

Where did the meetings take place concerning the Blackwell Fleet Services building?

Since August 2000, Commission meetings have been held at District headquarters at 35580 Naperville Road in Wheaton at 9 a.m. on the first and third Tuesday of the month. Prior to August 2000, all meetings were held at the county administrative building at 421 North County Farm Road.

Where are these meetings advertised?

Public notice of all the Forest Preserve District Commission meetings is given in accordance with the requirements set forth in the Open Meetings Act, 5 ILCS 120/1 *et seq.* (West 2008). In this regard, the schedule of regular Commission meetings and Planning Sessions, all which are open to the public, is established and posted at the beginning of each calendar year in accordance with Section 2.02 of the Open Meetings Act. The schedule is available to members of the news media, is provided to citizens upon request, and is posted in the headquarters lobby and on the District's Web site, www.dupageforest.com.

Why aren't Forest Preserve District commission meetings in the evenings?

Historically, Commission meetings have always been held during the day. In recent years, the Forest Preserve District has held several evening meetings.

Why didn't commissioners ask for public input? Isn't there a way to get citizens involved?

Every announced Forest Preserve District Board of Commissioners Meeting or Planning Session provides an opportunity for public comment. Additionally, Commissioners can be contacted via the District's Web site, www.dupageforest.com.

How did the Forest Preserve District inform the public about the Blackwell Fleet Services building project?

Agenda items relative to the Fleet Services building were listed for discussion on more than 55 Forest Preserve District Board of Commissioners Meeting, Planning Session and Operations Committee Meeting agendas since March 2001. The agendas were made available prior to the meetings to members of the news media, were posted at the District's headquarters and on the District's Web site, www.dupageforest.com, and were available upon request to citizens.

On April 20, 2009 the District mailed postcards notifying neighbors of the open house scheduled for 7 p.m. on April 28, 2009 at the Blackwell Structural Maintenance West Division Sector Operations offices at 29W400 Mack Road in West Chicago Blackwell.

In addition, the District sent two news releases on April 20, 2009 and April 24, 2009. The news releases announced the April 28, 2009 and May 5, 2009 Blackwell Fleet Services building project open houses, both of which started at 7 p.m. and were located at the Blackwell Structural Maintenance West Division Sector Operations offices at 29W400 Mack Road in West Chicago.

The information for both open houses was posted on the District's Web site, www.dupageforest.com.

District personnel also posted notices concerning the meeting in Visitor Information kiosks at Blackwell Forest Preserve.

Can you explain why the Forest Preserve District does not have to follow county zoning requirements and hold public hearings?

In 1989 the Forest Preserve District filed a request with the County to be exempted from the County's zoning regulations in connection with the construction of a new maintenance facility at the Blackwell Forest Preserve. Simply stated, it is firmly established under Illinois law that one governmental entity cannot exercise its zoning regulations in a manner that will prevent or frustrate another governmental entity from carrying out its governmental powers. Since the District clearly had the statutory authority to construct the maintenance facility, the County agreed to the exemption. At the District's request, the County also granted exemptions for the construction of the District's headquarters building in the Danada Forest Preserve (1997), and for the construction of the Visitor Center in the Timber Ridge Forest Preserve (1998).

In 1998, the District entered into negotiations with the County regarding issues associated with building codes and other permit requirements. Ultimately the parties entered into an intergovernmental agreement on May 18, 1998 titled "An Intergovernmental Agreement Regarding Certain Consulting Services Concerning Permits Affecting Forest Preserve District of DuPage County Lands" (Forest Preserve District Ordinance #98-201) Paragraph 3.5 of the 1998 Intergovernmental Agreement states:

3.5 The District is exempt from and shall not have to comply with any aspects of the County's Zoning Ordinance.

Under the 1998 Intergovernmental Agreement, the Forest Preserve District is subject to several DuPage County permit requirements, including building codes and stormwater management. Section 3.5, which exempts the District from the County's Zoning Ordinance, was actually patterned after the exemption from zoning regulations contained in an intergovernmental agreement between Lake County and the Forest Preserve District of Lake County.

What is the Forest Preserve District's fire-protection plan? Can the District provide certification from the surrounding fire protection district as to the acceptability of its plan?

As part of the county's permitting process, the county building department automatically sends a copy of the construction plans to the local fire protection district for review and comment at the time of application. At this point, the District has not yet submitted plans to the county for permit review.

Can the Forest Preserve District provide the traffic studies that were completed for impacts along Mack Road?

The Forest Preserve District did not complete a traffic study; according to the county zoning personnel, one was not required.

Isn't the proposed location within the 2.5-mile limit of the zoning jurisdiction of West Chicago?

Yes, but according to DuPage County zoning personnel, local zoning jurisdiction requirements do not apply to the Forest Preserve District.

Why didn't the Forest Preserve District do an Environmental Impact Study?

Because the Forest Preserve District is not a federal agency and because federal funds are not being used to construct the project, the District was not required to complete an Environmental Impact Study.

The District did, however, complete an endangered and threatened species analysis of the proposed Fleet Services building. District ecologists evaluated the analysis and cleared the site relative to any endangered or threatened species. Staff also performed wetland delineation studies and coordinated a cultural review and sign-off from the Illinois State Historic Preservation Agency.

What other locations had the Forest Preserve District considered for this facility? Have vacant industrial buildings or car dealerships been explored?

In 1991, the District discussed several locations, including an expanded facility at Churchill Woods Forest Preserve, an industrial park, closed retail outlets in Wheaton and Carol Stream, and the shop at the former friary at the Mayslake Forest Preserve.

In 2001, the District discussed additional sites, including former landfill support buildings located at Greene Valley and Mallard Lake Forest Preserves.

On several occasions there have been suggestions for locations for the proposed Fleet Services building, including vacant car dealerships; available, undeveloped land in industrial areas; shared or expanded municipal or county fleet facilities; retrofitted District buildings; or a new facility along the Danada corridor.

Because of sites' inability to meet the District's need for a location central to District operations; budget or spatial requirements; or ADA or life-safety codes, the District did not study them further.

Has there been a study on the amount of service that the Forest Preserve District does onsite and if it would be more cost-effective to outsource work to someone offsite?

Knight E/A, Inc. conducted an assessment as to whether outsourcing was a feasible option and, based upon the tremendous variety of equipment and their uses, concurs that it is not a reasonable option.

Staff constantly evaluates whether work performed in-house would be less expensive if outsourced. In fact, several jobs, such as sand blasting, are performed by outside contractors at a cost savings to the District, and these jobs will continue to be outsourced even after a new

Fleet Services building is completed. However, overall, the District has continually come to the conclusion that in-house repairs are more efficient and economical.

- Servicing vehicles and equipment off-site would increase local traffic and the District's consumption of fuels.
- A second employee in a second vehicle would need to accompany a driver dropping off a vehicle at a repair shop, greatly increasing personnel costs.
- Service times and priorities would not be at the District's discretion. So vehicles and equipment would be out of service longer.
- The District owns a variety of vehicles and equipment. It would need to transport different pieces to different locations for quarterly preventative maintenance or repairs.
- Vehicles with specially installed equipment would need to be serviced by more than one vendor.
- Body work would be much more expensive, which would force the District to keep vehicles and equipment a shorter time.

How many of the District's technicians are certified, fully qualified mechanics?

Fleet Services has two automotive mechanics, three heavy-equipment mechanics, one body technician, and three equipment mechanics, some with ASE certifications and others with equivalent certifications. They are considered to be at the journeyman level or professional mechanics.

Could the Forest Preserve District provide details on its research into the need for a new fleet facility at this location?

Forest Preserve District efforts to establish a new fleet services facility at the Mack Road site at Blackwell dates back to 1990, when the District contracted with and received guidance from a private outside consultant, Public Administration Service in McLean, Virginia. PAS evaluated the District's operations and suggested options for establishing an organization either centered or not centered around one location. As part of its report, PAS concluded that "it goes without saying that vehicular maintenance can be best performed in a properly equipped central garage with skilled mechanics and other specialties."

PAS's report indicated it was not practical to divide specialized building and construction services into sectors. Its recommendation for a more efficient and cost-effective location that was central to District operations was supported by District leadership; and in the years that followed, the District reduced its number of satellite facilities.

The PAS study demonstrated to the District, too, that the Mack Road site at Blackwell in particular merited consideration for an incrementally expanding, single site of operations. Since 1966, when the District first purchased the guard residence, barn, and machine shed on Mack Road, the site had been gradually evolving into a campus for the District's Structural Maintenance, Grounds Maintenance, Natural Resources, Fleet Services and West Sector divisions. This progression made sense; after all, a large percentage of the District's holdings, especially well-visited ones, was nearby, which meant that employees working from the Mack

Road site could efficiently provide the wide range of services needed to a large percentage of Forest Preserve District visitors.

As a result of the PAS study, in 1990, when plans were underway to construct a new Structural Maintenance facility on Mack Road — a facility completed in 1992 — it was suggested that a new Fleet Services facility be part of a second incremental phase.

In 2001, the concept, interest and potential for funding a second incremental phase at the Mack Road site at Blackwell was renewed. Commissioners and staff realized that the Churchill Woods Fleet Services facility was deteriorating rapidly and that refitting existing buildings would be expensive and would not solve the building's numerous structural, accessibility, life-safety and HVAC issues.

On April 16, 2002 the county's 25-member board, acting then in its dual role as County Board and Forest Preserve District Board of Commissioners, approved a motion to "centralize the Fleet Division at one Central Location in the Blackwell Forest Preserve via the Construction of a New Fleet facility." On May 21, 2002, the commission authorized the execution of a contract for professional services for the Blackwell Fleet Services building with Patrick Engineering, Inc.

On November 19, 2002, resolution #02-546 was approved authorizing the execution of a contract for the "Blackwell Infrastructure Project: Fleet Service Building and Equipment Storage Building" between the Forest Preserve District of DuPage County and Paradise Group, Inc. In 2002, the 25-member board approved a new Fleet Services building; later that year, the Forest Preserve District's president removed the facility from consideration due to funding concerns and a desire to review other options.

In May 2007, a reformulated plan with a new funding strategy was presented to and approved by the Forest Preserve District's now seven-member board. The plan includes the proposed 28,500-square-foot, 16-bay building near the existing Fleet Services facility and fuel stations on Mack Road in Blackwell. This site is presently used as a storage lot for vehicles and trailers. Because it is surrounded by disturbed, already developed land, its addition to the site will cause minimal impact to the surrounding woodlands and McKee Marsh. The proposed building is also more than 700 feet from the nearest private residence and 60 feet or more away from the trail system.

What are the load weight carrying capacities of Mack Road?

The posted load limit of Mack Road is 5 tons, unless otherwise authorized by permit. The Forest Preserve District has a permit to use Mack Road from the Winfield Township Road District, which maintains the roads and right-of-ways in this unincorporated area.

The weight of individual Forest Preserve District vehicles using Mack Road has remained the same for more than 20 years. The weight of individual vehicles is kept under the maximum allowed by each applicable local, state and federal roadway agency having jurisdiction throughout the county, for each vehicle type.

How often does the Forest Preserve District get supplies and parts delivered from outside vendors?

Deliveries typically occur several times a day during the traditional work week, Monday through Friday. On weekends, Structural Maintenance, Fleet Services and Natural Resource Management work is minimized; however, West Division rangers' and Law Enforcement officers' vehicles operate seven days a week.

Can the District give us reasons why the fleet has increased over the past 10 years?

Over the years, the Forest Preserve District vehicle and equipment inventories have grown in line with the addition of new properties and facilities. In some cases, the addition of specialized equipment and vehicles has allowed the District to operate more efficiently without the need to add employees. Before staff can purchase any vehicles, they must justify their purchases to and have them approved by the Board of Commissioners.

Is all of the equipment that's stored at Blackwell used just at Blackwell?

All of the vehicles and equipment kept at the current Blackwell Fleet Services facility are used at all forest preserve sites.

What is the cost per square foot of the proposed Blackwell Fleet Services facility?

The estimated cost is \$260 per square foot. This is consistent with current cost trends for similar facilities.

Why does it have to be 32 feet tall?

The building height ranges 22 to 32 feet tall from east to west and is to be kept as low as feasible while allowing for necessary interior clear heights for vehicles, lifts, air handling and filtering equipment above the paint booth. This air handling equipment is fully contained within the roof of the building.

What is the impermeable footprint of the fleet-building site, parking, etc?

Impermeable areas, such as the proposed building, parking, sidewalks, paved access, and aprons, total about 3.4 acres.

In its assessment, did the Forest Preserve District consider emissions from the paint booth? Lead paint from old vehicles?

The proposed paint booth will have its own exhaust and ventilation system, fully meeting code, and will not be tied into the building's systems

What are the contingencies for oil and gas and other contaminants that could emanate for the maintenance facility?

Water relative to service and mechanical areas and susceptible to grease or oils will be conveyed directly to a designated holding tank. The holding tank has no discharge to the septic field. Waste is pumped out of the holding tank and hauled from the site to an appropriate disposal site on a recurring timely basis.

How is the Forest Preserve District going to handle stormwater runoff?

A detention basin with restricted release rates is proposed to be constructed immediately east of the proposed building. Sizing of the detention basin and determination of release rates will be in full accordance with the DuPage County Stormwater and Floodplain Ordinance.

Is stormwater going to run into McKee Marsh or the West Branch of the DuPage River?

Controlled stormwater release from the proposed detention basin will follow the natural drainage path, which is generally in southwesterly direction, opposite from the direction of McKee Marsh. Runoff from the site eventually flows into the West Branch of the DuPage River south of Forest View Drive.

Can't the Forest Preserve District change the entrance gate to make it look less industrial?

The type of fence and gating system recently installed at the entrance to the alternative-fuel station, which would also serve the proposed Fleet Services building, is very similar to other types of access control used at several other locations within the adjacent Grounds Maintenance and Natural Resources complex, including the nursery.