



## MEMO

Date: July 9, 2014

To: Mayor Taylor  
Village Board of Trustees

From: Kirk Smith *KS*  
Zoning Officer

Re: Annexation/Rezoning – Southwest Corner of Peterson Road and Midlothian Road

As you know, the Village has received a request for annexation and rezoning of an approximately 33 acre parcel located at the southwest corner of Midlothian Road and Peterson Road. The annexation would allow for construction of a trucking facility for SAIA Motor Freight Lines ("SAIA"), a national trucking firm. The property owner, who received presentations from Mundelein and Libertyville, is comfortable with the property being annexed to Grayslake. The petitioner, SAIA, after investigating the area and various communities, has chosen Grayslake. SAIA was recently contacted by the Village Administrator in Mundelein stating they would welcome SAIA into their Village but SAIA remains committed to Grayslake.

The petitioner originally requested General Industry (GI) zoning but in subsequent conversations with the Village is now requesting Limited Industry (LI).

The Plan Commission/Zoning Board of Appeals conducted the required public hearing for the rezoning on June 9<sup>th</sup>. Even though the hearing was just to make a recommendation on the rezoning aspect of the project, SAIA made a presentation to the Plan Commission/Zoning Board of Appeals on their request and the Plan Commission/Zoning Board of Appeals also accepted public comment on the proposal (the transcript of the public hearing was previously supplied to you on the Village's FTP site). As can often be expected, even though the land planning for Libertyville, Mundelein, Lake County, and Grayslake designate this site for non residential and light industrial uses, the area residents would prefer no development. The specific public comment on the proposed plan consisted of the typical concerns related to any project of this type such as:

- Amount of truck traffic
- Air and noise pollution
- Buffering from residences to the south
- Stormwater
- Hours and type of operation
- Cleanliness of operations

Mayor: Rhett Taylor  
Trustees: Bruce R. Bassett ~ Jeff Werfel ~ Amy Edwards ~ Shawn M. Vogel ~ Ronald L. Jarvis ~ Kevin D. Waldenstrom  
Village Clerk: Cynthia E. Lee

In addition, the Village of Mundelein presented the attached letter to the Plan Commission/Zoning Board of Appeals and residents presented the attached petition. The Plan Commission/Zoning Board of Appeals voted 5-1 (Schaefer) to recommend the requested Limited Industry (LI) zoning. In addition, members expressed overall support for the project and that SAIA is addressing resident concerns.

In an overall sense the proposed plan is consistent with the Village's (and other municipal/county plans) intention for non-residential development in this area, meets our architectural and development standards, and, importantly, configures the site to place the main facilities on the north portions of the property and far away from the residential areas to the south. An open space and high landscaped berm further buffer the operation from the south.

Please find attached the following:

- Draft annexation agreement which includes the Village's standard language and individual items pertinent to this project. This agreement may be revised to reflect comments made at Tuesday's meeting.
- An itemized list of the type of concerns expressed at the hearing and in the letter from the Village of Mundelein with specific project information dealing with each type of comment.
- Site plans
- Preliminary landscaping plan (L1)
- Landscape plan (L2): This is a depiction of how the proposed berm will screen the building/trucks and operations from residences to the south.
- Building facades/renderings

Village staff has the following additional comments on the project:

#### I. PROJECT CONTEXT

A. Adjacent uses are as follows:

North: Peterson Road/Lake County Fairgrounds  
West: Previously annexed property in Grayslake  
South: Winchester Road/Mundelein residential  
East: Midlothian Road/Libertyville Industrial/Office

This land use is an extension of the many acres of non-residential uses to the east and north. While the use is similar to the area, as the attached site plan exhibit shows, the proposed project is considerably less intense than the development intensity to the east.

B. The three area community and Lake County Comprehensive Plans designate this property in accordance with the proposed use. Specifically:

Grayslake: Office/Industrial  
Libertyville: Industrial Park/Warehouse  
Mundelein: Light Industrial/Business Park along Winchester and Commercial along Peterson.  
Lake County: Industrial



## II. SITE PLAN

- 33 acre site
- A six acre open area is being proposed for the width of the property along Winchester Road. This area provides a distinct and large permanent buffer between the residential across Winchester Road to the south and the more active portion of the site. Landscaping enhancements will ensure a quality appearance. Berm visual screen: a large (15 feet to 23 feet in height) landscaped berm will screen all trucks and buildings from the residential across Winchester Road (see below information).
- A "cross dock" facility of approximately 46,900 sq. ft. in size with 100 loading bays/docks is being proposed. A 5,000 sq. ft. office attached to the main facility is also being proposed.
- A maintenance facility of approximately 19,360 sq. ft. in size with 12 garage doors with 6 bays is also being proposed.
- Two access points are being requested from the Lake County Department of Transportation: one accessing Midlothian Road directly across from the existing Commerce Drive in Libertyville. The other will be from Peterson Road. No access points are proposed onto Winchester Road. Preliminary discussions with LCDOT have been positive and our annexation agreement requires that LCDOT access permit be obtained before construction.
- Distance from south side of Winchester Road: The attached site plan puts the main building 1,520 ft. from them and the smaller service building is 930 ft. from the south side of Winchester Road.

## III. PRELIMINARY LANDSCAPE PLAN/CROSS SECTION PERSPECTIVE

- As stated above, SAIA is proposing a six acre open space area along Winchester Road at the far southerly end of the property. Included in this area is a detention area, green space, and native and other decorative plantings. SAIA has agreed to add miscellaneous amenities in the open space area (benches, etc.).
- A berm is being proposed in this area. The berm will be 23 feet in height beginning at Midlothian Road and gradually reduce in height to 15 feet at the west property line. Per the enclosed perspective (L2), the berm will obscure the view of the operations on the site from the second floor of the homes south of Winchester Road.
- A 3 to 4 ft. berm will be installed along Peterson Road to obscure the employee parking in accordance with Village standards.
- The periphery of the site (west and east sides) will also be landscaped.

## IV. BUILDING FACADES/ELEVATIONS

Buildings of this type are not covered by the Village's architectural ordinance. However, the facades have undergone a review by the Village architect who believes the designs meet the overall architecture objectives of the Village. The designs are similar to the fairgrounds design concepts creating consistency which is a main objective of our corridor plans. The proposal is for a low rise (28 ft.) building with a pitched roof design. Materials are traditional in nature as per the Village's preferences and are consistent with the Lake County Fairgrounds. Overall the proposed buildings are much smaller in scope than those existing to the east.

## V. TRAFFIC/ENGINEERING

- The County is currently widening Peterson Road to four lanes from Route 45 to Route 83.



- SAIA has submitted a traffic study to both the Village and LCDOT. Because different engineers can arrive at varying conclusions our Village engineer has reviewed the study and believes the projections present a reasonable picture. A June 26 LCDOT letter includes additional preliminary review/comments. If validated by additional study these comments could increase trips over the submitted study by about 160/day. This could increase the need for access permit improvements. For Winchester Road this would create no material increase on Winchester Road (2 trips to 4 per day).
- A bike path currently exists along Midlothian Road. The path is located in County r-o-w and will remain. SAIA is proposing screening fencing and landscaping between the path and their property. In addition, they have agreed to install signage at the proposed Midlothian Road access to enhance safety at the crossing with the bike path.
- SAIA has submitted preliminary water/sewer plans for the extension of Village facilities from the fairgrounds property to this property. The Village engineer has reviewed and concurred with the extension concepts and confirmed that capacity exists to serve the property.

#### VI. ECONOMIC DEVELOPMENT BENEFITS

- SAIA estimates the project will create between 60-70 new jobs.

#### VII. SCHOOL PROPERTY TAX BENEFITS

Construction value is estimated to be \$14 million. Therefore, the following school districts would receive the following annual benefits based on 2013 rates:

- Fremont Elementary School: \$164,149
- Mundelein High School District: \$123,309

#### VIII. EMERGENCY SERVICES

The site is in the Grayslake Fire Protection District who would provide fire/rescue services. If annexed, the Grayslake Police Department will have jurisdiction.

#### IX. RESIDENTIAL AREA PROTECTIONS

15 homes abut Winchester Road (6 directly overlook the site) with typical fencing/landscaping separating the homes from Winchester at most locations.

As discussed above, the site plan is designed to greatly reduce any impacts on the residential area to the south. This includes a lower general development intensity and attention to visual, light, and noise issues. Outreach activities to residents were conducted prior to the public hearing including a memo from the Village describing the project and the required notices being sent to all owners within 250 feet. In addition, Bill Heinz, myself, and representatives of SAIA hosted an informal meeting with several residents of the area and I have had several conversations with individual residents.

Similar to the public hearing comments, resident comments were as expected and can be described generally to include the following:

- Will they see the proposed development?
- Traffic including the existing bike path

- Parking lot lighting
- Noise
- Air pollution

These issues have been addressed in the following ways:

- Per the attached perspective, due to the proposed berm the residents will not see the building or trucks even from the second story windows. In addition, as stated above, the active areas are orientated to the north of the site. The main facility is 1,520 ft. from the homes south of Winchester Road and the smaller service building is 930 feet from the homes.
- Nearly all truck traffic entering and exiting the site will use a Midlothian Road to Peterson Road path. SAIA studies and a preliminary LCDOT analysis shows little new traffic on Winchester Road (2 to 4 additional trips versus the average traffic volume per day for Winchester of 5,000).
- The Village has no specific lighting requirements for a truck operating area. However, the proposal will include no "spillover" lighting, light fixtures that direct light down and reduced overall light intensity. The amount of lighting will decrease from north to south with limited lighting at the maintenance area and no lighting in the open space area. The berm will obscure much of the light.
- Verifiable noise measures will be included in the Annexation Agreement. All fork lift traffic will be in the building only thereby minimizing truck "beeps".
- Air pollution is a metro area region concern. The lower development intensity and prevailing winds are from west to east reduce localized impacts.

If the Committee of the Whole chooses to recommend the annexation and rezoning, staff suggests the following be included in the motion:

- Direct the Annexation Agreement be finalized to reflect comments made throughout the process.
- Inclusion of the site plan as adjusted in the process in the annexation agreement to incorporate project requirements.
- The site plans, preliminary landscape plan, berms, and façade drawings be included as exhibits to the annexation agreement.
- The preponderance of truck traffic be routed north on Midlothian Road to Peterson Road.
- The six acre open space area remain as long as the property is used as a truck terminal facility. Required maintenance be stipulated for this area and all other site landscaping.
- Meet any miscellaneous comments by the Village architect.
- Meet all Village engineering standards in final engineering.
- Meet all LCDOT permit requirements.
- Include any additional landscaping along Peterson Road to further obscure parking area.
- Ensure the "hedge" along Midlothian Road is four feet in height the entire length of the truck operating area.
- The Village will approve the specific landscape material for the six acre open space area along Winchester Road.

If you have any questions please let me know.





June 9, 2014

Mr. Karl Molek, Chairman  
Zoning Board of Appeals  
10 South Seymour Avenue  
Grayslake, IL 60030

RE: Rezoning Hearing

Dear Chairman Molek:

Please accept this letter in response to the public hearing notice received May 29, 2014, dated May 23, 2014, regarding a petition to rezone a parcel of land from Lake County Agriculture (AG) to the Village of Grayslake Limited Industrial (LI). The petitioner, SAIA Motor Freight Line LCC, intends to develop approximately 33.19 acres currently owned by Timothy Roppelt, as executor of the Estate of Ruth R. Roppelt for the purposes of a truck terminal with a truck repair facility.

We have reviewed the documents made available to the public and object to the proposed request for the following reasons:

1. The petition states the proposed facility will be a 24-hour operation except on certain holidays. This type of ongoing truck activity will be disruptive to the adjacent single-family subdivision situated within the Village of Mundelein's corporate limits. Under the current Village of Grayslake zoning ordinance, Limited Industrial Use is defined as, "LIMITED INDUSTRIAL (LI): This Industrial zone is established to provide areas for industrial, office, and administrative uses having few, if any, adverse effects on neighboring properties." The proposed site plan does not seem to mitigate the significant adverse impact on the residential neighborhood in the Village of Mundelein to the immediate south of the proposed use.
2. The proposed rezoning to Limited Industrial District (LI) to allow a truck terminal with a truck repair facility is not a permitted use under the current Village of Grayslake zoning ordinance. We understand a text amendment may be proposed to allow a truck terminal with a repair facility as a permitted use in the Limited Industrial District. Since the proposed text amendment has not been approved, nor have any use standards been established for this type

of use, it is impossible to determine whether the proposed use is in compliance with parking, buffering, noise abatement, etc., and any other requirements. It seems premature for the petitioner to be submitting for a use which is not permitted and for which there are no current standards. A more appropriate procedure would be for the petitioner to apply for a Use Variation which would allow Village of Grayslake officials the opportunity to set conditions on the granting of the variation.

3. The Village of Mundelein and its residents are concerned over the additional truck traffic and congestion this development will have on Mundelein roadways.
4. We would prefer the truck access be off of Peterson Road, away from the single-family residential subdivision to the south. We disagree with the traffic study performed by KLOA and their recommendations for truck access and traffic impact.
5. We have not seen any cross sections of the proposed landscaping and its attempt to buffer the single-family subdivision to the south. Thus, it is impossible to determine if those residents' concerns are being adequately addressed in the petitioner's plans.
6. Given the close proximity to the residential subdivision across Winchester Road and the lack of any other residential areas in the Village of Grayslake within miles of the site, the proposed development will directly have a much greater impact on the Village of Mundelein and its residents and will have minimal, if any, negative impact to the Village of Grayslake or its residents.
7. The proposed development is situated on the far southern edge of the Village of Grayslake's corporate limits. Mundelein's Police and Fire Services will be impacted as we are closer to the subject property and will mostly be responding to and participating in any service calls.
8. The petition states the maintenance facility will have a refueling station with two above-ground fuel tanks. We have environmental concerns about this, primarily because of its close proximity to the single-family development to the south.
9. We have stormwater detention concerns given the significant increase in impervious surfaces on the site and have not seen any specific engineering drawings or correspondence indicating some level of review and compliance with Lake County's Stormwater Management Ordinance. At this time, we don't know the water impact the proposed development will have on adjacent properties.
10. We have not seen any correspondence from the appropriate permitting agencies that have either reviewed or approved the proposed access points to the development given what will be a significant increase in truck traffic from the proposed use.
11. The Village of Mundelein has voiced its objection to Lake County Public Works and Transportation Committee to this property being serviced with water and sewer utilities from Lake County. It would be more appropriate for Lake County's utilities to be made available to

stimulate and encourage economic development in areas of Lake County which otherwise couldn't be developed without Lake County infrastructures.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Steve Lentz". The signature is written in a cursive, flowing style.

Steve Lentz  
Mayor

cc: Village of Mundelein Board of Trustees  
Village of Grayslake Mayor Rhett Taylor and Board of Trustees  
Village of Mundelein Administrator John Lobalto  
Mr. Larry LaLuzerne, Smith, LaLuzerne & Hartman, Ltd.  
Mr. Charles Marino, Esq.



## **PETITION BACKGROUND**

SAIA Motor Freight Line, LLC. submitted a request to the Village of Grayslake for annexation and zoning of a portion of the Roppelt Farm on the north side of Winchester Road immediately west of Midlothian Road. SAIA Motor Freight Line, LLC. is proposing to build a truck terminal with a truck repair facility for a portion of the site.

The property in question is currently zoned AG (Agriculture) and does not permit SAIA Motor Freight Line, LLC. to build a truck terminal with a truck repair facility. Consequently, in order for SAIA Motor Freight Line, LLC. to continue with their proposed plan, they need to have the area rezoned from AG (Agriculture) to GI (General District).

Area residents are requesting that the Village Council and Village of Grayslake Planning and Zoning Commission maintain the existing zoning for the property in question and deny the rezoning request by SAIA Motor Freight Line, LLC., as well as deny the construction of the proposed truck terminal with a truck repair facility.

We collectively believe that the approval of rezoning for the purposes of the proposed truck terminal with a truck repair facility by SAIA Motor Freight Line, LLC. could add risk and negatively impact our volatile home values in the neighboring subdivisions. In addition, we feel as though the quality of life in our neighborhoods and the surrounding areas will be negatively affected with increases in density, traffic, noise, and parking that come with a truck terminal with a truck repair facility. We feel that such would negatively impact our environment including elevated levels of carbon monoxide, diesel constituents, and ultrafine particles. We feel that if the proposal is approved, we the Resident surrounding the proposed facility, are mostly impacted by this rezoning, and shall be forced to breathe air pollution full of traffic-related pollutants, which may cause higher rates of cancer and possibly death. Illustrative of such is the noticeable black smoke that comes from a diesel truck when it first starts up and proceeds to operate.

## **PETITION:**

We, the undersigned, call upon the Village of Grayslake Planning and Zoning Commission and Village Council to deny the rezoning request of SAIA Motor Freight Line, LLC. and subsequent construction of the proposed truck terminal with a truck repair facility.

It will cause a significant drop in property value and quality of life in the surrounding subdivisions due to increased population density, crowding, traffic, parking, noise and negative impact on the environment.

PETITION SIGNATURES:

<u>Signature</u>	<u>Print Name</u>	<u>Address</u>	<u>Date Petition signed</u>
	SUKHA ATASSI	1204 KENSINGTON	6/1/14
	PATRICIA TARNOW	1208 KENSINGTON	6/1/14
	Charles Dimon	1204 Kensington	6/1/2014
	MELANIE MAZUR	1216 KENSINGTON	6/1/14
	Lidmila Sachuk	1220 Kensington Drive	6/1/2014
	ANA Vilechynsky	1212 Kensington Drive	8/1/2014
	Maxim Sachuk	1220 Kensington dr	6/1/2014
	Aleks Levinstein	1217 Kensington Dr	6/01/2014
	MARINA Levinstem	1217 Kensington DR	6/1/2014
	Daniel Matishewski	1200 Kensington	6/1/2014
	Mary Hecht	1201 Kensington	6/1/2014
	JONATHAN DAWSON	1200 MANCHESTER	6/1/2014
	Corinne Dawson	Manchester Dr. 1280 Mundelein	6/1/2014
	Deborah Wiecek	1201 Manchester Dr.	6/1/2014
	Andrew N Christensen	1209 Manchester Dr.	6/1/14
	Barb Eddy	1225 Manchester Dr	6-1-14
	TAMARA STROM	1312 MANCHESTER DR	6-1-14
	JASON THOMPSON	1308 MANCHESTER DR	6-1-14
	ANETA LASEK	1216 Manchester Dr.	6-1-14
	Kristy Otterbein	1208 Manchester Dr.	6-1-14



PETITION SIGNATURES:

<u>Signature</u>	<u>Print Name</u>	<u>Address</u>	<u>Date</u> <u>Petition</u> <u>signed</u>
	Delia Alvarez	2105 Clarewood Ln.	6-1-14
	Abraham Brambila	2117 Clarewood Ln.	6-1-14
	Debbie Degen	2125 Clarewood Ln	6/1/14
	Birgit Freuss	1021 Kensington	6/1/14
	John Metzger	1313 Kensington	6/1/14
	Mayela Langer	1312 Kensington	6/1/14
	Pavel Langer	1312 Kensington	6/1/14
	DAVID FEINMAN	1316 Kensington Dr	6-1-14
	ALEX LARTONO	1308 KENSINGTON DRIVE	6-3-14
	MICHELLE MARX	1212 Shetland Dr.	6-1-14
	Jan Combetto	1225 Kensington	6-9-14
	SORIN GEORGE	1216 STERLING DR	6-9-14
	REBECCA BENRICH	1405 DARNELL DR	6-9-14
	Maureen Casler	1316 Liverpool Ln	6-9-14
	Iris R. Martinez	1404 Darnell Dr.	6-9-14
	PAUL BONDIVETTI	1100 Patock Dr.	6/9/14
	Meredith L. Cunningham	1316 Shetland Drive	6-9-14
	Lee Fischer	1209 Shetland Dr.	6-9-14
		Madeline	

## SAIA HEARING QUESTIONS/COMMENTS FROM PUBLIC

- **Truck traffic**

SAIA has completed a detailed traffic study which has been submitted to the Village and the Lake County Department of Transportation, for review. Most estimated truck traffic will not use Winchester Road. The Village Engineer believes that the study presents a reasonable picture. Ultimately Lake County DOT will make its own determinations and require any required improvements.

The highlights of this analysis are

Total number of truck trips per day 120 to 140

Peak time periods for local delivery are 6am to 9am with 26 departures in the peak hour, and 3pm to 6pm. Most local delivery trucks are semis with 45 foot trailers

Peak time periods for over the road trucks are random during overnight hours, and are generally semis with double trailers.

The actual routes taken by delivery vehicles will vary with market conditions, but our current projection is that about 8% of outbound morning local delivery traffic will proceed south of Winchester on Midlothian (2 trips). The vast majority of over the road trucks will proceed East on Peterson to I-94.

The latest LCDOT preliminary review comments show a possible increase in traffic from this site. If further study validates this analysis SAIA could be required to construct additional access improvements.

Whether the submitted study or the LCDOT analysis is used, traffic from the site on Winchester Road is negligible (2 to 4 vehicles versus a current Winchester average daily traffic volume of 5,000 vehicles).

- **Safety of Midlothian Road bike path**

LCDOT approved signage will be provided at the path crossing and no landscaping will be proposed that limits the driver's view of any pedestrians or bikers on the path. Trucks entering and leaving the site will be visible and traveling at slow speeds in order to turn in or out, and will therefore have ample opportunity to stop for any pedestrians crossing. Many similar driveways and streets exist along the path which pedestrians and bikers must already cross, therefore pedestrians will be prepared to cross at this location also.

- **Cleanliness of operation (or lack thereof)**

The entire grounds are policed for trash on a regular basis, and the lot will be power swept periodically. SAIA is dedicated to being a good neighbor, and making this showcase facility a standard for future terminals. There will be no outside storage of material on-site.

- **Site lighting**



The entry drive lighting will be low bollards, changing to 16 ft. poles at the security entrance and 28 ft. poles in the operations area at the north end of the site. The lighting will comply with all local, state and federal standards, which require that no light spill across the property lines. The light fixtures should not be in the site lines of the residential area, and the full cut-off LED fixtures will keep the light source from being visible from the south. Shields can be added to the south side of fixtures to insure that the lighting sources are not visible from the residential area.

- **Noise**

Impacts to the neighboring residents have been minimized by providing a north south orientation to the truck terminal so that the majority of the dock doors are located on the east and west faces instead of the south, and also locating the terminal at the far north end of the property. In addition 6 acres at the south end of the property has been reserved as a buffer area to the adjacent residents which will include a storm water management facility and a 15-23 foot berm with extensive landscaping. This berm directly blocks noises from the operations take place below the height of the berm..

Operational protocols, such as training dock handlers in noise reduction practices, limiting backup alarms to indoor use, and equipping outdoor vehicles with short range backup warning devices all work together to reduce on site and off site noise impacts.

- **Air Pollution**

SAIA vehicles are equipped with an automatic engine cutoff which limits idling to 4 minutes. Trucks will only be running when they are moving in and out of the facility.

The SAIA fleet is being converted to tractors that use Selective Catalytic Reduction Technology which requires the use of Diesel Exhaust Fluid, loaded on the tractor at the same time it is refueled. This allows the engine to run lean insuring combustion of soot and unburned fuel, while greatly reducing nitrous oxide so that total EPA monitored emissions are near zero. This is good for the environment, and good for engines.

SAIA is a long time member of SmartWay, a public/private collaboration between the US EPA and the freight industry that helps freight carriers to lower air pollution and increase fuel economy. In continuous voluntary testing, SAIA has earned impressive pollution reduction scores compared with its competitors.

- **Make garage door colors consistent with color of building**

The color scheme for the entire facility will be carefully coordinated. Doors will match the main wall color.

- **Fire risk as it relates to the above-ground storage tanks**

Based on the discussion at the June 9 hearing, SAIA has elected to install underground fuel storage tanks.

- **Truck access should be on Peterson Road**

The shown Peterson Road access is limited to employee/customer automobiles and this is intentional. Since Peterson Road has a much higher traffic count than Midlothian Road, the LCDOT agrees that the best location for trucks to enter and leave the site is through a Midlothian road entrance so that trucks will have to enter Peterson Road at a signalized intersection. The vast majority of trucks will be accessing the site from Peterson Road by Midlothian Road. The few trucks traveling southbound will likely use Route 45 or Route 83 and will be doing so mainly for local deliveries and pick-ups.

- **Quality of storm water run-off (oil, dirt, etc.)**

The development must comply with the IEPA standards and the Lake County Watershed Development Ordinance for water quality. The result will be an example of the latest technology in storm water management.

SAIA was the first non-bulk LTL carrier in the U.S. to earn RC14001 certification through The American Chemistry Council's Responsible Care Program. The rigorous certification reflects SAIA's commitment to product stewardship, distribution, community awareness, emergency response, and pollution prevention.

- **Type of plantings in storm water "infiltration" area. "Weedy"?**

The open space area will receive a (IDOT class 4a mix), low profile native grass mixture that includes annual rye and oats as an initial nurse crop and permanent seed mix using perennial ryegrass, little bluestem grass, side oats grama, Canadian wild rye and Prairie drop seed. Stormwater infiltration basin will receive a (IDOT class 5B) , Wetland wet/mesic Forb Mixture consisting of annual nurse crop rye and oat seeding and permanent perennial seed mix of flowering and grasses mix. Consisting of angelica, sweet flag, aster, milkweed, joe pye weed, iris, cardinal flower, great blue lobelia, mountain mint, coneflower and other companion plantings.

Maintenance will consist of seasonal mowing of the private open space and basin area.

The public right of way parkways and setback corridors along Peterson, Midlothian and Winchester will receive conventional seeded grass lawn and mowing on a regular basis to keep them trimmed and presentable.

Maintenance will be required in the project agreements.

- **Maximum truck height**

The legal maximum is 13' 6", and most equipment will be less than 12'6". Both are well below the berm height.

- **Berm entire periphery**



The southwest corner of the property includes farm buildings which are outside of the site. Future development to the west will obscure views. Constructing a north/south berm along the West property line, would cut off the natural flow of storm water from the farm.. As a substitute, landscaping and screening is being proposed along the west property line. The architectural design also creates a quality appearance. The landscape screening on the other two sides, will enhance the appearances of the development.

- **What does "closed campus" mean?**

The site is gated, and access is controlled, allowing only SAIA employees and their invited vendors and customers to enter.

- **Why this site?**

This site was chosen due to its proximity to Peterson Road with access to major highways. The central location in the Lake County business market is an ideal base of operations to serve this important, and rapidly growing market.

- **Why not locate somewhere not adjacent to residential.**

The six acre open space area separating the operation from the residential on the opposite side of the road creates separation. This site is ideal for this operation. SAIA's proposal is designed to greatly reduce any impacts on the residential area. The site design including 6 acres of open space and tall berms are sufficient buffers. The distance from this terminal to the nearest residential development is far greater than several other buildings SAIA operates. In many cases, SAIA has purchased existing buildings and undertaken extensive modification before placing them in service. This complex will be custom designed to screen the operations from the residential. This screening is more extensive than other non-residential sites, particularly those in the area.

- **Verify no complaints at other locations near/adjacent to residential**

The operations are far from area residential and this makes this project unique. Other SAIA operations are much closer to residential and therefore any complaints would relate to this close proximity.

Wyoming (Grand Rapids), MI

This facility was vacant for three years before SAIA purchased and refurbished the property. It has been in operation for 8 months and SAIA has had no complaints from neighbors whose back yards touch the fence line.

El Paso, TX

This facility was vacant for 1 year before being purchased by SAIA. It was been in operation 10 months and SAIA has received no complaints from neighbors whose properties are directly across the street on two sides.

Milwaukee, WI

SAIA has operated this facility for over 8 years, and received no complaints from neighbors, who are directly across the street.