

**MINUTES
CITY OF DARIEN
MUNICIPAL SERVICES COMMITTEE
SPECIAL MEETING
August 31, 2015**

PRESENT: Alderman Joseph Marchese - Chairman, Alderman Thomas Belczak, Alderman Thomas Chlystek, Dan Gombac-Director

ABSENT: None

OTHERS: Mayor Kathy Weaver, City of Darien Aldermen

Chairperson Marchese called the Municipal Services Committee Meeting to order at 6:45 p.m. at City Hall – City Council Chambers, Darien, Illinois and declared a quorum present. He announced that the meeting was a Municipal Services Committee Meeting and not a City Council Meeting.

NEW BUSINESS:

- A. 1033-35 S. Frontage Road, Central Avenue Ventures, LLC: 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.**

Chairperson Marchese reported that at the last meeting, the Committee agreed to continue the meeting so that the petitioner could address some of the concerns and provide clarification as well as provide an opportunity for staff and the petitioner to present additional data.

Chairperson Marchese stated that this developer and has been working with City staff for close to a year. He announced that there are many hours spent prior to going to a committee and that any notion that this has been “fast tracked” or pushed through is not true. He explained that this was brought to the Planning and Zoning Commission two times as well as the second time for this Committee.

Mr. Dan Gombac, Director explained the format of the meeting. He stated that the traffic engineer will present information regarding the traffic count and that presently there is some information that is still not available.

Mr. Bill Fritz, Chief Operating Officer, Illinois Auto Electric provided a brief overview of the Power Point presentation and agenda. He stated that Illinois Auto Electric is a Chicago based 100 year old company who takes great pride in their business. Mr. Fritz stated that the corporate headquarters is located in Aurora and that people and safety are their most important assets. Mr. Fritz stated that they pride themselves on solutions and helping people out. He further stated that the environment is also important and that they want to be a good neighbor.

Mr. Fritz explained that they are a dealership for Thermal King which is one of their oldest refrigeration businesses specializing in sales and service. He stated that the Darien location and

access is very important and that the use is similar to what is there now. Mr. Fritz stated that Illinois Auto Electric has spent a lot of time, effort and research on this petition.

Mr. Bob Stearns, Service Manager stated that he has been in the transport refrigeration business for 34 years. He stated that Illinois Auto Electric is a repair facility and not a truck stop. He stated that they have trucking companies throughout the United States and that Thermal King sets a high standard for all of their technicians and that all the mechanics are 100% compliant.

Mr. Stearns stated that their present facility in Chicago has no crime. He stated that there are cameras and fences surrounding the area. He provided the hours of operation and stated that there are 28 total employees from 7 am - 3:30 pm, 8 or 9 employees for the second shift from 3:00 pm to 11:30 pm and 8 or 9 employees overnight with 3 specifically for emergency breakdowns.

Mr. Stearns explained that they do work on trucks and some on trailers and some road break downs. He stated that they are a repair facility and that their largest customer is CR England. Mr. Stearns explained that CR England comes from the railroad, empties are dropped off at their facility and loaded up.

Mr. Gombac asked the petitioner to provide a typical day scenario.

Mr. Stearns stated that the typical day begins around 7:00 am usually phone calls of those needing service. He stated that they will service the high priority vehicles first. He further stated that there are approximately 14 mechanics on the first shift.

Mr. Gombac asked if they anticipate any stacking.

Mr. Stearns stated that there will be no stacking on Frontage Road and stacking would not help the company at all.

Mr. Gombac asked for the sequencing pattern.

Mr. Stearns stated that there will be no more than two or three at a time in the gate and no more than 3 minutes.

Mr. Gombac questioned if they provide engine and oil changes.

Mr. Stearns stated that they do not do major work on the engine and that they provide oil change and filter to one truck per week just to provide a one stop shop.

Mr. Gombac questioned how many CR England refrigeration units could be running at a given time.

Mr. Stearns gave an example of what was on the lot today. He stated that there were a total of 12 units and that six were switched on and two were running. He explained that the units run down the temperature and then the unit turns off. He stated that the unit stays off 65-75% of the time.

Mr. Gombac questioned how many CR England trailers would be on the site.

Mr. Stearns stated that a heavy day is 40 but they can handle as many as 70.

Mr. Gombac questioned if they could provide a decibel study for 40 trucks.

Mr. Doug Calay, Illinois Auto Electric reported that they did not conduct a study for 40 trucks. He stated that the units run in different positions. He further stated that they are looking at a study and impact study and will provide it by the end of the week.

Mr. Gombac questioned the pattern when trucks leave.

Mr. Stearns stated that exiting is half of what is pulling in. He explained that drivers have to wait until they get serviced and that traffic out is less than coming in. He stated that on a very busy day they have 225 round trips of tractors, tractor trailers and straight trucks.

Mr. Calay stated that 47% are tractor only.

Mr. Gombac questioned what the other spaces are used for if CR England uses 73 spaces.

Mr. Stearns stated that the spaces are used for new installs. He stated that 80% of CR England are dropped off to be serviced and that they will not be running. Mr. Stearns stated that they fix them indoors and put them back in the lot and then the customer picks up.

Mr. Gombac questioned how new installs are done.

Mr. Stearns stated that the new installs are all prefabbed and it is just an assembly. He stated that there is no cutting.

Mr. Doug Calay provided an overview of the demographics. He reported that the relationship from their Chicago facility to the residential area is 303 feet and in Indiana the closest resident is 1,592 feet.

Mr. Calay stated that he researched the proposed site and found that a similar activity has been active on the site for a long time. He reported they will have less than what was there. He further reported that the site condition is very bad and needs help. Mr. Calay displayed photos of the current building conditions.

Mr. Calay covered the variations, special uses and text amendments. He reported that items 1, 2, 3,4, 8, 9, and 11 were acceptable as presented.

Mr. Calay introduced Mr. Paul Cohen to report on item 5 and the construction and architectural engineering.

Mr. Paul Cohen stated that they have been developing this plan for over a year and that there have been 12 or 13 iterations to meet the clients needs. He reported that the trucks will enter through drive thru lanes to an asphalt parking lot.

Mr. Cohen stated that the site fencing is zeopacity fencing to the east with sliding gates, chainlinked 8 foot tall fence to the east at the rear lot and south and west rear lot and trailer parking area servicing of vehicles with concrete pavement on the south end.

Mr. Chad Silvester, Partners Design Architects reported that the building will be precast concrete panels with windows and the CR England building constructed of a fiber cement facade with windows and openings.

Mr. Robert Vanning, Wetland Consultant reported that in May 2015 a wetland assessment was completed. He reported that the Army Corp of Engineers reported that they were not adversely affecting the wetlands and the Illinois Department of Natural Resources (IDNR) signed off that the development would not adversely affect Waterfall Glen.

Mr. Vanning stated that the adjacent wetlands are low to moderate quality and that there is no significant habitats. He stated that the buffer is a "gray" area but he explained that under the Army Corp of Engineers if the wetlands are not affected the petitioner is not required to provide further remediation. Mr. Vanning reported that DuPage County does not have a maximum buffer area if the area is not critical. He stated that they have proposed using native vegetation and reduce the buffer and the area between the buffer of 35 feet.

Mr. Vanning reported that presently there is turf grass and that the area with native vegetation will enhance the area.

Mr. Rob Balaski, Civil Engineer, reported that there will be no setback on the property line but that they will create a 17 foot setback to the east, 10 feet to the south, and 5 feet to the west. He stated that they are pulling back the east existing condition in order to create a larger setback.

Mr. Calay addressed item 6. He reported that they will be adding new asphalt and also concrete. He stated that if required to provide a hard surface that they will have to reconsider the plan. He also reported that they will be regrading the detention area.

Mr. Calay addressed item 7 and reported that if Illinois Auto Electric increases impervious surface they will have a loss in use of trailer parking. He stated that they are looking to meet somewhere in the middle at 80%.

Mr. Calay addressed item 10 and stated that they are proposing an 8 foot high chain linked fence along the north facade. He stated that the existing fence is chain linked with barbed wire and that the south property line is 1,638 feet or close to 5 football fields to the Forest Preserve paths.

Mr. Calay addressed item 12 and stated that they are willing to meeting the dimensions of the Woodspring Suites sign. He stated that the top of the sign will be at the same elevation.

Mr. Calay addressed item 13. He stated that they are willing to reduce the sign from 144 square feet to 121 square feet which is smaller than Woodsprings Suites.

Mr. Calay addressed item 14 and stated that they are willing to adjust the location of the sign pole.

Mr. Calay addressed item 15 regarding perimeter landscaping. He stated that they will be providing a vegetative swale with native grass species. He further stated that they looked at the storm drainage which discharges to the south to Frontage Road. Mr. Calay stated that there are no issues previously but that they want to make it better. He stated that they want to use the landscape credits on the south and east and put in a vegetative swale in the southwest corner.

Mr. Vanning reported that the bioswale will capture the water and because the native vegetation is deep rooted it will absorb and capture the impurities and keep them on site. He stated that the water discharge will be cleaner.

Mr. Gombac reported that the petitioner is proposing bioswales to address any concern for oil discharge.

Mr. Gombac reported that there were a lot of petitions received by the City staff. He reported that he received a petition dated August 22nd from Mr. Steven Delergio with 22 items that staff will address.

Mr. Gombac stated that there was concern regarding the Carmelite, residents, business, etc. and traffic. He reported that Mr Delergio stated that this development was a travesty and that the businesses are opposed to this development.

Mr. Gombac reported that a traffic study was completed on August 17, 2015 and that South Frontage Road is at approximately 20% of its capacity. He reported that the proposed development adds limited volume and per engineer review, will have minimal impact. Mr. Gombac stated that the engineer will present on the intersection at Cass and Frontage as well as DuPage County will also review.

Mr. Gombac reported that the City had the property assessed in 2003 and that the highest and best use was for industrial and modern industrial. He stated that the City purchased the property in 2000. He further stated that there was crime and that it was truckers stealing from one another.

Mr. Gombac reported that there is concern regarding operation increase equals traffic increase. He reported that the traffic studies were based on the present location.

Mr. Gombac reported that there is concern for repairing and rebuilding. He reported that the mechanic work is all done within the building

Mr. Gombac reported that there is concern for 24 hour intensity lighting and noise. He reported that a noise survey was submitted but that he used a sound meter for his own purpose and the outcome was within City Code.

Mr. Gombac reported that the petitioner will be providing data regarding the noise level when 40 trucks are running. He reported that the lighting is in sync with Code and that the petitioner is willing to provide additional glare shields if needed.

Mr. Gombac reported that there is concern that property values will decrease. He reported that to date staff has no facts that this development will diminish property value.

Mr. Gombac reported that there is concern for additional truck traffic on Cass and South Frontage Road. The traffic engineer has been tasked to provide a report and the report would be submitted to Dupage County DOT for review comments,

Chairperson Marchese stated that trucks are not permitted to exit east and could only exit west on Frontage Rd and the only entrance onto Frontage Rd is Cass Ave.

Mr. Gombac reported that there was no information regarding drainage to Waterfall Glen particularly because the site was already developed. He reported that the Army Corp of Engineers, Illinois Department of Natural Resources and Ecocat all concluded that the development does not impact the Waterfall Glen property. He further reported that the existing

use has been there for approximately 30 years and designed as shown and that the detention does need to be remodeled to update the 1983 plan.

Mr. Gombac reported on the 91st and 75th Street traffic concerns. He reported that Downers Grove Township has the opportunity to regulate truck traffic.

Mr. Gombac addressed concern regarding shuttling of truckers to the hotel. He reported that staff has no conclusion.

Mr. Gombac addressed concern regarding the safety, condition of the road and if Frontage Road is designed for truck traffic. He reported that South Frontage Road was built for trucks and that Public Works generates heavy truck traffic. He further reported that there is approximately 200 feet of roadway in front of the site that the developer will be responsible for resurfacing.

Mr. Gombac reported that an economic development plan was completed and that 1.64 -1.84% will be returned back in revenue to the City through patronage to the local businesses. He reported that staff looked at the development and if they choose, the developer can keep the site as is and go in and park trucks. He referenced the legal document in the packet addressing this item from the City Attorney.

Mr. Gombac reported on thefts and burglary with the previous developer who were independent brokers and not a company.

Mr. Gombac reported that he received letters from brokers stating that they looked at all uses and that the site is not conducive to hotel or corporate offices and that residential is unlikely because of the proximity of Public Works and the expressway. He stated that the letters also noted that senior living is done at smaller sites and not a site this large and that Industrial is the highest and best use for the site.

Mr. Michael Werthman, KLOA reported that they conducted an initial study summary traffic evaluation using the counts that the City provided. He reported that there were 1,700 vehicles per day on North Frontage Road which handles 3,000 -5,700 vehicles per day and that South Frontage west of the site there are 2,200 vehicles for a road that handles approximately 10,000 vehicles per day. Mr. Werthman summarized that the the road is operating at 17% of its capacity.

Mr. Werthman reported that the existing facility has 112 truck trips in and 112 truck trips out with 100 employees or 450-500 trips on a daily basis. He reported assuming all the vehicles are going to Cass they are operating below capacity.

Mr. Gombac reported that the petitioner will be providing a study for Frontage Road along Cass Avenue with counts at the intersection with the existing volume and run analysis and also look at the weave pattern from I-55.

Mr. Gombac reported that he requested 10 years of accident data from IDOT.

Chairperson Marchese stated that the petitioner can use the site as is and that he would rather have an impact to better the area.

Alderman Chlystek stated that he spent a lot of time at the site and that there is not a lot of support. He stated that the current road is collapsing.

Chairperson Marchese stated that Mr. Gombac referenced the collapsing roadway in his report and that the petitioner would be responsible for the repair.

Alderman Belczak questioned if there is any benefit to trucks getting to the site in a different direction.

Mr. Stearns stated that everyone knows where the facility is because staff provides them with the most direct route. He reported that trucks want the easiest way because trucks are difficult to maneuver.

Chairperson Marchese opened the meeting to anyone wishing to present public comment. He stated that there have been a number of meetings and many emails received and that comments should be limited to the new data and no repetition only new thoughts.

Mr. Tom Donavan stated that he is a licensed professional engineer and CEO of a large corporation. He stated that he would love to see the study and how oil can be cleaner with a bioswale. He further stated that there are significant impacts on environmental issues.

Mr. Donovan stated that there was no noise study done and the impact to residents. He stated that he cannot see how the City is voting for something that has no tax revenue even to pay for the road repair. Mr. Donovan stated that the representation is for those who are trying to sell the residents on this development.

A resident at 9405 Waterfall Glen stated that presently he cannot leave his home to go east or west on South Frontage Road between 3-6 pm because of traffic. He asked that the City of Darien reach out to the City of Woodridge where they govern weight of trucks and signage.

Mr. Anthony Bolsmo, Leonard Drive stated that the noise and light are a giant catastrophe. He asked where the money will come from to rebuild the roads. He stated that he would rather have trucks parked there than 24 hour truck traffic.

Mr. John Norbut stated that CR England is using the site as a terminal.

Mr. Bob Stearns stated that they operate a yard and not a terminal.

Mr. Norbut stated that it is terminal storage. He questioned if the previous developer had a polluted site and if the soil has to be tested.

Mr. Jim Bercatto reported that a Phase I study was performed by a professional engineering firm. He explained that the development passed Phase I and the site is clear. He explained that if there were issues it would go to Phase II.

Mr. Roger Kempa, Carlise Court stated that there was failure to communicate. He stated that this was a masterful presentation and he has never seen such a hard sell to get the project through. Mr. Kempa questioned if drill tests have been done. He stated that if the property is polluted it is worth next to nothing.

Chairperson Marchese reported that Mr. Bercatto reported that the site passed Phase I and it is clear.

Mr. Gombac reported that the City is required by law to notify residents within a 250 radius. He reported that the Forest Preserve, DuPage County, IDNR, Army Corp of Engineers, IDOT and many residents have been contacted.

Mr. Kempa questioned why local homeowners associations were not contacted and why not Argonne National Lab.

Chairperson Marchese stated that the communication has been good based on the number attending the meetings.

Mr. Chad White stated that this company is making a significant investment. He questioned if they plan on increasing their revenue.

Mr. Fritz stated that they have made a significant investment and that they would like to grow the business. He stated that the plan is designed for the projected growth and it is analyzed by the current projection and what the site can manage.

Ms. Kathy Abate stated that she moved to a residential area and that a trucking company does not fit into a bedroom community. She stated that this is not a fit for Darien residents, the sound is horrific and adding more traffic and noise will not solve the problem.

Mr. Brian Crather, Hinswood stated that the Committee is really pushing especially with a three hour sales pitch. He stated that there is such a degree of misinformation. He questioned the economic development study and why it was not shared.

Mr. Gombac reported that the studies relating to Economic Development were received prior to the start of the meeting.

Mr. Matt Powers, Waterfall Glen stated that he was concerned about crime, degregation of property and the impact 15 years from now. He asked if the City would put this on a ballot and ask the residents to vote on it.

Ms. Kathy Griffin, Reflections at Hidden Lake stated that she is in favor of the hotel. She stated that the truck stop belongs in Bedford Park.

Chairperson Marchese stated that he has served the City of Darien for many years and has not seen a development in Darien depreciate the value of a home. He appoloogized for the lengthy meeting but wanted the public and the Aldermen to be informed.

Mr. Russ Rothrock stated that he found out about the development from a neighbor. He stated that the noise is a problem and that the southwest railroad is 4-5 miles away and he can hear the noise. He questioned if there was a relationship between the petitioner and the hotel. Mr. Rothrock stated that his home is in the woods and hard to see and he has already been burgualrized once. He stated that bringing more people to this area is dangerous.

Mr. Calay reported that there is no relation to the hotel at all.

Mr. Stearns reported that CR England drivers go home every night and do not stay overnight in hotels.

Mr. Steve Delergio stated that the residents do not know what the benefit is. He stated that if this is approved he would like to see a stockade fence such as that in Burr Ridge. He questioned how the City could approve something that will affect traffic, noise and safety. Mr. Delergio stated that he did his own traffic count and that he counted 84 cars and one semi truck. He stated that he maybe he picked a strange day or he questions the traffic count and sound report. Mr. Delergio stated that no one wants this.

Chairperson Marchese stated that the Committee did not have their minds made up and that a sell job was not the intention.

Mr. Patrick Delergio stated that he works at Argonne and that the traffic is no where near what is reported. He stated that there is no single Darien resident that is in favor of this. He further stated that there is no analysis of tax revenue vs. costs and if it was done it was never shared.

Mr. Art Donner, former City of Darien Treasurer stated that the view will be different in the winter months with no trees. He stated that the City should have had the Crown family clean up the site. Mr. Donner stated that crime is an issue and will cost Darien residents money.

Ms. Linda Painter questioned trucks coming off I-55 and passing two lanes to get to South Frontage Road. She stated that the City of Darien should do their own traffic study and not rely on the petitioner.

Ms. Painter stated that if this goes through that they do not need a sign. She stated that the GPS will get the drivers where they need to go. She further stated that there is not a completed traffic and noise study and questioned how the City can vote and make a decision.

Mr. Gombac reported that the Committee can vote so that the City Council can discuss as a whole contingent on engineering study and DuPage County review.

Ms. Lily Kuhns stated that the presentation was articulated thouroughtly and that there is alot of political speak and all uncovered bit by bit.

Chairperson Marchese closed the public comment portion of the meeting. He thanked all the speakers and stated that he has been an Alderman for 18 years and that his record demonstrates it.

Alderman Belczak stated that it is difficult to determine and that this deserves the full City Council review and that he is in favor of supporting the request.

Alderman Clystek stated that he spoke with a lot of residents and that they have a number of concerns as does he and he cannot move forward.

Chairperson Marchese stated that he would like to see something on the site but he too has concerns and the he cannot move forward.

Alderman Belczak made a motion and it was seconded by Alderman Marchese to recommend approval of 1033-35 S. Frontage Road, Central Avenue Ventures, LLC.

Upon roll call vote, the MOTION WAS DENIED.

AYES: Alderman Belczak

NAYS: Alderman Marchese and Alderman Chlystek

ADJOURNMENT

With no further business before the Committee, Alderman Belczak made a motion and it was seconded by Alderman Chlystek. Upon voice vote, THE MOTION CARRIED unanimously and the meeting adjourned at 9:45 p.m.

RESPECTFULLY SUBMITTED:

APPROVED:

**Joseph Marchese
Chairperson**

**Thomas Chlystek
Alderman**

**Thomas Belczak
Alderman**