

CITY OF DARIEN
PLANNING AND ZONING COMMISSION
AGENDA

Wednesday, August 19, 2015
7:00 PM

City Hall
Council Chambers

1. Call to Order
2. Establish Quorum
3. Regular Meeting:
 - A. **Public Hearing**
PZC 2015-08: Central Ave. Ventures, LLC, 1033-35 S. Frontage Road:
Petitioner seeks approval of a text amendment, special uses and variations from the Zoning Ordinance and Sign Code related to repairing, servicing of trucks, trailers including, but not limited to transport refrigeration, standby vehicle generators, cellular communications, maintenance, body shop and engine rebuilding.
4. Correspondence
5. Old Business/Planner's Report
6. Minutes: August 5, 2015.
6. Next Meeting: **September 2, 2015, 7:00 PM**
7. Adjournment

AGENDA MEMO
PLANNING AND ZONING COMMISSION
MEETING DATE: August 19, 2015

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

Agenda Memo

PZC 2015-08: Central Ave. Ventures, LLC, 1033-35 S. Frontage Road ...Page 2

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. Site Plan, 1 sheet, prepared by Partners in Design, dated June 25, 2015.
2. Building Elevations, 1 sheet, prepared by Partners in Design, dated #####.
3. Landscape Plan, 3 sheets, prepared by Wingren Landscape, dated June 23, 2015.
4. Photometric Plan, 1 sheet, dated June 29, 2015.
5. 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 aesthetically.

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.

Decision Mode

Planning and Zoning Commission:	August 5, 2015
Planning and Zoning commission:	August 19, 2015



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

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 items should be noted:

1. It is our understanding that the property currently consists of three lots. A plat of subdivision to consolidate into one lot will be required.
2. 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,

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



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

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. 8552**

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.

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

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

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
IACKT	1	1	2	2	1	3	42	38	80
CR England	<u>1</u>	<u>4</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>6</u>	<u>67</u>	<u>78</u>	<u>145</u>
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)	<u>119</u>	<u>53%</u>
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 IACKT 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.

Doug Calay

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
630-362-3199 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.

- 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, CBDEL 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.**

- 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**

- 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):

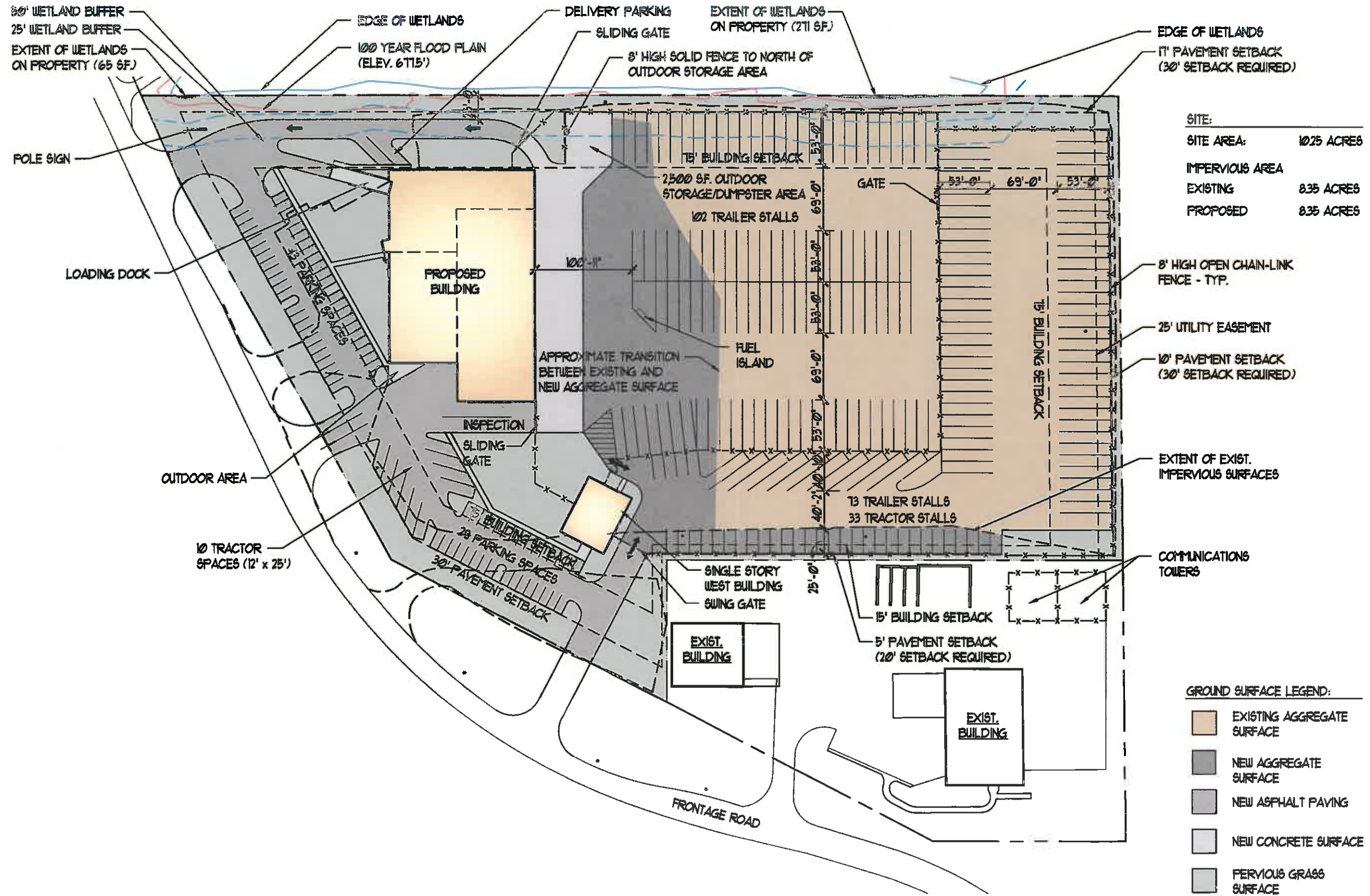
- **Traffic. Increased traffic, traffic from semi-trucks, trucks along with bike riders, school buses and other motorists on S. Frontage Road will increase accidents. Trucks not able to make turns/curves from Cass Avenue.**
 - IAC is working with KLOA a traffic and transportation / engineering firm to 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.)**
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.

- **Lack of screening along back portion of property.**
 - Our plan provides for an 8'h 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>



SITE:

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

GROUND SURFACE LEGEND:

	EXISTING AGGREGATE SURFACE
	NEW AGGREGATE SURFACE
	NEW ASPHALT PAVING
	NEW CONCRETE SURFACE
	PERVIOUS GRASS SURFACE

1 PROPOSED SITE PLAN
 ALL 1" = 100'-0"

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

2610 Lake Cook Road
 Suite 280
 Riverwoods, Illinois 60015
 Ph.: (847) 940-0300
 Fax: (847) 940-1045

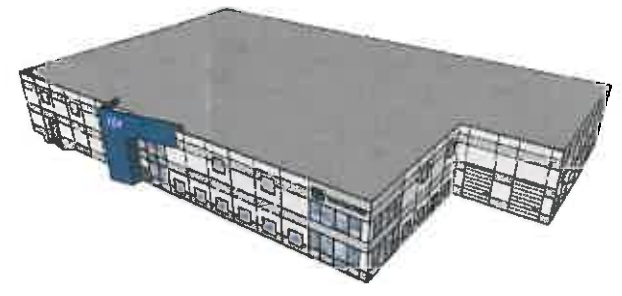
Partners in Design
 ARCHITECTS

PROJECT NO:
 535.14.112
 DRAWN BY: CHECKED BY:
 CTS WHB
 DATE:
 08.14.15
 SHEET NO:

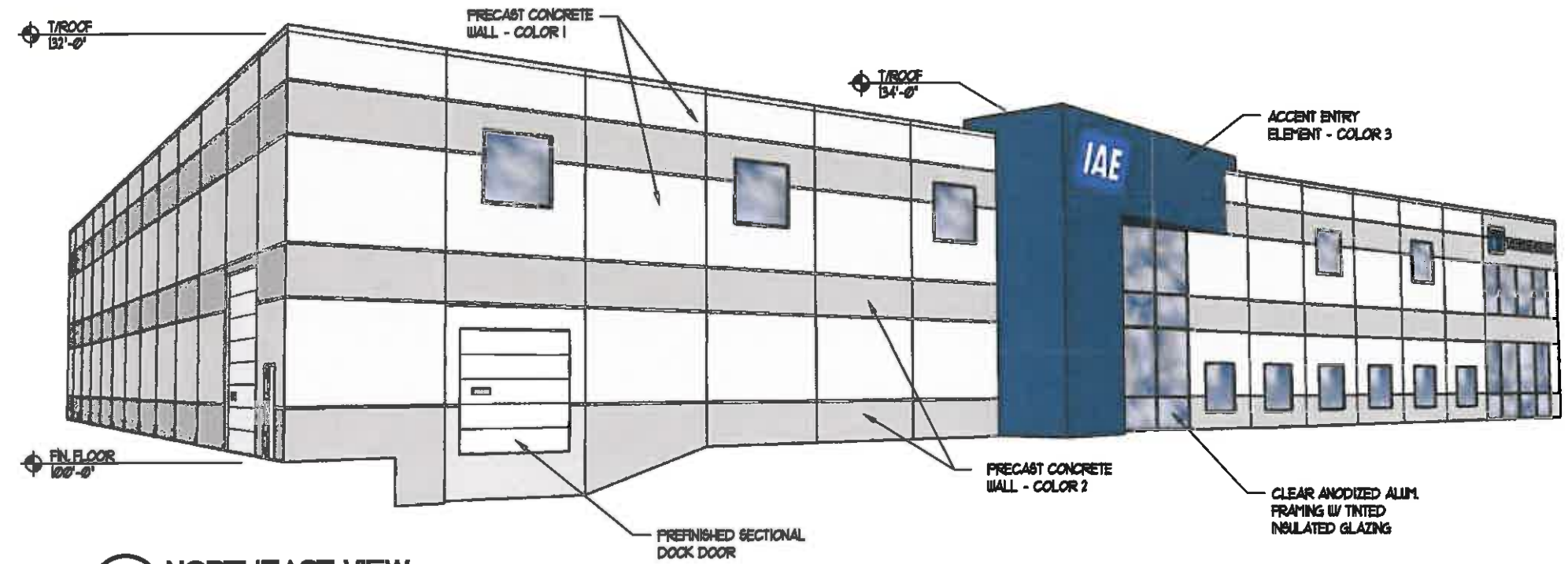
ALL



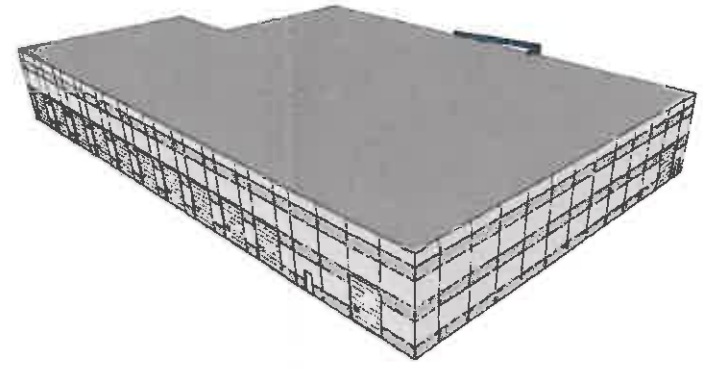
1 NORTHWEST VIEW
A4.1 NTS



2 NORTHWEST AERIAL VIEW
A4.1 NTS



3 NORTHEAST VIEW
A4.1 NTS



4 SOUTHEAST AERIAL VIEW
A4.1 NTS

ILLINOIS AUTO CENTRAL THERMO KING
Cass Ave. & I-55, Darien, IL
BUILDING VIEWS

2610 Lake Cook Road
Suite 280
Riverwoods, Illinois 60015
Ph.: (817) 940-0300
Fax: (817) 940-1045

Partners in Design
ARCHITECTS

PROJECT NO:
535.14.112
DRAWN BY: CMR
CHECKED BY: CT6
DATE: 08.14.15
SHEET NO:

A4.1

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

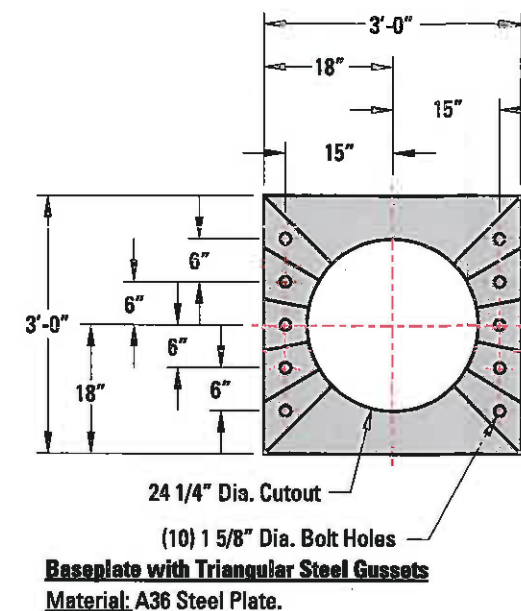
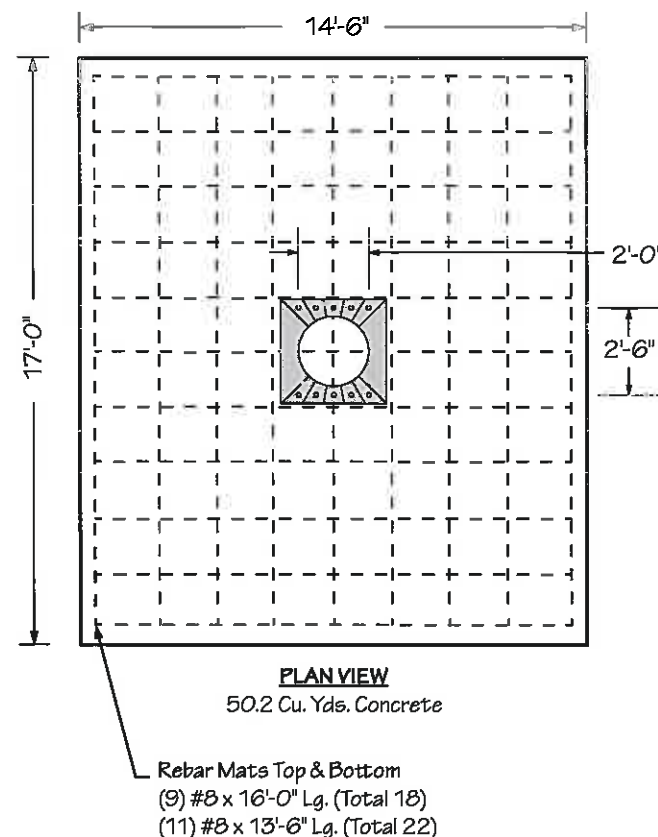
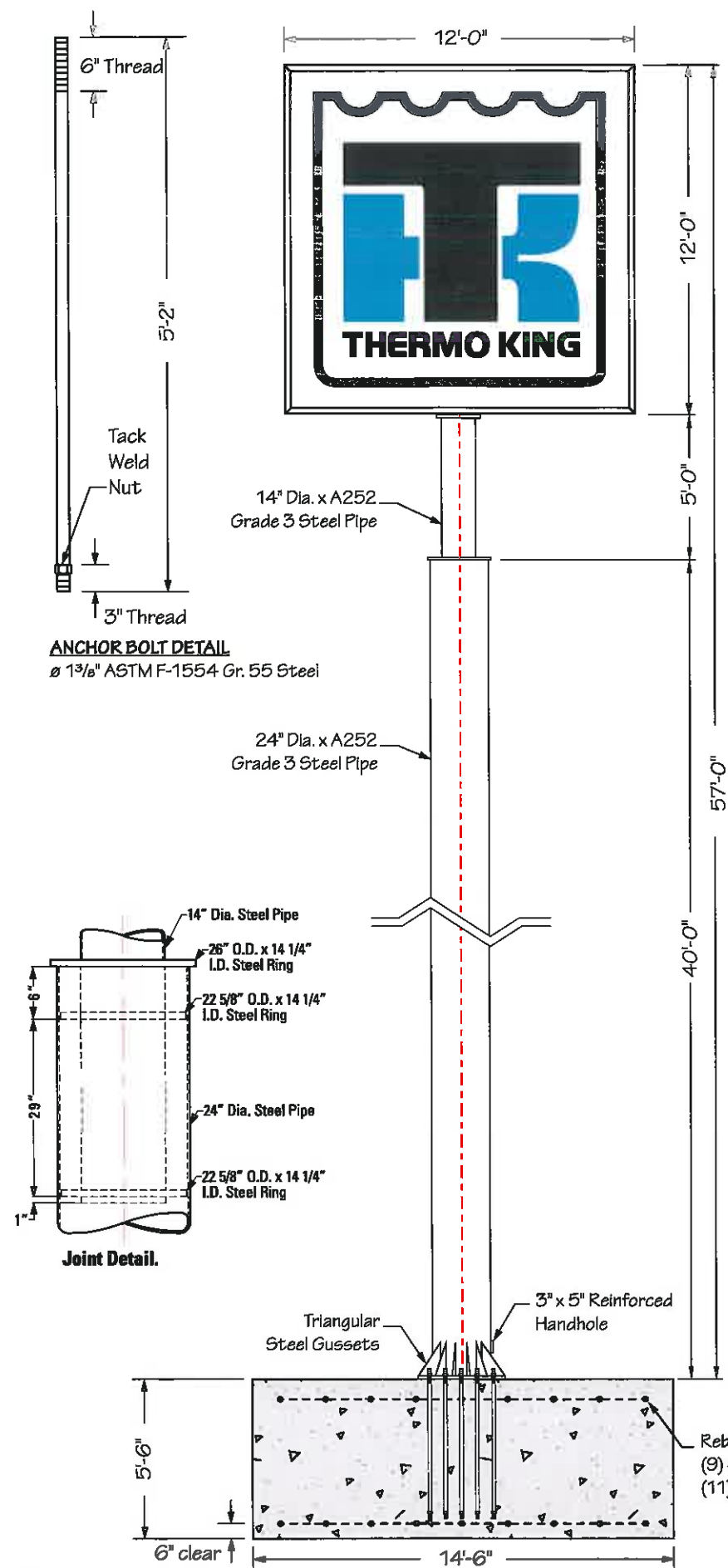
FILE NAME _____

IAE73934

REVISIONS:

1	_____
2	_____
3	_____
4	_____
5	_____
6	_____
7	_____
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.



(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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NOISE SURVEY REPORT

To: Doug Calay
From: Doug Anderson

Company: Illinois Auto Electric Company
Pages:

Re: Property Noise Survey Report
Date: August 14, 2015
1033 S. Frontage Rd, Darien, IL

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>	<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>
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	64.8	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. Fontage 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. Fontage Rd.	3	8/13/2015	8:47pm	73.1	9:15pm	73.3
Western Ave.	4	8/13/2015	8:49pm	63.2	9:16pm	63.1
Lorraine Dr. & Fern 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 1033 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	9:33am	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	8:26am	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 - 655'		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	76.4	8:20am	77.5				
N.E. Property Line		8/14/2015	8:38am	74.5	8:22am	74.5				

Off-Site Readings

S. Fontage Rd.	1	8/14/2015	8:42am	76.3	9:06am	74.7				
Leonard Ct.	2	8/14/2015	8:43am	66.8	9:07am	67.2				
S. Fontage Rd.	3	8/14/2015	8:45am	74.6	9:09am	76.5				
Western Ave.	4	8/14/2015	8:46am	63.1	9:10am	63.1				
Lorraine Dr. & Fern St.	5	8/14/2015	8:48am	65.3	9:12am	63.1				
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	63.1	9:16am	63.1				
Leonard Dr.	9	8/14/2015	8:53am	63.1	9:17am	63.1				
Darien Public Works Driveway	10	8/14/2015	9:01am	69.7	9:25am	66.8				
Argonne Ridge Rd.	11	8/14/2015	8:58am	63.1	9:22am	63.1				

Pre-Calibration: 114 dB

Post-Calibration: 114.2 dB

APPENDIX 3

NOISE STUDY PHOTOGRAPHS



1



2



3



4



5



6



7



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2015/08/13

12



2015/08/13



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15



16



APPENDIX 4

EQUIPMENT CALIBRATION DOCUMENTS

Calibration Certificate No. 0000647

<p>Instrument: Sound Level Meter Model: Edge4 Manufacturer: Quest Serial number: EHJ040047 Tested with: Microphone Microphone s/n 480033</p> <p>Type (class): 2 Customer: Tel/Fax: /</p>	<p>Date Calibrated: 4/22/2015 Cal Due: 04/22/2016</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Status:</td> <td style="width: 25%; text-align: center;">Received</td> <td style="width: 25%; text-align: center;">Sent</td> </tr> <tr> <td>In tolerance:</td> <td style="text-align: center;">X</td> <td style="text-align: center;">X</td> </tr> <tr> <td>Out of tolerance:</td> <td></td> <td></td> </tr> </table> <p>See comments: Contains non-accredited tests: ___ Yes <input checked="" type="checkbox"/> No Calibration service: ___ Basic <input checked="" type="checkbox"/> Standard Address:</p>	Status:	Received	Sent	In tolerance:	X	X	Out of tolerance:		
Status:	Received	Sent								
In tolerance:	X	X								
Out of tolerance:										

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. Due
				Cal. Lab / Accreditation	
483B-Norsonic	SME Cal Unit	31079	Jan 28, 2015	Norsonic SA	Jan 28, 2017
DS-360-SRS	Function Generator	123268	Jan 28, 2015	SRS	Jan 28, 2016
34401A-Agilent Technologies	Digital Voltmeter	MYS3003818	Jan 11, 2014	Agilent Provider #93107	Jan 11, 2016
SD700-Extech	Meteo Station	Q769118	Feb 18, 2014	INNOCAL	Feb 18, 2016
PC Program 1019 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
1251-Norsonic	Calibrator	34103	May 27, 2014	Scantek, Inc./ NVLAP	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 (kPa)	Relative Humidity (%)
23.0	98.00	32.0

Calibrated by:	Steven Boertmann	Authorized signatory:	CM
Signature	STEVEN BOERTMANN	Signature	CHRIS MCEVOY
Date	4-22-15	Date	4-22-15

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

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

¹ CLAUSES FROM IEC/ANSI STANDARDS REFERENCED IN PROCEDURES:	RESULT ^{2,3}	EXPANDED UNCERTAINTY (coverage factor 2) (dB)
INDICATION AT THE CALIBRATION CHECK FREQUENCY - ANSI S1.4 CLAUSE 3.2	Passed	0.20-15
LEVEL LINEARITY TEST - ANSI S1.4 1983, CLAUSE 6.9 & 6.10	Passed	0.25
WEIGHTING NETWORK TEST: A NETWORK - ANSI S1.4-1983 CLAUSE 8.2.1	Passed	0.25
OVERLOAD DETECTOR TEST: A-NETWORK - ANSI S1.4-1983 CLAUSE 8.3.1	Passed	0.25
F/S/V/PEAK TEST: STEADY STATE RESPONSE - ANSI S1.4 1983 CLAUSE 6.4	Passed	0.25
FAST-SLOW TEST: OVERSHOOT TEST - ANSI S1.4 1983 CLAUSE 8.4.1	Passed	0.25
SINGLE SINE WAVE BURST - ANSI S1.4 1983 CLAUSE 8.4.1 & 8.4.3	Passed	0.25
RMS DETECTOR TEST: CONTINUOUS SINE WAVE BURST - ANSI S1.4-1983 CLAUSE 8.4.2	Passed	0.25
SUMMATION OF ACOUSTIC TESTS - ANSI S1.4 CLAUSE 5 USING MF CALIBRATOR	Passed	0.2-0.5

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 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.

Tests made with the following attachments to the instrument:

Microphone:	Quest Microphone s/n 480033 for acoustical test
Preamplifier:	none
Other line adaptor:	ADP005 (18pf) for electrical tests and 1448 (18pf) for noise test
Accompanying acoustical calibrator:	Quest QC-10 s/n QIL020009
Windscreen:	none

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

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

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

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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: QIK030148
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:
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 Calibratos., Rev. Chf 04

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

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence	Cal. Due
				Cal. Lab / Accreditation	
483B-Norsonic	SME Cal Unit	31079	Jan 28, 2015	Norsonic SA	Jan 28, 2017
DS-360-SRS	Function Generator	123268	Jan 28, 2015	SRS	Jan 28, 2016
34401A-Agilent Technologies	Digital Voltmeter	MY53009818	Jan 11, 2014	Agilent Provider #93107	Jan 11, 2016
SD700-Extech	Meteo Station	Q769118	Feb 18, 2014	INNOCAL	Feb 18, 2016
140-Norsonic	Real Time Analyzer	1405966	May 8, 2014	Norsonic SA	May 8, 2016
PC Program 1018 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
40AG-GRAS	Microphone	173539	Apr 28, 2015	Scantek, Inc. / NVLAP	Apr 28, 2016
NN1203-Norsonic	Preamplifier	138531	Apr 28, 2015	Norsonic SA	Apr 28, 2016

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

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
Manufacturer specifications			
Manufacturer specifications: Sound pressure level	X		
Manufacturer specifications: Frequency	X		
Manufacturer specifications: Total harmonic distortion	X		
Current standards			
ANSI S1.40:2006 B.3 / IEC 60942: 2003 B.2 - Preliminary inspection	X		Unit older than the standard
ANSI S1.40:2006 B.4.4 / IEC 60942: 2003 B.3.4 - Sound pressure level	X		Unit older than the standard
ANSI S1.40:2006 A.5.4 / IEC 60942: 2003 A.4.4 - Sound pressure level stability	-	-	Unit older than the standard
ANSI S1.40:2006 B.4.5 / IEC 60942: 2003 B.3.5 - Frequency	X		Unit older than the standard
ANSI S1.40:2006 B.4.6 / IEC 60942: 2003 B.3.6 - Total harmonic distortion	X		Unit older than the standard
Older standards (obsolete)			
IEC 60942: 1997 B.2 - Preliminary inspection	X		
IEC 60942: 1997 B.3.3 - Sound pressure level	X		
IEC 60942: 1997 B.3.4 - Sound pressure level stability	X		
IEC 60942: 1997 B.3.5 - Frequency	X		
IEC 60942: 1997 B.3.6 - Total harmonic distortion	X		
ANSI S1.40: 1984 (R1997) 4.4.2 Sound pressure level in the coupler	X		Not applicable
ANSI S1.40: 1984 (R1997) 4.4 Frequency sound in the coupler	X		Not applicable
ANSI S1.40: 1984 (R1997) 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 parameters ³:

Measured ⁴ /Acceptable ⁵ Tone frequency (Hz):	Measured ⁴ /Acceptable ⁵ Total Harmonic Distortion (%):	Measured ⁴ /Acceptable Level ⁵ (dB):
994.07 ± 0.99/1000.0 ± 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	100.00 ± 0.001	32.0 ± 2.0

Tests made with following attachments to instrument:

Calibrator ½" 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

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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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**MINUTES
CITY OF DARIEN
PLANNING & ZONING COMMISSION MEETING
August 5, 2015**

PRESENT: Chairperson Beverly Meyer, Andrew Kelly, Ron Kiefer, John Lind, John Laratta, Lou Mallers, Ray Mielkus, Pauline Oberland, Ken Ritzert, Michael Griffith – Senior Planner, Elizabeth Lahey – Secretary

ABSENT: None

Chairperson Meyer called the meeting to order at 7:00 p.m. at the City Hall – City Council Chambers, Darien, Illinois and declared a quorum present.

A. Public Hearing

PZC 2015-08: Central Ave. Ventures, LLC, 1033-35 S. Frontage Road: Petitioner seeks approval of a text amendment, special uses and variations from the Zoning Ordinance and Sign Code related to repairing, servicing of trucks, trailers including, but not limited to transport refrigeration, standby vehicle generators, cellular communications, maintenance, body shop and engine rebuilding.

Mr. Michael Griffith, Senior Planner reported that the subject property is directly east of the City's Municipal Services Facility on S. Frontage Road, east of Cass Avenue. He reported that the property has been vacant for several years and that previously it was used as a drop yard for semi-trailers.

Mr. Griffith reported that currently 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. He reported that 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.

Mr. Griffith reported that that the staff report notes a lengthy list of zoning requests and a summary of uses. He reported that the primary use is garage services for semi-trailers and retail sales of parts and distribution. He stated that the site plan has required landscaping and floodplain and wetland issues that need to be addressed by DuPage County before the City can issue a construction permit.

Mr. Griffith reported that the Commission received an elevation drawing of the building noting that it will be constructed of precast concrete with windows. He stated that the City received correspondence from the Forest Preserve District of DuPage County objecting to the proposal as it relates to the setback and stormwater management, landscaping, screening and lighting. He further stated that a representative from the Forest Preserve was present.

Mr. Griffith also reported that the City received a petition from John and Judy Miller objecting to the petition.

The petitioner, Mr. Bill Fritz, President and COO, Illinois Auto Electric Company explained the history of the company and displayed a photo of their headquarters located in Aurora, IL. He stated

that the company is celebrating 100 years of business and that their current location is located near 47th and Central in Chicago.

Mr. Fritz explained that their business focuses on selling units, service and selling parts. He reported that the business presently employees 50 but that they may increase with growth as they would like to operate around the clock.

Mr. Fritz stated that the business varies with weather and that they take great pride in training their employees and servicing their customers. He stated that they do not use tow trucks into the facility but that they have seven trucks that go out to repair on site. He further stated that they like to help people fix their problems and strive for cleanliness, orderliness and strive to be a good citizen of Villages. Mr. Fritz stated that image is very important.

Chairperson Meyer questioned the hours of operation.

Mr. Fritz stated that the hours are Monday through Friday from 7:30 a.m. to 11:30 p.m. and Saturday from 7:00 a.m. to 3:30 p.m. but that they would like the business to run around the clock.

Chairperson Meyer questioned the disposal of free-on and what security is proposed.

Mr. Fritz stated that they have equipment to dispose of the free-on and that it will be disposed of by container. He further stated that they will have a security system and monitors and that the property will be fenced.

Commissioner Laratta questioned if the company coming in is a separate entity.

Mr. Fritz stated that they are responsible for the site set up and how it is organized. He stated that the Service Manager, Mr. Bob Stearns was present. Mr. Fritz stated that they are proposing two elevations and eight bays.

Commissioner Ritzert questioned if they would run the rigs overnight.

Mr. Stearns stated that their equipment has an auxiliary power unit which eliminates the running of rigs on diesel. He stated that they do not plan on having anyone there when they are not there.

Chairperson Meyer questioned security and the fence.

The petitioner explained that they are proposing an 8 ft. high chain linked fence with barricades and a lift gate similar to a toll booth. He stated that the site will be very secure.

Commissioner Lind questioned the purpose of the modular office.

Commissioner Oberland questioned if the buildings would be similar.

The petitioner stated that they are using different materials but that they will be tied together.

Commissioner Laratta questioned if there would be bright lights.

Mr. Paul Kohen, stated that the current site has 40-50" concrete light poles and that they are using the poles but that they will re-lamp and meet the foot-candle level. He stated that the building will have shoebox lighting and that there will be no floodlight lighting to draw in people.

Commissioner Lind questioned if they considered moving the design more to the east.

Mr. Kohen stated that there are wetlands and that they have a desire to maximize the site.

Commissioner Lind stated that he was concerned about the amount of landscaping and a different fence with more screening.

Mr. Kohen stated that the fence is a cost factor but that they would consider a smaller area of another type of fence with landscaping.

Commissioner Ritzert stated that he was concerned with noise.

Mr. Stearns stated that all the major work is done in the shop and out in the yard is for hand tools. He stated that the yard is 250 feet away and that the noise will not be heard. He further stated that the building is insulated and concrete and contains the noise.

Commissioner Lind stated that he would like both buildings to tie in.

Chairperson Meyer agreed. She asked if they can make the building look the same without spending a lot of money.

Chairperson Meyer asked if a traffic study was required.

Mr. Griffith stated that staff felt that the use was similar to the previous use and that a traffic study was not needed.

Commissioner Mielkus questioned the engineer repair and spraying.

Mr. Stearns referred to spraying as power washing to clean the units. He stated that they are not painting.

Commissioner Kelly stated that he had concern because of the closeness to a community.

Chairperson Meyer opened the public hearing to anyone wishing to present public comment.

Mr. Richard Baum, Willowbrook stated that this proposal is a lot of business and that he is concerned with the noise, traffic and the damage of the heavy trucks to the road.

Mr. Stearns stated that they have not received any complaints about noise at their present location and that they have been there since 1958.

Mr. Joe Kramber stated that he is opposed to the proposal and that it is in the middle of Forest Preserve traffic. He stated that there are a lot of turns on Frontage Road and that he is concerned about tractors and trailers sitting on Frontage Road where there are no curbs. He further stated that trucks

will not be able to turn safely. Mr. Kramber stated that he was concerned with the hazardous materials stored on site, the unsightly fence, lights, pollution and a 24 hour operation.

Ms. Lauren Leong, Timberlake stated that the proposed variances do not meet Code. She cited the Code and stated her concern for traffic and congestion. Ms. Leong stated that the business is detrimental to the community and devalues the homes in the area.

Ms. Linda Painter, President Civic Lake Homeowners Association stated that there are too many variances and that the present proposal is completely industrial and has no green space. Ms. Painter stated that Frontage Road is not an industrial park.

Ms. Painter questioned if Darien was willing to widen the road. She stated that there is a weight requirement going eastbound. She further stated that a larger solid fence would be better for screening and that no stacking should be allowed.

Ms. Painter stated that the proposed sign is offensive to the community and that it is not needed because trucks have GPS and do not need signs. She further stated that the petitioner is using the Forest Preserve to not provide landscaping and that the business would be better in an established industrial park.

Ms. Painter, Commissioner of the DuPage County Forest Preserve read a letter objecting to the petition. She submitted the letter and a petition from the Timberlake residents as well as her speech for the record.

Mr. Steve Delurgio, Argonne Ridge Road stated that the intent of the business is a 24 hour operation and that bright lights will be used for security. Mr. Delurgio referenced an article referencing variances and how they change the character of the area. He stated that there is a lack of a solid fence and that this is not the right use for this site.

Mr. William Van Dam stated that he was concerned about the use of stone versus concrete, the lighting, fence and perimeter landscaping.

Mr. Richard Rons stated that he is a Darien resident but moving to 89th Place. He stated that the area should be rezoned and homes should be built. He further stated that he was concerned about the underground tank and what happens when the business leaves. Mr. Rons stated that the business belongs in an industrial park.

Mr. Will Marcek, former Darien resident stated that he is concerned with loud trucks running and the light noise for animals.

Mr. Peter Maslowski stated that there will be 150 bays for parking and a lot of noise. He stated that the 15,000 gallon fuel tank is an issue plus reefers running could be a fire hazard. He further stated that he was concerned with the wear and tear of the road.

Mr. Mike Webster, Argonne Road stated that he appreciated that the non-Darien residents had the opportunity to speak. He stated that the Frontage Road is used by the school and that they will be competing with semi-trucks. Mr. Webster stated that he was disappointed that there was not a traffic study.

The petitioner, Mr. Fritz answered the questions from the public. He stated that they will not allow tow trucks to come in and that the number of reefers running at the same time is 35 to 40. He stated that the fuel dispensing is taken very seriously.

Mr. Doug Kalay, IL Auto Electric Company stated that the City's Public Works facility also has a similar underground storage tank. He stated that they exceed the State Fire Marshall regulations.

Mr. Fritz introduced Mr. Robert Vanni, Wetland Specialist.

Mr. Robert Vanni stated that he was hired to look at the wetlands and how to improve the site. He stated that they are providing vegetation and or a buffer not to encroach into the wetland area. Mr. Vanni stated that the wetlands are moderate quality and explained that turf grass is poor for anything native. He stated that they are not impacting the wetlands.

There was no one else in the audience wishing to present public comment and Chairperson Meyer closed the public hearing.

Commissioner Kelly stated that he listened to both sides and that the site doesn't concern him but that he is concerned with the small road and that he cannot see it with trucks.

Commissioner Kelly made a motion, seconded by Commissioner Mallers to reject the petition and the variances as presented.

Commissioner Ritzert stated that there was still a lot to discuss and he was not ready to vote.

Mr. Griffith stated that the PZC can recommend a traffic study.

Commissioner Kiefer stated that there were valid issues by the residents and that he would like to give the petitioner an opportunity to address some of the issues. He too stated that he was not ready to vote.

Commissioner Lind stated that there were a lot of things that can be resolved with staff.

Upon roll call vote the MOTION was denied.

AYES: Kelly, Mallers

NAYS: Kiefer, Laratta, Lind, Mielkus, Oberland, Ritzert, Meyer

Commissioner Ritzert made a motion and it was seconded by Commissioner Kiefer to table the proposal recommending a traffic study and possible revisions to the plan based on the comments raised.

Upon roll call vote the MOTION CARRIED unanimously 9-0.

B. PZC 2015-11: Our Lady of Peace, 709 Plainfield Road: Petitioner seeks approval of variations from the Sign Code.

Mr. Michael Griffith, Senior Planner reported that Our Lady of Peace is in the process of reconstructing their parking lot, including relocating driveway entrances, incorporating landscape islands and new parking lot lighting. He reported that as part of those improvements, the church proposes installing a new sign along Plainfield Road.

Mr. Griffith stated that the Sign Code exempts ground signs for religious institutions from a permit as long as the sign complies with the Sign Code. He stated that such signs are limited to 32 square feet in area and that the proposed sign is 40 square feet which has an electronic message board which are not permitted.

Mr. Griffith reported that the City has granted several restaurants and banks electronic message boards and that there has been a change in attitude. He stated that staff does not object to this petition and that the sign is an improvement.

Mr. Griffith reported that the staff report notes some conditions regarding the message board.

Mr. Andy Hyne, Kimley Horn and Associates and Civil Engineer representing Our Lady of Peace stated that they are using the existing foundation and increasing the landscape area. He stated that the existing sign is 48 square feet and that the proposed new sign is smaller.

Chairperson Meyer questioned if the sign will be scroll or static.

Mr. Hyne stated that they are conforming to the City's five stipulations.

Commissioner Kelly questioned if the sign is going to be brighter than the existing sign.

Mr. Hyne stated that the existing sign is not a message board.

Commissioner Ritzert stated that the request is setting a precedent for other churches.

Mr. Griffith reported that the City has granted several schools message boards through an intergovernmental agreement.

There was no one in the audience wishing to present public comment and Chairperson Meyer closed the public hearing.

Commissioner Kiefer stated that the message board is a new way to get information out and modernizes things.

Commissioner Lind stated that the variance is within the range.

Commissioner Ritzert stated that he is concerned with distractions and safety while driving.

Mr. Griffith stated that scrolling and flashing is more distracting.

Commissioner Laratta made a motion and it was seconded by Commissioner Kiefer that based upon the submitted petition and the information presented, the request associated with PZC 2015-11 is in conformance with the standards of the Darien City Code and, therefore, I move the Planning and Zoning Commission recommend approval of the petition subject to the following conditions:

- 1. Messages will be held for 3-10 seconds.**
- 2. Messages will change all at once.**
- 3. Messages may display multiple colors.**
- 4. Illumination will maintain a constant light intensity or brightness.**
- 5. Illumination brightness will comply with the Sign Code, to be verified at time of permit issuance.**

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

CORRESPONDENCE

None.

OLD BUSINESS/PLANNER'S REPORT

None.

MINUTES

Commissioner Mallers made a motion and it was seconded by Commissioner Kelly to waive the reading of the July 1, 2015 and the July 15, 2015 Meeting Minutes.

Upon voice vote, THE MOTION CARRIED unanimously.

Commissioner Oberland made a motion and it was seconded by Commissioner Laratta to approve the July 1, 2015 and the July 15, 2015 Meeting Minutes.

Upon voice vote, THE MOTION CARRIED unanimously.

NEXT MEETING

Mr. Griffith announced that the next meeting is scheduled for Wednesday, August 19, 2015 at 7:00 p.m.

ADJOURNMENT

With no further business before the Commission, Commissioner Mallers made a motion and it was seconded by Commissioner Mielkus. Upon voice vote, THE MOTION CARRIED unanimously and the meeting adjourned at 9:38 p.m.

RESPECTFULLY SUBMITTED:

Elizabeth Lahey
Secretary

APPROVED:

Beverly Meyer
Chairman