

**Regular Meeting – Plan Commission/Zoning Board of Appeals
Carol Stream Fire Protection Bureau Station 28, DuPage County,
Carol Stream, Illinois**

***All Matters on the Agenda may be Discussed, Amended and Acted Upon
June 26, 2017.***

Tom Farace, Planning and Economic Development Manager, called the Regular Meeting of the Combined Plan Commission/Zoning Board of Appeals to order at 7:03 p.m. Chairman Parisi directed Jane Lentino, Community Development Secretary, to call the roll.

The results of the roll call were:

Present: Chairman Frank Parisi, Commissioners Dave Creighton, Angelo Christopher, Frank Petella, Dee Spink, Charlie Tucek

Absent: Commissioner John Meneghini

Also Present: Tom Farace, Planning and Economic Development Manager, Jane Lentino, Secretary, and a representative from DuPage County Court Reporters.

MINUTES:

Commissioner Spink moved and Commissioner Petella seconded the motion to approve the minutes of the meeting of May 22, 2017, with one correction.

The results of the roll call vote were:

Ayes: 4 Commissioners Creighton, Christopher, Petella, Spink.

Nays: 0

Abstain: 2 Chairman Parisi, Commissioner Tucek.

Absent: 1 Commissioner Meneghini.

PUBLIC HEARING

Chairman Parisi asked for a motion to open Public Hearing. Commissioner Creighton moved and Commissioner Spink seconded the motion.

Case # 16-2082 – Geneva Crossing Phase II – Dave Scheffler – 2442 N Main Place
An Amendment to a Special Use Permit for a Planned Unit Development
Special Use Permit for Day Care Center
Approval of a Preliminary/Final Planned Unit Development Plan
Plat of Subdivision

Chairman Parisi swore in the witnesses, Mr. Richard Guerard, 310 County Farm Road, Wheaton, IL, Mr. David Scheffler, 31W271 Army Trail Road, Wayne, IL, Mr. Ron Sorce, Source Architecture, 3030 W. Salt Creek Land, Arlington Heights, IL.

Mr. Guerard stated that he is the attorney for the applicant, Dave Scheffler, who is the owner of the property at 2442 North Main Place. He stated that the property is approximately 8.5 acres, north of Geneva Road and on the west side of Schmale Road. He explained that there is an application filed for an amendment to a Special Use for a Planned Unit Development, a Special Use for a Goddard School day care center, a preliminary and final for the Planned Unit Development, and a plat of subdivision. Mr. Guerard also stated that they are seeking a preliminary plan for Building "A". Mr. Guerard stated that there are three lots and lot one is for building "A", which is a building that has no builder/buyer at this time and would go through the application process in the future.

Mr. Guerard stated that the final, preliminary engineering and plat for the Goddard School have been submitted.

Mr. Guerard introduced the property owner, Mr. David Scheffler, Mr. Levi Ottwell, Project Manager for Goddard Systems, Mr. Ron Sorce, Sorce Architects, along with the developer and others.

Mr. Guerard explained the history of the annexation of Geneva Crossing Phase II, stating that is was originally going to be retail, and with the change in the economy, that this is the way to begin development of the property. He stated that the footprint remains essentially the same, and that the Staff Report is very comprehensive.

Chairman Parisi, asked for questions or statements from the audience. There were none.

Chairman Parisi asked Mr. Farace for the Staff Report.

Mr. Farace stated that the petitioner is seeking an amendment to a Special Use for a PUD, along with a Special Use permit and final PUD approval for a Goddard School daycare center, preliminary PUD plan approval for a 30,690 square foot commercial building, and a plat of subdivision for Geneva Crossing Phase II.

Mr. Farace referred to a slide with an aerial photograph showing the property near the corner of Geneva Road and Schmale Road. He stated that Geneva Crossing Phase I was developed in the late 1990s and that Geneva Crossing Phase II is just to the north and east. He stated that the specific area that is being referred to is the southwest quadrant of the development. Mr. Farace showed a slide with the proposed preliminary Geneva Crossing Phase II building from the late 1990s, which was never built. He showed the area and the site plan with the proposed commercial building and the area with the Goddard School.

Mr. Farace stated that the Goddard School site plan proposed a building slightly over 9600 square feet, the parking lot to the west, two curb cuts for parents to enter to bring children into the building and to pick up the children as well.

Mr. Farace stated that the nationally known Goddard School has over 400 day care centers across the country, several of which are in Illinois, and that Staff was familiar with their operation and comfortable with the information provided and with their parking numbers. He stated that the hours of operation are 7:30am until 9am for child drop off and 4:30pm until 6:00pm for child pick up.

Mr. Farace showed the proposed playground equipment and shade structure. He stated that the proposed playground and shade structures for kids and toddlers north and south sides of the property, and it will be fenced in for security measures.

Mr. Farace stated that, in the annexation agreement and development agreement from the 1990s, the buildings in Geneva Crossing Phase I and Phase II should blend architecturally. He stated that the Goddard School has its own architectural look with all of their buildings. He stated that staff worked with the architect toward a compromise where Goddard could still have their look/identity, but that it would blend with the Phase I building. He stated that the brick would match as closely as possible to the existing building, and that some detailing, such as the cornice, a feature along the front entrance and the

dormer windows that would also match, and that there is a Staff provision within the development agreement that states that all buildings should match was being met.

Mr. Farace stated that the property is one large lot, and that it will be subdivided into three lots, lot 1 is the proposed commercial building "A", lot 2 is the Goddard School, and lot 3, which is the remainder of the property, will include a detention basin to the north of the Goddard School, which would be detention for the property as a whole.

Mr. Farace stated that Staff has reviewed the proposed subdivision plat with Community Development, Engineering Services, and the Clerk's Office, and that they are supportive of the subdivision, that it meets the requirements of the subdivision codes, and approval is recommended over all, with the conditions listed at the end of the Staff Report.

Chairman Parisi asked for questions from the Commission.

Commissioner Tucek asked if the queueing system for child drop off and pick up was an issue at the other schools.

Mr. Levi Ottwell stated that the parents don't queue, or drop off their children. He stated that the parents park and bring the children in, check in, and check the child out upon pick up. He stated that there are 39 spaces on the lot, that they aim for between 30 and 35 spaces, and that usually suffices for everything except an occasion where everyone is there all at once, such as a graduation night.

Mr. Farace stated that there is not a drop off spot.

Commissioner Petella asked how many teachers would be in the building and if they drive themselves individually.

Mr. Ottwell stated that there nine classrooms and that each room would have two teachers when at maximum capacity for a total of 18, the franchisee/operator and the director, initially taking up 20 spaces.

Commissioner Petella asked how many spaces would be left for drop off and pick up.

Mr. Ottwell stated that would leave 19 for drop off & pick up, and that during peak times there can be as many as 15 cars per half hour, estimating approximately 45 cars during a period of hour and a half.

Commissioner Petella asked Mr. Scheffler if the building on lot 1 will match the brickwork, etc., with what's being built in Phase I.

Mr. Scheffler clarified that lot 1 was the proposed 30,000 sf building, and said yes that it would directly match the building in Phase I.

Chairman Parisi clarified that they are submitting preliminary PUD for lot 1 and they will need to come back to the Plan Commission for final PUD, which will show the esthetic of the building.

Commissioner Spink had no questions.

Commissioner Creighton asked Mr. Ottwell to describe the retaining wall, i.e. height, material, etc., and if it would be enough to keep cars from plowing into the playground

Mr. Sorce stated that the retaining wall is about 2 feet tall and is a typical block retaining wall, the intent of the wall was to protect the playground from cars, and the fence would be elevated above the wall so as not to have a series of bollards obstructing the wall.

Commissioner Creighton asked Mr. Scheffler what kind of business he was trying to attract to building "A".

Mr. Scheffler stated that he was hoping to attract sales tax generating businesses, but he would go for what comes.

Commissioner Creighton asked about parking for building "A" being shared with the existing lot from Phase I.

Mr. Scheffler stated that it was all laid out in the 1997 annexation agreement, that the parking for building "A" had to be in the lot for Phase I, and there is an operation easement agreement which explains the cross access easement for traffic and foot traffic and lays out how the cam charges for parking lot maintenance charges would be divided.

Commisisoner Creighton asked where the curb cuts will be for lot 3.

Mr. Scheffler stated that lot 3 could have a curb cut in the south central part of the property at the 'S' curve, at the north side of Goddard, at the rear end of Firestone, and off of Main Place. He stated that they are working on incorporating the triangular piece in front, and they would like to see a driveway through there to the center of the property. He stated that whoever goes into Lot 3 would want to have as much visibility on Schmale Road as they can get.

Commissioner Creighton asked to clarify that traffic for lot 3 will not be using the parking for lot 2.

Mr. Scheffler said nothing will be connecting Goddard and building "A".

Commissioner Creighton asked if the Phase I development undergoes a facelift would it look like the Goddard School.

Mr. Farace stated potentially not and they would have to see what was being proposed.

Commissioner Creighton asked if there was a variance for the sign code for the Goddard School signs.

Mr. Farace stated that there was a provision that since this is a request for an amendment to a PUD, it is part of the amendment.

Commissioner Christopher asked to clarify if the two foot retaining wall was going to hold up the sidewalk and whether it was a safety issue or a structural issue.

Mr. Sorce stated that it was both.

Commissioner Christopher asked about the radius of the curve and where snow would be stockpiled.

Mr. Guerard stated that relied on the engineer to size the elevations and the grading.

Commissioner Christopher asked to clarify if the retaining wall would stop a car coming 40 mph.

Mr. Sorce said that at 40 mph, a car will jump a curb.

Chairman Parisi asked if the sign Mr. Farace was referring to was a ground sign or a wall sign and asked where it would be located.

Mr. Farace stated that it was a ground sign and showed that the sign would be parallel to the drive aisle between the two curb cuts in the landscape island.

Chairman Parisi asked if they offset the drop off times to accommodate the parking.

Mr. Ottwell stated that there are 460 schools across the country and that the least amount of parking they will accept is 35 spaces because that's what they feel accommodates a standard school of this size. Staggering is not required because there are some parents who use the school's services half day, so the teacher count fluctuates and not all 18 teachers are there at 7:00AM. He stated that if the classroom reaches half capacity by 9:00AM it would only require one teacher. He said that the teacher load increases as the day goes on, and decreases as the afternoon progresses.

Chairman Parisi commented on the architecture and thanked them for tying into the architecture of the other buildings.

Chairman Parisi asked Mr. Farace what the roof is on the main Geneva Crossing, and asked to clarify if they were metal.

Mr. Farace stated that they were standing seam metal roofs.

Chairman Parisi asked what color shingle was being proposed.

Mr. Sorce stated that the shingles would be compatible with the brick, and showed a sample of the brick, and a speckle of red would be incorporated into the shingle.

Mr. Guerard stated that there are eight conditions recommended by Staff and that they are agreeing to all of them, but would like the Commission to consider giving Staff discretion with number 6, which asks that the developer provide written approval from the owner of the Geneva Crossing Phase I property to modify crosswalks in the handicapped parking space on Phase 1 property prior to issuance of a building permit. Mr. Geurard states that the Petitioner will comply and will be paying for the modifications, but is asking Staff have the ability to move forward with the building permit without written approval, as long as they are comfortable that the modifications stated in number 6 are complied with.

Chairman Parisi asked Mr. Farace if he was comfortable with that request.

Mr. Farace stated that notice has been sent to the owner of Geneva Crossing Phase I, which has a local representative as well as an out of town contact, and that Staff has little doubt that they will be fine with crosswalk and handicapped parking space modifications, and it would be fine.

Mr. Farace stated that the condition was added because the required modification is technically on someone else's property and Staff felt it was appropriate to offer notice in written form before the work is done.

Chairman Parisi stated that he would make the recommendation if the rest of the Commission agrees to empower Staff to follow up on the condition at their discretion, and augment the motion to implement item number 6.

Commissioner Petella moved and Commissioner Creighton seconded the motion to approve except for recommendation number 6 which will be at Staff's discretion.

The motion passed.

The results of the roll call vote were:

Ayes: 6 Commissioners Creighton, Christopher, Petella, Spink, Tucek, Chairman Parisi

Nays: 0

Abstain: 0

Absent: 1 Commissioner Meneghini

This case will go before the Village Board of Trustees on Monday, July 17, 2017, at 7:30 PM for formal approval.

Case #17-0003 – North Avenue CS TMG, LLC/The Missner Group – Barry Missner – 465 W North Avenue and 26W220 North Avenue

A Zoning Map Amendment (Rezoning) from B-2 General Retail District to I Industrial District

A Zoning Map Amendment (Rezoning) to I Industrial District upon Annexation

Termination of a Special Use Permit

Zoning Code Variations – Building Setback and Landscape Buffer

North Avenue Corridor Review

Sign Code Variation – Off Premise Sign

Plat of Consolidation

Chairman Parisi swore in the witnesses, Tracy Kasson, Attorney with Rathje and Woodward, 300 E Roosevelt Road, Wheaton, IL, Barry Missner, CEO of The Missner Group, 1700 W Higgins Road, DesPlaines, IL, James Putnam, Engineer with Kimley-Horn, 1001 Warrenville Road, Lisle, IL, Brian Kling, Colliers International, Rosemont, IL.

Mr. Kasson explained that The Missner Group is the contract purchaser of two parcels of property located at the northeast corner of North and Kuhn Avenues. He stated that there are several applications, one is for rezoning from B-2 to I Industrial for 465 W North Avenue, approximately 12.2 acres, and zoning 26W220 North Avenue, approximately .7 acres, to I Industrial upon annexation, and that both parcels will be combined into one upon purchase. He also stated that there were applications for a number of variations, including set back reduction at the west end of the property from 100 feet to 75 feet, reduction of landscape buffer on west end of the north side of the property from 15 feet to three feet, a sign code variation for off premise direction signage at McNees and Kuhn on Village property, North Avenue Corridor Review Approval, Plat of Consolidation, and termination of an old Special Use for preliminary PUD granted in 1973 for office and restaurant use, which was never constructed. Mr. Kasson stated that all of these applications would have a condition that they would not be effective until the applicant purchases the property, as required by the existing property owners.

Mr. Missner stated that the Missner Group is a full service construction/real estate development and investment company founded in 1946, and that their focus over the last 10 years has been industrial development, focused on infill locations, and that Carol Stream fits that bill in terms of mature markets. He stated that their construction expertise helps them navigate through the zoning, entitlement, and physical barriers to construct in some of these market as pertains to consolidating lots, dealing with wetlands, soil conditions, etc.

Mr. Missner showed a slide of recent Carol Stream projects, and that since 2007 they have made five investments; three were development sites including 417 Village Drive, 225 Westgate Drive, acquired 640 Kimberly Drive, which they see as a redevelopment site, and purchased and sold 258 Westgate Drive. He stated that Carol Stream is a good location that fits within their business model.

Mr. Missner stated that the proposed development is a 192,000 square foot building designed for four tenants with the front of the building along North Avenue and docks along the back, with enhanced corner entrances and a center entrance which could create a third or fourth tenant. He stated that they

are focused on the small to medium sized industrial user of 30,000 to 50,000 or 60,000 square feet, and feels that The Missner Group has a competitive advantage over other institutional owners.

Mr. Missner showed a slide with elevations showing a precast building with architectural elements. He stated that they worked with Staff to make sure that it would be enhanced to comply with and look good along the North Avenue Corridor.

Mr. Missner showed that there would be ingress/egress on the site of the .7 acre parcel due to the full crossover at North Avenue going eastbound which, would accommodate car traffic, and that truck traffic would come up Kuhn Road, make a right into rebuilt cul de sac at McNees, go to their docks, exit on McNees, go south on Kuhn Road, and either east or west onto North Avenue.

Mr. Missner stated that there is a 100 foot setback for buildings in the North Avenue Corridor. He stated that this particular site tapers and gets narrower as you head toward Kuhn Road from the east, and would be very tight making the 100 foot setback which clips across the southwest corner of the building, causing the building to become shallow and unattractive.

Chairman Parisi asked for questions from the audience.

Frank Cerwin, 357 Shelburne, asked about truck traffic citing that the fire trucks are trying to get out from Kuhn as well.

Mr. Missner stated that the smaller tenants that they are trying to attract will not have the same type of trailer traffic as in a 300,000 or 400,000 square foot distribution center. He stated that the building is designed with 21 docks, so it's not set up as a mass in and out trucking facility.

Mr. Putnam referred to the site plan stating that there is no parking for trucks and that it is limited to the truck dock areas. He stated that the rest of the parking is vehicular.

Chairman Parisi asked Mr. Putnam to walk through the anticipated truck traffic flow from North Avenue, to Kuhn, to the site and back out.

Mr. Putnam stated that the flow of truck traffic go from North Avenue to Kuhn and make a right turn onto McNees, which will be widened so that a truck can make a full turn and not block an outbound truck. He stated that trucks will queue at Kuhn and North Avenue to exit the site and that would not be any truck traffic north or south. He stated that the queueing was set up by IDOT for North Avenue as it is an SRA route, and that they dictate the timing of the light, which is about two and a half minutes. He stated that there is about 350 feet of queueing on Kuhn Road before even coming to McNees, and that it is all set up to handle this.

Chairman Parisi asked how the cul de sac impacts the traffic on McNees and the truck traffic coming onto the site, and if it was needed to maneuver truck traffic onto the site.

Mr. Putnam stated that the cul de sac is a result of the Engineering Services to provide the opportunity to make a u-turn without having to go through the site, and it was not needed to maneuver any truck traffic on the site.

Mr. Cerwin asked what the hours of operation would be.

Mr. Missner stated that the hours at facility would not be restricted, and they are not planning on having 24 hour access, but that they want to ability to lease it to a tenant that complies with zoning and restrictions for their use.

Mr. Farace stated that, at this point, there are no uses and that the building is speculative, and that it is tricky to answer hours of operation.

Mr. Cerwin stated that the Fire Department has been good about not hitting their horns after 8:00pm and waking up the neighborhood, but if there's traffic, they will hit their horns.

Mr. Kasson stated that, as far as the rezoning, the Comprehensive Plan designates both parcels for industrial and recommends that they both get rezoned for retail. He stated that the big parcel has been vacant for 40 years with a retail and office development approval that never happened, and that this is the best and is appropriate evidence for rezoning. He stated that given the surrounding area and trended development, would not adversely affect the area.

Mr. Kasson stated that the setback variations are appropriate because of the unique angle of the lot going west and to the north, and it would be sufficiently screened and against the water reclamation district. He stated that, without the setback variation, they would have to reduce the pavement for the truck access area to less than 70 feet, which would not be adequate to serve tenants.

Mr. Kasson stated that the off premise sign code variation at the entrance of McNees would be directional only. He stated that it would be five feet high and a total of 22 square feet, and it is needed for trucks to know where to turn in. Mr. Kasson stated that if it were placed on their property it would not be functional for people coming down Kuhn Road.

Mr. Kasson stated that the plat of consolidation meets the Village's requirements and that the termination of Special Use is appropriate, and that all these need to be effective after the property is purchased.

Mr. Kasson stated that he spoke with Mr. Farace clarifying condition three which refers to outdoor storage or parking of trucks, trailers or containers requiring approval of a Special Use, and said that it should not include the loading dock areas. He stated that they would have signs posted to the north that which refer to no truck traffic or trucks parked in that area, but that it needs to be clear that they are allowed to be placed in the loading dock area.

Chairman Parisi asked secretary, Jane Lentino, to read a letter from the Forest Preserve District of DuPage County which offered comments and concerns, and requested that they be allowed to review and comment on revisions to plans as the project moves forward.

Chairman Parisi stated that the letter was to be treated as public comment, and asked for response from the petitioner.

Mr. Kasson stated that the building setback variance doesn't affect permeable surfaces versus impermeable surfaces, and that they meet all landscape setback requirements on North Avenue. He stated regarding the landscape buffer, that they are at 40 feet of the east side of the property where the requirement is 15 feet. He stated that they taper down to three feet, but the overall average is close to, or meets, the 15 feet. He said the if the parcel were zoned properly and not R-1, it would likely be less, and doesn't feel it has any impact as they are meeting all of the other pervious-vs-impervious requirements, and that they are following the best management practices to detain it.

Mr. Putman stated that they worked with Staff and they exceed the 15 feet on average and are not providing any additional impervious areas, and they are providing detention as required by code for the minor impervious area created by the setback.

Chairman Parisi asked Mr. Farace for the Staff report.

Mr. Farace stated that The Missner Group is requesting a zoning map amendment to rezone the larger property from B-2 to I industrial, a rezoning upon annexation for the smaller parcel to I Industrial, termination of Special Use permit for a PUD, Consolidation of both parcels, zoning code variations to reduce front building setback along North Avenue from 100 feet down to 75 feet and the rear

landscape buffer from 15 feet to three feet, a sign code variation for a, off premise directional sign along Kuhn Road, North Avenue Corridor review, and a plat of consolidation.

Mr. Farace showed a slide of the parcels and explained that the Village's Comprehensive Plan was updated last year, and one of the directives within the plan was to take a look at larger activity nodes. He stated that this property was zoned commercial since it was annexed into the Village in the early 1970s, and has very little activity from a commercial perspective whereas a light industrial/office development seems to be more appropriate for this parcel, and that if a large commercial/retail center were to have happened, it would more likely have happened in the 1970s or the 1980s. He said that, based on the market analysis that was done as part of the Comprehensive Plan update, it would make more sense to rezone this area for industrial development. Mr. Farace stated that, given these reasons, Staff is recommending the rezoning of this property for industrial development.

Mr. Farace stated that, along with the annexation in the 1970s, an unusual PUD plan was approved for office buildings and a restaurant, but that nothing came of it and no PUD plans were approved. He stated that since a Special Use was approved and nothing has occurred, then the Special Use has to be terminated. Mr. Farace stated that Staff feels comfortable recommending terminating Special Use since nothing has happened in 40 years.

Mr. Farace stated that the existing curb cut access will remain in its existing location and that the driveway will be modified based on the proposed plans. He said that it aligns with a roadway to the south of North Avenue which allows for truck traffic along Kuhn and McNees, which is more like a private driveway that extends east to provide access to the water reclamation center. He stated that access for trucks will extend along newly constructed McNees Drive to go into the parking area where truck traffic will occur along the rear of the property. He said that automobile traffic for employees or visitors would take place along the south and west sides of the property where there is a clear delineation between two types of traffic.

Mr. Farace stated, regarding the setback variations, that based on the angled configuration of the site the setback is not aligned with the straight north property line and there is over 100 foot difference going from east to west. He said that because of that, the required 100 foot setback is met along the east end of the property but not along the west end, and that the applicant and architects have done a good job with recesses in the building façade along North Avenue, but they are requesting a variation of 75 feet, and that pushing back the west end of building would make that portion of the building unsuitable for future tenants. Mr. Farace stated that staff feels comfortable supporting the variation request based on the architecture, parking, landscaping, and that the intent of the large setback was so that large buildings were not so close to the roadway. Mr. Farace stated that 75 feet is still far away, and that there are examples of setback variations in the Staff report.

Mr. Farace stated that the variation to reduce the landscape buffer from 15 feet to three feet going from east to west more than meets the requirements because the buffer at the northeast corner of the property is more than double what it needs to be. He stated that Staff supports the variation because there is a solid hedge of a variety of large shrubs being proposed, that the landscape architect did a good job providing more than what's needed, and that the true justification is that even though a 15 foot buffer is required based on the landscape code, it's required because it's a proposed industrial use that is adjacent to a residential use, and although the property to the north is zoned residential, it's the Village's water reclamation plant, which is not a true residential use.

Mr. Farace stated that, as part of development agreement that is being worked on by the Village attorney, there will be provisions allowing an off premise sign to the north, closer to McNees Drive for maintenance and insurance purposes, that will provide direction for the truck traffic, and that a variation is needed because the sign will not be on the petitioner's property. He stated that Staff feels comfortable supporting the request in this instance because if the sign would be located several feet away from the McNees Drive entrance if it were to be located on the applicant's property, and it is more logical from both a visibility and a directional perspective.

Mr. Farace stated that, in regard to the North Avenue Corridor review, Staff feels the building has been nicely designed with projections and recesses along the façade, particularly along North Avenue, and the site layout and landscaping are nicely designed as well. He stated that Staff is over all supportive of the project and recommend approval contingency upon the purchase of the property.

Chairman Parisi asked for questions from the Commission.

Commissioner Christopher abstained.

Commissioner Creighton stated that he feels that truck traffic and noise will be an issue, and asked if the loading docks will have backup alarms.

Mr. Missner that there will not be backup alarms.

Commissioner Creighton asked what beeps.

Mr. Kling clarified that on the back of some buildings there are dock locks which have a red light, meaning the dock lock is engaged, and if a green light is on it's safe to back up, but there is no audio that provides notification that trucks are backing up.

Commissioner Creighton asked whether or not trucks still beep upon backup.

Mr. Kling stated that he would not suggest that a truck not beep when backing up, however generally speaking, a semi-truck doesn't beep when it's backing up in a dock area, and that it may be more typical in a retail setting.

Commissioner asked if the petitioner was comfortable saying that beeping was not going to be an issue.

Mr. Missner stated that he is very comfortable that it's not going to be an issue, that tractor trailers are going to beep backing up, or that there are any beeps at the dock.

Commissioner Creighton asked about how many trucks per hour might be going in and out.

Mr. Kasson said that it's difficult to say because it is tenant based, but he can say that in its design, it is a 192,000 square foot building with 21 docks, and that does not indicate a high distribution use. He said that large distribution buildings may have double that many docks in terms of docks to square footage. He stated that, although he can't predict the frequency, the building is designed with limited truck docks spaced out between four potential spaces with no trailer parking, so it doesn't accommodate a heavy truck user.

Mr. Missner stated that the Staff put in the condition that Special Use would be required for trailer/truck parking outside the dock area.

Mr. Kasson stated that it can't be done at this location. He stated that it is not like an office building with peak hours where traffic is heavy at certain times.

Mr. Missner stated that it would be tenant dependent. He said that, given the depth of the building and what they are designing, it doesn't accommodate itself to a heavy trailer use. He said that some may come in, have a higher office component and little trailer activity, and someone could have more, but the building is not going to accommodate someone who is excessive because this is not a good building for that, and there are better buildings out there for that type of truck traffic and trailer parking.

Chairman Parisi said the knock out panels would allow the entire north elevation to have truck docks, and asked if the docks would be limited to 21 or will they allow the overhead doors to go where the tenant will need them.

Mr. Missner stated that the building isn't designed for heavier truck use and if that was the intention, they would put more docks in from day one as it is very costly to put them in after the building is built. He stated that they are making a guess as to what is out there based on their experience in this market.

Commissioner Creighton asked about IDOT changing the timing of the intersection, and if, in Mr. Putnam's experience, IDOT was amenable to change.

Mr. Putnam said that the timing at the intersection would be between the Village and IDOT, and that being an SRA route, it would be difficult as IDOT is more worried about getting traffic through North Avenue, but they could adjust it if they see a reason to. He stated that it would have to be a discussion between Engineering and IDOT.

Mr. Farace stated that Engineering Services had a discussion with IDOT and that, depending on the tenants, and if queueing requires it, another discussion could be had in the future.

Mr. Putnam stated that IDOT requires facts and data.

Creighton asked if IDOT has ever been known to make changes.

Mr. Putnam said that it would be a case by case basis.

Commissioner Spink asked if they have any idea who might be going into the building.

Mr. Missner stated that the honest truth is that they don't have anyone as a tenant. He stated that one of the risks of developing medium sized properties is that the tenant base is not out looking for space in advance of the building being built, and that often times this type of building is often built empty. He stated that they haven't done marketing for tenants because they don't want the market to believe that the building is being built under a certain time frame, and that it is a speculative development. He said that once the building is marketed that they would give a list of tenants that have been secured.

Commissioner Spink asked about the second parcel having a house and asked to clarify whether or not someone was living in it.

Mr. Missner stated that there was someone living in the house, and that it is a rental and the lease will either terminate or can be terminated given notice. He stated that both the owner and the tenant are aware of what's going on, and that the owner had to sign off on the petition to annex.

Commissioner Spink stated that she is against the project because of the unknowns, i.e. noises, tenants, number of trucks, and that she believes that warehousing belongs on the other side of Gary Avenue. She said that is how this town was processed in the beginning. She stated that they tried to put warehousing behind her home and she does not feel that they are doing a service to the residents in that area. She said that if some of the unknowns were answered she would say okay.

Commissioner Spink stated that the parcel was zoned for a restaurant/office building use since 1973 and that in that period of time no one else wanted an industrial building on that property. She said it would have been done when Trammell Crowe put in for Easton Park.

Commissioner Spink stated that until there is more information that she cannot approve this type of project in that part of Carol Stream. She said that 21 trucks are too many trucks and that the people

there are already fighting the noise of the fire engines. She stated that she is concerned about the truck traffic and feels that type of building does not belong in that part of Carol Stream.

Commissioner Petella asked if the same person has owned this property since 1973.

Mr. Missner said he believed that the large parcel has been owned by the same person, but the small parcel has traded hands within the last three or four years.

Commissioner Petella asked if Staff recommendation #3 meant that he would like to park trucks in the loading docks at night.

Mr. Missner clarified that the containers, trucks, etc., would be parked in the loading dock areas.

Mr. Farace stated that Staff is comfortable with parking in the loading dock areas, but that they were referring to parking in the rear of the property and the side aisle.

Commissioner Petella referred to IDOT and asked if they were going to allow people to exit the parking lot to make a left-hand turn to go east on North Avenue.

Mr. Missner stated that it was full access now.

Mr. Putnam stated that when IDOT reset North Avenue, the access points were predetermined with the knowledge that these would be for developments to make a left turn.

Commissioner Petella stated that at certain times of the day no one will be able to go east from the parking lot at that point and that he would suggest going to the light at Kuhn Road to cross North Avenue and that it is the most dangerous road around here.

Mr. Putnam said that IDOT has done just that. He said that the North Avenue Corridor is a unique thing that IDOT has been testing over the years with the intent of the entrances and gaps being used for u-turns.

Commissioner Petella asked if the Village be inclined to put a "No Right Turn" sign so that truck traffic would exit to North Avenue and not go north through the residential area, which includes a high school.

Mr. Farace said that it has been discussed based on the nature of the use of the building.

Mr. Missner stated that would be fine with that condition.

Commissioner Petella stated that he is trying to protect the residential neighborhood as much as he can from any more traffic because, although 21 docks may not be a lot, it could mean 21 more trucks that were not in a residential area before.

Mr. Missner stated he isn't saying that 21 docks means that there will not be truck traffic, he's saying that he's giving a relative description of a building of this type.

Commissioner Petella asked if the roof was a parapet or will the roof top mechanicals need screening, and if they could be screened from Kuhn Road.

Mr. Missner stated that the mechanicals would be screened along the south side where the offices will be. He said he didn't know what the sight line would be from Kuhn Road, but could have sight line studies done. He stated that he would work with Staff if there are southbound sight line issues.

Commissioner Tucek referred to Staff recommendation #10, asking if the lighting will be non-intrusive.

Mr. Farace said that #10 was geared toward the parking lot lighting.

Commissioner Tucek stated that this area has been dark for over 40 years and now there will be light, and asked that consideration for the residents be taken into account.

Chairman Parisi referred to the landscape plan and asked if they are going to landscape off the property on the buffer between McNees Road and the property.

Mr. Farace clarified that those are existing trees.

Chairman Parisi asked if the existing trees would remain.

Mr. Farace said that they would remain.

Chairman Parisi offered a suggestion regarding the circulation of trucks that there be directional signage pointing traffic to Kuhn Road at the intersection of concern.

Chairman Parisi asked Mr. Farace to clarify cross access on any site design.

Mr. Farace referred to the eastern property which is zoned commercial although it is recommended in the Comprehensive Plan that it be rezoned industrial, and is similar to having access along North and having secondary access along McNees onto Kuhn Road. He stated that it has been discussed that a small piece of property, which belongs to the Village, could have the gate removed on McNees to provide access to Kuhn Road in the future. He stated that two gates could be replaced at two other driveways to provide secure access to the water reclamation plant.

Commissioner Parisi asked if any of this had to do with the road on the east side of the Missner property.

Mr. Farace clarified that the cross access was off the private road.

Chairman Parisi asked for clarification on the height of the building and the relationship of the parking lot to North Avenue, asked if it was below North Avenue, and, if driving down North Avenue, would see the tops of cars.

Mr. Putnam said that it was below North Avenue. He said it was about five feet to finished floor of the building, and tapers off as North Avenue goes west.

Chairman Parisi asked about the results of the traffic study that, according to the Staff report, had been submitted to IDOT.

Mr. Putnam stated that they are in the data collection stages, and that even though it is an existing exit, a permit is required because they are widening the curb cut.

Chairman Parisi clarified the Staff recommendations stating that they had decided to retain condition #3 with a clarification that parking will be allowed in the loading docks, and condition #12 to provide additional signage off of the Missner property similar to the proposed site location sign off of the property that would restrict or limit no access going north the residential area, limiting all truck traffic between North Avenue and McNees Drive, and no traffic going north from McNees.

Mr. Farace said that, because traffic for the water reclamation plant is unknown, they may not want to say "no truck traffic" as trucks very likely go northbound.

Chairman Parisi changed his recommendation that if there is an issue that The Missner Group would provide the signage to comply with the sensitivity to the neighborhood, should it be identified as a concern raised by the Village.

Commissioner Petella stated that they went through this with the landscape waste management plant and that the trucks were not allowed to go north through the community.

Mr. Farace said that he could not exclude the water reclamation traffic from going one direction or another, and that they might not agree to that. He said that if they have trucks going northbound now they're not going to say trucks won't go northbound after this development is in place. He said that Staff will look into wording from previous cases.

Chairman Tucek said that it was as condition of the waste transfer station that no trucks could make a right turn to go north on Kuhn Road, and asked if the resident remembered how it was addressed.

Mr. Cerwin stated they had a different curb cut, and weren't sharing McNees.

Mr. Farace said that it might be able to be arranged to not have traffic from an industrial road going down Kuhn Road.

Mr. Missner said that signage might be able to be placed where trucks exit prior to reaching the cul de sac, and that signage could be moved from the exit to the actual truck dock. He said that they are open to whatever the Village would like to do, and that they would restrict their truck traffic going northbound.

Commissioner Petella said that they could make a case to talk to the water reclamation plant to see if there is any need to go north.

Chairman Parisi suggested that they empower the Staff and put it into the motion.

Mr. Missner stated that they will work the Village with whatever needs to happen to restrict traffic.

Chairman Parisi said that the petitioner will work with Staff and that it would be duly noted in the motion.

Mr. Cerwin asked if there is a left hand turn lane onto McNees if truck traffic will coming southbound on Kuhn into the facility.

Chairman Parisi said that he doesn't think that traffic is anticipated coming southbound from Kuhn Road.

Mr. Putnam stated that there is an adequate left turn land that comes all the way up Kuhn Road already.

Mr. Missner stated that a vast majority of the traffic would come from the North Avenue side.

Commissioner Petella moved and Commissioner Tucek seconded the motion to approve with Staff recommendations; removing recommendation #3, and adding recommendation #12 which provides for a south exit off of McNees to Kuhn Road.

The motion passed.

The results of the roll call vote were:

Ayes: 4 Commissioners Creighton, Petella, Tucek, Chairman Parisi.

Nays: 1 Commissioner Spink.
 Abstain: 1 Commissioner Christopher.
 Absent: 1 Commissioners Meneghini.

This case will go before the Village Board of Trustees on Monday, July 17, 2017, at 7:30 PM for formal approval.

Commissioner Creighton moved and Commissioner Tucek seconded the motion to close Public Hearing.

The motion was passed by unanimous vote.

OLD BUSINESS:

NEW BUSINESS:

Mr. Farace started that it has been a year since the new Comprehensive Plan was adopted, and that a suggestion in the new plan was to prepare a report that would list what had been worked on over the past year based on the recommendations of the Comprehensive Plan.

Mr. Farace stated that some of the projects that have been worked on in the past year are the Dermody Property project, the car wash, the Amita Health facility, the Grace Plaza development, and other developments as listed in the report.

Mr. Farace stated an application was submitted to the Chicago Metropolitan Agency for Planning (CMAP), which is the agency that the Village worked with to update the Comprehensive Plan, to see if the Village can work with them again through their local technical assistance program to update the zoning code and sections of the sign code.

Mr. Farace continued stating that the Village has annexed unincorporated areas, particularly along North Avenue and the west quadrant of town, citing the AT&T property and others in that area.

Mr. Farace stated that Economic Development initiatives listed in the report include maintaining and enhancing the industrial area, and that there have been a lot of additions in the industrial area.

Mr. Farace stated that along with encouraging businesses to attend certain industrial events through their regional organization, Choose DuPage, there was an event this past spring that emphasized business and workplace retention initiatives.

Mr. Farace said the activity in the three key opportunity areas, one of which The Missner Group is developing, also includes the Town Center where the WoodSpring Suites Hotel will be located, and the North and County Farm node where there is a lot of annexation activity.

Mr. Farace said that housing and other initiatives include property maintenance, code enforcement, and transportation initiatives, noting that PACE installed five very nice looking bus shelters along Gary Avenue. He said that the Village is hopeful that the bike path, which has been in the works for several years and will run along the west side of Gary Avenue from Army Trail Road down to St. Charles and connect with the Great Western Trail, will be installed next year.

Mr. Farace said that other engineering and natural environmental initiatives include Engineering Services looking at a study to stabilize the stream banks for several of the Village's creeks, including

Klein Creek, Thunderbird Creek, and the Kehoe Boulevard ditch. He said that they are working on a sewer use ordinance update.

Mr. Farace stated that the Village continues to improve communication, which will improve the Village's identity and image in the region, by using more social media tools, Facebook postings, and Twitter tweets. He said that the Village website will be updated sometime this year, which will help promote the community.

Mr. Farace stated that this information will be provided on an annual basis, and that there will be another update next year, and asked for questions.

Commissioner Creighton asked if it was Community Development that is focused on the Comprehensive Plan, or if other departments of local government thinks about these things as well.

Mr. Farace stated every department is brought into the mix. He said that when they are looking at projects through the Capital Improvement Program (CIP), they look at recommendations that were listed, so they work with Engineering and Public Works. He said that transportation initiatives are discussed with Engineering as well, and that the IT department is involved from a social media perspective.

Chairman Parisi asked if the process rewriting the zoning code was similar to writing the Comprehensive Plan.

Mr. Farace answered that if they are able to work with CMAP again, yes. He said that they are very into open houses, and public awareness and input, and they would also work with a consultant.

Chairman Parisi said that language is very important.

ADJOURNMENT:

At 9:04 pm Commissioner Creighton moved and Commissioner Spink seconded the motion to adjourn the meeting.

The motion passed by unanimous vote.

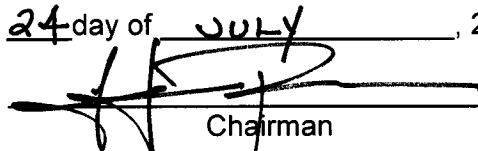
FOR THE COMBINED BOARD

Recorded and transcribed by,



Jane Lentino
Community Development Secretary

Minutes approved by Plan Commission on this 24 day of JULY, 2017.



Chairman



**Forest Preserve District
of DuPage County**

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Via email: tfarace@carolstream.org

June 26, 2017

Frank Parisi, Chairman
Carol Stream Plan Commission/Zoning Board of Appeals.
Village of Carol Stream
500 N. Gary Avenue
Carol Stream, IL 60188

Re: Public Hearing – Case # 17-0003
465 W. North Avenue and 26W220 North Avenue, Carol Stream

Dear Mr. Parisi,

The Forest Preserve District of DuPage County recently received a Notice of Public Hearing regarding TMG, LLC / The Missner Group's petition for rezoning, termination of a Special Use Permit, and a variation to set-back requirements. We appreciate receiving timely notification of such requests that may have an impact on District property, and thank you for the opportunity to comment.

Though reductions to setback and landscape buffers do not directly impact any Forest Preserves, we believe there can be indirect impacts. Setback reductions may allow a developer to increase impermeable surfaces which can decrease the amount of stormwater infiltrating into the ground. Landscaped areas and other open spaces provide permeable surfaces which allow stormwater to drain, filtering any pollutants before leaving the site. On a broad scale, continuous reductions in permeable surfaces sends more water to local streams and rivers, including the nearby Klein Creek, which subsequently increases the likelihood of flooding during large storm events. We encourage the Plan Commission/Zoning Board of Appeals to evaluate how this application changes the amount of permeable surfaces, and to promote as much permeable surfaces as possible.

We hope you will allow us the opportunity to review and comment on any revisions to plans as this project moves forward. Please consider this as the Forest Preserve District's request that this letter be read and entered into the public record at the hearing on Monday, June 26th, 2017. If you have any questions, please contact me at (630) 933-7235.

Sincerely,

Dan Zinner
Director of Resource Management and Development

cc: Joe Cantore, President
Al Murphy, Commissioner, District 6
Ed Stevenson, Executive Director