

ELITE AMBULANCE SPECIAL USE PERMIT

July 2, 2021

Project Number

2021-0345

Applicant

Graefen Development, Inc.

Subject Property Location

3S140 Talbot Avenue

Zoning

M-1 Light Manufacturing Zoning District

Comprehensive Plan

Light Manufacturing

Approvals Sought

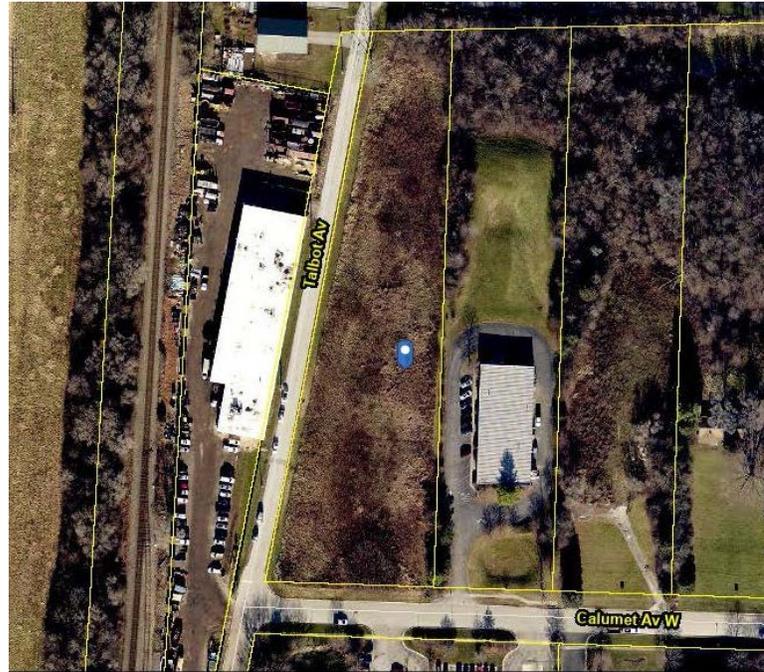
Preliminary PUD Special Use Permit for Motor Vehicle Terminal and PUD Exceptions/Variations

Subject Property Area

2.53 acres

Submitted Documents

Attached on Exhibit A



LOCATION MAP

I. INTRODUCTION & BACKGROUND

The Applicant is requesting approval of a Preliminary Planned Unit Development (PUD) Special Use Permit in the M-1 Light Manufacturing Zoning District and PUD Exceptions/Variations and/or special approvals from the following provisions of Warrenville Zoning Ordinance #1018 and the City's local amendments to the Stormwater Management and floodplain ordinance:

1. Allow for the operation of a Motor Vehicle Terminal in the form of an ambulance station facility per Table 3A and Section 8.C.3 of the Zoning Ordinance;
2. Reduce the 20' minimum interior side yard building setback required per Table 4C of the Zoning Ordinance;
3. Eliminate parking lot planting islands at the end of one row of parking and increase the maximum spacing between parking lot planting islands allowed in Section 11.G of the Zoning Ordinance;
4. Allow the width of the proposed Talbot Avenue driveway to exceed the 36' maximum width permitted in Table 5G of the Zoning Ordinance; and
- 5.
6. Increase the amount of "bounce" and the minimum side slope grades and reduce the amount of freeboard provided in the stormwater management detention basins.

Collectively, these approvals would allow Elite Medical Transportation, LLC to develop the approximately 2.53-acre vacant site located at the northeast corner of Talbot and Calumet Avenues with 23,500-square foot office/warehouse building and associated parking, landscaping and stormwater management improvements, and operate ambulance transportation service, vehicular storage, and minor vehicle maintenance facility in the new building.

The public hearing legal notice for this request was published in the Daily Herald newspaper on April 21, 2021. The plan Commission conducted the initial public hearing on the Applicant's request at its May 6, 2021, meeting. The Plan Commission continued the public hearing on this request to its July 8, 2021, meeting. **It is important to note that this staff report does not currently account for any new public input that may be received at the July 8, 2021, meeting, and therefore should be reviewed with this fact in mind. Additional new information and testimony provided on this application at the July 8, 2021, continued public hearing may trigger the need for the staff review, conclusions, and recommendations contained in this memorandum to be revised.**

II. ANALYSIS

The documents listed on Exhibit A of this staff report have been submitted to the Community Development Department, distributed to the Plan Commission, and are the basis for the review comments contained in this report. Copies of any or all of the submitted documents are available upon request at the Community Development Department and may be viewed on the City's website <https://www.warrenville.il.us/805/Elite-Ambulance-officewarehouse>.

A. Proposed Business Operations

The proposed 23,500-square foot building would include 3,000 square feet of office and 20,500 square feet of warehouse/storage/service space. In addition, approximately 3,300-square foot mezzanine would be constructed to accommodate product storage. The building would accommodate operation of the Elite Ambulance business as outlined further below. Approximately 6,000 square feet of warehouse space would be available for rent to a yet unknown tenant.

As proposed and per the correspondence and application materials provided by the Applicant, the proposed facility would operate as follows:

- The ambulance station would be operating 24 hours per day, seven days a week. Ambulances are not generally dispatched to calls from this facility. Once a shift change occurs at the facility, ambulance personal leave the facility and travel from one call to

another. They then return to the facility at their end of the shift.

- Approximately 20 ambulances and five wheelchair vans are expected to be deployed from the facility on a regular basis.
- All ambulance vehicles would be stored and serviced inside the building in the warehouse.
- Typical vehicle service would include routine relatively minor maintenance, i.e., washing, fluid change and check-in inspections.
- Up to 35 employees are expected on the property during a busy shift
- Office space would be used for offices, conferences, education and training.

Further details about how this facility will be operated, and specifically how ambulances will depart from the facility in those instances where they are responding to an emergency call with lights and sirens activated, are provided in the July 1, 2021, Elite Ambulance letter attached as Exhibit B.

Based on the proposed building area and use, 33 parking spaces would be required. The proposed Site Plan provides 67 parking spaces, including four handicapped accessible spaces. The proposed number of parking exceeds the minimum parking requirements of the Zoning Ordinance.

The site would have two access driveways - one off Talbot Avenue and a second off Calumet Avenue. A new five-foot wide public sidewalk is currently proposed along the Calumet Avenue frontage of the site. Staff is recommending a similar sidewalk be required along the entire Talbot Avenue frontage of the Subject Property.

B. Requested Approvals

The Applicant is requesting the following Special PUD approvals:

1. Special Use Permit approval of the Preliminary PUD Plans and documents listed on attached Exhibit A.
2. Allow for the operation of a Motor Vehicle Terminal per Zoning Ordinance Table 3A and Section 8.C.3 of the Zoning Ordinance. Based on the Applicant's description of the planned ambulance business operations at this facility, staff has determined that the proposed ambulance station use would be classified as a "Motor Vehicle Terminal". Motor Vehicle Terminal is defined in the Zoning Ordinance as "a facility which includes equipment and garage for the maintenance, storage, and refueling of motor vehicle fleets used for commercial purposes". Per Table 3A, Motor Vehicle Terminal is not listed as a permitted or special use in the M-1 Zoning District. It is however listed as a permitted use in M-2 Zoning District. The property located immediately west of the Applicant's site is Zoned M-2. Section 8.C.3 of the Zoning Ordinance provides that land uses other than those specifically listed as a Permitted or Conditional Use in the applicable zoning districts, may be permitted within a Planned Unit Development provided the proposed development provides superior level of design and amenity.
3. Reduce the minimum interior side yard building setback required under Zoning Ordinance Table 4C. Table 4C requires a 20-foot minimum interior side yard building setback. The proposed Site Plan illustrates 15.5-foot interior side yard building setback along the east property line.
4. Eliminate the parking lot planting island required under Section 11.G. of the Zoning Ordinance at the south end of the row of parking located along the east property line, north of the proposed building.
5. Increased the maximum parking lot landscape island spacing permitted under Section 11.G. of the Zoning Ordinance in the row of eleven parking spaces located along the south façade

of the proposed building and in the row of twelve parking spaces located closest to the Calumet Avenue property line.

6. Allow the proposed new access driveway onto Talbot Avenue to be 65-feet wide at the property line in lieu of the 36-foot maximum width specified in Zoning Ordinance Table 5G limits the maximum width of commercial driveway measured at the property line to 36 feet. The proposed driveway at Talbot Avenue is 65 feet measured at the property line.
7. Allow the stormwater detention ponds in the project to have:
 - Five (5) feet of bounce in lieu of the normally required four (4) feet of bounce. “Bounce” is defined as the depth between the normal water level and high water level of the pond.
 - 4:1 side slopes in lieu of the normally required 5:1 from the normal water level to the limits of the top of the native vegetation proposed around the perimeter of the perimeter of the stormwater detention areas.
 - 6” of freeboard from the designed high water line to the top of the berm in lieu of one (1) foot.

C. Staff Review Comments:

Proposed Land Use: Provided the site is improved and operated in accordance with the proposed preliminary PUD Plans, the July 1, 2021, letter attached as Exhibit B, and the recommended conditions contained in this staff report, staff believes the proposed ambulance station use would be an acceptable use in the northwest corner of the Warrenville Industrial Park.

Building Architecture: The Plan Commission and staff have repeatedly expressed concern that the utilitarian architectural design of the building originally proposed was not consistent with the Zoning Ordinance PUD approval criteria that requires PUD projects to provide a superior level of design and amenity. The Applicant has submitted updated preliminary building elevations to address this concern. The updated building elevations incorporate additional windows, awnings over the first floor windows and man doors, and decorative split face concrete block wainscoting on the building facades facing Talbot and Calumet Avenue.

Stormwater Management and Public Improvements: The City’s Senior Civil Engineer and Consulting Project Engineer have reviewed the various preliminary site plan, stormwater design calculations, wetland report, photometric plan and specifications, and landscape plan for the project and have prepared the July 1, 2021, Engineering Review Memorandum attached as Exhibit C to summarize their review comments, document support for the approval of three requested variations to City of Warrenville Stormwater Management Ordinance requirements, and outline various recommended approval conditions. The recommended approval conditions would require the Applicant to make specific improvements to the section of Talbot Avenue located adjacent to the subject property and install new five-foot wide concrete sidewalk along both the Calumet Avenue and Talbot Avenue frontages of the site.

III. CITY OF WARRENVILLE PUD APPROVAL CRITERIA

In recommending approval or conditional approval of a site specific amendment/exception, the City of Warrenville Zoning Ordinance requires the Plan Commission to transmit to the City Council written findings of fact that the application meets all of the criteria below or will meet them when the Plan Commission’s conditions are complied with. The City Council shall, in granting approval or conditional approval, also find that all of the following criteria are met or will be met with the

conditions to which the approval is made subject to are complied with. Staff findings for each approval criteria is provided in italic font.

1. SUPERIOR DESIGN

The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable zoning district and subdivision regulations, and solely on this basis modifications to the use and design standards established by such regulations are warranted.

Staff finds that the proposed preliminary PUD Plans which include architectural upgrades not normally required under the City's standard building codes, the improvement of Talbot Avenue, and the construction of large areas of permeable pavement parking lot areas represent a higher standard of design that what would be achieved under the standard provisions of the City's Zoning Ordinance and Subdivision Control Regulations.

2. MEETS PUD REQUIREMENTS

The PUD meets the requirements for Planned Unit Developments set forth in this Ordinance, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

Provided the various proposed PUD plans and documents listed on Exhibit A are revised and implemented in accordance with the staff-recommended approval conditions, the proposed project will satisfy the Planned Unit Development requirements set forth in the Warrenville Zoning Ordinance and would result in the construction and operation of a quality new commercial facility. Except as otherwise noted in this Staff Report, the proposed design of the project will comply with all applicable City design standards.

3. CONSISTENT WITH CITY PLAN

The PUD is generally consistent with the objectives of the City Comprehensive Plan as viewed in light of any changed conditions since its adoption.

The City's Comprehensive Plan identifies the Subject Property as being used for light industry type uses. If the proposed ambulance station is developed and operated in compliance with the conditions contained in this staff report, staff finds that the proposed use would be very similar to that of a light industry type facility.

4. PUBLIC WELFARE

The PUD will not be detrimental to the public health, safety, morals, or general welfare.

Based on The City staff and engineering consultant's thorough review of the project documents and careful consideration of the testimony provided at the public hearing for this project, staff finds no evidence that the proposed PUD will be detrimental to the health, safety and welfare of the general public. If the project is approved and implemented in conformance with the staff recommended approval conditions outlined in this staff report, staff fully expects the project to result in a positive addition to the City's industrial park.

5. COMPATIBLE WITH ENVIRONS

Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

If the project is approved and implemented in conformance with the staff-recommended approval conditions, staff finds that the project will not impair local property values or environmental quality in the general area or be injurious to the use, enjoyment, and orderly development of other properties in its vicinity.

6. NATURAL FEATURES

The design of the PUD is as consistent as practical with the preservation of natural features of the site such as flood plains, wooded areas, steep slopes, natural drainage ways, or other areas of sensitive or valuable environmental character.

The site does not contain any significant areas considered to be either environmentally sensitive or of high environmental character. The proposed site development plans are being designed to comply with all applicable stormwater management regulations, best management practice requirements and will include native plantings in the detention areas on the site and the use of extensive permeable pavement areas.

7. CIRCULATION

Streets, sidewalks, pedestrian ways, bicycle paths, off-street parking, and off-street loading as appropriate to the planned land uses are provided. They are adequate in location, size, capacity, and design to ensure safe, efficient circulation of automobiles, trucks, bicycles, pedestrians, fire trucks, garbage trucks, and snow plows as appropriate without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD, or unduly interfering with the safety or capacity of adjacent streets.

If the project is approved and implemented in conformance with the staff-recommended approval conditions, Talbot Avenue will be improved and there will be a new public sidewalk connection established to the Talbot Avenue entrance into the Summerlakes Park. Staff finds that the proposed/required circulations improvements for the project would support safe and efficient pedestrian and vehicle circulation to, within, and from the project.

8. OPEN SPACES AND LANDSCAPING

The quality and quantity of public and common open spaces and landscaping provided are consistent with the higher standards of design and amenity required of a PUD. The size, shape, and location of a substantial portion of the total public and common open space provided in residential areas render it useable for recreation purposes.

Open space between all buildings is adequate to allow for light and air, access by firefighting equipment, and for privacy where walls have windows, terraces, or adjacent patios. Open space along the perimeter of the development is sufficient to protect existing and permitted future uses of adjacent property from adverse effects of the development.

Staff finds the open space and landscape amenities proposed in this project, including the use of native plantings throughout the stormwater detention facilities would be consistent with the higher standards of design and amenity required of a PUD. Sufficient open space would be provided around the proposed building to insure proper access for firefighting purposes and to protect existing and permitted future use of adjacent property for any adverse effects generated by the proposed project.

9. COVENANTS

Where individual parcels are to be later sold, adequate provision has been made in the form of deed restrictions, homeowners or condominium association, or the like for:

- a. The preservation and maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas, and other common elements not to be dedicated to the City or another public body.
- b. Such control of the use and exterior design of individual structures, if any, as is necessary for continuing conformance to the PUD Plan, such provision to be binding on all future ownership.

The Applicant will be required to execute the City's standard landscape covenant and maintenance agreement which will be recorded prior to a full building permit being issued for the project. This agreement will require the current and future owners of the site to maintain the open space and detention areas on the site in compliance with the City approved Final PUD Documents and applicable City ordinances.

10. PUBLIC SERVICES

The land uses, intensities, and phasing of the PUD are consistent with the anticipated ability of the City, the school districts and other public bodies to provide and economically support police and fire protection, water supply, sewage disposal, schools, and other public facilities and services without placing undue burden on existing residents and businesses.

If the project is approved and implemented in conformance with the staff-recommended approval conditions, staff finds that the project will not unduly burden local police, fire, water, sewage services or existing residents and businesses in the community.

11. PHASING

Each development phase of the PUD can, together with any phases that precede it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein, even if no subsequent phase should ever be completed. The provision and improvement of public or common area improvements, open spaces, and amenities--or the provision of financial sureties guaranteeing their improvement--is phased generally proportionate to the phasing of the number of dwelling units or amount of non-residential floor area.

It is anticipated that the project will be constructed in one phase.

IV. STAFF RECOMMENDED APPROVAL CONDITIONS

1. Ambulance Station Operations: Ambulance station operations on the subject property shall be conducted in a manner substantially consistent with the information and representations contained in the August 14, 2020, Business Operations Letter from John Atkenson and the July 1, 2021, ambulance operations clarification letter from George Hynek.

2. Preliminary PUD Documents: The improvement of the Subject Property shall be substantially consistent with the plans and documents listed on attached Exhibit A as may be revised to address the approval conditions outlined in this report, applicable City ordinance requirements, and the requirements of the Final PUD Ordinance approved for the project.

- 3. Building Architecture:** Unless otherwise approved by the City during the Final PUD process, the exterior architectural design and detail of the proposed new building shall be substantially consistent with the June 9, 2021, revised building elevations prepared by M.J. Root Architects.
- 4. Engineering Review:** The Applicant shall comply with the review comments and recommendations outlined in the Engineering Review memo dated July 1, 2021, and attached as Exhibit C.
- 5. Roof Top Equipment Screening:** All roof top mounted HVAC equipment shall be fully screened by parapet walls or roof screens at least as high as the roof top mounted equipment. Screens shall be consistent with the architecture and color scheme of the building. Details showing the location of roof top equipment, its height, and the design of the required screening shall be provided for staff review and approval at the time of building permit.
- 6. Outdoor Storage:** No outdoor storage of vehicles, vehicle parts, products, or equipment is permitted unless a separate special use permit is requested and approved at some future date.
- 7. Refuse Collection:** All garbage and refuse collection containers for the entire facility shall be kept inside of the building unless a minor PUD amendment is requested and approved at a future date.
- 8. Warrenville Fire Protection District Review:** The Applicant shall address and comply with all comments and requests provided by the Warrenville Fire Protection District that are supported by the building and fire codes adopted by the City of Warrenville.
- 9. Landscape Maintenance Plan and Calendar:** A detailed landscape maintenance plan and maintenance calendar for the proposed landscaping on the Subject Property shall be provided with the Final PUD application.
- 10. Landscape Covenant Agreement:** A Landscape Covenant Agreement satisfying the requirements of Section 11.B. 4 of the Zoning Ordinance shall be prepared, executed and recorded with the DuPage County Recorder's Office prior to the issuance of a building permit for this project. The approved Final PUD Landscape Plan shall be referenced in, and become part of, the Landscape Covenant Agreement.
- 11. Fees and Security Guaranteeing Completion of Public Improvements:** The Applicant shall pay/submit all applicable review and inspection fees and the required security guaranteeing completion of public improvements prior to recording of Ordinance approving the final PUD for this project and prior to any permit issuance for this project.
- 12. DuPage County Traffic Impact Fee:** Required DuPage County Traffic Impact Fees must be paid in conjunction with the City's issuance of a building permit for this project.

V. CONCLUSION AND STAFF RECOMMENDATIONS

Based on the information and findings outlined in this Staff Report, staff recommends the Plan Commission pass the following motion:

The Plan Commission recommends City Council approval of the various Preliminary PUD related approvals listed in Section II.B. of the July 2, 2021, Community Development Department Staff Report for the proposed Elite Ambulance Project at 3S140 Talbot Avenue, subject to the conditions contained in Section IV of the same staff report.

ATTACHMENTS

Exhibit A: List of Submitted Preliminary PUD Application Documents

Exhibit B: Elite Ambulance Ambulance Operations Clarification Letter, Dated July 1, 2021

Exhibit C: Engineering Review Memo, Dated July 1, 2021

**ELITE AMBULANCE PRELIMINARY PUD
SUBMITTED DOCUMENTS**

1. General Application, 3 pages, submitted by Jeff Graefen, dated 12-18-20
2. Application Form D, 5 pages, submitted by Jeff Graefen, dated 12-18-20
3. Authorization Letter, 1 page, prepared by John Atkenson, dated 6-24-20
4. Title Insurance, 18 pages
5. Title Survey, 1 page, prepared by Chicago Title Insurance Company
6. Parking Requirements, 1 page, prepared by KDC Consultants Inc., dated 8-14-20
7. Photometrics Plan, 1 sheet, prepared by Econolight, dated 12-6-20
8. Photometric Lighting Specs, 7 pages, prepared by Econolight and Cree Lighting
9. Landscape Plan, 1 sheet, prepared by Beary Landscaping, dated 1-5-21
10. Winfield Township Property Owners within 250 feet, 13 pages, dated 12-9-20
11. Business Operations Letter, 1 page, prepared by John Atkenson, dated 8-14-20
12. Ambulance Operations Clarification Letter, 1 page, prepared by George Hynek, dated 7-1-21
13. Wetland Report, 16 pages, prepared by Christopher B. Burke Engineering, Ltd., dated 6-2-20
14. Building Elevations, 1 sheet, prepared by M.J. Root Architects, dated 6-9-21
15. Engineering Response No. 1, 1 page, prepared by KDC Consultants Inc., dated 6-10-21
16. PE Estimates, 1 sheet, prepared by KDC Consultants Inc., dated 6-8-21
17. Prelim PUD Staff Review Response Letter, 2 pages, prepared by Jeff Graefen, dated 6-18-2021
18. Decorative CMU Blocks, 1 photo, undated
19. Talbot Concept Plan, 1 sheet, prepared by KDC Consultants Inc., dated 6-10-21
20. Engineering Response No. 2, 4 pages, prepared by KDC Consultants Inc., dated 6-25-21
21. Stormwater Management Report Summary, 2 pages, prepared by KDC Consultants Inc., dated 6-24-21
22. Stormwater Management Calculations, 10 pages, prepared by KDC Consultants Inc., dated 6-25-21
23. Architect Letter, 1 sheet, prepared by M.J.Root Architects, dated 6-30-21



July 1, 2021

To Whom it May Concern:

This letter is in reference to Elite Medical Transportation occupying the property at 3S140 Talbot Ave. Elite Medical Transportation intends to utilize this space as an ambulance station. Elite does not perform the same type of emergency services that a municipal fire department performs. The ambulances do not return to this facility following each ambulance call. The EMT's and Paramedics will arrive for their scheduled shift, leave the facility in the ambulance and not return until the end of their shift.

Elite Medical Transportation does provide emergency medical service, but the use of lights and sirens leaving the facility on Talbot will be rare. In those instances that an emergency lights and sirens response is necessary from the Talbot facility, the crews will be trained to travel Talbot to Butterfield.

Thank you for this opportunity to explain the business model utilized by Elite Medical Transportation. If you have further questions or concerns, please feel free to reach out to me at ghynek@eliteamb.com or via phone at 708-927-0259.

Thank you,

A handwritten signature in black ink, appearing to read 'George Hynek', written over a light blue horizontal line.

George Hynek

Manager, Elite Medical Transportation



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ENGINEERING REVIEW MEMO

Date: July 1, 2021

From: Kristine Hocking, P.E., CFM
Senior Civil Engineer
City of Warrenville

Lynn Kroll, P.E., CFM
Project Engineer
James J. Benes and Associates

Re: Elite Ambulance
3S140 Talbot Avenue
Preliminary PUD Engineering Plan Review

The proposed development will be constructed on an existing 2.53 acre site located at the northeast corner of Calumet Avenue and Talbot Avenue. The existing site is vacant. The proposal includes the construction of one industrial building, driveway and parking lot. Proposed stormwater management facilities include two detention facilities with native vegetated wetland bottom ponds and permeable paver parking lots.

The following preliminary engineering documents have been reviewed:

1. Concept Plan, prepared by KDC Consultants, Inc and dated June 10, 2021.
2. Storm Water Report prepared by KDC Consultants, Inc and dated June 24, 2021.
3. Storm Water Calculations prepared by KDC Consultants, Inc and dated June 25, 2021.
4. Wetland Report, prepared by Christopher B. Burke Engineering, dated June 2, 2020.
5. Photometric Plan, prepared by Econolight and dated December 6, 2020.
6. Photometric Lighting Specs, by Econolight and Cree Lighting.
7. Landscape Plan, prepared by Beary Landscaping and dated January 5, 2021.

ENGINEERING SUMMARY

ACCESS: The site is located at the northeast corner of Talbot Avenue and Calumet Avenue. Two driveway entrances are being proposed. One off of Talbot and one off Calumet.

STORMWATER DETENTION: The proposed development exceeds a net new impervious area of 25,000 square feet, therefore stormwater detention is required. Detention is being provided in two main detention ponds, one on the north side of the site and one on the south side of the site.



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REQUIRED PUBLIC IMPROVEMENTS The required public improvements for this project include resurfacing and pavement patching of Talbot Avenue, adding curb and gutter on the east side of Talbot Avenue, and adding 5 foot sidewalk along both frontages along Calumet and Talbot. No street lighting is required.

BEST MANAGEMENT PRACTICES (BMPs): The proposed development will create a total of 35,133 square feet of new impervious area. In accordance with the City of Warrenville Stormwater and Floodplain Ordinance, Post Construction Best Management Practices (PCBMPs) for water quality are required. Per Section 15-64.A.2 PCBMPs may provide volume and pollutant control by providing native vegetated wetland bottom site runoff storage basin. The stormwater management report states that BMPs for the development include the native vegetated planting of the detention basin bottoms.

SPECIAL MANAGEMENT AREAS: The project site does not involve floodplain, wetlands, wetland buffers or floodplain buffers.

EROSION CONTROL: The project site is greater than one acre in size, so a National Pollutant Discharge Elimination System (NPDES) permit is required for the discharge of storm water during construction. The Owner will have to implement the Storm Water Pollution Prevention Plan (SWPPP) to effectively manage the discharge of pollutants from the site. The Owner must submit the SWPPP and a Notice of Intent (NOI) to the Illinois EPA at least 30 days prior to the start of construction. A signed copy of the SWPPP and a signed copy of the NOI must be provided to the City prior to the start of construction. A signed copy of SWPPP and NOI must also be kept at the construction site from the start of construction until such time that ground cover is re-established.

WATER DISTRIBUTION: The applicant is proposing to connect to the existing watermain off of Talbot Avenue.

SANITARY SEWER: The applicant is proposing to connect to the existing sanitary sewer off of Calumet Avenue.

SITE LIGHTING: A photometric plan should be provided with the Final Engineering plans showing all lighting, including parking lot and building, in order to show the parking lot meets the illumination standards of Table 9C of the Zoning Ordinance.

PERMITS: The proposed disturbed area will be approximately 2.5 acres, so a City of Warrenville Stormwater and Flood Plain Certification is required. A City of Warrenville Building Permit will be required for the site work as well as the office/warehouse building.

VARIANCES REQUESTED: The applicant is asking for variances due to the:

- 5:1 foot bounce of the detention ponds (4 foot max bounce allowed)
- 4:1 slope from the normal water level to the limits of native vegetation (5:1 allowed)
- 6" freeboard from high water level to top of berm. (1' required, 6" provided).



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Community Development staff and engineering consultants have reviewed the proposed variances requested and have no objection to the approval of these variations. The detention pond designs are consistent with the recently completed Everton development.

ENGINEERING REVIEW COMMENTS

The Elite Ambulance Concept Preliminary Engineering Plan have been stamped “**APPROVED WITH CONDITIONS**” and the following comments should be addressed as part of the Final PUD/Engineering process:

1. Final Engineering plans should include layout, detailed contours and spot grading, utility, SWPPP, ADA ramp layouts and detail sheets. Include the City’s Standard Specifications and Erosion Control Notes found on the City’s webpage under Community Development – Engineering.
2. Variances requested are acceptable by staff and consultant.
3. Provide clearance from the HWL of the pond to the west side of the building to provide for foundation landscaping without affecting the pond. If ingress/egress is required on the west side of the building, the detention pond will have to be regraded to provide for an ADA compliant walkway away from the building.
4. Provide Storm Sewer calculations.
5. Increase the overflow weir depth to 6” by lowering the NWL and adjusting the internal slopes of the detention ponds to allow for more volume and lowering the HWL.
6. Per DCSFPO Section 15-72.G small areas of the disturbed area of the Development Site (less than 5% cumulatively) that are impractical to drain to a storage facility may be allowed to drain off-site without routing through a storage facility provided the areas are primarily vegetated. 5% of the 2.53 site is acres 0.13 acre (5,660 square feet) allowable undetained disturbed area. The pond perimeter berm areas (17’ to 20’ wide) that are undetained are estimated as 17,000 square feet (0.39 acre), which is acceptable. However, the entrance drive from Talbot needs to be adjusted or drainage structures added to allow to drain to the detention ponds as well as the east side of the building.
7. The plan includes a restricted outlet for the south pond at the existing inlet at Talbot Avenue. The rim elevation is estimated at 725.00. Since the structure has an open lid elevation lower than the HWL of the pond, water will release from the inlet before the HWL of 728.5 is reached. Place the restrictor structure in the pond berm. Restrictor structure will include a perforated riser.
8. Provide retaining wall calculations stamped by a Structural Engineer for wall on east side and any wall above 3 feet in height.



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9. Provide a detailed cross section of Talbot and plan notes illustrating the surfacing/patching requirements for Talbot:
 - i. Mill 2" of asphalt off the road
 - ii. Install curb and gutter on the east side of the road
 - iii. Patch both edges of the road 4' wide and 6" deep with asphalt
 - iv. Pave a ¾" leveling binder over the full width of the road
 - v. Pave 1 ½" of asphalt surface over the full width of the road
10. More clearly illustrate the proposed construction of a 5' concrete sidewalk along the entire Talbot Avenue frontage. The walk should extend through the driveway similar to Calumet. The concrete specifications should meet the requirements in the City Code Title 7 Chapter 2 Section 3-17: "Surfacing Requirements in Public Rights-of-Way" of 5 inches of fiberized concrete over 2 inches of CA-6 aggregate.
11. ADA spots can share accessible aisles according to the revised Illinois Accessibility Code. You can gain another parking spot in the southern lot if you share accessible aisles for the ADA spots.
12. Provide a photometric plan showing compliance with the Zoning Ordinance Section 9 Performance Standards, Subsection I "Illumination and Glare" for the parking lot lighting. Provide fixture specifications and conduit routing. All lighting should be "dark sky" compliant and fixture temperature should not exceed 4000K.
13. Add proposed utilities to the Landscaping Plans and check for conflicts with proposed landscaping items. Also adjust the landscaping for the detention ponds.
14. Provide a Plat of Easement showing the "Public Sidewalk Easement" and "Stormwater Management Easement" for the detention ponds, associated restrictor structures and permeable paver sections of the parking lot.
15. Provide an Engineers Estimate of Costs for Public Improvements. Public Improvements would be all Talbot Avenue work, driveway pavement within ROW, earth excavation for detention ponds, storm sewer, public sidewalk, required landscaping, seeding for detention ponds and erosion control (according to Section 4.02 of the Subdivision Control Ordinance). This will be used to calculate the Final Engineering fees and the Development Security of the project.

The Elite Ambulance Storm Water Report and Calculations have been stamped "APPROVED WITH CONDITIONS" and the following comments should be addressed as part of the Final PUD/Engineering process:

1. The Rainfall distribution in the TR-20 analysis is per the previous Bulletin 70 publication. The Huff distribution data is found in ISWS Bulletin 75 dated March 2020 (page 79 of document).
2. The south restrictor calculation resulting in a 4.3" orifice is incorrect for a design release rate of 0.09cfs. A 1.2" restrictor with an invert of 722.0 and a HWL of 728.50 will release 0.09 cfs.



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The north restrictor calculation resulting in a 6.7" orifice is incorrect for a design release rate of 0.16 cfs. A 1.6" diameter restrictor with an invert of 723.3 and a HWL of 728.50 will release 0.16 cfs.

The submitted calculation table appears to have an error with the units.