

**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
September 11, 2023.***

Mr. Farace stated since Chairman Parisi was absent an Acting Chairman would need to be nominated. Commissioner Petella made a motion to nominate Commissioner Tucek and Commissioner Meneghini seconded the motion.

Acting Chairman Tucek 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: 4 Commissioners Battisto, Meneghini, Petella, and Acting Chairman Tucek

Absent: 3 Commissioners Christopher, Morris and Chairman Parisi

Also Present: Tom Farace, Planning and Economic Development Manager; Bravo Berisha, Assistant Planner; Patty Battaglia, Planning and Permitting Assistant and a representative from County Court Reporters

MINUTES:

Commissioner Petella moved and Commissioner Battisto seconded the motion to approve the minutes of the Regular Meeting held on July 24, 2023.

The results of the roll call vote were:

Ayes: 4 Commissioners Battisto, Meneghini, Petella, and Acting Chairman Tucek

Nays: 0

Abstain: 0

Absent: 3 Commissioners Christopher, Morris and Chairman Parisi

The motion passed by a unanimous vote.

PUBLIC HEARING:

Acting Chairman Tucek asked for a motion to open the Public Hearing. Commissioner Meneghini moved and Commissioner Petella seconded the motion.

The results of the roll call vote were:

Ayes: 4 Commissioners Battisto, Meneghini, Petella, and Acting Chairman Tucek

Nays: 0

Abstain: 0

Absent: 3 Commissioners Christopher, Morris and Chairman Parisi

The motion passed by unanimous vote.

Case #23-0033 – North Avenue TH LLC / Mainfreight – 27W364 North Avenue

Zoning Map Amendment Upon Annexation

A Special Use Permit for a Motor Freight Terminal

Landscaping Variation

Loading Dock Variation

Fence Variation

North Avenue Corridor Review

Plat of Consolidation

Acting Chairman Tucek swore in Mr. Connor Harmon, Timber Hill Group/Mainfreight, 8770 W. Bryn Mawr, Chicago, IL; Mr. James Defily, Timber Hill Group/Mainfreight, 10707 Franklin Avenue, Franklin Park, IL and Mr. Fred Thaete, Cage Engineering, 2200 Cabot Drive, Lisle, IL.

Mr. Harmon stated we are proposing to develop an office and terminal development at 27W364 North Avenue. The site is approximately 15.8 acres and consists of two buildings on site totaling just over 4,025 square feet. The property currently exists in unincorporated DuPage County. Earlier this year under the entity North Avenue TH LLC, the parent company Timber Hill Group, purchased the property and DuPage County approved our development on June 27, 2023. Our proposal is for a 37,100 square foot terminal with a 20,000 2-story office and that is a 10,000 square foot footprint. Therefore, the total footprint is 47,100 square feet. We propose 81 dock positions, 1 drive-in door, 92 auto stalls, 44 tractor stalls and 86 trailer stalls. From a setback perspective, we maintain at least a 60 foot setback to all single family residential to the north and east and exceed that in most areas. There is a 21 foot setback to the adjacent eastern property and over 150 foot setback to the southern property line abutting North Avenue, and at least a 32 foot setback to the western property line abutting Morton Road.

In regards to landscaping, we propose a 60 foot forested and natural buffer which will be established and maintained along the northern and eastern property line. A berm to the west will be installed along Morton Road which will consist of significant landscaping. We are pursuing a foundation landscape variation along the southern building façade. We plan to exceed code from a landscape perspective on other areas of the site. Finally, Mainfreight is interested in installing several sustainable design elements including drain water collection, rooftop solar panels, and EV charging stations all with a goal of nearing a net zero, building energy use.

From a photometric perspective, all exterior lighting will meet code and the light will not spill over into adjacent properties.

From a storm water perspective, all infrastructure is designed in accordance with the county wide Storm Water Management Ordinance and everything will be built to code.

From an architectural perspective, the building will feature a significant amount of glass, insulated precast panels and various outdoor amenity features which will be utilized by on-site employees. Mainfreight will be relocating their North American headquarters operation to this location and will bring up to 50-60 high quality jobs. Normal office operations will be 7 a.m.- 5 p.m., Monday through Friday. The site will see approximately 24 Mainfreight owner/operator truck drives a day. Truck traffic would preliminarily be 7-9 a.m. and returning throughout the day. Trucks will utilize both access points, will not idle and there will be no refrigerated trailers. The operation does have the ability to expand, but the majority of the yard will be for storage purposes. The traffic study states there is efficient, reserve capacity to accommodate the traffic to be generated by the proposed facility. Full access will be on Morton Road. The southern access will be right-in only. We will ensure efficient and flexible access. Signage and a modified curb design will prohibit trucks from turning right on Morton Road.

We feel our proposals are within the purpose and intent of the UDO by providing a world class terminal office building, relocating a company's headquarters to this location will provide up to 60 high quality jobs, and significantly improving the existing property. Further, our development decreases the amount of truck and auto trips daily, removes the dust nuisance from the previous use, improves storm water

infrastructure on the site and surrounding properties, and will significantly raise the assessed value of the property which will result in additional tax revenue for the Village. Overall, we believe Mainfreight will be a great addition to the Village.

Acting Chairman Tucek asked for any questions or comments from the audience and there were none.

Mr. Farace stated there are a variety of items being requested tonight.

- Rezone the property upon annexation to Industrial
- Special Use Permit for a motor freight terminal
- Variations associated with the truck docks on the south side of the building
- Variation to allow a fence to be located in the front yard
- North Avenue Corridor Review
- Plat of Consolidation to consolidate the existing lot

As Staff was reviewing plans, we discovered there were a few other requests that needed to be called out as variations as well as a Special Use request for the outdoor vehicle storage. These were not included in the initial Public Notice. Therefore, we will have the discussions tonight and then continue the hearing on September 25th, 2023, to discuss those other items. The vote for the whole project in its entirety will take place at the next meeting on September 25th.

As indicated, this proposal will be for the North American Headquarters for Mainfreight, a logistics company which is based in New Zealand, which will be relocated here in Carol Stream.

Staff is supportive of rezoning the property upon annexation to Industrial.

This property will have one user, Mainfreight, so the number of trucks coming in and out of the property will be controlled. A traffic study was provided and a portion of the trucks will be out for longer hauls which limits the amount of truck traffic on the property. Staff questioned the amount of truck trailer parking on the north side. Since this is the headquarters, there will be a surplus of trucks and trailers to accommodate the product movement. Staff would like to see some type of physical barrier to ensure trucks do not go Northbound on Morton Road. Likewise, there were some concerns with the proposed, right-in south driveway only which is very close to the Morton Road and North Avenue intersection. If you were to allow trucks to exit at that location, there would be a potential backup right at that intersection which does not have a traffic signal. The Village and Mainfreight would love to have a traffic signal at that intersection, it has been reviewed by IDOT and they deemed the amount of traffic is not sufficient enough to qualify for a signal. Parking is more than adequate and Staff is appreciative of the landscaping proposed for the property which meets UDO requirements. The proposed building elevation is very sleek and modern with color bands along the North Avenue corridor and the two-story component is sharp looking with a lot of glass and a large canopy feature for the entrance. This meets the components of our North Avenue Corridor regulations within the UDO and Staff is supportive of those.

There are three variations that are being requested tonight and then there will be a few other variations that will need to be reviewed in two weeks. The loading dock variation is requested because the UDO states that service areas should not be visible from the roadway. This is being requested due to the property being wider at the south end and then narrows as you go further North. Therefore, the building needed to be reoriented in order to work. The loading docks will be approximately 200 feet away from North Avenue which is a good distance away.

In our code, we ask that fencing not be installed passed the front of the building, but there is a 6 foot tall, open fence along the north and east side of the property and will extend passed the terminal building to the northeast corner of the detention building. It has an open end design and will not block any visibility of traffic. Staff is comfortable supporting this variation request. Although, we are recommending the fence be carried along the west side of the property for a continuity and aesthetics perspective.

There are other variations that have to do with upgrades to Morton Road and will be discussed in a few weeks as well as another Special Use Permit for outdoor vehicle storage.

Since there are separate lots, there will be a plat of consolidation into just one lot. Staff is supportive of consolidating the lot.

Staff is supportive of the project and we are recommending approval, but ask that the Plan Commission have their vote in two weeks when we review the other items.

Acting Chairman Tucek asked for questions from the Commission.

Commissioner Battisto asked about the fence extension all the way to the setback.

Mr. Harmon replied the plans will be revised before the next meeting, and it would go just north of the detention area and would not include the auto stalls.

Commissioner Battisto asked about the IDOT restriction of turning only right into the property. Are there any restrictions in regards to the egress. Can you head east or west from Morton onto North Avenue.

Mr. Harmon replied we have not heard of any restrictions by IDOT at this point.

Commissioner Battisto stated so there will be trucks potentially turning to head east on North Avenue. That median is not long enough to support a full size truck. Cars will get to that easement and wait to complete their turn east. This will not be available to Mainfreight. Do you see that being a problem.

Mr. Harmon stated both our preferences is to have a signal, but that is not an option. I think our main point is there will be a lot less trucks doing that with this new use. We haven't seen that as an issue by any means.

Commissioner Battisto stated he appreciates Mainfreight bringing their headquarters to Carol Stream, but we just want to make sure that things are going to work properly. This next question is for Mr. Farace, when you're talking about the industrial park we have, all the roads are very wide. Morton Road is basically a side street but without curbs. Is that wide enough.

Mr. Farace stated we will review all of that more thoroughly. Keep in mind at the southwest corner of this property there is another distribution facility which is somewhat similar. They can go eastbound on North easily, but if they wanted to go westbound on North, they might have to be creative and go to the next roadway.

Commissioner Petella asked how many trucks can you stack up from your north exit to North Avenue.

Mr. Harmon replied I would have to get an exact number, but if I speculate, I would say four to five.

Commissioner Petella asked what do you need 81 docks for if you're going to have 20 trucks leaving every day. Do you foresee this is going to boom. Are we talking 20 trucks today, but then 40 trucks, 60 trucks, 80 trucks in the future.

Mr. Defily stated he works for Mainfreight as a Property Manager for North America. Regarding the size of the property, right now all of that data is based off of our current in and out use on a daily basis in Franklin Park. Our future plans are when we move into this facility on day one we won't be operating at full capacity. The goal is to continue to grow throughout North America.

Commissioner Petella asked how many docks do you have in Franklin Park.

Mr. Defily replied 18.

Commissioner Petella responded so you are going to go 4 times bigger than what you have now.

Mr. Defily replied correct. And the goal here is we continue to build our network throughout the United States. Other cities and larger markets would then come on and would end up increasing our paths through Chicago here. It will also build our network within the Chicagoland area.

Commissioner Petella stated with that will come more traffic then too. Nobody ever builds more than what they think they are going to need. He then asked if the mechanicals for the office building will be shielded from the roadway.

Mr. Harmon stated we would follow all Village code related to that.

Commissioner Petella asked if they were going to put their name on top of the building and how much solar panel space are you going to need.

Mr. Harmon stated that is an option but we have not gone through final design of that but we want to maximize as much as we can per code and the sign might be on the hammerhead of the office.

Commissioner Petella asked if there would be security gates and if there would be landscaping on the other side of the parking lot in front of the retention pond.

Mr. Harmon stated there would be security gates and there are some existing trees and shrubs and we have some proposed there as well, but if we need to beef that up a little bit we can. At this point I think we meet code.

Mr. Farace stated we would want to work with our Civil and Storm Water Engineers since that is a detention basin because you are somewhat limited as to what you can plant there because it slopes into the pond.

Commissioner Petella stated your property is low. Is that going to be raised up to grade or to the height of North Avenue or will it remain. And, since you are incorporating into Carol Stream, you're going to be tying into our sewers and our water and all that. Is that all figured out.

Mr. Thaete from Cage Engineering stated yes, it will be elevated above and will not be at its current level. You've got sanitary sewer and water main along North Avenue for us to tie into.

Commissioner Meneghini had no questions but complimented the Staff on an excellent report and commentary.

Acting Chairman Tucek agreed with Commissioner Meneghini and stated it was an excellent report on both sides. He then asked if there was going to be a scale on site.

Mr. Defily replied we had intentions to do so if it was allowable by code.

Mr. Farace stated we would want to see where it will be located on the site.

Acting Chairman Tucek stated on the left turn south out onto Morton Road, my concern is the response for emergency will be from the fire station to the north on Lies Road. If they are heading south on Morton, it would make it a lot easier to make that left in if there was not an obstruction to turn there.

Mr. Farace stated we are suggesting that the north curb be modified to the point where you can't turn out. If a fire truck needs to get to this property, they are going to go in through any driveway if there is a fire.

Acting Chairman Tucek asked what are your freight commodities. Are you doing any hazardous freight.

Mr. Defily replied no dangerous good products. A lot of it is home improvement products, home fitness, industrial materials but no dangerous materials.

Acting Chairman Tucek stated docks will have blinking lights. Do you have the ability to turn those off on the docks facing North Avenue. I understand there for safety.

Mr. Defily asked are you talking about the structure itself or the vehicles.

Acting Chairman Tucek stated the dock lights. The green, red blinking lights. Some places leave them blinking all the time.

Mr. Defily stated he would have to confirm.

Acting Chairman Tucek stated since you do not have fueling on site, I assume you're going to purchase your fuel through a Carol Stream location. This comment was made in light – we do care about our neighbors.

Acting Chairman Tucek asked for a motion for a continuance. Commissioner Battisto moved and Commissioner Petella seconded the motion with no further discussion.

The results of the roll call vote were:

Ayes: 4 Commissioners Battisto, Meneghini, Petella, and Acting Chairman Tucek

Nays: 0

Abstain: 0

Absent: 3 Commissioners Christopher, Morris and Chairman Parisi

The motion passed by unanimous vote.

Acting Chairman Tucek asked for a motion to close the Public Hearing. Commissioner Petella moved and Commissioner Meneghini seconded the motion.

The results of the roll call vote were:

Ayes: 4 Commissioners Battisto, Meneghini, Petella and Acting Chairman Tucek

Nays: 0

Abstain: 0

Absent: 3 Commissioners Christopher, Morris and Chairman Parisi

The motion passed by unanimous vote.

NEW BUSINESS:

PRESENTATION:

OLD BUSINESS:

OTHER BUSINESS:

ADJOURNMENT:

At 6:55 p.m. Commissioner Petella moved and Commissioner Battisto seconded the motion to adjourn the meeting.

The results of the roll call vote were:

Ayes: 4 Commissioners Battisto, Meneghini, Petella, and Acting Chairman Tucek

Nays: 0

Abstain: 0

Absent: 3 Commissioners Christopher, Morris and Chairman Parisi

The motion 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 25 day of SEPTEMBER, 2023.

CLL/LA

Acting Chairman