

**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
June 14, 2021.***

Chairman Parisi called the Regular Meeting of the Combined Plan Commission/Zoning Board of Appeals to order at 6:00 p.m. and directed Patty Battaglia, Planning and Permitting Assistant, to call the roll.

The results of the roll call vote were:

Present: 5 Commissioners Tucek, Meneghini, Petella, Christopher and Chairman Parisi

Absent: 2 Commissioners Morris and Battisto

Also Present: Tom Farace, Planning and Economic Development Manager; Patty Battaglia, Planning and Permitting Assistant; and a representative from County Court Reporter.

MINUTES:

Commissioner Petella moved and Commissioner Tucek seconded the motion to approve the minutes of the Regular Meeting held on May 24, 2021.

The results of the roll call vote were:

Ayes: 5 Commissioners Tucek, Christopher, Meneghini, Petella and Chairman Parisi

Nays: 0

Abstain: 0

Absent: 2 Commissioners Morris and Battisto

The motion passed by unanimous vote.

PUBLIC HEARING:

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

The results of the roll call vote were:

Ayes: 5 Commissioners Tucek, Petella, Christopher, Meneghini and Chairman Parisi

Nays: 0

Abstain: 0

Absent: 2 Commissioners Morris and Battisto

The motion passed by unanimous vote.

21-0014- Dynamic Investments, LLC – 680 E. North Avenue – Zoning Map Amendment from B-2 General Retail District to I Industrial District; Special Use Permit for Motor Vehicle Service; Special Use Permit for Outdoor Activities and Operations-Storage of Trailers; Zoning code Variation; North Avenue Corridor Review

Chairman Parisi swore in Mr. Robert McNees, attorney representing the applicants from Dynamic Investments.

Mr. McNees stated his office is located across the street at 195 Hiawatha Drive, Carol Stream. Dynamic Investments is also located at 250 N. Schmale Road. Mr. Vasile Sorocean, who is present today, also resides with his family in Carol Stream. He is the principal of Dynamic Investments and his operation company is Dynamic MD, LLC that is a trucking company. He recently completed the construction of his truck repair facility at 250 N. Schmale Road. The quality of construction shows how he takes pride in constructing a good-looking, modern facility. Dynamic MD currently operates a fleet of trucks hauling step-deck and flatbed trailers nationwide. The facility at 250 N. Schmale Road is focused on maintenance work: oil changes, trailer repair, tire work and axel alignments, strictly for his Dynamic fleet, which is primarily Volvo trucks. Because of the number of trucks he has ordered, Volvo reached out to Dynamic to establish a licensed Volvo truck repair facility that would service Dynamic trucks and trucks owned by other companies as well. This would include trucks hauling dry van trailers. Dynamic MD is planning to expand into dry van hauling. The repair work is about 2-3 days per truck, use about eight mechanics, lead foreman, parts manager and service manager. All repairs will be conducted inside the building. The subject property consists of 2.55 acres of vacant land. To the south of the vacant property is 690 E. North Avenue which is a one-story office building and owns the driveway that lies just to the east of the 680 E. North Avenue property. The driveway extends to North Avenue and it serves both 680 and 690 E. North Avenue which has a pre-existing driveway easement that allows for that. The subject property is only 360 feet deep and is the minimum size that you can use to construct a truck repair facility on. The proposal is to put a 20,285 square foot building on this site. About half of the 20,285 square foot, would be devoted to five truck repair bays. Each bay can accommodate two tractors. There would be 516 feet for a storage room for parts; 4,069 square feet would be dedicated for office space, 4,125 square feet for a warehouse area that would have two exterior docks and one drive-in door. Thirty-six passenger car spaces are provided in the front which exceeds the code requirements. In the rear parking area there would be spaces to accommodate up to 24 trailers and 6 tractors, and be screened by a 7-foot tall, decorative solid, arctic gray, vinyl fence along with perimeter landscaping. The shared driveway would need to be widened for the larger trucks to the west, and the shared storm water detention pond to the east will not be touched. The driveway will also be strengthened going south from North Avenue all the way to the entranceway to the rear truck parking facility to accommodate heavier vehicles. Because the driveway needs to be widened, the existing monument sign for 690 E. North Avenue will need to be moved a little bit to the west and south and will remain on the property owned by 690 E. North Avenue. A new monument sign for the new truck facility on 680 E. North Avenue will be located on the northwest corner of the property. The existing scrub tree growth is going to be removed but will retain the good trees and will have attractive, new landscaping. The overall appearance looks sharp, clean and modern. Under Carol Stream ordinances, B-3 commercial zoning would allow for a truck repair facility, but we are asking for Industrial zoning because of the warehousing space which will be used to store small quantities of parts, but also for storing small quantities of product out of those dry vans in the future. The warehousing space will not be utilized by other companies. Sometimes on the step down or flatbed trailers, you have items you don't want exposed to the weather so those items would be stored in the warehouse while trucks are being repaired and only for Dynamic shipping. We are asking for a variance for a 77 foot, 11 inch setback on the east part as opposed to the 100 foot setback which is large for such a small lot. Dynamic concurs with all of staff's recommendations and conditions and will bring a great looking addition to the North Avenue Corridor. It is appreciated when a business comes to Carol Stream and then expands their business in town rather than moving out of town. Please grant this request.

Chairman Parisi asked for questions from the audience and there were none.

Chairman Parisi asked Mr. Farace to provide a Staff Report.

Mr. Farace stated it is being requested for a zoning map amendment to rezone the subject property from B-2 General Retail District to the I Industrial District. There are two Special Use Permits being requested, one for motor vehicle service and one for the storage of trailers in the rear of the property. A Variation to reduce the required front building setback down to roughly 78 feet and the overall North Avenue Corridor review because the property is along North Avenue. Since the property is being rezoned, staff reviewed the characteristics of the property in conjunction with the surrounding properties to see if it was appropriate for the rezoning, including the aesthetics and screening, and felt comfortable rezoning it to the Industrial zoning designation. Because of the Special Uses proposed and the warehousing component of the business, staff also felt it was better to go along with the Industrial zoning designation. There will be a decent amount of landscaping proposed on the south, east and west sides of the property to screen the truck or trailer storage as well as the 7-foot fence in the rear. Properties along the North Avenue Corridor require building setbacks of 100 feet which is simply geared more towards larger buildings like shopping centers or larger industrial buildings. For smaller buildings, or even out lots within PUD's, we have granted variations to that setback requirement. Given the strict parameters of this smaller lot and the smaller size of the building of about 20,000 square feet, we feel comfortable supporting that reduced building setback. The automobile parking lot will be along the property frontage, but the tractor parking will be very far away from the corridor itself. This is a nicely designed building of precast concrete panels, and some sunscreen clerestory windows. This is somewhat similar in design to the building on Schmale Road. We believe the site plan, landscaping and from an architectural perspective, the project will meet the intent of our North Avenue Corridor regulations. Staff had a couple of concerns with the original signage with tropical like color schemes and the height. The applicant resubmitted a blueish color on the base of the aluminum or metal sign so it matches the material of the building somewhat and adjusted the height to meet requirements. Staff is supportive of the newer sign design just submitted this afternoon. Both this sign and the sign to the property to the east will be located in a 20-foot wide utility or water main easement which will require an easement encroachment agreement that has to be approved by our Village Board. Staff is supportive of the requests and we are recommending approval of all the requests with the standard of conditions of approval: maintenance work needs to occur inside the building and not outside in the parking lot; folks should not be sleeping in the trailers or the cabs; trailers and trucks should be allowed to be stored on the property exclusively and we shouldn't see any construction materials or other types of equipment like RV's and campers; trucks and trailers should not be stored in the front parking lot, only in the rear. Otherwise, we are recommending approval of the project, the associated variation and North Avenue Corridor review.

Chairman Parisi asked for questions from the Commission.

Commissioner Meneghini asked if Dynamic was aware of the conditions and if they were able to comply.

Mr. McNees stated we are aware of the conditions and agree with and support them. We have been in communication with 690 E. North Avenue and are in the process of hammering out the legal terms for going on their property to reconstruct the driveway which they own. They are also on board with moving their sign back and doing a revised easement encroachment agreement.

Commissioner Tucek made a comment if any exploration of sharing one sign which might be less confusing.

Mr. McNees responded that he does not imagine the owner of 690 E. North Avenue would want that and believes they would want to preserve their monument sign for their tenants and not for Dynamic.

Commissioners Petella and Christopher had no questions.

Chairman Parisi commented on the North Avenue Corridor requirements and appreciates the time put it to be quite sensitive to what we already have along North Avenue, and if I were to pull up, I do not think I would know it is a truck repair facility unless you read the sign. I do appreciate the intent and design.

Chairman Parisi asked for any further questions from the Commission and there were none.

Chairman Parisi asked for a motion to approve Case 21-0014 for Dynamic Investments located at 680 E. North Avenue. Motion to approve made by Commission Christopher and seconded by Commissioner Meneghini.

The results of the roll call vote were:

Ayes: 5 Commissioners Tucek, Christopher, Meneghini, Petella and Chairman Parisi
Nays: 0
Abstain: 0
Absent: 2 Commissioners Morris and Battisto

The motion passed by unanimous vote.

This case will go before the Village Board on Monday, June 21, 2021, at 6:00 PM for review.

OLD BUSINESS: 21-0007- Midwest Star Group / 130 Easy Street – Special Use Permit for Outdoor Activities and Operations and Parking Lots; Fence and Zoning Code Variations; Plat of Consolidation

Chairman Parisi swore in the following speakers: Mr. Chris Mergenthaler from Midwest Star Group, Mr. Rick Daly from Midwest Star Group and Mr. Brendon May, Traffic and Engineering Consultant from KLOA.

Chairman Parisi asked Mr. Farace to provide an overview.

Mr. Farace stated this project was reviewed at the last Plan Commission meeting and the motion failed by a vote of 3-4 and it went to the Village Board without a recommendation by the Plan Commission. In between the Plan Commission meeting held May 24, 2021, and the Village Board meeting last Monday night, the applicant prepared a traffic study since there was a lengthy discussion on truck traffic for the potential truck storage lot. The study has some estimates of the amount of truck traffic for a proposed truck storage lot as compared to a warehouse type use. The Village Board felt this was new information that the Plan Commission did not have the opportunity to review, so the case was referred back to Plan Commission for further review and discussion.

Chairman Parisi asked the Commission if they had any opposition to hearing the new information and they did not.

Mr. Mergenthaler stated Midwest Star Group is headquartered at 245 E. Fullerton, Carol Stream, with roughly 110 employees and recently completed a five million dollar total investment including a high end redesign of their office facilities, driver lounge, complete replacement of paving, as well as landscaping and fencing improvements. Our proposal is for a truck and trailer storage lot at 130 Easy Street. The new information was a traffic study which was conducted by Mr. Brendon May from KLOA.

Mr. May stated he is the Traffic and Engineering Consultant with KLOA based out of Rosemont, Illinois. As part of our evaluation, we estimated the volume of traffic that would be generated by the facility. We took information provided by the operator as well as surveys we conducted of other truck parking facilities within the area. The truck parking facility is estimated to generate four total trips during the weekday morning and weekday evening peak hour which is typically 7-9 a.m. and 4-6 p.m. of commuter traffic you would see on a daily basis. We estimated, on a daily basis, the truck parking facility would generate 42 total trips of which 25 percent of the a.m. and p.m. trips we anticipate to be trucks, and 50 percent of the daily trips we anticipate to be trucks. We also reviewed how the truck traffic generated would compare if there were a warehouse distribution building developed on this site. The truck parking facility would generate approximately 50 percent less trips than a warehouse distribution building during the peak hours and over 60 percent less on a daily basis. As it relates to truck trips only, studies conducted by the Transportation Engineers and Trip Generation Manual, Tenth Edition, which is the latest edition, show that approximately 20 percent of warehouse distribution buildings are truck trips. Overall, our study found that based on existing daily traffic volumes in the area, and given the proximity of the site to Gary Avenue, 45 percent of this site-generated traffic is estimated to be to the north of Gary Avenue, 40 percent to the south on Gary Avenue and only 15 percent to the east on St. Charles Road. Given the estimated weekday morning and weekday evening peak hour trips, as well as the daily trips, the total trips generated by the facility is anticipated to be less than one-half percent of what already exists on these roadways.

Mr. Mergenthaler stated last time they were here one of the main concerns was the truck traffic on Easy Street so we wanted to provide the traffic study from KLOA to show the truck traffic would be less than a warehouse facility that could be constructed on this site. The project benefits are: significantly less traffic volumes on this site; the proposed facility does not have a warehousing or loading component so trucks would not have to stop, idle or park on Easy Street to stage or open doors to a loading dock; all truck maneuvering would be done within the boundaries of the site; Midwest Star Group's neighbor at 245 E. Fullerton shares a common driveway and has written a letter attesting they have had no issues with truck traffic idling or parking since Midwest Star Group has occupied the building; only Midwest Star Group would facilitate the parking of their own trucks; happy to install signage with a phone number to their dispatcher should there be any issues so they can be handled without going to the Village; lot would be used for when drivers return home for their reset after long haul trips so there is no long term parking; landscaping would be a benefit to the community with an investment of 1.6 million dollars going towards the assessed value for property tax purposes.

Chairman Parisi asked if there were any further comments from the petitioner.

Mr. Daly stated he thinks this is a good opportunity for the Village and Midwest Star Group would keep the property in good condition.

Chairman Parisi asked if there were any comments from the audience. He swore in Mr. Dave Maleski and Mr. Jim Maleski, owners of 120 Easy Street.

Mr. Jim Maleski stated his concern for the close proximity of their entrances and believes the trucks will be sitting and blocking their driveway entrance. They are also concerned with what is being stored like chemicals which can spill.

Mr. Dave Maleski presented an article dated June 1, 2021, to the Commission and Mr. Farace, (attached to the end of the meeting minutes) about a recent fire at an Addison truck facility that spread to at least 17 vehicles and the diesel spill closed the road. He then reiterated their concern because there is a power line nearby, single-family homes nearby and each truck holds 300 gallons of fuel. With an estimated 50 trucks, that could be 15,000 gallons. You could say it never could happen, but it did happen only two weeks ago.

Chairman Parisi gave the petitioner an opportunity to respond.

Mr. Daly stated I guess you can say that could happen anywhere in the United States or in the world. We do not have a repair facility on site. We will be parking trucks in and out and have only 20 trucks on site even though there is room for 56, and the owner has agreed to changing or angling the entrance. We cannot stop accidents, but we will do the best that we can to prevent them.

Mr. Mergenthaler stated all these trucks are 2018 or newer and are DOT inspected on a yearly basis.

Chairman Parisi asked for any other comments from the audience and there were none and asked Mr. Farace to provide a Staff Report.

Mr. Farace stated the traffic study relayed information on the traffic for the proposed use as a truck and trailer lot as compared to a use of a warehouse and distribution building constructed, as well as the amount of traffic estimated for either of those uses at peak time for both truck traffic and regular automobile traffic. The study indicated truck traffic would be a little bit less potentially for this use, but then you would potentially have a larger amount of traffic for the warehouse distribution use. Also, if there were a way to shift or relocate the driveway or the curb cut so it would be more centrally located on the property or a little further east. I did review this with our Engineering Department and they stated if it was relocated on the eastern side or edge of the property, it would create an awkward jog for the trucks especially when entering the site. What could be done, if the curb cut of the driveway is maintained in its current location, the western edge could be expanded so that it is slightly out or shifted away from the northern property line. Likewise, then modify the eastern edge of the driveway which would eliminate one parking space to accommodate that shift. This would give a little more comfort level for trucks as they are coming southbound or westbound on Easy Street for better maneuvering into the site having no impact to the property to the north. Staff indicated a potential condition of approval in the staff memo recommending this be done rather than completely shifting the driveway or curb cut further east. Staff is recommending approval of the project and the various components of the project.

Mr. Dave Maleski spoke out and Chairman Parisi stated I am sorry; I'd like to follow protocol and our procedures here. You had your opportunity and I ask that you please respect what we have going on here. Chairman Parisi asked Mr. Farace if there was anything else he would like to add and nothing else was added.

Chairman Parisi asked for questions from the Commission. Commissioners Meneghini, Tucek and Christopher had no questions.

Commissioner Petella asked if the neighbor is willing to post signs reading No Blocking Driveway.

Mr. Farace responded that was suggested previously was if there were any issues with truck traffic of any kind, there would be a sign provided by the property owner, not the village, and placed on private property with contact information.

Commissioner Petella asked if it would be acceptable to place a portable bathroom on site.

Chairman Parisi asked Mr. Farace to respond.

Mr. Farace stated it was previously discussed during the May 24, 2021, Plan Commission meeting and there was no need for a portable bathroom at 130 Easy Street since the 245 E. Fullerton Avenue location houses a drivers lounge with bathrooms.

Chairman Parisi asked Mr. Farace to elaborate on the 45,000 square foot facility he mentioned previously.

Mr. Farace responded we have not reviewed a site plan to know for sure that a building of that size would fit on the property based on setback, landscaping, parking and detention requirements. In concept, we will go along with that number of square footage, but I can't say for certain that a building of that size could fit on the 2.75 acres. To put it in perspective the project was just reviewed on 2.5 acres with about a 20,000 square foot building. However, that was a truck repair shop and this is a warehouse distribution with a little more office.

Chairman Parisi asked for clarification as to why a 45,000 square foot facility versus a 20,000 square foot facility because obviously, the size of the facility is going to affect the traffic study.

Mr. May stated the 45,000 square foot was an estimate they were provided with. There were no site plans provided. As it relates to the comparison, if we were generating 50 percent less, but if a building was half as large as the 45,000, then the traffic would be similar to what we proposed.

Chairman Parisi had no further questions.

Commissioner Meneghini asked how long have been doing this traffic study business.

Mr. May stated he has been doing this for seven years and he is a licensed professional.

Commissioner Meneghini asked how the pandemic affects your study.

Mr. May stated obviously with Covid 19 we did see a decrease in traffic. We utilized historic data from Dupage County pre-pandemic. So the half percent is based off a historic traffic volume that was not during 2020. As of now, we are ramping up near pre-Covid conditions and I think it was like 10 percent.

Chairman Parisi asked for any more questions from the Commission and there were none. He then asked if the Commission would allow Mr. Dave Maleski to make a final statement and the Commission agreed.

Mr. Dave Maleski stated that the photos from the traffic study show no traffic or cars. That street has cars on it, box trucks, and Amazon vans. There are semis coming and going. It's not like it's an empty street. We have a business in Addison and all day long we see these trucks coming in, they back up with 2-4 waiting to get in. They are going to be up and down the street on Easy Street and there is nowhere for them park so they can double park or they're going to be in front of our building. That's my concern that all this stuff is empty. If you look at the lot and if you fill it up with semis, it's going to look like a can of sardines. Same thing with the streets. There is nothing on the streets in these photos.

Chairman Parisi asked for any further discussion and there was none.

Chairman Parisi asked for a motion to approve Case #21-0007 for Midwest Star Group at 130 Easy Street. Motion was made by Commissioner Meneghini and seconded by Commissioner Tucek.

The results of the roll call vote were:

Ayes:	4	Commissioners Tucek, Christopher, Meneghini and Chairman Parisi
Nays:	1	Commissioner Petella
Abstain:	0	
Absent:	2	Commissioners Morris and Battisto

The motion passed by majority vote.

This case will go before the Village Board on Monday, June 21, 2021, at 6:00 PM for review.

Chairman Parisi asked for a motion to close the Public Hearing. Commissioner Christopher moved and Commissioner Meneghini seconded the motion with no further discussion.

OTHER BUSINESS:

ADJOURNMENT:

At 7:03 p.m. Commissioner Christopher moved and Commissioner Meneghini seconded the motion to adjourn the meeting.

The results of the roll call vote were:

- Ayes: 5 Commissioners Petella, Meneghini, Tucek, Christopher, and Chairman Parisi
- Nays: 0
- Abstain: 0
- Absent: 2 Commissioners Morris and Battisto

The motion was passed by unanimous vote.

FOR THE COMBINED BOARD

Recorded and transcribed by,

Patty Battaglia

Patty Battaglia
Planning and Permitting Assistant

Minutes approved by Plan Commission on this 28 day of JUNE, 2021.

[Signature]
Chairman