2015	8:22pm	66.8	8:00pm	80.6
10' From TK Unit	10	8/13/2015	8:23pm	67.3	8:00pm	74.0
25' From TK Unit	25	8/13/2015	8:24pm	68.8	8:00pm	69.1
50' From TK Unit	50	8/13/2015	8:24pm	65.5	8:01pm	65.7
100' From TK Unit	100	8/13/2015	8:25pm	67.2	8:02pm	65.5
200' From TK Unit	200	8/13/2015	8:26pm	66.0	8:04pm	64.8
250' From TK Unit	250	8/13/2015	8:27pm	65.8	8:05pm	63.5
500' From TK Unit	500	8/13/2015	8:29pm	64.5	8:07pm	63.4
S. Property Line - 655'		8/13/2015	8:30pm	64.6	8:09pm	63.1
S.E. Property Line		8/13/2015	8:31pm	65.2	8:10pm	66.4
N. Property Line		8/13/2015	8:35pm	73.5	8:14pm	73.0
N.E. Property Line		8/13/2015	8:37pm	73.4	8:17pm	72.4

Off-Site Readings

S. Frontage Rd.	1	8/13/2015	8:43pm	73.3	9:11pm	74.0
Leonard Ct.	2	8/13/2015	8:45pm	67.1	9:12pm	67.3
S. Frontage Rd.	3	8/13/2015	8:47pm	75.1	9:15pm	73.3
Western Ave.	4	8/13/2015	8:49pm	63.2	9:16pm	63.1
Lorraine Dr. & Farn St.	5	8/13/2015	8:51pm	63.9	9:19pm	63.2
Lorraine Dr.	6	8/13/2015	8:53pm	63.6	9:20pm	63.7
87th St. & Scheel	7	8/13/2015	8:54pm	67.9	9:22pm	66.8
Leonard Dr.	8	8/13/2015	8:55pm	63.1	9:23pm	63.1
Leonard Dr.	9	8/13/2015	8:56pm	63.1	9:24pm	63.1
Darien Public Works Driveway	10	8/13/2015	9:05pm	67.3	9:33pm	67.2
Argonne Ridge Rd.	11	8/13/2015	9:01pm	63.1	9:30pm	63.1

Pre-Calibration: 114 dB

Post-Calibration: 113.9 dB

Noise Assessment Conducted at 1098 S. Frontage Rd. Darien IL (8/14/2015)

<u>On-Site Readings</u>	<u># on Map</u>	<u>Date</u>	<u>Time</u>	<u>Reading TK Unit Off</u>	<u>Time</u>	<u>Reading TK Unit On</u>	<u>Time</u>	<u>Tractor Only</u>	<u>Time</u>	<u>Tractor & TK Unit On</u>
0 Feet From TK Unit	0	8/14/2015	8:25am	68.5	8:08am	81.9	9:38am	83.1	9:30am	83.5
10' From TK Unit	10	8/14/2015	8:25am	67.8	8:09am	75.0	9:34am	77.2	9:30am	79.1
25' From TK Unit	25	8/14/2015	8:28am	67.2	8:09am	71.0	9:34am	71.1	9:31am	73.1
50' From TK Unit	50	8/14/2015	8:27am	67.4	8:10am	69.7	9:35am	68.2	9:32am	68.2
100' From TK Unit	100	8/14/2015	8:27am	68.0	8:10am	68.6	9:36am	67.6	9:33am	67.2
200' From TK Unit	200	8/14/2015	8:28am	66.4	8:11am	67.4				
250' From TK Unit	250	8/14/2015	8:29am	66.1	8:12am	66.9				
500' From TK Unit	500	8/14/2015	8:30am	64.9	8:14am	64.3				
S. Property Line - 895'		8/14/2015	8:31am	63.4	8:15am	63.1				
S.E. Property Line		8/14/2015	8:32am	64.0	8:16am	63.9				
N. Property Line		8/14/2015	8:36am	75.4	8:20am	77.5				
N.E. Property Line		8/14/2015	8:38am	74.5	8:22am	74.5				

Off-Site Readings

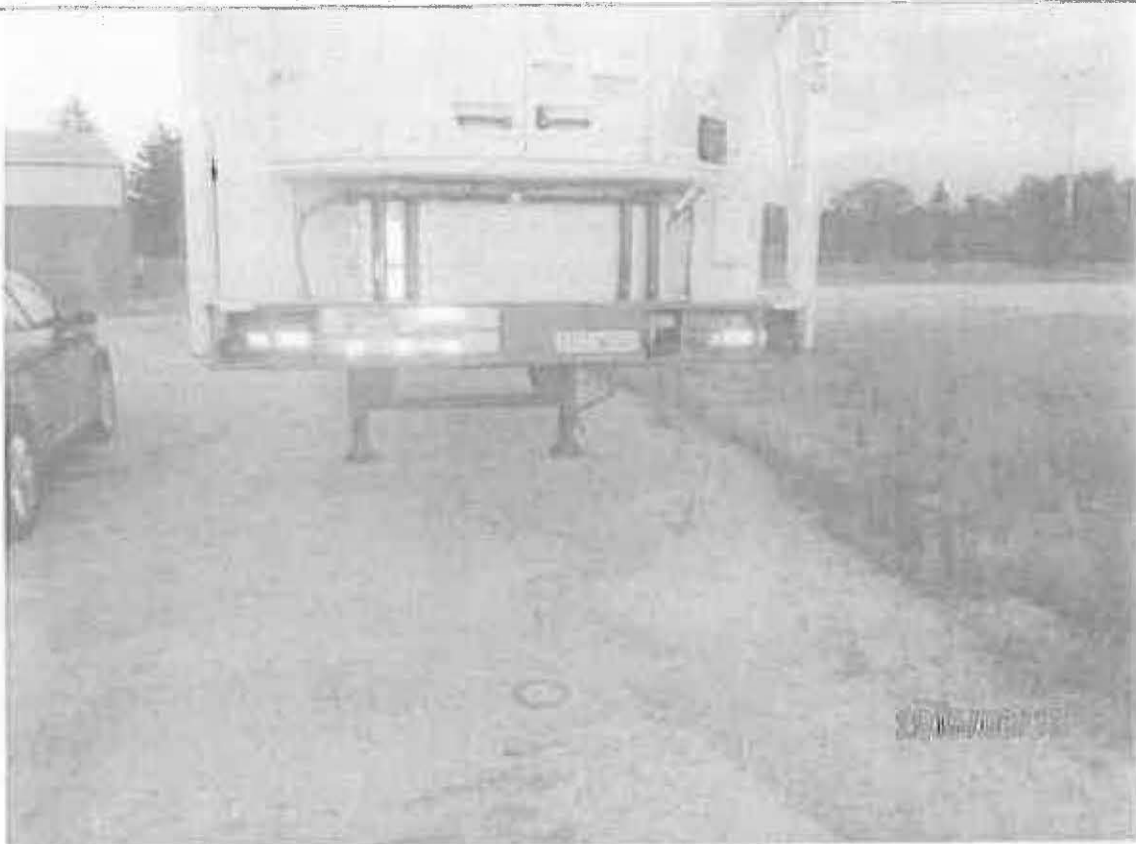
S. Frontage Rd.	1	8/14/2015	8:42am	76.9	9:06am	74.7				
Leonard Ct.	2	8/14/2015	8:43am	66.8	9:07am	67.2				
S. Frontage Rd.	3	8/14/2015	8:45am	74.6	9:09am	76.5				
Western Ave.	4	8/14/2015	8:46am	68.1	9:10am	68.1				
Lorraine Dr. & Fern St.	5	8/14/2015	8:48am	65.3	9:12am	68.1				
Lorraine Dr.	6	8/14/2015	8:49am	63.1	9:13am	63.1				
87th St. & Scheel	7	8/14/2015	8:51am	63.1	9:14am	63.1				
Leonard Dr.	8	8/14/2015	8:52am	68.1	9:16am	68.1				
Leonard Dr.	9	8/14/2015	8:53am	63.1	9:17am	63.1				
Darien Public Works Driveway	10	8/14/2015	9:01am	68.7	9:25am	66.6				
Argonne Ridge Rd.	11	8/14/2015	9:58am	63.1	9:22am	63.1				

Pre-Calibration: 114 dB

Post-Calibration: 114.2 dB

APPENDIX 3

NOISE STUDY PHOTOGRAPHS



1



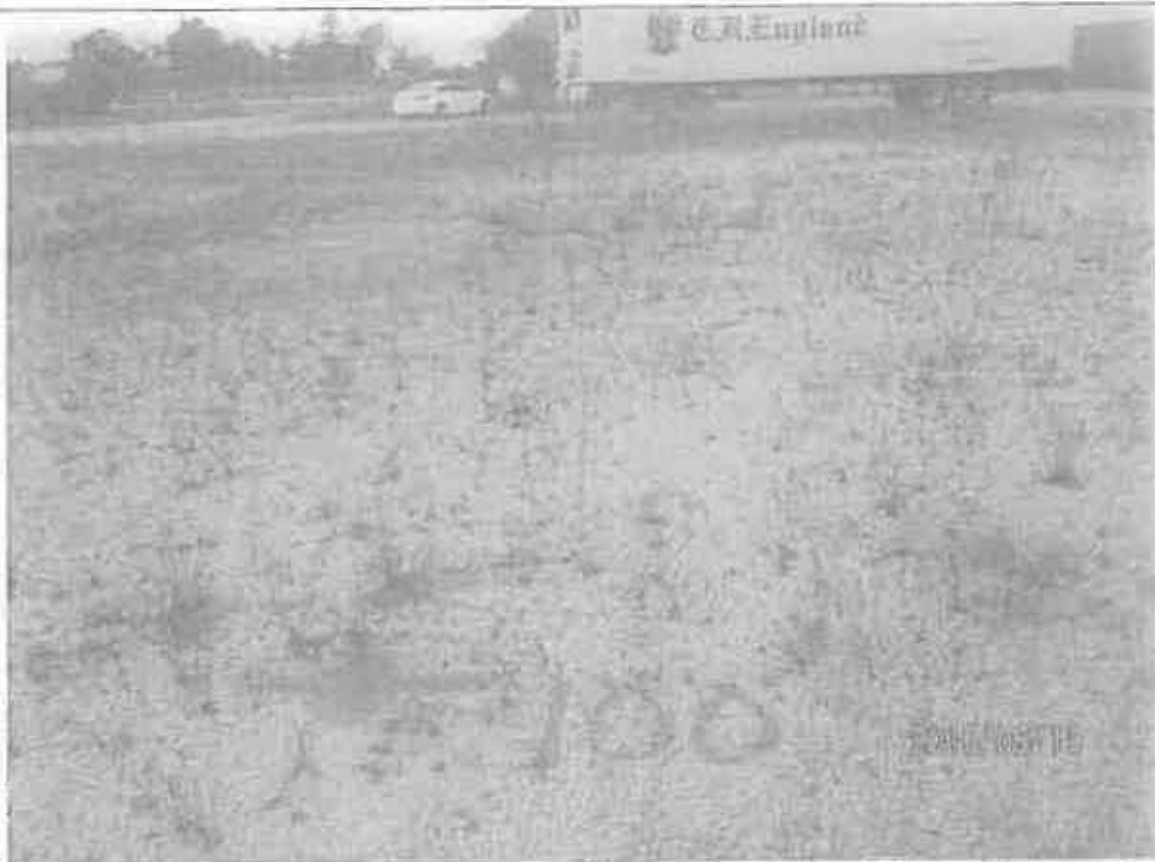
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3



4





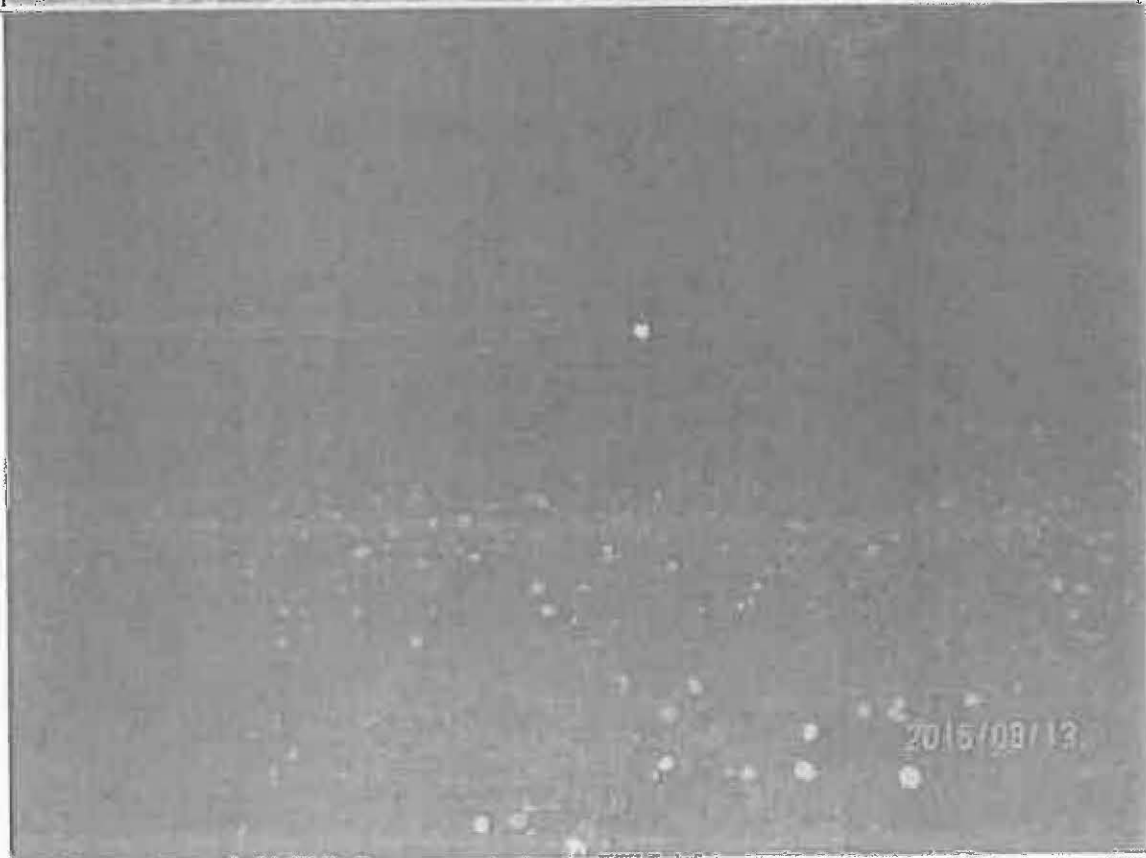
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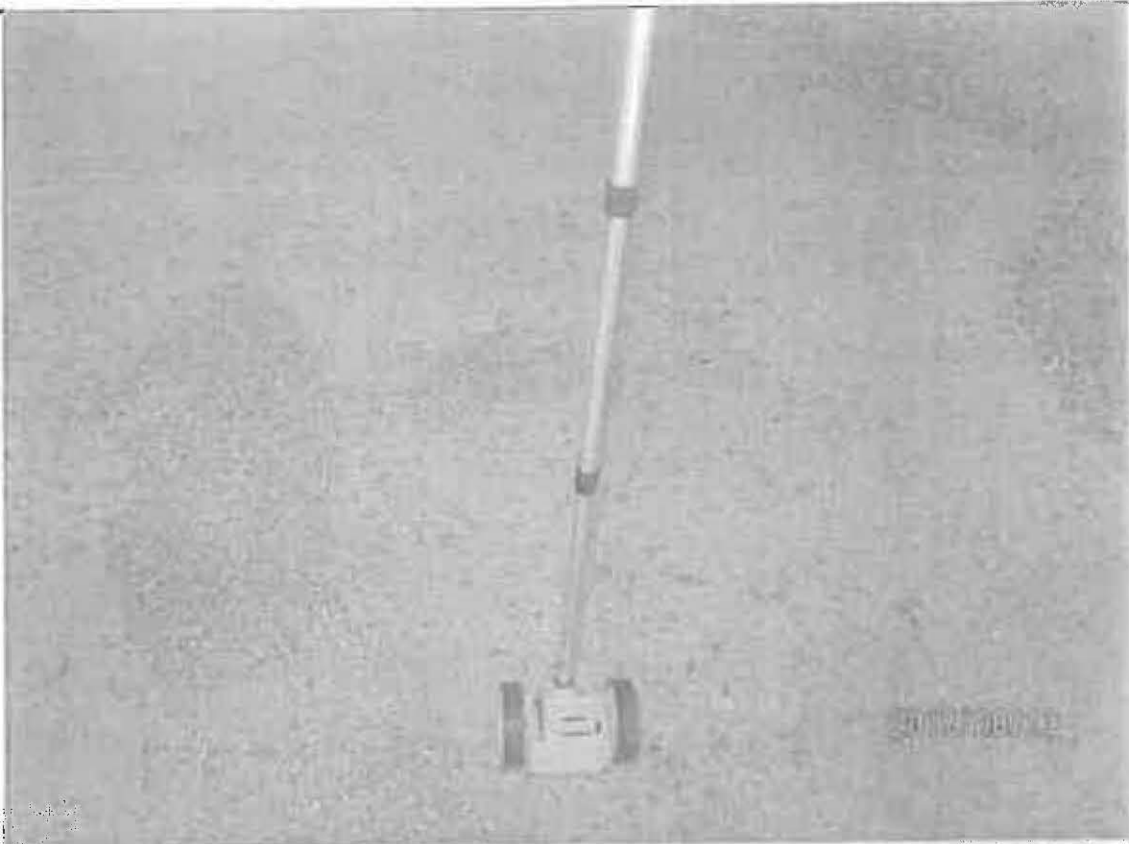
8



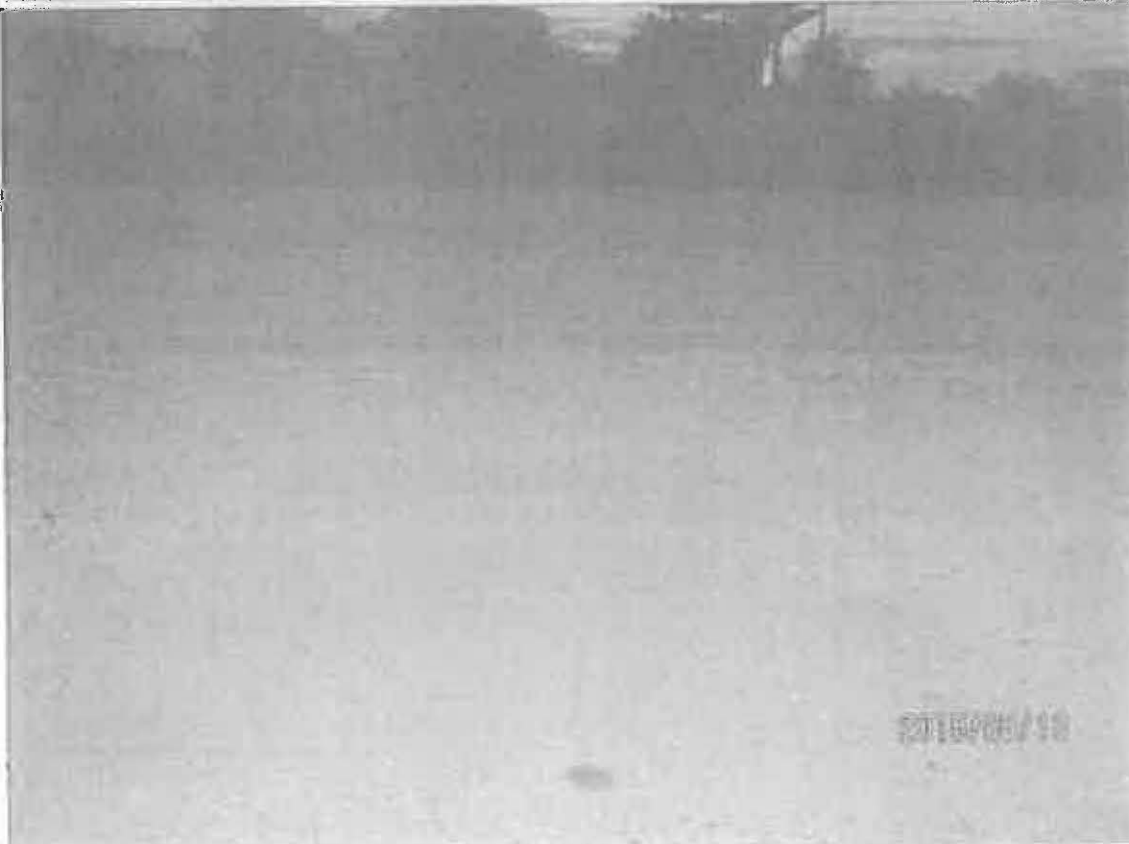
9



10



11



12



2015/08/13

13



2015/08/13

14



15



16



APPENDIX 4

EQUIPMENT CALIBRATION DOCUMENTS

Calibration Certificate No. 0000647

Instrument: Sound Level Meter	Date Calibrated: 4/22/2015	Cal Due: 04/22/2016				
Model: Edge4	Status:	<table border="1"> <tr> <td>Received</td> <td>Sent</td> </tr> <tr> <td>X</td> <td>X</td> </tr> </table>	Received	Sent	X	X
Received	Sent					
X	X					
Manufacturer: Quest	In tolerance:					
Serial number: EHJ040047	Out of tolerance:					
Tested with: Microphone# Microphone s/n 480388	See comments:					
Type (class): 2	Contains non-accredited tests: ___ Yes <u>X</u> No					
Customer:	Calibration service: ___ Basic <u>X</u> Standard					
Tel/Fax: /	Address:					

Tested in accordance with the following procedures and standards:
 Calibration of Sound Level Meters, Scantek Inc., Rev. 6/22/2012
 SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability Evidence	
				Cal. Lab / Accreditation	Cal. Due
4830-Norsonic	SMAE Cal Unit	51079	Jan 28, 2015	Norsonic EA	Jan 28, 2017
US-5ED-SRS	Function Generator	129268	Jan 28, 2015	SRS	Jan 28, 2016
54NCL4-Agilant Technologies	Digital Voltmeter	MY53003818	Jan 11, 2014	Agilent Provider #98107	Jan 11, 2016
SD7CD-Extech	Metep Station	0769118	Feb 18, 2014	SGOOCAL	Feb 18, 2015
PC Program 305.D Norsonic	Calibration software	v.8.1T	Validated Rev 2010	Scantek, Inc.	-
1253-Norsonic	Calibrator	84108	May 27, 2014	Scantek, Inc./NMLAP	May 27, 2015

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric pressure (hPa)	Relative Humidity (%)
29.0	96.03	32.0

Calibrated by	Signature	Date	Authorized signature	Signature	Date
Steven Boertmann	STEVEN BOERTMANN	4-22-15	Chris McEvoy	CHRIS MCEVOY	4-22-15

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.

Results summary: Device complies with following clauses of mentioned specifications:

CLAUSES FROM IEC/ANSI STANDARDS REFERENCED IN PROCEDURES:	RESULT ^{1,2}	EXPANDED UNCERTAINTY (coverage factor 2) (k=2)
INDICATION AT THE CALIBRATION CHECK FREQUENCY - ANSI S1.4 CLAUSE 9.2	Passed	0.20-15
LEVEL UNCERTAINTY TEST - ANSI S1.4-1998, CLAUSE 6.9 & 6.10	Passed	0.25
WEIGHTING NETWORK TEST: A NETWORK - ANSI S1.4 1978 CLAUSE 8.2.1	Passed	0.25
OVERLOAD DETECTION TEST: F-NETWORK - ANSI S1.4-1998 CLAUSE 8.3.1	Passed	0.25
R/S/PEAK TEST: STEADY STATE RESPONSE - ANSI S1.4 1998 CLAUSE 6.4	Passed	0.25
FAST-SLOW TEST: OVERTHOOT TEST - ANSI S1.4 1998 CLAUSE 5.4.1	Passed	0.25
SINGLE SINE WAVE BURST - ANSI S1.4 1998 CLAUSE 8.4.1 D. 8.4.3	Passed	0.25
RMS DETECTOR TEST: CONTINUOUS SINE WAVE BURST - ANSI S1.4-1998 CLAUSE 8.4.2	Passed	0.25
SUMMATION OF ACOUSTIC TESTS - ANSI S1.4 CLAUSE 8 USING M/F CALIBRATOR	Passed	0.3-0.5

¹ The results of this calibration apply only to the instrument type with serial number identified in this report.

² Parameters are certified at actual environmental conditions.

³

Comments: The instrument was tested and met all specifications found in the referenced procedure.

Note: The instrument was tested for the parameters listed in the table above, using the test methods described in the listed standards. All tests were performed around the reference conditions. The test results were compared with the manufacturer's or with the standard's specifications, whichever are larger.

Compliance with any standard cannot be claimed based solely on the periodic tests.

Tests made with the following attachments to the instrument:

Microphone:	Quest Microphone s/n 480288 for acoustical test
Preamplifier:	none
Other accessories:	ADPTIME (280) for cable control and LAZ (108) for data transfer
Accompanying acoustical calibrator:	Quest CC-10 s/n Q11020039
Windscreens:	none

Measured Data in Test Report # of ... pages.

Place of Calibration: Argus Hasco
46410 Continental Dr.
Chesterfield, MI 48047

Ph/Fax: 586-840-3220/-3221
www.argus-hasco.com

Collection Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.

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Page 2 of 2

Edge4 s/n: EHJ040047 ID:
Date: 4/22/2015 By: SB
Due: 04/22/2016

Calibration Certificate

0004956

Instrument: Acoustical Calibrator
Model: QC-10
Manufacturer: Quest
Serial number: QJK030148
Class (IEC 60942): 1
Barometer type:
Barometer s/n:

Date Calibrated: 5/21/2015 **Cal Due:** 5/21/2016
Status:

Received	Sent
X	X

In tolerance:

X	X
---	---

Out of tolerance:

--	--

See comments:
Contains non-accredited tests: Yes No

Customer:
Tel/Fax: /

Address:

Tested in accordance with the following procedures and standards:
 Calibration of Noise Dosimeters, Sound Meters, and Calibrators, Rev. Chf 04

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability reference	
				Cal. Lab / Accreditation	Cal. Date
4531-Norsonic	SHR Cal Unit	11079	Jan 28, 2015	Norsonic SA	Jan 28, 2015
DS-3ED-ERS	Function Generator	120268	Jan 28, 2015	SRS	Jan 28, 2015
34401A-Agilent Technologies	Digital Voltmeter	MV53052018	Jan 11, 2016	Agilent Provider 088107	Jan 11, 2016
SD700-Extech	Water Station	Q768110	Feb 18, 2016	BVNCAL	Feb 18, 2016
140-Norsonic	Real Time Analyzer	1408966	May 8, 2016	Norsonic SA	May 8, 2016
PC Program 1018 Norsonic	Calibration software	v5.27	Validated Nov 2014	Scientific, Inc.	-
60AS-SRS	Microphone	178539	Apr 23, 2015	Scientific, Inc. / NVLAP	Apr 23, 2015
N17203-Norsonic	Pressure Bar	138851	Apr 23, 2015	Norsonic SA	Apr 23, 2015

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK)

Calibrated by:	Steven Boertmann	Authorized signatory:	Chris McEvoy
Signature	STEVEN BOERTMANN	Signature	CHRIS MCEVOY
Date	5-21-15	Date	5-21-15

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.
 This Calibration Certificate or Test Report shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.

Results summary: Device was tested and complies with following clauses of mentioned specifications:

CLAUSES ¹ FROM STANDARDS REFERENCED IN PROCEDURES:	MET ²	NOT MET	COMMENTS
<i>Manufacturer specifications</i>			
Manufacturer specifications: Sound pressure level	X		
Manufacturer specifications: Frequency	X		
Manufacturer specifications: Total harmonic distortion	X		
<i>Current standards</i>			
ANSI S1.40-2006 B.3 / IEC 60842: 2006 B.2 - Preliminary inspection	X		Unit older than the standard
ANSI S1.40-2006 B.4.4 / IEC 60842: 2006 B.4.4 - Sound pressure level	X		Unit older than the standard
ANSI S1.40-2006 B.4.5 / IEC 60842: 2006 B.4.5 - Sound pressure level stability	-	-	Unit older than the standard
ANSI S1.40-2006 B.4.5 / IEC 60842: 2006 B.4.5 - Frequency	X		Unit older than the standard
ANSI S1.40-2006 B.4.6 / IEC 60842: 2006 B.4.6 - Total harmonic distortion	X		Unit older than the standard
<i>Other standards (obsolete)</i>			
IEC 60842: 1997 B.2 - Preliminary inspection	X		
IEC 60842: 1997 B.4.4 - Sound pressure level	X		
IEC 60842: 1997 B.4.5 - Sound pressure level stability	X		
IEC 60842: 1997 B.4.5 - Frequency	X		
IEC 60842: 1997 B.4.6 - Total harmonic distortion	X		
ANSI S1.40: 1996 (12197) 4.4.2 Sound pressure level in the coupler	X		Not applicable
ANSI S1.40: 1996 (12197) 4.4.3 Frequency sound in the coupler	X		Not applicable
ANSI S1.40: 1996 (12197) 4.10 Total harmonic distortion	X		Not applicable

¹ The results of this calibration apply only to the instrument type with serial number identified in this report.

²

Main measured parameters³:

Measured ⁴ /Acceptable ⁵ Tone frequency (Hz):	Measured ⁴ /Acceptable ⁵ Total Harmonic Distortion (%):	Measured ⁴ /Acceptable Level ⁵ (dB):
994.07 ± 0.59/1000.0 ± 10.0	0.35 ± 0.10/ < 3	114.12 ± 0.14/114.0 ± 0.4

³ The stated level is valid at measurement conditions.

⁴ The above expanded uncertainties for frequency and distortion are calculated with a coverage factor k=2; for level k=2.00

⁵ Acceptable parameters values are from the current standards

Barometer indication	Nominal indication

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
23.0 ± 1.0	100.80 ± 0.001	32.0 ± 2.0

Tests made with following attachments to instruments

Calibrator 1/2" Adaptor Type:
Other:

Adjustments: Unit was not adjusted.

Comments: The instrument was tested and met all specifications found in the referenced procedures.

Note: The instrument was tested for the parameters listed in the table above, using the test methods described in the listed standards. All tests were performed around the reference conditions. The test results were compared with the manufacturer's or with the standard's specifications, whichever are larger.

Compliance with any standard cannot be claimed based solely on the periodic tests.

Place of Calibration: Argus Hazco
46410 Continental Dr.
Chesterfield, MI 48047

Ph/Fax: 586-840-3220/ -3221
www.argus-hazco.com

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.

This Calibration Certificate or Test Reports shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.

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Page 2 of 2

MEMORANDUM TO: Doug Calay
Illinois Auto Central Thermo King

FROM: Michael Werthmann, PE, PTOE
Principal

DATE: August 17, 2015

SUBJECT: Summary Traffic Evaluation
Proposed Illinois Auto Central Thermo King
Darien, Illinois

This memorandum presents the findings of a summary traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Illinois Auto Central Thermo King (IACTK) facility to be located in Darien, Illinois. The site, which is zoned I-1 (heavy industrial) in the City of Darien, is located at 1033 South Frontage Road just east of the Darien Public Works Department facility. As proposed, the site will be redeveloped to contain an IACTK sales and service facility with a portion of the site leased to CR England for truck parking and storage. The proposed facility, including the CR England truck yard, will replace an existing facility located in Chicago, Illinois. Access to the facility is to be provided via the I-55 South Frontage Road.

The purpose of this evaluation was to examine the existing conditions of the South Frontage Road, determine the traffic characteristics of the facility and evaluate whether the South Frontage Road has sufficient capacity to accommodate the additional traffic.

Existing Conditions

South Frontage Road

The I-55 South Frontage Road is a two-lane road that serves as a local frontage road to I-55 and extends from just east of Clarendon Hills Road to just west of Woodward Avenue. Within the vicinity of the site, the South Frontage Road has curb and gutter provided at the access drives to the Darien Public Works Department facility and the existing site. Through truck traffic and trucks over five tons are prohibited on the South Frontage Road east of the site via a "Through Truck Traffic is Prohibited" sign and a "5-Ton Weight Limit" sign located along the eastbound lane of the South Frontage Road just east of the site. Both approaches of the South Frontage Road are under stop sign control at its intersection with Cass Avenue and both approaches of Fern Street (South Frontage Road) are under stop sign control at its intersection with Clarendon Hills Road. The South Frontage Road has a posted speed limit of 35 mph and is under the jurisdiction of the City of Darien.

Existing Traffic Counts

To determine the existing traffic volumes along the South Frontage Road, daily traffic counts were obtained from the City of Darien. The traffic counts were performed just east of Cass Avenue from Wednesday, August 12 through Friday, August 14, 2015. The following summarizes the results of the traffic counts:

- The South Frontage Road had an average two-way traffic volume of approximately 1,500 vehicles per day with a maximum of approximately 1,700 vehicles per day.
- The South Frontage Road had a two-way volume of approximately 87 vehicles during the morning peak hour (6:30 to 7:30 A.M.) and approximately 235 vehicles during the evening peak hour (5:30 to 6:30 P.M.).

Facility Traffic Characteristics

Proposed Facility and Site Plan

As proposed, the site will be redeveloped and contain two buildings. The largest building will be the IACTK shop/office and warehouse and the second building will be leased to CR England. IACTK is a factory-authorized sales and service dealer for Thermo King which is a producer of transport temperature control and auxiliary power units. The facility is proposed to provide service and repairs for the units, a retail showroom for customers to view and purchase related parts and accessories, office and support space and a warehouse that will receive and distribute all parts related to the sales and service operations. CR England is a customer of IACTK and will lease a portion of the site to park their commercial tractors and trailers.

As proposed, the site will provide approximately 90 off-street parking spaces. The truck yard will provide approximately 106 spaces for CR England trucks and approximately 101 spaces for IACTK trucks. Access to the development is proposed to be provided via three full access drives on the South Frontage Road.

Directional Distribution

Given the truck restrictions along the South Frontage Road, all of the truck traffic will access the site via the west on the South Frontage Road and its intersection with Cass Avenue. No truck traffic will be allowed to access the site via the east on the South Frontage Road. It is anticipated that the majority of the truck traffic will be traveling to and from the area via I-55. While I-55 can experience congestion, particularly during the morning and evening peak periods, it is expected that the truck traffic will still use I-55 to access the facility as opposed to traversing the local roadway system.

Trip Generation

According to IACTK, the facility is anticipated to have a total of approximately 39 employees that will typically work one of the following three shifts:

- Approximately 28 employees will work from 7:00 A.M. to 3:30 P.M.
- Approximately 8 employees will work from 3:00 P.M. to 11:30 P.M.
- Approximately 3 employees will work from 11:00 P.M. to 7:30 A.M.

CR England is anticipated to have a total of 60 to 65 drivers that will typically work one of the following three shifts:

- Approximately 16 drivers will work from 4:00 A.M. to 12:00 P.M.
- Approximately 42 drivers will work from 12:00 P.M. to 8:00 P.M.
- Approximately 7 drivers will work from 8:00 P.M. to 4:00 A.M.

In addition, CR England is anticipated to have approximately 8 employees that will work one of three shifts. Other than the IACTK morning shift, very few of the employees/drivers are expected to arrive at or depart from the facility during the weekday morning or evening commuter peak hours.

The volume of truck traffic projected to be generated by the facility was based on the operation of the existing IACTK facility located in Chicago which is to be relocated to the subject site. Table 1 shows the number of truck trips generated by the existing facility on August 10, 2015 during the morning and evening commuter peak hours along the South Frontage Road and per day. In addition, Table 2 provides a breakdown of the type of trucks that were generated by the facility. The following summarizes the volume of truck traffic anticipated to be generated by the facility:

- The facility is anticipated to generate approximately 225 total truck trips per day. However, it is important to note that the truck traffic will be distributed throughout the day with the facility anticipated to generate a maximum of approximately 22 truck trips in any one hour.
- The facility is anticipated to generate a limited volume of truck trips during the critical morning and evening commuter peak hours with a total of approximately 7 trips during the morning peak hour and 9 trips during the evening peak hour.
- Approximately 47 percent of the truck trips consisted of single unit trucks and 53 percent consisted of semi-trailers. As such, only approximately 50 percent of the truck traffic is anticipated to consist of the larger semi-trailers.

Table 1
PROJECTED TRUCK TRAFFIC

	Morning Peak Hour			Evening Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
IACK	1	1	2	2	1	3	42	38	80
CR England	1	4	5	3	3	6	67	78	145
Total	2	5	7	5	4	9	109	116	225

Table 2
TYPE OF TRUCK TRAFFIC

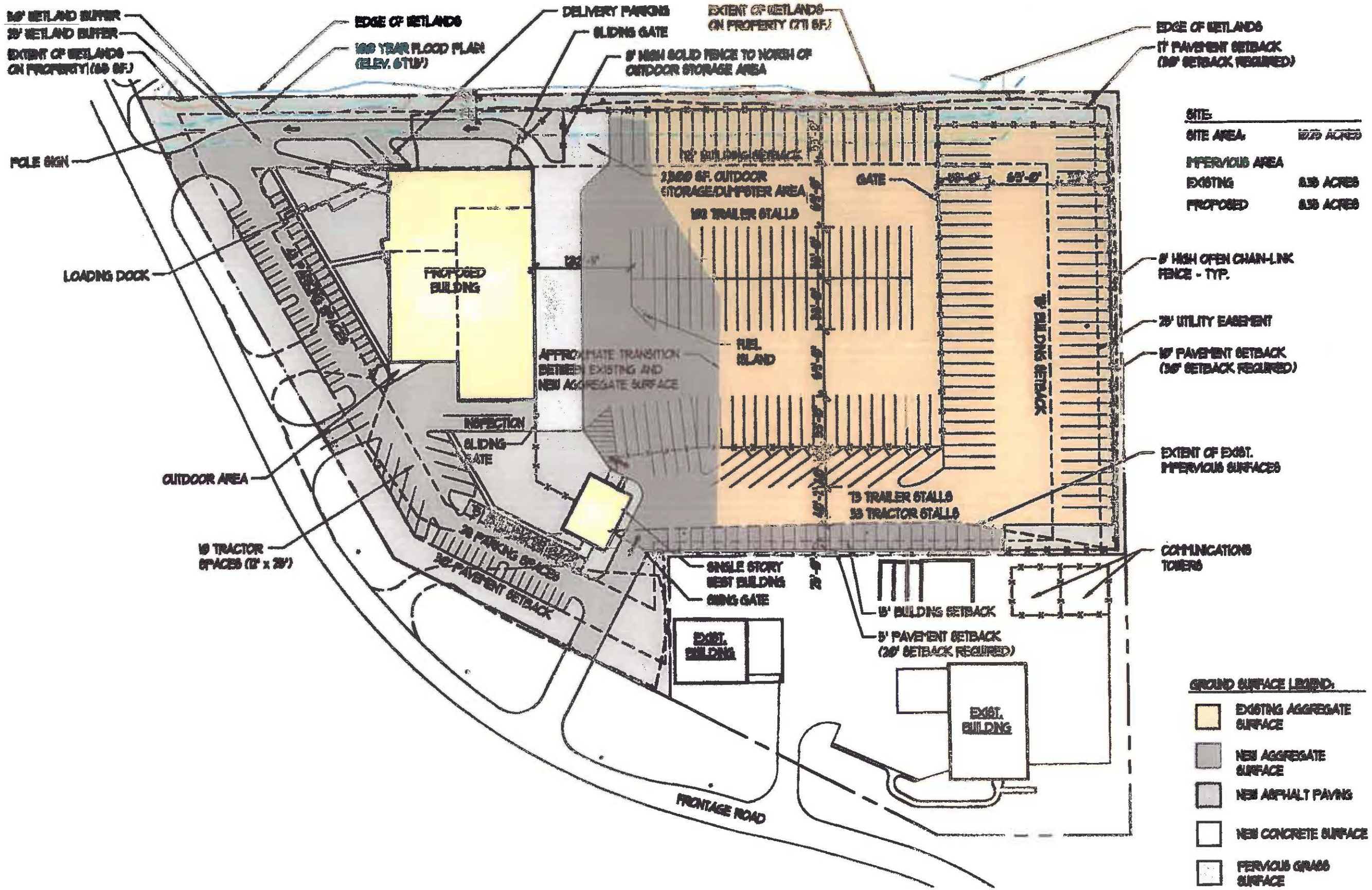
Type of Truck	Total Daily Volume	Percentage
Single Unit Truck	15	7%
Single Unit Tractor	91	40%
Semi-Trailer (Tractor and Trailer)	119	53%
Total	225	100%

Traffic Evaluation

Based on the average daily traffic counts provided by the City of Darien, the South Frontage Road had a maximum daily traffic volume of approximately 1,700 vehicles. Further, the road had a morning peak hour (6:30 to 7:30 A.M.) two-way volume of 87 vehicles and an evening peak hour (5:30 to 6:30 P.M.) two-way volume of 235 vehicles. Given that a typical two-lane road has a capacity of approximately 10,000 vehicles per day, the South Frontage Road is currently utilizing only approximately 17 percent of the roadway's daily capacity.

Based on the existing operation in Chicago, the facility is anticipated to generate approximately 225 total truck trips per day. However, it is important to note that the truck trips will be distributed throughout the day and will consist of approximately 50 percent single unit vehicles and 50 percent semi-trailers. More important, the facility is anticipated to generate a limited volume of traffic during the critical morning and evening commuter peak hours with a total of approximately 7 trips during the morning peak hour and 9 trips during the evening peak hour. Finally, other than the IACK morning shift, very few of the employees/drivers are expected to arrive at or depart from the facility during the weekday morning or evening commuter peak hours. The total traffic anticipated to be generated by the facility will only utilize approximately 5 percent of the total daily capacity of the South Frontage Road.

With the addition of the facility-generated traffic, the South Frontage Road is anticipated to be operating at only approximately 22 percent of the roadway's capacity. Furthermore, the facility is projected to add only a limited volume of peak hour traffic. Therefore, it can be seen that the South Frontage Road has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed facility. Finally, as previously indicated, truck traffic is anticipated to travel to/from the west on the South Frontage Road given the location of the I-55 ramps along Cass Avenue and the fact that trucks are restricted from traveling east along the frontage road just east of the site.



SITE:

SITE AREA:	10.25 ACRES
PERVIOUS AREA	
EXISTING	8.35 ACRES
PROPOSED	8.35 ACRES

ILLINOIS AUTO CENTRAL THERMO KING
 Case Ave. & I-55, Darien, IL
 PROPOSED SITE PLAN

2015 Lulu Clark Road
 Suite 200
 Huntwood, Illinois 60142
 P: (630) 940-0000
 F: (630) 940-0000

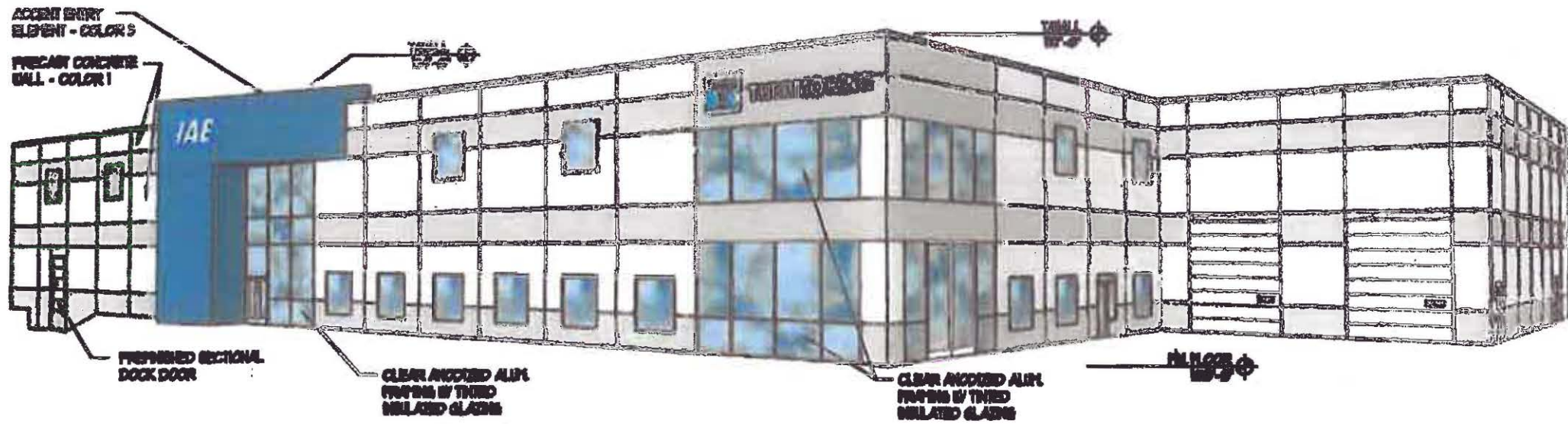
Partners in Design
 ARCHITECTS



PROJECT:	835.14.12
DATE:	08.14.15
SCALE:	AS SHOWN
BY:	08.14.15
CHECKED BY:	

All

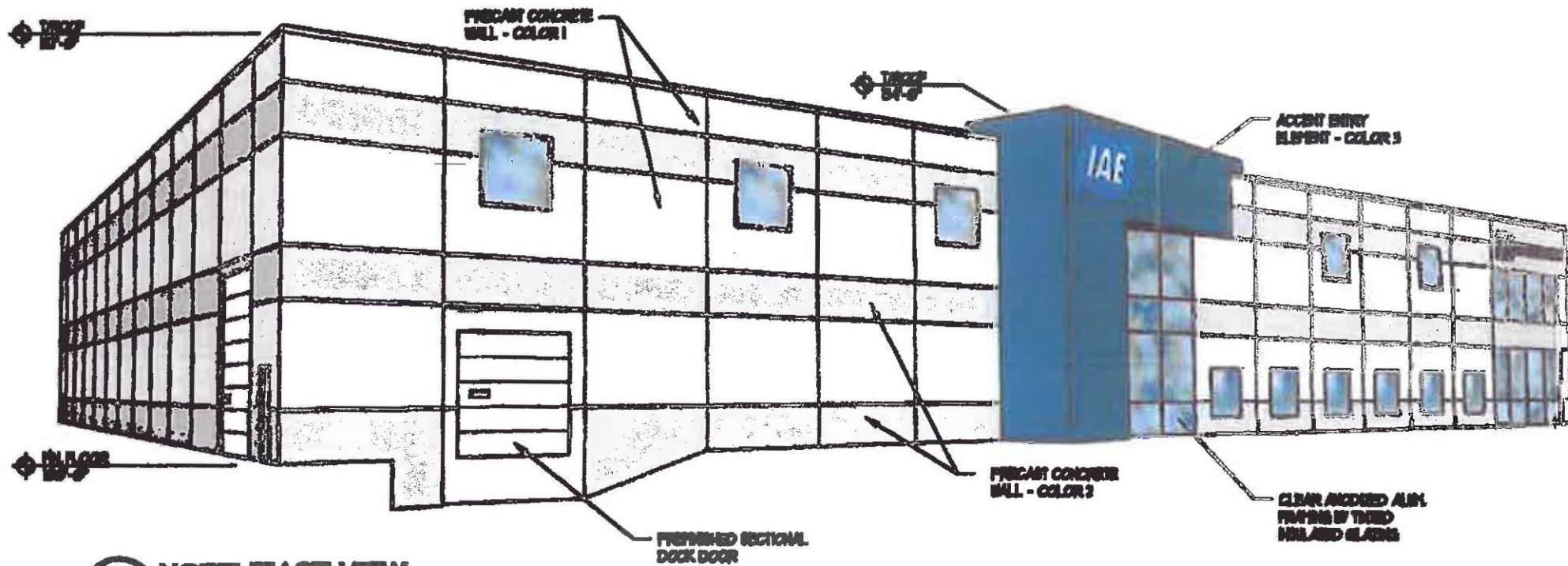




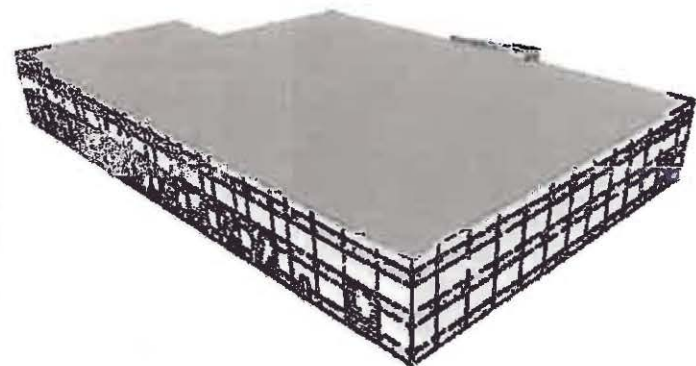
1 NORTHWEST VIEW
A4J NT8



2 NORTHWEST AERIAL VIEW
A4J NT8



3 NORTHEAST VIEW
A4J NT8



4 SOUTHEAST AERIAL VIEW
A4J NT8

ILLINOIS AUTO CENTRAL THERMO KING
Case Ave. & I-55, Parkers, IL
BUILDING YEARS

2000 Lake Cook Road
Parkers, IL 60130
Tel: (815) 940-0000
Fax: (815) 940-3300

Partners in Design
ARCHITECTS

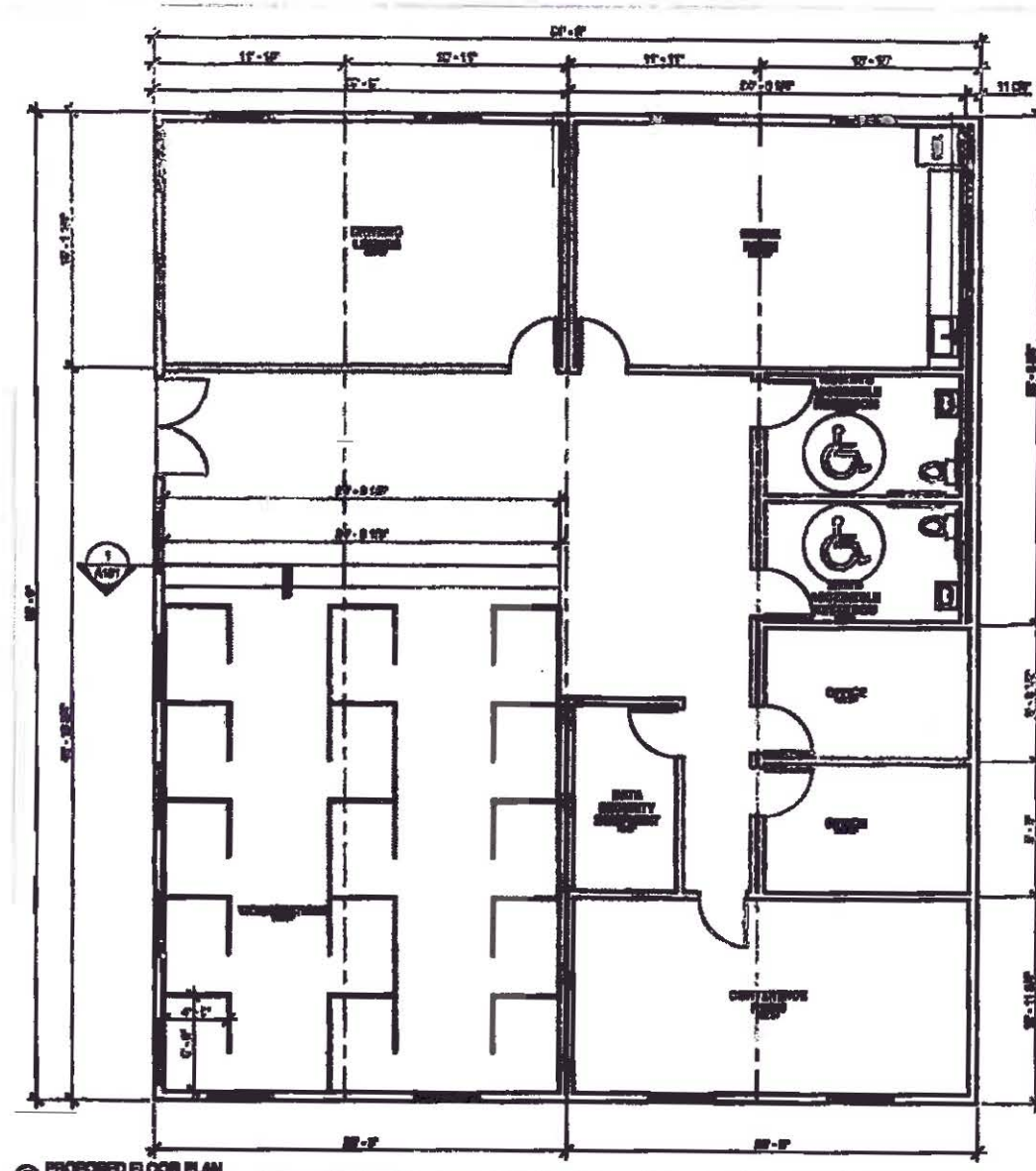
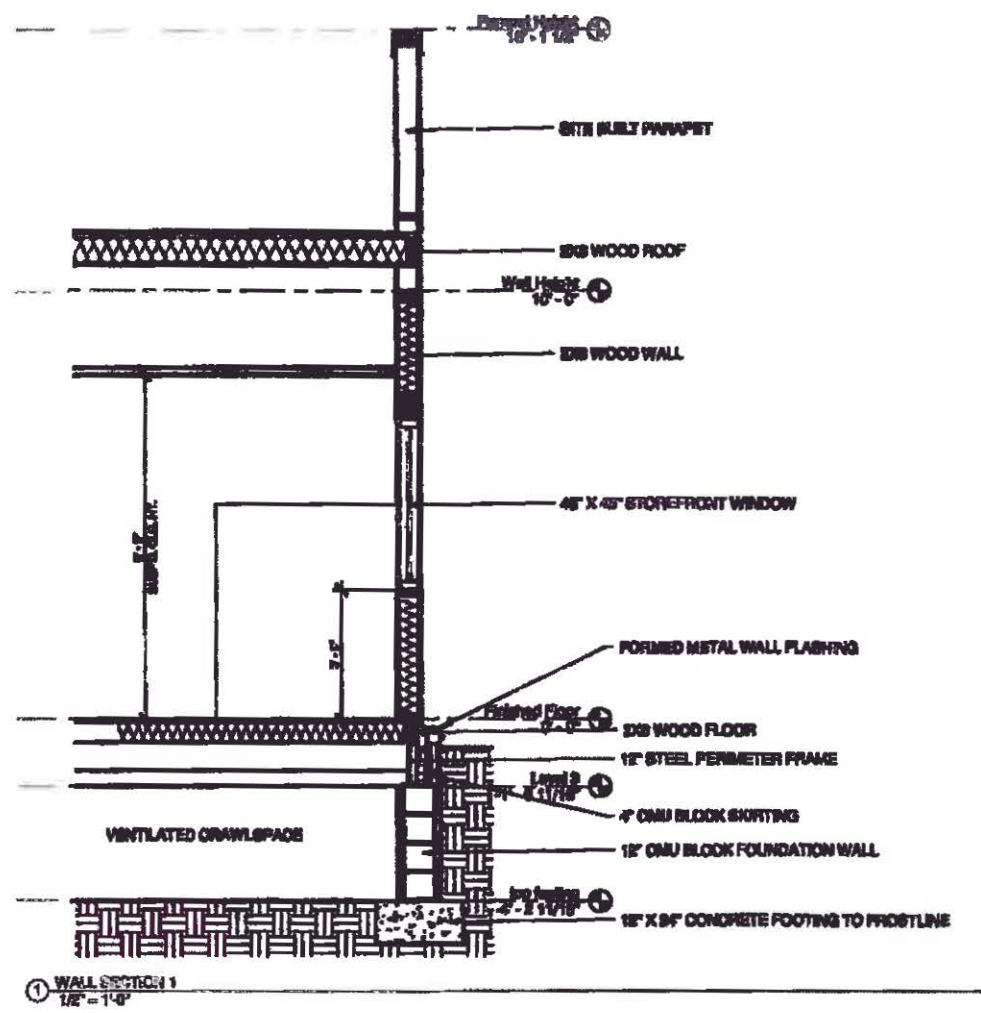


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OWNER: CYR CTB
DATE: 08/14/05
SHEET NO:

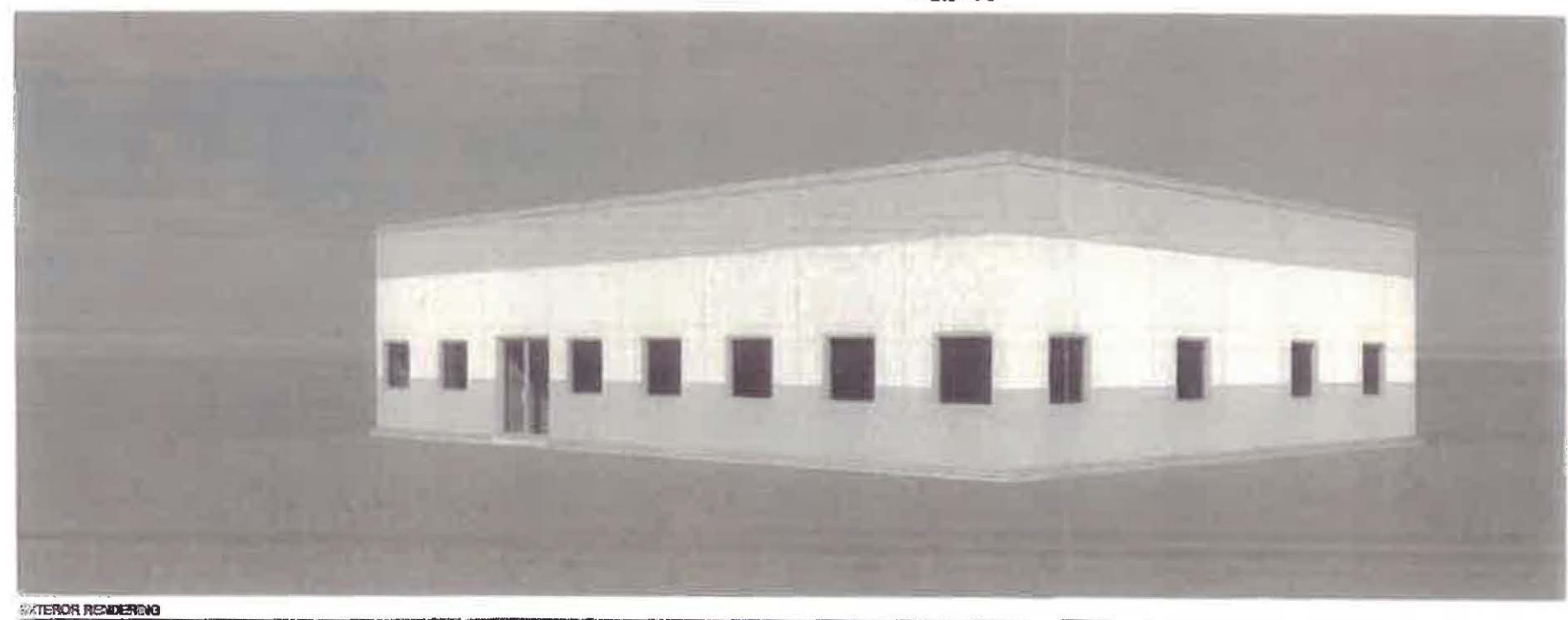
A4J

innovativeModular
Solutions

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100 Kendall Circle, Suite 800
Oswego, Illinois 60543
Ph: (800) 678-0800
Ph: (800) 678-0808
www.innovativemodular.com



Client:	Address:
Phone:	Fax:
E-mail:	
Client:	Address:
Phone:	Fax:
E-mail:	
Client:	Address:
Phone:	Fax:
E-mail:	



THIS PROPOSED FLOOR PLAN IS PRELIMINARY AND SUBJECT TO CHANGE / RECONFIGURATION BASED UPON ILLINOIS AUTO CENTRAL PROGRAMMING REQUIREMENTS

No.	Description	Date

ILLINOIS AUTO CENTRAL THERMO KING

PROPOSED FLOOR PLAN EXTERIOR RENDERING & WALL SECTION

Project number: _____
 Date: 09/16/16
 Drawn by: CHUCK REEL
 Checked by: _____

A101

Scale: As indicated

PROJECT:

IAE

4750 S. Central
Darien, IL

CUSTOMER APPROVAL:

DATE

AUTHORIZED SIGNATURE

REPRESENTATIVE:

Lisa Staszak

DRAWN BY:

Bill Marlow

DATE:

8.14.15

SCALE:

3/16" = 1'

SHEET NO.:

1 of 1

WORK ORDER:

73934

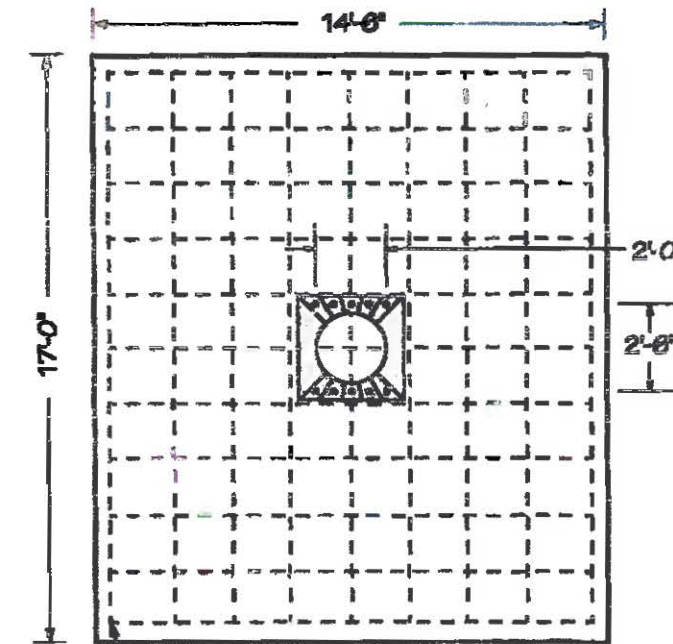
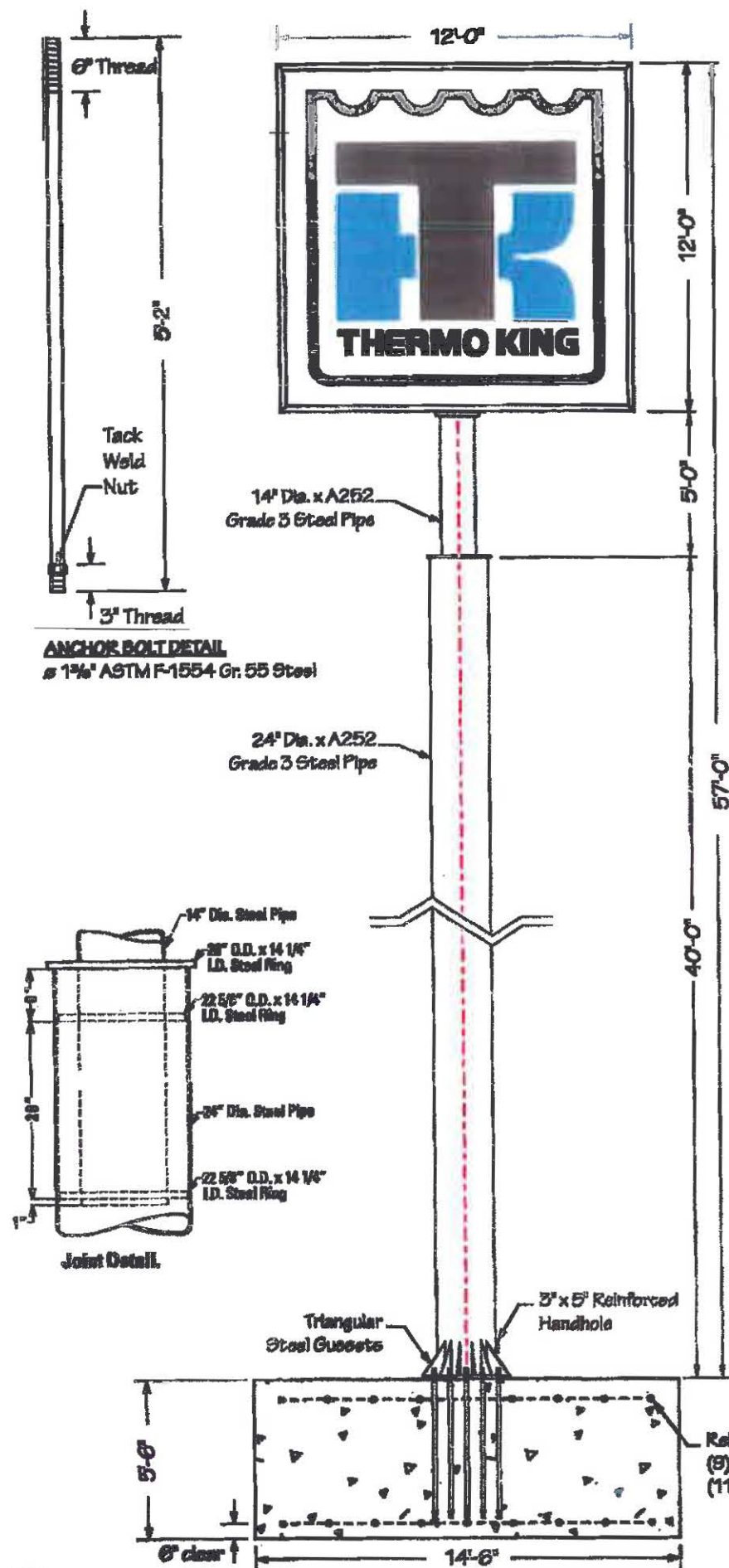
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IAE73934

REVISIONS:

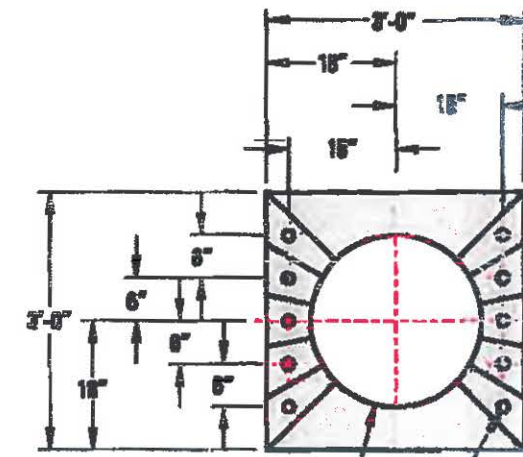
1	
2	
3	
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5	
6	
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8	

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.



PLANVIEW
50.2 Cu. Yds. Concrete

Rebar Mate Top & Bottom
(9) #8 x 18'-0" Lg. (Total 18)
(11) #8 x 13'-6" Lg. (Total 22)



24 1/4" Dia. Cutout
(10) 1 5/8" Dia. Bolt Holes
Rebar Mate with Triangular Steel Gussets
Material: A36 Steel Plate.

(1) 12'-0" x 12'-0" x 2'-6" Double Face Illuminated Hi-Rise Pylon Sign

Cabinet: Fabricated Aluminum Painted White - Satin Finish

Faces: White Panaflex Material

Graphics: Digitally Printed

Illumination: Fluorescent Lamps and Electronic Ballasts

Power: (2) 20Amp @ 120Volts Electrical Circuit Run to Site by Others

Mounting: Lower Section: 24" Dia. A252 Grade 3 Steel Pipe, 40'-0" long

Upper Section: 14" Dia. A252 Grade 3 Steel Pipe, 8'-0" long

Baseplate: 36" x 36" A36 Steel Plate with Steel Reinforcing Gussets

Sign Mounting Plate: 18" x 24" A36 Steel Plate

Anchor Bolts: (10) 1 3/8" Dia. x 62" long Anchor Bolt with 6" hook



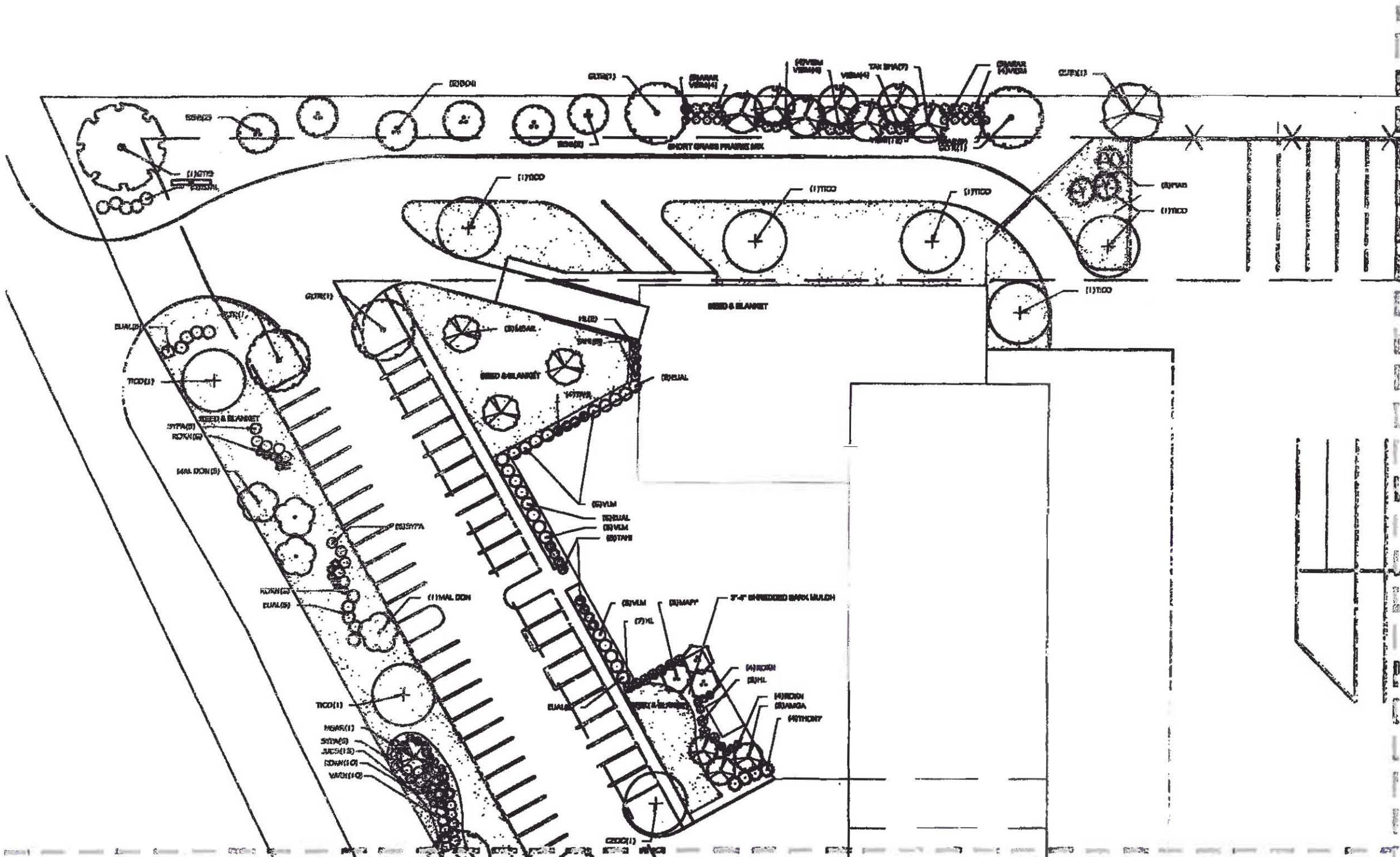
This sign is built to UL Standards for operation in North America.

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All beam information & dimensions are approximate only. All layout to be verified in the field.

This plan is PRELIMINARY ONLY. It is subject to change pending final design and review with Owner.



MATCH LINE 2 PLAN

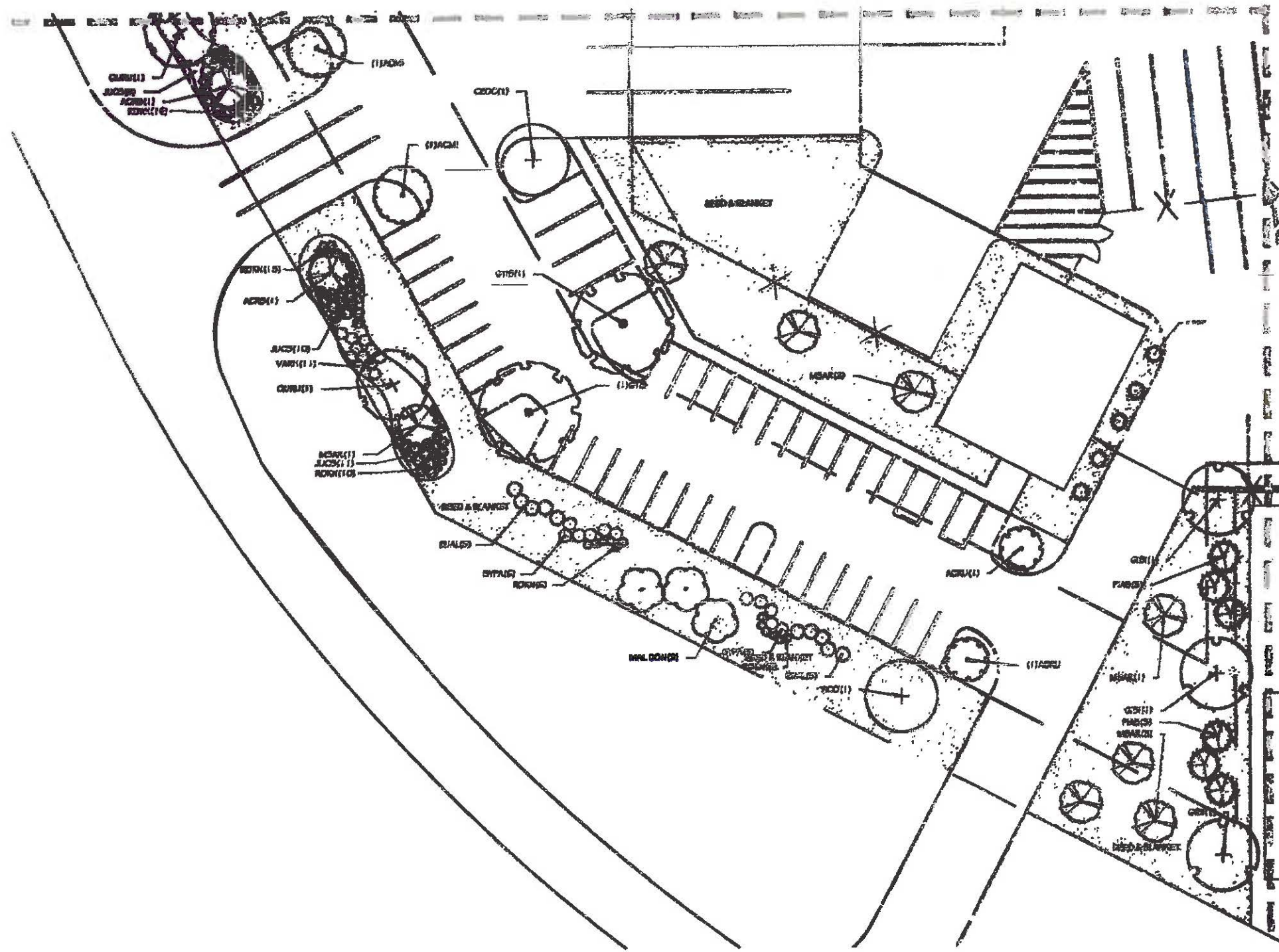
SCALE: 1" = 25'-0"



<p style="font-size: small;">9728 Walnut Ave. Downers Grove, IL 60515 TEL: 630.275.9700 www.wingrenlandscape.com</p>	<p>Copyright Wingren Landscape, all rights reserved. The design and layout of all elements and materials are the property of Wingren Landscape. Reproduction of the design or material without written consent of Wingren Landscape is prohibited.</p>	<h2 style="margin: 0;">IAC Study</h2> <p style="margin: 0;">Darien, IL</p>	<p>REVISIONS:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 20px; border-bottom: 1px solid black;"> </td><td> </td></tr> <tr><td style="border-bottom: 1px solid black;"> </td><td> </td></tr> <tr><td style="border-bottom: 1px solid black;"> </td><td> </td></tr> <tr><td style="border-bottom: 1px solid black;"> </td><td> </td></tr> <tr><td style="border-bottom: 1px solid black;"> </td><td> </td></tr> </table>											<p>SHEET TITLE: PRELIMINARY LANDSCAPE PLAN</p>	<p>DATE: 0.08.18 JOB: P- SCALE: 1"=25' BY: JZ SHEET 2 of 3</p>

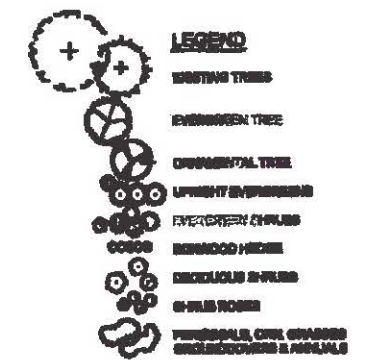
All these information & dimensions are approximate only. All layout to be verified in the field.

This plan is PRELIMINARY ONLY. It is subject to change pending final design and review with Owner.



PERIMETER YARD CALCULATIONS

Item	Description	Quantity	Notes
1	GRASS	1000	PERIMETER YARD
2	FLORAL	500	PERIMETER YARD
3	SHRUBS	200	PERIMETER YARD
4	TREES	100	PERIMETER YARD



MATCH LINE 4 PLAN

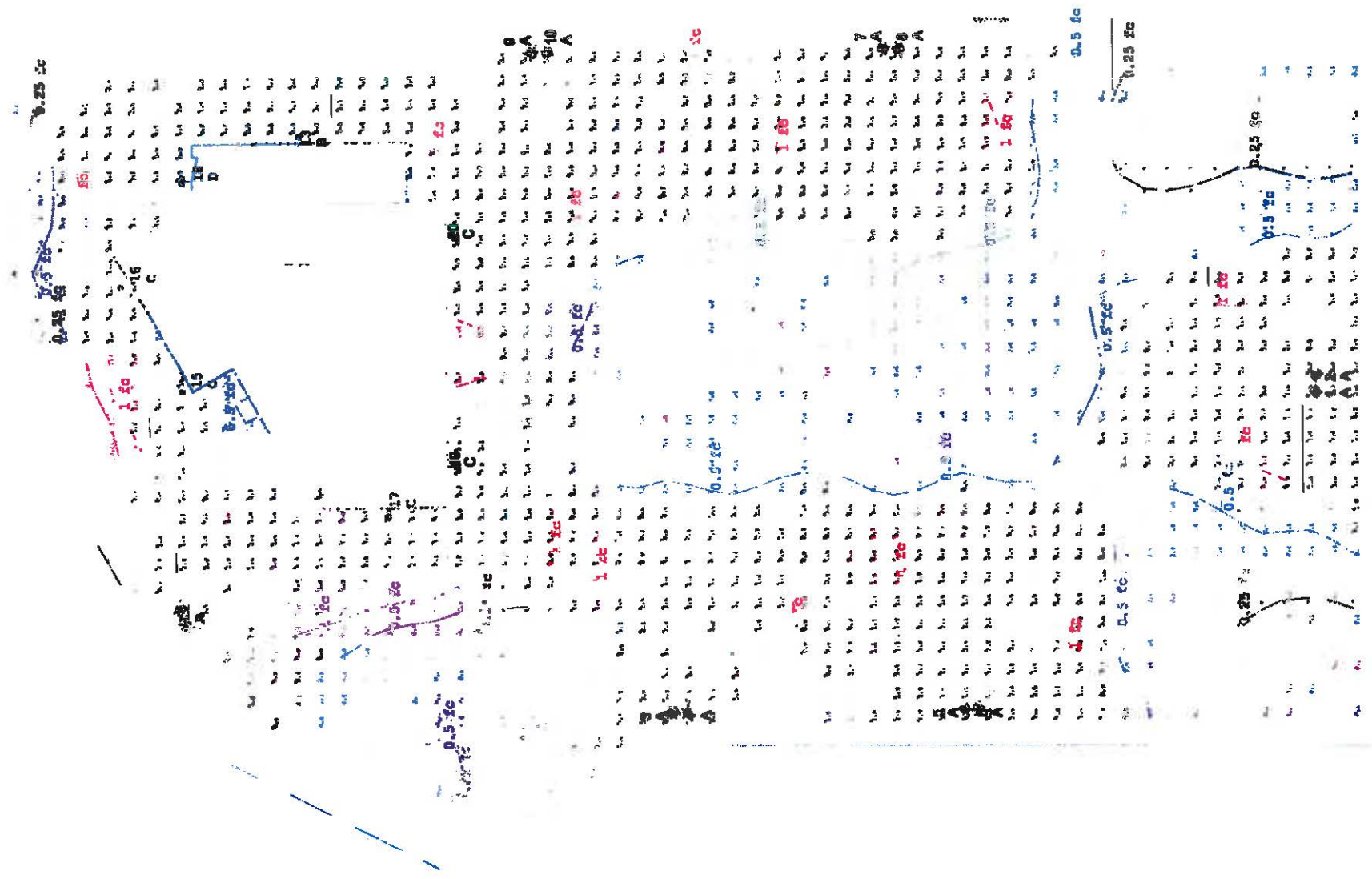
SCALE: 1" = 20'-0"

	<p>5151 West Ave. Downers Grove, IL 60515 TEL: 630.792.9716 www.wingrenlandscape.com</p>	<p>IAC Study Darien, IL</p>	<p>REVISIONS:</p> <table border="1"><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr></table>									<p>SHEET TITLE: PRELIMINARY LANDSCAPE PLAN</p>	<p>DATE: 11.08.18 JOB: P- SCALE: 1"=20' BY: JZ SHEET LS OF 3</p>

Station	Label	Description	Lot No.	Area (sq. ft.)	Volume (cu. yd.)	Remarks
1	A	Excavation	1001	1000	1000	Excavation for foundation
2	B	Foundation	1002	1000	1000	Foundation for building
3	C	Structure	1003	1000	1000	Structure for building
4	D	Roof	1004	1000	1000	Roof for building
5	E	Interior	1005	1000	1000	Interior for building
6	F	Exterior	1006	1000	1000	Exterior for building
7	G	Site	1007	1000	1000	Site for building
8	H	Drainage	1008	1000	1000	Drainage for building
9	I	Utilities	1009	1000	1000	Utilities for building
10	J	Landscaping	1010	1000	1000	Landscaping for building

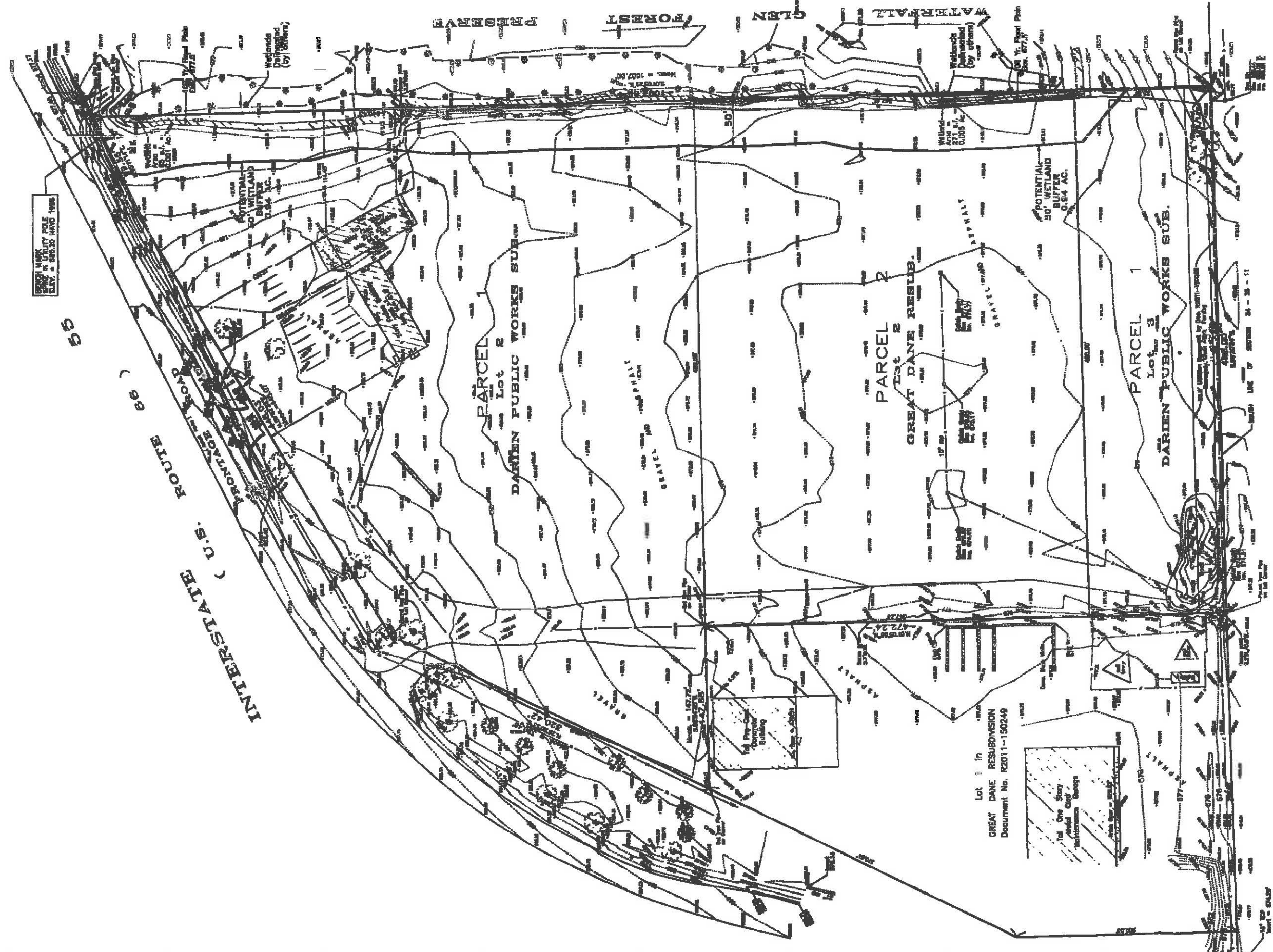
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11	K	Excavation	1011	1000	1000	Excavation for foundation
12	L	Foundation	1012	1000	1000	Foundation for building
13	M	Structure	1013	1000	1000	Structure for building
14	N	Roof	1014	1000	1000	Roof for building
15	O	Interior	1015	1000	1000	Interior for building
16	P	Exterior	1016	1000	1000	Exterior for building
17	Q	Site	1017	1000	1000	Site for building
18	R	Drainage	1018	1000	1000	Drainage for building
19	S	Utilities	1019	1000	1000	Utilities for building
20	T	Landscaping	1020	1000	1000	Landscaping for building

Station	Label	Description	Lot No.	Area (sq. ft.)	Volume (cu. yd.)	Remarks
21	U	Excavation	1021	1000	1000	Excavation for foundation
22	V	Foundation	1022	1000	1000	Foundation for building
23	W	Structure	1023	1000	1000	Structure for building
24	X	Roof	1024	1000	1000	Roof for building
25	Y	Interior	1025	1000	1000	Interior for building
26	Z	Exterior	1026	1000	1000	Exterior for building
27	AA	Site	1027	1000	1000	Site for building
28	AB	Drainage	1028	1000	1000	Drainage for building
29	AC	Utilities	1029	1000	1000	Utilities for building
30	AD	Landscaping	1030	1000	1000	Landscaping for building



Illinois Auto Central Thermo-King
 Danier, IL
Site Lighting/Photometric Plan

Scale: 1"=30'-0"
 8/28/2015



BENCH MARK
UTILITY POLE
ELEV. = 850.50 MARCH 1995

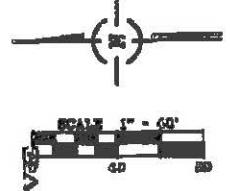
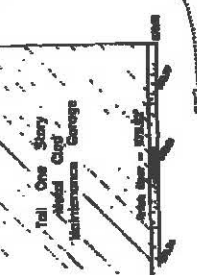
INTERSTATE
(U.S. ROUTE 69)
FRONTAGE ROAD

PARCEL 1
Lot 2
DARREN PUBLIC WORKS SUB.

PARCEL 2
Lot 2
GREAT DANE RESUB.

PARCEL 1
Lot 3
DARREN PUBLIC WORKS SUB.

Lot 1 in
GREAT DANE RESUBISION
Document No. R2011-150249



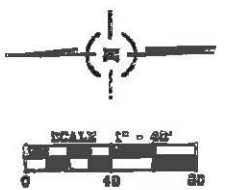
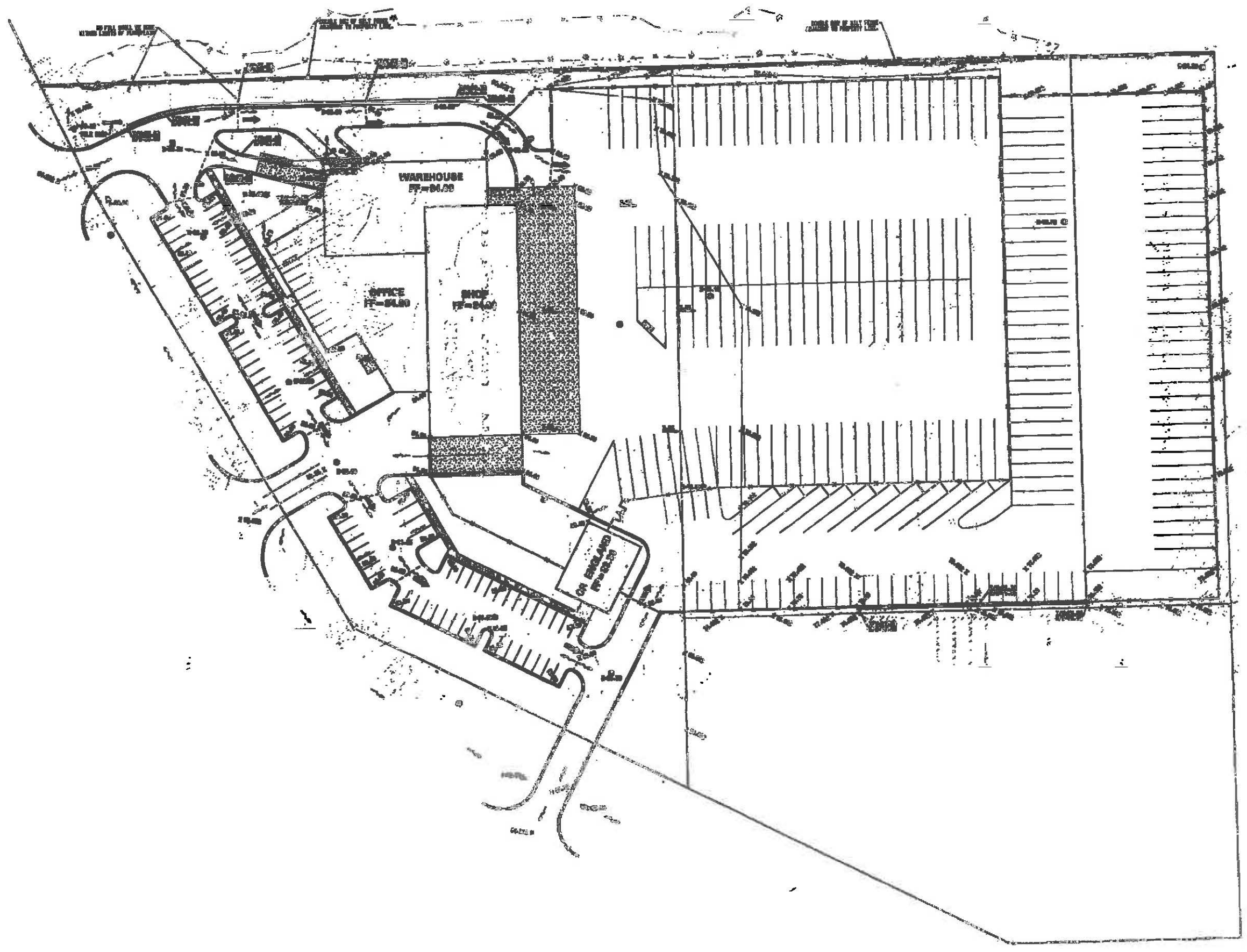
WATERFALL GLEN FOREST PRESERVE

EXISTING CONDITIONS
ILLINOIS AUTO CENTRAL
THERMO KING
DARIEN, ILLINOIS

NSR No. 146698 (Issued 1/3/98) Scale 1"=50' (Revised 11/20/15)
Drawing No. 2011-150249-01 Date 03/23/15

DATE: 03/23/15
JOB NO. 8532
SHEET EC
2 OF 5


NO.	DATE	REVISIONS	NO.	DATE	REVISIONS

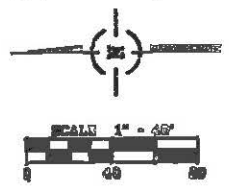
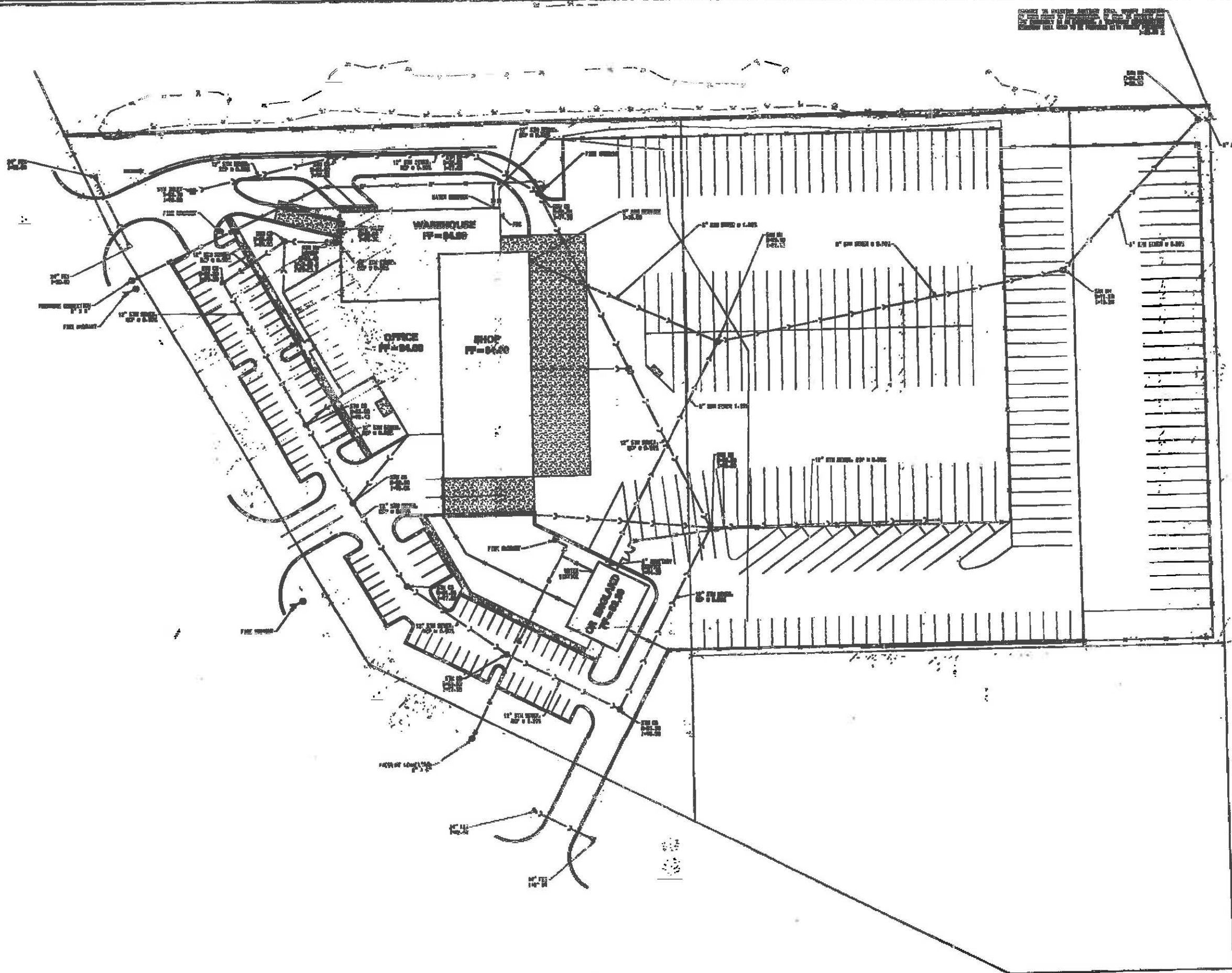


- LEGEND**
- F FINISHED FLOOR
 - LOCAL DRAINAGE
 - 100-YEAR OVERLAND FLOW BEYOND
 - LOCAL DRAINAGE UNDER
 - TOP OF CURB
 - EDGE OF PAVEMENT
 - FINISHED SURFACE ELEVATION
 - VEGETATION GRASS
 - TOP OF WALL
 - NOTION OF WALL
 - A FIRE HYDRANT
 - C SANITARY MANHOLE
 - M MANHOLE
 - P MANHOLE
 - CATCH BASIN
 - PIPELINE CONNECTION
 - WIRE VAULT
 - CURB & GUTTER (2-4.12)

NOTES


1. ADD CURB TO ALL ELEVATIONS SHOWN AS WALK
2. ALL CURB AND GUTTER IS 64.12 UNLESS NOTED OTHERWISE
3. ALL SPOT GRADES ABOVE CURB LINE ARE BASED ON 100-YEAR OVERLAND FLOW BEYOND

	REV. DATE REVISIONS
	REV. DATE REVISIONS
PRELIMINARY GRADING PLAN ILLINOIS AUTO CENTRAL THEIRMO KING CHERRY, ILLINOIS	
1025 W. Maple Street, Suite 101 Champaign, Illinois 61810 Phone: 219-244-4000 Fax: 219-244-0005	
 GRADED INC.	
FILENAME: 01131-0000	
DATE: 01/15/15	
CITY: CHRY	
SHEET F-01 4 OF 5	



- LEGEND**
- FF FINISHED FLOOR
 - CLEAN ROOM
 - MECHANICAL
 - SANITARY SEWER
 - ▲ FIRE HYDRANT
 - SANITARY MANHOLE
 - HALL
 - HANGAR
 - CATCH BASIN
 - PRESSURE CONNECTION
 - VALVE WELT

NOTES
 ADD BRUN TO ALL ELEVATIONS SHOWN AS 1000'

NO. DATE	REVISIONS
NO. DATE	REVISIONS
PRELIMINARY UTILITY PLAN ILLINOIS AUTO CENTRAL THERMO KING DAREN, ILLINOIS	
 SERRICORP INC. PLEASANTON, CALIFORNIA TEL: (925) 461-4000 FAX: (925) 461-4001	
DATE: 08/25/05 JOB NO. 0502 SHEET P-UT 5 OF 5	