

**Regular Meeting – Plan Commission/Zoning Board of Appeals  
Gregory J. Bielawski Municipal Center, DuPage County, Carol Stream, Illinois**

*All Matters on the Agenda may be Discussed, Amended and Acted Upon*

**August 12, 2013**

Chairman Angelo Christopher called the Regular Meeting of the Combined Plan Commission/Zoning Board of Appeals to order at 7:30 p.m. and directed Secretary Roberta Vogel to call the roll. The results of the roll call vote were:

Present: Chairman Angelo Christopher and Commissioners Dee Spink, Frank Petella, David Hennessey, Ralph Smoot, James Joseph and David Creighton.

Absent:

Also Present: Don Bastian, Assistant Community Development Director, Roberta Vogel, Secretary and a representative from DuPage County Court Reporters.

**MINUTES:**

Commissioner Joseph moved and Commissioner Hennessey made the second to approve the minutes of the meeting of July 22, 2013.

The results of the roll call vote were:

Ayes: 6 Commissioner Spink, Hennessey, Creighton, Joseph, Petella and Chairman Christopher

Nays: 0

Abstain: 1 Commissioner Smoot

**PUBLIC HEARING:**

Commissioner Joseph moved and Commissioner Spink made the second to open the Public Hearing. The motion passed by unanimous voice vote.

**Case # 13171 – Emko Properties, Inc. – 1251 N Gary Avenue  
Special Use Permit – Automobile Laundry (Car Wash)  
Final Planned Unit Development Plan  
Gary Avenue Corridor Review**

Assistant Community Development Director, Don Bastian stated that this is a case for the north side of the Windfall Plaza Property on North Gary Avenue; plans have been submitted for a Jet Brite Car Wash to be built there. It's in process and I expect a resubmittal any day now, back when we sent the review letter on July 16, 2013, we published the notice to make it possible for the Commission to hear that case tonight but they haven't responded yet so the case is not ready, sometimes we have to plan for agendas accordingly and if the notice does not get into the paper they can't be heard by the Commission. At this point with the schedule we have coming up we'd like to ask the Plan Commission to continue that hearing to the September 9, 2013, agenda.

Commissioner Creighton moved and Commissioner Spink made the second to approve the continuation to September 9, 2013, agenda.

Commissioner Petella asks a question not to affect the outcome but asked if Jet Brite is local or from out of town, Mr. Bastion answered Jet Brite Car Wash has three other locations in the Chicago area.

The results of the roll call vote were:

Ayes: 7 Chairman Christopher and Commissioner Spink, Petella, Hennessey, Creighton,  
Smoot and Joseph  
Nays: 0  
Abstain: 0

**Case # 13178 –Northern Builders – 115-175 Della Court  
Special Use Permit – Motor Freight Terminal and Outdoor Activities and  
Operations  
Variation – Fence Code**

Chairman Christopher swore in the witnesses, Brian Gilsinn, Director of Business Development for Northern Builders, 5060 River Road, Schiller Park, IL. 60176 and Craig Dowden, 31325 N. Oak Plain Road in Libertyville.

Brian Gilsinn states that Northern Builder is acting as the owner's rep for this project to assist the property owner and FedEx as the potential tenant or client as representing the building. What I would like to do is explain what Northern Builders has proposed on the site plan. What Northern Builders is proposing for FedEx is to add a 180 foot drive aisle on the south side of the building to allow FedEx Home Delivery Vans to access the site. They will access the site through sliding gates at this point (indicated the location on the site plan) which is triggered by a pedestal card reader, and the sliding gate is actually beyond the 400 foot setback for the Gary Avenue Corridor. We purposely placed those in order to meet the review criteria for the Gary Avenue Corridor Review. The fence that will encompass this area will be a wood fence that projects out from the building and transitions into a turnstile gate for employee access. You'll have your sliding chainlike gates at this point for vehicle access it will turn to the west and this will be a wooden fence to this point then two manual chain-link gates. Then a wood fence all the way to the end of the property line. All fencing on this project will be 7 foot high gates included to meet the fencing criteria. We did propose on the landscape plan that Craig can talk about additional screening for landscaping purposes to help with the Della Court criteria. All the access for this project will be on the west side of the building and be concealed from Gary Avenue. Basically what they will be doing in the back is cutting in some dolly pads for the trailer parking, we bumped the rear section back about 6 feet in order to accommodate trailer parking and also to give access to the ramp and drive in door that we will cut in to the building for them. Everything else you see in the parking lot will be restriping of the existing parking lot. A new overhead door will be cut in here and this will allow access to the new space to be occupied by FedEx. The other thing to take place in the building will be the striping of the entire building to accommodate parking and explains the purpose of the parking, which is for dollies, FedEx Home Delivery Vans and tractors, which are the front of the tractor trailers. (Brian Gilsinn shows the Plan Commission parking sketches). FedEx's main goal is to direct all traffic semis and home delivery vans through Della Court. They have two check in points one here as the new proposed pedestal entry way with slider gate and the other entry point for the tractor trailer is through the 205 Della Court which a gate and guard shack already exists in this entry way. There will be some access down on Gary Avenue for the overhead door only and this will be very minimal. The whole object of the fence variance and the fence use is for security purposes for the facility, security in the means of protecting the goods that are stored inside the facility. Dual purpose for the fencing is also to separate the auto vehicle parking from the FedEx consumer vehicle parking which is in the rear of the building. So all the parking that will be in the rear will be empty trailers. There are 105 stalls to accommodate them. This was designed for over



flow parking from the neighboring facility. The access for the neighboring facility will come down through the extension and sit until the next day's operation. Mr. Gilsinn asks if any one has any questions about the operation or use. Chairman Christopher answers not now, and asks the Plan Commissioner's if they have any questions. None of the Commissioners have any questions at this time.

Craig Dowden states that he is the President of James Dowden and Associates Landscape Architects in Libertyville. Mr. Dowden states when Brian approached them about this project, because we have worked on this project previously, he was aware of the site surroundings and plant materials that have been installed previously. When Brian mentioned to me the area that was going to be addressed I knew there was already some plant materials in there and those have been reflected within the landscape plan here so I am showing the existing materials but I have accentuated those plant materials with a number of evergreens, we have some Norway Spruce in this area, some Black Hill Spruce picking up right here and some additional on this side here to provide some screening, the fence is wooden, the fence is 7 feet high but I always like to add landscaping which adds a certain element to it. I only went with evergreen plants, there's a number of deciduous plant materials out there already that provide some good screening and some color at various times of the year but obviously they drop their leaves so I think by adding the dozen or so evergreens that we would put in that area it will be the foundation for a nice forestry that is going to screen off that fence and grow to screen off the area, so it should not be as visible to the people coming down Della Court and shouldn't be visible at all to any one coming down Gary Avenue. Looking back at that area they will see a little bit of the landscape screen that exists down there now and they will pick up a lot of the evergreen screen so the vision should be screened well by the evergreens that are proposed.

Chairman Christopher asks Mr. Dowden if he is finished, Mr. Dowden apologizes and states he will address any questions.

Chairman Christopher invites the audience to speak if they wish. There is no response.

Chairman Christopher asks Mr. Bastian for the staff report.

Assistant Community Development Director, Mr. Bastian states he will summarize. Some background, 205 Della which is the property just to the west received the Zoning approvals back in 1998 to have a motor freight terminal in that building and actually began as Roadway Packaging System (RPS) that merged with FedEx Ground and so FedEx Ground has been operating out of the 205 Della building to the west since about 2000. In 2007 FedEx Ground expanded into the northern, roughly 40% of this building at 115-175 Della Court and the floor plan that you see on exhibit A on the northern side of the building essentially has been in place I believe approximately since 2008, that operation has been ongoing in this building and in fact they received Gary Avenue Corridor approval from the Plan Commission back in '07 to have that overhead door cut in on the east side of the building, there was some additional landscaping that had to be installed as part of that project, and again in 2008 they took a portion of the building on the south side of Della and FedEx turned part of the building into an indoor parking garage for employee parking and so now FedEx wants to fully occupy the remainder of the building. As the applicant mentioned, essentially the southern 2/3 or 60% of the building will be used for vehicle parking, dolly parking, trailer parking, tractor parking and what is going on currently in the northern 40% of the building will continue on the way it is. So it's really just a need for them to have more area to store vehicles and trailers along with 105 trailer spaces outside of building on the west side, that are shown on exhibit A. We felt it was appropriate for them to request a motor freight terminal special use; we've looked at site operations traffic circulation parking all the factors that we would typically be interested in and the development review staff for the Village of Carol Stream finds no real concerns with the layout and the operation the way they have it proposed. Specific to the outdoor storage or parking



of the trailers as noted on page 4 the Zoning Code requires that to be screened and with the combination of several factors, 1. The trailers are parked back behind the building almost entirely blocked from view of Gary Avenue by the building itself, 2. The 7 foot tall fence, 3. The existing landscaping materials and finally the additional evergreens that will be planted, we are confident that the screening that is proposed is consistent with or even exceeds the standards of screening that we've typically required for outdoor storage in the Industrial District. Staff has no real concerns with either of the Special Use Permit requests. The Fence Code Variance is simply to allow a fence to be installed in a corner side yard which is what the Della court frontage is on this property, they have kept the fence back about 50 feet from the property line so it not as though its right on the street, but a fence is necessary at this location both for security and screening purposes. The staff does not object the request for the fence code variance. With that I will be happy to answer any questions that the Plan Commission has.

Commissioner Joseph asks how long the 60% of the building has been unoccupied, Mr. Bastian states it has been some period of time and can't recall how long exactly. Commissioner Joseph asked if it was before 2008 or after 2008, Mr. Bastian asks the petitioner to speak to whether or not he recalls the time frame of it being empty, Mr. Gilsinn states he does not know the exact time frame but it has been a couple of years.

Chairman Christopher asks Commissioner Joseph if he has any questions. Commissioner Joseph asks Mr. Gilsinn about a guard house or guard shack on the property but in the staff report there doesn't appear to be one, will there be a guard shack or not. Mr. Gilsinn states the only thing on the property will be the turnstile that will go beyond the Gary Avenue Corridor Setback. There is an existing guard shack at the 205 Della Court which is the neighboring property. We do not propose anything for this project. Commissioner Joseph addresses the existing guard shack on the neighboring property doesn't have anything to do the FedEx at all nor does it? Mr. Gilsinn states it does, Commissioner Joseph asks if it is staffed by FedEx, Mr. Gilsinn states yes. Commissioner Joseph asks if the turnstile has a card reader or is it manual. Mr. Gilsinn states the turnstile is manual but the sliding gate will have a pedestal card reader for vehicles with access to this site. Commissioner Joseph has no more questions.

Chairman Christopher asks Commissioner Petella for any questions. Commissioner Petella asks if the sliding gate with the card reader, will it be used as an entrance or an exit since one exists on the back side of the building. Mr. Gilsinn states this access will be used as an entrance for the small vehicles such as the Home Delivery Vans. So you are going to be coming in and out through Gary Avenue through that gate off Gary Avenue? Mr. Gilsinn states that they will come on Della Court making a right on the first curb cut and then come into the property. Commissioner Petella thanks Mr. Gilsinn.

Chairman Christopher asks Commissioner Spink for any questions. Commissioner Spink asks about the chain link gate, will there be slat inserted to screen the property. Mr. Gilsinn states currently they do not have slats proposed for the chain-link gates. Commissioner Spink states being that you have a wooden fence around the entrance for security and screening would you not have the same for the gate by putting some sort of slats to obstruct view. Mr. Gilsinn states the protection is just to keep people out of this site. It has its security purposes. Commissioner Spink states she understands that but the slats would also keep people from seeing what's inside. Mr. Gilsinn agrees and states that it can be discussed if it is a requirement. Commissioner Spink states it is off of Gary Avenue and although she knows it's a distance but the trucks are going to come in and out and I feel that it should have slats. Mr. Gilsinn states what they currently have is a chain-link fence at the property line that's visible from Della Court and some portions of Gary Avenue depending on your location, they existing 205 Facility actually has a 12 or 15 foot chain-link fence that's a sliding gate with a structural support to allow vehicles in and out so we proposed was what we figured was minor from what was approved for the existing facility at 205 Della Court.



Commissioner Spink states the 205 facility is set further back than this one. Mr. Gilsinn states he can show where 205 Della Court is located. They are both about 50 feet from Della Court. Commissioner Spink asks if they will both enter at the same point. Mr. Gilsinn explains they will come down Della Court and the entrance is about 50 feet from the cul-de-sac on Della Court. Commissioner Spink clarifies she is talking about the front end and Mr. Gilsinn is talking the back end. Chairman Christopher asks Mr. Bastian about any requirements for slats for that cross gate. Mr. Bastian states that is not required and explains what Commissioner Spink is saying, the proposed slider gate is closer to Gary Avenue than the existing gate at 205 Della. We have been working with the applicant for almost two months now and it may be hard to pick up on the plan but there is a dashed line that runs all the way across the building and the property and that line is intended to represent the 400 ft. setback from Gary Avenue. Mr. Gilsinn points the line out on the plan. Mr. Bastian states the significance of the line is that on a property that has frontage on Gary Avenue of course is subject to the Gary Avenue corridor regulations but if the improvements are further than 400 ft. away from Gary Avenue than it is basically no longer in the corridor. At our suggestion the applicant team has tried to keep everything outside of the 400 ft. Gary Avenue Corridor Zone to avoid some the issues that come up with putting in improvements within the corridor. We haven't recommended as a staff that they be required to put slats in the fence but I don't think that's an unreasonable request as we've used slats before in cases where we are trying to improve screening, I guess the staff felt that the evergreen landscaping enhancement that are going to be done to the south side of the new drive aisle looking at exhibit B they have 6 new evergreen trees they are going to plant in a staggered fashion in addition to what's there so staff did not push hard for slats but that doesn't mean they couldn't be put in. Commissioner Spink expresses a concern that the evergreen put in would not be big for at least five years. Mr. Gilsinn states they won't be significant size that's correct. Commissioner Spink states that it will be nothing till then and that's if they take. Mr. Gilsinn agrees but keep in mind right now the visibility off of Gary Avenue is almost minimal with existing landscaping that's in place by us adding more landscaping the chances of anyone seeing this portion of the building and back from Gary Avenue is almost impossible. Commissioner Spink asks if the traffic there is significant from 3:00 AM to 3:00 PM, when would the highest influx of traffic hit that area going to Gary Avenue, or are they not coming out on Gary Avenue, they will go back the other way? Mr. Gilsinn states the adjacent property of 205 Della Court is in the rear, so basically the majority of the traffic will come down Della Court and back onto Gary Avenue. Commissioner Spink had a concern about the trucks just coming out while traffic is heavy. Mr. Gilsinn states to keep in mind we are not proposing any additional employees and actually the truck usage should decrease by this proposal what they are trying to accomplish here is overflow parking for the facilities. And the majority of the parking is inside the building. Commissioner Spink asks if the parking is for employee parking, Mr. Gilsinn states no the employee parking is designed to meet code outside the building from one fence line to the other fence line. Commissioner Spink asks if the traffic flow in one certain direction or can they go in any direction? Mr. Gilsinn states right now because they don't have access through his direction they do receive some of the Home Delivery Vans come right through here and into the building. Mr. Gilsinn does not know what percentage it is but he thinks it's about 50%. Chairman Christopher asks if those are the smaller vans. Mr. Gilsinn states yes and the purpose of the whole project is to get all the traffic to come down Della Court enter circle around then come around and park the trailer to get the traffic off of the Gary Avenue Corridor.

Chairman Christopher asked Commissioner Smoot if he has any questions.

Commissioner Smoot has not questions.

Chairman Christopher asked Commissioner Creighton if he has any questions.

Commissioner Creighton asked for the advantages of creating that drive-isle along the side with the first curb cut instead of using the entrance on the second curb cut? Mr. Gilsinn states they had



to create the additional curb cut to prevent the trailer that would be parked from being in the way. By creating the first curb cut access to get the vehicles in and out while the trailer is parked.

Commissioner Hennessey and Chairman Christopher did not have any questions.

Commissioner Spink remembers the question she had for Mr. Bastian, did any resident call in with concerns or complaints to this happening. Mr. Bastian states we did receive a phone call from the adjacent business on Tubeway Drive and I answered that gentleman's question but we had no other contacts about the public notice sent out or that appeared in the newspaper.

Commissioner Hennessey moved to approve with staff's recommendations and Commissioner Smoot made the second to approve.

The results of the roll call vote were:

Ayes: 7 Chairman Christopher and Commissioner Spink, Petella, Hennessey, Creighton, Smoot and Joseph  
Nays: 0  
Abstain: 0

Chairman Christopher reminded the petitioner that the Plan Commission's recommendation would be forwarded to the Village Board at their next meeting, at which time the Board would take final action on the matter. Mr. Bastian stated the Village Board has recently taken action to start the Village Board meetings at 7:30 PM instead of 8:00 PM.

Commissioner Creighton moved to close the Public Hearing and Commissioner Spink made the second to close. The motion passed by unanimous vote.

**NEW BUSINESS:**

Mr. Bastian proposes a question about the Plan Commission moving up the start time to 7:00 PM instead of 7:30 PM. No decision was made at this time, but most Commissioners indicated no objection to moving the meeting to 7:00 PM.

Discussion for the cancelation of August 26, 2013, Meeting. The motion passed by unanimous vote.

**ADJOURNMENT:**

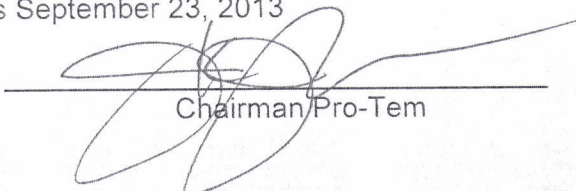
At 8:05 p.m. Commissioner Hennessey moved and Commissioner Creighton made the second to adjourn the meeting. The motion passed by unanimous vote.

FOR THE COMBINED BOARD

Recorded and transcribed by,

  
\_\_\_\_\_  
Roberta Vogel  
Community Development Secretary

Minutes approved by Plan Commission on this September 23, 2013

  
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Chairman Pro-Tem