BENSENVILLE
VILLAGE CLERK'S OFFICE

12 South Center Street
Bensenville, IL 60106

Office: 630.350.3404
Fax: 630.350.3438
www.bensenville.il.us

VILLAGE BOARD

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Village Clerk
Nancy Quinn

Village Manager
Evan K. Summers

May 10, 2023

Ms. Trinia Mullins
100 East California Avenue, Suite 400
Oklahoma City, Oklahoma 73104

Re: May 3, 2023 FOIA Request

Dear Ms. Millins:

I am pleased to help you with your May 3, 2023 Freedom of Information Act ("FOIA"). The Village of Bensenville received your request on May 4, 2023. You requested copies of the items indicated below:

"Please see attached Re: 1401 Devon Avenue."

Your FOIA is hereby granted in full with the enclosed records. No redactions have been made.

Very truly yours,

Corey Williamsen
Freedom of Information Officer
Village of Bensenville

BENSENVILLE
VILLAGE CLERK'S OFFICE

VILLAGE OF BENSENVILLE
FREEDOM OF INFORMATION ACT
REQUEST FORM

TO: *COREY WILLIAMSEN*

Freedom of Information Officer
Village of Bensenville
12 S. Center Street
Bensenville, IL 60106

FROM:

13311

Name Trinia Mullins
Address 100 E California Ave., Suite 400
Oklahoma City, OK. 73104
Phone 405-754-6274
E-Mail TMullins@partneresi.com

TITLES OR DESCRIPTION OF RECORDS REQUESTED (Please Include Date of Birth and Case Number for Police Records):
See attached request.

☐ THIS REQUEST IS FOR A COMMERCIAL PURPOSE (*You must state whether your request is for a commercial purpose.* A request is for a "commercial purpose" if all or any part of the information will be used in any form for sale, resale, or solicitation or advertisement for sales or services. Failure to disclose whether a request is for a commercial purpose is a prosecutable violation of FOIA.)

Would like your request delivered via: ☑ E-Mail ☐ U.S. Mail ☐ Pick-Up*
**Pick-Up is available by appointment at Village Hall Monday thru Friday; between 8:00 a.m. – 5:00 p.m.*

I understand that any payment need be received before any documents are copied and/or mailed.

05/03/23
Date

Trinia Mullins
Signature

All FOIA responses are posted on the Village's website. Name and address of the requestor will be made public.

The first fifty (50) pages of the request are free. The fee charge is fifteen (15) cents after the first fifty (50) pages.

Unless otherwise notified, your request for public records will be compiled within five (5) working days.

Unless otherwise notified, any request for commercial purposes will be compiled within twenty-one (21) days working days.

COREY WILLIAMSEN, FREEDOM OF INFORMATION OFFICER

Telephone: (630) 350-3404 Facsimile: (630) 350-3438 E-mail Address: FOIArequest@bensenville.il.us

For Freedom of Information Officer Use Only

Date Request Received	Date Response Due	Date Extended Response Due	Total Charges	Date Documents Copied or Inspected
5/4/23	5/11/23	5/18/23	$0 –	5/10/23

Received by Employee: _____

PARTNER
Engineering and Science, Inc.

May 3, 2023

Village of Bensenville
Nicholas Arquette
Community & Economic Development
12 S. Center Street
Bensenville, IL, 60106
NArquette@bensenville.il.us
630-594-1005

Subject:	FOIA Request
Property Name:	1401 Devon Avenue
Property Address:	1401 Devon Avenue Bensenville Illinois 60106
Year Built:	2022
Parcel Number:	See Attached Parcel Listing
Project Number:	23-406294.12

To Whom It May Concern,

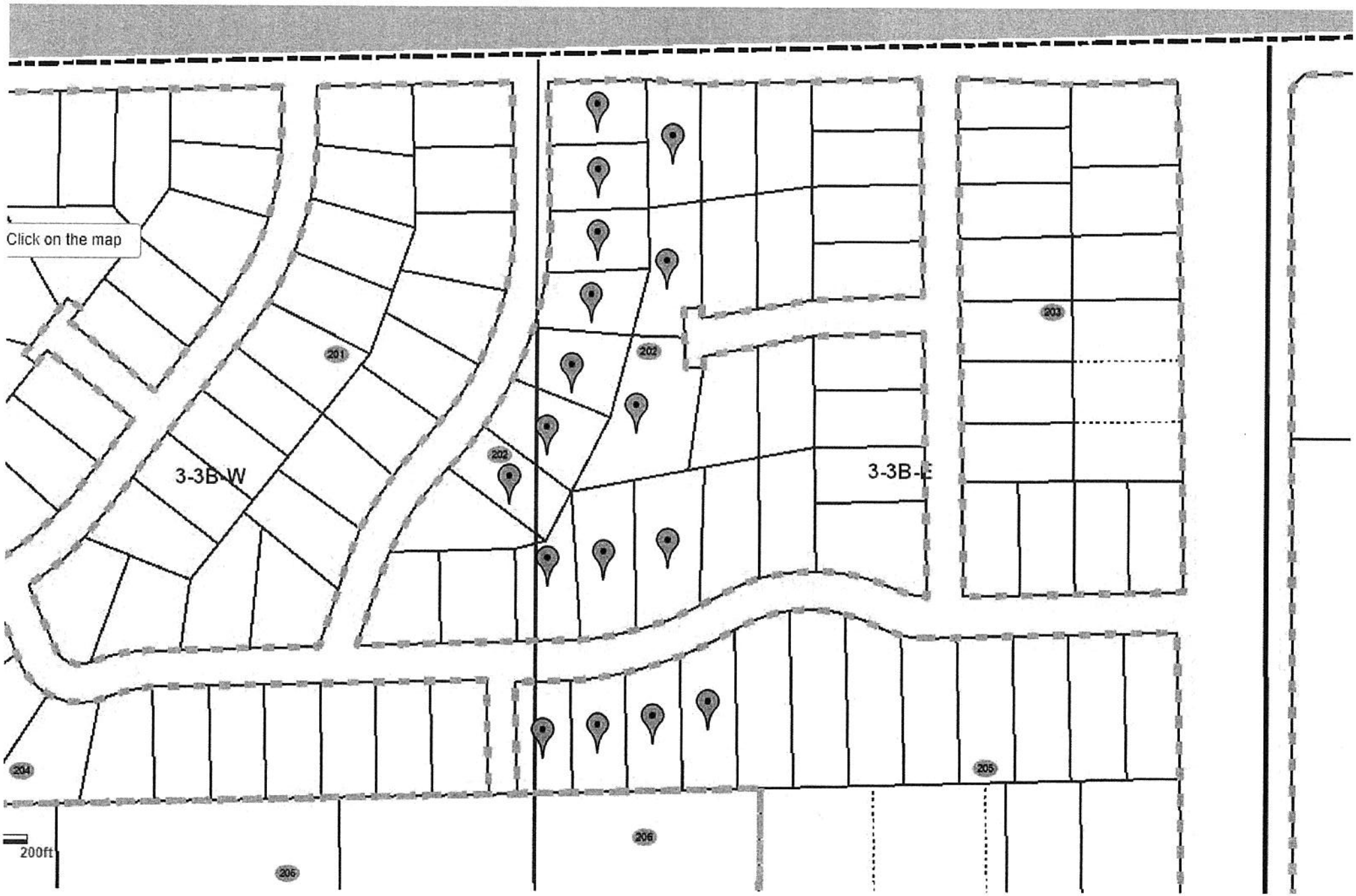
Partner has been engaged by our client to conduct due diligence research and prepare a Zoning Report on the above-mentioned property. Please provide copies or advise how to obtain the following:

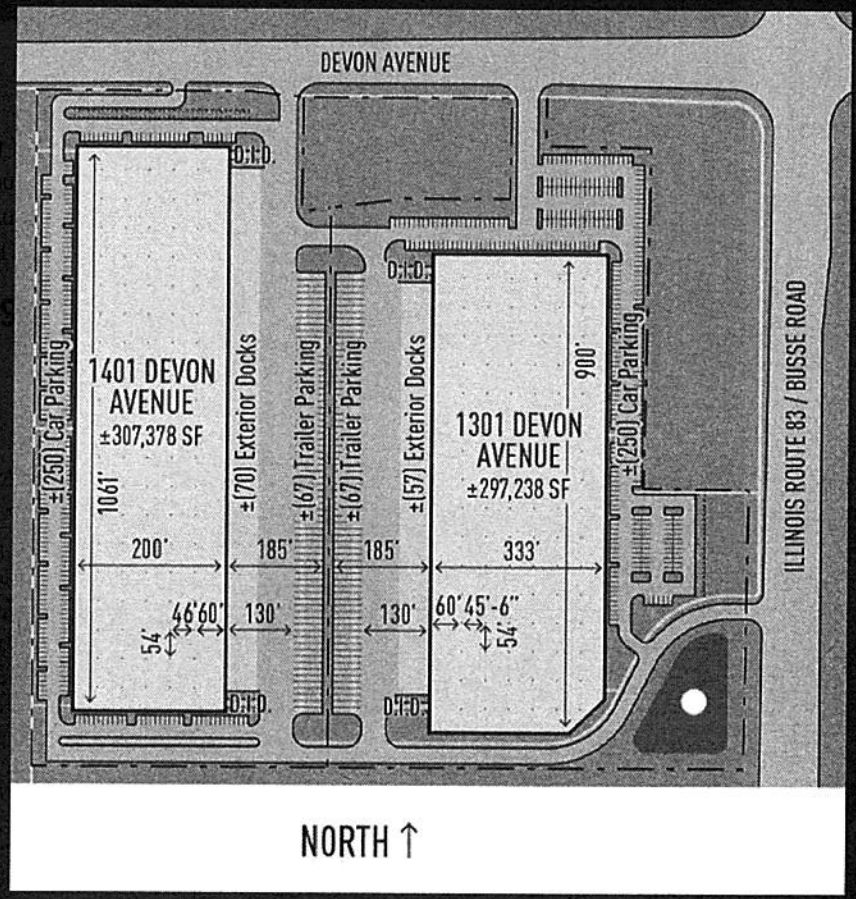
- Variances, Special Exceptions, Zoning Reliefs/Waivers, or Conditional/ Special Use Permits.
- Planned Unit Development including approvals, meeting minutes/agenda from the public hearing, resolutions, and other applicable ordinances.
- Approved Site Plan and/or conditions of approval for building height, setbacks, parking, density, uses, and lot size.
- Current open/active zoning, building, or fire code violations on file.
  - Please provide inspection reports and Notice(s) of Violation
- Certificates of Occupancy (COs) or Temporary Certificate(s) of Occupancy (if under construction) for the shell of the building(s) and any current tenants.
- Copies or evidence of any current or future plans for roadway construction, repaving/resurfacing projects, easements, land condemnation proceedings, or other such activity that would affect the placement of property lines, immediately surrounding roads, disrupt traffic flow in proximity of the Subject, and/or impede access to the property.

Should you expect fees or if there is any portion of our request you cannot complete, please advise me as soon as possible. In order to expedite this request please email your response to me at tmullins@partneresi.com. If have questions or concerns, please don't hesitate to contact me. In the event that you need to send hard copies, please mail them to the address below.

Trinia Mullins, Zoning Coordinator
Partner Engineering and Science, Inc.
100 E California Avenue, Suite 400
Oklahoma City, OK 73104
Direct Office: 405-754-6274 | Fax: 732-510-5487

Parcel ID	Address #	Street Name	Owner
03-03-202-006	1261	EDGEWOOD AVE	MLRP BUSSE
03-03-202-028	1370	INDIAN HILL DR	MLRP BUSSE & DEVON LLC
03-03-202-029	1360	INDIAN HILL DR	MLRP BUSSE & DEVON LLC
03-03-202-030	1350	INDIAN HILL DR	MLRP BUSSE & DEVON LLC
03-03-202-004	1279	EDGEWOOD AVE	MLRP BUSSE
03-03-202-005	1271	EDGEWOOD AVE	MLRP BUSSE
03-03-202-007	1251	EDGEWOOD AVE	MLRP BUSSE
03-03-202-012	1365	DEVON AVE	MLRP BUSSE & DEVON LLC
03-03-205-002	1359	INDIAN HILL DR	MLRP BUSSE & DEVON LLC
03-03-205-003	1349	INDIAN HILL DR	MLRP BUSSE & DEVON LLC
03-03-205-004	1339	INDIAN HILL DR	MLRP BUSSE & DEVON LLC
03-03-202-003	1281	EDGEWOOD AVE	MLRP BUSSE
03-03-202-001	1293	EDGEWOOD AVE	MLRP BUSSE & DEVON LLC
03-03-202-023	1370	IROQUOIS LN	MLRP BUSSE & DEVON LLC
03-03-202-002	1291	EDGEWOOD AVE	MLRP BUSSE & DEVON LLC
03-03-202-015	1360	IROQUOIS LN	MLRP BUSSE & DEVON LLC
03-03-205-001	1369	INDIAN HILL DR	MLRP BUSSE & DEVON LLC


Click on the map
201
202
202
203
3-3B-W
3-3B-E
204
205
206
205
200ft


DEVON AVENUE
1401 DEVON AVENUE
±307,378 SF
1061'
200'
46'60"
54'
130'
±(250) Car Parking
±(70) Exterior Docks
D.I.D.
±(67) Trailer Parking
±(67) Trailer Parking
185'
185'
130'
1301 DEVON AVENUE
±297,238 SF
900'
333'
60'45'-6"
54'
±(57) Exterior Docks
±(250) Car Parking
ILLINOIS ROUTE 83 / BUSSE ROAD
NORTH ↑

VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, ILLINOIS 60106

Ordinance No. 66-2020

An Ordinance Granting Approval of a Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development With Code Departures for the Properties Commonly Identified as Mohawk Terrace Subdivision in Bensenville, Illinois

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ADOPTED BY THE
VILLAGE BOARD OF TRUSTEES
OF THE
VILLAGE OF BENSENVILLE
THIS 17th DAY OF NOVEMBER 2020

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Bensenville, DuPage and Cook Counties, Illinois this 18th day of November, 2020

STATE OF ILLINOIS)
COUNTIES OF COOK)
SS AND DUPAGE)

I, Corey Williamsen, do hereby certify that I am the duly appointed Deputy Village Clerk of the Village of Bensenville, DuPage and Cook Counties, Illinois, and as such officer, I am the keeper of the records and files of said Village; I do further certify that the foregoing constitutes a full, true and correct copy of Ordinance No. 67-2020 entitled An Ordinance Granting Approval of a Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development With Code Departures for the Properties Commonly Identified as Mohawk Terrace Subdivision in Bensenville, Illinois.

IN WITNESS WHEREOF, I have hereunto affixed my official hand and seal on this 18th day of November, 2020.

VILLAGE OF BENSENVILLE SEAL ILLINOIS

SEAL

Corey Williamsen
Deputy Village Clerk

ORDINANCE # 66-2020

AN ORDINANCE GRANTING APPROVAL OF A SITE PLAN, PRELIMINARY PLAT OF SUBDIVISION, ZONING MAP AMENDMENT, AND PRELIMINARY PLANNED UNIT DEVELOPMENT WITH CODE DEPARTURES FOR THE PROPERTIES COMMENLY IDENTIFED AS MOHAWK TERRACE SUBDIVISION IN BENSENVILLE, ILLINOIS

WHEREAS, ML Realty of 1 Pierce Place, Itasca, IL 60143 and Prologis of 321 N. Clark St, Suite 2625, Chicago, IL 60654 ("Owners") and ("Applicants") filed an application seeking approval of a Site Plan, Municipal Code Section 10 – 3 – 2 of the Village of Bensenville Zoning Ordinance ("Zoning Ordinance"), Preliminary Plat of Subdivision, Municipal Code Section 11 – 3, Zoning Map Amendment from R – 1 Single-Unit Dwelling District to I – 2 General Industrial District, Municipal Code Section 10 – 3 – 6, and a Preliminary Planned Unit Development Municipal Code Section 10 – 4 , with code departures from Industrial District Parking Location, Municipal Code Section 10 – 6 – 19.B.4, Maximum Number of Parking Spaces, Municipal Code Section 10 – 8 – 2 – B.6 , Maximum Driveway Width, Municipal Code Section 10 – 8 – 8 – 1, Driveway Apron Width, Municipal Code Section 10 – 8 – 8 – F, and Tree Replacement Standards, Municipal Code Section 10 – 9 – 2 – B, for the properties located in the Mohawk Terrace Subdivision, Bensenville, as legally described in Exhibit "A," attached hereto and incorporated herein by reference (the "Subject Property"), a copy of said application being contained on file in the Community and Economic Development Department; and

WHEREAS, Notice of Public Hearing with respect to the Site Plan Review, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development with code departures sought by the Applicants was published in the Bensenville Independent on Thursday, October 22, 2020 by the Village of Bensenville, and notice was also given via posting of a Public Hearing Sign on the Subject Property on Monday, October 19, 2020 and via First Class mail to taxpayers of record within 250 feet of the Subject Property on Monday, October 19, 2020, all as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, pursuant to said Notice, the Community Development Commission of the Village of Bensenville conducted a Public Hearing on November 10, 2020 as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, after hearing the application, the Community Development Commission agreed with the findings of fact submitted by Applicant, recommending approval of the Site

Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development with code departures and, thereafter, voted unanimously (4-0) to recommend approval of the requests, with conditions and forwarded its recommendations, including the Staff Report and findings relative to the Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development with code departures to the President and Board of Village Trustees, which concurred in the recommendation made therein, as are attached hereto and incorporated herein by reference as Exhibit "B"; and

WHEREAS, the President and Board of Village Trustees have reviewed the matter herein and have determined that approval of the requested Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development with code departures as recommended by the Community Development Commission is consistent with the Zoning Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois, duly assembled at a regular meeting, as follows:

SECTION ONE: That the forgoing recitals are hereby incorporated by reference as if fully set forth herein.

SECTION TWO: That the Staff Report and Recommendation to approve the Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development with code departures, as allowed by the Zoning Ordinance, Sections 10 – 3 – 2, 10 – 3 – 6, , and 10 – 4, as adopted by the Community Development Commission as shown in Exhibit "B" is hereby adopted by the President and Board of Trustees, the Board of Trustees finding that said Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development with code departures, are proper and necessary.

SECTION THREE: That the Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development sought by the Applicant of the Subject Property is hereby granted subject to the following conditions:

1. A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF. The developer must meet all other DuPage County Floodplain and Stormwater Ordinance requirements including submittal of a stormwater report;

2. An Illinois Department of Transportation (IDOT) permit will be required for the proposed entrance within IL-83 right-of-way;
3. An IEPA-Sanitary, IEPA-Water, IHPA, IEPA-NOI and IEPA-NOT permits will be required for this development;
4. A Cook County Department of Transportation and Highways (CCDOTH) permit will be required for the proposed work in the Devon Ave rights-of-way;
5. The developer shall properly identify and mitigate and special management areas in accordance with applicable rules and regulations;
6. Any retaining wall extending more than 3-feet in height will require structural engineering calculations and drawings signed and sealed by licensed structural engineer;
7. A 10-feet wide ADA compliant public shared use path will be required along the IL-83 frontage of the site;
8. The driveway openings along Devon Ave shall line up as best as possible with curb opening on opposite side of Devon Avenue. The Petitioners shall coordinate with CCDOTH;
9. Sanitary Manholes will be required every 300-feet;
10. Individual water services for the building shall be equipped with a shut-off valve outside of the building (valve vault inside 60-inch diameter vault);
11. Petitioners shall receive final approval from CCDOTH on proposed detention basin storm sewer connections;
12. Petitioner shall build a secondary source of water, either by expanding the Village watermain along Devon Ave to Ellis St or by making an emergency connection with the Elk Grove Village;
13. A written agreement for land-banked parking shall be executed between the applicant and the Village in a format satisfactory to the Village Attorney and shall be recorded in the Office of the Recorder of Deeds of Cook or DuPage County, as applicable;
14. The requested code departure from Section 10 – 6 – 19.B.4, Industrial District Parking Location, be approved;

15. The requested code departure from Section 10 – 8 – 2 – B.6, Maximum Number of Parking Spaces, be approved;
16. The requested code departure from Section 10 – 8 – 8 – 1, Maximum Driveway Width, be approved;
17. The requested code departure from Section 10 – 8 – 8 – F, Driveway Apron Width, be approved;
18. The requested code departure from Section 10 – 9 – 2 – B, Tree Replacement Standards, be approved. The Petitioners shall work with Staff to determine an appropriate tree replacement plan, to be approved by the Zoning Administrator;
19. The Petitioners shall work with Staff to submit a revised on-site pedestrian circulation system plan to be approved by the Zoning Administrator;
20. A final landscape plan, to be approved by the Zoning Administrator, is required upon Final Preliminary Planned Unit Development;
21. The Petitioners shall coordinate with Village Staff to submit revised and additional architectural plans with aesthetic design to be approved by the Zoning Administrator;
22. Full review of traffic study may include requirements for off-site traffic improvements. The Petitioners and the Village shall coordinate with IDOT and CCDOTH as necessary.

SECTION FOUR: That all requirements of the Zoning Ordinance shall be applicable except as allowed by the Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development granted herein.

SECTION FIVE: That all other ordinances and resolutions, or parts thereof, in conflict with the provisions of this Ordinance, are, to the extent of such conflict, expressly repealed.

SECTION SIX: This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, this 17th day of November 2020.

Frank DeSimone, Village President

ATTEST:

Nancy Quinn, Village Clerk

AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYES: None

ABSENT: None

Ordinance # 66 - 2020
Exhibit "A"

The Legal Description is as follows:

THAT PART OF BRANIGAR'S MOHAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-786620, IIN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF LOT 1 IN SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE NORTH 88 DEGREES 38 MINUTE 21 SECONDS EAST ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 2,031.91 FEET TO THE NORTHWEST CORNER OF LOT 58 IN SAID SUBDIVISION; THENCE SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 58, A DISTANCE OF 99.68 FEET TO THE SOUTHWEST CORNER OF SAID LOT 58; THENCE NORTH 89 DEGREES 31 MINUTES 35 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 58, A DISTANCE OF 200.3 FEET TO THE SOUTHEAST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 529.89 TO THE NORTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 24 MINUTES 35 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 52, A DISTANCE OF 199.60 FEET TO THE NORTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 633.99 FEET TO THE SOUTHEAST CORNER OF LOT 49 IN SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH LINE OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2,448.16 FEET TO THE SOUTHWEST CORNER OF LOT 27 IN SAID SUBDIVISION, SAID POINT ALSO LYING ON THE EAST RIGHT OF WAY OF CENTRAL AVENUE; THENCE NORTH 00 DEGREES 11 MINUTES 02 SECONDS EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 1,269.29 FEET TO THE POINT OF THE BEGINNING.

COMMONLY KNOWN AS THE MOHAWK TERRACE SUBDIVISION, BENSENVILLE, IL 60106.

Ordinance # 66 - 2020
Exhibit "B"
Findings of Fact

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Site Plan Review consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

   Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. We are requesting

that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

   Applicant's Response: We are requesting that we relocate the four existing full access curb-cuts and add two new full access

curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

   Applicant's Response: The four proposed buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Zoning Map Amendments consisting of:

1) **Public Welfare:** The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

2) **Neighborhood Character:** The proposed amendment is compatible with the existing uses, character, and zoning of adjacent properties and other property within the immediate vicinity of the proposed amendment.

Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

3) **Public Gain:** The proposed amendment provides a relative gain to the public, as compared to any hardship imposed upon an individual property owner.

Applicant's Response: Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

4) **Community Need:** The proposed amendment addresses the community need for a specific use.

Applicant's Response: Proposed amendment to re-zone to I-2 will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. This development has the potential to add new jobs to the community.

5) **Amendment Objective:** The proposed amendment corrects an error, adds clarification, or reflects a change in policy.

Applicant's Response: Proposed amendment to re-zone to I-2 will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The proposed use is a better fit than the current residential use.

6) **Consistent with Title and Plan:** The proposed amendment is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Special Uses consisting of:

1) **Public Welfare:** The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public.

   Applicant's Response: The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

2) **Neighborhood Character:** The proposed special use is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed special use.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

3) **Orderly Development:** The proposed special use will not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity of the proposed special use.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

4) **Use of Public Services and Facilities:** The proposed special use will not require utilities, access roads, drainage and/or other facilities or services to a degree disproportionate to that normally

expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83. Additionally, we have **submitted an executive summary of a traffic impact study conducted by Kimley-Horn and Associations. This summary expects minimal impacts to traffic conditions.**

5) **Consistent with Title and Plan:** The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Planned Unit Developments consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: The proposed planned unit development will incorporate sustainable and low impact site design and development principles. The four proposed

buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

   Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

   Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

Public Comment:

Joanna Grabowska 1261 Edgewood Avenue
Ms. Grabowska was present and sworn in by Chairman Rowe. Ms. Grabowska stated the petitioner has failed to deliver materials to her and

therefore stated a contract to purchase her property does not exist. Ms. Grabowska asked for the Commission to continue this case.

Mr. Geisler responded by indicating they have proof of delivery and that Ms. Grabowska's Attorney has failed to return their calls. Mr. Geisler stated the agreement between the two is valid.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.
Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Zoning Map Amendment: Rezoning Mohawk Terrace Subdivision lots from R – 1 Single-Unit Dwelling District to I – 2 General Industrial District.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Special Use Permit to allow a PUD at the subject site.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Preliminary Planned Unit Development with the following conditions:

a. A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF. The developer must meet all other DuPage County Floodplain and Stormwater Ordinance requirements including submittal of a stormwater report;
b. An Illinois Department of Transportation (IDOT) permit will be required for the proposed entrance within IL-83 right-of-way;
c. An IEPA-Sanitary, IEPA-Water, IHPA, IEPA-NOI and IEPA-NOT permits will be required for this development;
d. A Cook County Department of Transportation and Highways (CCDOTH) permit will be required for the proposed work in the Devon Ave rights-of-way;
e. The developer shall properly identify and mitigate and special management areas in accordance with applicable rules and regulations;
f. Any retaining wall extending more than 3-feet in height will require structural engineering calculations and drawings signed and sealed by licensed structural engineer;
g. A 10-feet wide ADA compliant public shared use path will be required along the IL-83 frontage of the site;
h. The driveway openings along Devon Ave shall line up as best as possible with curb opening on opposite side of Devon Avenue. The Petitioners shall coordinate with CCDOTH;
i. Sanitary Manholes will be required every 300-feet;

j. Individual water services for the building shall be equipped with a shut-off valve outside of the building (valve vault inside 60-inch diameter vault);
k. Petitioners shall receive final approval from CCDOTH on proposed detention basin storm sewer connections;
l. Petitioner shall build a secondary source of water, either by expanding the Village watermain along Devon Ave to Ellis St or by making an emergency connection with the Elk Grove Village;
m. A written agreement for land-banked parking shall be executed between the applicant and the Village in a format satisfactory to the Village Attorney and shall be recorded in the Office of the Recorder of Deeds of Cook or DuPage County, as applicable;
n. The requested code departure from Section 10 – 6 – 19.B.4, Industrial District Parking Location, be approved;
o. The requested code departure from Section 10 – 8 – 2 – B.6, Maximum Number of Parking Spaces, be approved;
p. The requested code departure from Section 10 – 8 – 8 – 1, Maximum Driveway Width, be approved;
q. The requested code departure from Section 10 – 8 – 8 – F, Driveway Apron Width, be approved;
r. The requested code departure from Section 10 – 9 – 2 – B, Tree Replacement Standards, be approved. The Petitioners shall work with Staff to determine an appropriate tree replacement plan, to be approved by the Zoning Administrator;
s. The Petitioners shall work with Staff to submit a revised on-site pedestrian circulation system plan to be approved by the Zoning Administrator;
t. A final landscape plan, to be approved by the Zoning Administrator, is required upon Final Preliminary Planned Unit Development;
u. The Petitioners shall coordinate with Village Staff to submit revised and additional architectural plans with aesthetic design to be approved by the Zoning Administrator;
v. Full review of traffic study may include requirements for off-site traffic improvements. The Petitioners and the Village shall coordinate with IDOT and CCDOTH as necessary.

There were no questions from the Commission.

Motion: Commissioner Wasowicz made a motion to close CDC Case No. 2020-18. Commissioner King seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2020-18 at 6:44 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Site Plan Review. Commissioner Ciula seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Preliminary Plat of Subdivision. Commissioner Ciula seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner King made a combined motion to approve the Findings of Fact and Zoning Map Amendment. Commissioner Ciula seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Chairman Rowe made a combined motion to approve the Findings of Fact and Preliminary Planned Unit Development with the following code departures: Industrial District Parking Location; Maximum Number of Parking Spaces; Maximum Driveway Width; Driveway Apron Width; and Tree Replacement Standards. Commissioner Ciula seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Ronald Rowe, Chairman
Community Development Commission

BENSENVILLE
COMMUNITY DEVELOPMENT COMMISION

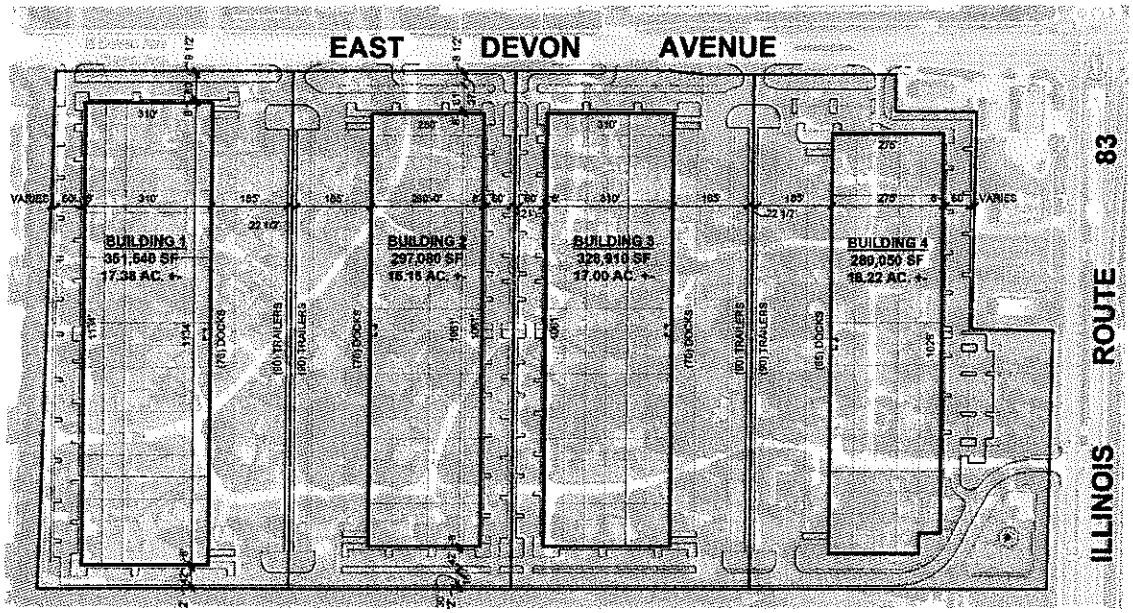
Public Hearing 11.10.20

CDC Case #2020 – 18

ML Realty & Prologis
Mohawk Terrace Subdivision

Site Plan Review
Municipal Code Section 10 – 3 – 2
Preliminary Plat of Subdivision
Municipal Code Section 11 – 3
Zoning Map Amendment
Municipal Code Section 10 – 3 – 6
Preliminary Planned Unit Development
Municipal Code Section 10 – 4

1. Aerial Photograph & Zoning Map of Subject Property
2. Legal Notice
3. Application
4. Staff Report & Exhibits
5. Plans



Village of Bensenville

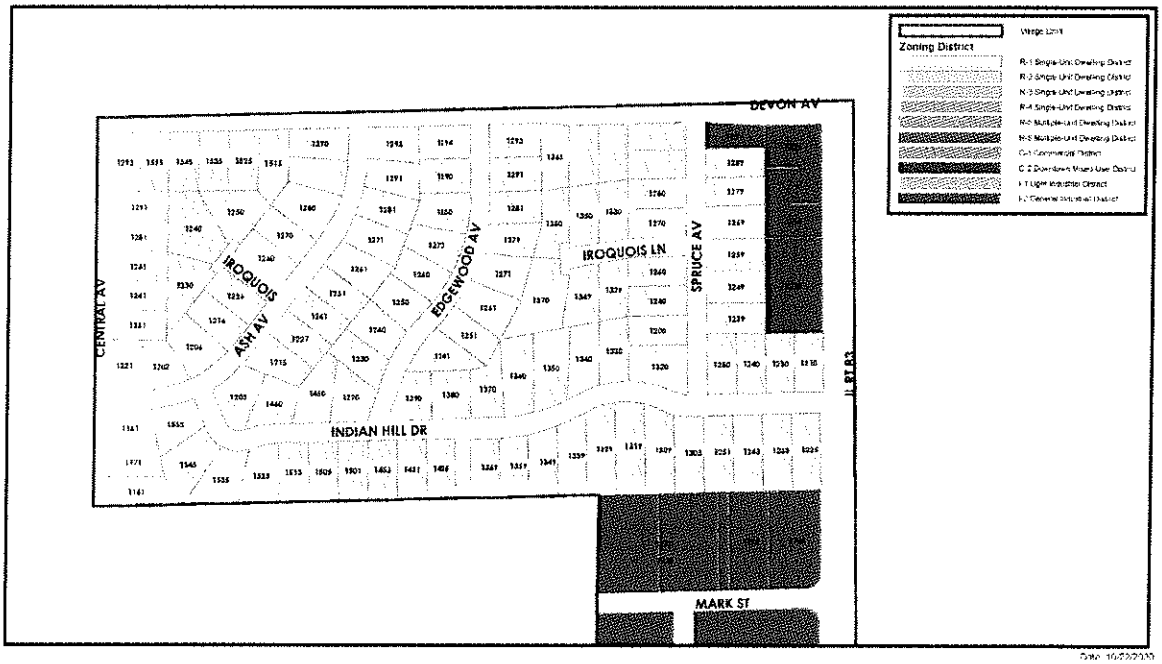
Mohawk Terrace Subdivision



Date: 10/22/2020

Village of Bensenville

Zoning Map



LEGAL NOTICE/PUBLIC NOTICE
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a Meeting of the Community Development Commission of the Village of Bensenville, DuPage and Cook Counties, will be held on Tuesday, November 10, 2020 at 6:30 P.M., at which a Public Hearing will be held to review case No. 2020 - 18 to consider a request for:

Site Plan Review
Municipal Code Section 10 – 3 – 2

Preliminary Plat of Subdivision
Municipal Code Section 11 – 3

Zoning Map Amendment
Municipal Code Section 10 – 3 – 6

Preliminary Planned Unit Development
Municipal Code Section 10 – 4

In conjunction with the requested Planned Unit Development, the Petitioner is asking the Community Development Commission consider a request of the following code departures:

Industrial District Parking Location
Municipal Code Section 10 – 6 – 19.B.4

Maximum Number of Parking Spaces
Municipal Code Section 10 – 8 – 2 – B.6

Maximum Driveway Width
Municipal Code Section 10 – 8 – 8 – 1

Driveway Apron Width
Municipal Code Section 10 – 8 – 8 – F

Tree Replacement Standards
Municipal Code Section 10 – 9 – 2 – B

at Mohawk Terrace Subdivision in the R – 1 Single Unit Dwelling District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville.

The Legal Description is as follows:

THAT PART OF BRANIGAR'S MOHAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-786620, IIN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF LOT 1 IN SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE NORTH 88 DEGREES 38 MINUTE 21 SECONDS EAST ALONG SAID SOUTH

RIGHT OF WAY LINE, A DISTANCE OF 2,031.91 FEET TO THE NORTHWEST CORNER OF LOT 58 IN SAID SUBDIVISION; THENCE SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 58, A DISTANCE OF 99.68 FEET TO THE SOUTHWEST CORNER OF SAID LOT 58; THENCE NORTH 89 DEGREES 31 MINUTES 35 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 58, A DISTANCE OF 200.3 FEET TO THE SOUTHEAST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 529.89 TO THE NORTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 24 MINUTES 35 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 52, A DISTANCE OF 199.60 FEET TO THE NORTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 633.99 FEET TO THE SOUTHEAST CORNER OF LOT 49 IN SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH LINE OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2,448.16 FEET TO THE SOUTHWEST CORNER OF LOT 27 IN SAID SUBDIVISION, SAID POINT ALSO LYING ON THE EAST RIGHT OF WAY OF CENTRAL AVENUE; THENCE NORTH 00 DEGREES 11 MINUTES 02 SECONDS EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 1,269.29 FEET TO THE POINT OF THE BEGINNING.

Commonly known as the Mohawk Terrace Subdivision, Bensenville, IL 60106.

ML Realty Partners of 1 Pierce Place, Itasca, IL 60143 and Prologis of 321 N. Clark St, Suite 2625, Chicago, IL 60654 are the contract purchasers and applicants for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend and will be heard at the Public Hearing. Written comments will be accepted by the Community and Economic Development Department through November 10, 2020 until 5:00 P.M.

Office of the Village Clerk
Village of Bensenville

TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT
October 22, 2020

For Office Use Only		
Date of Submission:	MUNIS Account #:	CDC Case #:

COMMUNITY DEVELOPMENT COMMISSION APPLICATION

Address: Mohawk Terrace Subdivision

Property Index Number(s) (PIN): Various

A. PROPERTY OWNER:

N/A		
Name	Corporation (if applicable)	
Street		
City	State	Zip Code
Contact Person	Telephone Number	Email Address

*If Owner is a Land Trust, attach a list of the names and addresses of the beneficiaries of the Trust.

B. APPLICANT: ☐ Check box if same as owner

ML Realty Partners	(& Prologis)	
Name	Corporation (if applicable)	
1 Pierce Place		
Street		
Itasca	IL	60143
City	State	Zip Code
Tim Geisler	847-975-9861	Tgeisler@mlrealtypartners.com
Contact Person	Telephone Number	Email Address

B. ACTION REQUESTED (Check applicable):

- ☑ Site Plan Review
- ☐ Special Use Permit
- ☐ Variation
- ☐ Administrative Adjustment
- ☑ Zoning Text or Map Amendment
- ☐ Zoning Appeal
- ☑ Plat of Subdivision
- ☐ Annexation
- ☑ Planned Unit Development*

*See Staff for additional information on PUD requests

SUBMITTAL REQUIREMENTS:

- ☐ Affidavit of Ownership** (signed/notarized)
- ☑ Application**
- ☐ Approval Standards**
- ☐ Plat of Survey/Legal Description
- ☑ Site Plan
- ☑ Building Plans & Elevations
- ☑ Engineering Plans
- ☑ Landscape Plan
- ☐ Application Fees
- ☐ Fees agreement**

**Item located within this application packet.

Brief Description of Request(s): (Submit separate sheet if necessary)

Rezoning of the Mohawk Terrace Subdivision to I-2 zoning
vacation and dedication of the city roads with the subdivision
Approval of four industrial buildings in a PUD

C. PROJECT DATA:

1. General description of the site: Subdivision at the corner of Devon & Rt 83

2. Acreage of the site: 68.76 AC Building Size (if applicable): 4 totaling 1,257,580 sf

3. Is this property within the Village limits? (Check applicable below)
   - [x] Yes
   - [ ] No, requesting annexation
   - [ ] No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.

4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.)

5. Character of the site and surrounding area:

	Zoning	Existing Land Use	Jurisdiction
Site:	R	Residential	Bensenville
North:	I-2	Industrial	Elk Grove
South:	I-1 & I-2	Industrial	EG & Bensenville
East:	I-2	Industrial	Elk Grove
West:	I-1	Industrial	Elk Grove

D. APPROVAL STANDARDS:

The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the appropriate Approval Standards, found in Village Code and on the following pages. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Standards."

Mohawk Terrace Approval Standards

ML Realty Partners and Prologis are teaming up to redevelop a 68.76-acre site known as the Mohawk Terrace subdivision in Bensenville. The new industrial park will include four buildings totaling 1,257,580 square feet. Currently, the Mohawk Terrace Subdivision is made up of 107 single family homes, a 1.5-acre park owned by Wood Dale Park District and public roadways within the subdivision. There are three commercial lots at the corner of Devon Avenue and Route 83. These commercial properties are not included in our redevelopment plans and shall remain as-is.

Between ML Realty Partners and Prologis, all 107 residential properties are either owned or under contract to purchase. Additionally, we have been working with the Wood Dale Park District to relocate their park to a different site within their jurisdiction. Provided that Bensenville agrees with our proposed plans, approves our requested I-2 zoning entitlements and right of way vacations, we anticipate closing on the properties in early 2021 and commencing construction in the summer.

The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

The four proposed buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

With our request for I-2 zoning, we are also requesting a couple minor departures from the existing code. The departures include Industrial Parking Locations, Number of Parking Spaces, Maximum Driveway Width, Driveway Apron Width, and the Tree Replacement Standards.

Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

BENSENVILLE
COMMUNITY DEVELOPMENT COMMISION

STAFF REPORT

HEARING DATE:	November 10, 2020
CASE #:	2020 – 18
PROPERTY:	Mohawk Terrace Subdivision
PROPERTY OWNER:	ML Realty & Prologis (Contract Purchasers)
APPLICANT:	Same as above
SITE SIZE:	2,995,220 SF
BUILDING SIZE:	1,257,580 SF
ZONING:	R-1 Single-Unit Dwelling District
REQUEST:	**Site Plan Review** Municipal Code Section 10 – 3 – 2 **Preliminary Plat of Subdivision** Municipal Code Section 11 – 3 **Zoning Map Amendment** Municipal Code Section 10 – 3 – 6 **Preliminary Planned Unit Development** Municipal Code Section 10 – 4 *With the following code departures*: **Industrial District Parking Location** Municipal Code Section 10 – 6 – 19.B.4 **Maximum Number of Parking Spaces** Municipal Code Section 10 – 8 – 2 – B.6 **Maximum Driveway Width** Municipal Code Section 10 – 8 – 8 – 1 **Driveway Apron Width** Municipal Code Section 10 – 8 – 8 – F **Tree Replacement Standards** Municipal Code Section 10 – 9 – 2 – B

PUBLIC NOTICE:

1. A Legal Notice was published in the Bensenville Independent on Thursday, October 22, 2020. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Monday, October 19, 2020.
3. On Monday, October 19, 2020, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

SUMMARY:
The Petitioners, ML Realty and Prologis, Inc., are seeking the above zoning requests in order to assemble the residentially-zoned properties in the Mohawk Terrace Subdivision (southwest corner of Devon Avenue and Illinois Route 83) into an industrial use business park. The Petitioners recently approached the residents of the subject site in order to acquire their properties and currently have contracts signed with all lots.

The Petitioners are requesting the approval of a Preliminary Plat of Subdivision in order to subdivide the site into four north/south lots. These existing individual lots in Mohawk Terrace Subdivision are zoned R – 1 Single-Unit Dwelling District. The requested Zoning Map Amendment is to rezone these lots from R – 1 to I – 2 General Industrial District. The proposed industrial park requires the approval of a Preliminary Planned Unit Development, in hand with a Site Plan Review of the proposed plans.

The site plan features four industrial buildings, each on one of the proposed subdivided lot, with parking for both trucks and passenger vehicles. In conjunction with the Preliminary Planned Unit Development, the Petitioners are requesting code departures, as certain aspects of the site do not meet the following Village Zoning Ordinance requirements. In industrial districts, parking areas in the front and corner side yards shall not be the dominant point of view from the right-of-way and shall consist of less than 50 parking stalls. The entirety of the parking facilities, including those areas that fall into interior side yards and rear yards, exceed the maximum required of parking spaces required by code, which states that the number of parking stall shall not exceed the minimum required amount by 125%. Two driveways on the north side of the lot exceed the maximum required width of 30 feet. It is important to note these driveways are intended to be shared between the respective two lots that they serve. Proposed driveway aprons exceed the width of the driveways by more than three feet on either side, which is prohibited by the Zoning Ordinance. In order to construct this proposed site plan, 408 existing trees will need to be removed. The proposed tree replacement plan does not meet the amount of replacement trees as required by Code.

The Petitioners will have to appear before the Community Development Commission and the Village Board of Trustees in the future to request approval of both the Final Plat of Subdivision and Final Planned Unit Development, should these preliminary requests be approved.

SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	R – 1	Residential	Single-Family Residential & Open Space	Village of Bensenville
North	I – 2	Industrial	N/A	Elk Grove Village
South	I – 1 I – 2	Industrial Industrial	N/A Regional Commercial	Elk Grove Village Village of Bensenville
West	I – 1	Industrial	N/A	Elk Grove Village
East	I – 2 C – 2	Industrial Commercial	N/A Local Commercial	Elk Grove Village Village of Bensenville

DEPARTMENT COMMENTS:

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

X	Financially Sound Village
	Quality Customer Oriented Services
	Safe and Beautiful Village
	Enrich the Lives of Residents
X	Major Business/Corporate Center
X	Vibrant Major Corridors

Finance:

1) No comments.

Police:

1) No objections.

Engineering and Public Works:

Public Works:

1) No comments.

Engineering:

1) This development consists of demolishing off all existing single-family homes on this 67.712-acre site and proposing a four-lot sub-division consisting of four industrial buildings with associated parking lot, utilities, and underground detention.
2) It appears all of the existing public rights-of-ways will be vacated as part of the proposed subdivision.
3) A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF. The developer must meet all other DuPage County Floodplain and Stormwater Ordinance requirements including submittal of a stormwater report.
4) An Illinois Department of Transportation (IDOT) permit will be required for the proposed entrance within IL-83 right-of-way.
5) An IEPA-Sanitary, IEPA-Water, IHPA, IEPA-NOI and IEPA-NOT permits will be required for this development.
6) A Cook County Department of Transportation and Highways (CCDOTH) permit will be required for the proposed work in the Devon Ave rights-of-way.
7) The site doesn't appear to contain any floodplain and/or wetlands. However, it is the developer's responsibility to properly identify and mitigate and special management areas in accordance with applicable rules and regulations.
8) It appears the site will breach the detention (25,000 SF) and PCBMP (2,500 SF) threshold set forth in the DuPage County Floodplain and Stormwater Ordinance. Therefore, site detention and PCBMP will be required. The proposed plans depict an underground detention basin to meet these criteria.
9) The detention basin is proposed with retaining wall around the perimeter. Any wall extending more than 3-feet in height will require structural engineering calculations and drawings signed and sealed by licensed structural engineer.

10) A 5-feet wide ADA compliant public sidewalk will be required along the Devon Ave frontage of the site, as reflected in the submitted plans.
11) A 10-feet wide ADA compliant public shared use path will be required along the IL-83 frontage of the site.
12) The driveway openings along Devon Ave shall line up as best as possible with curb opening on opposite side of Devon Ave. This will likely be dictated by CCDOTH.
13) Sanitary Manholes will be required every 300-feet.
14) Individual water services for the building shall be equipped with a shut-off valve outside of the building (valve vault inside 60-inch diameter vault).
15) The proposed detention basins are discharging to the existing storm sewer under Devon Ave. The CCDOTH will have the final say on permitting these connections.
16) All proposed retaining walls over 3-feet in height will need to be accompanied by structural calculations signed and sealed by licensed structural engineering in the State of Illinois.
17) The Village owned public water supply mains currently dead ends at the intersection of IL-83/Devon Ave. My recommendation will be to build a secondary source of water, either by expanding the Village watermain along Devon Ave to Ellis St or by making an emergency connection with Elk Grove Village. This will be beneficial to the development in the long run for both domestic water supply and fire safety reasons.
18) There are issues with the proposed plans that can be resolved during final engineering. In general, staff does not see any major problems that would hinder this concept plan from proceeding.

Community & Economic Development:
Fire Safety:
1) No comments.

Building:
1) No comments at this time that cannot be addressed at time of permitting.

Economic Development:
1) Industrial property is, generally speaking, valued much higher than residential property.
2) Residential taxes for 2019 in this subdivision amounted to $670,288. The Village received 12.224% of that amount totaling $81,936.05 for 2019.
3) Staff projected industrial taxes for the new 1,241,908 square foot development at $1.34 per square foot, which is an average taken from CoStar data of Class A industrial space of similar size in DuPage County. This would come out to $1,664,156.72 in total taxes. The Village, using the same tax rate in 2019, would see $203,426.52.
4) The increase in proposed taxes as a result of this development is estimated at $121,490.47 annually.
5) It should be noted that the development team estimated the proposed taxes higher than what staff estimated.
6) The new development will bring new businesses and new jobs into Bensenville.
7) As a direct result of this development, staff estimates that additional investment will happen in and around the proposed development area, again increasing the tax base.

Planning:

1) The 2015 Comprehensive Plan indicates "Single Family Residential" for the large majority of the properties in the subject site. There is one lot on the northeast corner of the site that is indicated as "Open Space."
2) The current zoning of the subject properties of Mohawk Terrace Subdivision is R – 1 Single-Unit Dwelling District.
3) While the rezoning of the subject site is not reflected in the 2015 Comprehensive Plan's Future Land Use Map, Staff is recommending the approval of the rezoning due to the following:
    a. The property owners of each lot in the Mohawk Terrace Subdivision have agreed to terms in a contract in order for the Petitioners to acquire their properties.
    b. The subject site is surrounded on all sides by non-residential uses. Rezoning to I-2 will be harmonious and compatible with surrounding uses and zoning.
4) Proposed development is in accordance with I – 2 General Industrial District bulk requirements.
5) Proposed developed is served by seven driveways. Two of those, located on the north lot line of the subject site, exceed Code's maximum driveway width of 30 feet (Section 10 – 8 – 8 – 1). The two proposed driveways have widths of 60 feet.
    a. Note that these two driveways are intended to be shared.
6) Per Section 10 – 8 – 8 – F.2, driveway aprons shall not exceed the width of a driveway by more three feet on each side of the driveway. All driveway aprons exceed this requirement. The Petitioners are seeking a code departure.
7) Per Section 10 – 6 – 19 of the Village Zoning Ordinance, industrial districts parking areas, which must consist of the less than 50 parking spaces, in the front and corner side yards shall not be the dominant point of view from the right-of-way. The Petitioners are seeking code departures from these requirements.
    a. Per Section 10-9-5-B, a parking lot perimeter landscape with a minimum depth of eight feet is required along the length of the parking that abuts the front or corner side lot line, excluding any driveways.
        i. Plans indicate a landscape area around the entirety of the site's perimeter. This landscape area features a continuous line of shade trees. Staff feels the proposed landscape adequately screens all parking facilities from view of the public rights-of-way; however, this is subject to final landscape plan review.
    b. Proposed plans indicate land-banking of parking spaces on the north and east sides of the site. While existing parking area in the front and corner side yards of most of the buildings do not exceed 50 spaces, there is the potential that the parking will exceed that number if the landscape areas are converted into parking areas. See below parking calculations for the front and corner side yard areas for each building, numbered as indicated on submitted plans, from west to east of the proposed development.
        i. Building 1
            1. Existing: 34
            2. Land-banked: 42
            3. Total: 76

ii. Building 2
    1. Existing: 31
    2. Land-banked: 39
    3. Total: 70
iii. Building 3
    1. Existing: 31
    2. Land-banked: 42
    3. Total: 73
iv. Building 4 (Parking provided in both front and corner side yards)
    1. Existing: 154
    2. Land-banked: 77
    3. Total: 231

c. Should proposed land-banked areas be converted to parking stalls, the landscape perimeter area shall still be in accordance with Section 10 – 9 – 5 of the Zoning Ordinance.

8) Proposed number of parking stalls exceed 125% of the minimum amount required, which is prohibited per Section 10 – 8 – 2 – B.6. The site provides 1,256 passenger vehicle parking spaces, including the number of land-banked stalls.
    a. Staff has calculated the minimum number of parking stalls required for this site is 828. The site shall not exceed 1,035 parking stalls, per the maximum requirement.
        i. Per Section 10 – 8 – 2 – 1, Code requires 1 stall per every 500 SF of office ground floor area. The Petitioners have estimated that 10% of the building area will be office. This would require the site to provide 252 parking spaces.
        ii. Per Section 10 – 8 – 2 – 1, Code requires 1 stall per 1,000 SF of GFA up to 20,000 SF, 1 stall per 2,000 SF of GFA in excess of 20,000 SF. This would require the site to provide 576 parking stalls.
    b. 221 stalls are in excess of 125% of the required minimum parking amount. The Petitioners are requesting a code departure from this requirement.
        i. Staff's parking requirement calculations differ from those provided on the submitted site plan.
    c. It should be noted that the proposed buildings are spec. Parking requirements are subject to chage depending on potential users.
9) Per Section 10 – 8 – 3.F, a written agreement for land-banked parking shall be executed between the applicant and the Village in a format satisfactory to the Village Attorney and shall be recorded in the Office of the Recorder of Deeds of Cook or DuPage County, as applicable.
10) Per Section 10 – 8 – 6, the dimensions for semi-trailer truck parking stalls shall be 12 feet in width, 60 feet in length, and 14 feet in vertical clearance.
    a. Proposed stall length is 55 feet on submitted plans. The Petitioners have indicated this will be addressed with a 5 feet overhang of the trucks onto the landscape islands that separates the rows of truck parking. This reasoning is acceptable to Staff.
11) Per Section 10 – 8 – 6 – 1, parking dimensions for head-in stalls shall be 9 feet in width, 18 feet in depth, and served by a drive aisle of 24 feet. Proposed passenger vehicle parking is in accordance with these requirements.

12) Per Section 10 – 8 – 7, off-street parking and loading areas require pedestrian circulation systems to ensure the safety of pedestrian, cyclists, and motorists.

a. The system must connect all buildings to parking facilities, bicycle parking facilities, outdoor areas, and public rights-of-way. The pedestrian circulation system's sidewalk shall be a minimum of 5 feet.
b. A sidewalk, with a minimum width of seven feet, shall be required along the full length of any building frontage containing a primary entrance that is directly abutted by a parking row, driveway, or drive aisle.
c. Staff believes that pedestrian connectivity throughout the site could be improved. The Petitioners shall work with Staff to submit a pedestrian circulation system plan to be approved by the Zoning Administrator during review of Final Planned Unit Development.

13) The Petitioners are requesting a code departure from Section 10 – 9 – 2 – B, which states the replacement rate at which replacement trees are required to be provided when existing trees are removed. A total of 408 trees are being removed from the subject site. The required number of replacement trees is 1,880, while only 441 are being provided throughout the site. This excludes the 60 street trees that are being provided along Devon Avenue and Illinois Route 83.
    a. The Petitioners will work with Staff to determine an appropriate tree replacement plan. Per Section 10 – 9 – 2 – B.1, an applicant can provide a monetary amount to the Village in lieu of tree replacement. This value is to be determined by the Zoning Administrator.
14) Per Section 10 – 9 – 5, shade canopy shall be provided for a minimum of 40% of the parking area hardscape. The proposed parking area requires a shade canopy of 207,776 SF; the submitted plans indicate 208,025 SF of provided shade canopy.
15) Per Section 10 – 9 – 5 – C, one landscape island shall be provided for every 10 contiguous parking spaces. Plans indicate proposed parking lot design does not meet this requirement in numerous locations.
    a. Per Section 10 – 9 – 5 – C.3, the Zoning Administrator may permit a different configuration of landscape islands to allow for more efficient site design or to permit larger landscape areas. Submitted plans allow for a variation among design, with landscape islands alternating placement and size to deviate from a tedious design. Staff recommends additional plant material and site furnishings, such as benches.
    b. Submitted landscape plan meets all requirements of parking lot interior landscape.
    c. The Petitioners are proposing a landscape walkway area between buildings 2 and 3 to accommodate pedestrian access. Plans indicate a proposed sidewalk of 5 feet bordered by a landscape area of 8 feet on either side. Page 2 of submitted landscape plan rendering incorrectly indicates a width of 25 feet. Proposed walkway area has a total width of 21 feet. Staff believes the area width could be increased with a different configuration of other landscape areas on site. Staff recommends this area be improved with additional plant material and site furnishings, such as benches.
16) The Petitioners have submitted an executive summary of a traffic impact study conducted by Kimley-Horn and Associations. This summary expects minimal impacts to traffic conditions. The full report is to be submitted soon.
    a. Document incorrectly indicates a total building square footage of 1,262,900 SF. The correct number is 1,257,580 SF.
17) Please note that signage will require the approval of a sign permit application. Signage location can be determined during final landscape plan review and Final Planned Unit Development review.

APPROVAL STANDARDS FOR SITE PLAN REVIEW

1) **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

3) **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

   Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4) **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5) **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

Applicant's Response: We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

7) **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

Applicant's Response: The four proposed buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8) **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

	Meets Standard	
Site Plan Review Approval Standards	*Yes*	*No*
1. Surrounding Character	X	
2. Neighborhood Impact	X	
3. Public Facilities	X	
4. Environmental Preservation	X	
5. On-site Pedestrian Circulation	X	
6. Vehicle Ingress & Egress	X	
7. Architectural Design	X	
8. Consistent with Title and Plan	X	

APPROVAL STANDARDS FOR ZONING MAP AMENDMENTS:

1) **Public Welfare:** The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

Applicant's Response: The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

2) **Neighborhood Character:** The proposed amendment is compatible with the existing uses, character, and zoning of adjacent properties and other property within the immediate vicinity of the proposed amendment.

Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

3) **Public Gain:** The proposed amendment provides a relative gain to the public, as compared to any hardship imposed upon an individual property owner.

Applicant's Response: Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

4) **Community Need:** The proposed amendment addresses the community need for a specific use.

Applicant's Response: Proposed amendment to re-zone to I-2 will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. This development has the potential to add new jobs to the community.

5) **Amendment Objective:** The proposed amendment corrects an error, adds clarification, or reflects a change in policy.

Applicant's Response: Proposed amendment to re-zone to I-2 will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The proposed use is a better fit than the current residential use.

6) **Consistent with Title and Plan:** The proposed amendment is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

	Meets Standard	
Zoning Map Amendment Approval Standards	*Yes*	*No*
1. Public Welfare	X	
2. Neighborhood Character	X	
3. Public Gain	X	
4. Community Need	X	
5. Amendment Objective	X	
6. Consistent with Title and Plan	X	

APPROVAL STANDARDS FOR SPECIAL USES:

1) **Public Welfare:** The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public.

Applicant's Response: The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

2) **Neighborhood Character:** The proposed special use is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed special use.

Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

3) **Orderly Development:** The proposed special use will not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity of the proposed special use.

Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

4) **Use of Public Services and Facilities:** The proposed special use will not require utilities, access roads, drainage and/or other facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83. Additionally, we have submitted an executive summary of a traffic impact study conducted by Kimley-Horn and Associations. This summary expects minimal impacts to traffic conditions.

5) **Consistent with Title and Plan:** The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

	Meets Standard	
Special Use Permit Approval Standards	*Yes*	*No*
1. Public Welfare	X	
2. Neighborhood Character	X	
3. Orderly Development	X	
4. Use of Public Services and Facilities	X	
5. Consistent with Title and Plan	X	

APPROVAL STANDARDS FOR PLANNED UNIT DEVELOPMENTS:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: The proposed planned unit development will incorporate sustainable and low impact site design and development principles. The four proposed buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

	Meets Standard	
Planned Unit Development Approval Standards	*Yes*	*No*
1. Comprehensive Plan	X	
2. Public Facilities	X	
3. Landscaping and Screening	X	
4. Site Design	X	
5. Natural Environment	X	
6. Utilities	X	

RECOMMENDATIONS:

1) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.
2) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Zoning Map Amendment: Rezoning Mohawk Terrace Subdivision lots from R – 1 Single-Unit Dwelling District to I – 2 General Industrial District.
3) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Special Use Permit to allow a PUD at the subject site.
4) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Preliminary Planned Unit Development with the following conditions:
    a. A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF. The developer must meet all other DuPage County Floodplain and Stormwater Ordinance requirements including submittal of a stormwater report;
    b. An Illinois Department of Transportation (IDOT) permit will be required for the proposed entrance within IL-83 right-of-way;
    c. An IEPA-Sanitary, IEPA-Water, IHPA, IEPA-NOI and IEPA-NOT permits will be required for this development;
    d. A Cook County Department of Transportation and Highways (CCDOTH) permit will be required for the proposed work in the Devon Ave rights-of-way;
    e. The developer shall properly identify and mitigate and special management areas in accordance with applicable rules and regulations;
    f. Any retaining wall extending more than 3-feet in height will require structural engineering calculations and drawings signed and sealed by licensed structural engineer;
    g. A 10-feet wide ADA compliant public shared use path will be required along the IL-83 frontage of the site;
    h. The driveway openings along Devon Ave shall line up as best as possible with curb opening on opposite side of Devon Avenue. The Petitioners shall coordinate with CCDOTH;
    i. Sanitary Manholes will be required every 300-feet;
    j. Individual water services for the building shall be equipped with a shut-off valve outside of the building (valve vault inside 60-inch diameter vault);
    k. Petitioners shall receive final approval from CCDOTH on proposed detention basin storm sewer connections;

l. Petitioner shall build a secondary source of water, either by expanding the Village watermain along Devon Ave to Ellis St or by making an emergency connection with the Elk Grove Village;
m. A written agreement for land-banked parking shall be executed between the applicant and the Village in a format satisfactory to the Village Attorney and shall be recorded in the Office of the Recorder of Deeds of Cook or DuPage County, as applicable;
n. The requested code departure from Section 10 – 6 – 19.B.4, Industrial District Parking Location, be approved;
o. The requested code departure from Section 10 – 8 – 2 – B.6, Maximum Number of Parking Spaces, be approved;
p. The requested code departure from Section 10 – 8 – 8 – 1, Maximum Driveway Width, be approved;
q. The requested code departure from Section 10 – 8 – 8 – F, Driveway Apron Width, be approved;
r. The requested code departure from Section 10 – 9 – 2 – B, Tree Replacement Standards, be approved. The Petitioners shall work with Staff to determine an appropriate tree replacement plan, to be approved by the Zoning Administrator;
s. The Petitioners shall work with Staff to submit a revised on-site pedestrian circulation system plan to be approved by the Zoning Administrator;
t. A final landscape plan, to be approved by the Zoning Administrator, is required upon Final Preliminary Planned Unit Development;
u. The Petitioners shall coordinate with Village Staff to submit revised and additional architectural plans with aesthetic design to be approved by the Zoning Administrator;
v. Full review of traffic study may include requirements for off-site traffic improvements. The Petitioners and the Village shall coordinate with IDOT and CCDOTH as necessary.

Respectfully Submitted,

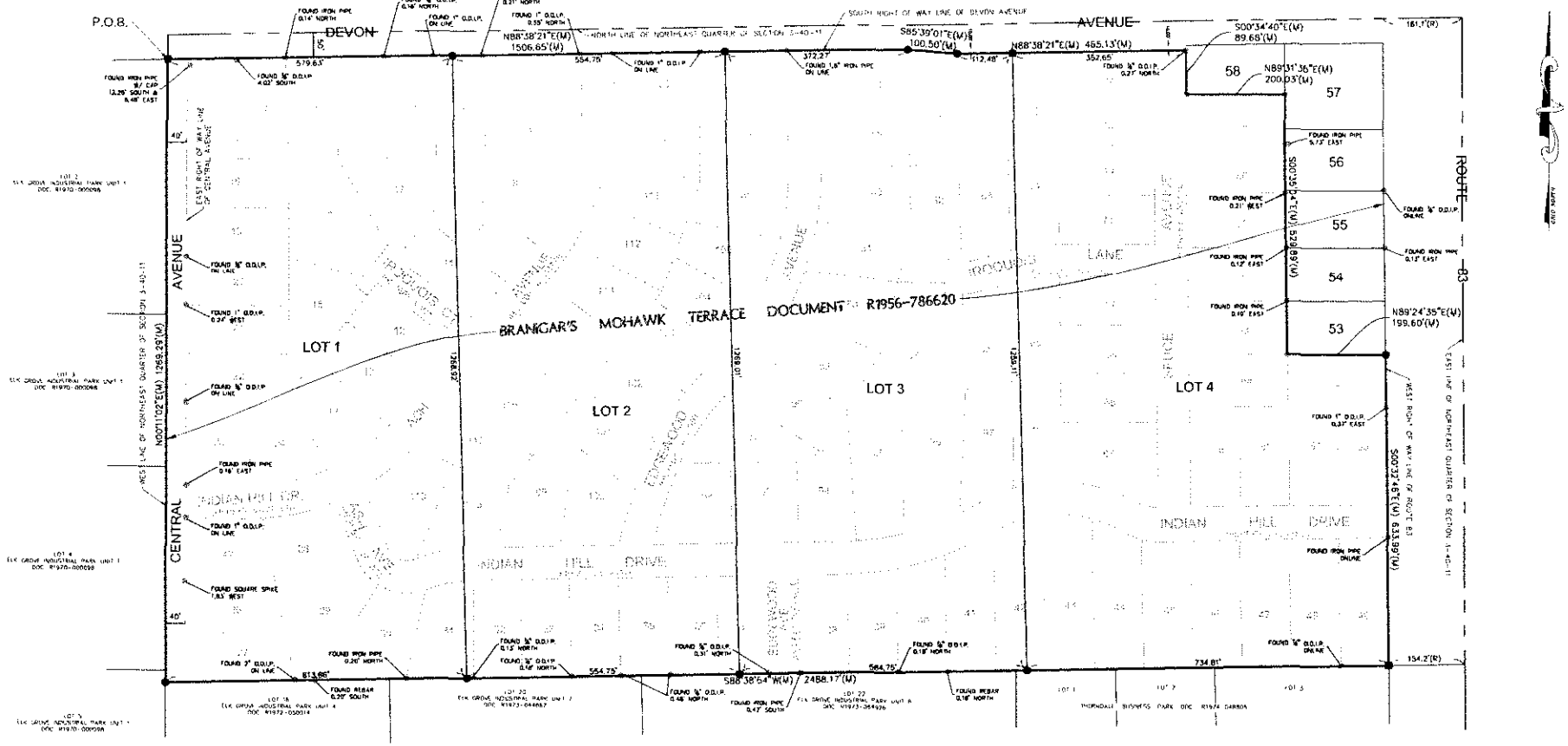
Department of Community & Economic Development

PRELIMINARY PLAT OF SUBDIVISION

MOHAWK TERRACE INDUSTRIAL PARK RESUBDIVISION

A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

P.I.N. 03-03-200-001 THROUGH 03-03-200-019
P.I.N. 03-03-200-022 THROUGH 03-03-200-026
P.I.N. 03-03-201-001 THROUGH 03-03-201-021
P.I.N. 03-03-202-001 THROUGH 03-03-202-008
P.I.N. 03-03-202-012 THROUGH 03-03-202-017
P.I.N. 03-03-202-019 THROUGH 03-03-202-036
P.I.N. 03-03-203-003 THROUGH 03-03-203-008
P.I.N. 03-03-203-016 THROUGH 03-03-203-029
P.I.N. 03-03-204-001 THROUGH 03-03-204-013
P.I.N. 03-03-205-001 THROUGH 03-03-205-012



LEGEND

- ▲ FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ■ SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- · SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
N. = NORTH
S. = SOUTH
E. = EAST
W. = WEST
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(O) = OTHER BEARING OR DISTANCE
B.S.L. = BUILDING SETBACK LINE
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

LINE LEGEND

- SUBDIVISION BOUNDARY LINE
- ADJACENT LAND PARCEL LINE
- LOT LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE

AREA SUMMARY

LOT 1	757,199 SQUARE FEET	OR	17.383 ACRES
LOT 2	703,960 SQUARE FEET	OR	16.161 ACRES
LOT 3	740,458 SQUARE FEET	OR	16.998 ACRES
LOT 4	793,803 SQUARE FEET	OR	18.219 ACRES
NET AREA	2,995,220 SQUARE FEET	OR	68.761 ACRES

(TO HEAVY LINES)
(BASED ON MEASURED VALUES)

Kimley»Horn

COMPASS SURVEYING LTD

SCALE: 1" = 100'

1 OF 2

Z:\PSDATA\2020 PROJECTS\20.0225\20.0225-01 PREL PLAT\20.0225-01 PSWR.DWG

Plot Date: 20.0225-01

PRELIMINARY PLAT OF SUBDIVISION

MOHAWK TERRACE INDUSTRIAL PARK RESUBDIVISION

A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

VILLAGE BOARD

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

APPROVED BY THE VILLAGE BOARD OF THE VILLAGE OF BENSENVILLE, DUPAGE COUNTY, ILLINOIS

DATED AT _____, ILLINOIS.

THIS _____ DAY OF _____ A.D., 20____

BY: _____
VILLAGE CLERK

VILLAGE PLAN COMMISSION

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

APPROVED BY THE VILLAGE OF BENSENVILLE PLAN COMMISSION

THIS _____ DAY OF _____ A.D., 20____

BY: _____
CHAIRMAN

CERTIFICATE OF PLAT OFFICER

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

APPROVED THIS _____ DAY OF _____, 20____

BY: _____
PLAT OFFICER, DUPAGE COUNTY

RECORDER'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS AFORESAID ON

THIS _____ DAY OF _____ A.D., 20____ AT _____ O'CLOCK _____

BY: _____
RECORDER OF DEEDS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF KANE } SS

I, CHRISTOPHER J. SALAZAR, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4017, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING PROPERTY:

THAT PART OF BRANDARI'S MOHAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1958 AS DOCUMENT NUMBER R1958-788403, IN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE NORTH 88 DEGREES 38 MINUTES 31 SECONDS EAST ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 1606.60 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; THENCE SOUTH 00 DEGREES 39 MINUTES 07 SECONDS EAST, A DISTANCE OF 150.00 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; THENCE NORTH 88 DEGREES 38 MINUTES 31 SECONDS EAST 468.13 FEET TO A POINT ON THE WEST LINE OF LOT 99 IN SAID SUBDIVISION, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHWEST CORNER OF SAID LOT 98; THENCE SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 98, A DISTANCE OF 89.88 FEET TO THE SOUTHWEST CORNER OF SAID LOT 98; THENCE NORTH 88 DEGREES 31 MINUTES 38 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 98, A DISTANCE OF 200.02 FEET TO THE SOUTHEAST CORNER OF SAID LOT 98; THENCE SOUTH 00 DEGREES 35 MINUTES 54 SECONDS EAST, A DISTANCE OF 329.86 FEET TO THE NORTHWEST CORNER OF LOT 82 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 24 MINUTES 38 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 82, A DISTANCE OF 189.80 FEET TO THE NORTHEAST CORNER OF SAID LOT 82, SAID POINT ALSO LYING ON THE WEST POINT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 48 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 833.98 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 04 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2368.17 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 00 DEGREES 31 MINUTES 02 SECONDS EAST ALONG THE WEST LINE OF SAID SUBDIVISION, A DISTANCE OF 1769.29 FEET TO THE POINT OF BEGINNING.

AS SHOWN BY THE ANNEXED PLAT WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. THIS SUBDIVISION IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF BENSENVILLE WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-8 AS HERETOFORE AND HEREAFTER AMENDED. AND THIS SITE FALLS WITHIN "OTHER AREAS ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17043C0077J, HAVING A REVISED DATE OF AUGUST 1, 2019.

GIVEN UNDER MY HAND AND SEAL AT AURORA, ILLINOIS

THIS _____ DAY OF _____, 20____

COMPASS SURVEYING LTD.
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2021

BY: _____
CHRISTOPHER J. SALAZAR
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 4017
LICENSE EXPIRES 11/30/2020

DATE: 10/30/20	INC.	DRAWN BY: MPA	CHECKED BY: CJS	BDD 539 PG 73
NO.	REVISIONS			DATE

CLIENT: Kimley»Horn
2500 CABOT DRIVE, SUITE 200, LISLE, IL 60532
PHONE: 630.487.6700
FAX: 630.487.6750
WWW.KIMLEY-HORN.COM

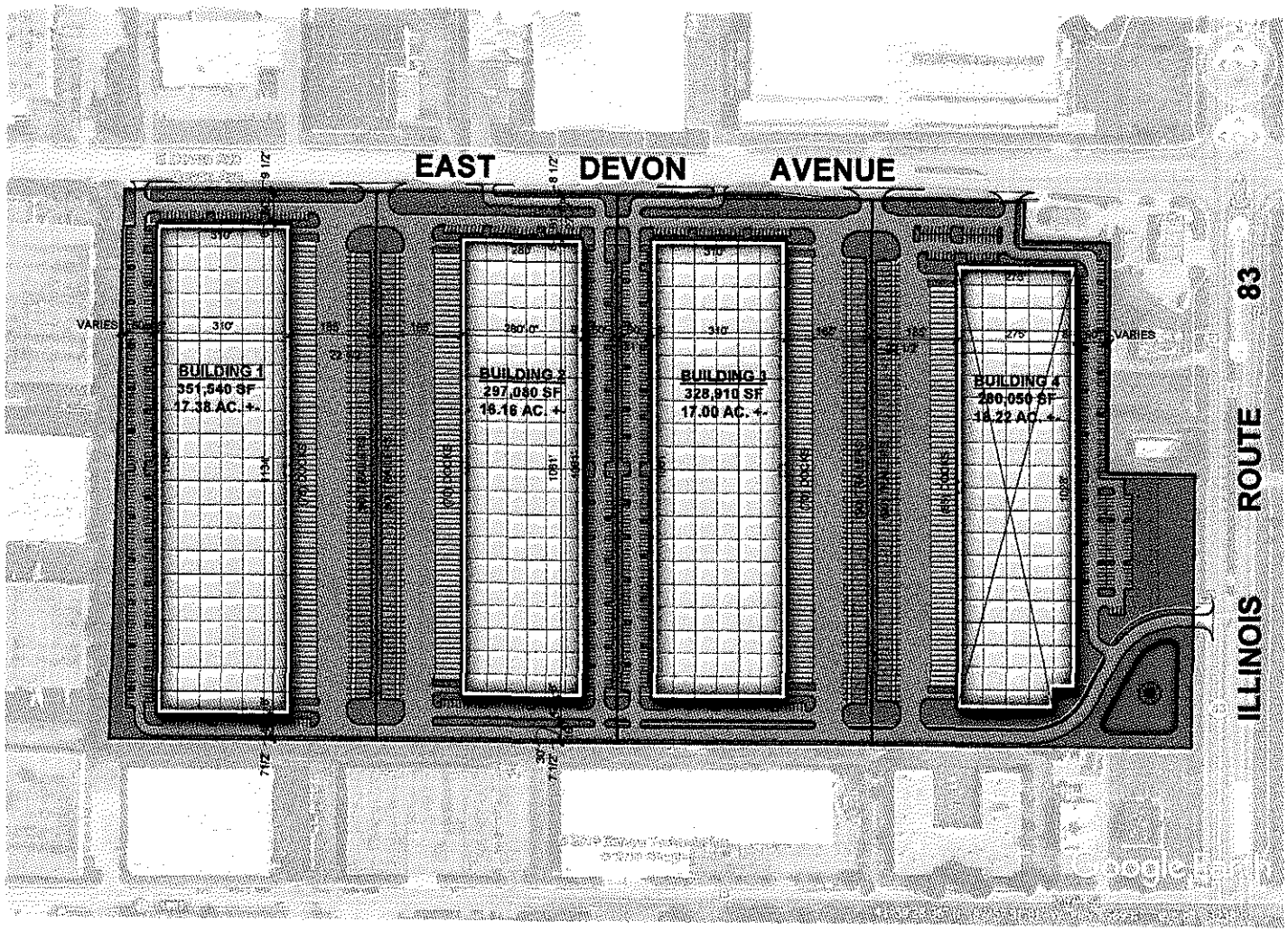
PROJECT: MOHAWK TERRACE
BENSENVILLE, ILLINOIS

COMPASS SURVEYING LTD
ALTA SURVEYS • SUBDIVISIONS • CONSTRUCTION STAKING
2515 CANTIGNY WAY, SUITE 110, NAPERVILLE, IL 60563
PHONE: 630.355.2200 FAX: 630.355.2202
WWW.COMPASSSURVEYING.COM

SHEET NO.: 2 OF 2

PROJECT NO.: 20.0225-01

J:\PROJECTS\2020 PROJECTS\20.0225\20.0225-01 PRELIMINARY PLAT\20.0225-01 PRELIM.DWG



CONCEPTUAL MASTER SITE PLAN FOR:

MOHAWK TERRACE BP

BENSENVILLE, ILLINOIS

SITE AREA (±68.76 AC.)	±2,995,220 SF
DETENTION	TBD

PHASE 1

BUILDING 1

BUILDING AREA	351,540 SF
PARKING	
CAR PARKING PROVIDED	+-286 STALLS
LANDBANKED (ABOVE MAX./IN FRONT YARD)	+-42 STALLS
TRAILER PARKING	85 STALLS
DRIVE IN OVERHEAD DOORS	2 DOORS
TOTAL EXTERIOR DOCKS	76 DOCKS

BUILDING 2

BUILDING AREA	297,080 SF
PARKING	
CAR PARKING PROVIDED	+-257 STALLS
LANDBANKED (ABOVE MAX./IN FRONT YARD)	+-39 STALLS
TRAILER PARKING	85 STALLS
DRIVE IN OVERHEAD DOORS	2 DOORS
TOTAL EXTERIOR DOCKS	70 DOCKS

PHASE 2

BUILDING 3

BUILDING AREA	328,910 SF
PARKING	
CAR PARKING PROVIDED	+-257 STALLS
LANDBANKED (ABOVE MAX./IN FRONT YARD)	+-42 STALLS
TRAILER PARKING	96 STALLS
DRIVE IN OVERHEAD DOORS	2 DOORS
TOTAL EXTERIOR DOCKS	70 DOCKS

BUILDING 4

BUILDING AREA	280,050 SF
PARKING	
CAR PARKING PROVIDED	+-256 STALLS
LANDBANKED (ABOVE MAX./IN FRONT YARD*)	+-77 STALLS
TRAILER PARKING	90 STALLS
DRIVE IN OVERHEAD DOORS	2 DOORS
TOTAL EXTERIOR DOCKS	65 DOCKS

PARKING TOTALS

CAR PARKING PROVIDED	+-1056 STALLS
PARKING REQUIRED BASED ON 10% OFFICE	+-817 STALLS
STALLS OVER 125% MAX. INCL.LANDBANKED	+-235 STALLS

SITE PLAN

220146 11.03.2020

0 25' 125' 250' 500'

HARRIS ARCHITECTS, INC.
WWW.HARRISARCHITECTS.COM 847.303.1155

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION

PARKING SUMMARY

PARKING SPACES PROVIDED	=1093 SPACES
LAND BANK SPACES PROVIDED	=176 SPACES
DOCK TRAILER SPACES PROVIDED	=305 SPACES
TOTAL PARKING SPACES PROVIDED	=343 SPACES
TOTAL TRAILER SPACES PROVIDED	=648 SPACES

SITE DATA

TOTAL PROJECT SITE AREA	=69.78 ACRES
PROPOSED PERVIOUS AREA	=11.85 ACRES (16.97%)
PROPOSED IMPERVIOUS AREA	=57.71 ACRES (83.93%)

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

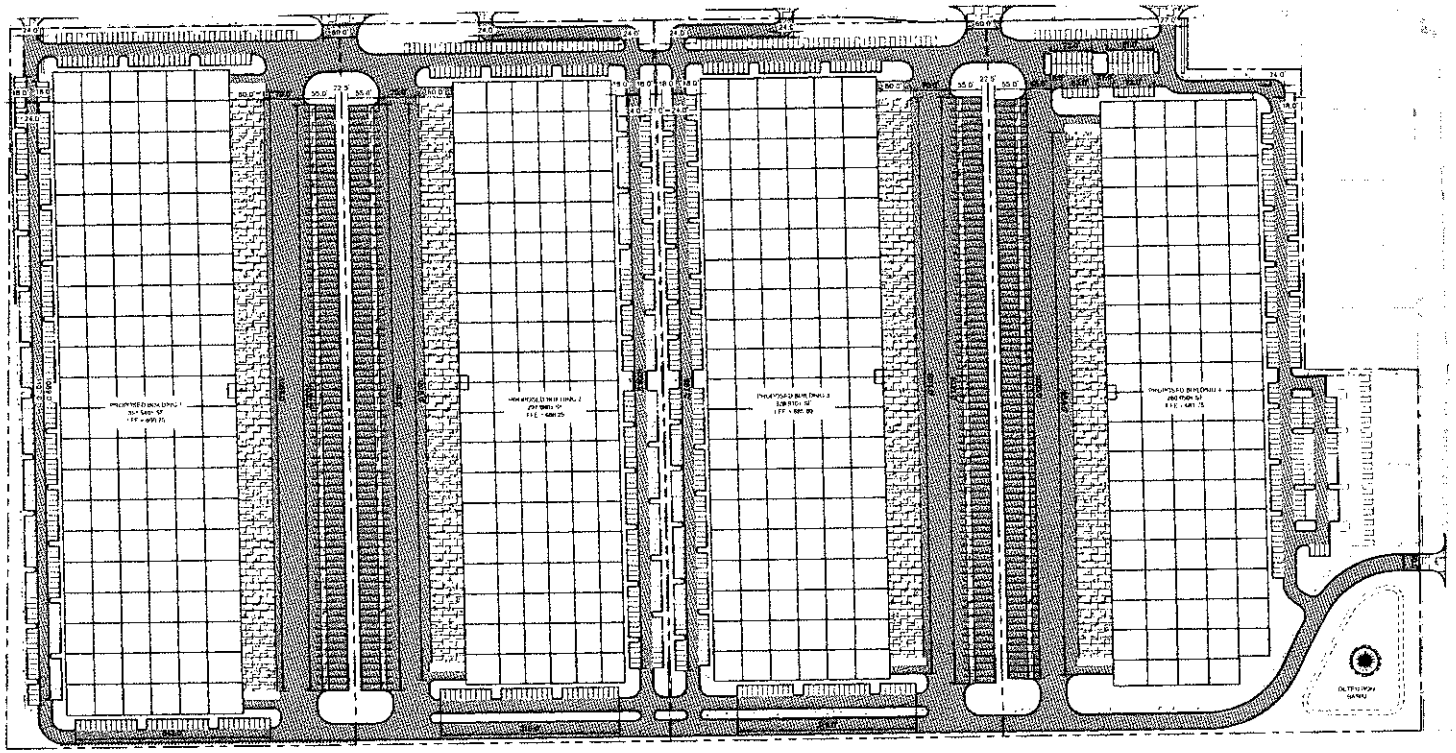
Call Before You Dig
JULIE
1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS SEE SHEET PLANS FOR SITE ELECTRICAL DRAWINGS
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED

DEVON AVENUE

ROUTE 83



Kimley»Horn

SCALE	AS NOTED
DESIGNED BY	CSM
DRAWN BY	CSM
CHECKED BY	KC

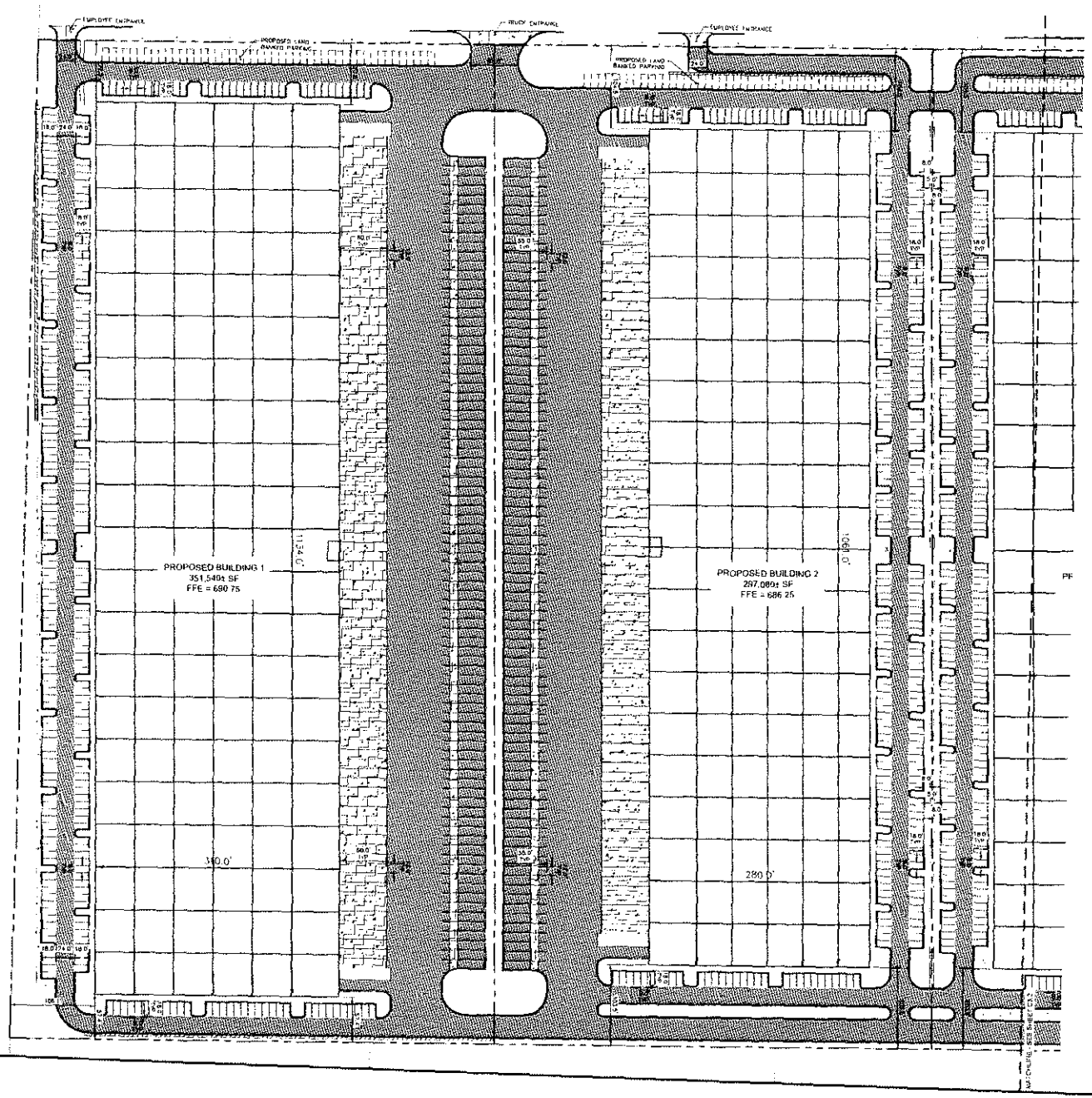
ML REALTY / PROLOGIS

ML REALTY / PROLOGIS CORPORATE PARK

IL-83 & DEVON AVENUE
BENSENVILLE IL 60106

SITE PLAN

ORIGINAL ISSUE:
11/02/2020
KHA PROJECT NO
168240005
SHEET NUMBER
C3.0



NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

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PAVING AND CURB LEGEND

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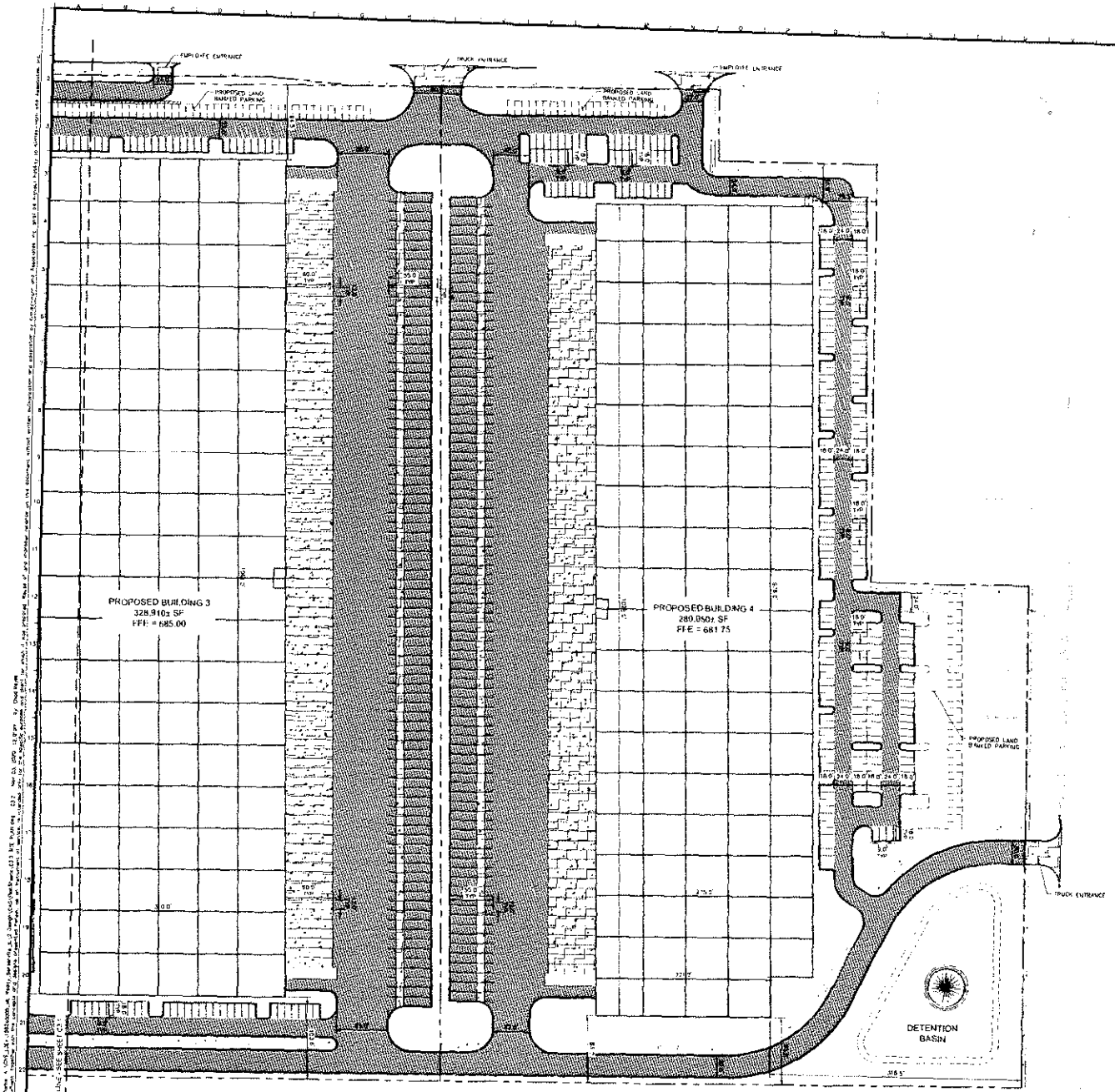
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SITE PLAN

ML REALTY / PROLOGIS
CORPORATE PARK
IL 83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
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NORTH

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0 30 60 120

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CORPORATE PARK
IL-83 & OBRON AVENUE
BOLINGBROOK, IL 60490

SITE PLAN

ORIGINAL ISSUE
12/02/2020
KHA PROJECT NO
166240005
SHEET NUMBER
C3.2

GRADING LEGEND

TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION
TF = TOP OF FOUNDATION
R = RIM ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS
PROPOSED CONTOUR
EXISTING CONTOUR
RIDGE LINE
SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
ACCESSIBLE ROUTE
RIP RAP (SEE DETAILS)

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS REFER TO ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
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4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LINES.

NORTH

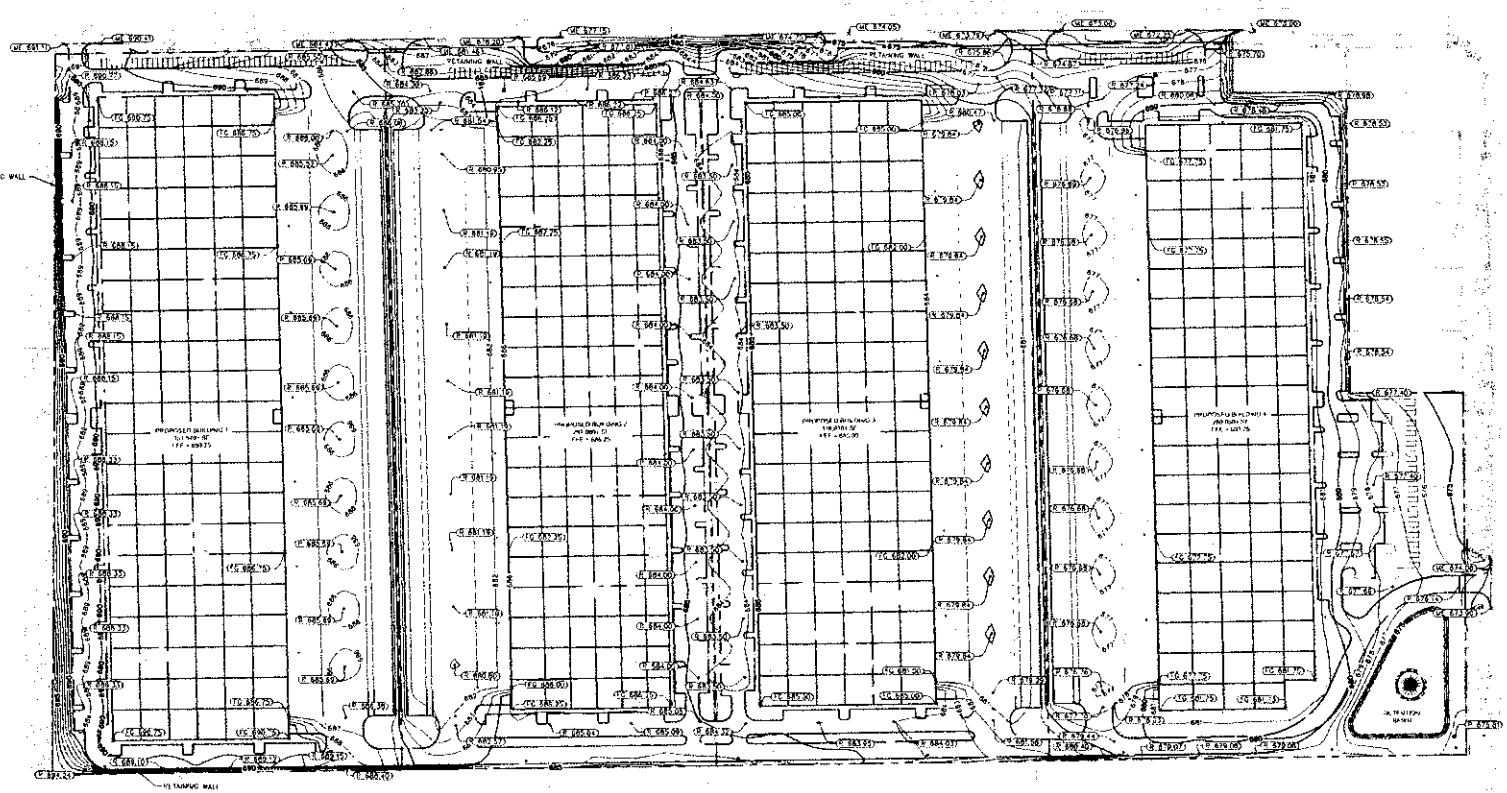
GRAPHIC SCALE IN FEET
0 50 100 200

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DEVON AVENUE

ROUTE 83

RETAINING WALL



Kimley»Horn

SCALE	AS NOTED
DESIGNED BY	CSM
DRAWN BY	CMP
CHECKED BY	KJC

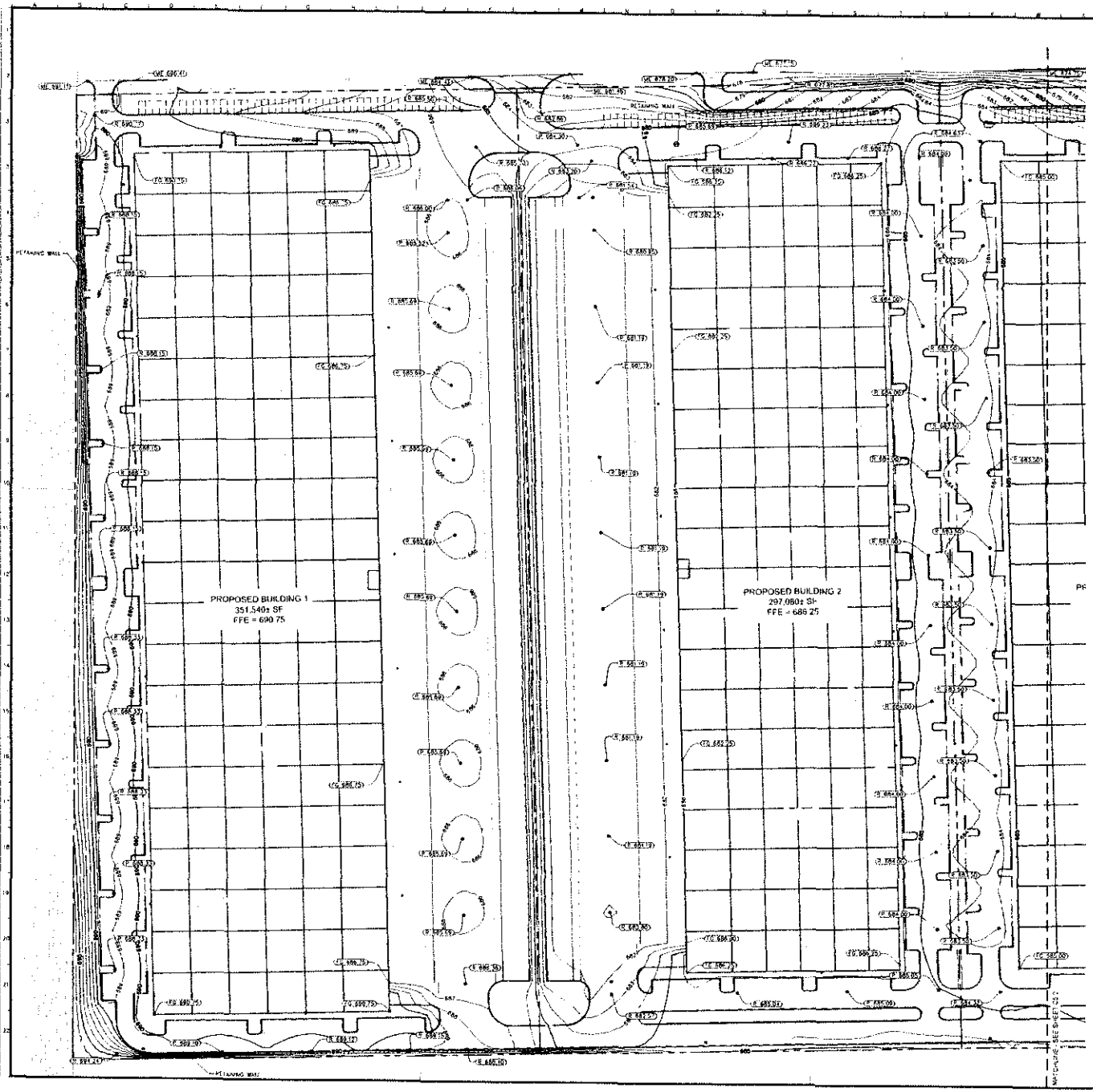
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IL 83 & DEVON AVENUE
BENSENVILLE IL 60106

GRADING & DRAINAGE PLAN

ORIGINAL ISSUE:
11/02/2020
KHA PROJECT NO
168240005

SHEET NUMBER
C5.0



NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

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GRADING NOTES

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7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

- TP = TOP OF PAVEMENT
- EP = EDGE OF PAVEMENT
- FL = FLOW LINE
- TC = TOP OF CURB
- ME = MATCH ELEVATION
- TF = TOP OF FOUNDATION
- R = RIM ELEVATION
- TW = TOP OF WALL
- FG = FINISHED GRADE
- TS = TOP OF STAIRS
- BS = BOTTOM OF STAIRS
- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR
- RIDGE — RIDGE LINE
- SLOPE — SLOPE AND FLOW DIRECTION
- 100-YEAR OVERLAND OVERFLOW ROUTE
- DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
- PROPOSED SWALE
- PROPOSED RETAINING WALL
- RE-EXPOSED PITCH CURB AND GUTTER
- ACCESSIBLE ROUTE
- RIP RAP (SEE DETAILS)

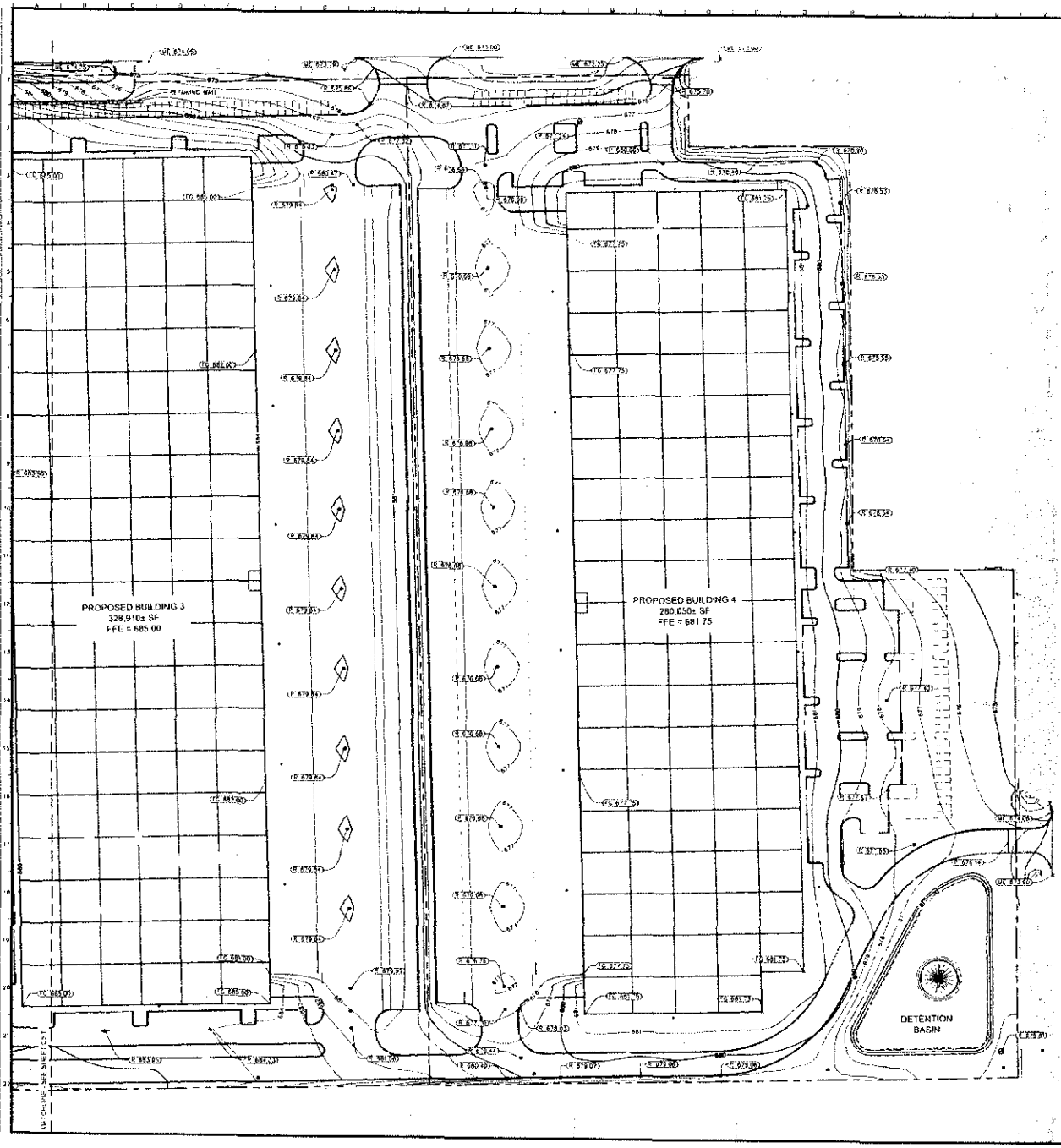
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CORPORATE PARK
IL RT 83 & DEVON AVENUE
ELK GROVE VILLAGE, IL 60007

GRADING & DRAINAGE PLAN

ORIGINAL ISSUE:
11/02/2020
KHA PROJECT NO.
168240005
SHEET NUMBER
C5.1



NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

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GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
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5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
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- REVERSED PITCH CURB AND GUTTER
- ACCESSIBLE ROUTE
- RIP RAP (SEE DETAILS)

Kimley»Horn

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CORPORATE PARK
IL-59 & DEVON AVENUE
BENSENVILLE, IL 60106

GRADING & DRAINAGE PLAN

ORIGINAL ISSUE
11/02/2020
KHA PROJECT NO.
168740005

SHEET NUMBER
C5.2

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SANITARY SEWER MANHOLE
- EX. SANITARY SEWER CLEANOUT
- EX. STORM DRAIN LINE
- EX. STORM MANHOLE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. GAS METER
- EX. UNDERGROUND ELECTRIC LINE
- EX. UNDERGROUND TELEPHONE LINE
- EX. LIGHT POLE
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS — GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE MEINAN # 2540) (GRASS USE MEENAH # 4346-B REHVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE MEENAH # 1772) (GRASS USE MEENAH # 1796)
- PROPOSED COMBINATION CURB INLET (DB-12 CBG USE MEENAH # 3281-A)
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
- RIP RAP (SEE DETAILS)
- UG DETENTION CHAMBER
- PROPOSED FLARED END SECTION

UTILITY NOTES

1. ALL WATER LINES 4" SHALL BE DUCTILE IRON PIPE, CLASS 52
2. ALL SANITARY SEWER LINES SHALL BE PVC SDR 26 (ASTM D-3034) EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN. THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER
6. CONTRACTOR TO CALL "MISS UTILITY" (1-800-893-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO ANY CONSTRUCTION OR ON CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTIONS AND ALL UTILITY CROSSINGS AND NOTIFY THE ENGINEER AND THE OWNER. DEVELOPMENT OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA SPECIFYING OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY STAFFS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

Call Before You Dig
JULIE
1-800-892-0123

DEVON AVENUE

ROUTE 83

PROPOSED STORM SEWER (TYP)
PROPOSED SANITARY SEWER CONNECTION
PROPOSED FIRE HYDRANT (TYP)
PROPOSED WATER SERVICE CONNECTION
PROPOSED WATERMAIN (TYP)
PROPOSED SANITARY SEWER (TYP)
PROPOSED WATERMAIN (TYP)
CONNECT TO EX WATERMAIN
CONNECT TO EX SA SEWER
UNDERGROUND DETENTION 1
UNDERGROUND DETENTION 2
UNDERGROUND DETENTION 3
UNDERGROUND DETENTION 4
PROPOSED BUILDING 1
PROPOSED BUILDING 2
PROPOSED BUILDING 3
PROPOSED BUILDING 4

Kimley»Horn
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500 TAYLOR STREET, SUITE 601
FORT WORTH, TEXAS 76102
PHONE: 817-335-6511
WWW.KIMLEY-HORN.COM

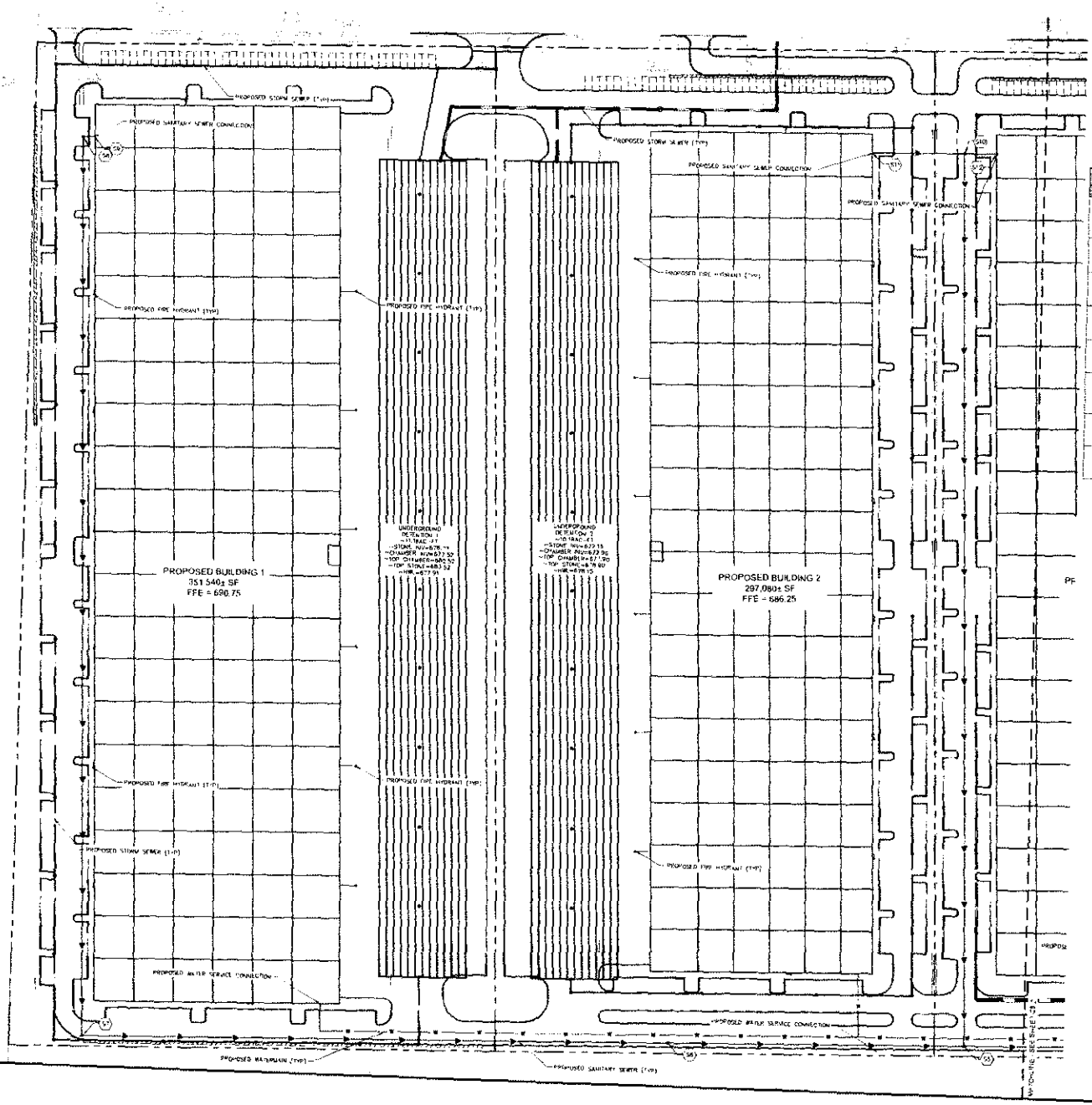
SCALE	AS NOTED
DESIGNED BY	CSM
DRAWN BY	CSM
CHECKED BY	JLC

ML REALTY PARTNERS
PROLOGIS

UTILITY PLAN

ML REALTY / PROLOGIS
CORPORATE PARK
N. RT. 83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
11/02/2020
I.H.A. PROJECT NO
165740005
SHEET NUMBER
C6.0



NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

Call Before You Dig
1-800-892-0123

S5	6" DIA SANITARY MH RIM: 685.85 INV IN: 674.06 (W, 8") INV IN: 674.16 (W, 8") INV OUT: 673.96 (E, 8")
S6	6" DIA SANITARY MH RIM: 680.50 INV IN: 673.95 (W, 8") INV OUT: 673.85 (E, 8")
S7	6" DIA SANITARY MH RIM: 680.38 INV IN: 673.73 (N, 8") INV OUT: 673.63 (E, 8")
S8	6" DIA SANITARY MH RIM: 680.10 INV IN: 673.35 (E, 8") INV OUT: 673.25 (S, 8")
S9	6" SA PIATONG CONNECTION RIM: 680.73 INV OUT: 673.61 (W, 6")
S10	6" DIA SANITARY MH RIM: 684.22 INV IN: 676.72 (E, 8") INV IN: 676.77 (W, 8") INV OUT: 676.67 (S, 8")
S11	6" SA PIATONG CONNECTION RIM: 686.25 INV OUT: 679.63 (E, 6")
S12	6" SA BUILDING CONNECTION RIM: 685.00 INV OUT: 678.27 (W, 6")

UTILITY NOTES

1. ALL WATER LINES 3" & LARGER SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING ASTM D 3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN. THIS PIPE SHALL BE ANSI D900 (UNLESS WATER MAIN CASING IS UTILIZED) MINIMUM 4'0" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN SECURED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE OPENING EXCAVATIONS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, LOCATE AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLANS. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
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12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SITE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SANITARY SEWER MANHOLE
- EX. SANITARY SEWER CLEANOUT
- EX. STORM DRAIN LINE
- EX. STORM MANHOLE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. GAS METER
- EX. UNDERGROUND ELECTRIC LINE
- EX. UNDERGROUND TELEPHONE LINE
- EX. LIGHT POLE
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-7240) (GRASS USE NEENAH R-4340-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1772) (GRASS USE NEENAH R-1796)
- PROPOSED COMBINATION CURB INLET (D6.12 SAG USE NEENAH R-3281-A)
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
- RIP RAP (SEE DETAILS)
- UG DETENTION CHAMBER
- PROPOSED FLARED END SECTION

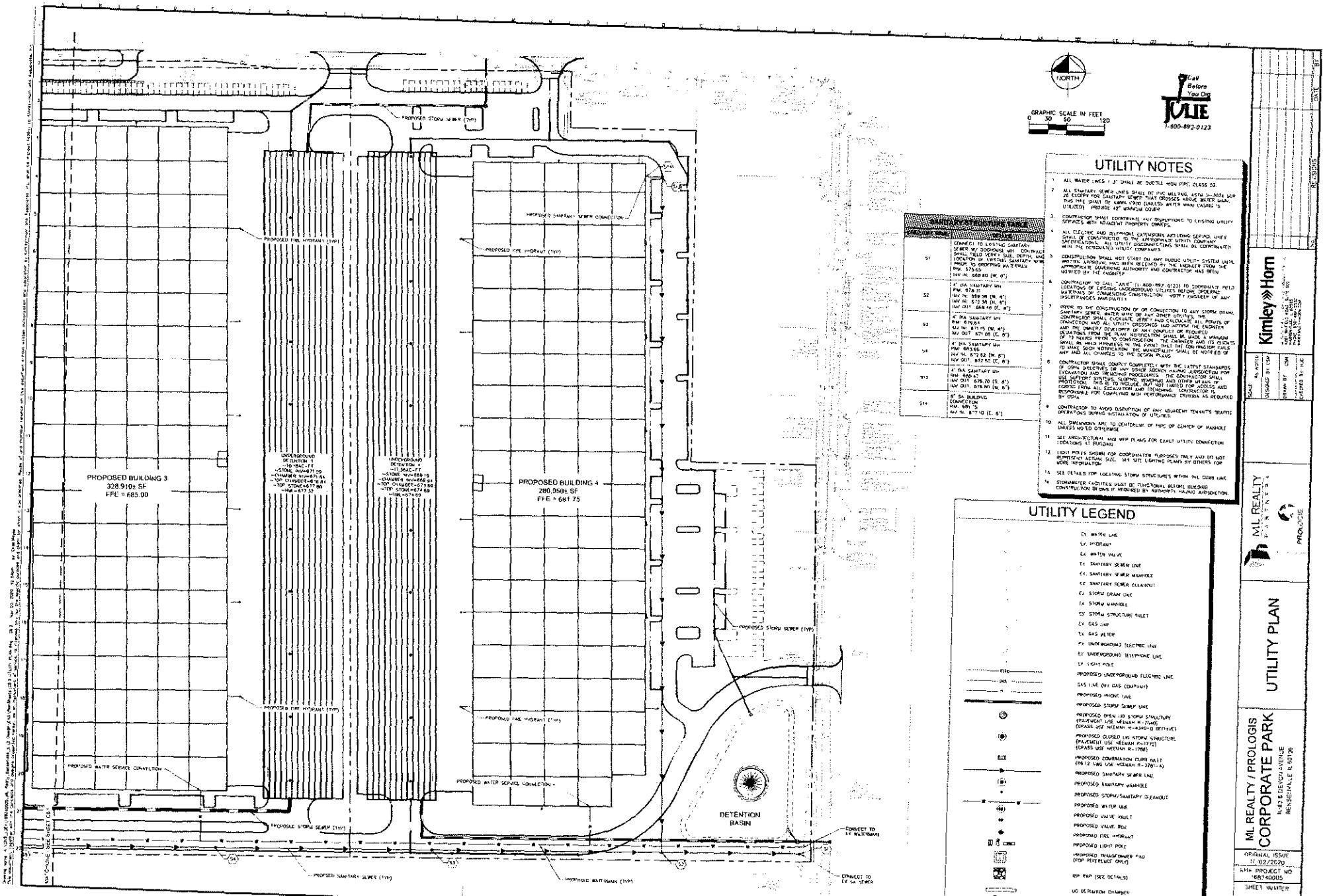
Kimley»Horn

ML REALTY / PROLOGIS
CORPORATE PARK
IL RTE 38 & DEVON AVENUE
BENSENVILLE, IL 60106

UTILITY PLAN

ORIGINAL ISSUE
11/02/2020
KHA PROJECT NO
168240005

SHEET NUMBER
C6.1



UTILITY NOTES

1. ALL WATER LINES 4" & 6" SHALL BE DUCTILE IRON PIPE CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN. THIS PIPE SHALL BE CAMLOK C900 (UNLESS WATER MAIN CASING IS UTILIZED) PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY COMPANIES.
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UTILITY LEGEND

EX. WATER LINE
EX. HYDRANT
EX. WATER VALVE
EX. SANITARY SEWER LINE
EX. SANITARY SEWER MANHOLE
EX. SANITARY SEWER CLEANOUT
EX. STORM DRAIN LINE
EX. STORM MANHOLE
EX. STORM STRUCTURE INLET
EX. GAS LINE
EX. GAS METER
EX. UNDERGROUND ELECTRIC LINE
EX. UNDERGROUND TELEPHONE LINE
EX. LIGHT POLE
PROPOSED UNDERGROUND ELECTRIC LINE
GAS LINE (BY GAS COMPANY)
PROPOSED PHONE LINE
PROPOSED STORM SEWER LINE
PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1764-C) (GRASS USE NEENAH R-4340-B BEEHIVE)
PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1772) (GRASS USE NEENAH R-1768)
PROPOSED COMBINATION CURB INLET (R6 12 VAU USE NEENAH R-3261-A)
PROPOSED SANITARY SEWER LINE
PROPOSED SANITARY MANHOLE
PROPOSED STORM/SANITARY CLEANOUT
PROPOSED WATER MAIN
PROPOSED VAULT VAULT
PROPOSED VALVE BOX
PROPOSED FIRE HYDRANT
PROPOSED LIGHT POLE
PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
RIP RAP (SEE DETAILS)
UG DETENTION CHAMBER
PROPOSED FLARED END SECTION

SANITARY STRUCTURE TABLE

S1	CONNECT TO EXISTING SANITARY SEWER MH (CONTRACTOR SHALL FIELD VERIFY SIZE, DEPTH, AND LOCATION OF EXISTING SANITARY SEWER PRIOR TO ORDERING MATERIALS) RIM: 675.65 INV. IN: 668.80 (W, 8")
S2	4' DIA SANITARY MH RIM: 676.21 INV. IN: 669.36 (W, 8") INV. IN: 672.36 (W, 8") INV. OUT: 669.46 (C, 8")
S3	4' DIA SANITARY MH RIM: 679.64 INV. IN: 671.15 (W, 8") INV. OUT: 671.05 (C, 8")
S4	4' DIA SANITARY MH RIM: 683.65 INV. IN: 673.82 (W, 8") INV. OUT: 672.52 (C, 8")
S13	4' DIA SANITARY MH RIM: 680.67 INV. OUT: 676.70 (S, 8") INV. OUT: 676.60 (W, 8")
S14	6" SA BUILDING CONNECTION INV. IN: 677.10 (C, 6")

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ML REALTY / PROLOGIS
CORPORATE PARK
UTILITY PLAN

ORIGINAL ISSUE
11/02/2020
KHA PROJECT NO
068240005
SHEET NUMBER
C6.2

GENERAL NOTES
PAVING AND CURB LEGEND
GRAPHIC SCALE IN FEET
NORTH
PROPOSED BUILDING 2
297,840 SF
FFE = 686.25
PROPOSED BUILDING 1
351,540± SF
FFE = 689.75
1134.0'
1060.0'
286.0'
160.0'
PROPOSED LAND BANKED PARKING
TRUCK ENTRANCE
Kimley»Horn
ML REALTY / PROLOGIS
CORPORATE PARK
SITE PLAN
C3.1

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. ALL DIMENSIONS TO PROPOSED STEEL AND ARE APPROXIMATED ON THIS PLAN. SEE STRUCTURAL PLANS FOR MONUMENTATION OF STEEL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENTATION OF BUILDING. SEE ALSO PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE SIGNAGE SHALL BE PERMITTED UNLESS OTHERWISE NOTED

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT SEE CROSS SECTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT SEE CROSS SECTION DETAILS FOR PAVEMENT SECTION
- CONCRETE PAVEMENT SEE CROSS SECTION DETAILS FOR PAVEMENT SECTION
- PROPOSED CONCRETE PAVEMENT SEE CROSS SECTION DETAILS FOR PAVEMENT SECTION

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

Call Before You Dig
1-800-892-0123

C3.2	
ML REALTY / PROLOGIS CORPORATE PARK	IL-83 & DEVON AVENUE, BENSENVILLE, IL 60106
SITE PLAN	
ML REALTY PARTNERS / PROLOGIS	
ORIGINAL ISSUE	11/27/2020
PROJECT NO	069300000
SHEET NUMBER	
SCALE	As noted
DESIGNED BY	CSM
DRAWN BY	CSM
CHECKED BY	HJG
Kimley»Horn	1551 WARRENVILLE ROAD, SUITE 600, LISLE, IL 60532, PHONE: 630-487-9900, WWW.KIMLEY-HORN.COM
NO.	REVISIONS
DATE	

STREET TREES - DEVON 2.5 CAL. MIN	45	
STREET TREES - BUSSE 2.5 CAL. MIN	17	
PERIMETER TREES - DEVON 2.5 CAL. MIN CANOPY SIZE AT MATURITY - 50 FT.	23	
PERIMETER TREES - BUSSE 2.5 CAL. MIN CANOPY SIZE AT MATURITY - 50 FT.	41	
INTERNAL TREES / PARKING ISLANDS 2.5 CAL. MIN CANOPY SIZE AT MATURITY - 50 FT.	526	117 PARKING ISLAND TREES PROVIDED PER PLAN 21 TREES PROVIDED IN LANDBANKED PARKING AREAS
EVERGREEN TREES 6 FT. HEIGHT MIN.	33	

TREES NEEDED TO SATISFY 40% CANOPY COVERAGE IF MATURE CANOPY SIZE IS 50 FT. = 98 (OR 106 IF LANDBANKED PARKING IS INSTALLED)

PERIMETER TREES (DEVON + BUSSE) + INTERNAL TREES / PARKING ISLANDS
73 + 41 + 526 = 640

CANOPY COVERAGE EXCEEDED BY 542 TREES (OR 463 TREES IF LANDBANKED PARKING IS INSTALLED)

NUMBER OF REPLACEMENT TREES REQUIRED = 1,880

TREES AVAILABLE TO APPLY TO REPLACEMENT QUANTITY = 441
(INTERNAL TREES NOT DEDICATED TO PARKING ISLANDS OR CANOPY COVERAGE REQUIREMENT)

BENSENVILLE, IL LANDSCAPE CODE		
PARKING ORDINANCE	REQUIREMENT	PROVIDED
10-8-2: TREE PRESERVATION		
10-8-4: DESIGN, INSTALLATION AND MAINTENANCE		
10-8-6: STREET TREES		
10-8-5: PARKING LOT LANDSCAPING		
	INCLUDING FUTURE DEVELOPMENT (LANDBANKED PARKING SPACES)	WILL NEED TO PROVIDE 4 ADDITIONAL TREES (NET CANOPY)

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

Call Before You Dig
JULIE
1-800-892-0123

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ML REALTY PARTNERS

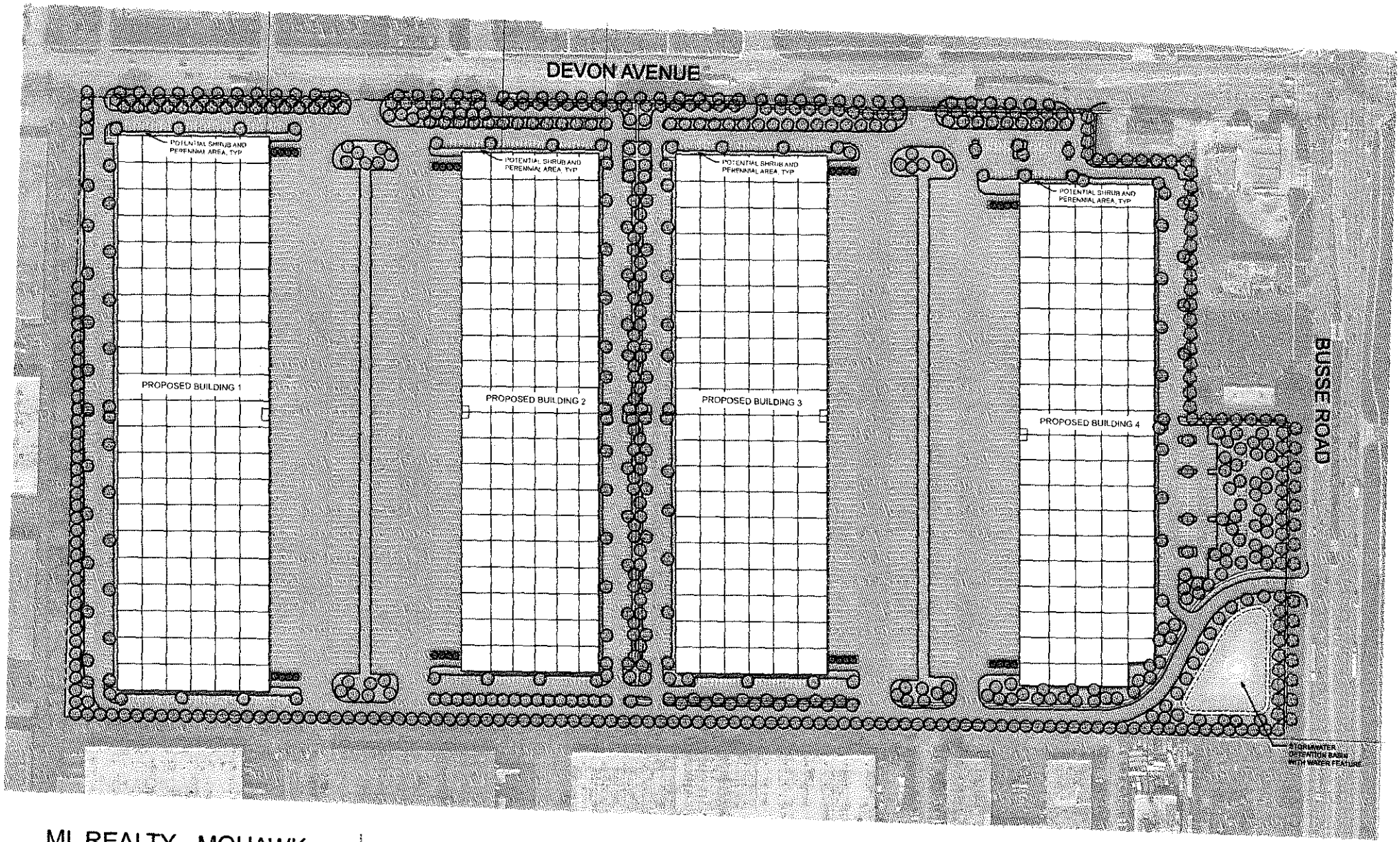
PROLOGIS

ML REALTY / PROLOGIS
CORPORATE PARK
LAKE & DEVON AVENUE
BENSENVILLE, IL 60106

LANDSCAPE PLAN

ORIGINAL ISSUE
11/02/2020
KHA PROJECT NO
168240005

SHEET NUMBER
L1.0



ML REALTY - MOHAWK

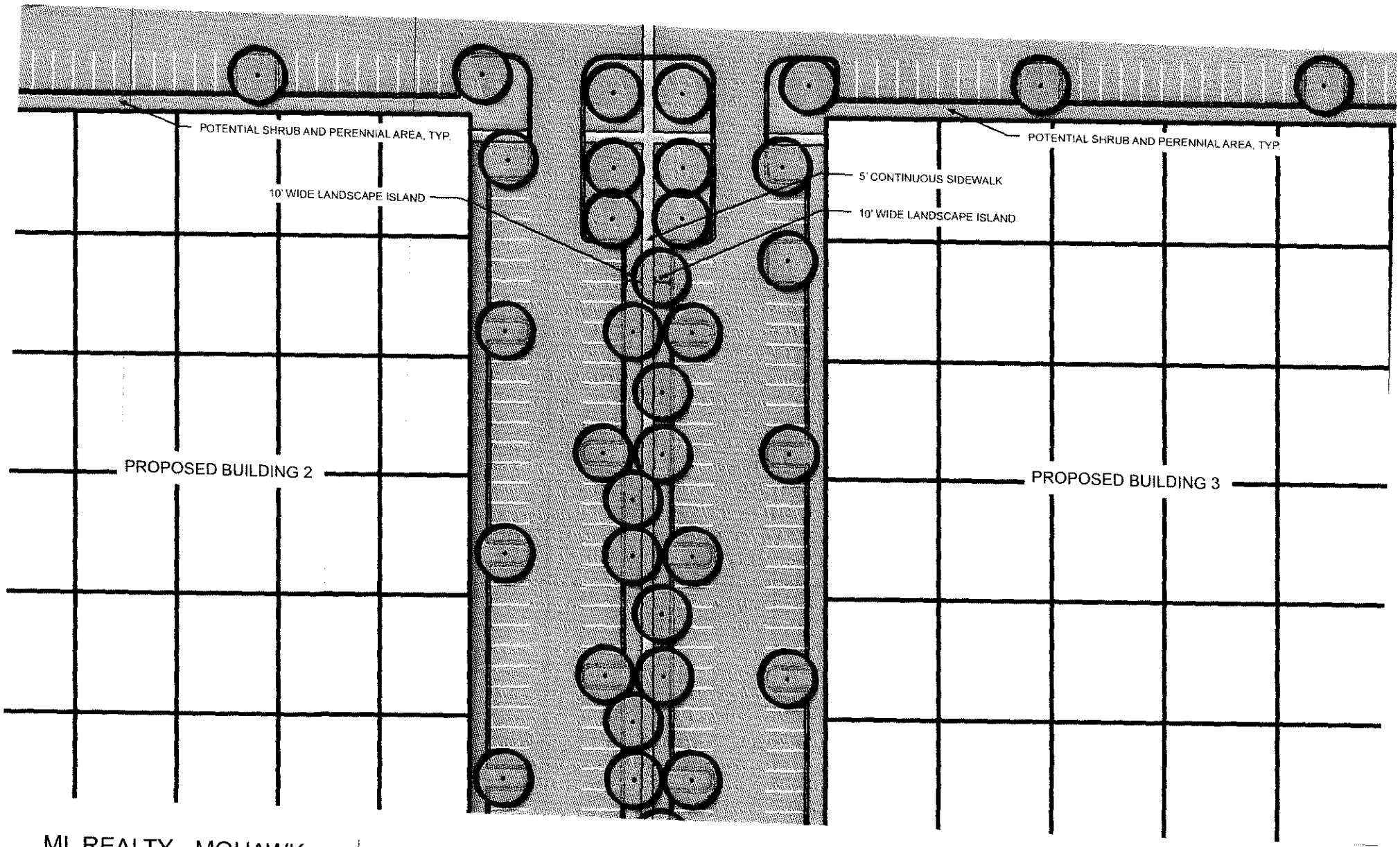
BENSENVILLE, IL | NOVEMBER 3, 2020

LANDSCAPE PLAN RENDERING

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0 40 80 160



ML REALTY - MOHAWK

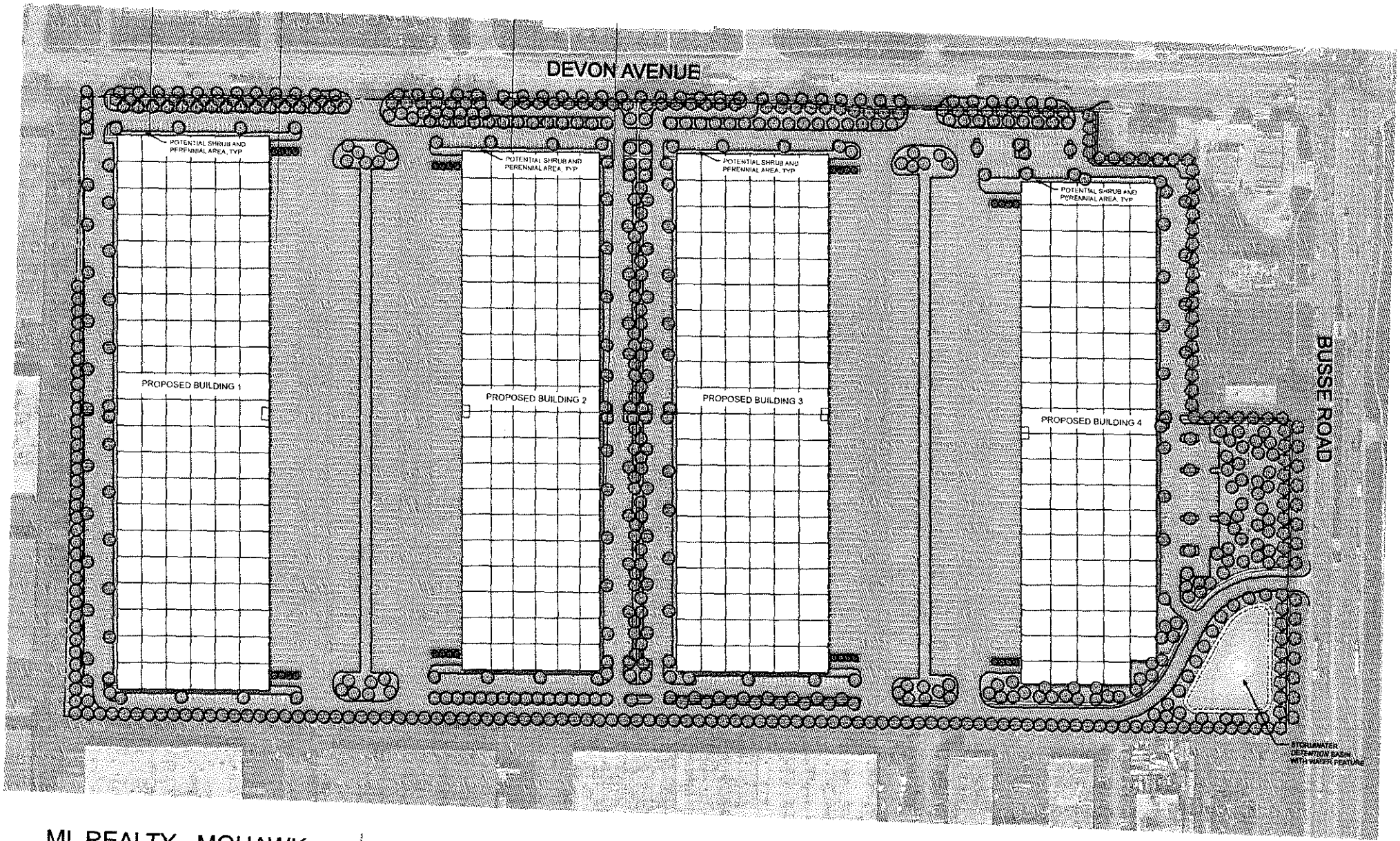
BENSENVILLE, IL | NOVEMBER 3, 2020

LANDSCAPE PLAN RENDERING

PROLOGIS

Kimley»Horn

N



ML REALTY - MOHAWK

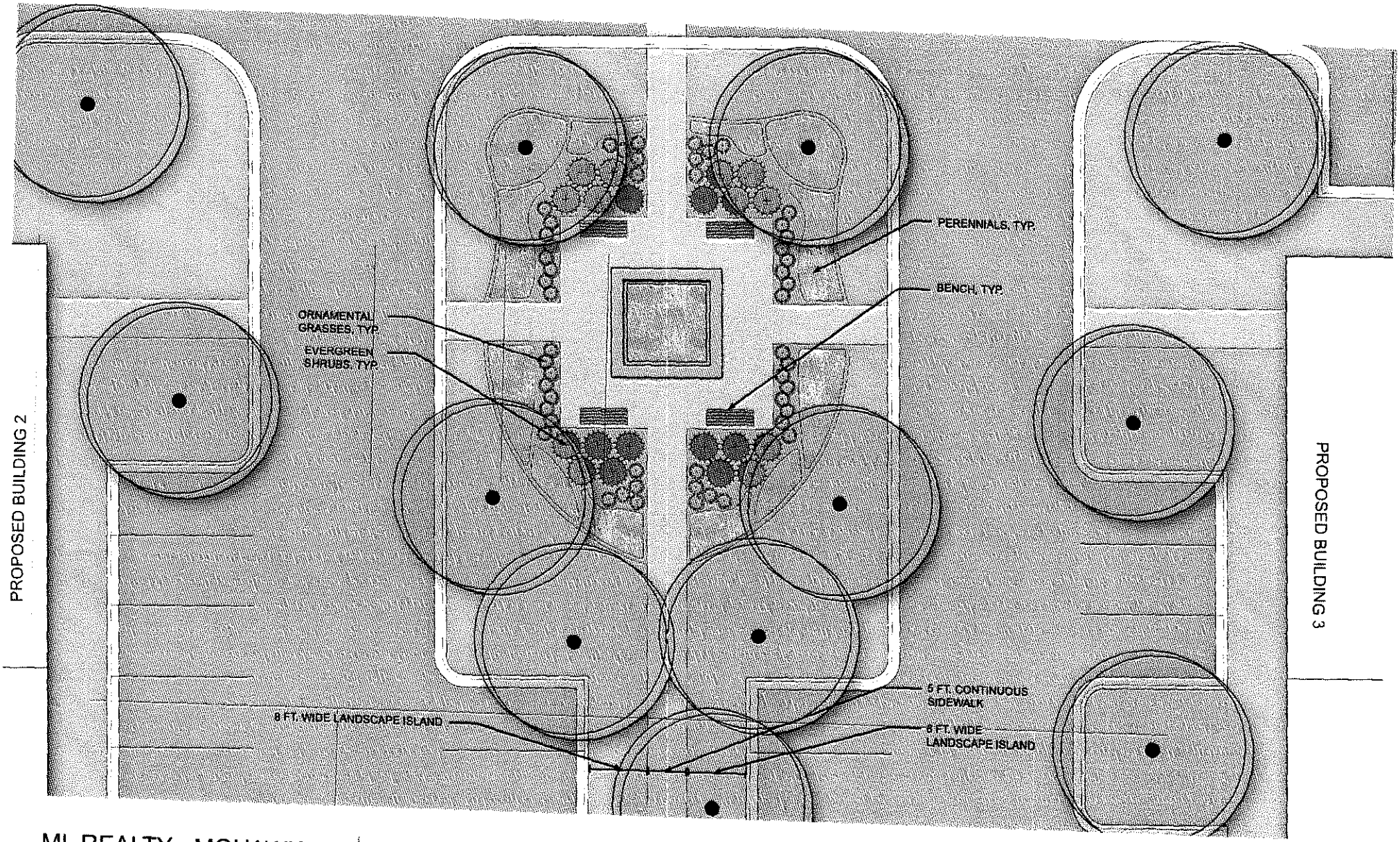
BENSENVILLE, IL | NOVEMBER 10, 2020

LANDSCAPE PLAN RENDERING

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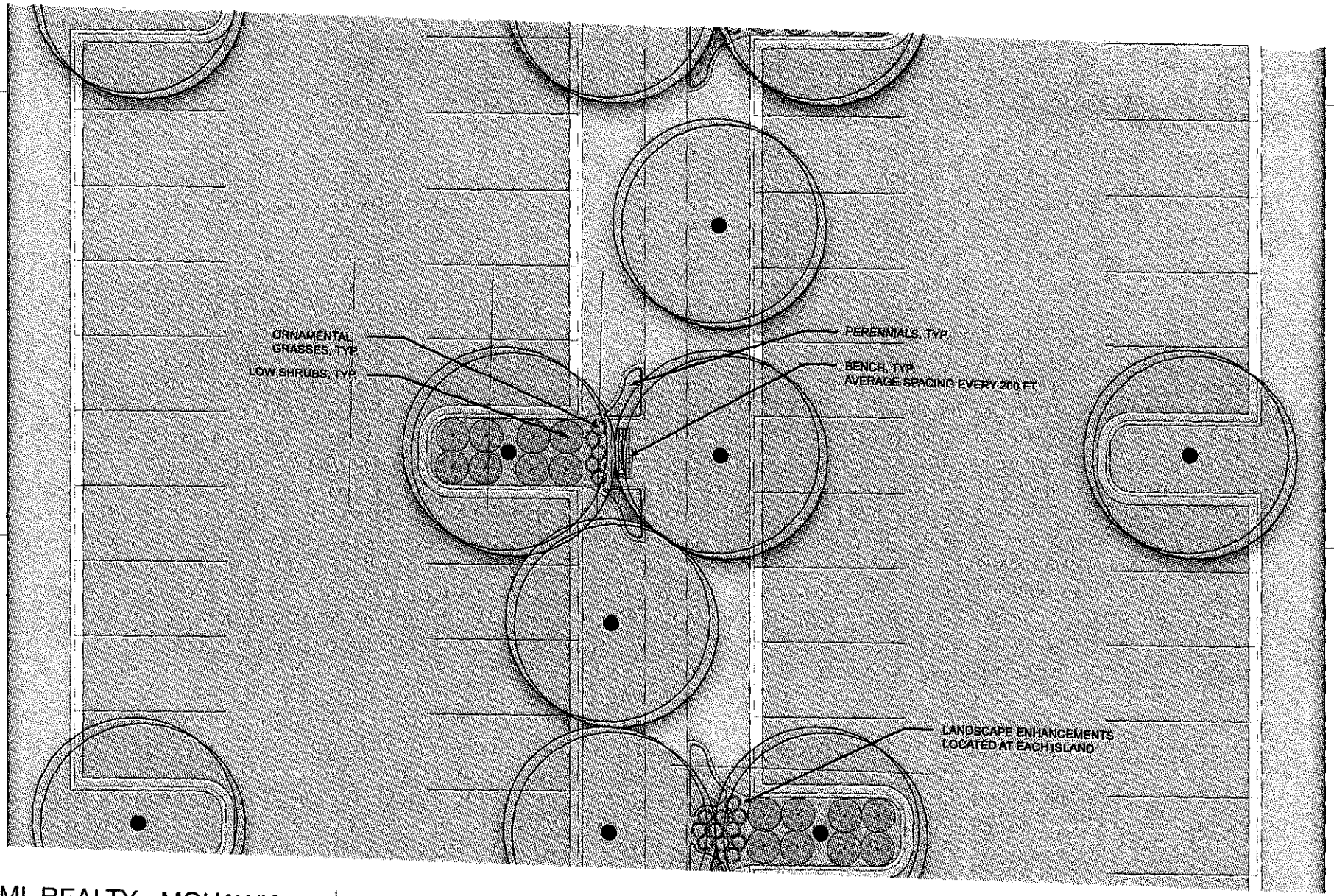
BENSENVILLE, IL | NOVEMBER 10, 2020

LANDSCAPE PLAN RENDERING

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0 2.5 5 10 N



ML REALTY - MOHAWK

BENSENVILLE, IL · NOVEMBER 10, 2020

LANDSCAPE PLAN RENDERING

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0 2.5 5 10

N



CONCEPTUAL PROTOTYPE RENDERING

MOHAWK TERRACE

BENSENVILLE, IL

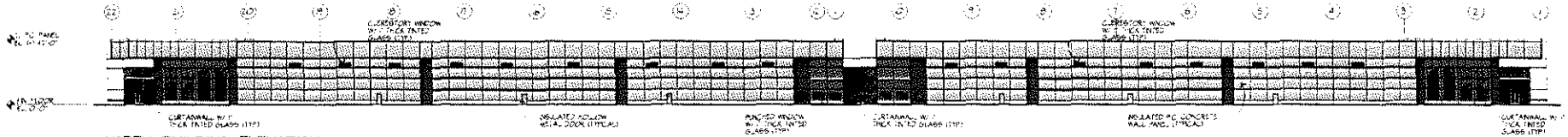
10.08.2020

ML REALTY PARTNERS

PROLOGIS®

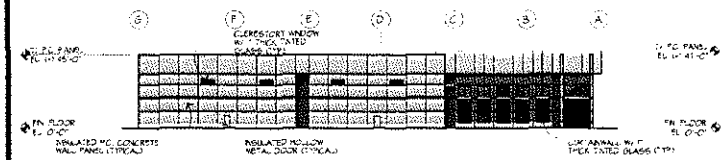
HARRIS ARCHITECTS, INC.

WWW.HARRISARCHITECTS.COM 847.303.1139



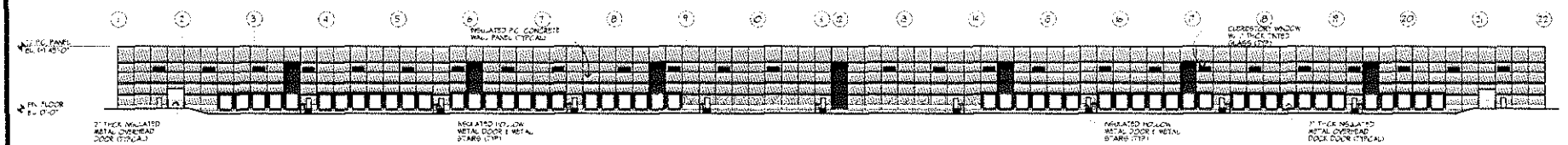
NORTH BUILDING ELEVATION

SCALE: NTS



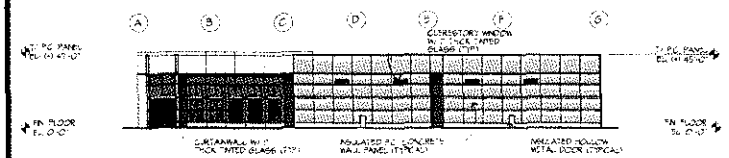
EAST BUILDING ELEVATION

SCALE: NTS



SOUTH BUILDING ELEVATION

SCALE: NTS



WEST BUILDING ELEVATION

SCALE: NTS

COLOR LEGEND

EXTRA WHITE - SW 7006
BY SHERWIN WILLIAMS

PAGGIO - SW 7044
BY SHERWIN WILLIAMS

GRIZZLE GRAY - SW 7068
BY SHERWIN WILLIAMS

ROOKWOOD RED - SW 2802
BY SHERWIN WILLIAMS

FASCIA / GRAVEL STOP:
PAC-CLAD CHARCOAL
PAC-CLAD BONE WHITE

CURTAINWALL SYSTEM
FRAMES / CLEAR ANODIZED ALUMINUM
INSUL. GLASS - GREY TINTED

PUNCHED CLERESTORY WINDOWS
FRAMES - CLEAR ANODIZED ALUMINUM
INSUL. GLASS - GREY TINTED

INSUL. MT. DOORS/FRAMES
FRAME - PAGGIO (SW 7044)
DOOR - PAGGIO (SW 7044)

OVERHEAD DOORS
ROLL-UP DOORS - PREFINISHED WHITE
DOCK DOORS - PREFINISHED WHITE

PIPE BOLLARDS
SAFETY YELLOW

MJ REALTY

HARRIS ARCHITECTS INC.

CONCEPTUAL PROTOTYPE ELEVATIONS FOR:

MOHAWK TERRACE

BENSENVILLE, ILLINOIS

ISSUED FOR PLAN REVIEW

PROJECT NO
220148
DRAWN BY
NAE
DATABASE
220148_ELEV

SHEET NO
A0.0
X OF X SHEETS

EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained by ML Realty Partners to prepare a traffic impact study for an industrial redevelopment proposed in the Village of Bensenville, Illinois. The proposed redevelopment located in the southwest quadrant of the intersection of Busse Road (IL 83) and Devon Avenue includes four industrial-use buildings totaling approximately 1,257,600 square feet. Access to the site is proposed via seven driveways (Access 1-7). Access 1-6 will be located along Devon Avenue. Access 7 will be located along Busse Road (IL 83) approximately 1,000 feet south of the intersection of Busse Road (IL 83) and Devon Avenue.

As part of this traffic impact study, existing and future traffic conditions were evaluated for the existing intersections of Busse Road (IL 83) and Devon Avenue, Busse Road (IL 83) and Indian Hill Drive, Devon Avenue and Lively Boulevard, Devon Avenue and Central Avenue, Devon Avenue and Ash Avenue, Devon Avenue and Edgewood Avenue, and Devon Avenue and Spruce Avenue. It is anticipated that background traffic growth and site-generated traffic would be accommodated at the study intersections. At Access 1-6 (along Devon Avenue), a single inbound lane and two outbound lanes including a left-turn lane and a right-turn lane are recommended for the south legs of the intersections. At Access 7 (along Busse Road), a single inbound lane and a single outbound lane is recommended for the west leg. Stop-control should be posted for outbound traffic at Access 1-7. The existing signalized intersections of Busse Road (IL 83) and Devon Avenue and of Devon Avenue and Lively Boulevard are anticipated to have minimal impact in delay and level-of-service from existing to future build conditions. The minor-leg stop-controlled study intersections are also anticipated to have minimal impact in delay and level-of-service from existing to future build conditions. All north-south through movements along Busse Road (IL 83) are projected to operate at or above LOS C in the AM and PM peak hours, consistent with IDOT requirements for a Strategic Regional Arterial (SRA) route. Therefore, no improvements are recommended for the existing study intersections. The access driveways are expected to operate with acceptable delay and limited 95th percentile queues that can be accommodated internal to the site. Additional details related to the improvements identified above are provided in the *Recommendations & Conclusion* section of this report.

Village of Bensenville
Board Room
12 South Center Street
DuPage and Cook Counties
Bensenville, IL, 60106

MINUTES OF THE SPECIAL COMMUNITY DEVELOPMENT COMMISSION

November 10, 2020

CALL TO ORDER: The meeting was called to order by Chairman Rowe at 6:30p.m.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Ciula, King, Wasowicz
Absent: Czarnecki, Marcotte, Rodriguez
A quorum was present.

STAFF PRESENT: K. Fawell, E. Summers, C. Williamsen

JOURNAL OF PROCEEDINGS: The minutes of the Community Development Commission Meeting of the October 6, 2020 were presented.

Motion: Commissioner King made a motion to approve the minutes as presented. Commissioner Ciula seconded the motion.

All were in favor. Motion carried.

Village Manager, Evan Summers and Village Planner, Kelsey Fawell, were present and sworn in by Chairman Rowe.

PUBLIC COMMENT: There was no Public Comment.

[...]

Public Hearing: CDC Case Number 2020-18
Petitioner: ML Realty & Prologis (Contract Purchasers)
Location: Mohawk Terrace Subdivision
Request: **Site Plan Review**
Municipal Code Section 10 – 3 – 2
Preliminary Plat of Subdivision
Municipal Code Section 11 – 3
Zoning Map Amendment
Municipal Code Section 10 – 3 – 6
Preliminary Planned Unit Development
Municipal Code Section 10 – 4

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With the following code departures:
Industrial District Parking Location
Municipal Code Section 10 – 6 – 19.B.4
Maximum Number of Parking Spaces
Municipal Code Section 10 – 8 – 2 – B.6
Maximum Driveway Width
Municipal Code Section 10 – 8 – 8 – 1
Driveway Apron Width
Municipal Code Section 10 – 8 – 8 – F
Tree Replacement Standards
Municipal Code Section 10 – 9 – 2 – B

Motion: Commissioner Kinga made a motion to open CDC Case No. 2020-18. Commissioner Wasowicz seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Ciula, King, Wasowicz
Absent: Czarnecki, Marcotte, Rodriguez
A quorum was present.

Chairman Rowe opened CDC Case No. 2020-18 at 7:00 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on October 22, 2020. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on October 19, 2020. Ms. Fawell stated on October 19, 2020 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioners, ML Realty and Prologis, Inc., are seeking the above zoning requests in order to assemble the residentially-zoned properties in the Mohawk Terrace Subdivision (southwest corner of Devon Avenue and Illinois Route 83) into an industrial use business park. Ms. Fawell stated the Petitioners recently approached the residents of the subject site in order to

acquire their properties and currently have contracts signed with all lots.

Ms. Fawell stated the Petitioners are requesting the approval of a Preliminary Plat of Subdivision in order to subdivide the site into four north/south lots. Ms. Fawell stated these existing individual lots in Mohawk Terrace Subdivision are zoned R – 1 Single-Unit Dwelling District. Ms. Fawell stated the requested Zoning Map Amendment is to rezone these lots from R – 1 to I – 2 General Industrial District. Ms. Fawell stated the proposed industrial park requires the approval of a Preliminary Planned Unit Development, in hand with a Site Plan Review of the proposed plans.

Ms. Fawell stated the site plan features four industrial buildings, each on one of the proposed subdivided lot, with parking for both trucks and passenger vehicles. Ms. Fawell stated in conjunction with the Preliminary Planned Unit Development, the Petitioners are requesting code departures, as certain aspects of the site do not meet the following Village Zoning Ordinance requirements. Ms. Fawell stated in industrial districts, parking areas in the front and corner side yards shall not be the dominant point of view from the right-of-way and shall consist of less than 50 parking stalls. Ms. Fawell stated the entirety of the parking facilities, including those areas that fall into interior side yards and rear yards, exceed the maximum required of parking spaces required by code, which states that the number of parking stall shall not exceed the minimum required amount by 125%. Ms. Fawell stated two driveways on the north side of the lot exceed the maximum required width of 30 feet. Ms. Fawell stated it is important to note these driveways are intended to be shared between the respective two lots that they serve. Ms. Fawell stated proposed driveway aprons exceed the width of the driveways by more than three feet on either side, which is prohibited by the Zoning Ordinance. Ms. Fawell stated in order to construct this proposed site plan, 408 existing trees will need to be removed. Ms. Fawell stated the proposed tree replacement plan does not meet the amount of replacement trees as required by Code.

Ms. Fawell stated the Petitioners will have to appear before the Community Development Commission and the Village Board of Trustees in the future to request approval of both the Final Plat of Subdivision and Final Planned Unit Development, should these preliminary requests be approved.

Tim Geisler of ML Realty Partners and Jess Knigge of Prologis, were both present and sworn in by Chairman Rowe. Mr. Geisler stated there were there to answer any questions should the Commission have any. Mr. Geisler distributed the traffic Study to the Commission. The traffic study has been attached to the minutes as "Exhibit B".

Commissioner Ciula asked for a timeframe of the work. Mr. Geisler stated closing on properties would occur at the start of 2021; demolition by summer of 2021 and hoping to be operating by 2022.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Site Plan Review consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities,

access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to

provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

   Applicant's Response: We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

   Applicant's Response: The four proposed buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed

development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Zoning Map Amendments consisting of:

1) **Public Welfare:** The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

2) **Neighborhood Character:** The proposed amendment is compatible with the existing uses, character, and zoning of adjacent properties and other property within the immediate vicinity of the proposed amendment.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

3) **Public Gain:** The proposed amendment provides a relative gain to the public, as compared to any hardship imposed upon an individual property owner.

   Applicant's Response: Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

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4) **Community Need:** The proposed amendment addresses the community need for a specific use.

   Applicant's Response: Proposed amendment to re-zone to I-2 will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. This development has the potential to add new jobs to the community.

5) **Amendment Objective:** The proposed amendment corrects an error, adds clarification, or reflects a change in policy.

   Applicant's Response: Proposed amendment to re-zone to I-2 will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The proposed use is a better fit than the current residential use.

6) **Consistent with Title and Plan:** The proposed amendment is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Special Uses consisting of:

1) **Public Welfare:** The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public.

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Applicant's Response: The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

2) **Neighborhood Character:** The proposed special use is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed special use.

Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

3) **Orderly Development:** The proposed special use will not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity of the proposed special use.

Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

4) **Use of Public Services and Facilities:** The proposed special use will not require utilities, access roads, drainage and/or other facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to

provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83. Additionally, we have submitted an executive summary of a traffic impact study conducted by Kimley-Horn and Associations. This summary expects minimal impacts to traffic conditions.

5) **Consistent with Title and Plan:** The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Planned Unit Developments consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal.

2) **Public Facilities:** The proposed planned unit development

will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: The proposed planned unit development will incorporate sustainable and low impact site design and development principles. The four proposed buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All

new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

Public Comment:

Joanna Grabowska 1261 Edgewood Avenue
Ms. Grabowska was present and sworn in by Chairman Rowe. Ms. Grabowska stated the petitioner has failed to deliver materials to her and therefore stated a contract to purchase her property does not exist. Ms. Grabowska asked for the Commission to continue this case.

Mr. Geisler responded by indicating they have proof of delivery and that Ms. Grabowska's Attorney has failed to return their calls. Mr. Geisler stated the agreement between the two is valid.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.
Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Zoning Map Amendment: Rezoning Mohawk Terrace Subdivision lots from R – 1 Single-Unit Dwelling District to I – 2 General Industrial District.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Special Use Permit to allow a PUD at the subject site.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Preliminary Planned Unit Development with the following conditions:

a. A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF. The developer must meet all other DuPage County Floodplain and Stormwater Ordinance requirements including submittal of a stormwater report;
b. An Illinois Department of Transportation (IDOT) permit will be required for the proposed entrance within IL-83 right-of-way;
c. An IEPA-Sanitary, IEPA-Water, IHPA, IEPA-NOI and IEPA-NOT permits will be required for this development;
d. A Cook County Department of Transportation and Highways (CCDOTH) permit will be required for the proposed work in the Devon Ave rights-of-way;

e. The developer shall properly identify and mitigate and special management areas in accordance with applicable rules and regulations;
f. Any retaining wall extending more than 3-feet in height will require structural engineering calculations and drawings signed and sealed by licensed structural engineer;
g. A 10-feet wide ADA compliant public shared use path will be required along the IL-83 frontage of the site;
h. The driveway openings along Devon Ave shall line up as best as possible with curb opening on opposite side of Devon Avenue. The Petitioners shall coordinate with CCDOTH;
i. Sanitary Manholes will be required every 300-feet;
j. Individual water services for the building shall be equipped with a shut-off valve outside of the building (valve vault inside 60-inch diameter vault);
k. Petitioners shall receive final approval from CCDOTH on proposed detention basin storm sewer connections;
l. Petitioner shall build a secondary source of water, either by expanding the Village watermain along Devon Ave to Ellis St or by making an emergency connection with the Elk Grove Village;
m. A written agreement for land-banked parking shall be executed between the applicant and the Village in a format satisfactory to the Village Attorney and shall be recorded in the Office of the Recorder of Deeds of Cook or DuPage County, as applicable;
n. The requested code departure from Section 10 – 6 – 19.B.4, Industrial District Parking Location, be approved;
o. The requested code departure from Section 10 – 8 – 2 – B.6, Maximum Number of Parking Spaces, be approved;
p. The requested code departure from Section 10 – 8 – 8 – 1, Maximum Driveway Width, be approved;
q. The requested code departure from Section 10 – 8 – 8 – F, Driveway Apron Width, be approved;
r. The requested code departure from Section 10 – 9 – 2 – B, Tree Replacement Standards, be approved. The Petitioners shall work with Staff to determine an appropriate tree replacement plan, to be approved by the Zoning Administrator;
s. The Petitioners shall work with Staff to submit a revised on-site pedestrian circulation system plan to be approved by the Zoning Administrator;
t. A final landscape plan, to be approved by the Zoning Administrator, is required upon Final Preliminary Planned Unit Development;

u. The Petitioners shall coordinate with Village Staff to submit revised and additional architectural plans with aesthetic design to be approved by the Zoning Administrator;
v. Full review of traffic study may include requirements for off-site traffic improvements. The Petitioners and the Village shall coordinate with IDOT and CCDOTH as necessary.

There were no questions from the Commission.

Motion: Commissioner Wasowicz made a motion to close CDC Case No. 2020-18. Commissioner King seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2020-18 at 6:44 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Site Plan Review. Commissioner Ciula seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Preliminary Plat of Subdivision. Commissioner Ciula seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner King made a combined motion to approve the Findings of Fact and Zoning Map Amendment. Commissioner Ciula seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Chairman Rowe made a combined motion to approve the Findings of Fact and Preliminary Planned Unit Development with the following code departures: Industrial District Parking Location; Maximum Number of Parking Spaces; Maximum Driveway Width; Driveway Apron Width; and Tree Replacement Standards. Commissioner Ciula seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

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VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, ILLINOIS 60106

Ordinance No. 21-2021

An Ordinance Granting Approval of a Site Plan and Final Planned Unit Development with Code Departures for the Properties Located in what is Commonly Known as The Mohawk Terrace Subdivision in Bensenville, Illinois

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ADOPTED BY THE
VILLAGE BOARD OF TRUSTEES
OF THE
VILLAGE OF BENSENVILLE
THIS 27th DAY OF JULY 2021

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Bensenville, DuPage and Cook Counties, Illinois this 28th day of July, 2021

STATE OF ILLINOIS)
COUNTIES OF COOK)
SS AND DUPAGE)

I, Corey Williamsen, do hereby certify that I am the duly appointed Deputy Village Clerk of the Village of Bensenville, DuPage and Cook Counties, Illinois, and as such officer, I am the keeper of the records and files of said Village; I do further certify that the foregoing constitutes a full, true and correct copy of Ordinance No. 21-2021 entitled An Ordinance Granting Approval of a Site Plan and Final Planned Unite Development with Code Departures for the Properties Located in what is Commonly Known as The Mohawk Terrace Subdivision in Bensenville, Illinois.

IN WITNESS WHEREOF, I have hereunto affixed my official hand and seal on this 28th day of July, 2021.

VILLAGE OF BENSENVILLE SEAL ILLINOIS

Corey Williamsen
Deputy Village Clerk

ORDINANCE # 21-2021

AN ORDINANCE GRANTING APPROVAL OF A SITE PLAN AND FINAL PLANNED UNIT DEVELOPMENT WITH CODE DEPARTURES FOR THE PROPERTIES LOCATED IN WHAT IS COMMONLY KNOWN AS THE MOHAWK TERRACE SUBDIVISION IN BENSENVILLE, ILLINOIS

WHEREAS, ML Realty of 1 Pierce Place, Itasca, IL 60143, and Prologis of 321 N. Clark St, Suite 2625, Chicago, IL 60654 ("Owners") and ("Applicants") filed an application for Site Plan Review, Municipal Code Section 10-3-2 of the Bensenville Village Zoning Ordinance ("Zoning Ordinance"), and a Final Planned Unit Development, Municipal Code Section 10-4, with Code Departures from the following: Industrial District Parking Location, Municipal Code Section 10-6-19.B-4, Outdoor Storage Area, Municipal Code Section 10-7-2-1, Maximum Number of Parking Spaces, Municipal Code Section 10-8-2.B-6, Maximum Driveway Width, Municipal Code Section 10-8-8-1, Driveway Apron Width, Municipal Code Section 10-8-8-F, and Tree Replacement Standards, Municipal Code Section 10-9-2-B, for the properties located in the Mohawk Terrace Subdivision, Bensenville, as legally described in Exhibit "A," attached hereto and incorporated herein by reference (the "Subject Property"), a copy of said application being contained on file in the Community and Economic Development Department; and

WHEREAS, Notice of Public Hearing with respect to the Site Plan Review and Final Planned Unit Development with Code Departures sought by the Applicants was published in the Bensenville Independent on Thursday, May 13, 2021 by the Village of Bensenville, and notice was also given via posting of a Public Hearing Sign on the Subject Property on Wednesday, May 12, 2021 and via First Class mail to taxpayers of record within 250 feet of the Subject Property on Wednesday, May 12, 2021, all as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, pursuant to said Notice, the Community Development Commission of the Village of Bensenville conducted a Public Hearing on June 1, 2021 as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, after hearing the application, the Community Development Commission agreed with the findings of fact submitted by Applicants, and, thereafter, voted unanimously (5-0) to recommend approval with conditions of the Site Plan Review, Municipal Code Section 10-3-2, and a Final Planned Unit Development, Municipal Code Section 10-4, with Code Departures from Industrial District Parking Location, Municipal Code Section 10-6-19.B-4, Outdoor Storage Area, Municipal Code Section 10-7-2-1, Maximum Number of Parking Spaces, Municipal Code Section 10-8-2.B-6, Maximum Driveway Width, Municipal Code Section 10-8-8-1, Driveway Apron Width, Municipal Code Section 10-8-8-F, and Tree Replacement Standards, Municipal Code Section 10-9-2-B, and forwarded its recommendations, including the Staff Report and findings relative to the aforementioned requests, to the President and Board of Village Trustees, which concurred in the recommendation made therein, as are attached hereto and incorporated herein by reference as Exhibit "B"; and

WHEREAS, the President and Board of Village Trustees have reviewed the matter herein and have determined that approval with conditions of the requested Site Plan and Final Planned Unit Development with Code Departures as recommended by the Community Development Commission, is consistent with the Zoning Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois, duly assembled at a regular meeting, as follows:

Section 1. That the forgoing recitals are hereby incorporated by reference as if fully set forth herein.

Section 2. That the Subject Property is currently zoned under the Zoning Ordinance as I-2 General Industrial District, which zoning classification shall remain in effect subject to the Site Plan and Final Planned Unit Development approved herein.

Section 3. That the Staff Report and Recommendation to approve the Site Plan and Final Planned Unit Development with Code Departures, as allowed by the Zoning Ordinance, Sections 10-3-2 and 10-4, as adopted by the Community Development Commission as shown in Exhibit "B" is hereby adopted by the President and Board of Trustees, the Board of Trustees finding that said Site Plan and Final Planned Unit Development with Code Departures are proper and necessary.

Section 4. That the Site Plan, Municipal Code Section 10-3-2, and Final Planned Unit Development, Municipal Code Section 10-4, as sought by the Applicants of the Subject Property, are hereby approved with the following conditions:

1) All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) are consequently conditions of approval of this Final Planned Unit Development;
2) No grading work shall commence until a Plat of Vacation, subject to Village review and approval, is approved by the Village Board;
3) The water main infrastructure is subject to Village review and approval;
4) The code departure for Outdoor Storage, Municipal Code Section 10-7-2-1, is granted;
5) The center landscape spine between buildings 2 and 3 be increased from 21 feet to 26 feet;
6) To the fullest extent possible of the Applicants, the Wood Dale Park District Property shall feature infrastructure improvements that promote the use of the future employees of the subject site; and

7) The Applicants are required to seek approval of Amendments to the Planned Unit Development for building plans and respective landscape plans.

Section 5. That all requirements of the Zoning Ordinance shall be applicable except as allowed by the Site Plan and Final Planned Unit Development granted herein.

Section 6. All ordinances, resolutions, motions, or orders in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 7. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, DuPage and Cook Counties, Illinois, this 27th day of July 2021, pursuant to a roll call vote, as follows:

APPROVED:

Frank DeSimone, Village President

ATTEST:

Nancy Quinn, Village Clerk

AYES: Carmona, Franz, Frey, Panicola, Perez

NAYES: None

ABSENT: Lomax

Ordinance # 21 - 2021
Exhibit "A"

The Legal Description is as follows:

THAT PART OF BRANIGAR'S MOHAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-786620, IIN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE ALONG SAID SOUTH RIGHT OF WAY FOR THE FOLLOWING TWO (2) TRACTS: (1) THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST, A DISTRANCE OF 1506.24 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; (2) THENCE SOUTH 85 DEGREES 37 MINUTES 55 SECONDS EAST, A DISTANCE OF 100.18 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; THENCE SOUTH 00 DEGREES 35 MINUTES 16 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 77, A DISTANCE OF 209.71 FEET TO THE COMMON CORNER OF LOTS 76, 77, 82 AND 83 IN SAID SUBDIVISION; THENCE NORTH 82 DEGREES 47 MINUTES 07 SECONDS EAST ALONG THE NORTH LINE OF LOTS 83 AND 84 IN SAID SUBDIVISION, A DISTANCE OF 201.14 FEET TO THE NORTHWEST CORNER OF LOT 72 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 35 MINUTES 04 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 72, A DISTRANCE OF 200.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 72, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 73 THENCE NORTH 00 DEGREES 34 MINUTES 40 SECONDS WEST ALONG THE EAST LINE OF LOTS 73 AND 74 OF SAID SUBDIVISION, A DISTANCE OF 103.84 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 59 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 31 MINUTES 35 SECONDS EAST ALONG SAID WESTERLY EXTENSION AND ALONG THE NORTH LINE OF SAID LOT 59, A DISTANCE OF 266.03 FEET TO THE NORTHEAST CORNER OF SAID LOT 59; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 637.50 FEET TO THE SOUTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 27 MINUTES 31 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 52, A DISTANCE OF 199.52 FEET TO THE SOUTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 526.22 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2488.17 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 00 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE WEST LINE OF SAID SUBDIVISION, A DISTANCE OF 1269.29 FEET TO THE POINT OF BEGINNING.

P.I.N. 03-03-200-001 THROUGH 03-03-200-019; P.I.N. 03-03-200-0022 THROUGH 03-03-200-026; P.I.N. 03-03-201-001 THROUGH 03-03-201-021; P.I.N. 03-03-202-001 THROUGH 03-03-202-008; P.I.N. 03-03-202-012; P.I.N. 03-03-202-015 THROUGH 03-03-202-017; P.I.N. 03-03-202-021 THROUGH 03-03-202-036; P.I.N. 03-03-203-003 THROUGH 03-03-203-008; P.I.N. 03-03-203-016 THROUGH 03-03-203-020; P.I.N. 03-03-204-001 THROUGH 03-03-204-013; P.I.N. 03-03-205-001 THROUGH 03-03-205-012;

Commonly known as the Mohawk Terrace Subdivision, Bensenville, IL 60106.

Ordinance # 21 - 2021
Exhibit "B"
Findings of Fact

Ms. Fawell reviewed the Findings of Fact for Site Plan Review as presented in the Staff Report consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.
   Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development. Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

   Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be

accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. We have come to a fee-in-lieu agreement with the Village. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

   Applicant's Response: The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

   Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact for Planned Unit Developments as presented in the Staff Report consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal. The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the existing full access curb-cuts and add new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been

included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities

(ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Final Planned Unit Development with the following conditions:

1. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) are consequently conditions of approval of the Final Planned Unit Development; and
2. No grading work shall commence until a Plat of Vacation, subject to Village review and approval, is recorded; and
3. The water main infrastructure is subject to Village review and approval; and
4. The code departure for Outdoor Storage, Municipal Code Section 10-7-2-1 is granted; and
5. The center landscape spine between buildings 2 and 3 be increased from 21 feet to 26 feet; and
6. To the fullest extent possible of the Owners/Petitioner, the Wood Dale Park District Property shall feature infrastructure improvements to promote the use of the future employees of the subject site; and
7. The Owners/Petitioner are required to seek approval of Amendments to the Planned Unit Development for building plans and their respective landscape plans.

There were no further questions from the Commission.

Motion: Commissioner Wasowicz made a motion to close CDC Case No. 2021-11. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-11 at 7:10 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of the Site Plan Review. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of the Final Planned Unit Development with Staff Recommendations. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

_____

Ronald Rowe, Chairman
Community Development Commission

BENSENVILLE
GATEWAY TO OPPORTUNITY

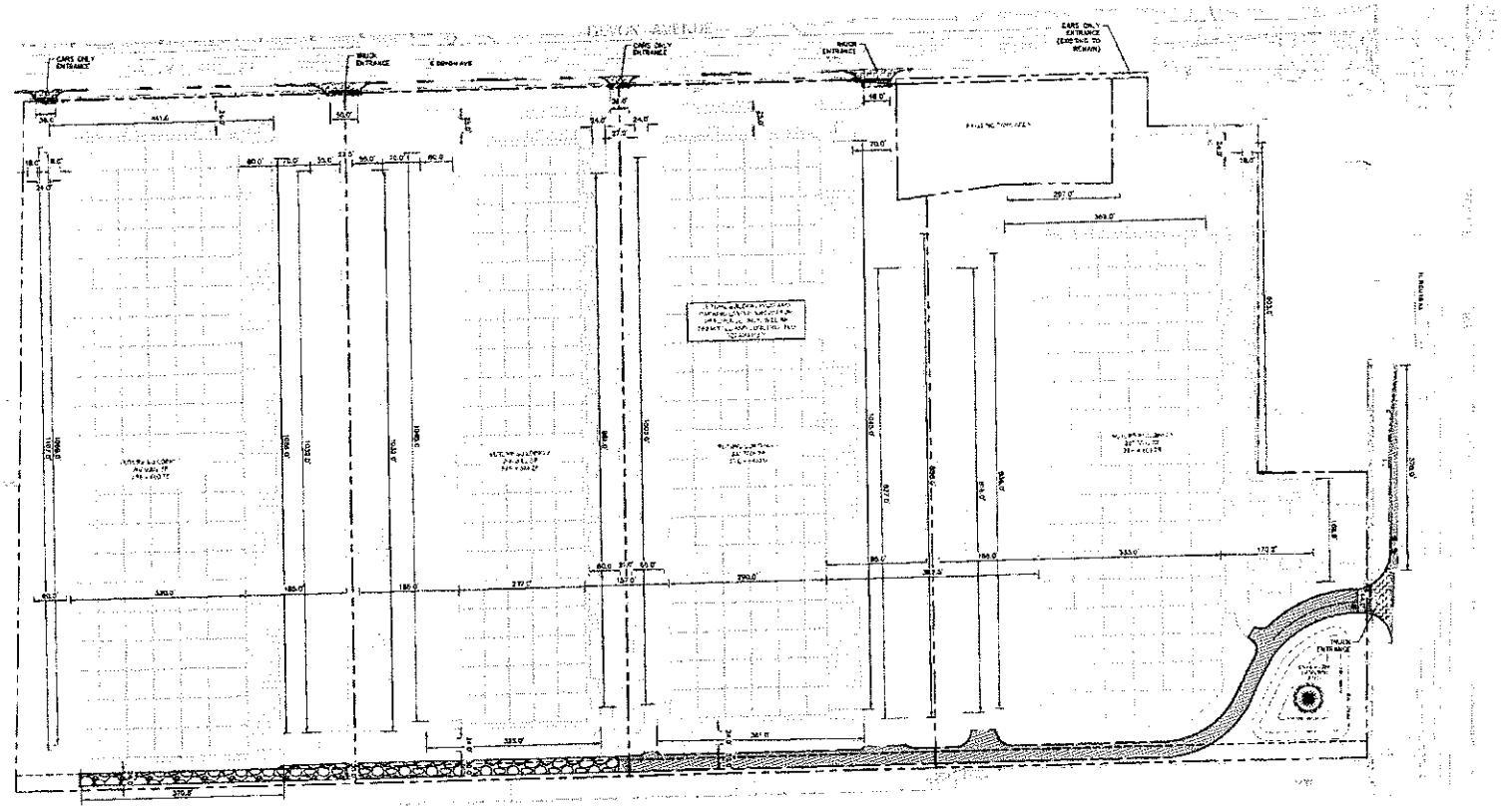
Community Development Commission
Public Hearing 06.01.21

CDC Case #2021 – 11

ML Realty
Mohawk Terrace Subdivision

Site Plan Review
Municipal Code Section 10 – 3 – 2
Plat of Subdivision
Municipal Code Section 11 – 3
Final Planned Unit Development with Code Departures
Municipal Code Section 10 – 4

1. Aerial Photograph & Zoning Map of Subject Property
2. Legal Notice
3. Application
4. Staff Report & Exhibits
5. Plans



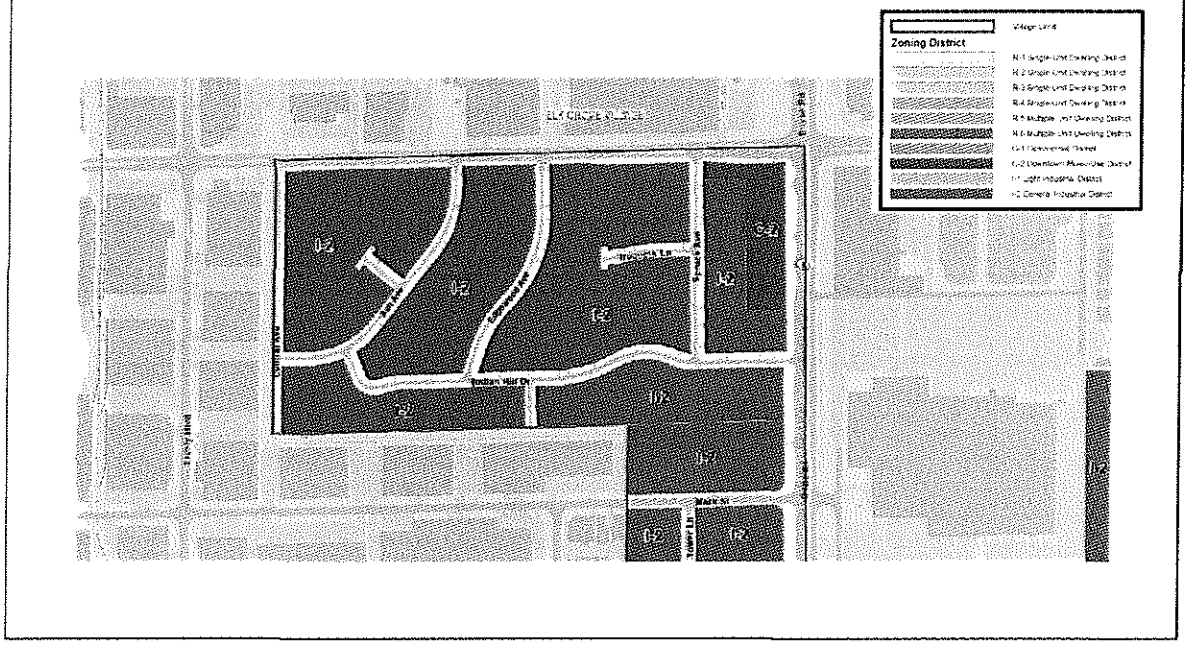
Village of Bensenville

Mohawk Terrace Subdivision



Village of Bensenville

Zoning Map



LEGAL NOTICE/PUBLIC NOTICE
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a Meeting of the Community Development Commission of the Village of Bensenville, DuPage and Cook Counties, will be held on Tuesday, June 1, 2021 at 6:30 P.M., at which a Public Hearing will be held to review case No. 2021 - 11 to consider a request for:

Site Plan Review
Municipal Code Section 10 – 3 – 2

Plat of Subdivision
Municipal Code Section 11 – 3

Final Planned Unit Development
Municipal Code Section 10 – 4

In conjunction with the requested Planned Unit Development, the Petitioner is asking the Community Development Commission consider a request of the following code departures:

Industrial District Parking Location
Municipal Code Section 10 – 6 – 19.B.4

Outdoor Storage Area
Municipal Code Section 10 – 7 – 2 – 1

Maximum Number of Parking Spaces
Municipal Code Section 10 – 8 – 2 – B.6

Maximum Driveway Width
Municipal Code Section 10 – 8 – 8 – 1

Driveway Apron Width
Municipal Code Section 10 – 8 – 8 – F

Tree Replacement Standards
Municipal Code Section 10 – 9 – 2 – B

at Mohawk Terrace Subdivision in the I – 2 General Industrial District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville.

The Legal Description is as follows:

THAT PART OF BRANIGAR'S MOHAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-786620, IIN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF LOT 1 IN SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE NORTH 88 DEGREES 38 MINUTE 21 SECONDS EAST ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 2,031.91 FEET TO THE NORTHWEST CORNER

OF LOT 58 IN SAID SUBDIVISION; THENCE SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 58, A DISTANCE OF 99.68 FEET TO THE SOUTHWEST CORNER OF SAID LOT 58; THENCE NORTH 89 DEGREES 31 MINUTES 35 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 58, A DISTANCE OF 200.3 FEET TO THE SOUTHEAST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 529.89 TO THE NORTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 24 MINUTES 35 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 52, A DISTANCE OF 199.60 FEET TO THE NORTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 633.99 FEET TO THE SOUTHEAST CORNER OF LOT 49 IN SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH LINE OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2,448.16 FEET TO THE SOUTHWEST CORNER OF LOT 27 IN SAID SUBDIVISION, SAID POINT ALSO LYING ON THE EAST RIGHT OF WAY OF CENTRAL AVENUE; THENCE NORTH 00 DEGREES 11 MINUTES 02 SECONDS EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 1,269.29 FEET TO THE POINT OF THE BEGINNING.

Commonly known as the Mohawk Terrace Subdivision, Bensenville, IL 60106.

ML Realty Partners of 1 Pierce Place, Itasca, IL 60143 and Prologis of 321 N. Clark St, Suite 2625, Chicago, IL 60654 are the owners and applicants for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend the Public Hearing and be heard. Interested parties are encouraged to attend the Public Hearing via electronic means. Directions for electronic attendance and participation will be posted on the Village website at least 48 hours prior to the meeting date. Written comments mailed to Village Hall, and online comments submitted on the Village website, will be accepted by the Community and Economic Development Department through June 1, 2021 until 5:00 P.M

Office of the Village Clerk
Village of Bensenville

TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT
May 13, 2021

For Office Use Only		
Date of Submission: 4/30/21	MUNIS Account #: 1994020	CDC Case #: 2021-11

COMMUNITY DEVELOPMENT COMMISSION APPLICATION

Address: Mohawk Terrace Subdivision

Property Index Number(s) (PIN): Various

A. PROPERTY OWNER:

MLRP Busse and Devon LLC & Prologis Investments LLC

Name	Corporation (if applicable)	
ML Realty Partners		
Street		
1 Pierce Place - Suite 450	IL	60143
City	State	Zip Code
Timothy J Geisler	630-250-2903	tgeisler@mlrealtypartners.com
Contact Person	Telephone Number	Email Address

*If Owner is a Land Trust, attach a list of the names and addresses of the beneficiaries of the Trust.

B. APPLICANT: ☐ Check box if same as owner

Name	Corporation (if applicable)	
Street		
City	State	Zip Code
Contact Person	Telephone Number	Email Address

B. ACTION REQUESTED (Check applicable):

- ☑ Site Plan Review
- ☐ Special Use Permit
- ☐ Variation
- ☐ Administrative Adjustment
- ☐ Zoning Text or Map Amendment
- ☐ Zoning Appeal
- ☐ Plat of Subdivision
- ☐ Annexation
- ☑ Planned Unit Development*

*See Staff for additional information on PUD requests

SUBMITTAL REQUIREMENTS:

- ☐ Affidavit of Ownership** (signed/notarized)
- ☐ Application**
- ☐ Approval Standards**
- ☐ Plat of Survey/Legal Description
- ☐ Site Plan
- ☐ Building Plans & Elevations
- ☐ Engineering Plans
- ☐ Landscape Plan
- ☐ Application Fees
- ☐ Fees agreement**

**Item located within this application packet.

Brief Description of Request(s): (Submit separate sheet if necessary)

Vacation and dedication of the Village roads within the Subdivision. Approval of four industrial buildings in a PUD.

C. PROJECT DATA:

1. General description of the site: Subdivision at the corner of Devon and Rt 83
2. Acreage of the site: +/-68 AC Building Size (if applicable): 4 totaling +/- 1.2MSF
3. Is this property within the Village limits? (Check applicable below)
   - [x] Yes
   - [ ] No, requesting annexation
   - [ ] No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.
4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.)

5. Character of the site and surrounding area:

	Zoning	Existing Land Use	Jurisdiction
Site:	R	Residential	Bensenville
North:	I-2	Industrial	Elk Grove
South:	I-1 and I-2	Industrial	Bensenville & EG
East:	I-2	Industrial	Elk Grove
West:	I-1	Industrial	Elk Grove

D. APPROVAL STANDARDS:

The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the appropriate Approval Standards, found in Village Code and on the following pages. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Standards."

To: Village of Bensenville Community Development Commission
RE: CDC Case 2021-11
From: ML Realty

Mohawk Terrace Approval Standards for Planned Unit Developments

ML Realty Partners and Prologis are teaming up to redevelop a +/-68 acre site known as the Mohawk Terrace subdivision in Bensenville. The new industrial park will include four buildings totaling 1,257,580 square feet. Currently, the Mohawk Terrace Subdivision is made up of 107 single family homes, a 1.5-acre park owned by Wood Dale Park District and public roadways within the subdivision. There are three commercial lots at the corner of Devon Avenue and Route 83. The Park and the commercial properties are not included in our redevelopment plans and shall remain as-is.

ML Realty Partners and Prologis own all residential properties. On November 17, 2020, the Village of Bensenville approved our Preliminary PUD which included rezoning to I-2 zoning, right of way vacations, and the development of four buildings. It was understood that the petitioner would need to come back for individual building approvals. Due to timing, we are now requesting a final PUD for the development of the building pads and infrastructure so we can begin the mass grading process.

The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between

buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

We are also requesting a couple minor departures from the existing code. The departures include Industrial Parking Locations, Outdoor Storage Area, Number of Parking Spaces, Maximum Driveway Width, Driveway Apron Width, and the Tree Replacement Standards.

Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

BENSENVILLE
GATEWAY TO OPPORTUNITY

STAFF REPORT

HEARING DATE:	June 1, 2021
CDC CASE #:	2021 – 11
PROPERTY:	Mohawk Terrace Subdivision
PROPERTY OWNER:	ML Realty & Prologis
APPLICANT:	ML Realty
SITE SIZE:	2,895,2692 SF (66.476 AC)
BUILDING SIZE:	±1,214,300 SF
ZONING:	I-2 General Industrial District
REQUEST:	**Site Plan Review** Municipal Code Section 10 – 3 – 2 **Final Planned Unit Development** Municipal Code Section 10 – 4 **Plat of Subdivision** Municipal Code Section 11 – 3 *With the following code departures*: **Industrial District Parking Location** Municipal Code Section 10 – 6 – 19.B.4 **Outdoor Storage Area** Municipal Code Section 10 – 7 – 2 – 1 **Maximum Number of Parking Spaces** Municipal Code Section 10 – 8 – 2 – B.6 **Maximum Driveway Width** Municipal Code Section 10 – 8 – 8 – 1 **Driveway Apron Width** Municipal Code Section 10 – 8 – 8 – F **Tree Replacement Standards** Municipal Code Section 10 – 9 – 2 – B

PUBLIC NOTICE:

1. A Legal Notice was published in the Bensenville Independent on Thursday, May 13, 2021. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Wednesday, May 12, 2021.
3. On Wednesday, May 12, 2021, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

SUMMARY:
In November of 2020, the Owners appeared before the Community Development Commission and Village Board of Trustees, seeking approval of the following requests: Preliminary Plat of Subdivision, rezoning from residential to industrial, Site Plan Review, and a Preliminary Planned Unit Development with code departures. These requests, which were conditionally approved by the Village Board, were sought in order to assemble the previously residentially-zoned properties in the Mohawk Terrace Subdivision (southwest corner of Devon Avenue and Illinois Route 83) into an industrial use business park. The site plan features four industrial buildings with parking for both trucks and passenger vehicles. In conjunction with the Preliminary Planned Unit Development that was granted, the Petitioners sought code departures, as certain aspects of the site do not meet the following Village Zoning Ordinance requirements.

The Owners are now seeking approval of a Final Planned Unit Development. A new code departure is being sought with the Final PUD: Outdoor Storage Area. Zoning Code considers truck and trailer parking as outdoor storage, and the area is restricted to a certain size, which this development exceeds.

This Final PUD request is simply for site improvement work, and the Owners will come back through the Public Hearing process for PUD Amendments when they have final plans for each proposed building and that lot's respective landscaping.

SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	I – 2	Industrial	Single-Family Residential	Village of Bensenville
North	I – 2	Industrial	N/A	Elk Grove Village
South	I – 1 I – 2	Industrial Industrial	N/A Regional Commercial	Elk Grove Village Village of Bensenville
West	I – 1	Industrial	N/A	Elk Grove Village
East	I – 2 C – 2	Industrial Commercial	N/A Local Commercial	Elk Grove Village Village of Bensenville

DEPARTMENT COMMENTS:
SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

- [X] Financially Sound Village
- [ ] Quality Customer Oriented Services
- [ ] Safe and Beautiful Village
- [ ] Enrich the Lives of Residents
- [X] Major Business/Corporate Center
- [X] Vibrant Major Corridors

Finance:

1) No comments.

Police:

1) No objections.

Engineering and Public Works:

Public Works:

1) No comments.

Engineering:

1) This development consists demolishing off all existing single family homes on this 67.712 acre site and proposing a four lot sub-division consisting of four industrial buildings with associated parking lot, utilities and underground detention.
2) All existing public right-of-way maintained by the Village of Bensenville will be located for this proposed development.
3) A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF. The developer must meet all other DuPage County Floodplain and Stormwater Ordinance requirements including submittal of a stormwater report. A stormwater report has been furnished and will be reviewed in details.
4) An Illinois Department of Transportation (IDOT) permit will be required for the proposed entrance within IL-83 right-of-way.
5) An IEPA-Sanitary, IEPA-Water, IHPA, IEPA-NOI and IEPA-NOT permit will be required for this development.
6) A Cook County Department of Transportation and Highways (CCDOTH) permit will be required for the proposed work in the Devon Ave rights-of-way.
7) The site doesn't appear to contain any floodplain and/or wetlands. However, it is the developer's responsibility to property identify and mitigate and special management areas in accordance with applicable rules and regulations.
8) It appears the site will breach the detention (25,000 SF) and PCBMP (2,500 SF) threshold set forth in the DuPage County Floodplain and Stormwater Ordinance. Therefore, site detention and PCBMP will be required. The proposed plan depict an underground detention basins to meet these criteria.
9) A 5-feet wide ADA compliant public sidewalk will be required along the Devon Ave frontage of the site and shall connect to existing sidewalk.
10) A 10-feet wide ADA compliant public shared use path will be required along the IL-83 frontage of the site and shall connect to existing sidewalk/path.
11) The driveway openings along Devon Ave shall line up as best as possible with curb opening on opposite side of Devon Ave. This will likely be dictated by CCDOTH. It is my understanding the designer is working through this comment with CCDOTH.
12) Sanitary Manholes will be required every 300-feet.
13) Individual water services for the building shall be equipped with a shut-off valve outside of the building (valve vault inside 60-inch diameter vault).
14) The proposed detention basins are discharging to the existing storm sewer under Devon Ave. The CCDOTH will have the final say on permitting these connections. It is my understanding the designer is working through this comment with CCDOTH.
15) All proposed retaining walls over 3-feet in height will need to be accompanied with structural calculations signed and sealed by licensed structural engineering in the State of Illinois.

16) The Village owned public water supply mains currently dead ends at the intersection of IL-83/Devon Ave. My recommendation will be to build a secondary source of water by expanding the Village watermain along Devon Ave to Ellis St. This will be beneficial to the development in the long run for both domestic water supply and fire safety reasons.
17) The current plans show the proposed watermain being installed along the southern property line and dead-end at the southwest corner of the site. The designer will need to ensure all fire suppression requirements are met in accordance with applicable codes.
18) There are issues with the proposed plans that can be resolved during final engineering. In general, staff does not see any major problems that would hinder this concept plan from proceeding.

Community & Economic Development:

Fire Safety:

1) The developer will be required to meet the minimum water flow rates shown in the 2015 International Fire Code Appendix B. See table B105.1(2)
2) Village ordinance 40-2015 adopted on October 27, 2015- sections 903.7 and 903.8 – Fire Hydrant location and water flow rates.
3) It appears that the existing water main system will not be adequate for this project. The existing water main infrastructure will need to updated.

Building:

1) No comments.

Economic Development:

1) Industrial property is, generally speaking, valued much higher than residential property.
2) Residential taxes for 2019 in this subdivision amounted to $670,288. The Village received 12.224% of that amount totaling $81,936.05 for 2019.
3) Staff projected industrial taxes for the new 1,214,300 square foot development at $1.34 per square foot, which is an average taken from CoStar data of Class A industrial space of similar size in DuPage County. This would come out to approximately $1,627,162 in total taxes. The Village, using the same tax rate in 2019, would see approximately $200,000.
4) The increase in proposed taxes as a result of this development is estimated around $100,000 annually.
5) It should be noted that the development team estimated the proposed taxes higher than what staff estimated.
6) The new development will bring new businesses and new jobs into Bensenville.
7) As a direct result of this development, staff estimates that additional investment will happen in and around the proposed development area, again increasing the tax base.

Planning:

1) The 2015 Comprehensive Plan indicates "Single Family Residential" for the large majority of the properties in the subject site.
2) The current zoning of the subject properties are is I-2 General Industrial District. The site was previously zoned R-1 Single-Unit Dwelling District.
3) This development project was granted code departures upon approval of the Preliminary PUD for the following:
    a. Industrial District Parking Location

i. In industrial districts, parking areas in the front and corner side yards shall not be the dominant point of view from the right-of-way and shall consist of less than 50 parking stalls.

b. Maximum Number of Parking Spaces
   i. Parking facilities exceed the maximum required of parking spaces required by code, which states that the number of parking stall shall not exceed the minimum required amount by 125%.

c. Maximum Driveway Width and Driveway Apron Width
   i. The proposed driveways for the development exceed Code's maximum requirement for industrial uses of 30 feet. The driveways' aprons exceed the width of the driveways by more than three feet on either side, which is prohibited by the Zoning Ordinance.

d. Tree Replacement Standards
   i. In order to construct this proposed site plan, 408 existing trees will need to be removed. The proposed tree replacement plan does not meet the amount of replacement trees as required by Code; however, the Village and the Owners have executed a fee-in-lieu agreement for the replacement trees, as was requested by ML Realty and Prologis.

4) A new code departure is being sought for Outdoor Storage Area, as code restricts these areas to 25% of the gross lot area, as well as requires screening. Staff does not object to the current location and size proposal of the truck and trailer parking, as the areas are located on the interiors of each building and will be screened by the parking lot perimeter landscape.
   a. The total area of the site is approximately 2,895,692 SF. The proposed outdoor storage area is ±800,000 SF, or 27.62% of the gross lot area.

5) The following minor changes have been made to the site plan from the original that was approved during the Preliminary PUD process:
   a. The previously approved site plan included the Wood Dale Park District park property at the southwest corner of Devon Avenue and Spruce Avenue- that property is no longer being developed with this site. The Petitioner plans to incorporate infrastructure on the park site to encourage employee use, such as benches, picnic tables, etc.
   b. The exclusion of the nearly 2-acre park site has consequently caused alterations to be made to the plans, such as a reconfiguration of parking facilities and building square footages and widths. Staff does not have concerns with these revisions.
      i. The previous total square footage of the buildings was 1,257,580 and it is now ±1,214,300.
   c. The configuration of the previously approved driveways along Devon Avenue has been altered. Previous plans indicated 6 driveways along Devon, and the plans for the Final PUD show 5 driveways. The single curb cut along IL-Rte. 83 has remained.
      i. The previous driveways along Devon, from west to east, had the following widths: 24ft, 60ft, 24ft, 24ft, 60ft, and 27ft.
      ii. The driveways on the subject plans submitted for final approval have the following widths: 36ft, 50ft, 36ft, 48ft, and the existing curb cut for Spruce Avenue is to remain.
      iii. The preliminary approved driveway along IL-83 had a width of 30ft; the Owners are now proposing a width of 44ft.

6) Please note that the Petitioner has indicated the center "green spine" (landscape island running north/south) between buildings 2 and 3 on the site will be increased from its width of 21ft shown on the plans to 26ft.
7) Staff believes the submitted plans for Final PUD approval are in accordance with those that were granted preliminary approval.
8) While the Petitioner has requested approval of a Final Plat of Subdivision, Staff has not received a Plat to review, making this request null and void.
9) This Final PUD request is simply for site improvement work, and the Owners will come back through the Public Hearing process for PUD Amendments when they have final plans for each proposed building and that lot's respective landscaping.

APPROVAL STANDARDS FOR SITE PLAN REVIEW

1) **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development. Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

3) **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

   Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4) **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. We have come to a fee-in-lieu agreement with the Village. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5) **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

Applicant's Response: The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades.

7) **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8) **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

	Meets Standard	
Site Plan Review Approval Standards	*Yes*	*No*
1. Surrounding Character	X	
2. Neighborhood Impact	X	
3. Public Facilities	X	
4. Environmental Preservation	X	
5. On-site Pedestrian Circulation	X	
6. Vehicle Ingress & Egress	X	
7. Architectural Design	X	
8. Consistent with Title and Plan	X	

APPROVAL STANDARDS FOR PLANNED UNIT DEVELOPMENTS:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal. The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the existing full access curb-cuts and add new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking

paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

	Meets Standard	
Planned Unit Development Approval Standards	*Yes*	*No*
1. Comprehensive Plan	X	
2. Public Facilities	X	
3. Landscaping and Screening	X	
4. Site Design	X	
5. Natural Environment	X	
6. Utilities	X	

RECOMMENDATIONS:

1) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.
2) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Final Planned Unit Development with the following conditions:
    1. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) are consequently conditions of approval of the Final Planned Unit Development; and
    2. No grading work shall commence until a Plat of Vacation, subject to Village review and approval, is recorded; and
    3. The water main infrastructure is subject to Village review and approval; and
    4. The code departure for Outdoor Storage, Municipal Code Section 10-7-2-1 is granted; and
    5. The center landscape spine between buildings 2 and 3 be increased from 21 feet to 26 feet; and
    6. To the fullest extent possible of the Owners/Petitioner, the Wood Dale Park District Property shall feature infrastructure improvements to promote the use of the future employees of the subject site; and
    7. The Owners/Petitioner are required to seek approval of Amendments to the Planned Unit Development for building plans and their respective landscape plans.

Respectfully Submitted,

Department of Community & Economic Development

FINAL ENGINEERING PLANS

CORPORATE PARK - PHASE 1 INFRASTRUCTURE

IL-83 & DEVON AVENUE
BENSENVILLE, ILLINOIS 60106

Call Before You Dig
JULIE
1-800-892-0123

UTILITY AND GOVERNING AGENCY CONTACTS

PLANNING DEPARTMENT
VILLAGE OF BENSENVILLE
12 SOUTH CENTER ST.
BENSENVILLE, IL 60106
TEL: (630) 350-3411
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SANITARY/STORM/WATER SERVICE
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ROADWAY AUTHORITY
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL 60196
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CONTACT: JOSE RIOS

COOK COUNTY DEPARTMENT OF TRANSPORTATION
69 WEST WASHINGTON ST, 24TH FLOOR
CHICAGO, IL 60602
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NICOR GAS
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POWER COMPANY
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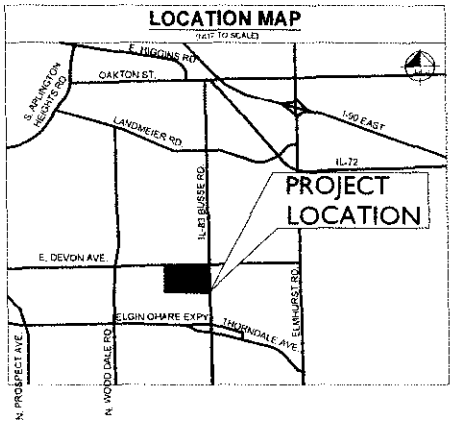
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AURORA, ILLINOIS 60502
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CONTACT: CHRIS SALAZAR, P.L.S.

LOCATION MAP

(NOT TO SCALE)



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LEGAL DESCRIPTION

THAT PART OF BRANIGAR'S MOHAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-786620, IN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 1506.24 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; THENCE SOUTH 85 DEGREES 37 MINUTES 55 SECONDS EAST, A DISTANCE OF 100.18 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST 465.87 FEET TO A POINT ON THE WEST LINE OF LOT 58 IN SAID SUBDIVISION, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHWEST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 58, A DISTANCE OF 89.68 FEET TO THE SOUTHWEST CORNER OF SAID LOT 58; THENCE NORTH 89 DEGREES 31 MINUTES 35 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 58, A DISTANCE OF 200.03 FEET TO THE SOUTHEAST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 637.50 FEET TO THE SOUTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 27 MINUTES 31 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 52, A DISTANCE OF 199.52 FEET TO THE SOUTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 526.22 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2488.17 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 00 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE WEST LINE OF SAID SUBDIVISION, A DISTANCE OF 1269.29 FEET TO THE POINT OF BEGINNING.

BENCHMARKS

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

DUPAGE COUNTY BENCHMARKS:

BENCHMARK COO DUP83 3A
SOUTH SIDE OF DEVON AVE, APPROXIMATELY 330 FEET WEST OF THE INTERSECTION OF SPRUCE AVE AND DEVON AVE
ELEVATION = 673.15 (NAVD 88)

PROFESSIONAL ENGINEER'S CERTIFICATION

I, JAMES PUTNAM, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF ML REALTY PARTNERS LLC AND PROLOGIS INC. BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 2ND DAY OF APRIL, A.D., 2021.

JAMES W. PUTNAM
ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-056317
MY LICENSE EXPIRES ON NOVEMBER 30TH, 2021
DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

Date of Expiration: 11-30-21

Kimley»Horn
ML REALTY PARTNERS
PROLOGIS

NO.	DATE	REVISIONS	BY

SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: AES
CHECKED BY: JWP

ML REALTY PARTNERS
PROLOGIS

TITLE SHEET

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 4/2/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C0.0

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY, AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   COMPANY NAME, LTD.
   2837 GRADER BLVDS HWY., SUITE 100
   ELMHURST, ILLINOIS 60126
   TEL: (630) 600-2100

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE ENGINEER. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

2. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE ENGINEER. ANY BIDDING SHEETING OR SPECIAL CONSTRUCTION METHODS DEEMED NECESSARY BY THE CONTRACTOR FOR ANY PORTION OF WORK IN THE PROPOSED APPROXIMATE AREAS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS BORINGS, TESTING, OR ENGINEERING DUE TO CONTRACTOR'S SEQUENCING OF THE SURVEY CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO PROCEED WITH THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.

3. THE CONTRACTOR SHALL PHOTOGRAPH THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.

4. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE FOLLOWING STANDARD SPECIFICATIONS (LATEST EDITION, UNLESS A YEAR IS NOTED):

   A. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.

   B. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.

   C. "ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.

   D. REGULATIONS, STANDARDS AND GENERAL REQUIREMENTS SET FORTH BY THE VILLAGE OF BOONEVILLE, UNLESS OTHERWISE NOTED ON THE PLANS.

   E. THE NATIONAL ELECTRIC CODE.

   F. ALL APPLICABLE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.

5. STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS CONSTRUCTION PLANS, AND ADDENDA IN EFFECT ON THE DATE ALL TO BE CONFORMED AS PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THE CONSTRUCTION PLANS, BUT MAY NOT BE SPECIFICALLY NOTED, SHALL BE CONSIDERED A PART OF THE CONTRACTOR'S CONTRACT.

6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE PRIOR TO ANY PRICE PROPOSING FOR THE CONSTRUCTION OF THE PROJECT, AS SHOWN ON THE PLANS, THE INCLUDED IN THE CONTRACT ANY ITEM NOT SPECIFICALLY INCLUDED IN THE CONTRACT, BUT NECESSARY FOR THE PROPER CONSTRUCTION AS CONSIDERED INCIDENTAL TO THE CONTRACT, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IN THE EVENT OF ANY DISCREPANCY BETWEEN THE PLANS AND FIELD CONDITIONS.

7. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" CONSTRUCTION PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES BETWEEN THE SET IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER IMMEDIATELY. NOT TO THE SUPERVISION OF CHANGED BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR THE CORRECTION OF ANY DISCREPANCIES. THE CONSTRUCTION PLANS, SPECIFICATIONS, AND FIELD DETAILS, THE CONTRACTOR SHALL FOLLOW DIRECTIVES AND INSTRUCTIONS FROM THE ENGINEER AS TO THE INTERPRETATION OF THE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IN THE EVENT OF ANY DISCREPANCIES. ANY INSTRUCTION, THE CONTRACTOR SHALL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE AND SHALL BE RESPONSIBLE FOR ANY AND ALL CORRECTIVE WORK REQUIRED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.

8. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS AND APPROVALS PRIOR TO STARTING WORK. COPIES OF ALL PERMITS AND PLANS FOR THEIR WORK. SHALL TAKE TO HOLD HARMLESS WALL, HOWEVER, AND ALL DAMAGES, LOSS, AND EXPENSE (INCLUDING ATTORNEY'S FEES) CAUSED BY, ARISING OUT OF OR RESULTING FROM THE PERFORMANCE OF THE WORK, PROVIDED THAT ANY SUCH CLAIM, DAMAGE, LOSS, OR EXPENSE IS ATTRIBUTABLE TO BODILY INJURY, SICKNESS, DISEASE OR DEATH, OR INJURY TO OR DESTRUCTION OF TANGIBLE PROPERTY (OTHER THAN THE WORK ITSELF), INCLUDING THE LOSS OF USE RESULTING THEREFROM, AND IS CAUSED IN WHOLE OR IN PART BY ANY NEGLIGENT ACT OR OMISSION OF THE CONTRACTOR, ANY SUBCONTRACTOR, ANY PERSON DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM OR ANYONE FOR WHOSE ACTS ANY OF THEM MAY BE LIABLE, REGARDLESS OF WHETHER OR NOT SUCH CLAIM, DAMAGE, LOSS OR EXPENSE IS CAUSED IN PART BY A PARTY INDEMNIFIED HEREUNDER.

9. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION METHODS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS IN CONNECTION WITH THE WORK, AND WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

10. CONSTRUCTION MATERIALS AND/OR EQUIPMENT MAY NOT BE STORED IN THE RIGHT-OF-WAY, AS DIRECTED BY THE ENGINEER.

11. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHT-OF-WAY AND AREAS ARE SHOWN ON THE PLANS TO THE BEST OF THE KNOWLEDGE OF THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THESE UTILITIES AND FOR PROTECTING THEM FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IN THE EVENT OF DAMAGE OF ANY NATURE, ARE CONSIDERATION WHICH CONFLICT WITH UTILITIES OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

12. OWNER SHALL OBTAIN EASEMENTS AND APPROVAL OF PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO COMPLY WITH THE PERMIT REQUIREMENTS.

13. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE SURVEYOR AT THE CONTRACTOR'S EXPENSE.

14. NOTIFICATION OF CONSTRUCTION:

   14.A. THE CONTRACTOR SHALL NOTIFY AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY, AS NECESSARY, ALL TESTING AGENCIES AND UTILITY COMPANIES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION WITHIN THEIR JURISDICTION.

   14.B. FAILURE OF THE CONTRACTOR TO ALLOW PROPER NOTIFICATION, NOR SHOW RESULTS IN THE TESTING EQUIPMENT TO BE UNABLE TO VISIT THE SITE AND PERFORM TESTING WILL CAUSE THE CONTRACTOR TO RESCHEDULE THE TESTING AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SCHEDULE TESTING DURING NORMAL COST OF SUSPENSION OF WORK SHALL BE BORNE BY THE CONTRACTOR.

15. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR FULL EMERGENCY TRAFFIC, AS DIRECTED BY THE ENGINEER/UTILITY.

16. ANY EXISTING SIGNS, POLE STANDARDS, AND UTILITY POLES THAT INTERFERE WITH CONSTRUCTION OPERATIONS AND ARE NOT NOTED ON THE PLANS FOR REMOVAL SHALL BE TEMPORARILY RELOCATED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED, AS DIRECTED BY THE ENGINEER, AT NO EXPENSE TO THE OWNER. ANY SIGNS REMOVED SHALL BE STORED AND DELIVERED TO THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.

17. ALL TREES TO BE SAVED SHALL BE PROTECTED FROM TO CONSTRUCTION BY THE LANDSCAPE ARCHITECT AND SHALL BE PROTECTED FOR THE DURATION OF THE CONSTRUCTION PERIOD. ALL TREES WITHIN CONSTRUCTION OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES NOTED TO REMAIN SHALL BE PROTECTED FROM DAMAGE BY PROPER TRIMMING, FERTILIZING AND EXCAVATING. FILLING OR GRADING IS TO BE DONE OUTSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.

18. LAND PLANNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE ARCHITECT, CONTRACTOR, OR ENGINEER AND SHALL BE UNDERTAKEN IN A MANNER THAT WILL NOT ADVERSELY AFFECT CONSTRUCTION, ADJACENT PROPERTIES, AND EXISTING REPORTS. ANY DAMAGE OCCURRING AS A RESULT OF WORK SHALL BE REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER. ANY TREES NOT REQUIRED TO BE REMOVED SHALL BE DISPOSED OF BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

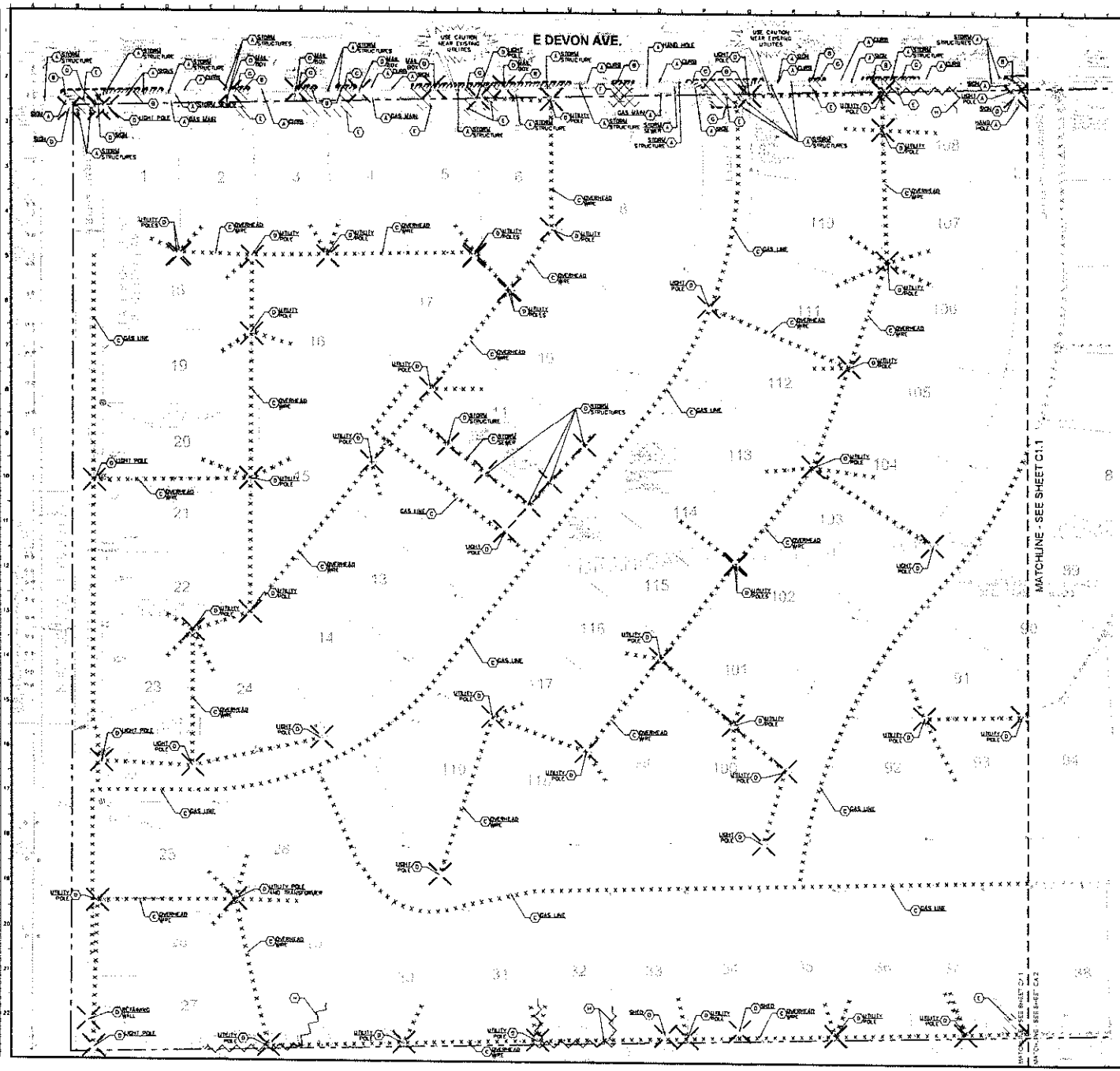
19. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LINES OF PROPOSED REMOVAL BEFORE REMOVAL OR REPLACEMENT OF PAVEMENT REMOVAL.

20. ALL EXISTING UTILITIES OR APPURTENANCES, INCLUDING BUT NOT LIMITED TO, CURBS, PAVEMENT, AND PAVEMENTS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO NEW CONDITION. ORIGINAL CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A PAY ITEM IS LISTED ON THE BID LIST.

21. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, DRIVEWAYS, ETC., SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS REQUIRED FOR SUCH DISPOSAL.

22. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, EQUIPMENT, TOOLS, AND OTHER UNNECESSARY ITEMS FROM WORK THAT WERE NOT PREVIOUSLY REMOVED BY OTHERS. CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING THE COMPLETED WORK AND BE RESPONSIBLE FOR ASSURANCE AND ALL REPORTS NECESSARY FOR THE ALLEGED AND SPECIFICALLY REQUIRED AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.

23. NO CONSTRUCTION WORK IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONDUCTED UNTIL IT HAS BEEN INSPECTED BY THE VILLAGE OF BOONEVILLE. APPROVED BY THE VILLAGE OF BOONEVILLE. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE VILLAGE OF BOONEVILLE STANDARDS AND SPECIFICATIONS. ANY DEFECTIVE WORK SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. ALL CONCRETE WORK SHALL BE PERFORMED IN THE PRESENCE OF THE CONSTRUCTION'S PROJECT SHALL BE UNDERTAKEN BY THE CONTRACTOR IN



NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

Call Before You Dig
811
1-800-892-0123

DEMOLITION NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED.
2. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
3. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR SHALL NOT DEMOLISH ANYTHING OUTSIDE THE OWNERS LEASE/PROPERTY LINE UNLESS SPECIFICALLY MENTIONED ON THIS SHEET.
4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
5. IF DEMOLITION OR CONSTRUCTION ON SITE WILL INTERFERE WITH THE ADJACENT PROPERTY OWNER'S TRAFFIC FLOW, THE CONTRACTOR SHALL COORDINATE WITH ADJACENT PROPERTY OWNER TO UNMAKE THE SPACE ON TRAFFIC FLOW. TEMPORARY RE-ROUTING OF TRAFFIC IS TO BE ACCOMPLISHED BY USING DOT APPROVED TRAFFIC BARRICADES, BARRELS, AND/OR CONES. TEMPORARY SIGNAGE AND FLAGMEN MAY BE ALSO NECESSARY.
6. QUANTITIES REFLECTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.
7. REFER TO GEOTECHNICAL REPORT PROVIDED BY OTHERS FOR ALL SUBSURFACE INFORMATION.
8. CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR RELOCATED LIGHT FIXTURES AND RELOCATION OF ELECTRICAL SYSTEM AS SOON AS DEMOLITION BEGINS. CONTRACTOR SHALL BE AWARE THAT INTERRUPTION OF POWER TO ANY LIGHT POLES OR SIGNS SHALL NOT EXCEED 24 HOURS.
9. EROSION CONTROL MUST BE ESTABLISHED PRIOR TO ANY WORK ON SITE INCLUDING DEMOLITION.
10. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN.
11. CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
12. EXISTING UTILITIES, WHICH DO NOT SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING DEPARTMENTS AND BUILDING OCCUPANTS INDICATED. UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FLOWABLE FILL OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH COMPACTED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY. WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
13. UNDERGROUND UTILITIES SHOWN ARE BASED ON AS-BUILTS AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL 'JULIE' (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE DIGGING DETAILS OF CONFLICTING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PRIOR TO THE OWNER'S USE OF THE EXISTING UTILITIES, SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
14. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNMENTAL REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
15. COMPLETELY FILL DEEPER-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OF STRUCTURES TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED CRUSHED LIMESTONE (CA-6) OR APPROVED EQUAL. USE SATISFACTORY SOIL MATERIALS CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. PRIOR TO PLACEMENT OF FILL MATERIALS, ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIAL, TRASH AND DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 8" IN LOOSE DEPTH. COMPACT EACH LAYER AT OPTIMUM MOISTURE CONTENT OF FILL MATERIAL TO 95% OF MODIFIED PROCTOR DENSITY UNLESS SUBSEQUENT EXCAVATION FOR NEW WORK IS REQUIRED.

DEMOLITION LEGEND

- ITEM TO REMAIN, PROTECT DURING CONSTRUCTION
- CURB REMOVAL
- UTILITY REMOVAL
- ITEM TO BE REMOVED
- FULL-DEPTH ASPHALT PAVEMENT REMOVAL
- CONCRETE REMOVAL
- SAWCUT LINE
- FENCE REMOVAL

WARNING: CONTRACTOR TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
6240 W. HOWARD ST., SUITE 215
NILES, IL 60714
PHONE: (847) 677-2900
WWW.KIMLEY-HORN.COM

NO.	REVISIONS	DATE	BY

SCALE: AS NOTED
DESIGNED BY: JNC
DRAWN BY: KS
CHECKED BY: KJE

ML REALTY PARTNERS
PROLOGIS

EXISTING CONDITIONS & DEMOLITION PLAN - WEST

ML REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 4/2/2021
KHA PROJECT NO. 158240005
SHEET NUMBER
C1.0

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106
EXISTING CONDITIONS & DEMOLITION PLAN - EAST
ORIGINAL ISSUE: 7/23/2021
SHEET NUMBER
C1.1
Kimley»Horn
REVISIONS
DATE
BY
DEMOLITION LEGEND
VIEW TO REMAIN, PROTECT DURING CONSTRUCTION
CURB REMOVAL
UTILITY REMOVAL
TREE TO BE REMOVED
FULL-DEPTH ASPHALT PAVEMENT REMOVAL
CONCRETE REMOVAL
STRIPING LINE
FENCE REMOVAL
GRAPHIC SCALE IN FEET
NORTH
Call Before You Dig
1-800-892-0123
WARNING: CONTRACTOR TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
IL ROUTE 83
E DEVON AVE.
MATCHLINE - SEE SHEET C1.0

PAVING AND CURB LEGEND

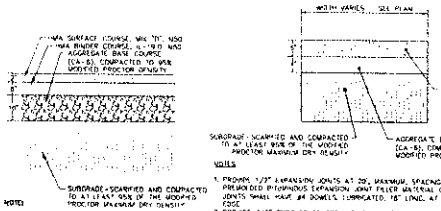
- TEMPORARY STONE ACCESS DRIVE
- HEAVY DUTY ASPHALT PAVEMENT — SEE THIS SHEET FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE THIS SHEET FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE THIS SHEET FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 17043C0078J, THE SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD.

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND HDT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.



NOTES

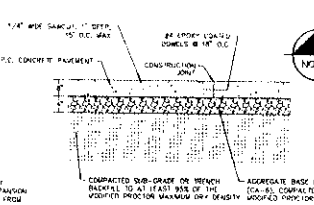
1. PAVEMENT THICKNESS, SUBGRADE PREP, ETC. DETERMINED FROM GEOTECHNICAL REPORTS PERFORMED BY TESTING SERVICE CORPORATION DATED MARCH 31ST, 2021. REFER TO REPORT FOR ALL INFORMATION RELATED TO PAVING.
2. SEE PAVING NOTES ON THE GENERAL NOTES SHEET FOR achieve EQAT AND TACK-COAT REQUIREMENTS
3. EQUIVALENT SINGLE-AXLE LOAD TO BE CONFIRMED WITH CLIENT.

HEAVY DUTY ASPHALT PAVEMENT SECTION
N.T.S.

NOTES

1. PROVIDE 1/2" EXPANSION JOINTS AT 20', MAXIMUM, SPACING AND FILLED WITH PREMOLDED BITUMINOUS EXPANSION JOINT FILLER MATERIAL OR REDWOOD EXPANSION JOINTS SHALL HAVE #4 DOWELS, LUBRICATED, 18" LONG, AT 12" CENTERS, 6" FROM EDGE.
2. PROVIDE 3/8" GROOVED CONTROL JOINTS AT 5' CENTERS
3. WELDED WIRE FABRIC (6X6-W4X4) SHALL BE INSTALLED THROUGH DRIVEWAYS AT 2" ABOVE SLAB BOTTOM
4. PROVIDE 1/2" BITUMINOUS EXPANSION JOINT FILLER MATERIAL WHERE WALK ABUTS EXISTING IMPROVEMENTS AND AT ALL CHANGES IN GRADE
5. USE 2-#4 REINFORCING BARS, 10' LONG OVER ALL UTILITY TRENCHES FOR NEW SIDEWALK AND CONNECTIONS TO EXISTING SIDEWALK
6. ALL DRIVE APPROACHES, SIDEWALK PCC AND BASE THICKNESS SHALL MATCH THAT OF THE DRIVE

CONCRETE SIDEWALK
N.T.S.



NOTES

PAVEMENT THICKNESS, SUBGRADE PREP, ETC. DETERMINED FROM GEOTECHNICAL REPORT PERFORMED BY TESTING SERVICE CORPORATION, DATED MARCH 31ST, 2021. REFER TO REPORT FOR ALL INFORMATION RELATED TO PAVING.

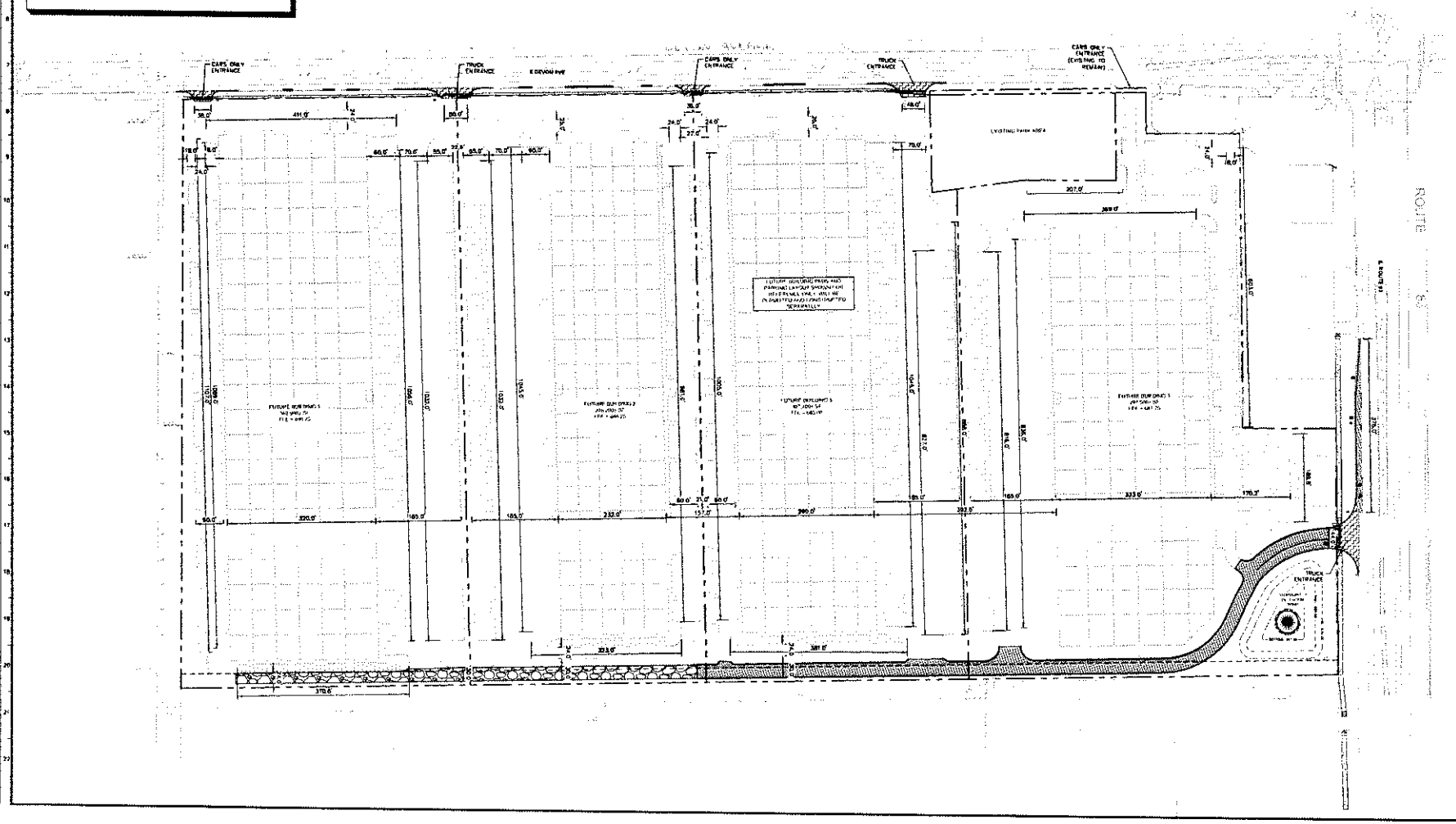
CONCRETE COMPRESSIVE STRENGTH SHALL COMPLY WITH ILDOT DESIGNATION D3T, MINIMUM 28-DAY STRENGTH = 4000 PSI

HEAVY DUTY CONCRETE PAVEMENT SECTION
N.T.S.

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

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REVISIONS		
NO	DATE	BY

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6250 HALL STREET, SUITE 200
INDIANAPOLIS, IN 46220
PHONE: 317-436-7700
FAX: 317-436-7799

SCALE: AS NOTED
DESIGNED BY: MC
DRAWN BY: ACS
CHECKED BY: NJC

MIL REALTY PARTNERS

PROJECT

OVERALL SITE LAYOUT AND PAVING PLAN

MIL REALTY: PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
4/2/2021
KHA PROJECT NO.
168240005
SHEET NUMBER
C2.0

KEY NOTES

1. 6&12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
5. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
6. STOP SIGN, TYP. (REFER TO R1-1, SEE DETAILS)
7. 6-FT TRANSITION CURB
8. CURB CUT WITH RP-RAP (SEE DETAILS)
9. ACCESSIBLE RAMP (SEE DETAILS)

CURB LEGEND

- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

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E DEVON AVE.

MATCHLINE - SEE SHEET C2.2

MATCHLINE - SEE SHEET C2.3

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SCALE	DESIGNED BY	DRAWN BY	CHECKED BY
AS NOTED	JMC	AES	NJC

NO.	REVISIONS	DATE	BY

NIL REALTY PARTNERS

PROLOGIS

SITE PLAN - NORTHWEST

NIL REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
I-88 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
4/2/2021
KHA PROJECT NO.
168240005
SHEET NUMBER
C2.1

KEY NOTES

1. 6&12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
5. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
6. STOP SIGN, TYP. (R1-1, SEE DETAILS)
7. 6-FT TRANSITION CURB
8. CURB CUT WITH RIP-RAP (SEE DETAILS)
9. ACCESSIBLE RAMP (SEE DETAILS)

CURB LEGEND

- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
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3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RAMP ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 2-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR DUMPSTER SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

NORTH

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E DEVON AVE.

EXISTING PARK AREA

SPRUCE AVE. ENTRANCE DRIVE AND EXISTING PARKING STALLS FOR PUBLIC PARK TO REMAIN

MATCHLINE - SEE SHEET C2.1

MATCHLINE - SEE SHEET C2.4

RELOCATED HAND HOLE

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AS NOTED	JMC	ACS	NJG

NO.	REVISIONS	DATE	BY

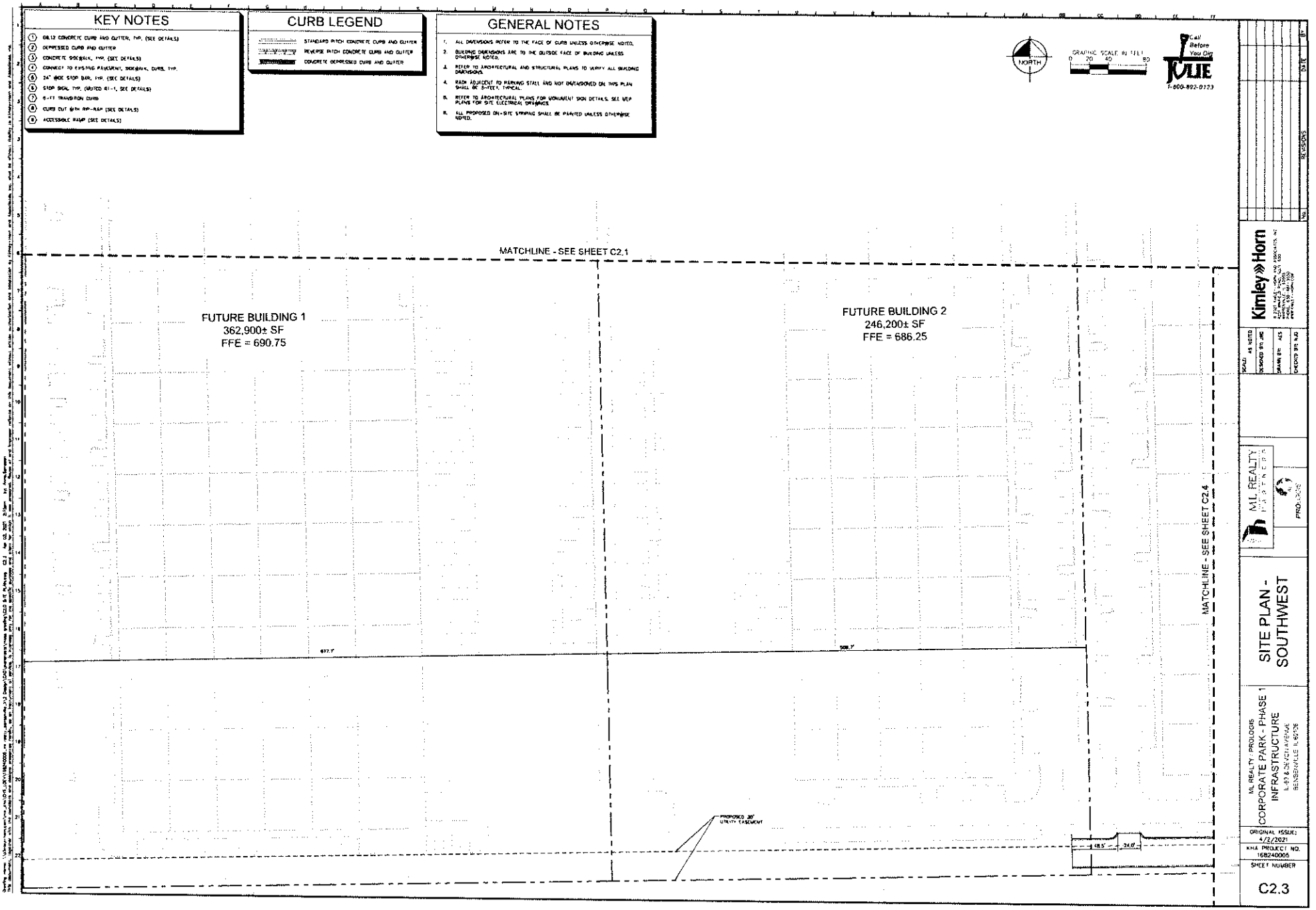
ML REALTY PARTNERS

PROLOGIS

SITE PLAN - NORTHEAST

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
BELVIDERE, ILLINOIS

ORIGINAL ISSUE: 4/2/2021
KHA PROJECT NO. 168240005
SHEET NUMBER C2.2


KEY NOTES
1 6&12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2 DEPRESSED CURB AND GUTTER
3 CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4 CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
5 24" WIDE STOP BAR, TYP. (SEE DETAILS)
6 STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
7 6-FT TRANSITION CURB
8 CURB CUT WITH RIP-RAP (SEE DETAILS)
9 ACCESSIBLE RAMP (SEE DETAILS)
CURB LEGEND
STANDARD PITCH CONCRETE CURB AND GUTTER
REVERSE PITCH CONCRETE CURB AND GUTTER
CONCRETE DEPRESSED CURB AND GUTTER
GENERAL NOTES
1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
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4. RAMP ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 5-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.
NORTH
GRAPHIC SCALE IN FEET
0 20 40 80
Call Before You Dig
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MATCHLINE - SEE SHEET C2.1
FUTURE BUILDING 1
362,900± SF
FFE = 690.75
FUTURE BUILDING 2
246,200± SF
FFE = 686.25
MATCHLINE - SEE SHEET C2.4
617.7'
598.7'
PROPOSED 30' UTILITY EASEMENT
48.5'
24.0'
Kimley»Horn
SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: ACS
CHECKED BY: NJG
ML REALTY PARTNERS
PROLOGIS
SITE PLAN - SOUTHWEST
ML REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106
ORIGINAL ISSUE: 4/2/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C2.3
NO. REVISIONS DATE BY

KEY NOTES

1. 8M.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP
5. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
6. STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
7. 5-FT. TRANSITION CURB
8. CROSSWALK (SEE DETAILS)
9. ACCESSIBLE RAMP (SEE DETAILS)

CURB LEGEND

- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

GENERAL NOTES

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MATCHLINE - SEE SHEET C2.2

MATCHLINE - SEE SHEET C2.3

FUTURE BUILDING 3
307,700± SF
FFE = 685.00

FUTURE BUILDING 4
297,500± SF
FFE = 681.75

RELOCATED HAND HOLE AND LIGHT POLE

RELOCATED LIGHT POLE

RELOCATED ROADWAY SIGN

STORMWATER DETENTION POND

BOTTOM: 661.00

PROPOSED 30' UTILITY EASEMENT

IL ROUTE 83

Kimley»Horn

SCALE	AS NOTED
DESIGNED BY	JMC
DRAWN BY	ACS
CHECKED BY	NJC

NO.	REVISIONS	DATE

ML REALTY PARTNERS

PROLOGIS

SITE PLAN - SOUTHEAST

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
LAKE & CYPRESS AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
4/2/2021

KHA PROJECT NO.
168240005

SHEET NUMBER
C2.4

EROSION CONTROL NOTES

1. CONSTRUCTION ENTRANCE SHALL BE LOCATED SO AS TO PROVIDE THE LEAST AMOUNT OF DISTURBANCE TO THE FLOW OF TRAFFIC IN AND OUT OF THE SITE. ADDITIONALLY, CONSTRUCTION ENTRANCE SHALL BE LOCATED TO COINCIDE WITH THE PHASING OF THE PAVEMENT REPLACEMENT.
2. POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURES INCLUDE STABILIZATION BY PERMANENT PAVING, DRAINAGE SYSTEM STRUCTURE, OR LANDSCAPING.
3. TEMPORARY AND PERMANENT STABILIZATION PRACTICES AND BMPS SHALL BE INSTALLED AT THE EARLIEST POSSIBLE TIME DURING THE CONSTRUCTION SEQUENCE. AS AN EXAMPLE, PERIMETER SILT FENCE SHALL BE INSTALLED BEFORE COMMENCEMENT OF ANY GRADING ACTIVITIES. OTHER BMPS SHALL BE INSTALLED AS SOON AS PRACTICABLE AND SHALL BE MAINTAINED UNTIL FINAL SITE STABILIZATION IS ATTAINED. CONTRACTOR SHALL ALSO REFERENCE CIVIL AND LANDSCAPE PLANS SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING, THE BUILDING(S), AND SITE PAVING.
4. BMPS HAVE BEEN LOCATED AS INDICATED ON THIS PLAN IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES IN ORDER TO MANAGE SEDIMENT TRANSPORT. FOR EXAMPLE: SILT FENCES LOCATED AT TOE OF SLOPE AND INLET PROTECTION FOR INLETS RECEIVING SEDIMENT FROM SITE RUN-OFF.
5. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN.
6. ANY MAJOR VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES FROM THOSE SHOWN ON THE APPROVED PLANS WILL REQUIRE A REVISION AND MUST BE APPROVED BY THE REVIEWING ENGINEER, ENVIRONMENTAL SPECIALIST, OR ARBORIST AS APPROPRIATE. MAJOR REVISIONS MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT AND THE DRAINAGE UTILITY DEPARTMENT. MINOR CHANGES OR ADDITIONAL CONTROL MEASURES TO BE MADE AS FIELD REVISIONS TO THE EROSION AND SEDIMENTATION CONTROL PLAN MAY BE REQUIRED BY THE ENVIRONMENTAL INSPECTOR DURING THE COURSE OF CONSTRUCTION TO CORRECT CONTROL INADEQUACIES AT NO ADDITIONAL COST TO THE OWNER.
7. CONTRACTOR SHALL PLACE EROSION CONTROL BLANKET (NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL) ON ALL SITE AREAS WITH SLOPES GREATER THAN 4:1, AND IN THE BOTTOM AND SIDE SLOPES OF ALL SWALES.
8. PRIOR TO FINAL ACCEPTANCE, HAUL ROADS AND WATERWAY CROSSINGS CONSTRUCTED FOR TEMPORARY CONTRACTOR ACCESS MUST BE REMOVED, ACCUMULATED SEDIMENT REMOVED FROM THE WATERWAY AND THE AREA RESTORED TO THE ORIGINAL GRADE AND REVEGETATED. ALL LAND CLEARING SHALL BE DISPOSED OF IN APPROVED SPOIL DISPOSAL SITES.
9. PERMANENT, FINAL PLANT COVERING OR STRUCTURES SHALL BE INSTALLED PRIOR TO FINAL ACCEPTANCE.
10. ALL CONTROL DEVICES THAT FUNCTION SIMILARLY TO SILT FENCE ON FIBER ROLLS MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WITH EFFECTIVE CONTROLS WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES ONE-THIRD THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF THE RAINFALL EVENT OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
11. ALL SEDIMENT DEPTHS AND DEPOSITS MUST BE REMOVED FROM SURFACE WATERS, DRAINAGE WAYS, CATCH BASINS AND OTHER DRAINAGE SYSTEMS. ALL AREAS WHERE SEDIMENT REMOVAL RESULTED IN EXPOSED SOIL MUST BE RESTABILIZED. THE REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS AFTER THE RAINFALL EVENT UNLESS PRECLUDED BY LEGAL, REGULATORY OR PHYSICAL ACCESS CONSTRAINTS. ALL REASONABLE EFFORTS MUST BE USED TO OBTAIN ACCESS. ONCE ACCESS IS OBTAINED, REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS LATER. CONTRACTOR IS RESPONSIBLE FOR CONDUCTING ALL APPROPRIATE AUTHORITIES AND RECEIVING THE APPLICABLE PERMITS PRIOR TO CONDUCTING ANY WORK.
12. ACCUMULATIONS OF TRACKED AND DEPOSITED SEDIMENT MUST BE REMOVED FROM OFF-SITE PAVED SURFACES WITHIN 24 HOURS OR SOONER IF REQUIRED. SEDIMENT TRACKING MUST BE MINIMIZED BY THE APPROPRIATE MANAGEMENT PRACTICE, LIKE A DEDICATED SITE EXIT WITH AN AGGREGATE SURFACE OR DESIGNATED OFFSITE PARKING AREA. CONTRACTOR IS RESPONSIBLE FOR STREET SWEEPING AND/OR SCRAPING IF YOUR PRACTICES ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED FROM THE SITE.
13. SURFACE WATERS, DRAINAGE DITCHES AND CONVEYANCE SYSTEMS MUST BE INSPECTED FOR SEDIMENT DEPOSITS.
14. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THIS SHEET IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE KPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS.
15. PUMPING SEDIMENT LADEN WATER INTO ANY STORMWATER FACILITY THAT IS NOT DESIGNED TO BE A SEDIMENT TRAP, DRAINAGE WAY, OR OFFSITE AREA EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED
16. SOIL STOCKPILES SHALL NOT BE LOCATED IN A DRAINAGEWAY, FLOOD PLAIN AREA OR A DESIGNATED BUFFER, UNLESS OTHERWISE APPROVED, UNDER SPECIFIC CONDITIONS TO BE ESTABLISHED BY THE DIRECTOR OF ADMINISTRATOR.
17. STOCKPILES TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE PROVIDED WITH SESC MEASURES. MATERIAL IS TO BE HAULED OFF IMMEDIATELY AND LEGALLY IF NO STOCKPILE IS TO REMAIN IN PLACE.
18. ALL TEMPORARY SESC MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.
19. WATER REMOVED FROM TRAPS, BASINS, AND OTHER WATER HOLDING DEPRESSIONS OR EXCAVATIONS MUST FIRST PASS THROUGH A SEDIMENT CONTROL AND/OR FILTRATION DEVICE. WHEN DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION.
20. SITE STABILIZATION REQUIREMENTS ARE AS FOLLOWS:
   - 20.1. WHERE THE INITIATION OF STABILIZATION MEASURE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES ON A PORTION OF THE SITE IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURE SHALL BE INITIATED AS SOON AS PRACTICABLE.
   - 20.2. WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED, (E.G. THE TOTAL FAE PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 14 DAYS) THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASED.

EROSION CONTROL LEGEND

- TEMPORARY SEEDING (SEE EROSION CONTROL DETAILS)
- TEMPORARY EROSION CONTROL BLANKET (SEE EROSION CONTROL NOTE #7)
- CONSTRUCTION ENTRANCE (SEE EROSION CONTROL DETAILS)
- SILT FENCE (SEE EROSION CONTROL DETAILS)
- INLET PROTECTION (SEE EROSION CONTROL DETAILS)
- CONCRETE WASHOUT (SEE EROSION CONTROL DETAILS) (TO BE DETERMINED BY CONTRACTOR)
- RIPP RAP (SEE DETAILS)
- FLARED END SECTION PROTECTION (SEE EROSION CONTROL DETAILS)
- TEMPORARY SOIL STOCKPILE
- LIMITS OF DISTURBANCE
- EXISTING CONTOURS
- PROPOSED CONTOURS

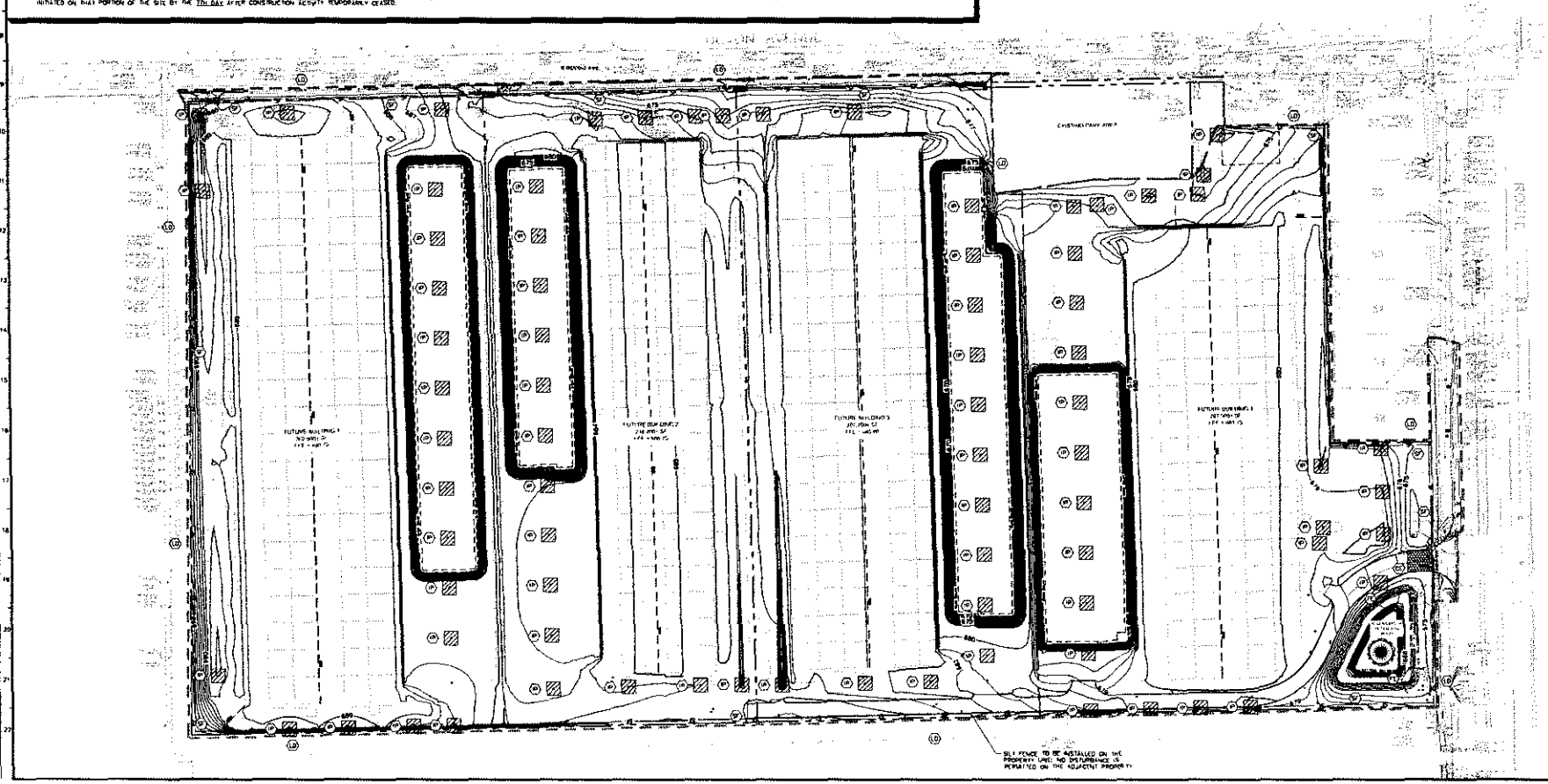
NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

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EROSION CONTROL SCHEDULE AND SEQUENCING:

I.	ROUGH GRADING	CONSTRUCTION ENTRANCE/EXIT, SILT FENCE PROTECTION, CONCRETE WASHOUT AREA AND TREE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING AS NEEDED. TEMPORARY EROSION CONTROL MEASURES TO BE INSTALLED UPON COMPLETION OF ROUGH GRADING AND AS NECESSARY THROUGHOUT CONSTRUCTION.
II.	UTILITY INSTALLATION	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING UTILITY INSTALLATION. STORM STRUCTURE INLET PROTECTION SHALL BE INSTALLED AS STORM DRAINAGE SYSTEM IS CONSTRUCTED.
III.	PAVING	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
IV.	FINAL GRADING/SOIL STABILIZATION/ LANDSCAPING	ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT AS DIRECTED BY THE LOCAL MUNICIPALITY.



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NAPERVILLE, IL 60563
PHONE: 630-487-3550
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NO.	DATE	REVISIONS
1	5/7/21	PER VILLAGE COMMENTS

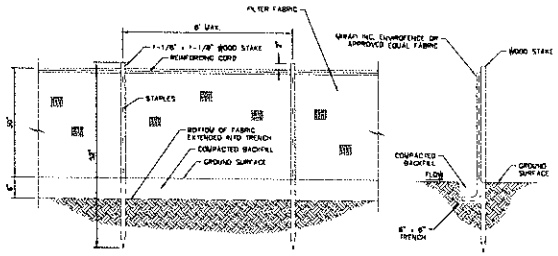
SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: ACE
CHECKED BY: TVC

ML REALTY PARTNERS
PROJ-2021

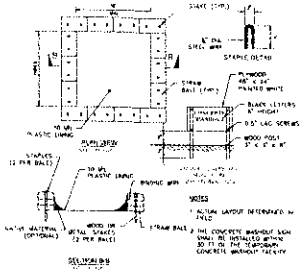
EROSION CONTROL PLAN

ML REALTY PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

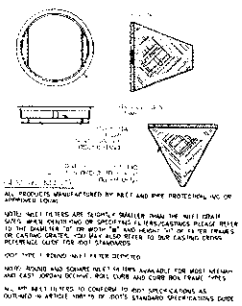
ORIGINAL ISSUE:
4/2/2021
KHA PROJECT NO.
158240005
SHEET NUMBER
C3.0



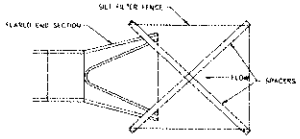
SEDIMENTATION/SILT FENCE (SF)



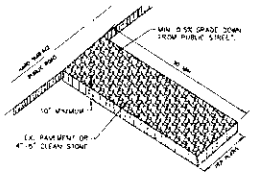
CONCRETE WASHOUT (CW)



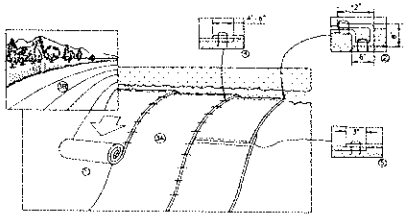
INLET PROTECTION (IP)



CULVERT INLET PROTECTION (FE)



CONSTRUCTION ENTRANCE (CE)



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE TRENCH. BEFORE STAPLING, BACKFILL AND COMPACT THE TRENCH AS SHOWN IN DETAIL 2. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKETS.
3. ROLL THE BLANKETS (A) DOWN OR (B) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS PER MANUFACTURER'S RECOMMENDATION.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPARENT OVERLAP. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE UNDERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROPRIATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE BLANKET WIDTH.
6. PLACE STAPLES/STAKES PER MANUFACTURER'S RECOMMENDATION FOR THE APPROPRIATE SLOPE BEING APPLIED

NOTES:
1. LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.
2. FOLLOW CROSSOIL CONTROL TECHNOLOGY COUNCIL SPECIFICATION FOR PRODUCT SELECTION
3. PERMANENT LAND WITH SLOPES RUNNING GREATER THAN OR EQUAL TO 4:1 SHALL CONTAIN SLOPE STABILIZATION BLANKET

EROSION CONTROL BLANKET (SLOPE INSTALLATION)

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING			A B*			B	A					
DORMANT SEEDING	D										D	
TEMPORARY SEEDING			C*				D					
SODDING			E*									
MULCHING	F											

A KENTUCKY BLUEGRASS 80 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 20 LBS/ACRE

B KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE + 2 TONS STRAW MULCH/ACRE

C SPRING OATS 100 LBS/ACRE

D WHEAT OR CEREAL RYE 150 LBS/ACRE

E SOD

F STRAW MULCH 2 TONS/ACRE

* WATERING NEEDED DURING JUNE AND JULY

** WATERING NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SEED

SEEDING CHART

Call Before You Dig
JULIE
1-800-892-0123

NO.	REVISIONS	DATE	BY

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2 CITY HALL PLAZA, SUITE 100
DURHAM, NC 27701
PHONE: 919-677-2000
WWW.KIMLEY-HORN.COM

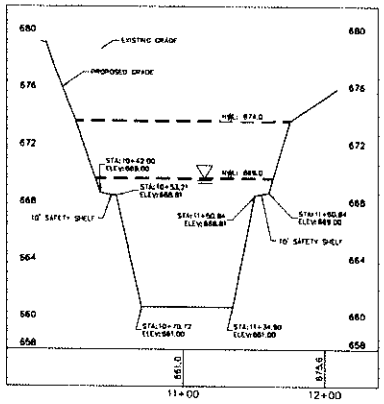
SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: ACS
CHECKED BY: RJC

ML REALTY PARTNERS
PRO-2020

EROSION CONTROL DETAILS

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
I-83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 4/2/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C3.1



WET-BOTTOM POND
CROSS-SECTION DETAIL

GRADING LEGEND

- TP = TOP OF PAVEMENT
- EP = EDGE OF PAVEMENT
- FL = FLOW LINE
- TC = TOP OF CURB
- ME = MATCH ELEVATION
- TF = TOP OF FOUNDATION
- R = RIM ELEVATION
- TW = TOP OF WALL
- FG = FINISHED GRADE
- TS = TOP OF STAIRS
- BS = BOTTOM OF STAIRS
- PROPOSED CONTOUR
- EXISTING CONTOUR
- RIDGE LINE
- SLOPE AND FLOW DIRECTION
- 100-YEAR OVERLAND OVERFLOW ROUTE
- DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
- PROPOSED SWALE
- PROPOSED RETAINING WALL
- REVERSED PITCH CURB AND GUTTER
- ACCESSIBLE ROUTE
- RIP RAP (SEE DETAILS)

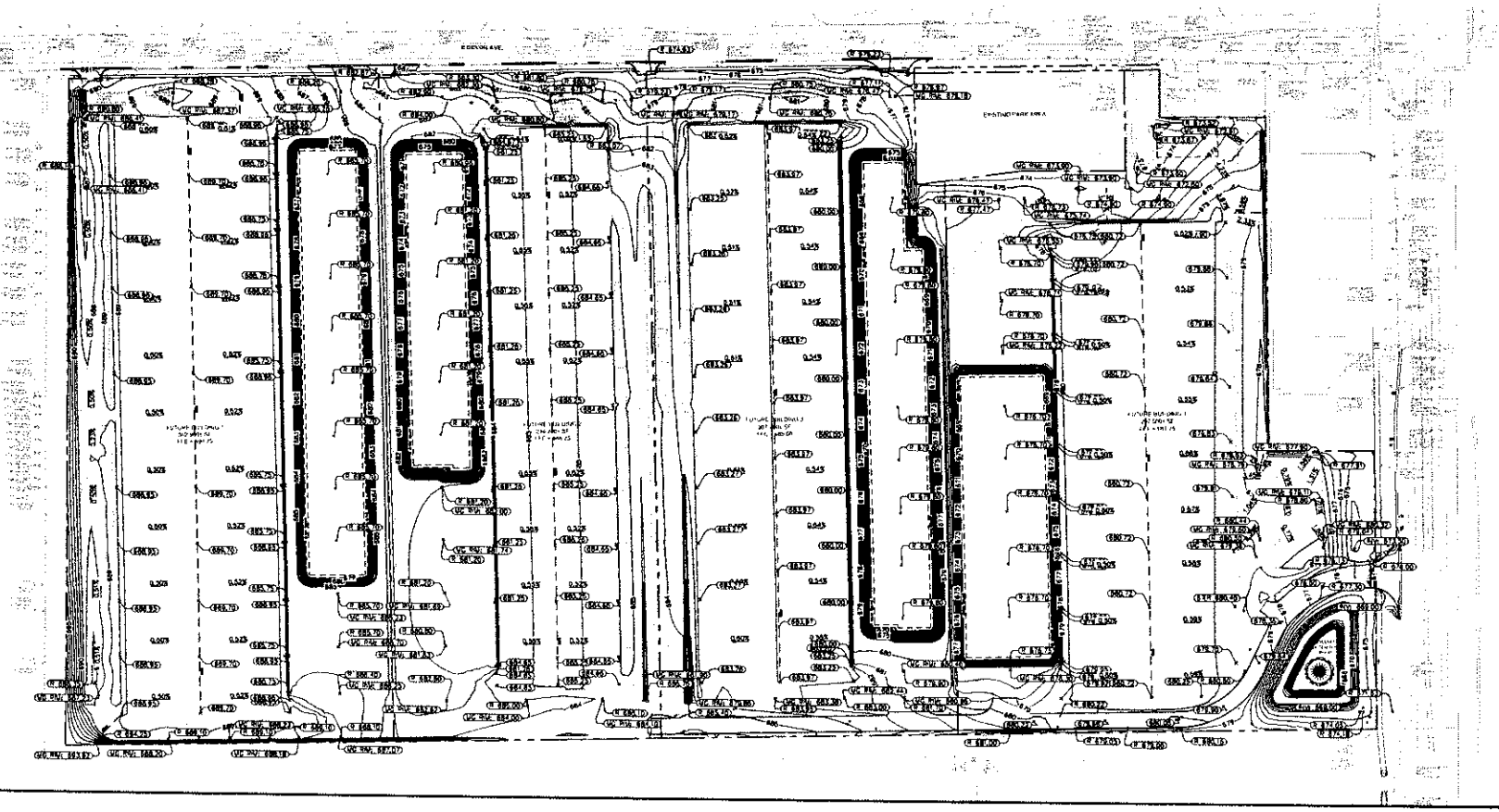
NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

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GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LINES.



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ML REALTY PARTNERS

PROLOGIS

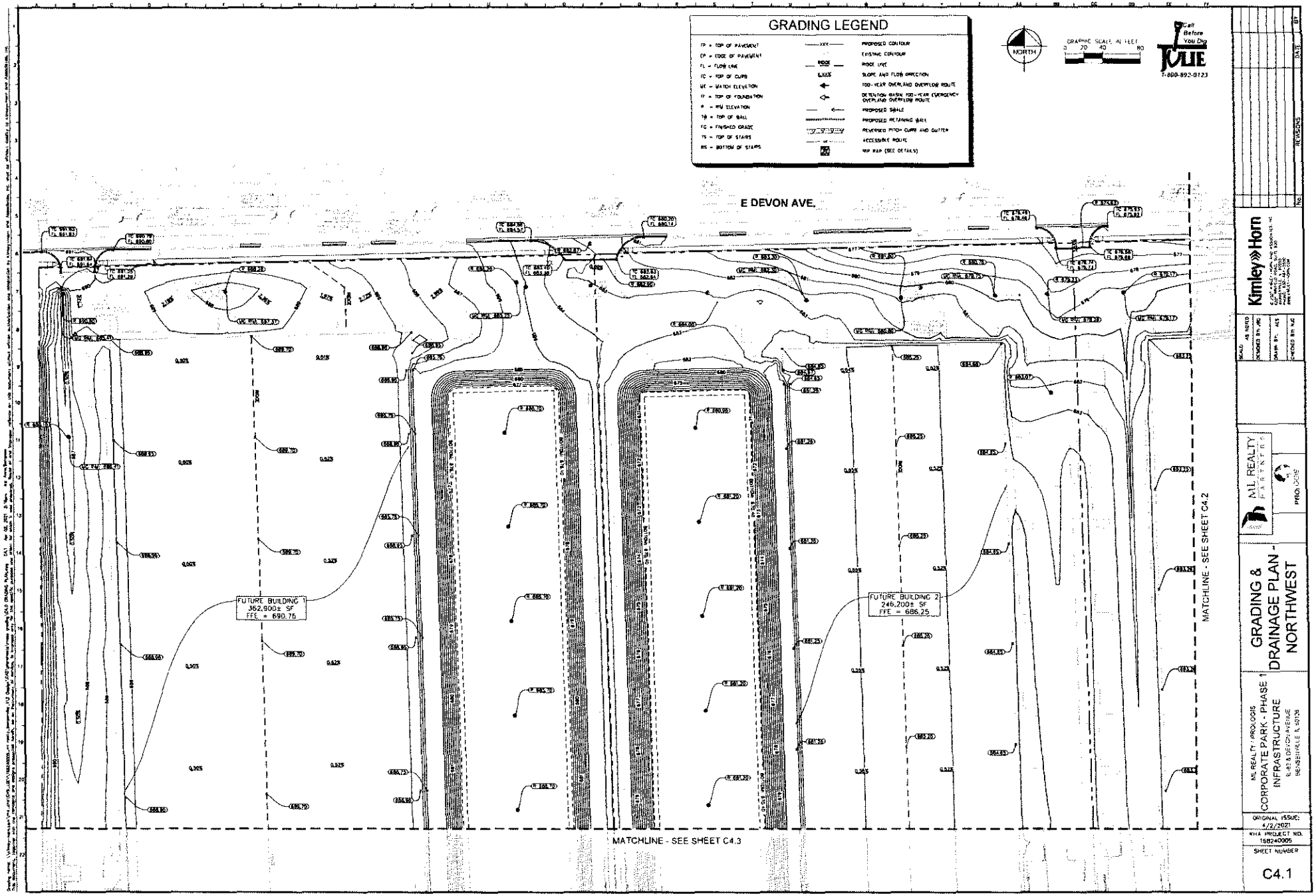
ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
I-88 & DEVON AVENUE
SEASEWHILLE, IL 60176

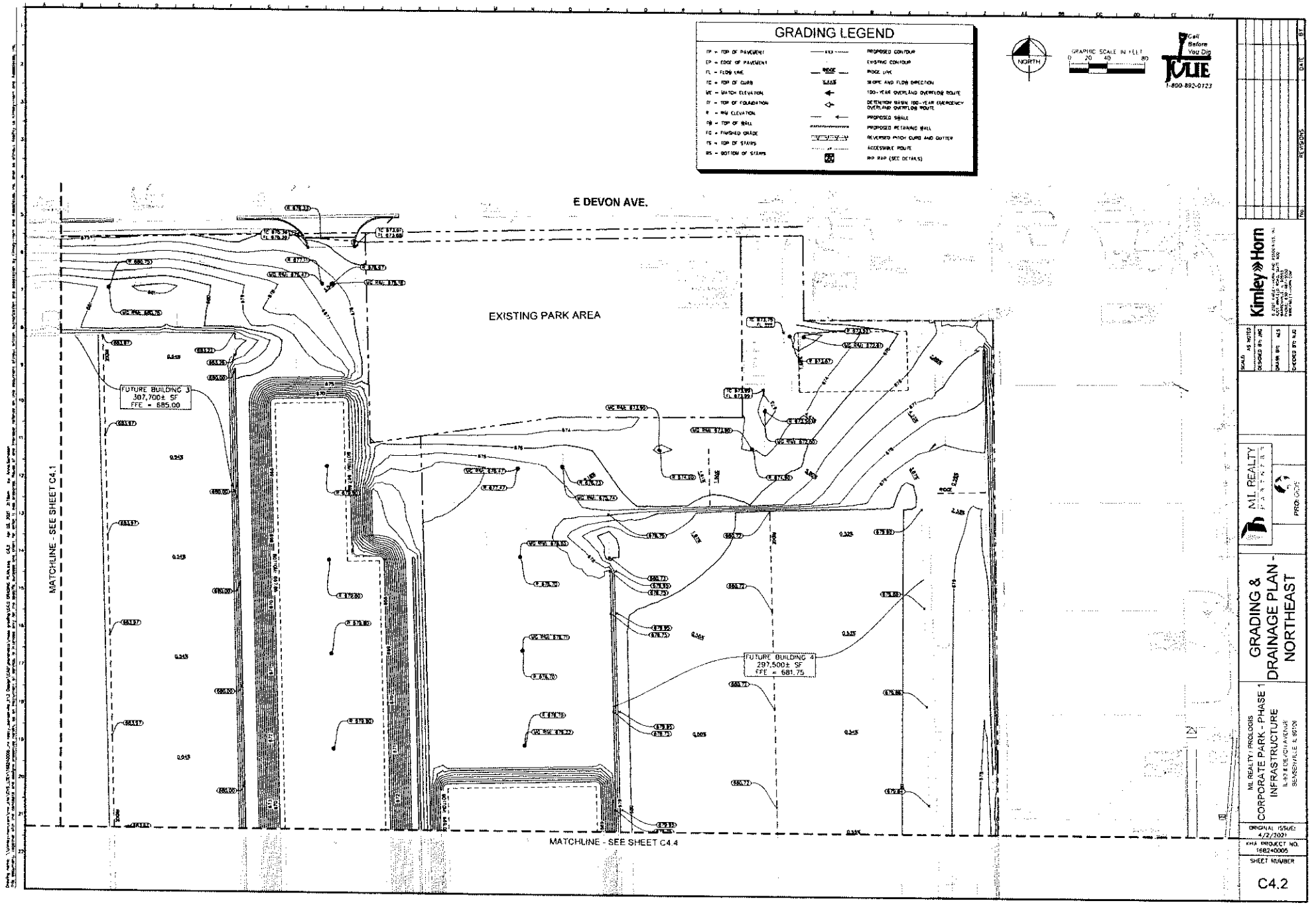
OVERALL GRADING PLAN

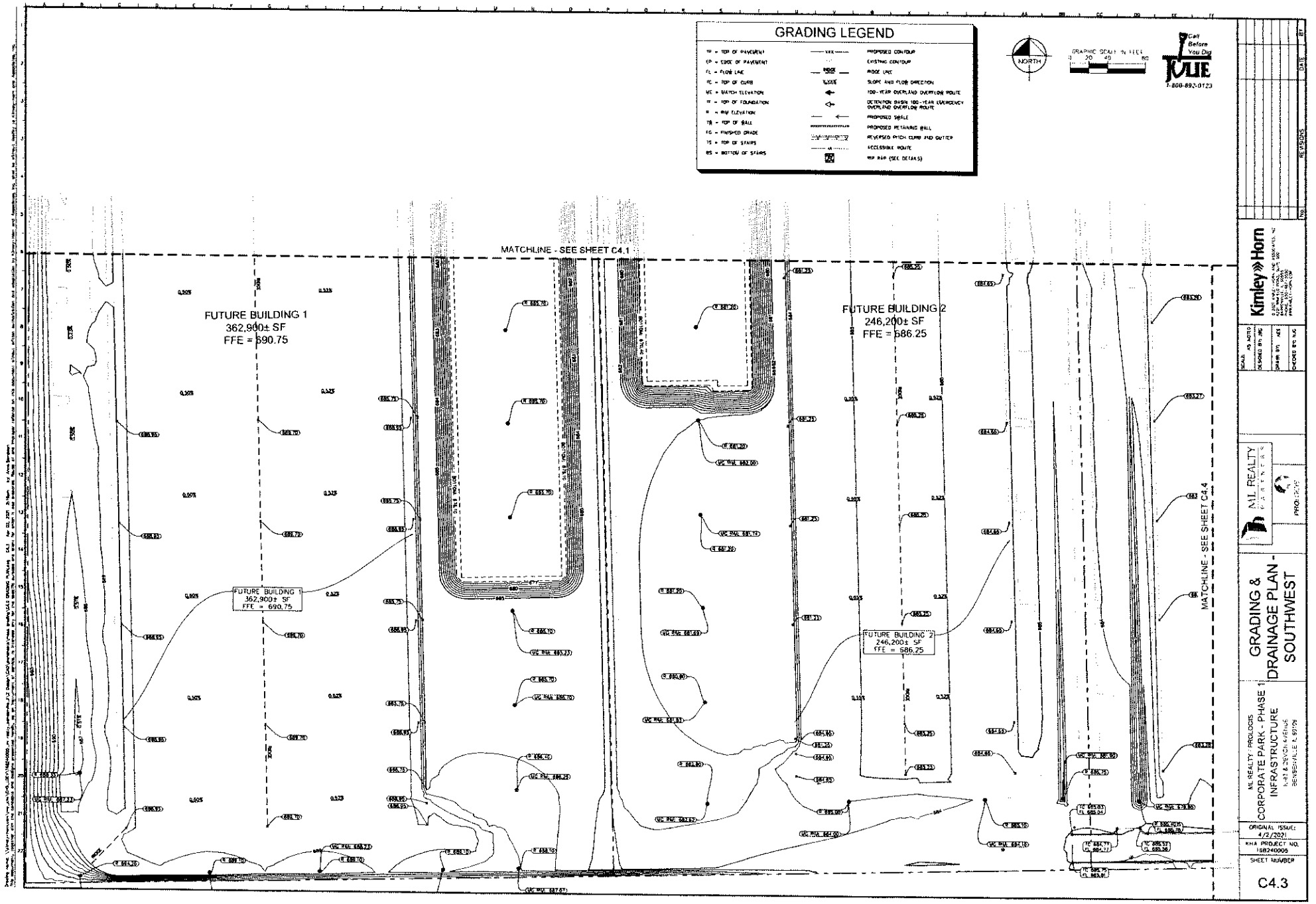
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SHEET NUMBER
C4.0

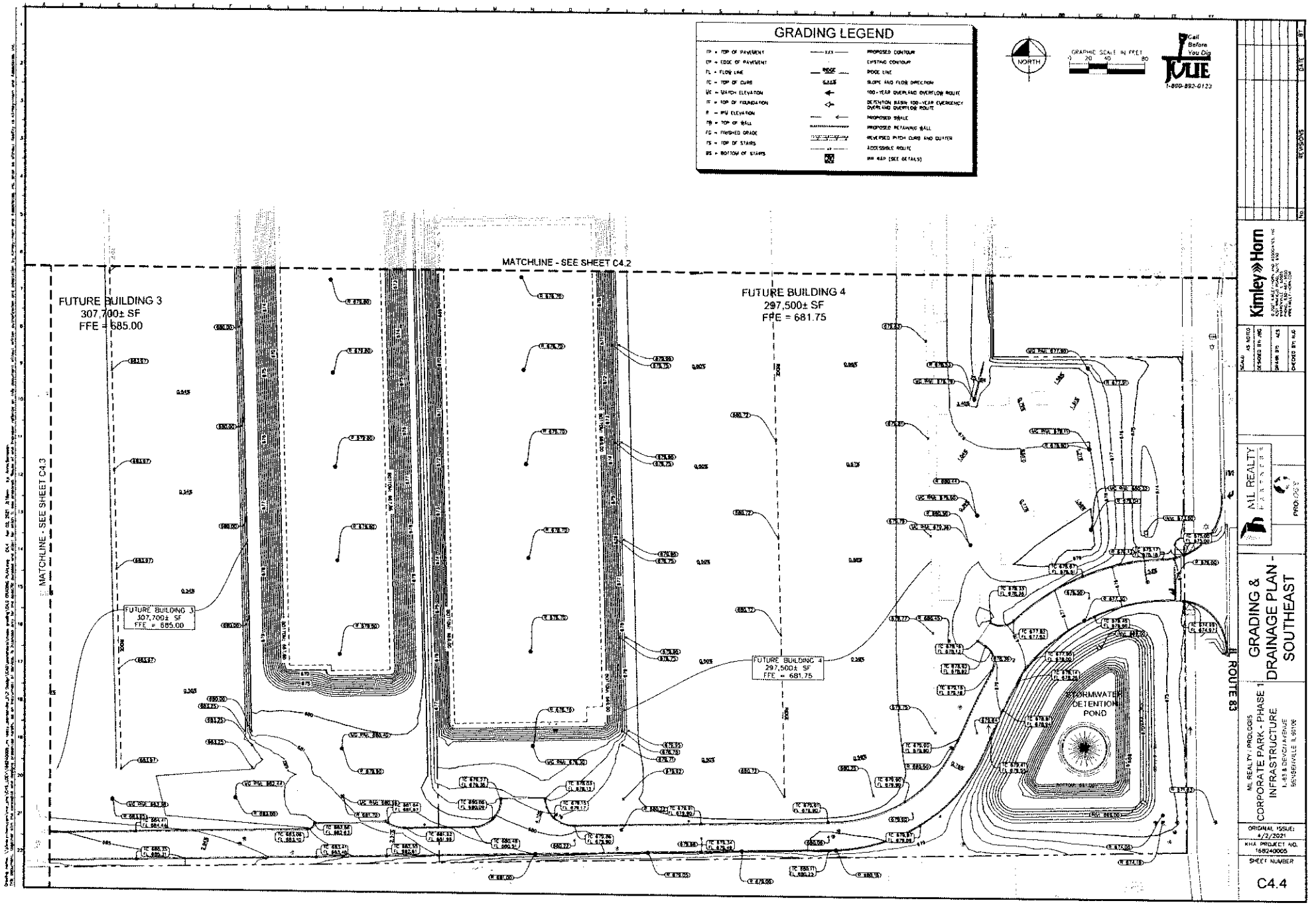
NO.	REVISIONS	DATE

SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: ACS
CHECKED BY: NJC


GRADING LEGEND
TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
MC = MATCH ELEVATION
TF = TOP OF FOUNDATION
# = RIM ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS
PROPOSED CONTOUR
EXISTING CONTOUR
RIDGE LINE
SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
DETENTION BASIN 100-YEAR EMERGENCY OVERFLOW OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
ACCESSIBLE ROUTE
INLET (SEE DETAILS)
NORTH
GRAPHIC SCALE IN FEET
0 20 40 80
Call Before You Dig
1-800-892-0123
E DEVON AVE.
FUTURE BUILDING 1
362,900± SF
FFE = 690.75
FUTURE BUILDING 2
246,200± SF
FFE = 686.25
MATCHLINE - SEE SHEET C4.2
MATCHLINE - SEE SHEET C4.3
Kimley»Horn
ALL REALTY PARTNERS
PROLOGIS
GRADING & DRAINAGE PLAN - NORTHWEST
ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
ORIGINAL ISSUE: 4/2/2021
KHA PROJECT NO. 158240005
SHEET NUMBER
C4.1


GRADING LEGEND
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EP = EDGE OF PAVEMENT
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ME = MATCH ELEVATION
TF = TOP OF FOUNDATION
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FG = FINISHED GRADE
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PROPOSED CONTOUR
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SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
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PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
ACCESSIBLE ROUTE
RIP RAP (SEE DETAILS)
NORTH
GRAPHIC SCALE IN FEET
0 20 40 80
Call Before You Dig
811
1-800-892-0123
E DEVON AVE.
EXISTING PARK AREA
FUTURE BUILDING 3
307,700± SF
FFE = 685.00
FUTURE BUILDING 4
297,500± SF
FFE = 681.75
MATCHLINE - SEE SHEET C4.1
MATCHLINE - SEE SHEET C4.4
Kimley»Horn
ML REALTY PARTNERS
PROLOGIS
GRADING & DRAINAGE PLAN - NORTHEAST
ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-50 & DEVON AVENUE
BENSENVILLE, ILLINOIS
ORIGINAL ISSUE:
4/2/2021
KHA PROJECT NO.
168240005
SHEET NUMBER
C4.2


GRADING LEGEND
TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION
TF = TOP OF FOUNDATION
R = RIM ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS
PROPOSED CONTOUR
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RIDGE LINE
SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
ACCESSIBLE ROUTE
RIP RAP (SEE DETAILS)
NORTH
GRAPHIC SCALE IN FEET
0 20 40 80
Call Before You Dig
811
1-800-832-0123
MATCHLINE - SEE SHEET C4.1
FUTURE BUILDING 1
362,900± SF
FFE = 690.75
FUTURE BUILDING 2
246,200± SF
FFE = 686.25
MATCHLINE - SEE SHEET C4.4
REVISIONS
No.
DATE
BY
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SCALE AS NOTED
DESIGNED BY: JMC
DRAWN BY: AES
CHECKED BY: NJG
ML REALTY PARTNERS
PROJECT
ML REALTY PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
I-85 & SEVEN OAKS RD
SENSEVILLE, SC 29715
GRADING & DRAINAGE PLAN - SOUTHWEST
ORIGINAL ISSUE:
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KHA PROJECT NO.
168240005
SHEET NUMBER
C4.3


GRADING LEGEND
TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
WE = WATER ELEVATION
TF = TOP OF FOUNDATION
P = PAD ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS
PROPOSED CONTOUR
EXISTING CONTOUR
RIDGE LINE
SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
ACCESSIBLE ROUTE
ADA MAP (SEE DETAILS)
NORTH
GRAPHIC SCALE IN FEET
0 20 40 80
Call Before You Dig
1-800-892-0123
MATCHLINE - SEE SHEET C4.2
MATCHLINE - SEE SHEET C4.3
FUTURE BUILDING 3
307,700± SF
FFE = 685.00
FUTURE BUILDING 4
297,500± SF
FFE = 681.75
STORMWATER DETENTION POND
ROUTE 83
Kimley»Horn
AS NOTED
DESIGNED BY: JNC
DRAWN BY: KS
CHECKED BY: RJG
M/L REALTY PARTNERS
PROJECT
M/L REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
I-83 & DEVON AVENUE
BENSENVILLE, ILLINOIS
GRADING & DRAINAGE PLAN - SOUTHEAST
ORIGINAL ISSUE:
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KHA PROJECT NO.
168240005
SHEET NUMBER
C4.4
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NO.
DATE
BY

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SANITARY SEWER MANHOLE
- EX. SANITARY SEWER CLEANOUT
- EX. STORM DRAIN LINE
- EX. STORM MANHOLE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. GAS METER
- EX. UNDERGROUND ELECTRIC LINE
- EX. UNDERGROUND TELEPHONE LINE
- EX. LIGHT POLE
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2560) (GRASS USE NEENAH R-4340-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1772) (GRASS USE NEENAH R-1789)
- PROPOSED COMBINATION CURB INLET (BB.12 CBG USE NEENAH R-3281-A)
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
- RIP RAP (SEE DETAILS)
- UG DETENTION CHAMBER
- PROPOSED FLARED END SECTION

UTILITY NOTES

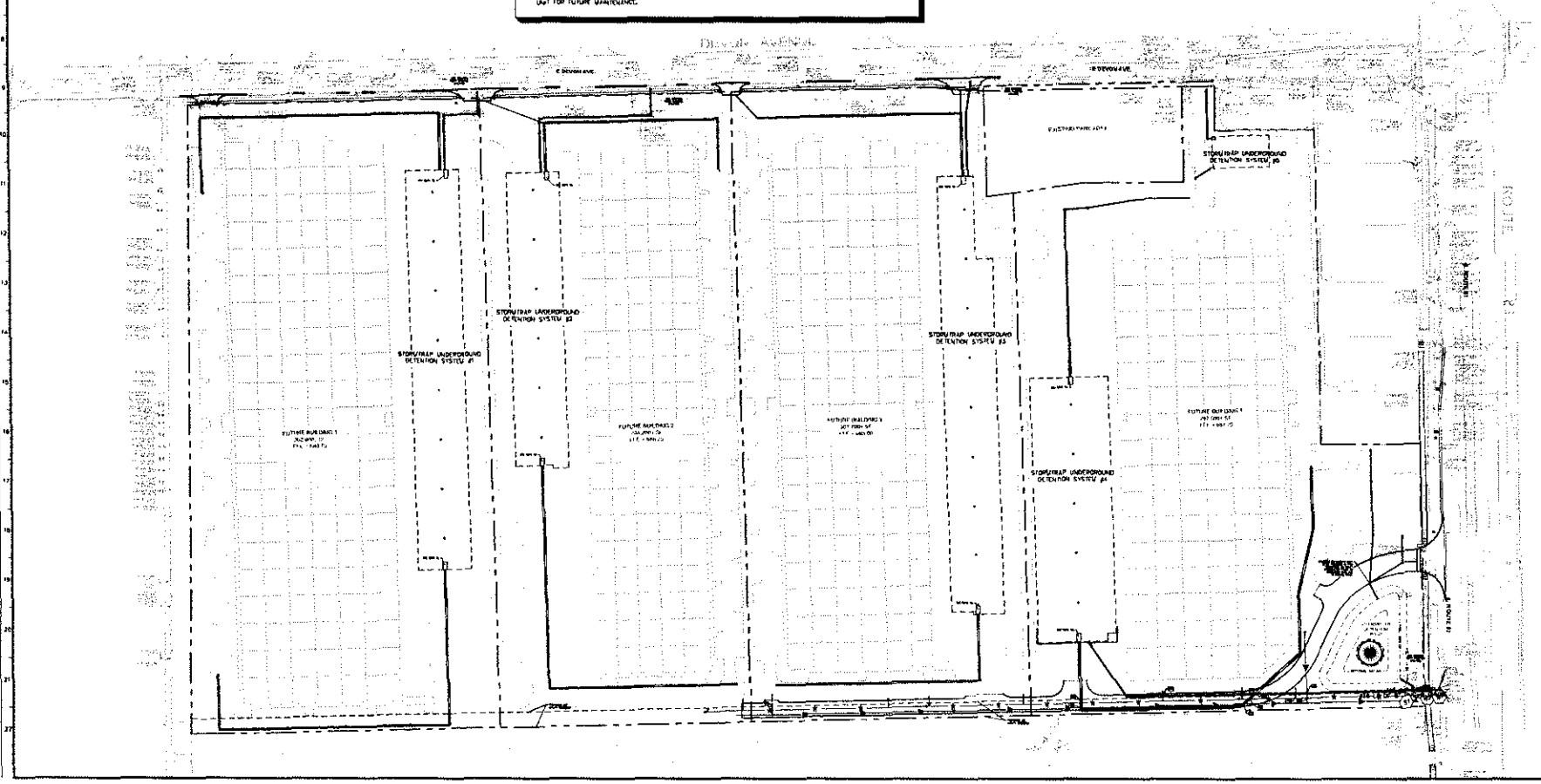
1. ALL WATER LINES 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN. THIS PIPE SHALL BE ASTM C900 (UNLESS WATER MAIN CASING IS UTILIZED), PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.
15. SEPARATE SEQ SYSTEM WATER QUALITY UNIT TO BE INCORPORATED INTO STORMTRAP CHAMBER WHERE PIPING OF STORM SEWER ENTERS UNDERGROUND SYSTEM. AN ACCESS HATCH SHALL BE PROVIDED OVER THIS CHAMBER UNIT FOR FUTURE MAINTENANCE.

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

Call Before You Dig JULIE 1-800-892-0123

SITE DATA	STORMWATER DETENTION SYSTEMS					
	STORMTRAP SYSTEM #1	STORMTRAP SYSTEM #2	STORMTRAP - SYSTEM #3	STORMTRAP - SYSTEM #4	STORMTRAP SYSTEM #5	WET BOTTOM POND
TOTAL PROJECT DISTURBED AREA (AC)						
EXISTING IMPERVIOUS AREA (AC)						
EXISTING PERVIOUS AREA (AC)						
PROPOSED IMPERVIOUS AREA (AC)						
PROPOSED PERVIOUS AREA (AC)						
STORMWATER DETENTION SUMMARY						
ALLOWABLE RELEASE RATE (C=0.5)(AC)	0.10	0.10	0.10	0.10	0.10	0.10
ACTUAL RELEASE RATE (CFS)	1.80	1.50	1.62	0.85	0.88	0.27
STORMWATER DETENTION REQUIRED (AC-FT)	10.80	8.50	9.30	7.04	3.66	1.23
STORMWATER DETENTION PROVIDED (AC-FT)	13.21	9.32	9.87	7.06	3.67	2.45
LOWEST RIM ELEVATION ON SYSTEM	685.70	680.80	674.60	673.50	673.50	675.00
STORMWATER SYSTEM HIGH WATER LEVEL (HWL)	683.90	678.50	674.50	674.50	672.75	674.00
STORMWATER SYSTEM NORMAL WATER LEVEL (NWL)	677.63	677.02	669.41	670.40	668.32	669.50
PCBMP STORAGE VOLUME SUMMARY						
TOP ELEVATION OF BMP STORAGE IN VAULT (INV.)	677.63	672.02	669.41	670.40	668.32	669.50
BOTTOM ELEVATION OF VAULT	677.38	671.40	669.10	670.00	668.00	669.00
TOP ELEVATION OF BMP STORAGE IN STONE	677.38	671.40	668.10	670.00	668.00	
BOTTOM ELEVATION OF BMP STORAGE IN STONE	676.38	670.40	667.95	668.00	666.75	
BMP STORAGE REQUIRED (AC-FT)	1.66	1.35	1.51	1.39	0.13	0.18
BMP STORAGE PROVIDED (AC-FT)	1.66	1.35	1.51	1.40	0.13	0.22



Kimley»Horn
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6250 HILLCREST PLAZA, SUITE 100
DALLAS, TEXAS 75230
PHONE: 469-589-3030
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NO.	REVISIONS	DATE	BY

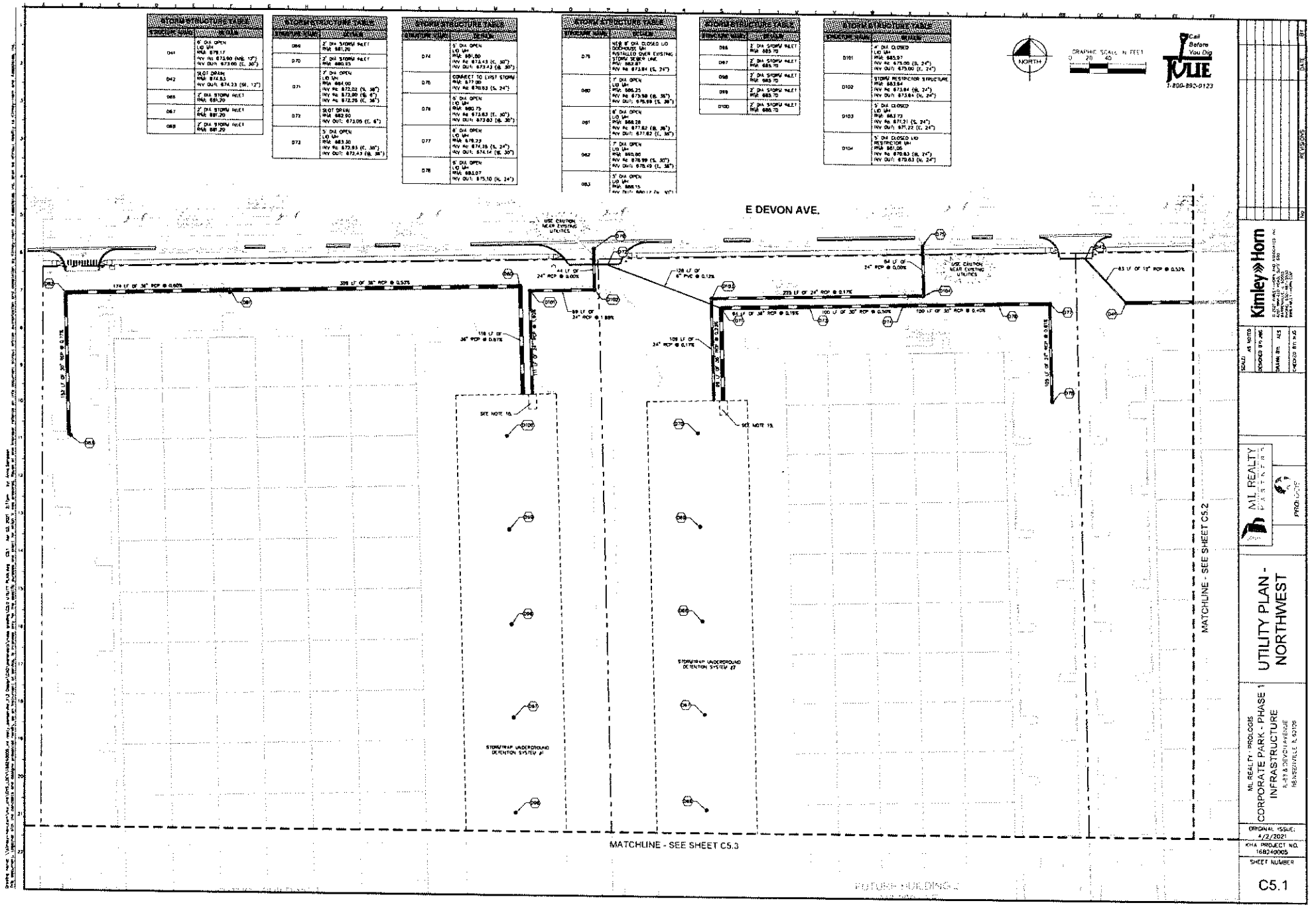
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ML REALTY PARTNERS
PROLOGIS

OVERALL UTILITY PLAN

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
E-83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 4/2/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C5.0



STORM STRUCTURE TABLE	
STRUCTURE NAME	RIM & INV
044	6' DIA OPEN LID MH RIM: 879.17 INV IN: 873.90 (NW, 12") INV OUT: 873.90 (E, 30")
042	SLOT DRAIN RIM: 874.83 INV OUT: 874.23 (SE, 12")
066	2' DIA STORM INLET RIM: 881.70
067	2' DIA STORM INLET RIM: 881.70
068	2' DIA STORM INLET RIM: 881.70

STORM STRUCTURE TABLE	
STRUCTURE NAME	RIM & INV
069	2' DIA STORM INLET RIM: 881.70
070	2' DIA STORM INLET RIM: 880.85
071	7' DIA OPEN LID MH RIM: 884.00 INV IN: 872.02 (S, 30") INV IN: 872.90 (E, 6") INV IN: 872.25 (E, 30")
072	SLOT DRAIN RIM: 882.90 INV OUT: 872.05 (E, 6")
073	5' DIA OPEN LID MH RIM: 883.30 INV IN: 873.93 (E, 30") INV OUT: 873.43 (W, 36")

STORM STRUCTURE TABLE	
STRUCTURE NAME	RIM & INV
074	5' DIA OPEN LID MH RIM: 881.00 INV IN: 873.43 (E, 30") INV OUT: 873.43 (W, 30")
075	CONNECT TO EXIST STORM RIM: 877.00 INV IN: 870.83 (S, 24")
076	5' DIA OPEN LID MH RIM: 880.79 INV IN: 873.63 (E, 30") INV OUT: 873.63 (W, 30")
077	6' DIA OPEN LID MH RIM: 878.23 INV IN: 874.35 (S, 24") INV OUT: 874.14 (W, 30")
078	6' DIA OPEN LID MH RIM: 881.07 INV OUT: 875.10 (N, 24")

STORM STRUCTURE TABLE	
STRUCTURE NAME	RIM & INV
079	NEW 8' DIA CLOSED LID DOGHOUSE MH INSTALLED OVER EXISTING STORM SEWER LINE RIM: 882.87 INV IN: 873.84 (S, 24")
080	7' DIA OPEN LID MH RIM: 886.25 INV IN: 875.99 (E, 36") INV OUT: 875.99 (S, 36")
081	8' DIA OPEN LID MH RIM: 888.28 INV IN: 877.82 (E, 36") INV OUT: 877.82 (S, 36")
082	7' DIA OPEN LID MH RIM: 883.86 INV IN: 876.99 (S, 30") INV OUT: 876.49 (E, 36")
083	5' DIA OPEN LID MH RIM: 886.15 INV OUT: [illegible]

STORM STRUCTURE TABLE	
STRUCTURE NAME	RIM & INV
065	2' DIA STORM INLET RIM: 885.70
067	2' DIA STORM INLET RIM: 885.70
068	2' DIA STORM INLET RIM: 885.70
069	2' DIA STORM INLET RIM: 885.70
D100	2' DIA STORM INLET RIM: 886.70

STORM STRUCTURE TABLE	
STRUCTURE NAME	RIM & INV
D101	4' DIA CLOSED LID MH RIM: 885.97 INV IN: 875.00 (S, 24") INV OUT: 875.00 (E, 24")
D102	STORM RESTRICTOR STRUCTURE RIM: 883.84 INV IN: 873.84 (W, 24") INV OUT: 873.84 (N, 24")
D103	5' DIA CLOSED LID MH RIM: 883.73 INV IN: 877.21 (S, 24") INV OUT: 877.22 (E, 24")
D104	5' DIA CLOSED LID RESTRICTOR MH RIM: 881.06 INV IN: 870.63 (W, 24") INV OUT: 870.63 (N, 24")

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NO.	REVISIONS	DATE	BY

SCALE: AS NOTED
DESIGNED BY: MC
DRAWN BY: ACS
CHECKED BY: MC

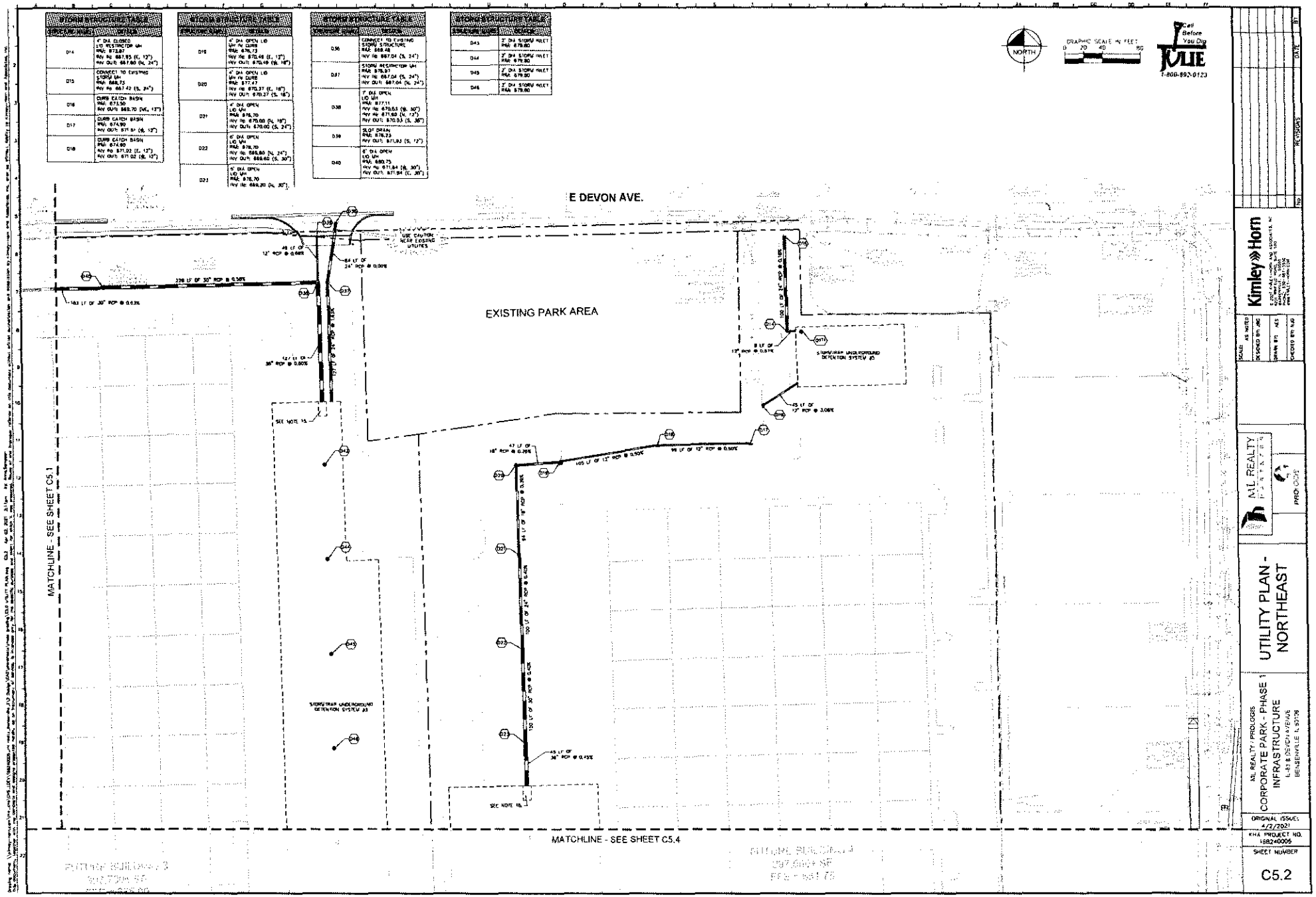
ML REALTY PARTNERS

PROLOGIS

UTILITY PLAN - NORTHWEST

ML REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
E 87 & DEVON AVENUE
ISANNSVILLE, IL 60106

ORIGINAL ISSUE:
4/2/2021
KHA PROJECT NO.
168240005
SHEET NUMBER
C5.1


E DEVON AVE.
EXISTING PARK AREA
MATCHLINE - SEE SHEET C5.1
MATCHLINE - SEE SHEET C5.4
SEE NOTE 15
SEE NOTE 16
USE CAUTION NEAR EXISTING UTILITIES
STORMTRAP UNDERGROUND DETENTION SYSTEM #3
STORMTRAP UNDERGROUND DETENTION SYSTEM #2
GRAPHIC SCALE IN FEET
0 20 40 80
NORTH
Call Before You Dig
811
1-800-892-0123
Kimley»Horn
AIL REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
UTILITY PLAN - NORTHEAST
ORIGINAL ISSUE: 4/2/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C5.2

STORM STRUCTURE TABLE	
STRUCTURE NAME	DETAILS
D56	6' DIA. OPEN LID: MH RIM: 680.40 INV OUT: 673.00 (E, 30")
D57	5' DIA. OPEN LID: MH RIM: 680.75 INV OUT: 676.85 (S, 24")
D58	5' DIA. OPEN LID: MH RIM: 680.10 INV IN: 677.70 (E, 24") INV OUT: 677.20 (S, 30")
D59	6' DIA. OPEN LID: MH RIM: 680.00 INV IN: 676.40 (E, 30") INV OUT: 676.40 (S, 30")
D60	6' DIA. OPEN LID: MH RIM: 682.80 INV IN: 675.88 (E, 30") INV OUT: 675.65 (N, 30")

STORM STRUCTURE TABLE	
STRUCTURE NAME	DETAILS
D61	5' DIA. OPEN LID: MH RIM: 681.20 INV IN: 674.75 (S, 30") INV OUT: 673.65 (N, 36")
D62	5' DIA. OPEN LID: MH RIM: 681.20 INV IN: 674.75 (S, 30") INV OUT: 673.65 (N, 36")
D63	5' DIA. OPEN LID: MH RIM: 681.20 INV IN: 673.05 (S, 36") INV OUT: 673.05 (N, 36")
D64	5' DIA. OPEN LID: MH RIM: 681.20 INV IN: 672.40 (S, 36") INV OUT: 672.40 (N, 36")
D65	2' DIA. STORM INLET RIM: 681.20

STORM STRUCTURE TABLE	
STRUCTURE NAME	DETAILS
D54	4' DIA. OPEN LID: MH IN CURB RIM: 686.25 INV OUT: 682.55 (S, 30")
D55	5' DIA. CLOSED LID: MH RIM: 684.26 INV IN: 682.15 (N, 30") INV OUT: 682.13 (E, 30")
D56	5' DIA. OPEN LID: MH RIM: 689.10 INV IN: 681.30 (E, 30") INV OUT: 681.30 (E, 30")
D57	5' DIA. OPEN LID: MH RIM: 689.10 INV IN: 680.89 (E, 30") INV OUT: 680.85 (E, 30")
D58	5' DIA. OPEN LID: MH RIM: 689.10 INV IN: 680.10 (E, 30") INV OUT: 680.10 (E, 30")

STORM STRUCTURE TABLE	
STRUCTURE NAME	DETAILS
D66	6' DIA. OPEN LID: MH RIM: 686.10 INV IN: 676.70 (E, 30") INV OUT: 676.70 (N, 30")
D90	5' DIA. CLOSED LID: MH RIM: 686.40 INV IN: 679.20 (S, 30") INV OUT: 679.20 (N, 30")
D91	6' DIA. OPEN LID: MH RIM: 685.70 INV IN: 678.75 (S, 30") INV OUT: 678.25 (N, 36")
D92	5' DIA. OPEN LID: MH RIM: 683.70 INV IN: 677.90 (S, 36") INV OUT: 677.90 (N, 36")
D93	2' DIA. STORM INLET RIM: 686.70

STORM STRUCTURE TABLE	
STRUCTURE NAME	DETAILS
D94	2' DIA. STORM INLET RIM: 685.70
D95	2' DIA. STORM INLET RIM: 685.70

SANITARY STRUCTURE TABLE	
STRUCTURE NAME	DETAILS
S3	4' DIA. SANITARY MH RIM: 686.10 INV IN: 674.09 (E, 8") INV IN: 674.09 (N, 8") INV OUT: 674.09 (E, 8")
S6	CAP FOR FUTURE SANITARY SEWER CONNECTION RIM: 676.00 INV OUT: 674.30 (E, 8")
S7	CAP FOR FUTURE SANITARY SEWER CONNECTION RIM: 675.05 INV OUT: 674.25 (S, 8")

WATER STRUCTURE TABLE	
STRUCTURE NAME	DETAILS
W1	10" x 8" x 10" TEE FG ELEV: 689.67
W12	VALVE VAULT FG ELEV: 685.67
W14	VALVE VAULT FG ELEV: 685.81
W15	14H FG ELEV: ~694.48
W16	10" x 8" x 10" TEE FG ELEV: 688.04
W17	FH FG ELEV: 685.88

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

Call Before You Dig
811
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UTILITY CROSSING LEGEND

(1) 8" SAN. INV = 674.19
10" WATER T/P = 672.90'

NOTE: WHERE THERE IS LESS THAN 18 FT HORIZONTAL OR 18-IN VERTICAL SEPARATION BETWEEN A SEWER AND WATER MAIN, OR A WATER MAIN CROSSES UNDER A SEWER, WATER MAIN QUALITY PIPE IS TO BE USED TO CONSTRUCT THE SEWER OR DITCH PIPE IS TO BE ENCASED. THE PROTECTION MUST EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE DISTANCE BETWEEN THE WATER MAIN AND SEWER IS AT LEAST 10 FT. ACCEPTABLE WATER MAIN QUALITY PIPE INCLUDES PVC SDR/DIAD MEETING ASTM D2241, M-N JOINTS MEETING ASTM D3139 OR DUCTILE IRON PIPE. INCH STORM SEWER WITH FLEXIBLE GASKET JOINTS MEETING ASTM C361 OR ASTM C443 IS ALSO ACCEPTABLE AT CROSSINGS

MATCHLINE - SEE SHEET C5.1

FUTURE BUILDING 1
362,900± SF
FFE = 690.75

FUTURE BUILDING 2
246,200± SF
FFE = 686.25

SEE NOTE 15

SEE NOTE 15

42 LF OF 30" RCP @ 0.90%

150 LF OF 30" RCP @ 0.85%

150 LF OF 30" RCP @ 0.85%

150 LF OF 30" RCP @ 0.85%

150 LF OF 30" RCP @ 0.85%

150 LF OF 30" RCP @ 0.57%

144 LF OF 30" RCP @ 0.85%

83 LF OF 30" RCP @ 1.03%

38 LF OF 30" RCP @ 13.77%

150 LF OF 30" RCP @ 0.37%

139 LF OF 30" RCP @ 0.67%

117 LF OF 30" RCP @ 0.85%

131 LF OF 30" RCP @ 0.42%

80 LF OF 30" RCP @ 0.80%

86 LF OF 30" RCP @ 0.39%

PROPOSED 30' UTILITY EASEMENT

6" DIP

10" DIP

43 LF OF 8" PVC @ 0.40%

34.5 LF OF 8" PVC @ 0.40%

MATCHLINE - SEE SHEET C5.4

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: JRC
DRAWN BY: ACS
CHECKED BY: RJC

M/L REALTY PARTNERS

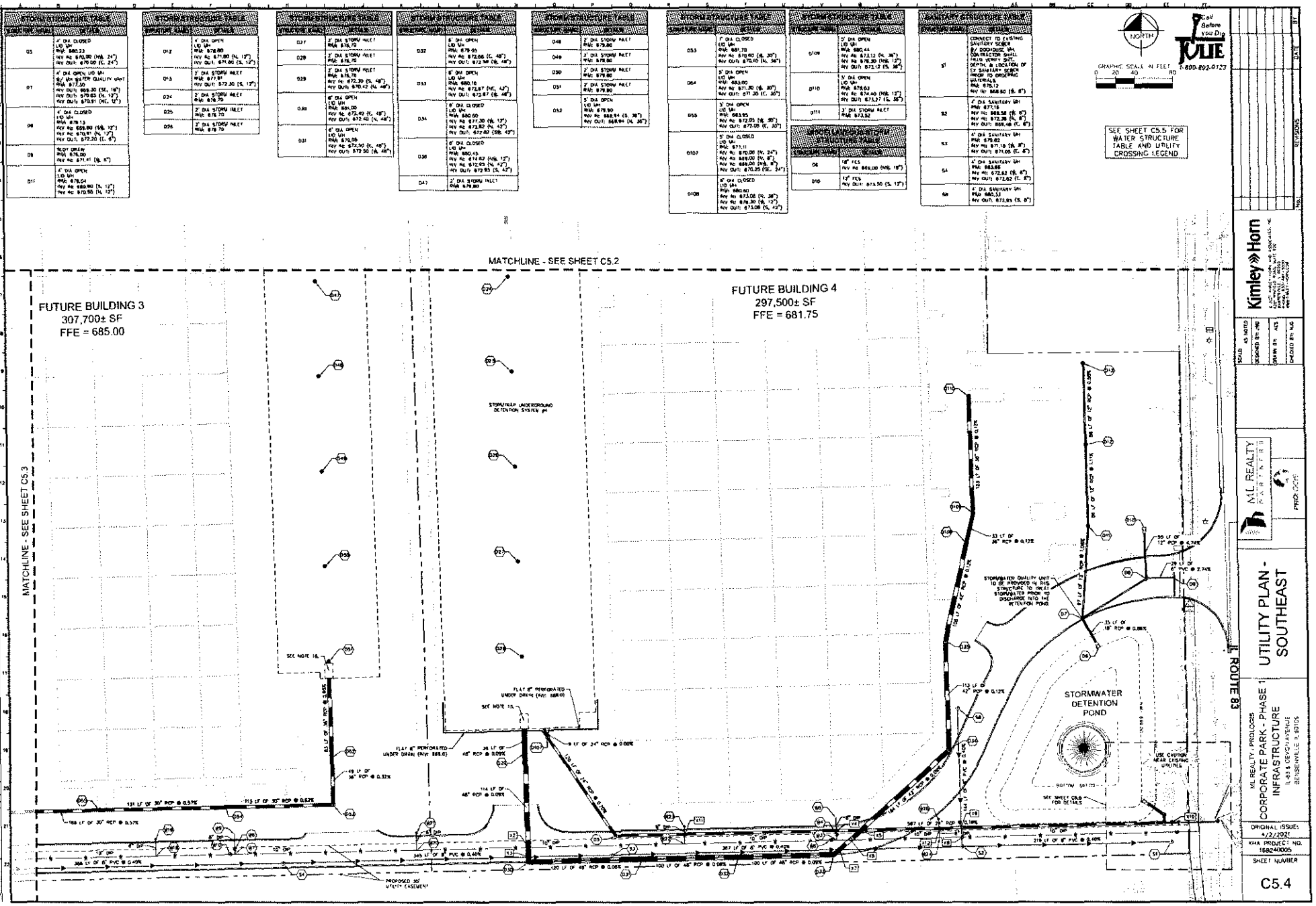
PROJECT

UTILITY PLAN - SOUTHWEST

ML REALTY PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
1-80 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
4/2/2021
KHA PROJECT NO.
168240005
SHEET NUMBER
C5.3

REVISIONS
NO. DATE BY



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ML REALTY PARTNERS

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
1 & 5 & DEVOI AVENUE
BENSENVILLE, IL 60106

UTILITY PLAN - SOUTHEAST

ORIGINAL ISSUE:
4/2/2021

KHA PROJECT NO.
168240005

SHEET NUMBER
C5.4

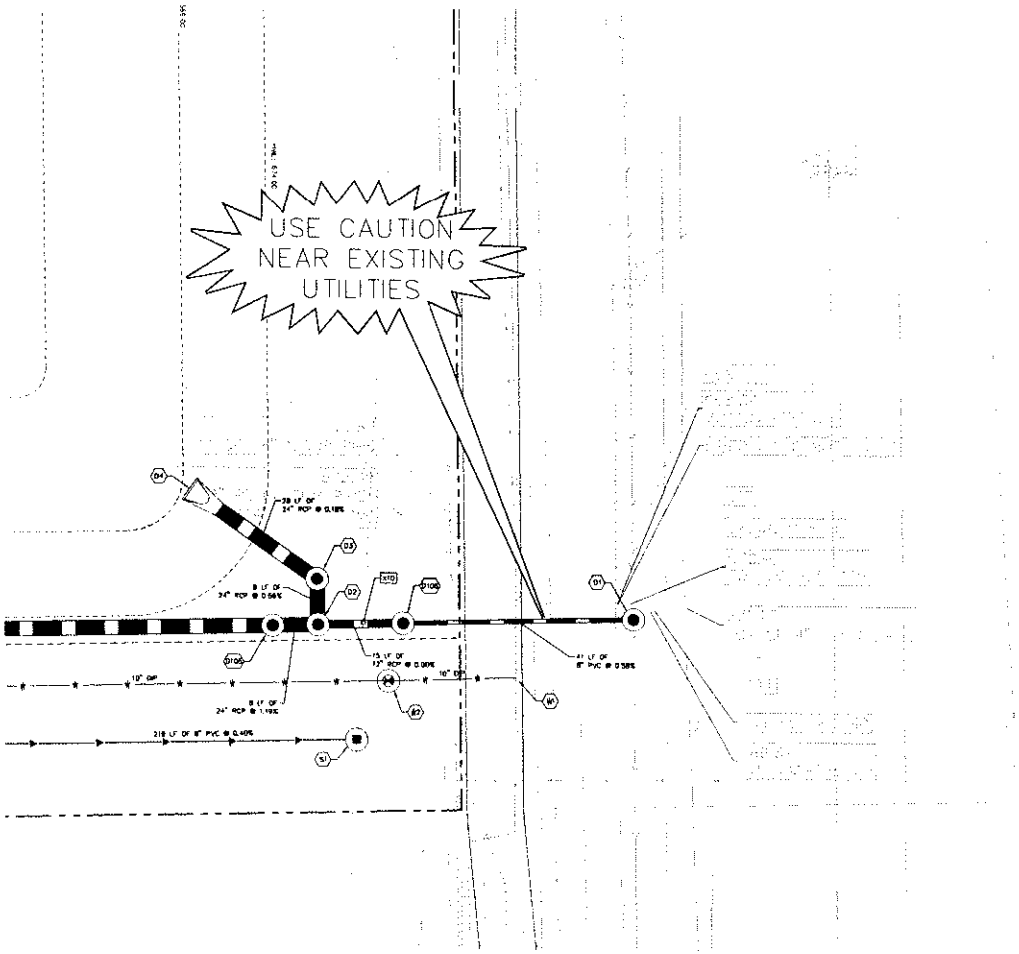
WATER STRUCTURE TABLE	
STRUCTURE	RIM/INVERT
W1	PRESSURE CONNECT TO EXISTING WATER MAIN FG ELEV: 673.40
W7	VALVE VAULT FG ELEV: 673.40
W3	10" x 8" x 10" TEE FG ELEV: 680.32
W4	VALVE VAULT FG ELEV: 680.39
W5	TAP FG ELEV: 680.72
W6	VALVE VAULT FG ELEV: 680.34
W7	10" x 8" x 10" TEE FG ELEV: 684.17
W8	VALVE VAULT FG ELEV: 684.03
W9	TAP FG ELEV: 683.86
W10	VALVE VAULT FG ELEV: 684.17

WATER STRUCTURE TABLE	
STRUCTURE	RIM/INVERT
W18	10" x 8" x 10" TEE FG ELEV: 680.92
W19	FH FG ELEV: 684.65
W20	10" x 8" x 10" TEE FG ELEV: 681.68
W21	FH FG ELEV: 681.97
W22	10" x 8" x 10" TEE FG ELEV: 678.94
W23	FH FG ELEV: 680.50
W24	10" x 8" x 10" TEE FG ELEV: 678.68
W25	FH FG ELEV: 678.54

UTILITY CROSSING LEGEND

X1	42" STORM 8" SAN	B/P = 672.30 T/P = 670.78		X5	8" SAN 10" WATER	B/P = 672.40 T/P = 668.00	
X2	48" STORM 10" WATER	B/P = 671.97 T/P = 670.43+		X6	8" SAN 24" STORM	B/P = 672.43 T/P = 671.91	
X3	48" STORM 8" SAN	B/P = 672.30 T/P = 672.16		X7	10" SAN 12" STORM	B/P = 668.84 T/P = 668.14	
X4	8" WATER 24" STORM	B/P = 673.85 T/P = 671.90		X8	6" WATER 24" STORM	B/P = 673.98 T/P = 672.12	
X5	42" STORM 24" STORM	B/P = 672.31 T/P = 671.80		X9	24" STORM 8" WATER	B/P = 669.38 T/P = 667.90+	

NOTE: WHERE THERE IS LESS THAN 18 FT HORIZONTAL OR 18-IN VERTICAL SEPARATION BETWEEN A SEWER AND WATER MAIN, OR A WATER MAIN CROSSES UNDER A SEWER, WATER MAIN QUALITY PIPE IS TO BE USED TO CONSTRUCT THE SEWER OR EITHER PIPE IS TO BE ENCASED. THE PROTECTION MUST EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE DISTANCE BETWEEN THE WATER MAIN AND SEWER IS AT LEAST 10 FT. ACCEPTABLE WATER MAIN QUALITY PIPE INCLUDES PVC SDR/AWWA MEETING ASTM D2241 WITH JOINTS MEETING ASTM D3139 OR DUCTILE IRON PIPE. RCP STORM SEWER WITH FLEXIBLE GASKET JOINTS MEETING ASTM C361 OR ASTM C443 IS ALSO ACCEPTABLE AT CROSSINGS.



DETENTION VAULT 4 AND
DETENTION POND OUTLET DETAIL

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

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NO.	REVISIONS	DATE	BY

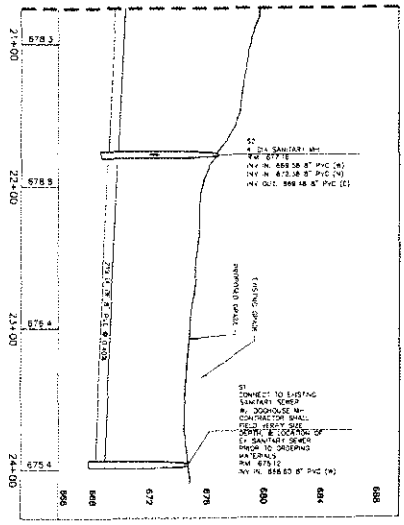
SCALE: AS NOTED
DESIGNED BY: JRC
DRAWN BY: KS
CHECKED BY: MJG

M/I REALTY PARTNERS
PROJECT

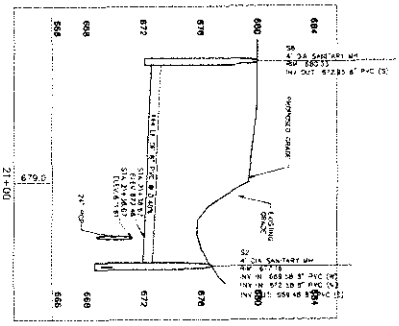
UTILITY PLAN - SOUTHEAST DETAIL

M/I REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

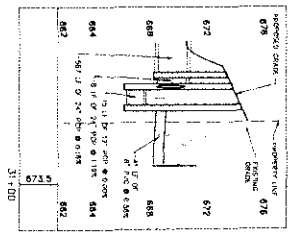
ORIGINAL ISSUE:
4/2/2021
KHA PROJECT NO.
168240005
SHEET NUMBER
C5.5



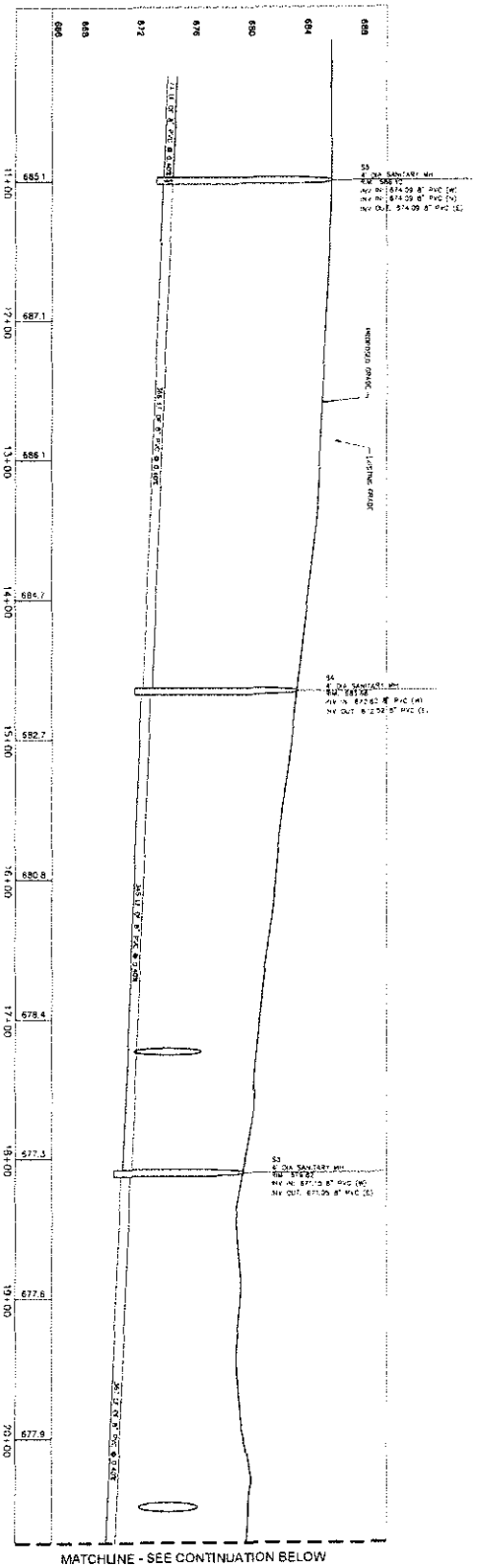
SOUTH SANITARY PROFILE 1 (CONT.)
H:1"=40'
V:1"=4'



SOUTH SANITARY PROFILE 2
H:1"=40'
V:1"=4'



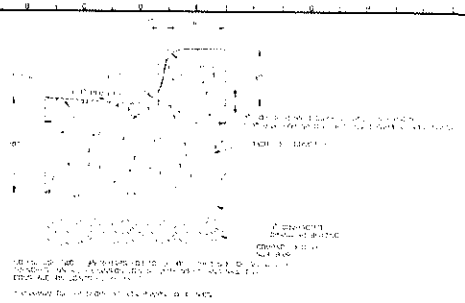
PROPERTY 4
STORM OUTFALL PROFILE
H:1"=40'
V:1"=4'



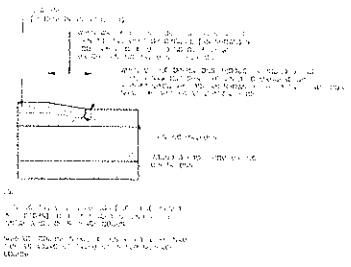
SOUTH SANITARY PROFILE 1
H:1"=40'
V:1"=4'

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1-800-892-0123

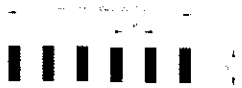
C5.6	ML REALTY / PROLOGIS CORPORATE PARK - PHASE 1 INFRASTRUCTURE IL-83 & DEVON AVENUE BENSENVILLE, IL 60106	UTILITY PROFILES	ML REALTY PROLOGIS	SCALE: AS NOTED DESIGNED BY: JWS DRAWN BY: AES CHECKED BY: MJG	Kimley»Horn 1400 WINFIELD ROAD, SUITE 350 NAPERVILLE, IL 60563 PHONE: 630-487-3550 ©2021 KIMLEY-HORN CORP.	No.: REVISIONS DATE: BY	ORIGINAL ISSUE: 10/11/2021 KHA PROJECT NO. 168040005 SHEET NUMBER



B6.12 CURB & GUTTER
N.T.S.

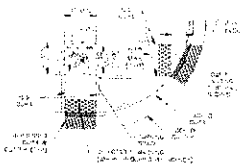


BUTT JOINT
N.T.S.



PAINTED CROSS-WALK DETAIL
N.T.S.

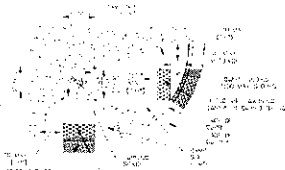
GENERAL NOTES:



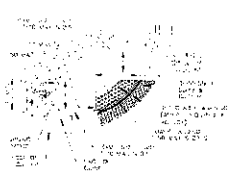
RAMPS IN LANDSCAPED AREA
(W/ INLET < 5')



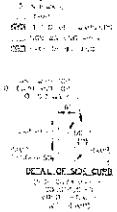
RAMPS IN LANDSCAPED AREA
(SETBACK < 5')



RAMPS IN PAVED AREA
(W/ INLET < 5')



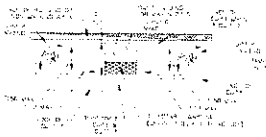
RAMPS IN PAVED AREA
(SETBACK < 5')



DETAIL OF SOIL CURB



RECOMMENDED LOCATION OF RAMPS



PARALLEL MID-BLOCK CURB RAMP



PERPENDICULAR MID-BLOCK CURB RAMP

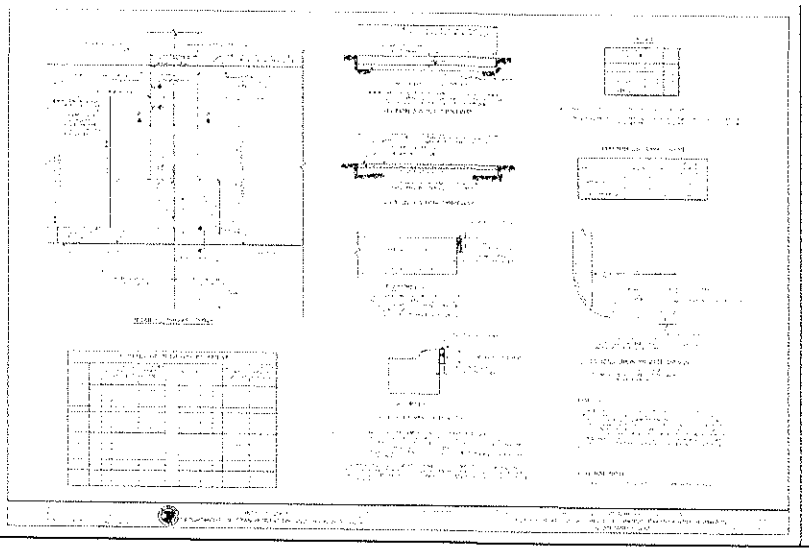


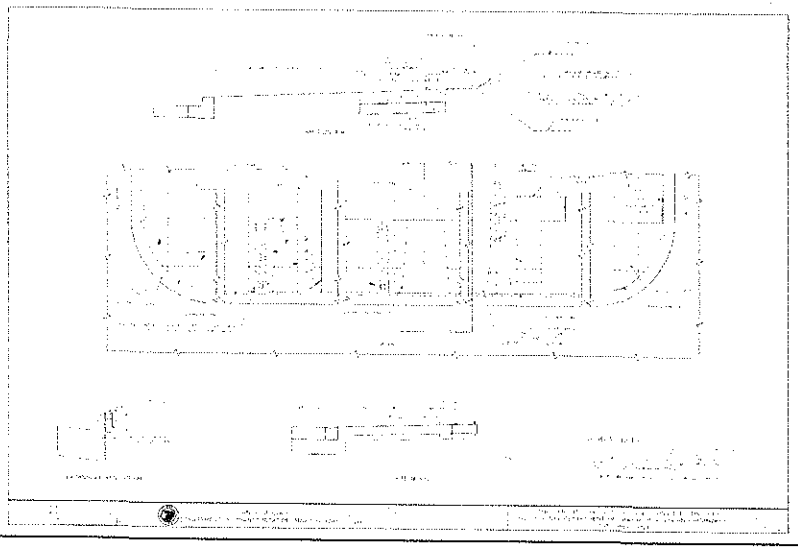
RECTANGULAR MID-BLOCK CURB RAMP
(OPTION 2)



RAMPS ADJACENT TO PAVEMENT

SIDEWALK AND SIDEWALK RAMPS
N.T.S.





Kimley»Horn

NO.	REVISIONS	BY	DATE

SCALE: AS NOTED
DESIGNED BY: AMC
DRAWN BY: AJS
CHECKED BY: AJS

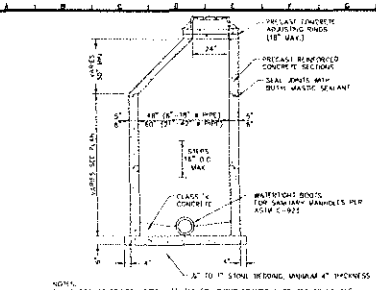
ML REALTY PARTNERS
PROLOGIS

CONSTRUCTION DETAILS

ML REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
E 4TH & DEPOT AVENUE
BENSENVILLE, IL 60106

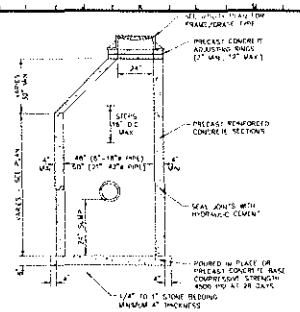
ORIGINAL ISSUE
4/2/2021
KHA PROJECT 110
168240005

SHEET NUMBER
C6.0

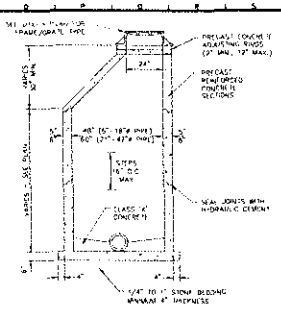


NOTES:
1. UNLESS OTHERWISE NOTED, USE THE FOLLOWING FRAMES & GRATES OR EQUALS:
   - 13"-IN PAVED AREAS, NEENAH R-1713 OR APPROVED EQUAL WITH TYPE B COVER (CLOSED)
   - 12"-IN GRASS, NEENAH R-1731 W/TYPE B COVER (CLOSED)
2. EAST JORDAN COMPLAINTS ALSO MAY BE USED.
3. ALL COVERS SHALL BE SELF SEALING WITH CONCEALED PICK HOLES AND HAVE "SANITARY" CAST ON THE COVER.
4. SANITARY MANHOLES SHALL HAVE WATER PROOF COATING ON EXTERIOR AND SEALS.
5. MASTIC ROPE REQUIRED BETWEEN ALL PRECAST SECTIONS WITH CHIMNEY SEAL.
6. WATER PROOF WRAP REQUIRED ON ALL JOINTS.
7. HYDRAULIC CEMENT REQUIRED FOR ANY ANNULAR SPACES AROUND THE PIPES AND BOOTS.

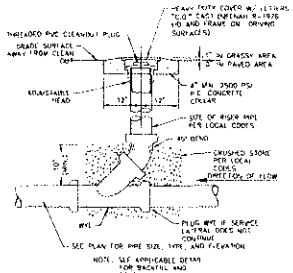
SANITARY MANHOLE
N.T.S.



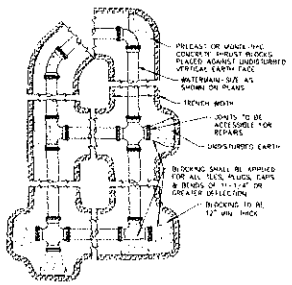
CATCH BASIN TYPE A
N.T.S.



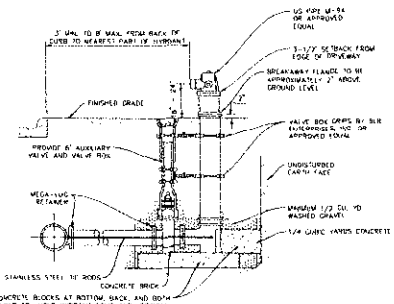
STORM MANHOLE TYPE A
N.T.S.



SANITARY/STORM CLEAN-OUT
N.T.S.

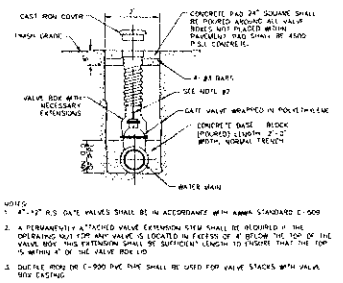


THRUST BLOCKING DETAIL
N.T.S.



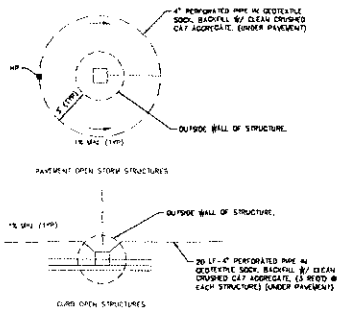
GENERAL NOTES:
1. MINIMUM BARREL EXTENSIONS ARE 18 INCHES AND SHALL BE WATEROUS 2 EXTENSION FOR WATEROUS HYDRANTS.
2. ALL HYDRANTS ARE TO BE SUPPLIED WITH A 6" FLANGED AND MECHANICAL JOINT AUXILIARY VALVE THAT CONFORMS TO AWWA 509-93. ALL FLW BOLTS ARE TO BE STAINLESS STEEL.
3. ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL
   A. STUDS AND THREADED RODS - GRADE 304
   B. NUTS AND WASHERS - GRADE 8500
4. MEGA-LUG RETAINERS MUST BE INSTALLED ON ALL MECHANICAL FITTINGS.

FIRE HYDRANT
N.T.S.

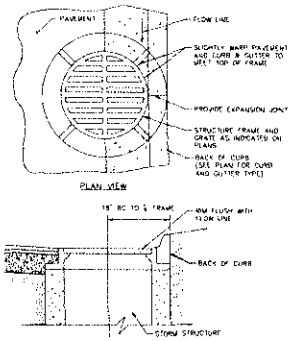


NOTES:
1. 4"-12" R.S. GATE VALVES SHALL BE IN ACCORDANCE WITH AWWA STANDARD C-509
2. A PERMANENTLY ATTACHED VALVE EXTENSION STEM SHALL BE REQUIRED IF THE OPERATING NUT FOR ANY VALVE IS LOCATED IN EXCESS OF 4' BELOW THE TOP OF THE VALVE BOX. THIS EXTENSION SHALL BE SUFFICIENT LENGTH TO ENSURE THAT THE TOP IS WITHIN 4' OF THE VALVE BOX LID.
3. DUCTILE IRON OR C-900 PVC PIPE SHALL BE USED FOR VALVE STACKS WITH VALVE BOX CASTING.
4. PLACE A BLUE DOT (3") ON NEAREST CURB FACE TO VALVE.
5. FOR GATE VALVES < 16" (FOR GATE VALVES ≥ 16" USE HORIZONTAL GATE VALVE)

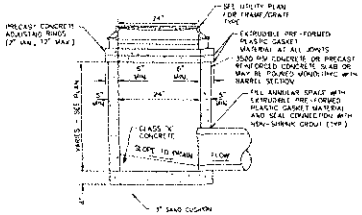
TYPICAL VALVE SETTING AND BOX
N.T.S.



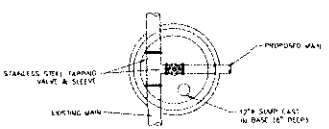
UNDERDRAIN DETAIL
N.T.S.



INLET AT CURB FRAME LOCATION
N.T.S.

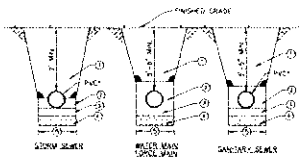


2' DIAMETER STORM INLET
N.T.S.



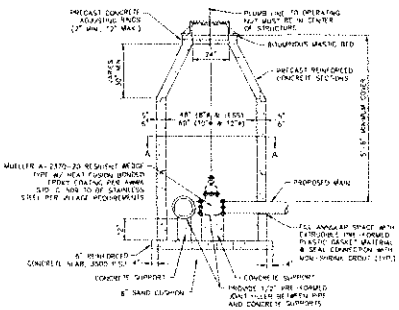
SECTION A-A

NOTES:
1. UNLESS OTHERWISE NOTED, USE THE FOLLOWING FRAMES & GRATES:
   - 13"-IN PAVED AREAS, NEENAH R-1713 W/TYPE B COVER (CLOSED)
   - 12"-IN GRASS, NEENAH R-1731-A W/TYPE B COVER (CLOSED)
2. EAST JORDAN COMPLAINTS ALSO MAY BE USED.
3. ALL COVERS SHALL BE SELF-SEALING WITH CONCEALED PICK HOLES AND HAVE "WATER" CAST INTO THE COVER.

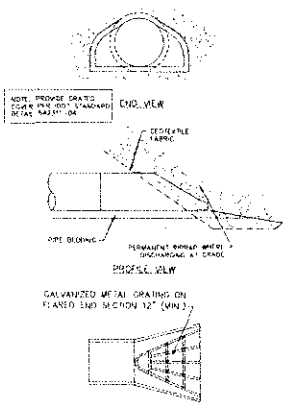


(1) MECHANICALLY COMPACTED CA-6 CRUSHED STONE IN 8-INCH LIFTS UNDER OR WITHIN 2 FEET OF ANY PAVEMENT, CURB, GUTTER, OR SIDEWALK (MACHINE COMPACTION OF EXCAVATED MATERIAL IN OTHER LOCATIONS WHERE SUITABLE).
(2) WATERMAIN & APPURTENANCE.
FAITH CRUSHED STONE TAMPED INTO PLACE TO SPRING LINE OF DUCTILE IRON PIPE.
STORM SEWER & SANITARY SEWER.
CA-11 CRUSHED STONE TAMPED INTO PLACE TO SPRING LINE OF PIPE.
(3) AT MECHANICALLY COMPACTED CA-11 CRUSHED STONE.
(4) UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED WITH GRANULAR MATERIAL AS DIRECTED BY GEOTECHNICAL ENGINEER.
(5) TRENCH WIDTH, OUTSIDE DIAMETER + 18 IN.

PIPE BEDDING DETAIL
N.T.S.

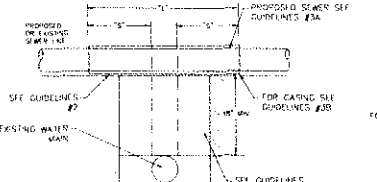


VALVE AND VAULT AT PRESSURE CONNECTION
N.T.S.



NOTE: PROVIDE GRATED COVER PER IDOT STANDARD 605401-04

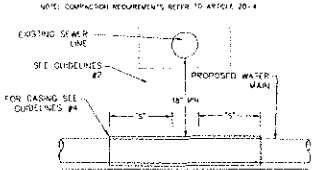
FLARED END SECTION
N.T.S.



NOTE:
1. "X" THE LENGTH NECESSARY TO PROVIDE 10 FEET SEPARATION AS MEASURED PERPENDICULAR TO THE EXISTING SEWER LINE.

GUIDELINES:
1. A) SELECT GRANULAR BACKFILL EXISTS. REMOVE WITHIN WIDTH OF PROPOSED SEWER TRENCH AND REPLACE WITH SELECT EXCAVATED (CLASS IV) AND COMPACT.
   B) SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF SEWER AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "X" FEET.
2. AS CONSTRUCT "X" FEET OF PROPOSED SEWER OF WATER MAIN MATERIAL AND PRESSURE TEST, OR
   B) USE "X" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED SEWER AND SEAL ENDS OF CASING.

PROPOSED SEWER OVER EXISTING WATER MAIN CROSSING DETAIL
N.T.S.



NOTE:
1. "X" THE LENGTH NECESSARY TO PROVIDE 10 FEET SEPARATION AS MEASURED PERPENDICULAR TO THE EXISTING SEWER LINE.

GUIDELINES:
1. DIRT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATER MAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "X" FEET.
2. A. SELECT GRANULAR BACKFILL EXISTS. REMOVE WITHIN WIDTH OF EXISTING SEWER TRENCH AND REPLACE WITH SELECT EXCAVATED (CLASS IV) AND COMPACT.
3. PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT.
4. USE "X" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED WATER MAIN AND SEAL ENDS OF CASING.

EXISTING SEWER OVER PROPOSED WATER MAIN CROSSING DETAIL
N.T.S.

Kimley»Horn
6200 WILLOW SPRINGS PKWY, SUITE 170
DOWNERS GROVE, IL 60516
PHONE: 630-487-2550

NO	REVISIONS	DATE	BY

SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: ADS
CHECKED BY: NJG

M/I REALTY
PROJECT NO.

CONSTRUCTION DETAILS

M/I REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
NAPERVILLE, ILLINOIS

ORIGINAL ISSUE:
4/2/2021
XHA PROJECT NO.
168240005
SHEET NUMBER
C6.1

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

STORMTRAP DRAWINGS - SYSTEM 1 (BY OTHERS)

ML REALTY PARTNERS
PROLOGIS

SCALE: AS NOTED
DESIGNED BY: JWG
DRAWN BY: NLS
CHECKED BY: HJS

Kimley»Horn

No.	REVISIONS	DATE	BY

C7.0

ML REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-59 & DEVON AVENUE
BENSENVILLE, IL 60106

STORMTRAP DRAWINGS - SYSTEM 1 (BY OTHERS)

ML REALTY PARTNERS

PROLOGIS

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: JWC
DRAWN BY: AES
CHECKED BY: HJG

ORIGINAL ISSUE: 4/27/2021
LHK PROJECT NO: 165240005
SHEET NUMBER: C7.1

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

STORMTRAP DRAWINGS - SYSTEM 2 (BY OTHERS)

ML REALTY
PROLOGIS

Kimley»Horn

ORIGINAL ISSUE: 4/27/2021
PROJECT NO: 168400005
SHEET NUMBER: C7.2

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
N. 93 & DEVON AVENUES
BENSENVILLE, IL 60106

STORMTRAP DRAWINGS - SYSTEM 2 (BY OTHERS)

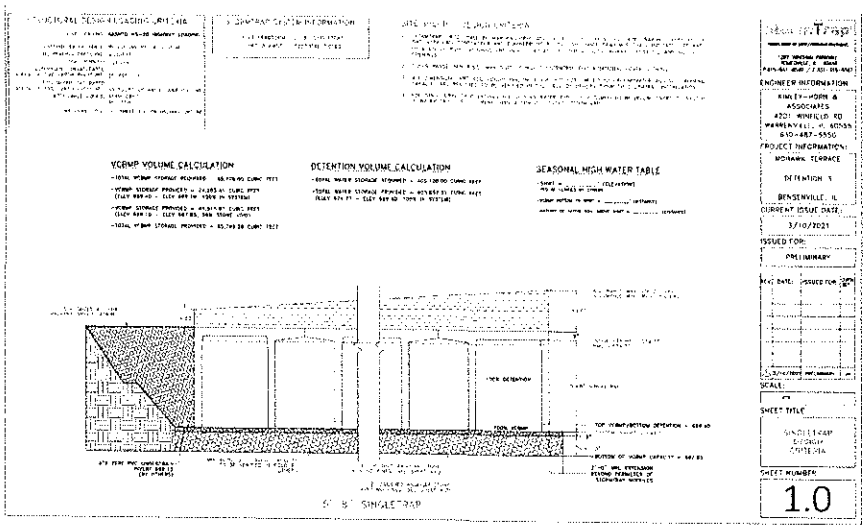
ML REALTY PARTNERS

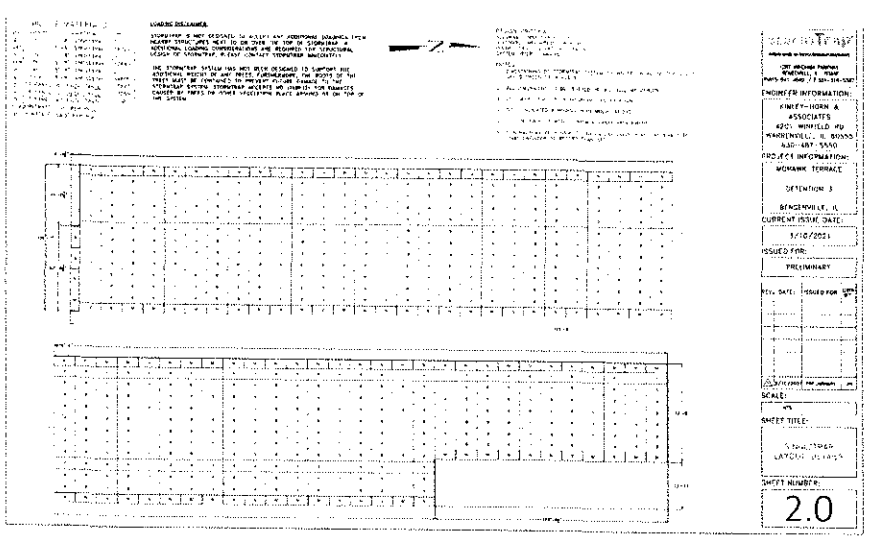
PROLOGIS

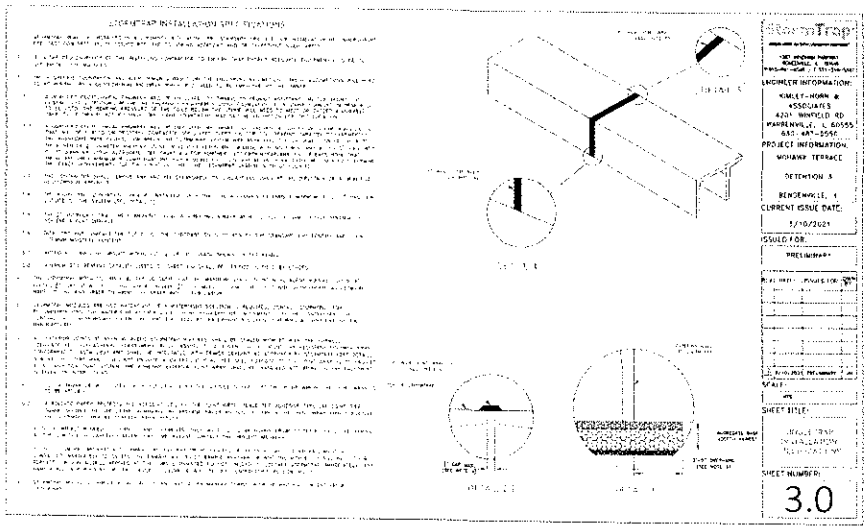
SCALE: AS NOTED
DESIGNED BY: JWC
DRAWN BY: KES
CHECKED BY: HJC

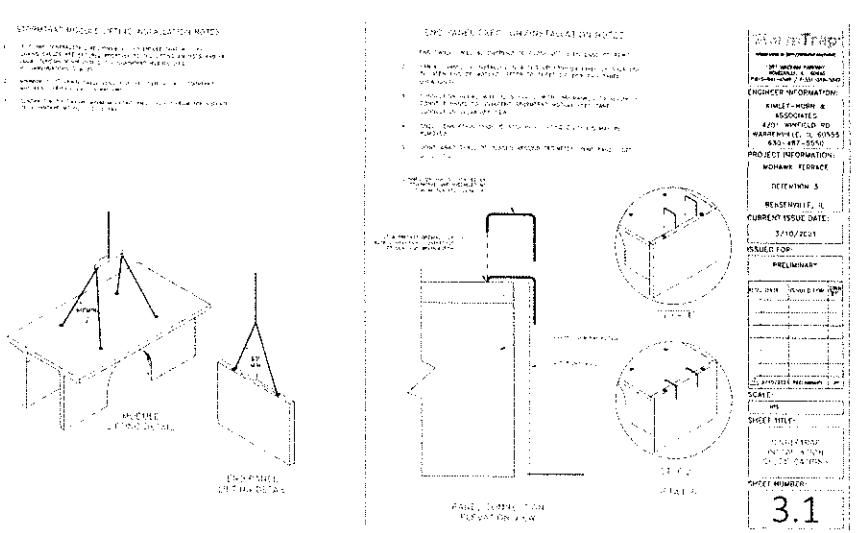
Kimley»Horn

C7.3









ENGINEER INFORMATION:
KIMLEY-HORN & ASSOCIATES
4201 WINFIELD RD
WARRENVILLE, IL 60555
630-487-5550

PROJECT INFORMATION:
MOHAWK TERRACE
DETENTION 3
BENSENVILLE, IL

CURRENT ISSUE DATE:
3/10/2021

ISSUED FOR:
PRELIMINARY

SHEET TITLE:
SINGLE TRAP DESIGN CRITERIA

SHEET NUMBER:
1.0

SHEET TITLE:
SINGLE TRAP LAYOUT DETAILS

SHEET NUMBER:
2.0

SHEET TITLE:
SINGLE TRAP INSTALLATION DETAILS

SHEET NUMBER:
3.0

SHEET TITLE:
SINGLE TRAP INSTALLATION DETAILS

SHEET NUMBER:
3.1

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 400
WARRENVILLE, IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: MG
DRAWN BY: AD
CHECKED BY: MG

NO.	DESCRIPTION	DATE	BY

ML REALTY PARTNERS

PROJECT

STORMTRAP DRAWINGS - SYSTEM 3 (BY OTHERS)

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
ELM & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE
4/2/2021
HK PROJECT NO
069600005

SHEET NUMBER
C7.4

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & DEVON AVENUE
ROSELLE, IL 60172

STORMTRAP DRAWINGS - SYSTEM 3 (BY OTHERS)

ML REALTY PARTNERS
PROLOGIS

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: ALS
CHECKED BY: RJC

REVISIONS

DATE

SHEET NUMBER
C7.5

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1 INFRASTRUCTURE
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

STORMTRAP DRAWINGS - SYSTEM 4 (BY OTHERS)

ML REALTY PARTNERS
PROLOGIS

SCALE: AS NOTED
DESIGNED BY: JWG
DRAWN BY: ACS
CHECKED BY: NJG

Kimley»Horn

ORIGINAL ISSUE: 4/27/2021
TRK PROJECT NO: 155240005
SHEET NUMBER: C7.6

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL-83 & ICE/FOX AVENUE
BENSENVILLE, IL 60106

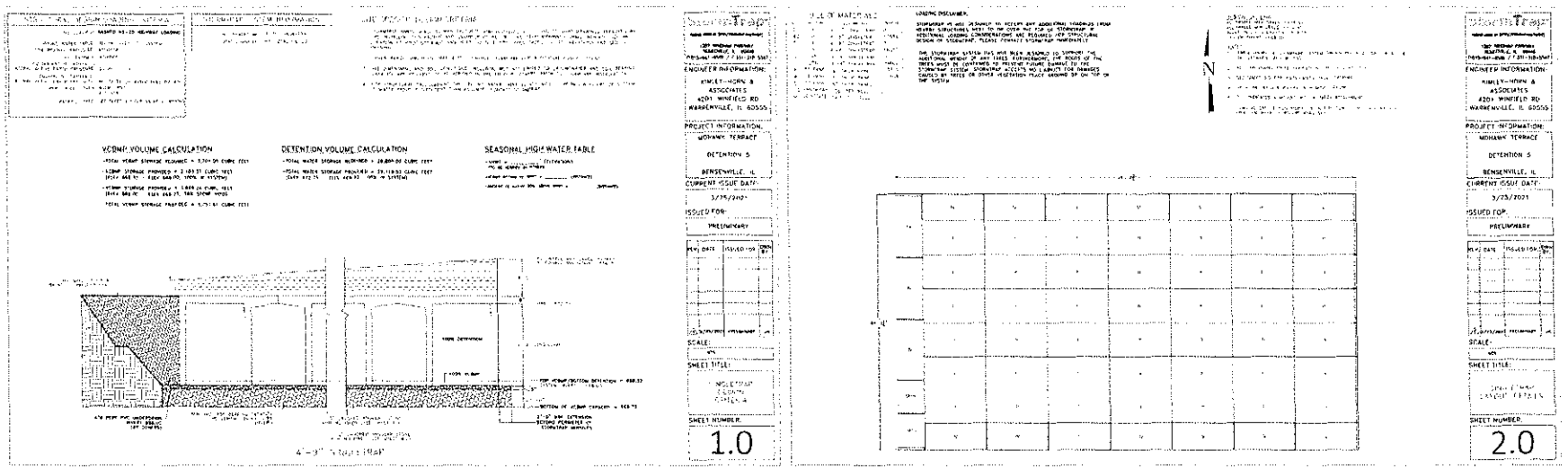
STORMTRAP DRAWINGS - SYSTEM 4 (BY OTHERS)

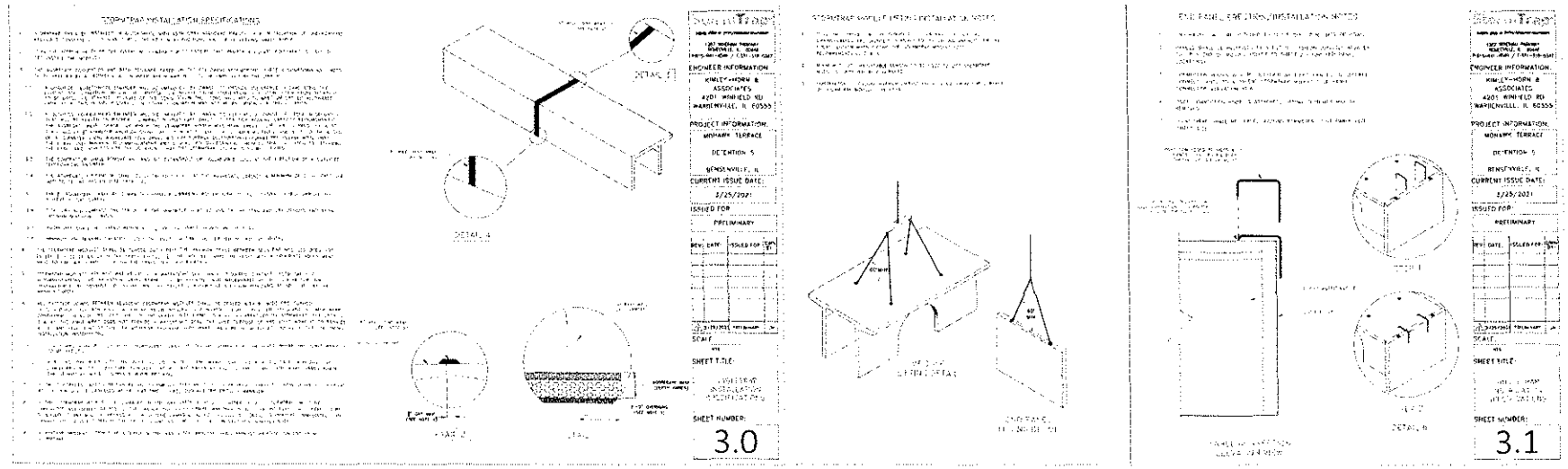
ML REALTY MANAGEMENT
PROLOGIS

SCALE: AS NOTED
DESIGNED BY: JWC
DRAWN BY: ACS
CHECKED BY: NJG

Kimley»Horn

C7.7





Kimley»Horn

M.L. REALTY PARTNERS

PROLOGIS

STORMTRAP DRAWINGS - SYSTEM 5 (BY OTHERS)

ML REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL 83 & DEVON AVENUE
BENSENVILLE IL 60106

ORIGINAL ISSUE
4/2/2021
KHA PROJECT NO
168240005

SHEET NUMBER
C7.8

ML REALTY - PROLOGIS

CORPORATE PARK - PHASE 1 INFRASTRUCTURE

IL-83 & DEVON AVENUE
BENSENVILLE IL 60106

STORMTRAP DRAWINGS - SYSTEM 5 (BY OTHERS)

ML REALTY PARTNERS

PROLOGIS

Kimley»Horn

SCALE	AS NOTED
DESIGNED BY	JMC
DRAWN BY	AES
CHECKED BY	MJC

NO	REVISIONS	DATE	BY

ORIGINAL ISSUE: 4/27/2021

PROJECT NO. 069004000

SHEET NUMBER C7.9

ROLL CALL: Ayes: Marcotte

Nays: Rowe, Chambers, King, Wasowicz

Motion Failed.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Variation, Driveway Parking Pad Municipal Code Section 10 – 8 – 8 – G.3. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Hearing: CDC Case Number 2021-11
Petitioner: ML Realty
Location: Mohawk Terrace Subdivision
Request: **Site Plan Review**
Municipal Code Section 10 – 3 – 2
Final Planned Unit Development
Municipal Code Section 10 – 4
Plat of Subdivision
Municipal Code Section 11 – 3
With the following code departures:
Industrial District Parking Location
Municipal Code Section 10 – 6 – 19.B.4
Outdoor Storage Area
Municipal Code Section 10 – 7 – 2 – 1
Maximum Number of Parking Spaces
Municipal Code Section 10 – 8 – 2 – B.6
Maximum Driveway Width
Municipal Code Section 10 – 8 – 8 – 1
Driveway Apron Width
Municipal Code Section 10 – 8 – 8 – F
Tree Replacement Standards
Municipal Code Section 10 – 9 – 2 – B

Motion: Commissioner Wasowicz made a motion to open CDC Case No. 2021-11. Commissioner Marcotte seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-11 at 7:01 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on May 13, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on May 12, 2021. Ms. Fawell stated on May 12, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated in November of 2020, the Owners appeared before the Community Development Commission and Village Board of Trustees, seeking approval of the following requests: Preliminary Plat of Subdivision, rezoning from residential to industrial, Site Plan Review, and a Preliminary Planned Unit Development with code departures. Ms. Fawell stated these requests, which were conditionally approved by the Village Board, were sought in order to assemble the previously residentially-zoned properties in the Mohawk Terrace Subdivision (southwest corner of Devon Avenue and Illinois Route 83) into an industrial use business park. Ms. Fawell stated the site plan features four industrial buildings with parking for both trucks and passenger vehicles. Ms. Fawell stated in conjunction with the Preliminary Planned Unit Development that was granted, the Petitioners sought code departures, as certain aspects of the site do not meet the following Village Zoning Ordinance requirements.

Ms. Fawell stated the Owners are now seeking approval of a Final Planned Unit Development. Ms. Fawell stated a new code departure is being sought with the Final PUD: Outdoor Storage Area. Zoning Code considers truck and trailer parking as outdoor storage, and the area is restricted to a certain size, which this development exceeds.

Ms. Fawell stated this Final PUD request is simply for site improvement work, and the Owners will come back through the Public Hearing process for PUD Amendments when they have final plans for each proposed building and that lot's respective landscaping.

Timothy J. Geisler and Jamie Putnam of ML Realty were both present and sown in by Chairman Rowe. Mr. Geisler stated they were both present to answer any questions from the Commission.

There were no questions from the Commission.

Public Comment

Chairman Rowe asked if there was any member of the Public that would like to comment of the CDC Case. There were none.

Ms. Fawell reviewed the Findings of Fact for Site Plan Review as presented in the Staff Report consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development. Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

   Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. We have come to a fee-in-lieu agreement

with the Village. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

   Applicant's Response: The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

   Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at

the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact for Planned Unit Developments as presented in the Staff Report consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal. The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the existing full access curb-cuts and add new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities

(ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Final Planned Unit Development with the following conditions:

1. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) are consequently conditions of approval of the Final Planned Unit Development; and
2. No grading work shall commence until a Plat of Vacation, subject to Village review and approval, is recorded; and
3. The water main infrastructure is subject to Village review and approval; and
4. The code departure for Outdoor Storage, Municipal Code Section 10-7-2-1 is granted; and
5. The center landscape spine between buildings 2 and 3 be increased from 21 feet to 26 feet; and
6. To the fullest extent possible of the Owners/Petitioner, the Wood Dale Park District Property shall feature infrastructure improvements to promote the use of the future employees of the subject site; and
7. The Owners/Petitioner are required to seek approval of Amendments to the Planned Unit Development for building plans and their respective landscape plans.

There were no further questions from the Commission.

Motion: Commissioner Wasowicz made a motion to close CDC Case No. 2021-11. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-11 at 7:10 p.m.

Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of the Site Plan Review. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of the Final Planned Unit Development with Staff Recommendations. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz
	Nays: None
	All were in favor. Motion carried.
Report from Community Development:	Ms. Fawell reviewed both recent CDC cases along with upcoming cases.
ADJOURNMENT:	There being no further business before the Community Development Commission, Commissioner Marcotte made a motion to adjourn the meeting. Commissioner King seconded the motion.
	All were in favor. Motion carried.
	The meeting was adjourned at 7:13 p.m.

Ronald Rowe, Chairman
Community Development Commission

VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, ILLINOIS 60106

Ordinance No. 22-2021

An Ordinance Granting Approval of a Site Plan, An Amendment to a Planned Unit Development, and a Final Plat of Subdivision for the Properties Located in what is Commonly Known as The Mohawk Terrace Subdivision in Bensenville, Illinois

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ADOPTED BY THE
VILLAGE BOARD OF TRUSTEES
OF THE
VILLAGE OF BENSENVILLE
THIS 27th DAY OF JULY 2021

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Bensenville, DuPage and Cook Counties, Illinois this 28th day of July, 2021

STATE OF ILLINOIS)
COUNTIES OF COOK)
SS AND DUPAGE)

I, Corey Williamsen, do hereby certify that I am the duly appointed Deputy Village Clerk of the Village of Bensenville, DuPage and Cook Counties, Illinois, and as such officer, I am the keeper of the records and files of said Village; I do further certify that the foregoing constitutes a full, true and correct copy of Ordinance No. 22-2021 entitled An Ordinance Granting Approval of a Site Plan, an Amendment to a Planned Unit Development, and a Final Plat of Subdivision for the Properties Located in what is Commonly Known as The Mohawk Terrace Subdivision in Bensenville, Illinois.

IN WITNESS WHEREOF, I have hereunto affixed my official hand and seal on this 28th day of July, 2021.

SEAL

Corey Williamsen
Deputy Village Clerk

ORDINANCE # 22-2021

AN ORDINANCE GRANTING APPROVAL OF A SITE PLAN, AN AMENDMENT TO A PLANNED UNIT DEVELOPMENT, AND A FINAL PLAT OF SUBDIVISION FOR THE PROPERTIES LOCATED IN WHAT IS COMMONLY KNOWN AS THE MOHAWK TERRACE SUBDIVISION IN BENSENVILLE, ILLINOIS

WHEREAS, ML Realty of 1 Pierce Place, Itasca, IL 60143 ("Owner") and ("Applicant") filed an application for Site Plan Review, Municipal Code Section 10-3-2 of the Bensenville Village Zoning Ordinance ("Zoning Ordinance"), an Amendment to a Planned Unit Development, Municipal Code Section 10-4-4, with a Code Departure from the following: Outdoor Lighting Illumination Standards, Municipal Code Section 10-9-8.C, and a Final Plat of Subdivision, Municipal Code Section 11-3, for the properties located in the Mohawk Terrace Subdivision, Bensenville, as legally described in Exhibit "A," attached hereto and incorporated herein by reference (the "Subject Property"), a copy of said application being contained on file in the Community and Economic Development Department; and

WHEREAS, Notice of the Public Hearing with respect to the Site Plan Review, Amendment to a Planned Unit Development, and Plat of Subdivision sought by the Applicants was published in the Bensenville Independent on Thursday, June 17, 2021 by the Village of Bensenville, and notice was also given via posting of a Public Hearing Sign on the Subject Property on Thursday, June 17, 2021 and via First Class mail to taxpayers of record within 250 feet of the Subject Property on Friday, June 18, 2021, all as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, pursuant to said Notice, the Community Development Commission of the Village of Bensenville conducted a Public Hearing on July 6, 2021 as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, after hearing the application, the Community Development Commission agreed with the findings of fact submitted by Applicant, and, thereafter, voted unanimously (5-0) to recommend approval with conditions of the Site Plan Review, Municipal Code Section 10-3-2, an Amendment to a Planned Unit Development, Municipal Code Section 10-4-4, with a Code Departure from Outdoor Lighting Illumination Standards, Municipal Code Section 10-9-8.C, and a Final Plat of Subdivision, Municipal Code Section 11-3, and forwarded its recommendations, including the Staff Report and findings relative to the aforementioned requests, to the President and Board of Village Trustees, which concurred in the recommendation made therein, as are attached hereto and incorporated herein by reference as Exhibit "B"; and

WHEREAS, the President and Board of Village Trustees have reviewed the matter herein and have determined that approval with conditions of the requested Site Plan, Amendment to a Planned Unit Development, and Final Plat of Subdivision, as recommended by the Community Development Commission, is consistent with the Zoning Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois, duly assembled at a regular meeting, as follows:

Section 1. That the forgoing recitals are hereby incorporated by reference as if fully set forth herein.

Section 2. That the Subject Property is currently zoned under the Zoning Ordinance as I-2 General Industrial District, which zoning classification shall remain in effect subject to the Site Plan, Amendment to the Planned Unit Development, and Final Plat of Subdivision approved herein.

Section 3. That the Staff Report and Recommendation to approve the Site Plan, Amendment to a Planned Unit Development with a Code Departure, and Final Plat of Subdivision, as allowed by the Zoning Ordinance, Sections 10-3-2, 10-4-4, and 11-3, as adopted by the Community Development Commission as shown in Exhibit "B" is hereby adopted by the President and Board of Trustees, the Board of Trustees finding that said Site Plan, Amendment to a Planned Unit Development with a Code Departure, and Final Plat of Subdivision are proper and necessary.

Section 4. That the Site Plan, Municipal Code Section 10-3-2, as sought by the Applicant of the Subject Property, is hereby approved.

Section 5. That the Amendment to a Planned Unit Development, Municipal Code Section 10-4-4, as sought by the Applicant of the Subject Property, is hereby approved with the following conditions:

1. Proposed development of the eastern portion of the subject site shall be in accordance with submitted plans from Kimley-Horn dated 05.28.21, except as amended herein;
2. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) and the Final Planned Unit Development (Ord. No. 21-2021) are consequently conditions of approval of this Amendment to a Planned Unit Development;
3. The code departure from Outdoor Lighting Illumination Standards, Municipal Code Section 10-6-8.C, is approved. Light fixtures shall be in accordance with plans submitted by Harris Architects Inc. and Kornacki & Associates Inc dated 05.26.21; and

4. The Zoning Administrator has final review authority over the architectural design of the buildings.

Section 6. That the Final Plat of Subdivision, Municipal Code Section 11-3, as sought by the Applicant of the Subject Property, is hereby approved.

Section 7. That all requirements of the Zoning Ordinance shall be applicable except as allowed by the Site Plan, Amendment to a Planned Unit Development, and Final Plat of Subdivision granted herein.

Section 8. All ordinances, resolutions, motions, or orders in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 9. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

(Intentionally Left Blank)

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, DuPage and Cook Counties, Illinois, this 27th day of July 2021, pursuant to a roll call vote, as follows:

APPROVED:



Frank DeSimone, Village President

ATTEST:



Nancy Quinn, Village Clerk

AYES: Carmona, Franz, Frey, Panicola, Perez

NAYES: None

ABSENT: Lomax

Ordinance # 22 - 2021
Exhibit "A"

The Legal Description is as follows:

THAT PART OF BRANIGAR'S MOHAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-786620, IIN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE ALONG SAID SOUTH RIGHT OF WAY FOR THE FOLLOWING TWO (2) TRACTS: (1) THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST, A DISTRANCE OF 1506.24 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; (2) THENCE SOUTH 85 DEGREES 37 MINUTES 55 SECONDS EAST, A DISTANCE OF 100.18 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; THENCE SOUTH 00 DEGREES 35 MINUTES 16 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 77, A DISTANCE OF 209.71 FEET TO THE COMMON CORNER OF LOTS 76, 77, 82 AND 83 IN SAID SUBDIVISION; THENCE NORTH 82 DEGREES 47 MINUTES 07 SECONDS EAST ALONG THE NORTH LINE OF LOTS 83 AND 84 IN SAID SUBDIVISION, A DISTANCE OF 201.14 FEET TO THE NORTHWEST CORNER OF LOT 72 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 35 MINUTES 04 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 72, A DISTRANCE OF 200.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 72, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 73 THENCE NORTH 00 DEGREES 34 MINUTES 40 SECONDS WEST ALONG THE EAST LINE OF LOTS 73 AND 74 OF SAID SUBDIVISION, A DISTANCE OF 103.84 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 59 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 31 MINUTES 35 SECONDS EAST ALONG SAID WESTERLY EXTENSION AND ALONG THE NORTH LINE OF SAID LOT 59, A DISTANCE OF 266.03 FEET TO THE NORTHEAST CORNER OF SAID LOT 59; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 637.50 FEET TO THE SOUTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 27 MINUTES 31 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 52, A DISTANCE OF 199.52 FEET TO THE SOUTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 526.22 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2488.17 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 00 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE WEST LINE OF SAID SUBDIVISION, A DISTANCE OF 1269.29 FEET TO THE POINT OF BEGINNING.

P.I.N. 03-03-200-001 THROUGH 03-03-200-019; P.I.N. 03-03-200-0022 THROUGH 03-03-200-026; P.I.N. 03-03-201-001 THROUGH 03-03-201-021; P.I.N. 03-03-202-001 THROUGH 03-03-202-008; P.I.N. 03-03-202-012; P.I.N. 03-03-202-015 THROUGH 03-03-202-017; P.I.N. 03-03-202-021 THROUGH 03-03-202-036; P.I.N. 03-03-203-003 THROUGH 03-03-203-008; P.I.N. 03-03-203-016 THROUGH 03-03-203-020; P.I.N. 03-03-204-001 THROUGH 03-03-204-013; P.I.N. 03-03-205-001 THROUGH 03-03-205-012;

Commonly known as the Mohawk Terrace Subdivision, Bensenville, IL 60106.

Ordinance # 22 - 2021
Exhibit "B"
Findings of Fact

Ms. Fawell reviewed the Findings of Fact for the proposed Site Plan Review as presented in the Staff Report consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development. Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. We have come to a fee-in-lieu agreement with the Village. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

   Applicant's Response: The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

   Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 300,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact for the proposed Planned Unit Developments as presented in the Staff Report consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team

has taken in our proposal. The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

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3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

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4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Planned Unit Development Amendment with the following conditions:

1. Proposed development of the eastern portion of the subject site shall be in accordance with submitted plans from Kimley-Horn dated 05.28.21, except as amended herein;
2. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) and the Final Planned Unit Development (Ord. No. _____) are consequently conditions of approval of the Planned Unit Development Amendment; and
3. The code departure for Outdoor Lighting Illumination Standards is approved. Light fixtures shall be in accordance with plans submitted by Harris Architects Inc. and Kornacki & Associates Inc dated 05.26.21; and
4. The Zoning Administrator has final review authority over the architectural design of the buildings.

Ms. Fawell stated Staff recommends the Approval of the Final Plat of Subdivision with the following condition:

1. The Petitioner shall revise the Plat in accordance with comments from the Village Engineering Department prior to appearing before the Village Board of Trustees.

There were no further questions from the Commission.

Motion: Commissioner Chambers made a motion to close CDC Case No. 2021-16. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-16 at 7:24 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Site Plan Review, Municipal Code Section 10 – 3 – 2. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of Amendment to a Planned Unit Development, Municipal Code Section 10 – 4 – 4. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Chambers made a combined motion to approve the Findings of Fact and Approval of Final Plat of Subdivision, Municipal Code Section 11 – 3 *with the following code departures*: Outdoor Lighting Illumination Standards, Municipal Code Section 10 – 6 – 8 – C. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Ronald Rowe, Chairman
Community Development Commission

BENSENVILLE
GATEWAY TO OPPORTUNITY

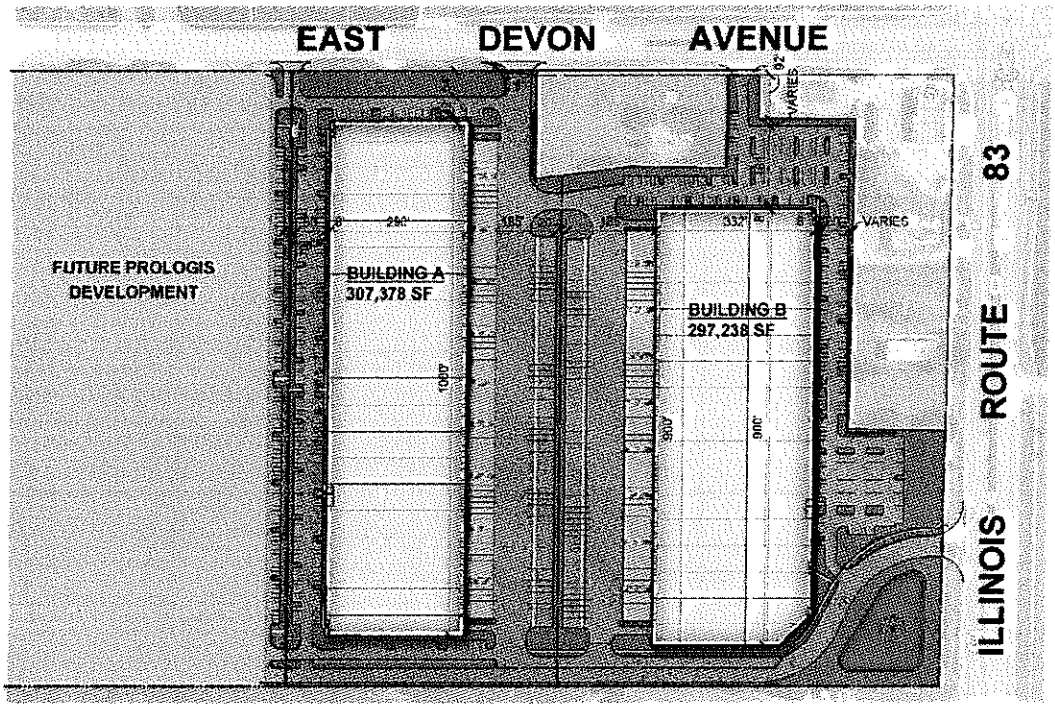
Community Development Commission
Public Hearing 07.06.21

CDC Case #2021 – 16

ML Realty
Mohawk Terrace Subdivision

Site Plan Review
Municipal Code Section 10 – 3 – 2
Amendment to a Planned Unit Development
Municipal Code Section 10 – 4 – 4
**With the following code departure:*
Outdoor Lighting Illumination Standards, Section 10 – 9 – 8.C
Final Plat of Subdivision
Municipal Code Section 11 – 3

1. Aerial Photograph & Zoning Map of Subject Property
2. Legal Notice
3. Application
4. Staff Report & Exhibits
5. Plans



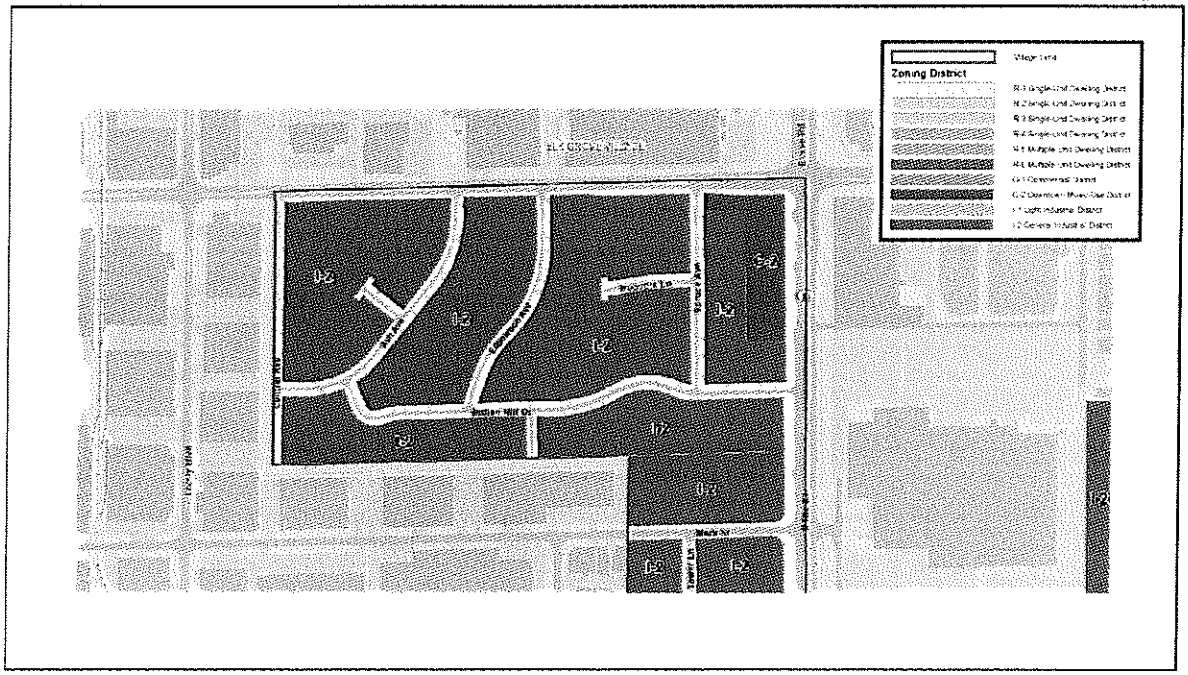
Village of Bensenville

Mohawk Terrace Subdivision



Village of Bensenville

Zoning Map



LEGAL NOTICE/PUBLIC NOTICE
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a Meeting of the Community Development Commission of the Village of Bensenville, DuPage and Cook Counties, will be held on Tuesday, July 6, 2021 at 6:30 P.M., at which a Public Hearing will be held to review case No. 2021 - 16 to consider a request for:

Site Plan Review
Municipal Code Section 10 – 3 – 2

Final Plat of Subdivision
Municipal Code Section 11 – 3

Amendment to a Planned Unit Development
Municipal Code Section 10 – 4 – 4

In conjunction with the requested Planned Unit Development Amendment, the Petitioner is asking the Community Development Commission consider a request of the following code departure:

Outdoor Lighting Illumination Standards
Municipal Code Section 10 – 9 – 8 – C

at Mohawk Terrace Subdivision in the I – 2 General Industrial District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville.

The Legal Description is as follows:

THAT PART OF BRANIGAR'S MOHAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-786620, IIN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE ALONG SAID SOUTH RIGHT OF WAY FOR THE FOLLOWING TWO (2) TRACTS: (1) THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST, A DISTRANCE OF 1506.24 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; (2) THENCE SOUTH 85 DEGREES 37 MINUTES 55 SECONDS EAST, A DISTANCE OF 100.18 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; THENCE SOUTH 00 DEGREES 35 MINUTES 16 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 77, A DISTANCE OF 209.71 FEET TO THE COMMON CORNER OF LOTS 76, 77, 82 AND 83 IN SAID SUBDIVISION; THENCE NORTH 82 DEGREES 47 MINUTES 07 SECONDS EAST ALONG THE NORTH LINE OF LOTS 83 AND 84 IN SAID SUBDIVISION, A DISTANCE OF 201.14 FEET TO THE NORTHWEST CORNER OF LOT 72 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 35 MINUTES 04 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 72, A DISTRANCE OF 200.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 72, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 73 THENCE NORTH 00 DEGREES 34 MINUTES 40 SECONDS WEST ALONG THE EAST LINE OF LOTS 73 AND

74 OF SAID SUBDIVISION, A DISTANCE OF 103.84 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 59 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 31 MINUTES 35 SECONDS EAST ALONG SAID WESTERLY EXTENSION AND ALONG THE NORTH LINE OF SAID LOT 59, A DISTANCE OF 266.03 FEET TO THE NORTHEAST CORNER OF SAID LOT 59; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 637.50 FEET TO THE SOUTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 27 MINUTES 31 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 52, A DISTANCE OF 199.52 FEET TO THE SOUTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 526.22 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2488.17 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 00 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE WEST LINE OF SAID SUBDIVISION, A DISTANCE OF 1269.29 FEET TO THE POINT OF BEGINNING.

P.I.N. 03-03-200-001 THROUGH 03-03-200-019; P.I.N. 03-03-200-0022 THROUGH 03-03-200-026; P.I.N. 03-03-201-001 THROUGH 03-03-201-021; P.I.N. 03-03-202-001 THROUGH 03-03-202-008; P.I.N. 03-03-202-012; P.I.N. 03-03-202-015 THROUGH 03-03-202-017; P.I.N. 03-03-202-021 THROUGH 03-03-202-036; P.I.N. 03-03-203-003 THROUGH 03-03-203-008; P.I.N. 03-03-203-016 THROUGH 03-03-203-020; P.I.N. 03-03-204-001 THROUGH 03-03-204-013; P.I.N. 03-03-205-001 THROUGH 03-03-205-012;

Commonly known as the Mohawk Terrace Subdivision, Bensenville, IL 60106.

ML Realty Partners of 1 Pierce Place, Itasca, IL 60143 and Prologis of 321 N. Clark St, Suite 2625, Chicago, IL 60654 are the owners and ML Realty Partners of 1 Pierce Place, Itasca, IL 60143 is the applicant for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend the Public Hearing and be heard. Directions for electronic attendance and participation will be posted on the Village website at least 48 hours prior to the meeting date. Written comments mailed to Village Hall, and online comments submitted on the Village website, will be accepted by the Community and Economic Development Department through July 6, 2021 until 5:00 P.M

Office of the Village Clerk
Village of Bensenville

TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT
June 17, 2021

For Office Use Only		
Date of Submission: 6/2/2021	MUNIS Account #: 2009073	CDC Case #: 2021-16

COMMUNITY DEVELOPMENT COMMISSION APPLICATION

Address: Mohawk Terrace Subdivision

Property Index Number(s) (PIN): Various

A. PROPERTY OWNER:

MLRP Busse and Devon LLC	ML Realty Partners	
Name	Corporation (if applicable)	
1 Pierce Place - Suite 450		
Street		
Itasca	IL	60143
City	State	Zip Code
Timothy J Geisler	630-250-2903	tgeisler@mlrealtypartners.com
Contact Person	Telephone Number	Email Address

*If Owner is a Land Trust, attach a list of the names and addresses of the beneficiaries of the Trust.

B. APPLICANT: ☒ Check box if same as owner

Name	Corporation (if applicable)	
Street		
City	State	Zip Code
Contact Person	Telephone Number	Email Address

B. ACTION REQUESTED (Check applicable):

- ☐ Site Plan Review
- ☐ Special Use Permit
- ☐ Variation
- ☐ Administrative Adjustment
- ☐ Zoning Text or Map Amendment
- ☐ Zoning Appeal
- ☐ Plat of Subdivision
- ☐ Annexation
- ☐ Planned Unit Development*

*See Staff for additional information on PUD requests

SUBMITTAL REQUIREMENTS:

- ☐ Affidavit of Ownership** (signed/notarized)
- ☐ Application**
- ☐ Approval Standards**
- ☐ Plat of Survey/Legal Description
- ☐ Site Plan
- ☐ Building Plans & Elevations
- ☐ Engineering Plans
- ☐ Landscape Plan
- ☐ Tree Preservation and Removal Plan
- ☐ Application Fees
- ☐ Fees agreement**

**Item located within this application packet.

Brief Description of Request(s): (Submit separate sheet if necessary)

Approval for construction of two industrial buildings totaling +/- 600 ksf

C. PROJECT DATA:

1. General description of the site: East half - subdivision at the corner of Devon and Rt 83

2. Acreage of the site: +/- 34 AC Building Size (if applicable): 2 totaling +/- 600 ksf

3. Is this property within the Village limits? (Check applicable below)
   - ☑ Yes
   - ☐ No, requesting annexation
   - ☐ No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.

4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.)

5. Character of the site and surrounding area:

	Zoning	Existing Land Use	Jurisdiction
Site:	I-2	Industrial	Bensenville
North:	I-2	Industrial	Elk Grove
South:	I-1 and I-2	Industrial	Bensenville & EG
East:	I-2	Industrial	Elk Grove
West:	I-2	Industrial	Bensenville

D. APPROVAL STANDARDS:

The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the appropriate Approval Standards, found in Village Code and on the following pages. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Standards."

BENSENVILLE
GATEWAY TO OPPORTUNITY

COMMUNITY DEVELOPMENT COMMISSION
STAFF REPORT

HEARING DATE:	July 6, 2021
CDC CASE #:	2021 – 16
PROPERTY:	Mohawk Terrace Subdivision
PROPERTY OWNER:	ML Realty & Prologis
APPLICANT:	ML Realty
SITE SIZE:	±32.1 AC
BUILDING SIZE:	±604,616 SF
ZONING:	I-2 General Industrial District
REQUEST:	**Site Plan Review** Municipal Code Section 10 – 3 – 2 **Amendment to a Planned Unit Development** Municipal Code Section 10 – 4 – 4 **Final Plat of Subdivision** Municipal Code Section 11 – 3 *With the following code departures*: **Outdoor Lighting Illumination Standards** Municipal Code Section 10 – 6 – 8 – C

PUBLIC NOTICE:

1. A Legal Notice was published in the Bensenville Independent on Thursday, June 17, 2021. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Thursday, June 17, 2021.
3. On Friday, June 18, 2021, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

SUMMARY:
In November of 2020, the Owners appeared before the Community Development Commission and Village Board of Trustees, seeking approval of the following requests: Preliminary Plat of Subdivision, rezoning from residential to industrial, Site Plan Review, and a Preliminary Planned Unit Development with code departures. These requests, which were conditionally approved by the Village Board, were sought with the goal of assembling the previously residentially-zoned properties in the Mohawk Terrace Subdivision (southwest corner of Devon Avenue and Illinois Route 83) into an industrial use business park. The site plan features four industrial buildings with parking for both trucks and passenger vehicles. In conjunction with the Preliminary Planned Unit Development that was granted, the Petitioners sought code departures, as aspects of the site do not meet certain Village Zoning Ordinance requirements.

The Petitioner is currently in the process of seeking approval of a Final Planned Unit Development, which appeared before the CDC on June 1, 2021. It is tentatively scheduled to be on the agenda for the July 27, 2021 Village Board meeting. Approval of the requested amendment – if granted by the Village Board – is contingent upon approval of the Final PUD.

The Petitioner is now requesting an amendment to the Final PUD, as the Final PUD was strictly for site improvement work and grading, while this amendment regards the construction of two buildings, with available vehicle parking and landscape improvements, on the eastern portion of the site. The owners are required to seek an additional amendment to their PUD for the remaining western portion of the site.

SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	I – 2	Industrial	Single-Family Residential	Village of Bensenville
North	I – 2	Industrial	N/A	Elk Grove Village
South	I – 1 I – 2	Industrial Industrial	N/A Regional Commercial	Elk Grove Village Village of Bensenville
West	I – 1	Industrial	N/A	Elk Grove Village
East	I – 2 C – 2	Industrial Commercial	N/A Local Commercial	Elk Grove Village Village of Bensenville

DEPARTMENT COMMENTS:
SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

- [X] Financially Sound Village
- [ ] Quality Customer Oriented Services
- [ ] Safe and Beautiful Village
- [ ] Enrich the Lives of Residents
- [X] Major Business/Corporate Center
- [X] Vibrant Major Corridors

Finance:

1) No comments.

Police:

1) No objections.

Engineering and Public Works:

Public Works:

1) No comments.

Engineering:

1) This development consists demolishing all existing single family homes on this 67.712 acre site and proposing a four lot sub-division consisting of four industrial buildings with associated parking lot, utilities and underground detention. This plan proposes to build the two industrial buildings on eastern half of the site.
2) All existing public right-of-way maintained by the Village of Bensenville will be vacated for this proposed development. It appears a small segment of Spruce Ave just south of Devon Ave is still shown as public right-of-way in the plat.
3) It appears there is a small cross access easement shown on the plat of subdivision on lot 3 and 4; however, it is unclear who this is granted to as there is no declaration language on the plat. Please clarify and revise the plat as necessary.
4) A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF. The developer must meet all other DuPage County Floodplain and Stormwater Ordinance requirements including submittal of a stormwater report. A stormwater report has been furnished and will be reviewed in details.
5) An Illinois Department of Transportation (IDOT) permit will be required for the proposed entrance within IL-83 right-of-way.
6) An IEPA-Sanitary, IEPA-Water, IHPA, IEPA-NOI and IEPA-NOT permit will be required for this development.
7) A Cook County Department of Transportation and Highways (CCDOTH) permit will be required for the proposed work in the Devon Ave rights-of-way.
8) The site doesn't appear to contain any floodplain and/or wetlands. However, it is the developer's responsibility to property identify and mitigate and special management areas in accordance with applicable rules and regulations.
9) It appears the site will breach the detention (25,000 SF) and PCBMP (2,500 SF) threshold set forth in the DuPage County Floodplain and Stormwater Ordinance. Therefore, site detention and PCBMP will be required. The proposed plan depict an underground detention basins to meet these criteria.
10) A 5-feet wide ADA compliant public sidewalk will be required along the Devon Ave frontage of the site and shall connect to existing sidewalk.
11) A 10-feet wide ADA compliant public shared use path will be required along the IL-83 frontage of the site and shall connect to existing sidewalk/path.
12) The driveway openings along Devon Ave shall line up as best as possible with curb opening on opposite side of Devon Ave. This will likely be dictated by CCDOTH. It is my understanding the designer is working through this comment with CCDOTH.
13) Sanitary Manholes will be required every 300-feet.
14) Individual water services for the building shall be equipped with a shut-off valve outside of the building (valve vault inside 60-inch diameter vault).

15) The proposed detention basins are discharging to the existing storm sewer under Devon Ave. The CCDOTH will have the final say on permitting these connections. It is my understanding the designer is working through this comment with CCDOTH.
16) All proposed retaining walls over 3-feet in height will need to be accompanied with structural calculations signed and sealed by licensed structural engineering in the State of Illinois.
17) The Village owned public water supply mains currently dead ends at the intersection of IL-83/Devon Ave. My recommendation will be to build a secondary source of water, either by expanding the Village watermain along Devon Ave to Ellis St. This will be beneficial to the development in the long run for both domestic water supply and fire safety reasons.
18) The current plans show the proposed watermain being installed along the southern property line and temporarily dead-end at the western limits of the phased development. It is my understanding the utilities will be extended further west with future development phases. The designer will need to ensure all fire suppression requirements are met in accordance with applicable codes.
19) There are issues with the proposed plans and plat of subdivision that can be resolved during final engineering. In general, staff does not see any major problems that would hinder this concept plan from proceeding.

Community & Economic Development:

Fire Safety:

1) The developer will be required to meet the minimum water flow rates shown in the 2015 International Fire Code Appendix B. See table B105.1(2)
2) Village ordinance 40-2015 adopted on October 27, 2015- sections 903.7 and 903.8 – Fire Hydrant location and water flow rates.
3) It appears that the existing water main system will not be adequate for this project. The existing water main infrastructure will need to be updated.

Building:

1) No comments.

Economic Development:

1) Industrial property is, generally speaking, valued much higher than residential property.
2) Residential taxes for 2019 in this subdivision amounted to $670,288. The Village received 12.224% of that amount totaling $81,936.05 for 2019.
3) Staff projects industrial taxes for buildings A and B, a 604,616 square foot development, at $1.34 per square foot, which is an average taken from CoStar data of Class A industrial space of similar size in DuPage County. This would come out to approximately $810,185.44 in total taxes. The Village, using the same tax rate in 2019, would see approximately $99,037. This is only half of the proposed total project to be completed.
4) The new development will bring new businesses and new jobs into Bensenville.
5) As a direct result of this development, staff estimates that additional investment will happen in and around the proposed development area, again increasing the tax base.

Planning:

1) The 2015 Comprehensive Plan indicates "Single Family Residential" for the large majority of the properties in the subject site.
2) The current zoning of the subject properties are is I-2 General Industrial District. The site was previously zoned R-1 Single-Unit Dwelling District.

3) This development project was granted code departures upon approval of the Preliminary PUD for the following:
    a. Industrial District Parking Location
        i. In industrial districts, parking areas in the front and corner side yards shall not be the dominant point of view from the right-of-way and shall consist of less than 50 parking stalls.
    b. Maximum Number of Parking Spaces
        i. Parking facilities exceed the maximum required of parking spaces required by code, which states that the number of parking stall shall not exceed the minimum required amount by 125%.
    c. Maximum Driveway Width and Driveway Apron Width
        i. The proposed driveways for the development exceed Code's maximum requirement for industrial uses of 30 feet. The driveways' aprons exceed the width of the driveways by more than three feet on either side, which is prohibited by the Zoning Ordinance.
    d. Tree Replacement Standards
        i. In order to construct this proposed site plan, 408 existing trees will need to be removed. The proposed tree replacement plan does not meet the amount of replacement trees as required by Code; however, the Village and the Owners have executed a fee-in-lieu agreement for the replacement trees, as was requested by ML Realty and Prologis.
4) An additional code departure is being requested in conjunction with approval of the Final PUD for outdoor storage area. The site exceeds the allowed maximum outdoor storage area of 25% of the gross lot area and it does not meet screening requirements of such areas.
    a. The total area of the site is approximately 2,895,692 SF. The proposed outdoor storage area is ±800,000 SF, or 27.62% of the gross lot area.
5) The following minor change has been made to the site plan from that of the one submitted for the Final Planned Unit Development (CDC Case 2021-11):
    a. The landscape spine running north to south along the west of the subject site has been increased from 21 feet to 26 feet. The spine is comprised of a 5' sidewalk with 10.5' of landscape island on either side. The area will be landscaped with perennials, shrubs, trees, and benches.
6) The parking facilities designated to Building A offer 250 passenger vehicle spaces and 67 trailer spaces. Building B will be served by 321 passenger vehicles spaces and 67 spaces for trailer parking. This site also features land-banked parking to the north Building A consisting of 38 additional parking stalls.
    a. In the event the landscape area is converted to vehicle parking, the area is still required to meet the perimeter parking lot landscape requirements of Section 10-9-5.B of the Village Zoning Ordinance, which states there must be a landscape area of 8' in depth in order to screen the parking facilities.

7) In concert with the requested amendment to the Planned Unit Development, the Petitioner is seeking a departure for outdoor lighting as the proposed light poles (33' and 40') exceed the maximum required height of 24', as well as the foot-candles exceed the maximum of one on lot lines, specifically along the eastern lot line.
    a. The areas where the foot-candles exceed Code's maximum abut the rear of commercial lots along IL. RTE-83.
8) Building A has a square footage of 307,378 and Building B has a square footage of 297,238. These footprints have been altered from the plans that were approved for the Preliminary PUD: Building A was 328,910 SF and Building B was 280,050 SF.
9) Both proposed buildings, which will consist of warehouse and office spaces, have a height of 48 feet. The façade has architectural features such as red trim and two-story window corner-accents by the main entrances to the office areas.
10) Staff believes the submitted plans are in accordance with those submitted for both the Preliminary and Final Planned Unit Development requests.

APPROVAL STANDARDS FOR SITE PLAN REVIEW

1) **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development. Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

3) **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

   Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4) **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. We have come to a fee-in-lieu agreement with the Village. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5) **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

Applicant's Response: The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades.

7) **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 300,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8) **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

	Meets Standard	
Site Plan Review Approval Standards	*Yes*	*No*
1. Surrounding Character	X	
2. Neighborhood Impact	X	
3. Public Facilities	X	
4. Environmental Preservation	X	
5. On-site Pedestrian Circulation	X	
6. Vehicle Ingress & Egress	X	
7. Architectural Design	X	
8. Consistent with Title and Plan	X	

APPROVAL STANDARDS FOR PLANNED UNIT DEVELOPMENTS:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal. The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the existing full access curb-cuts and add new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking

paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

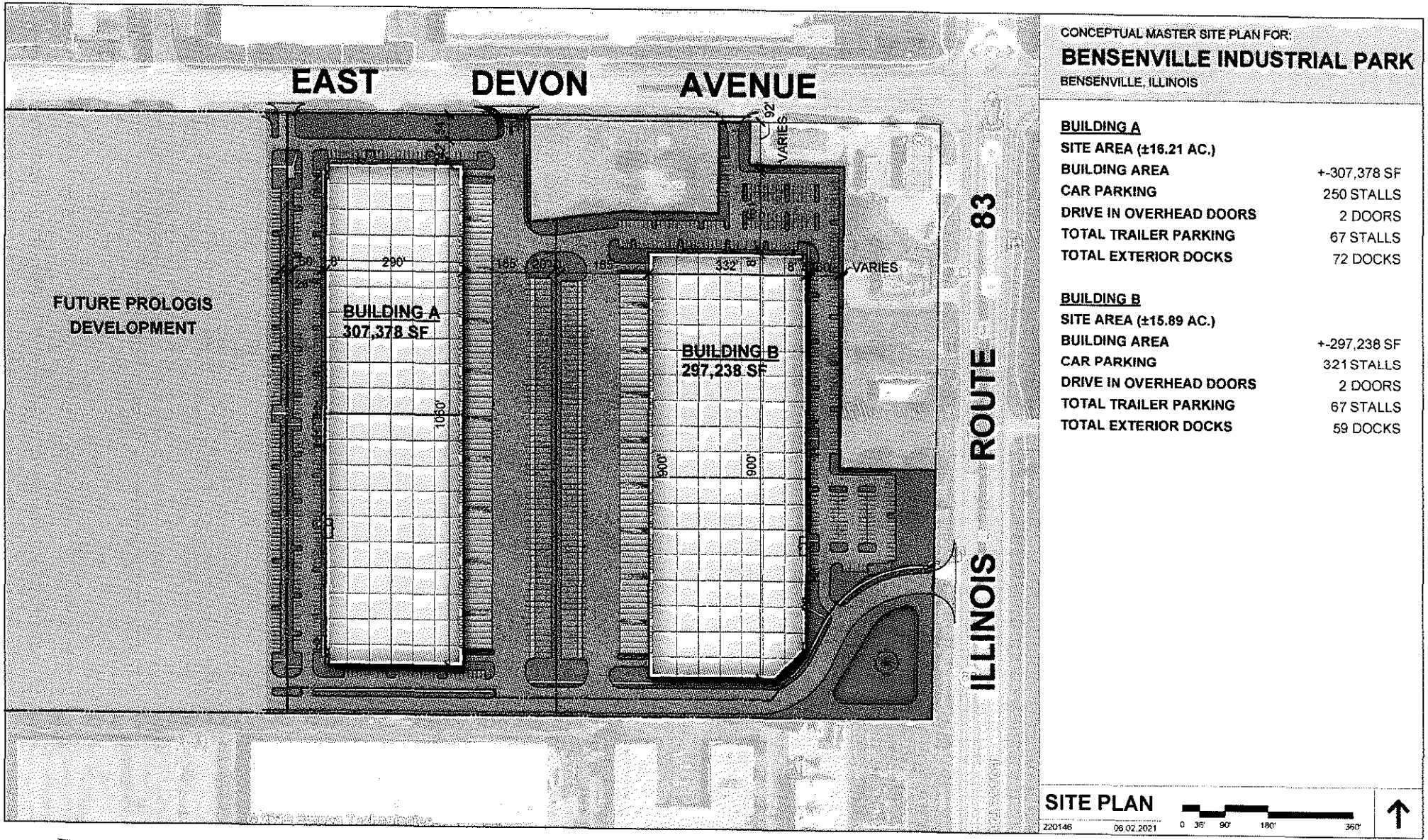
	Meets Standard	
Planned Unit Development Approval Standards	*Yes*	*No*
1. Comprehensive Plan	X	
2. Public Facilities	X	
3. Landscaping and Screening	X	
4. Site Design	X	
5. Natural Environment	X	
6. Utilities	X	

RECOMMENDATIONS:

1) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.
2) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Planned Unit Development Amendment with the following conditions:
    1. Proposed development of the eastern portion of the subject site shall be in accordance with submitted plans from Kimley-Horn dated 05.28.21, except as amended herein;
    2. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) and the Final Planned Unit Development (Ord. No. _____) are consequently conditions of approval of the Planned Unit Development Amendment;
    3. The code departure for Outdoor Lighting Illumination Standards is approved. Light fixtures shall be in accordance with plans submitted by Harris Architects Inc. and Kornacki & Associates Inc dated 05.26.21; and
    4. The Zoning Administrator has final review authority over the architectural design of the buildings.
3) Staff recommends the Approval of the Final Plat of Subdivision with the following condition:
    a. The Petitioner shall revise the Plat in accordance with comments from the Village Engineering Department prior to appearing before the Village Board of Trustees.

Respectfully Submitted,

Department of Community & Economic Development



CONCEPTUAL MASTER SITE PLAN FOR:

BENSENVILLE INDUSTRIAL PARK

BENSENVILLE, ILLINOIS

BUILDING A

SITE AREA (±16.21 AC.)	
BUILDING AREA	+-307,378 SF
CAR PARKING	250 STALLS
DRIVE IN OVERHEAD DOORS	2 DOORS
TOTAL TRAILER PARKING	67 STALLS
TOTAL EXTERIOR DOCKS	72 DOCKS

BUILDING B

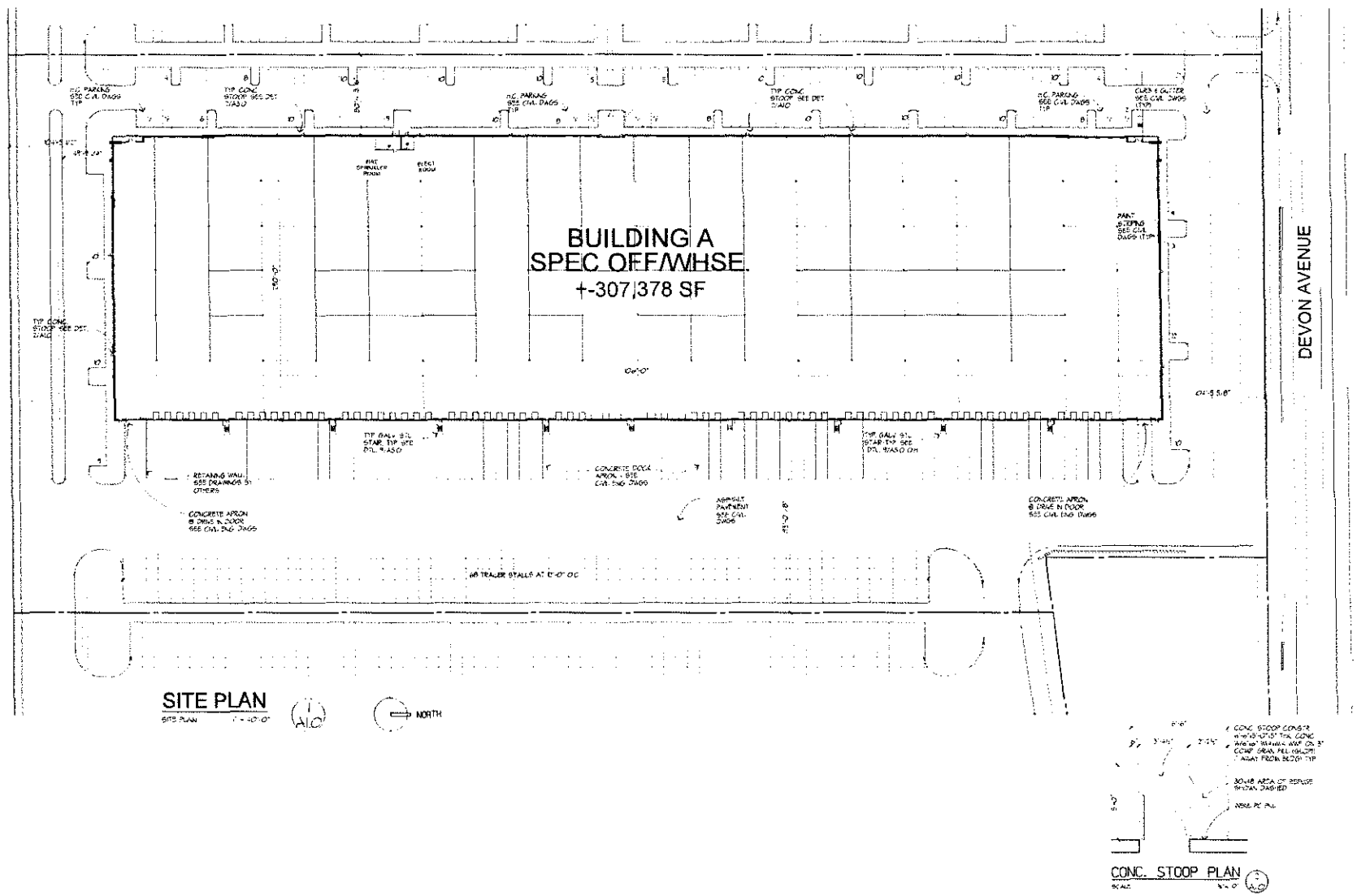
SITE AREA (±15.89 AC.)	
BUILDING AREA	+-297,238 SF
CAR PARKING	321 STALLS
DRIVE IN OVERHEAD DOORS	2 DOORS
TOTAL TRAILER PARKING	67 STALLS
TOTAL EXTERIOR DOCKS	59 DOCKS

SITE PLAN

220146 06.02.2021 0 36' 90' 180' 360'

ML REALTY PARTNERS

HARRIS ARCHITECTS, INC.
WWW.HARRISARCHITECTS.COM 847.303.1155



SITE PLAN

SITE PLAN 1" = 40'-0"

SITE DATA	
SITE AREA (+/- 7.0 ACRES)	305,473 SF
FLOOR AREA RATIO	.43
BUILDING AREA	
OFFICE	1SD
WAREHOUSE AREA	304,888 SF
ELECT/EQUIP/MAP ROOM	599 SF
TOTAL BUILDING	307,378 SF
PARKING	
OFFICE (1/300 SF)	1SD
WAREHOUSE (1/2,000 SF)	0 STALLS
TOTAL REQUIRED	0 STALLS
PARKING PROVIDED (9'x20')	234 STALLS
ACCESSIBLE STALLS	8 STALLS
TOTAL	242 STALLS
DRIVE-IN DOORS	4
53' WIDE DOCKS	54
FUTURE EXTERIOR DOCKS	0
TRAILER STALLS	48
BUILDING CLEAR HEIGHT	40'-0"

GENERAL NOTES

1. SEE CIVIL ENGINEERING DRAWINGS FOR OTHER ENGINEERING NOTES AND DETAILS.
2. ALL DIMENSIONS ARE FROM BACK FACE OF CURB OR BUILDING UNLESS NOTED OTHERWISE.
3. EXACT LOCATION OR PLACEMENT OF NEW BLDG. INDICATED ABOVE SHALL BE DETERMINED BY LAND SURVEYOR HIRED BY O.C. AND SHALL COORDINATE & INFORM THE ARCHITECT OF ANY DISCREPANCY PRIOR TO STARTING WORK.

M/I REALTY

HARRIS ARCHITECTS INC.

307,378 SF SPEC OFFICE/ WAREHOUSE FACILITY

BUILDING A

MI Realty Partners Bensenville Industrial Park, Bensenville, Illinois

06-29-21

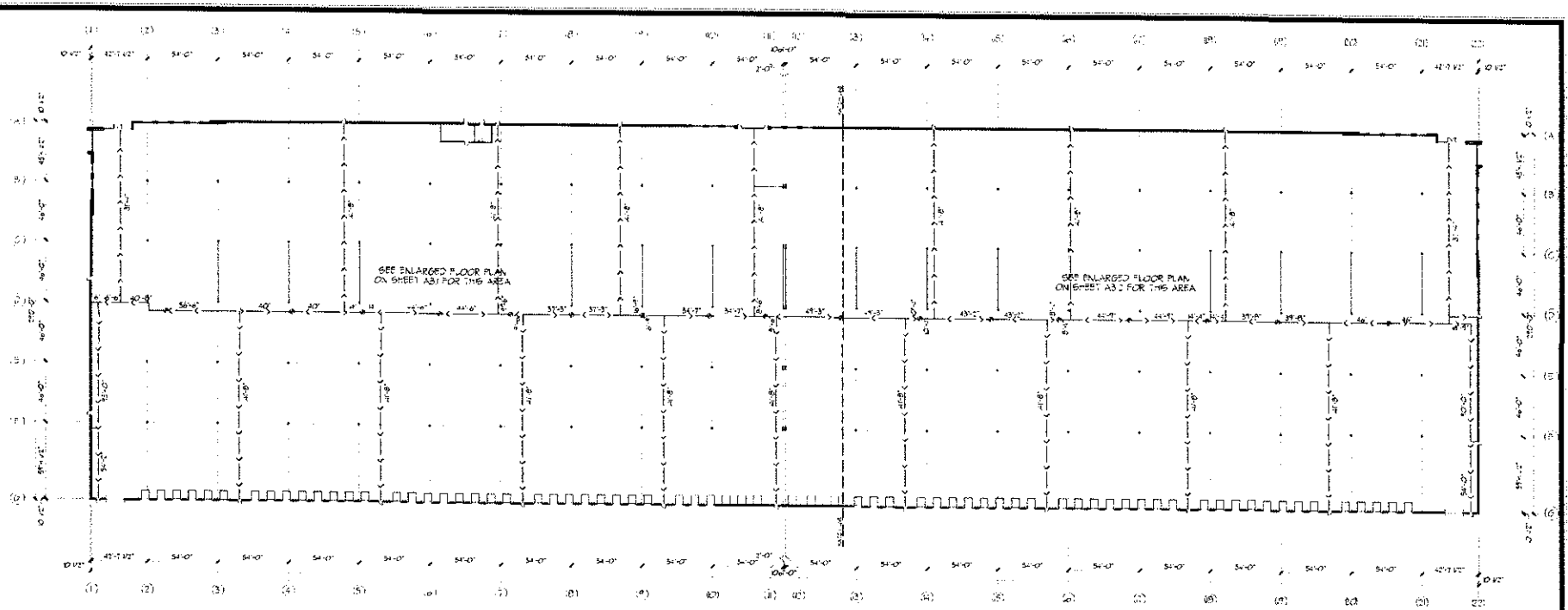
ISSUED FOR BID

PROJECT NO. 221148

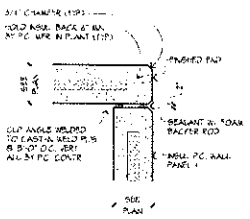
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DRAWING 221148BLDG.DGN

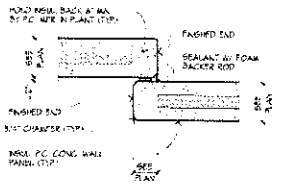
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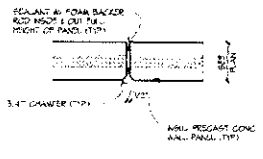
OVERALL BUILDING FLOOR PLAN & EXIT PLAN



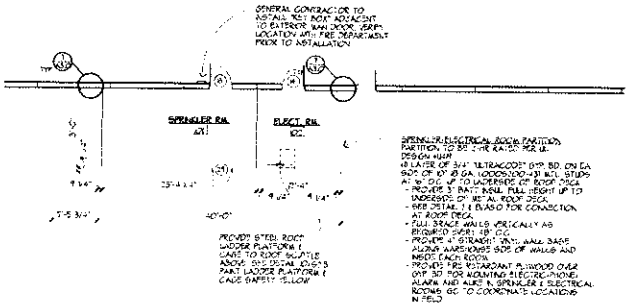
P.C. BUTT JOINT

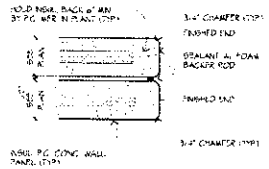


P.C. OVERLAP JOINT DETAIL

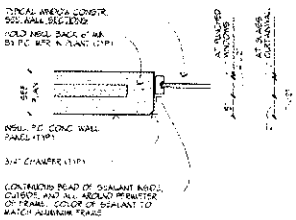


TYP. P.C. PANEL JOINT

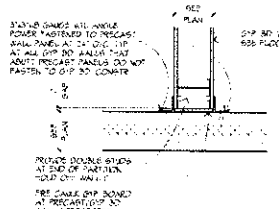




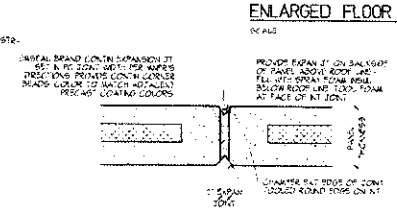
P.C. OVERLAP JOINT DETAIL



TYPICAL WINDOW JAMB



GYP. BD. DETAIL AT PC



PC EXPANSION JT.

ENLARGED FLOOR PLAN

M.L. REALTY PARTNERS

HARRIS ARCHITECTS INC

NEW 307,378 S.F. SPEC OFFICE WAREHOUSE FACILITY

BUILDING A

ML Realty Partners Bensenville Industrial Park, Bensenville, Illinois

ISSUED FOR BID

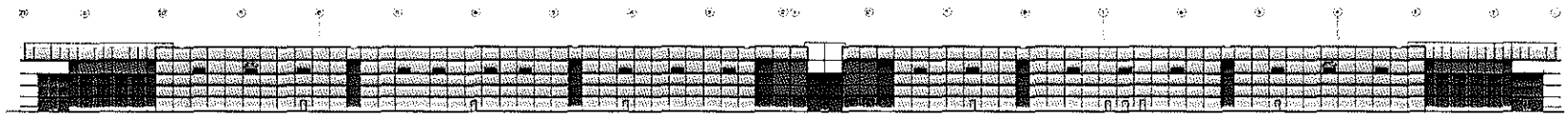
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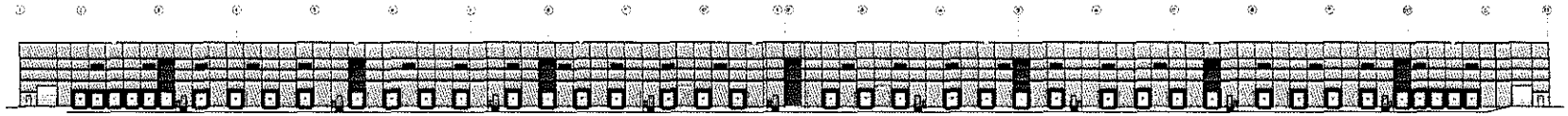
SHEET 5 OF 28 SHEETS



WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION

ML REALTY PARTNERS

HARRIS ARCHITECTS INC

NEW SPECULATIVE OFFICE WAREHOUSE FOR

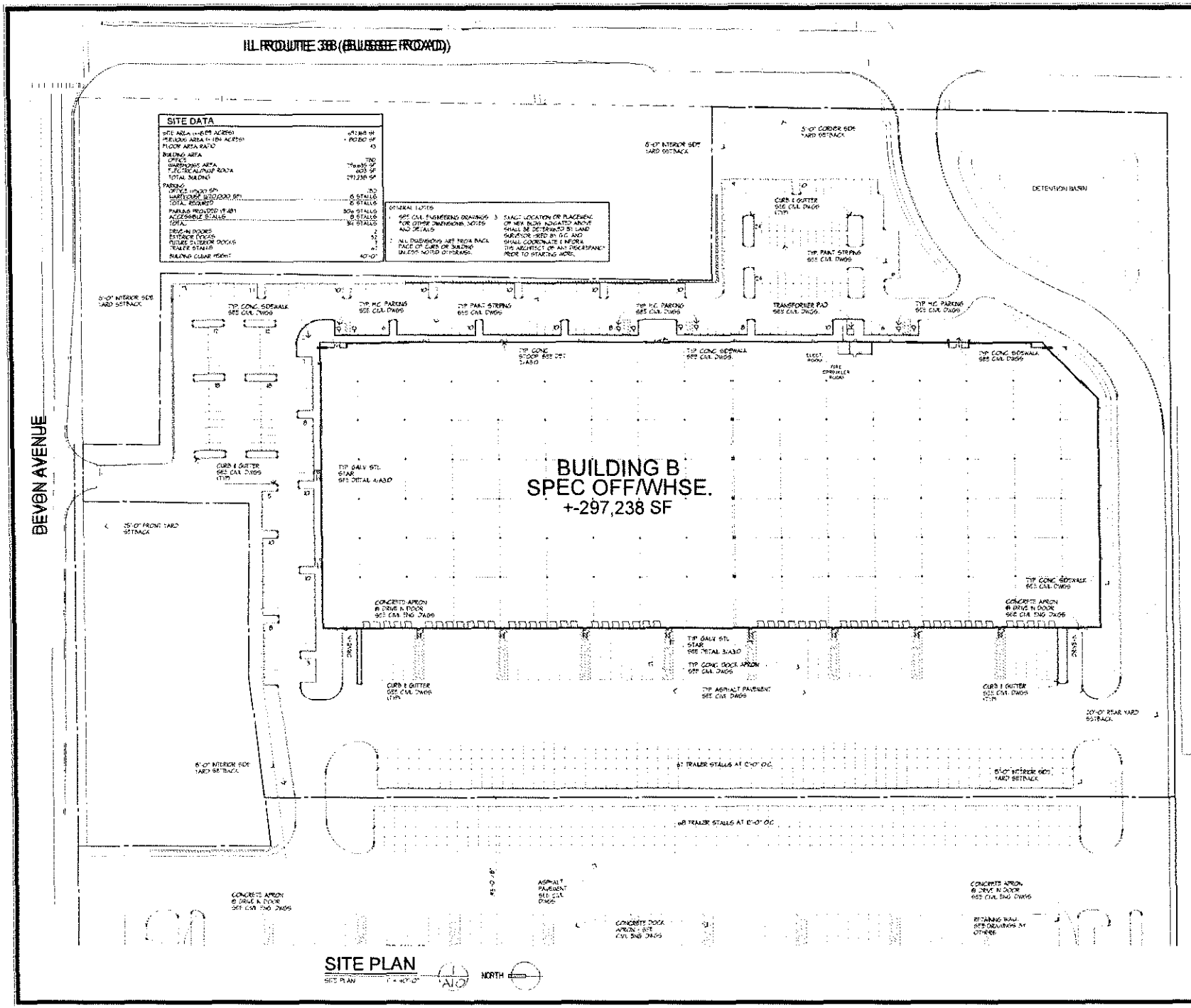
BUILDING A

ML Realty Partners Bensenville Industrial Park Bensenville, Illinois

ISSUED FOR BID 05.28.2021

PROJECT NO 221148
DRAWN BY RDH
DATABASE 221148_BLDG

SHEET NO A2.0
2 OF 2 SHEETS



SITE PLAN

SITE PLAN 1" = 40'-0" (A1.0) NORTH

M.I. REALTY

HARRIS ARCHITECTS INC.

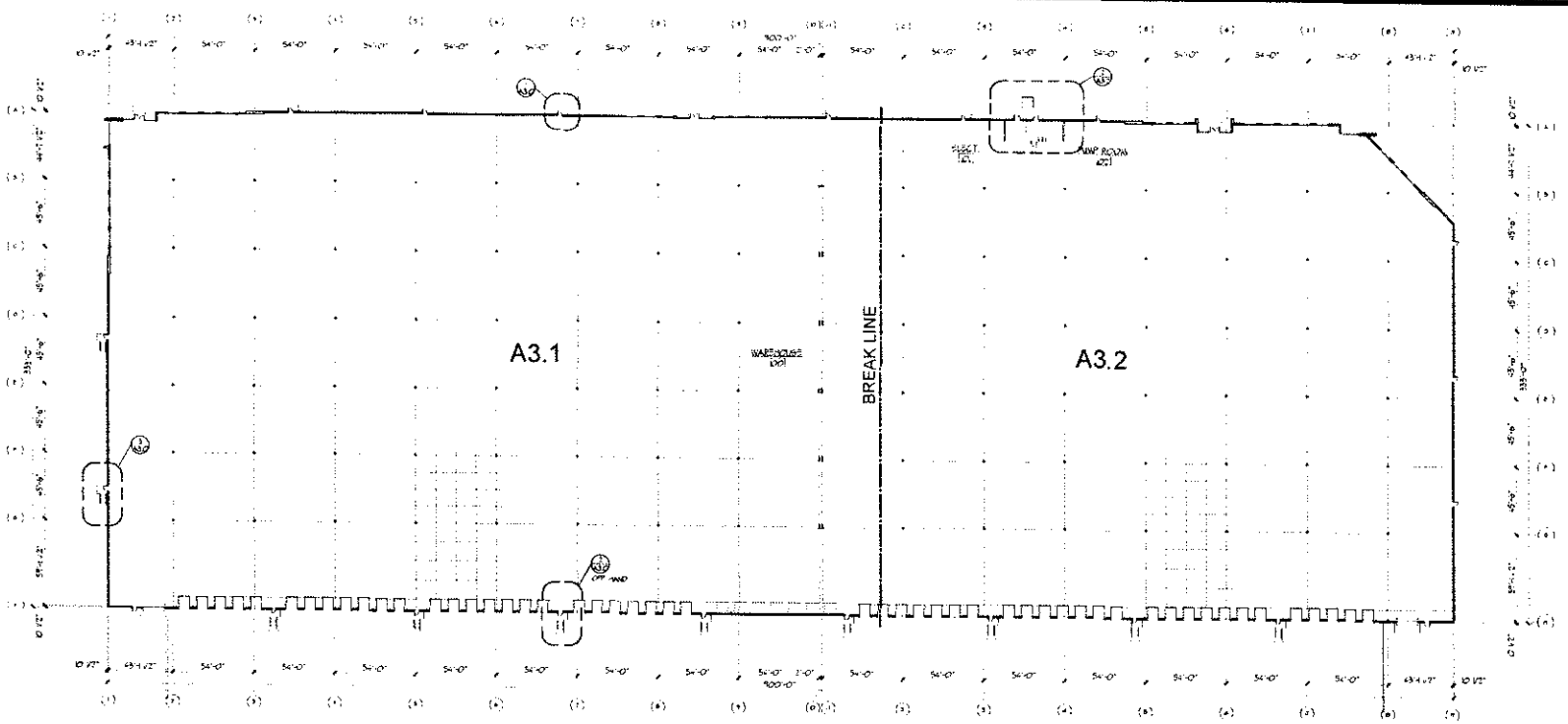
297,600 SF SPEC OFFICE/ WAREHOUSE FACILITY

BUILDING B

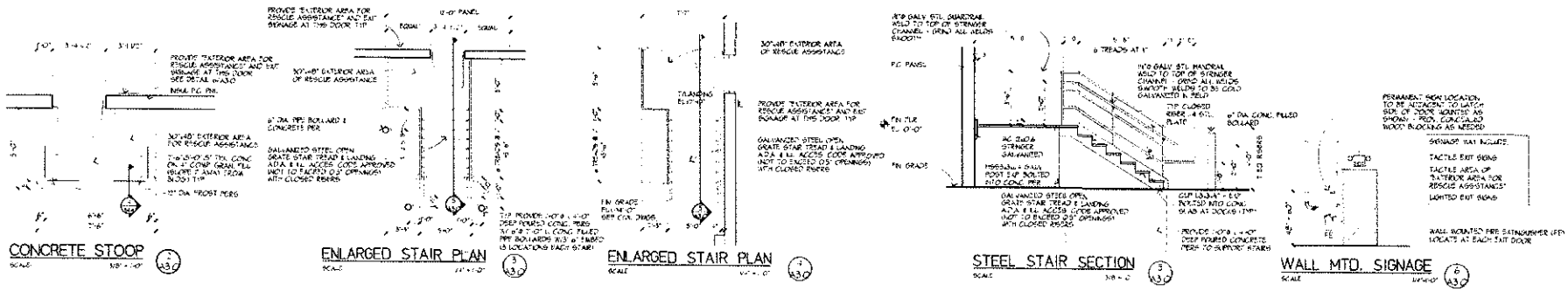
Mt. Realty Partners Bensenville Industrial Park, Bensenville, Illinois

PROJECT NO. 221149
DRAWN BY GL
DATABASE 221149BLDG.DB

SHEET NO. A1.0



OVERALL FLOOR PLAN - EGRESS



CONCRETE STOOP

ENLARGED STAIR PLAN

ENLARGED STAIR PLAN

STEEL STAIR SECTION

WALL MTD. SIGNAGE

M.L. REALTY PARTNERS

HARRIS ARCHITECTS INC.

297,600 SF SPEC OFFICE/WAREHOUSE FACILITY

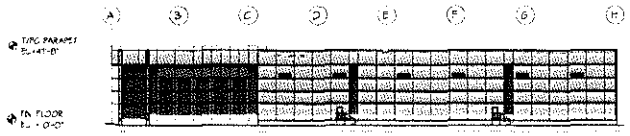
BUILDING B

ML Realty Partners Bensenville Industrial Park Bensenville, Illinois

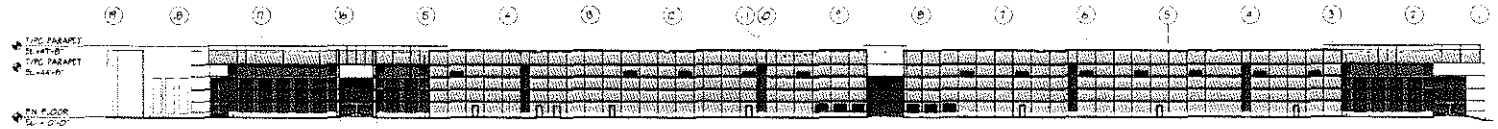
ISSUED FOR PERMIT

PROJECT NO.
221148
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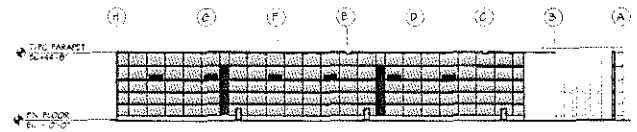
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A3.0



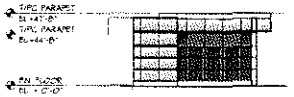
NORTH ELEVATION



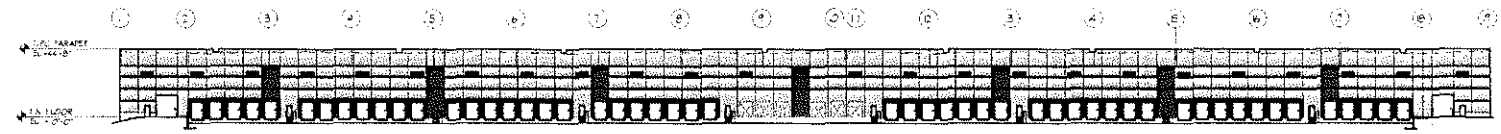
EAST ELEVATION



SOUTH ELEVATION



PARTIAL SOUTHEAST ELEVATION



WEST ELEVATION

ML REALTY

HARRIS ARCHITECTS INC.

297,600 SF SPEC OFFICE/ WAREHOUSE FACILITY

BUILDING B

ML Realty Partners Bensenville Industrial Park Bensenville Illinois

ISSUED FOR BID 04-29-2022

PROJECT NO 221149
DRAWN BY GL
DATABASE 221149BLDG DB

SHEET NO A2.2



CONCEPTUAL PROTOTYPE RENDERING

MOHAWK TERRACE BUILDING A

BENSENVILLE, IL

05.25.2021

ML REALTY PARTNERS

HARRIS ARCHITECTS, INC.

WWW.HARRISARCHITECTS.COM



CONCEPTUAL PROTOTYPE RENDERING

MOHAWK TERRACE BUILDING B

BENSENVILLE, IL

05.25.2021

ML REALTY PARTNERS

HARRIS ARCHITECTS, INC.

WWW.HARRISARCHITECTS.COM 847.303.1100

FINAL ENGINEERING PLANS

ML REALTY PARTNERS

BENSENVILLE INDUSTRIAL PARK

IL RTE 83 (BUSSE ROAD) & DEVON AVENUE

BENSENVILLE, ILLINOIS 60106

Call Before You Dig
JULIE
1-800-892-0123

Sheet List Table	
Sheet Number	Sheet Title
C0.0	TITLE SHEET
C1.0	GENERAL NOTES
C2.0	OVERALL EXISTING CONDITIONS & DEMOLITION PLAN
C3.0	OVERALL SITE LAYOUT AND PAVING PLAN
C3.1	SITE PLAN - NORTHWEST
C3.2	SITE PLAN - NORTHEAST
C3.3	SITE PLAN - SOUTHWEST
C3.4	SITE PLAN - SOUTHEAST
C4.0	EROSION CONTROL PLAN
C4.1	EROSION CONTROL NOTES AND DETAILS
C5.0	OVERALL GRADING PLAN
C5.1	GRADING PLAN - NORTHWEST
C5.2	GRADING PLAN - NORTHEAST
C5.3	GRADING PLAN - SOUTHWEST
C5.4	GRADING PLAN - SOUTHEAST
C5.5	ADA GRADING DETAILS
C6.0	OVERALL UTILITY PLAN
C6.1	UTILITY PLAN - NORTHWEST
C6.2	UTILITY PLAN - NORTHEAST
C6.3	UTILITY PLAN - SOUTHWEST
C6.4	UTILITY PLAN - SOUTHEAST
C6.5	STRUCTURE TABLES
C6.6	SANITARY PROFILES
C6.7	SANITARY PROFILES
C6.8	SANITARY PROFILES
C7.0	CONSTRUCTION DETAILS
C7.1	CONSTRUCTION DETAILS
C7.2	CONSTRUCTION DETAILS
C7.3	CONSTRUCTION DETAILS
C7.4	CONSTRUCTION DETAILS
L1.0	OVERALL LANDSCAPE PLAN
L1.1	DETAILED LANDSCAPE PLAN
L1.2	DETAILED LANDSCAPE PLAN
L1.3	DETAILED LANDSCAPE PLAN
L1.4	DETAILED LANDSCAPE PLAN
L2.0	LANDSCAPE NOTES AND DETAILS

BENCHMARKS

SITE BENCHMARKS:
ELEVATIONS SHOWN ON SURVEY

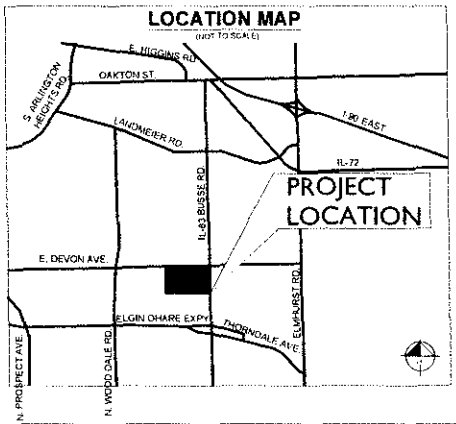
DUPAGE COUNTY BENCHMARKS:

BENCHMARK C00 DUPBS 34
SOUTH SIDE OF DEVON AVE, APPROXIMATELY 330 FEET WEST OF THE INTERSECTION OF SPRUCE AVE AND DEVON AVE
ELEVATION=673.15 (NAVD 88)

BENCHMARK U 132 RESET
LOCATED ON THE NORTHEAST SIDE OF A "T" INTERSECTION OF SHORTDALE AV AND SIVERT DR.
ELEVATION=703.19 (NAVD 88)

LOCATION MAP

(NOT TO SCALE)



LEGAL DESCRIPTION

LOT 1

THAT PART OF BRANDSAR'S MONARK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-788820, IN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE FOR THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89 DEGREES 58 MINUTES 21 SECONDS EAST, A DISTANCE OF 1098.38 FEET TO THE POINT OF BEGINNING; (2) THENCE NORTH 89 DEGREES 38 MINUTES 21 SECONDS EAST, A DISTANCE OF 400.86 FEET TO THE NORTHEAST CORNER OF LOT 77 IN SAID SUBDIVISION; (3) THENCE SOUTH 00 DEGREES 21 MINUTES 39 SECONDS EAST, A DISTANCE OF 1603.16 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; (4) THENCE NORTH 89 DEGREES 38 MINUTES 21 SECONDS EAST 54.14 FEET; THENCE SOUTH 01 DEGREES 15 SECONDS EAST A DISTANCE OF 2183.87 FEET; THENCE SOUTH 89 DEGREES 38 MINUTES 20 SECONDS WEST, A DISTANCE OF 129.93 FEET; THENCE SOUTH 01 DEGREES 58 MINUTES 38 SECONDS EAST, A DISTANCE OF 20.83 FEET; THENCE SOUTH 88 DEGREES 39 MINUTES 34 SECONDS WEST, A DISTANCE OF 436.46 FEET; THENCE NORTH 01 DEGREES 21 MINUTES 38 SECONDS WEST, A DISTANCE OF 1214.44 FEET TO THE POINT OF BEGINNING

LOT 4

THAT PART OF BRANDSAR'S MONARK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-788820, IN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE FOR THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89 DEGREES 58 MINUTES 21 SECONDS EAST, A DISTANCE OF 1098.38 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; (2) THENCE SOUTH 00 DEGREES 21 MINUTES 39 SECONDS EAST, A DISTANCE OF 100.16 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; (3) THENCE NORTH 89 DEGREES 38 MINUTES 21 SECONDS EAST 54.14 FEET TO THE POINT OF BEGINNING; (4) THENCE NORTH 89 DEGREES 38 MINUTES 21 SECONDS EAST, A DISTANCE OF 411.73 FEET TO A POINT ON THE WEST LINE OF LOT 58 IN SAID SUBDIVISION, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 58, A DISTANCE OF 89.68 FEET TO THE SOUTHWEST CORNER OF SAID LOT 58; THENCE NORTH 89 DEGREES 31 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 58, A DISTANCE OF 200.03 FEET TO THE SOUTHEAST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 837.90 FEET TO THE SOUTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 37 MINUTES 31 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 52, A DISTANCE OF 1992.32 FEET TO THE SOUTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST POINT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 37 MINUTES 48 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 2199.94 FEET; THENCE SOUTH 88 DEGREES 28 MINUTES 57 SECONDS WEST, A DISTANCE OF 417.85 FEET; THENCE SOUTH 72 DEGREES 44 MINUTES 27 SECONDS WEST, A DISTANCE OF 97.51 FEET; THENCE NORTH 47 DEGREES 01 MINUTES 31 SECONDS WEST, A DISTANCE OF 80.91 FEET; THENCE SOUTH 54 DEGREES 04 MINUTES 24 SECONDS WEST, A DISTANCE OF 44.76 FEET; THENCE SOUTH 26 DEGREES 05 MINUTES 39 SECONDS WEST, A DISTANCE OF 88.68 FEET; THENCE SOUTH 36 DEGREES 57 MINUTES 20 SECONDS WEST, A DISTANCE OF 44.29 FEET; THENCE SOUTH 60 DEGREES 16 MINUTES 26 SECONDS WEST, A DISTANCE OF 44.63 FEET; THENCE SOUTH 88 DEGREES 38 MINUTES 39 SECONDS WEST, A DISTANCE OF 461.17 FEET; THENCE NORTH 01 DEGREES 24 MINUTES 15 SECONDS WEST, A DISTANCE OF 1783.87 FEET TO THE POINT OF BEGINNING

LOT 5

THAT PART OF BRANDSAR'S MONARK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-788820, IN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE ALONG SAID SOUTH RIGHT OF WAY FOR THE FOLLOWING THREE (3) TRACTS: (1) THENCE NORTH 89 DEGREES 58 MINUTES 21 SECONDS EAST, A DISTANCE OF 1098.24 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; (2) THENCE SOUTH 00 DEGREES 21 MINUTES 39 SECONDS EAST, A DISTANCE OF 100.16 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; (3) THENCE NORTH 89 DEGREES 38 MINUTES 21 SECONDS EAST 54.14 FEET TO THE POINT OF BEGINNING; (4) THENCE NORTH 89 DEGREES 38 MINUTES 21 SECONDS EAST, A DISTANCE OF 411.73 FEET TO A POINT ON THE WEST LINE OF LOT 58 IN SAID SUBDIVISION, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 58, A DISTANCE OF 89.68 FEET TO THE SOUTHWEST CORNER OF SAID LOT 58; THENCE NORTH 89 DEGREES 31 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 58, A DISTANCE OF 200.03 FEET TO THE SOUTHEAST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 837.90 FEET TO THE SOUTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 37 MINUTES 31 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 52, A DISTANCE OF 1992.32 FEET TO THE SOUTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST POINT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE ALONG SAID WEST RIGHT OF WAY LINE FOR THE FOLLOWING TWO (2) COURSES: (1) THENCE SOUTH 00 DEGREES 37 MINUTES 48 SECONDS EAST, A DISTANCE OF 230.84 FEET TO THE POINT OF BEGINNING; (2) THENCE SOUTH 00 DEGREES 37 MINUTES 48 SECONDS EAST, A DISTANCE OF 375.26 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 89 DEGREES 38 MINUTES 34 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 1357.37 FEET TO A POINT BEING 1130.60 FEET EAST OF THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 01 DEGREES 21 MINUTES 39 SECONDS WEST, A DISTANCE OF 34.57 FEET; THENCE NORTH 89 DEGREES 38 MINUTES 34 SECONDS EAST, A DISTANCE OF 438.86 FEET; THENCE NORTH 01 DEGREES 58 MINUTES 38 SECONDS WEST, A DISTANCE OF 20.83 FEET; THENCE NORTH 01 DEGREES 38 MINUTES 20 SECONDS EAST, A DISTANCE OF 598.10 FEET; THENCE NORTH 83 DEGREES 16 MINUTES 26 SECONDS EAST, A DISTANCE OF 44.63 FEET; THENCE NORTH 36 DEGREES 57 MINUTES 20 SECONDS EAST, A DISTANCE OF 44.00 FEET; THENCE NORTH 26 DEGREES 05 MINUTES 39 SECONDS EAST, A DISTANCE OF 90.68 FEET; THENCE NORTH 54 DEGREES 04 MINUTES 24 SECONDS EAST, A DISTANCE OF 44.76 FEET; THENCE NORTH 47 DEGREES 01 MINUTES 31 SECONDS EAST, A DISTANCE OF 80.91 FEET; THENCE NORTH 72 DEGREES 44 MINUTES 27 SECONDS EAST, A DISTANCE OF 97.51 FEET TO THE POINT OF BEGINNING

UTILITY AND GOVERNING AGENCY CONTACTS

ENGINEERING DEPARTMENT
VILLAGE OF BENSENVILLE
12 SOUTH CENTER ST
BENSENVILLE, IL 60106
TEL: (630) 350-3435
CONTACT: MEHUL PATEL, P.E.

SANITARY/STORM/WATER SERVICE
VILLAGE OF BENSENVILLE, PUBLIC WORKS
12 SOUTH CENTER ST.
BENSENVILLE, IL 60106
TEL: (630) 594-1196
EMAIL: MPATEL@BENSENVILLE.IL.US
CONTACT: MEHUL PATEL, P.E

ROADWAY AUTHORITY
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL 60196
TEL: (847) 705-4000
CONTACT: JOSE RIOS

COOK COUNTY DEPARTMENT OF TRANSPORTATION
69 WEST WASHINGTON ST. 24TH FLOOR
CHICAGO, IL 60602
TEL: (312) 603-1601

NATURAL GAS COMPANY
NICOR GAS
TEL: (847) 598-4011
EMAIL: FSHAH@SOUTHERNCO.COM
CONTACT: FORAM SHAH

POWER COMPANY
COMED
TEL: (866) 639-3532

TELEPHONE
AT&T
915 N. YORK ST
ELMHURST, IL 60126
TEL: (331) 209-6685
EMAIL: CI1629@ATT.COM

PROJECT TEAM

DEVELOPER
ML REALTY PARTNERS LLC
ONE PIERCE PLACE, SUITE 450
ITASCA, IL 60143
TEL: (630) 250-2900
CONTACT: TIMOTHY GEISLER

GEOTECH
TESTING SERVICE CORPORATION
457 EAST GUNDERSON DR
CAROL STREAM, IL 60188
TEL: (630) 653-3920
CONTACT: JOHN MASSA, P.E.

TRAFFIC ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487-5550
EMAIL: TIM.SJODREN@KIMLEY-HORN.COM
CONTACT: TIM SJODREN, P.E

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487-5550
EMAIL: JAMIE.PUTNAM@KIMLEY-HORN.COM
CONTACT: JAMIE PUTNAM, P.E.
EMAIL: NATE.GROFF@KIMLEY-HORN.COM
CONTACT: NATE GROFF, P.E.

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487-5550
EMAIL: DANIEL.GROVE@KIMLEY-HORN.COM
CONTACT: DANIEL GROVE, P.L.A.

SURVEYOR
COMPASS SURVEYING, LTD.
2631 GINGER WOODS PKWY, SUITE 100
AURORA, ILLINOIS 60502
TEL: (630) 820-9100
CONTACT: CHRIS SALAZAR, P.L.S

PROFESSIONAL ENGINEER'S CERTIFICATION

I, JAMES PUTNAM, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF ML REALTY BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF, AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 26TH DAY OF MAY, A.D., 2021

JAMES W. PUTNAM
ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-096631
MY LICENSE EXPIRES ON NOVEMBER 30TH, 2021
DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

JAMES W. PUTNAM
062-096631
PROFESSIONAL ENGINEER
ILLINOIS
State of Expiration 11-30-21

Kimley»Horn
ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL RTE 83 & DEVON AVENUE
BENSENVILLE, IL 60106
TITLE SHEET
ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER: C0.0

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHIC UTILITIES, HORIZ. OR VERT. AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   COMPASS SURVEYING, LTD.
   2830 GINGER WOODS PKWY., SUITE 100
   AURORA, ILLINOIS 60504
   TEL. (630) 820-9100

   COPIES OF THIS SURVEY ARE AVAILABLE FROM THE ENGINEER. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS.

2. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY REMARKS, SHOWN ON SPECIAL CONSTRUCTION METHODS DEEMED NECESSARY BY THE CONTRACTOR IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S DRAWINGS OF THE SUITABLE CONDITIONS FOR DOING AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S OR OWNER'S AUTHORIZATION TO ACCESS THE SITE TO COMMENCE A SUPPLEMENTAL SOILS INVESTIGATION.

3. THE CONTRACTOR SHALL IMMEDIATELY PROTECT THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DISTINGUISHING EXISTING CONDITIONS.

4. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

   A. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PREPARED BY SHOT, LATEST EDITION.

   B. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.

   C. "ILLINOIS PROGRAM FOR MODIFIED STANDARDS FOR SEWAGE REPORTS," AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.

   D. REGULATIONS, STANDARDS AND GENERAL REQUIREMENTS SET FORTH BY THE VILLAGE OF BENSENVILLE, UNLESS OTHERWISE NOTED ON THE PLANS.

   E. THE NATIONAL ELECTRIC CODE.

   F. ALL APPLICABLE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.

5. STANDARD SPECIFICATIONS, SUPPLEMENTARY SPECIFICATIONS, AND RECURRING SPECIAL PROVISIONS CONSTRUCTION PLANS, AND SUPPLEMENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. ADDITIONAL ITEMS OR WORK REQUIRED NECESSARY TO COMPLETE THE CONSTRUCTION AS SHOWN BUT NOT SPECIFICALLY MENTIONED IN THE CONTRACT, SHALL NOT BE CONSIDERED EXTRA WORK BUT MAY NOT BE SPECIFICALLY MENTIONED IN THE CONTRACT, SHALL NOT BE CONSIDERED EXTRA WORK BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL ITEMS REQUIRED FOR CONSTRUCTION OF THE PROJECT AS SHOWN ON THE PLANS, ARE INCLUDED IN THE CONTRACT. ANY ITEM NOT SPECIFICALLY INCLUDED IN THE CONTRACT, BUT SHOWN ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IN THE EVENT OF A DISCREPANCY WITH THE PLANS AND SPECIFICATIONS.

7. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT THEM TO THE ENGINEER. DOING SO WILL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY FOR ASSUMED FULL RESPONSIBILITY FOR THE EVENT OF NEGLIGENCE OF HEREIN. THE CONSTRUCTION PLANS, SPECIFICATIONS, AND CONTRACT DOCUMENTS SHALL BE KEPT ON THE CONSTRUCTION SITE DURING THE ENTIRE CONSTRUCTION PERIOD. CONTRACTOR SHALL BE FAMILIAR WITH INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSION OR DISCREPANCY. THE CONTRACTOR SHALL NOT TAKE ADVANTAGE OF ANY APPARENT ERROR OR OMISSION BUT SHALL BE CONSIDERED TO HAVE ASSUMED THE RISK AND EXPENSE IN THE EVENT OF ANY DOUBT OR QUESTIONING APPLY WITH RESPECT TO THE INTERPRETATION OF THE PLANS, SPECIFICATIONS OR ANY OTHER SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

8. THE CONTRACTOR SHALL ASCERTAIN AND COMPLY WITH REQUIREMENTS OF ALL PERMITS TO OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR FIELD WORK, AGREES TO INDEMNIFY AND SAVE HARMLESS THE OWNER AND ENGINEER AND THEIR AGENTS AND EMPLOYEES FROM ANY AND ALL CLAIMS, DEMANDS, AND AGAINST ANY AND ALL LIABILITY, LOSS, AND/OR EXPENSE, INCLUDING COST OF DEFENSE, ARISING OUT OF CONTRACTED PERFORMANCE OF THE WORK DESCRIBED HEREIN.

9. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, PROCEDURES, OR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. THESE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. BY USING THESE PLANS FOR FIELD WORK, AGREES TO INDEMNIFY AND SAVE HARMLESS THE OWNER AND ENGINEER AND THEIR AGENTS AND EMPLOYEES FROM AND AGAINST ANY AND ALL LIABILITY, LOSS, AND/OR EXPENSE, INCLUDING COST OF DEFENSE, ARISING OUT OF CONTRACTED PERFORMANCE OF THE WORK DESCRIBED HEREIN.

10. CONSTRUCTION MATERIALS AND/OR EQUIPMENT MAY NOT BE STORED IN THE RIGHT-OF-WAY, AS DIRECTED BY THE OWNER.

11. FARMHOUSES OVER THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAYS ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE STARTING WORK AND FOR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. 4 WORKING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE PROPOSED CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

12. OBTAIN SHALL OBTAIN EASEMENTS AND APPROVAL OF PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS AND EASEMENTS.

13. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES WITH THEY ARE NO LONGER NEEDED AND STAKES RESTORED OR REPLACED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE DONE BY THE SURVEYOR AT THE CONTRACTOR'S EXPENSE.

14. NOTIFICATION OF COMMENCING CONSTRUCTION

   14.A. THE CONTRACTOR SHALL NOTIFY THE FOLLOWING AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY SUCH OTHER AGENCIES AS MAY BE NECESSARY, INCLUDING THE VILLAGE OF BENSENVILLE, AND THE OWNER'S REPRESENTATIVE AS ASSIGNED BY THE OWNER.

   14.B. FAILURE OF THE CONTRACTOR TO ALLOW PROPER NOTIFICATION THAT WHICH RESULTS IN THE TESTING COMPANIES TO BE UNABLE TO VISIT THE SITE AND PERFORM TESTING WILL CAUSE THE CONTRACTOR TO SUSPEND THE OPERATION TO BE TESTED UNTIL THE TESTING AGENCY CAN SCHEDULE TESTING (REGARDLESS COST OF SUSPENSION IS WORK SHALL BE BORNE BY THE CONTRACTOR

15. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL EMERGENCY TRAFFIC, AS DIRECTED BY THE MUNICIPALITY.

16. ANY EXISTING SIGNS, LIGHT STANDARDS, AND UTILITY POLES THAT INTERFERE WITH CONSTRUCTION OPERATIONS, OR ANY ARE LISTED FOR REMOVAL ON THE PLANS AND SPECIFICATIONS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT ALL TIMES DURING THE PROGRESS OF THE WORK AS DIRECTED BY THE ENGINEER. ALL SUCH ITEMS SHALL BE APPLIED TO THE CONTRACT AS PAY ITEMS FOR THE CONTRACTOR'S OWN CONVENIENCE AND NOT ENTITLED TO ANY ADDITIONAL COMPENSATION FOR THE REMOVAL AND RESET UNLESS REQUESTED BY THE RESPECTIVE OWNERS.

17. ALL TREES TO BE SAVED SHALL BE CLEARLY MARKED PRIOR TO CONSTRUCTION BY THE LANDSCAPE ARCHITECT AND SHALL BE PROTECTED PER IDOT SECTION 201.05 THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONSTRUCTION. SPRAYING SHALL BE CLEARLY MARKED AND PROTECTED BY THE CONTRACTOR. ALL TREES NOT SHOWN TO BE REMOVED SHALL BE PROTECTED FROM DAMAGE BY TRUNK, BRANCH, AND ROOT INJURY. NO EXCAVATION, FILLING OR GRADING IS TO BE DONE WHERE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.

18. UNDERGROUND WORK WITHIN THE PROPOSED RIGHT-OF-WAY SHALL BE ADVISED TASTE IT HAS BEEN APPROVED BY THE VILLAGE OF BENSENVILLE. APPROVAL SHALL NOT BE GRANTED UNTIL THE CONTRACTOR HAS OBTAINED THE VILLAGE OF BENSENVILLE PRIOR TO INSTALLING PAVEMENT BASE, BINDER AND SURFACE, AND PRIOR TO POURING ANY CONCRETE IN THE PUBLIC RIGHT-OF-WAY.

19. WHERE ANY PORTIONS OF THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND TILE SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THE CONTRACTOR'S PRICE SHALL INCLUDE BE AND FOR SATISFACTORY, BUT SHALL BE VERIFIED WITH THE CONTRACT LIMIT PRICE EACH FOR STRUCTURES AND CONTRACT LIMIT PRICE PER LINEAL FOOT FOR SEWER AND WATERMAIN. WHERE EXISTING SEWER OR WATER MAIN IS TO BE REMOVED, THE CONTRACTOR SHALL DISPOSAL OF DEBRIS AND DAY. DRAINAGE STRUCTURES AND SEWER SERVICES CONSTRUCTED AS PART OF THE CONTRACT. THE CONTRACTOR'S PRICE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE APPROPRIATE ITEM. EXPENSE AND CLEANUP WILL BE MADE FOR CLEANING STRUCTURES OR SEWERS THAT ARE NOT A PART OF THE CONTRACTOR'S CONTRACT.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC OVER THESE FACILITIES DURING THE CONSTRUCTION. THE CONTRACTOR SHALL CONTACT UTILITIES SHOWN ON THE PLANS. THE CONTRACTOR SHALL CALL J.U.L.I.E. (1-800 892 0123) AND THE VILLAGE OF BENSENVILLE FOR UTILITY LOCATIONS.

21. THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES TO THE BUILDINGS AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL GIVE LOCATIONS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT OPENINGS, ETC., AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO EXTERIOR CONSTRUCTION. ANY CONFLICTS WITH THE OWNER ANY CONFLICTS NO UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

22. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AT ALL PROPOSED UTILITY CONNECTION LOCATIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO CARRYING MATERIAL AND STARTING WORK.

23. ANY FIELD TILES ENCOUNTERED SHALL BE WORKED ON BY THE CONTRACTOR. THE DRAIN TILE SHALL BE CONNECTED TO THE STORM SEWER SYSTEM AND A RECORD KEPT BY THE CONTRACTOR OF THE LOCATIONS AND REPAIRS OVER TO THE ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, SUCH ADDITIONAL COMPENSATION SHALL BE ALLOWED.

24. ALL DRIVEWAYS AND LOSS FOR STORM AND SANITARY SEWERS, VALVE VAULTS, CURB, SIDEWALKS, AND B-BOXES SHALL BE REMOVED TO THE NEAREST EXISTING JOINT. THE CONTRACTOR'S ATTENTION IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL TO THE ADJACENT ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

25. HYDRANTS SHALL NOT BE PLACED DIRECTLY UNDER THE ROAD SURFACING. BREAKOUT POCKETS / HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM, IF AVAILABLE. REMOVE OF HYDRANTS DURING THE SURFACING OPERATIONS SHALL BE CONSIDERED INCIDENTAL TO THE WORK. EROSION FROM HYDRANT FLUSHING OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR FLUSHING OF ANY HYDRANT AT ANY TIME DURING CONSTRUCTION. LEAKAGE LEAKS IN THE WATER DISTRIBUTION SYSTEM SHALL BE THE RESPONSIBILITY OF THE WATER MAIN CONTRACTOR AND SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

26. TRENCH BACKFILL WILL BE REQUIRED TO THE FULL DEPTH ABOVE SEWERS AND WATERMAIN WITHIN TWO (2) FEET HORIZONTAL OF PAVEMENT OR EXISTING PAVEMENT.

27. ROCK SPOILS, OR OTHER UNSUITABLE SOILS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED AT THE BOTTOM OF THE TRENCH, SUCH MATERIAL SHALL BE REMOVED AND REPLACED WITH WELL COMPACTED CRUSHED LIMESTONE AGGREGATE MEDIUM MATERIAL. 4 ROCK IS ENCOUNTERED, IT SHALL BE REMOVED TO AT LEAST SIX (6) INCHES BELOW THE BOTTOM OF THE PIPE TO ALLOW PROPER THICKNESS OF BEDDING AND HAUNCHES OF TWO (2) FEET OF LESS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE ENGINEER IN WRITING PRIOR TO THE EXCAVATION OF ROCK SPOILS FOR APPROVAL PRIOR TO PROCEEDING.

28. THE TRENCHES FOR ANY INSTALLATION SHALL BE KEPT DRY AT ALL TIMES DURING THE PLACEMENT APPROPRIATE CONCRETE OR MATERIAL. THE CONTRACTOR SHALL BE PROVIDED BY THE CONTRACTOR AND THE COST OF SUCH SHALL BE INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A DETAILED DESCRIPTION OF THE METHOD AND EQUIPMENT TO BE USED IN MAINTAINING DEWATERING AND PROTECTION OF THE SITE DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE FROM DEWATERING DURING CONSTRUCTION UNLESS AUTHORIZED IN WRITING BY THE OWNER.

29. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE PROPER INLET PROTECTION AND EROSION CONTROL AT LOCATIONS INDICATED BY THE ENGINEER. THE PURPOSE OF THE INLET PROTECTION WILL BE TO MINIMIZE THE AMOUNT OF SILTATION THAT NORMALLY ENTERS INTO THE STORM SEWER SYSTEM DURING THE CONSTRUCTION OPERATIONS IN THE ADJACENT AREAS.

30. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW CHECKS SHALL BE FREE FROM DIRT AND DEBRIS.

31. EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH EPA REGULATIONS AND IDOT STANDARDS FOR SOIL EROSION AND SEDIMENTATION CONTROL AND SHALL BE MAINTAINED BY THE CONTRACTOR AND REMAIN IN PLACE UNTIL A SATISFACTORY GROWTH OF GRASS, ACCEPTABLE TO THE ENGINEER, IS DEVELOPED.

32. THE CONTRACTOR SHALL CONFORM TO ALL EROSION CONTROL REQUIREMENTS AS SET FORTH BY THE VILLAGE, COUNTY, AND/OR STATE AGENCIES. THE CONTRACTOR SHALL PROVIDE A PLAN FOR EROSION CONTROL RECOMMENDATIONS AND CONFIRMING MANUFACTURER. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL DEVICES AS REQUIRED BY THE ENGINEER AND/OR GOVERNING AUTHORITIES AND AS SHOWN AS WELL AS THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY FINLEY-HORN AND ASSOCIATES, INC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING A NOTICE OF INTENT (NOI) TO THE EPA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING A NOTICE OF TERMINATION (NOT) TO THE EPA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING ANY AMENDMENTS TO THE SWPPP AS A RESULT OF CHANGES IN THE FIELD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SWPPP AS A MINIMUM, INCLUDING EROSION CONTROL INSPECTIONS AND RECORDKEEPING AS REQUIRED BY THE ILLINOIS EPA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL FINES IMPOSED BY THE EPA AND/OR OTHER GOVERNING AGENCIES AS A RESULT OF THE CONTRACTOR'S FAILURE TO COMPLY WITH THE SWPPP. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES RESULTING FROM INADEQUATE EROSION CONTROL PROTECTION AND/OR DOCUMENTATION.

33. THE CONTRACTOR SHALL BE KEPT FREE OF MUD AND DEBRIS AT ALL TIMES IT MAY BE NECESSARY TO PROVIDE ADDITIONAL STREET CLEANING.

34. ALL DISTURBED AREAS UP THE RIGHT-OF-WAY SHALL BE FULLY RESTORED TO PRE-CONSTRUCTION CONDITIONS WITH A MINIMUM OF SIX (6) INCHES OF TOPSOIL, SEEDING, AND MULCH AS PER IDOT STANDARDS.

35. ALL PROPOSED GRADES SHOWN ON PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS NOTED OTHERWISE.

36. ALL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR IF REQUESTED BY THE MUNICIPALITY OR ENGINEER. COPIES OF ALL TEST RESULTS SHALL BE FORWARDED TO THE ENGINEER FOR REVIEW AND APPROVAL.

37. PROPER UNIFORM VERTICAL CURVES THROUGH HIGH AND LOW POINTS, INDICATED BY SPOT ELEVATIONS PROVIDE UNIFORM SLOPES BETWEEN HIGH AND EXISTING GRADES, AVOID RIDGES AND DEPRESSIONS.

38. WHICH REQUIRED, THE CONTRACTOR SHALL NOTIFY THE OWNER SHOW RECORD DRAWINGS EVEN AS PROPOSED, INCLUDING VERIFICATION OF ALL CONCRETE PADS, ASPHALT, BUILDING AND SPOT GRADE IMPROVEMENTS, INCLUDING VERIFICATION OF ALL CONCRETE PADS, ASPHALT, BUILDING AND SPOT GRADE IMPROVEMENTS, INCLUDING VERIFICATION OF ALL DESIGN CHANGES APPROVED BY THE OWNER.

39. ALL STRUCTURES AND LOSS FOR STORM AND SANITARY SEWERS, VALVE VAULTS, CURB, SIDEWALKS, AND B-BOXES SHALL BE REMOVED TO THE NEAREST EXISTING JOINT. THE CONTRACTOR'S ATTENTION IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL TO THE ADJACENT ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

40. ALL SANITARY SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE.

41. CONNECTIONS TO EXISTING SANITARY SEWER SYSTEM SHALL NOT BE DONE UNTIL AUTHORIZED BY THE VILLAGE OF BENSENVILLE.

42. WATERMAIN SHALL BE SEPARATED FROM SANITARY SEWERS AND STORM SEWERS IN ACCORDANCE WITH ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) REQUIREMENTS, AS SPECIFIED IN THE STANDARDS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS.

43. NO WATER LINE SHALL BE PLACED IN THE SAME TRENCH AS A SEWER LINE, EXCEPT UNDER SPECIAL CIRCUMSTANCES AND THEN ONLY UNDER THE FOLLOWING RULES:

   A. IF NECESSARY, PERMISSION SHALL BE OBTAINED FROM THE VILLAGE OF BENSENVILLE, IN WRITING PRIOR TO RECEIVING CONSTRUCTION.

   B. THE BOTTOM OF A WATER LINE SHALL BE INSTALLED ON A SHELF, A MINIMUM OF 18 INCHES ABOVE THE TOP OF THE SEWER AND TO BE LAID HORIZONTALLY AWAY FROM THE EDGE OF THE SEWER.

44. ALL SANITARY MANHOLES (AND STORM MANHOLES IN COMPUTED SEWER AREAS) SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE. A WATERTIGHT JOINT CONFORMING TO ASTM C-923 SHALL BE USED AT THE PIPE STRUCTURE CONNECTION AND PIPE CONNECTION OPENINGS SHALL BE PRECISELY WITH PRESCRIBED RUBBER WATER-TIGHT GASKETS. THE BOTTOM OF THE MANHOLE SHALL HAVE A CONCRETE BENCH POURED TO FACILITATE SEWERS FLOW.

45. STAKES INCLUDE ALL DETAILS FOR ALL SANITARY SEWER MANHOLE FRAMES AND LIDS. THE LIDS SHALL HAVE RECESSED PICKING HOLES AND BE SELF-SEALING WITH NO TOP PANS. THE LIDS SHALL BE OF APPROVED SANITARY CONSTRUCTION AND SHALL BE STAMPED "SANITARY SEWER". THE SHAPE OF THE JOINTS BETWEEN THE FRAME AND CONCRETE SECTION SHALL BE PLACED WITH A MORTAR FILLET.

46. A MAXIMUM OF TWELVE (12) INCHES OF CONCRETE-ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS, WHICH SHALL BE DONE TOGETHER WITH INITIAL POURS.

47. CLEANING ALL MANHOLES AND PIPES SHALL PRE PHOTOGRAPH, CLEANED OF DIRT AND DEBRIS, AND ALL VISIBLE CLEARANCE ELIMINATED BEFORE FINAL INSPECTION AND ACCEPTANCE.

48. FLEXIBLE DEFLECTION AIR AND LEAKAGE TESTING SHALL BE REQUIRED. THE PROCEDURE AND ALLOWABLE TESTING LIMITS SHALL BE IN ACCORDANCE WITH THE STANDARDS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS.

49. TESTING THE WATERMAIN/LEAKAGE/PRESS SHALL BE IN ACCORDANCE WITH THE VILLAGE OF BENSENVILLE CODE.

50. IF REQUIRED BY THE MUNICIPALITY, ALL SANITARY SEWERS SHALL BE TELEVISED AND A VIDEO TAPE RECORD SHALL BE MADE OF THE INSPECTION. ALL SANITARY SEWERS SHALL BE CLEANED TO REMOVE SMALL DEBRIS BEFORE FINAL ACCEPTANCE. ANY DEFECTIVE PIPE DISCOVERED DURING THE TELEVISING INSPECTION SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER. ANY DEFECTIVE PIPE

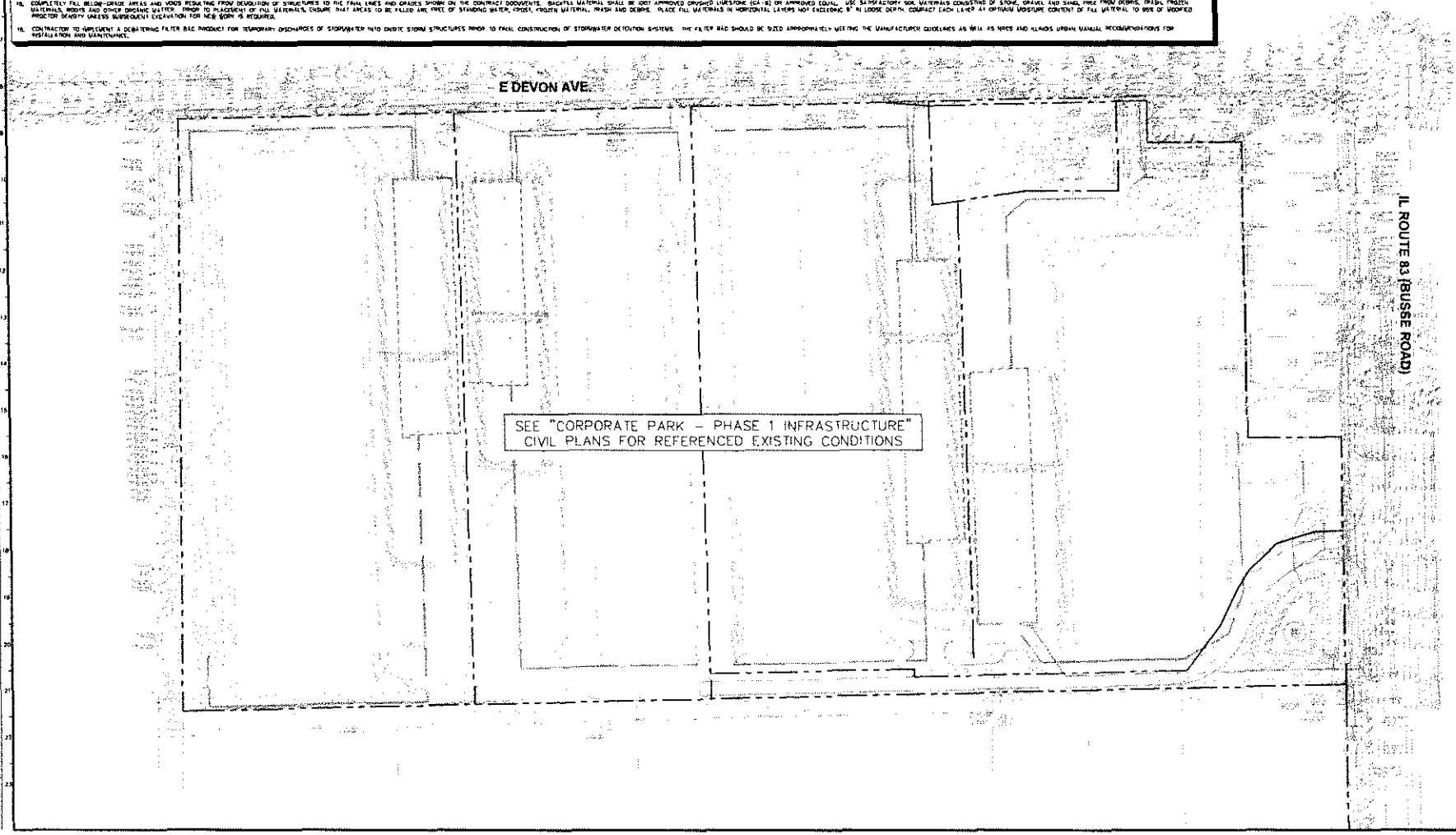
DEMOLITION NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED.
2. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
3. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR SHALL NOT DEMOLISH ANYTHING OUTSIDE THE OWNERS LEASE/PROPERTY LINE UNLESS SPECIFICALLY MENTIONED ON THIS SHEET.
4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
5. IF DEMOLITION OR CONSTRUCTION ON SITE WILL INTERFERE WITH THE ADJACENT PROPERTY OWNER'S TRAFFIC FLOW, THE CONTRACTOR SHALL COORDINATE WITH ADJACENT PROPERTY OWNER, TO MINIMIZE THE IMPACT ON TRAFFIC FLOW. TEMPORARY RE-ROUTING OF TRAFFIC IS TO BE ACCOMPLISHED BY USING IDOT APPROVED TRAFFIC BARRICADES, BARRELS, AND/OR CONES. TEMPORARY SIGNAGE AND FLAGMEN MAY BE ALSO NECESSARY.
6. QUANTITIES DEPICTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.
7. REFER TO GEOTECHNICAL REPORT PROVIDED BY OTHERS FOR ALL SUBSURFACE INFORMATION.
8. CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR RELOCATED LIGHT FIXTURES AND RELOCATION OF ELECTRICAL SYSTEM AS SOON AS DEMOLITION BEGINS. CONTRACTOR SHALL BE AWARE THAT INTERRUPTION OF POWER TO ANY LIGHT POLES OR SIGNS SHALL NOT EXCEED 24 HOURS.
9. EROSION CONTROL MUST BE ESTABLISHED PRIOR TO ANY WORK ON SITE INCLUDING DEMOLITION.
10. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN.
11. CONTRACTOR MUST RECEIVE APPROVAL FROM OWR ENGINEER AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEVELOPED SITE PAVEMENT AS STRUCTURAL FILL.
12. EXISTING UTILITIES WHICH DO NOT SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR PLUGGING, CAPPING AND SEALING ABANDONED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
13. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL JULIE (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
14. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
15. COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OF STRUCTURES TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED CRUSHED LIMESTONE (CA-6) OR APPROVED EQUAL. USE SATISFACTORY SOIL MATERIALS CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. PRIOR TO PLACEMENT OF FILL MATERIALS, ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIAL, TRASH AND DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 8" IN LOOSE DEPTH. COMPACT EACH LAYER AT OPTIMUM MOISTURE CONTENT OF FILL MATERIAL TO 95% OF MODIFIED PROCTOR DENSITY UNLESS SUBSEQUENT EXCAVATION FOR NEW WORK IS REQUIRED.
16. CONTRACTOR TO IMPLEMENT A DEWATERING FILTER BAG PRODUCT FOR TEMPORARY DISCHARGES OF STORMWATER INTO ONSITE STORM STRUCTURES PRIOR TO FINAL CONSTRUCTION OF STORMWATER DETENTION SYSTEMS. THE FILTER BAG SHOULD BE SIZED APPROPRIATELY MEETING THE MANUFACTURER GUIDELINES AS WELL AS NPDES AND ILLINOIS URBAN MANUAL RECOMMENDATIONS FOR INSTALLATION AND MAINTENANCE.

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

Call Before You Dig
JULIE
1-800-892-0123



No	REVISIONS	DATE	BY
A	ISSUED FOR BID	5/28/21	JMC

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: KEB
CHECKED BY: MJC

ML REALTY PARTNERS

OVERALL EXISTING CONDITIONS & DEMOLITION PLAN

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL RT 83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C2.0

PAVING AND CURB LEGEND

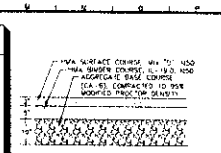
- LIGHT DUTY ASPHALT PAVEMENT — SEE THIS SHEET FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE THIS SHEET FOR PAVEMENT SECTION
- HEAVY DUTY TOP (TRAILER) — SEE THIS SHEET FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE THIS SHEET FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 17043C0079J, THE SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD.

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALLS AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

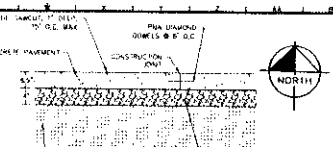


NOTES:
1. PAVEMENT THICKNESS, SUBGRADE PREP, ETC. DETERMINED FROM GEOTECHNICAL REPORT PERFORMED BY TESTING SERVICE CORPORATION DATED MARCH 31ST 2021. REFER TO REPORT FOR ALL INFORMATION RELATED TO PAVING.
2. SEE PAVING NOTES ON THE GENERAL NOTES SHEET FOR PRIME COAT AND TACK-COAT REQUIREMENTS.
3. EQUIVALENT SINGLE-AXLE LOAD TO BE CONFIRMED WITH CLIENT.

HEAVY DUTY ASPHALT PAVEMENT SECTION
N.T.S.

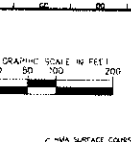
NOTES:
1. PROVIDE 1/2" EXPANSION JOINTS AT 20', MAXIMUM, SPACING AND FILLED WITH PREMOLDED BITUMINOUS EXPANSION JOINT FILLER MATERIAL OR PREMOLDED EXPANSION JOINTS SHALL HAVE #4 DOWELS, LUBRICATED 18" LONG, AT 12" CENTERS, 6" FROM EDGE.
2. PROVIDE 3/8" GROOVED CONTROL JOINTS AT 5' CENTERS.
3. WELDED WIRE FABRIC (6X6-W4X4) SHALL BE INSTALLED THROUGH DRIVEWAYS AT 2" ABOVE SLAB BOTTOM.
4. PROVIDE 1/2" BITUMINOUS EXPANSION JOINT FILLER MATERIAL WHERE BACK ABUTS EXISTING IMPROVEMENTS AND AT ALL CHANGES IN GRADE.
5. USE 2 #4 REINFORCING BARS, TO LONG OVER ALL UTILITY TRENCHES FOR NEW SIDEWALK AND CONNECTIONS TO EXISTING SIDEWALK.
6. AT DRIVE APPROACHES, SIDEWALK PIER AND BASE THICKNESS SHALL MATCH THAT OF THE DRIVE.

CONCRETE SIDEWALK
N.T.S.



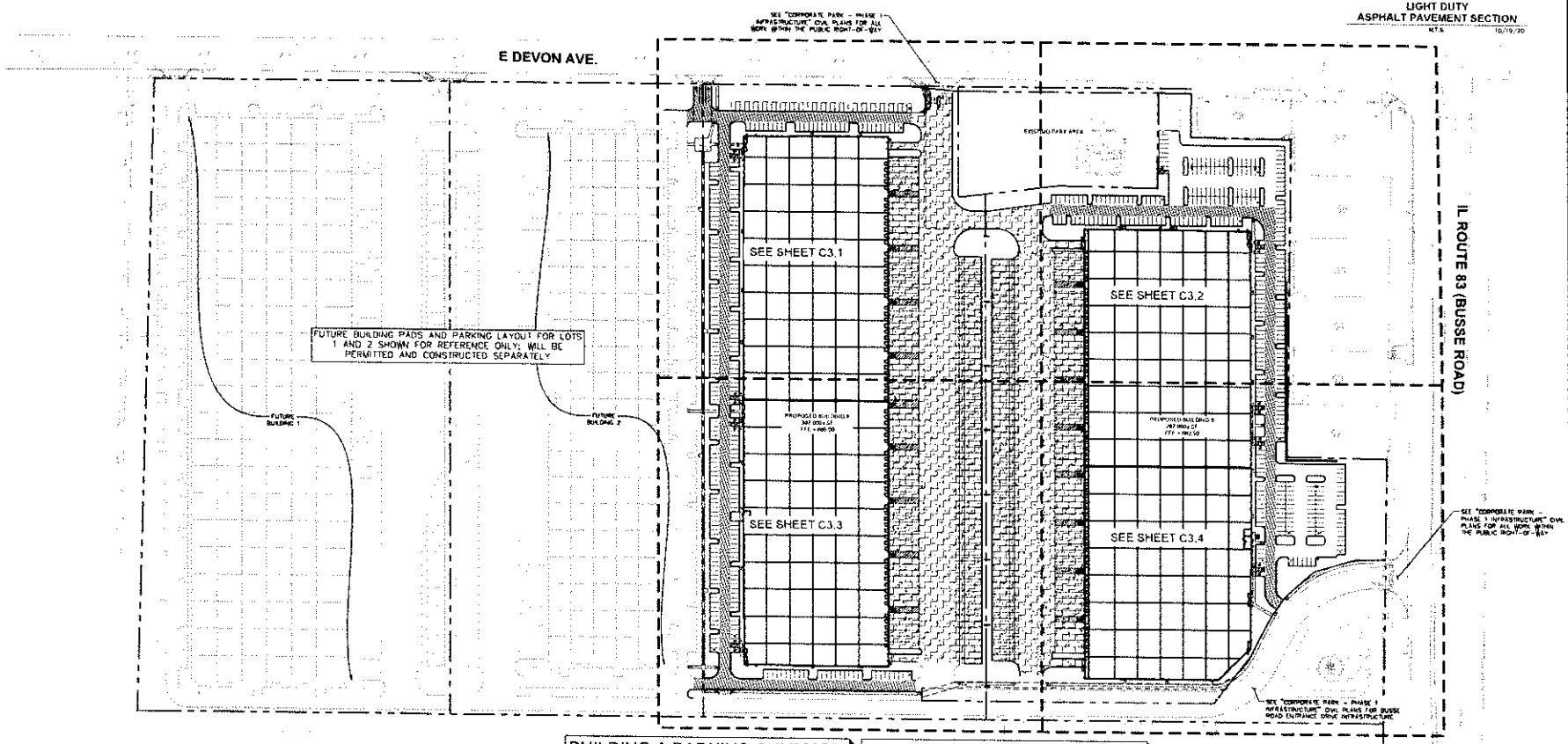
NOTES:
1. SUBGRADE PREP, DETERMINED FROM GEOTECHNICAL REPORT PERFORMED BY TESTING SERVICE CORPORATION DATED MARCH 31ST 2021. REFER TO REPORT FOR ALL INFORMATION RELATED TO SUBGRADE PREP.
2. PAVEMENT THICKNESS, SUBGRADE PREP, ETC. DETERMINED FROM PAUL NAC ON APRIL 9TH, 2021. REFER TO RECOMMENDATION FOR ALL INFORMATION RELATED TO PAVING.
3. 28-DAY COMPRESSIVE STRENGTH OF 4,000 PSI AIR ENTRAINED, SHRINKAGE TO BE LIMITED TO 0.035 PSI PER DESIGN. THE CONCRETE MIX SHALL BE BASED ON THE CORRELATION BETWEEN COMPRESSIVE STRENGTH AND THE FLEXURAL STRENGTH FOR CONCRETE AND A CONSERVATIVE ASSUMPTION OF THE COEFFICIENT (C=0) FOR CONCRETE MADE WITH ROUGH-TEXTURED, ANGULAR-SHAPED AND TYPICALLY CRUSHED AGGREGATE.
4. 4 GLUED/PEG FORTA FIBRO MESH.
5. AN ULTIMATE DRYING SHRINKAGE OF 0.035 WAS USED FOR TYPICAL CONCRETE MIX PLACED ON A DRY BASE MATERIAL PER DEFINITION OF ACI 360R-10.
6. EDGE SUPPORT ASSUMED TO BE EITHER CURB OR THICKENED EDGE.
7. NO DOWELS AT CONTRACTION JOINTS. PAVE DRAWING DOWELS REQUIRED AT CONSTRUCTION JOINTS.
8. MIN 3MM BLADE, WITH NO JOINT SEALANT RECOMMENDED.

HEAVY DUTY T.C.P. ESALs1
N.T.S.



NOTES:
1. PAVEMENT THICKNESS, SUBGRADE PREP, ETC. DETERMINED FROM GEOTECHNICAL REPORT PERFORMED BY TESTING SERVICE CORPORATION DATED MARCH 31ST 2021. REFER TO REPORT FOR ALL INFORMATION RELATED TO PAVING.

LIGHT DUTY ASPHALT PAVEMENT SECTION
N.T.S.



BUILDING A PARKING SUMMARY

PARKING SPACES PROVIDED	= 242 SPACES
FUTURE SPACES ANTICIPATED	= 38 SPACES
ADA STALLS REQUIRED	= 8 SPACES
ADA STALLS PROVIDED	= 8 SPACES
TOTAL PARKING SPACES PROVIDED	= 280 SPACES
DOCK TRAILER SPACES PROVIDED	= 72 SPACES
TRAILER PARKING SPACES PROVIDED	= 67 SPACES

BUILDING B PARKING SUMMARY

PARKING SPACES PROVIDED	= 211 SPACES
FUTURE SPACES ANTICIPATED	= 60 SPACES
ADA STALLS REQUIRED	= 8 SPACES
ADA STALLS PROVIDED	= 8 SPACES
TOTAL PARKING SPACES PROVIDED	= 321 SPACES
DOCK TRAILER SPACES PROVIDED	= 58 SPACES
TRAILER PARKING SPACES PROVIDED	= 61 SPACES

Call Before You Dig — JULIE 1-800-892-0123

NO.	REVISIONS	DATE	BY
1	ISSUED FOR BID	5/28/21	JMC

Kimley»Horn

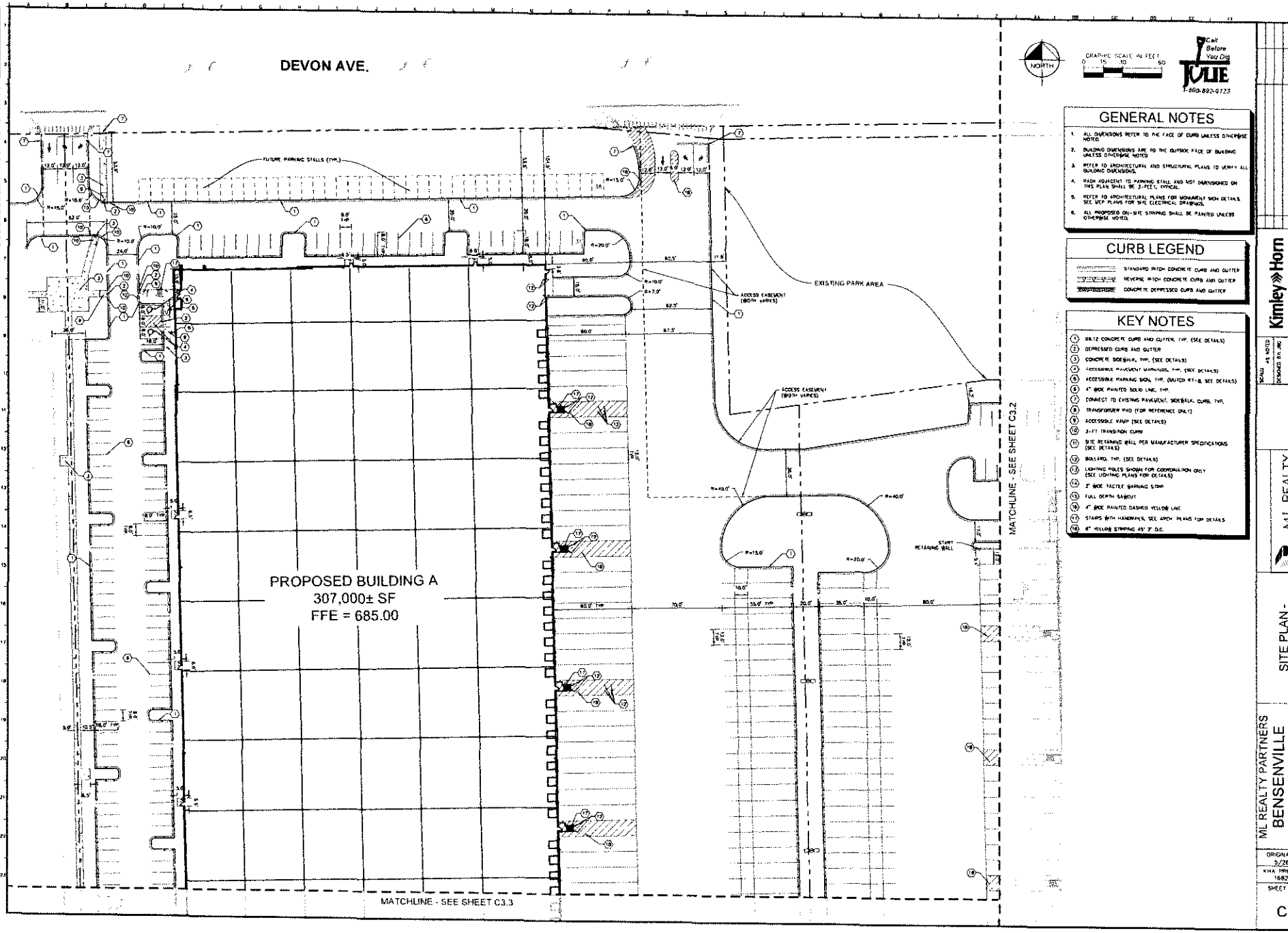
SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: MDS
CHECKED BY: MG

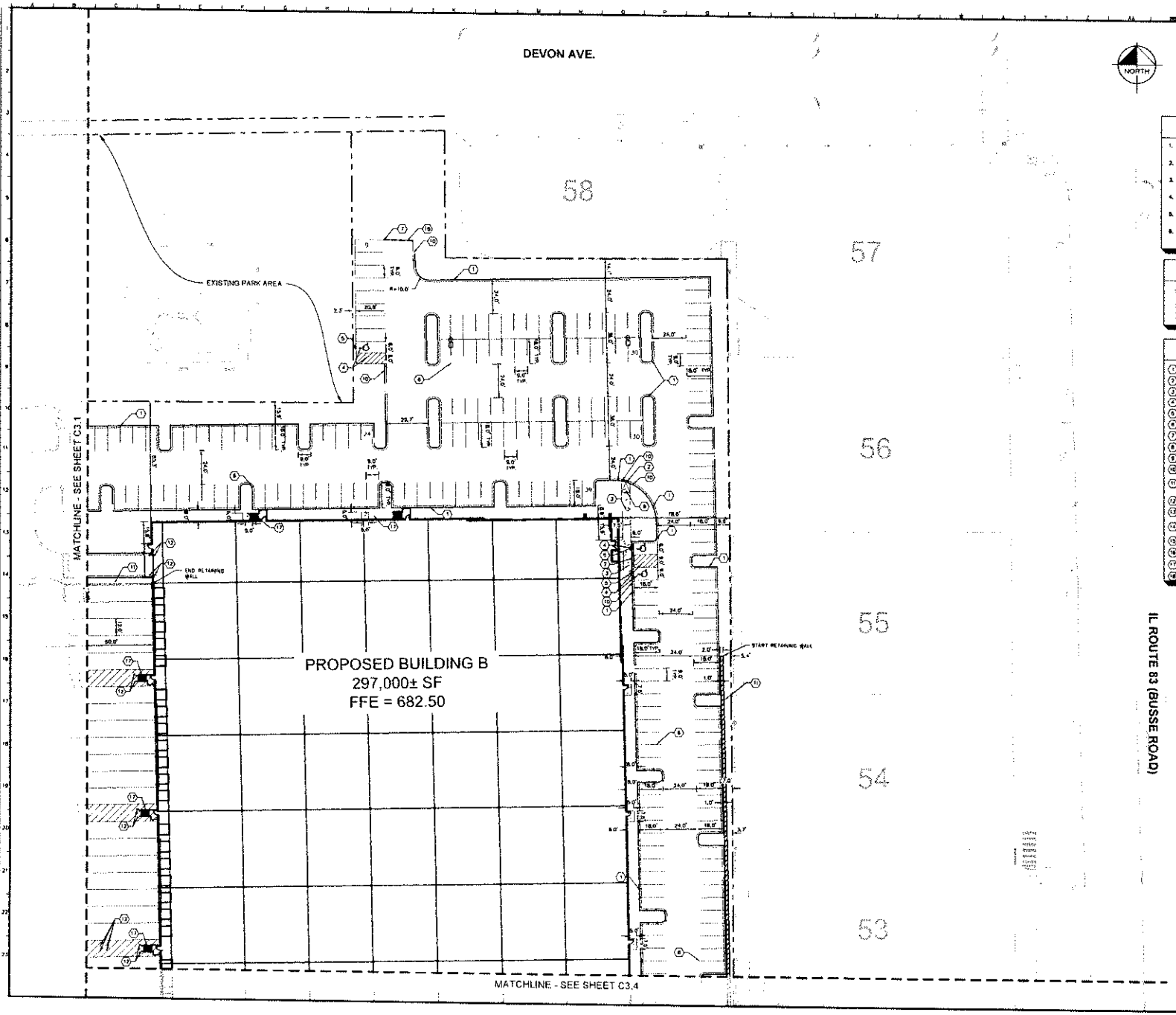
M/L REALTY PARTNERS

OVERALL SITE LAYOUT AND PAVING PLAN

M/L REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL RTE 83 (BUSSE) AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER C3.0


DEVON AVE.
PROPOSED BUILDING A
307,000± SF
FFE = 685.00
EXISTING PARK AREA
ACCESS EASEMENT (WIDTH VARIES)
FUTURE PARKING STALLS (TYP.)
MATCHLINE - SEE SHEET C3.2
MATCHLINE - SEE SHEET C3.3
START RETAINING WALL
GRAPHIC SCALE IN FEET
0 15 30 60
NORTH
Call Before You Dig
1-800-892-0123
GENERAL NOTES
1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. PAVEMENT ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.
CURB LEGEND
STANDARD PITCH CONCRETE CURB AND GUTTER
REVERSE PITCH CONCRETE CURB AND GUTTER
CONCRETE DEPRESSED CURB AND GUTTER
KEY NOTES
1 6X12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2 DEPRESSED CURB AND GUTTER
3 CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4 ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5 ACCESSIBLE PARKING SIGN, TYP. (SEE DETAILS)
6 4" WIDE PAINTED SOLID LINE, TYP.
7 CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8 TRANSFORMER PAD (FOR REFERENCE ONLY)
9 ACCESSIBLE RAMP (SEE DETAILS)
10 3-FT TRANSITION CURB
11 SITE RETAINING WALL PER MANUFACTURER SPECIFICATIONS (SEE DETAILS)
12 BOLLARD, TYP. (SEE DETAILS)
13 LIGHTING POLES SHOWN FOR COORDINATION ONLY (SEE LIGHTING PLANS FOR DETAILS)
14 2' WIDE TACTILE WARNING STRIP
15 FULL DEPTH SAWCUT
16 4" WIDE PAINTED DASHED YELLOW LINE
17 STAIRS WITH HANDRAILS, SEE ARCH PLANS FOR DETAILS
18 6" YELLOW STRIPING 45° 3' O.C.
ISSUED FOR BID 5/28/21 JMC
REVISIONS
No DATE BY
Kimley»Horn
SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: ACS
CHECKED BY: NJC
ML REALTY PARTNERS
SITE PLAN - NORTHWEST
ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C3.1



NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

Call Before You Dig
JULIE
1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
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3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RAMP ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

CURB LEGEND

- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (UNITED R7-8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. TRANSFORMER PAD (FOR REFERENCE ONLY)
9. ACCESSIBLE RAMP (SEE DETAILS)
10. 3'-0" TRANSITION CURB
11. SITE RETAINING WALL PER MANUFACTURER SPECIFICATIONS (SEE DETAILS)
12. BOLLARD, TYP. (SEE DETAILS)
13. LIGHTING POLES SHOWN FOR COORDINATION ONLY (SEE LIGHTING PLANS FOR DETAILS)
14. 2' WIDE TACTILE WARNING STRIP
15. FULL DEPTH SAWCUT
16. 4" WIDE PAINTED DASHED YELLOW LINE
17. STAIRS WITH HANDRAILS, SEE ARCH. PLANS FOR DETAILS
18. 6" YELLOW STRIPING AT 3' O.C.

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1	REVISIONS	5/28/21	JMC

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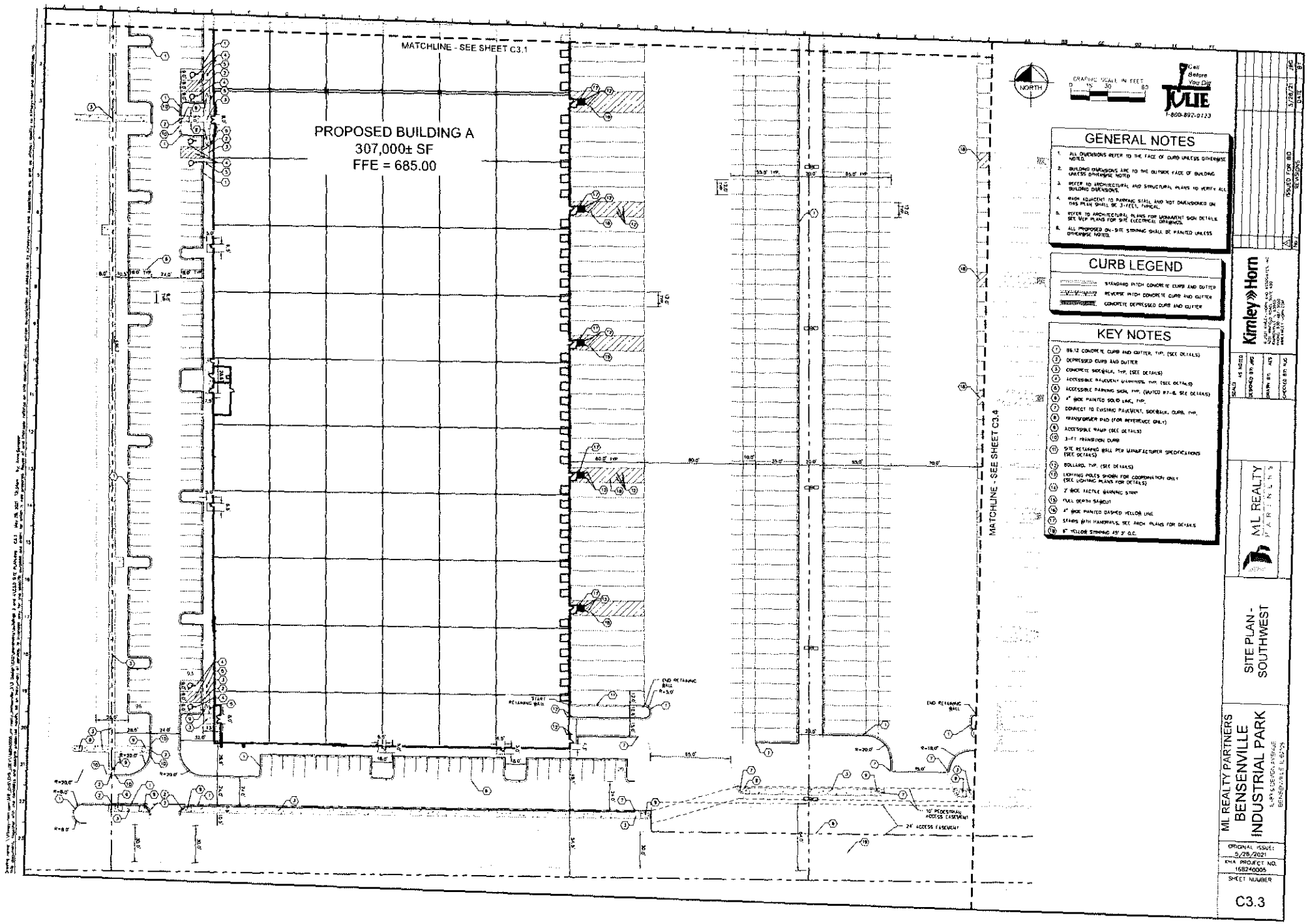
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ML REALTY PARTNERS

SITE PLAN - NORTHEAST

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C3.2



GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. WASH ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

CURB LEGEND

- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. TRANSFORMER PAD (FOR REFERENCE ONLY)
9. ACCESSIBLE RAMP (SEE DETAILS)
10. 3-FT TRANSITION CURB
11. SITE RETAINING WALL PER MANUFACTURER SPECIFICATIONS (SEE DETAILS)
12. BOLLARD, TYP. (SEE DETAILS)
13. LIGHTING POLES SHOWN FOR COORDINATION ONLY (SEE LIGHTING PLANS FOR DETAILS)
14. 2' WIDE FACTILE WARNING STRIP
15. FULL DEPTH SAWCUT
16. 4" WIDE PAINTED DASHED YELLOW LINE
17. STAIRS WITH HANDRAILS, SEE ARCH PLANS FOR DETAILS
18. 8" YELLOW STRIPING 45° 3' O.C.

END RETAINING WALL
START RETAINING WALL
10' PEDESTRIAN ACCESS EASEMENT
24' ACCESS EASEMENT

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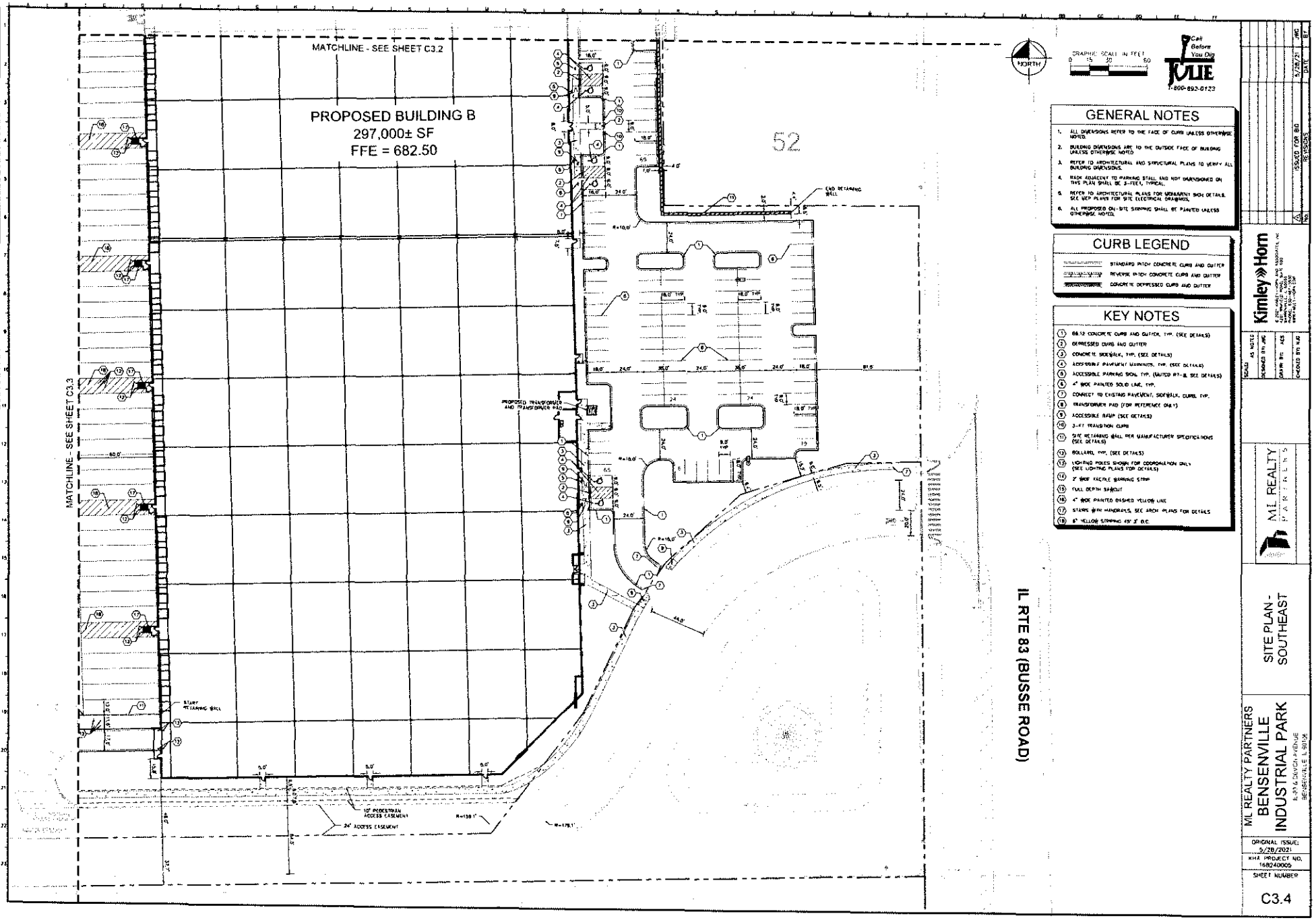
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6160 KNIGHT ARNOLD ROAD, SUITE 100
MEMPHIS, TN 38115
PHONE: 901-844-2500
WWW.KIMLEY-HORN.COM

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ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL RTE 5 DEVON AVENUE
BENSENVILLE, IL 60106

SITE PLAN - SOUTHWEST

ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER C3.3



GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RAMP ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 5-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

CURB LEGEND

- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. 6&12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (VAN/EV #7-8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. TRANSFORMER PAD (FOR REFERENCE ONLY)
9. ACCESSIBLE RAMP (SEE DETAILS)
10. 3:4T TRANSITION CURB
11. SITE RETAINING WALL PER MANUFACTURER SPECIFICATIONS (SEE DETAILS)
12. BOLLARD, TYP. (SEE DETAILS)
13. LIGHTING POLES SHOWN FOR COORDINATION ONLY (SEE LIGHTING PLANS FOR DETAILS)
14. 2' WIDE FACTFLE WARNING STRIP
15. FULL DEPTH SAWCUT
16. 4" WIDE PAINTED DASHED YELLOW LINE
17. STAIRS WITH HANDRAILS, SEE ARCH PLANS FOR DETAILS
18. 8" YELLOW STRIPING 45° 3' O.C.

NO.	REVISIONS	DATE	BY
1	ISSUED FOR BID	5/28/21	JMC

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ML REALTY PARTNERS

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
N-NW DEVON AVENUE
BENSENVILLE, ILLINOIS

SITE PLAN - SOUTHEAST

ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C3.4

EROSION CONTROL NOTES

1. CONSTRUCTION ENTRANCE SHALL BE LOCATED SO AS TO PROVIDE THE LEAST AMOUNT OF DISTURBANCE TO THE FLOW OF TRAFFIC IN AND OUT OF THE SITE. ADDITIONALLY, CONSTRUCTION ENTRANCE SHALL BE LOCATED TO COINCIDE WITH THE PHASING OF THE PAVEMENT REPLACEMENT
2. POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURES INCLUDE STABILIZATION BY PERMANENT PAVING, DRAINAGE SYSTEM STRUCTURE, OR LANDSCAPING.
3. TEMPORARY AND PERMANENT STABILIZATION PRACTICES AND BMP'S SHALL BE INSTALLED AT THE EARLIEST POSSIBLE TIME DURING THE CONSTRUCTION SEQUENCE. AS AN EXAMPLE, PERIMETER SILT FENCE SHALL BE INSTALLED BEFORE COMMENCEMENT OF ANY GRADING ACTIVITIES. OTHER BMP'S SHALL BE INSTALLED AS SOON AS PRACTICABLE AND SHALL BE MAINTAINED UNTIL FINAL SITE STABILIZATION IS ATTAINED. CONTRACTOR SHALL ALSO REFERENCE CIVIL AND LANDSCAPE PLANS SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING, THE BUILDING(S), AND SITE PAVING.
4. BMP'S HAVE BEEN LOCATED AS INDICATED ON THIS PLAN IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES IN ORDER TO MINIMIZE SEDIMENT TRANSFER. FOR EXAMPLE: SILT FENCES LOCATED AT TOE OF SLOPE AND INLET PROTECTION FOR INLETS RECEIVING SEDIMENT FROM SITE RUN-OFF
5. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN.
6. ANY MAJOR VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES FROM THOSE SHOWN ON THE APPROVED PLANS WILL REQUIRE A REVISION AND MUST BE APPROVED BY THE REVIEWING ENGINEER, ENVIRONMENTAL SPECIALIST, OR ARBORIST AS APPROPRIATE. MAJOR REVISIONS MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT AND THE DRAINAGE UTILITY DEPARTMENT. MINOR CHANGES OR ADDITIONAL CONTROL MEASURES TO BE MADE AS FIELD REVISIONS TO THE EROSION AND SEDIMENTATION CONTROL PLAN MAY BE REQUIRED BY THE ENVIRONMENTAL INSPECTOR DURING THE COURSE OF CONSTRUCTION TO CORRECT CONTROL INADEQUACIES AT NO ADDITIONAL COST TO THE OWNER.
7. CONTRACTOR SHALL PLACE EROSION CONTROL BLANKET (NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL) ON ALL SITE AREAS WITH SLOPES GREATER THAN 4:1, AND IN THE BOTTOM AND SIDE SLOPES OF ALL SWALES.
8. PRIOR TO FINAL ACCEPTANCE, HAUL ROADS AND WATERWAY CROSSINGS CONSTRUCTED FOR TEMPORARY CONTRACTOR ACCESS MUST BE REMOVED. ACCUMULATED SEDIMENT REMOVED FROM THE WATERWAY AND THE AREA RESTORED TO THE ORIGINAL GRADE AND REVEGETATED. ALL LAND CLEARING SHALL BE DISPOSED OF IN APPROVED SPOIL DISPOSAL SITES.
9. PERMANENT, FINAL PLANT COVERING OR STRUCTURES SHALL BE INSTALLED PRIOR TO FINAL ACCEPTANCE.
10. ALL CONTROL DEVICES THAT FUNCTION SIMILARLY TO SILT FENCE OR FIBER ROLLS MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WITH EFFECTIVE CONTROLS WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES ONE-THIRD THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF THE RAINFALL EVENT OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
11. ALL SEDIMENT DELTAS AND DEPOSITS MUST BE REMOVED FROM SURFACE WATERS, DRAINAGE WAYS, CATCH BASINS AND OTHER DRAINAGE SYSTEMS. ALL AREAS WHERE SEDIMENT REMOVAL RESULTED IN EXPOSED SOIL MUST BE RESTABILIZED. THE REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS AFTER THE RAINFALL EVENT UNLESS PRECLUDED BY LEGAL, REGULATORY OR PHYSICAL ACCESS CONSTRAINTS. ALL REASONABLE EFFORTS MUST BE USED TO OBTAIN ACCESS. ONCE ACCESS IS OBTAINED, REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS LATER. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL APPROPRIATE AUTHORITIES AND RECEIVING THE APPLICABLE PERMITS PRIOR TO CONDUCTING ANY WORK.
12. ACCUMULATIONS OF TRACKED AND DEPOSITED SEDIMENT MUST BE REMOVED FROM OFF-SITE PAVED SURFACES WITHIN 24 HOURS OR SOONER IF REQUIRED. SEDIMENT TRACKING MUST BE MINIMIZED BY THE APPROPRIATE MANAGEMENT PRACTICE, LIKE A DEDICATED SITE EXIT WITH AN AGGREGATE SURFACE OR DESIGNATED OFFSITE PARKING AREA. CONTRACTOR IS RESPONSIBLE FOR STREET SWEEPING AND/OR SCRAPING IF YOUR PRACTICES ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED FROM THE SITE.
13. SURFACE WATERS, DRAINAGE DITCHES AND CONVEYANCE SYSTEMS MUST BE INSPECTED FOR SEDIMENT DEPOSITS.
14. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THIS SHEET IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE EPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS.
15. PUMPING SEDIMENT LADEN WATER INTO ANY STORMWATER FACILITY THAT IS NOT DESIGNATED TO BE A SEDIMENT TRAP, DRAINAGEWAY, OR OFFSITE AREA EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED.
16. SOIL STOCKPILES SHALL NOT BE LOCATED IN A DRAINAGEWAY, FLOOD PLAIN AREA OR A DESIGNATED BUFFER, UNLESS OTHERWISE APPROVED, UNDER SPECIFIC CONDITIONS TO BE ESTABLISHED BY THE DIRECTOR OR ADMINISTRATOR.
17. STOCKPILES TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE PROVIDED WITH SESC MEASURES. MATERIAL IS TO BE HAULED OFF IMMEDIATELY AND LEGALLY IF NO STOCKPILE IS TO REMAIN IN PLACE.
18. ALL TEMPORARY SESC MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.
19. WATER REMOVED FROM TRAPS, BASINS, AND OTHER WATER HOLDING DEPRESSIONS OR EXCAVATIONS MUST FIRST PASS THROUGH A SEDIMENT CONTROL AND/OR FILTRATION DEVICE. WHEN DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION.
20. SITE STABILIZATION REQUIREMENTS ARE AS FOLLOWS:

20.1. WHERE THE INITIATION OF STABILIZATION MEASURE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES ON A PORTION OF THE SITE IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURE SHALL BE INITIATED AS SOON AS PRACTICABLE.

20.2. WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED, (E.G. THE TOTAL TIME PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 14 DAYS) THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASED.

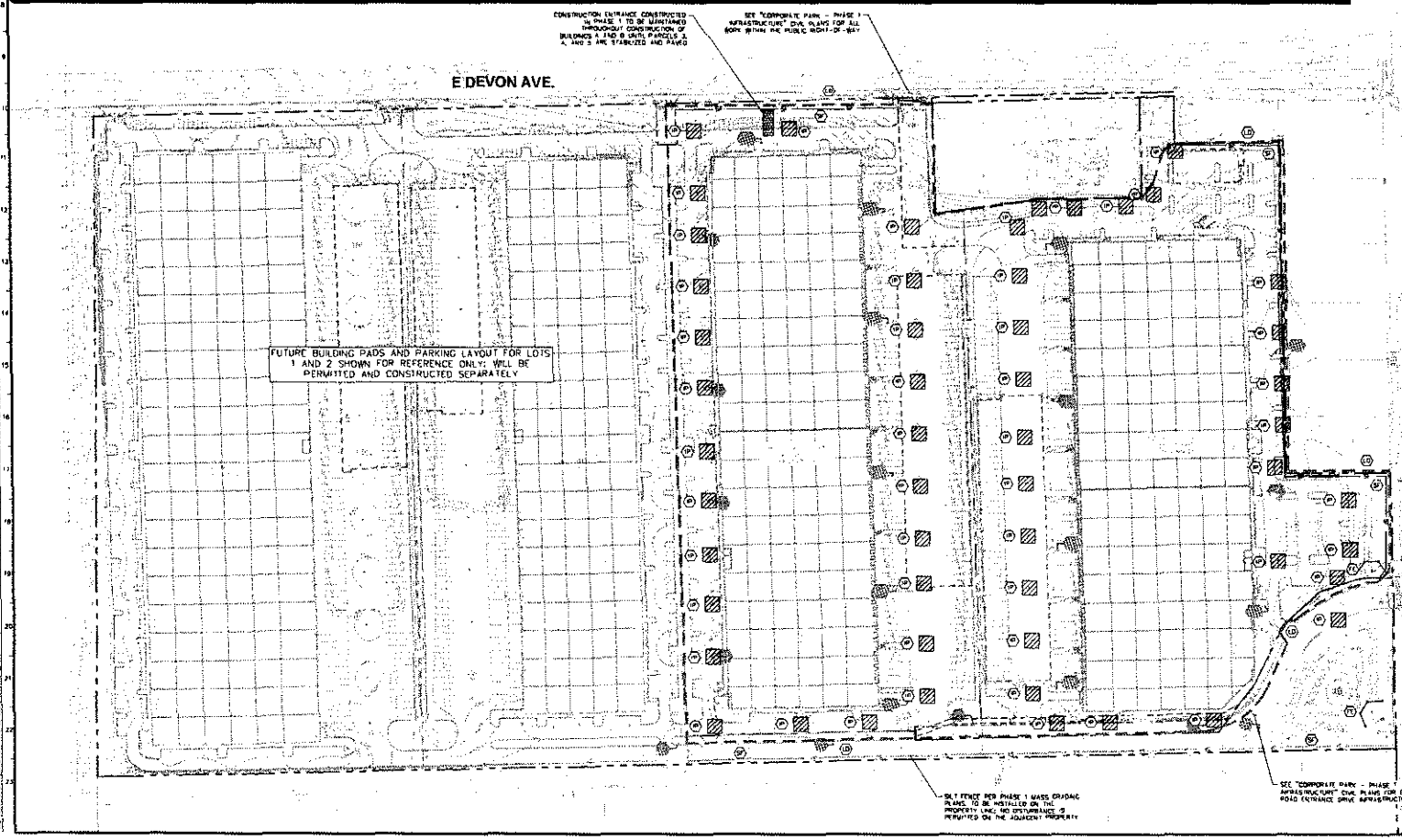
NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

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EROSION CONTROL LEGEND

- TEMPORARY SEEDING (SEE EROSION CONTROL DETAILS)
- TEMPORARY EROSION CONTROL BLANKET (SEE EROSION CONTROL NOTE #7)
- CONSTRUCTION ENTRANCE (SEE EROSION CONTROL DETAILS)
- SILT FENCE (SEE EROSION CONTROL DETAILS)
- INLET PROTECTION (SEE EROSION CONTROL DETAILS)
- FLARED END SECTION PROTECTION (SEE EROSION CONTROL DETAILS)
- LIMITS OF DISTURBANCE
- EXISTING CONTOURS



EROSION CONTROL SCHEDULE AND SEQUENCING:

I. ROUGH GRADING — CONSTRUCTION ENTRANCE/EXIT, SILT FENCE PROTECTION, CONCRETE WASHOUT AREA AND TREE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED. TEMPORARY EROSION CONTROL MEASURES TO BE INSTALLED UPON COMPLETION OF ROUGH GRADING AND AS NECESSARY THROUGHOUT CONSTRUCTION.

II. UTILITY INSTALLATION — ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING UTILITY INSTALLATION. STORM STRUCTURE INLET PROTECTION SHALL BE INSTALLED AS STORM DRAINAGE SYSTEM IS CONSTRUCTED.

III. PAVING — ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.

IV. FINAL GRADING/SOD STABILIZATION/ LANDSCAPING — ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT AS DIRECTED BY THE LOCAL MUNICIPALITY.

NO.	REVISIONS	BY	DATE
1	ISSUED FOR BID	JMC	5/28/21

Kimley»Horn
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500 WEST MADISON STREET, SUITE 1001
CHICAGO, IL 60661
PHONE: 312-565-7500
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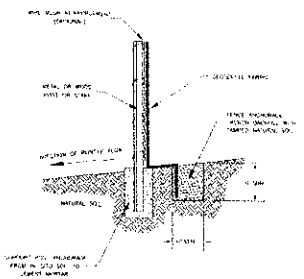
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ML REALTY PARTNERS

EROSION CONTROL PLAN

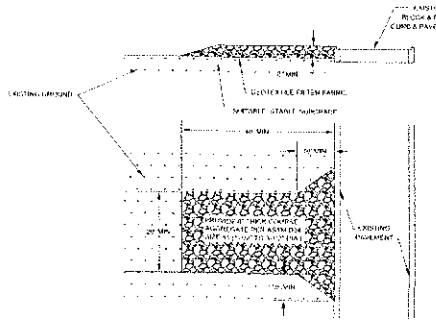
ML REALTY PARTNERS
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N-83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C4.0

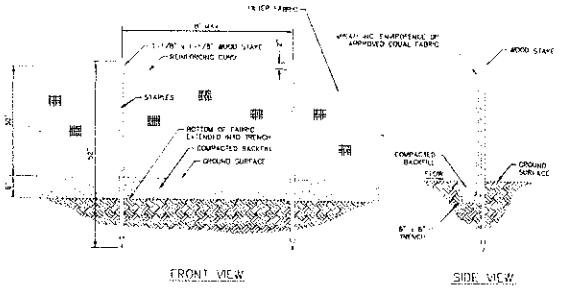


NOTE: INSTALLING SPLICE CONFIGURATION, ATTACH FABRIC TO WIRE MESH USING WIRE TIES, PLACE WIRE MESH WOOD POST & BRACES

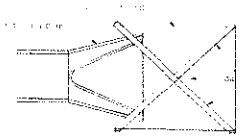
SILT FENCE INSTALLATION STANDARD



TEMPORARY CONSTRUCTION ENTRANCE STANDARD



SEDIMENTATION/SILT FENCE (SF)



CULVERT INLET PROTECTION (FE)

STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
PERMANENT SEEDING			A			*	*					
DORMANT SEEDING	B										B	
TEMPORARY SEEDING			C			D						
SODDING			E									
MULCHING	F											

A KENTUCKY BLUEGRASS 90 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS/ACRE

B KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE + 2 TONS STRAW MULCH/ACRE

C SPRING OATS 100 LBS/ACRE

D WHEAT OR CEREAL RYE 100 LBS/ACRE

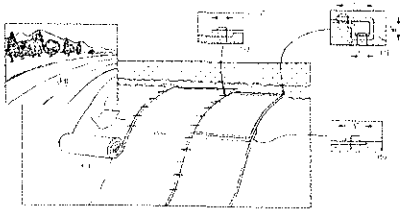
E SOD

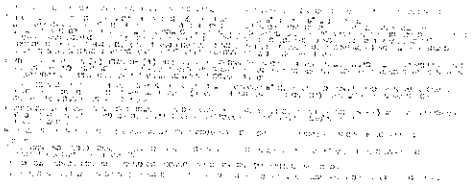
F STRAW MULCH 2 TONS ACRE

* WATERING NEEDED DURING JUNE AND JULY

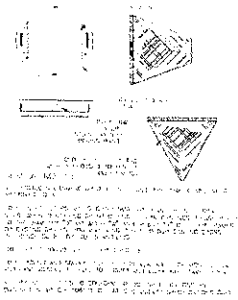
** WATERING NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

SEEDING CHART

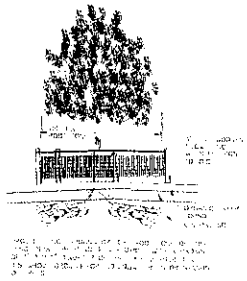




EROSION CONTROL BLANKET (SLOPE INSTALLATION)



INLET PROTECTION (IP)



TREE PROTECTION



CONCRETE WASHOUT (CW)

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NO.	ISSUE/DESCRIPTION	DATE
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ML REALTY PARTNERS

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BENSENVILLE INDUSTRIAL PARK
I-83 & DEVON AVENUE
BENSENVILLE, IL 60106

EROSION CONTROL NOTES AND DETAILS

ORIGINAL ISSUE: 5/28/2025
KHA PROJECT NO: 168240005
SHEET NUMBER: C4.1

GRADING NOTES

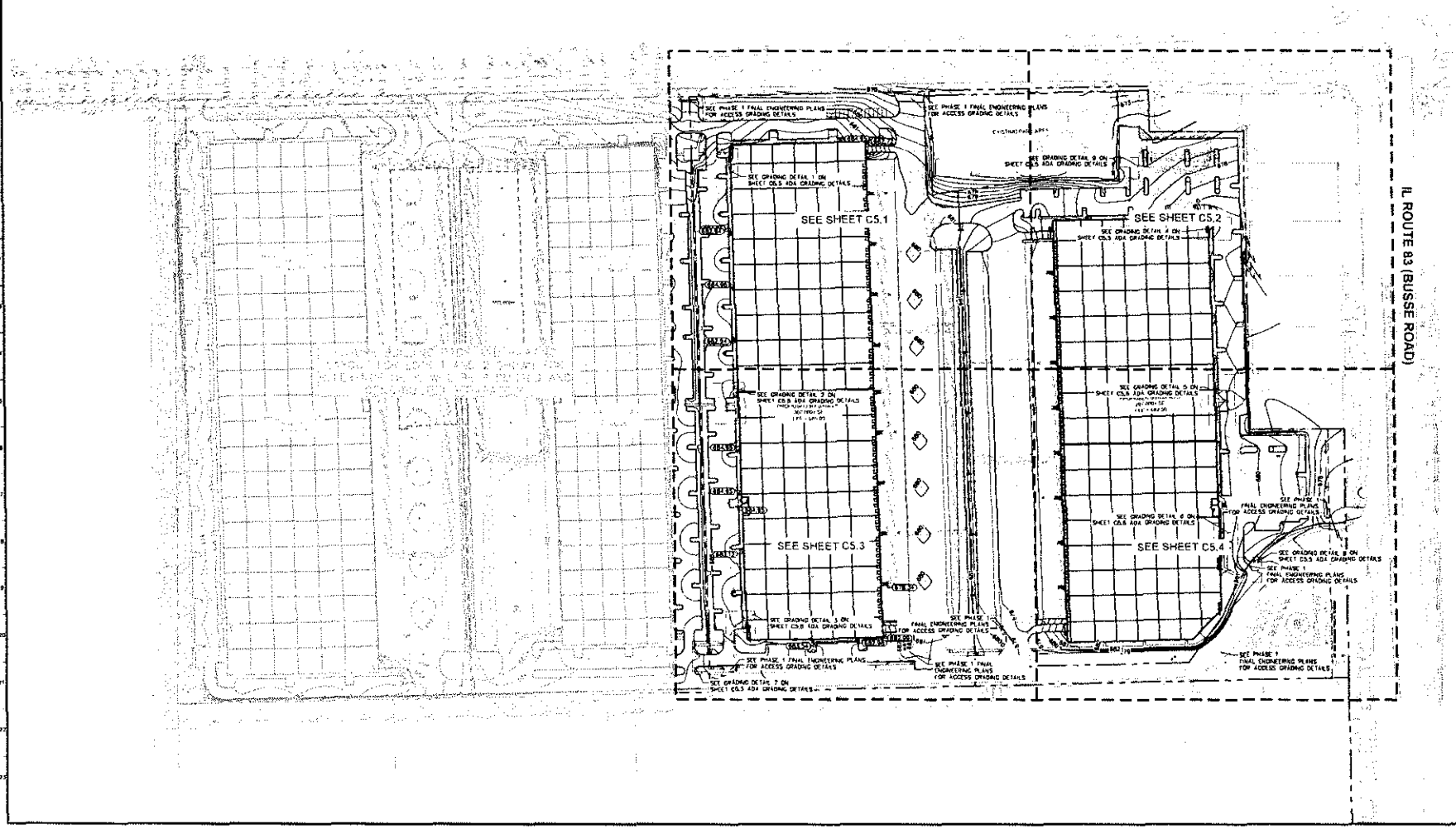
1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS ARE TOP OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LINES

GRADING LEGEND

TP = TOP OF PAVEMENT	PROPOSED CONTOUR
EP = EDGE OF PAVEMENT	EXISTING CONTOUR
FL = FLOW LINE	RIDGE LINE
TC = TOP OF CURB	SLOPE AND FLOW DIRECTION
WE = WATER ELEVATION	100-YEAR OVERLAND OVERFLOW ROUTE
TF = TOP OF FOUNDATION	DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
R = RIM ELEVATION	PROPOSED SWALE
TW = TOP OF WALL	PROPOSED RETAINING WALL
FG = FINISHED GRADE	REVERSED PITCH CURB AND GUTTER
TS = TOP OF STAIRS	ACCESSIBLE ROUTE
BS = BOTTOM OF STAIRS	RIP RAP (SEE DETAILS)

GRAPHIC SCALE IN FEET
0 50 100 200

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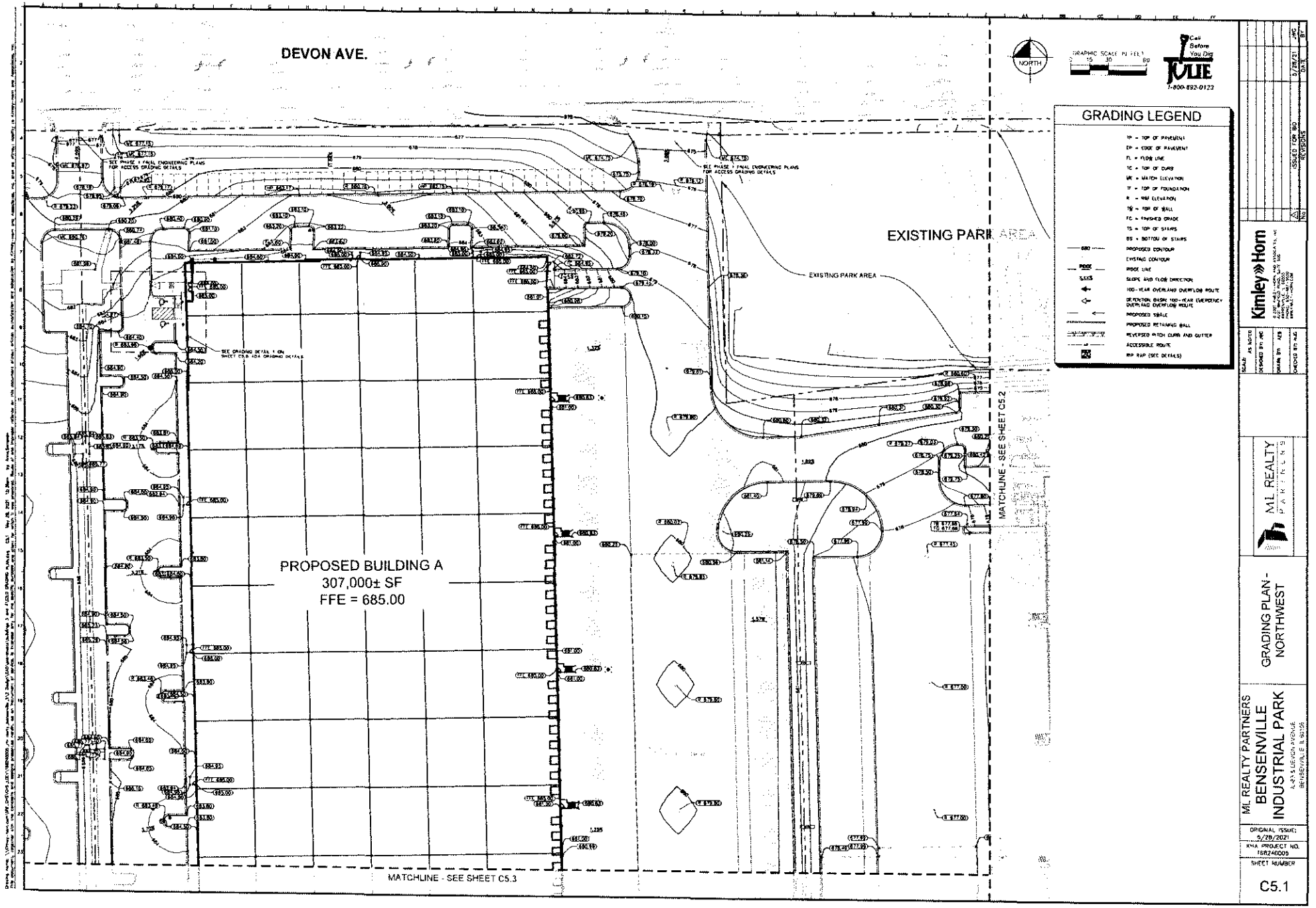
SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: ACS
CHECKED BY: KJC

ML REALTY PARTNERS

OVERALL GRADING PLAN

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
N. RT. 5 DESPLAINES AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
5/28/2021
KHA PROJECT NO.
168240005
SHEET NUMBER
C5.0



No.	REVISIONS	DATE	BY
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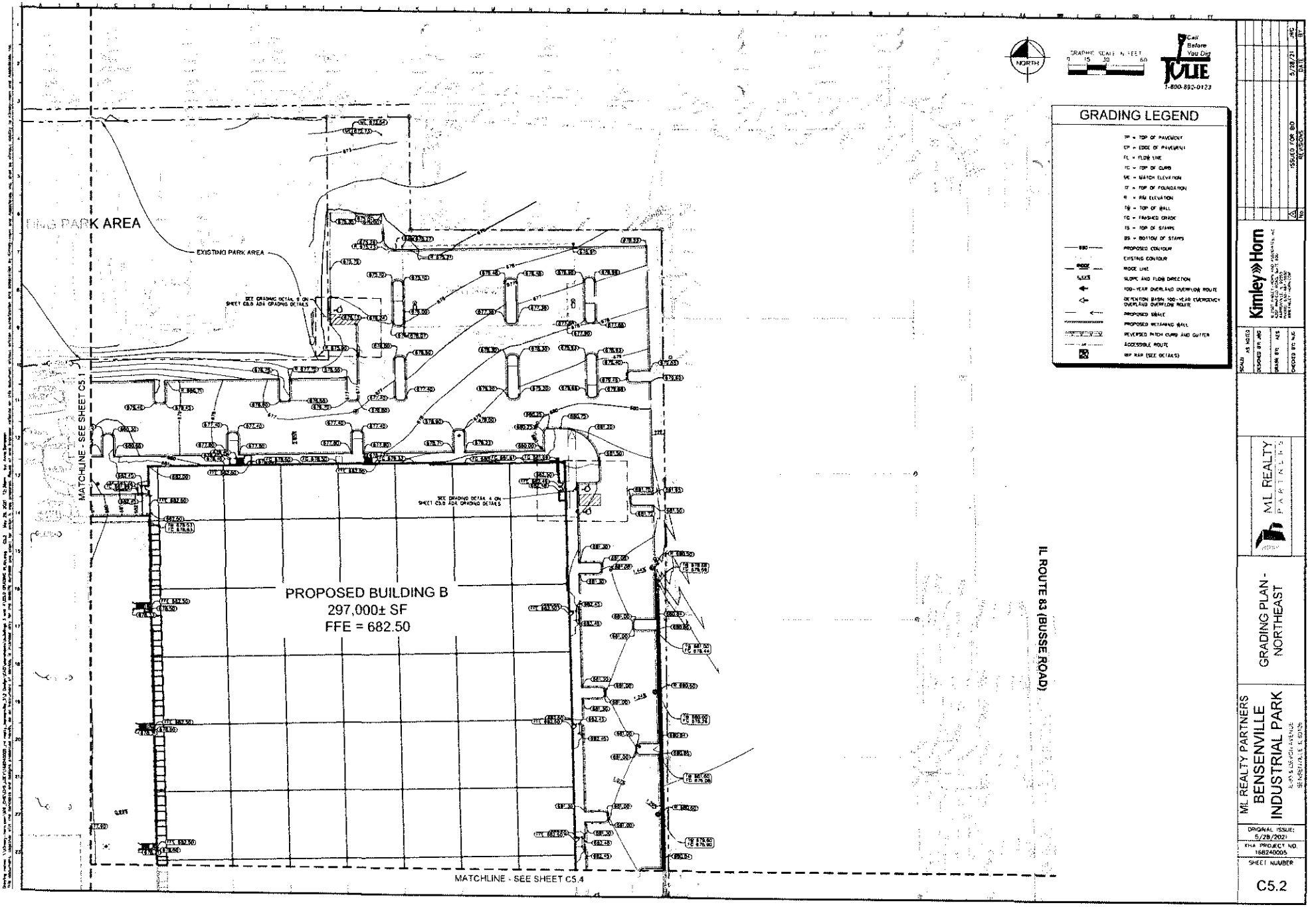
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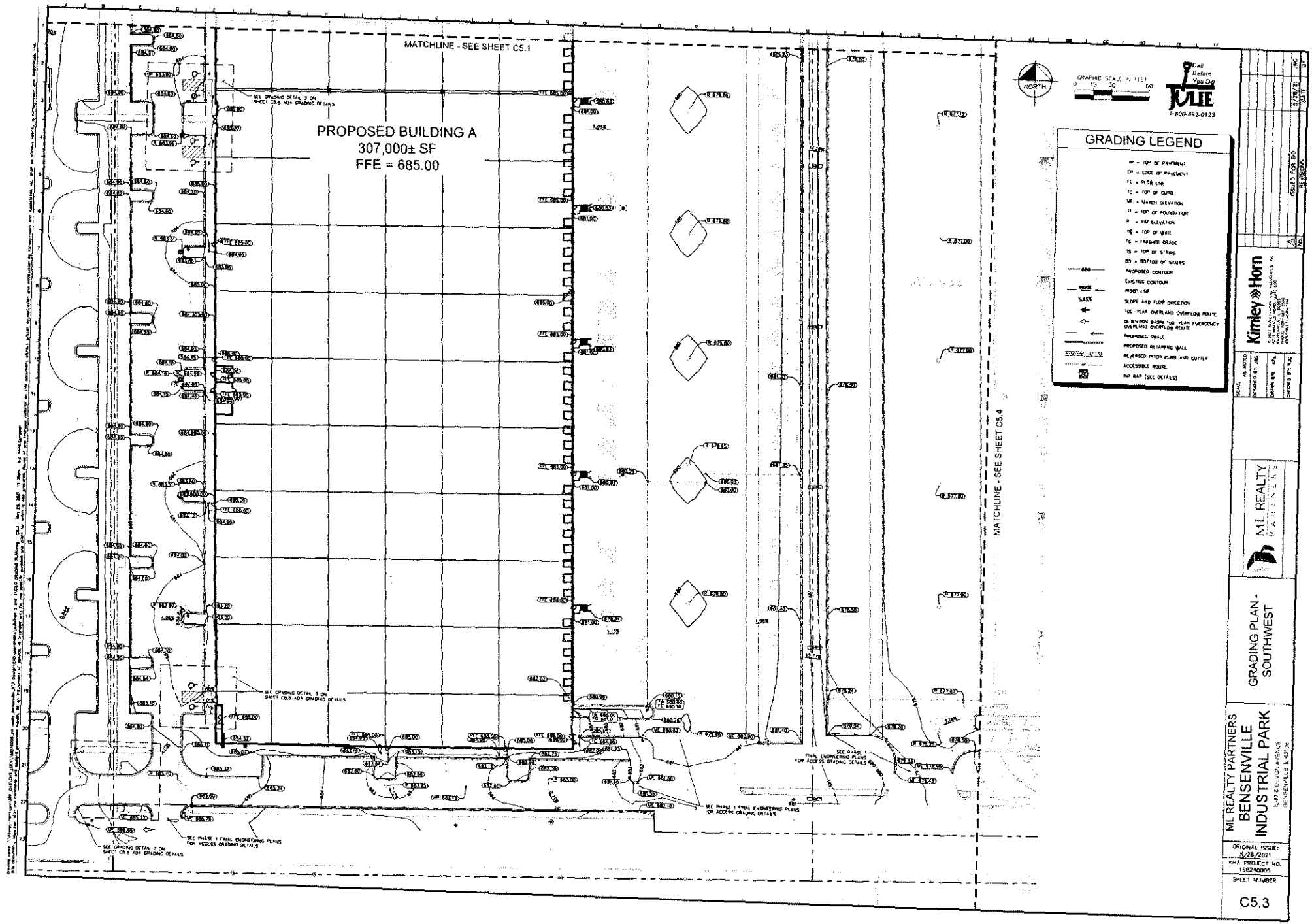
ML REALTY PARTNERS

GRADING PLAN - NORTHWEST

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
A-815 S DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C5.1


EXISTING PARK AREA
PROPOSED BUILDING B
297,000± SF
FFE = 682.50
MATCHLINE - SEE SHEET C5.1
MATCHLINE - SEE SHEET C5.4
IL ROUTE 83 (BUSSE ROAD)
SEE GRADING DETAIL 5 ON SHEET C5.0 ADA GRADING DETAILS
SEE GRADING DETAIL 4 ON SHEET C5.0 ADA GRADING DETAILS
NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
Call Before You Dig
JULIE
1-800-892-0123
GRADING LEGEND
TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION
TF = TOP OF FOUNDATION
R = RIM ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS
PROPOSED CONTOUR
EXISTING CONTOUR
RIDGE LINE
SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
ACCESSIBLE ROUTE
RIP RAP (SEE DETAILS)
ISSUED FOR BID 5/28/21 JMC
No. REVISIONS DATE BY
Kimley»Horn
SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: KES
CHECKED BY: NJC
ML REALTY PARTNERS
GRADING PLAN - NORTHEAST
ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C5.2



NO.	DESCRIPTION	DATE	BY
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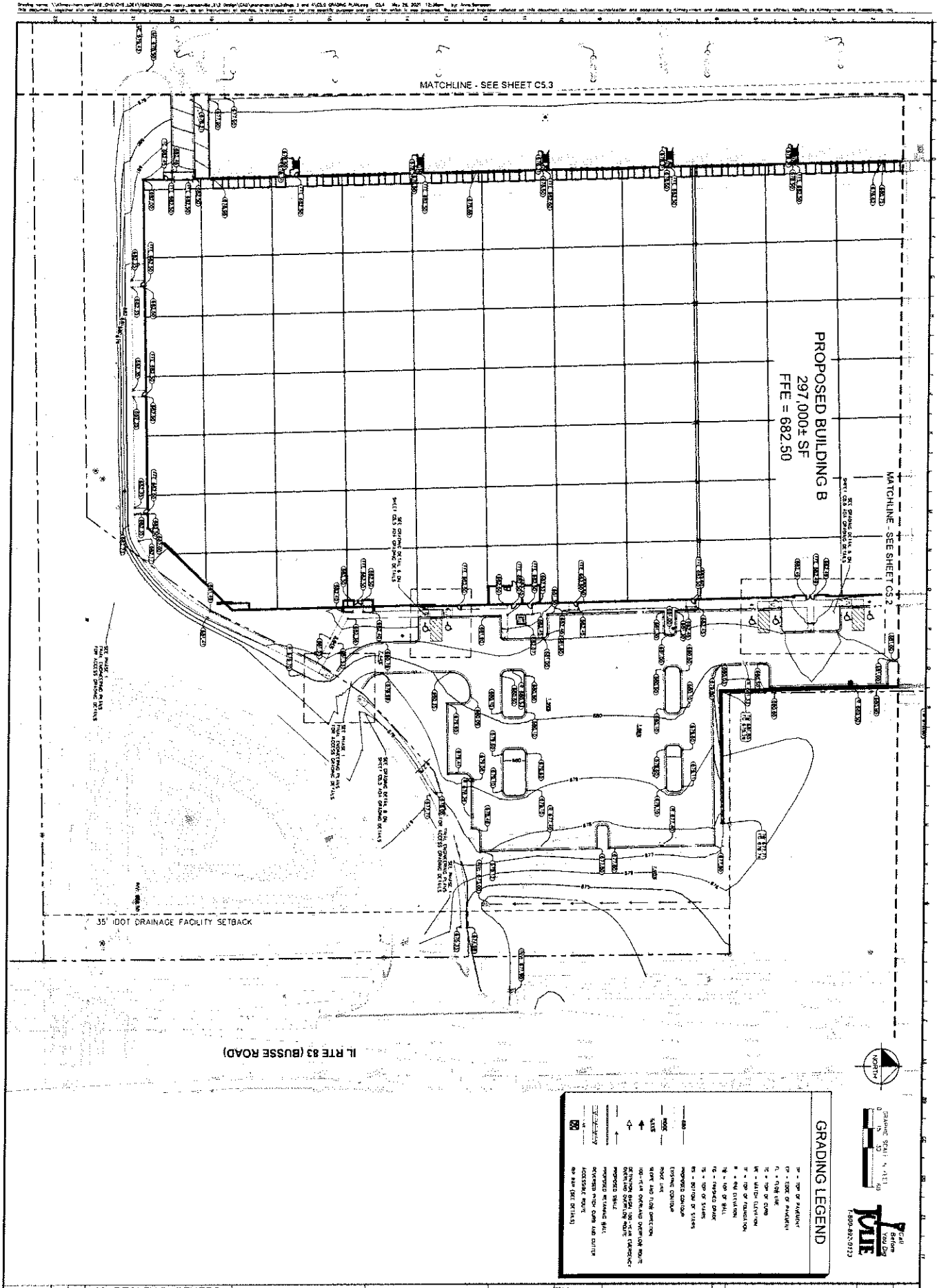
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CHECKED BY: PLK

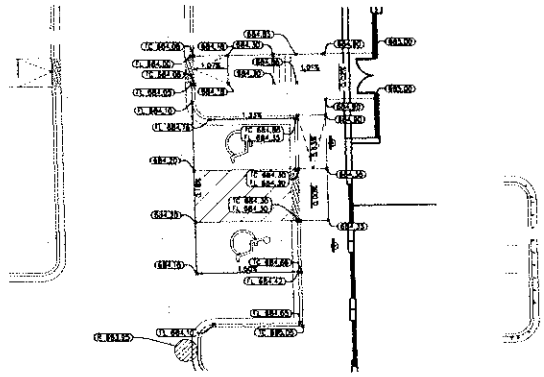
ML REALTY PARTNERS

GRADING PLAN - SOUTHWEST

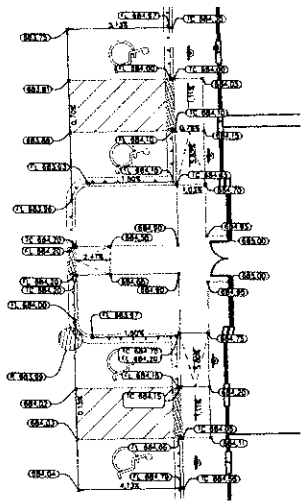
ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C5.3

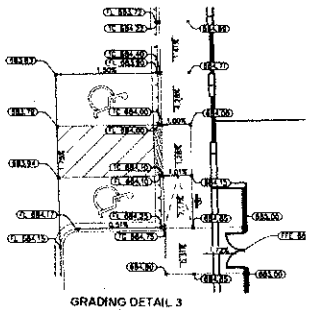

MATCHLINE - SEE SHEET C5.3
PROPOSED BUILDING B
297,000± SF
FFE = 682.50
MATCHLINE - SEE SHEET C5.2
35' IDOT DRAINAGE FACILITY SETBACK
IL RTE 83 (BUSSE ROAD)
NORTH
GRADING LEGEND
TP = TOP OF PAVEMENT
TC = TOP OF CURB
FL = FLOW LINE
MT = MATCH ELEVATION
TF = TOP OF FOUNDATION
BF = BOTTOM OF WALL
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS
PROPOSED CONTOUR
EXISTING CONTOUR
PROPERTY LINE
SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
DETENTION BASIN 100-YEAR EMERGENCY OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
DEPRESSED PITCH CURB AND GUTTER
ACCESSIBLE ROUTE
ADA RAMP (SEE DETAILS)
Call Before You Dig
1-800-892-0123
ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106
GRADING PLAN - SOUTHEAST
ML REALTY PARTNERS
SCALE: AS NOTED
DESIGNED BY: JWC
DRAWN BY: NZS
CHECKED BY: NJE
Kimley»Horn
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JWC
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DATE
BY
ORIGINAL ISSUE:
5/28/2021
KHA PROJECT NO.
150040005
SHEET NUMBER
C5.4



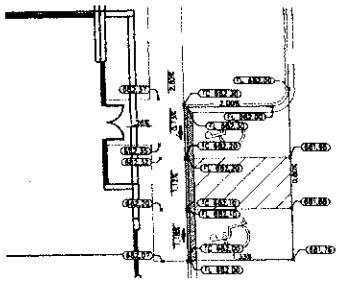
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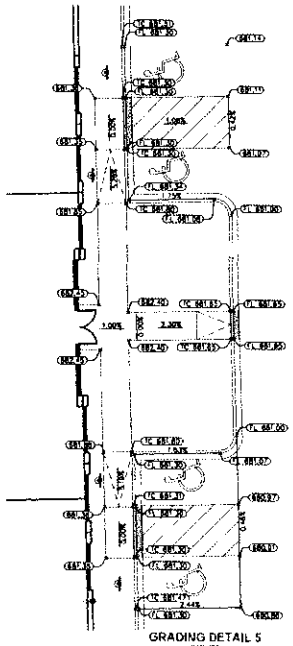
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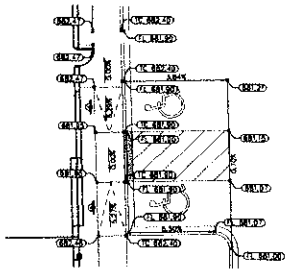
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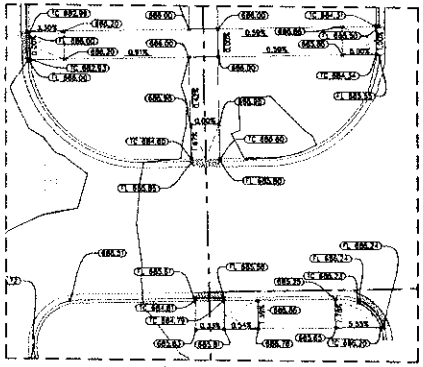
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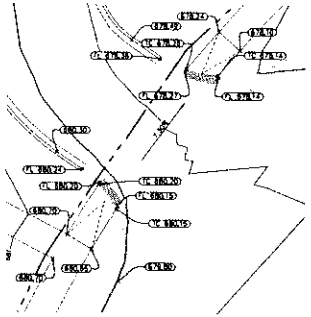
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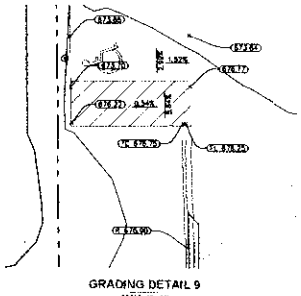
GRADING DETAIL 6



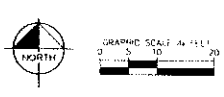
GRADING DETAIL 7



GRADING DETAIL 8



GRADING DETAIL 9



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JULIE
1-800-892-0123

GRADING LEGEND

- TP = TOP OF PAVEMENT
- EP = EDGE OF PAVEMENT
- FL = FLOW LINE
- TC = TOP OF CURB
- WE = WATER ELEVATION
- TF = TOP OF FOUNDATION
- F = FINISHED ELEVATION
- TW = TOP OF WALL
- FG = FINISHED GRADE
- TS = TOP OF STAIRS
- BS = BOTTOM OF STAIRS
- 880 — PROPOSED CONTOUR
- EXISTING CONTOUR
- RIDGE LINE
- SLOPE AND FLOW DIRECTION
- 100-YEAR OVERLAND OVERFLOW ROUTE
- DETENTION BASIN 100-YEAR EMERGENCY OVERFLOW AND OVERFLOW ROUTE
- PROPOSED SWALE
- PROPOSED RETAINING WALL
- REVERSED PITCH CURB AND GUTTER
- ACCESSIBLE ROUTE
- RIP RAP (SEE DETAILS)

No	DATE	BY
1	5/28/21	JMC
	ISSUED FOR BID	
	REVISIONS	

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: KG
CHECKED BY: NJE

ML REALTY PARTNERS

ADA GRADING DETAILS

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
5/28/2021
KHA PROJECT NO.
168240005
SHEET NUMBER
C5.5

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SANITARY SEWER MANHOLE
- EX. SANITARY SEWER CLEANOUT
- EX. STORM DRAIN LINE
- EX. STORM MANHOLE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. GAS METER
- EX. UNDERGROUND ELECTRIC LINE
- EX. UNDERGROUND TELEPHONE LINE
- EX. LIGHT POLE
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B W/MIXE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1772) (GRASS USE NEENAH R-1788)
- PROPOSED CONSERVATION CURB INLET (DB.12 CAC USE NEENAH R-3281-4)
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
- RIP RAP (SEE DETAILS)
- UC DETENTION CHAMBER
- PROPOSED FLARED END SECTION

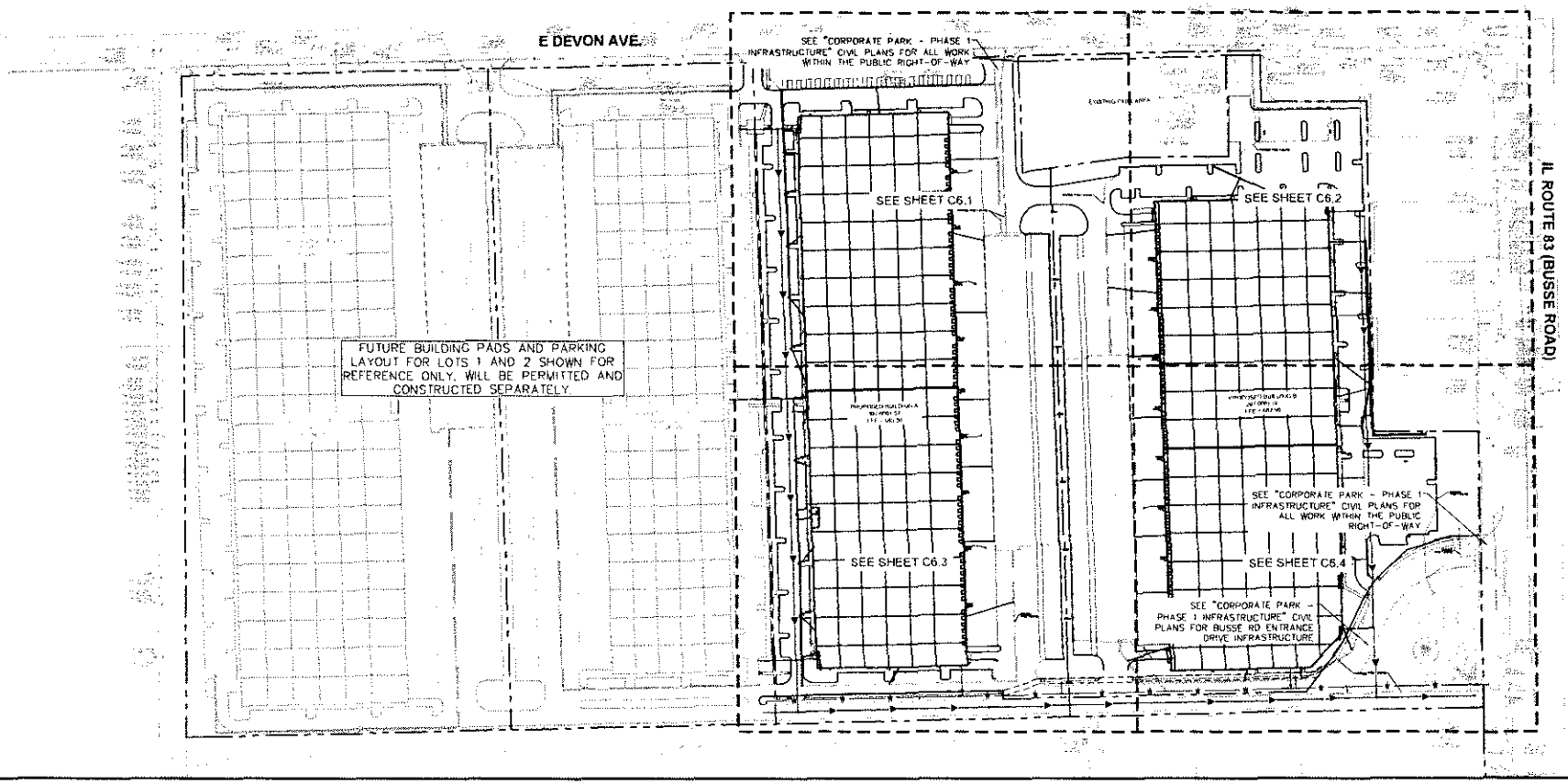
UTILITY NOTES

1. ALL WATER LINES - 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED), PROVIDE 42" MINIMUM COVER
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND NOTIFY THE ENGINEER AND THE OWNER/ DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANTS TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

Call Before You Dig JULIE 1-800-892-0123



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600 WEST CHICAGO, SUITE 850
CHICAGO, IL 60654
PHONE: 312-565-7500
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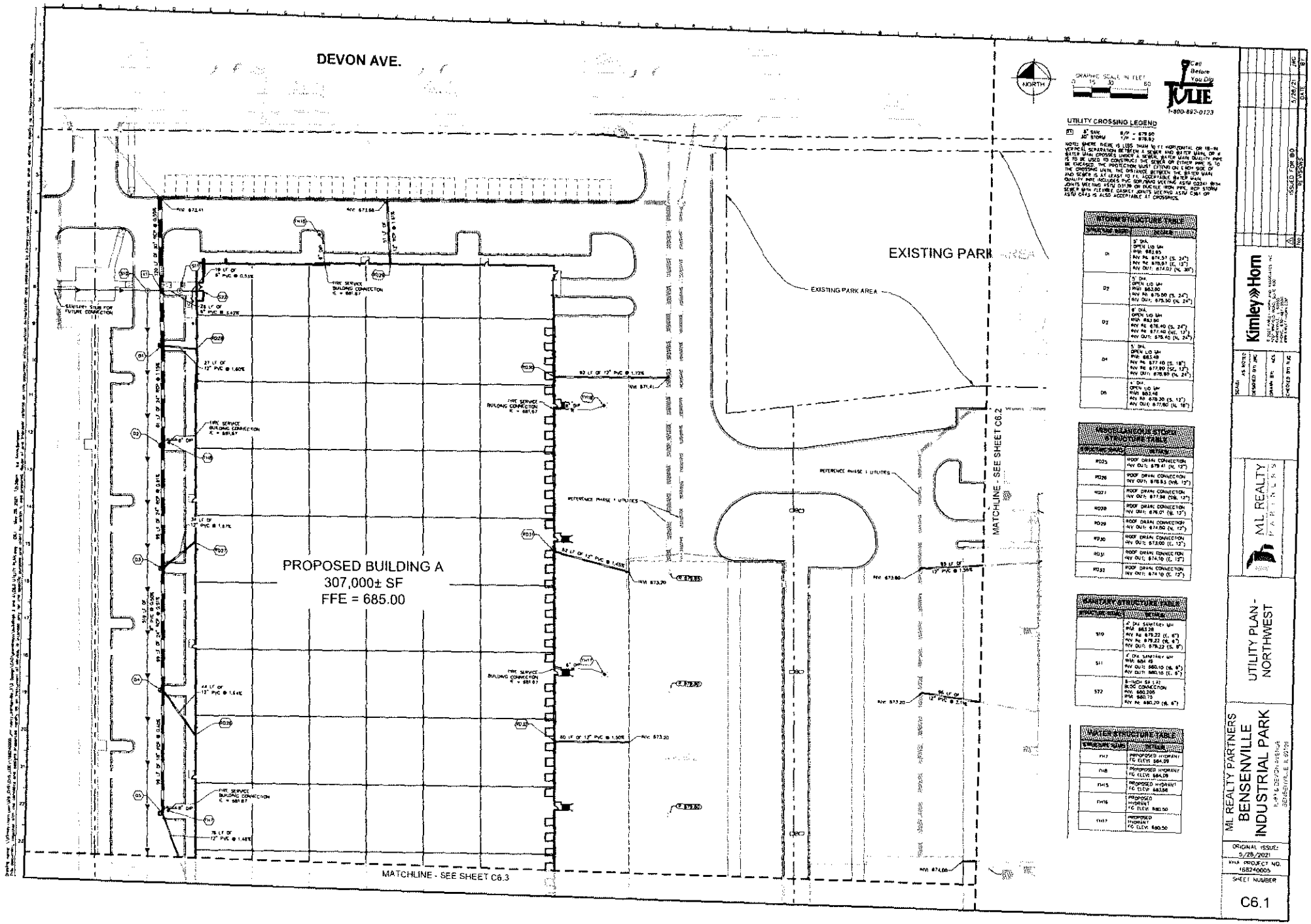
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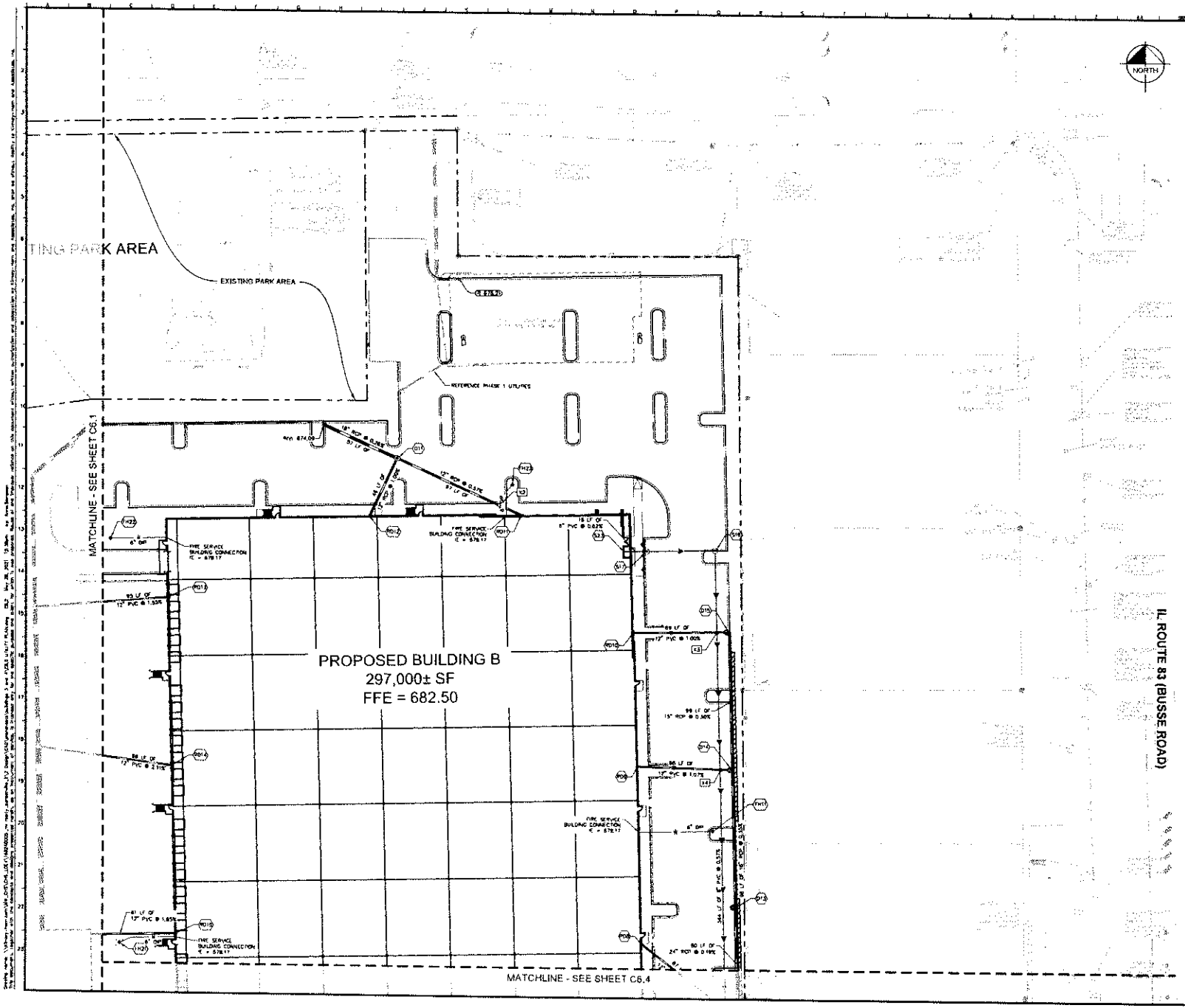
ML REALTY PARTNERS

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL RTE 83 & DEVON AVENUE
BENSENVILLE, IL 60106

OVERALL UTILITY PLAN

ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C6.0


DEVON AVE.
PROPOSED BUILDING A
307,000± SF
FFE = 685.00
EXISTING PARK AREA
MATCHLINE - SEE SHEET C6.3
MATCHLINE - SEE SHEET C6.2
NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
Call Before You Dig
1-800-892-0123
UTILITY CROSSING LEGEND
STORM STRUCTURE TABLE
MISCELLANEOUS STORM STRUCTURE TABLE
SANITARY STRUCTURE TABLE
WATER STRUCTURE TABLE
ISSUED FOR BID
5/28/21
Kimley»Horn
ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
UTILITY PLAN - NORTHWEST
ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C6.1



UTILITY CROSSING LEGEND

1	6" WATER 12" STORM	B/P = 679.13 T/P = 678.37
2	12" STORM 8" SAN.	B/P = 677.57 T/P = 677.04
3	12" STORM 8" SAN.	B/P = 677.80 T/P = 678.51

NOTE: WHERE THERE IS LESS THAN 10 FT HORIZONTAL OR 18-IN VERTICAL SEPARATION BETWEEN A SEWER AND WATER MAIN, OR IF WATER MAIN CROSSES UNDER A SEWER, WATER MAIN QUALITY PIPE IS TO BE USED TO CONSTRUCT THE SEWER OR EITHER PIPE IS TO BE ENCASED. THE PROTECTION MUST EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE DISTANCE BETWEEN THE WATER MAIN AND SEWER IS AT LEAST 10 FT. ACCEPTABLE WATER MAIN QUALITY PIPE INCLUDES PVC DR18 AWWA METRIC ASTM D2241 WITH JOINTS MEETING ASTM D3139 OR DUCTILE IRON PIPE. RCP STORM SEWER WITH FLEXIBLE GASKET JOINTS MEETING ASTM C361 OR ASTM C443 IS ALSO ACCEPTABLE AT CROSSINGS.

STORM STRUCTURE TABLE

STRUCTURE NUMBER	RIM/INVERT ELEVATIONS
D11	2' DIA. CLOSED LID MH RIM: 678.27 INV IN: 674.74 (SW, 12") INV IN: 674.75 (SE, 12") INV OUT: 674.24 (NW, 18")
D13	2' DIA. OPEN LID MH RIM: 680.50 INV IN: 676.78 (N, 18") INV OUT: 676.28 (S, 24")
D14	4' DIA. OPEN LID MH RIM: 680.50 INV IN: 677.16 (N, 18") INV IN: 677.53 (W, 12") INV OUT: 677.10 (S, 18")
D15	4' DIA. OPEN LID MH RIM: 680.50 INV IN: 676.40 (W, 12") INV IN: 677.50 (S, 12") INV OUT: 677.40 (S, 18")

MISCELLANEOUS STRUCTURE TABLE

STRUCTURE NUMBER	RIM/INVERT ELEVATIONS
RD8	ROOF DRAIN CONNECTION INV OUT: 677.37 (SE, 12")
RD9	ROOF DRAIN CONNECTION INV OUT: 678.26 (E, 12")
RD10	ROOF DRAIN CONNECTION INV OUT: 678.19 (E, 12")
RD11	ROOF DRAIN CONNECTION INV OUT: 676.30 (NE, 12")
RD12	ROOF DRAIN CONNECTION INV OUT: 676.20 (NE, 12")
RD13	ROOF DRAIN CONNECTION INV OUT: 675.78 (E, 12")
RD14	ROOF DRAIN CONNECTION INV OUT: 675.23 (E, 12")
RD15	ROOF DRAIN CONNECTION INV OUT: 675.00 (E, 12")

SANITARY STRUCTURE TABLE

STRUCTURE NUMBER	RIM/INVERT ELEVATIONS
S16	4' DIA SANITARY MH RIM: 681.86 INV IN: 678.70 (E, 8") INV OUT: 678.70 (S, 8")
S17	4' DIA SANITARY MH RIM: 680.21 INV OUT: 676.86 (E, 8") INV OUT: 677.05 (W, 8")
S23	6-INCH SA LAT RIM/INV CONNECTION RIM: 677.082 INV: 677.61 INV IN: 676.93 (E, 6")

WATER STRUCTURE TABLE

STRUCTURE NUMBER	RIM/INVERT ELEVATIONS
FH11	PROPOSED HYDRANT TC ELEV: 680.97
FH21	PROPOSED HYDRANT TC ELEV: 678.08
FH22	PROPOSED HYDRANT TC ELEV: 680.21
FH23	PROPOSED HYDRANT TC ELEV: 679.46

NO	ISSUED FOR BID	5/28/21	JNC
△	REVISIONS	DATE	BY

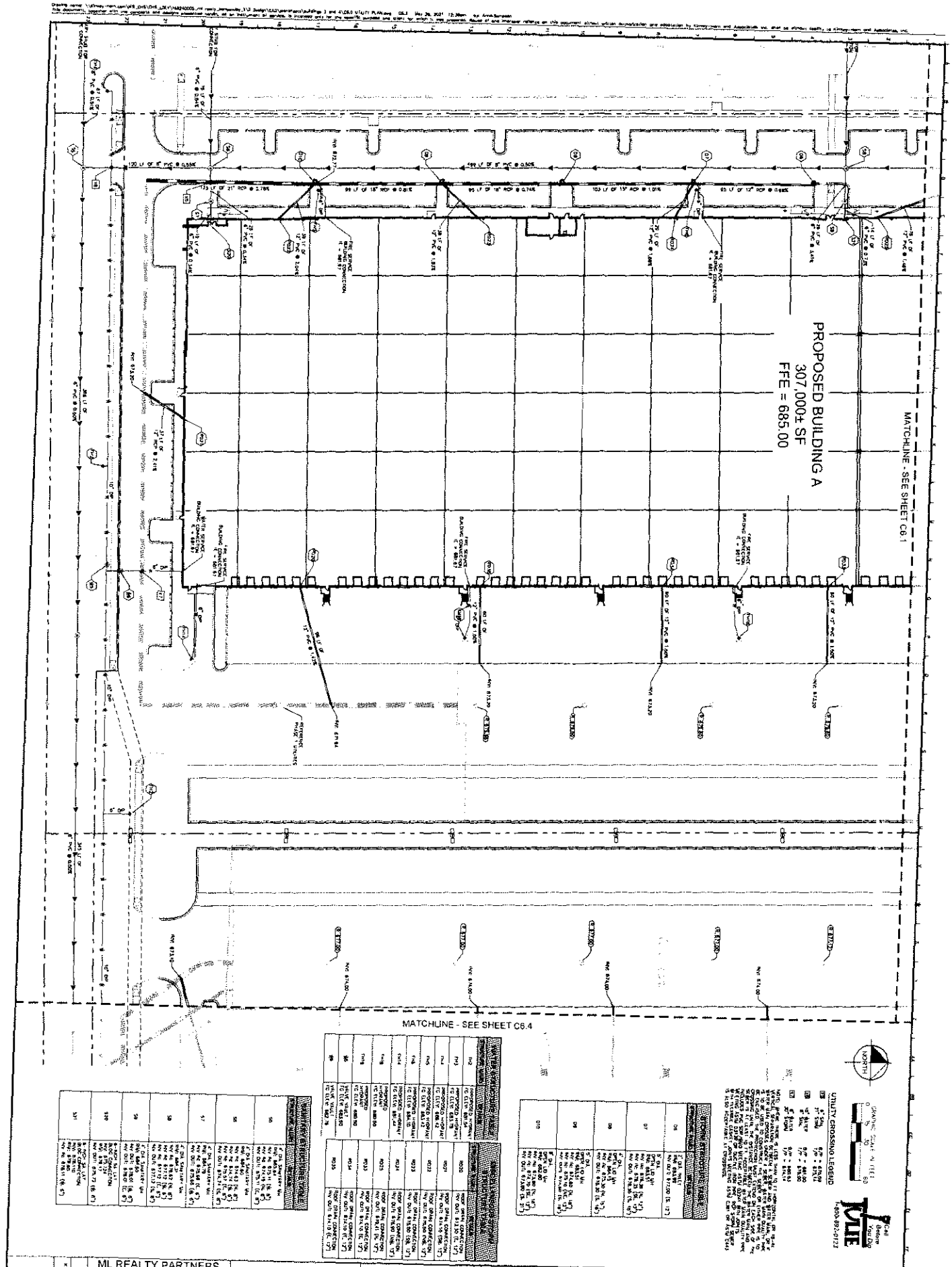
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DRAWN BY: AES
CHECKED BY: NJC

Kimley»Horn
ML REALTY PARTNERS

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL-83 & USY/OA AVENUE
BENSENVILLE, IL 60106

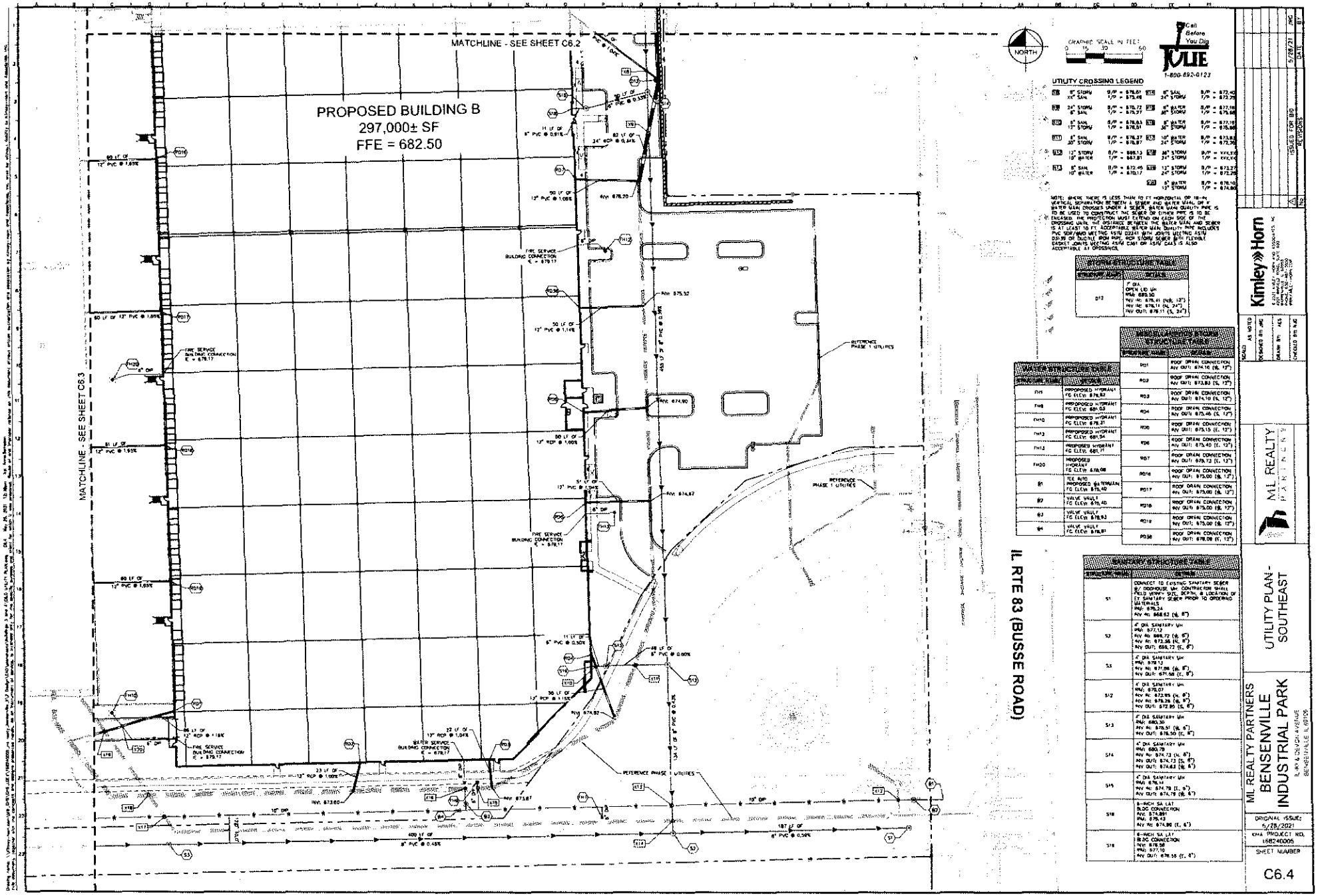
UTILITY PLAN - NORTHEAST

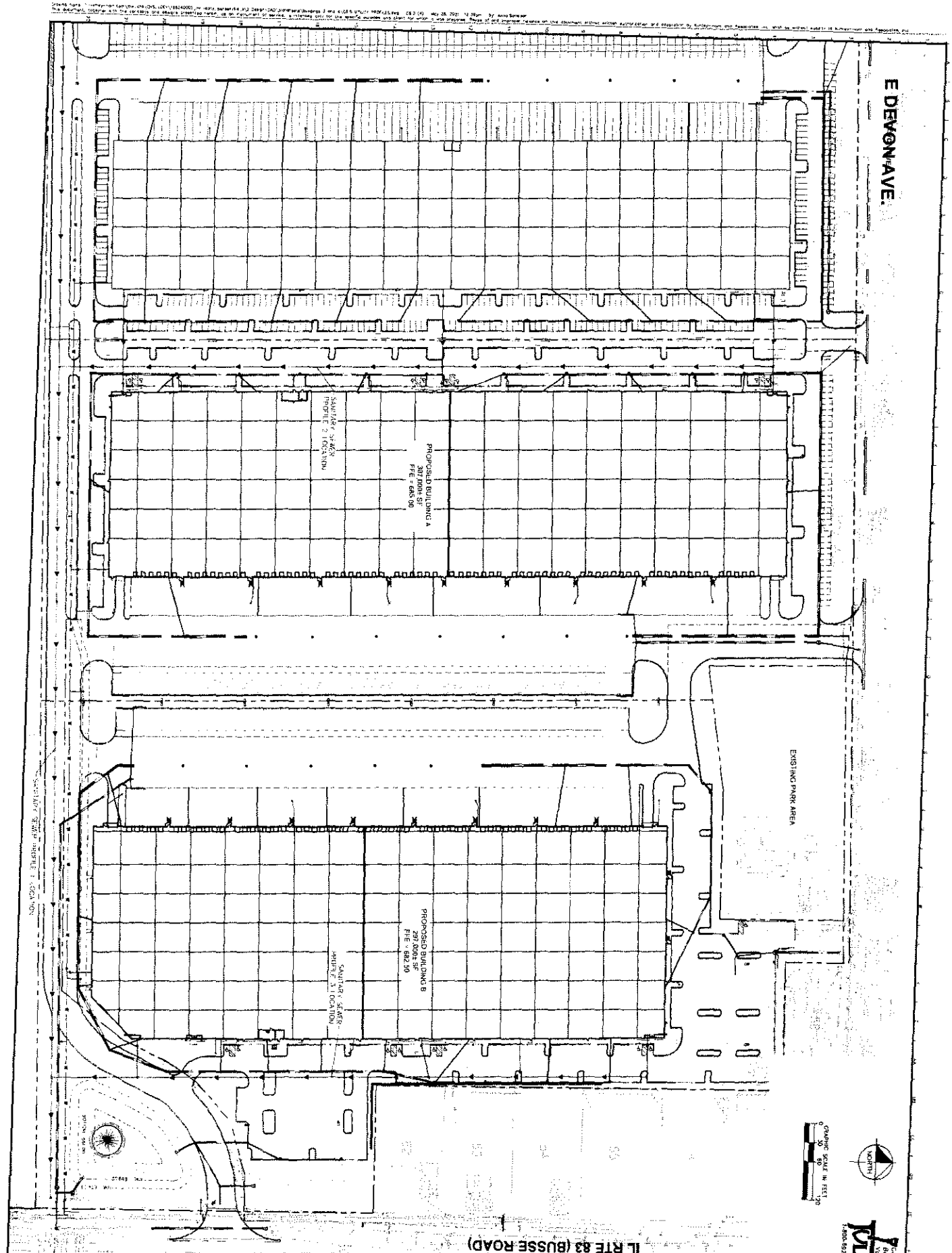
ORIGINAL ISSUE:
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KHA PROJECT NO.
168240005
SHEET NUMBER
C6.2



C6.3	ML REALTY PARTNERS BENSENVILLE INDUSTRIAL PARK IL RT. 83 & DEVON AVENUE BENSENVILLE IL 60106	UTILITY PLAN - SOUTHWEST	ML REALTY PARTNERS	SCALE: AS NOTED DESIGNED BY: JWC DRAWN BY: AES CHECKED BY: KJG	Kimley»Horn	1 ISSUED FOR BID 5/28/21 JWC No. REVISIONS DATE BY

SHEET NUMBER | PROJECT NO. 168240005 | ORIGINAL ISSUE: 5/28/2021


MATCHLINE - SEE SHEET C6.2
MATCHLINE - SEE SHEET C6.3
PROPOSED BUILDING B
297,000± SF
FFE = 682.50
IL RTE 83 (BUSSE ROAD)
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1-800-892-0123
UTILITY CROSSING LEGEND
NOTE: WHERE THERE IS LESS THAN 18 IN HORIZONTAL OR 18 IN VERTICAL SEPARATION BETWEEN A SEWER AND WATER MAIN, OR A WATER MAIN CROSSES UNDER A SEWER, WATER MAIN QUALITY PIPE IS TO BE USED TO CONSTRUCT THE SEWER OR EITHER PIPE IS TO BE ENCASED. THE PROTECTION MUST EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE DISTANCE BETWEEN THE WATER MAIN AND SEWER IS AT LEAST 10 FT. ACCEPTABLE WATER MAIN QUALITY PIPE INCLUDES PVC SDR/AWWA WITH IN/IN D2241 WITH JOINTS MEETING ASTM D3139 OF DUCTILE IRON PIPE. IRON STORM SEWER WITH FLEXIBLE GASKET JOINTS MEETING ASTM C564 OR ASTM C425 IS ALSO ACCEPTABLE AT CROSSINGS.
STORM STRUCTURE TABLE
STRUCTURE TABLE
WATER STRUCTURE TABLE
SANITARY STRUCTURE TABLE
ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
BENSENVILLE, IL 60106
UTILITY PLAN - SOUTHEAST
ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C6.4



C6.5

ML REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL RTE 83 (BUSSE ROAD) & DEVON AVENUE
BEMENVILLE, IL 60106

UTILITY PROFILES
LOCATIONS

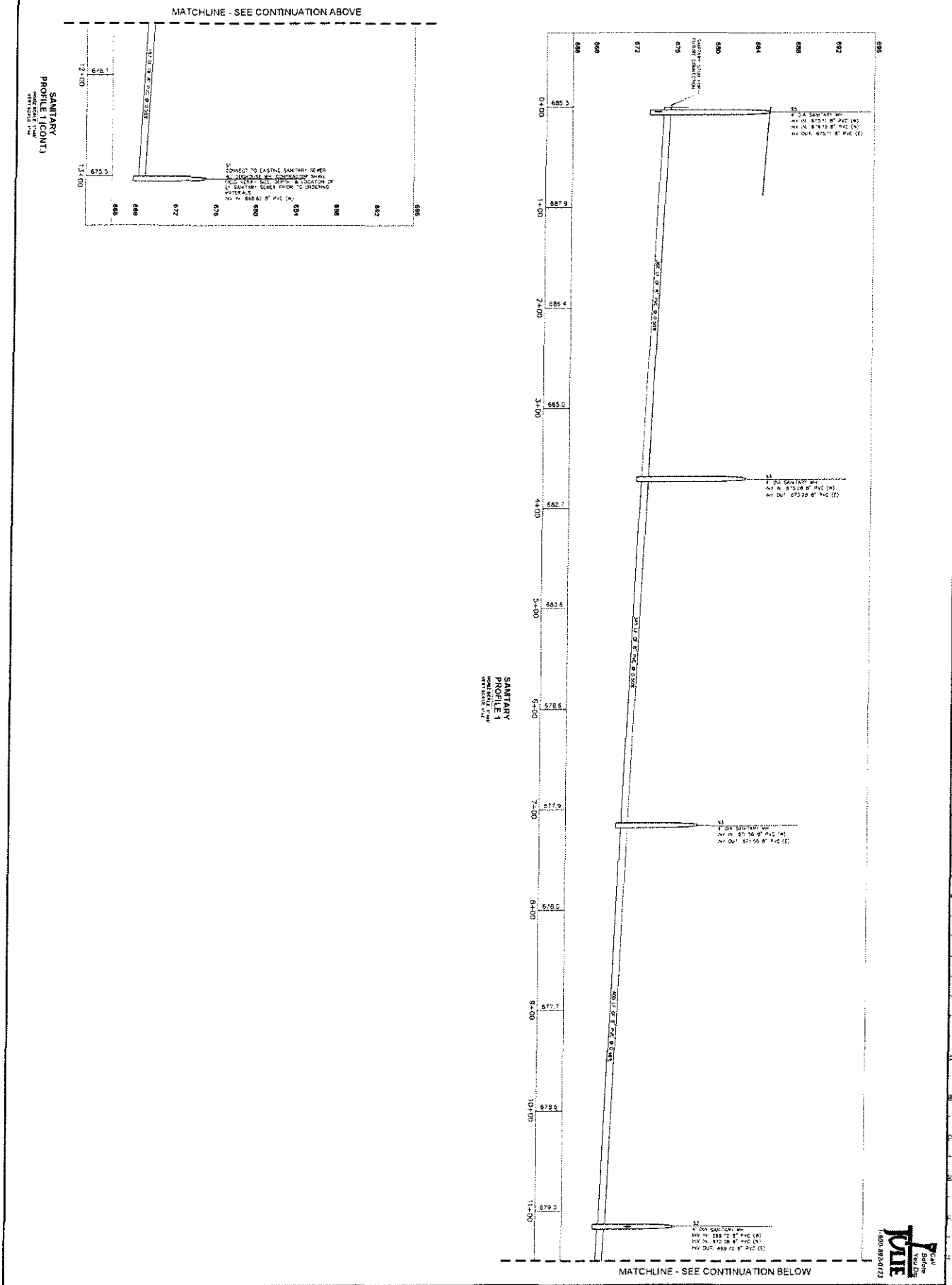
ML REALTY PARTNERS
PROLOGIS

SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: AES
CHECKED BY: RJD

Kimley»Horn

1 ISSUED FOR VILLAGE, COUNTY, AND IDOT REVIEW 5/20/21 JMC
NO. DESCRIPTION DATE BY

ORIGINAL ISSUE: 05/20/2021
SHEET NUMBER: 16 OF 19



C6.6

ML REALTY : PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
IL RTE 83/BUSSE ROAD & DEVON AVENUE
BENSENVILLE, IL 60106

SANITARY PROFILES

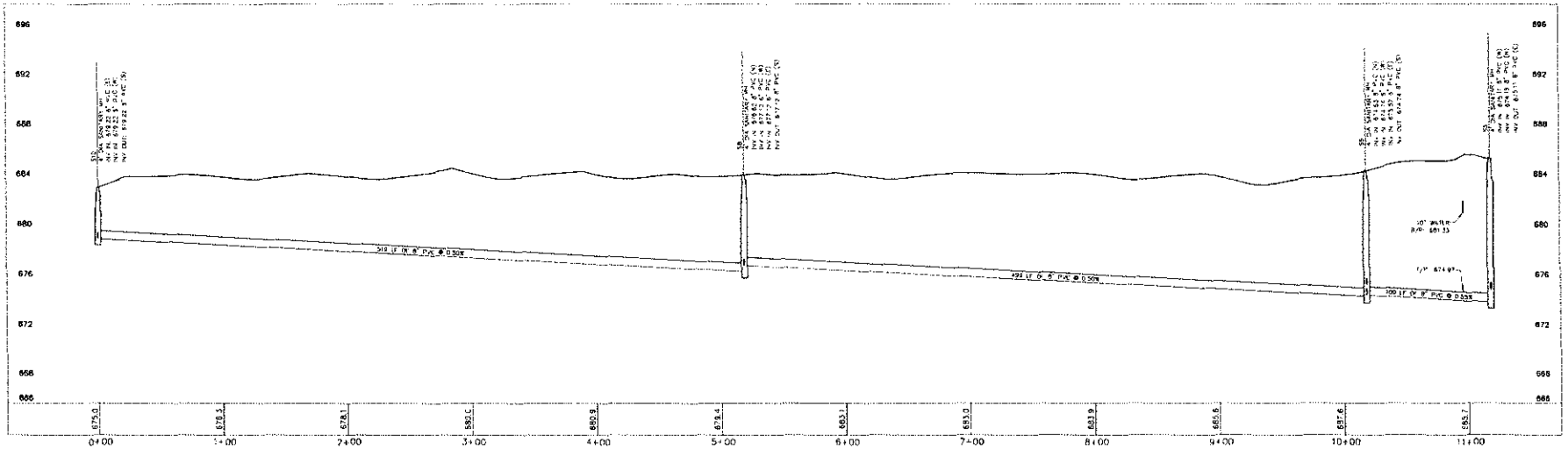
ML REALTY PARTNERS
PROLOGIS

Kimley»Horn

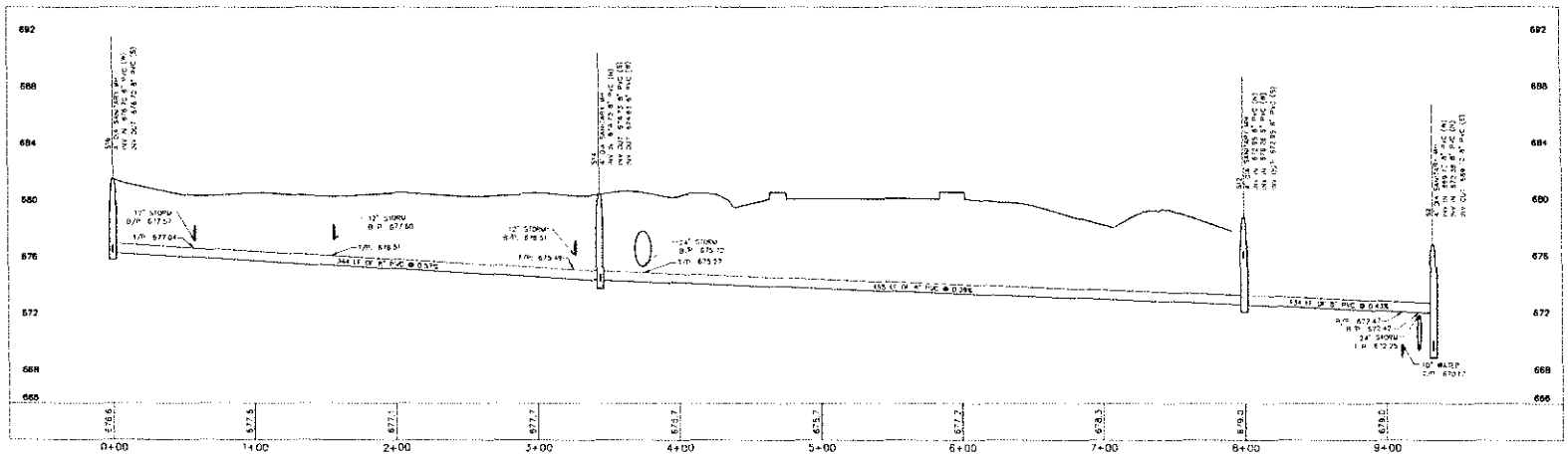
SCALE	AS NOTED
DESIGNED BY	JMG
DRAWN BY	AES
CHECKED BY	RJG

NO	REVISIONS	DATE	BY
	ISSUED FOR VILLAGE, COUNTY AND DOT REVIEW	5/20/21	JMG

Know what's below. Call before you dig. 1-800-892-0123



SOUTH SANITARY
PROFILE 2
HORZ SCALE: 1"=40'
VERT SCALE: 1"=4'



SOUTH SANITARY
PROFILE 3
HORZ SCALE: 1"=40'
VERT SCALE: 1"=4'

Call Before You Dig
JULIE
1-800-892-0123

Kimley»Horn

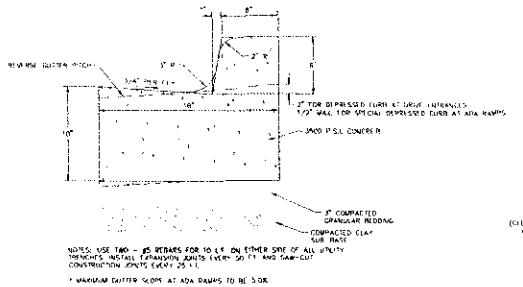
M.L. REALTY PROLOGIS

SANITARY PROFILES

ML REALTY - PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
L.P.I.N. 09-35E-304-& 29-NEW AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 4/7/2021
KHA PROJECT NO. 168240005

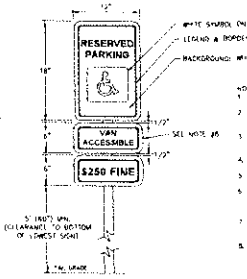
SHEET NUMBER
C6.7



NOTES: USE TWO - #5 REBARS FOR 30 L.F. ON EITHER SIDE OF ALL UTILITY TRENCHES. INSTALL EXPANSION JOINTS EVERY 30 FT. AND SAW-CUT CONSTRUCTION JOINTS EVERY 25 L.F.

* MAXIMUM GUTTER SLOPE AT ADA RAMPS TO BE 5.0%

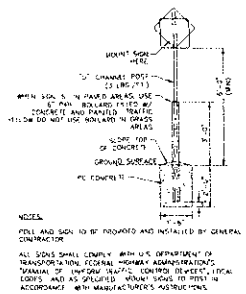
B6.12 CURB & GUTTER
N.T.S.



NOTES:
1. ALL LETTERS ARE 1" SERIES 'C' FONT (MIN.)
2. SIGN SHALL HAVE A REFLECTIVE ENGINEERING GRADE WHITE BACKGROUND WITH GREEN REFLECTIVE LEGEND AND BORDER.
3. FINE NOTIFICATION SIGN SHALL HAVE A REFLECTIVE ENGINEERING GRADE WHITE BACKGROUND WITH GREEN LEGEND AND BORDER.
4. CONTRACTOR SHALL VERIFY FINE AMOUNT.
5. ONE (1) SIGN REQUIRED FOR EACH PARKING SPACE.
6. INSTALLED HEIGHT OF SIGN SHALL BE IN ACCORDANCE WITH SECTION 2A.23 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCAL ADA CODE.
7. ALL ACCESSIBLE FEATURES TO BE IN STRICT ACCORDANCE WITH ADA STANDARDS AND LOCAL LAWS.
8. AT LEAST ONE (1) FOR EVERY SIX (6) ACCESSIBLE SPACES MUST BE VAN ACCESSIBLE WITH A MINIMUM OF ONE (1) VAN ACCESSIBLE SPACE PER SITE.

SIGNAGE

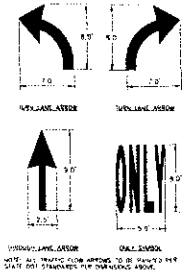
ACCESSIBLE PARKING SIGNAGE
N.T.S.



NOTES:
POLE AND SIGN TO BE PROVIDED AND INSTALLED BY GENERAL CONTRACTOR

ALL SIGNS SHALL COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", LOCAL CODES AND AS SPECIFIED. MOUNT SIGNS TO POST IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

STANDARD SIGN BASE
N.T.S.



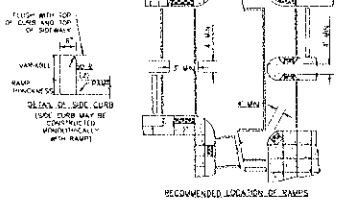
NOTE: ALL TRAFFIC FLOW ARROWS TO BE PAINTED PER STATE DOT STANDARDS FOR DIMENSIONS ABOVE.

TRAFFIC FLOW ARROW
N.T.S.

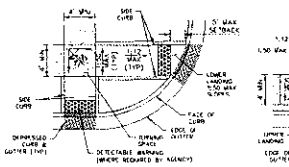
GENERAL NOTES:

1. THE MAXIMUM SLOPE OF THE SIDE FLARE FOR TYPE R RAMPS SHALL BE 1:10. HOWEVER IF THE WIDTH OF THE LANDING AREA BETWEEN THE TOP OF THE RAMP AND AN OBSTRUCTION IS LESS THAN 1.7m (4'-0") THEN THE MAXIMUM SLOPE SHALL BE 1:12.
2. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
3. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
4. RAMP DETAILS TO BE COORDINATED PER VILLAGE REQUIREMENTS.
5. DETECTABLE WARNINGS SHALL CONSIST OF TRUNCATED DOMES WHICH CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.
6. CONTRACTOR TO SELECT ADA DETECTABLE WARNING PERMEABLE PAVERS OR CONCRETE WITH ADA DETECTABLE WARNING DOMES FOR RAMPS.

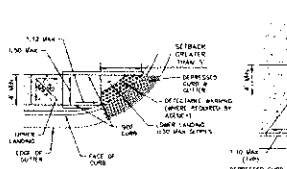
LEGEND
- SIDE WALK
- RAMP
- DETECTABLE WARNINGS
- NON WALKING AREA
- FACE OF BUILDING



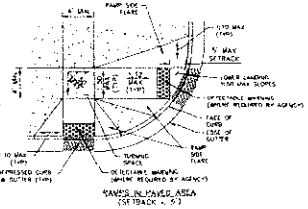
RECOMMENDED LOCATION OF RAMPS



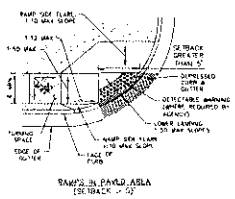
RAMPS IN LANDSCAPED AREA (SETBACK < 5')



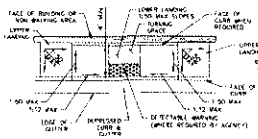
RAMPS IN LANDSCAPED AREA (SETBACK > 5')



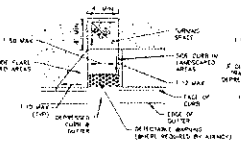
RAMPS IN PAVED AREA (SETBACK < 5')



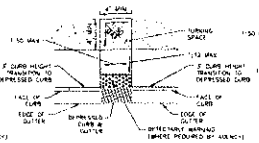
RAMPS IN PAVED AREA (SETBACK > 5')



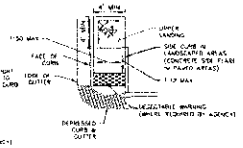
PARALLEL MID-BLOCK CURB RAMP



PERPENDICULAR MID-BLOCK CURB RAMP

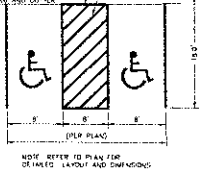


PERPENDICULAR MID-BLOCK CURB RAMP (OPTION 2)



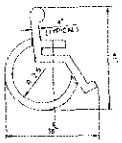
RAMPS ADJACENT TO PAVEMENT

SIDEWALK AND SIDEWALK RAMPS
N.T.S.

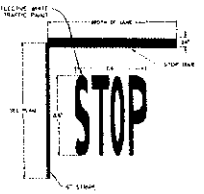


NOTE: REFER TO PLAN FOR DETAILED LAYOUT AND DIMENSIONS

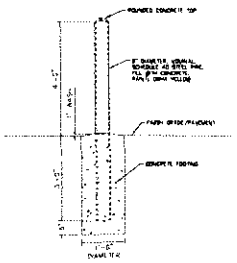
TYPICAL HANDICAP STRIPING
N.T.S.



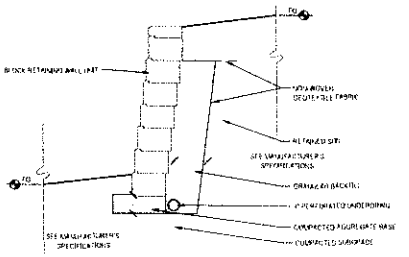
ACCESSIBLE PARKING SYMBOL
N.T.S.



STOP BAR
N.T.S.

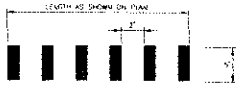


6" BOLLARD DETAIL
N.T.S.



NOTES:
1. THIS DETAIL IS FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO ARRANGE SHOP DRAWINGS OF THE RETAINING WALL DESIGN (PRECAST AND STAMPED BY A LICENSED STRUCTURAL ENGINEER FOR THE STATE OF ILLINOIS AND APPROVAL.
2. CONTRACTOR TO PROVIDE RETAINING WALL PRODUCT SPECIFICATIONS INCLUDING BLOCK TYPE, SIZE AND FACE OF TO OWNER ENGINEER AND PROJECT ARCHITECT FOR APPROVAL.
3. SEE LAYOUT, UTILITY, GRADING AND LANDSCAPING PLANS FOR WALL HEIGHT AND LENGTH. SEE UTILITY PLAN FOR ANY UTILITY RELOCATION OR OTHER WALL ALIGNMENT CONFLICTS. CONTRACTOR TO VERIFY PATTERN AVOID AND WALL SETBACK DISTANCE PRIOR TO STAKING THE WALL.
4. GEOGRID REINFORCEMENT TO BE PROVIDED BASED ON MANUFACTURER RECOMMENDATIONS FOR SOIL CONDITIONS. CONTRACTOR TO VERIFY SUFFICIENT ALIGNMENT TO INSTALL GEOGRID TO THE LENGTH REQUIRED TO ACHIEVE STABILITY WITHIN THE PROJECT LIMITS PRIOR TO ORDERING RETAINING WALL MATERIALS.
5. A 4" MINIMUM PERFORATED UNDERDRAIN PIPE WRAPPED IN A FILTER SOCK SHALL BE PROVIDED AT GRADING TO THE MANUFACTURER GUIDELINES.
6. COMPACTED AGGREGATE BASE, SUBGRADE SOIL DEPTH AND GRANULAR BACKFILL, DRAINAGE, FILTER SHALL BE ACCORDING TO THE MANUFACTURER'S GUIDELINES.
7. NON-WOVEN GEOTEXTILE FABRIC SHALL BE PROVIDED APPROVED MATERIAL OF GRANULAR BACKFILL, DRAINAGE, FILTER AS SHOWN.
8. THE PROJECT GEOTECHNICAL ENGINEER SHALL BE CONSULTED FOR DETERMINATION OF THE SUBMITTED CONDITIONS, STABILITY OF THE SOIL OF GIVEN PARAMETERS OR INTERMITTENT OR SUBSURFACE GROUNDWATER CONDITIONS

SEGMENTAL BLOCK RETAINING WALL
N.T.S.



PAINTED CROSS-WALK DETAIL
N.T.S.

NO.	DATE	BY
1	5/28/21	JWG

ISSUED FOR BID
REVISIONS

Kimley»Horn
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767 CORPORATE DRIVE, SUITE 100
NAPERVILLE, ILLINOIS 60563
PHONE: 630-487-7500
WWW.KIMLEY-HORN.COM

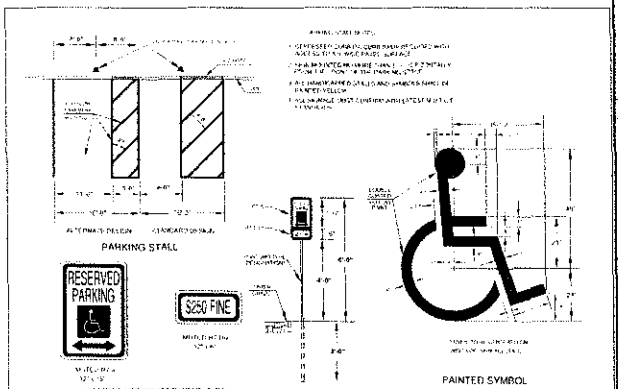
SCALE: AS NOTED
DESIGNED BY: JWG
DRAWN BY: ACS
CHECKED BY: RJG

ML REALTY PARTNERS

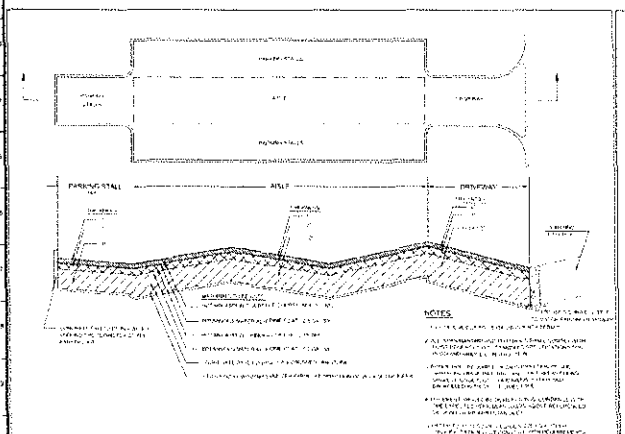
CONSTRUCTION DETAILS

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL RTE 83 & GEORGE AVENUE
BENSENVILLE, IL 60106

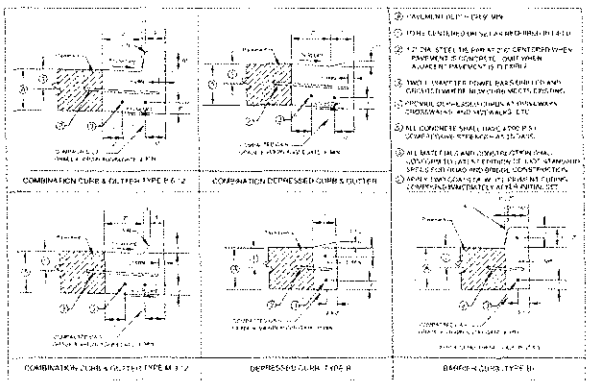
ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
C7.0



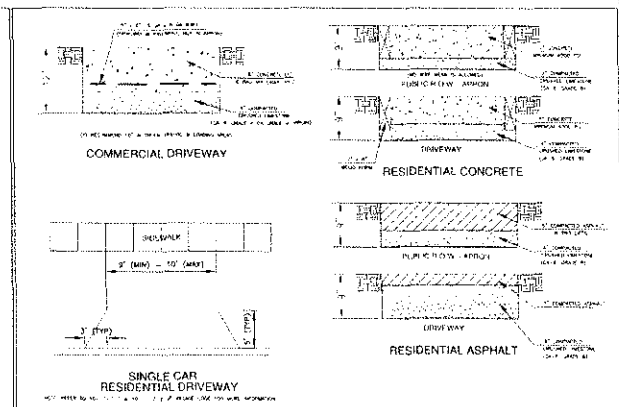
HANDICAPPED PARKING STANDARD



PARKING LOT PAVEMENT STANDARD



CURB AND GUTTER STANDARD



DRIVEWAY STANDARD

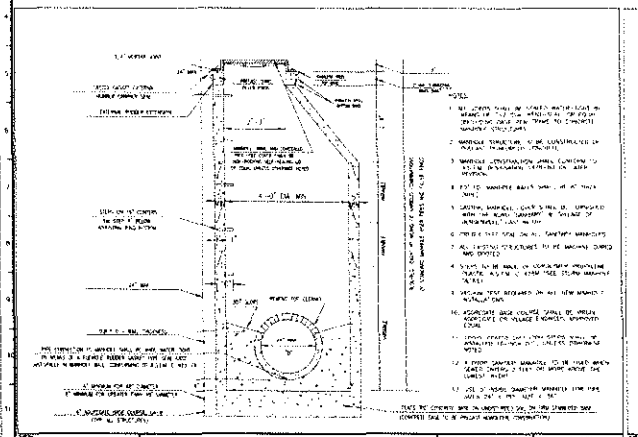
Kimley»Horn

M1 REALTY PARTNERS

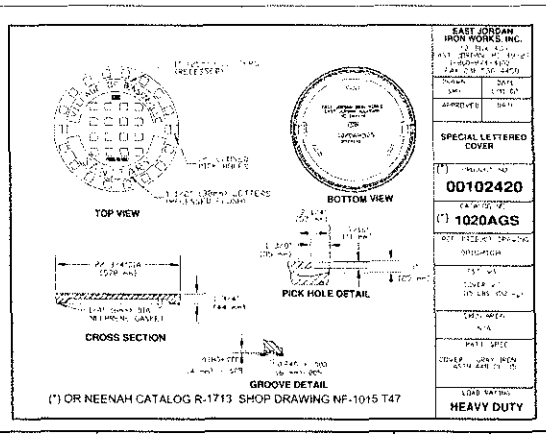
CONSTRUCTION DETAILS

M1 REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL64 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE
5/28/2021
KHA PROJECT NO
168240005
SHEET NUMBER
C7.1

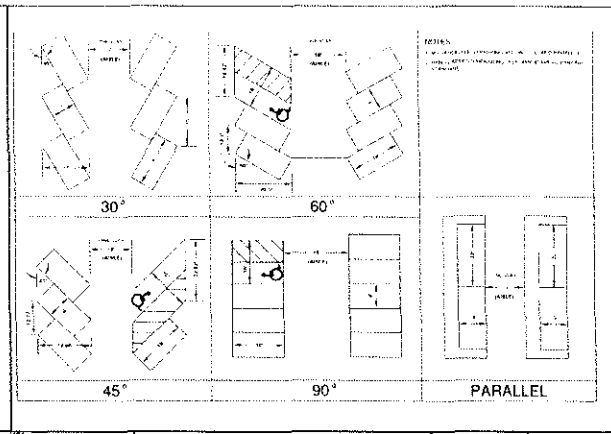


SANITARY MANHOLE STANDARD

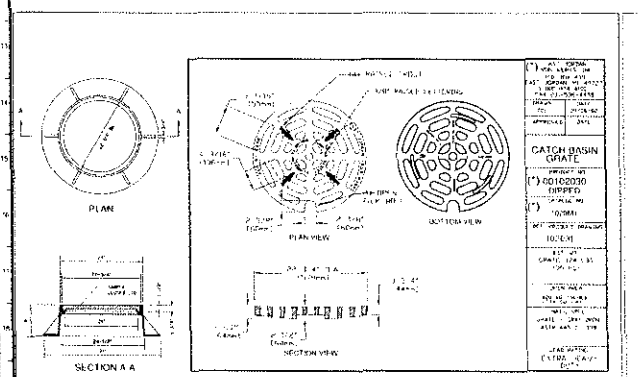


(*) OR NEENAH CATALOG R-1713 SHOP DRAWING NF-1015 T47

SANITARY FRAME AND LID STANDARD



PARKING STALL STANDARD

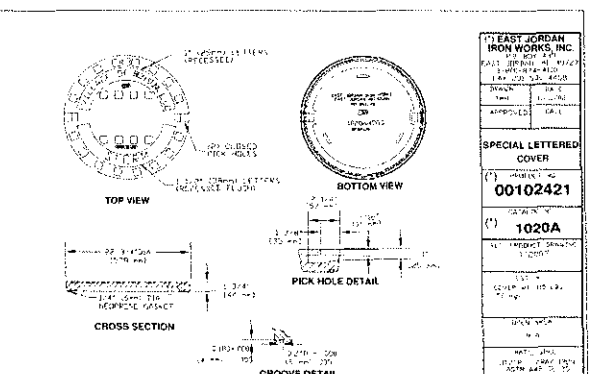


FURNISH HEAVY DUTY CASTING AS REQUIRED BY THE VILLAGE ENGINEER

(*) or NEENAH CATALOG R-2015 SHOP DRAWING NF-2015 T17

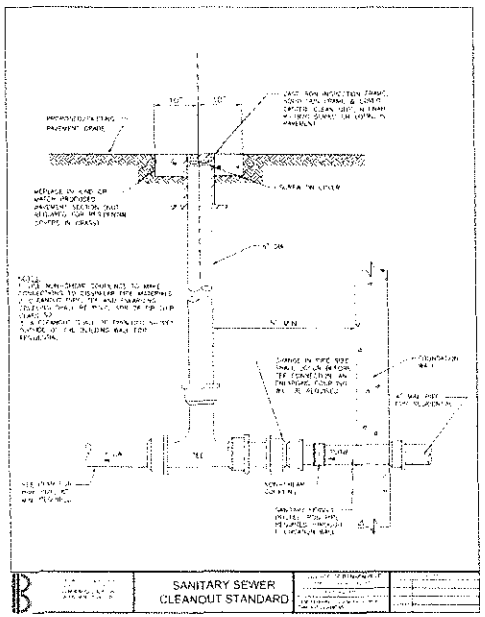
OPEN LID

STORM FRAME AND LID STANDARD (OPEN)



(*) OR NEENAH CATALOG R-1713 SHOP DRAWING NF-1015 T45

STORM FRAME AND LID STANDARD (CLOSED)



SANITARY SEWER CLEANOUT STANDARD

Kimley»Horn

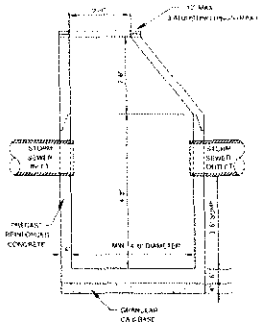
M/I REALTY PARTNERS

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL RT 83 & DEVON AVENUE
BENSENVILLE, IL 60106

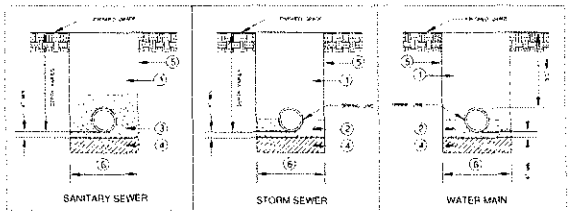
CONSTRUCTION DETAILS

ORIGINAL ISSUE:
5/28/2021
KHA PROJECT NO
165240005

SHEET NUMBER
C7.2



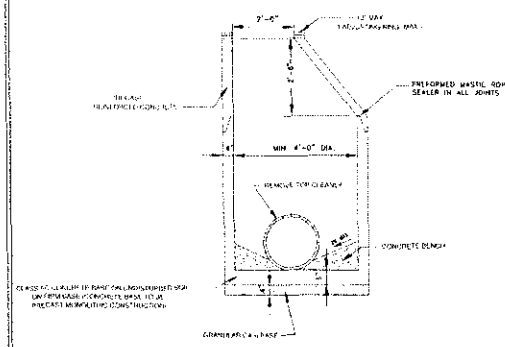
CATCH BASIN (TY A)
STANDARD



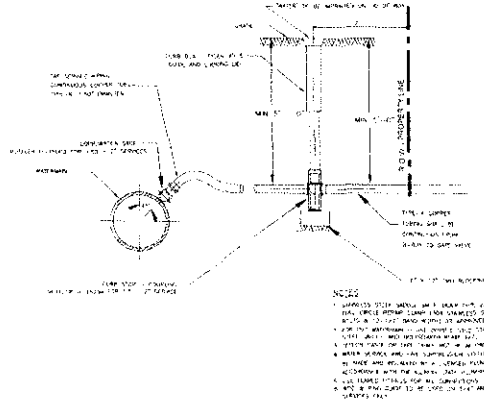
NOTES

1. BACKFILL & COMPACT TRENCH AS SPECIFIED (SEE SECTION 02221 - UNDERGROUND UTILITIES).
2. CLASS I CRUSHED LIMESTONE OR OTHER APPROVED SELECT BACKFILL. TAMPED INTO PLACE TO SPRING LINE OF PIPE.
3. CLASS I CRUSHED LIMESTONE OR OTHER APPROVED SELECT BACKFILL. TAMPED TO 12" MINIMUM ABOVE TOP OF PIPE.
4. 3" CONSECUTIVE TRENCH LIFTS MAY BE USED BUT SHALL NOT EXCEED 8" WHEN MEASURED IN THE LOOSE ABOVE THE PIPE TO THE SURFACE OF THE FINISHED TRENCH.
5. TRENCH SHALL TO BE SLOPED OR SHEETED/SHORED IN ACCORDANCE WITH OSHA REQUIREMENTS.
6. MINIMUM TRENCH WIDTH = I.D. OF PIPE + 16" WHEN I.D. OF PIPE ≤ 24" / I.D. OF PIPE + 24" WHEN I.D. OF PIPE > 24".

UTILITY TRENCH BACKFILL
STANDARD



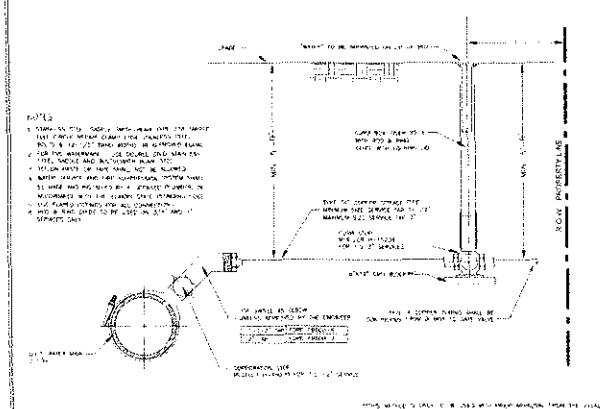
STORM MANHOLE
STANDARD



NOTES

1. HARNESS STEEL SADDLE WITH 1" BRASS IPS CTS THREAD FULL CIRCLE BRONZE CLAMP (304 STAINLESS STEEL BOLTS & NUTS) (3/4" BAND WIDTH) OR APPROVED EQUAL.
2. FOR PVC WATERMAIN USE DOUBLE STRAP STAINLESS STEEL SADDLE AND BACK MOUNTED BRASS NUT.
3. NYLON WASTE OF TAPE SHALL NOT BE ALLOWED.
4. WATER SERVICE AND TAP CONFIGURATION SHALL BE MADE AND INSTALLED BY A LICENSED PLUMBER IN ACCORDANCE WITH THE LOCAL 2021 PLUMBING CODE.
5. USE FLARED FITTINGS FOR ALL CONNECTIONS.
6. PROVIDE A TRACER WIRE ALONG SERVICE PIPE.

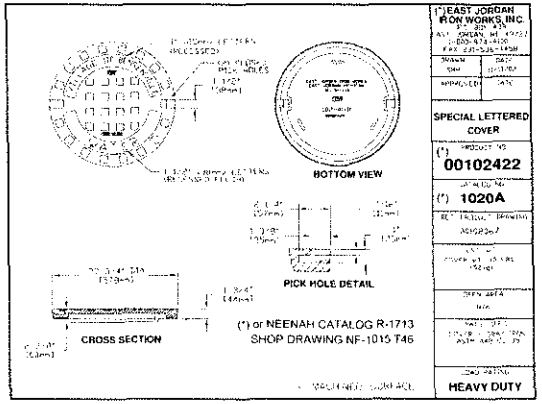
WATER SERVICE (PREFERRED)
CONNECTION STANDARD



NOTES

1. STAINLESS STEEL SADDLE WITH BRASS IPS CTS THREAD FULL CIRCLE BRONZE CLAMP (304 STAINLESS STEEL BOLTS & NUTS) (3/4" BAND WIDTH) OR APPROVED EQUAL.
2. FOR PVC WATERMAIN USE DOUBLE STRAP STAINLESS STEEL SADDLE AND BACK MOUNTED BRASS NUT.
3. NYLON WASTE OF TAPE SHALL NOT BE ALLOWED.
4. WATER SERVICE AND TAP CONFIGURATION SHALL BE MADE AND INSTALLED BY A LICENSED PLUMBER IN ACCORDANCE WITH THE LOCAL 2021 PLUMBING CODE.
5. USE FLARED FITTINGS FOR ALL CONNECTIONS.
6. PROVIDE A TRACER WIRE ALONG SERVICE PIPE.

WATER SERVICE TAP
(ALTERNATE) STANDARD



FRAME AND CLOSE LID
WATER STANDARD

Kimley»Horn

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK

CONSTRUCTION DETAILS

ORIGINAL ISSUE
5/28/2021
KH PROJECT NO
068240005

SHEET NUMBER
C7.3

ML REALTY PARTNERS
BENSENVILLE
INDUSTRIAL PARK
ELM & DEVON AVENUE
BENSENVILLE, IL 60106

CONSTRUCTION
DETAILS

ML REALTY
PARTNERS

SCALE: AS NOTED
DESIGNED BY: JWC
DRAWN BY: ACS
CHECKED BY: KJD

Kimley»Horn

NO.	REVISIONS	DATE	BY
1	ISSUED FOR BID	5/28/21	JWC

PROJECT NO. 068240005
SHEET NUMBER C7.4

SHEET NO. E2

PROJECT NO. 21-018
DRAWN BY
CHECKED BY
DATE

SPEC OFFICE/ WAREHOUSE FACILITY

BUILDING 3 & 4

EAST DEVON

BENSENVILLE, ILLINOIS

HARRIS ARCHITECTS INC.

HOFFMAN & ASSOCIATES, INC.

PHOTOMETRIC SITE PLAN

FIXTURE SCHEDULE

MARK	IMAGE	QTY	VOLTAGE	MOUNTING	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	LAMP TYPE	LUMENS	COMMENTS	MFR SPEC SHEET	SEE NOTES
E1												
E2												



D-Series Size 0
LED Area Luminare

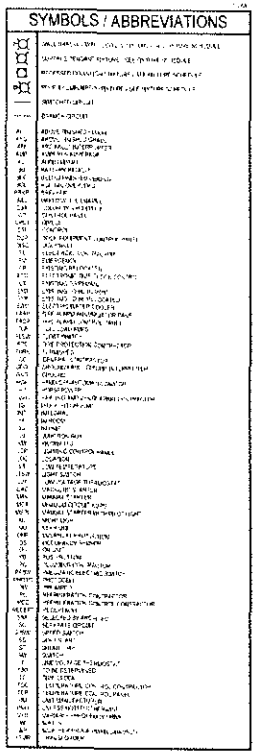
E,E1,E2

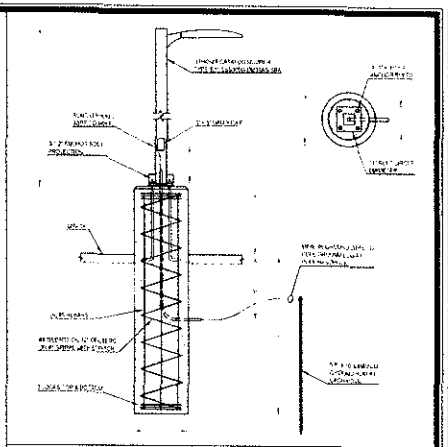
Specifications

Introduction

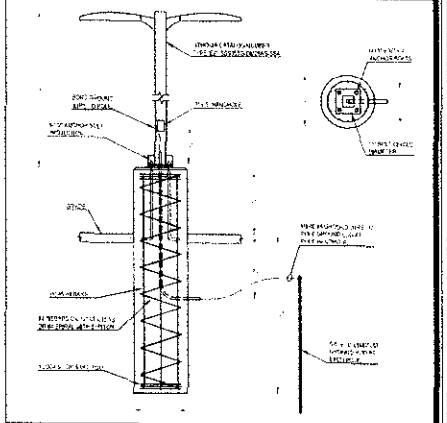
EXAMPLE:

SYMBOLS / ABBREVIATIONS





1 ELECTRICAL
FIXTURE TYPE E1 MOUNTING DETAIL
NOT TO SCALE



2 ELECTRICAL
FIXTURE TYPE E2 MOUNTING DETAIL
NOT TO SCALE

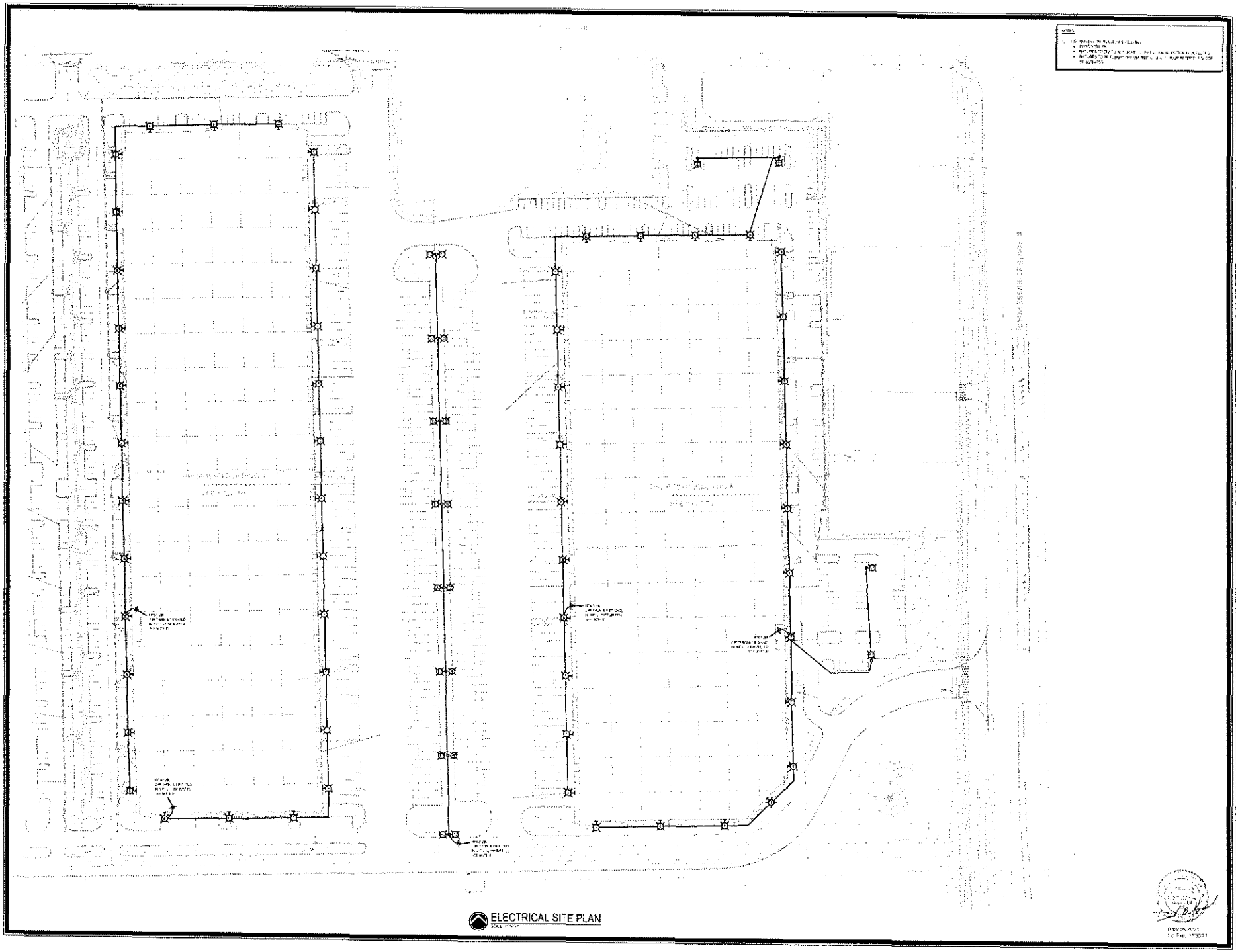
Date 05.26.22
For Plan Review

HORNACKI & ASSOCIATES, INC.

HARRIS ARCHITECTS INC.

SPEC OFFICE/ WAREHOUSE FACILITY
BUILDING 3 & 4
EAST DEVON
BENSENVILLE, ILLINOIS

DRAWN BY
SHEET NO
E3



ELECTRICAL SITE PLAN

HARRIS ARCHITECTS INC.

SPEC OFFICE/ WAREHOUSE FACILITY

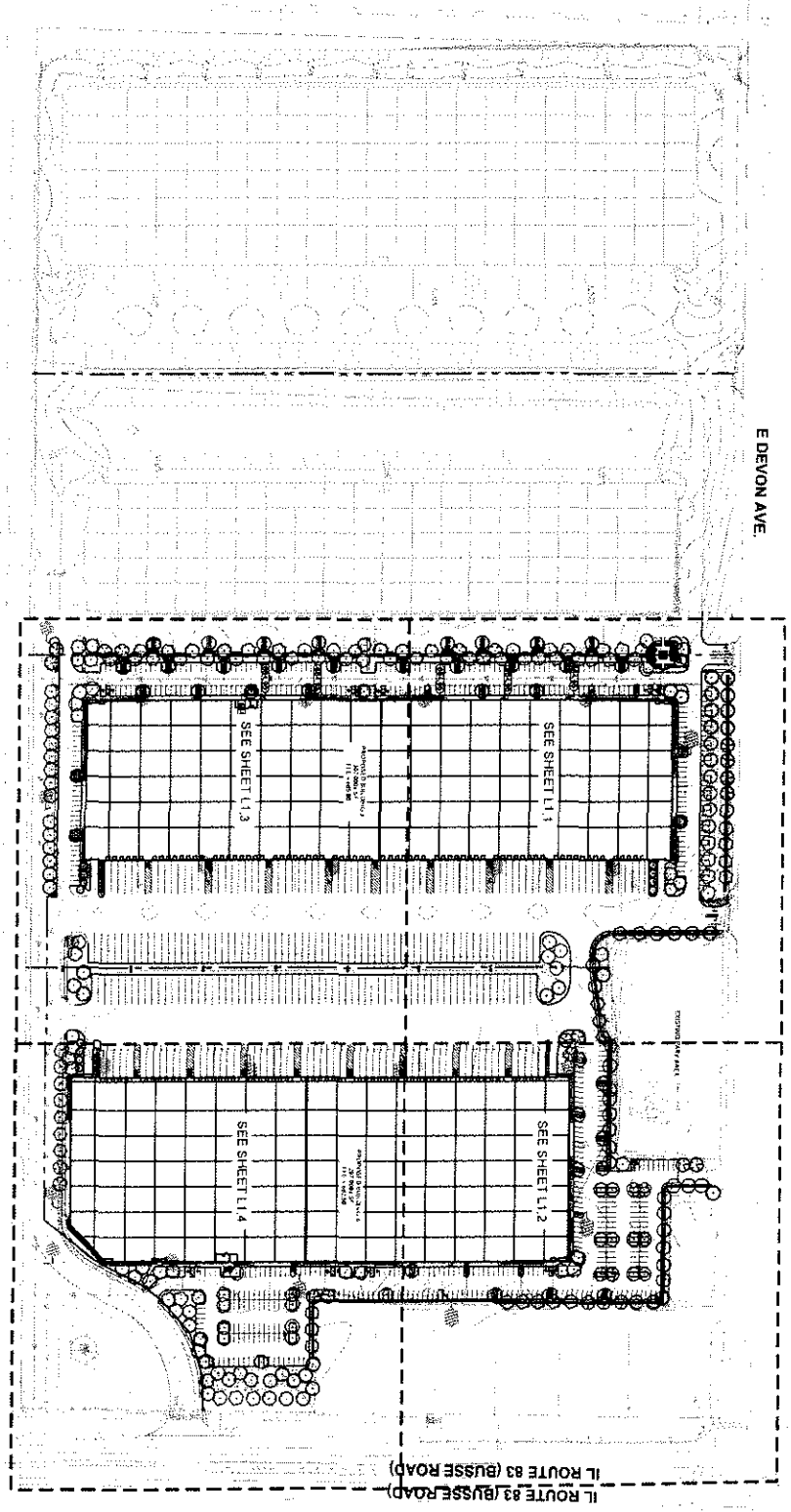
BUILDING 3 & 4

EAST DEVON

BENSENVILLE, ILLINOIS

SHEET NO.

E1



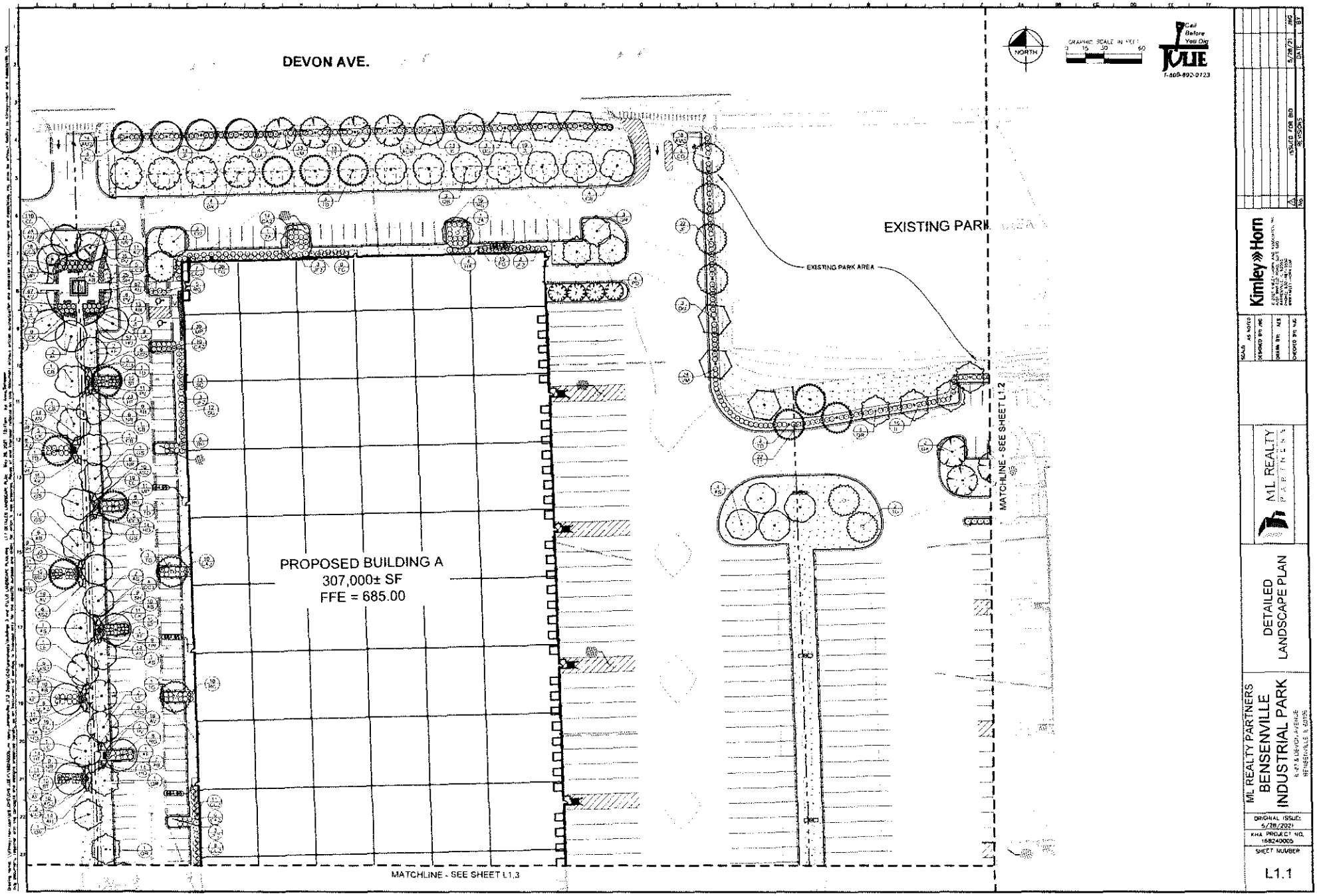
NORTH

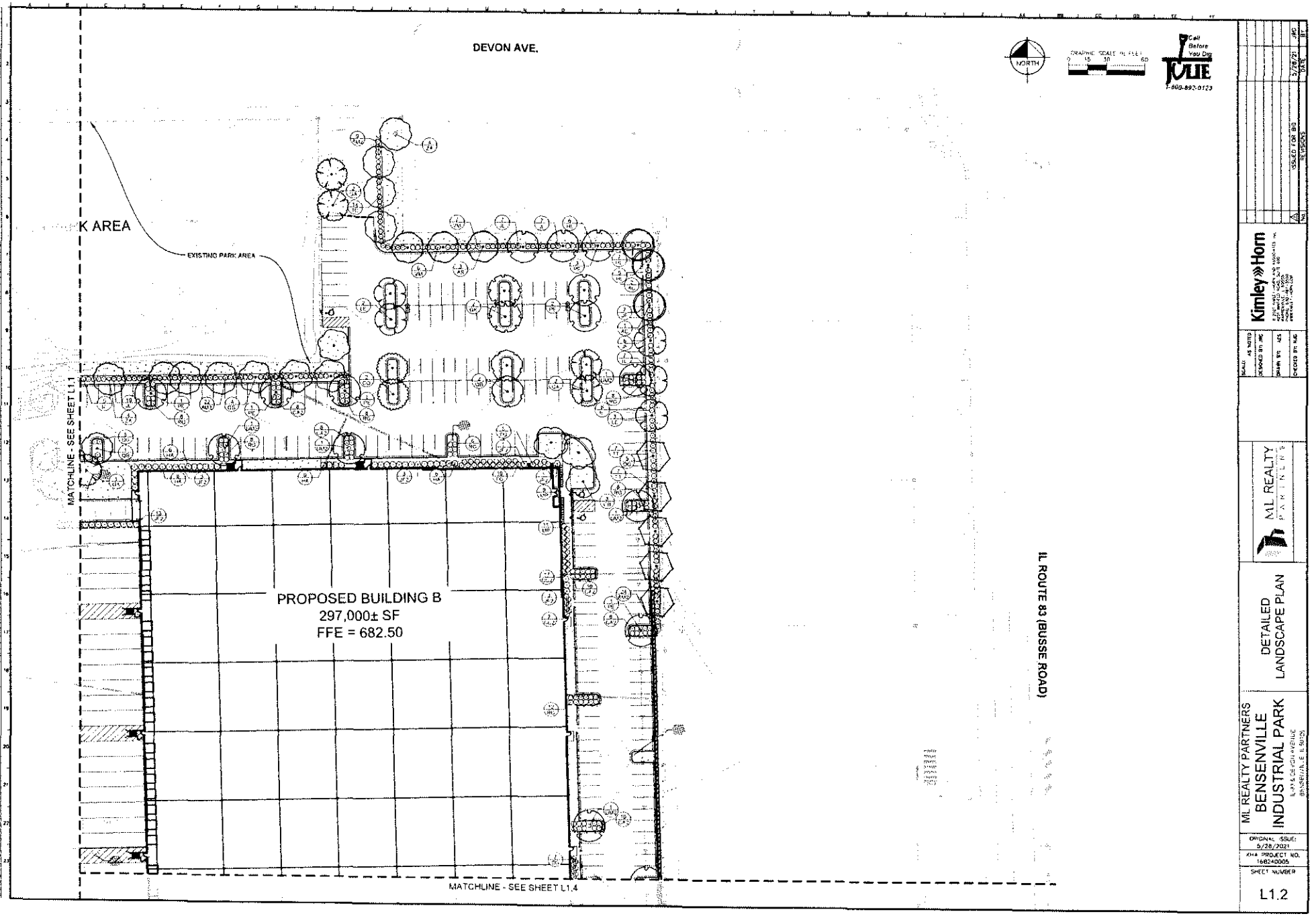
0 50 100 200

GRAPHIC SCALE IN FEET

Call Before You Dig 1-800-892-0123

L1.0	SHEET NUMBER	ORIGINAL ISSUE: 5/28/2021	
	KHA PROJECT NO. 168240000		
ML REALTY PARTNERS BENSENVILLE INDUSTRIAL PARK IL-83 & DEVON AVENUE BENSENVILLE, IL 60106		OVERALL LANDSCAPE PLAN	
ML REALTY PARTNERS		SCALE: AS NOTED DESIGNED BY: JWC DRAWN BY: AES CHECKED BY: MJC	
Kimley»Horn © 2021 KIMLEY-HORN AND ASSOCIATES, INC. 1201 WARRENVILLE ROAD, SUITE 500 BENSENVILLE, IL 60106 PHONE: 630-487-3330 WWW.KIMLEY-HORN.COM			
No	REVISIONS	DATE	BY
1	ISSUED FOR BID	5/28/21	JWC


DEVON AVE.
EXISTING PARK AREA
EXISTING PARK AREA
PROPOSED BUILDING A
307,000± SF
FFE = 685.00
MATCHLINE - SEE SHEET L1.2
MATCHLINE - SEE SHEET L1.3
NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
Call Before You Dig
JULIE
1-800-892-0123
Kimley»Horn
ISSUED FOR BID
5/28/21
ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
DETAILED LANDSCAPE PLAN
ORIGINAL ISSUE:
5/28/2021
KHA PROJECT NO.
168240005
SHEET NUMBER
L1.1


DEVON AVE.
K AREA
EXISTING PARK AREA
MATCHLINE - SEE SHEET L1.1
PROPOSED BUILDING B
297,000± SF
FFE = 682.50
MATCHLINE - SEE SHEET L1.4
IL ROUTE 83 (BUSSE ROAD)
NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
Call Before You Dig
1-800-892-0123
Kimley»Horn
ML REALTY PARTNERS
ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
DETAILED LANDSCAPE PLAN
ORIGINAL ISSUE: 5/28/2021
KH# PROJECT NO. 168240005
SHEET NUMBER
L1.2

NO	REVISIONS	DATE	BY
1	ISSUED FOR BID	5/26/21	JMC

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: AES
DRAWN BY: AES
CHECKED BY: MJS

ML REALTY PARTNERS

DETAILED LANDSCAPE PLAN

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL RTE 5 LAKE STREET & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE DATE: 5/26/21
KHA PROJECT NO.: 168340005
SHEET NUMBER: L1.3

Call Before You Dig 811 or 1-800-892-0123

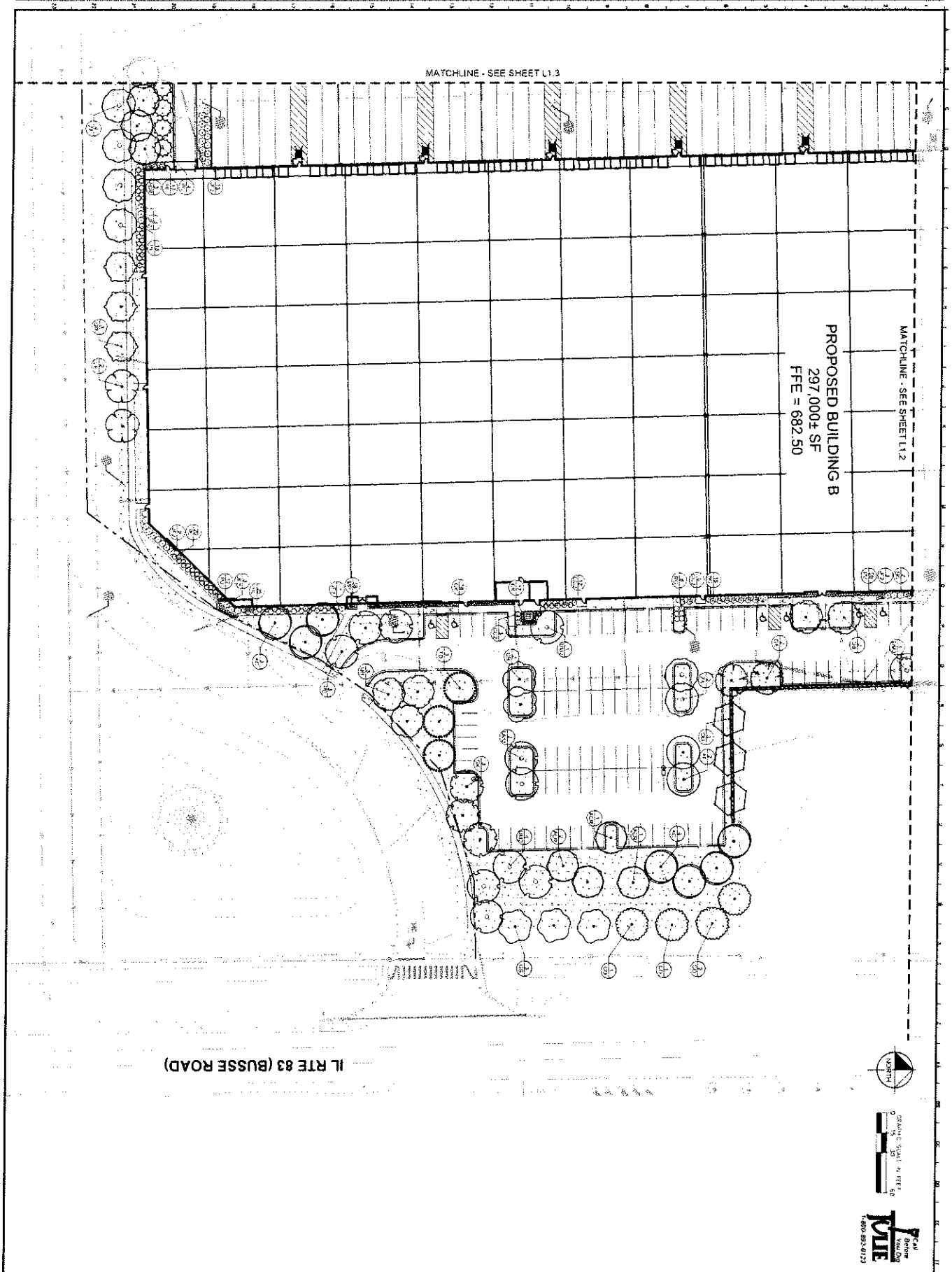
GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

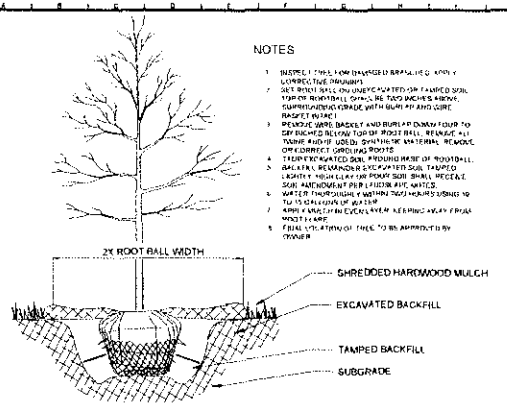
MATCHLINE - SEE SHEET L1.4

MATCHLINE - SEE SHEET L1.1

PROPOSED BUILDING A
307,000± SF
FFE = 685.00



L1.4	ORIGINAL ISSUE: 5/28/2021 KHA PROJECT NO. 168240005 SHEET NUMBER	ML REALTY PARTNERS BENSENVILLE INDUSTRIAL PARK ELRA & DEVON AVENUE BENSENVILLE, IL 60106	DETAILED LANDSCAPE PLAN	ML REALTY PARTNERS	SCALE: AS NOTED DESIGNED BY: JWC DRAWN BY: AES CHECKED BY: MJE	Kimley»Horn	1 ISSUED FOR BID	5/28/21	JWC
							No. REVISIONS	DATE	BY

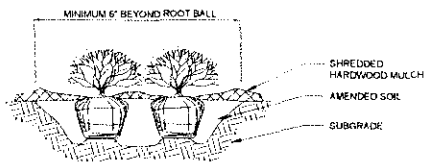


NOTES

1. INSPECT TREE FOR DAMAGED BRANCHES. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL NON-NATIVE USED SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL PRIOR TO PLACEMENT OF ROOTBALL. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER PLANTING SPECIFICATIONS.
5. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
6. APPLY MULCH IN EVEN LAYER KEEPING AWAY FROM ROOT FLARE.
7. FINAL ACCEPTANCE OF TREE TO BE APPROVED BY OWNER.

1 TREE PLANTING

N.T.S.

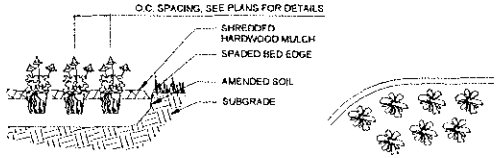


NOTES

1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITH PLANTING BED DIG A 2' DEEP PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND/OR USCON SYNTHETIC LIFTERS SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUNGE AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED. SEE PLANS FOR BED LAYOUTS.

2 SHRUB PLANTING

N.T.S.



NOTES

1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER. SCORE SOIL BALL TO INTERRUPT AND INFECTANT CIRCLING ROOTS. CORRECT GIRDLING ROOTS.
4. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR SPACING AS PLAUSIBLE.
5. PLUNGE AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
6. APPLY MULCH IN EVEN LAYER KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIALS/GROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED. SEE PLANS FOR BED LAYOUTS.
7. SPACING TO BE AS SPECIFIED ON THE PLANTING. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.

3 PERENNIAL PLANTING

N.T.S.

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNER'S WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY- PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
11. PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 70% PULVERIZED SOIL FOR ALL NON TURF SEED MIX AREAS. SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS.
12. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
13. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
14. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
15. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
16. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
17. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS OTHERWISE NOTED.
18. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	NOTE
	AC	12	ACER X FREEMANII 'CELEBRATION' / FREEMAN MAPLE	B & B	1.5" CAL MIN	
	ACR	17	ACER RUBRUM 'OCTOBER GLORY' TM / OCTOBER GLORY MAPLE	B & B	1.5" CAL MIN	
	AF	15	ACER FREEMANII 'AUTUMN BLAZE' / FREEMAN MAPLE	B & B	1.5" CAL MIN	
	AS	18	ACER MIYABEI 'STATE STREET' / MIYABE MAPLE	B & B	1.5" CAL MIN	
	CB	17	CARPINUS BETULUS 'FASTIGIATA' / EUROPEAN HORNBEAM	B & B	1.5" CAL MIN	
	CO	15	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	1.5" CAL MIN	
	GK	15	GINKGO BILOBA 'AUTUMN GOLD' TM / AUTUMN GOLD GINKGO MALE TREE	B & B	1.5" CAL MIN	MALE ONLY
	GT	15	GYMNOCLADUS DIOICUS 'ESPRESSO' / ESPRESSO KENTUCKY COFFEETREE	B & B	1.5" CAL MIN	
	GL	15	GLEDITSIA TRIACANTHOS INERMIS / GREY NET HONEY LOCUST	B & B	1.5" CAL MIN	
	LT	15	LIRIODENDRON TULIPIFERA 'JAMES G. TORY' TM / TORY GOLD TULIPTREE	B & B	1.5" CAL MIN	
	PL	14	PLATANUS X ACERIFOLIA 'EXCLAIMATION' TM / EXCLAIMATION LONDON PLANE TREE	B & B	1.5" CAL MIN	
	QB	17	QUERCUS BICOLOR / SWAMP WHITE OAK	B & B	1.5" CAL MIN	
	QU	20	QUERCUS X MACDANIELII 'CLEMONS' TM / HERITAGE OAK	B & B	1.5" CAL MIN	
	QR	17	QUERCUS RUBRA / RED OAK	B & B	1.5" CAL MIN	
	TD	16	TAXODIUM DISTICHUM 'ZHUMULTI' MM4 / MAJESTY CYPRESS	B & B	1.5" CAL MIN	
	TO	18	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	1.5" CAL MIN	
	UM2	15	ULMUS 'MORTON ACCOLADE' TM / ELM	B & B	1.5" CAL MIN	
	ZS	18	ZELKOVA SERRATA 'AUTUMN GLOW' / AUTUMN GLOW JAPANESE ZELKOVA	B & B	1.5" CAL MIN	
EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	NOTE
	PG	9	PICEA PUNGENS / COLORADO SPRUCE	B & B		8' HT MIN
	PD	9	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B		8' HT MIN
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	NOTE
	AM2	97	ARONIA MELANOCARPA 'AUTUMN MAGIC' TM / UNIQUE BEAUTY BLACK CHOKEBERRY	3 GAL	SEE PLAN	18" HT MIN
	CA2	161	CEANOTHUS AMERICANUS / NEW JERSEY TEA	3 GAL	SEE PLAN	18" HT MIN
	CC2	106	CORNUS SANGUINEA 'CARD' / ARCTIC SUN DOGWOOD	3 GAL		24" HT MIN
	FG	19	FOTHERGILLA GARDENII 'HORNEI' / HORNEI DWARF	3 GAL	SEE PLAN	
	HA	13	HYDRANGEA ARBORESCENS 'ANNABELLE' / ANNABELLE HYDRANGEA	3 GAL	SEE PLAN	
	HL	73	HYDRANGEA SERRATA 'LITTLE QUICK FIRE' / LITTLE QUICK FIRE HYDRANGEA	3 GAL	SEE PLAN	18" HT MIN
	IV	47	ITEA VIRGINICA 'LITTLE HENRY' TM / VIRGINIA SWEETSPIRE	3 GAL	SEE PLAN	18" HT MIN
	PL	30	PHYSOCARPUS OPULIFOLIUS 'LITTLE DEVIL' TM / DWARF NINEBARK	3 GAL	SEE PLAN	18" HT MIN
	PM	178	PINUS MUGO MUGO 'SLOWMO' / SLOWMO DWARF MUGO	3 GAL	SEE PLAN	18" HT MIN
	RG2	68	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	3 GAL	SEE PLAN	18" HT MIN
	SB	114	SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA	3 GAL	SEE PLAN	18" HT MIN
	SJ	75	SPIRAEA JAPONICA 'FOR' / FOR SPIREA	3 GAL	SEE PLAN	18" HT MIN
	VM	58	VIBURNUM DENTATUM 'BLUE MUNCH' / SOUTHERN ARROWWOOD	3 GAL	SEE PLAN	18" HT MIN
EVERGREEN SHRUB	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	JC	49	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	3 GAL	SEE PLAN	18" HT MIN
	JF2	98	JUNIPERUS CHINENSIS 'FAIRVIEW' / FAIRVIEW JUNIPER	B & B	SEE PLAN	5' HT MIN
	JL	96	JUNIPERUS CHINENSIS 'OLD GOLD' / OLD GOLD JUNIPER	5 GAL	SEE PLAN	18" HT MIN
	PA	27	TAXUS X MEDIA 'ANDORRA' / ANDORRA YEW	5 GAL	SEE PLAN	18" HT MIN
	TI	49	TAXUS X MEDIA 'HICKSII' / HICKS YEW	5 GAL	SEE PLAN	18" HT MIN
LAWN SEED	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	CY	135	CAREX PENSYLVANICA / PENNSYLVANIA SEDGE - NEAR COMPLETE REPAIR SEED GRASS	1 GAL	SEE PLAN	
	MP	200	MIX BY/OR SIMILAR: HYDROTEX MIX / HARRY'S MIXTURE	1 GAL	SEE PLAN	
	PC	180	PANICUM VIRGATUM / SWITCHGRASS	1 GAL	SEE PLAN	
GRASSES AND PERENNIALS	CODE	QTY	BOTANICAL / COMMON NAME	SPACING		
	AR	130	ASCLEPIAS INCARNATA / SWAMP MILKWEED	18" o.c.		
	AU	212	ASCLEPIAS TUBEROSA 'HELLO YELLOW' / BUTTERFLY WEED	12" o.c.		
	AS2	87	ASTILBE X 'SUMMER BEAUTY' / SUMMER BEAUTY FANPLUME	18" o.c.		
	AV	260	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FOERSTER'S FEATHER REED GRASS	12" o.c.		
	EC3	46	ECHINACEA X 'CHEYENNE SPIRIT' / CHEYENNE SPIRIT CONEFLOWER	24" o.c.		
	EP	163	ECHINACEA PURPUREA / PURPLE CONEFLOWER	12" o.c.		
	HO2	186	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	12" o.c.		
	HT	211	HEUCHERA 'TIRAMISU' / TIRAMISU CORAL BELLS	12" o.c.		
	NR	127	NEPETA X FAASSENII 'BLUE WONDER' / BLUE WONDER CATMINT	18" o.c.		
	SH	48	SALVIA NEMOROSA 'MAINACHT' / MAINACHT SALVIA	18" o.c.		
GRASSED AREAS			BOTANICAL / COMMON NAME			
			TURF SEED			

Call Before You Dig
811
1-800-892-0123

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR BID	5/28/21	JMC

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
600 WILLOWBROOK DRIVE, SUITE 500
NAPERVILLE, ILLINOIS 60563
PHONE: 630-487-9900
WWW.KIMLEY-HORN.COM

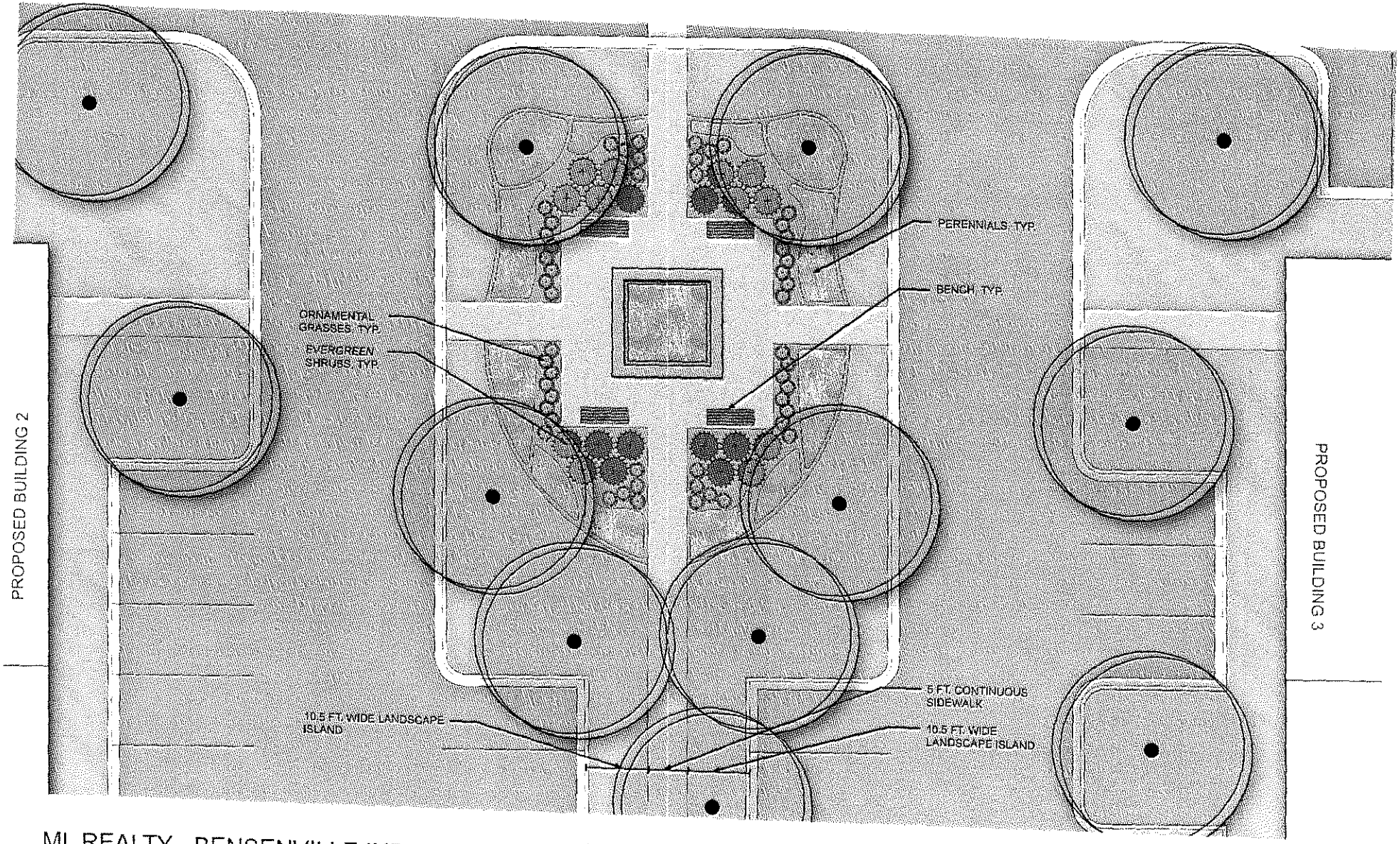
SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: ACS
CHECKED BY: NJS

ML REALTY PARTNERS

LANDSCAPE NOTES AND DETAILS

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
IL RT 6 & DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 5/28/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
L2.0

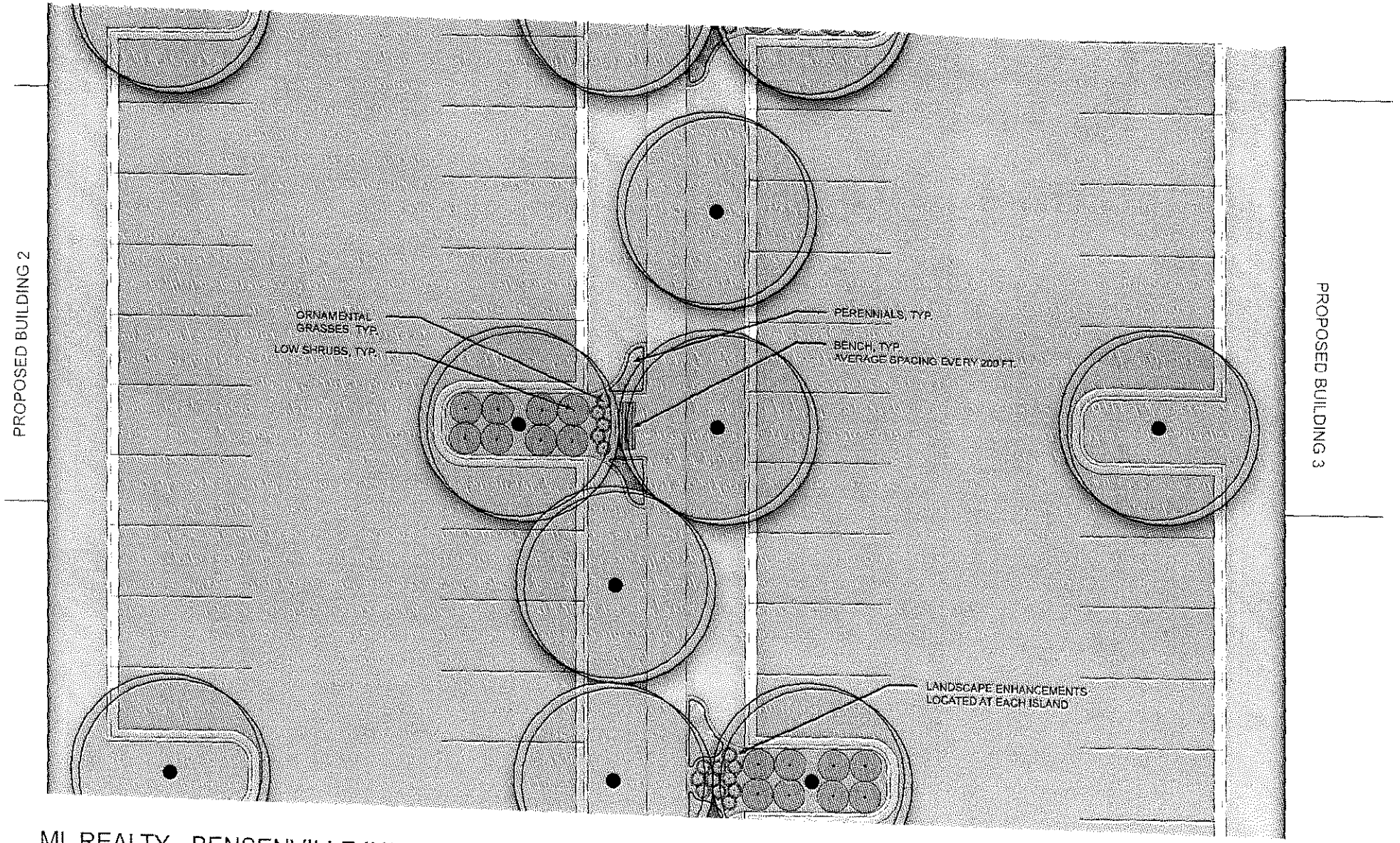


ML REALTY - BENSENVILLE INDUSTRIAL PARK | LANDSCAPE PLAN RENDERING

BENSENVILLE, IL | JUNE 2, 2020

PROLOGIS

Kimley»Horn



ML REALTY - BENSENVILLE INDUSTRIAL PARK | LANDSCAPE PLAN RENDERING

BENSENVILLE, IL JUNE 2, 2020

PROLOGIS

Kimley»Horn

Public Hearing: CDC Case Number 2021-16
Petitioner: ML Realty & Prologis
Location: Mohawk Terrace Subdivision
Request: **Site Plan Review**
Municipal Code Section 10 – 3 – 2
Amendment to a Planned Unit Development
Municipal Code Section 10 – 4 – 4
Final Plat of Subdivision
Municipal Code Section 11 – 3
With the following code departures:
Outdoor Lighting Illumination Standards
Municipal Code Section 10 – **6** – 8 – **C**

Motion: Commissioner Wasowicz made a motion to open CDC Case No. 2021-16. Commissioner Chambers seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present: Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-16 at 7:14 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on June 17, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on June 17, 2021. Ms. Fawell stated on June 18, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated in November of 2020, the Owners appeared before the Community Development Commission and Village Board of Trustees, seeking approval of the following requests: Preliminary Plat of Subdivision, rezoning from residential to industrial, Site Plan Review, and a Preliminary Planned Unit Development with code departures.

Ms. Fawell stated these requests, which were conditionally approved by the Village Board, were sought with the goal of assembling the previously residentially-zoned properties in the Mohawk Terrace Subdivision (southwest corner of Devon Avenue and Illinois Route 83) into an industrial use business park. Ms. Fawell stated the site plan features four industrial buildings with parking for both trucks and passenger vehicles. Ms. Fawell stated in conjunction with the Preliminary Planned Unit Development that was granted, the Petitioners sought code departures, as certain aspects of the site do not meet the following Village Zoning Ordinance requirements.

Ms. Fawell stated the Petitioner is currently in the process of seeking approval of a Final Planned Unit Development, which appeared before the CDC on June 1, 2021. Ms. Fawell stated it is tentatively scheduled to be on the agenda for the July 27, 2021 Village Board meeting. Ms. Fawell stated approval of the requested amendment – if granted by the Village Board – is contingent upon approval of the Final PUD.

Ms. Fawell stated the Petitioner is now requesting an amendment to the Final PUD, as the Final PUD was strictly for site improvement work and grading, while this amendment regards the construction of two buildings, with available vehicle parking and landscape improvements, on the eastern portion of the site. Ms. Fawell stated the owners are required to seek an additional amendment to their PUD for the remaining western portion of the site.

Timothy J. Geisler and Jamie Putnam of ML Realty were both present and sown in by Chairman Rowe. Mr. Geisler stated they were both present to answer any questions from the Commission.

There were no questions from the Commission.

Public Comment

Chairman Rowe asked if there was any member of the Public that would like to comment of the CDC Case. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed Site Plan Review as presented in the Staff Report consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development. Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. We have come to a fee-in-lieu agreement with the Village. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

   Applicant's Response: The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

   Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 300,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact for the proposed Planned Unit Developments as presented in the Staff Report consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal. The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the existing full access curb-cuts and add new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Planned Unit Development Amendment with the following conditions:

1. Proposed development of the eastern portion of the subject site shall be in accordance with submitted plans from Kimley-Horn dated 05.28.21, except as amended herein;
2. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) and the Final Planned Unit Development (Ord. No. _____) are consequently conditions of approval of the Planned Unit Development Amendment; and
3. The code departure for Outdoor Lighting Illumination Standards is approved. Light fixtures shall be in accordance with plans submitted by Harris Architects Inc. and Kornacki & Associates Inc dated 05.26.21; and
4. The Zoning Administrator has final review authority over the architectural design of the buildings.

Ms. Fawell stated Staff recommends the Approval of the Final Plat of Subdivision with the following condition:

1. The Petitioner shall revise the Plat in accordance with comments from the Village Engineering Department prior to appearing before the Village Board of Trustees.

There were no further questions from the Commission.

Motion: Commissioner Chambers made a motion to close CDC Case No. 2021-16. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-16 at 7:24 p.m.

DRAFT

Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Site Plan Review, Municipal Code Section 10 – 3 – 2. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz Nays: None All were in favor. Motion carried.
Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of Amendment to a Planned Unit Development, Municipal Code Section 10 – 4 – 4. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz Nays: None All were in favor. Motion carried.
Motion:	Commissioner Chambers made a combined motion to approve the Findings of Fact and Approval of Final Plat of Subdivision, Municipal Code Section 11 – 3 *with the following code departures*: Outdoor Lighting Illumination Standards, Municipal Code Section 10 – 6 – 8 – C. Commissioner Wasowicz seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz Nays: None All were in favor. Motion carried.
Public Hearing:	CDC Case Number 2021-17
Petitioner:	Brook Forest, LP
Location:	1131-39 Center Street
Request:	Zoning Map Amendment, C-2 Commercial → R-5 Multiple-Unit Municipal Code Section 10 – 3 – 6 Preliminary & Final Planned Unit Development Municipal Code Section 10 – 4
Motion:	Commissioner Wasowicz made a motion to open CDC Case No. 2021-17. Commissioner Chambers seconded the motion.

VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, ILLINOIS 60106

Ordinance No. 60-2021

An Ordinance Granting Approval of a Site Plan and An Amendment to a Planned Unit Development, for the Properties Located in What is Commonly Known as The Mohawk Terrace Subdivision in Bensenville, Illinois

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ADOPTED BY THE
VILLAGE BOARD OF TRUSTEES
OF THE
VILLAGE OF BENSENVILLE
THIS 14h DAY OF DECEMBER 2021

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Bensenville, DuPage and Cook Counties, Illinois this 15th day of December, 2021

STATE OF ILLINOIS)
COUNTIES OF COOK)
SS AND DUPAGE)

I, Corey Williamsen, do hereby certify that I am the duly appointed Deputy Village Clerk of the Village of Bensenville, DuPage and Cook Counties, Illinois, and as such officer, I am the keeper of the records and files of said Village; I do further certify that the foregoing constitutes a full, true and correct copy of Ordinance No. 60-2021 entitled An Ordinance Granting Approval of a Site Plan and an Amendment to a Planned Unit Development, for the Properties Located in What is Commonly Known as the Mohawk Terrace Subdivision in Bensenville, Illinois.

IN WITNESS WHEREOF, I have hereunto affixed my official hand and seal on this 15th day of December, 2021.

VILLAGE OF BENSENVILLE
SEAL
SEAL
ILLINOIS

Corey Williamsen
Deputy Village Clerk

ORDINANCE # 60-2021

**AN ORDINANCE GRANTING APPROVAL OF A SITE PLAN,
AND AN
AMENDMENT TO A PLANNED UNIT DEVELOPMENT,
FOR THE PROPERTIES LOCATED IN WHAT IS COMMONLY KNOWN AS
THE MOHAWK TERRACE SUBDIVISION IN BENSENVILLE, ILLINOIS**

WHEREAS, Prologis of 6250 N. River Road, Suite 1100 Rosemont, IL 60018 ("Owner") and ("Applicant") filed an application for Site Plan Review, Municipal Code Section 10-3-2 of the Bensenville Village Zoning Ordinance ("Zoning Ordinance"), and an Amendment to a Planned Unit Development, Municipal Code Section 10-4-4, for the properties located in the Mohawk Terrace Subdivision, Bensenville, as legally described in Exhibit "A," attached hereto and incorporated herein by reference (the "Subject Property"), a copy of said application being contained on file in the Community and Economic Development Department; and

WHEREAS, Notice of the Public Hearing with respect to the Site Plan Review, and Amendment to a Planned Unit Development sought by the Applicants was published in the Daily Herald on Thursday, November 18, 2021 by the Village of Bensenville, and notice was also given via posting of a Public Hearing Sign on the Subject Property on Thursday, November 18, 2021 and via First Class mail to taxpayers of record within 250 feet of the Subject Property on Wednesday, November 16, 2021, all as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, pursuant to said Notice, the Community Development Commission of the Village of Bensenville conducted a Public Hearing on December 7, 2021 as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, after hearing the application, the Community Development Commission agreed with the findings of fact submitted by Applicant, and, thereafter, voted unanimously (5-0) to recommend approval with conditions of the Site Plan Review, Municipal Code Section 10-3-2, and an Amendment to a Planned Unit Development, Municipal Code Section 10-4-4, and

WHEREAS, the President and Board of Village Trustees have reviewed the matter herein and have determined that approval with conditions of the requested Site Plan, and Amendment to a Planned Unit Development, as recommended by the Community Development Commission, is consistent with the Zoning Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois, duly assembled at a regular meeting, as follows:

Section 1. That the forgoing recitals are hereby incorporated by reference as if fully set forth herein.

Section 2. That the Subject Property is currently zoned under the Zoning Ordinance as I-2 General Industrial District, which zoning classification shall remain in effect subject to the Site Plan, Amendment to the Planned Unit Development, and Final Plat of Subdivision approved herein.

Section 3. That the Staff Report and Recommendation to approve the Site Plan, and an Amendment to a Planned Unit Development as allowed by the Zoning Ordinance, Sections 10-3-2, and 10-4-4, as adopted by the Community Development Commission as shown in Exhibit "B" is hereby adopted by the President and Board of Trustees, the Board of Trustees finding that said Site Plan and Amendment to a Planned Unit Development, are proper and necessary.

Section 4. That the Site Plan, Municipal Code Section 10-3-2, as sought by the Applicant of the Subject Property, is hereby approved.

Section 5. That the Amendment to a Planned Unit Development, Municipal Code Section 10-4-4, as sought by the Applicant of the Subject Property, is hereby approved with the following conditions:

1. Proposed development of the western portion of the subject site shall be in accordance with the following plans, except as amended herein:
    i. Site plan, floor plan, elevations, building renderings by Prologis dated 11.12.21; Engineering plans by Kimley-Horn dated 10.15.21; and Photometric plan by Jan Electric dated 10.14.21.

2. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) and the Final Planned Unit Development (Ord. No. 21-2021) are consequently conditions of approval of the Planned Unit Development Amendment; and

3. The Zoning Administrator has final review authority over the architectural design of the buildings.

Section 6. That all requirements of the Zoning Ordinance shall be applicable except as allowed by the Site Plan, and Amendment to a Planned Unit Development, granted herein.

Section 7. All ordinances, resolutions, motions, or orders in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 8. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

(Intentionally Left Blank)

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, DuPage and Cook Counties, Illinois, this 14th day of December 2021, pursuant to a roll call vote, as follows:

APPROVED:

Frank DeSimone, Village President

ATTEST:

Nancy Quinn, Village Clerk

AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYES: None

ABSENT: Franz

Ordinance # 60 - 2021
Exhibit "A"

The Legal Description is as follows:

THAT PART OF BRANIGAR'S MOHAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-786620, IIN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE ALONG SAID SOUTH RIGHT OF WAY FOR THE FOLLOWING TWO (2) TRACTS: (1) THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST, A DISTRANCE OF 1506.24 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; (2) THENCE SOUTH 85 DEGREES 37 MINUTES 55 SECONDS EAST, A DISTANCE OF 100.18 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; THENCE SOUTH 00 DEGREES 35 MINUTES 16 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 77, A DISTANCE OF 209.71 FEET TO THE COMMON CORNER OF LOTS 76, 77, 82 AND 83 IN SAID SUBDIVISION; THENCE NORTH 82 DEGREES 47 MINUTES 07 SECONDS EAST ALONG THE NORTH LINE OF LOTS 83 AND 84 IN SAID SUBDIVISION, A DISTANCE OF 201.14 FEET TO THE NORTHWEST CORNER OF LOT 72 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 35 MINUTES 04 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 72, A DISTRANCE OF 200.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 72, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 73 THENCE NORTH 00 DEGREES 34 MINUTES 40 SECONDS WEST ALONG THE EAST LINE OF LOTS 73 AND 74 OF SAID SUBDIVISION, A DISTANCE OF 103.84 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 59 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 31 MINUTES 35 SECONDS EAST ALONG SAID WESTERLY EXTENSION AND ALONG THE NORTH LINE OF SAID LOT 59, A DISTANCE OF 266.03 FEET TO THE NORTHEAST CORNER OF SAID LOT 59; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 637.50 FEET TO THE SOUTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 27 MINUTES 31 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 52, A DISTANCE OF 199.52 FEET TO THE SOUTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 526.22 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2488.17 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 00 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE WEST LINE OF SAID SUBDIVISION, A DISTANCE OF 1269.29 FEET TO THE POINT OF BEGINNING.

P.I.N. 03-03-200-001 THROUGH 03-03-200-019; P.I.N. 03-03-200-0022 THROUGH 03-03-200-026; P.I.N. 03-03-201-001 THROUGH 03-03-201-021; P.I.N. 03-03-202-001 THROUGH 03-03-202-008; P.I.N. 03-03-202-012; P.I.N. 03-03-202-015 THROUGH 03-03-202-017; P.I.N. 03-03-202-021 THROUGH 03-03-202-036; P.I.N. 03-03-203-003 THROUGH 03-03-203-008; P.I.N. 03-03-203-016 THROUGH 03-03-203-020; P.I.N. 03-03-204-001 THROUGH 03-03-204-013; P.I.N. 03-03-205-001 THROUGH 03-03-205-012;

Commonly known as the Mohawk Terrace Subdivision, Bensenville, IL 60106.

Ordinance # 60 - 2021
Exhibit "B"
Findings of Fact

Ms. Fawell reviewed the Findings of Fact for the proposed Site Plan Review in the Staff Report consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.
   Applicant's Response: The site is surrounded by industrial, commercial, and data center uses. The property is bordered by Devon Avenue to the north, new industrial buildings to the east, and industrial properties to the west and south.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.
   Applicant's Response: The proposed use of the site is consistent with the use of the surrounding properties. The proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.
   Applicant's Response: The buildings have been designed to include ample parking for cars and trailer parking for trucks as well as loading areas and circulation for trucks. The current redevelopment work includes bringing new water and sanitary sewers to the proposed buildings. All stormwater will be accounted for and contained onsite via underground detention and will be released at the required rate. All new franchise utilities (Com Ed, Nicor, AT&T, etc.) will be installed underground for the new buildings. New curb cuts on Devon Avenue and Route 83 have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The locations have been submitted to IDOT and Cook County for approval.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

Applicant's Response: Green space areas have been increased from the I-2 zoning requirements. A green space is provided on the east side of the subject development in coordination with the neighboring redevelopment. The project falls short of the total number of trees required to be replaced for the large established residential subdivision, but the landscape plan exceeds the code required plantings for any typical industrial development. A water feature is included at the park entry on Route 83 to enhance the curb appeal of the industrial park.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.
   Applicant's Response: The development includes public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located on Route 83 in the southeast corner of the redevelopment. Walking paths and sidewalks are included on the north and south sides of the buildings to tie to public sidewalks. A sidewalk is included between Building 2 and the development to the east as well. A water feature is included at the park entry on Route 83 to enhance the industrial park.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.
   Applicant's Response: We have requested full access curb cuts on Devon Avenue and three-quarter access for the existing curb cut on Route 83. New curb cuts on Devon Avenue and Route 83 have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The locations have been submitted to IDOT and Cook County for approval.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.
   Applicant's Response: The buildings include architectural elements constructed from glass, aluminum, and precast at the corner entries and the center of the buildings with "best in class" design features for modern distribution facilities.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan,

this title, and the other land use policies of the Village.
Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact for the proposed Planned Unit Development in the Staff Report consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan and other land use policies of the Village. The responses below should reflect the innovative and creative approach that our team has taken.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.
   Applicant's Response: The redevelopment includes public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located on Route 83 in the southeast corner of the redevelopment. Additionally, walking paths and sidewalks are included on the north and south sides of the buildings to tie to public sidewalks. A sidewalk is included between Building 2 and the development to the east as well. We have requested full access curb cuts on Devon Avenue and three-quarter access for the existing curb cut on Route 83. New curb cuts on Devon Avenue and Route 83 have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The locations have been submitted to IDOT and Cook County for approval.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.
   Applicant's Response: Green space areas have been increased from the I-2 zoning requirements. A green space is provided on the east side of the subject development in coordination with the

neighboring redevelopment. The landscape plan exceeds the code required plantings for any typical industrial development. A water feature is included at the park entry on Route 83 to enhance the industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.
Applicant's Response: The proposed development will incorporate sustainable and low impact site design and development principles.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.
Applicant's Response: Green space areas have been increased from the I-2 zoning requirements. A green space is provided on the east side of the subject development in coordination with the neighboring redevelopment. A water feature is included at the park entry on Route 83 to enhance the industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.
Applicant's Response: The current redevelopment work includes bringing new water and sanitary sewers to the proposed buildings. All stormwater will be accounted for and contained on site via underground detention and will be released at the required rate. All new franchise utilities (Com Ed, Nicor, AT&T, etc.) will be installed underground for the new buildings.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Planned Unit Development Amendment with the following conditions:

1. Proposed development of the western portion of the subject site shall be in accordance with the following plans, except as amended herein:
    a. Site plan, floor plan, elevations, building renderings by Prologis dated 11.12.21; Engineering plans by Kimley-Horn dated 10.15.21; and Photometric plan by Jan Electric dated 10.14.21.

2. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) and the Final Planned Unit Development (Ord. No. 21-2021) are consequently conditions of approval of the Planned Unit Development Amendment; and
3. The Zoning Administrator has final review authority over the architectural design of the buildings.

There were no questions from the Commission.

Motion: Commissioner Chambers made a motion to close CDC Case No. 2021-37. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-37 at 7:38 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of an Amendment to a Planned Unit Development, Municipal Code Section 10-4-4. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None
All were in favor. Motion carried.

_____
Ronald Rowe, Chairman
Community Development Commission

Village of Bensenville

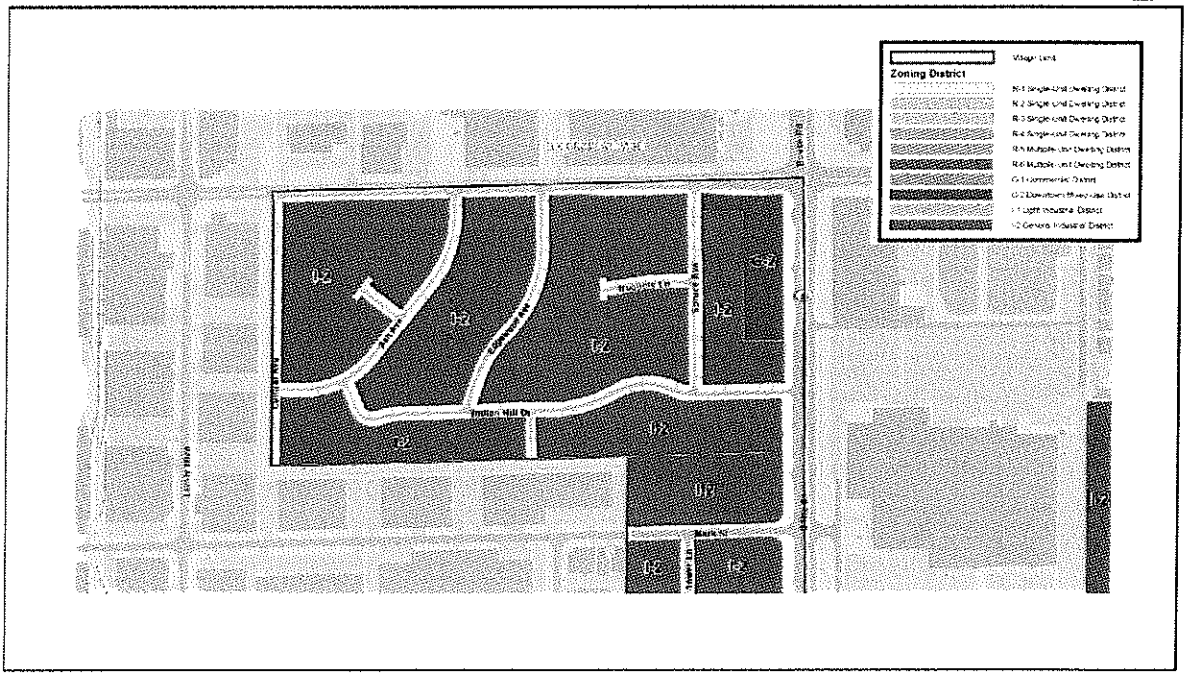
Mohawk Terrace Subdivision



Date: 10/22/2020

Village of Bensenville

Zoning Map



For Office Use Only		
Date of Submission:	MUNIS Account #:	CDC Case #:

COMMUNITY DEVELOPMENT COMMISSION APPLICATION

Address: Mohawk Terrace Subdivison

Property Index Number(s) (PIN): Various

A. PROPERTY OWNER:

Prologis		
Name	Corporation (if applicable)	
6250 N. River Road, Suite 1100		
Street		
Rosemont	Illinois	60018
City	State	Zip Code
Sean Olvany	847-292-3900	solvany@prologis.com
Contact Person	Telephone Number	Email Address

*If Owner is a Land Trust, attach a list of the names and addresses of the beneficiaries of the Trust.

B. APPLICANT: ☒ Check box if same as owner

Name	Corporation (if applicable)	
Street		
City	State	Zip Code
Contact Person	Telephone Number	Email Address

B. ACTION REQUESTED (Check applicable):

- ☑ Site Plan Review
- ☐ Special Use Permit
- ☐ Variation
- ☐ Administrative Adjustment
- ☐ Zoning Text or Map Amendment
- ☐ Zoning Appeal
- ☐ Plat of Subdivision
- ☐ Annexation
- ☐ Planned Unit Development*

*See Staff for additional information on PUD requests

SUBMITTAL REQUIREMENTS:

- ☑ Affidavit of Ownership** (signed/notarized)
- ☑ Application**
- ☐ Approval Standards**
- ☐ Plat of Survey/Legal Description
- ☑ Site Plan
- ☑ Building Plans & Elevations
- ☑ Engineering Plans
- ☑ Landscape Plan
- ☐ Tree Preservation and Removal Plan
- ☑ Application Fees
- ☑ Fees agreement**

**Item located within this application packet.

Brief Description of Request(s): (Submit separate sheet if necessary)

Approval for two (2) new warehouse buildings

C. PROJECT DATA:

1. General description of the site: West Portion of Subdivision at Devon & Rt 83

2. Acreage of the site: 32.44 Building Size (if applicable): 2 totaling 660,010 SF

3. Is this property within the Village limits? (Check applicable below)
   - ☑ Yes
   - ☐ No, requesting annexation
   - ☐ No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.

4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.)

5. Character of the site and surrounding area:

	Zoning	Existing Land Use	Jurisdiction
Site:	I-2	Vacant Land	Bensenville
North:	I-2	Industrial	Elk Grove
South:	I-1 & I-2	Industrial	EG & Bensenville
East:	I-2	Industrial	Elk Grove
West:	I-1	Insustrial	Elk Grove

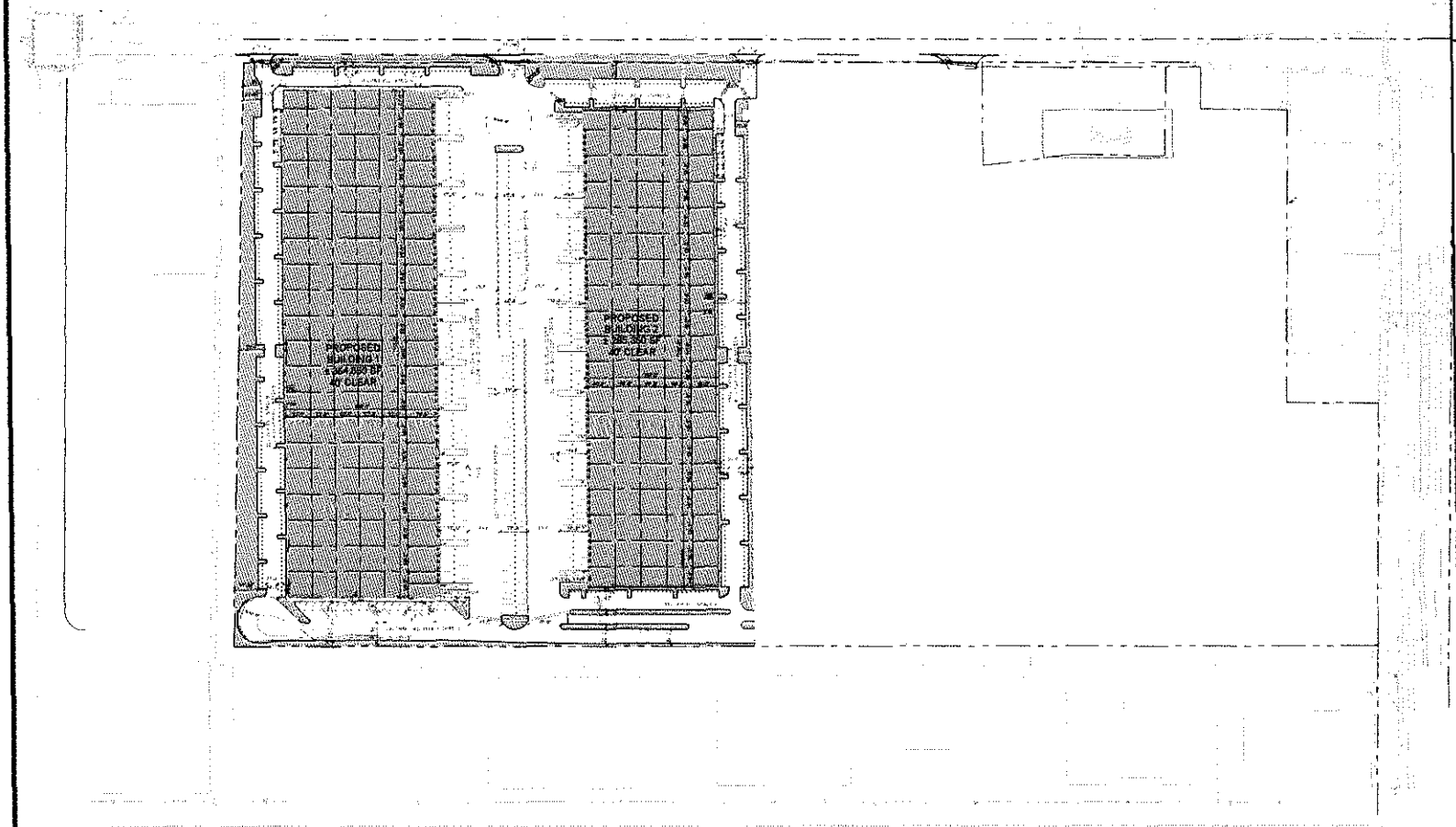
D. APPROVAL STANDARDS:

The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the appropriate Approval Standards, found in Village Code and on the following pages. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Standards."

PROLOGIS BENSENVILLE

BENSENVILLE, ILLINOIS

SITE PLAN - A2



TOTAL SITE AREA: 32.44 AC (1,412,929 SF)
TOTAL BUILDING AREA: 660,010 SF
TOTAL SITE COVERAGE: 46.66%

BUILDING 01 AREA:	**+/-364,650 SF**
CAR PARKS:	253 SPACES
9'x10' ODH:	65 DOORS
12'X14' DOORS:	2 DOORS
CLEAR HEIGHT:	40' CLR
TRAILER SPACES.	70 SPACES

BUILDING 02 AREA:	**+/-295,360 SF**
CAR PARKS:	299 SPACES
9'x10' ODH:	60 DOORS
12'X14' DOORS:	2 DOORS
CLEAR HEIGHT:	40' CLR.
TRAILER SPACES:	34 SPACES

LEGEND

- = LAND
- = OWNED BY PROLOGIS/ LEASED
- = OWNED BY PROLOGIS/ AVAILABLE
- = OWNED BY PROLOGIS/ PLANNED
- = DOCK POSITION
- L = DOCK POSITION W/ LEVELER
- = FUTURE DOCK POSITION
- = DRIVE-IN DOOR

NOTE:
THIS CONCEPTUAL PLAN IS FOR MARKETING PURPOSES ONLY AND HAS BEEN PREPARED BASED ON PRELIMINARY AVAILABLE SITE INFORMATION DEEMED RELIABLE. ALL DIMENSIONS AND AREA CALCULATIONS ARE SUBJECT TO VERIFICATION BY PROFESSIONAL ENGINEER FOR COMPLIANCE WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS.

PROLOGIS

6250 North River Rd | Suite 1100
Rosemont, IL 60018
T (847) 292-3936 |
www.prologis.com

2100 TRAVIS ST., SUITE 501
HOUSTON, TEXAS
TELEPHONE (713) 224-0456

powers brown architecture

NOVEMBER 12, 2021 PROJECT #: 214014

SITE PLAN - A2

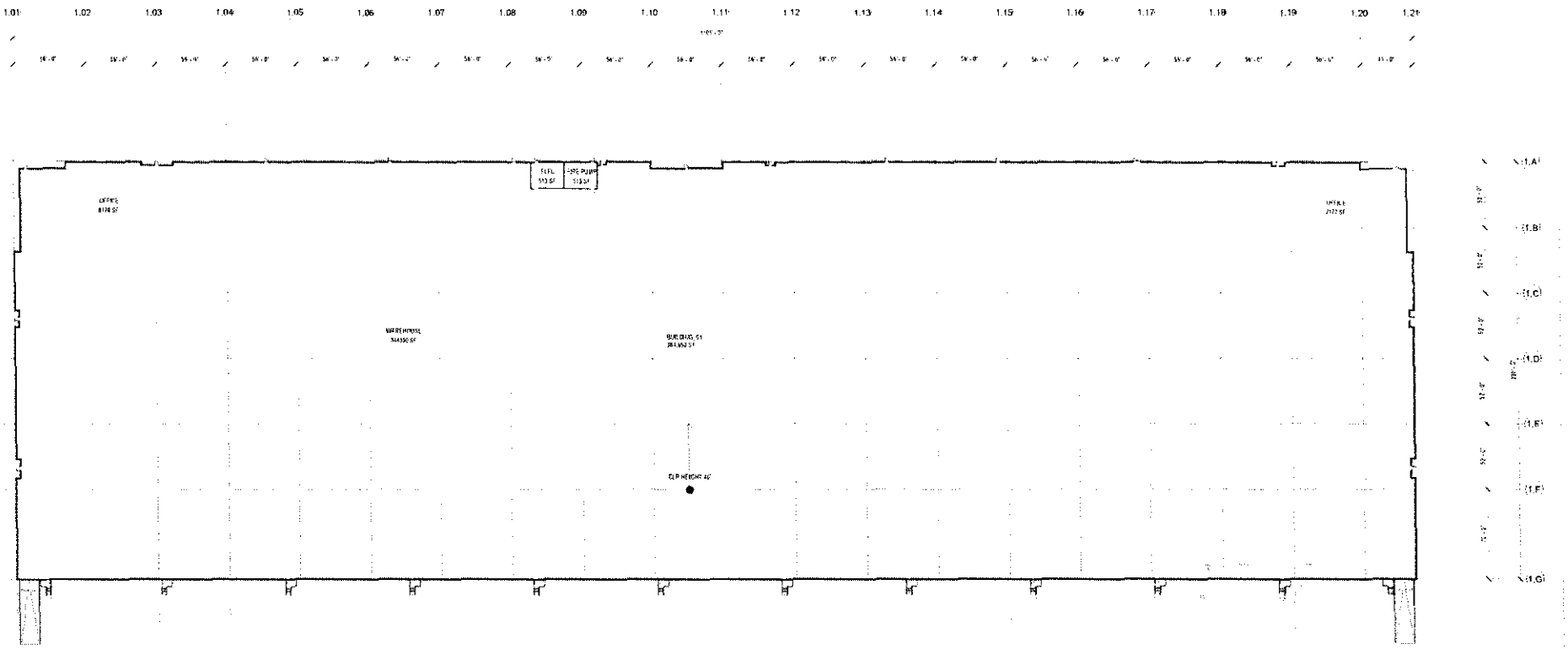
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* PRELIMINARY NOT FOR CONSTRUCTION, PERMIT, OR REGULATORY APPROVAL.
* ALL BUILDING AREAS ARE APPROXIMATE UNTIL BUILDING FOOTPRINT/ ENTRY DESIGNS ARE FINALIZED.
* BOUNDARY LINES AND EASEMENTS ARE PRELIMINARY & REQUIRE VERIFICATION - SURVEY NOT PROVIDED.

B. 01_01 ENLARGED FLOOR PLAN_BUILDING_01

SCALE: 1" = 40'-0"



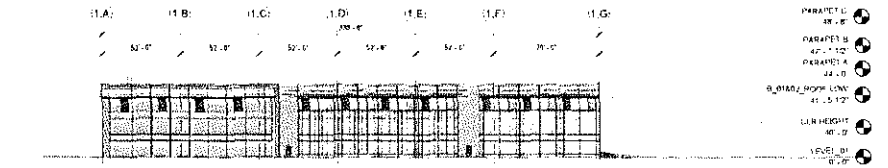
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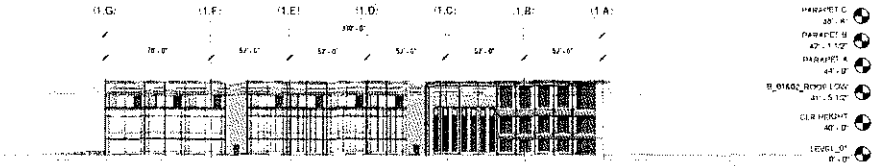
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B. 01 OVERALL ELEVATIONS BUILDING_01

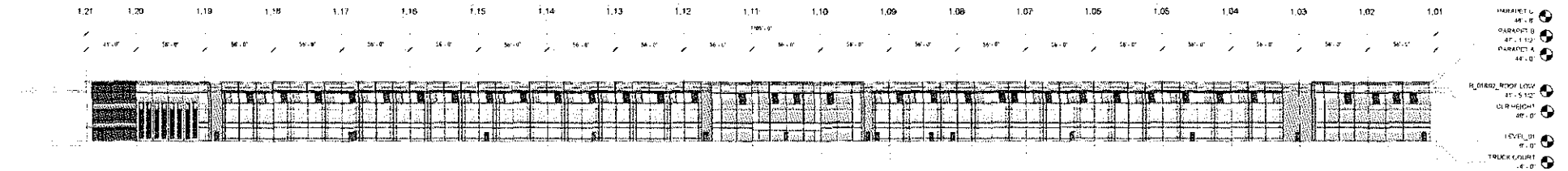
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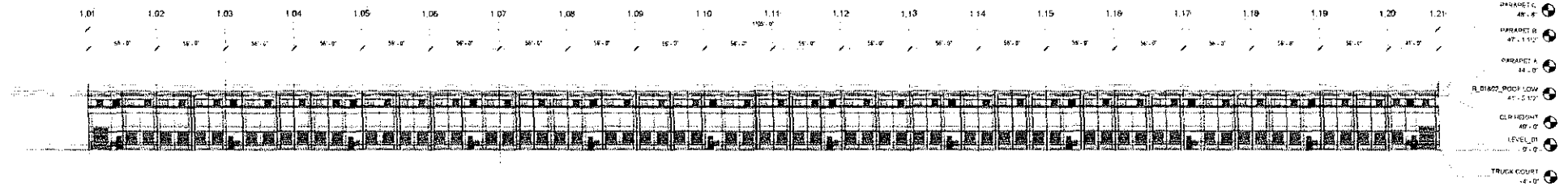
2 BUILDING_01_SOUTH ELEVATION



4 BUILDING_01_NORTH ELEVATION



3 BUILDING_01_WEST ELEVATION



1 BUILDING_01_EAST ELEVATION

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VIEW_01 BLDG 01 - NW_CORNER PERSPECTIVE

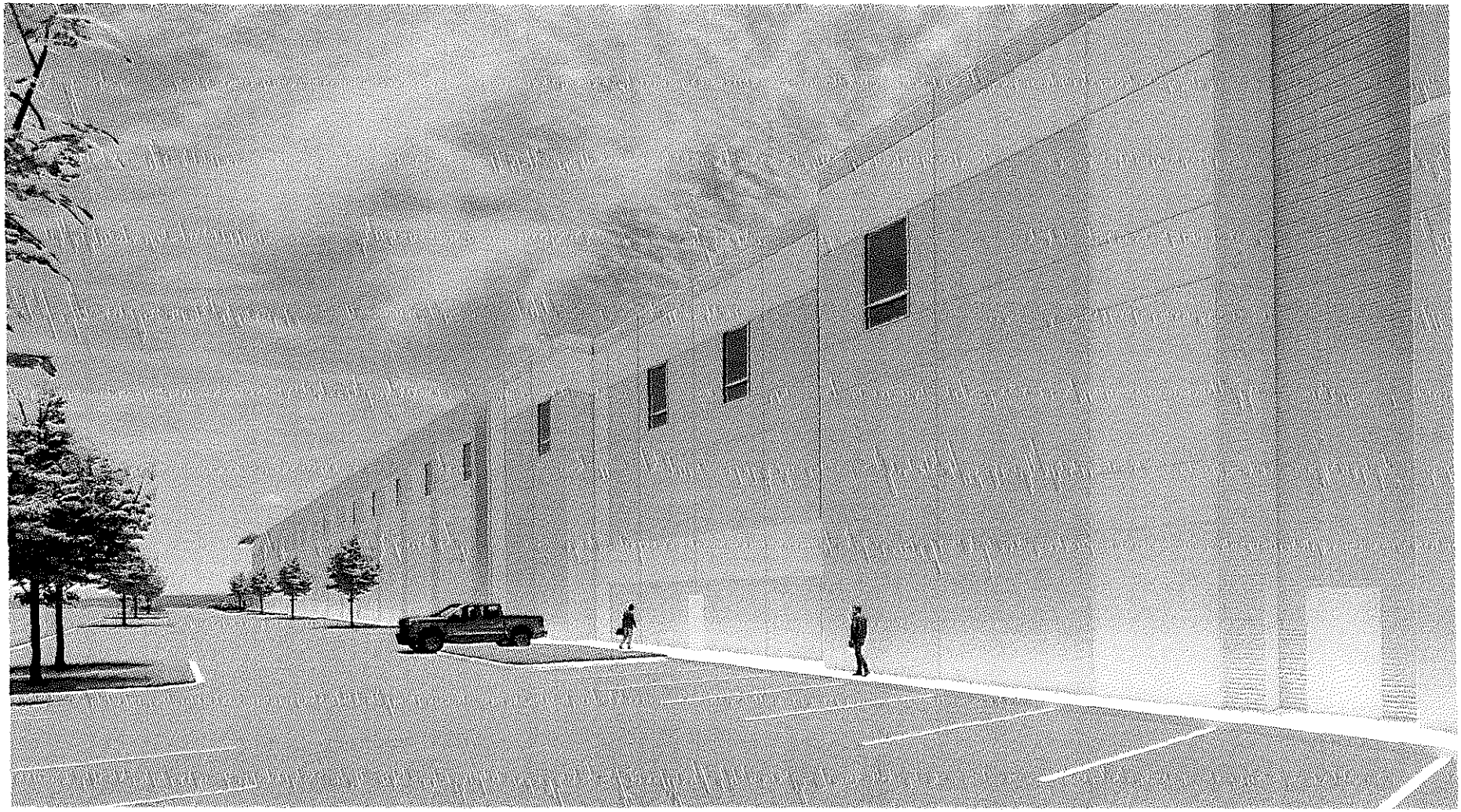


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VIEW_02 BLDG 01 - WEST_PERSPECTIVE

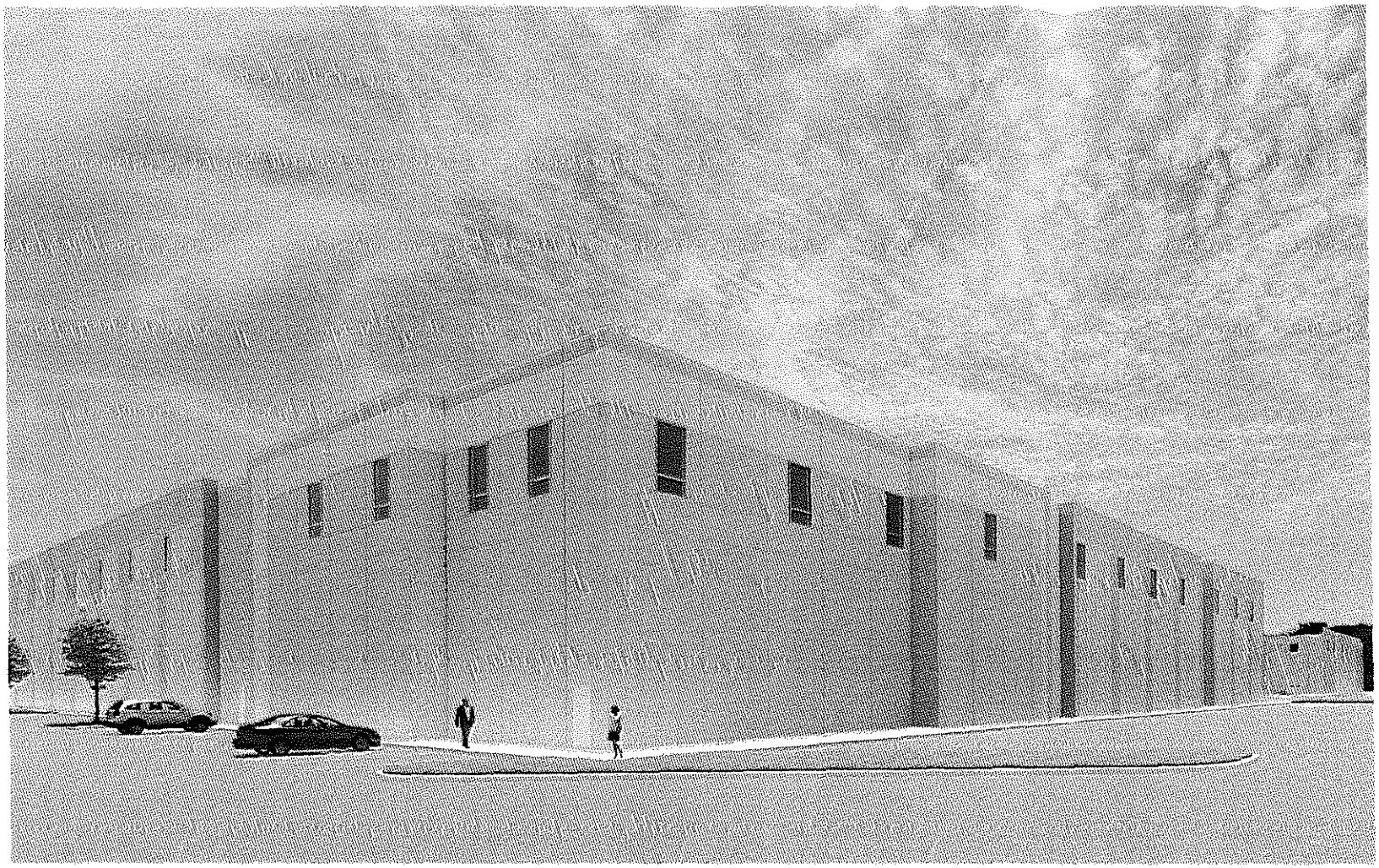


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VIEW_03 BLDG 01 - SW_CORNER PERSPECTIVE



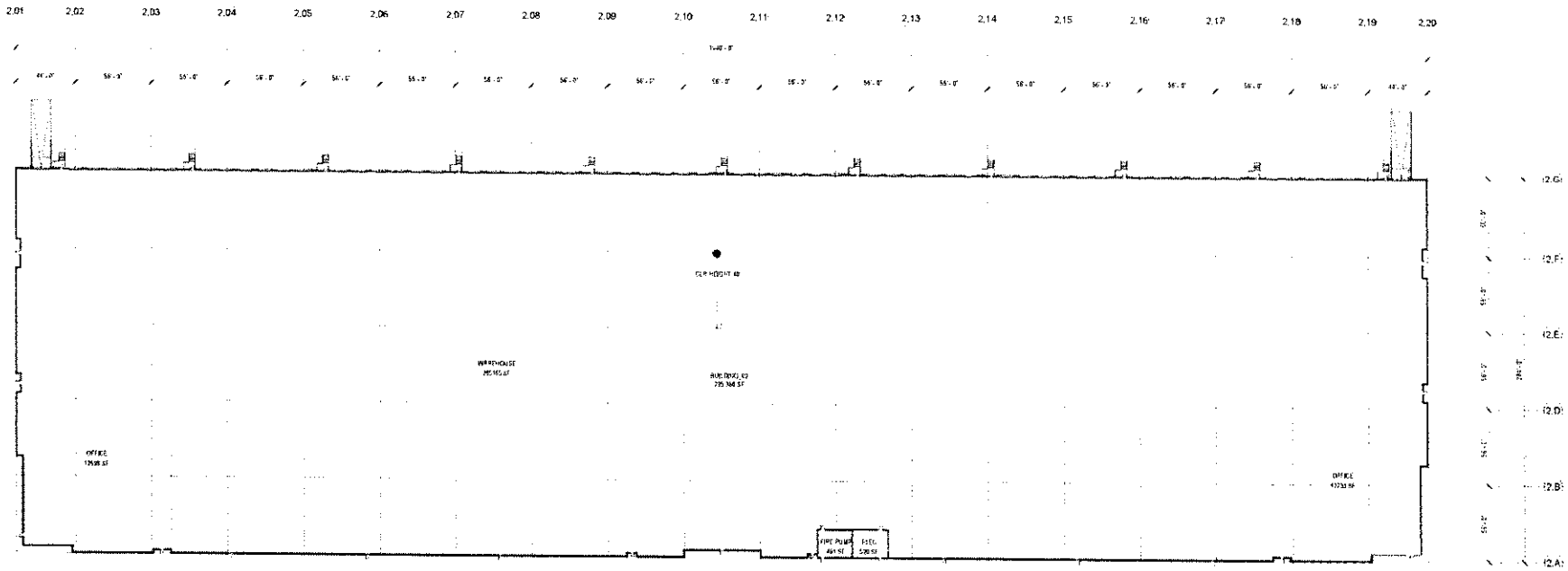
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B. 02_01 ENLARGED FLOOR PLAN_BUILDING_02

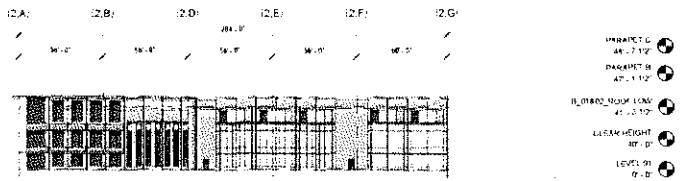
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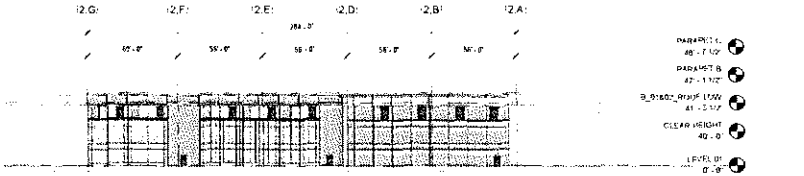
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B. 02 OVERALL ELEVATIONS BUILDING_02

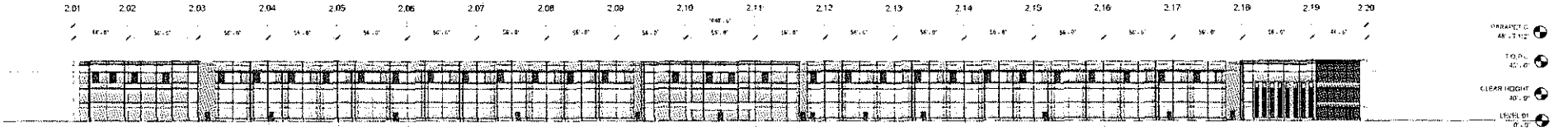
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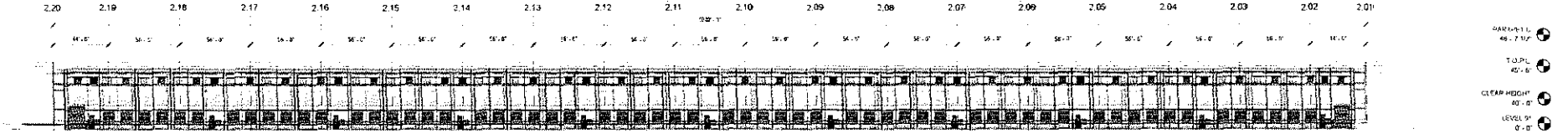
BUILDING_02_NORTH ELEVATION



BUILDING_02_SOUTH ELEVATION



BUILDING_02_EAST ELEVATION



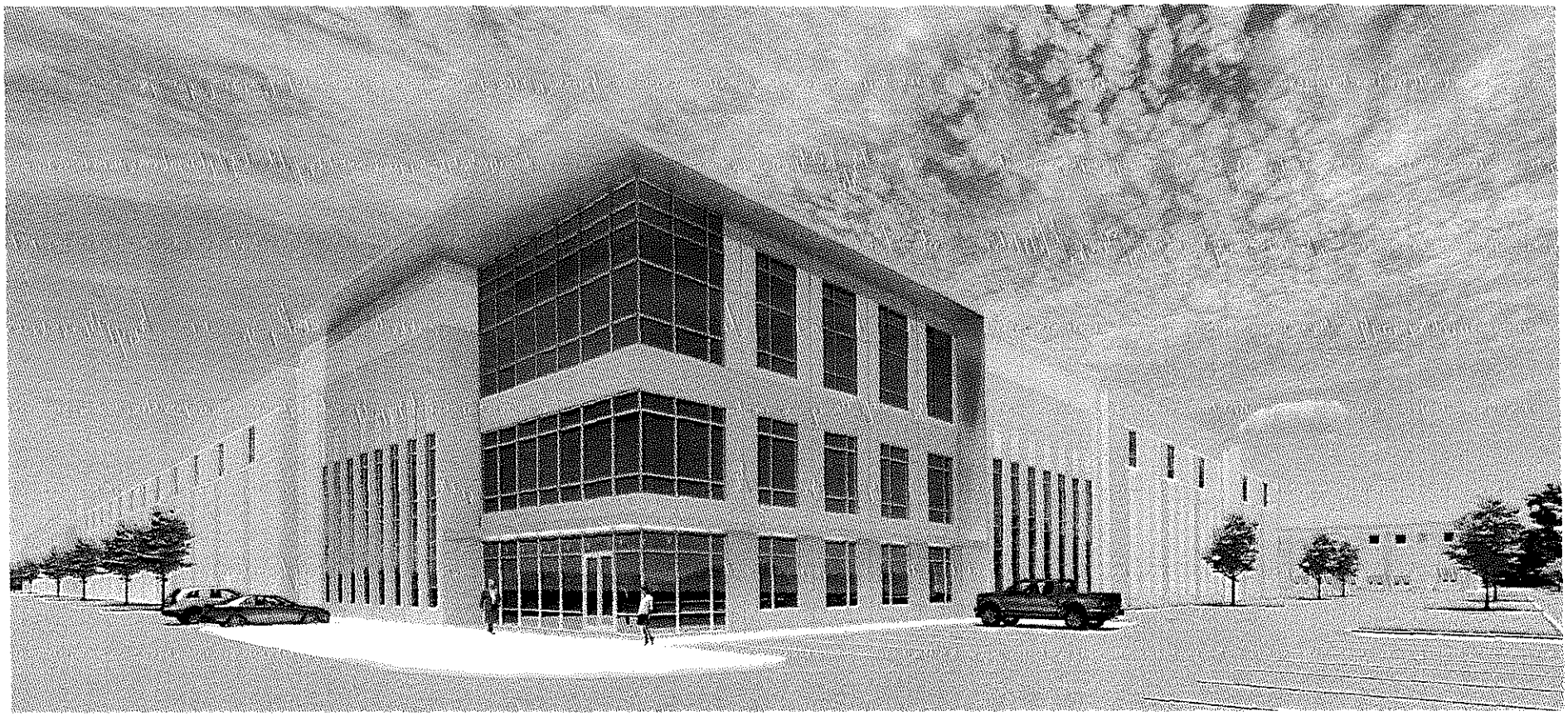
BUILDING_02_WEST ELEVATION

*PRELIMINARY NOT FOR CONSTRUCTION PERMIT OR REGULATORY APPROVAL. *RENDERING IS REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES.
*ALL BUILDING AREAS ARE APPROXIMATE UNTIL BUILDING FOOTPRINT / ENTRY DESIGN ARE FINALIZED.

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VIEW_04 BLDG 02- NE_CORNER ENTRY

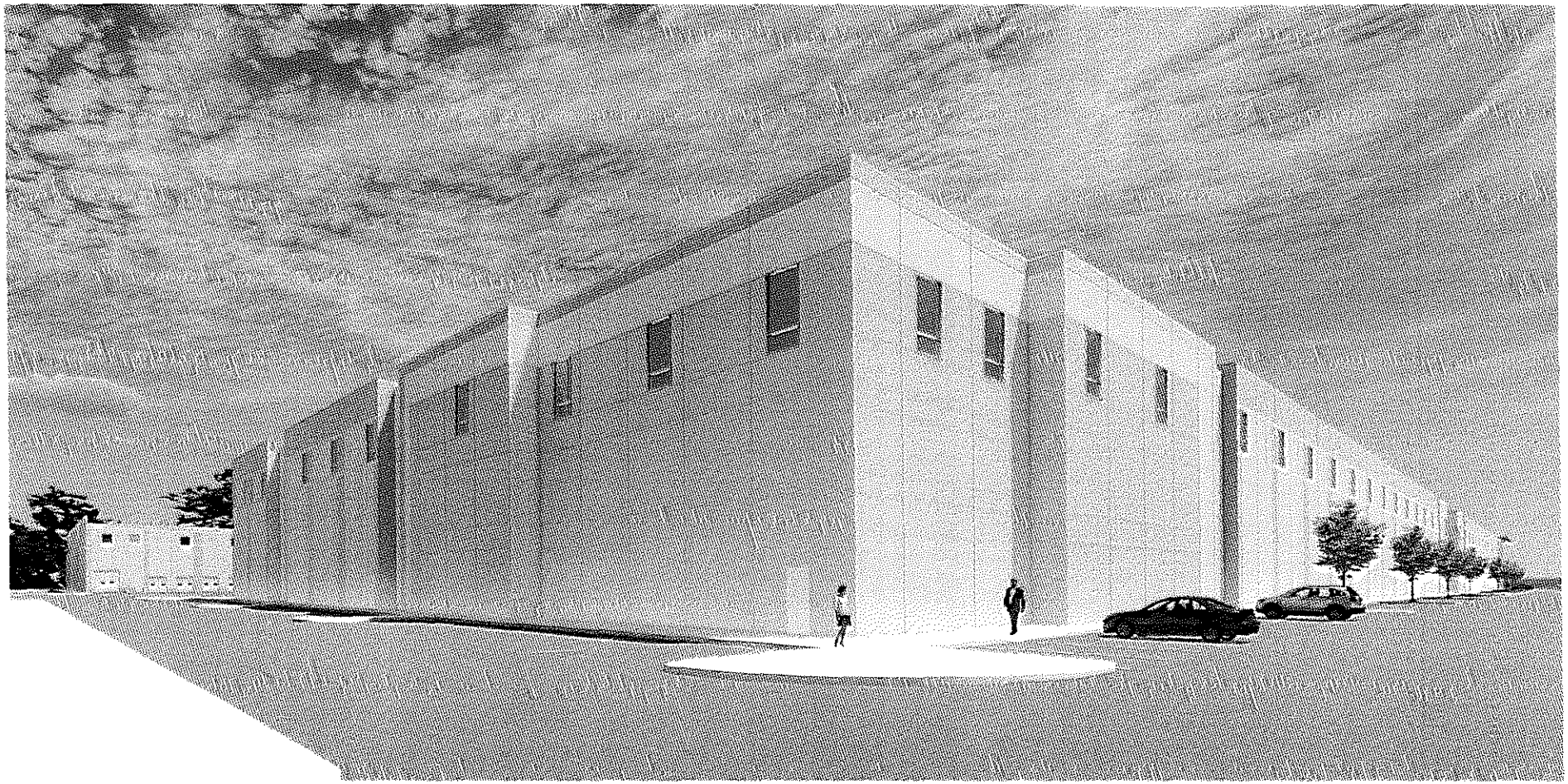


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FINAL ENGINEERING PLANS

PROLOGIS BENSENVILLE - BUILDING 1

IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

Call Before You Dig JULIE 1-800-892-0123

UTILITY AND GOVERNING AGENCY CONTACTS

PLANNING DEPARTMENT
VILLAGE OF BENSENVILLE
12 SOUTH CENTER ST.
BENSENVILLE, IL 60106
TEL: (630) 350-3411
CONTACT: SCOTT STOER, A.I.C.P.

SANITARY/STORM/WATER SERVICE
VILLAGE OF BENSENVILLE
12 SOUTH CENTER ST.
BENSENVILLE, IL 60106
TEL: (630) 350-3435
EMAIL: JCARACCI@BENSENVILLE.IL.US
CONTACT: JOSEPH CARACCI

ROADWAY AUTHORITY
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL 60196
TEL: (847) 705-4131
CONTACT: JONATHAN E. KARABOWICZ, P.E.

ROADWAY AUTHORITY
COOK COUNTY DEPARTMENT OF TRANSPORTATION
69 WEST WASHINGTON ST, 24TH FLOOR
CHICAGO, IL 60602
TEL: (312) 603-7601

NATURAL GAS COMPANY
NICOR GAS
TEL: (847) 598-4011
EMAIL: ESHAW@SOUTHERNCO.COM
CONTACT: SORAM SHAW

POWER COMPANY
COMED
TEL: (630) 705-7439
CONTACT: VITO PICENO

TELEPHONE
VERIZON
TEL: (312) 617-2131
EMAIL: JOEY.CHANEY@VERIZON.COM
CONTACT: JOE B. CHANEY JR.

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GEOTECH
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CAROL STREAM, IL 60188
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4201 WINFIELD RD, SUITE 600
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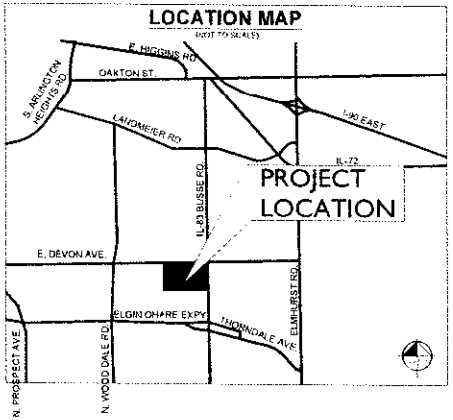
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CONTACT: DANIEL GROVE, P.L.A.

SURVEYOR
COMPASS SURVEYING, LTD
2631 GINGER WOODS PKWY, SUITE 100
AURORA, ILLINOIS 60502
TEL: (630) 820-9100
CONTACT: SCOTT C. KREBS, P.L.S.

LOCATION MAP

(NOT TO SCALE)



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L2.1	LANDSCAPE NOTES AND DETAILS

LEGAL DESCRIPTION

THAT PART OF BRANIGAR'S MONAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-786830, IN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 1506.24 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; THENCE SOUTH 85 DEGREES 37 MINUTES 55 SECONDS EAST, A DISTANCE OF 100.18 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST 465.87 FEET TO A POINT ON THE WEST LINE OF LOT 58 IN SAID SUBDIVISION, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHWEST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 58, A DISTANCE OF 89.68 FEET TO THE SOUTHWEST CORNER OF SAID LOT 58; THENCE NORTH 89 DEGREES 31 MINUTES 35 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 58, A DISTANCE OF 200.03 FEET TO THE SOUTHEAST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 647.50 FEET TO THE SOUTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 88 DEGREES 27 MINUTES 31 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 52, A DISTANCE OF 199.52 FEET TO THE SOUTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 526.22 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2488.17 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION, THENCE NORTH 00 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE WEST LINE OF SAID SUBDIVISION, A DISTANCE OF 1289.29 FEET TO THE POINT OF BEGINNING.

BENCHMARKS

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

DUPAGE COUNTY BENCHMARKS

BENCHMARK COO DUPB3 3A
SOUTH SIDE OF DEVON AVE, APPROXIMATELY 330 FEET WEST OF THE INTERSECTION OF SPRUCE AVE AND DEVON AVE
ELEVATION=674.15 (NAVD 88)

PROFESSIONAL ENGINEER'S CERTIFICATION

I, ERIC J. TRACY, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF PROLOGIS BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 15TH DAY OF OCTOBER, A.D., 2021.

IL LICENSED PROFESSIONAL ENGINEER 062-067482
MY LICENSE EXPIRES ON NOVEMBER 30TH, 2021
DESIGN FIRM REGISTRATION NUMBER: PR#0027012-0006

Kimley»Horn

PROLOGIS

PROLOGIS CORPORATE PARK
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

COVER SHEET

ORIGINAL ISSUE
10/15/2021
KHA PROJECT NO.
168156016

SHEET NUMBER
C0.0

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHIC, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   CESPEDES SURVEY AND, LTD.
   2625 BUTTERFIELD ROAD, SUITE 160
   AURORA, ILLINOIS 60502
   TEL: (630) 906-9100

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE ENGINEER. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

2. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE ENGINEER. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

3. THE CONTRACTOR SHALL PHOTOGRAPH THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.

4. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE FOLLOWING CODES, STANDARDS AND ORDINANCES (LATEST EDITION):

   A. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.

   B. "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.

   C. "ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS" AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.

   D. REGULATIONS, STANDARDS AND DRAWING REQUIREMENTS SET FORTH BY THE VILLAGE OF BENSENVILLE UNLESS OTHERWISE NOTED ON THE PLANS.

   E. THE NATIONAL ELECTRIC CODE.

   F. ALL APPLICABLE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA) INCORPORATED BY REFERENCE.

5. STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND RECURRING SPECIAL PROVISIONS, CONSTRUCTION PLANS, AND SUPPLEMENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. NORMAL WELL HOSE OF CONSTRUCTION ARE NOT ALL INCLUSIVE. ITEMS OF CONSTRUCTION, WORK, MAY NOT BE SPECIFICALLY NOTED, BUT ARE CONSIDERED A PART OF THE CONTRACTOR'S CONTRACT.

6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL ITEMS REQUIRED FOR CONSTRUCTION OF THE PROJECT, AS SHOWN ON THE PLANS, ARE INCLUDED IN THE CONTRACT. ANY ITEM NOT SPECIFICALLY INCLUDED IN THE CONTRACT, BUT SHOWN ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONSTRUCTION OF THE PROJECT SHALL BE UNDERTAKEN AT THE DIRECTION OF THE ENGINEER IMMEDIATELY IN THE EVENT OF A DISCREPANCY WITH THE PLANS AND QUANTITIES.

7. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE AT ALL TIMES. CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL PLANS HAVE BEEN APPROVED AS SHOWN ON THE CONSTRUCTION PLANS. IN EVENT SUBSEQUENTLY REPORT THEY TO THE ENGINEER OF ANY DISCREPANCIES FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR SHALL BE AND SHALL HAVE PROVIDED FOR ALL THE CONSTRUCTION PLANS, SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS, AND/OR SPECIAL PROVISIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY BY OMISSION OF DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR SHALL BE AND SHALL HAVE PROVIDED FOR ALL THE CONSTRUCTION PLANS, SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. ANY QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS AND SPECIFICATIONS SHALL BE REFERRED TO THE ENGINEER SHALL BE FINAL.

8. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. BY CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, NOTES THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DEMANDS, AND COST OF DEFENSE THEREOF OF CONTRACTED PERFORMANCE OF THE WORK DESCRIBED HEREIN.

9. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES OR THE CONTRACTOR'S SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE PERFORMANCE OF THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

10. CONSTRUCTION MATERIALS AND/OR EQUIPMENT MAY NOT BE STORED IN THE RIGHT-OF-WAY, AS DIRECTED BY THE OWNER.

11. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHT-OF-WAYS ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL EXISTING UTILITIES AND SHALL PROTECT THEM FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

12. OWNER SHALL OBTAIN EASEMENTS AND APPROVALS OF PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THOSE PERMITS AND EASEMENTS.

13. THE CONTRACTOR SHALL FURNISH CONSTRUCTION STAKES AS IN THEY ARE NO LONGER NEEDED, ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

14. NOTIFICATION OF CONSTRUCTION OPERATIONS:

   14.A. THE CONTRACTOR SHALL NOTIFY AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL BUSINESS DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL BE RESPONSIBLE TO NOTIFY ALL TESTING AGENCIES, THE VILLAGE OF BENSENVILLE, AND THE OWNER 48-HOURS IN ADVANCE OF CONSTRUCTION.

   14.B. FAILURE OF THE CONTRACTOR TO ALLOW PROPER INSPECTION AND SHOW RESULTS IN THE OPINION OF THE SITE ENGINEER OR THE VILLAGE OF BENSENVILLE, SHALL BE CAUSE FOR THE CONTRACTOR TO SUSPEND THE OPERATION TO BE TESTED UNTIL THE TESTING AGENCY CAN RESCHEDULE TESTS. DURING SUCH SUSPENSIONS, COST OF SUSPENSION OF WORK SHALL BE BORNE BY THE CONTRACTOR.

15. ALL EXISTING TREES SHALL KEEP TREES AVAILABLE AT ALL TIMES FOR ALL EMERGENCY TRAFFIC, AS DIRECTED BY MUNICIPALITY.

16. ANY EXISTING SIGNS, LIGHT STANDARDS, AND UTILITY POLES THAT INTERFERE WITH CONSTRUCTION OPERATIONS AND ARE NOT SHOWN TO BE REMOVED OR RELOCATED ON THE PLANS SHALL BE REMOVED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE, AS DIRECTED BY THE ENGINEER AND REPLACED TO THEIR ORIGINAL SHALL BE RESPONSIBLE FOR ALL DAMAGE CAUSED TO EXISTING FACILITIES DUE TO HIS EXERCISE TO THE SATISFACTION OF THE OWNER. ANY ITEMS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE RESPECTIVE OWNER OR AGENCY.

17. ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION BY THE LANDSCAPE ARCHITECT AND SHALL BE PROTECTED PER IDOT SECTION 201.05B. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONSTRUCTION EASEMENTS SHALL BE CLEARLY DEFINED. THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES NOTED TO REMAIN SHALL BE PROTECTED FROM DAMAGE BY PLANKS, BARRICADES AND MOUNDS. NO EXCESS FINAL PLANE OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.

18. LIMB, BRANCH, OR TRUNK REMOVAL OF TREES UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE ARCHITECT OR ENGINEER OR EMPLOYEE SHALL BE PERFORMED BY EXPERIENCED WORKMEN EQUIPPED WITH PROPER TOOLS AND EQUIPMENT FOR DOING THE WORK IN ACCORDANCE WITH LOCAL ORDINANCES AND OTHER CODES PERTAINING TO THE WORK. SHALL BE DONE IN SUCH A MANNER AS TO PREVENT INJURY OR DAMAGE TO PERSONS OR PROPERTY. ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

19. ALL EXISTING PAVEMENT OR CONCRETE WHICH IS TO REMAIN SHALL BE SAWCUT ALONG LINES OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.

20. ALL EXISTING UTILITIES OR APPURTENANCES, INCLUDING BRICK, CURBS, PAVEMENT, AND SIDEWALKS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THEIR PREVIOUS ORIGINAL CONDITION. THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A PAY ITEM IS LISTED ON THE BID LIST.

21. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC., SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS REQUIRED FOR SUCH DISPOSAL.

22. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, AND DEBRIS FROM THE CONSTRUCTION SITE ON A DAILY BASIS. THE CONTRACTOR SHALL PROVIDE AND PRESENT EVIDENCE TO PROJECT DISAPPEARMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING OF ALL MATERIALS IN A LEGAL MANNER. ALL MATERIALS AND DEBRIS REQUIRED FOR CLEANUP, AS DIRECTED BY THE ENGINEER OR OWNER, BURNING ON THE SITE IS PROHIBITED.

23. NO UNAUTHORIZED WORK SHALL BE DONE WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE VILLAGE OF BENSENVILLE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE VILLAGE OF BENSENVILLE PRIOR TO INSTALLING PAVEMENT BASE, BINDER, AND SURFACE AND PRIOR TO PLACING CONCRETE FOR CURB AND GUTTER, SIDEWALK, AND DRIVEWAYS.

24. WHERE SHOWN ON THE PLANS OR SPECIFIED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND PIPE SHALL BE CLEANED OF DEBRIS AND PATENCY AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THE CONTRACTOR'S WORK SHALL NOT BE CONSIDERED INCIDENTAL TO THE CONTRACT BUT SHALL BE BORNE INTO THE CONTRACT UNIT PRICE PAID FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAR FOOT FOR STORM SEWERS. WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, FLUSHING, REMOVAL AND DISPOSAL OF DEBRIS AND ONLY DRAINAGE STRUCTURES AND STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACT. IF THE CONTRACTOR DAMAGES EXISTING DRAINAGE STRUCTURES OR PIPES DURING THEIR CONTRACT, NOT LIMITED, PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR CONTRACT UNIT PRICE PER LINEAR FOOT FOR STORM SEWERS, WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, FLUSHING, REMOVAL AND DISPOSAL OF DEBRIS AND ONLY DRAINAGE STRUCTURES AND STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACT. IF THE CONTRACTOR DAMAGES EXISTING DRAINAGE STRUCTURES OR PIPES DURING THEIR CONTRACT, NOT LIMITED TO, PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR CONTRACT UNIT PRICE PER LINEAR FOOT FOR STORM SEWERS, WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, FLUSHING, REMOVAL AND DISPOSAL OF DEBRIS AND ONLY DRAINAGE STRUCTURES AND STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACT.

25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION, AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE CONTRACTOR DOES NOT WARRANT THE LOCATIONS OF ANY EXISTING UTILITIES SHOWN ON THE PLANS. THE CONTRACTOR SHALL CALL J.U.L.I.E. (1-800-892-0123) AND THE VILLAGE OF BENSENVILLE FOR UTILITY LOCATIONS.

26. THE OWNER'S CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. SHOWING CONFLICTS WITH PROPOSED IMPROVEMENTS. THE SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT FOR CONSTRUCTION AGREEMENT WITH THE OWNER. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

27. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AT ALL PROPOSED UTILITY CONNECTION LOCATIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.

28. ANY PIPE OR TILES ENCOUNTERED SHALL BE INSPECTED BY THE ENGINEER. THE DRAIN TILE SHALL BE CONNECTED TO THE STORM SEWER SYSTEM AND A RECORD OF THE LOCATION SHALL BE MADE. THE LOCATIONS AND TERMINI SHALL BE FURNISHED OVER TO THE ENGINEER UPON COMPLETION OF THE PROJECT. COST OF THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

29. ALL TRENCHES AND PITS FOR STORM AND SANITARY SEWERS, VALVE VAULTS, COVERS, LINE MANHOLES, AND SERVICE LINE SHALL BE BACKFILLED UNTIL INSPECTED BY THE CONTRACTOR'S EMPLOYMENT TO TO BE MADE BY THE SEWER AND WATER CONTRACTOR, AND THE COST IS TO BE CONSIDERED INCIDENTAL THERE. REQUIREMENTS TO PREPARE FOR WORK DO NOT ELIMINATE THE CONSTRUCTION FROM NON-FUNCTIONAL EQUIVALENTS AS REQUIRED BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT.

30. EXCAVATED SOILS, NOT BE FLUSHED DIRECTLY INTO THE WOOD SUBGRADES, SHOULDER POSSIBLY, HOSES SHALL BE USED TO DISPOSE WATER FROM EXCAVATIONS. SOILS SHALL NOT BLOCK OR SATURATE STREAMS, DRAINAGE, OR ANY OTHER WATER COURSES. SOILS SHALL BE DISPOSED DUE TO EXCESSIVE WATER IN EXCAVATIONS AND/OR EROSION FROM HYDRAULIC FLUSHING, OR FLOWING WATER SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE CAUSED BY THIS EXPENSE. LEAKS IN THE WATER DISTRIBUTION SYSTEM SHALL BE THE RESPONSIBILITY OF THE WATER DISTRIBUTION CONTRACTOR. THE CONTRACTOR IS NOT RESPONSIBLE FOR WATER LEAKS.

31. TRENCH BACKFILL SHALL BE REQUIRED TO THE FULL DEPTH UNDER SIDEWALKS AND DRIVEWAYS WITHIN TWO (2) FEET HORIZONTAL OF PROPOSED OR EXISTING PAVEMENT.

32. IF ROCK, SPRINGS, OR OTHER UNSUITABLE SOILS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED IN THE BOTTOM OF THE TRENCH, ALL SUCH MATERIAL SHALL BE REMOVED AND REPLACED WITH WELL-COMPACTED, CRUSHED LIMESTONE BEDDING MATERIAL. IF WOOD IS ENCOUNTERED, IT SHALL BE REMOVED TO AT LEAST SIX (6) INCHES BELOW THE BOTTOM OF THE PIPE TO ALLOW PROPER THICKNESS OF BEDDING. ALL UNDERCUTS OF TWO (2) FEET OR LESS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. DEPTHS GREATER THAN TWO (2) FEET SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PROCEEDING.

33. THE CONTRACTOR'S INSTALLATION SHALL BE KEPT DRY AT ALL TIMES DURING PIPE PLACEMENT. APPROPRIATE FACILITIES SHALL BE PROVIDED TO REMOVE WATER FROM THE TRENCH. THE COST OF DEWATERING IS CONSIDERED INCIDENTAL TO THE CONTRACT. THE PLANS FOR THE SITE DEWATERING, IF EMPLOYED, SHALL BE SUBMITTED TO AND APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING DURING CONSTRUCTION UNLESS SUMMARIZED TO BEFORE BY THE OWNER.

34. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE PROPER INLET PROTECTION METHOD CONSIST OF SUBSTRATES INDICATED BY THE ENGINEER. THE PURPOSE OF THE INLET PROTECTION SHALL BE TO MINIMIZE THE AMOUNT OF SEDIMENT THAT HOPEFULLY SHOULD ENTER THE STORM SEWER SYSTEM FROM EQUIPMENT AND/OR UNPROTECTED DRAINAGE AREAS.

35. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLUSH OF DEBRIS AND DEBRIS.

36. EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH IEPA REGULATIONS AND IDOT STANDARDS AND SPECIFICATIONS AND SHALL BE MAINTAINED AS NECESSARY TO PREVENT EROSION AND SEDIMENTATION AND REMAIN IN PLACE UNTIL A SUITABLE GROWTH OR GRAVEL ACCEPTABLE TO THE ENGINEER IS ESTABLISHED.

37. THE CONTRACTOR SHALL CONFORM TO ALL EROSION CONTROL REQUIREMENTS AS SET FORTH BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) NPDES PERMIT ILR10 AND ALL LOCAL ORDINANCE REQUIREMENTS AND CONVENING MUNICIPALITY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES AS REQUIRED BY THE PLANS, SPECIFICATIONS, AND AS WELL AS THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP). SWPPP AND SPECIFICATIONS AND ORDINANCES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND IMPLEMENTING THE SWPPP AT A MINIMUM, INCLUDING EROSION CONTROL MEASURES AND INSPECTION PROCEDURES AS REQUIRED BY THE NPDES PERMIT. THE CONTRACTOR SHALL DESIGNATE A QUALIFIED INDIVIDUAL RESPONSIBLE FOR ASSURING ALL SWPPP DOCUMENTATION, PAYMENT AND RECORDS, AVAILABLE ON THE PROJECT AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES ASSESSED AS A RESULT OF HEAVY RAINS AND EXISTENCE AND IS NOT RESPONSIBLE FOR ANY FINES ASSESSED AS A RESULT OF THE ENGINEER'S NEGLIGENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY VIOLATIONS RESULTING FROM INADEQUATE EROSION CONTROL PROTECTION AND/OR DOCUMENTATION.

38. THE PAVEMENT SHALL BE VERY FREE OF MUD AND DEBRIS AT ALL TIMES. IT MAY BE NECESSARY TO CLEAN THE PAVEMENT SEVERAL TIMES PER DAY.

39. ALL DISTURBED AREAS OF THE RIGHT-OF-WAY SHALL BE FULLY RESTORED TO PRE-CONSTRUCTION CONDITIONS WITH A MINIMUM OF SIX (6) INCHES OF TOPSOIL, SEEDING, AND MULCH AS PER IDOT STANDARDS.

40. ALL PROPOSED GRADES SHOWN ON PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS NOTED OTHERWISE.

41. ALL "EXISTING SHALL BE PROVIDED AT EVIDENCE OF THE CONTRACTOR. IF REQUESTED BY THE MUNICIPALITY OR ENGINEER, COPIES OF ALL TEST RESULTS SHALL BE PROVIDED TO THE ENGINEER FOR HIS REVIEW.

42. WHEN REQUIRED, THE CONTRACTOR SHALL NOTIFY THE OWNER WHEN RECORD DRAWINGS CAN BE PREPARED. RECORD DRAWINGS SHALL INDICATE THE FINAL LOCATION AND LEVELS OF THE IMPROVEMENTS, INCLUDING VERIFICATION OF ALL CONCRETE PADS, INVERT, RIM, AND BURY GRADE ELEVATIONS. THESE SHALL BE PREPARED BY THE CONTRACTOR'S ENGINEER AT THE OWNER'S EXPENSE.

44. FINISH ASSESSMENT: ALL WORK SHALL BE INSPECTED BY THE VILLAGE OF BENSENVILLE AS NECESSARY.

EARTHWORK NOTES

1. GENERAL

   1.1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE.

   1.2. ANY QUANTITIES AT THE BID PROPOSAL ARE INTENDED AS A GUIDE FOR THE CONTRACTOR'S USE IN DETERMINING THE EXTENT OF EARTHWORK AND EXCAVATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND BE KNOWLEDGEABLE OF ALL SITE CONDITIONS.

   1.3. THE CONTRACTOR SHALL NOT PAINT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE APPROXIMATE AND ARE BASED ON THE BEST INFORMATION AVAILABLE TO THE ENGINEER.

   1.4. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION AND PREVENT STORMWATER RUNOFF FROM AFFECTING ADJACENT PROPERTIES. IF, DUE TO LOSS OF TOPSOIL OR IMPROPER GRADING, SHALL NEGATE ANY POSSIBLE ADVERSE CONDITIONS OR REQUESTED DUE TO EROSION OF IMPROPER GRADING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES DUE TO EROSION, SEDIMENTATION, AND TRAFFIC.

   1.5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE SOIL EROSION AND SEDIMENTATION CONTROL PLANS AND NOTES. THE SOIL EROSION AND SEDIMENT CONTROL PROCEDURES AND THE PLACEMENT OF SILT AND FILTER FENCING, ETC. TO PROTECT ADJACENT PROPERTY, BOTH INCLUDES, ETC., SHALL OCCUR BEFORE GRADING BEGINS.

   1.6. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL ERECT A CONSTRUCTION FENCE AROUND ANY TREE DESIGNATED TO BE PRESERVED, SAID FENCE SHALL BE PLACED IN A CIRCLE CENTERED ON THE TRUNK AND HAVE A RADIUS OF NOT LESS THAN ONE FOOT (1') FOR EVERY INCH (DIAMETER OF NORTHWEST EXTENSION BRANCHES) SHALL BE WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCE LIMITS SHALL NOT BE DISTURBED.

   1.7. EXISTING SUBSURFACE CONDITIONS WERE OBTAINED FROM A GEOTECHNICAL PREPARED BY:

   TESTING SERVICE CORPORATION
   437 EAST GUNDERSEN DR
   CAROL STREAM, IL 60188
   TEL: (630) 462-9600

2. TOPSOIL EXCAVATION INCLUDES:

   2.1. EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR DISPLACED EARTH FILL MATERIAL EXISTING VEGETATION AND ROOTS SHALL BE REMOVED DURING TOPSOIL EXCAVATION.

   2.2. PLACEMENT OF EXCAVATED MATERIAL IN AREAS DESIGNATED AREAS FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED AND THOSE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL. PROVIDE NECESSARY EROSION CONTROL MEASURES FOR TOPSOIL STOCKPILES.

   2.3. TOPSOIL STOCKPILED FOR REPLACED SHALL BE FREE OF CLAY AND SHALL NOT CONTAIN ANY OF THE UNSUITABLE MATERIALS AS NOTED ABOVE. ROCKS AND CLAY, OR INTERMITTENT MATERIAL SHALL BE USED AS NON-STRUCTURAL FILL AREAS.

   2.4. TOPSOIL REPLACED SHALL INCLUDE HAULING AND SPREADING OF SIX INCHES OF TOPSOIL DIRECTLY OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER.

   2.5. MODERATE COMPACTION IS REQUIRED IN NON-STRUCTURAL FILL AREAS.

3. EARTH EXCAVATION INCLUDES:

   3.1. EXCAVATION OF SUBSURFACE MATERIALS WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL. THE EXCAVATION SHALL BE TO WITHIN TOLERANCE OF 0.1 FEET OF THE PLAN SUBGRADE ELEVATIONS AND SHALL BE UNIFORM IN APPEARANCE. THE TOLERANCE WITHIN PAVEMENT AREAS SHALL BE SUCH THAT THE EARTH MATERIALS SHALL "BALANCE" DURING THE FINE GRADING OPERATION.

   3.2. PLACEMENT OF SUITABLE MATERIALS WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL IN ORDER TO ATTAIN PROPOSED SUBGRADE ELEVATIONS TO WITHIN TOLERANCE OF 0.1 FEET. IF THE FILL MATERIALS SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY TESTING REQUIRED BY THE ENGINEER FOR CORRECTION.

   3.3. ANY UNSUITABLE FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT REQUIRING STRUCTURAL FILL, WITHIN TWO (2) FEET OF THE PLAN FINISHED GRADE ELEVATIONS. AREAS REQUIRING STRUCTURAL FILL SHALL CONSIST OF SUITABLE MATERIALS AND SHALL BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY THE SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY TESTING REQUIRED BY THE OWNER.

   3.4. COMPACTION OF SUITABLE MATERIALS SHALL BE TO AT LEAST 95% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED PAVEMENT AREAS, BIOSWALE, ETC. COMPACTION SHALL BE AT LEAST 90% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED BUILDING PAD AREAS.

   3.4. UNSUITABLE MATERIAL UNSUITABLE MATERIALS SHALL BE CONSIDERED MATERIAL THAT IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION, AND IS ENCOUNTERED BELOW NORMAL EARTHWORK GRADING AND TO A DEPTH OF FIVE (5) FEET BELOW EXISTING GRADE. THE EXTENT OF SUCH MATERIAL AND TO WHAT EXTENT SHALL BE MADE BY THE ENGINEER WITH THE CONCURRENCE OF THE OWNER.

5. SPOIL/REMOVAL THE CONTRACTOR SHALL:

   5.1. SPOIL EXCESS AND CONTRACT MATERIAL OF THE DEGREE SPECIFIED ALL EXCESS TRENCH SPOIL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS.

   5.2. BEARBY, DISC, SCRAPE, AND COMPACT, TO THE DEGREE SPECIFIED, THE UPPER TWELVE (12) INCHES OF THE SUBGRADE IN PAVEMENT AREAS WHICH HAVE BEEN DISTURBED OR WHICH HAVE TOO HIGH A MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.

   5.3. ADD WATER TO DRY MATERIAL IN ORDER TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF COMPACTION.

   5.4. BACKFILL THE CURB AND GUTTER AFTER ITS CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL.

6. TESTING AND FINAL ACCEPTANCE

   6.1. THE CONTRACTOR SHALL PROVIDE FOR A MINIMUM A FULLY LOADED SELF-WHEEL TANDEM AXLE TRUCK WITH COMPACTED CRUSHED GRAVEL OR STONE PER IDOT STANDARDS AND AS DIRECTED BY THE CIVIL ENGINEER FOR THE BASE MATERIAL. THIS SHALL BE WITNESSED BY THE TESTING ENGINEER AND THE OWNER. COST SHALL BE INCIDENTAL TO THE CONTRACT.

   6.2. ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL AS DIRECTED BY THE ENGINEER.

PAVING NOTES

1. GENERAL

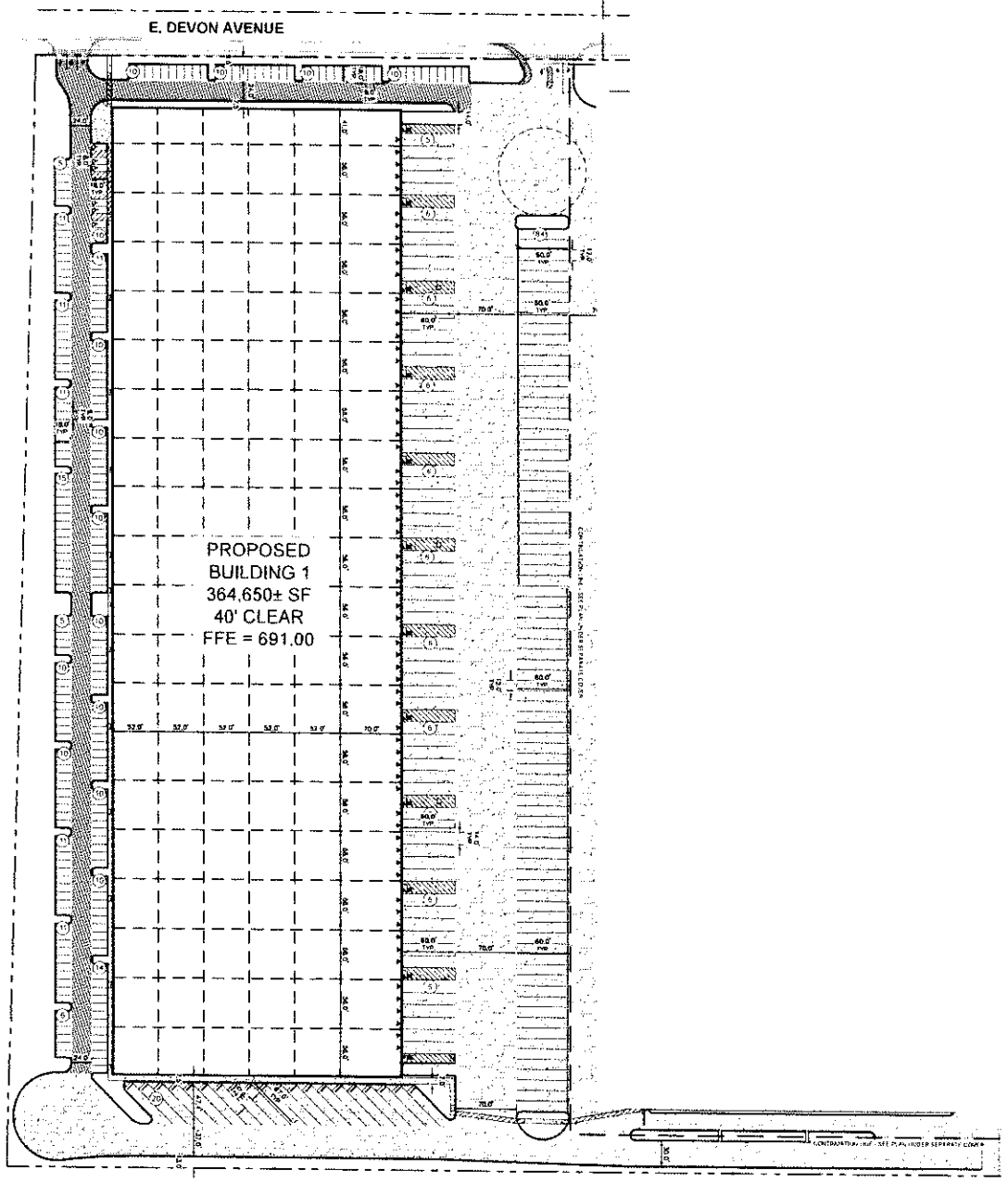
   1.1. PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION, AND CONSTRUCTION, PLACEMENT OF SUBBASE OR BASE COURSE MATERIALS, BITUMINOUS BINDER AND/OR SURFACE COURSES, FORMING, TAMPING, AND CURING CONCRETE PAVEMENT, CURBS, AND WALKS, AND FINAL CLEAN-UP AND ALL RELATED WORK.

   1.2. CONSTRUCTION REQUIREMENTS (REFERENCE LISTED) S-1557 (MODIFIED PRINCIPLE) FOR SUBGRADE, SUBBASE, AGGREGATE BASE COURSE, AND BITUMINOUS COURSES SHALL MEET ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.

   1.3. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO ENSURE PROPER BARRICADING, WARNING SIGNS, AND ANY OTHER MEASURES NECESSARY WITHIN THE AREA OF CONSTRUCTION, ALL SUCH DEVICES AND THEIR INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION, AND IDOT STANDARDS.

2. SUBGRADE PREPARATION

   2.1. EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO WITHIN 0.1 FOOT, PLUS OR MINUS, OF PLAN ELE



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GRAPHIC SCALE IN FEET
0 30 60 120

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 17043C0301H, THE SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD.

PARKING SUMMARY

PARKING SPACES PROVIDED	= 345 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 7 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 8 SPACES
TOTAL PARKING SPACES PROVIDED	= 353 SPACES
TRAILER STORAGE SPACES PROVIDED	= 39 SPACES
TRAILER PARKING SPACES PROVIDED	= 84 SPACES
DOCK TRAILER SPACES PROVIDED	= 63 SPACES

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

NO.	REVISIONS	DATE	BY

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: NJM
DRAWN BY: NJM
CHECKED BY: EJF

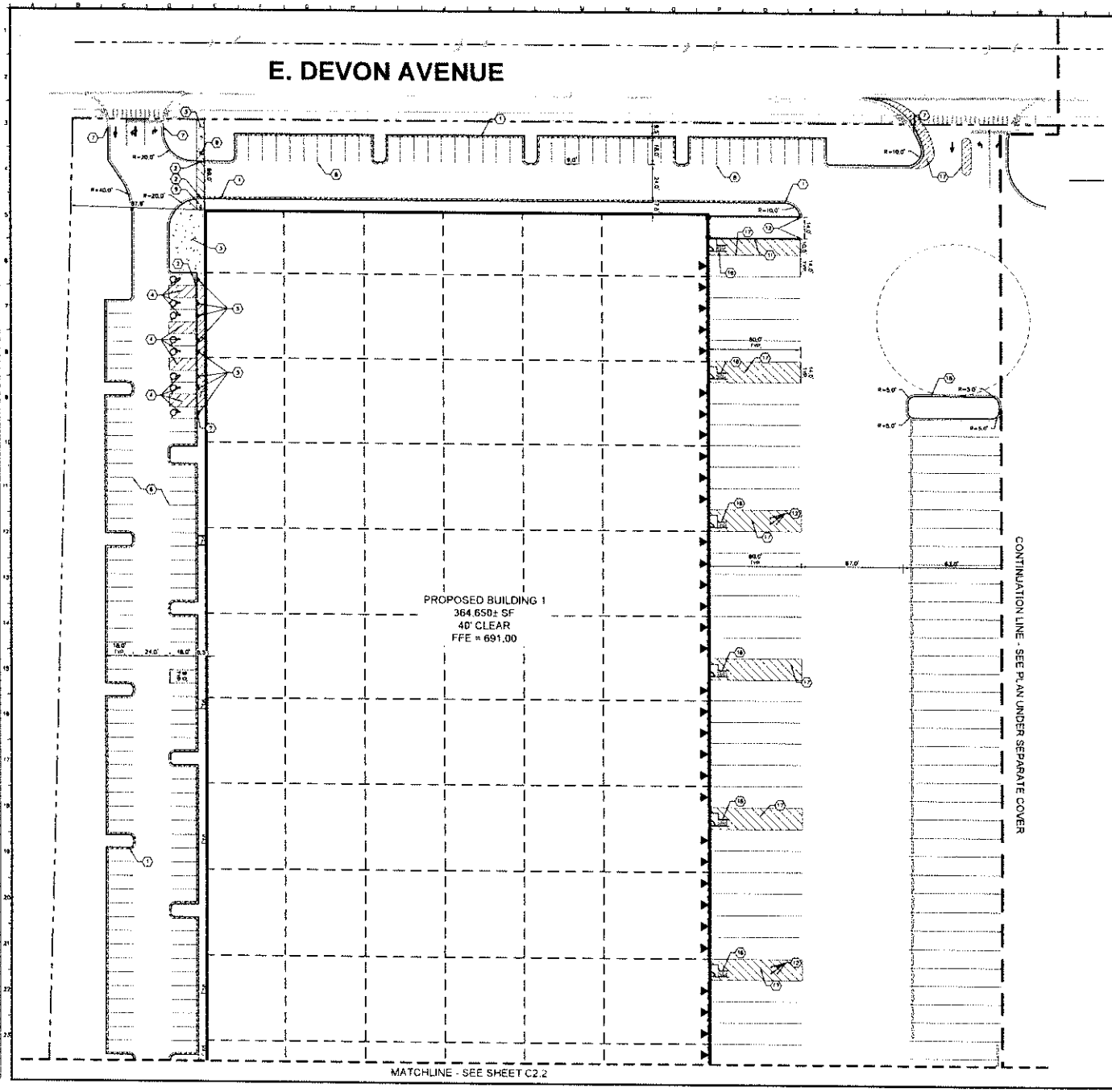
PROLOGIS

PROLOGIS CORPORATE PARK

1-55 & DEVON AVENUE
BENSENVILLE, IL 60106

SITE PLAN

ORIGINAL ISSUE:
10/15/2021
KHA PROJECT NO.
168156010
SHEET NUMBER
C2.0



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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
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- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. 6X12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (R1-8 & R7-8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. TRANSFORMER PAD (FOR REFERENCE ONLY)
9. ACCESSIBLE RAMP (SEE DETAILS)
10. 3-FT TRANSITION CURB
11. SITE RETAINING WALL PER MANUFACTURER SPECIFICATIONS (SEE DETAILS)
12. BOLLARD, TYP. (SEE DETAILS)
13. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE LIGHTING PLANS FOR DETAILS)
14. 2' WIDE TACTILE WARNING STRIP
15. 12" CURB AND GUTTER
16. STAIRS WITH HANDRAILS, SEE ARCH. PLANS FOR DETAILS
17. 6" YELLOW STRIPING AT 3' O.C.
18. 3' CURB CUT (SEE DETAILS)

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RAISIN ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL
5. REFER TO ARCHITECTURAL PLANS FOR DUMPSTER SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

Kimley»Horn

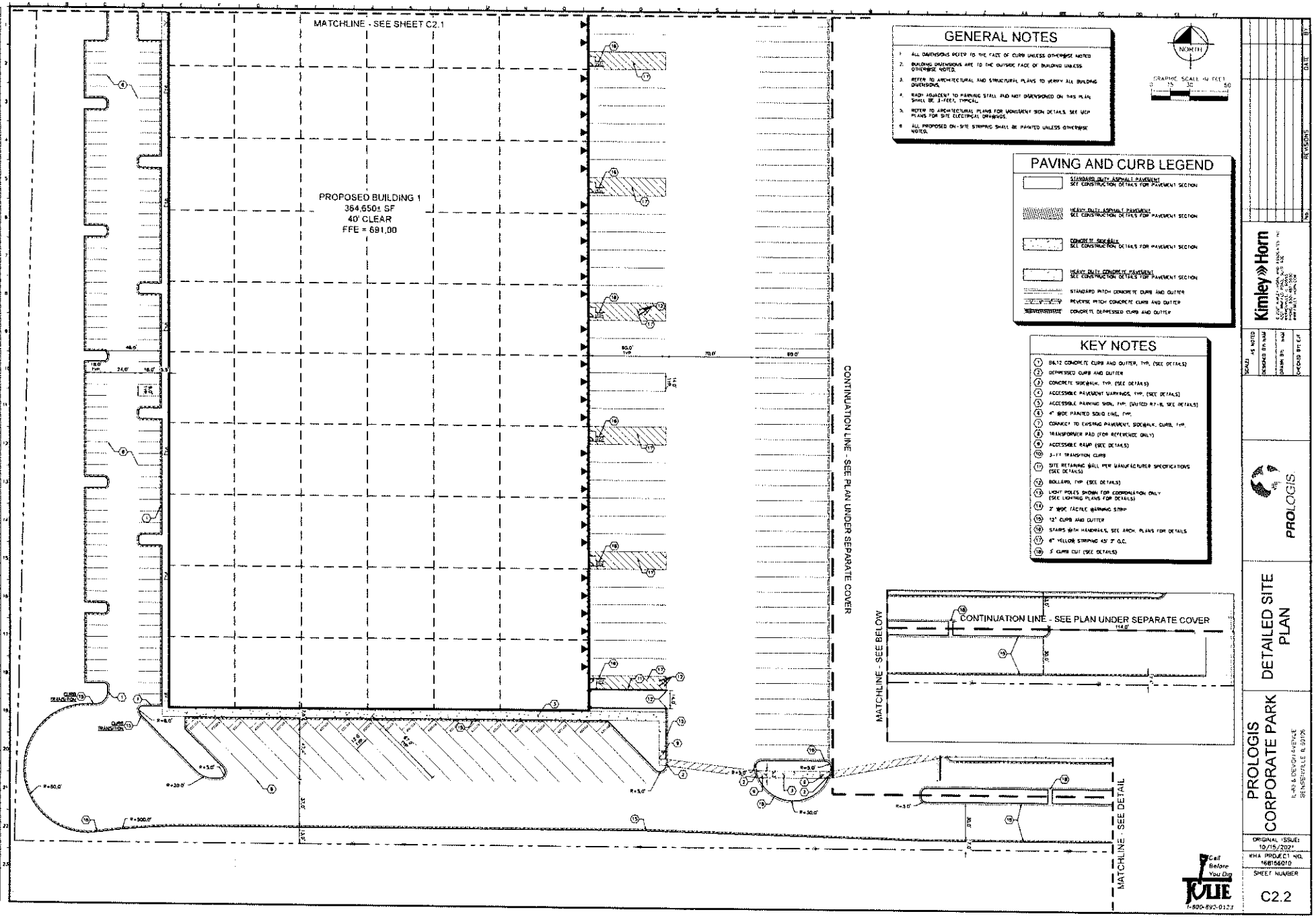
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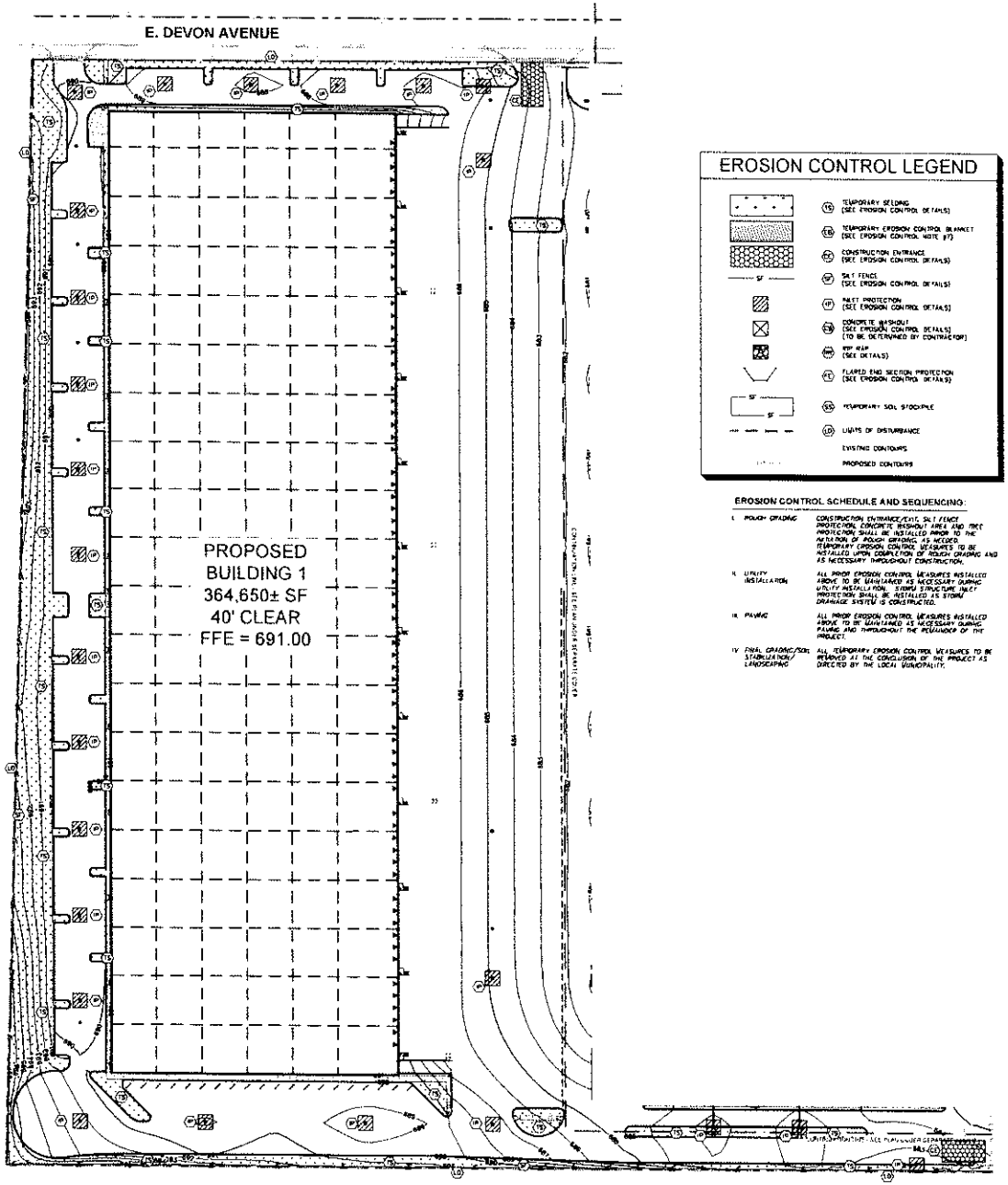
DETAILED SITE PLAN

PROLOGIS CORPORATE PARK

N. 4TH & DEVON AVENUE
DES PLAINES, IL 60016

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168154010
SHEET NUMBER
C2.1


MATCHLINE - SEE SHEET C2.1
PROPOSED BUILDING 1
364,650± SF
40' CLEAR
FFE = 691.00
CONTINUATION LINE - SEE PLAN UNDER SEPARATE COVER
MATCHLINE - SEE BELOW
CONTINUATION LINE - SEE PLAN UNDER SEPARATE COVER
MATCHLINE - SEE DETAIL
GENERAL NOTES
1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED
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5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.
NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
PAVING AND CURB LEGEND
STANDARD DUTY ASPHALT PAVEMENT
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
HEAVY DUTY ASPHALT PAVEMENT
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KEY NOTES
1 6X12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2 DEPRESSED CURB AND GUTTER
3 CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4 ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5 ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8, SEE DETAILS)
6 4" WIDE PAINTED SOLID LINE, TYP.
7 CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8 TRANSFORMER PAD (FOR REFERENCE ONLY)
9 ACCESSIBLE RAMP (SEE DETAILS)
10 3-FT TRANSITION CURB
11 SITE RETAINING WALL PER MANUFACTURER SPECIFICATIONS (SEE DETAILS)
12 BOLLARD, TYP. (SEE DETAILS)
13 LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE LIGHTING PLANS FOR DETAILS)
14 2' WIDE TACTILE WARNING STRIP
15 12" CURB AND GUTTER
16 STAIRS WITH HANDRAILS, SEE ARCH. PLANS FOR DETAILS
17 4" YELLOW STRIPING 45° 2' O.C.
18 5' CURB CUT (SEE DETAILS)
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DETAILED SITE PLAN
ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010
SHEET NUMBER
C2.2



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GRAPHIC SCALE IN FEET
0 30 60 120

EROSION CONTROL LEGEND

- TEMPORARY SEEDING (SEE EROSION CONTROL DETAILS)
- TEMPORARY EROSION CONTROL BLANKET (SEE EROSION CONTROL NOTE #7)
- CONSTRUCTION ENTRANCE (SEE EROSION CONTROL DETAILS)
- SILT FENCE (SEE EROSION CONTROL DETAILS)
- INLET PROTECTION (SEE EROSION CONTROL DETAILS)
- CONCRETE WASHOUT (SEE EROSION CONTROL DETAILS) (TO BE DETERMINED BY CONTRACTOR)
- RIP RAP (SEE DETAILS)
- FLARED END SECTION PROTECTION (SEE EROSION CONTROL DETAILS)
- TEMPORARY SOIL STOCKPILE
- LIMITS OF DISTURBANCE
- EXISTING CONTOURS
- PROPOSED CONTOURS

EROSION CONTROL SCHEDULE AND SEQUENCING:

I. ROUGH GRADING	CONSTRUCTION ENTRANCE/EXIT, SILT FENCE PROTECTION, CONCRETE WASHOUT AREA AND INLET PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING AS NEEDED. TEMPORARY EROSION CONTROL MEASURES TO BE INSTALLED UPON COMPLETION OF ROUGH GRADING AND AS NECESSARY THROUGHOUT CONSTRUCTION.
II. UTILITY INSTALLATION	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING UTILITY INSTALLATION. STORM STRUCTURE INLET PROTECTION SHALL BE INSTALLED AS STORM DRAINAGE SYSTEM IS CONSTRUCTED.
III. PAVING	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
IV. FINAL GRADING/SOIL STABILIZATION/ LANDSCAPING	ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT AS DIRECTED BY THE LOCAL MUNICIPALITY.

EROSION CONTROL NOTES

1. CONSTRUCTION ENTRANCE SHALL BE LOCATED SO AS TO PROVIDE THE LEAST AMOUNT OF DISTURBANCE TO THE FLOW OF TRAFFIC IN AND OUT OF THE SITE. ADDITIONALLY, CONSTRUCTION ENTRANCE SHALL BE LOCATED TO COINCIDE WITH THE PHASING OF THE PAVEMENT REPLACEMENT.
2. POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURES INCLUDE STABILIZATION BY PERMANENT PAVING, DRAINAGE SYSTEM STRUCTURE, OR LANDSCAPING.
3. TEMPORARY AND PERMANENT STABILIZATION PRACTICES AND BMP'S SHALL BE INSTALLED AT THE EARLIEST POSSIBLE TIME DURING THE CONSTRUCTION SEQUENCE. AS AN EXAMPLE, PERIMETER SILT FENCE SHALL BE INSTALLED BEFORE COMMENCEMENT OF ANY GRADING ACTIVITIES. OTHER BMP'S SHALL BE INSTALLED AS SOON AS PRACTICABLE AND SHALL BE MAINTAINED UNTIL FINAL SITE STABILIZATION IS ATTAINED. CONTRACTOR SHALL ALSO REFERENCE CIVIL AND LANDSCAPE PLANS SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING, THE BUILDING(S), AND SITE PAVING.
4. BMP'S HAVE BEEN LOCATED AS INDICATED ON THIS PLAN IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICE IN ORDER TO PREVENT SEDIMENT TRANSPORT. FOR EXAMPLE, SILT FENCES LOCATED AT TOE OF SLOPE AND INLET PROTECTION FOR INLETS RECEIVING SEDIMENT FROM SITE RUN-OFF.
5. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN.
6. ANY MAJOR VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES FROM THOSE SHOWN ON THE APPROVED PLANS WILL REQUIRE A REVISION AND MUST BE APPROVED BY THE REVIEWING ENGINEER, ENVIRONMENTAL SPECIALIST, OR APPROVED AS APPROPRIATE. MAJOR REVISIONS MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT AND THE DRAINAGE UTILITY DEPARTMENT. MINOR CHANGES OR ADDITIONAL CONTROL MEASURES TO BE MADE AS FIELD REVISIONS TO THE EROSION AND SEDIMENTATION CONTROL PLAN MAY BE REQUIRED BY THE ENVIRONMENTAL INSPECTOR DURING THE COURSE OF CONSTRUCTION TO CORRECT CONTROL MALFUNCTIONS AT NO ADDITIONAL COST TO THE OWNER.
7. CONTRACTOR SHALL PLACE EROSION CONTROL BLANKET (NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL) ON ALL SITE AREAS AND SLOPES GREATER THAN 4:1, AND IN THE BOTTOM AND SIDE SLOPES OF ALL SWALES.
8. PRIOR TO FINAL ACCEPTANCE, HAUL ROADS AND WATERWAY CROSSINGS CONSTRUCTED FOR TEMPORARY CONTRACTOR ACCESS MUST BE REMOVED. ACCUMULATED SEDIMENT REMOVED FROM THE WATERWAY AND THE AREA RESTORED TO THE ORIGINAL GRADE AND REVEGETATED. ALL LAND CLEARING SHALL BE DISPOSED OF IN APPROVED SPOIL DISPOSAL SITES.
9. PERMANENT, FINAL PLANT COVERING OR STRUCTURES SHALL BE INSTALLED PRIOR TO FINAL ACCEPTANCE.
10. ALL CONTROL DEVICES THAT FUNCTION SIMILARLY TO SILT FENCE OR FIBER ROLLS MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WITH FUNCTIONAL CONTROLS WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES ONE-THIRD THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF THE RAINFALL EVENT OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
11. ALL SEDIMENT DELTAS AND DEPOSITS MUST BE REMOVED FROM SURFACE WATERS, DRAINAGE DITCHES, CATCH BASINS AND OTHER DRAINAGE SYSTEMS. ALL AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED SOIL MUST BE REVEGETATED. REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS AFTER THE RAINFALL EVENT UNLESS PRECLUDED BY LEGAL, REGULATORY OR PHYSICAL ACCESS CONSTRAINTS. ALL REASONABLE EFFORTS MUST BE USED TO OBTAIN ACCESS. ONCE ACCESS IS OBTAINED, REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS LATER. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL APPROPRIATE AUTHORITIES AND RECEIVING THE APPLICABLE PERMITS PRIOR TO CONDUCTING ANY WORK.
12. ACCUMULATIONS OF TRACKED AND DEPOSITED SEDIMENT MUST BE REMOVED FROM OFF-SITE PAVED SURFACES WITHIN 24 HOURS OR SOONER IF REQUIRED. SEDIMENT TRACKING MUST BE MINIMIZED BY THE APPROPRIATE MANAGEMENT PRACTICE, LIKE A DEDICATED SITE EXIT WITH AN AGGREGATE SURFACE OR DESIGNATED OFFSITE PARKING AREA. CONTRACTOR IS RESPONSIBLE FOR STREET SWEEPING AND/OR SCRAPING IF YOUR PRACTICES ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED FROM THE SITE.
13. SURFACE WATERS, DRAINAGE DITCHES AND CONVEYANCE SYSTEMS MUST BE INSPECTED FOR SEDIMENT DEPOSITS.
14. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THIS SHEET IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE IEPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS.
15. PUMPING SEDIMENT LADEN WATER INTO ANY STORMWATER FACILITY THAT IS NOT DESIGNATED TO BE A SEDIMENT TRAP, DRAINAGEWAY, OR OFFSITE AREA EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED.
16. SOIL STOCKPILES SHALL NOT BE LOCATED IN A DRAINAGEWAY, FLOOD PLAIN AREA OR A DESIGNATED BUFFER ZONE UNLESS OTHERWISE APPROVED. LADEN SPECIFIC CONDITIONS TO BE ESTABLISHED BY THE DIRECTOR OF ADMINISTRATION.
17. STOCKPILES TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE PROVIDED WITH BESC MEASURES. MATERIAL IS TO BE HAULED OFF IMMEDIATELY AND LOCALLY IF NO STOCKPILE IS TO REMAIN IN PLACE.
18. ALL TEMPORARY BESC MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.
19. WATER REMOVED FROM TRAPS, BASINS, AND OTHER WATER HOLDING DEPRESSIONS OR EXCAVATIONS MUST FIRST PASS THROUGH A SEDIMENT CONTROL DEVICE OR FILTRATION DEVICE. WHEN FILTRATION DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION.
20. SITE STABILIZATION REQUIREMENTS ARE AS FOLLOWS:
    - 20.1. WHERE THE INITIATION OF STABILIZATION MEASURE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES ON A PORTION OF THE SITE IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURE SHALL BE INITIATED AS SOON AS PRACTICABLE.
    - 20.2. WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED (I.E. THE TOTAL TIME PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 14 DAYS) THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASED.
21. ALL DISTURBED AREAS WITHIN COOK COUNTY ROW TO BE RESTORED WITH 4" TOPSOIL AND SOD.

Kimley»Horn
2500 CITYWEST BLVD., SUITE 1500, HOUSTON, TX 77042
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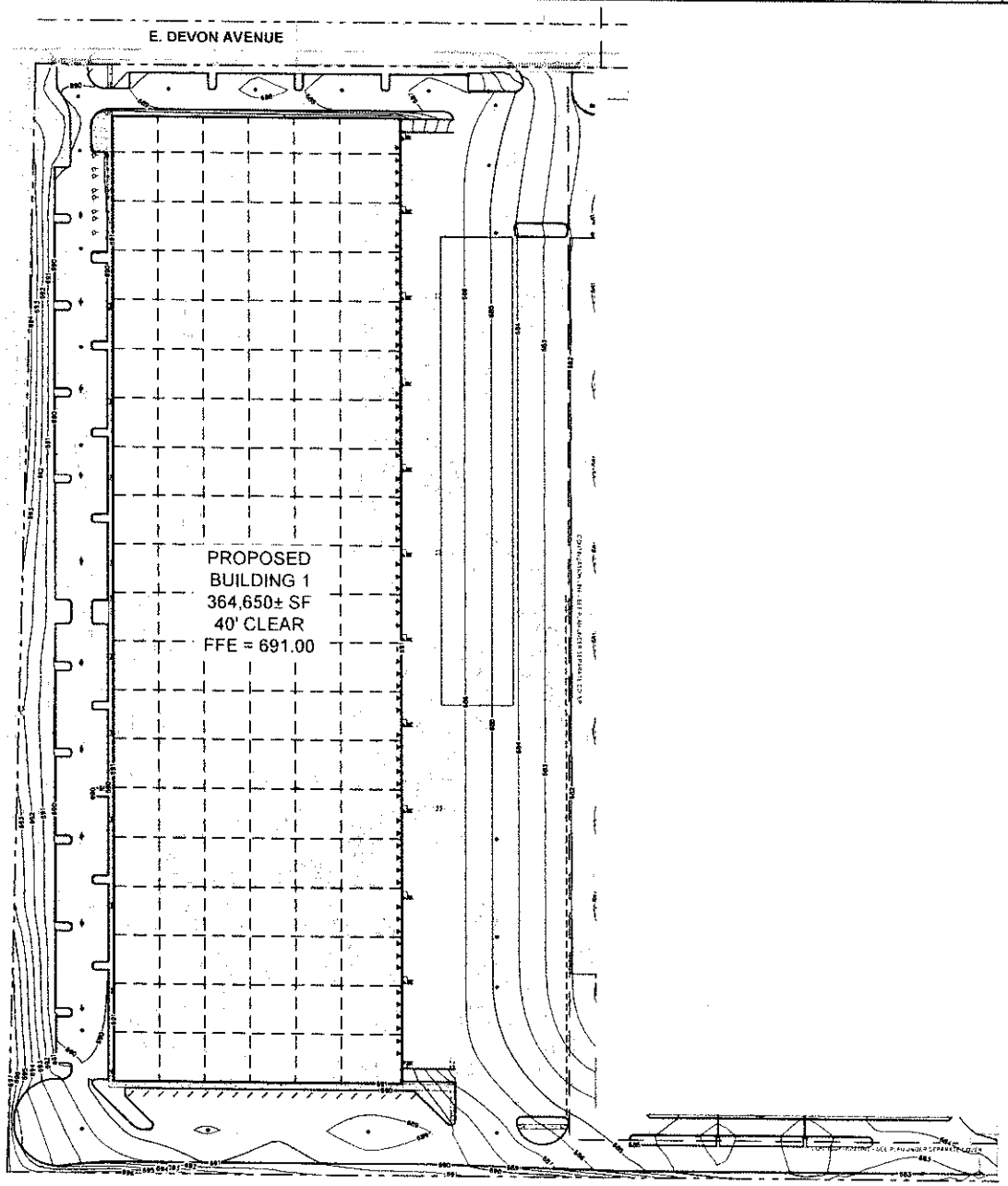
PROLOGIS

PROLOGIS CORPORATE PARK
2-474 E DEVON AVENUE
BENSENVILLE, IL 60106

OVERALL EROSION CONTROL PLAN

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010
SHEET NUMBER
C3.0

NO.	REVISIONS	DATE	BY



Call Before You Dig
811
1-800-892-0123

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND FAV ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

- TP = TOP OF PAVEMENT
- EP = EDGE OF PAVEMENT
- FL = FLOW LINE
- TC = TOP OF CURB
- ME = MATCH ELEVATION
- TF = TOP OF FOUNDATION
- R = RIM ELEVATION
- TW = TOP OF WALL
- FG = FINISHED GRADE
- TS = TOP OF STAIRS
- BS = BOTTOM OF STAIRS
- PROPOSED CONTOUR
- EXISTING CONTOUR
- RIDGE LINE
- SLOPE AND FLOW DIRECTION
- 100-YEAR OVERLAND OVERFLOW ROUTE
- DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
- PROPOSED SWALE
- PROPOSED RETAINING WALL
- REVERSED PITCH CURB AND GUTTER
- ACCESSIBLE ROUTE
- RIP RAP (SEE DETAILS)

No.	REVISIONS	BY	DATE

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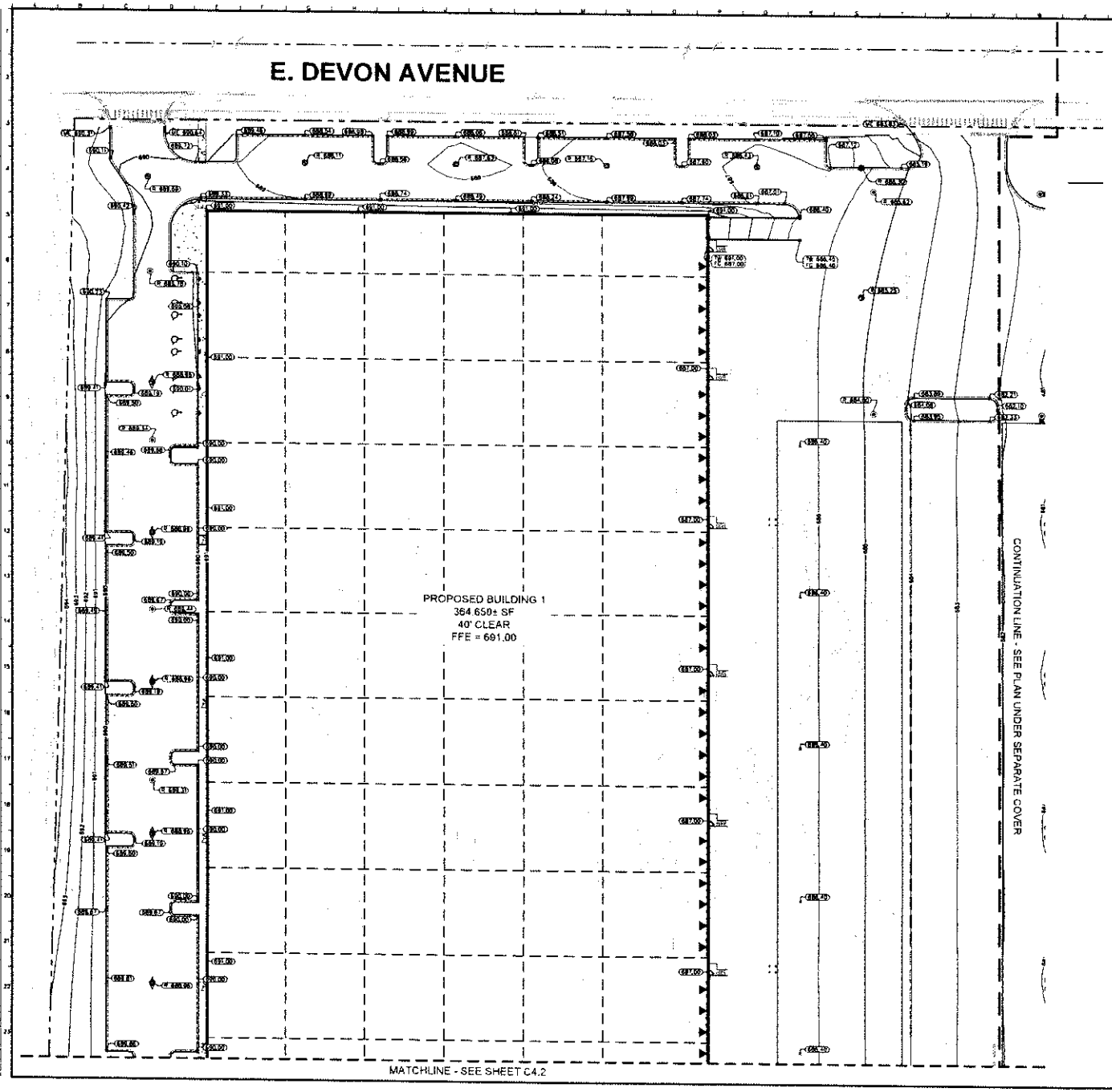
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PROLOGIS

PROLOGIS CORPORATE PARK
14414 JURUPA AVENUE
BEAUMONT, CA 92223

OVERALL GRADING AND DRAINAGE PLAN

ORIGINAL ISSUE: 10/15/2021
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C4.0



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TEXAS811
1-800-892-0123

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING VARYING THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LINES.

GRADING LEGEND

TW	TOP OF PAVEMENT
EP	EDGE OF PAVEMENT
FL	FLOW LINE
TC	TOP OF CURB
ME	MATCH ELEVATION
TF	TOP OF FOUNDATION
R	RIM ELEVATION
TW	TOP OF WALL
FG	FINISHED GRADE
TS	TOP OF STAIRS
BS	BOTTOM OF STAIRS
697	PROPOSED CONTOUR
697	EXISTING CONTOUR
RIDGE	RIDGE LINE
2.0%	SLOPE AND FLOW DIRECTION
	100-YEAR OVERLAND OVERFLOW ROUTE
	DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
	PROPOSED SWALE
	PROPOSED RETAINING WALL
	REVERSED PITCH CURB AND GUTTER
	ACCESSIBLE ROUTE
	RIP RAP (SEE DETAILS)

NO.	REVISIONS	DATE	BY

Kimley»Horn

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DESIGNED BY: MJM
DRAWN BY: MJM
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PROLOGIS

DETAILED GRADING AND DRAINAGE PLAN

PROLOGIS CORPORATE PARK
II-A-1 DEVON AVENUE
DESOTO, DALLAS COUNTY, TEXAS

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010
SHEET NUMBER
C4.1

GRADING LEGEND

TC = TOP OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
EP = TOP OF FOUNDATION
= PAD ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS
PROPOSED CONTOUR
EXISTING CONTOUR
PROP. LINE
SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
PROPOSED PITCH CURB AND GUTTER
ACCESSIBLE ROUTE
REF REF DET DETAILS

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING IMPROVEMENT AND STRUCTURES ON THE SITE AND ADJACENT TO SITE PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES FROM PLANS PRIOR TO CONSTRUCTION.
2. ALL PAVEMENT GRADES, ELEVATIONS AND FLOW LINE ELEVATIONS SHOWN ARE TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND ACROSS SIDEWALKS. CONTRACTOR TO COORDINATE WITH ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND ELEVATIONS OF DOORS, CURBS, AND PLANTER BEDS. CONTRACTOR TO ADJUST GRADES AS NECESSARY TO ENSURE PROPER DRAINAGE AWAY FROM BUILDINGS.
4. NO SLOPES SHALL BE STEEPER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2% IN ANY DIRECTION.
6. MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDINGS AT A MINIMUM SLOPE OF 2% FOR ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. MATCH NATURAL FLOW OF DRAINAGE AS NEAR FROM OUTER CONSTRUCTION TO INSTALL RETAINING OUTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LINES.

Call Before You Dig 1-800-892-0123

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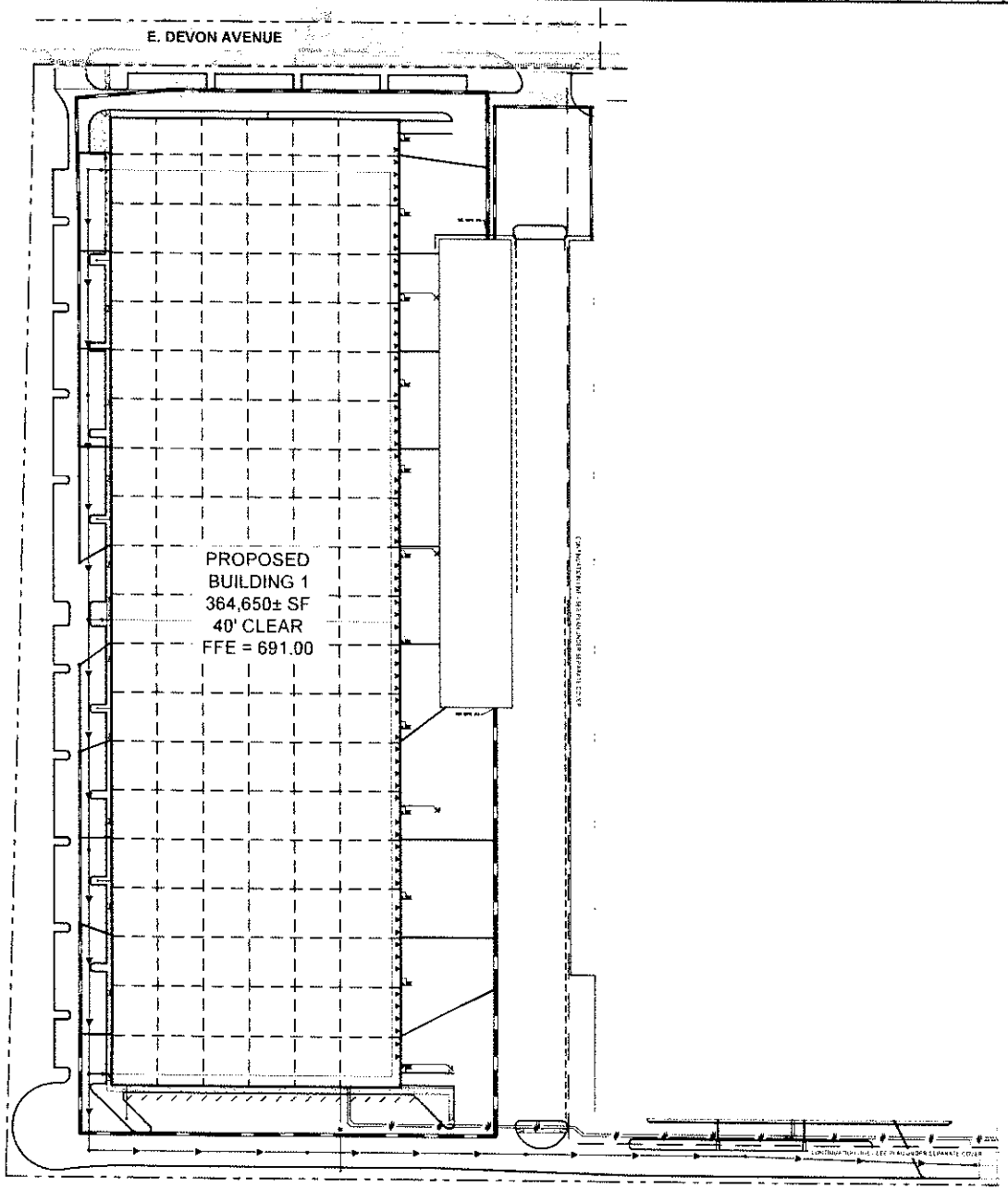
NORTH

PROLOGIS CORPORATE PARK KIRK & DEVON AVENUE BENSENVILLE, IL 60106	DETAILED GRADING AND DRAINAGE PLAN	PROLOGIS.	SCALE: AS NOTED DESIGNED BY: NAM DRAWN BY: NAM CHECKED BY: EJF

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ORIGINAL ISSUE: 10/15/2021
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Call Before You Dig
JULIE
1-800-892-0123

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SANITARY SEWER MANHOLE
- EX. SANITARY SEWER CLEANOUT
- EX. STORM DRAIN LINE
- EX. STORM MANHOLE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. GAS METER
- EX. UNDERGROUND ELECTRIC LINE
- EX. UNDERGROUND TELEPHONE LINE
- EX. LIGHT POLE
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1772) (GRASS USE NEENAH R-1768)
- PROPOSED COMBINATION CURB INLET (B6.12 C&G USE NEENAH R-3281-A)
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
- RIP RAP (SEE DETAILS)

UTILITY NOTES

1. ALL WATER LINES ≤ 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CONSULTANTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EXPOSE FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANTS TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.
15. SEDIMENT SEDIMENTATION WATER QUALITY UNIT TO BE INCORPORATED INTO STORMWATER CHAMBER WHERE PARKING LOT STORM SEWER ENTERS UNDERGROUND SYSTEM. AN ACCESS HATCH SHALL BE PROVIDED OVER THIS CHAMBER UNIT FOR FUTURE MAINTENANCE.

Kimley»Horn
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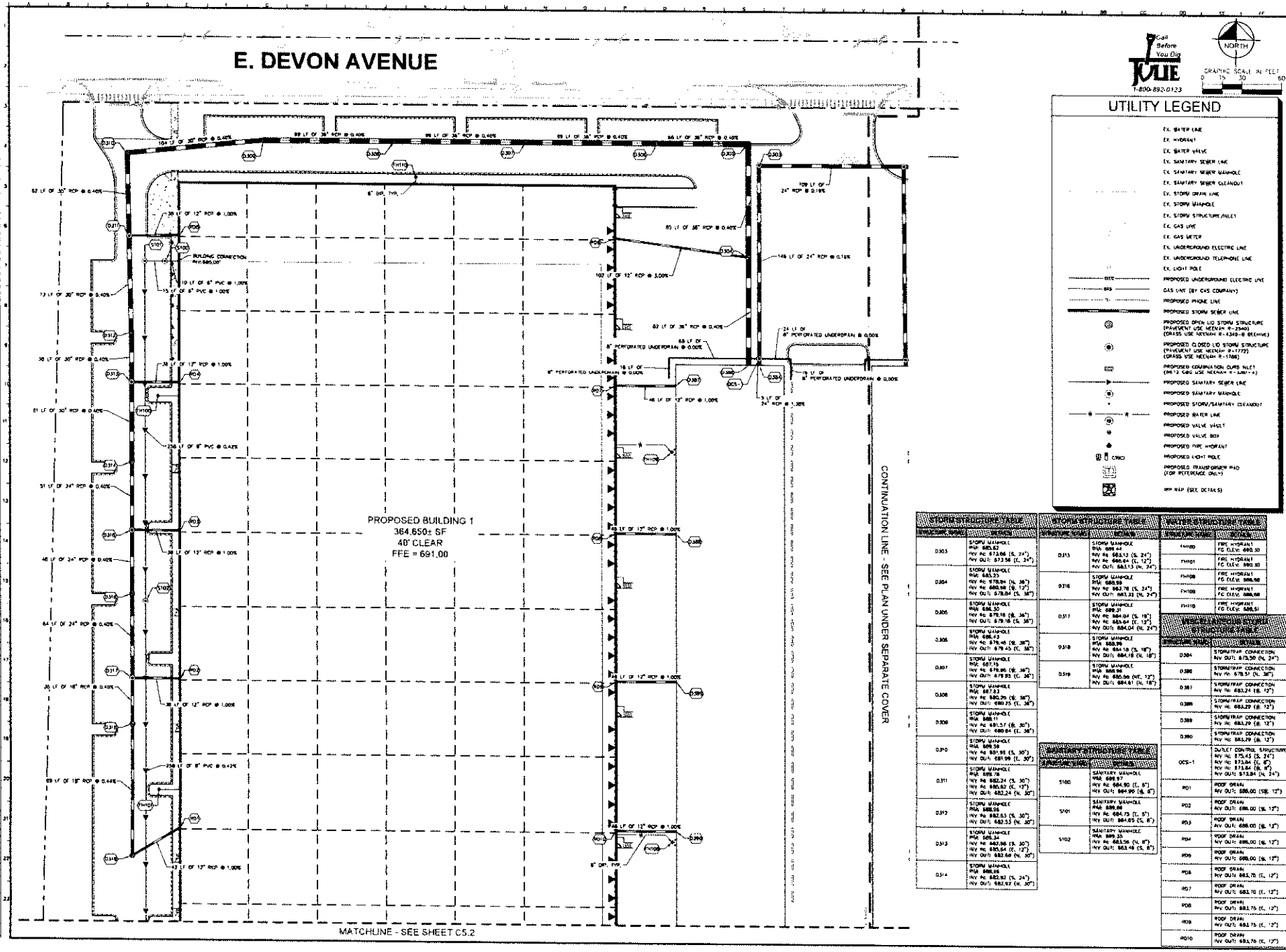
PROLOGIS

PROLOGIS CORPORATE PARK

LOT 1 & DEVON AVENUE
BENSENVILLE, IL 60106

OVERALL UTILITY PLAN

ORIGINAL ISSUE:
10/15/2021
KHA PROJECT NO.
168156010
SHEET NUMBER
C5.0



STORM STRUCTURE TABLE	
S303	STORM MANHOLE RIM: 685.62 INV IN: 673.66 (S, 24") INV OUT: 673.56 (E, 24")
S304	STORM MANHOLE RIM: 683.25 INV IN: 678.04 (N, 18") INV IN: 680.68 (W, 12") INV OUT: 678.84 (S, 36")
S305	STORM MANHOLE RIM: 686.50 INV IN: 679.18 (N, 36") INV OUT: 679.18 (S, 36")
S306	STORM MANHOLE RIM: 686.43 INV IN: 679.45 (N, 36") INV OUT: 679.45 (E, 36")
S307	STORM MANHOLE RIM: 687.15 INV IN: 679.95 (N, 36") INV OUT: 679.95 (S, 36")
S308	STORM MANHOLE RIM: 687.83 INV IN: 680.25 (N, 36") INV OUT: 680.25 (E, 36")
S309	STORM MANHOLE RIM: 689.59 INV IN: 681.99 (S, 30") INV OUT: 681.99 (E, 30")
S310	STORM MANHOLE RIM: 689.78 INV IN: 682.24 (S, 30") INV IN: 682.43 (E, 30") INV OUT: 682.24 (W, 30")
S311	STORM MANHOLE RIM: 688.06 INV IN: 682.63 (S, 30") INV OUT: 682.53 (N, 30")
S312	STORM MANHOLE RIM: 685.34 INV IN: 682.96 (S, 30") INV IN: 683.04 (E, 12") INV OUT: 683.69 (N, 30")
S313	STORM MANHOLE RIM: 686.06 INV IN: 682.92 (S, 24") INV OUT: 682.82 (N, 30")
S314	STORM MANHOLE

STORM STRUCTURE TABLE	
S315	STORM MANHOLE RIM: 688.44 INV IN: 683.13 (S, 24") INV IN: 683.04 (E, 12") INV OUT: 683.13 (N, 24")
S316	STORM MANHOLE RIM: 689.69 INV IN: 683.78 (S, 24") INV OUT: 683.33 (N, 24")
S317	STORM MANHOLE RIM: 689.37 INV IN: 684.04 (S, 18") INV IN: 683.94 (E, 12") INV OUT: 684.04 (N, 24")
S318	STORM MANHOLE RIM: 690.99 INV IN: 684.18 (S, 18") INV OUT: 684.18 (N, 18")
S319	STORM MANHOLE RIM: 688.99 INV IN: 683.56 (WE, 12") INV OUT: 684.61 (N, 18")

SANITARY STRUCTURE TABLE	
S100	SANITARY MANHOLE RIM: 699.97 INV IN: 684.90 (E, 8") INV OUT: 684.90 (S, 8")
S101	SANITARY MANHOLE RIM: 699.84 INV IN: 684.73 (E, 8") INV OUT: 684.65 (S, 8")
S102	SANITARY MANHOLE RIM: 699.33 INV IN: 683.56 (N, 8") INV OUT: 683.46 (S, 8")

WATER STRUCTURE TABLE	
FH100	FIRE HYDRANT FG ELEV: 690.30
FH101	FIRE HYDRANT FG ELEV: 690.80
FH108	FIRE HYDRANT FG ELEV: 686.68
FH109	FIRE HYDRANT FG ELEV: 686.68
FH110	FIRE HYDRANT FG ELEV: 686.51

PROPOSED STORM STRUCTURE TABLE	
D304	STORMTRAP CONNECTION INV OUT: 679.50 (N, 24")
D306	STORMTRAP CONNECTION INV IN: 679.51 (N, 36")
D307	STORMTRAP CONNECTION INV IN: 683.24 (S, 12")
D308	STORMTRAP CONNECTION INV IN: 683.29 (S, 12")
D309	STORMTRAP CONNECTION INV IN: 683.29 (S, 12")
D310	STORMTRAP CONNECTION INV IN: 683.29 (S, 12")
OCS-1	OUTLET CONTROL STRUCTURE INV IN: 675.43 (S, 24") INV IN: 673.84 (E, 8") INV IN: 673.84 (W, 8") INV OUT: 673.84 (N, 24")
RD1	ROOF DRAIN INV OUT: 686.00 (SE, 12")
RD2	ROOF DRAIN INV OUT: 686.00 (S, 12")
RD3	ROOF DRAIN INV OUT: 686.00 (S, 12")
RD4	ROOF DRAIN INV OUT: 686.00 (S, 12")
RD5	ROOF DRAIN INV OUT: 686.00 (S, 12")
RD6	ROOF DRAIN INV OUT: 683.76 (E, 12")
RD7	ROOF DRAIN INV OUT: 683.76 (E, 12")
RD8	ROOF DRAIN INV OUT: 683.76 (E, 12")
RD9	ROOF DRAIN INV OUT: 683.76 (E, 12")
RD10	ROOF DRAIN INV OUT: 683.76 (E, 12")

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6160 WARREN PARKWAY, SUITE 100, FRISCO, TX 75034
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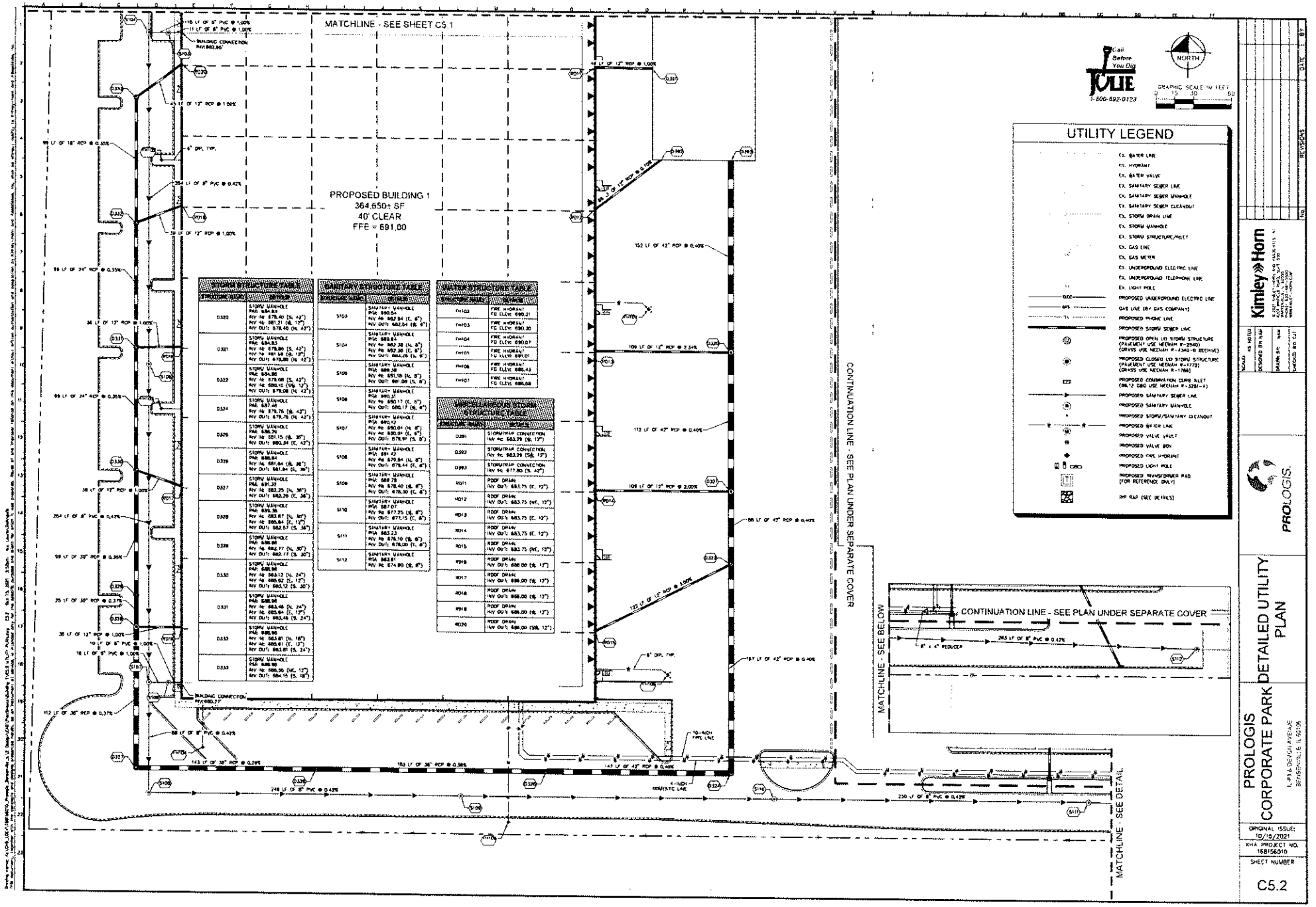
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PROLOGIS

PROLOGIS CORPORATE PARK
DETAILED UTILITY PLAN

N. E. DEVON AVENUE & N. ELMHURST ROAD
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 10/15/2021
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C5.1



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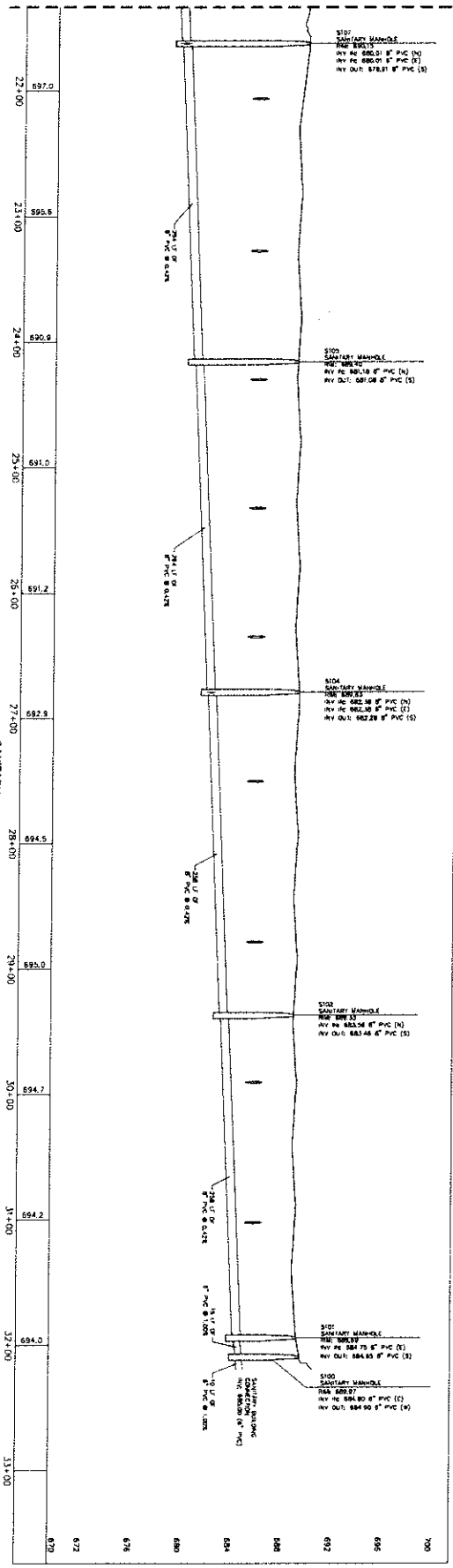
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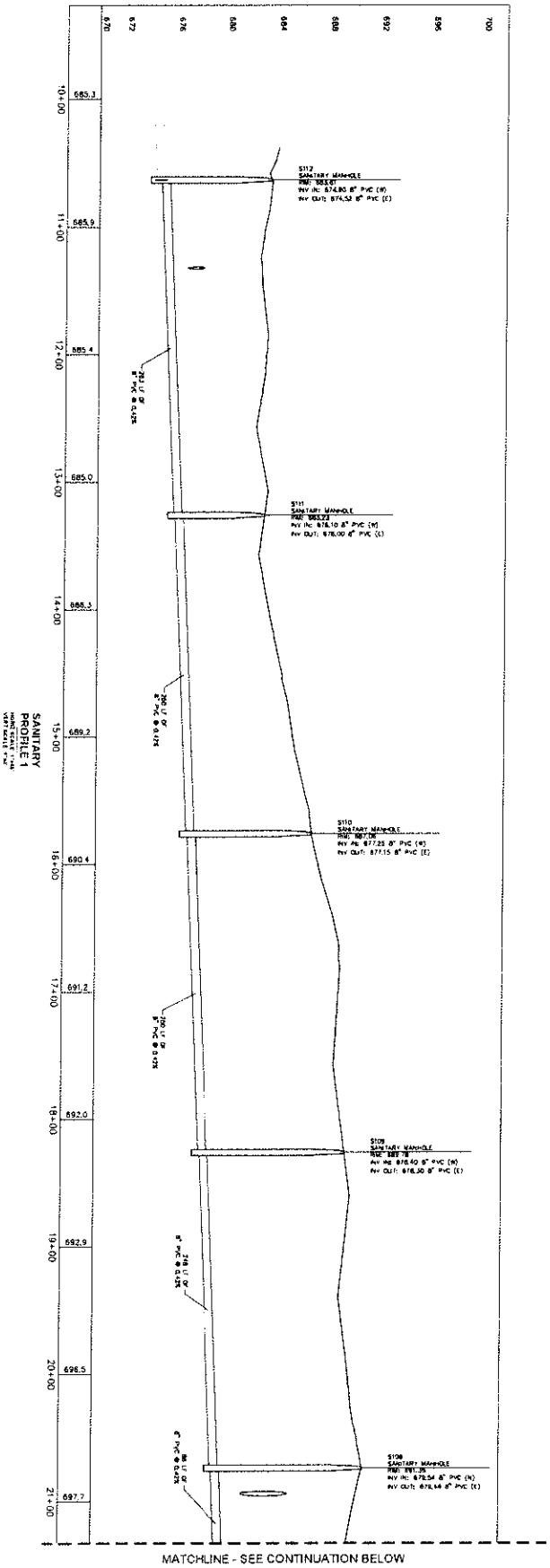
PROLOGIS CORPORATE PARK
DETAILED UTILITY PLAN

ORIGINAL ISSUE:
10/15/2021
KHA PROJECT NO.
168156010
SHEET NUMBER
C5.2

Drawing name: N:\CIVIL_DEV\168136010_Prologis_Bensenville_IL\2 Design\CAD\PlanSheets\Building FLOOR UTILITY PROFILES.dwg C5.3 Oct 13, 2021 9:58am ian.lauer@kimley-horn.com
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MATCHLINE - SEE CONTINUATION ABOVE



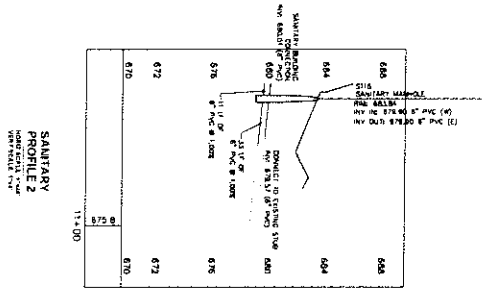


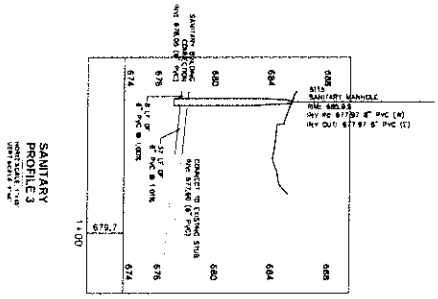
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C5.3	KHA PROJECT NO. 168136010	ORIGINAL ISSUE: 10/15/2021	PROLOGIS CORPORATE PARK IL-83 & DEVON AVENUE BENSENVILLE, IL 60106	SANITARY PROFILES	PROLOGIS	SCALE: AS NOTED DESIGNED BY: NAM DRAWN BY: NAM CHECKED BY: EJT	Kimley»Horn © 2021 KIMLEY-HORN AND ASSOCIATES, INC. 1551 WARRENVILLE ROAD, SUITE 100 NAPERVILLE, IL 60563 PHONE: 630-487-3550 WWW.KIMLEY-HORN.COM

No.	REVISIONS	DATE	BY

Drawing name: K:\CHS_LIDEY\068736010_Prologis_Bensenville_IL\2 Design\CAD\PlanSheets\Building F\CIVIL\ UTILITY PROFILES.dwg C5.4 Oct 13, 2021 kristen.lee
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C5.4
SHEET NUMBER

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KHA PROJECT NO. 068736010

PROLOGIS CORPORATE PARK
IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

SANITARY PROFILES

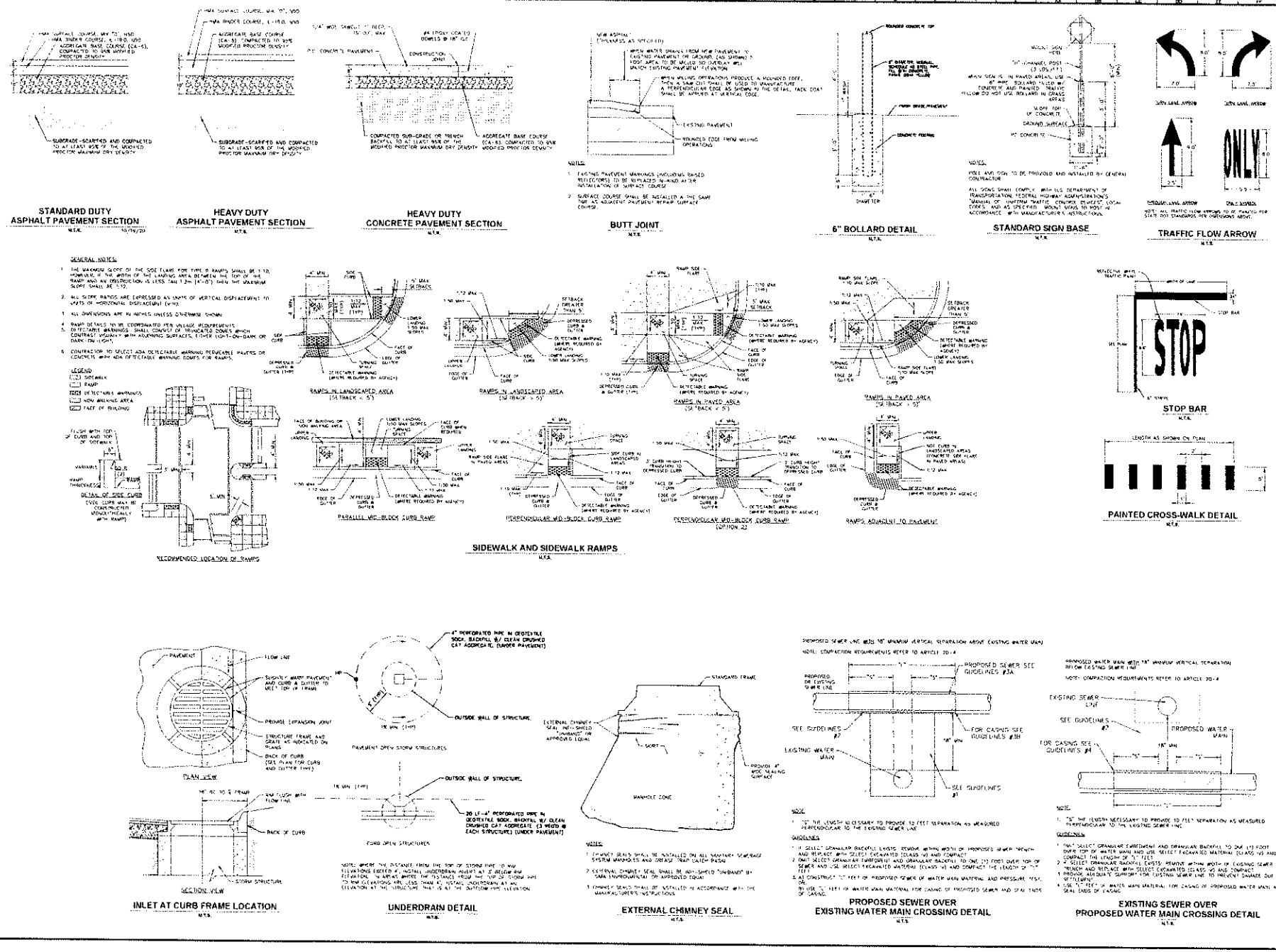
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SCALE: AS NOTED
DESIGNED BY: NAM
DRAWN BY: NAM
CHECKED BY: EJT

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PROLOGIS CORPORATE PARK

CONSTRUCTION DETAILS

ORIGINAL ISSUE: 10/15/2021

KHA PROJECT NO. 168136010

SHEET NUMBER C6.0

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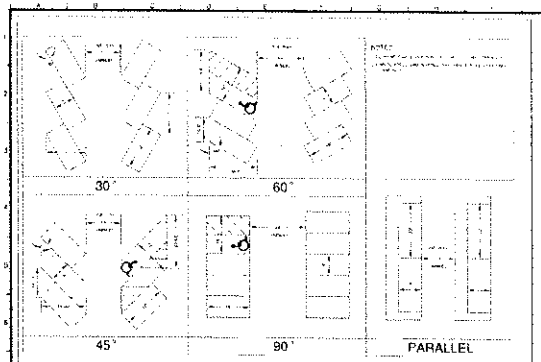
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CONSTRUCTION DETAILS

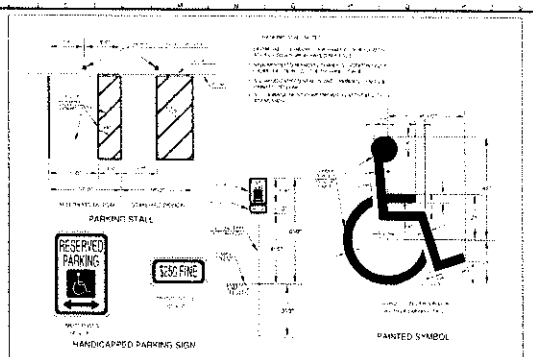
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ELMHURST & DEVON AVENUE
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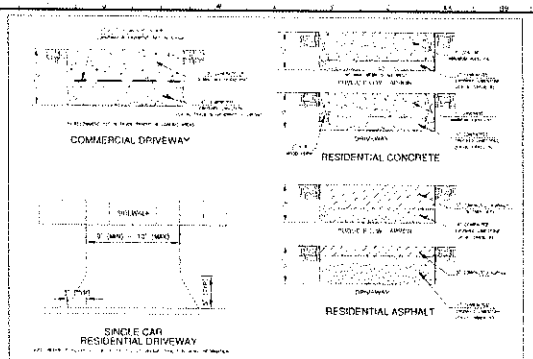
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SHEET NUMBER	C6.1



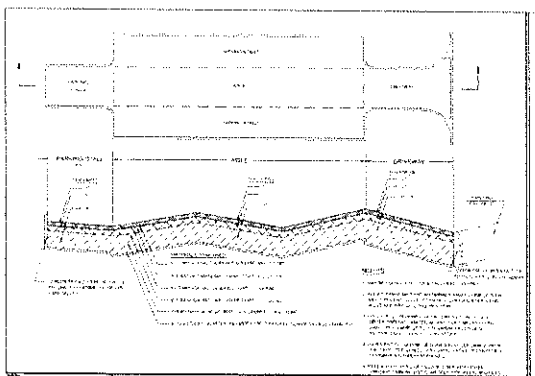
PARKING STALL STANDARD



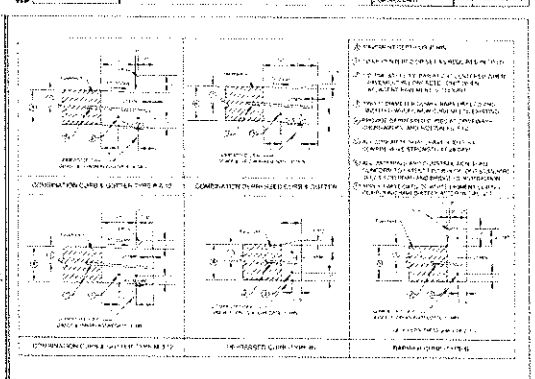
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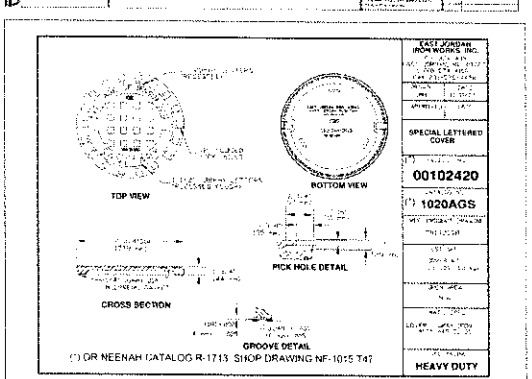
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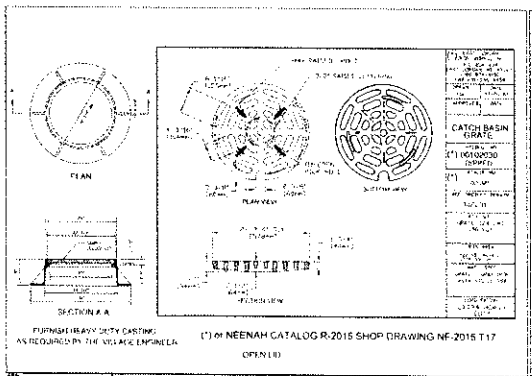
PARKING LOT PAVEMENT STANDARD



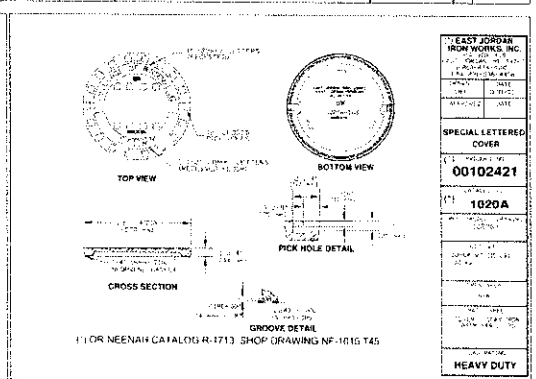
CURB AND GUTTER STANDARD



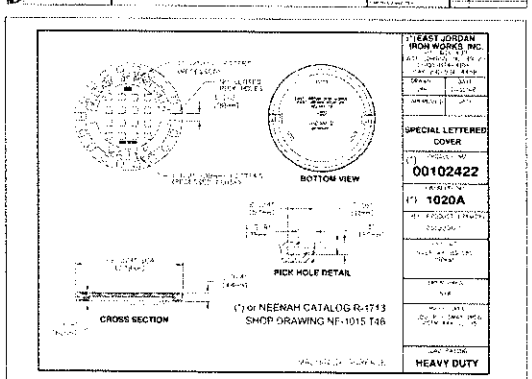
SANITARY FRAME AND LID STANDARD



STORM FRAME AND LID STANDARD (OPEN)



STORM FRAME AND LID STANDARD (CLOSED)



FRAME AND CLOSE LID WATER STANDARD

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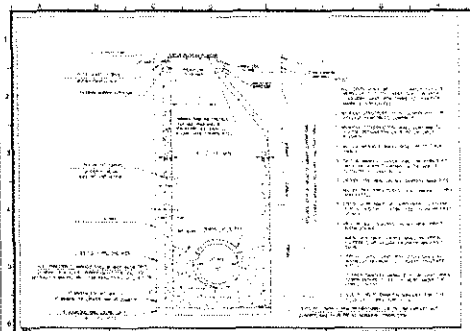
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IL-59 & DEVON AVENUE
BENSENVILLE, IL 60106

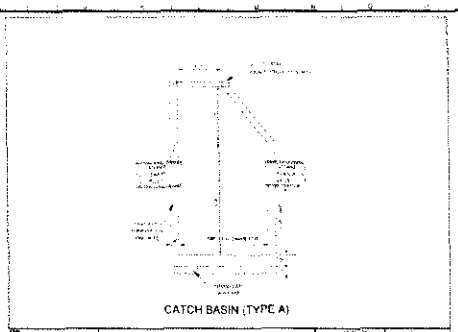
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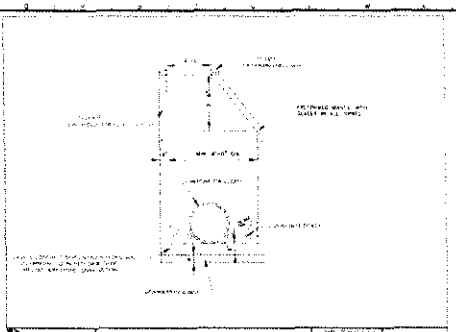
SHEET NUMBER
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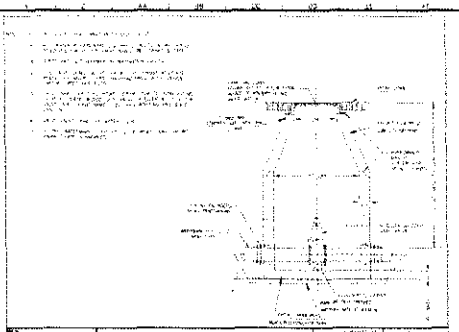
SANITARY MANHOLE STANDARD



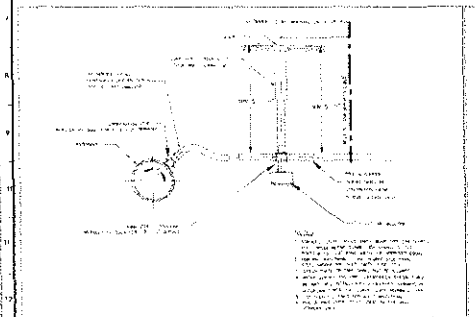
CATCH BASIN (TYP A) STANDARD



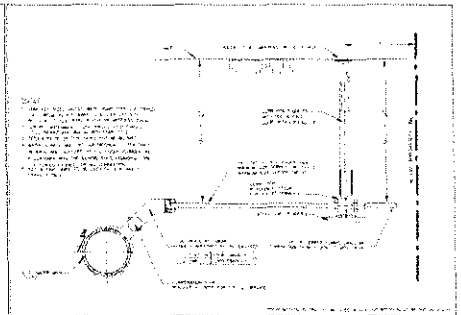
STORM MANHOLE STANDARD



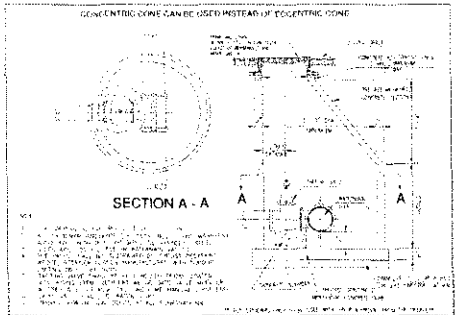
VALVE VAULT (PREFERRED) STANDARD



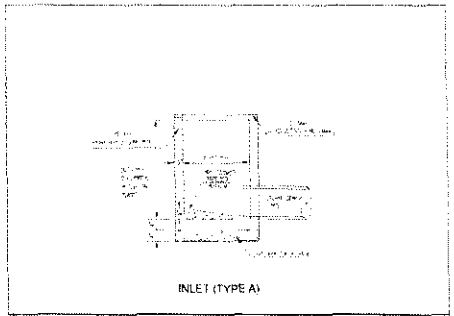
WATER SERVICE (PREFERRED) CONNECTION STANDARD



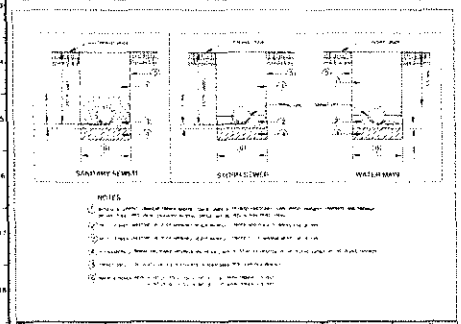
WATER SERVICE TAP (ALTERNATE) STANDARD



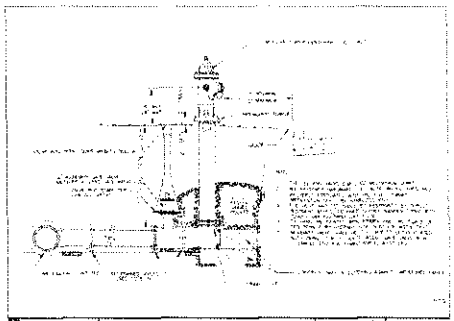
VALVE VAULT (PRESSURE CONNECTION) STANDARD



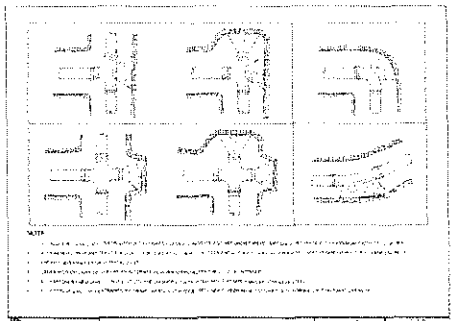
STORM INLET (TYP A) STANDARD



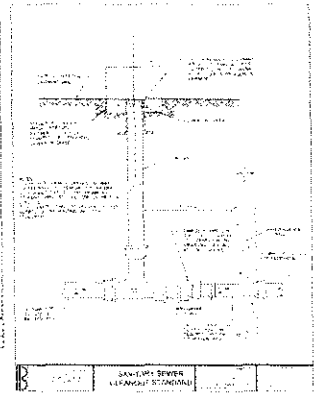
UTILITY TRENCH BACKFILL STANDARD



FIRE HYDRANT INSTALLATION STANDARD



THRUST BLOCK STANDARD



SANITARY SEWER CLEANOUT STANDARD

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PROLOGIS CORPORATE PARK

IL-81 & DEVON AVENUE
BENSENVILLE, IL 60106

CONSTRUCTION DETAILS

ORIGINAL ISSUE
10/15/2021

FINAL PROJECT NO
168156010

SHEET NUMBER
C6.3

NO.	REVISIONS	DATE	BY

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SCALE	AS NOTED
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DRAWN BY	
CHECKED BY	

PROLOGIS

OVERALL LANDSCAPE PLAN

PROLOGIS CORPORATE PARK

E-W & DEVON AVENUE
DENVER, COLORADO 80216

ORIGINAL ISSUE:	10/15/2021
KHA PROJECT NO.	168154010
SHEET NUMBER	L1.0

Call Before You Dig 1-800-922-0123

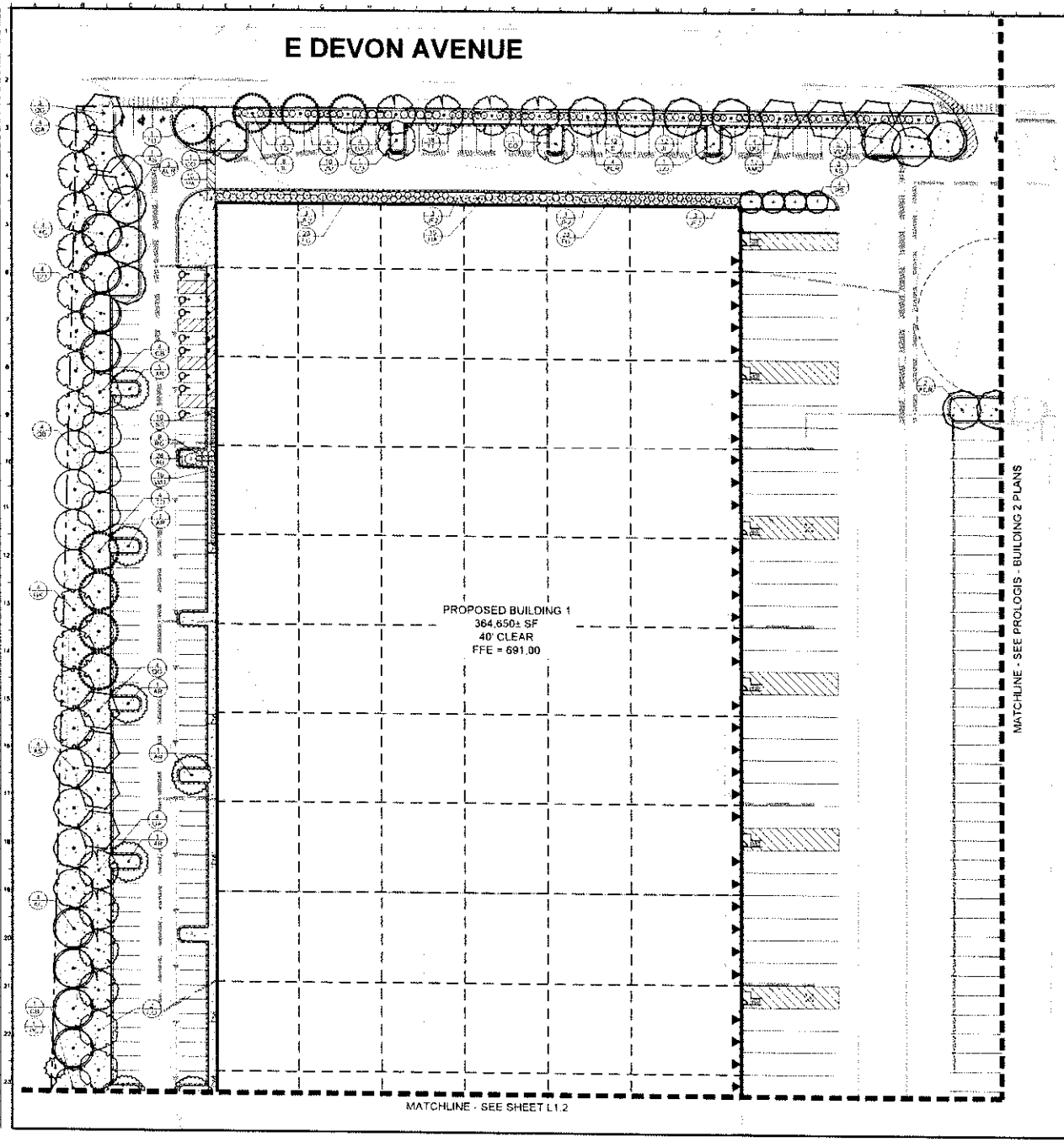
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L1.1

L1.2



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NORTH

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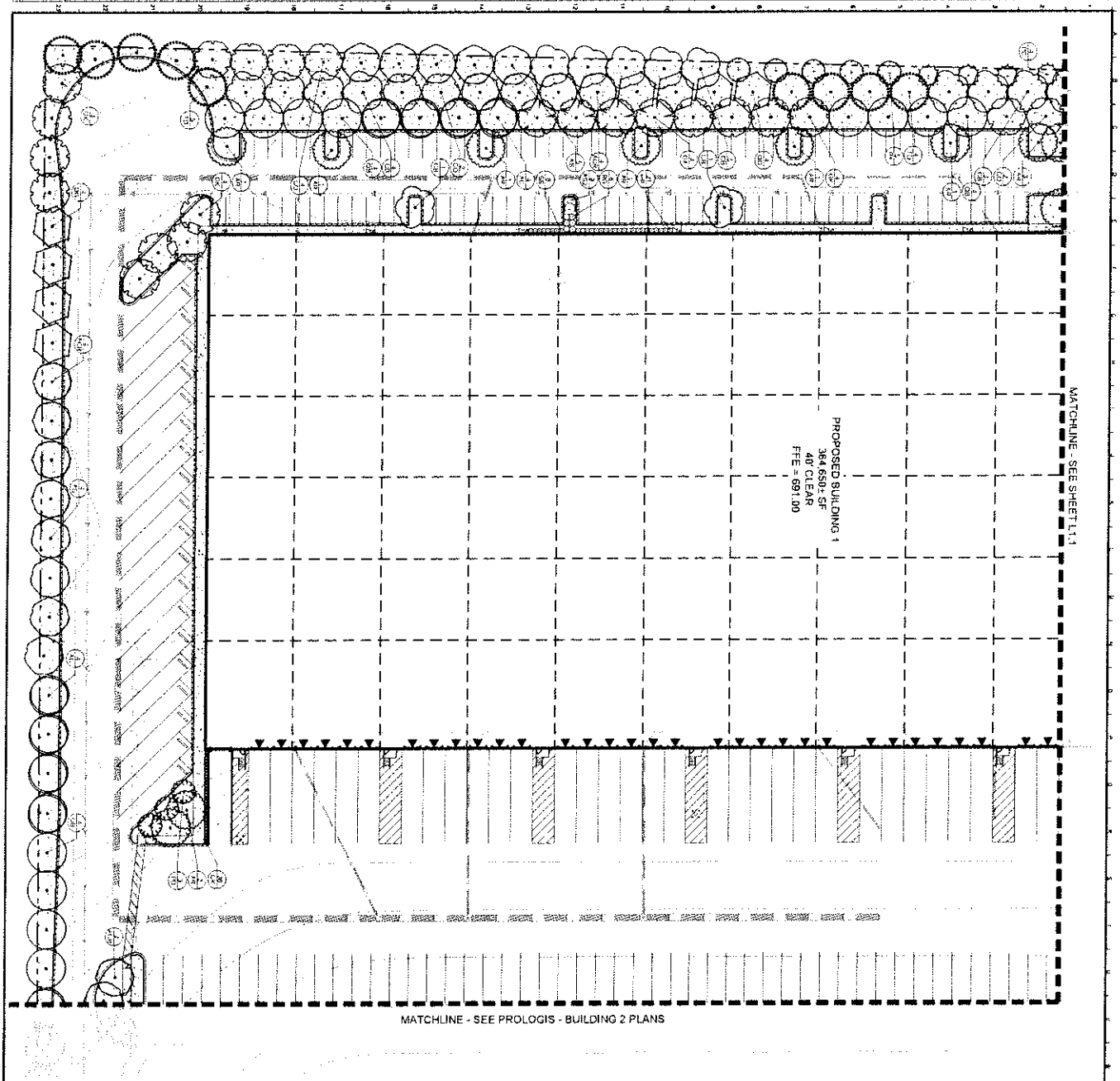
PROLOGIS CORPORATE PARK

DETAILED LANDSCAPE PLAN

ORIGINAL ISSUE:
10/15/2021

KHA PROJECT NO.
168156010

SHEET NUMBER
L1.1



L1.2 SHEET NUMBER	ORIGINAL ISSUE: 10/15/2022	PROLOGIS CORPORATE PARK I-88 & DEVON AVENUE BENSENVILLE, IL 60106	DETAILED LANDSCAPE PLAN	PROLOGIS	SCALE: AS NOTED DESIGNED BY: NAM DRAWN BY: NAM CHECKED BY: EJF	Kimley»Horn	No. REVISIONS DATE BY

PLANT SCHEDULE BUILDING-1

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	OTHER
	AL	14	ACER PLATANOIDES 'CRIMSON KING' / CRIMSON KING NORWAY MAPLE	B & B	4.5" CAL MIN	
	ALP	19	ACER RUBRUM 'OCTOBER GLORY' TM / OCTOBER GLORY MAPLE	B & B	4.5" CAL MIN	
	AR	16	ACER RUBRUM / RED MAPLE	B & B	4.5" CAL MIN	
	AS	17	ACER SAXUM 'STATE STREET' / MAYPOLI MAPLE	B & B	4.5" CAL MIN	
	CH	19	CARPINUS BETULUS 'FASTIGIATA' / EUROPEAN HORNBEAM	B & B	4.5" CAL MIN	
	CO	19	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	4.5" CAL MIN	
	GA	16	GINKGO BILOBA 'AUTUMN GOLD' TM / AUTUMN GOLD MAIDENHAIR TREE	B & B	4.5" CAL MIN	MALE ONLY
	GK	16	GYMNOCLADUS DIOICA / KENTUCKY COFFEETREE	B & B	4.5" CAL MIN	
	QB	16	QUERCUS BICOLOR / SWAMP WHITE OAK	B & B	4.5" CAL MIN	
	QM	19	QUERCUS X MACDANIELII 'CHRISTY' TM / HERITAGE OAK	B & B	4.5" CAL MIN	
	TD	17	TAXODIUM DISTICHUM 'SHAWNEE BRAVE' / BALD CYPRESS	B & B	4.5" CAL MIN	

EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	OTHER
	PA	5	PICEA ABIES / NORWAY SPRUCE	B & B		8' HT MIN
	PC	5	PICEA PUNGENS / COLORADO SPRUCE	B & B		8' HT MIN
	PD	3	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B		8' HT MIN
	PS	4	PINUS STROBUS / WHITE PINE	B & B		8' HT MIN

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AM2	12	AMELANCHIER ARBOREA 'MORTON' TM / ROBIN HILL BEAUTY BLACK CHOKEBERRY	3 GAL	SEE PLAN	18" HT MIN
	FG	46	FOTHERGILLA GARDENII / DWARF FOTHERGILLA	3 GAL	SEE PLAN	18" HT MIN
	HP	30	HYDRANGEA ARBORESCENS 'ANNABELLE' / ANNABELLE HYDRANGEA	5 GAL	SEE PLAN	18" HT MIN
	HQ1	21	HYDRANGEA QUERCIFOLIA 'LYNN' TM / LET'S DANCE STARLIGHT HYDRANGEA	3 GAL	SEE PLAN	18" HT MIN
	IV	28	ITEA VIRGINICA 'LITTLE HENRY' TM / VIRGINIA SWEETSPIRE	3 GAL	SEE PLAN	18" HT MIN
	RG	15	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	3 GAL	SEE PLAN	18" HT MIN
	SB	18	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIREA	3 GAL	SEE PLAN	18" HT MIN
	VM	15	VIBURNUM DENTATUM 'BLUE MUFFIN' / SOUTHERN ARROWWOOD	5 GAL	SEE PLAN	18" HT MIN
	WD	18	WEIGELA FLORIDA 'DARK HORSE' / DARK HORSE WEIGELA	3 GAL	SEE PLAN	18" HT MIN

EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	JF2	12	JUNIPERUS CHINENSIS 'FAIRVIEW' / FAIRVIEW JUNIPER	B & B	SEE PLAN	5' HT MIN
	J	18	JUNIPERUS CHINENSIS 'GOLD LACE' / GOLD LACE JUNIPER	5 GAL	SEE PLAN	18" HT MIN
	YT	18	TAXUS X MEDIA 'TAUNTONII' / TAUNTON YEW	5 GAL	SEE PLAN	18" HT MIN

GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	CK	30	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	1 GAL	SEE PLAN	

GRASSES AND PERENNIALS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AB	26	ARMERIA X 'BEAT ICE' / BEAT ICE BLUEST AR	1 GAL	18" OC	
	AS2	8	ALLIUM X 'SUMMER BEAUTY' / SUMMER BEAUTY ORNAMENTAL ONION	1 GAL	24" OC	

GROUND COVERS		BOTANICAL / COMMON NAME
		TURF SEED

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No.	REVISIONS	DATE	BY

Kimley»Horn
8750 N. CENTRAL EXPY., SUITE 1600
DALLAS, TEXAS 75231
PHONE: (972) 770-1300
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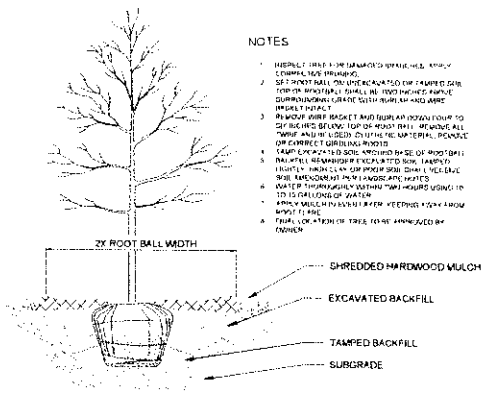
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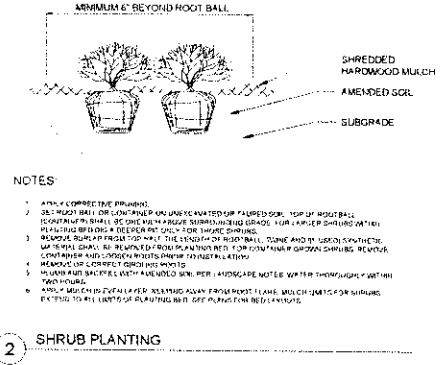
PROLOGIS CORPORATE PARK

LANDSCAPE NOTES AND DETAILS

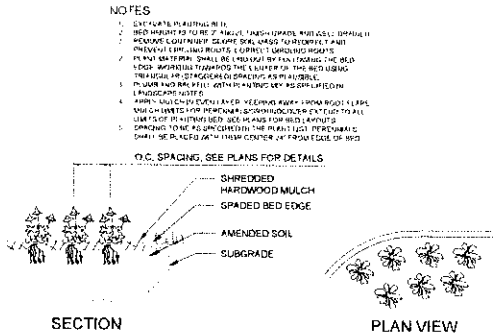
ORIGINAL ISSUE:
10/15/2021
KHA PROJECT NO.
168155010
SHEET NUMBER
L2.0



1 TREE PLANTING



2 SHRUB PLANTING



3 PERENNIAL PLANTING

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLANS, FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNERS WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY- PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
11. PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 70% PULVERIZED SOIL FOR ALL NON TURF SEED MIX AREAS, SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS.
12. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
13. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
14. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
15. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
16. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
17. ALL DISTURBED AREAS TO BE SODDED OR SEEDED UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
18. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.

Call Before You Dig TULIE 1-800-892-0123

Kimley»Horn

PROLOGIS

PROLOGIS CORPORATE PARK
4-H LIBERTY AVENUE
BENSENVILLE, IL 60106

LANDSCAPE NOTES AND DETAILS

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156016
SHEET NUMBER
L2.1

FINAL ENGINEERING PLANS

PROLOGIS BENSENVILLE - BUILDING 2

IL-83 & DEVON AVENUE
BENSENVILLE, IL 60106

Call Before You Dig
JULIE
1-800-892-0123

UTILITY AND GOVERNING AGENCY CONTACTS

PLANNING DEPARTMENT
VILLAGE OF BENSENVILLE
12 SOUTH CENTER ST.
BENSENVILLE, IL 60106
TEL: (630) 350-3411
CONTACT: SCOTT HOEP, A.I.C.P.

SANITARY/STORM/WATER SERVICE
VILLAGE OF BENSENVILLE
12 SOUTH CENTER ST.
BENSENVILLE, IL 60106
TEL: (630) 350-3435
EMAIL: JCARACCI@BENSENVILLE.IL.US
CONTACT: JOSEPH CARACCI

ROADWAY AUTHORITY
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL 60196
TEL: (847) 705-4131
CONTACT: JONATHAN E. KARABOWICZ, P.E.

ROADWAY AUTHORITY
COOK COUNTY DEPARTMENT OF TRANSPORTATION
69 WEST WASHINGTON ST, 24TH FLOOR
CHICAGO, IL 60602
TEL: (312) 603-1801

NATURAL GAS COMPANY
NICOR GAS
TEL: (847) 598-4051
EMAIL: TSHAH@SOUTHERNCO.COM
CONTACT: FORAM SHAH

POWER COMPANY
COMED
TEL: (630) 705-7439
CONTACT: VITO PICENO

TELEPHONE
VERIZON
TEL: (312) 617-2131
EMAIL: JOEY.CHANEY@VERIZON.COM
CONTACT: JOE B. CHANEY JR.

PROJECT TEAM

DEVELOPER
PROLOGIS INC.
321 NORTH CLARK ST, SUITE 2625
CHICAGO, IL 60654
TEL: (847) 292-3900
CONTACT: MELISSA ROMAN

GEOTECH
TESTING SERVICE CORPORATION
457 EAST GUNDERSON DR
CAROL STREAM, IL 60188
TEL: (630) 653-3920
CONTACT: JOHN MASSA, P.E.

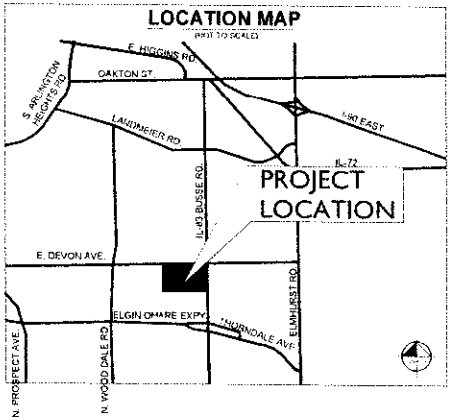
TRAFFIC ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487-5550
EMAIL: TIM.SJOGREN@KIMLEY-HORN.COM
CONTACT: TIM SJOGREN, P.E.

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4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487-5550
EMAIL: JAMIE.PUTNAM@KIMLEY-HORN.COM
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LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487-5550
EMAIL: DANIEL.GROVE@KIMLEY-HORN.COM
CONTACT: DANIEL GROVE, P.L.A.

SURVEYOR
COMPASS SURVEYING, LTD
2631 GINGER WOODS PKWY, SUITE 100
AURORA, ILLINOIS 60502
TEL: (630) 820-9100
CONTACT: SCOTT C. KREBS, P.L.S.

LOCATION MAP
(NOT TO SCALE)



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LEGAL DESCRIPTION

THAT PART OF BRANIGAR'S MONTAW TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-786620, IN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 1506.24 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; THENCE SOUTH 85 DEGREES 37 MINUTES 55 SECONDS EAST, A DISTANCE OF 100.18 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST 465.87 FEET TO A POINT ON THE WEST LINE OF LOT 58 IN SAID SUBDIVISION, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHWEST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 58, A DISTANCE OF 89.68 FEET TO THE SOUTHWEST CORNER OF SAID LOT 58; THENCE NORTH 89 DEGREES 37 MINUTES 35 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 58, A DISTANCE OF 300.03 FEET TO THE SOUTHEAST CORNER OF SAID LOT 58; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 637.50 FEET TO THE SOUTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 27 MINUTES 31 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 52, A DISTANCE OF 199.52 FEET TO THE SOUTHEAST CORNER OF SAID LOT 52, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE, SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 526.92 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2488.42 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 00 DEGREES 11 MINUTES 07 SECONDS EAST ALONG THE WEST LINE OF SAID SUBDIVISION, A DISTANCE OF 1269.29 FEET TO THE POINT OF BEGINNING.

BENCHMARKS

SITE BENCHMARK:
(LOCATIONS SHOWN ON SURVEY)

DUPAGE COUNTY BENCHMARKS:

BENCHMARK: COO DUPAGE 3A
SOUTH SIDE OF DEVON AVE, APPROXIMATELY 350 FEET WEST OF THE INTERSECTION OF SPRUCE AVE AND DEVON AVE
ELEVATION=873.19 (NAVD 88)

PROFESSIONAL ENGINEER'S CERTIFICATION

I, ERIC J. TRACY, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF PROLOGIS BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 15TH DAY OF OCTOBER, A.D., 2021

IL LICENSED PROFESSIONAL ENGINEER
MY LICENSE EXPIRES ON NOVEMBER 30TH, 2021
DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

ERIC J. TRACY
062-073560
REGISTERED
PROFESSIONAL ENGINEER
STATE OF ILLINOIS

Kimley»Horn

PROLOGIS

PROLOGIS CORPORATE PARK
5 MILE BENCHMARK
BENSENVILLE, IL 60106

COVER SHEET

ORIGINAL ISSUE
10/15/2021
KHA PROJECT NO.
168196010

SHEET NUMBER
C0.0

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   COMPANY NAME HERE, LTD.
   2525 DARIEN BOARDER PKWY, SUITE 100
   AURORA, ILLINOIS 60502
   TEL: (630) 905-9100

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE ENGINEER. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS ARE TO VISIT SITE TO EVALUATE THEMSELVES WITH THE CURRENT CONDITIONS.

2. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY ADDITIONAL SOILS TEST OR SPECIAL CONSTRUCTION METHODS DEEMED NECESSARY BY THE CONTRACTOR IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONTRACTOR'S RESPONSIBILITY TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS TESTS THAT ARE DEEMED NECESSARY TO THE COST OF THE PROJECT BY THE OWNER SHALL BE PAID FOR BY THE OWNER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL PERMITS AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.

3. THE CONTRACTOR SHALL PHOTOGRAPH THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.

4. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

   A. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.

   B. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (EPA), LATEST EDITION.

   C. "ILLINOIS ACCESSIBILITY STANDARDS FOR SERVICE WORKS," AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (EPA), LATEST EDITION.

   D. REGULATIONS, STANDARDS AND GENERAL REQUIREMENTS SET FORTH BY THE VILLAGE OF BENSENVILLE UNLESS OTHERWISE NOTED ON THE PLANS.

   E. THE NATIONAL ELECTRIC CODE.

   F. ALL APPLICABLE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREBY INCORPORATED BY REFERENCE.

5. STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND REQUIRING SPECIAL PROVISIONS, CONSTRUCTION PLANS, AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT DOCUMENTS. IN THE EVENT OF DISCREPANCY OR CONFLICT BETWEEN ANY OF THE CONTRACT DOCUMENTS, THE MORE STRINGENT REQUIREMENT SHALL APPLY. SPECIFICATIONS THAT MAY NOT BE SPECIFICALLY NOTED, BUT ARE CONSIDERED A PART OF THE CONTRACTOR'S CONTRACT.

6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL ITEMS REQUIRED FOR CONSTRUCTION OF THE PROJECT, AS SHOWN ON THE PLANS, ARE INCLUDED IN THE CONTRACT, AND ITEM NOT SPECIFICALLY MENTIONED IN THE CONTRACT, BUT SHOWN ON THE PLANS, SHALL BE FURNISHED AND INSTALLED AS THOUGH SPECIFICALLY MENTIONED. THE CONTRACTOR IS TO NOTIFY THE ENGINEER IMMEDIATELY IN THE EVENT OF A DISCREPANCY WITH THE PLANS AND QUANTITIES.

7. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING AND CONSTRUCTING EARTHWORK IN ACCORDANCE WITH THE LATEST REVISION DATE OF THE IDOT SPECIFICATIONS. IN THE EVENT OF CONFLICT BETWEEN THE IDOT SPECIFICATIONS AND THE SOILS REPORT, THE SOILS REPORT SHALL GOVERN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE SOILS REPORT AND BECOME FAMILIAR WITH ITS RECOMMENDATIONS. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY IN THE USE OF EARTHWORK SPECIFICATIONS, AND ANY SPECIAL DETAILS. THE CONTRACTOR SHALL BECOME FAMILIAR WITH RESTRICTIONS FROM THE ENGINEER PRIOR TO PROCEEDING ON ANY PART OF THE WORK AFFECTED BY SUCH RESTRICTIONS. ANY DISCREPANCIES, FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR SHALL BE CONSIDERED TO HAVE RESPONSIBILITY FOR THE CONSTRUCTION'S FAILURE TO FUNCTION AS INTENDED BY THE CONTRACT. ANY QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE SPECIFICATIONS, THE DECISIONS OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

8. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS AND SPECIFICATIONS, AGREES TO INDEMNIFY AND HOLD HARMLESS THE OWNER, ENGINEER, THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER FROM AND AGAINST ANY AND ALL CLAIMS, DAMAGES, LOSSES, AND EXPENSES ARISING OUT OF OR RESULTING FROM THE PERFORMANCE OF THE WORK DESCRIBED HEREIN.

9. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE DESIGN, MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AND FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE EXECUTION OF THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

10. CONSTRUCTION MATERIALS AND/OR EQUIPMENT MAY NOT BE STORED IN THE RIGHT-OF-WAY, AS DIRECTED BY THE OWNER.

11. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHT-OF-WAYS ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND PRESERVATION OF UTILITY FACILITIES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

12. OWNER SHALL OBTAIN EASEMENTS AND APPROVAL OF PERMITS NECESSARY TO EQUALIZE STORMWATER STORAGE. THE APPROVED UTILITIES, THE CONTRACTOR SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THOSE PERMITS AND EASEMENTS.

13. THE CONTRACTOR SHALL NOTIFY THE FOLLOWING AGENCIES UNDER PARA. A-H, AND AS LONGER NEEDED, ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE SURVEYOR AT THE CONTRACTOR'S EXPENSE.

14. NOTIFICATION OF CONSTRUCTION CONSTRUCTION.

   14.A. THE CONTRACTOR SHALL NOTIFY AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION, AS AND FOR, THE CONTRACTOR SHALL NOTIFY ALL UTILITY SERVICES, THE VILLAGE OF BENSENVILLE, AND THE OWNER 48-HOURS IN ADVANCE OF CONSTRUCTION.

   14.B. FAILURE OF THE CONTRACTOR TO ALLOW PROPER NOTIFICATION, THE WHICH RESULTS IN THE CONTRACTOR TO SUSPEND THE OPERATION TO BE TESTED UNTIL THE TESTING AGENCY CAN RESCHEDULE SUCH TESTING OPERATIONS, SHALL BE SUBJECT TO BACK CHARGES BY THE TESTING AGENCY CONTRACTOR.

15. ALL UTILITY/OTHER SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL EMERGENCY REPAIRS AS DIRECTED BY THE MUNICIPALITY.

16. ANY EXISTING SIGNS, LIGHT STANDARDS, AND UTILITY POLES THAT INTERFERE WITH CONSTRUCTION OPERATIONS AND THAT ARE NOT NOTED FOR REMOVAL SHALL BE MOVED AND REINSTALLED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE, TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE REMOVED SHALL BE RELOCATED TO THE SATISFACTION OF THE OWNER.

17. ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION BY THE LANDSCAPE ARCHITECT AND SHALL BE PROTECTED PER IDOT SECTION 201.05E. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONSTRUCTION SHALL BE CLEARLY MARKED BY THE CONTRACTOR PRIOR TO CLEARING. ALL TREES NOTED TO REMAIN SHALL BE PROTECTED FROM DAMAGE TO TRUNKS, BRANCHES AND ROOTS. NO EXCESS FILL, TOPSOIL OR DEBRIS OR TO BE PLACED WITHIN THE DRIP LINE OF EXISTING DECIDUOUS TREES.

18. TREE PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE ARCHITECT, FORESTER, OR ARBORIST AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION. ALL LIMBS, BRANCHES, AND OTHER TREE PARTS REMOVED SHALL BE CUT FLUSH. WORK SHALL BE SUPERVISED BY OFF-SITE BY THE CONTRACTOR BY THE CONTRACTOR'S OWN EXPERTISE. ALL DUTIES OVER ONE (1) INCH IN DIAMETER SHALL BE PAINTED WITH TREE PAINT.

19. ALL EXISTING PAVEMENT OF CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.

20. ALL EXISTING UTILITIES OR APPURTENANCES, INCLUDING BUILDINGS, CURBS, PAVEMENT, AND HARDSCAPE DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THEIR PREVIOUS ORIGINAL CONDITION. THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A PAY ITEM IS LISTED ON THE BID LIST.

21. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, DRIVEWAYS, ETC., SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE UNLESS OTHERWISE NOTED. ALL MATERIALS REMOVED FOR SUCH DISPOSAL.

22. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIAL, MARSH, OIL AND GREASE REMOVAL EQUIPMENT, TOOLS, AND OTHER UNDESIRABLE/UNUSED ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT, AS THE PROJECT PROGRESSES AND UPON COMPLETION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING ANY AND ALL SITE DEBRIS IS NECESSARILY REMOVED FOR DISPOSAL. MATERIALS REQUIRED FOR CLEANUP, AS DIRECTED BY THE ENGINEER OR OWNER BURNING ON THE SITE IS NOT PERMITTED.

23. NO UNDERGROUND BORE WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE COMPLETED UNTIL IT HAS BEEN APPROVED BY THE VILLAGE OF BENSENVILLE. THE PROCESS MUST BE COORDINATED THROUGH THE VILLAGE OF BENSENVILLE PRIOR TO INSTALLING PAVEMENT BASE, BINDER, AND SURFACE, AND PRIOR TO PLACING ANY CONCRETE UNTIL ALL TESTS HAVE BEEN MET, AS DETERMINED.

24. WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING STRUCTURES AND PIPE SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ENSURE INTEGRITY OF THE STRUCTURE. THE CONTRACTOR'S WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE JUDGED INTO THE CONTRACT UNIT PRICE. EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAR FOOT FOR STORM SEWERS, EACH SHALL BE CONSIDERED IN FULL FOR CLEANING, PATCHING, REMOVAL AND DISPOSAL OF DEBRIS AND ONTO DRAINAGE STRUCTURE AND STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACT, AS DIRECTED BY THE ENGINEER. ANY DAMAGE TO EXISTING STRUCTURES, AS DIRECTED BY THE CONTRACTOR'S EXPENSE, NO EXTRA PAYMENT SHALL BE MADE FOR CLEANING STRUCTURES OR STORM SEWERS CONSTRUCTED DURING PROJECT.

25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THE UTILITY COMPANIES LOCATE THEIR FACILITIES AS THE WORK PROGRESSES. DURING CONSTRUCTION, AND SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE CONTRACTOR SHALL NOTIFY (1-800-892-0123) AND THE VILLAGE OF BENSENVILLE FOR UTILITY LOCATIONS.

26. THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR BECOMING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THESE CROSSINGS SHALL BE CONSIDERED INCIDENTAL TO GENERAL CONSTRUCTION. IMMEDIATELY WITH THE OWNER. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

27. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AT ALL PROPOSED UTILITY CONSTRUCTION LOCATIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING ANY WORK.

28. ANY FIELD TILES ENCOUNTERED SHALL BE INSPECTED BY THE ENGINEER. THE DRAIN TILE SHALL BE CONNECTED TO THE STORM SEWER SYSTEM AND A NOTATION MADE BY THE CONTRACTOR ON THE LOCATIONS AND TURNED OVER TO THE ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF TILE CONNECTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

29. ALL FRAMES AND LIDS FOR STORM AND SANITARY SEWERS, VALVE VAULT COVERS, AND HYDRANTS, AND IN-WORK ARE TO BE ADJUSTED TO MEET FINISHED GRADE. THE CONTRACTOR'S CLUSTERING TO BE MADE BY THE SEWER AND WATER CONSTRUCTION, AND THE COST IS TO BE CONSIDERED INCIDENTAL TO THESE ADJUSTMENTS TO FINISHED GRADE SHALL INCLUDE ALL EXCAVATION AND ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT.

30. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ONTO THE PAVED SURFACE. WHERE FLUSHING HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM. FLUSHING OPERATIONS SHALL BE COORDINATED WITH THE OWNER. THE CONTRACTOR SHALL TAKE ALL REASONABLE PRECAUTIONS TO PREVENT DEBRIS FROM ENTERING THE WATER DISTRIBUTION SYSTEM. ANY DAMAGE RESULTING FROM IMPROPER FLUSHING OF THESE LEADS TO THE WATER DISTRIBUTION SYSTEM SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. LEAKS IN THE WATER DISTRIBUTION SYSTEM SHALL BE THE RESPONSIBILITY OF THE WATER DISTRIBUTION DEPARTMENT AND SHALL BE REPAIRED BY THE DEPARTMENT.

31. PERVIOUS BACKFILL SHALL BE REQUIRED TO THE FULL DEPTH ABOVE SEWERS AND WATERMAIN WITHIN TWO (2) FEET HORIZONTAL OF PROPOSED OR EXISTING PAVEMENT.

32. IF SOFT, SPONGY, OR OTHER UNSUITABLE SOILS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED AT THE BOTTOM OF THE TRENCH, ALL SUCH MATERIAL SHALL BE REMOVED AND REPLACED WITH WELL-COMPACTED, CRUSHED LIMESTONE MEETING MATERIAL 'A' MODIFIED REQUIREMENTS, AT SUCH DEPTH AS MAY BE ORDERED BY THE ENGINEER OR THE OWNER, BUT NOT LESS THAN 6 INCHES BELOW THE BOTTOM OF THE PIPE TO ALLOW PROPER THICKNESS OF BEDDING. ANY UNDERCUTS OF TWO (2) FEET OR LESS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. EXCAVATIONS EXCEEDING THESE DEPTHS TWO (2) FEET SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PROCEEDING.

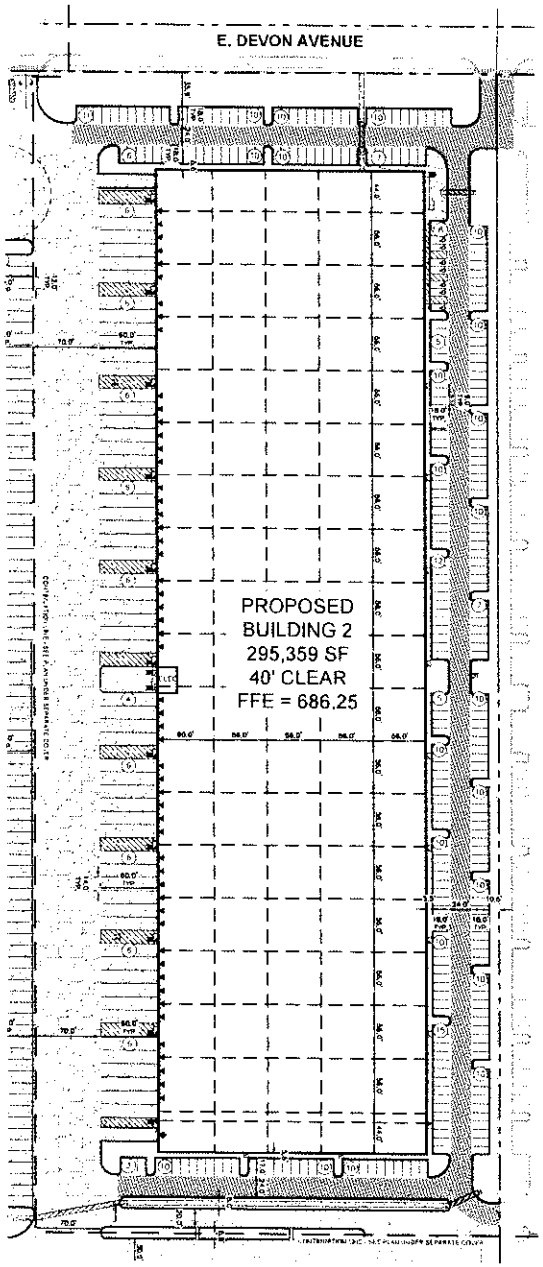
33. THE CONTRACTOR SHALL PROVIDE A TRENCH BOX OR EQUIVALENT AT ALL TIMES DURING PIPE PLACEMENT. APPROPRIATE FACILITIES TO SUSTAIN THE SIDES OF THE TRENCH SHALL BE PROVIDED BY THE CONTRACTOR. THE COST OF SUCH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PIPE. THE DETERMINING IF EMPLOYEES SHALL BE SUBMITTED AND APPROVED BY THE OWNER PLANS FOR THE APPLICATION OF ALL NECESSARY SAFETY EQUIPMENT AND APPARATUS AS REQUIRED BY LAW. NO EXTRA COMPENSATION UNLESS SPECIFICALLY APPROVED BY THE OWNER.

34. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE PROPER INLET PROTECTION EROSION CONTROL AT LOCATIONS INDICATED BY THE ENGINEER. THE PURPOSE OF THE INLET PROTECTION SHALL BE TO MINIMIZE THE AMOUNT OF SILTATION THAT HAS NORMALLY SHALL ENTER THE STORM SEWER SYSTEM PRIOR TO PAVEMENT AND/OR DRIVEWAY DRIVABLE AREAS.

35. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND TILES SHALL BE FREE FROM DIRT AND DEBRIS.

36. EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH EPA REGULATIONS AND IDOT SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION CONTROL MEASURES THAT SHALL BE MAINTAINED BY THE CONTRACTOR AND REMOVED IN PLACE UNTIL A SUITABLE GROWTH OF GRASS, ACCEPTABLE TO THE ENGINEER, DEVELOPED.

37. THE CONTRACTOR SHALL CONFORM TO ALL EROSION CONTROL REQUIREMENTS AS SET FORTH BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (EPA) AND THE VILLAGE OF BENSENVILLE. PRIOR TO BEGINNING ANY REQUIREMENTS AND CONFORMING UNANTICIPATED, THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS SHOWN ON THE PLANS AND AS REQUIRED BY THE ENGINEER AND VILLAGE AS WELL AS THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY FARLEY-HERR AND ASSOCIATES, INC. TO DETERMINE THE CUTTER FLOW, INCLUDED IN THE BASE COURSE, CONCRETE CURB AND GUTTER, AND INCLUDED THESE EXPANSION JOINTS, WITH THE SAME AT 1.2 MINIMUM, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (EPA) AND THE VILLAGE OF BENSENVILLE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ASSIGN A QUALIFIED PERSON RESPONSIBLE FOR ASSURING ALL SWPPP DOCUMENTATION, CURRENT AND READILY AVAILABLE ON THE SITE. THE CONTRACTOR SHALL



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PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT
  SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT
  SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK
  SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT
  SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 17043C0077L THE SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD.

PARKING SUMMARY

PARKING SPACES PROVIDED	= 345 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 7 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 8 SPACES
TOTAL PARKING SPACES PROVIDED	= 753 SPACES
TRAILER STORAGE SPACES PROVIDED	= 20 SPACES
TRAILER PARKING SPACES PROVIDED	= 84 SPACES
DOCK TRAILER SPACES PROVIDED	= 65 SPACES

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

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PROLOGIS

PROLOGIS CORPORATE PARK

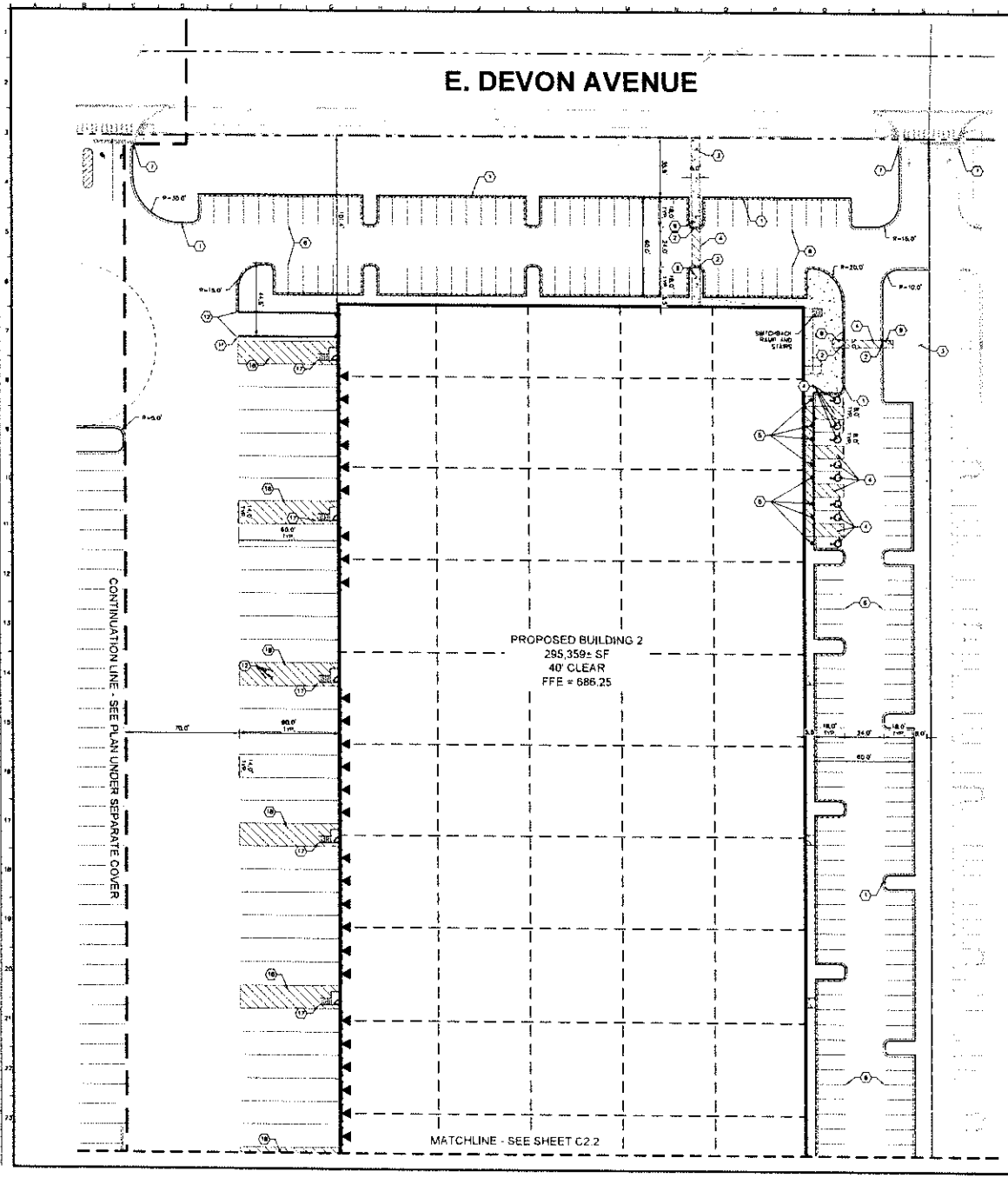
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BENSENVILLE, IL 60106

SITE PLAN

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PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8 & SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. TRANSFORMER PAD (FOR REFERENCE ONLY)
9. ACCESSIBLE RAMP (SEE DETAILS)
10. 3'-0" TRANSITION CURB
11. SITE RETAINING WALL PER MANUFACTURER SPECIFICATIONS (SEE DETAILS)
12. BOLLARD, TYP. (SEE DETAILS)
13. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE LIGHTING PLANS FOR DETAILS)
14. 3' WIDE TACTILE WARNING STRIP
15. 12" CURB AND GUTTER
16. 4" WIDE PAINTED DASHED YELLOW LINE
17. STAIRS WITH HANDRAILS, SEE ARCH. PLANS FOR DETAILS
18. 6" YELLOW STRIPING AT 3' O.C.
19. 5' CURB CUT, SEE DETAILS

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RAMP ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 5'-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

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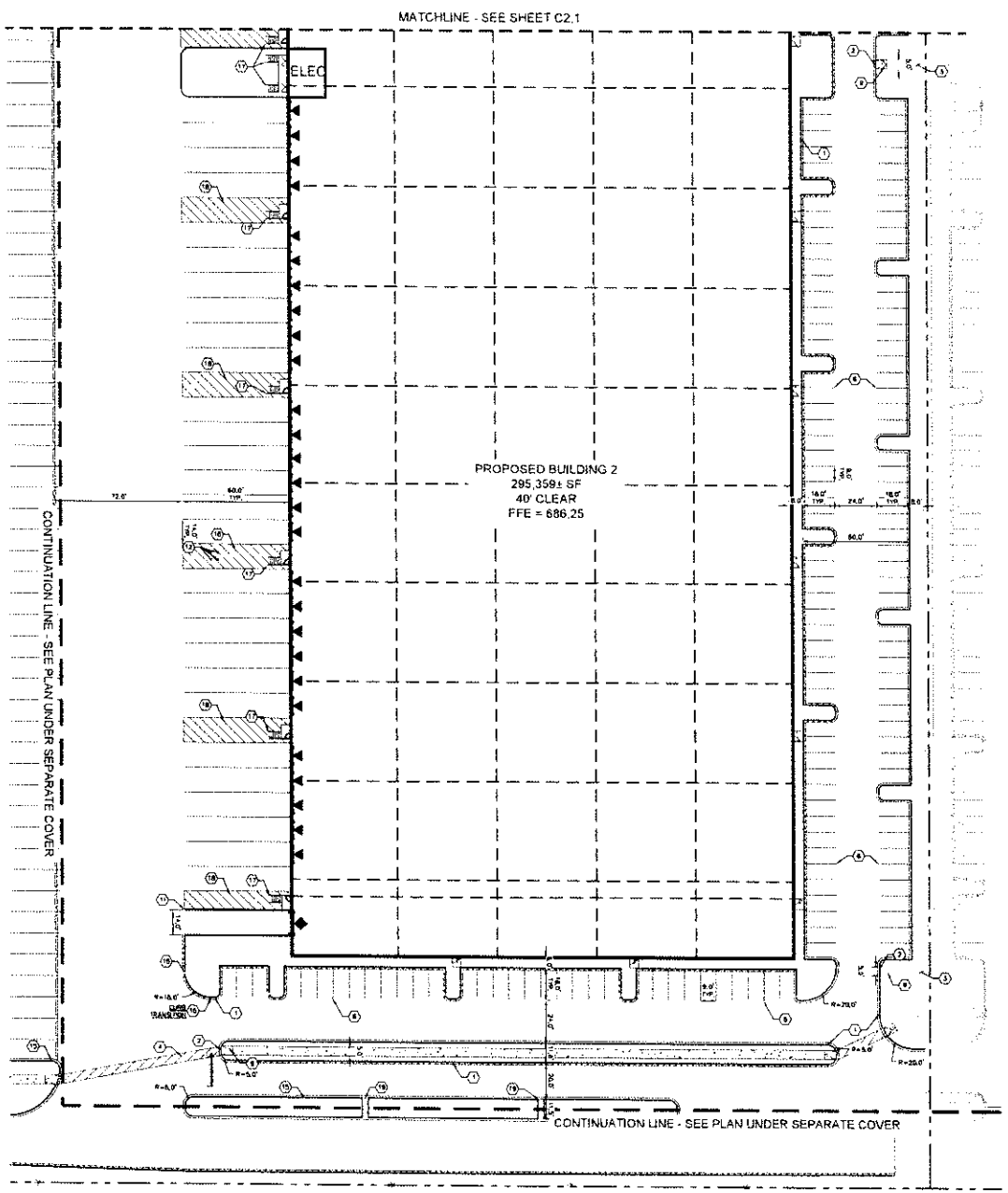
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DETAILED SITE PLAN

PROLOGIS CORPORATE PARK
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BENSENVILLE, IL 60106

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PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

KEY NOTES

1. 6IN 1/2 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (REFER TO P-7 & SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP
8. TRANSFORMER PAD (FOR REFERENCE ONLY)
9. ACCESSIBLE RAMP (SEE DETAILS)
10. 3'-0"± TRANSITION CURB
11. SITE RETAINING WALL PER MANUFACTURER SPECIFICATIONS (SEE DETAILS)
12. BOLLARD, TYP. (SEE DETAILS)
13. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE LIGHTING PLANS FOR DETAILS)
14. 3' WIDE TACTILE WARNING STRIP
15. 12" CURB AND GUTTER
16. 4" WIDE PAINTED DASHED YELLOW LINE
17. STAIRS WITH HANDRAILS, SEE ARCH. PLANS FOR DETAILS
18. 8" YELLOW STRIPING 45° 3' O.C.
19. 5' CURB CUT, SEE DETAILS

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. BACK ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3'-FEET, TYPICAL
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED

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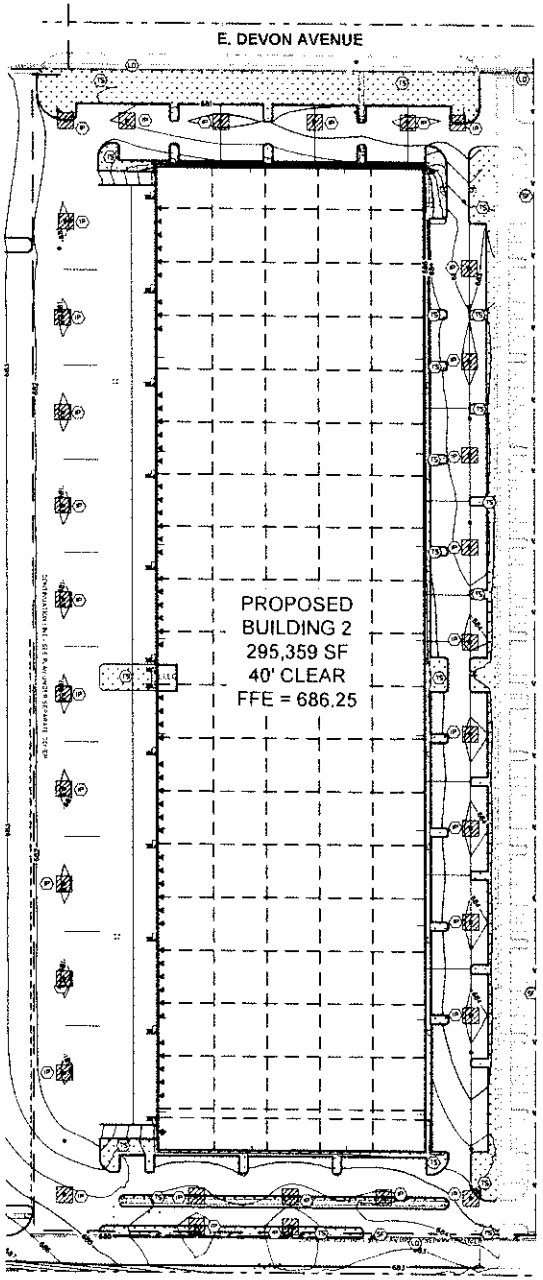
DETAILED SITE PLAN

PROLOGIS CORPORATE PARK
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EROSION CONTROL LEGEND

- (15) TEMPORARY SEEDING (SEE EROSION CONTROL DETAILS)
- (C6) TEMPORARY EROSION CONTROL BLANKET (SEE EROSION CONTROL NOTE #7)
- (C1) CONSTRUCTION ENTRANCE (SEE EROSION CONTROL DETAILS)
- (C2) SILT FENCE (SEE EROSION CONTROL DETAILS)
- (C3) INLET PROTECTION (SEE EROSION CONTROL DETAILS)
- (C4) CONCRETE WASHOUT (SEE EROSION CONTROL DETAILS) (TO BE DETERMINED BY CONTRACTOR)
- (RW) RW WALL (SEE DETAILS)
- (FE) FLARED END SECTION PROTECTION (SEE EROSION CONTROL DETAILS)
- (SS) TEMPORARY SOIL STOCKPILE
- (LD) LIMITS OF DISTURBANCE
- EXISTING CONTOURS
- PROPOSED CONTOURS

EROSION CONTROL SCHEDULE AND SEQUENCING:

I. ROUGH GRADING — CONSTRUCTION ENTRANCE/EXIT, SILT FENCE PROTECTION, CONCRETE WASHOUT AREA AND INLET PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED. TEMPORARY EROSION CONTROL MEASURES TO BE INSTALLED UPON COMPLETION OF ROUGH GRADING AND AS NECESSARY THROUGHOUT CONSTRUCTION.

II. UTILITY INSTALLATION — ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING UTILITY INSTALLATION. STORM STRUCTURE INLET PROTECTION SHALL BE INSTALLED AS STORM DRAINAGE SYSTEM IS CONSTRUCTED.

III. PAVING — ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE PREMAINDER OF THE PROJECT.

IV. FINAL GRADING/SOIL STABILIZATION/ LANDSCAPING — ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT AS DIRECTED BY THE LOCAL MUNICIPALITY.

EROSION CONTROL NOTES

1. CONSTRUCTION ENTRANCE SHALL BE LOCATED SO AS TO PROVIDE THE LEAST AMOUNT OF DISTURBANCE TO THE FLOW OF TRAFFIC IN AND OUT OF THE SITE. ADDITIONALLY, CONSTRUCTION ENTRANCE SHALL BE LOCATED TO COINCIDE WITH THE PHASING OF THE PAVEMENT REPLACEMENT.
2. POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURES INCLUDE STABILIZATION BY PERMANENT PAVING, DRAINAGE SYSTEM STRUCTURE, OR LANDSCAPING.
3. TEMPORARY AND PERMANENT STABILIZATION PRACTICES AND BMP'S SHALL BE INSTALLED AT THE EARLIEST POSSIBLE TIME DURING THE CONSTRUCTION SEQUENCE. AS AN EXAMPLE, PERIMETER SILT FENCE SHALL BE INSTALLED BEFORE COMMENCEMENT OF ANY GRADING ACTIVITIES. OTHER BMP'S SHALL BE INSTALLED AS SOON AS PRACTICABLE AND SHALL BE MAINTAINED UNTIL FINAL SITE STABILIZATION IS ATTAINED. CONTRACTOR SHALL ALSO REFERENCE CIVIL AND LANDSCAPE PLANS SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING, THE BUILDING(S), AND SITE PAVING.
4. BMP'S HAVE BEEN LOCATED AS INDICATED ON THIS PLAN IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES IN ORDER TO MINIMIZE SEDIMENT TRANSFER. FOR EXAMPLE: SILT FENCES LOCATED AT TOE OF SLOPE AND INLET PROTECTION FOR INLETS RECEIVING SEDIMENT FROM SITE RUN-OFF.
5. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL PLANS.
6. ANY MAJOR VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES FROM THOSE SHOWN ON THE APPROVED PLANS WILL REQUIRE A REVISION AND MUST BE APPROVED BY THE REVIEWING ENGINEER, ENVIRONMENTAL SPECIALIST, OR ARBORIST AS APPROPRIATE. MAJOR REVISIONS MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT AND THE DRAINAGE UTILITY DEPARTMENT. MINOR CHANGES OF ADDITIONAL CONTROL MEASURES TO BE MADE AS FIELD REVISIONS TO THE EROSION AND SEDIMENTATION CONTROL PLAN MAY BE REQUIRED BY THE ENVIRONMENTAL INSPECTOR DURING THE COURSE OF CONSTRUCTION TO CORRECT CONTROL INADEQUACIES AT NO ADDITIONAL COST TO THE OWNER.
7. CONTRACTOR SHALL PLACE EROSION CONTROL BLANKET (NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL) ON ALL SITE AREAS WITH SLOPES GREATER THAN 4:1, AND IN THE BOTTOM AND SIDE SLOPES OF ALL SWALES.
8. PRIOR TO FINAL ACCEPTANCE, HAUL ROADS AND WATERWAY CROSSINGS CONSTRUCTED FOR TEMPORARY CONTRACTOR ACCESS MUST BE REMOVED, ACCUMULATED SEDIMENT REMOVED FROM THE WATERWAY AND THE AREA RESTORED TO THE ORIGINAL GRADE AND REVEGETATED. ALL LAND CLEARING SHALL BE DISPOSED OF IN APPROVED SPOIL DISPOSAL SITES.
9. PERMANENT, FINAL PLANT COVERING OR STRUCTURES SHALL BE INSTALLED PRIOR TO FINAL ACCEPTANCE.
10. ALL CONTROL DEVICES THAT FUNCTION SIMILARLY TO SILT FENCE OR FIBER ROLLS MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WITH EFFECTIVE CONTROLS WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES ONE-THIRD THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF THE RAINFALL EVENT OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
11. ALL SEDIMENT DEPOSITS AND DEPOSITS MUST BE REMOVED FROM SURFACE WATERS, DRAINAGE WAYS, CATCH BASINS AND OTHER DRAINAGE SYSTEMS. ALL AREAS WHERE SEDIMENT REMOVAL RESULTED IN EXPOSED SOIL MUST BE RESTABILIZED. THE REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS AFTER THE RAINFALL EVENT UNLESS PRECLUDED BY LEGAL, REGULATORY OR PHYSICAL ACCESS CONSTRAINTS. ALL REASONABLE EFFORTS MUST BE USED TO OBTAIN ACCESS. ONCE ACCESS IS OBTAINED, REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS LATER. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL APPROPRIATE AUTHORITIES AND RECEIVING THE APPLICABLE PERMITS PRIOR TO CONDUCTING ANY WORK.
12. ACCUMULATIONS OF TRACKED AND DEPOSITED SEDIMENT MUST BE REMOVED FROM OFF-SITE PAVED SURFACES WITHIN 24 HOURS OR SOONER IF REQUIRED. SEDIMENT TRACKING MUST BE MINIMIZED BY THE APPROPRIATE MANAGEMENT PRACTICE, LIKE A DESIGNATED SITE EXIT WITH AN AGGREGATE SURFACE OR DESIGNATED OFFSITE PARKING AREA. CONTRACTOR IS RESPONSIBLE FOR STREET SWEEPING AND/OR SCRAPING IF YOUR PRACTICES ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED FROM THE SITE.
13. SURFACE WATERS, DRAINAGE DITCHES AND CONVEYANCE SYSTEMS MUST BE INSPECTED FOR SEDIMENT DEPOSITS.
14. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THIS SHEET IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KNUTY-MORRI AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE IEPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS.
15. PUMPING SEDIMENT LADEN WATER INTO ANY STORMWATER FACILITY THAT IS NOT DESIGNATED TO BE A SEDIMENT TRAP, DRAINAGEWAY, OR OFFSITE AREA EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED.
16. SOIL STOCKPILES SHALL NOT BE LOCATED IN A DRAINAGEWAY, FLOOD PLAIN AREA OR A DESIGNATED BUFFER, UNLESS OTHERWISE APPROVED UNDER SPECIFIC CONDITIONS TO BE ESTABLISHED BY THE DIRECTOR OF ADMINISTRATION.
17. STOCKPILES TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE PROVIDED WITH SESC MEASURES. MATERIAL IS TO BE HAULED OFF IMMEDIATELY AND LEGALLY IF NO STOCKPILE IS TO REMAIN IN PLACE.
18. ALL TEMPORARY SESC MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.
19. WATER REMOVED FROM TRAPS, BASINS, AND OTHER WATER HOLDING DEPRESSIONS OR EXCAVATIONS MUST FIRST PASS THROUGH A SEDIMENT CONTROL AND/OR FILTRATION DEVICE. WHEN DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION.
20. SITE STABILIZATION REQUIREMENTS ARE AS FOLLOWS:
    - 20.1. WHERE THE INITIATION OF STABILIZATION MEASURE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARY OR PERMANENTLY CEASES ON A PORTION OF THE SITE IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURE SHALL BE INITIATED AS SOON AS PRACTICABLE.
    - 20.2. WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED (E.G. THE TOTAL TIME PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 14 DAYS) THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASED.
21. ALL DISTURBED AREAS WITHIN COOK COUNTY ROW TO BE RESTORED WITH 4" TOPSOIL AND SOD.

Kimley»Horn
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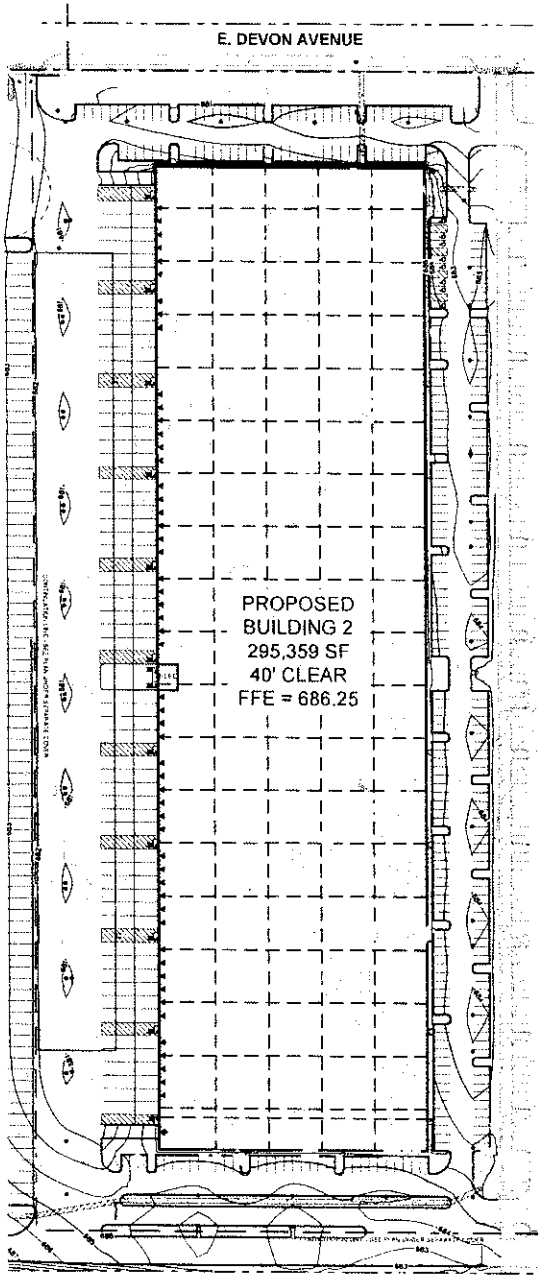
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PROLOGIS

OVERALL EROSION CONTROL PLAN

PROLOGIS CORPORATE PARK
N. NAVA DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010
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GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND INV ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY EVALUATE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LINES.

GRADING LEGEND

- TP = TOP OF PAVEMENT
- EP = EDGE OF PAVEMENT
- FL = FLOW LINE
- TC = TOP OF CURB
- ME = MATCH ELEVATION
- TF = TOP OF FOUNDATION
- IE = INV ELEVATION
- TW = TOP OF WALL
- FG = FINISHED GRADE
- TS = TOP OF STAIRS
- BS = BOTTOM OF STAIRS
- PROPOSED CONTOUR
- EXISTING CONTOUR
- CURB LINE
- SLOPE AND FLOW DIRECTION
- 100-YEAR OVERLAND OVERFLOW ROUTE
- DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
- PROPOSED SWALE
- PROPOSED RETAINING WALL
- REVERSED PITCH CURB AND GUTTER
- ACCESSIBLE ROUTE
- RIP RAP (SEE DETAILS)

NO.	REVISIONS	DATE

Kimley»Horn
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DRAWN BY: MAA
CHECKED BY: CJT

PROLOGIS

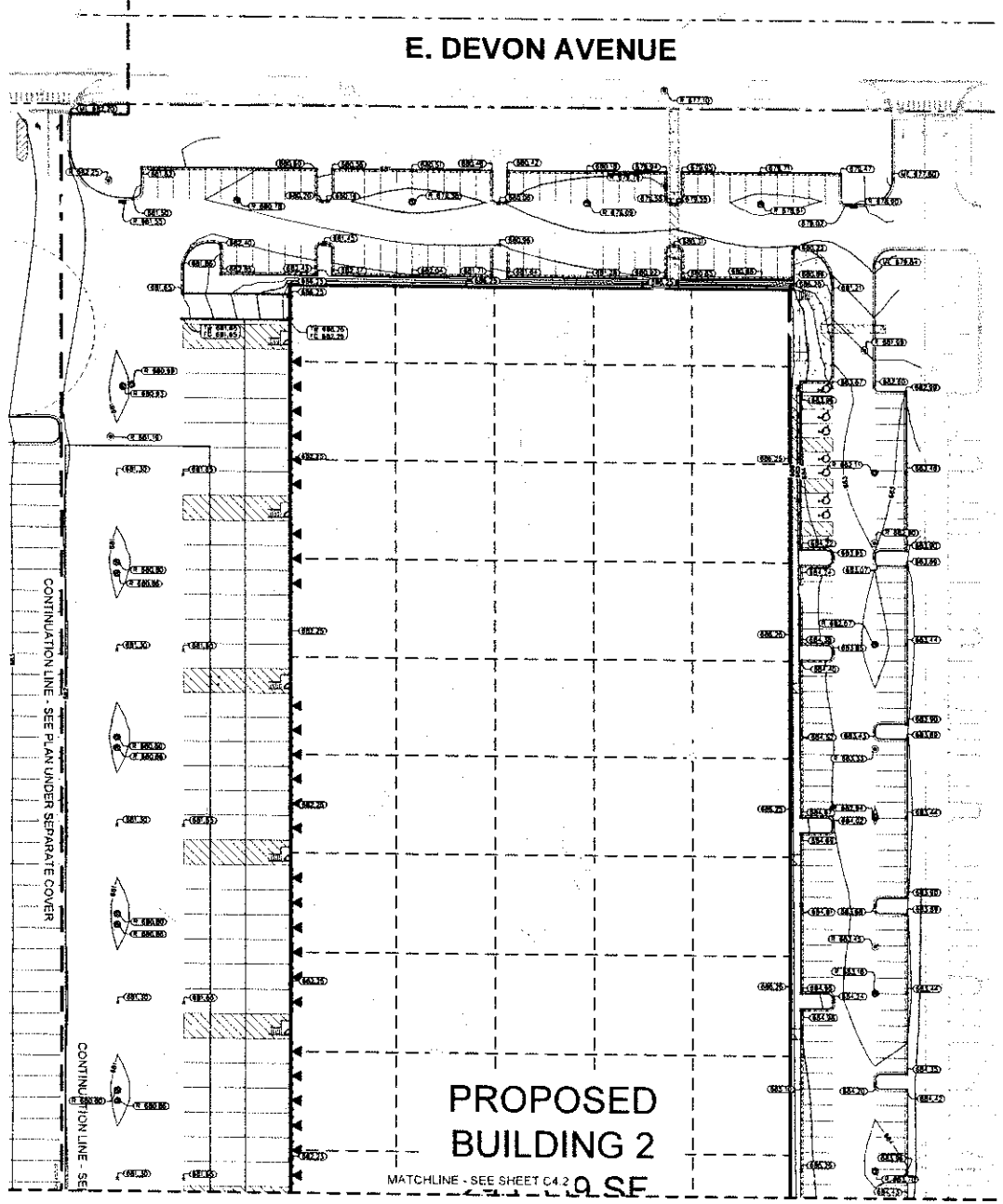
OVERALL GRADING AND DRAINAGE PLAN

PROLOGIS CORPORATE PARK
N. MITCHELL AVENUE & E. DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
10/15/2021

KHA PROJECT NO.
168156010

SHEET NUMBER
C4.0



Call Before You Dig
JULIE
1-800-892-0123

GRAPHIC SCALE IN FEET
0 15 30 60

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND INV ELEVATIONS SHOWN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN REFLECT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHERE NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LINES.

GRADING LEGEND

TP = TOP OF PAVEMENT
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION
TF = TOP OF FOUNDATION
IE = INV ELEVATION
TW = TOP OF WALL
FG = FINISHED GRADE
TS = TOP OF STAIRS
BS = BOTTOM OF STAIRS
PROPOSED CONTOUR
EXISTING CONTOUR
RIDGE LINE
SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
PROPOSED RETAINING WALL
REVERSED PITCH CURB AND GUTTER
ACCESSIBLE ROUTE
INV MAP (SEE DETAILS)

NO.	REVISIONS	BY	DATE

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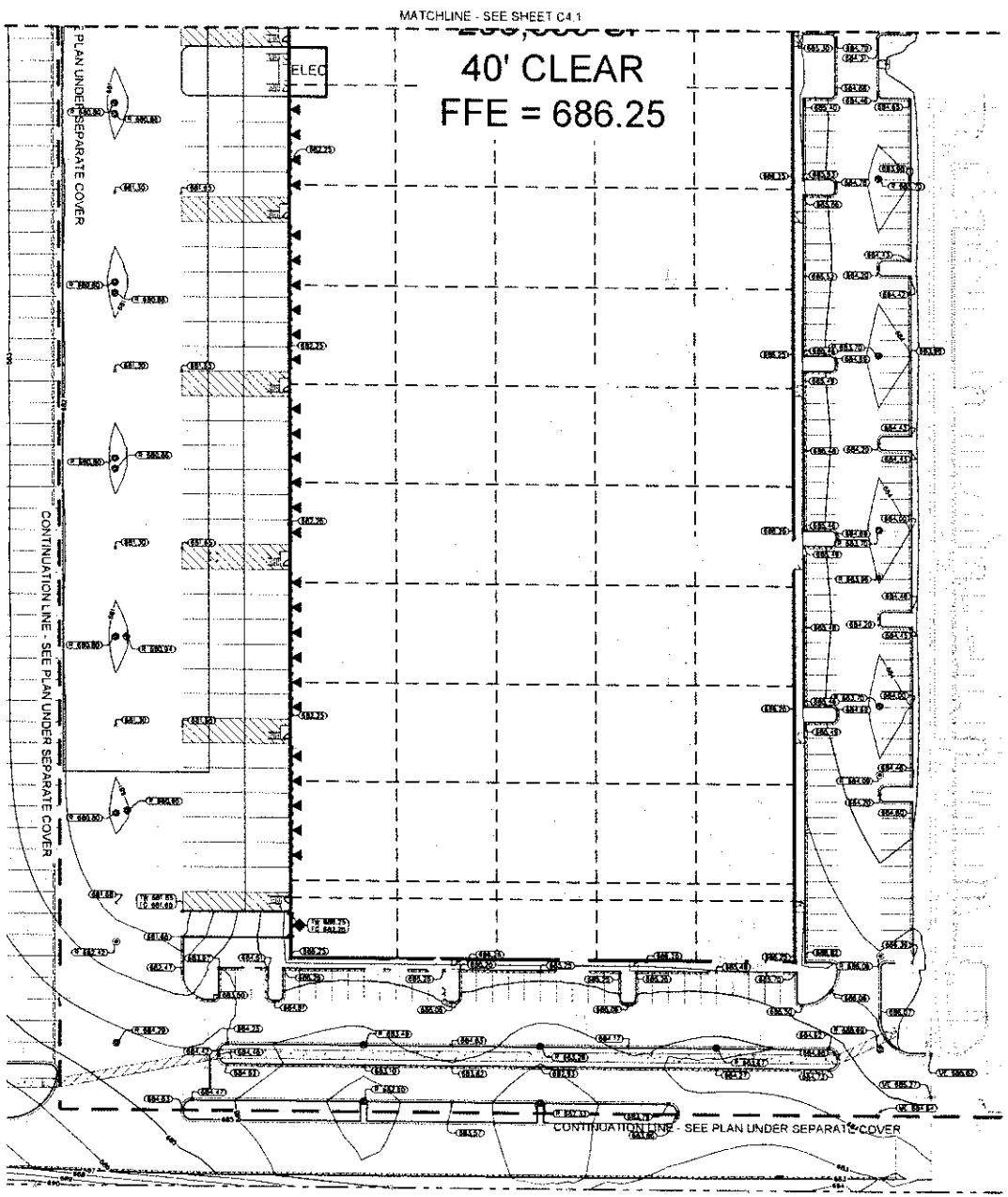
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PROLOGIS

DETAILED GRADING AND DRAINAGE PLAN

PROLOGIS CORPORATE PARK
LOT 1 IN THE RESUBDIVISION OF LOT 1 IN PROLOGIS CORPORATE PARK, BEING A RESUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010
SHEET NUMBER
C4.1



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811
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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

GRADING NOTES

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3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
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8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LINES.

GRADING LEGEND

	TP = TOP OF PAVEMENT
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	MC = MATCH ELEVATION
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	R = RIM ELEVATION
	TW = TOP OF WALL
	FG = FINISHED GRADE
	TS = TOP OF STAIRS
	BS = BOTTOM OF STAIRS
XXX	PROPOSED CONTOUR
XXX	EXISTING CONTOUR
RIDGE	RIDGE LINE
S.X.X%	SLOPE AND FLOW DIRECTION
	100-YEAR OVERLAND OVERFLOW ROUTE
	DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
	PROPOSED SWALE
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	REVERSED PITCH CURB AND GUTTER
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	RIP RAP (SEE DETAILS)

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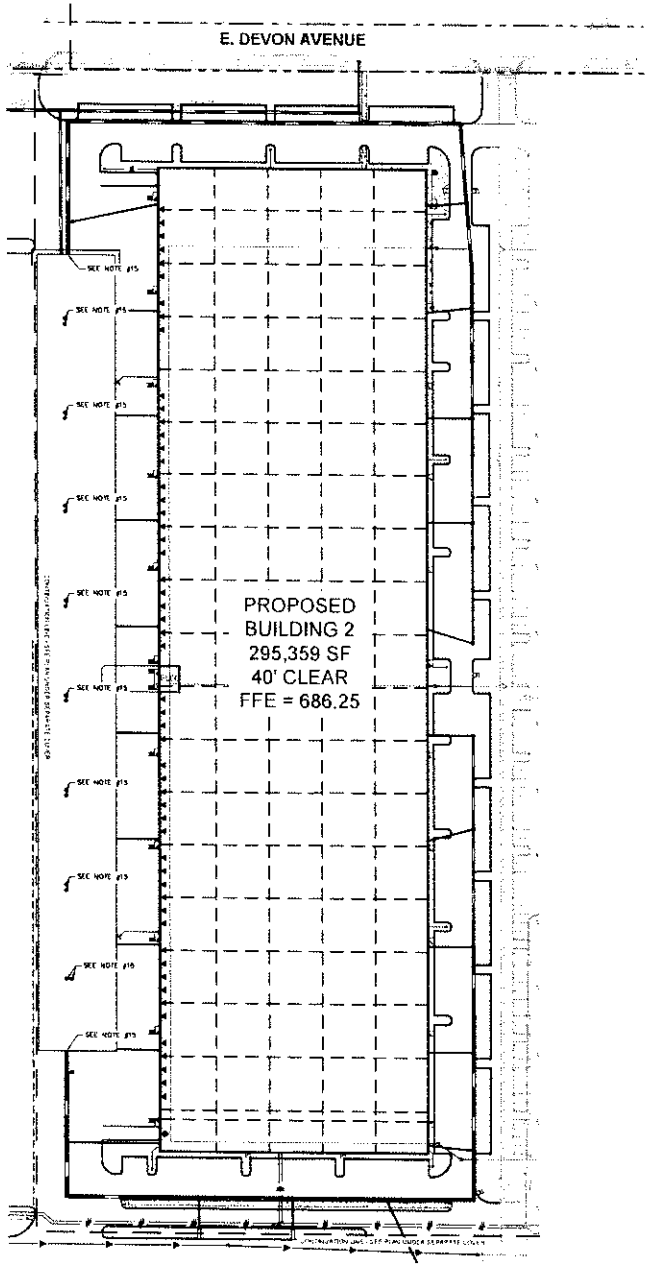
PROLOGIS

DETAILED GRADING AND DRAINAGE PLAN

PROLOGIS CORPORATE PARK
N. 4TH & DEVON AVENUE
SEE SECTION 6 | 5 | 10 | 12

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010

SHEET NUMBER
C4.2



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JULIE
1-800-892-0123

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SANITARY SEWER MANHOLE
- EX. SANITARY SEWER CLEANOUT
- EX. STORM DRAIN LINE
- EX. STORM MANHOLE
- EX. STORM STRUCTURE/INLET
- EX. GAS LINE
- EX. GAS METER
- EX. UNDERGROUND ELECTRIC LINE
- EX. UNDERGROUND TELEPHONE LINE
- EX. LIGHT POLE
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2560) (GRASS USE NEENAH R-4340-B DEEPHOLE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1772) (GRASS USE NEENAH R-1980)
- PROPOSED COMBINATION CURB INLET (D6.12 CASE USE NEENAH R-3281-A)
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
- RIP RAP (SEE DETAILS)

UTILITY NOTES

1. ALL WATER LINES - 8" SHALL BE DUCTILE IRON PIPE, CLASS 52.
2. ALL SANITARY SEWER LINES SHALL BE PVC SDR35ING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS LINE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER
3. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
4. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
5. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER
6. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER / DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
8. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
9. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
10. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
11. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
12. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
13. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
14. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.
15. SEDIMENT SEQUESTERED WATER QUALITY UNIT TO BE INCORPORATED INTO STORMWATER CHAMBER WHERE PARKING LOT STORM SEWER ENTERS UNDERGROUND SYSTEM. AN ACCESS HATCH SHALL BE PROVIDED OVER THIS CHAMBER UNIT FOR FUTURE MAINTENANCE.

NO	REVISIONS	DATE	BY

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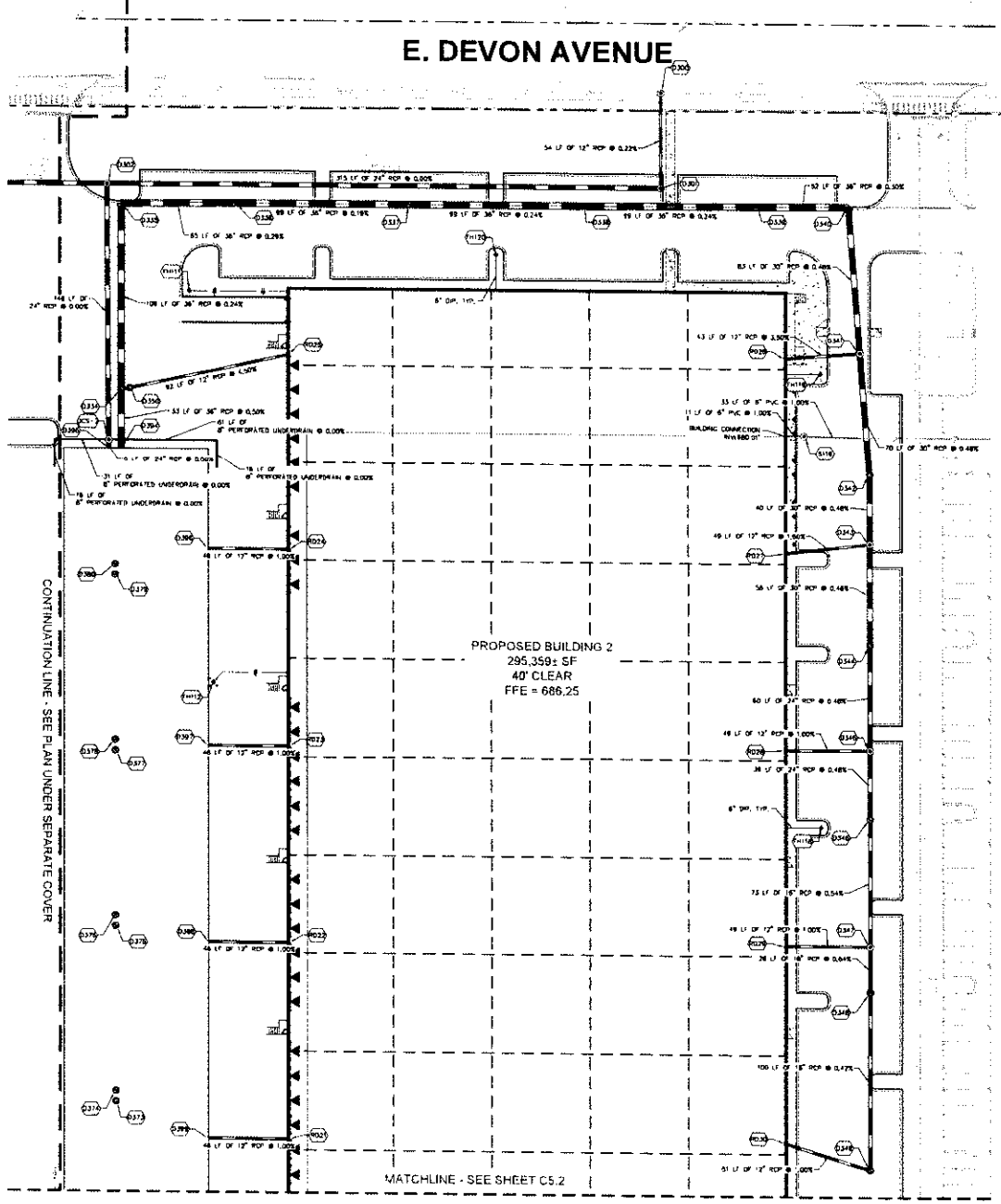
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DRAWN BY: MJM
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PROLOGIS

PROLOGIS CORPORATE PARK
ILR1 & DEVON AVENUE
ELK GROVE VILLAGE, IL 60007

OVERALL UTILITY PLAN

ORIGINAL ISSUE:
10/15/2021
KHA PROJECT NO.
168156010
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C5.0



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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

UTILITY LEGEND

- EX. WATER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY SEWER LINE
- EX. SANITARY SEWER MANHOLE
- EX. SANITARY SEWER CLEANOUT
- EX. STORM DRAIN LINE
- EX. STORM MANHOLE
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- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
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- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2560) (GRASS USE NEENAH R-4342-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1733) (GRASS USE NEENAH R-1786)
- PROPOSED COMBINATION CURB INLET (R6-12 CASE USE NEENAH R-3281-E)
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
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- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
- RIP RAP [SEE DETAILS]

STORM STRUCTURE TABLE

STRUCTURE NAME	DETAILS
D300	STORM MANHOLE RIM: 677.10 Inv In: 670.66 (S, 12") Inv In: 670.61 (W, 12") Inv OUT: 670.61 (E, 42")
D301	STORM MANHOLE RIM: 679.75 Inv In: 670.80 (N, 24") Inv OUT: 670.80 (S, 12")
D302	STORM MANHOLE RIM: 682.76 Inv In: 670.80 (S, 24") Inv In: 673.15 (N, 24") Inv OUT: 670.60 (E, 24")
D304	STORM MANHOLE RIM: 680.93 Inv In: 672.07 (S, 36") Inv In: 674.62 (E, 12") Inv OUT: 671.97 (S, 36")
D305	STORM MANHOLE RIM: 687.55 Inv In: 672.72 (E, 36") Inv OUT: 672.32 (S, 36")
D306	STORM MANHOLE RIM: 680.78 Inv In: 672.81 (E, 36") Inv OUT: 672.91 (W, 36")
D307	STORM MANHOLE RIM: 676.58 Inv In: 672.89 (E, 36") Inv OUT: 672.68 (W, 36")
D308	STORM MANHOLE RIM: 676.06 Inv In: 672.93 (E, 36") Inv OUT: 672.83 (W, 36")
D309	STORM MANHOLE RIM: 676.91 Inv In: 673.17 (E, 36") Inv OUT: 673.17 (W, 36")
D340	STORM MANHOLE RIM: 676.95 Inv In: 673.32 (S, 30") Inv OUT: 673.32 (N, 36")
D341	STORM MANHOLE RIM: 681.99 Inv In: 676.69 (S, 30") Inv In: 676.74 (N, 12") Inv OUT: 673.72 (N, 30")
D342	STORM MANHOLE RIM: 683.11 Inv In: 677.03 (S, 30") Inv OUT: 677.03 (N, 30")
D343	STORM MANHOLE RIM: 682.90 Inv In: 677.22 (S, 30") Inv In: 679.52 (N, 12") Inv OUT: 677.22 (N, 30")
D344	STORM MANHOLE RIM: 682.67 Inv In: 677.49 (S, 24") Inv OUT: 677.49 (N, 30")
D345	STORM MANHOLE RIM: 683.33 Inv In: 677.78 (S, 24") Inv In: 679.78 (W, 12") Inv OUT: 677.78 (N, 24")
D346	STORM MANHOLE RIM: 682.94 Inv In: 677.98 (S, 18") Inv OUT: 677.98 (N, 24")
D347	STORM MANHOLE RIM: 683.48 Inv In: 678.30 (S, 18") Inv In: 679.78 (W, 12") Inv OUT: 678.38 (N, 18")
D348	STORM MANHOLE RIM: 683.18 Inv In: 678.50 (S, 18") Inv OUT: 678.60 (N, 18")
D349	STORM MANHOLE RIM: 683.70 Inv In: 678.74 (W, 12") Inv OUT: 678.91 (N, 18")
D374	ACCESS RISER RIM: 686.90
D378	ACCESS RISER RIM: 686.80
D380	ACCESS RISER RIM: 686.60

WATER STRUCTURE TABLE

STRUCTURE NAME	DETAILS
FH111	FIRE HYDRANT TC ELEV: 682.48
FH112	FIRE HYDRANT TC ELEV: 681.63
FH118	FIRE HYDRANT TC ELEV: 684.67
FH119	FIRE HYDRANT TC ELEV: 684.00
FH120	FIRE HYDRANT TC ELEV: 681.80

SANITARY STRUCTURE TABLE

STRUCTURE NAME	DETAILS
S116	SANITARY MANHOLE RIM: 683.06 Inv In: 679.90 (S, 8") Inv OUT: 679.90 (E, 8")
S117	CONNECT TO EXISTING STUB RIM: 680.52 Inv In: 679.57 (S, 8")

MISCELLANEOUS STORM STRUCTURE TABLE

STRUCTURE NAME	DETAILS
D394	STORM/RAP CONNECTION Inv In: 671.80 (N, 36")
D396	STORM/RAP CONNECTION Inv Out: 676.01 (N, 24")
D398	STORM/RAP CONNECTION Inv In: 678.54 (E, 12")
D397	STORM/RAP CONNECTION Inv In: 678.54 (E, 12")
D399	STORM/RAP CONNECTION Inv In: 678.54 (E, 12")
OCS-2	OUTLET CONTROL STRUCTURE Inv In: 675.89 (S, 24") Inv In: 675.60 (S, 8") Inv In: 675.69 (E, 8") Inv OUT: 676.80 (N, 24")
RD21	ROOF DRAIN Inv OUT: 679.00 (E, 12")
RD22	ROOF DRAIN Inv OUT: 679.00 (E, 12")
RD23	ROOF DRAIN Inv OUT: 679.00 (E, 12")
RD24	ROOF DRAIN Inv OUT: 679.00 (E, 12")
RD25	ROOF DRAIN Inv OUT: 679.00 (E, 12")
RD26	ROOF DRAIN Inv OUT: 680.25 (E, 12")
RD27	ROOF DRAIN Inv OUT: 680.25 (E, 12")
RD28	ROOF DRAIN Inv OUT: 680.25 (E, 12")
RD29	ROOF DRAIN Inv OUT: 680.25 (E, 12")
RD30	ROOF DRAIN Inv OUT: 680.25 (E, 12")

NO.	REVISIONS	DATE	BY

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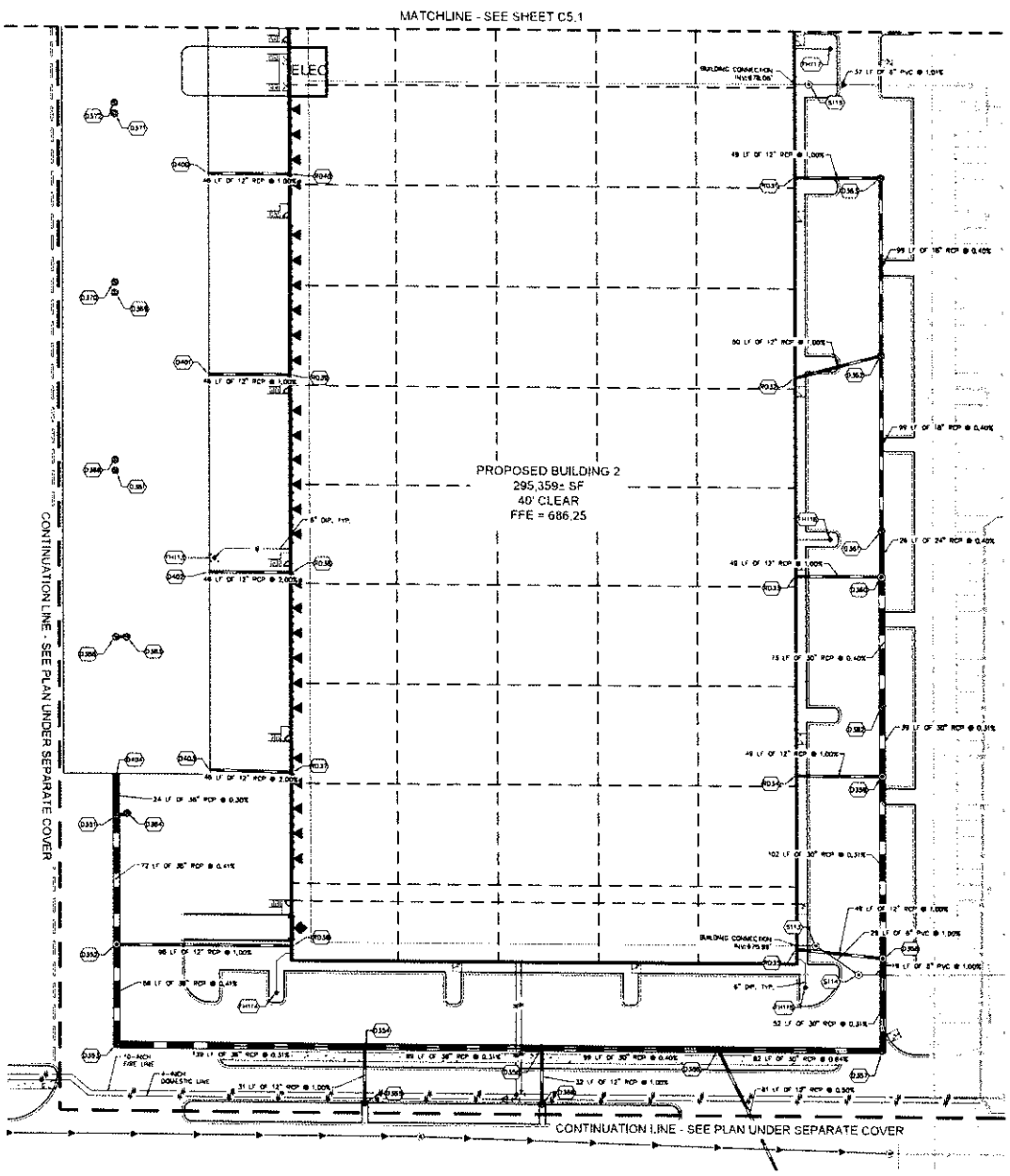
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PROLOGIS

PROLOGIS CORPORATE PARK
DETAILED UTILITY PLAN

N. RT. 83 & DEVON AVENUE
BENSENVILLE, IL 60106

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UTILITY LEGEND

- EX. WATER LINE
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- PROPOSED CLOSED I/D STORM STRUCTURE (PAVEMENT USE MEENAH R-1772) (GRASS USE MEENAH R-1788)
- PROPOSED COMBINATION CURB INLET (DS.13 CBC USE MEENAH R-3281-A)
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- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED @ATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE
- PROPOSED 1045/SERVICE PAD (FOR REFERENCE ONLY)
- RIP RAP (SEE DETAILS)

STORM MANHOLE TABLE

STRUCTURE NUMBER	DETAILS
S351	STORM MANHOLE RIM: 680.60 Rev Inv: 674.72 (S, 36") Rev Inv: 674.97 (E, 12") Rev OUT: 674.72 (N, 36")
S352	STORM MANHOLE RIM: 682.43 Rev Inv: 675.03 (S, 36") Rev Inv: 676.02 (E, 12") Rev OUT: 675.02 (N, 36")
S353	STORM MANHOLE RIM: 685.25 Rev Inv: 675.25 (E, 36") Rev OUT: 675.25 (N, 36")
S354	STORM MANHOLE RIM: 683.49 Rev Inv: 675.68 (E, 36") Rev Inv: 676.18 (S, 12") Rev OUT: 675.68 (W, 36")
S355	STORM MANHOLE RIM: 683.26 Rev Inv: 675.98 (E, 30") Rev Inv: 676.48 (S, 12") Rev OUT: 675.98 (W, 30")
S356	STORM MANHOLE RIM: 685.87 Rev Inv: 676.38 (E, 30") Rev Inv: 676.68 (SE, 12") Rev OUT: 676.38 (W, 30")
S357	STORM MANHOLE RIM: 685.69 Rev Inv: 677.67 (N, 30") Rev OUT: 676.87 (W, 30")
S358	STORM MANHOLE RIM: 686.06 Rev Inv: 677.82 (N, 30") Rev Inv: 678.76 (N, 12") Rev OUT: 677.82 (S, 30")
S359	STORM MANHOLE RIM: 686.06 Rev Inv: 678.14 (N, 30") Rev Inv: 678.76 (N, 12") Rev OUT: 678.14 (S, 30")
S360	STORM MANHOLE RIM: 685.99 Rev Inv: 678.55 (N, 24") Rev Inv: 678.76 (N, 12") Rev OUT: 678.55 (S, 30")
S361	STORM MANHOLE RIM: 683.70 Rev Inv: 678.63 (N, 18") Rev OUT: 678.85 (S, 24")
S362	STORM MANHOLE RIM: 683.70 Rev Inv: 678.85 (N, 18") Rev Inv: 678.75 (E, 12") Rev OUT: 678.05 (S, 18")

STORM STRUCTURE TABLE

STRUCTURE NUMBER	DETAILS
D353	STORM MANHOLE RIM: 685.70 INV IN: 676.75 (N, 12") INV OUT: 676.44 (S, 18")
D365	STORM MANHOLE RIM: 683.80 INV OUT: 676.49 (N, 12")
D366	STORM MANHOLE RIM: 682.33 INV OUT: 676.80 (N, 12")
D368	ACCESS RISER RIM: 680.80
D370	ACCESS RISER RIM: 680.80
D372	ACCESS RISER RIM: 680.80
D382	STORM MANHOLE RIM: 683.70 INV IN: 678.26 (N, 30") INV OUT: 678.25 (S, 30")
D383	STORM MANHOLE RIM: 683.26 INV IN: 677.85 (E, 12")

SANITARY STRUCTURE TABLE

STRUCTURE NUMBER	DETAILS
S113	SANITARY MANHOLE RIM: 686.83 INV IN: 673.89 (E, 8") INV OUT: 673.68 (SE, 8")
S114	SANITARY MANHOLE RIM: 686.25 INV IN: 675.09 (NW, 6") INV OUT: 675.59 (E, 8")
S115	SANITARY MANHOLE RIM: 685.90 INV IN: 677.67 (E, 8") INV OUT: 677.67 (E, 8")
S118	CONNECT TO EXISTING STUB INV: 684.57 INV IN: 677.80 (E, 8")
S119	CONNECT TO EXISTING STUB RIM: 686.18 INV IN: 675.40 (E, 8")

WATER STRUCTURE TABLE

STRUCTURE NUMBER	DETAILS
FH113	FIRE HYDRANT FG ELEV: 681.83
FH114	FIRE HYDRANT FG ELEV: 680.34
FH115	FIRE HYDRANT FG ELEV: 688.25
FH116	FIRE HYDRANT FG ELEV: 685.44
FH117	FIRE HYDRANT FG ELEV: 686.37

UNDERGROUND STORM STRUCTURE TABLE

STRUCTURE NUMBER	DETAILS
D400	STORM TRAP CONNECTION INV IN: 676.54 (E, 12")
D401	STORM TRAP CONNECTION INV IN: 676.54 (E, 12")
D402	STORM TRAP CONNECTION INV IN: 676.05 (E, 12")
D405	STORM TRAP CONNECTION INV IN: 676.05 (E, 12")
D404	STORM TRAP CONNECTION INV IN: 674.85 (S, 36")
RD37	ROOF DRAIN INV OUT: 680.29 (E, 12")
RD52	ROOF DRAIN INV OUT: 680.29 (E, 12")
RD53	ROOF DRAIN INV OUT: 680.29 (E, 12")
RD54	ROOF DRAIN INV OUT: 680.25 (E, 12")
RD55	ROOF DRAIN INV OUT: 680.25 (E, 12")
RD36	ROOF DRAIN INV OUT: 679.00 (W, 12")
RD57	ROOF DRAIN INV OUT: 679.00 (W, 12")
RD58	ROOF DRAIN INV OUT: 679.00 (W, 12")
RD39	ROOF DRAIN INV OUT: 679.00 (W, 12")
RD40	ROOF DRAIN INV OUT: 679.00 (W, 12")

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6160 WARREN PARKWAY, SUITE 100
FRISCO, TX 75034
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REVISIONS		
NO.	DATE	BY

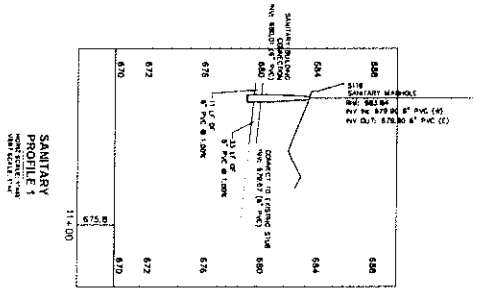
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DRAWN BY: KHA
CHECKED BY: CJT

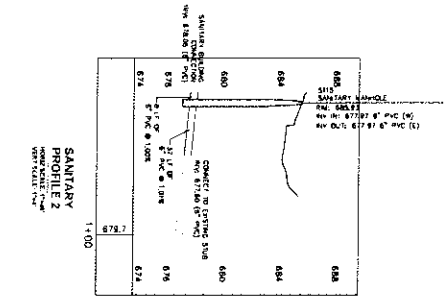
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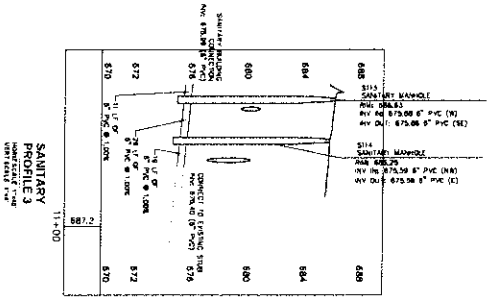
PROLOGIS CORPORATE PARK
DETAILED UTILITY PLAN

N. P.I.A. DEVON AVENUE
DESOTO, TEXAS 75115

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010
SHEET NUMBER
C5.2







C5.3

SHEET NUMBER

ORIGINAL ISSUE: 10/15/2021

KHA PROJECT NO. 168156010

PROLOGIS CORPORATE PARK

ILLINOIS & DEVON AVENUE
BENSENVILLE, IL 60106

SANITARY PROFILES

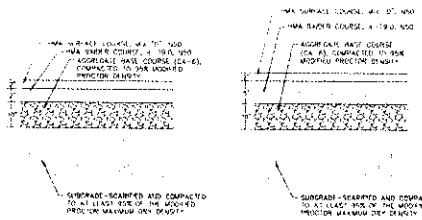
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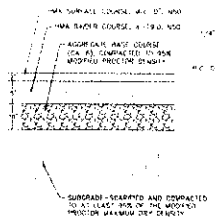
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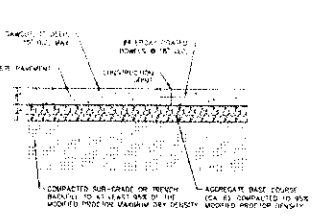
No.	REVISIONS	DATE	BY



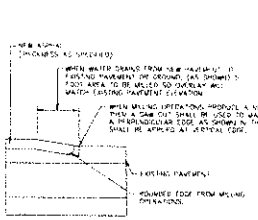
STANDARD DUTY ASPHALT PAVEMENT SECTION
N.T.S. 10/15/20



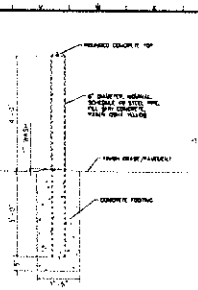
HEAVY DUTY ASPHALT PAVEMENT SECTION
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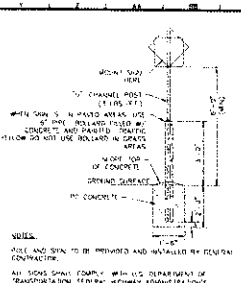
HEAVY DUTY CONCRETE PAVEMENT SECTION
N.T.S.



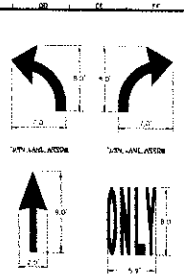
BUTT JOINT
N.T.S.



6" BOLLARD DETAIL
N.T.S.



STANDARD SIGN BASE
N.T.S.



TRAFFIC FLOW ARROW
N.T.S.

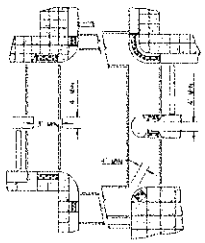
GENERAL NOTES:

1. THE MAXIMUM SLOPE OF THE SIDE FLARE FOR TYPE 'B' RAMPS SHALL BE 1:10. HOWEVER, IF THE WIDTH OF THE LANDING AREA BETWEEN THE TOP OF THE RAMP AND AN OBSTRUCTION IS LESS THAN 7'-0" (4'-0" IF THERE IS NO OBSTRUCTION), THEN THE MAXIMUM SLOPE SHALL BE 1:12.
2. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
3. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
4. RAMP DETAILS TO BE COORDINATED PER VILLAGE REQUIREMENTS.
5. DETECTABLE WARNINGS SHALL CONSIST OF TRUNCATED DOMES WHICH CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.
6. CONTRACTOR TO SELECT ADA DETECTABLE WARNING PREFABRICATED PAVERS OR CONCRETE WITH ADA DETECTABLE WARNING COATES FOR RAMPS.

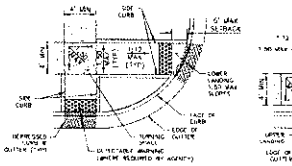
LEGEND
- SIDEWALK
- RAMP
- DETECTABLE WARNINGS
- NON WALKING AREA
- FACE OF BUILDING



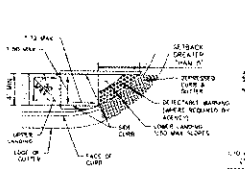
DETAIL OF SIDE CURB (SIDE CURB MAY BE CONSTRUCTED MONOLITHICALLY WITH RAMPS)



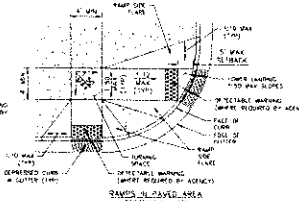
RECOMMENDED LOCATION OF RAMPS



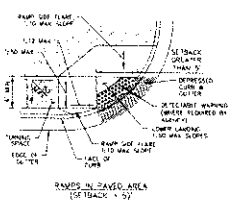
RAMPS IN LANDSCAPED AREA (SETBACK > 5')



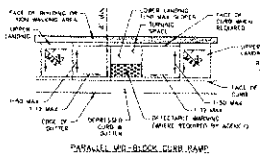
RAMPS IN LANDSCAPED AREA (SETBACK < 5')



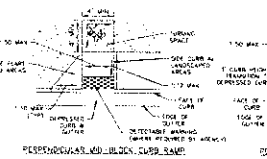
RAMPS IN PAVED AREA (SETBACK < 5')



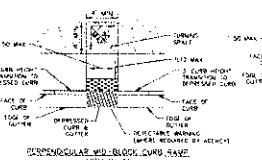
RAMPS IN PAVED AREA (SETBACK > 5')



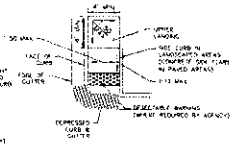
PARALLEL MID-BLOCK CURB RAMP



PERPENDICULAR MID-BLOCK CURB RAMP

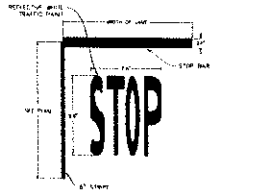


PERPENDICULAR MID-BLOCK CURB RAMP (OPTION 2)

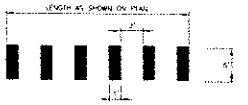


RAMPS ADJACENT TO PAVEMENT

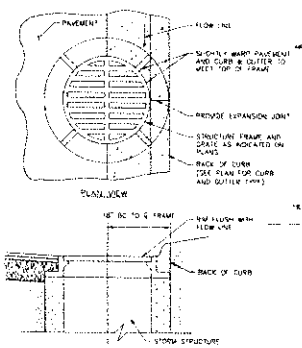
SIDEWALK AND SIDEWALK RAMPS
N.T.S.



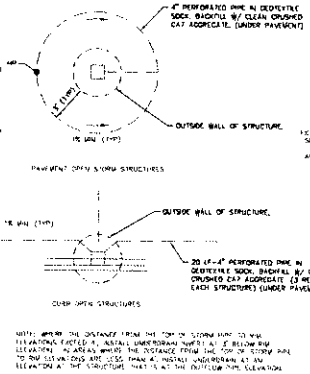
STOP BAR
N.T.S.



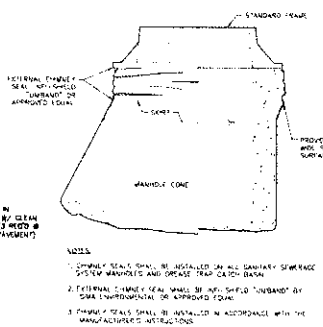
PAINTED CROSS-WALK DETAIL
N.T.S.



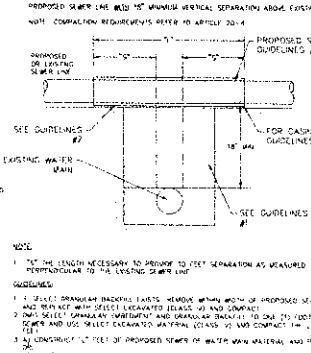
INLET AT CURB FRAME LOCATION
N.T.S.



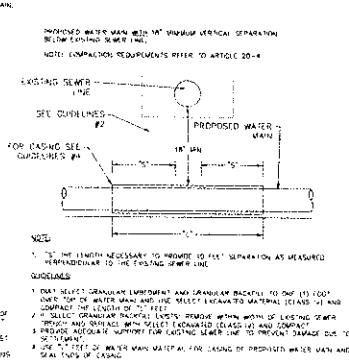
UNDERDRAIN DETAIL
N.T.S.



EXTERNAL CHIMNEY SEAL
N.T.S.



PROPOSED SEWER OVER EXISTING WATER MAIN CROSSING DETAIL
N.T.S.



EXISTING SEWER OVER PROPOSED WATER MAIN CROSSING DETAIL
N.T.S.

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NAPERVILLE, IL 60563
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REVISIONS	NO	BY	DATE

SCALE: AS NOTED
DESIGNED BY: MAM
DRAWN BY: MAM
CHECKED BY: EJT

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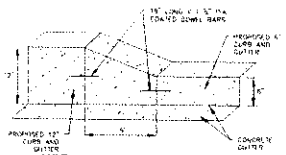
PROLOGIS CORPORATE PARK

CONSTRUCTION DETAILS

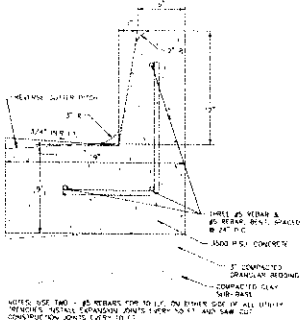
1 PROLOGIS DRIVE
PENSENVILLE, IL 60195

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010

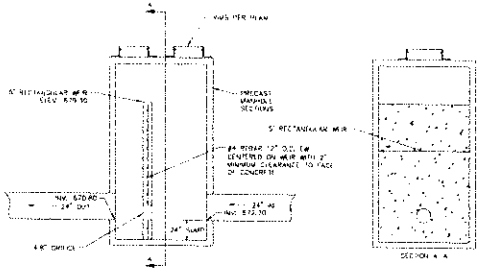
SHEET NUMBER
C6.0



12" TO 6" CURB TRANSITION



12" TALL HEAVY DUTY CURB



OUTLET CONTROL STRUCTURE #2

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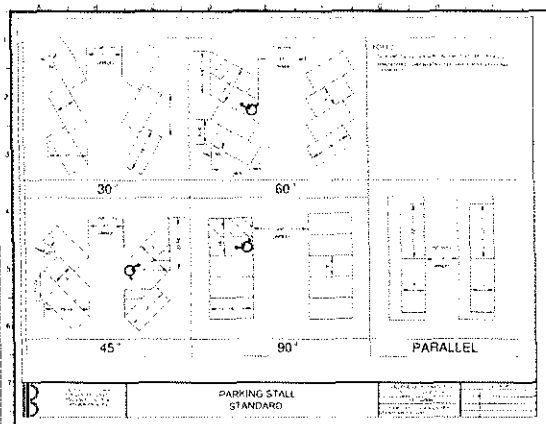
CONSTRUCTION DETAILS

ORIGINAL ISSUE: 10/15/2021

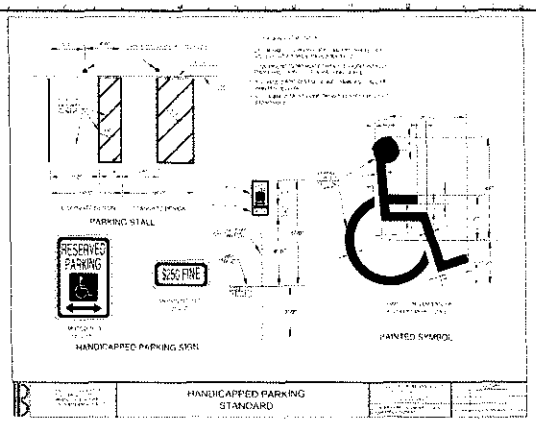
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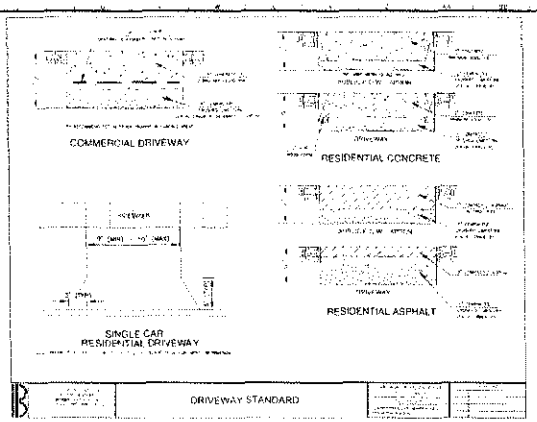
C6.1



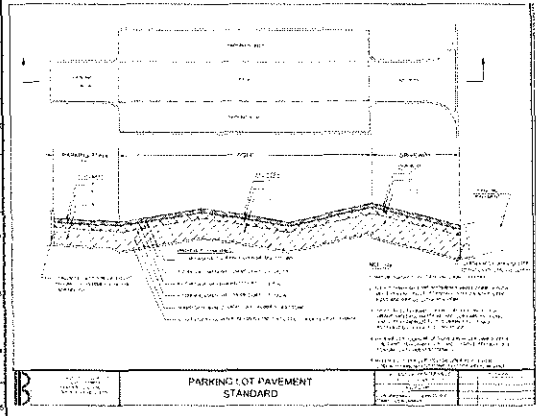
PARKING STALL STANDARD



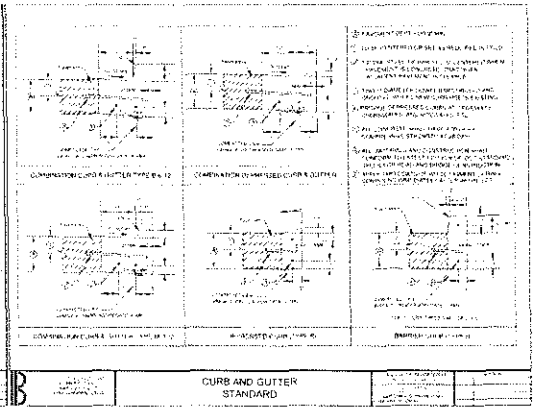
HANDICAPPED PARKING STANDARD



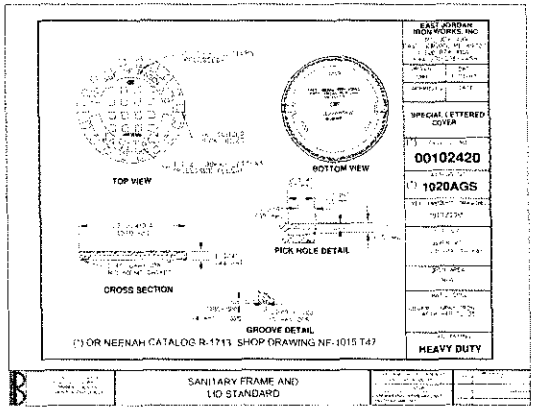
DRIVEWAY STANDARD



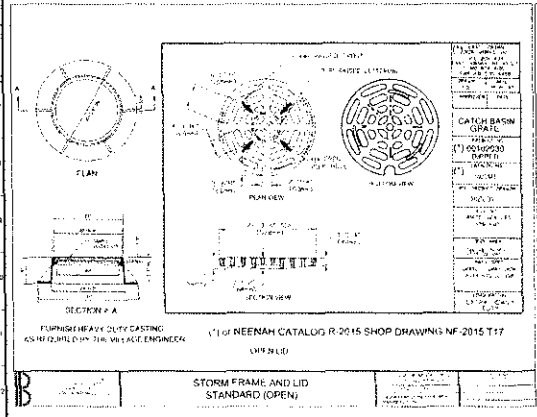
PARKING LOT PAVEMENT STANDARD



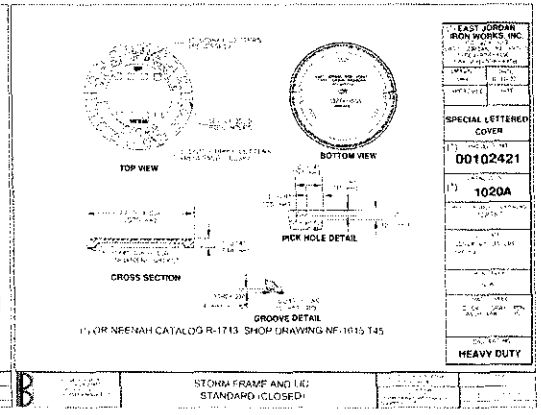
CURB AND GUTTER STANDARD



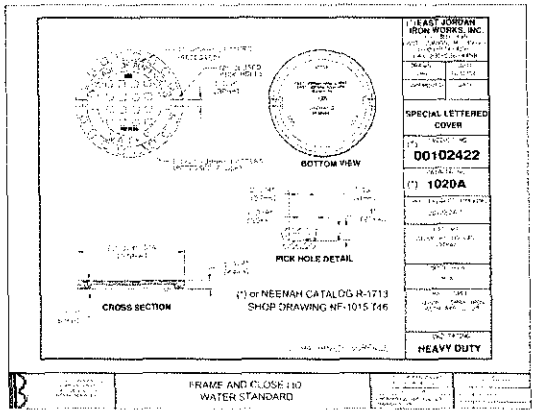
SANITARY FRAME AND LID STANDARD



STORM FRAME AND LID STANDARD (OPEN)



STORM FRAME AND LID STANDARD (CLOSED)



FRAME AND CLOSED LID WATER STANDARD

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PROLOGIS CORPORATE PARK

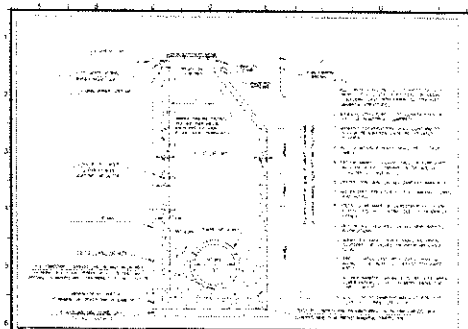
CONSTRUCTION DETAILS

ORIGINAL ISSUE: 10/15/2021

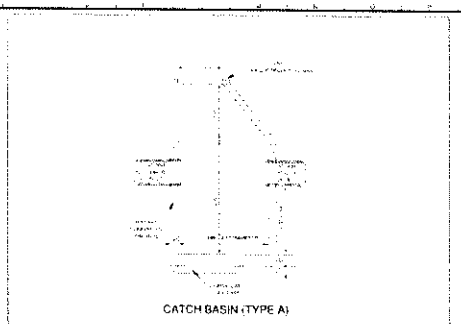
KHA PROJECT NO. 068560.0

SHEET NUMBER

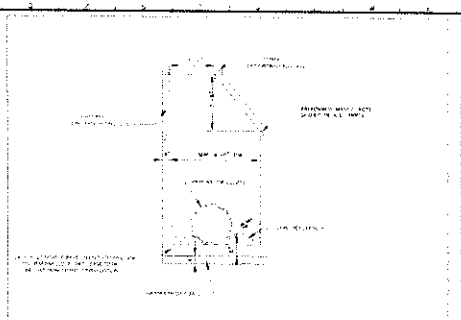
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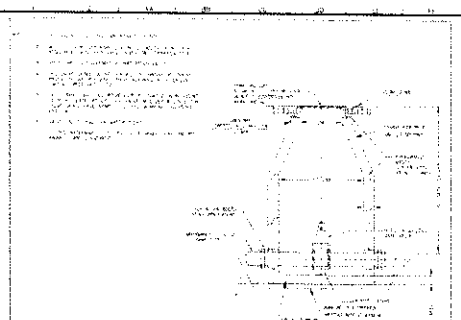
SANITARY MANHOLE STANDARD



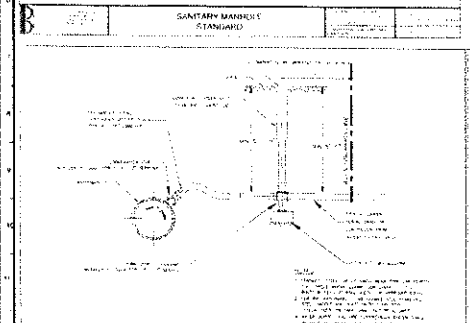
CATCH BASIN (TYPE A) STANDARD



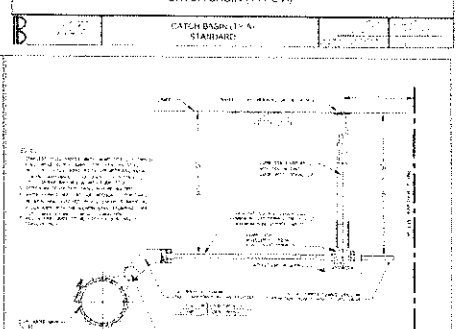
STORM MANHOLE STANDARD



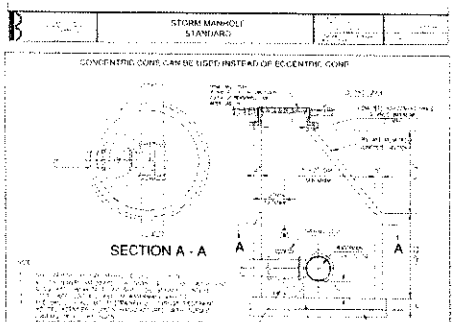
VALVE VAULT (PREFERRED) STANDARD



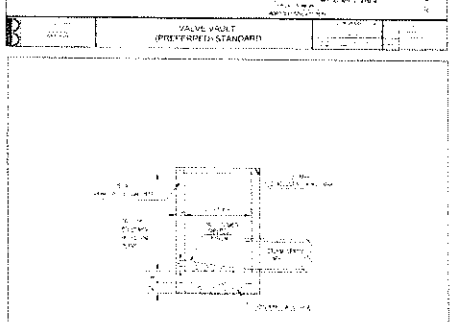
WATER SERVICE (PREFERRED) CONNECTION STANDARD



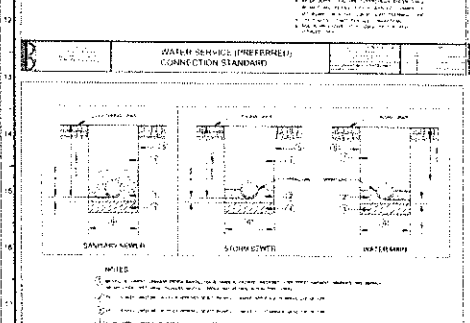
WATER SERVICE TAP (ALTERNATE) STANDARD



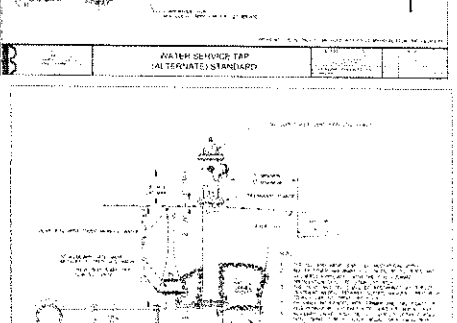
VALVE VAULT (PRESSURE CONNECTION) STANDARD



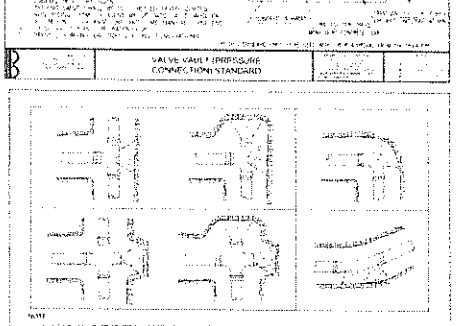
STORM INLET (TYPE A) STANDARD



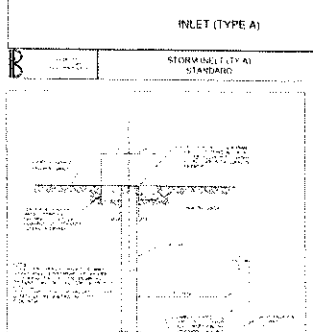
UTILITY TRENCH BACKFILL STANDARD



FIRE HYDRANT INSTALLATION STANDARD



THRUST BLOCK STANDARD



SANITARY SEWER VENT/INLET STANDARD

PROLOGIS CORPORATE PARK

N AVA DEVCO AVENUE
BENSENVILLE, IL 60106

CONSTRUCTION DETAILS

PROLOGIS

Kimley»Horn

ORIGINAL ISSUE
10/15/2021

LDC PROJECT NO
168156010

SHEET NUMBER
C6.3

PROLOGIS CORPORATE PARK
E. 87TH & DEVON AVENUE
BENSENVILLE, IL 60106

OVERALL LANDSCAPE PLAN

PROLOGIS

NO.	REVISIONS	DATE	BY

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: MAP
DRAWN BY: MAP
CHECKED BY: ELF

ORIGINAL ISSUE: 10/15/2021
PROJECT NO. 148134015
SHEET NUMBER L1.0

Call Before You Dig 1-800-892-0123

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

E DEVON AVENUE

L1.1

L1.2

PROLOGIS
CORPORATE PARK
BENSENVILLE, IL 60106

DETAILED
LANDSCAPE
PLAN

PROLOGIS

Kimley»Horn

NO.	REVISIONS	DATE	BY

DRAWN BY: MJM
CHECKED BY: CJT

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168560010

SHEET NUMBER
L1.1

GRAPHIC SCALE: 1" = 60'

NORTH

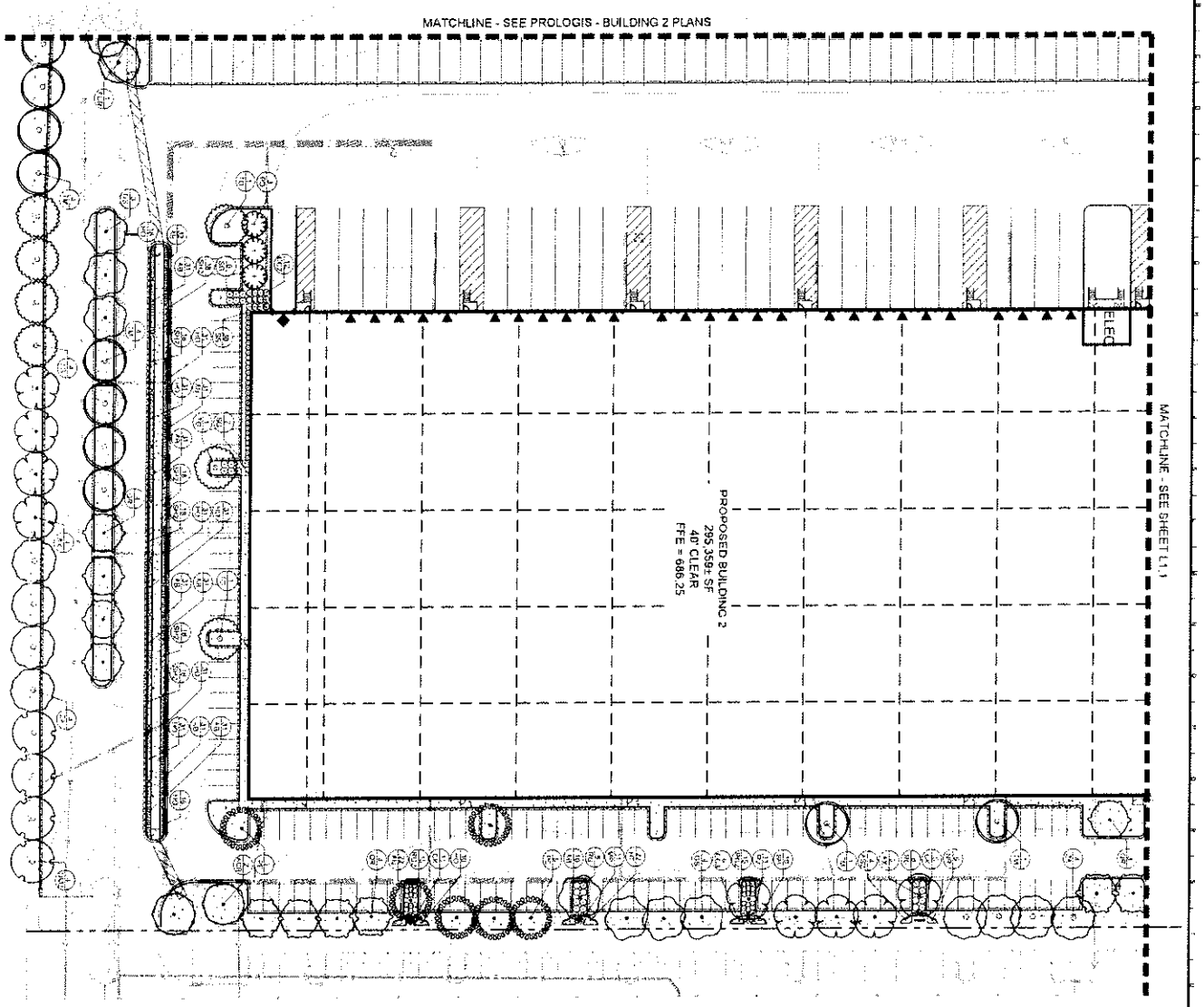
Call Before You Dig
TULIE
1-800-892-0123

E DEVON AVENUE

PROPOSED BUILDING 2
295,359± SF
40' CLEAR
FFE = 686.25

MATCHLINE - SEE SHEET L1.2

MATCHLINE - SEE PROLOGIS - BUILDING 1 PLANS



Call Before You Dig 1-800-892-0123

GRAPHIC SCALE IN FEET 0 15 30 60

NORTH

L1.2	SHEET NUMBER	KHA PROJECT NO. 168194016	ORIGINAL ISSUED 10/15/2021	PROLOGIS CORPORATE PARK LIH & DEVON AVENUE BENSENVILLE IL 60106	DETAILED LANDSCAPE PLAN	PROLOGIS.	SCALE: AS NOTED DESIGNED BY: NAM DRAWN BY: NAM CHECKED BY: EJF

Kimley»Horn

2 HOT PRAIRIE ROAD, SUITE 100
BENSENVILLE, IL 60106
PHONE: 630.487.5550
WWW.KIMLEY-HORN.COM

No.	REVISIONS	DATE	BY

PLANT SCHEDULE BUILDING-2

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	OTHER
	ACR	3	ACER RUBRUM 'OCTOBER GLORY' TM / OCTOBER GLORY MAPLE	B & B	1.5" CAL MIN	
	AF	18	ACER X FREEMANII 'FREEMAN' CARPE	B & B	1.5" CAL MIN	
	GS	16	GLEDITSIA TRIACANTHOS 'SKYLINE' / SKYLINE HONEY LOCUST	B & B	1.5" CAL MIN	
	PE	14	PLATANUS X ACERIFOLIA 'EXCLAIMATION' TM / EXCLAIMATION LONDON PLANE TREE	B & B	1.5" CAL MIN	
	QR	17	QUERCUS RUBRA / RED OAK	B & B	1.5" CAL MIN	
	TC	15	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	1.5" CAL MIN	
	TM	14	TILIA AMERICANA 'MCKSENTRY' TM / AMERICAN SENTRY LINDEN	B & B	1.5" CAL MIN	
	UM2	15	ULMUS X 'MORTON' ACCOLADE TM / ELM	B & B	1.5" CAL MIN	
	ZS	15	ZELKOVA SERRATA 'AUTUMN GLOW' / AUTUMN GLOW JAPANESE ZELKOVA	B & B	1.5" CAL MIN	

EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	OTHER
	PD	3	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B		8' HT MIN

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AM2	74	ARONIA MELANOCARPA 'MORTON' TM / IROQUOIS BEAUTY BLACK CHOKEBERRY	3 GAL	SEE PLAN	18" HT MIN
	CAJ	21	CEANOTHUS AMERICANUS / NEW JERSEY TEA	3 GAL	SEE PLAN	18" HT MIN
	CO2	12	COPPUS SANGUINEA 'ARCTIC' / ARCTIC SUN DOGWOOD	3 GAL	SEE PLAN	18" HT MIN
	HA	12	HYDRANGEA ARBORESCENS 'ANNABELLE' / ANNABELLE SMOOTH HYDRANGEA	3 GAL	SEE PLAN	18" HT MIN
	IR	12	ITEA VIRGINICA 'LITTLE HENRY' TM / VIRGINIA SWEETSPIRE	3 GAL	SEE PLAN	18" HT MIN
	PL	26	PHYSOCARPUS OPULIFOLIUS 'LITTLE DEVIL' TM / DWARF NINEBARK	3 GAL	SEE PLAN	18" HT MIN
	RA3	32	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	3 GAL	SEE PLAN	18" HT MIN
	ROZ	40	ROSA X 'MEIDRIFTY' / GREEN MOUND ALPINE CURRANT	5 GAL	SEE PLAN	18" HT MIN
	SG	13	SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA	3 GAL	SEE PLAN	18" HT MIN
	SS	38	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIREA	1 GAL	SEE PLAN	18" HT MIN
	ST	15	SPIRAEA BETULIFOLIA 'TOR' / TOR BIRCHLEAF SPIREA	3 GAL	SEE PLAN	18" HT MIN
	VD	23	VIBURNUM DENTATUM 'BLUE MUFFIN' / SOUTHERN ARROWWOOD	5 GAL	SEE PLAN	18" HT MIN
	WD	12	WEIGELA FLORIDA 'DARK HORSE' / DARK HORSE WEIGELA	3 GAL	SEE PLAN	18" HT MIN

EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	JE	14	JUNIPERUS CHINENSIS 'GOLD LACE' / GOLD LACE JUNIPER	5 GAL	SEE PLAN	18" HT MIN
	TT	18	TAXUS X MEDIA 'TAUNTONII' / TAUNTON YEW	5 GAL	SEE PLAN	18" HT MIN

GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	CK	30	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	1 GAL	SEE PLAN	
	MP	77	MISCANTHUS SINENSIS 'PURPURESCENS' / PURPLE MAIDEN GRASS	1 GAL	SEE PLAN	
	PB	36	PENNISETUM ALOPECUROIDES 'BURGUNDY BUNNY' / BURGUNDY BUNNY DWARF FOUNTAIN GRASS	1 GAL	SEE PLAN	
	PV	22	PANICUM VIRGATUM / SWITCH GRASS	1 GAL	SEE PLAN	

GROUNDCOVER/PERENNIALS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AB	250	AMSONIA 'BLUE ICE' / BLUE ICE BLUESTAR	1 GAL	18" OC	
	AN	22	ANEMONE NEMOROSA 'ROBINSONIANA' / JAPANESE WHITE WINDFLOWER	1 GAL	12" OC	
	AS2	1	ASCLEPIAS 'SUNDIAL PEACH' / SUNDIAL PEACH BUTTERFLY WEED	1 GAL	24" OC	
	AV	22	ASTILBE CHINENSIS 'VISION IN PINK' / VISION IN PINK CHINESE ASTILBE	1 GAL	12" OC	
	CO3	16	CORNUS X 'CREDE BRULEE' / CREDE BRULEE CORNUS	1 GAL	24" OC	
	CS2	227	CAREX MORROWII 'SILVER SCEPTRE' / SILVER SCEPTRE JAPANESE SEDGE	1 GAL	12" OC	
	EC	10	ECHINACEA X 'CHEYENNE SPIRIT' / CHEYENNE SPIRIT CONEFLOWER	1 GAL	18" OC	
	HF	31	HOSTA X 'FRANCES WILLIAMS' / FRANCES WILLIAMS HOSTA	1 GAL	36" OC	
	HS	230	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	1 GAL	18" OC	
	HT	22	HELIOPSIS HELIANTHOIDES 'TUSCAN SUN' / FALSE SUNFLOWER	1 GAL	12" OC	
	NR	29	NEPETA RACEMOSA 'WALKER'S LOW' / WALKER'S LOW CATMINT	1 GAL	18" OC	
	SH	24	SALVIA NEMOROSA 'SNOWHILL' / SNOWHILL SALVIA	1 GAL	18" OC	
	SH2	10A	SPOROBOLUS HETEROLEPIS / PRAIRIE DROPSEED	1 GPL		

GROUNDCOVERS	BOTANICAL / COMMON NAME
	TURF SOD

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1-800-892-0123

No	REVISIONS	BY	DATE

Kimley»Horn
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6160 STONERIDGE MALL ROAD, SUITE 490
PLEASANTON, CA 94588
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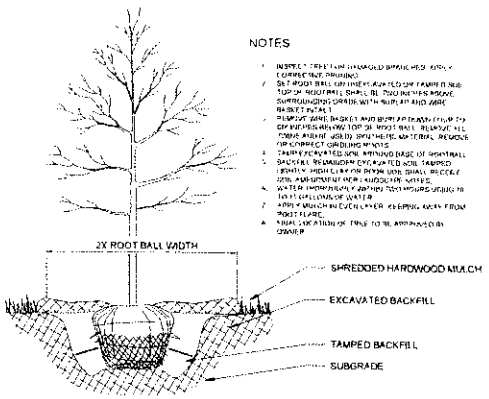
SCALE: AS NOTED
DESIGNED BY: NAM
DRAWN BY: NAM
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PROLOGIS

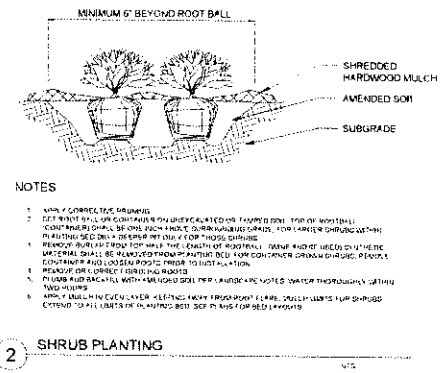
PROLOGIS CORPORATE PARK
1, 2, 3 & 4 DEVOU AVENUE
BENSENVILLE, IL 60106

LANDSCAPE NOTES AND DETAILS

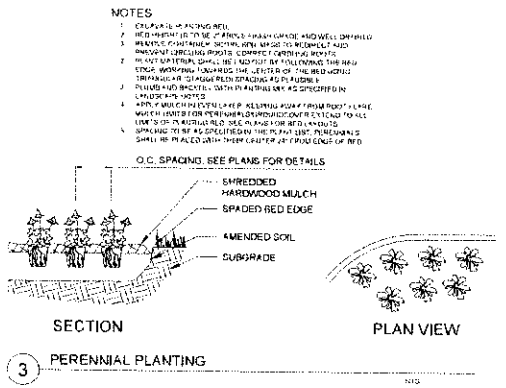
ORIGINAL ISSUE:
10/15/2021
KHA PROJECT NO.
168156010
SHEET NUMBER
L2.0



1 TREE PLANTING



2 SHRUB PLANTING



3 PERENNIAL PLANTING

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS MAY BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECTS OR OWNERS WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY, PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
11. PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 70% PULVERIZED SOIL FOR ALL NON TURF SEED MIX AREAS, SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS.
12. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
13. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
14. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
15. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
16. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
17. ALL DISTURBED AREAS TO BE SODDED OR SEEDED UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS OTHERWISE NOTED.
18. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.

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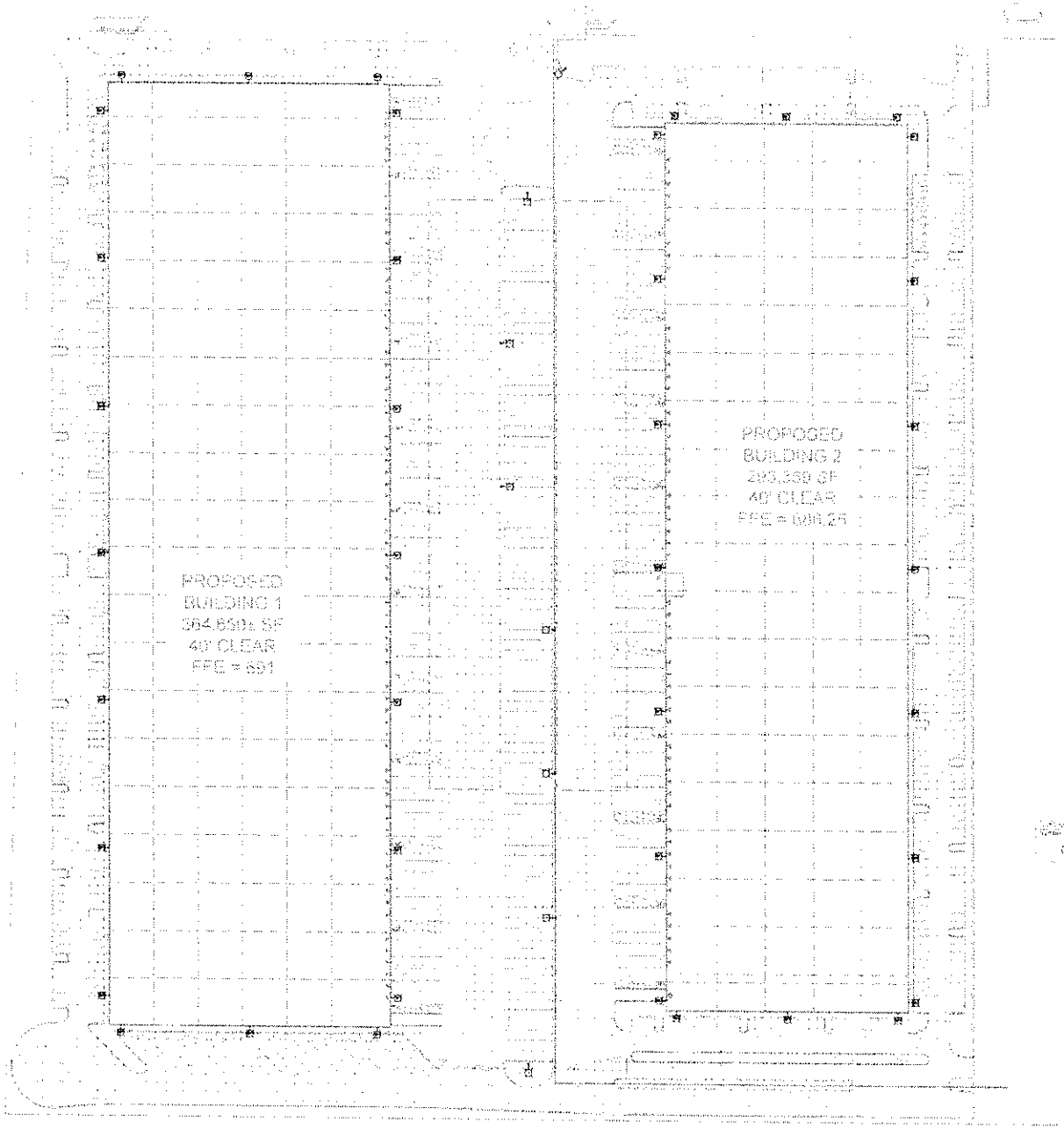
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PROLOGIS

PROLOGIS CORPORATE PARK
ILP 5 DEVILS AVENUE
BENSENVILLE, IL 60106

LANDSCAPE NOTES AND DETAILS

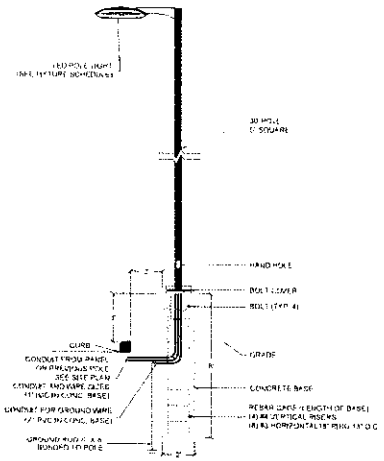
ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010
SHEET NUMBER
L2.1



SITE PHOTOMETRIC

SCALE 1"=100'-0"

N



LIGHT POLE DETAIL

SCALE NTS



JAN ELECTRIC
COMMERCIAL & INDUSTRIAL
500 E. Plainfield Road
Countryside, IL 60525
O:(708)639-4500
F:(708)639-4477

PROLOGIS SPEC WAREHOUSES
BENSENVILLE, IL

SHEET NO
PM-1

VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, ILLINOIS 60106

Ordinance No. 45-2022

An Ordinance Granting Approval of a Final Plat of Subdivision and an Amendment to an Approved Planned Unit Development with Code Departures and an Industrial Development at 1301, 1401, 1501, 1601 and 1361 Devon Avenue, Bensenville, Illinois

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ADOPTED BY THE
VILLAGE BOARD OF TRUSTEES
OF THE
VILLAGE OF BENSENVILLE
THIS 15th DAY OF NOVEMBER 2022

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Bensenville, DuPage and Cook Counties, Illinois this 16th day of November, 2022

STATE OF ILLINOIS)
COUNTIES OF COOK)
SS AND DUPAGE)

I, Corey Williamsen, do hereby certify that I am the duly appointed Deputy Village Clerk of the Village of Bensenville, DuPage and Cook Counties, Illinois, and as such officer, I am the keeper of the records and files of said Village; I do further certify that the foregoing constitutes a full, true and correct copy of Ordinance No. 45-2022 entitled An Ordinance Granting Approval of a Plat of Subdivision and an Amendment to an Approved Planned Unit Development with Code Departures for an Industrial Development at 1301, 1401, 1501, 1601 and 1361 Devon Avenue, Bensenville, Illinois.

IN WITNESS WHEREOF, I have hereunto affixed my official hand and seal on this 16th day of November 2022.

VILLAGE OF BENSENVILLE SEAL ILLINOIS

Corey Williamsen
Deputy Village Clerk

ORDINANCE # 45-2022

AN ORDINANCE GRANTING APPROVAL OF A FINAL PLAT OF SUBDIVISION AND AN AMENDMENT TO AN APPROVED PLANNED UNIT DEVELOPMENT WITH CODE DEPARTURES FOR AN INDUSTRIAL DEVELOPMENT AT 1301, 1401, 1501, 1601, AND 1361 DEVON AVENUE, BENSENVILLE, ILLINOIS

WHEREAS, MLRP Busse and Devon LLC & Prologis Logistics Services, Inc. ("Owner" and "Applicant") of 1 Pierce Place, Itasca, IL 60143, filed an application for Final Plat of Subdivision, Municipal Code Section 11-3 of the Bensenville Village Zoning Ordinance ("Zoning Ordinance"), Amendment to an Approved Planned Unit Development, Municipal Code Section 10-4-4, of the Bensenville Village Zoning Ordinance ("Zoning Ordinance"), with the following code departures: Minimum Corner Side Setback Requirement, Municipal Code Section 10-6-21-1 of the Zoning Ordinance; Semi-Truck Trailer Parking Spaces, Municipal Code Section 10-8-6A-3; Parking Lot Interior Landscape Island Trees, Municipal Code Section 10-9-5C-4; and Parking Lot Interior Landscape Island Groundcover, Municipal Code Section 10-9-5C-5, for the property located at 1301, 1401, 1501, 1601, and 1361 Devon Avenue, Bensenville, as legally described in Exhibit "A," attached hereto and incorporated herein by reference (the "Subject Property"), a copy of said application being contained on file in the Community and Economic Development Department; and

WHEREAS, Notice of Public Hearing with respect to the Final Plat of Subdivision and Amendment to an Approved Planned Unit Development as sought by the Applicant was published in the Daily Herald on Thursday, October 13, 2022 by the Village of Bensenville, and notice was also given via posting of a Public Hearing Sign on the Subject Property on Friday, October 14, 2022, and via First Class mail to taxpayers of record within 250 feet of the Subject

Property on Thursday, October 13, 2022, all as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, pursuant to said Notice, the Community Development Commission of the Village of Bensenville conducted a Public Hearing on November 1, 2022, as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, after hearing the application, the Community Development Commission agreed with the findings of fact submitted by the Applicant, and thereafter, voted unanimously (5-0) to recommend approval with conditions of the Final Plat of Subdivision, Municipal Code Section 11-3 and Amendment to an Approved Planned Unit Development, Municipal Code Section 10-4-4, and forwarded its recommendations, including the Staff Report and findings relative to the request, to the President and Board of Village Trustees, which concurred with the recommendations made therein, as are attached hereto and incorporated herein by reference as Exhibit "B"; and

WHEREAS, on November 15, 2022, the President and Board of Village Trustees have reviewed the matter herein and have determined that approval with conditions of the requested Final Plat of Subdivision, Municipal Code Section 11-3 and Amendment to an Approved Planned Unit Development, Municipal Code Section 10-4-4, as recommended by the Community Development Commission, are consistent with the Zoning Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois, duly assembled at a regular meeting, as follows:

Section 1. That the forgoing recitals are hereby incorporated by reference as if fully set forth herein.

Section 2. That the Subject Property is currently zoned under the Zoning Ordinance as I-2 General Industrial District, which zoning classification shall remain in effect subject to the Final Plat of Subdivision and Amendment to an Approved Planned Unit Development approved herein.

Section 3. That the Staff Report and Recommendations to approve with conditions the Final Plat of Subdivision and Amendment to an Approved Planned Unit Development, Municipal Code Section 10-4-4, as allowed by the Zoning Ordinance, Sections 11-3 and 10-4-4, as adopted by the Community Development Commission as shown in Exhibit "B", is hereby adopted by the President and Board of Trustees, the Board of Trustees finding that said Final Plat of Subdivision and Amendment to an Approved Planned Unit Development are proper and necessary.

Section 4. That the Final Plat of Subdivision, Municipal Code Section 11-3, as sought by the Applicant of the Subject Property, is hereby approved.

Section 5. That the Amendment to an Approved Planned Unit Development, Municipal Code Section 10-4-4, as sought by the Applicant of the Subject Property, is hereby approved with the following conditions:

1) All conditions of approval required of the Preliminary Planned Unit Development (Ord. No.66-2020), the Final Planned Unit Development (Ord. No. 21-2021), and the PUD Amendments (Ord. No. 22-2021 and Ord. No. 60-2021) are consequently conditions of approval of the Planned Unit Development Amendment;
2) The code departure for Minimum Corner Side Setback Requirement, Municipal Code Section 10-6-21-1 is granted;
3) The code departure for Semi-Truck Trailer Parking Spaces, Municipal Code Section 10-8-6A-3 is granted;
4) The code departure for Parking Lot Interior Landscape Island Trees, Municipal Code Section 10-9-5C-4 is granted;
5) The code departure for Parking Lot Interior Landscape Island Groundcover, Municipal Code Section 10-9-5C-5 is granted;
6) The fencing as shown on the plans is not approved through this PUD amendment, fencing shall be approved under separate permit applications.

Section 6. That all requirements of the Zoning Ordinance shall be applicable except as allowed by the Final Plat of Subdivision and Amendment to an Approved Planned Unit Development approved herein.

Section 7. All ordinances, resolutions, motions, or orders in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 8. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, DuPage and Cook Counties, Illinois, this 15th day of November 2022, pursuant to a roll call vote, as follows:

APPROVED:

Frank DeSimone, Village President

ATTEST:

Nancy Quinn, Village Clerk

AYES: Franz, Frey, Lomax, Panicola

NAYES: None

ABSENT: Carmona, Perez

Ordinance # 45 - 2022
Exhibit "A"

The Legal Description is as follows:

BENSENVILLE INDUSTRIAL PARK, A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 1301, 1401, 1501, 1601, and 1361 Devon Avenue, Bensenville, IL 60106.

Ordinance # 45 - 2022
Exhibit "B"
Findings of Fact

Mr. Arquette reviewed the Findings of Fact for the proposed Final Plat of Subdivision in the Staff Report consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal. The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: We have formally applied for a final approval of each individual building, however, this application is for final site improvements. The previously approved Preliminary and Final PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan

will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention. **Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.**

Mr. Arquette stated:

Staff recommends the Approval of the Final Plat of Subdivision at 1301-1601 Devon Avenue.

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Amendment to an Approved Planned Unit Development at 1301-1601 Devon Avenue with the following Conditions:

1. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020), the Final Planned Unit Development (Ord. No. 21-2021), and the PUD Amendments (Ord. No. 22-2021 and Ord. No. 60-2021) are consequently conditions of approval of the Planned Unit Development Amendment;
2. The code departure for Minimum Corner Side Setback Requirement, Municipal Code Section 10-6-21-1 is granted;
3. The code departure for Semi-Truck Trailer Parking Spaces, Municipal Code Section 10-8-6A-3 is granted;
4. The code departure for Parking Lot Interior Landscape Island Trees, Municipal Code Section 10-9-5C-4 is granted;
5. The code departure for Parking Lot Interior Landscape Island Groundcover, Municipal Code Section 10-9-5C-5 is granted;
6. The fencing as shown on the plans is not approved through this PUD amendment, fencing shall be approved under separate permit applications.

There were no questions from the Commission.

Motion:	Commissioner King made a motion to close CDC Case No. 2022-30. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz
	Nays: None
	All were in favor. Motion carried.
	Chairman Rowe closed CDC Case No. 2022-30 at 6:46 p.m.
Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of the Final Plat of Subdivision, Municipal Code Section 11-3 with Staff's Recommendations. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner King made a combined motion to approve the Findings of Fact and Approval of the Amendment to an Approved Planned Unit Development, Municipal Code Section 10-4-4 with Code Departures listed in the Staff Report and with Staff's Recommendations. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz
	Nays: None
	All were in favor. Motion carried.

_____

Ronald Rowe, Chairman
Community Development Commission

BENSENVILLE
GATEWAY TO OPPORTUNITY

Community Development Commission
Public Hearing 11.01.22

CDC Case #2022 – 30

MLRP Busse and Devon LLC & Prologis Logistics Services, Inc.
1301, 1401, 1501, 1601, and 1361 Devon Avenue

Final Plat of Subdivision
Municipal Code Section 11 – 3

Amendment to an Approved Planned Unit Development
Municipal Code Section 10 – 4 – 4

**with the following code departures*

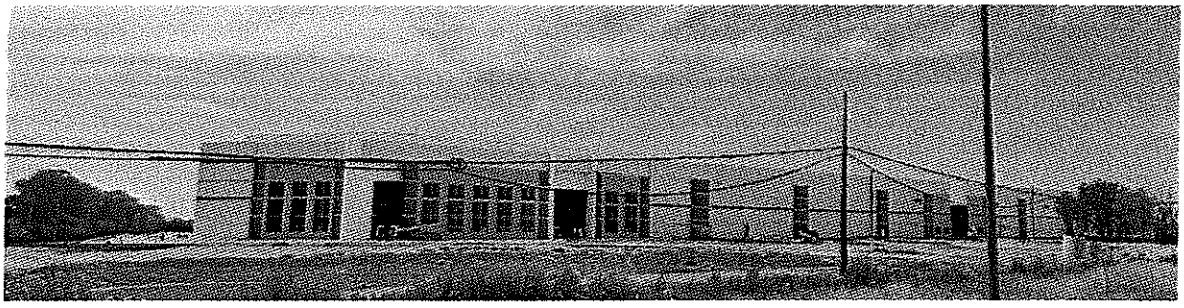
Minimum Corner Side Setback Requirement
Municipal Code Section 10 – 6 – 21 – 1

Semi-Truck Trailer Parking Spaces
Municipal Code Section 10 – 8 – 6A – 3

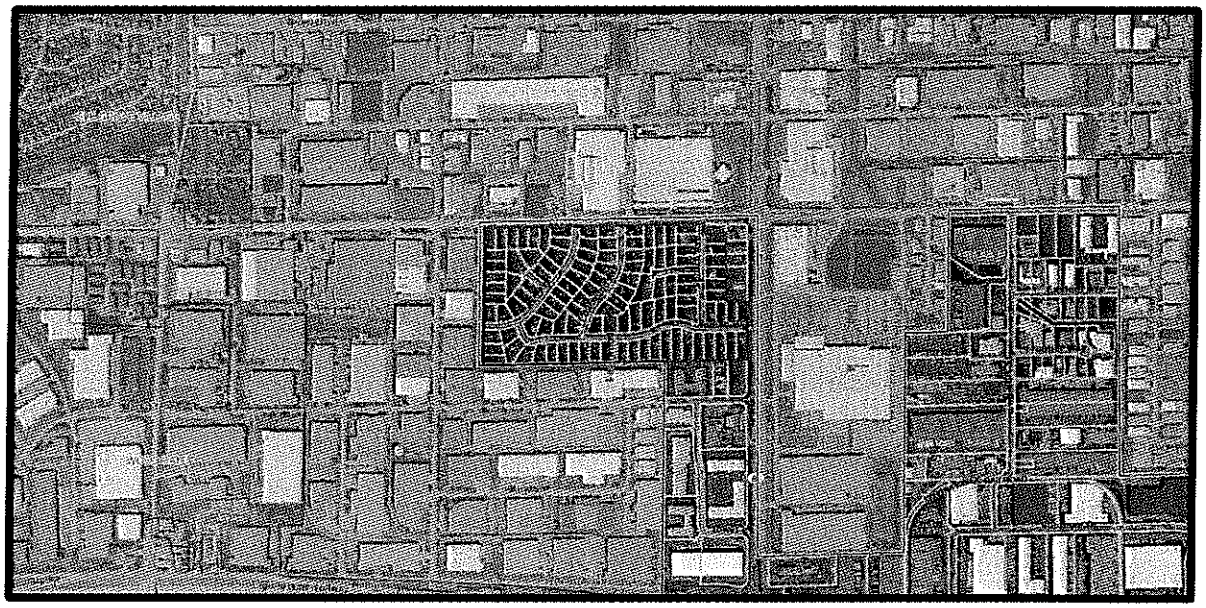
Parking Lot Interior Landscape Island Trees
Municipal Code Section 10 – 9 – 5C – 4

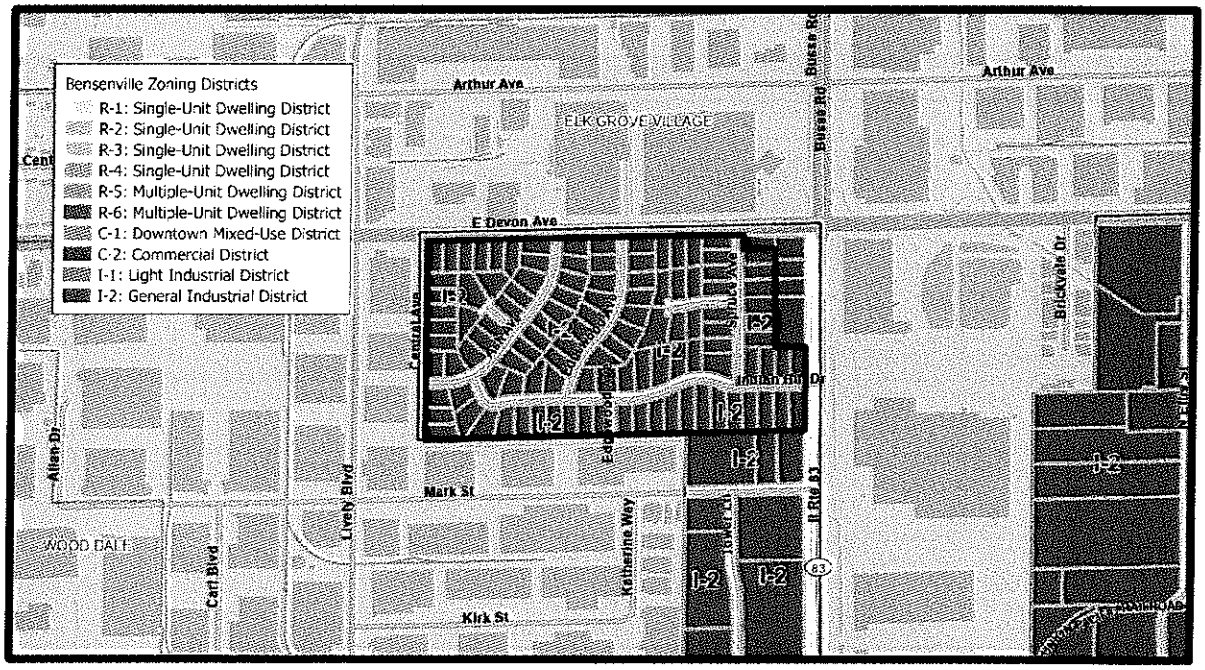
Parking Lot Interior Landscape Island Groundcover
Municipal Code Section 10 – 9 – 5C – 5

1. Aerial Photograph & Zoning Map of Subject Property
2. Legal Notice
3. Application
4. Staff Report & Exhibits
5. Plans



Village of Bensenville





LEGAL NOTICE/PUBLIC NOTICE
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a Meeting of the Community Development Commission of the Village of Bensenville, DuPage and Cook Counties, will be held on Tuesday, November 1, 2022 at 6:30 P.M., at which a Public Hearing will be held to review case No. 2022 - 30 to consider a request for:

Final Plat of Subdivision
Municipal Code Section 11 – 3

Amendment to an Approved Planned Unit Development
Municipal Code Section 10 – 4 – 4

*with the following code departures

Minimum Corner Side Setback Requirement
Municipal Code Section 10 – 6 – 21 – 1

Semi-Truck Trailer Parking Spaces
Municipal Code Section 10 – 8 – 6A – 3

Parking Lot Interior Landscape Island Trees
Municipal Code Section 10 – 9 – 5C – 4

Parking Lot Interior Landscape Island Groundcover
Municipal Code Section 10 – 9 – 5C – 5

At 1301, 1401, 1501, 1601, and 1361 Devon Avenue in an existing I-2 General Industrial District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville.

The Legal Description is as follows:

BENSENVILLE INDUSTRIAL PARK, A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 1301, 1401, 1501, 1601, and 1361 Devon Avenue, Bensenville, IL 60106.

MLRP Busse and Devon LLC & Prologis Logistics Services, Inc of 1 Pierce Place, Itasca, IL 60143 is the owner and applicant for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend the Public Hearing and be heard. A link for electronic viewing will be posted on the Village website at least 48 hours prior to the meeting date. Written comments mailed to Village Hall, and online comments submitted on the Village website, will be accepted by the Community and Economic Development Department through November 1, 2022 until 5:00 P.M

Office of the Village Clerk
Village of Bensenville

TO BE PUBLISHED IN THE DAILY HERALD
October 13, 2022

For Office Use Only
Date of Submission: 9.28.22 MUNIS Account #: 12486 CDC Case #: 2022-30

COMMUNITY DEVELOPMENT COMMISSION APPLICATION

Address: 1301, 1401, 1501, 1601 and 1361 Devon Ave

Property Index Number(s) (PIN): Various

A. PROPERTY OWNER:

MLRP Busse and Devon LLC & Prologis Logistics Services, Inc.	ML Realty Partners, LLC	
Name	Corporation (if applicable)	
1 Pierce Place		
Street		
Itasca	IL	60143
City	State	Zip Code
Tim Geisler	847-975-9861	tgeisler @mlrealtypartners.com
Contact Person	Telephone Number	Email Address

*If Owner is a Land Trust, attach a list of the names and addresses of the beneficiaries of the Trust.

B. APPLICANT: ☒ Check box if same as owner

Name	Corporation (if applicable)	
Street		
City	State	Zip Code
Contact Person	Telephone Number	Email Address

B. ACTION REQUESTED (Check applicable):

- ☐ Site Plan Review
- ☐ Special Use Permit
- ☐ Variation
- ☐ Administrative Adjustment
- ☐ Zoning Text or Map Amendment
- ☐ Zoning Appeal
- ☑ Plat of Subdivision
- ☐ Annexation
- ☑ Planned Unit Development*

*See Staff for additional information on PUD requests

SUBMITTAL REQUIREMENTS:

- ☑ Affidavit of Ownership** (signed/notarized)
- ☑ Application**
- ☑ Approval Standards**
- ☑ Plat of Survey/Legal Description
- ☑ Site Plan
- ☐ Building Plans & Elevations
- ☐ Engineering Plans
- ☑ Landscape Plan
- ☐ Tree Preservation and Removal Plan
- ☑ Application Fees
- ☑ Fees agreement**

**Item located within this application packet.

Brief Description of Request(s): (Submit separate sheet if necessary)

See Additional Sheet

C. PROJECT DATA:

1. General description of the site: Mohawk Terrace Re-Development
2. Acreage of the site: +/- 68 AC Building Size (if applicable): _____
3. Is this property within the Village limits? (Check applicable below)
   - ☑ Yes
   - ☐ No, requesting annexation
   - ☐ No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.
4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.)

5. Character of the site and surrounding area:

	Zoning	Existing Land Use	Jurisdiction
Site:	I-2	Industrial	Bensenville
North:	I-2	IND	Elk Grove
South:	I-1 & I-2	IND	Bensenville & EG
East:	I-2	IND	Elk Grove
West:	I-1	IND	Elk Grove

D. APPROVAL STANDARDS:

The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the appropriate Approval Standards, found in Village Code and on the following pages. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Standards."

Variance Request

for

1301, 1401, 1501, 1601 and 1361 Devon Avenue

- Allow 11' wide trailer stalls in lieu of the required 12' trailer wide stalls
- Allow a reduced setback at the southeast corner of 1301 Devon Ave
- Allow for the elimination of trees in landscape islands that contain utility structures
- Allow of planting of shrubs in landscape islands

Upon the failure of the Petitioner/Applicant to reimburse the Village in accordance with this Agreement, no further action shall be undertaken on any Petition or Application by the Village President and Board of Trustees, or by any other official or quasi-official individual or body thereunder, including the conduct of any hearings or deliberations, the granting of any relief or approvals, and the execution or recording of any documents, until all such outstanding fees are paid in full. Further, the Village may deny any application for a grading, building or other permit if such amounts have not been paid in full. Upon any failure to reimburse the Village in accordance with this Section, the Village may in its discretion, elect to place a lien against any real property associated with the Petitioner/Applicant's Petition or Application. In the event such amounts are not paid in full within sixty (60) days after the date when the statement of such amounts due is delivered or deposited in the U.S. mail by the Village, such amounts due shall be deemed delinquent and thereafter a delinquency charge of one percent (1%) per month, or portion thereof, with a minimum delinquency charge of $5.00 per month, shall be added to the amount due until such amount, including all delinquency charges, is received by the Village. Said lien shall be in an amount equal to the outstanding amount owed to the Village.

The remedies available to the Village as set forth hereinabove are non-exclusive and nothing herein shall be deemed to limit or waive the Village's right to seek relief of such fees against any or all responsible parties in a court of competent jurisdiction.

BY SIGNING BELOW, THE PETITIONER/APPLICANT ACKNOWLEDGES THAT THEY HAVE READ THE FOREGOING PARAGRAPHS AND FULLY UNDERSTANDS AND AGREES TO COMPLY WITH THE TERMS SET FORTH HEREIN. FURTHER, BY SIGNING BELOW, THE SIGNATORY WARRANTS THAT THEY POSSESS FULL AUTHORITY TO SO SIGN.

THE PETITIONER/APPLICANT AGREES THAT THEY SHALL BE LIABLE FOR PAYMENT OF FEES REFERRED TO IN APPLICABLE SECTIONS OF THE ORDINANCES OF THE VILLAGE OF BENSENVILLE, AND AS SET FORTH HEREIN.

Petitioner/Applicant

9.27.22

Date

STATE OF ILLINOIS)
)SS.
COUNTY OF DUPAGE AND COOK)

AFFIDAVIT OF OWNERSHIP

I Timothy J. Geiger the undersigned Affiant, being first duly sworn, on oath states:

1. That Affiant has personal knowledge of the representations and statements made herein, and has examined all necessary documents, records of ownership and such other information as is required to confirm the statements and representations herein;
2. That the owner(s) and contract purchaser(s), if any, as set forth on the Petition attached hereto is (are) the owner(s) of record and contract purchasers of said property;
3. That all consents to the attached Petition required of lenders or of others holding an interest in the property have been obtained;
4. This Affidavit of Ownership is given to induce the Village of Bensenville, without further inquiry as to ownership or purchase interest, to rely on said statements and representations and to process and set for Public Hearing the Petition as attached hereto; and,
5. Affiant is aware of and has been advised that any false statement set forth in this Affidavit of Ownership may subject Affiant to criminal sanctions for perjury, punishable as provided by the statutes of the State of Illinois in relation to the crime of perjury.

IN WITNESS WHEREOF, the undersigned has executed this Affidavit of Ownership this 27th day of, SEPTEMBER 2022.

Signature

SUBSCRIBED and **SWORN** to

before me this 27th day of, September, 2022

Notary Public

OFFICIAL SEAL
CARRIE A SCHIRMACHER
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 04/13/2026

STATE OF ILLINOIS)
)SS.
COUNTY OF DUPAGE AND COOK)

AFFIDAVIT OF OWNERSHIP

I Melissa Roman the undersigned Affiant, being first duly sworn, on oath states:

1. That Affiant has personal knowledge of the representations and statements made herein, and has examined all necessary documents, records of ownership and such other information as is required to confirm the statements and representations herein;
2. That the owner(s) and contract purchaser(s), if any, as set forth on the Petition attached hereto is (are) the owner(s) of record and contract purchasers of said property;
3. That all consents to the attached Petition required of lenders or of others holding an interest in the property have been obtained;
4. This Affidavit of Ownership is given to induce the Village of Bensenville, without further inquiry as to ownership or purchase interest, to rely on said statements and representations and to process and set for Public Hearing the Petition as attached hereto; and,
5. Affiant is aware of and has been advised that any false statement set forth in this Affidavit of Ownership may subject Affiant to criminal sanctions for perjury, punishable as provided by the statutes of the State of Illinois in relation to the crime of perjury.

IN WITNESS WHEREOF, the undersigned has executed this Affidavit of Ownership this 23rd day of, September.

Signature

SUBSCRIBED and **SWORN** to

before me this 23rd day of, September, 2022.

Notary Public

Official Seal
B Casey
Notary Public State of Illinois
My Commission Expires 02/05/2023

Mohawk Terrace Approval Standards for Planned Review

ML Realty Partners and Prologis are teaming up to redevelop a +/-68 acre site known as the Mohawk Terrace subdivision in Bensenville. The new industrial park will include four buildings totaling +/- 1.2M square feet. Currently, the Mohawk Terrace Subdivision is made up of 107 single family homes, a 1.5-acre park owned by Wood Dale Park District and public roadways within the subdivision. There are three commercial lots at the corner of Devon Avenue and Route 83. The Park and the commercial properties are not included in our redevelopment plans and shall remain as-is.

ML Realty Partners and Prologis own all residential properties. On November 17, 2020, the Village of Bensenville approved our Preliminary PUD which included rezoning to I-2 zoning, right of way vacations, and the development of four buildings. On June 1, 2021, the Village of Bensenville CDC approved our Final PUD for the Site Work. We are scheduled to go before the Village Board on July 20, 2021 for final approval of the Site PUD. It was understood that the petitioner would need to come back for individual building approvals. We are now requesting a final PUD for construction of the two eastern-most buildings within the development.

The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

The previously approved Preliminary PUD included the four proposed buildings. This submittal, however, contains greater detail on the two eastern-most buildings. Both of these buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 300,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for a typical industrial development. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

We are also requesting a couple minor departures from the existing code that have not previously been approved. These include increased maximum height of site light poles to 40 feet, and eliminating sidewalks directly adjacent to the building, between the entrances, in order to enhance the landscaping.

Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

BENSENVILLE
COMMUNITY DEVELOPMENT COMMISION

STAFF REPORT

HEARING DATE:	November 1, 2022
CASE #:	2022 – 30
PROPERTY:	1301, 1401, 1501, 1601, and 1361 Devon
PROPERTY OWNER:	MLRP Busse and Devon LLC & Prologis Logistics Services, Inc.
APPLICANT	Same as Above
SITE SIZE:	2,960,000 SF
BUILDING SIZE:	N/A
PIN NUMBER:	PIN not available for new properties
ZONING:	I – 2 General Industrial District
REQUEST:	Final Plat of Subdivision *Municipal Code Section 11 – 3* Amendment to an Approved Planned Unit Development *Municipal Code Section 10 – 4 – 4* **with the following code departures* Minimum Corner Side Setback Requirement *Municipal Code Section 10 – 6 – 21 – 1* Semi-Truck Trailer Parking Spaces *Municipal Code Section 10 – 8 – 6A – 3* Parking Lot Interior Landscape Island Trees Municipal Code Section 10 – 9 – 5C – 4 Parking Lot Interior Landscape Island Groundcover Municipal Code Section 10 – 9 – 5C – 5

PUBLIC NOTICE:

1. A Legal Notice was published in the Daily Herald on Thursday October 13, 2022. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
2. Village personnel posted two Notice of Public Hearing signs on the property, visible from the public way on Friday, October 14, 2022.
3. On Thursday, October 13, 2022, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

SUMMARY:

The Petitioners, MLRP Busse and Devon LLC & Prologis Logistics Services, Inc., are seeking approval of a Final Plat of Subdivision for the redevelopment of the Mohawk Terrace Subdivision. The Petitioners are also seeking an Amendment to the Planned Unit Development with Code Departures for a building setback, truck parking space dimensions, and landscape requirements to account for all final site improvements. The industrial park includes four buildings, and the applicants received approval for a Final Planned Unit Development in 2021.

SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	I – 2	Industrial	Single Family Residential	Village of Bensenville
North	I – 2	Industrial	N/A	Elk Grove Village
South	I – 1 / I – 2	Industrial	Regional Commercial	Elk Grove Village/ Village of Bensenville
East	I – 2 / C – 2	Commercial/Industrial	Local Commercial	Elk Grove Village/ Village of Bensenville
West	I – 1	Industrial	N/A	Elk Grove Village

DEPARTMENT COMMENTS:

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

- [X] Financially Sound Village
- [ ] Quality Customer Oriented Services
- [X] Safe and Beautiful Village
- [ ] Enrich the lives of Residents
- [X] Major Business/Corporate Center
- [X] Vibrant Major Corridors

Finance:

1) Accounts up to date and no liens.

Police:

1) No Objections.

Engineering and Public Works:

1) No Comments.

Community & Economic Development:

Economic Development:

1) No Comments.

Fire Safety:

1) No Comments.

Building:

1) No Comments.

Planning:

1) The 2015 Comprehensive Plan indicates "Single Family Residential" for this property.
2) The current zoning is I-2 General Industrial District.
3) The applicant is seeking approval of a Final Plat of Subdivision and an amendment to an approved planned unit development with code departures for building setback, truck parking space dimensions, and landscape requirements to account for all final site improvements for the four building industrial development at 1301-1601 Devon Avenue. The site is nearing completion of construction of the four industrial buildings.
    a. Staff is supportive of the final plat of subdivision and the amendment to the approved planned unit development as noted per the previous cases regarding the development. The final code departures will ensure that final site development is conforming and up to date in terms of required code departures.
4) Ordinance No. 66-2020 was approved on November 17, 2020. The ordinance granted approval of a Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development with Code Departures for the properties commonly identified as Mohawk Terrace Subdivision.
    a. The ordinance granted conditional approval of all elements of the request with the conditions that various engineering items be met, a final landscape plan be submitted, aesthetic design be submitted for zoning administrator approval, and a full traffic study may be required.
5) Ordinance No. 21-2021 was approved on July 27, 2021. The ordinance granted approval of a Site Plan and Final Planned Unit Development with Code Departures for the Properties located in what is commonly known as the Mohawk Terrace Subdivision.
    a. The ordinance granted conditional approval of all elements of the request with the conditions that all previous conditions apply, the center landscape island be widened, the park district property include improvements, and applicants must receive PUD amendments for both building and landscape plans.
6) Ordinance No. 22-2021 was approved on July 27, 2021. The ordinance granted approval of a Site Plan, an Amendment to a Planned Unit Development, and a Final Plat of Subdivision for the properties located in what is commonly known as the Mohawk Terrace Subdivision.
    a. This ordinance was to satisfy the requirements for individual PUD Amendment for the ML Realty properties – 1301 and 1401 Devon Avenue. The ordinance granted conditional approval of the requests with the conditions that the site shall be developed according to plans, all previous conditions apply, and the zoning administrator has final review authority over the architectural design of the buildings.
7) Ordinance No. 60-2021 was approved on December 14, 2021. The ordinance granted approval of a Site Plan and an Amendment to a Planned Unit Development, for the Properties Located in What is Commonly Known as the Mohawk Terrace Subdivision.
    a. This ordinance was to satisfy the requirements for individual PUD Amendment for the Prologis properties – 1501 and 1601 Devon Avenue. The ordinance granted conditional approval of the requests with the conditions that the site shall be developed according to plans, all previous conditions apply, and the zoning administrator has final review authority over the architectural design of the buildings.

8) Since the last PUD amendment approval, the applicants have submitted all building permits and received approval. The construction of the building shells is nearing completion, and the applicant is working to complete the projects by the end of the year. Site improvements and landscaping are also installed on the property and nearing completion. The following code departures are requested for final site improvements.
9) Per Village Code Section 10-6-21-1: I-2 District Requirements: The minimum corner side setback is 15'.
    a. 1301 Devon (far east structure) does not meet the setback requirements. On the corner side façade of the 1301 structure at the southeast corner, the building footprint lies within the 15' setback requirement between the 1301 parcel boundary and the shared entrance parcel boundary leading to Route 83. The applicant is requesting a code departure from this requirement.
10) Per Village Code Section 10-8-6A-3: Semi-Truck Trailers Parking Design standards: The dimensions for semi-truck trailers shall be twelve feet (12') in width, sixty feet (60') in length, and fourteen feet (14') in vertical clearance.
    a. The semi-truck trailer parking spaces located in between the 1301 and 1401 Devon Avenue structures have a width of 11'. The applicants are requesting a code departure from the 12' width requirements for semi-truck trailer parking spaces.
11) Per Village Code Section 10-9-5C-4: Parking Lot Interior Landscape Island Trees: A minimum of one shade tree shall be provided per landscape island. Landscape islands provided for double rows of parking shall include a minimum of two (2) shade trees.
    a. The final landscape plan does not include trees within each landscape island on the property. Due to either water infrastructure or mechanical/electrical infrastructure, there is no possible location for a tree within select landscape islands. The proposed site includes trees within the landscape islands for a majority of landscape islands on the site. The petitioner is seeking a code departure from these requirements.
12) Per Village Code Section 10-9-5C-5: Parking Lot Interior Landscape Island Groundcover: A minimum of eighty percent (80%) of each landscape island shall be planted with turf or other live groundcover, perennials, or ornamental or native grasses. Shrubs shall not be permitted in landscape islands.
    a. The final landscape plans include shrubs on portions of the landscape islands throughout the project site. The applicant is requesting a code departure to allow shrubs to be permitted in landscape islands.
13) The overall site plan includes fencing; fencing is not approved through this PUD amendment. The fencing on the property will be reviewed through permit applications for each individual building on site.

APPROVAL STANDARDS FOR PLANNED UNIT DEVELOPMENTS:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our

team has taken in our proposal. The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

   Applicant's Response: We have formally applied for a final approval of each individual building, however, this application is for final site improvements. The previously approved Preliminary and Final PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis

meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

	Meets Standard	
Planned Unit Development Approval Standards	*Yes*	*No*
1. Comprehensive Plan	X	
2. Public Facilities	X	
3. Landscaping and Screening	X	
4. Site Design	X	
5. Natural Environment	X	
6. Utilities	X	

RECOMMENDATIONS:

1. Staff recommends the Approval of the Final Plat of Subdivision at 1301-1601 Devon Avenue.
2. Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Amendment to an Approved Planned Unit Development at 1301-1601 Devon Avenue with the following Conditions:
    a. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020), the Final Planned Unit Development (Ord. No. 21-2021), and the PUD Amendments (Ord. No. 22-2021 and Ord. No. 60-2021) are consequently conditions of approval of the Planned Unit Development Amendment;
    b. The code departure for Minimum Corner Side Setback Requirement, Municipal Code Section 10-6-21-1 is granted;
    c. The code departure for Semi-Truck Trailer Parking Spaces, Municipal Code Section 10-8-6A-3 is granted;
    d. The code departure for Parking Lot Interior Landscape Island Trees, Municipal Code Section 10-9-5C-4 is granted;
    e. The code departure for Parking Lot Interior Landscape Island Groundcover, Municipal Code Section 10-9-5C-5 is granted;
    f. The fencing as shown on the plans is not approved through this PUD amendment, fencing shall be approved under separate permit applications.

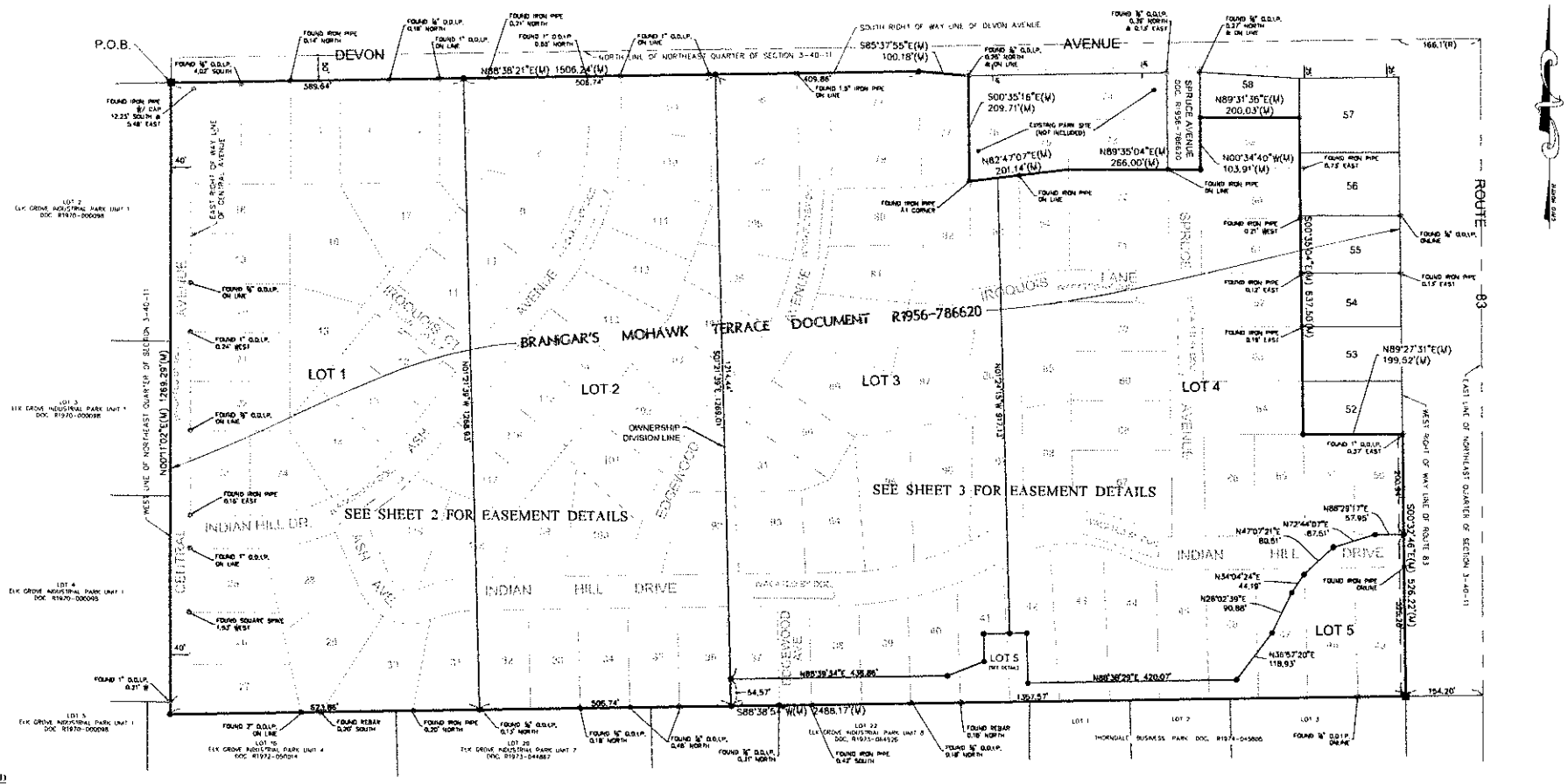
Respectfully Submitted,
Department of Community & Economic Development

The meeting for the Village of Bensenville CDC Public Hearing will take place on Tuesday, November 1, 2022. A representative must be present for this meeting. Final decision on the case will be made at the Village Board of Trustees meeting on Tuesday, November 15, 2022. A representative must be present for this meeting.

FINAL PLAT OF SUBDIVISION
BENSENVILLE INDUSTRIAL PARK

A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

P.I.N. 03-03-200-001 THROUGH 03-03-200-019,
P.I.N. 03-03-200-022 THROUGH 03-03-200-026,
P.I.N. 03-03-201-001 THROUGH 03-03-201-021,
P.I.N. 03-03-202-001 THROUGH 03-03-202-008,
P.I.N. 03-03-202-012,
P.I.N. 03-03-202-015 THROUGH 03-03-202-017,
P.I.N. 03-03-202-021 THROUGH 03-03-202-036,
P.I.N. 03-03-203-003 THROUGH 03-03-203-008,
P.I.N. 03-03-203-016 THROUGH 03-03-203-020,
P.I.N. 03-03-204-001 THROUGH 03-03-204-013,
P.I.N. 03-03-205-001 THROUGH 03-03-205-012.



LEGEND

- FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

LINE LEGEND

- SUBDIVISION BOUNDARY LINE
- ADJACENT LAND PARCEL LINE
- LOT LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE

ABBREVIATIONS

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(D) = DEED BEARING OR DISTANCE
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
V.U.E. = VILLAGE UTILITY EASEMENT

AREA SUMMARY

LOT 1	769,889 SQUARE FEET	OR	17.674 ACRES
LOT 2	643,041 SQUARE FEET	OR	14.762 ACRES
LOT 3	667,169 SQUARE FEET	OR	15.316 ACRES
LOT 4	665,857 SQUARE FEET	OR	15.286 ACRES
LOT 5	136,995 SQUARE FEET	OR	3.145 ACRES
NET AREA	2,882,952 SQUARE FEET	OR	66.183 ACRES

(TO HEAVY LINES)
(BASED ON MEASURED VALUES)

NO	DATE	BY	REVISIONS	CHECKED BY: LJS	BOOK 508 PG 73
1	5/24/22	MPC	PER CLIENT COMMENTS		
2	6/6/22	MPC	PER CLIENT COMMENTS		
3	6/15/22	MPC	PER CLIENT COMMENTS		
4	6/27/22	MPC	PER CLIENT COMMENTS		
5	7/14/22	MPC	PER CLIENT COMMENTS		
6	8/4/22	MPC	PER CLIENT COMMENTS		
7	8/17/22	MPC	PER CLIENT COMMENTS		
8	8/19/22	MPC	PER CLIENT COMMENTS		

PROJECT: MOHAWK TERRACE

Kimley»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
2500 YORK ROAD, SUITE 200, OAK BROOK, IL 60523
PHONE: 630-574-8300
WWW.KIMLEY-HORN.COM

COMPASS SURVEYING LTD
LAND SURVEYING ♦ ENGINEERING ♦ CONSTRUCTION STAKING
2S741 BUTTERFIELD ROAD, SUITE 101, WARRENVILLE, ILLINOIS 60555
PHONE 630-393-3060 FAX 630-393-3061 WWW.COMPASSSURVEYING.COM

SCALE: 1" = 100'

1 OF 4

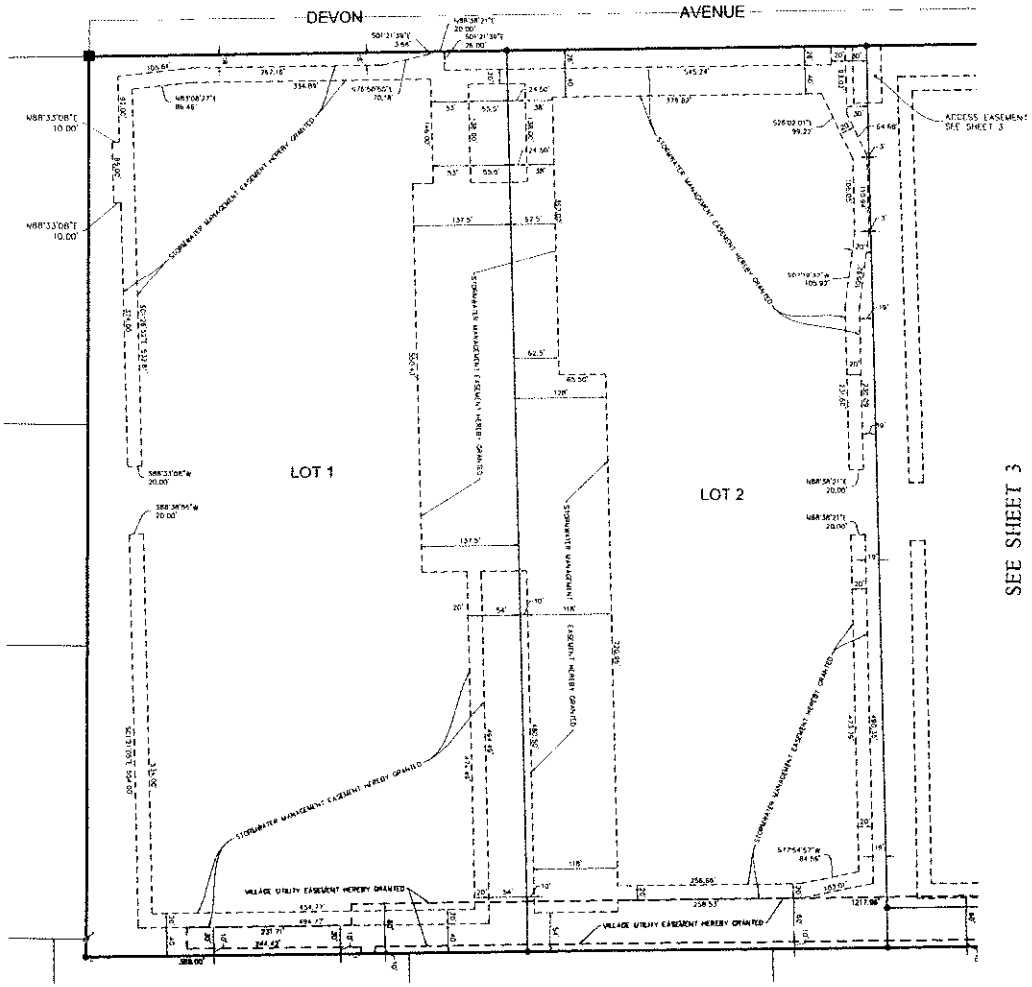
PROJECT NO. 20.0225-06

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FINAL PLAT OF SUBDIVISION
BENSENVILLE INDUSTRIAL PARK

A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

P.I.N. 03-03-200-001 THROUGH 03-03-200-019; P.I.N. 03-03-202-021 THROUGH 03-03-202-030;
P.I.N. 03-03-200-022 THROUGH 03-03-200-026; P.I.N. 03-03-203-003 THROUGH 03-03-203-008;
P.I.N. 03-03-201-001 THROUGH 03-03-201-021; P.I.N. 03-03-203-016 THROUGH 03-03-203-020;
P.I.N. 03-03-202-001 THROUGH 03-03-202-008; P.I.N. 03-03-204-001 THROUGH 03-03-204-013;
P.I.N. 03-03-202-012; P.I.N. 03-03-205-001 THROUGH 03-03-205-012;
P.I.N. 03-03-202-015 THROUGH 03-03-202-017;



LEGEND

- FOUND 1/2" O.D.I.P. UNLESS OTHERWISE NOTED
- SET 1/2" O.D.I.P. UNLESS OTHERWISE NOTED
- SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
- SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

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D.E. = DRAINAGE EASEMENT
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P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

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NO	DATE	REVISIONS	DRAWN BY	CHECKED BY	BOOK 168 PG 73
1	3/14/21	INITIAL SUBMITTAL	MC	GS	
2	4/6/21	PER VILLAGE COMMENTS	MC	GS	
3	5/5/21	PER 2ND VILLAGE REVIEW	MC	GS	
4	5/17/21	PER VILLAGE COMMENTS	MC	GS	
5	6/4/21	PER VILLAGE COMMENTS	MC	GS	
6	6/10/21	PER VILLAGE COMMENTS	MC	GS	
7	6/17/21	PER VILLAGE COMMENTS	MC	GS	
8	7/14/21	PER VILLAGE COMMENTS	MC	GS	
9	8/16/21	PER VILLAGE COMMENTS	MC	GS	

OWNER
Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 500
WARRENVILLE, IL 60555
PHONE: 630 487 9900
WWW.KIMLEY-HORN.COM

PROJECT
VILLAGE OF BENSENVILLE
Bensenville, IL

COMPASS SURVEYING LTD
LAND SURVEYING • ENGINEERING • CONSTRUCTION STAKING
2913 SOUTH HIGHLAND AVENUE, SUITE 100
LOMBARD, ILLINOIS 60148
PHONE: 630-629-0850 FAX: 630-629-0851 EMAIL: INFO@COMPASSSURVEYING.COM

SCALE: 1" = 80'

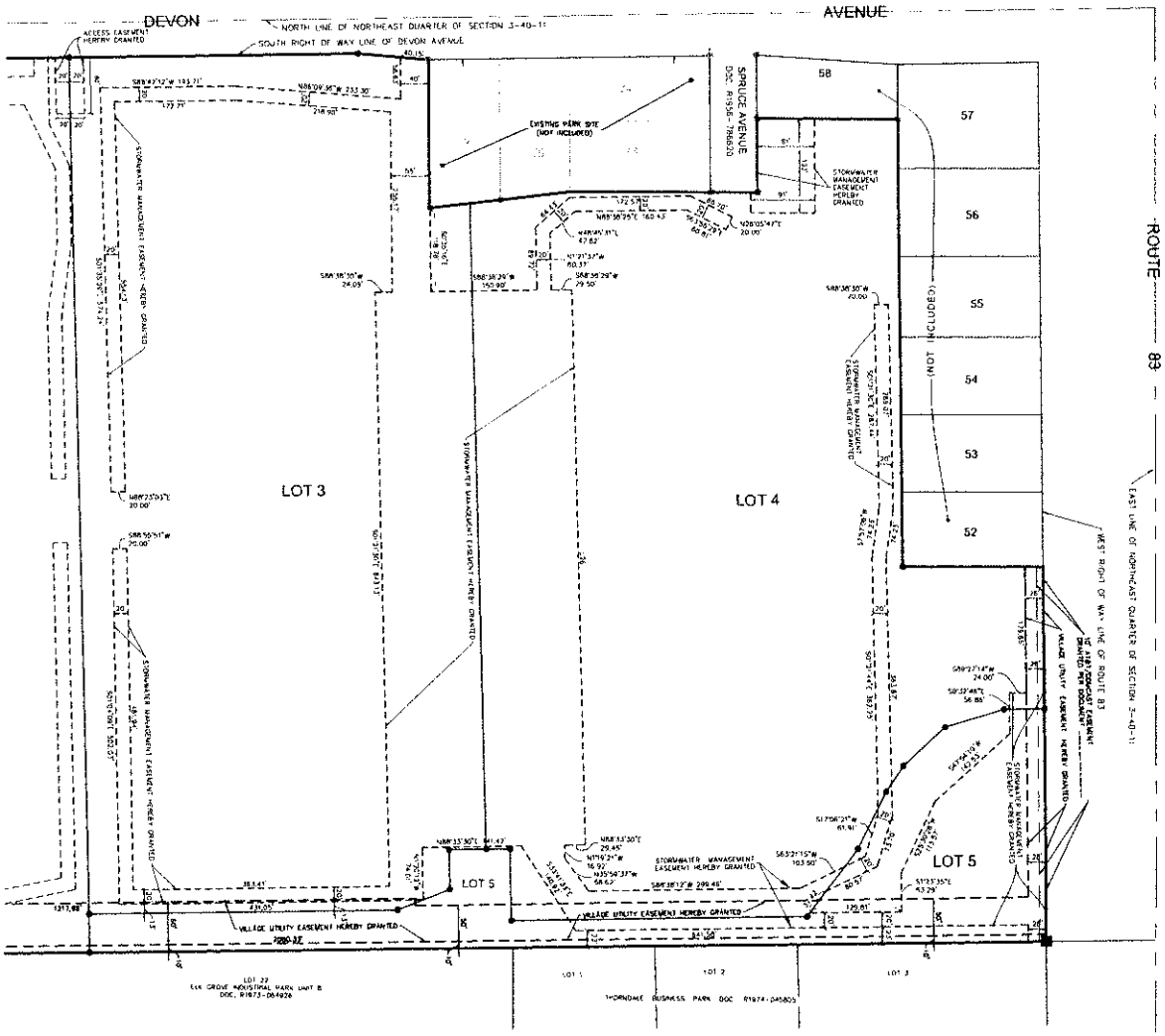
PROJECT NO. 20-0225-DW

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FINAL PLAT OF SUBDIVISION
BENSENVILLE INDUSTRIAL PARK

A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

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P.I.N. 03-03-200-022 THROUGH 03-03-200-026, P.I.N. 03-03-203-003 THROUGH 03-03-203-008,
P.I.N. 03-03-201-001 THROUGH 03-03-201-021, P.I.N. 03-03-203-016 THROUGH 03-03-203-020,
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P.I.N. 03-03-202-012, P.I.N. 03-03-205-001 THROUGH 03-03-205-012,
P.I.N. 03-03-202-015 THROUGH 03-03-202-017.



SEE SHEET 2

ACCESS EASEMENT PROVISIONS

AN ACCESS EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO ALL OWNERS WITHIN THIS SUBDIVISION, THEIR HEIRS, SUCCESSORS AND ASSIGNS, OVER ALL AREAS HEREON PLATTED AND DESIGNATED "ACCESS EASEMENT" FOR THE PURPOSE OF INGRESS AND EGRESS TO A PUBLIC ROADWAY.

LEGEND

- FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
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NO.	DATE	BY	REVISIONS	CHECKED BY: EJS	DRAWN BY: BT	DATE: 5/14/21
1	1/26/22	MEA	REVISED PER CLIENT COMMENTS			
2	2/7/22	MEA	PER CLIENT COMMENTS			
3	3/3/22	MEA	PER CLIENT COMMENTS			
4	3/10/22	MEA	PER CLIENT COMMENTS			
5	3/17/22	MEA	PER CLIENT COMMENTS			
6	4/1/22	MEA	PER CLIENT COMMENTS			
7	4/14/22	MEA	PER CLIENT COMMENTS			
8	4/20/22	MEA	PER CLIENT COMMENTS			

BOOK 308 PG 73

CLIENT: Kimley»Horn — 2 PIERCE PLACE, SUITE 1000, ITASCA, IL 60143, 630 773 3900, FAX 630 773 9906, WWW.KIMLEY-HORN.COM

PROJECT: MOHAWK TERRACE, Bensenville, IL

COMPASS SURVEYING LTD — ILLINOIS REGISTERED CORPORATION • CONSULTING SURVEYORS — 2451 HUNTER TUCKER PARKWAY, STE 100, BOLINGBROOK, IL 60490 — PHONE (630) 809-9990 FAX (630) 809-9991 EMAIL: INFO@COMPASSSURVEYING.COM

SCALE: 1" = 80'

PROJECT NO. 200225-006

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FINAL PLAT OF SUBDIVISION
BENSENVILLE INDUSTRIAL PARK

A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

OWNER'S CERTIFICATE (LOTS 1 AND 2)

STATE OF _____ }
} SS
COUNTY OF _____ }

THIS IS TO CERTIFY THAT _____ IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND BY THE DULY ELECTED OFFICERS HAS CAUSED THE SAME TO BE PLATTED AS SHOWN HEREON, FOR THE USES AND PURPOSES THEREON SET FORTH, AND IS HEREBY ACKNOWLEDGED AND ADOPTS THE SAME UNDER THE STYLE AND TITLE AFORESAID.

DATED AT _____ . THIS _____ DAY

OF _____ A.D., 20 _____ .

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

NOTARY'S CERTIFICATE

STATE OF _____ }
} SS
COUNTY OF _____ }

I, _____ , A NOTARY PUBLIC IN THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ TITLE: _____ WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHO IS SUBSCRIBED TO THE FOREGOING CERTIFICATE OF OWNERSHIP, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THIS INSTRUMENT IN THEIR CAPACITY FOR THE USES AND PURPOSES THEREIN SET FORTH AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____ A.D., 20_____ .

BY: _____
NOTARY PUBLIC

OWNER'S CERTIFICATE (LOTS 3, 4 AND 5)

STATE OF _____ }
} SS
COUNTY OF _____ }

THIS IS TO CERTIFY THAT _____ IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND BY THE DULY ELECTED OFFICERS HAS CAUSED THE SAME TO BE PLATTED AS SHOWN HEREON, FOR THE USES AND PURPOSES THEREON SET FORTH, AND IS HEREBY ACKNOWLEDGED AND ADOPTS THE SAME UNDER THE STYLE AND TITLE AFORESAID.

DATED AT _____ . THIS _____ DAY

OF _____ A.D., 20 _____ .

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

NOTARY'S CERTIFICATE

STATE OF _____ }
} SS
COUNTY OF _____ }

I, _____ , A NOTARY PUBLIC IN THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ TITLE: _____ WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHO IS SUBSCRIBED TO THE FOREGOING CERTIFICATE OF OWNERSHIP, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THIS INSTRUMENT IN THEIR CAPACITY FOR THE USES AND PURPOSES THEREIN SET FORTH AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____ A.D., 20_____ .

BY: _____
NOTARY PUBLIC

COOK COUNTY HIGHWAY CERTIFICATION

THIS PLAT HAS BEEN APPROVED BY THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS WITH RESPECT TO ROADWAY ACCESS PURSUANT TO 765 ILSC 205/2. MOREVER, A HIGHWAY PERMIT, CONFORMING TO THE STANDARDS OF THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS IS REQUIRED BY THE OWNER OF THE PROPERTY FOR THIS ACCESS.

_____
SUPERINTENDENT OF TRANSPORTATION AND HIGHWAYS COOK COUNTY, ILLINOIS

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS }
} SS
COUNTY OF DU PAGE }

I, _____ COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY NAME AND SEAL OF THE COUNTY CLERK AT WHEATON, ILLINOIS,

THIS _____ DAY OF _____ A.D., 20_____

_____
COUNTY CLERK

CERTIFICATE OF PLAT OFFICER

STATE OF ILLINOIS }
} SS
COUNTY OF DUPAGE }

APPROVED THIS _____ DAY OF _____ , 20_____

BY: _____
PLAT OFFICER, DUPAGE COUNTY

VILLAGE UTILITY EASEMENT PROVISIONS

A NON-EXCLUSIVE AND PERPETUAL VILLAGE UTILITY EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF BENSENVILLE, AS UPON, ALONG AND UNDER THOSE PARTS HEREON PLATTED AND DESIGNATED VILLAGE UTILITY EASEMENT HEREBY GRANTED (VUE(S)) TO ACCESS, CONSTRUCT, INSTALL, LAY, MAINTAIN, OPERATE, RELOCATE, REMOVE AND/OR REMOVE EQUIPMENT AND APPURTENANCES NECESSARY FOR THE OPERATION OF A POTABLE WATER, SANITARY SEWER, AND STORM SEWER UTILITY SYSTEMS, WITHIN THE VILLAGE UTILITY EASEMENT AREA, TOGETHER WITH RIGHT OF INGRESS AND EGRESS TO OUTER LOTS OVER AND OVER THE VILLAGE UTILITY EASEMENT AREA WITHOUT THE CONSENT OF THE OWNER OF THE PROPERTY, SUBJECT TO SAID EASEMENT, AND ALSO TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS, SAPLINGS, AND OTHER LANDSCAPING AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GRANTED. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID VILLAGE UTILITY EASEMENT, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS.

THE ABOVE NOTWITHSTANDING, THE VILLAGE OF BENSENVILLE, OR ITS DESIGNEES, SHALL UPON COMPLETION OF ANY WORK AUTHORIZED BY THIS GRANT, RESTORE THE EASEMENT PREMISES TO THE SAME SURFACE CONDITION THAT EXISTED PRIOR TO THE BEGINNING OF THE WORK. THE VILLAGE OF BENSENVILLE, OR ITS DESIGNEES, SHALL ALSO RESTORE, FENDING TO THE SAME CONDITION THAT EXISTED PRIOR TO THE BEGINNING OF THE WORK.

EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF BENSENVILLE AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND SURVEYED HEREIN, OVER THE ENTIRE EASEMENT AREA, FOR ACCESS, EGRESS, AND OTHER PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES, INCLUDING POTABLE WATER, STORM SEWER AND SANITARY SEWER SERVICE AND MAINTENANCE.

STORMWATER MANAGEMENT EASEMENT (S.W.M.E.) PROVISIONS

THE OWNERS, AS DESCRIBED IN THE OWNER'S CERTIFICATE, AND THEIR SUCCESSORS AND ASSIGNS (THE "OWNERS"), OF THE LANDS AS PRESCRIBED BY THIS PLAT DO HEREBY AGREE TO INSTALL, CONSTRUCT, RECONSTRUCT, REPLACE, ENLARGE, REPAIR, OPERATE AND PROVIDE LONG TERM MAINTENANCE (THE "MAINTENANCE OBLIGATIONS") FOR ALL STORMWATER MANAGEMENT FACILITIES AND AREAS, DESCRIBED HEREIN AND HEREON IDENTIFIED AS "STORMWATER MANAGEMENT EASEMENT" OR "S.W.M.E." WITHIN THE PLATTED LAND, INCLUDING BUT NOT LIMITED TO DETENTION PONDS, BERMS, FLOOD FLOWS, SPECIAL MANAGEMENT AREAS, STORM SEWERS, DRAINAGE DITCHES AND SWALES, AS WELL AS PLANTINGS AND BEST MANAGEMENT PRACTICES DEEMED APPROPRIATE BY THE VILLAGE FOR PARTICULAR SITUATIONS AND AS OUTLINED IN THE STORMWATER PERMIT AND IN ACCORDANCE WITH THE VILLAGE OF BENSENVILLE'S ORDINANCES AND THE FINAL ENGINEERING PLANS APPROVED BY THE VILLAGE OF BENSENVILLE.

NO CHANGE TO THE GRADE, TOPOGRAPHY OR STORMWATER MANAGEMENT STRUCTURES WITHIN THE STORMWATER MANAGEMENT EASEMENT AREAS SHALL BE MADE WITHOUT THE PRIOR WRITTEN APPROVAL OF THE VILLAGE OF BENSENVILLE. THE OWNERS DO HEREBY RESERVE FOR AND GRANT TO THE VILLAGE OF BENSENVILLE, AN ILLINOIS MUNICIPAL CORPORATION, A PERPETUAL EASEMENT TO ENTER UPON THE OWNERS' AND THE STORMWATER MANAGEMENT EASEMENT AREAS WITH SUCH EQUIPMENT AND PERSONNEL AS MAY BE DEEMED NECESSARY FOR THE PURPOSES OF PERFORMING THE APPROPRIATE MAINTENANCE OBLIGATIONS SHOULD THE OWNERS FAIL TO PROVIDE OR PERFORM SUCH MAINTENANCE OBLIGATIONS. THE VILLAGE SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO ENTER THE PREMISES WITH SUCH EQUIPMENT AND PERSONNEL AT ANY TIME FOR THE PURPOSES OF ACCESS TO AND INSPECTION OF THE STORMWATER MANAGEMENT FACILITIES LOCATED WITHIN SAID STORMWATER MANAGEMENT EASEMENT AREAS, IF THE OWNERS FAIL TO PERFORM THEIR MAINTENANCE OBLIGATIONS WITH RESPECT TO THEIR RESPECTIVE FACILITIES AND AFTER THIRTY (30) DAYS OF RECEIPT OF WRITTEN NOTICE FROM THE VILLAGE OF SUCH FAILURE, THE OWNERS FAIL TO MAKE THE REQUIRED REPAIRS, THE VILLAGE HAS THE RIGHT, BUT NOT THE OBLIGATION, TO MAKE THE REQUIRED REPAIRS AND TO SEEK REIMBURSEMENT (WITH AN ADDITIONAL 10% OF SAID COST FOR ADMINISTRATION) FROM THE OWNERS, AND/OR TO FILE A LIEN WITHIN NINETY (90) DAYS OF COMPLETION OF THE WORK AGAINST THE RESPECTIVE PROPERTY OWNER WHICH MAYBE FORECLOSED BY ANY ACTION BROUGHT BY OR ON BEHALF OF THE VILLAGE) ON THE PROPERTY FOR THE COSTS INCURRED BY THE VILLAGE IN CONNECTION WITH PERFORMING THE REPAIRS OR MAINTENANCE. IN AN EMERGENCY SITUATION, THE VILLAGE IS NOT REQUIRED TO PROVIDE NOTICE TO THE OWNERS PRIOR TO MAKING THE REQUIRED REPAIRS OR PERFORMING THE NECESSARY MAINTENANCE, PROVIDED THAT VILLAGE SHALL AS SOON AS POSSIBLE, NOTIFY THE OWNERS, TO THE EXTENT THAT THE STORMWATER EASEMENT AREA IS IMPROVED WITH BEST MANAGEMENT PRACTICES PLANTINGS OR STORMWATER CONTROL FACILITIES THAT REQUIRE SPECIAL MAINTENANCE AND ASSISTANCE, AND TO THE EXTENT THAT THE VILLAGE MUST ENTER OUTSIDE CONSULTANTS FOR SUCH INSPECTION AND/OR MAINTENANCE, THE OWNERS OF THE UNDERLYING PROPERTY SHALL BE RESPONSIBLE TO REIMBURSE THE VILLAGE FOR THE SAME, PLUS A TEN PERCENT (10%) ADMINISTRATIVE FEE.

NO OBSTRUCTION OR STRUCTURE SHALL BE ERECTED OR LOCATED, NOR SHALL ANY TREES BE PLANTED, IN STORMWATER MANAGEMENT EASEMENT AREAS, NOR SHALL ANY OTHER ACTIVITIES BE UNDERTAKEN THAT UNREASONABLY INTERFERE WITH THE INTENDED USE OF SAID AREAS, EXCEPT, SUCH AREAS SHALL BE USED FOR LANDSCAPING, FENCING, PARKING OR OTHER PURPOSES IF APPROVED IN WRITING BY THE VILLAGE OF BENSENVILLE AND IF SUCH USE DOES NOT THEN OR LATER INTERFERE WITH THE AFOREMENTIONED PURPOSES. IF THEY INTERFERE WITH THE GRANTED NON-EXCLUSIVE RIGHTS TO SUCH STORMWATER MANAGEMENT FACILITIES IN, ON, UPON, ACROSS, UNDER OR THROUGH ANY STORMWATER MANAGEMENT EASEMENT SHOWN WITHIN THIS PLAT AND TO INSPECT THE EASEMENT PERIODICALLY, THE VILLAGE SHALL NOT BE RESPONSIBLE FOR THE REPLACEMENT OR REPAIR OF ANY SUCH BUILDINGS, STRUCTURES, IMPROVEMENTS, TURF, FENCES, TREES, SHRUBS, OR LANDSCAPING REMOVED OR DAMAGED DURING THE EXERCISE OF THE HEREIN GIVEN RIGHTS. REPLACEMENT AND/OR REPAIR OF SAID ITEMS SHALL BE THE RESPONSIBILITY OF THE THEN UNDERLYING LOT OWNER.

THE VILLAGE SHALL HAVE THE RIGHT TO REMOVE FROM THE STORMWATER MANAGEMENT EASEMENT AREAS ANY ILLEGAL FENCES, BUILDINGS OR STRUCTURES, AND TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS, BUSHES, ROOTS OR OTHER PLANTINGS.

SPACE FOR I.D.O.T. STAMP

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF CH. 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS." AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

_____
JOSE RIOS, P.E.
REGION ONE ENGINEER

RECORDER'S CERTIFICATE

STATE OF ILLINOIS }
} SS
COUNTY OF DUPAGE }

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS AFORESAID ON

THIS _____ DAY OF _____ A.D., 20_____ , _____ O'CLOCK _____

BY: _____
RECORDER OF DEEDS

VILLAGE BOARD

STATE OF ILLINOIS }
} SS
COUNTY OF DUPAGE }

APPROVED BY THE VILLAGE BOARD OF THE VILLAGE OF BENSENVILLE, DUPAGE COUNTY, ILLINOIS.

DATED AT _____ , ILLINOIS,

THIS _____ DAY OF _____ A.D., 20_____

BY: _____
VILLAGE CLERK

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS }
} SS
COUNTY OF KANE }

I, SCOTT C. KREBS, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING PROPERTY:

THAT PART OF BRANDGAR'S MOHAWK TERRACE, BEING A SUBDIVISION IN SECTION 3, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 17, 1956 AS DOCUMENT NUMBER R1956-788620, IN DU PAGE COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE SOUTH RIGHT OF WAY LINE OF DEVON AVENUE; THENCE ALONG SAID SOUTH RIGHT OF WAY FOR THE FOLLOWING TWO (2) TRACES: (1) THENCE NORTH 88 DEGREES 38 MINUTES 21 SECONDS EAST, A DISTANCE OF 1508.24 FEET TO THE NORTHWEST CORNER OF LOT 77 IN SAID SUBDIVISION; (2) THENCE SOUTH 85 DEGREES 37 MINUTES 56 SECONDS EAST, A DISTANCE OF 100.18 FEET TO A POINT ON THE EAST LINE OF SAID LOT 77, SAID POINT BEING 10.00 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 77; THENCE SOUTH 00 DEGREES 35 MINUTES 16 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 77, A DISTANCE OF 209.71 FEET TO THE COMMON CORNER OF LOTS 76, 77, 82 AND 83 IN SAID SUBDIVISION; THENCE NORTH 82 DEGREES 47 MINUTES 07 SECONDS EAST ALONG THE NORTH LINE OF LOTS 83 AND 84 IN SAID SUBDIVISION, A DISTANCE OF 201.14 FEET TO THE NORTHWEST CORNER OF LOT 72 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 35 MINUTES 04 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 72, A DISTANCE OF 200.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 72, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 73 THENCE NORTH 00 DEGREES 34 MINUTES 40 SECONDS WEST ALONG THE EAST LINE OF LOTS 73 AND 74 OF SAID SUBDIVISION, A DISTANCE OF 103.84 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 59 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 31 MINUTES 35 SECONDS EAST ALONG SAID WESTERLY EXTENSION AND ALONG THE NORTH LINE OF SAID LOT 59, A DISTANCE OF 286.03 FEET TO THE NORTHEAST CORNER OF SAID LOT 59; THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS EAST, A DISTANCE OF 637.50 FEET TO THE SOUTHWEST CORNER OF LOT 53 IN SAID SUBDIVISION; THENCE NORTH 89 DEGREES 27 MINUTES 31 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 53, A DISTANCE OF 198.52 FEET TO THE SOUTHEAST CORNER OF SAID LOT 53, SAID POINT ALSO LYING ON THE WEST RIGHT OF WAY LINE OF ILLINOIS ROUTE 83; THENCE SOUTH 00 DEGREES 32 MINUTES 46 SECONDS EAST ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 526.22 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE SOUTH 88 DEGREES 38 MINUTES 54 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 2488.17 FEET TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE NORTH 00 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE WEST LINE OF SAID SUBDIVISION, A DISTANCE OF 1269.29 FEET TO THE POINT OF BEGINNING.

AS SHOWN BY THE ANNEXED PLAT WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. THIS SUBDIVISION IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF BENSENVILLE WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED, AND THIS SITE FALLS WITHIN "OTHER AREAS ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17043C0077J, HAVING A REVISED DATE OF AUGUST 1, 2019.

GIVEN UNDER MY HAND AND SEAL AT AURORA , ILLINOIS THIS _____ DAY OF _____ 20_____

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2023

BY: _____

SCOTT C. KREBS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509
LICENSE EXPIRES 11/30/2022

J:\PROJDATA\2020 PROJECTS\20-0225\20-0225-06 PLAT OF SUB\20-0225-06 PDSOB.DWG

NO.	DATE	BY	DESCRIPTION
1	5/14/21	PC	REVISED PER CLIENT COMMENTS
2	6/7/21	PC	REVISED PER CLIENT COMMENTS
3	7/6/21	MPC	PER CLIENT COMMENTS
4	7/16/21	MPC	PER CLIENT COMMENTS
5	7/27/21	MPC	PER CLIENT COMMENTS
6	8/17/21	MPC	PER CLIENT COMMENTS
7	9/7/21	MPC	PER CLIENT COMMENTS
8	9/16/21	MPC	PER CLIENT COMMENTS
9			
10			
11			
12			

DRAWN BY: MPC
CHECKED BY: CJC
BOOK 909 PG 73

CLIENT: Kimley»Horn
1551 N. TOWN CENTER DR., SUITE 1000, LAS VEGAS, NV 89144
PHONE: (702) 310-4900
WWW.KIMLEY-HORN.COM

PROJECT: MOHAWK TERRACE
Bensenville

COMPASS SURVEYING LTD
ILTA SURVEYOR ● TOPOGRAPHY ● SUBDIVISION STRATEGY
2333 DOGWOOD ROAD, SUITE 100
AURORA, IL 60502
PHONE (630) 896-2262 FAX (630) 896-2264 WWW.COMPASSSURVEYING.COM

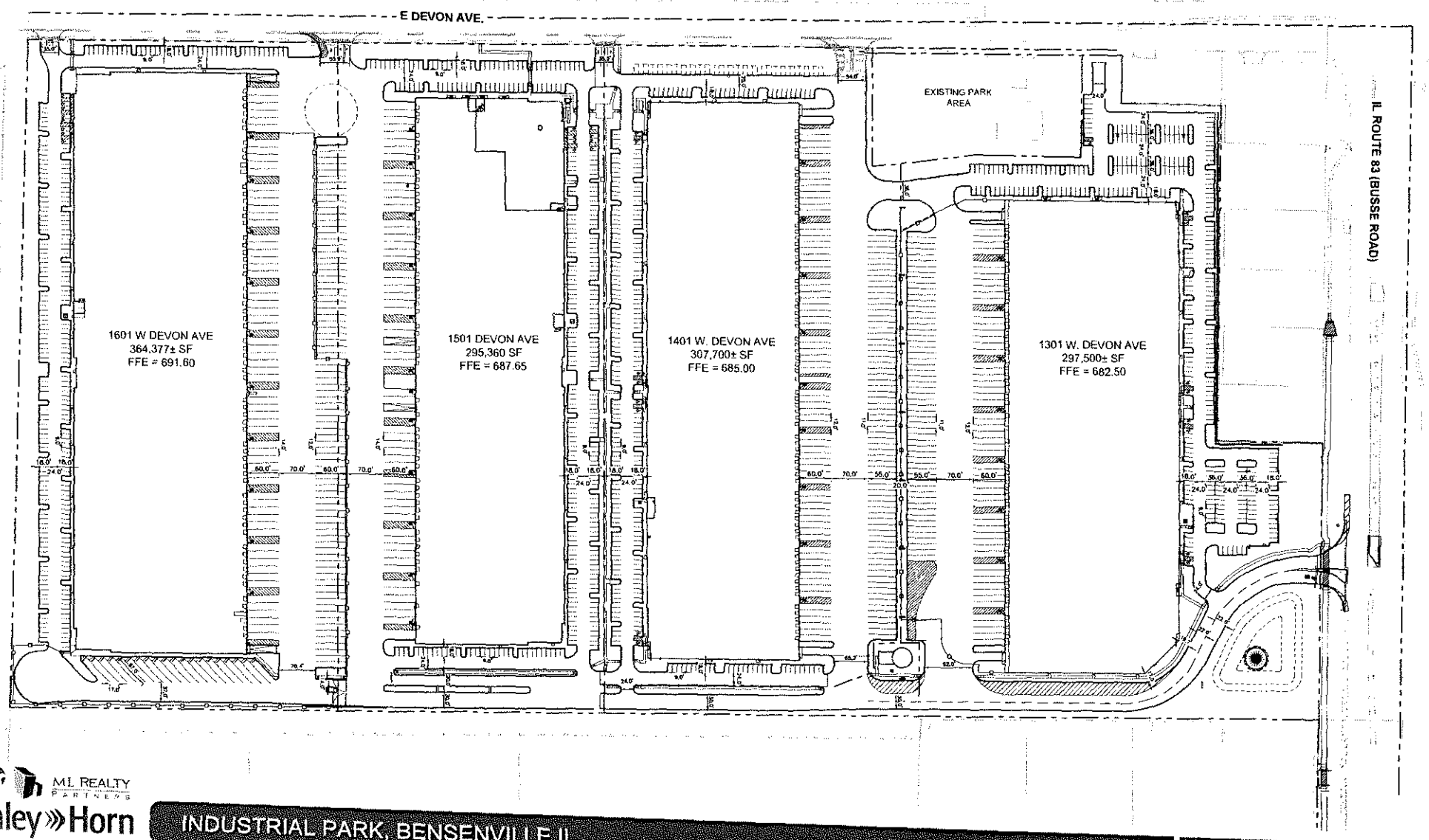
SCALE: NONE

4 OF 4

PROJECT NO. 20-0225-06

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.



PROLOGIS ML REALTY PARTNERS

Kimley»Horn

INDUSTRIAL PARK, BENSENVILLE IL

OVERALL SITE PLAN

09/22/2022

BENSENVILLE, IL LANDSCAPE CODE		
ZONING ORDINANCE	REQUIREMENT	PROVIDED
10-9-2: TREE PRESERVATION		
ANY TREE DESIGNATED FOR REMOVAL SHALL BE REPLACED AT THE RATE SPECIFIED BELOW 4 - 12 IN. CALIPER = 4 REPLACEMENT TREES 12 - 20 IN. CALIPER = 3 REPLACEMENT TREES 20 IN. CALIPER OR GREATER = 4 REPLACEMENT TREES	4 - 12 IN. CALIPER TREES REMOVED = 223 TREES 223 REMOVED TREES x 4 = 892 REPLACEMENT TREES REQUIRED 12 - 20 IN. CALIPER TREES REMOVED = 144 TREES 144 REMOVED TREES x 3 = 432 REPLACEMENT TREES REQUIRED 20 IN. CALIPER OR GREATER TREES REMOVED = 37 TREES 37 REMOVED TREES x 4 = 148 REPLACEMENT TREES REQUIRED TOTAL REPLACEMENT TREES REQUIRED = 1,480 TREES	0 REPLACEMENT TREES PROVIDED IN THIS DEVELOPMENT PHASE.
10-9-4: STREET TREES		
STREET TREES SHALL BE INSTALLED AT A MINIMUM RATE OF ONE LARGE SHADE TREE PER 40 LINEAR FT.	TOTAL STREET LINEAR FOOTAGE (ON THIS DEVELOPMENT PHASE) = 3,147.44 FT (147.76 FT. + 2,999.68 FT. = 3,147.44 FT.) **36 STREET TREES REQUIRED ALONG DEVON AVE**	12 STREET TREES REQUIRED ALONG DEVON AVE IN THIS DEVELOPMENT PHASE
10-9-5: PARKING LOT LANDSCAPING		
A PARKING LOT EXPANSION SHALL BE SEPARATED BY A MINIMUM 4 FOOT WIDTH OF LANDSCAPING FROM THE EXISTING PARKING LOT THAT ABUTS THE EXPANSION. PARKING LOT LANDSCAPING SHALL BE EITHER TREES OR A COMBINATION SHRUB ROW AND ONE LARGE SHADE TREE PER 35 LINEAR FT. OF PERIMETER AREA.	TOTAL LINEAR FOOTAGE (ON THIS DEVELOPMENT PHASE) = 577.83 FT 577.83 FT. / 35 FT. = 16.51 **17 PERIMETER TREES REQUIRED ALONG BUSSE RD**	17 PERIMETER TREES PROVIDED ALONG BUSSE RD IN THIS DEVELOPMENT PHASE

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

Call Before You Dig
1-800-892-0123

E DEVON AVE.

IL ROUTE 83 (BUSSE ROAD)

L1.1

L1.2

L1.3

L1.4

NO.	REVISIONS	BY
17	REVISED PER GRADING AND STORMWATER UPDATES	8/10/23	JWC
16	REVISED PER CITY COMMENTS	3/21/23	JWC
15	REVISED PER EPA COMMENTS	3/15/23	JWC
14	REVISED PER SANITARY UPDATES	2/23/23	JWC
13	REVISED PER WATER SERVICE UPDATES	1/19/23	JWC
12	REVISED PER WATER MAIN DESIGN	12/20/22	JWC
11	REVISED PER PARKING LOT DESIGN	11/16/22	JWC

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: JWC
DRAWN BY: ACS
CHECKED BY: JWC

MI REALTY PARTNERS

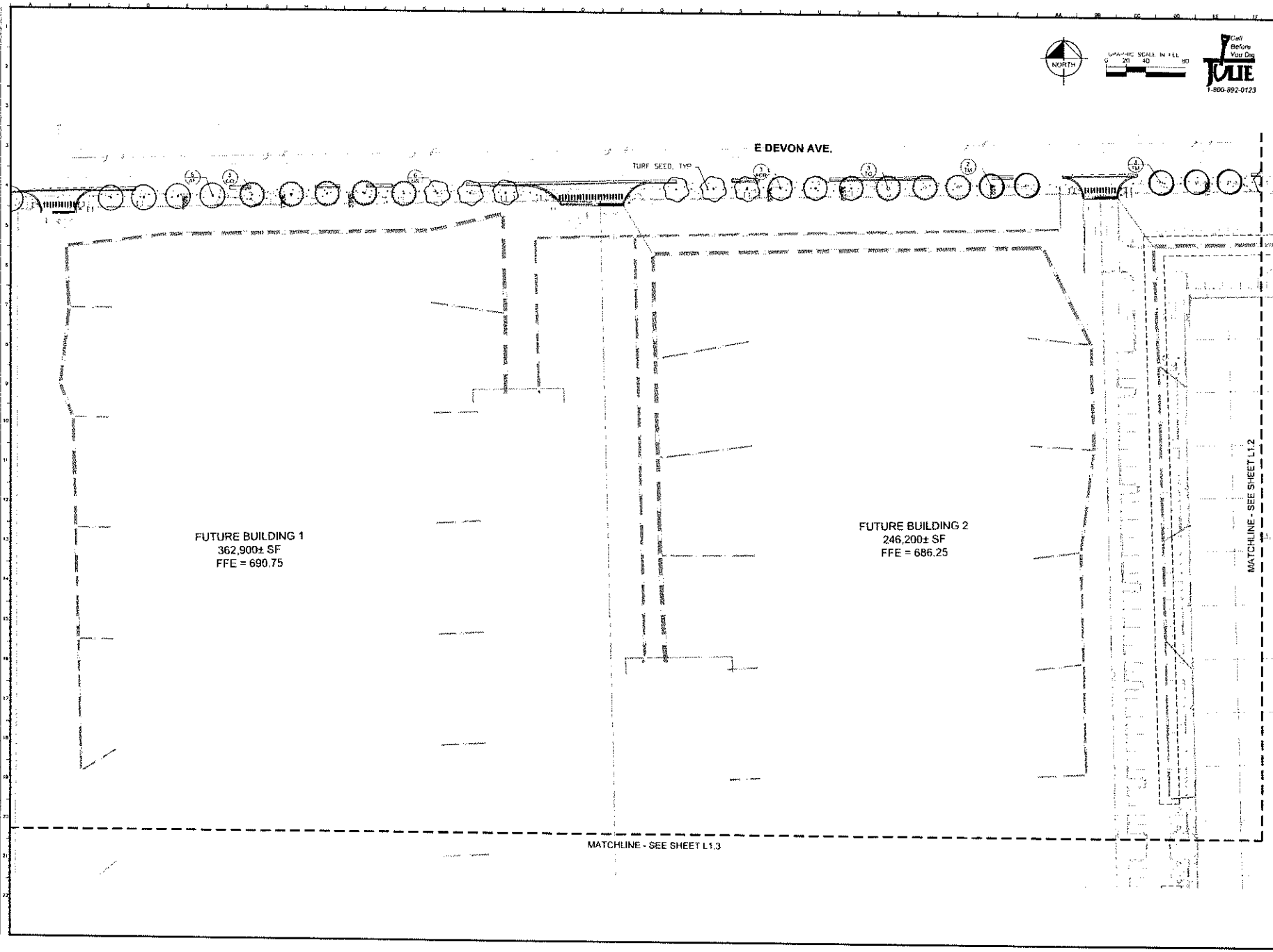
PROLOGIS

OVERALL LANDSCAPE PLAN

MI REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
1201-1801 DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
4/2/2021
KHA PROJECT NO.
168240005

SHEET NUMBER
L1.0



NO.	REVISIONS	DATE	BY
17	REVISED PER GRADING AND STORM SEWER UPDATES	6/10/22	JMC
16	REVISED PER DOT COMMENTS	3/31/22	JMC
15	REVISED PER DPU COMMENTS	3/15/22	JMC
14	REVISED PER SANITARY UPDATES	2/23/22	JMC
13	REVISED PER WATER SERVICE UPDATES	1/19/22	JMC
12	REVISED PER WATER TANK DESIGN	12/23/21	JMC
11	REVISED PER WATER TANK DESIGN	11/23/21	JMC

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: AES
CHECKED BY: JMC

MI REALTY PARTNERS

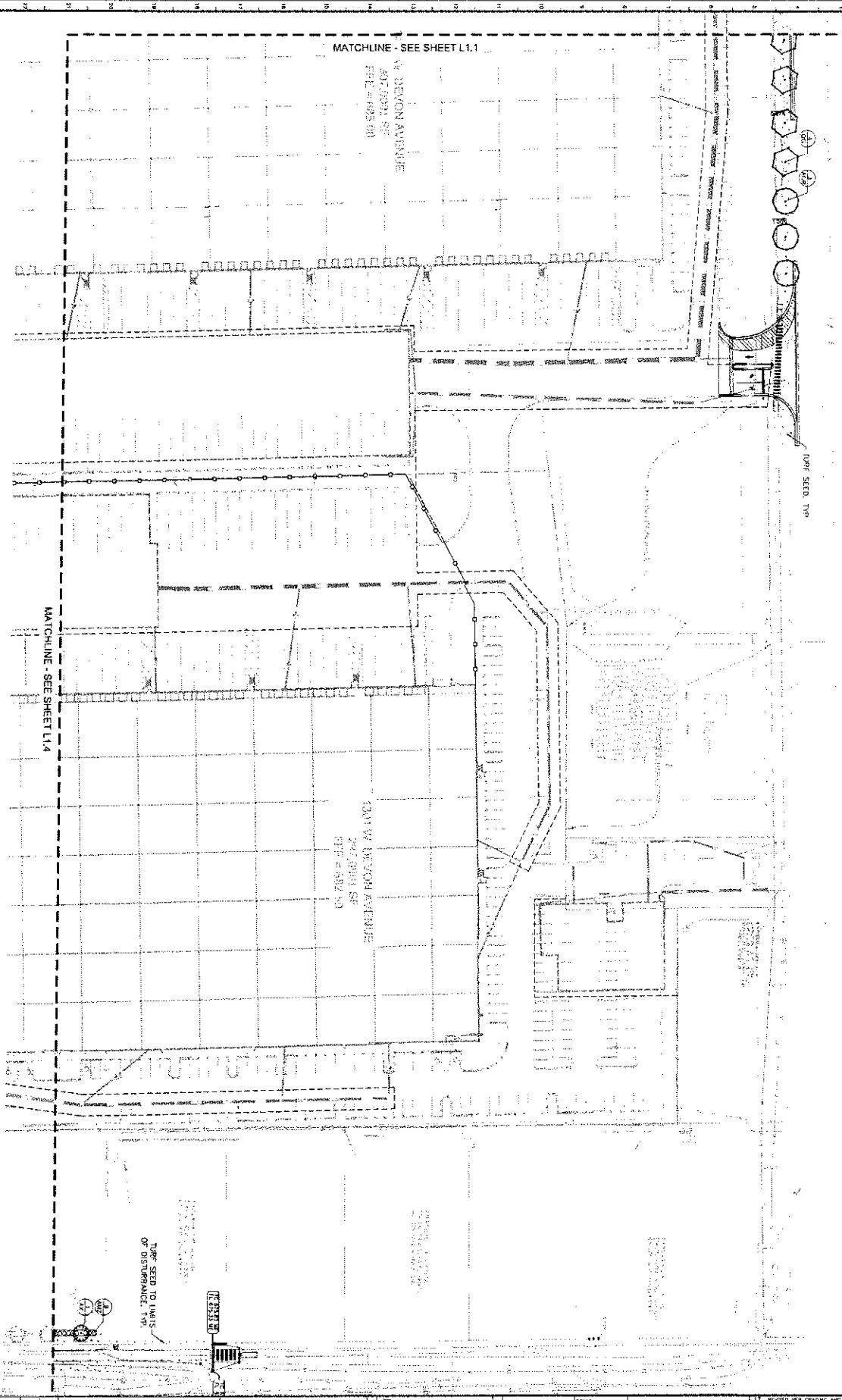
PROLOGIS

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
1301-1601 DEVON AVENUE
BENSENVILLE, IL 60106

LANDSCAPE PLAN

ORIGINAL ISSUE:
4/2/2021
KHA PROJECT NO.
168740005
SHEET NUMBER
L1.1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



17	REVISED PER GRADING AND STORM FIELD UPDATES	8/15/22	JWC
16	REVISED PER IDOT COMMENTS	5/21/22	JWC
15	REVISED PER EPA COMMENTS	3/15/22	JWC
14	REVISED PER SANITARY UPDATES	2/23/22	JWC
13	REVISED PER WATER SERVICE UPDATES	1/19/22	JWC
12	REVISED PER WATER TANK DESIGN	12/20/21	JWC
11	REVISED PER WATER TANK DESIGN	11/23/21	JWC
No.	REVISIONS	DATE	BY

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
1301-1601 DEVON AVENUE
BENSENVILLE, IL 60106

LANDSCAPE PLAN

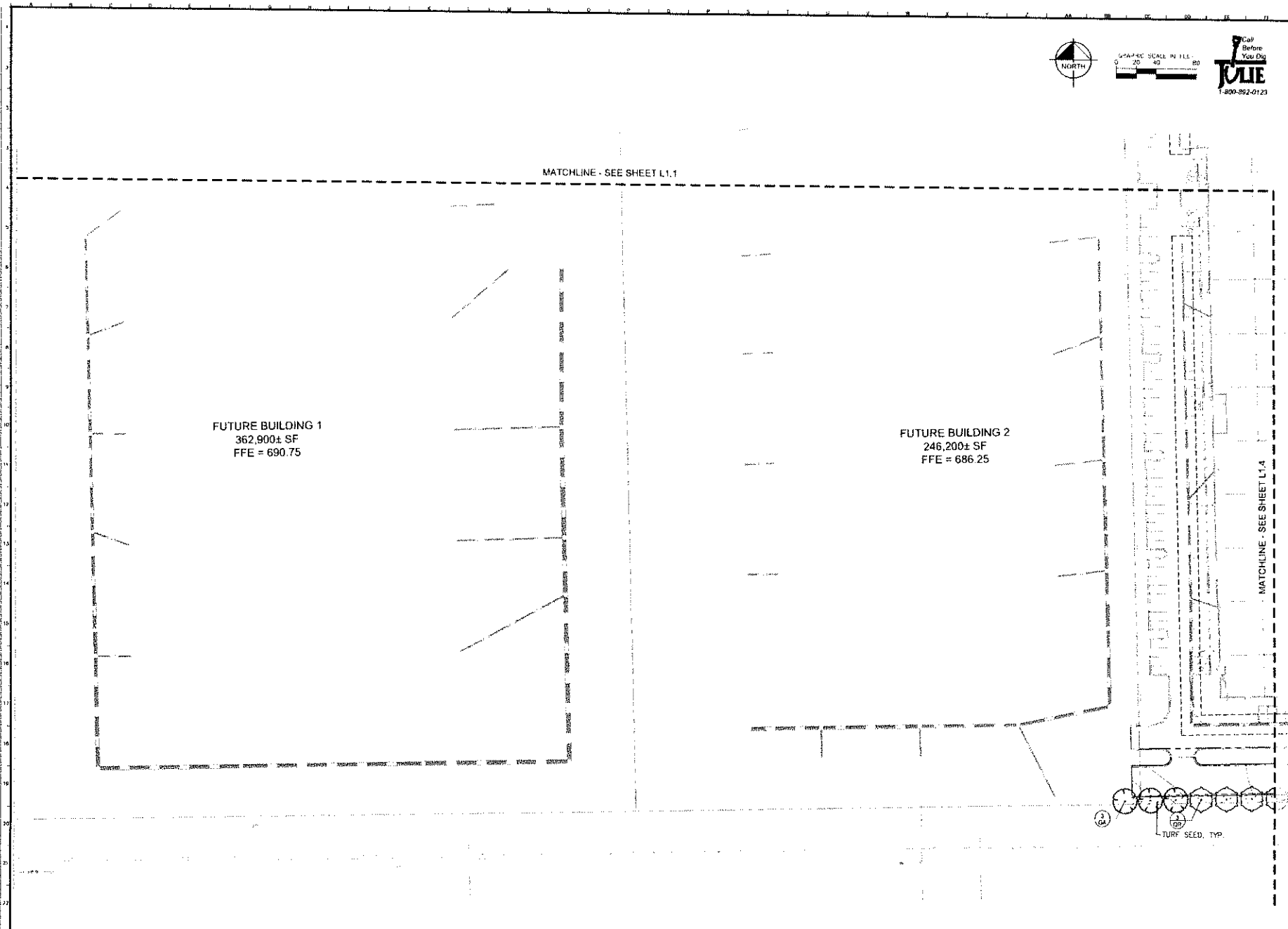
M.I. REALTY PARTNERS
PROLOGIS

SCALE: AS NOTED
DESIGNED BY: JWC
DRAWN BY: KES
CHECKED BY: JWC

Kimley»Horn

ORIGINAL ISSUE: 4/22/2021
KHA PROJECT NO. 168240005

SHEET NUMBER L1.2



No	REVISIONS	BY
17	REVISED PER GRADING AND STORM SEWER COMMENTS	6/10/22
16	REVISED PER DPT COMMENTS	3/21/22
15	REVISED PER CVA COMMENTS	3/15/22
14	REVISED PER SANITARY UPDATES	2/23/22
13	REVISED PER WATER SERVICE UPDATES	1/19/22
12	REVISED PER WATER TANK DESIGN	12/20/21
11	REVISED PER WATER TANK DESIGN	11/23/21

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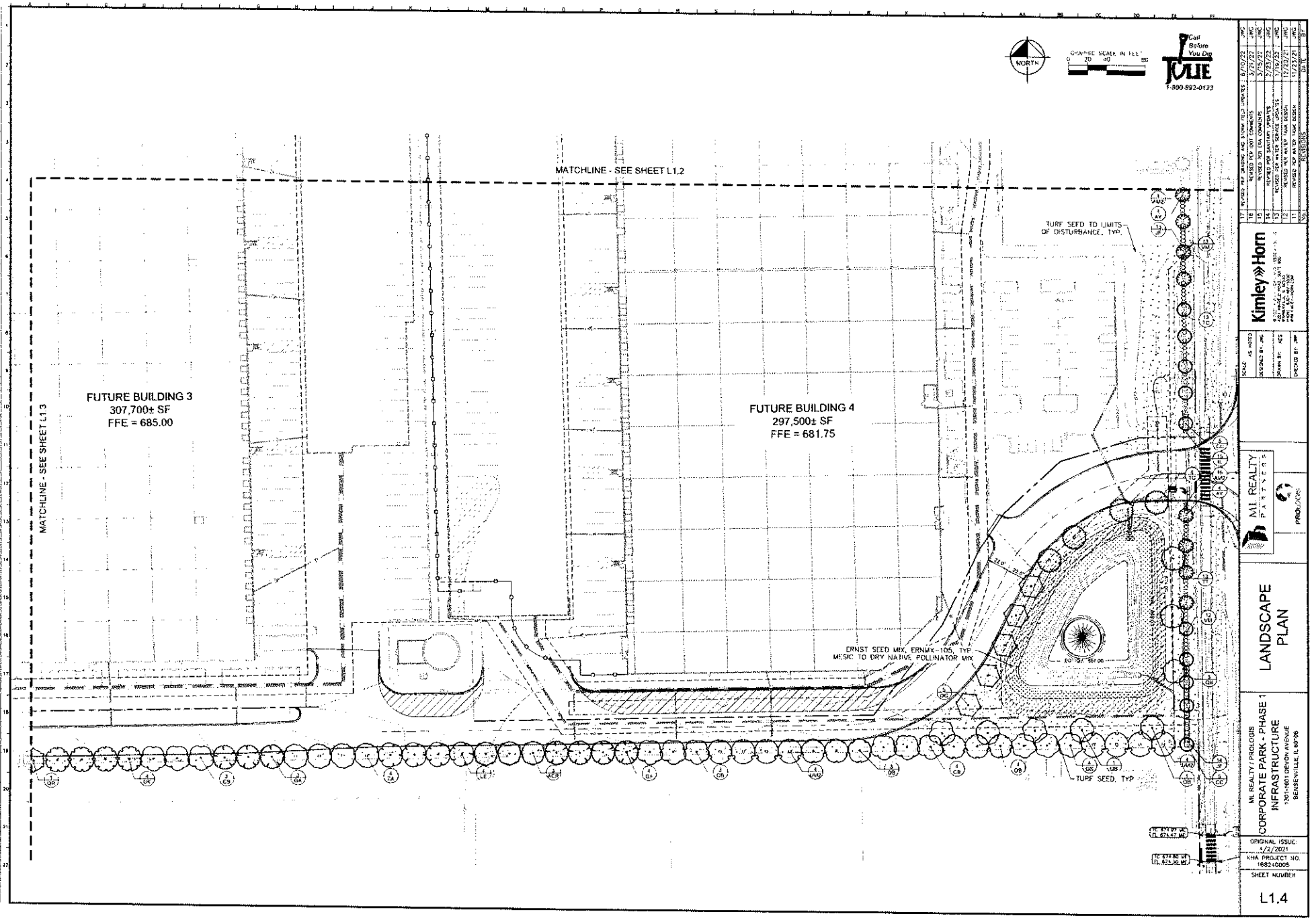
SCALE: AS NOTED
DESIGNED BY: JMC
DRAWN BY: KES
CHECKED BY: JMC

M1 REALTY PARTNERS
PROLOGIS

LANDSCAPE PLAN

M1 REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
1101-1601 DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE:
4/2/2021
KHA PROJECT NO.
168240005
SHEET NUMBER
L1.3



NO.	REVISIONS	DATE	BY
11	REVISED PER WATER AND STORM FEED COMMENTS	8/10/22	JMG
10	REVISED PER CITY COMMENTS	5/27/22	JMG
9	REVISED PER CITY COMMENTS	3/14/22	JMG
8	REVISED PER SANITARY UPDATES	2/21/22	JMG
7	REVISED PER WATER SERVICE UPDATES	1/19/22	JMG
6	REVISED PER WATER TANK DESIGN	12/23/21	JMG
5	REVISED PER WATER TANK DESIGN	11/23/21	JMG

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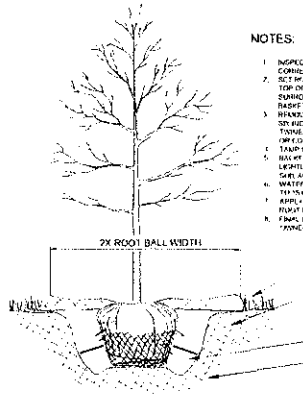
ML REALTY PARTNERS

PROLOGIS

ML REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
1301-1601 DEVON AVENUE
BENSENVILLE, IL 60106

LANDSCAPE PLAN

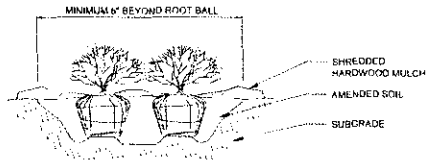
ORIGINAL ISSUE: 1/2/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
L1.4



NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND ZONE BASKET INTACT.
3. REMOVE WIRE BASKET AND RUM AP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. RELEASE ALL TWINE AND BURLAP. DISPOSE OF MATERIAL. REMOVE ANY CORRECT IVE PRUNING.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL WITH UNDISTURBED EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWENTY-FOUR HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM TRUNK FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.

1 TREE PLANTING — NTS



NOTES:

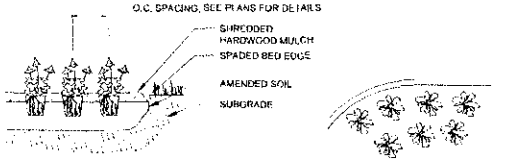
1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON CONTAINER OR UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS OR TIGHT PLANTING BED ONLY A DEEPER PIT MAY BE USED FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF, TYING LENGTH OF ROOTBALL. TWINE AND OF USED SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. PRUNE FOR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED. SEE PLANS FOR BED LAYOUTS.

2 SHRUB PLANTING — NTS

NOTES:

1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL GRADED.
3. REMOVE CONTAINER. SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING ROOTS. CORRECT GIRDLING ROOTS.
4. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR STAGGERED SPACING AS IS FEASIBLE.
5. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIAL/GROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED. SEE PLANS FOR BED LAYOUTS.
7. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH EVEN DISTANCE AWAY FROM EDGE OF BED.

O.C. SPACING, SEE PLANS FOR DETAILS



3 PERENNIAL PLANTING — NTS

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	ACP	8	ACER RUBRUM 'OCTOBER GLORY' TM / OCTOBER GLORY MAPLE	B & B	1.5" CAL MIN	
	AF	5	ACER FREEMANII 'AUTUMN FANTASY' / FREEMAN MAPLE	B & B	1.5" CAL MIN	
	CB	10	CARPINUS BETULUS / EUROPEAN HORNBEAM	B & B	1.5" CAL MIN	
	CO	5	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	1.5" CAL MIN	
	GA	10	GINKGO BILOBA 'AUTUMN GOLD' TM / AUTUMN GOLD MAIDENHAIR TREE	B & B	1.5" CAL MIN	MALE ONLY
	GK	4	GYMNOCLADUS DIOICA 'KENTUCKY COFFEETREE'	B & B	1.5" CAL MIN	
	GS	10	GLEDITSIA TRIACANTHOS 'SKYLINE' / SKYLINE HONEY LOCUST	B & B	1.5" CAL MIN	
	LT	4	LIRIODENDRON TULIPIFERA 'JFS-OZ' TM / EMERALD CITY TULIP POPLAR	B & B	1.5" CAL MIN	
	QB	12	QUERCUS BICOLOR / SWAMP WHITE OAK	B & b	1.5" CAL MIN	
	QG	9	QUERCUS X MACDANIELII 'CREMONS' TM / HERITAGE OAK	B & B	1.5" CAL MIN	
	QR	4	QUERCUS RUBRA / RED OAK	B & B	1.5" CAL MIN	
	TC	7	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	1.5" CAL MIN	
	TM	5	TILIA AMERICANA 'MCKSENTRY' TM / AMERICAN SENTRY LINDEN	B & B	1.5" CAL MIN	
	UM2	8	ULMUS 'L' MORTON ACCOLADE' TM / ELM	B & B	1.5" CAL MIN	
	ZA	4	ZELKOVA SERRATA 'AUTUMN GLORY' / AUTUMN GLOW JAPANESE ZELKOVA	B & B	1.5" CAL MIN	

TREES UNDER POWER LINES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
	AX	9	AMELANCHIER X GRANDIFLORA / APPLE SERVICEBERRY	B & B	1.5" CAL MIN	
	CC	10	CERCIS CANADENSIS 'EASTERN REDBUD	B & B	1.5" CAL MIN	

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AM2	26	ARONIA MELANOCARPA 'MORTON' TM / IROQUIS BEAUTY BLACK CHOKEBERRY	3 GAL	SEE PLAN	18" HT MIN
	IL	15	ITEA VIRGINICA 'LITTLE HENRY' TM / VIRGINIA SWEETSPIRE	3 GAL	SEE PLAN	18" HT MIN
	VM	25	VIBURNUM DENTATUM 'BLUE MUFFIN' / SOUTHERN ARROWWOOD	5 GAL	SEE PLAN	18" HT MIN

EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	JF	27	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	5 GAL	SEE PLAN	18" HT MIN
	TC	13	THUJA OCCIDENTALIS 'CONGABE' TM / FIRE CHIEF ARBORVITAE	5 GAL	SEE PLAN	18" HT MIN
	TT	13	TAXUS X MEDIA 'TAUNTONII' / TAUNTON YEW	5 GAL	SEE PLAN	18" HT MIN

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECTS OR OWNERS WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY- PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
11. PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 70% PULVERIZED SOIL FOR ALL NON TURF SEED MIX AREAS, SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS.
12. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
13. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
14. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
15. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
16. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
17. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
18. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
19. THE CONTINUED MAINTENANCE OF ALL REQUIRED LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY ON WHICH SAID MATERIALS ARE REQUIRED. ALL PLANT MATERIALS REQUIRED BY THIS SECTION SHALL BE MAINTAINED AS LIVING VEGETATION AND SHALL BE PROMPTLY REPLACED IF THE PLANT MATERIAL HAS DIED PRIOR TO FINAL ACCEPTANCE. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND WEEDS AT ALL TIMES.

GROUND COVERS	BOTANICAL / COMMON NAME
	EMERSENT PLUG MIX
	TURF SEED
	ERNST SEED MIX - ERNMX-105 - MESIC TO DRY NATIVE POLLINATOR MIX

BASIN EMERGENT PLUG MIX

BOTANICAL NAME	COMMON NAME	QTY / ACRE	% OF TOTAL
Nymphaea 'Marliacea Carnea'	Hardy Waterlily	250	13%
Nymphaea 'Pygmaea Helvola'	Yellow Waterlily	250	13%
Pontederia cordata	Pickerel Weed	500	25%
Scirpus atrovirens	Common Bul Rush	1000	50%
	TOTAL PLUGS PER ACRE:	2,000	

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17	REVISED PER GRADING AND STORM ENG. COMMENTS	6/10/22 JMC
16	REVISED PER DOT COMMENTS	3/21/22 JMC
15	REVISED PER IEPA COMMENTS	3/15/22 JMC
14	REVISED PER SANITARY UPDATES	2/23/22 JMC
13	REVISED PER WATER SERVICE UPDATES	1/19/22 JMC
12	REVISED PER WATER TANK DESIGN	12/10/21 JMC
11	REVISED PER WATER TANK DESIGN	11/23/21 JMC
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WORTHINGTON, OH 43085
PHONE: 614-846-2256
WWW.KIMLEY-HORN.COM

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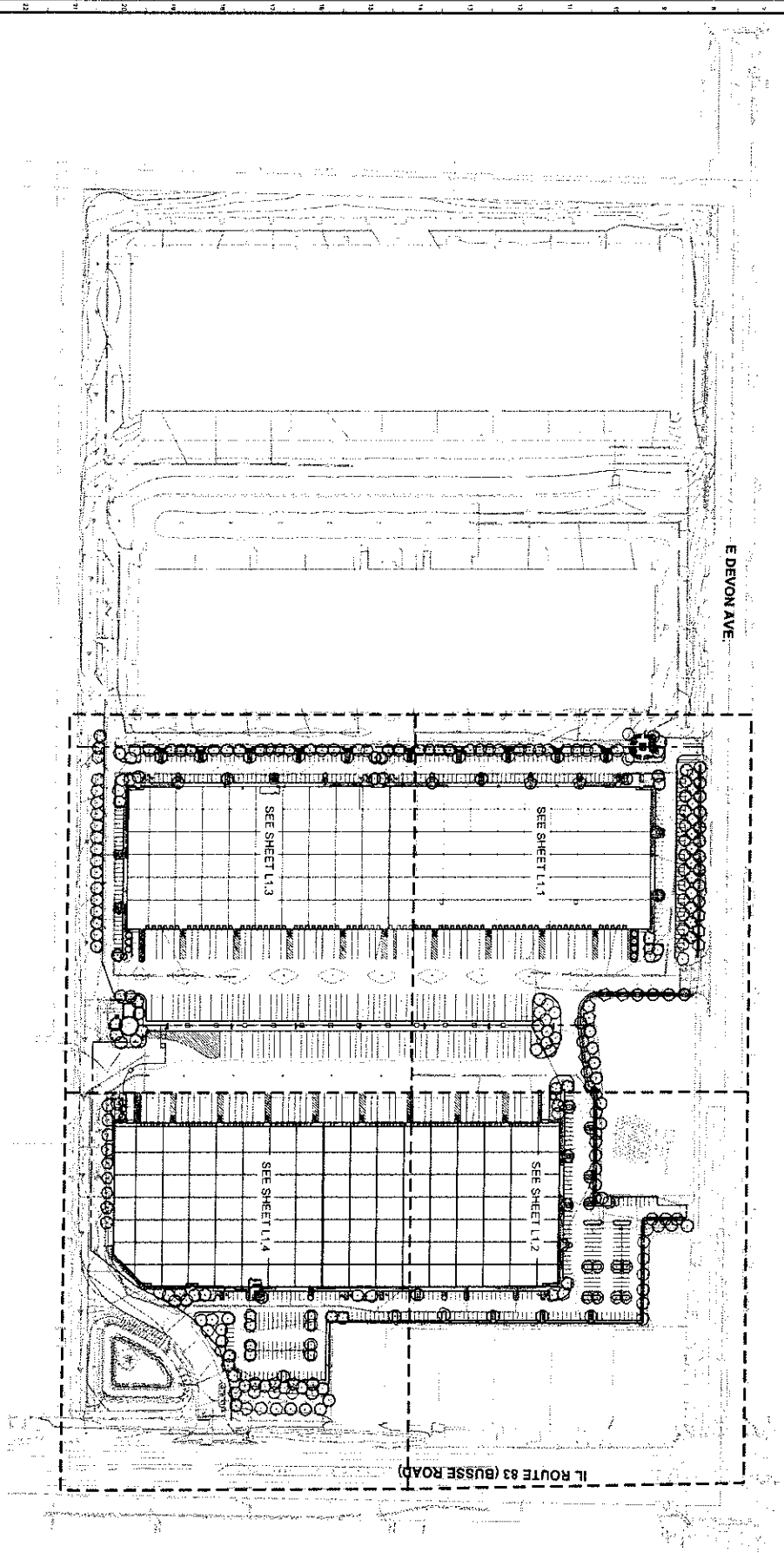
M.I. REALTY PARTNERS
PROLOGIS

LANDSCAPE NOTES AND DETAILS

MI REALTY / PROLOGIS
CORPORATE PARK - PHASE 1
INFRASTRUCTURE
1301-1601 DEVRY AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 4/2/2021
KHA PROJECT NO. 168240005
SHEET NUMBER
L2.0

Drawing name: K:\CHS_LOE_168240005_ML Realty_Bensenville_IL (2 Owner\CAD\PlanSheets\Buildings 3 and 4\L1.0 LANDSCAPE PLAN.dwg 11.0 OVERALL LANDSCAPE PLAN Jan 13, 2022 12:51pm by amanuel.comeri
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NORTH

GRAPHIC SCALE: 1" = 1'-0"

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No.	REVISIONS	DATE	BY
6	REVISED GRADING AND OUTFALL INFORMATION	06/01/22	JWC
5	REVISED PER IDOT COMMENTS	03/21/22	JWC
4	REVISED PER SANITARY SERVICE UPDATES	03/07/22	JWC
3	REVISED PER WATER SERVICE UPDATES	01/19/22	JWC
2	REVISED PER TANK DESIGN	12/20/21	JWC
1	REVISED PER TANK DESIGN	11/23/21	JWC
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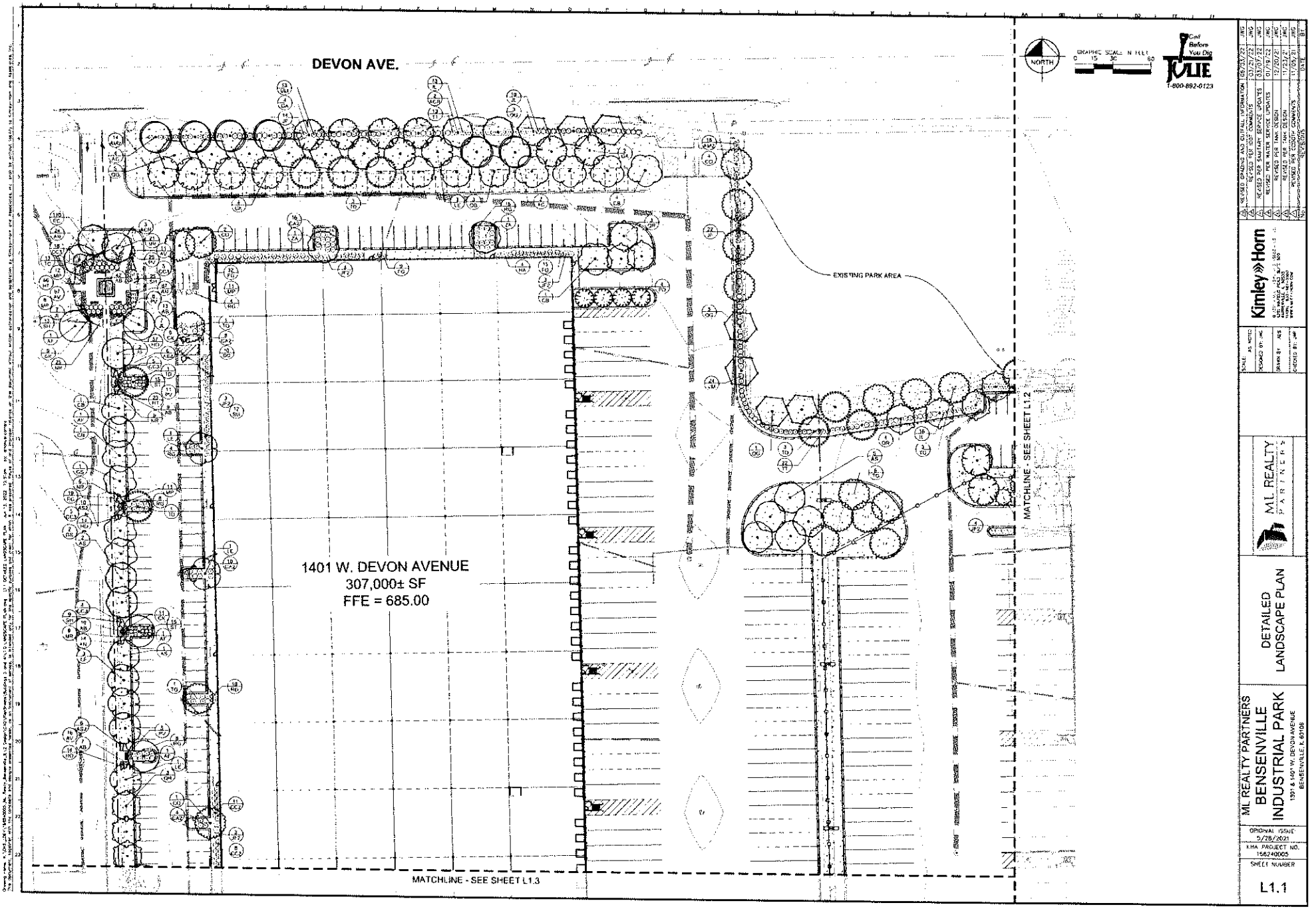
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ML REALTY PARTNERS

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
1301 & 1401 W. DEVON AVENUE
BENSENVILLE, IL 60106

OVERALL LANDSCAPE PLAN

ORIGINAL ISSUE: 11/24/2021
KHA PROJECT NO. 168240005
SHEET NUMBER: L1.0



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7	REVISED GRADING AND OUTFALL INFORMATION	05/31/22	JMC
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5	REVISED PER SANITARY SERVICE UPDATES	03/07/22	JMC
4	REVISED PER WATER SERVICE UPDATES	01/19/22	JMC
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2	REVISED PER TANK DESIGN	11/24/21	JMC
1	REVISED PER CCDOTH COMMENTS	11/05/21	JMC
NO.	REVISIONS	DATE	BY

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ML REALTY PARTNERS

DETAILED LANDSCAPE PLAN

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
1391 & 1401 W. DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE
5/28/2021
KHA PROJECT NO.
156240005
SHEET NUMBER
L1.1

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2	REVISED PER TANK DESIGN	11/23/21	JMD
3	REVISED PER TANK DESIGN	12/23/21	JMD
4	REVISED PER WATER SERVICE UPDATES	01/19/22	JMD
5	REVISED PER SANITARY SEWER UPDATES	03/02/22	JMD
6	REVISED PER CITY COMMENTS	05/27/22	JMD
7	REVISED GRADING AND OUTFALL INFORMATION	08/03/22	JMD

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DETAILED LANDSCAPE PLAN

BENSENVILLE INDUSTRIAL PARK

1301 & 1401 W. DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 5/26/2021
KHA PROJECT NO. 168143005

SHEET NUMBER L1.2

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NORTH

IL ROUTE 83 (BUSSE ROAD)

DEVON AVE.

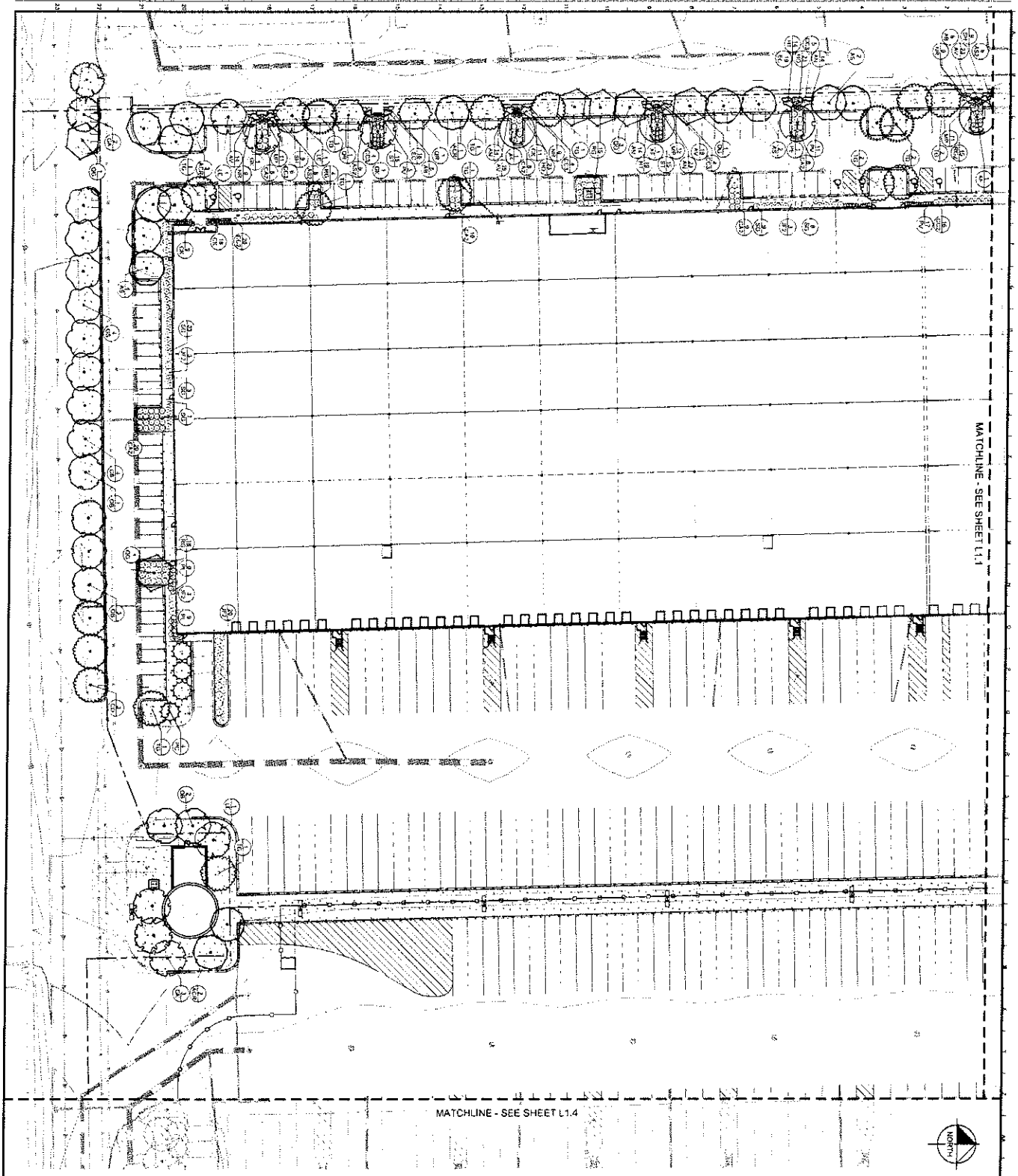
1301 W. DEVON AVENUE
297,000± SF
FFE = 682.50

EXISTING PARK AREA

MATCHLINE - SEE SHEET L1.4

MATCHLINE - SEE SHEET L1.1

Drawing Name: K:\CHS_LDEV\148540005_ML Realty_Bensenville_IL\2 Design\LA01\Plan Sheets\Buildings 3 and 4\L1.0 LANDSCAPE PLAN.dwg L1.3 DETAILED LANDSCAPE PLAN Jan 13, 2022 10:37am by emanuel.correa
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148540005	KHA PROJECT NO.	
5/26/2021	ORIGINAL ISSUE	

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1301 & 1401 W. DEVON AVENUE
BENSENVILLE, IL 60106

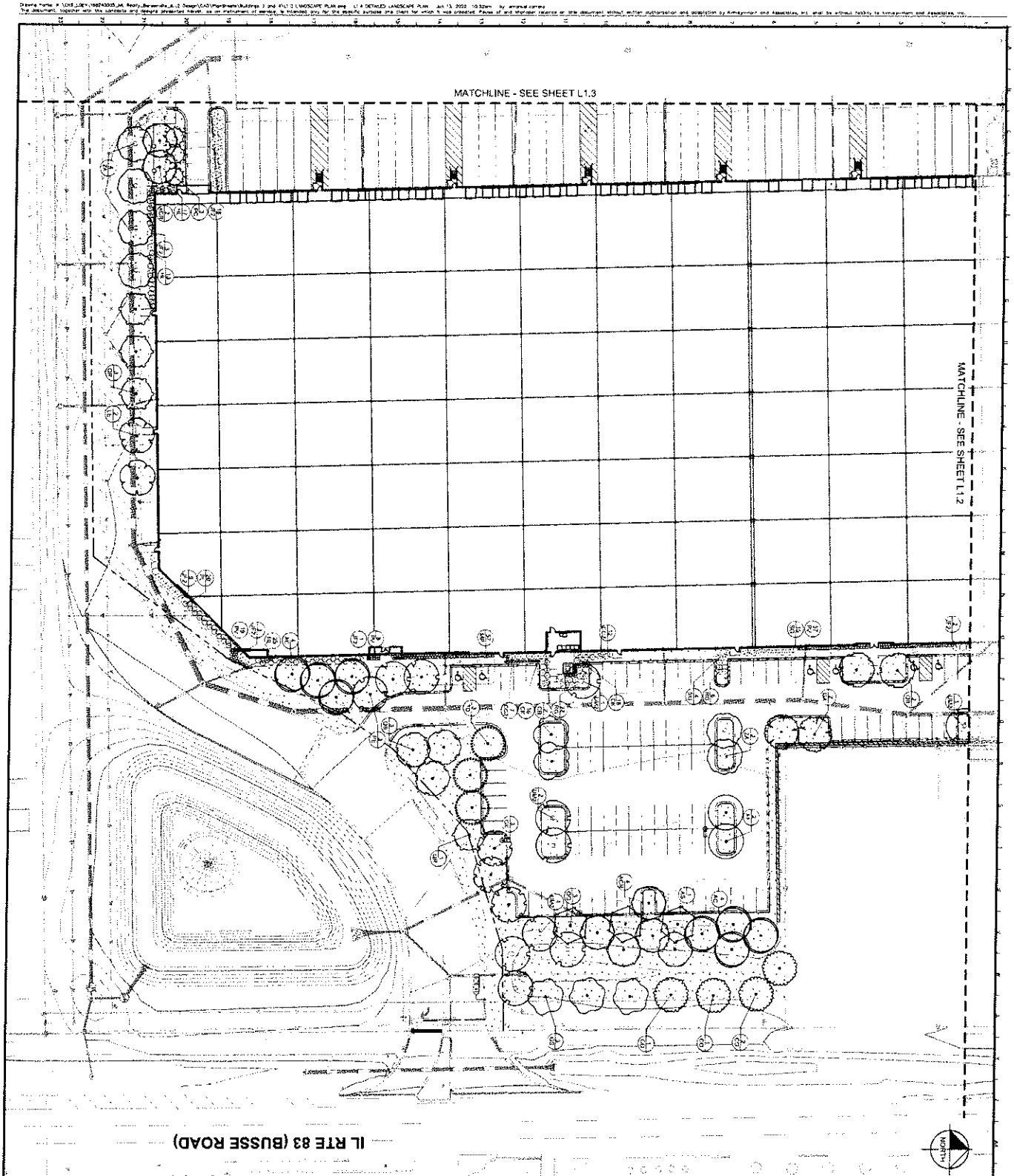
DETAILED LANDSCAPE PLAN

ML REALTY PARTNERS

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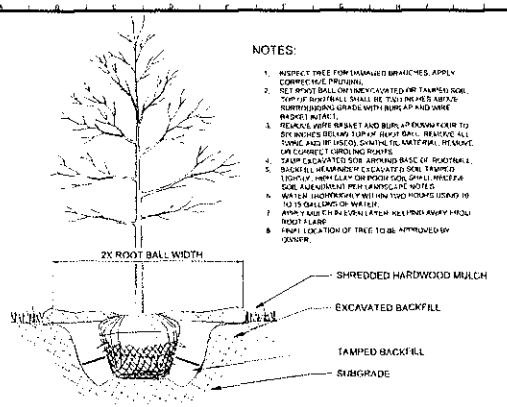
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1	REVISED PER CCDOTH COMMENTS	11/05/21	JWC



L1.4	SHEET NUMBER	
3/29/2022	ORIGINAL ISSUE	
19624005	KHA PROJECT NO.	
ML REALTY PARTNERS BENSENVILLE INDUSTRIAL PARK 1301 & 1401 W. DEVON AVENUE BENSENVILLE, IL 60106		
DETAILED LANDSCAPE PLAN		
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3	REVISED PER SANITARY SERVICE UPDATES	03/07/22	JWC
4	REVISED PER WATER SERVICE UPDATES	01/19/22	JWC
5	REVISED PER TANK DESIGN	12/20/21	JWC
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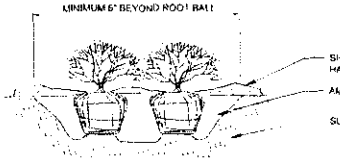
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NOTES:

1. INSPECT TREE FOR UNMARKED BRANCHES. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND BURLAP FROM TOP HALF OF ROOTBALL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL HALF WAY OF EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITH TWO HOSES (USING 10 TO 15 GALLONS OF WATER).
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.

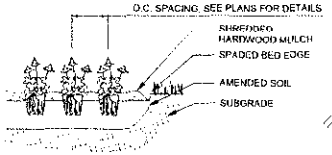
1 TREE PLANTING — NTS



NOTES:

1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL ALONE AND HIGHEST ROOT SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF OF THE ROOTBALL. TWINE AND/OR LEATHERSTRAP TIE MATERIAL SHALL BE REMOVED FROM INSIDE PIT. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
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2 SHRUB PLANTING — NTS



SECTION



PLAN VIEW

NOTES:

1. EXCAVATE PLANTING PIT.
2. PIT HEIGHTS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER, SCORE SOIL BALLS TO REPRESENT AND PREVENT GIRDLING ROOTS. CONTINUE GIRDLING ROOTS.
4. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, SPACING TOWARDS THE CENTER OF THE BED USING TRIANGULAR INTRODUCED SPACING AS PLAUSIBLE.
5. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
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7. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.

3 PERENNIAL PLANTING — NTS

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNERS WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY- PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
11. PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 70% PULVERIZED SOIL FOR ALL NON TURF SEED MIX AREAS, SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS.
12. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
13. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
14. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
15. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
16. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
17. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED, SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
18. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CAL	REMARKS
	AL	11	ACER SACCHARUM 'LEGACY' / LEGACY SUGAR MAPLE	B & B	3.5" CAL MIN	
	ACU	2	ACER TRIFLORUM 'JSTREE' / ROCKY MOUNTAIN FLAME®	B & B	3.5" CAL MIN	
	AX	11	AESCULUS X ARNOLDIANA 'AUTUMN FURY' / AUTUMN FURY BUCKEYE	B & B	3.5" CAL MIN	
	BS	25	BETULA NIGRA 'CULTIVAR' / RIVER BIRCH	B & B	3.5" CAL MIN	
	CB	12	CARPINUS BETULUS 'FASTIGIATA' / FASTIGIATE HORNBEAM	B & B	3.5" CAL MIN	
	CO	5	CELTIS OCCIDENTALIS 'CROSSHAM' / HACKBERRY	B & B	3.5" CAL MIN	
	GB	5	GINKGO BILOBA 'AUTUMN GOLD' TM / AUTUMN GOLD MAIDENHAIR TREE	B & B	3.5" CAL MIN	MALE ONLY
	GT	11	GYMNOCLADUS DIOICUS / KENTUCKY COFFEETREE	B & B	3.5" CAL MIN	
	QB	15	QUERCUS BICOLOR 'SWAMP WHITE' / SWAMP WHITE OAK	B & B	3.5" CAL MIN	
	UT	15	ULMUS X 'MORTON GLOSSY' TM / TRIUMPH ELM	B & B	3.5" CAL MIN	
	TA	11	TAXODIUM DISTICHUM 'SHAWNEE BRAVE' / BALD CYPRESS	B & B	3.5" CAL MIN	
	TG	29	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	3.5" CAL MIN	
	UVJ	13	ULMUS X 'MORTON ACCOLADE' / ACCOLADE ELM	B & B	3.5" CAL MIN	
	ZS	10	ZELKOVA SERRATA 'MUSASHINO' / MUSASHINO JAPANESE ZELKOVA	B & B	3.5" CAL MIN	
EVERGREEN TREES	SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	CAL	REMARKS
	PA	8	PICEA ABIES / NORWAY SPRUCE	B & B		8'-10" MIN
	PG	6	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B		8'-10" MIN
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	REMARKS
	AMO	61	AMELANCHIER ALNIFOLIA 'OBELISK' TM / OBELISK SERVICEBERRY	3 GAL	SEE PLAN	18" MIN SPR
	CAV	116	CLETHRA ALNIFOLIA / SWEET PEPPERBUSH	3 GAL	SEE PLAN	18" MIN SPR
	EGF	88	EUONYMUS ALATUS 'COMPACTUS' / BURNING BUSH	3 GAL		24" MIN SPR
	FG	46	FOTHERGILLA GARDENII 'DWARF FOTHERGILLA'	3 GAL	SEE PLAN	
	HA	33	HYDRANGEA ARBORESCENS 'ANNABELLE' / ANNABELLE HYDRANGEA	3 GAL	SEE PLAN	
	HI	72	HYDRANGEA PANICULATA 'LITTLE QUICK FIRE' TM / LITTLE QUICK FIRE HYDRANGEA	3 GAL	SEE PLAN	18" MIN SPR
	IV	14	ILEX VERTICILLATA 'JIM DANDY' TM / JIM DANDY WINTERBERRY	3 GAL	SEE PLAN	18" MIN SPR
	IG	38	ILEX X MESERVEAE 'BLUE PRINCESS' TM / BLUE PRINCESS HOLLY	3 GAL	SEE PLAN	18" MIN SPR
	PG	177	PHYSOCARPUS OPULIFOLIUS 'DIABOLO' / DIABOLO NINEBARK	3 GAL	SEE PLAN	18" MIN SPR
	RG	75	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	3 GAL	SEE PLAN	18" MIN SPR
	SH	161	SPIRAEA X BUMALDA 'STEPHANIE' / STEPHANIE SPIREA	3 GAL	SEE PLAN	18" MIN SPR
	ST	66	SPIRAEA BETULIFOLIA 'TOR' / TOR BIRCH LEAF SPIREA	3 GAL	SEE PLAN	18" MIN SPR
	VD	59	VIBURNUM DENTATUM 'BLUE MUFFIN' / BLUE MUFFIN ARROWWOOD	3 GAL	SEE PLAN	18" MIN SPR
EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	JF	38	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	3 GAL	SEE PLAN	18" MIN SPR
	JH	150	JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP JUNIPER	1 GAL	SEE PLAN	6" MIN SPR
	JI	48	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	5 GAL	SEE PLAN	24" MIN SPR
	TC	47	TAXUS X MEDIA 'DENSIFORMIS' / DENSIFORM YEW	3 GAL	SEE PLAN	18" MIN SPR
	TI	35	TAXUS X MEDIA 'HICKSII' / HICKS YEW	3 GAL	SEE PLAN	18" MIN SPR
ORNAMENTAL GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	CA	101	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	1 GA	SEE PLAN	
	MP	158	MISCANTHUS SINENSIS 'PURPURE SCHAFT' / PURPLE SHAFT MAIDEN GRASS	1 GA	SEE PLAN	
	PV	146	PANICUM VIRGATUM / SWITCH GRASS	1 GA	SEE PLAN	
GRASSES AND FLOWERS	CODE	QTY	BOTANICAL / COMMON NAME	SYMBOLS		
	AB	94	AUBRIETA X 'AUBRIETA'	18" o.c.		
	AM	120	ALYSSUM MARIMA 'CLIMAX' / SWEET ALYSSUM	12" o.c.		
	ABF	40	ARMERIA MARITIMA 'BEE'S FLIRTY' / BEE'S FLIRTY ORNAMENTAL GRASS	18" o.c.		
	AV	168	ASTER X FRIKARTII 'WONCHER' / WONCHER PURPLE CHINESE ASTER	12" o.c.		
	CCS	68	CORONILLA VARIA 'SILKE' / SILKE CROWNVETCH	24" o.c.		
	EL	164	ECHINACEA X 'CYCLEVENE SPIRIT' / CYCLEVENE SPIRIT CONEFLOWER	12" o.c.		
	HH	131	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	12" o.c.		
	HT	172	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	12" o.c.		
	NF	66	NEPETA X FAASSENII 'WALKER'S LOW' / WALKER'S LOW CATMINT	18" o.c.		
	RF	65	RUDBECKIA FULGIDA 'GOLDSTURM' / GOLDSTURM BLACK EYED SUSAN	18" o.c.		
SPECIALTY ITEMS			BOTANICAL / COMMON NAME			
			TURF MIX			

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NO.	REVISION	DATE	BY
1	REVISED GRADING AND OUTFALL INFORMATION	06/03/22	JMC
2	REVISED PER 100' COMMENTS	08/31/22	JMC
3	REVISED PER SANITARY SERVICE UPDATES	02/07/23	JMC
4	REVISED PER WATER SERVICE UPDATES	07/19/23	JMC
5	REVISED PER TRAK DESIGN	12/20/21	JMC
6	REVISED PER TRAK DESIGN	11/23/21	JMC
7	REVISED PER CEDOM COMMENTS	12/05/23	JMC
8	REVISED PER CEDOM COMMENTS	12/19/23	JMC

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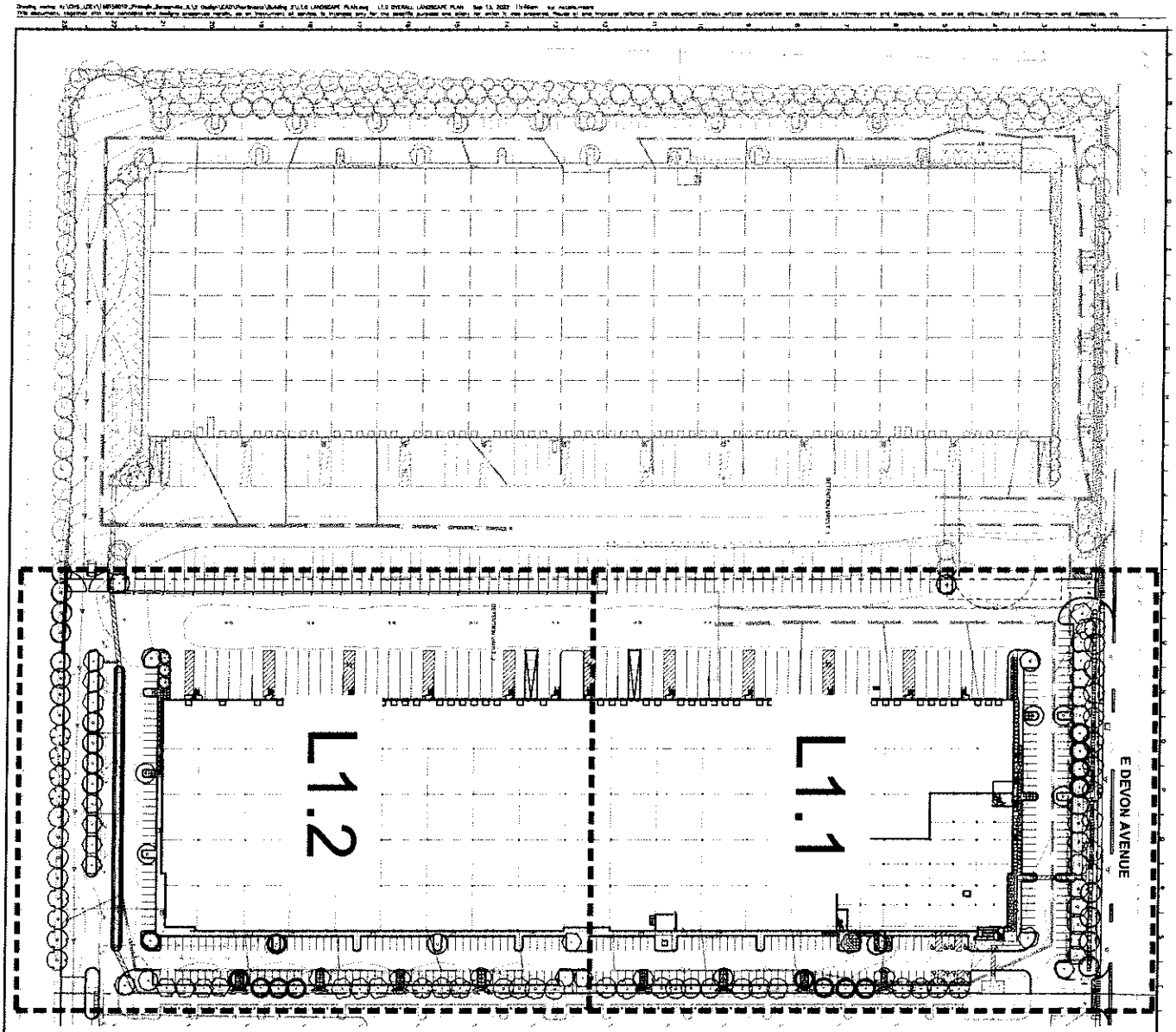
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ML REALTY PARTNERS

LANDSCAPE NOTES AND DETAILS

ML REALTY PARTNERS
BENSENVILLE INDUSTRIAL PARK
1301 & 1401 W. DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 5/26/2022
KHA PROJECT NO. 168240005
SHEET NUMBER
L2.0



PROJECT NO.	168156010
ORIGINAL ISSUE	10/15/2021
SHEET NUMBER	L1.0

PROLOGIS
CORPORATE PARK
BUILDING 2
1501 W DEVON AVENUE
BENSENVILLE IL 60106

OVERALL
LANDSCAPE
PLAN

PROLOGIS.

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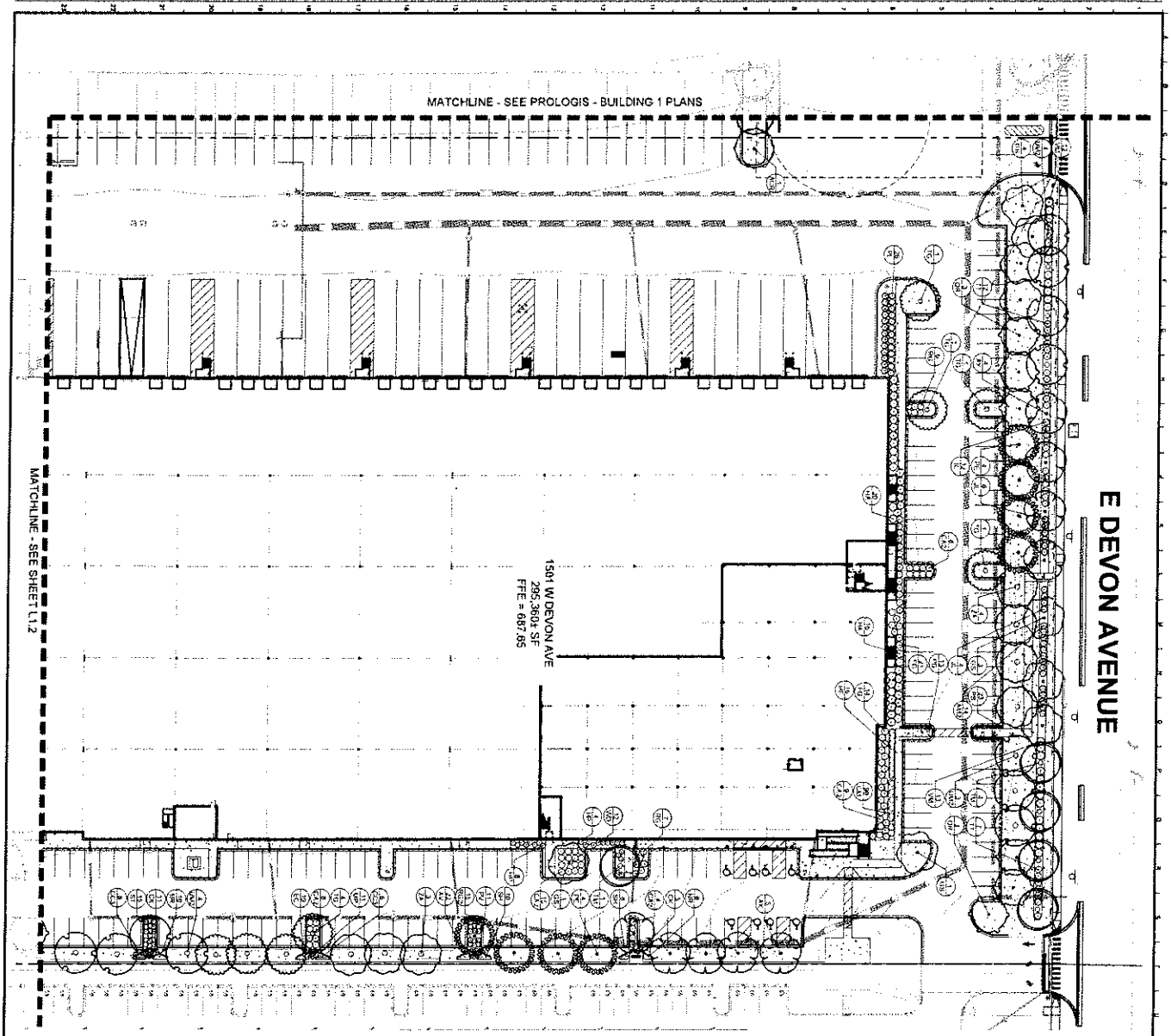
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No.	REVISIONS	DATE	BY
1	VILLAGE REQUESTS	8/24/2022	NAM
2	ADDITIONAL SPOT GRADES	7/18/2022	JTA
3	CLIENT COORDINATION	7/01/2022	NAM
4	CLIENT COORDINATION	5/11/2022	NAM
5	ISSUED FOR CONSTRUCTION	3/24/2022	NAM
6	REVISED PER TEAM COORDINATION	3/15/2022	NAM
7	VILLAGE RESUBMITTAL #2	3/10/2022	NAM

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PROLOGIS CORPORATE PARK BUILDING 2 1501 W DEVON AVENUE BENSENVILLE, IL 60106	DETAILED LANDSCAPE PLAN	PROLOGIS.

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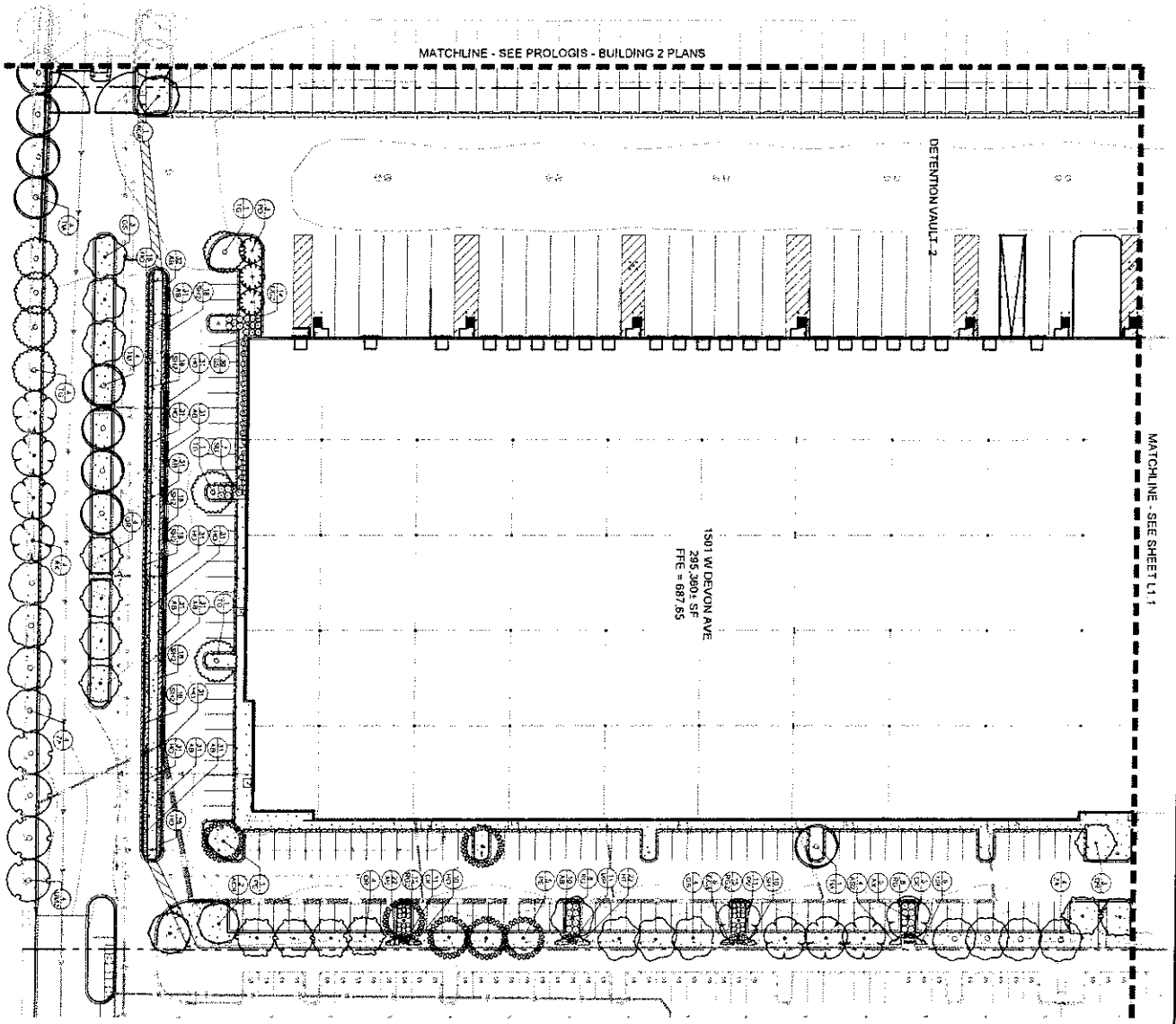
No.	REVISIONS	DATE	BY
1	VILLAGE REQUESTS	6/24/2022	NAM
2	ADDITIONAL SPOT GRADES	7/18/2022	JFA
3	CLIENT COORDINATION	7/01/2022	NAM
4	CLIENT COORDINATION	5/11/2022	NAM
5	ISSUED FOR CONSTRUCTION	3/24/2022	NAM
6	REVISED PER TEAM COORDINATION	3/15/2022	NAM
7	VILLAGE RESUBMITTAL #2	2/10/2022	NAM

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010
SHEET NUMBER: L1.1

GRAPHIC SCALE IN FEET: 0, 15, 30, 60

NORTH

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0 15 30 60 GRAPHIC SCALE IN FEET

NORTH

L1.2	SHEET NUMBER		
10/26/2021	ORIGINAL ISSUED		
168156010	KHA PROJECT NO.		
PROLOGIS CORPORATE PARK BUILDING 2	1501 W DEVON AVENUE BENSENVILLE IL 60106	DETAILED LANDSCAPE PLAN	PROLOGIS.

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No	REVISIONS	DATE	BY
1	VILLAGE REQUESTS	8/24/2022	NAM
2	ADDITIONAL SPOT GRADES	7/15/2022	JTA
3	CLIENT COORDINATION	7/01/2022	NAM
4	CLIENT COORDINATION	5/11/2022	NAM
5	ISSUED FOR CONSTRUCTION	3/24/2022	NAM
6	REVISED PER TEAM COORDINATION	3/15/2022	NAM
7	VILLAGE RESUBMITTAL #2	3/10/2022	NAM

PLANT SCHEDULE BUILDING-2

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	OTHER
	ACR	3	ACER RUBRUM 'OCTOBER GLORY' TM / OCTOBER GLORY MAPLE	B & B	1.5" CAL MIN	
	AY	16	ACER X FREEMANII 'FREEMAN MAPLE	B & B	1.5" CAL MIN	
	GS	16	GLEDITSIA TRIACANTHOS 'SKYLINE' / SKYLINE HONEY LOCUST	B & B	1.5" CAL MIN	
	PE	18	PLATANUS X ACERIFOLIA 'EXCLAMATION' TM / EXCLAMATION LONDON PLANE TREE	B & B	1.5" CAL MIN	
	QR	17	QUERCUS RUBRA / RED OAK	B & B	1.5" CAL MIN	
	TC	15	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	1.5" CAL MIN	
	TM	14	TILIA AMERICANA 'MCKSENTRY' TM / AMERICAN SENTRY LINDEN	B & B	1.5" CAL MIN	
	UMJ	15	ULMUS X 'MORTON ACCOLADE' TM / ELM	B & B	1.5" CAL MIN	
	ZA	15	ZELKOVA SERRATA 'AUTUMN GLOW' / AUTUMN GLOW JAPANESE ZELKOVA	B & B	1.5" CAL MIN	

EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	OTHER
	PD	3	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B		6' HT MIN

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AM2	14	ARONIA MELANOCARPA 'MORTON' TM / IROQUOIS BEAUTY BLACK CHOKEBERRY	3 GAL	SEE PLAN	18" HT MIN
	CA2	44	CEANOTHUS AMERICANUS / NEW JERSEY TEA	3 GAL	SEE PLAN	18" HT MIN
	CC2	14	CORNUS CANADENSIS 'CATO' / ARCTIC SUN DOGWOOD	3 GAL	SEE PLAN	18" HT. MIN
	FG	35	FOTHERGILLA GARDENII / DWARF FOTHERGILLA	3 GAL	SEE PLAN	18" HT MIN
	HA	36	HYDRANGEA ARBORESCENS 'ANNABELLE' / ANNABELLE HYDRANGEA	5 GAL	SEE PLAN	18" HT MIN
	HP	12	HYDRANGEA MACROPHYLLA 'LYNN' TM / LET'S DANCE STARLIGHT HYDRANGEA	3 GAL	SEE PLAN	18" HT MIN
	IT	12	ITEA VIRGINICA 'LITTLE HENRY' TM / VIRGINIA SWEETSPIRE	3 GAL	SEE PLAN	18" HT MIN
	PL	26	PHYSOCARPUS OPULIFOLIUS 'LITTLE DEVIL' TM / DWARF NINEBARK	3 GAL	SEE PLAN	18" HT MIN
	RG	20	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	3 GAL	SEE PLAN	18" HT MIN
	R22	45	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	5 GAL	SEE PLAN	18" HT MIN
	SG	7	SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA	3 GAL	SEE PLAN	18" HT MIN
	SS	30	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIREA	3 GAL	SEE PLAN	18" HT MIN
	ST	15	SPIRAEA BETULIFOLIA 'TOR' / TOR BIRCHLEAF SPIREA	3 GAL	SEE PLAN	18" HT MIN
	VM	25	VIBURNUM DENTATUM 'BLUE MUFFIN' / SOUTHERN ARROWWOOD	5 GAL	SEE PLAN	18" HT MIN
	WD	12	WEIGELA FLORIDA 'DARK HORSE' / DARK HORSE WEIGELA	3 GAL	SEE PLAN	18" HT. MIN

EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	JI	16	JUNIPERUS CHINENSIS 'GOLD LACE' / GOLD LACE JUNIPER	5 GAL	SEE PLAN	18" HT MIN
	TT	18	TAXUS X MEDIA 'TAUNTONII' / TAUNTON YEW	5 GAL	SEE PLAN	18" HT MIN

GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	CK	32	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	1 GAL	SEE PLAN	
	MS	22	MISCANTHUS SINENSIS 'PURPURESCENS' / PURPLE MAIDEN GRASS	1 GAL	SEE PLAN	
	PB	36	PENNISETUM ALOPECUROIDES 'BURGUNDY BUNNY' / BURGUNDY BUNNY DWARF FOUNTAIN GRASS	1 GAL	SEE PLAN	
	PV	22	PANICUM VIRGATUM / SWITCH GRASS	1 GAL	SEE PLAN	

GRASSES & NO PERENNIALS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AB	258	AMSONIA X 'BLUE ICE' / BLUE ICE BLUESTAR	1 GAL	18" OC	
	AN	22	ATHYRIUM NIPONICUM 'PICTUM' / JAPANESE PAINTED FERN	1 GAL	12" OC	
	AS2	4	ALLIUM X 'SUMMER BEAUTY' / SUMMER BEAUTY ORNAMENTAL ONION	1 GAL	24" OC	
	AV	22	ASTILBE CHINENSIS 'VISION IN PINK' / VISION IN PINK CHINESE ASTILBE	1 GAL	12" OC	
	CC3	34	COREOPSIS X 'CRÈME BRULEE' / CRÈME BRULEE COREOPSIS	1 GAL	24" OC	
	CM	80	CAREX MORROWII 'SILVER SCEPTRE' / SILVER SCEPTRE JAPANESE SEDGE	1 GAL	12" OC	
	EC	30	ECHINACEA X 'CHEYENNE SPIRIT' / CHEYENNE SPIRIT CONEFLOWER	1 GAL	18" OC	
	HF	16	HOSTA X 'FRANCES WILLIAMS' / FRANCES WILLIAMS HOSTA	1 GAL	36" OC	
	HO	238	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	1 GAL	18" OC	
	HT	22	HELIOPSIS HELIANTHOIDES 'TUSCAN SUN' / FALSE SUNFLOWER	1 GAL	12" OC	
	NR	22	NEPETA RACEMOSA 'WALKER'S LOW' / WALKER'S LOW CATMINT	1 GAL	18" OC	
	SH	28	SALVIA NEMOROSA 'SNOWHILL' / SNOWHILL SALVIA	1 GAL	18" OC	
	SH2	198	SPOROBOLUS HETEROLEPIS / PRAIRIE DROPSEED	1 GAL		

GROUND COVERS	BOTANICAL / COMMON NAME
	TURF SEED

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NO.	REVISIONS	DATE	BY
	VILLAGE REQUESTS	8/24/2022	NAM
2	ADDITIONAL SITE UPDATES	7/18/2022	NAM
1	CLIENT COORDINATION	7/07/2022	NAM
	CLIENT COORDINATION	5/31/2022	NAM
	ISSUED FOR CONSTRUCTION	5/24/2022	NAM
	REVISED PER TEAM COORDINATION	3/15/2022	NAM
	VILLAGE RESUBMITTAL #2	3/10/2022	NAM

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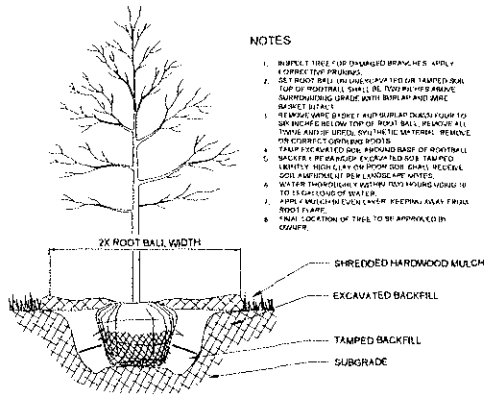
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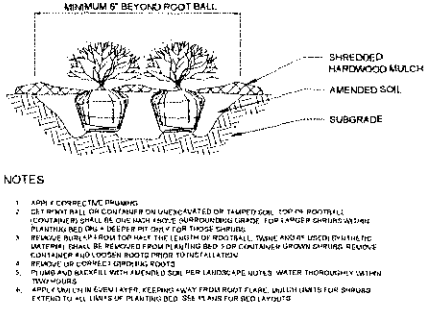
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BENSENVILLE, IL 60106

LANDSCAPE NOTES AND DETAILS

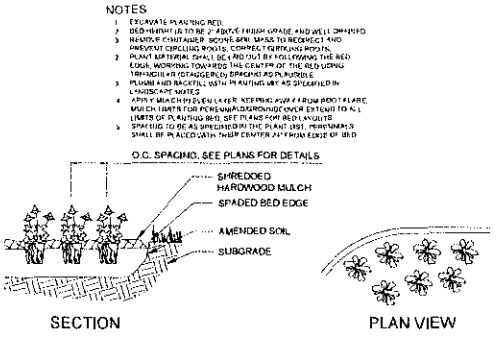
ORIGINAL ISSUE:
10/15/2021
KHA PROJECT NO.
168156010
SHEET NUMBER
L2.0



1 TREE PLANTING



2 SHRUB PLANTING



3 PERENNIAL PLANTING

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLANS VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
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Call Before You Dig
JULIE
1-800-892-0123

NO.	REVISIONS / ISSUANCE	DATE	BY
1	VILLAGE RESUBMITTAL #2	10/10/2022	SLW
2	REVISED PER TEAM COORDINATION	10/05/2022	NAM
3	ISSUED FOR CONSTRUCTION	10/04/2022	NAM
4	CLIENT COORDINATION	9/01/2022	NAM
5	ADDITIONAL SPOT GRADES	7/18/2022	JTA
6	VILLAGE REQUESTS	6/24/2022	NAM

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1201 WALNUT, SUITE 700, KANSAS CITY, MO 64106
PHONE: 816-561-7030
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SCALE: AS NOTED
DESIGNED BY: NAM
DRAWN BY: NAM
CHECKED BY: JJT

PROLOGIS

PROJECT
PROLOGIS
CORPORATE PARK
BUILDING 2
1501 W DEVON AVENUE
BENSENVILLE, IL 60106

SHEET TITLE
LANDSCAPE NOTES AND DETAILS

ORIGINAL ISSUE:
10/15/2021
KHA PROJECT NO.
168156010
SHEET NUMBER
L2.1

NO.	REVISIONS	DATE	BY
7	VILLAGE RESUBMITTAL #1	2/8/2022	NAM
6	VILLAGE RESUBMITTAL #2	3/3/2022	NAM
5	ISSUED FOR CONSTRUCTION	3/24/2022	NAM
4	CLIENT COORDINATION	5/11/2022	NAM
3	CLIENT COORDINATION	8/30/2022	NAM
2	ADDITIONAL SPOT GRADES	7/18/2022	JTA
1	VILLAGE REQUESTS	8/24/2022	NAM

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PROLOGIS

OVERALL LANDSCAPE PLAN

PROLOGIS
CORPORATE PARK BUILDING 1
1837 W DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUED: 10/25/2021
KHA PROJECT NO. 068960005

SHEET NUMBER: L1.0

GRAPHIC SCALE IN FEET: 0, 30, 60, 120

NORTH

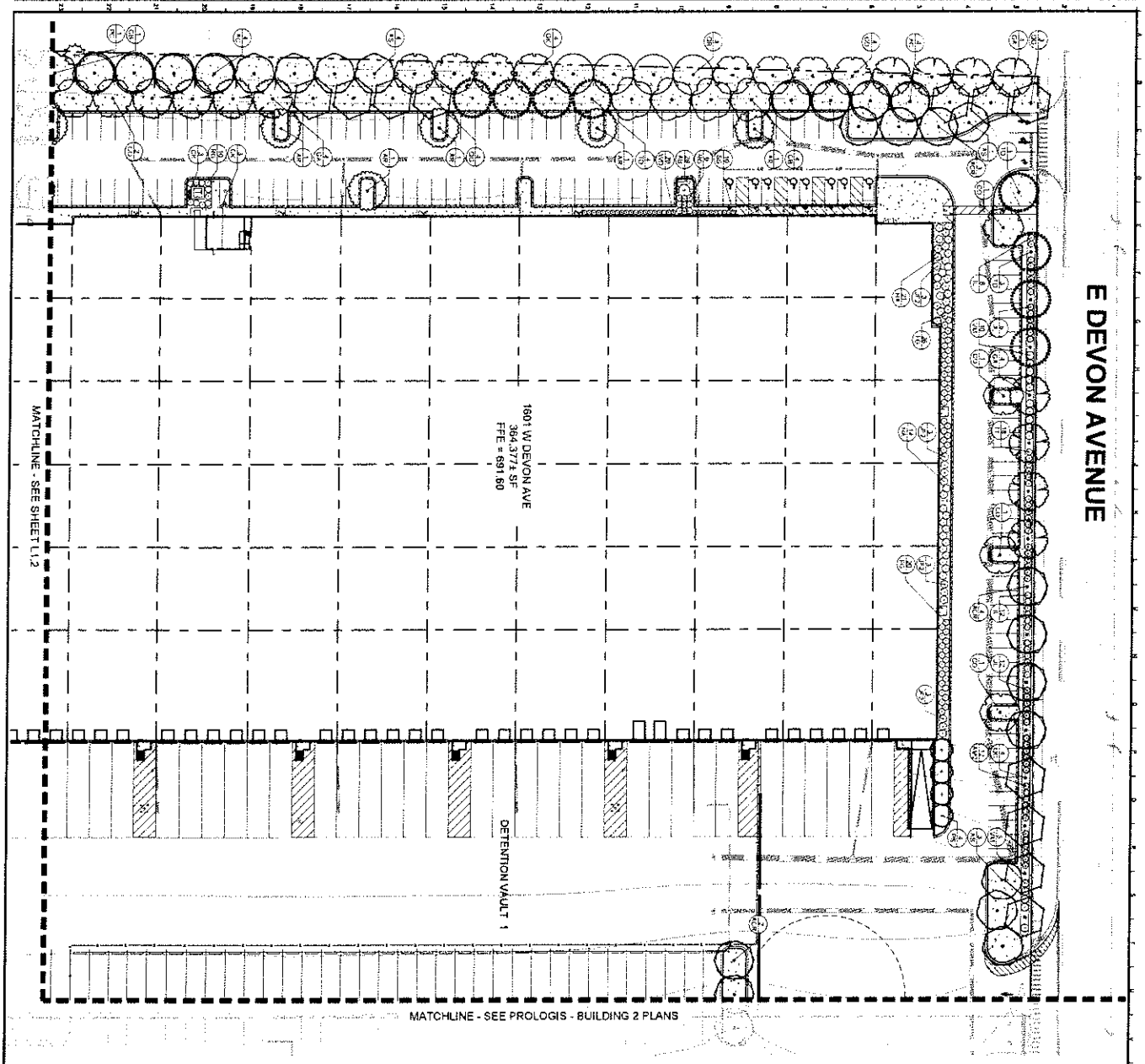
Call Before You Dig 1-800-892-0123

E DEVON AVENUE

L1.1

L1.2

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GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

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L1.1	SHEET NUMBER	
19R156010	KHA PROJECT NO.	
10/15/2021	ORIGINAL ISSUE	

PROLOGIS
CORPORATE PARK
BUILDING 1
1901 W DEVON AVENUE
BENSENVILLE, IL 60106

DETAILED
LANDSCAPE
PLAN

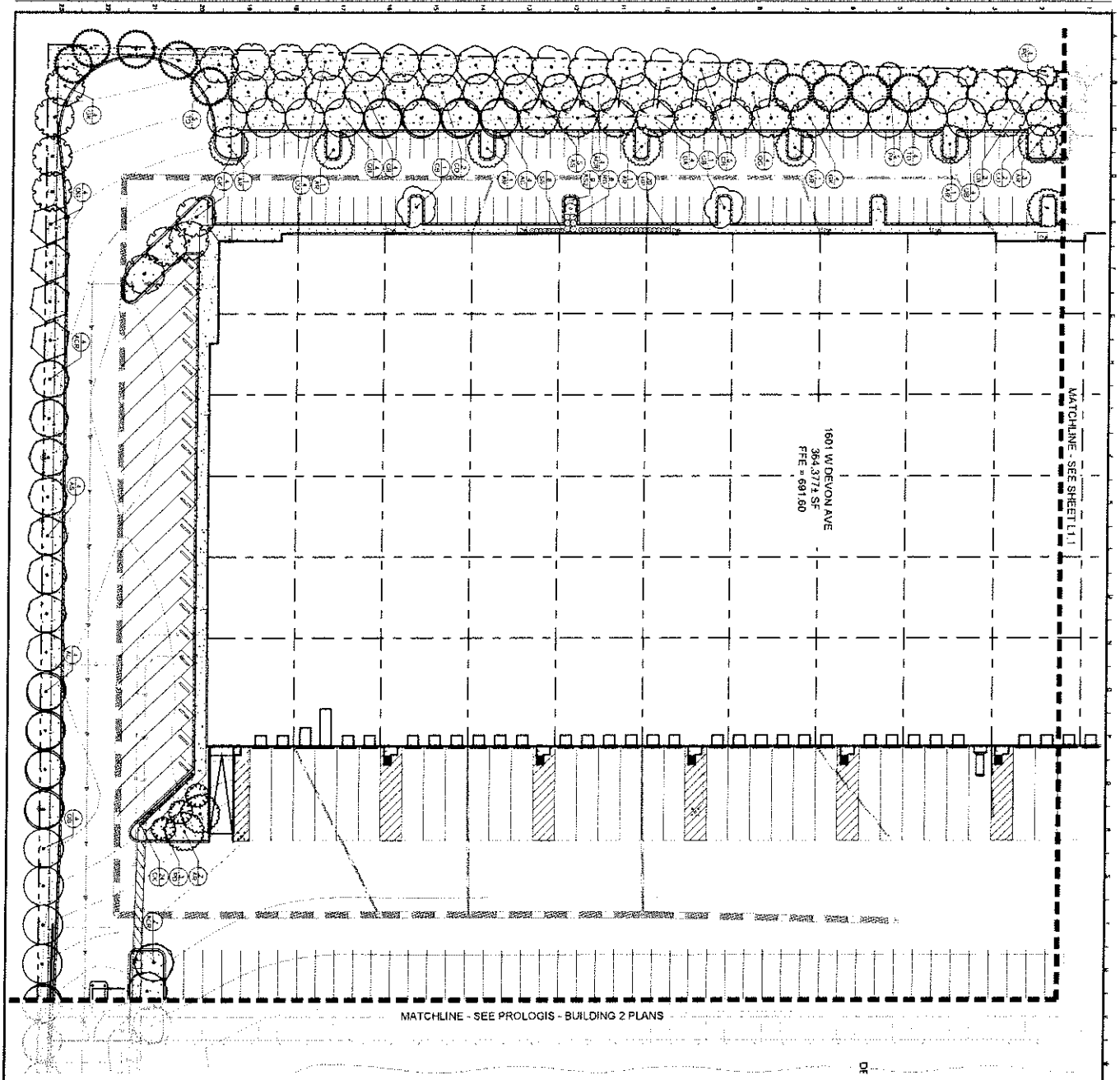
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SCALE:	AS NOTED
DESIGNED BY:	NAM
DRAWN BY:	NAM
CHECKED BY:	EJT

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2 EAST KIMLEY-HORN AND ASSOCIATES, INC.
1201 WARRENVILLE ROAD, SUITE 300
WARRENVILLE, IL 60555
PHONE: 630-487-9990
WWW.KIMLEY-HORN.COM

No.	REVISIONS	DATE	BY
1	VILLAGE REQUESTS	8/24/2022	NAM
2	ADDITIONAL SPOT GRADES	7/18/2022	JTA
3	CLIENT COORDINATION	6/30/2022	NAM
4	CLIENT COORDINATION	5/11/2022	NAM
5	ISSUED FOR CONSTRUCTION	3/24/2022	NAM
6	VILLAGE RESUBMITTAL #2	3/3/2022	NAM
7	VILLAGE RESUBMITTAL #1	2/8/2022	NAM



L1.2	SHEET NUMBER	
	KHA PROJECT NO.	168156010
	ORIGINAL ISSUE:	10/15/2021
PROLOGIS CORPORATE PARK BUILDING 1 1601 W DEVON AVENUE BENSENVILLE, IL 60106		
DETAILED LANDSCAPE PLAN		
PROLOGIS.		
SCALE: AS NOTED DESIGNED BY: NAM DRAWN BY: NAM CHECKED BY: EJC		
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No.	REVISIONS	DATE	BY
1	VILLAGE REQUESTS	8/24/2022	NAM
2	ADDITIONAL SPOT GRADES	7/18/2022	JTA
3	CLIENT COORDINATION	6/30/2022	NAM
4	CLIENT COORDINATION	5/11/2022	NAM
5	ISSUED FOR CONSTRUCTION	3/24/2022	NAM
6	VILLAGE RESUBMITTAL #2	3/3/2022	NAM
7	VILLAGE RESUBMITTAL #1	2/8/2022	NAM

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0 15 30 60
GRAPHIC SCALE IN FEET

NORTH

PLANT SCHEDULE BUILDING-1

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	OTHER
	AC	15	ACER PLATANOIDES 'CRIMSON KING' / CRIMSON KING NORWAY MAPLE	B & B	1.5" CAL. MIN	
	AUR	19	ACER RUBRUM 'OCTOBER GLORY' TM / OCTOBER GLORY MAPLE	B & B	1.5" CAL. MIN	
	AR	16	ACER RUBRUM / RED MAPLE	B & B	1.5" CAL. MIN	
	AS	17	ACER SAXABEI 'STATE STREET' / SAXABEI MAPLE	B & B	1.5" CAL. MIN	
	CB	19	CARPINUS BETULUS / EUROPEAN HORNBEAM	B & B	1.5" CAL. MIN	
	CO	18	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	1.5" CAL. MIN	
	GA	16	GINKGO BILOBA 'AUTUMN GOLD' TM / AUTUMN GOLD MAIDENHAIR TREE	B & B	1.5" CAL. MIN	MALE ONLY
	GK	16	GYMNOCLADUS DIOICA / KENTUCKY COFFEETREE	B & B	1.5" CAL. MIN	
	QB	16	QUERCUS BICOLOR / SWAMP WHITE OAK	B & B	1.5" CAL. MIN	
	QG	19	QUERCUS X MACDANIELII 'CLEMONS' TM / HERITAGE OAK	B & B	1.5" CAL. MIN	
	TD	17	TAXODIUM DISTICHUM 'SHAWNEE BRAVE' / BALD CYPRESS	B & B	1.5" CAL. MIN	

EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	OTHER
	PA	5	PICEA ABIES / NORWAY SPRUCE	B & B		6' HT MIN
	PC	5	PICEA PUNGENS / COLORADO SPRUCE	B & B		6' HT MIN
	PD	3	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B		6' HT MIN
	PS	4	PINUS STROBUS / WHITE PINE	B & B		6' HT MIN

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AM2	12	ARONIA MELANOCARPA 'MORTON' TM / IROQUOIS BEAUTY BLACK CHOKEBERRY	3 GAL	SEE PLAN	18" HT MIN
	FG	46	FOTHERGILLA GARDENII / DWARF FOTHERGILLA	3 GAL	SEE PLAN	18" HT MIN
	HP	35	HYDRANGEA ARBORESCENS 'INVINCIBELLE' / INVINCIBELLE HYDRANGEA	5 GAL	SEE PLAN	24" HT MIN
	HT	26	HYDRANGEA MACROPHYLLA 'LYNN' TM / LET'S DANCE STARLIGHT HYDRANGEA	3 GAL	SEE PLAN	18" HT MIN
	II	20	ITEA VIRGINICA 'LITTLE HENRY' TM / VIRGINIA SWEETSPIRE	3 GAL	SEE PLAN	18" HT MIN
	RG	25	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	3 GAL	SEE PLAN	18" HT MIN
	SS	18	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIREA	3 GAL	SEE PLAN	18" HT MIN
	VM	15	VIBURNUM DENTATUM 'BLUE MUFFIN' / SOUTHERN ARROWWOOD	5 GAL	SEE PLAN	18" HT MIN
	WD	20	WEIGELA FLORIDA 'DARK HORSE' / DARK HORSE WEIGELA	3 GAL	SEE PLAN	18" HT. MIN.

EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	JF2	12	JUNIPERUS CHINENSIS 'FAIRVIEW' / FAIRVIEW JUNIPER	B & B	SEE PLAN	5' HT MIN.
	JL	18	JUNIPERUS CHINENSIS 'GOLD LACE' / GOLD LACE JUNIPER	5 GAL	SEE PLAN	18" HT MIN
	TT	18	TAXUS X MEDIA 'TAUNTONII' / TAUNTON YEW	5 GAL	SEE PLAN	18" HT MIN

GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	CK	30	CALAMAGROSTIS X ACUTIFLORA KARL FOERSTER / KARL FOERSTER FEATHER REED GRASS	1 GAL	SEE PLAN	

GRASSES AND PERENNIALS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
	AB	26	AMSONIA X 'BLUE ICE' / BLUE ICE BLUESTAR	1 GAL	18" OC	
	AS2	9	ALLIUM X 'SUMMER BEAUTY' / SUMMER BEAUTY ORNAMENTAL ONION	1 GAL	24" OC	

GROUND COVERS	BOTANICAL / COMMON NAME
	TURF SEED

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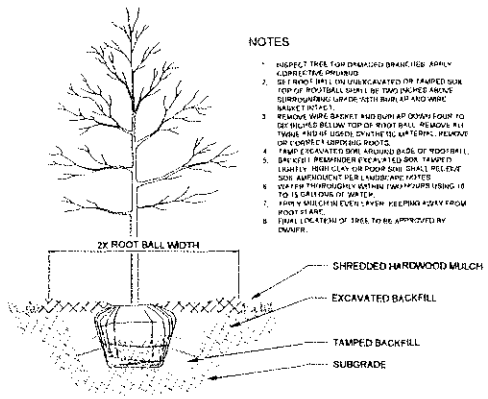
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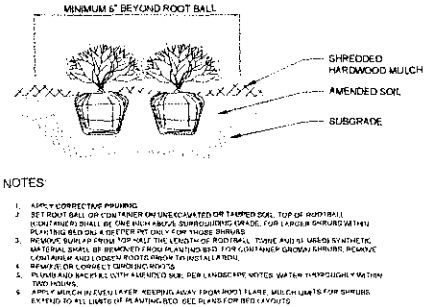
PROLOGIS
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BENSENVILLE, IL 60106

LANDSCAPE NOTES AND DETAILS

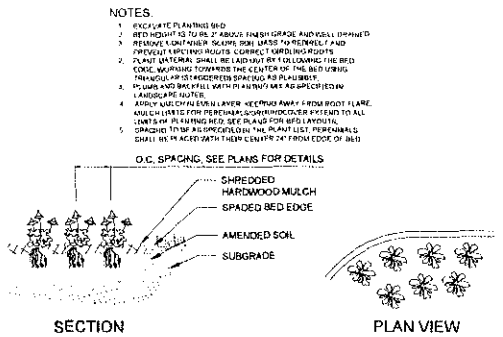
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NO.	DATE	BY
	VILLAGE RESUBMITTAL #1	8/24/2022	NAM
	VILLAGE RESUBMITTAL #2	9/7/2022	NAM
	ISSUED FOR CONSTRUCTION	5/11/2022	NAM
	CLIENT COORDINATION	6/30/2022	NAM
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PROLOGIS

LANDSCAPE NOTES AND DETAILS

PROLOGIS CORPORATE PARK BUILDING 1
1901 W DEVON AVENUE
BENSENVILLE, IL 60106

ORIGINAL ISSUE: 10/15/2021
KHA PROJECT NO. 168156010
SHEET NUMBER
L2.1

CLOSE

COMMUNITY DEVELOPMENT COMMISSION
Village of Bensenville
VILLAGE HALL
November 10, 2020 6:30 PM

SPECIAL CDC MEETING

I. Call Meeting to Order

II. Roll Call and Quorum

III. Pledge of Allegiance

IV. Public Comment

V. Approval of Minutes

October 6, 2020 Community Development Commission Minutes

VI. Action Items:

1. Remanded CDC Case 2020-15: Consideration of Variations for minimum rear setback and attached garage location at 810 E. George Street.

2. Consideration of a Special Use Permit to allow a gun sales establishment at 1180 W. Industrial Drive.

3. Consideration of a Special Use Permit for motor vehicle repair/service and parking Variations at 1040 Waveland Avenue.

4. Consideration of a Site Plan Review, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development with Code Departures for the redevelopment of the Mohawk Terrace Subdivision into an industrial use.

VII. Report from Community and Economic Development

VIII. Adjournment

Any individual with a disability requiring a reasonable accommodation in order to participate in a Community Development Commission Meeting should contact the Village Clerk, Village of Bensenville, 12 S. Center Street, Bensenville, Illinois, 60106 (630-350-3404)

Village of Bensenville
Board Room
12 South Center Street
DuPage and Cook Counties
Bensenville, IL, 60106

MINUTES OF THE SPECIAL COMMUNITY DEVELOPMENT COMMISSION

November 10, 2020

CALL TO ORDER: The meeting was called to order by Chairman Rowe at 6:30p.m.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Ciula, King, Wasowicz
Absent: Czarnecki, Marcotte, Rodriguez
A quorum was present.

STAFF PRESENT: K. Fawell, E. Summers, C. Williamsen

JOURNAL OF PROCEEDINGS: The minutes of the Community Development Commission Meeting of the October 6, 2020 were presented.

Motion: Commissioner King made a motion to approve the minutes as presented. Commissioner Ciula seconded the motion.

All were in favor. Motion carried.

Village Manager, Evan Summers and Village Planner, Kelsey Fawell, were present and sworn in by Chairman Rowe.

PUBLIC COMMENT: There was no Public Comment.

Public Hearing: CDC Case Number 2020-15
Petitioner: Scott Sanda and Michael Pesch
Location: 810 East George Street
Request: Variation, Minimum Rear Setback
Municipal Code Section 10 – 6 – 8 – 1
Variation, Garage Location
Municipal Code Section 10 – 7 – 4C – 9.a.2

Motion: Commissioner Wasowicz made a motion to open CDC Case No. 2020-15. Commissioner Ciula seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Ciula, King, Wasowicz
Absent: Czarnecki, Marcotte, Rodriguez,
A quorum was present.

Chairman Rowe opened CDC Case No. 2020-15 at 6:32 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on September 17, 2020. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on September 14, 2020. Ms. Fawell stated on September 14, 2020 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioner is requesting two variations in order to construct a single-family home at 810 E. George Street. Ms. Fawell stated the proposed building encroaches into the 25' rear yard setback by approximately 10' (proposed rear façade is 15' from rear property line). Ms. Fawell stated the home also features an attached garage on the front façade. Ms. Fawell stated the Village Zoning Ordinance requires all front-facing garages to be set back a minimum of five feet from the front elevation of the principal structure; proposed garage is set back zero feet. Ms. Fawell stated this item appeared in front of the Community Development Commission on October 6, 2020 and was remanded back to the Commission by the Village Board on October 27, 2020 to address engineering concerns. Ms. Fawell stated Staff has yet to receive revised plans.

Chairman Rowe asked if the petitioner was present to give testimony. There was no petitioner present.

Public Comment:

Bill Perry – 814 George Street
Mr. Perry was present and sworn in by Chairman Rowe. Mr. Perry asked what would happened if the proposed plans were revised.

Ms. Fawell explained that if the plans changed, and the requests stayed the same; a new CDC Case would not be required, but would still need to appear before the CDC. Ms. Fawell stated should the petitioner ask for different variances, a new CDC Case presented at a Public Hearing would be required.

Mr. Perry stated no other homes in the area have variances and were built to Village Code.

Daniel Schneider - 741 John Street
Mr. Schneider was present and sworn in by Chairman Rowe. Mr. Schneider stated he agrees with Mr. Perry's comments regarding the character of the houses in the area.

Barbara Lysy – 751 John Street (Online Public Comment)
Ms. Fawell read a Public Comment into the Record on behalf of. Ms. Lysy. The Public Comment has been attached to the minutes as "Exhibit A".

Motion: Commissioner King made a motion to continue CDC Case No. 2020-15 until December 1, 2020. Commissioner Ciula seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Hearing: CDC Case Number 2020-16
Petitioner: Heidi Shaefer & Eric Schmid
Location: 1180 West Industrial Drive
Request: Special Use Permit, Gun Sales Establishment
Municipal Code Section 10 – 7 – 2 – 1

Motion: Commissioner Wasowicz made a motion to open CDC Case No. 2020-16. Commissioner King seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Ciula, King, Wasowicz
Absent: Czarnecki, Marcotte, Rodriguez
A quorum was present.

Chairman Rowe opened CDC Case No. 2020-16 at 6:39 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on October 22, 2020. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on October 19, 2020. Ms. Fawell stated on October 19, 2020 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioners, Schmid Tools, currently operate a machine shop, which contracts with the Federal government to produce gun parts at the subject property. Ms. Fawell stated the business received a Special Use Permit to operate a gunsmith use in 2018. Ms. Fawell stated the Petitioners are looking to operate a second business in this space, Wee 1 Tactical, with the same use of manufacturing FFL parts as well as fully completed firearms for sale to distributors. Ms. Fawell stated no retail sales will be occurring at this location.

Heidi Shaefer, owner, was present and sworn in by Chairman Rowe. Ms. Shaefer provided an explanation for the request and stated there would be no general sales to the public.

There were no questions from the Commission.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report consisting of:

1) **Public Welfare:** The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public.

   Applicant's Response: The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public. This request is not to operate a range, nor will weapons be sold for retail use.

2) **Neighborhood Character:** The proposed special use is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed special use.

   Applicant's Response: The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized. Our current use for our other business, Schmid Tools, has not impacted neighborhood character since its SUP approval in 2018 and we expect Wee 1 Tactical, LLC to also fit in with neighborhood character.

3) **Orderly Development:** The proposed special use will not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity of the proposed special use.

   Applicant's Response: The proposed special use will not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity of the proposed special use. This is an expansion of our current use, which has fit in with surrounding uses in the industrial district.

4) **Use of Public Services and Facilities:** The proposed special use will not require utilities, access roads, drainage and/or other facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

   Applicant's Response: No additional public services or facilities will be required.

5) **Consistent with Title and Plan:** The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Public Comment:

Chairman Rowe asked if there was any member of the Public that would like to speak on behalf of the case. There were none.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Special Use Permit at 1180 W. Industrial Drive with the following condition:

1) The Special Use Permit be granted solely to Wee 1 Tactical, LLC and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and/or ownership to the new proprietor without amendment to the Special Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Special Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Special Use Permit;

2) The Special Use Permit shall not be used to operate retail gun store.

There were no questions from the Commission.

Motion: Commissioner King made a motion to close CDC Case No. 2020-16. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2020-16 at 6:44 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Special Use Permit, Gun Sales Establishment. Chairman Rowe seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Hearing: CDC Case Number 2020-17
Petitioner: Tomasz Sosnowski
Location: 1040 Waveland Avenue
Request: Special Use Permit, Motor Vehicle Repair
Municipal Code Section 10 – 7 – 2 – 1
Variation, Industrial District Parking Location
Municipal Code Section 10 – 6 – 19.B.4
Variation, Off-Street Parking Encroachment
Municipal Code Section 10 – 8 – 1.C.4
Variation, Minimum Parking Requirements
Municipal Code Section 10 – 8 – 2 – 1
Variation, Off-Street Parking Access
Municipal Code Section 10 – 8 – 6.C

Motion: Commissioner Wasowicz made a motion to open CDC Case No. 2020-17. Commissioner Ciula seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Ciula, King, Wasowicz
Absent: Czarnecki, Marcotte, Rodriguez
A quorum was present.

Chairman Rowe opened CDC Case No. 2020-17 at 6:46 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on October 22, 2020. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on October 19, 2020. Ms. Fawell stated on October 19, 2020 Village personnel mailed from the Bensenville Post Office

via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioner is seeking approval of a Special Use Permit to operate a motor vehicle repair business at 1040 Waveland Avenue. Ms. Fawell stated Village Zoning Code requires this use to provide a minimum of 8 parking spaces; the site currently provides 7. Code also mandates that such parking facilities shall not be the dominant visual element of the site when in a corner side yard, be at least 1-foot from all lot lines, and be designed with spaces opening directly into a drive aisle and to allow the driver to proceed forward into traffic rather than backing out. Ms. Fawell stated parking facility abuts the corner side lot line with no drive aisle provided for adequate means of vehicular access.

Tomasz Sosnowski, applicant, was present and sworn in by Chairman Rowe. Mr. Sosnowski stated he is applying for the Special Use to open a business to work on vehicles both mechanical and body repair.

Commissioner Ciula asked if Mr. Sosnowski was currently operating a business on the proposed site. Mr. Sosnowski stated no.

Commissioner King asked how many vehicles would be worked on at a time. Mr. Sosnowski stated he can work on three to four vehicles at once inside and the work is short term.

Commissioner Ciula asked what type of vehicles would be worked on. Mr. Sosnowski stated standard vehicles; no trucks.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report regarding the Special Use Request consisting of:

1. **Public Welfare:** The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public.

Applicant's Response: The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public. The use will be conducted inside a building and will not generate noise or polluting.

2. **Neighborhood Character:** The proposed special use is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed special use.

   Applicant's Response: The proposed special use is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed special use. The building exists in an industrial and older neighborhood. I am reusing an existing building and the use is compatible with the surrounding area.

3. **Orderly Development:** The proposed special use will not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity of the proposed special use.

   Applicant's Response: The proposed special use will not impede the normal and orderly development and improvement of the adjacent properties and other property within the immediate vicinity of the proposed special use. I am using an existing building and will have no effect on the area or the neighborhood.

4. **Use of Public Services and Facilities:** The proposed special use will not require utilities, access roads, drainage and/or other facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

   Applicant's Response: The proposed special use will not require utilities, access roads, drainage and or other facilities or services to a degree disproportionate to the normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area. The existing utilities are in place to support this use.

5. **Consistent with Title and Plan:** The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. As a motor vehicle repair shop the Triple Basin is required the use complies with the plan of the industrial building.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report regarding the Variances Request consisting of:

1) **Public Welfare:** The proposed Variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: The proposed variation will not endanger the health, safety, comfort, convenience and general welfare of the public. As it is a very low profile area and not highly traffic.

2) **Compatible with Surrounding Character:** The proposed Variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed Variation.

   Applicant's Response: The proposed variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed variation. The building exists in an industrial and older neighborhood. I am reusing an existing building and the proposed variation is compatible with the surrounding area.

3) **Undue Hardship**: The proposed Variation alleviates an undue hardship created by the literal enforcement of this title.

   Applicant's Response: The proposed variation alleviates an undue hardship created by literal enforcement of this title. The normal and orderly development and improvement of the additional parking space will not endure an undue hardship by using an existing parking space in the back of the building and will have no effect on the low traffic area

4) **Unique Physical Attributes:** The proposed Variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

   Applicant's Response: The proposed variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant. It a very small site that is fairly developed

5) **Minimum Deviation Needed:** The proposed Variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

   Applicant's Response: The proposed variation represents the minimum deviation from the regulation of this necessary to accomplish the desired improvement of the subject property. The Variation code represents the minimum variation for this subject property.

6) **Consistent with Ordinance and Plan:** The proposed Variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The proposed variation is consistent with the intent of the comprehensive plan, this title and other land use policies of the village. As a motor vehicle repair shop the variation is existing with the intent.

Public Comment:

Chairman Rowe asked if there was any member of the Public that would like to speak on behalf of the case. There were none.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Special Use Permit at 1040 Waveland Ave. with the following conditions:

1) The Special Use Permit be granted solely to Passion Auto Body and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and/or ownership to the new proprietor without amendment to the Special Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Special Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Special Use Permit; and
2) This Special Use Permit shall be used for Motor Vehicle Repair only: only repair/service on passenger vehicles and light trucks only; and
3) Property shall install a triple catch basin that shall discharge to sanitary; and
4) Mechanical ventilation is required in accordance with the 2015 International Mechanical Code. All equipment, such as lifts and spray booth, shall be in accordance with Village adopted codes. Permit(s) are required; and
5) Spray booth shall be installed per International Fire Code 2015 (IFC) Section 2404, NFPA 33, and International Building Code 2015 (IBC) Section 416.2. The area requires a sprinkler system. Permit(s) are required; and
6) Outdoor Storage Area shall remain under 25% of gross lot area; and
7) The 7 parking spaces along Waveland shall be for drive up customer and employee parking only. No vehicles waiting to be serviced shall be parked in this front yard or on the public street.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Industrial District Parking Location Variation at 1040 Waveland.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Off-Street Parking Encroachment Variation at 1040 Waveland.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Minimum Parking Requirements Variation at 1040 Waveland.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Off-Street Parking Access Variation at 1040 Waveland.

There were no questions from the Commission.

Motion: Commissioner Wasowicz made a motion to close CDC Case No. 2020-17. Commissioner King seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2020-17 at 6:56 p.m.

Motion: Commissioner King made a combined motion to approve the Findings of Fact and Special Use Permit, Motor Vehicle Repair. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Variation, Industrial District Parking Location. Commissioner King seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Variation, Off-Street Parking Encroachment. Commissioner King seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion:	Commissioner King made a combined motion to approve the Findings of Fact and Variation, Minimum Parking Requirements. Commissioner Ciula seconded the motion.
ROLL CALL:	Ayes: Rowe, Ciula, King, Wasowicz
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Variation, Off-Street Parking Access. Chairman Rowe seconded the motion.
ROLL CALL:	Ayes: Rowe, Ciula, King, Wasowicz
	Nays: None
	All were in favor. Motion carried.
Public Hearing:	CDC Case Number 2020-18
Petitioner:	ML Realty & Prologis (Contract Purchasers)
Location:	Mohawk Terrace Subdivision
Request:	**Site Plan Review** Municipal Code Section 10 – 3 – 2 **Preliminary Plat of Subdivision** Municipal Code Section 11 – 3 **Zoning Map Amendment** Municipal Code Section 10 – 3 – 6 **Preliminary Planned Unit Development** Municipal Code Section 10 – 4 *With the following code departures*: **Industrial District Parking Location** Municipal Code Section 10 – 6 – 19.B.4 **Maximum Number of Parking Spaces** Municipal Code Section 10 – 8 – 2 – B.6 **Maximum Driveway Width** Municipal Code Section 10 – 8 – 8 – 1 **Driveway Apron Width** Municipal Code Section 10 – 8 – 8 – F **Tree Replacement Standards** Municipal Code Section 10 – 9 – 2 – B
Motion:	Commissioner Kinga made a motion to open CDC Case No. 2020-18. Commissioner Wasowicz seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Ciula, King, Wasowicz
Absent: Czarnecki, Marcotte, Rodriguez
A quorum was present.

Chairman Rowe opened CDC Case No. 2020-18 at 7:00 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on October 22, 2020. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on October 19, 2020. Ms. Fawell stated on October 19, 2020 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioners, ML Realty and Prologis, Inc., are seeking the above zoning requests in order to assemble the residentially-zoned properties in the Mohawk Terrace Subdivision (southwest corner of Devon Avenue and Illinois Route 83) into an industrial use business park. Ms. Fawell stated the Petitioners recently approached the residents of the subject site in order to acquire their properties and currently have contracts signed with all lots.

Ms. Fawell stated the Petitioners are requesting the approval of a Preliminary Plat of Subdivision in order to subdivide the site into four north/south lots. Ms. Fawell stated these existing individual lots in Mohawk Terrace Subdivision are zoned R – 1 Single-Unit Dwelling District. Ms. Fawell stated the requested Zoning Map Amendment is to rezone these lots from R – 1 to I – 2 General Industrial District. Ms. Fawell stated the proposed industrial park requires the approval of a Preliminary Planned Unit Development, in hand with a Site Plan Review of the proposed plans.

Ms. Fawell stated the site plan features four industrial buildings, each on one of the proposed subdivided lot, with parking for both trucks and passenger vehicles. Ms. Fawell stated in conjunction with the Preliminary Planned Unit Development, the Petitioners are requesting code departures, as certain aspects of the site do not meet the following Village Zoning Ordinance requirements. Ms. Fawell stated in industrial districts, parking areas in the front and corner side yards shall not be the dominant point of view from the right-of-way and shall consist of less than 50 parking stalls. Ms. Fawell stated the entirety of the parking facilities, including those areas that fall into interior side yards and rear yards, exceed the maximum required of parking spaces required by code, which states that the number of parking stall shall not exceed the minimum required amount by 125%. Ms. Fawell stated two driveways on the north side of the lot exceed the maximum required width of 30 feet. Ms. Fawell stated it is important to note these driveways are intended to be shared between the respective two lots that they serve. Ms. Fawell stated proposed driveway aprons exceed the width of the driveways by more than three feet on either side, which is prohibited by the Zoning Ordinance. Ms. Fawell stated in order to construct this proposed site plan, 408 existing trees will need to be removed. Ms. Fawell stated the proposed tree replacement plan does not meet the amount of replacement trees as required by Code.

Ms. Fawell stated the Petitioners will have to appear before the Community Development Commission and the Village Board of Trustees in the future to request approval of both the Final Plat of Subdivision and Final Planned Unit Development, should these preliminary requests be approved.

Tim Geisler of ML Realty Partners and Jess Knigge of Prologis, were both present and sworn in by Chairman Rowe. Mr. Geisler stated there were there to answer any questions should the Commission have any. Mr. Geisler distributed the traffic Study to the Commission. The traffic study has been attached to the minutes as "Exhibit B".

Commissioner Ciula asked for a timeframe of the work. Mr. Geisler stated closing on properties would occur at the start of 2021; demolition by summer of 2021 and hoping to be operating by 2022.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Site Plan Review consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

   Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been

designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

   Applicant's Response: We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and

plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

   Applicant's Response: The four proposed buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Zoning Map Amendments consisting of:

1) **Public Welfare:** The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

2) **Neighborhood Character:** The proposed amendment is compatible with the existing uses, character, and zoning of adjacent properties and other property within the immediate vicinity of the proposed amendment.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

3) **Public Gain:** The proposed amendment provides a relative gain to the public, as compared to any hardship imposed upon an individual property owner.

   Applicant's Response: Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

4) **Community Need:** The proposed amendment addresses the community need for a specific use.

   Applicant's Response: Proposed amendment to re-zone to I-2 will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. This development has the potential to add new jobs to the community.

5) **Amendment Objective:** The proposed amendment corrects an error, adds clarification, or reflects a change in policy.

   Applicant's Response: Proposed amendment to re-zone to I-2 will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The proposed use is a better fit than the current residential use.

6) **Consistent with Title and Plan:** The proposed amendment is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Special Uses consisting of:

1) **Public Welfare:** The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public.

   Applicant's Response: The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

2) **Neighborhood Character:** The proposed special use is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed special use.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

3) **Orderly Development:** The proposed special use will not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity of the proposed special use.

Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

4) **Use of Public Services and Facilities:** The proposed special use will not require utilities, access roads, drainage and/or other facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83. Additionally, we have submitted an executive summary of a traffic impact study conducted by Kimley-Horn and Associations. This summary expects minimal impacts to traffic conditions.

5) **Consistent with Title and Plan:** The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact as presented in the Staff Report for the Planned Unit Developments consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer

to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

   Applicant's Response: The proposed planned unit development will incorporate sustainable and low impact site design and development principles. The four proposed buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

Public Comment:

Joanna Grabowska 1261 Edgewood Avenue
Ms. Grabowska was present and sworn in by Chairman Rowe. Ms. Grabowska stated the petitioner has failed to deliver materials to her and therefore stated a contract to purchase her property does not exist. Ms. Grabowska asked for the Commission to continue this case.

Mr. Geisler responded by indicating they have proof of delivery and that Ms. Grabowska's Attorney has failed to return their calls. Mr. Geisler stated the agreement between the two is valid.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Zoning Map Amendment: Rezoning Mohawk Terrace Subdivision lots from R – 1 Single-Unit Dwelling District to I – 2 General Industrial District.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Special Use Permit to allow a PUD at the subject site.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Preliminary Planned Unit Development with the following conditions:

a. A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF. The developer must meet all other DuPage County Floodplain and Stormwater Ordinance requirements including submittal of a stormwater report;
b. An Illinois Department of Transportation (IDOT) permit will be required for the proposed entrance within IL-83 right-of-way;
c. An IEPA-Sanitary, IEPA-Water, IHPA, IEPA-NOI and IEPA-NOT permits will be required for this development;
d. A Cook County Department of Transportation and Highways (CCDOTH) permit will be required for the proposed work in the Devon Ave rights-of-way;
e. The developer shall properly identify and mitigate and special management areas in accordance with applicable rules and regulations;
f. Any retaining wall extending more than 3-feet in height will require structural engineering calculations and drawings signed and sealed by licensed structural engineer;
g. A 10-feet wide ADA compliant public shared use path will be required along the IL-83 frontage of the site;
h. The driveway openings along Devon Ave shall line up as best as possible with curb opening on opposite side of Devon Avenue. The Petitioners shall coordinate with CCDOTH;
i. Sanitary Manholes will be required every 300-feet;
j. Individual water services for the building shall be equipped with a shut-off valve outside of the building (valve vault inside 60-inch diameter vault);
k. Petitioners shall receive final approval from CCDOTH on proposed detention basin storm sewer connections;

l. Petitioner shall build a secondary source of water, either by expanding the Village watermain along Devon Ave to Ellis St or by making an emergency connection with the Elk Grove Village;
m. A written agreement for land-banked parking shall be executed between the applicant and the Village in a format satisfactory to the Village Attorney and shall be recorded in the Office of the Recorder of Deeds of Cook or DuPage County, as applicable;
n. The requested code departure from Section 10 – 6 – 19.B.4, Industrial District Parking Location, be approved;
o. The requested code departure from Section 10 – 8 – 2 – B.6, Maximum Number of Parking Spaces, be approved;
p. The requested code departure from Section 10 – 8 – 8 – 1, Maximum Driveway Width, be approved;
q. The requested code departure from Section 10 – 8 – 8 – F, Driveway Apron Width, be approved;
r. The requested code departure from Section 10 – 9 – 2 – B, Tree Replacement Standards, be approved. The Petitioners shall work with Staff to determine an appropriate tree replacement plan, to be approved by the Zoning Administrator;
s. The Petitioners shall work with Staff to submit a revised on-site pedestrian circulation system plan to be approved by the Zoning Administrator;
t. A final landscape plan, to be approved by the Zoning Administrator, is required upon Final Preliminary Planned Unit Development;
u. The Petitioners shall coordinate with Village Staff to submit revised and additional architectural plans with aesthetic design to be approved by the Zoning Administrator;
v. Full review of traffic study may include requirements for off-site traffic improvements. The Petitioners and the Village shall coordinate with IDOT and CCDOTH as necessary.

There were no questions from the Commission.

Motion:	Commissioner Wasowicz made a motion to close CDC Case No. 2020-18. Commissioner King seconded the motion.
ROLL CALL:	Ayes: Rowe, Ciula, King, Wasowicz
	Nays: None
	All were in favor. Motion carried.
	Chairman Rowe closed CDC Case No. 2020-18 at 6:44 p.m.
Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Site Plan Review. Commissioner Ciula seconded the motion.
ROLL CALL:	Ayes: Rowe, Ciula, King, Wasowicz
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Preliminary Plat of Subdivision. Commissioner Ciula seconded the motion.
ROLL CALL:	Ayes: Rowe, Ciula, King, Wasowicz
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner King made a combined motion to approve the Findings of Fact and Zoning Map Amendment. Commissioner Ciula seconded the motion.
ROLL CALL:	Ayes: Rowe, Ciula, King, Wasowicz
	Nays: None
	All were in favor. Motion carried.

Motion: Chairman Rowe made a combined motion to approve the Findings of Fact and Preliminary Planned Unit Development with the following code departures: Industrial District Parking Location; Maximum Number of Parking Spaces; Maximum Driveway Width; Driveway Apron Width; and Tree Replacement Standards. Commissioner Ciula seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, King, Wasowicz

Nays: None

All were in favor. Motion carried.

Report from Community Development: Ms. Fawell reviewed both recent CDC cases along with upcoming cases.

ADJOURNMENT: There being no further business before the Community Development Commission, Commissioner Wasowicz made a motion to adjourn the meeting. Commissioner King seconded the motion.

All were in favor. Motion carried.

The meeting was adjourned at 7:25 p.m.

Ronald Rowe, Chairman
Community Development Commission

From: noreply@civicplus.com
Sent: Monday, November 9, 2020 6:36 PM
To: Corey Williamsen; Anthony G. Sumner
Subject: Online Form Submittal: Bensenville Public Comment Form

Bensenville Public Comment Form

If you wish to offer Public Comment for one of our Board Meetings or if you would like your name read into the record with a stated position, please complete this form. Questions must be received by 6pm on the day of the meeting.

Meeting Date	11/10/2020
Meeting Name	Community Development Commission
First Name	Barbara
Last Name	Lysy
Organization	*Field not completed.*
Address1	751 John Street
Address2	*Field not completed.*
City	Bensenville
State	IL
Zip	60106
Phone Number	[redacted]
Email Address	[redacted]
Comment Type	Public Comment
Question / Comment	Dear Community Development Commission, In reference to CDC Case #2020-15 – vacant lot on 810 E. George Street variation requests. Our comment is regarding the approximately 10' setback encroachment variation (Municipal Code Section 10-6-8-1). Our concern lies specifically with how the setback of the home will affect the drainage and runoff of the proposed property and those surrounding it. Neither the contractor nor the village have been able to provide the surrounding residents a clear assessment

of the land and what mitigation efforts would be pursued to prevent any drainage issues. With minimal consequences and recovery options available post-approval, we are concerned. Perhaps the 10' setback is the difference between an effective and appealing drainage solution and one that is not. With an area known for its drainage problems we ask for a degree of scientific assurance that they will be managed properly. Providing an engineering assessment and recommendation prior to the approval of the variation would alleviate these concerns. Your consideration is appreciated.

Email not displaying correctly? View it in your browser.

INDUSTRIAL REDEVELOPMENT

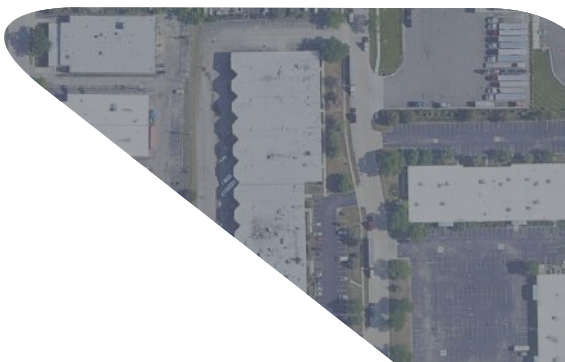
Traffic Impact Study

Village of Bensenville, Illinois

November, 2020







Prepared for:

ML Realty Partners

Kimley»Horn

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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained by ML Realty Partners to prepare a traffic impact study for an industrial redevelopment proposed in the Village of Bensenville, Illinois. The proposed redevelopment located in the southwest quadrant of the intersection of Busse Road (IL 83) and Devon Avenue includes four industrial-use buildings totaling approximately 1,257,600 square feet. Access to the site is proposed via seven driveways (Access 1-7). Access 1-6 will be located along Devon Avenue. Access 7 will be located along Busse Road (IL 83) approximately 1,000 feet south of the intersection of Busse Road (IL 83) and Devon Avenue.

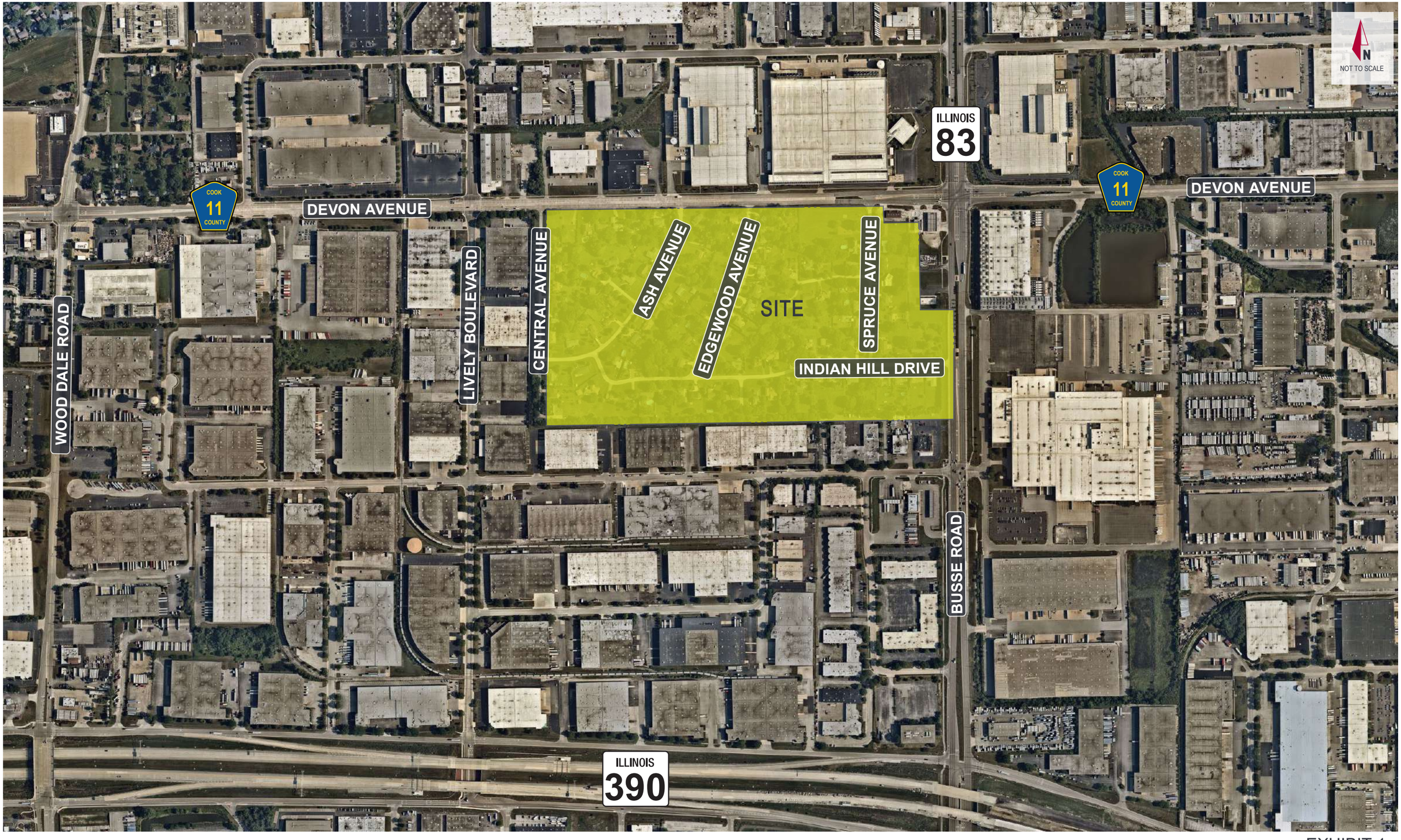
As part of this traffic impact study, existing and future traffic conditions were evaluated for the existing intersections of Busse Road (IL 83) and Devon Avenue, Busse Road (IL 83) and Indian Hill Drive, Devon Avenue and Lively Boulevard, Devon Avenue and Central Avenue, Devon Avenue and Ash Avenue, Devon Avenue and Edgewood Avenue, and Devon Avenue and Spruce Avenue. It is anticipated that background traffic growth and site-generated traffic would be accommodated at the study intersections. At Access 1-6 (along Devon Avenue), a single inbound lane and two outbound lanes including a left-turn lane and a right-turn lane are recommended for the south legs of the intersections. At Access 7 (along Busse Road), a single inbound lane and a single outbound lane is recommended for the west leg. Stop-control should be posted for outbound traffic at Access 1-7. The existing signalized intersections of Busse Road (IL 83) and Devon Avenue and of Devon Avenue and Lively Boulevard are anticipated to have minimal impact in delay and level-of-service from existing to future build conditions. The minor-leg stop-controlled study intersections are also anticipated to have minimal impact in delay and level-of-service from existing to future build conditions. All north-south through movements along Busse Road (IL 83) are projected to operate at or above LOS C in the AM and PM peak hours, consistent with IDOT requirements for a Strategic Regional Arterial (SRA) route. Therefore, no improvements are recommended for the existing study intersections. The access driveways are expected to operate with acceptable delay and limited 95th percentile queues that can be accommodated internal to the site. Additional details related to the improvements identified above are provided in the *Recommendations & Conclusion* section of this report.

1. INTRODUCTION

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained by ML Realty Partners to prepare a traffic impact study for an industrial redevelopment proposed in the southwest quadrant of the intersection of Busse Road (IL 83) and Devon Avenue in the Village of Bensenville, Illinois. The site is currently a single-family residential neighborhood. The proposed redevelopment plan includes four industrial-use buildings, totaling approximately 1,257,600 square feet.

Access to the redevelopment is proposed at seven full access driveways; six are proposed for the site's north frontage along Devon Avenue, and one is proposed for the site's east frontage along Busse Road (IL 83). An aerial view of the study location and the surrounding roadway network is presented in **Exhibit 1**.

As a part of this study, the existing network was analyzed to determine current operations at the study intersections. Future background traffic volumes were estimated in order to quantify regional growth without construction of the proposed redevelopment. Future traffic conditions were evaluated for a Year 2026 design horizon (build-plus-five conditions). Net trip generation characteristics were then established for the proposed redevelopment. These trips were added to future background traffic volumes to evaluate the impact of the proposed redevelopment on area study intersections under the design horizon. This report presents and documents Kimley-Horn's data collection, summarizes the evaluation of traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.



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EXHIBIT 1

SITE LOCATION MAP

2. EXISTING CONDITIONS

Kimley-Horn conducted a site evaluation in September 2020 to collect relevant information pertaining to existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. The findings of this investigation are detailed as follows.

2.1. Area Connectivity & Land Uses

The subject site is currently a single-family residential neighborhood. The area immediately surrounding the property is primarily industrial and commercial.

Busse Road (IL 83) is a principal arterial located along the property's east frontage, providing regional connectivity to the north and south. Devon Avenue is a minor arterial located along the property's north frontage, providing regional connectivity to the east and west.

2.2. Existing Roadway Characteristics

The primary study area roadways within the vicinity of the proposed development include Busse Road (IL 83), Devon Avenue, and Lively Boulevard. Descriptions of each study roadway are summarized below.

Busse Road (IL 83) is a north-south roadway located directly east of the subject site and is classified by the Illinois Department of Transportation (IDOT) as a principal arterial. At its signalized intersection with Devon Avenue, Busse Road (IL 83) provides dual left-turn lanes, three through lanes, and one dedicated right-turn lane on both the north and south legs. At its unsignalized intersection with Indian Hill Drive, Busse Road (IL 83) provides one dedicated left-turn lane and three through lanes on the south leg and two through lanes and one shared through/right-turn lane on the north leg. IDOT classifies Busse Road (IL 83) as a Strategic Regional Arterial (SRA) roadway. The SRA system was established by IDOT to promote mobility on key routes throughout the Chicago area by applying various strategies, such as access control and limited signalization. The posted speed limit of Busse Road (IL 83) is 45 miles per hour (MPH). Busse Road (IL 83) is under IDOT jurisdiction.

Devon Avenue is an east-west roadway located directly north of the subject property and provides two travel lanes in each direction. At its signalized intersection with Lively Boulevard, Devon Avenue provides one dedicated left-turn lane, one through lane, and one shared through/right-turn lane on both the east and west legs. It each of its unsignalized intersections with Central Avenue/Private Driveway A, Ash Avenue/Private Driveway B, and Edgewood Avenue/Private Driveway C, Devon Avenue provides one dedicated through lane, one shared through/right-turn lane, and a two-way left-turn lane (TWLTL) on both the east and west legs. At its unsignalized intersection with Spruce Avenue, Devon Avenue provides one dedicated through lane and one shared through/right-turn lane on the west leg and two through lanes and one dedicated left-turn lane on the east leg. At its signalized intersection with Busse Road (IL 83), Devon Avenue provides dual left-turn lanes, two through lanes, and one dedicated right-turn lane on both the east and west legs. Devon Avenue is classified by IDOT as a minor arterial and provides connectivity to the east and west. The posted speed limit on Devon Avenue is 40 MPH. Devon Avenue is under Cook County jurisdiction.

Lively Boulevard is a north-south roadway located west of the subject site and provides one travel lane and a TWLTL in each direction. At its signalized intersection with Devon Avenue, Lively boulevard provides one dedicated left-turn lane and one shared through/right-turn lane on the south leg and one dedicated left-turn lane, one through lane, and one right-turn lane on the north leg. Lively Avenue is classified by IDOT as a minor collector and has a posted speed limit of 30 MPH. Lively Boulevard is under the jurisdiction of the Village of Bensenville.

Central Avenue/Private Driveway A is a north-south existing local road south of Devon Avenue and a private access driveway north of Devon Avenue. At its unsignalized intersection with Devon Avenue, Central Avenue operates under minor-leg stop-control and provides one shared left/through/right-turn lane on the south leg. The north leg (Private Driveway A) is an exit-only private access driveway operating under minor-leg stop-control and providing one shared left/through/right-turn lane. Central Avenue and Private Driveway A are offset by approximately 30 feet, with Private Driveway A located further east. Central Avenue has a posted speed limit of 25 MPH. There is no posted speed limit for Private Driveway A; therefore, a speed limit of 25 MPH was assumed for the purpose of this analysis. Central Avenue is classified by IDOT as a local road and is under the jurisdiction of the Village of Bensenville. Note: Central Avenue is currently a public roadway, but the municipality will vacate the right-of-way in the future, and it will be incorporated into the development.

Ash Avenue/Private Driveway B is a north-south existing local road south of Devon Avenue and a private access driveway north of Devon Avenue. At its unsignalized intersection with Devon Avenue, Ash Avenue/Private Driveway B operates under minor-leg stop-control and provides one shared left/through/right-turn lane on both the north and south legs. Ash Avenue and Private Driveway B are offset by approximately 50 feet, with Ash Avenue located further east. Ash Avenue has a posted speed limit of 25 MPH. There is no posted speed limit for Private Driveway B; therefore, a speed limit of 25 MPH was assumed for the purpose of this analysis. Ash Avenue is classified by IDOT as a local road and is under the jurisdiction of the Village of Bensenville.

Edgewood Avenue/Private Driveway C is a north-south existing local road south of Devon Avenue and a private access driveway north of Devon Avenue. At its unsignalized intersection with Devon Avenue, Edgewood Avenue/Private Driveway C operates under minor-leg stop-control and provides one shared left/through/right-turn lane on both the north and south legs. Edgewood Avenue and Private Driveway C are offset by approximately 90 feet, with Private Driveway C located further east. Edgewood Avenue has a posted speed limit of 25 MPH. There is no posted speed limit for Private Driveway C; therefore, a speed limit of 25 MPH was assumed for the purpose of this analysis. Edgewood Avenue is classified by IDOT as a local road and is under the jurisdiction of the Village of Bensenville.

Spruce Avenue is a north-south existing local road south of Devon Avenue. At its unsignalized intersection with Devon Avenue, Spruce Avenue operates under minor-leg stop-control and provides one shared left/right-turn lane on its south leg. Spruce Avenue has a posted speed limit of 25 MPH. Spruce Avenue is classified by IDOT as a local road and is under the jurisdiction of the Village of Bensenville.

Indian Hill Drive is an east-west existing local road west of Busse Road (IL 83). At its unsignalized intersection with Busse Road (IL 83), Indian Hill Drive operates under minor-leg stop-control and provides one shared left/right-turn lane on its south leg. Indian Hill Drive has a posted speed limit of 25 MPH. Indian Hill Drive is classified by IDOT as a local road and is under the jurisdiction of the Village of Bensenville.

2.3. Traffic Count Data

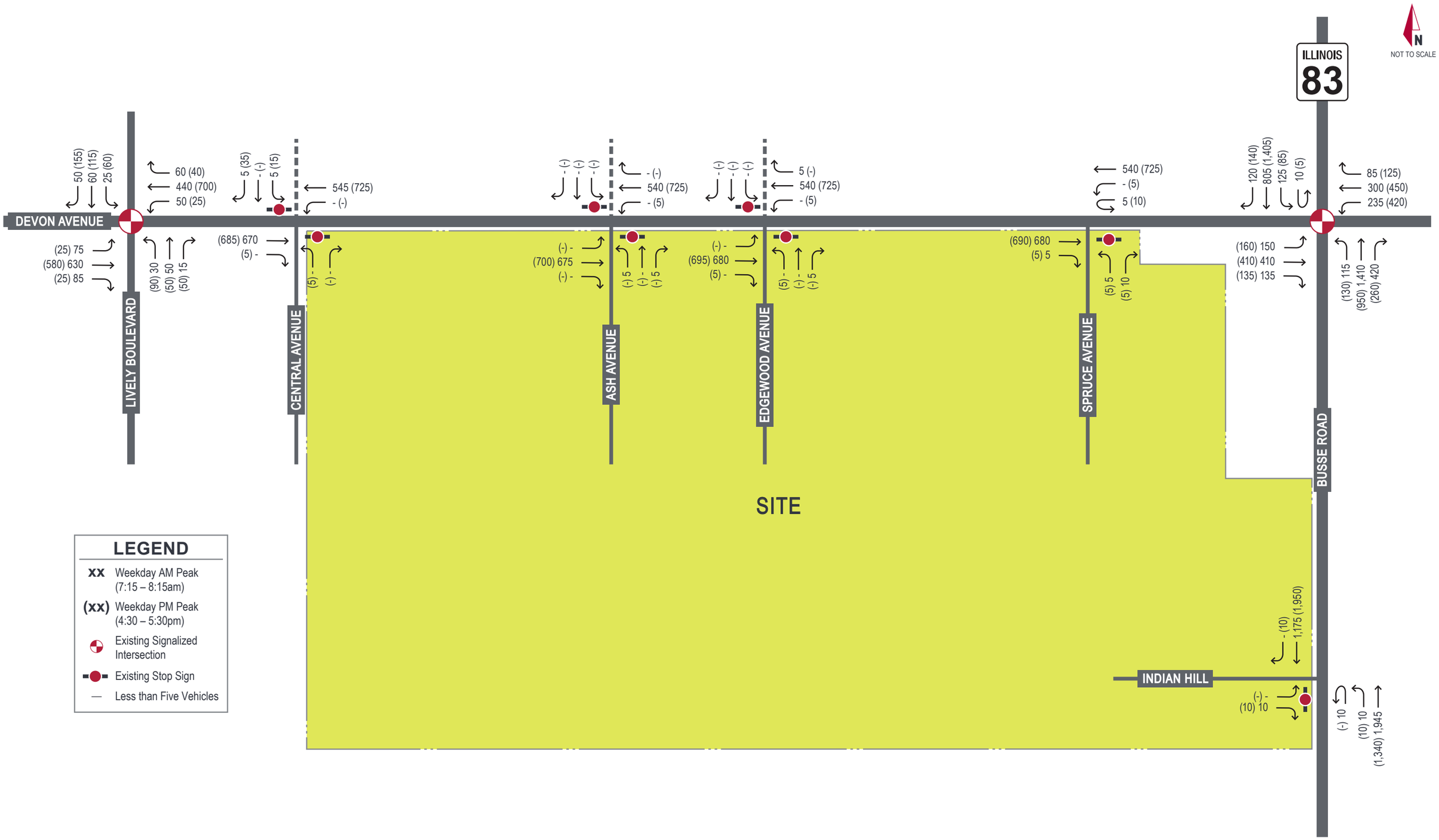
Weekday turning movement count data was collected in September 2020 at the following study intersections:

- Devon Avenue and Lively Boulevard
- Devon Avenue and Central Avenue/Private Driveway A
- Devon Avenue and Ash Avenue/Private Driveway B
- Devon Avenue and Edgewood Avenue/Private Driveway C
- Devon Avenue and Spruce Avenue
- Busse Road (IL 83) and Devon Avenue
- Busse Road (IL 83) and Indian Hill Drive

Counts were performed during the weekday morning and evening peak periods (7:00-9:00AM and 4:00-6:00PM, respectively), revealing that peak traffic conditions take place within the study area from 7:15-8:15AM and 4:30-5:30PM.

Based on a comparison of 24-hour traffic counts collected at the intersection of Busse Road (IL 83) and Devon Avenue and IDOT's recent ADT data, the 2020 traffic counts were adjusted by a factor of 1.13 for all movements to account for the current reduced traffic due to the COVID-19 conditions.

Traffic volumes were rounded to the nearest multiple of five and balanced between intersections. Peak hour traffic volumes are summarized on **Exhibit 2**. A summary of the count data is provided in the appendix.



LEGEND

- **xx** Weekday AM Peak (7:15 – 8:15am)
- **(xx)** Weekday PM Peak (4:30 – 5:30pm)
- Existing Signalized Intersection
- Existing Stop Sign
- — Less than Five Vehicles

Kimley»Horn

EXHIBIT 2

EXISTING (2020) TRAFFIC VOLUMES

2.5. Existing Capacity Analysis

Capacity analyses were conducted to assess existing and future build operating conditions at the study intersections during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D, and a minimum LOS C is required for through movements on SRA routes such as Busse Road (IL 83).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1. Level of Service Grading Descriptions[1]

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

1 – Highway Capacity Manual 2010

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, higher delays are tolerated for the corresponding LOS ratings.

Table 2.2. Level of Service Grading Criteria[1]

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

1 – Highway Capacity Manual 2010

2 – All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Existing capacity results were identified for the study intersections based on the HCM standards, as summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. In order to evaluate existing traffic operation, signal timings for the intersections of Busse Road (IL 83) and Devon Avenue and Devon Avenue and Lively Boulevard were obtained from the local agencies. It should be noted that right-turn on red (RTOR) movements were excluded from the capacity analysis, per IDOT requirements. The capacity analysis results presented in **Table 2.3** are based on Synchro's HCM 6th Edition reports; copies of the reports are provided in the appendix. Note: the study intersection of Busse Road (IL 83) and Devon Avenue was analyzed using HCM 2000 methodology due to phasing conflict limitations in the HCM 6th Edition.

Table 2.3. Existing (Year 2020) Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Devon Avenue and Lively Boulevard ★				
Eastbound	11	B	12	B
Westbound	10+	B	13	B
Northbound	24	C	24	C
Southbound	23	C	26	C
Intersection	*12*	*B*	*16*	*B*
Devon Avenue and Central Avenue/Private Driveway A △				
Westbound (Left)	9	A	9	A
Northbound	21	C	26	D
Southbound	22	C	19	C
Devon Avenue and Ash Avenue/Private Driveway B △				
Eastbound (Left)	9	A	9	A
Westbound (Left)	9	A	9	A
Northbound	19	C	25	D
Southbound	20	C	25	D
Devon Avenue and Edgewood Avenue/Private Driveway C △				
Eastbound (Left)	9	A	9	A
Westbound (Left)	9	A	9	A
Northbound	15+	C	28	D
Southbound	20	C	25+	D
Devon Avenue and Spruce Avenue △				
Westbound (Left)	12	B	12	B
Northbound	15-	B	18	C
Busse Road (IL 83) and Devon Avenue ★				
Eastbound	61	E	61	E
Westbound	73	E[1]	83	F
Northbound	31	C[2]	31	C[1]
Southbound	30	C[2]	34	C[2]
Intersection	*42*	*D*	*47*	*D*
Busse Road (IL 83) and Indian Hill Drive △				
Eastbound	19	C	33	D
Northbound (Left)	16	C	38	E

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
1 – Left-turn movement operates at LOS F.
2 – Left-turn movement operates at LOS E.

The signalized study intersection of Devon Avenue and Lively Boulevard currently operates at an overall LOS B during the AM and PM peak hours. All approaches currently operate acceptably at

LOS C or better. For this study intersection, the 95th percentile queues are estimated to be contained in the existing storage lanes.

At the minor-leg stop-controlled intersection of Devon Avenue and Central Avenue/Private Driveway A, all approaches currently operate acceptably at LOS D or better for both the AM and PM peak hours. For this study intersection, the 95th percentile queues estimates are approximately one vehicle (approximately 25 feet) or less for all approaches in the AM and PM peak hour.

At the minor-leg stop-controlled intersection of Devon Avenue and Ash Avenue/Private Driveway B, all approaches currently operate acceptably at LOS D or better for both the AM and PM peak hours. For this study intersection, the 95th percentile queues estimates are approximately one vehicle (approximately 25 feet) or less for all approaches in the AM and PM peak hour.

At the minor-leg stop-controlled intersection of Devon Avenue and Edgewood Avenue/Private Driveway C, all approaches currently operate acceptably at LOS D or better for both the AM and PM peak hours. For this study intersection, the 95th percentile queues estimates are approximately one vehicle (approximately 25 feet) or less for all approaches in the AM and PM peak hour.

At the minor-leg stop-controlled intersection of Devon Avenue and Spruce Avenue, all approaches currently operate acceptably at LOS C or better for both the AM and PM peak hours. For this study intersection, the 95th percentile queues estimates are approximately one vehicle (approximately 25 feet) or less for all approaches in the AM and PM peak hour.

The signalized intersection of Busse Road (IL 83) and Devon Avenue currently operates at an overall LOS D during the AM and PM peak hours. The eastbound approach operates at LOS E in both the peak hours. The westbound approach operates at LOS E with the westbound left-turn operating at LOS F in the AM peak hour. The westbound approach operates at LOS F in the PM peak hour. The northbound and southbound approaches operate acceptably at LOS C in the AM and PM peak hours. The northbound left-turn movement operates at LOS E in the AM peak hour and at LOS F in the PM peak hour. The southbound left-turn movement operates at LOS E in both the AM and PM peak hours. The north-south through movements on Busse Road (IL 83) currently operate at LOS C, consistent with IDOT requirements for an SRA route. At this study intersection, the 95th percentile queues are estimated to be contained in the existing storage lanes except for the westbound left-turn lane in the PM peak hour and the northbound right-turn lane in the AM peak hour. The estimated westbound left-turn queue is approximately 360 feet in the PM peak hour, exceeding the existing capacity by 145 feet. The estimated northbound right-turn queue is approximately 360 feet in the AM peak hour, exceeding the existing capacity by 125 feet. Because RTOR movements are not included in the capacity analysis, the 95th percentile queues estimated for this movement is likely conservative, and queues may be better accommodated within the existing storage than the analysis results display.

At the minor-leg stop-controlled intersection of Busse Road and Indian Hill Drive, all approaches currently operate acceptably at LOS C or better in the AM peak hour. In the PM peak hour, the eastbound approach currently operates at LOS D and the northbound left-turn movement currently

operates at LOS E. For this study intersection, the 95th percentile queues estimates are approximately one vehicle (approximately 25 feet) or less for all approaches in the AM and PM peak hour.

3. FUTURE CONDITIONS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, defines future roadway improvements, and develops future traffic projections for analysis.

3.1. Development Characteristics & Site Access

The proposed redevelopment would provide a total of approximately 1,257,600 square feet of industrial-use space within four buildings, replacing the existing single-family residential neighborhood on the site.

Passenger vehicle trips to each building would be via the following five driveways proportionally to the building areas used by each driveway:

- Access 1
- Access 3
- Access 4
- Access 6
- Access 7

Heavy vehicle trips to each building would be split via the following three driveways proportionally to the building areas used by each driveway:

- Access 2
- Access 5
- Access 7

3.2. Site Trip Generation

In order to calculate site-generated traffic projections for the development, data was referenced from the Institute of Transportation Engineer (ITE) manual titled Trip Generation, Tenth Edition. Trip generation data for the proposed uses, ITE Land Use Code (LUC) 150 - Warehousing, and ITE LUC 130 - Industrial Park, are shown in **Table 3.1**.

The proposed development is anticipated to serve several separate tenants. The future tenant mix will likely include a variety of industrial and warehousing uses and corresponding travel behaviors. In anticipation of the mix of future tenants, the trip generation was calculated considering approximately half of the future development intensity allocated to each LUC 150 – Warehousing, and LUC 130 – Industrial Park.

Copies of the ITE data are provided in the appendix.

Table 3.1. ITE Trip Generation Data

ITE Land Use	Unit	Type	Weekday		
			Daily	AM Peak Hour	PM Peak Hour
Warehousing (LUC 150) [1]	Per 1,000 sq. ft.	Passenger Vehicles	1.11X 50% in/50% out	0.14X 77% in/23% out	0.14X 27% in/73% out
		Heavy Vehicles	0.54X+7.47 50% in/50% out	0.02X 77% in/23% out	0.03X 27% in/73% out
Industrial Park (LUC 130) [2]	Per 1,000 sq. ft.	Passenger Vehicles	3.35X 50% in/50% out	0.36X 81% in/19% out	0.36X 21% in/79% out
		Heavy Vehicles	0.57X 50% in/50% out	0.04X 81% in/19% out	0.04X 21% in/79% out

1 – Data provided in the ITE manual for LUC 150 *Warehousing Vehicle Trip Generation Analysis,* was assumed for total trips (heavy vehicle and passenger vehicles). In the ITE manual, Tables 5-7 of the *Warehousing Vehicle Trip Generation Analysis* outline the daily and peak hour trip generation rates for total trips. The recently published ITE Trip Generation, Tenth Edition Supplement provides guidance to estimate the number of heavy vehicle trips generated, which was considered to identify the split between heavy vehicles and passenger vehicles. A copy of the manual and supplemental data is provided in the appendix. The in/out distribution percentages were obtained from the Trip Generation, Tenth Edition manuals.

2 – Data provided in the ITE manual for LUC 130 *Industrial Park Vehicle Trip Generation Analysis,* was assumed for total trips (heavy vehicle and passenger vehicles). In the ITE manual, Tables 5-7 of the *Industrial Park Vehicle Trip Generation Analysis* outline the daily and peak hour trip generation rates for total trips. The recently published ITE Trip Generation, Tenth Edition Supplement provides guidance to estimate the number of heavy vehicle trips generated, which was considered to identify the split between heavy vehicles and passenger vehicles. A copy of the manual and supplemental data is provided in the appendix. The in/out distribution percentages were obtained from the Trip Generation, Tenth Edition manuals.

The site-generated trips generated during the peak hours were rounded to the nearest multiple of five for the purposes of this analysis, and daily trips were rounded to the nearest multiple of ten. Because the site was operational as a single-family residential neighborhood at the time the traffic counts were performed, the existing site trips entering and exiting the proposed site driveways were subtracted from the projected site-generated trips to calculate a net change in site trips. Projected site traffic volumes are summarized in **Table 3.2** with a comparison to existing site traffic.

Table 3.2. Site-Generated Traffic Projections

Land Use	Size	Type	Weekday						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing (LUC 150)	628,600 sq. ft.	Passenger Vehicles	690	70	20	90	25	60	85
		Heavy Vehicles	350	10	5	15	5	15	20
Industrial Park (LUC 130)	628,600 sq. ft.	Passenger Vehicles	2,080	185	45	230	50	180	230
		Heavy Vehicles	360	20	5	25	5	20	25
Subtotal			3,480	285	75	360	85	275	360
Less Existing Site Traffic[1]			*N/A*[1]	*-15*	*-40*	*-55*	*-50*	*-30*	*-80*
Total Net Trips			N/A	270	35	305	35	245	280

1 – Only peak hour data was collected at the existing site driveways.

3.3. Directional Distribution

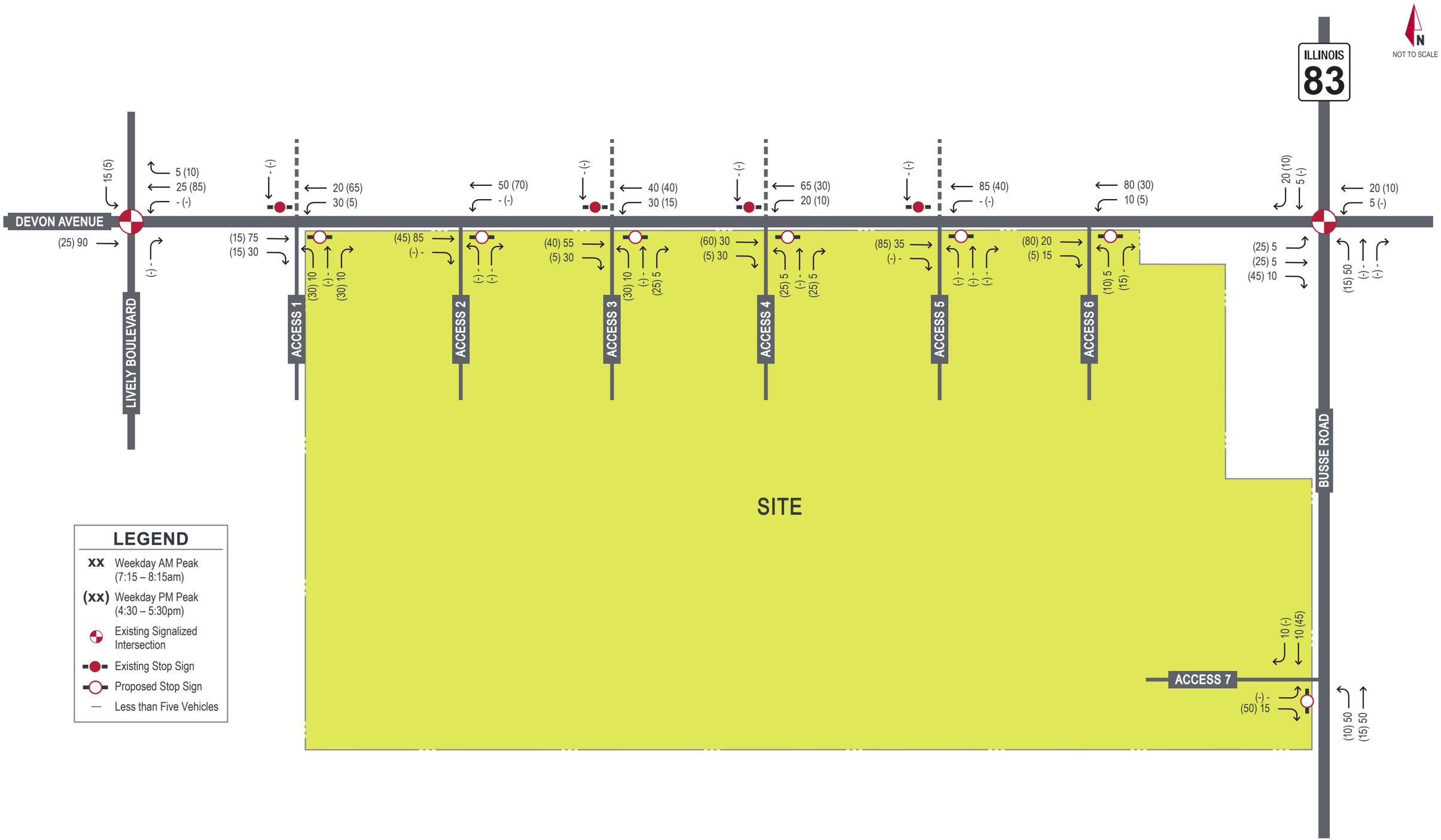
The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distributions for passenger vehicles and heavy vehicles are outlined in **Table 3.3**. Distributions were separated for trips traveling to the site and from the site on each Lively Boulevard, Devon Avenue, and Busse Road (IL 83). Traffic travels to and from the site northbound and southbound via Lively Boulevard and Busse Road (IL 83) and to and from the east and west via Devon Avenue.

Table 3.3. Estimated Trip Distribution

Traveling to/from:	Percentage of Site Trips	
	Passenger Vehicles	Heavy Vehicles
	To/From Site	To/From Site
North via Lively Road	5%	0%
South via Lively Road	0%	10%
West via Devon Avenue	35%	10%
East via Devon Avenue	10%	40%
North via Busse Road (IL 83)	10%	0%
South via Busse Road (IL 83)	40%	40%
Total	100%	100%

Using the traffic volume projections and estimated trip distributions presented in **Tables 3.2** and **3.3**, the site traffic assignment for passenger vehicles and heavy vehicles were prepared, as shown in

Exhibit 3 and **Exhibit 4**, respectively. The traffic volumes associated with the existing site traffic entering and exiting the proposed site presented in **Table 3.2** were removed from the network as shown in **Exhibit 5**. The total net site traffic assignment is shown in **Exhibit 6**.



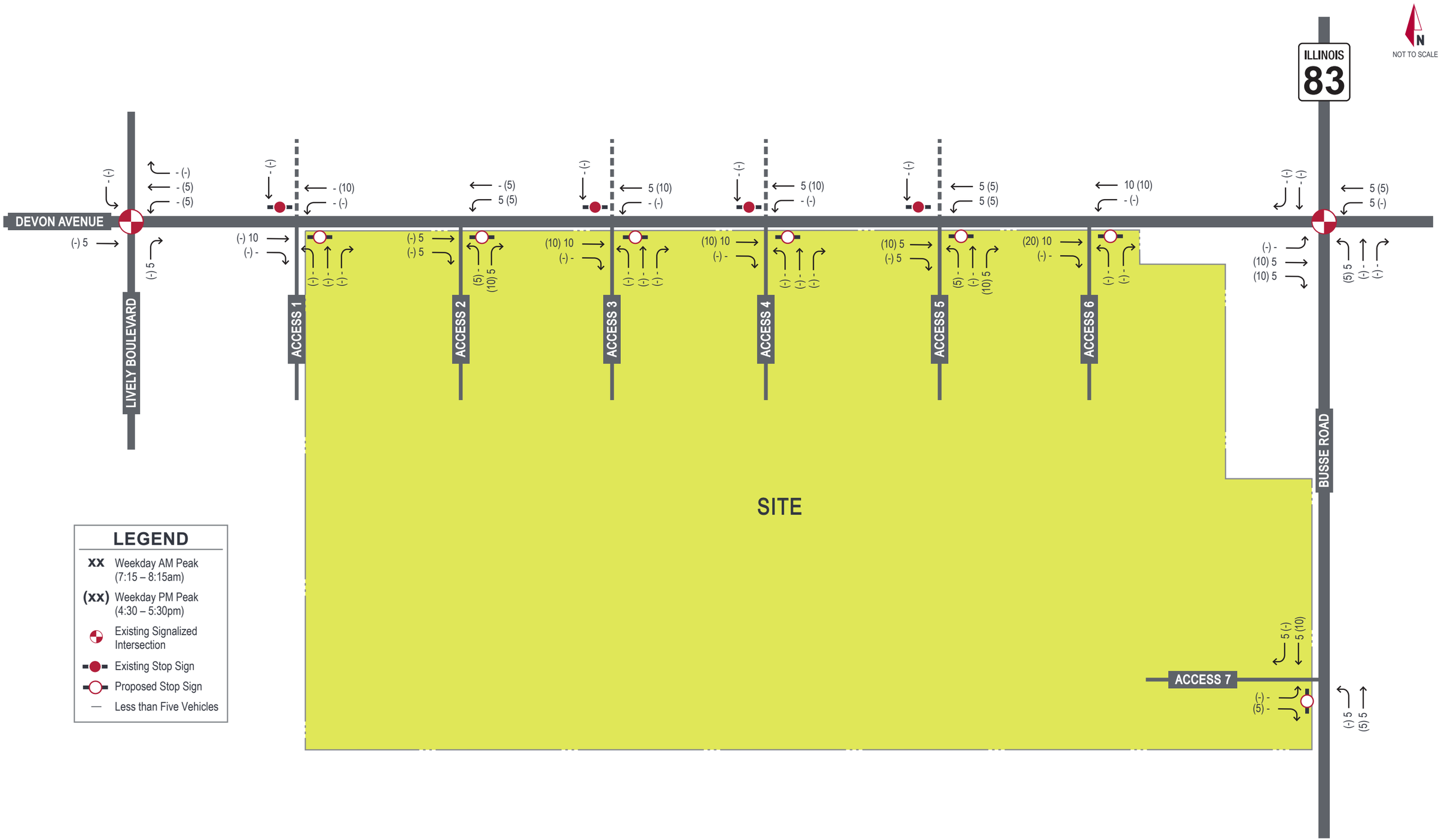
LEGEND

- **XX** Weekday AM Peak (7:15 – 8:15am)
- **(XX)** Weekday PM Peak (4:30 – 5:30pm)
- Existing Signalized Intersection
- Existing Stop Sign
- Proposed Stop Sign
- — Less than Five Vehicles

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EXHIBIT 3

SITE GENERATED TRIP ASSIGNMENT - CARS



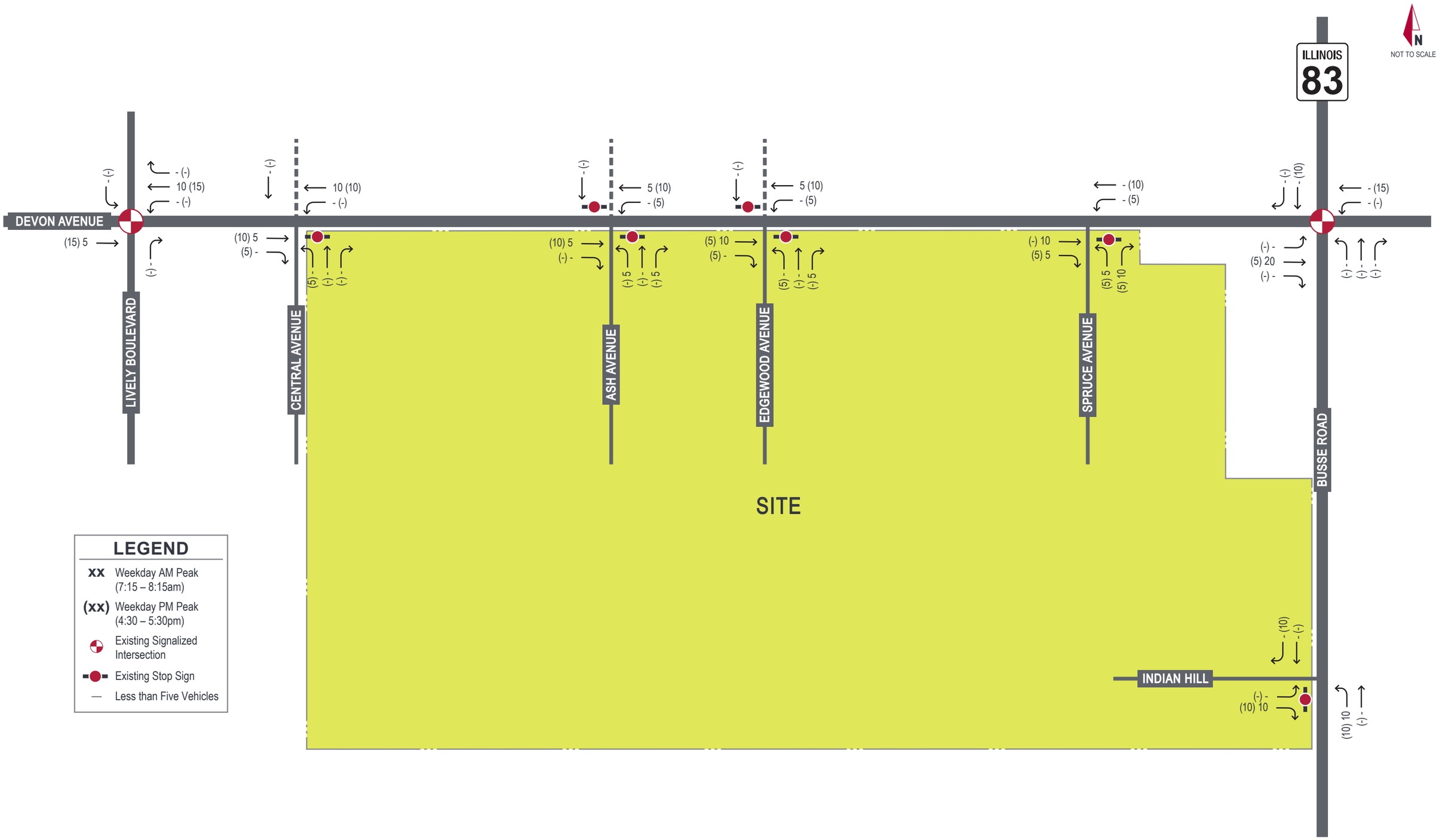
LEGEND

xx	Weekday AM Peak (7:15 – 8:15am)
(xx)	Weekday PM Peak (4:30 – 5:30pm)
	Existing Signalized Intersection
	Existing Stop Sign
	Proposed Stop Sign
—	Less than Five Vehicles

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EXHIBIT 4

SITE GENERATED TRIP ASSIGNMENT - TRUCKS



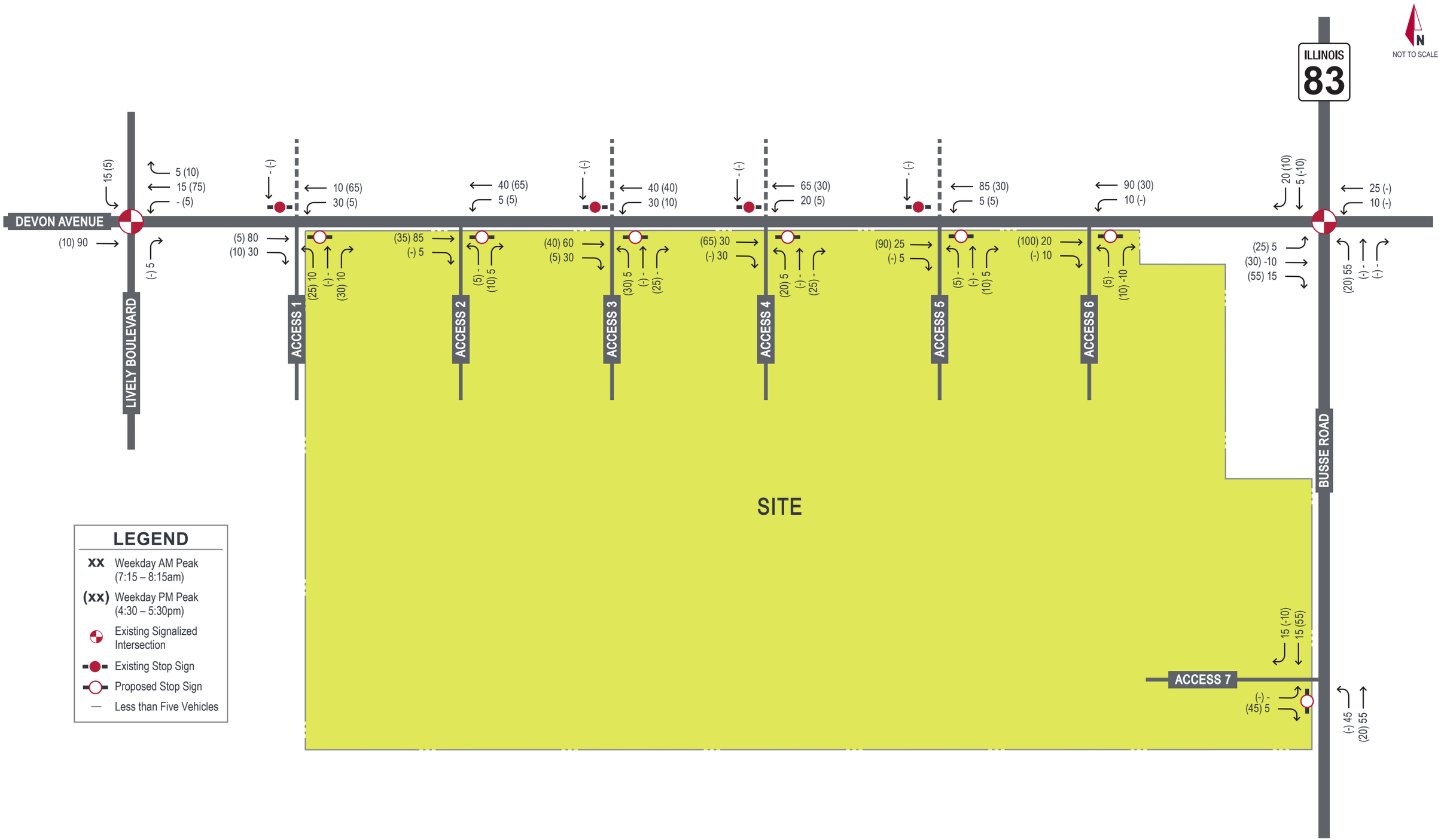
LEGEND

xx	Weekday AM Peak (7:15 – 8:15am)
(xx)	Weekday PM Peak (4:30 – 5:30pm)
	Existing Signalized Intersection
	Existing Stop Sign
—	Less than Five Vehicles

Kimley»Horn

EXHIBIT 5

TRIP ASSIGNMENT - EXISTING TO BE REMOVED



LEGEND

- **xx** Weekday AM Peak (7:15 – 8:15am)
- **(xx)** Weekday PM Peak (4:30 – 5:30pm)
- Existing Signalized Intersection
- Existing Stop Sign
- Proposed Stop Sign
- — Less than Five Vehicles

Kimley»Horn

EXHIBIT 6

SITE GENERATED TRIP ASSIGNMENT - NET

3.4. Future Capacity Analysis

The proposed redevelopment is expected to be constructed by Year 2021; therefore, Kimley-Horn evaluated future traffic conditions for a Year 2026 design horizon (build-plus-five conditions, per typical IDOT requirements).

Background Traffic Projections

Background traffic volumes were estimated using data from the Chicago Metropolitan Agency for Planning (CMAP). An official letter from CMAP documenting the projected Year 2050 traffic volume on the study roadways is included in the appendix. Based on information received from CMAP, annual traffic growth on area roadways is projected to occur at the compounded rates listed below:

- Lively Boulevard north of Devon Avenue 0.45%
- Lively Boulevard north of Devon Avenue 0.43%
- Devon Avenue west of Busse Road (IL 83) 0.18%
- Devon Avenue east of Busse Road (IL 83) -0.51%*
- Busse Road (IL 83) north of Devon Avenue 0.37%
- Busse Road (IL 83) south of Devon Avenue 0.55%

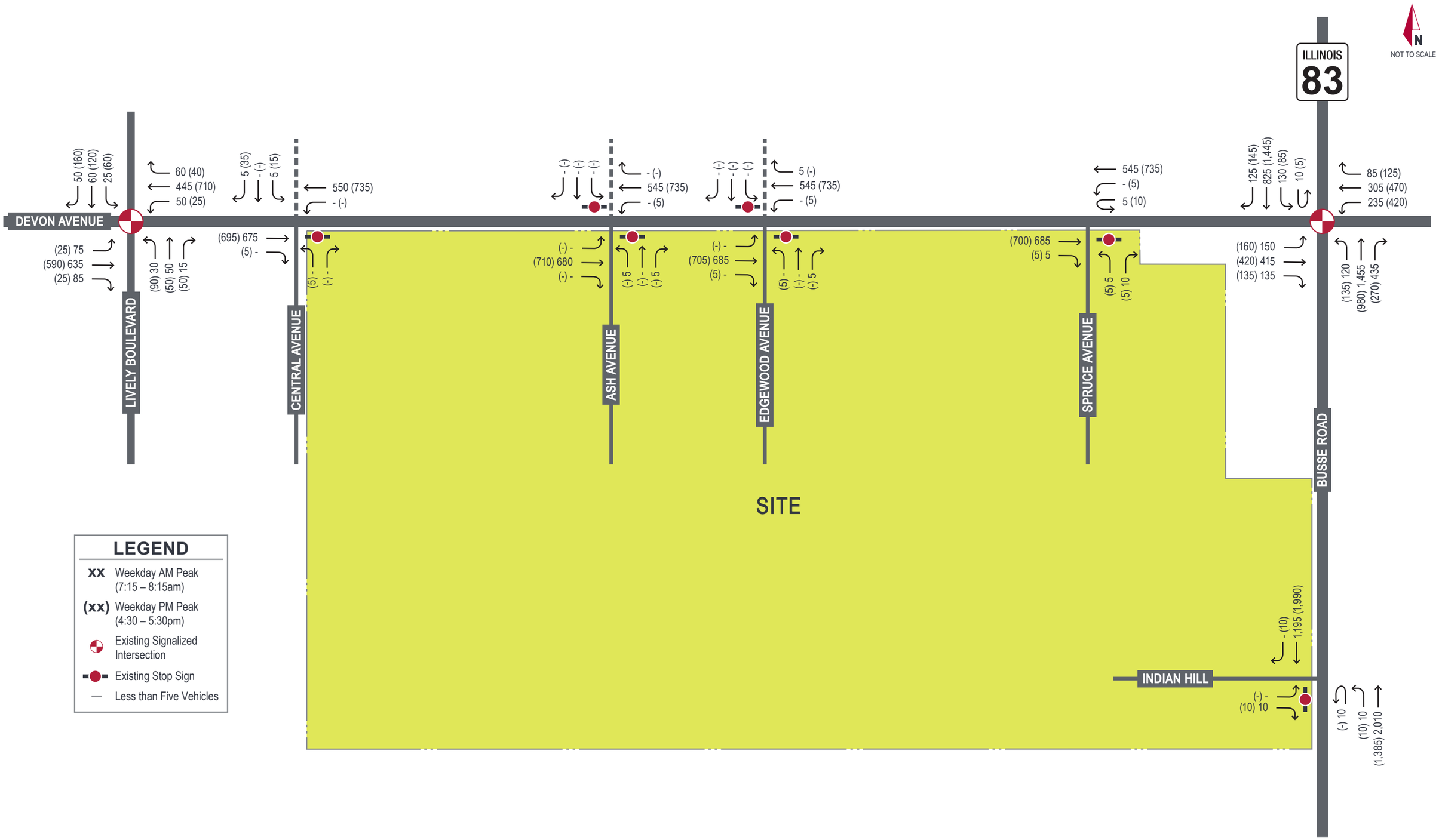
*Note: The CMAP Year 2050 projections result in a negative growth rate for Devon Avenue east of Busse Road (IL 83), however, this analysis assumed a conservative growth rate of 0.0% resulting in static traffic from the Existing 2020 conditions to Future Year 2026 conditions for this roadway link.

These growth rates were applied to existing (Year 2020) traffic volumes (**Exhibit 2**) at the study intersections. Background traffic growth was not applied to turning movements at the existing site access driveways.

The resulting background traffic projections are presented in **Exhibit 7**.

Future Build Traffic Projections

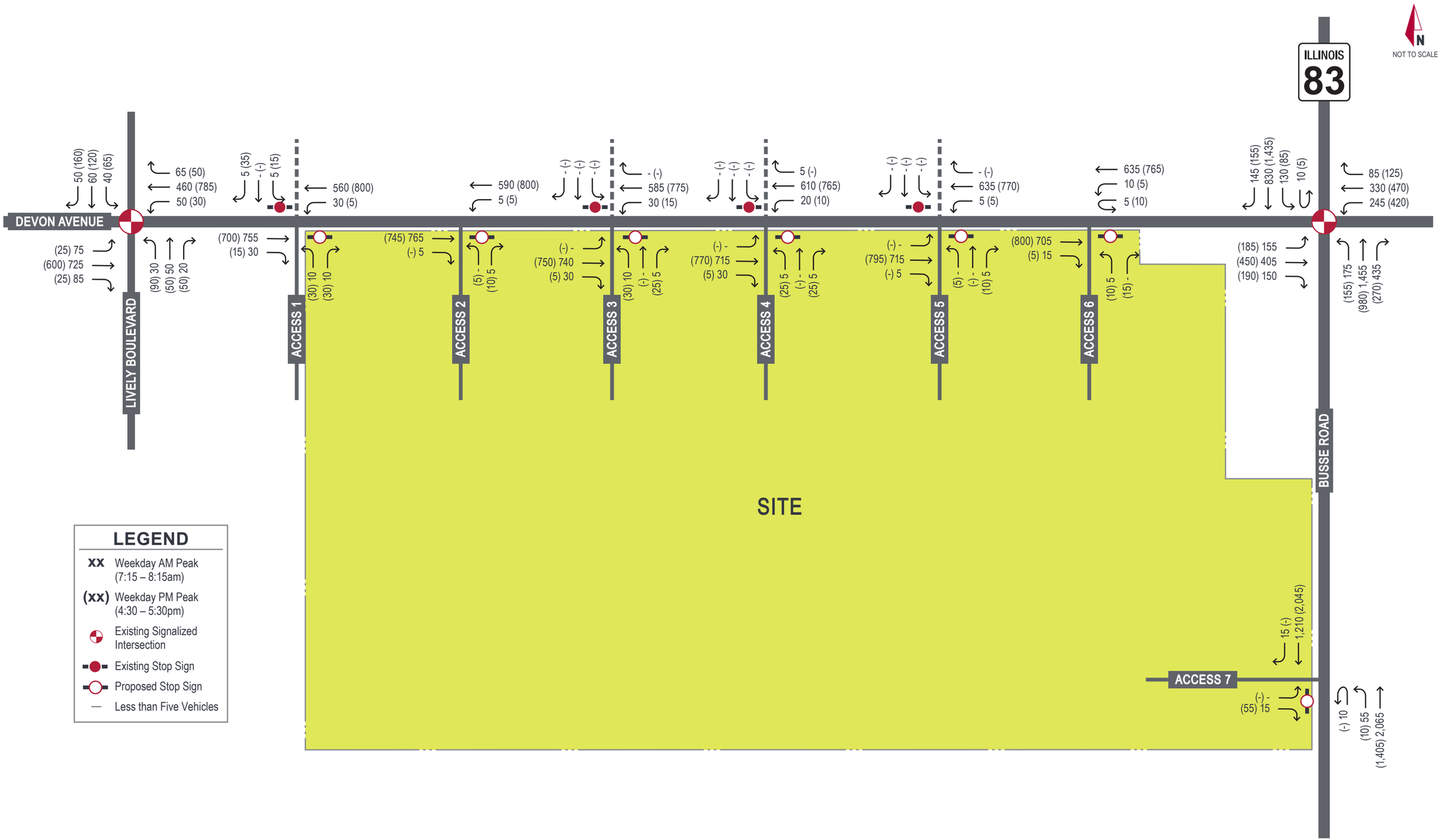
Total traffic projections for Year 2026 were calculated by adding site trips (**Exhibit 6**) to background traffic volumes (**Exhibit 7**). Traffic projections for the Year 2026 future build scenario are illustrated in **Exhibit 8**.



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EXHIBIT 7

FUTURE (2026) NO-BUILD TRAFFIC PROJECTIONS



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EXHIBIT 8

FUTURE (2026) BUILD TRAFFIC PROJECTIONS

Based on the recommended improvements, future capacity results for the build condition are provided in **Table 3.4**. Consistent with the existing conditions analysis, the capacity results are based on Synchro's HCM 6th Edition reports; copies of the reports are provided in the appendix. Note: the study intersection of Busse Road (IL 83) and Devon Avenue was analyzed using HCM 2000 methodology due to phasing conflict limitations in the HCM 6th Edition.

Table 3.4. Future (Year 2026) Build Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Devon Avenue and Lively Boulevard *				
Eastbound	11	B	12	B
Westbound	10-	A	14	B
Northbound	28	C	27	C
Southbound	25	C	29	C
Intersection	*13*	*B*	*17*	*B*
Devon Avenue and Access 1/Private Driveway A △				
Westbound (Left)	10-	A	9	A
Northbound	22	C	25+	D
Southbound	27	D	22	C
Devon Avenue and Access 2 △				
Westbound (Left)	14	B	14	B
Northbound	15-	B	19	C
Devon Avenue and Access 3/Private Driveway B △				
Eastbound (Left)	9	A	10-	A
Westbound (Left)	10-	A	10-	A
Northbound	26	D	29	D
Southbound	25-	C	30	D
Devon Avenue and Access 4/Private Driveway C △				
Eastbound (Left)	9	A	9	A
Westbound (Left)	10-	A	10-	A
Northbound	22	C	27	D
Southbound	24	C	30	D
Devon Avenue and Access 5/Private Driveway D △				
Eastbound (Left)	9	A	9	A
Westbound (Left)	14	B	10-	A
Northbound	16	C	34	D
Southbound	11	B	11	B
Devon Avenue and Access 6 △				
Westbound (Left)	11	B	13	B
Northbound	22	C	19	C

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Busse Road (IL 83) and Devon Avenue ★				
Eastbound	61	E	61	E
Westbound	77	E[1]	83	F
Northbound	33	C[2]	33	C[1]
Southbound	31	C[2]	35	C[2]
Intersection	43	D	49	D
Busse Road (IL 83) and Access 7 △				
Eastbound	21	C	40	E
Northbound (Left)	22	C	43	E

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
1 – Left-turn movement operates at LOS F.
2 – Left-turn movement operates at LOS E.

As shown in **Table 3.4**, the roadway network is projected to perform similarly to existing conditions with minor increases in delay projected for some approaches.

The signalized study intersection of Devon Avenue and Lively Boulevard is anticipated to continue to operate at an overall LOS B during the AM and PM peak hours in the Future Year 2026 Build conditions. All approaches are projected to continue to operate acceptably at LOS C or better. For this study intersection, the 95th percentile queues are estimated to be contained in the existing storage lanes.

The signalized intersection of Busse Road (IL 83) and Devon Avenue is anticipated to continue to operate acceptably at an overall LOS D during the AM and PM peak hours. All approaches are projected to operate at the same LOS as the Existing 2020 conditions. The north-south through movements on Busse Road (IL 83) are anticipated to remain at LOS C, consistent with IDOT requirements for an SRA route. At this study intersection, the 95th percentile queues are estimated to be contained in the existing storage lanes except for the eastbound right-turn lane in the PM peak hour, the northbound right-turn lane in the AM peak hour, and the westbound left-turn lane in both the AM and PM peak hours. The estimated eastbound right-turn queue is approximately 230 feet in the PM peak hour, exceeding the existing capacity by 45 feet. The estimated northbound right-turn queue is approximately 380 in the AM peak hour, exceeding the existing capacity by 145 feet. The estimated westbound left-turn queue is approximately 225 feet in the AM peak hour and 360 feet in the PM peak hour, exceeding the existing capacity by 10 feet and 145 feet, respectively.

At the minor-leg stop-controlled study intersections of Devon Avenue and Access 1-6, all approaches are anticipated to operate at LOS D or better in the AM and PM peak hours for the Future Year 2026 conditions.

At the minor-leg stop-controlled intersection of Busse Road (IL 83) and Access 7, all approaches are anticipated to continue to operate acceptably at LOS C for the AM peak hour. In the PM peak hour, the eastbound approach is projected to increase from LOS D in the Existing 2020 conditions to LOS E in the Future Year 2026 conditions, and the northbound left-turn approach is anticipated to remain operating at LOS D. Low levels-of-service for side-street approaches are not uncommon, as vehicles may experience significant delays turning onto a major roadway.

For all minor-leg stop-controlled study intersections, the 95th percentile queues estimates are approximately one vehicle (approximately 25 feet) or less for all approaches in the AM and PM peak hour.

For the analysis of future traffic conditions, turn lane warrants were evaluated for the study intersections and the proposed site access driveways using guidelines in the IDOT *Bureau of Design and Environment (BDE) Manual*. Based on the IDOT *BDE Manual* volume guidance provided for unsignalized intersections on facilities with a design speed of below 50 MPH (posted speed limits on Busse Road (IL 83) and Devon Avenue are 45 MPH and 40 MPH, respectively), projected future traffic volumes do not meet warrant criteria for an eastbound right-turn lane on Devon Avenue at Access 1-6 or for a southbound right-turn lane on Busse Road (IL 83) at Access 7. Therefore, no right-turn lanes at the site accesses were included in the analysis of future conditions.

For the purposes of this analysis, a single inbound lane and two outbound lanes including a through/left-turn lane and a right-turn lane are recommended for the south legs of the site accesses proposed along Devon Avenue (Access 1-6). A single inbound lane and a shared left-turn/through/right-turn egress lane with minor-leg stop-control is recommended for the west leg of the intersection of Busse Road (IL 83) and Access 7. Minor-leg stop-control is recommended for all outbound traffic at Access 1-7.

RECOMMENDATIONS & CONCLUSIONS

Based on an evaluation of existing and future traffic conditions, the proposed redevelopment is expected to generate approximately 360 trips during the morning peak hour and 360 trips during the evening peak hour. The projected site-generated traffic is not expected to materially impact operations at the study intersections during the peak hours. No improvements were identified for the existing signalized study intersections analyzed at the Future (Year 2026) Build condition. The following improvements are recommended in order to facilitate site access upon construction and occupancy of the subject site:

For each of the proposed intersections of Devon Avenue and Access 1, 3, 4, and 5:

- On site, construct one (1) northbound shared through/left-turn egress lane, one (1) northbound right-turn egress lane, and one (1) ingress lane

For the proposed intersection of Devon Avenue and Access 2 and 6:

- On site, construct one (1) northbound left-turn egress lane, one (1) northbound right-turn egress lane, and one (1) ingress lane

For the proposed intersection of Busse Road (IL 83) and Access 7:

- On site, construct one (1) westbound shared left/right-turn egress lane and one (1) ingress lane

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing roadway improvement plans for the subject redevelopment. As the design of the site progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided from the new stop bars. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

CMAP Growth Projections

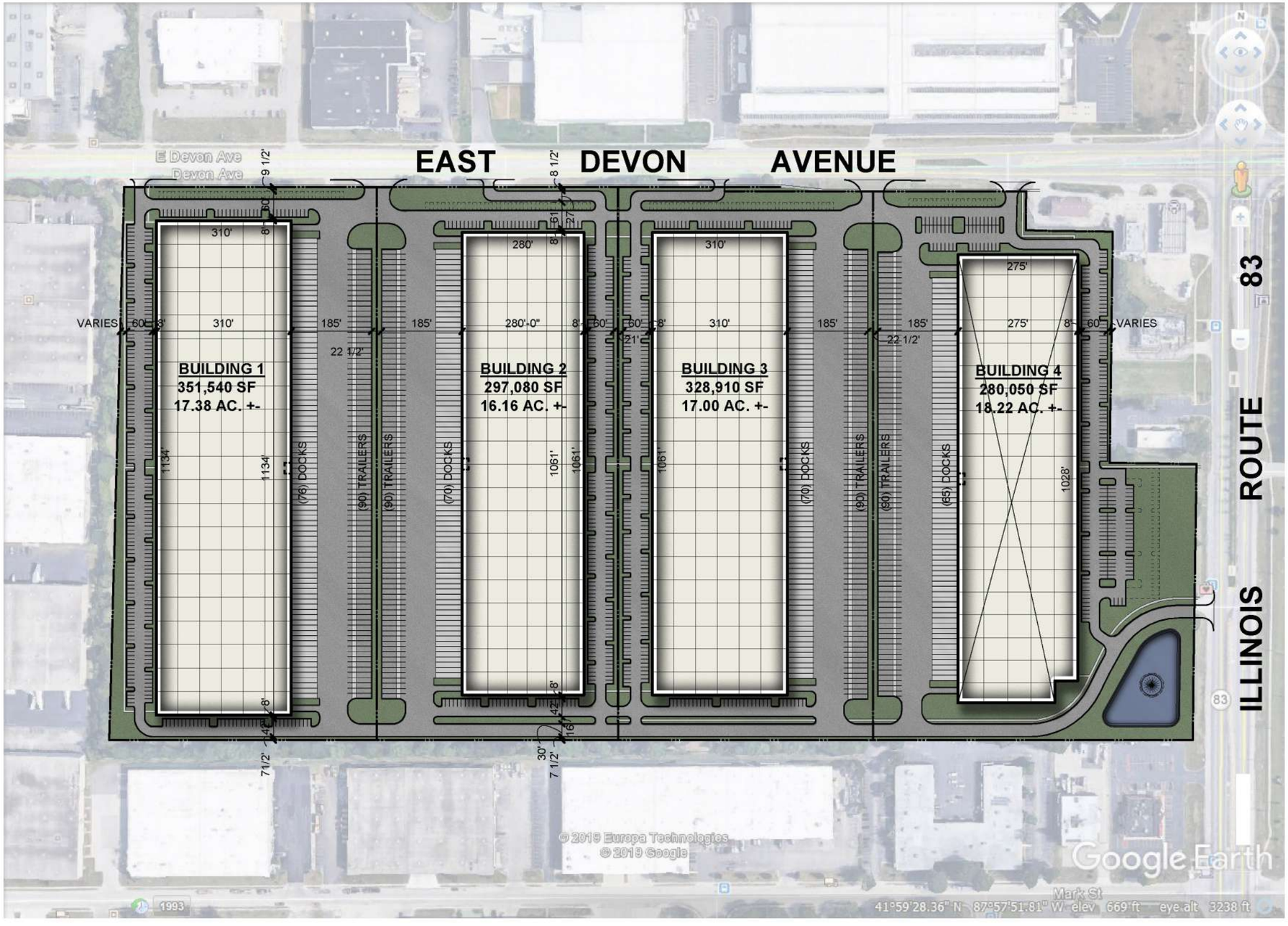
Existing (Year 2020) Capacity Reports

Future (Year 2026) Build Capacity Reports

Data from the ITE Trip Generation, Tenth Edition Manual and Supplement

Traffic Count Data

CONCEPTUAL SITE PLAN



CONCEPTUAL MASTER SITE PLAN FOR:

MOHAWK TERRACE BP

BENSENVILLE, ILLINOIS

SITE AREA (±68.76 AC.)	±2,995,220 SF
DETENTION	TBD

PHASE 1

BUILDING 1

BUILDING AREA	351,540 SF
PARKING	
CAR PARKING PROVIDED	+-286 STALLS
LANDBANKED (ABOVE MAX./IN FRONT YARD)	+-42 STALLS
TRAILER PARKING	85 STALLS
DRIVE IN OVERHEAD DOORS	2 DOORS
TOTAL EXTERIOR DOCKS	76 DOCKS

BUILDING 2

BUILDING AREA	297,080 SF
PARKING	
CAR PARKING PROVIDED	+-257 STALLS
LANDBANKED (ABOVE MAX./IN FRONT YARD)	+-39 STALLS
TRAILER PARKING	85 STALLS
DRIVE IN OVERHEAD DOORS	2 DOORS
TOTAL EXTERIOR DOCKS	70 DOCKS

PHASE 2

BUILDING 3

BUILDING AREA	328,910 SF
PARKING	
CAR PARKING PROVIDED	+-257 STALLS
LANDBANKED (ABOVE MAX./IN FRONT YARD)	+-42 STALLS
TRAILER PARKING	96 STALLS
DRIVE IN OVERHEAD DOORS	2 DOORS
TOTAL EXTERIOR DOCKS	70 DOCKS

BUILDING 4

BUILDING AREA	280,050 SF
PARKING	
CAR PARKING PROVIDED	+-256 STALLS
LANDBANKED (ABOVE MAX./IN FRONT YARD*)	+-77 STALLS
TRAILER PARKING	90 STALLS
DRIVE IN OVERHEAD DOORS	2 DOORS
TOTAL EXTERIOR DOCKS	65 DOCKS

PARKING TOTALS

CAR PARKING PROVIDED	+-1056 STALLS
PARKING REQUIRED BASED ON 10% OFFICE	+-817 STALLS
STALLS OVER 125% MAX. INCL.LANDBANKED	+-235 STALLS

SITE PLAN

220146 11.03.2020

0 25' 125' 250' 500'

HARRIS ARCHITECTS, INC.
WWW.HARRISARCHITECTS.COM 847.303.1155

CMAP GROWTH PROJECTIONS

TRAFFIC FORECAST RECORD

Record Number: du-37-20

Type of Report: Projection

Year Sought: 2050

Analyst: JAR

Organization requesting forecast: Kimley Horn

Contact: Katie Biggs, EIT

Phone number: (630) 487-5757

Sponsor: IDOT

Date request was received: October 1, 2020

Date that response was mailed or faxed: October 6, 2020

Facility Location: Busse Road (IL 83) / Devon Avenue

Municipality: Bensenville

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

October 6, 2020

Katie Biggs, EIT
Transportation Analyst
Kimley-Horn
4201 Winfield Road
Suite 600
Warrenville, IL 60555

Subject: ***Busse Road (IL 83) / Devon Avenue***
IDOT

Dear Ms. Biggs:

In response to a request made on your behalf and dated October 1, 2020, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Busse Rd (IL 83) north of Devon Ave	36,700	41,100
Busse Rd (IL 83) south of Devon Ave	45,500	53,900
Devon Ave east of Busse Rd	19,100	16,200
Devon Ave west of Busse Rd	18,800	19,900
Lively Rd north of Devon Ave	6,150	7,100
Lively Rd south of Devon Ave	5,800	6,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
2020_TrafficForecast\Bensenville\du-37-20\du-37-20.docx

EXISTING (YEAR 2020) CAPACITY REPORTS

Weekday Morning Peak Hour

Weekday Evening Peak Hour

HCM 6th Signalized Intersection Summary
100: Lively Boulevard & Devon Avenue

10/30/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	630	85	50	440	60	30	50	15	25	60	50
Future Volume (veh/h)	75	630	85	50	440	60	30	50	15	25	60	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1781	1781	1678	1663	1663	1637	1485	1485	1530	1501	1618
Adj Flow Rate, veh/h	79	663	89	53	463	63	32	53	16	26	63	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	8	8	15	16	16	22	28	28	25	32	19
Cap, veh/h	515	1514	203	403	1374	186	267	155	47	254	207	248
Arrive On Green	0.04	0.50	0.50	0.03	0.49	0.49	0.02	0.14	0.14	0.02	0.14	0.14
Sat Flow, veh/h	1668	2999	402	1598	2796	379	1559	1094	330	1457	1501	1372
Grp Volume(v), veh/h	79	374	378	53	261	265	32	0	69	26	63	53
Grp Sat Flow(s),veh/h/ln	1668	1692	1709	1598	1580	1595	1559	0	1424	1457	1501	1372
Q Serve(g_s), s	1.4	8.3	8.3	1.0	5.9	6.0	1.0	0.0	2.6	0.9	2.2	1.9
Cycle Q Clear(g_c), s	1.4	8.3	8.3	1.0	5.9	6.0	1.0	0.0	2.6	0.9	2.2	1.9
Prop In Lane	1.00		0.24	1.00		0.24	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	515	854	863	403	777	784	267	0	201	254	207	248
V/C Ratio(X)	0.15	0.44	0.44	0.13	0.34	0.34	0.12	0.00	0.34	0.10	0.30	0.21
Avail Cap(c_a), veh/h	1011	1872	1890	898	1747	1764	765	0	848	724	894	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	9.3	9.3	7.5	9.1	9.1	21.3	0.0	22.8	21.4	22.8	20.5
Incr Delay (d2), s/veh	0.1	1.6	1.6	0.1	1.2	1.2	0.2	0.0	2.1	0.2	1.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	4.8	4.9	0.5	3.2	3.3	0.7	0.0	1.7	0.5	1.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	10.9	10.9	7.6	10.3	10.3	21.5	0.0	24.9	21.6	24.6	21.4
LnGrp LOS	A	B	B	A	B	B	C	A	C	C	C	C
Approach Vol, veh/h		831			579			101			142	
Approach Delay, s/veh		10.5			10.0			23.8			22.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	35.7	4.3	14.1	5.5	34.9	4.0	14.3
Change Period (Y+Rc), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Green Setting (Gmax), s	20.0	65.0	20.0	35.0	20.0	65.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	3.0	10.3	3.0	4.2	3.4	8.0	2.9	4.6
Green Ext Time (p_c), s	0.1	19.4	0.0	1.0	0.1	12.3	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	670	1	1	545	0	1	1	1	5	1	5
Future Vol, veh/h	1	670	1	1	545	0	1	1	1	5	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	9	2	2	15	2	2	2	2	67	2	33
Mvmt Flow	1	705	1	1	574	0	1	1	1	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	574	0	0	706	0	0	999	1284	354	932	1284	288
Stage 1	-	-	-	-	-	-	708	708	-	576	576	-
Stage 2	-	-	-	-	-	-	291	576	-	356	708	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	8.84	6.54	7.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	7.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	4.17	4.02	3.63
Pot Cap-1 Maneuver	995	-	-	888	-	0	198	164	642	143	164	624
Stage 1	-	-	-	-	-	0	392	436	-	337	500	-
Stage 2	-	-	-	-	-	0	693	500	-	485	436	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	995	-	-	888	-	-	195	164	641	142	164	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	164	-	142	164	-
Stage 1	-	-	-	-	-	-	392	436	-	337	500	-
Stage 2	-	-	-	-	-	-	684	500	-	482	436	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	20.5	22
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	235	995	-	-	888	-	223
HCM Lane V/C Ratio	0.013	0.001	-	-	0.001	-	0.052
HCM Control Delay (s)	20.5	8.6	-	-	9.1	-	22
HCM Lane LOS	C	A	-	-	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	675	1	1	540	1	5	1	5	1	1	1
Future Vol, veh/h	1	675	1	1	540	1	5	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	10	100	2	15	2	2	2	2	2	2	2
Mvmt Flow	1	711	1	1	568	1	5	1	5	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	569	0	0	712	0	0	1002	1285	357	930	1285	286
Stage 1	-	-	-	-	-	-	714	714	-	571	571	-
Stage 2	-	-	-	-	-	-	288	571	-	359	714	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	999	-	-	884	-	-	197	163	639	222	163	711
Stage 1	-	-	-	-	-	-	388	433	-	473	503	-
Stage 2	-	-	-	-	-	-	695	503	-	632	433	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	999	-	-	884	-	-	195	163	638	218	163	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	163	-	218	163	-
Stage 1	-	-	-	-	-	-	388	433	-	473	502	-
Stage 2	-	-	-	-	-	-	691	502	-	624	433	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	18.5	19.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	278	999	-	-	884	-	-	247
HCM Lane V/C Ratio	0.042	0.001	-	-	0.001	-	-	0.013
HCM Control Delay (s)	18.5	8.6	-	-	9.1	-	-	19.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	680	1	1	540	5	1	1	5	1	1	1
Future Vol, veh/h	1	680	1	1	540	5	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	9	100	2	16	2	2	2	2	2	2	2
Mvmt Flow	1	716	1	1	568	5	1	1	5	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	573	0	0	717	0	0	1007	1294	360	935	1292	288
Stage 1	-	-	-	-	-	-	719	719	-	573	573	-
Stage 2	-	-	-	-	-	-	288	575	-	362	719	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	996	-	-	880	-	-	195	161	637	220	162	709
Stage 1	-	-	-	-	-	-	386	431	-	472	502	-
Stage 2	-	-	-	-	-	-	695	501	-	629	431	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	996	-	-	880	-	-	193	161	636	216	162	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	193	161	-	216	162	-
Stage 1	-	-	-	-	-	-	386	431	-	472	501	-
Stage 2	-	-	-	-	-	-	691	500	-	621	431	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.1	19.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	364	996	-	-	880	-	-	246
HCM Lane V/C Ratio	0.02	0.001	-	-	0.001	-	-	0.013
HCM Control Delay (s)	15.1	8.6	-	-	9.1	-	-	19.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

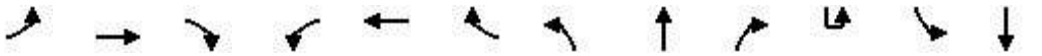
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	680	5	5	1	540	5	10
Future Vol, veh/h	680	5	5	1	540	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	9	2	2	2	15	2	10
Mvmt Flow	716	5	5	1	568	5	11

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	721	721	0	1015	361
Stage 1	-	-	-	-	-	719	-
Stage 2	-	-	-	-	-	296	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	7.1
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.4
Pot Cap-1 Maneuver	-	-	501	877	-	234	613
Stage 1	-	-	-	-	-	444	-
Stage 2	-	-	-	-	-	729	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	532	532	-	231	613
Mov Cap-2 Maneuver	-	-	-	-	-	231	-
Stage 1	-	-	-	-	-	444	-
Stage 2	-	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.5
HCM LOS			B

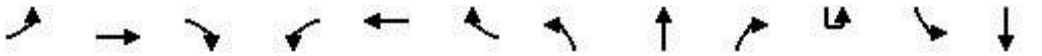
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	395	-	-	532	-
HCM Lane V/C Ratio	0.04	-	-	0.012	-
HCM Control Delay (s)	14.5	-	-	11.9	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	150	410	135	235	300	85	115	1410	420	10	125	805
Future Volume (vph)	150	410	135	235	300	85	115	1410	420	10	125	805
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	2000
Storage Length (ft)	185		185	215		165	190		235		220	
Storage Lanes	2		1	2		1	2		1		2	
Taper Length (ft)	205			200			225				225	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.91	0.97	0.91
Ped Bike Factor	1.00		0.99									
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	3099	3551	1455	2736	3304	1324	2968	4667	1417	0	3256	4368
Flt Permitted	0.950			0.950			0.950				0.950	
Satd. Flow (perm)	3097	3551	1436	2736	3304	1324	2968	4667	1417	0	3256	4368
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			45				45
Link Distance (ft)		546			1578			1049				625
Travel Time (s)		9.3			26.9			15.9				9.5
Confl. Peds. (#/hr)	1		1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	7%	11%	28%	15%	22%	18%	17%	14%	2%	8%	25%
Adj. Flow (vph)	158	432	142	247	316	89	121	1484	442	11	132	847
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	432	142	247	316	89	121	1484	442	0	143	847
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		30			30			30				30
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	0.94
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	120
Future Volume (vph)	120
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1392
Flt Permitted	
Satd. Flow (perm)	1392
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	16%
Adj. Flow (vph)	126
Shared Lane Traffic (%)	
Lane Group Flow (vph)	126
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov	Prot	Prot	NA
Protected Phases	3	8	5	7	4	1!	5	2	2 7	1!	1	6
Permitted Phases			8			4						
Detector Phase	3	8	5	7	4	1	5	2	2 7	1	1	6
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.5	61.5	7.5	7.5	63.5	7.5	7.5	53.5		7.5	7.5	53.5
Total Split (s)	19.0	38.0	19.0	19.0	38.0	19.0	19.0	74.0		19.0	19.0	74.0
Total Split (%)	12.7%	25.3%	12.7%	12.7%	25.3%	12.7%	12.7%	49.3%		12.7%	12.7%	49.3%
Maximum Green (s)	14.5	31.5	14.5	14.5	31.5	14.5	14.5	67.5		14.5	14.5	67.5
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	7.0		3.0	3.0	7.0
Recall Mode	None	None	None	None	None	None	None	C-Min		None	None	C-Min
Walk Time (s)		7.0			7.0			7.0				7.0
Flash Dont Walk (s)		48.0			50.0			40.0				40.0
Pedestrian Calls (#/hr)		0			0			0				0
Act Effct Green (s)	12.5	28.2	41.6	14.5	30.2	48.4	11.4	73.6	92.6		11.7	73.9
Actuated g/C Ratio	0.08	0.19	0.28	0.10	0.20	0.32	0.08	0.49	0.62		0.08	0.49
v/c Ratio	0.61	0.65	0.36	0.94	0.48	0.21	0.54	0.65	0.51		0.56	0.39
Control Delay	76.6	60.9	41.6	107.4	55.4	37.4	75.3	31.0	19.5		75.0	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	76.6	60.9	41.6	107.4	55.4	37.4	75.3	31.0	19.5		75.0	25.4
LOS	E	E	D	F	E	D	E	C	B		E	C
Approach Delay		60.5			72.6			31.1				30.4
Approach LOS		E			E			C				C
Queue Length 50th (ft)	78	207	106	125	145	63	59	393	233		70	189
Queue Length 95th (ft)	117	261	160	#213	194	107	93	480	359		106	243
Internal Link Dist (ft)		466			1498			969				545
Turn Bay Length (ft)	185		185	215		165	190		235		220	
Base Capacity (vph)	299	745	429	264	693	451	286	2289	874		314	2153
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.53	0.58	0.33	0.94	0.46	0.20	0.42	0.65	0.51		0.46	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 75 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 41.6	Intersection LOS: D

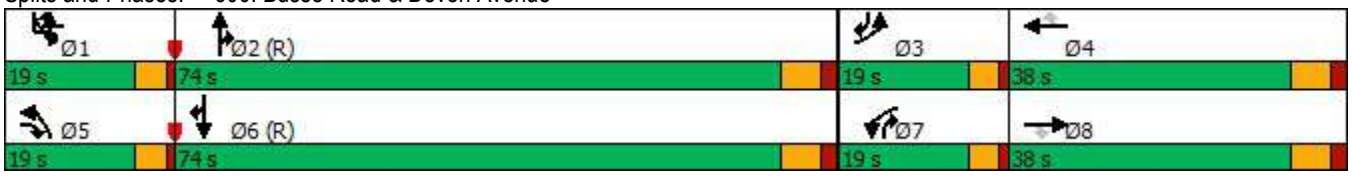


Lane Group	SBR
Turn Type	pt+ov
Protected Phases	6 3
Permitted Phases	
Detector Phase	6 3
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	90.9
Actuated g/C Ratio	0.61
v/c Ratio	0.15
Control Delay	14.0
Queue Delay	0.0
Total Delay	14.0
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	51
Queue Length 95th (ft)	90
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	862
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.15

Intersection Summary

Intersection Capacity Utilization 68.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
! Phase conflict between lane groups.

Splits and Phases: 600: Busse Road & Devon Avenue



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	1	10	10	10	1945	1175	1
Future Vol, veh/h	1	10	10	10	1945	1175	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	115	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	10	15	23	50
Mvmt Flow	1	11	11	11	2047	1237	1

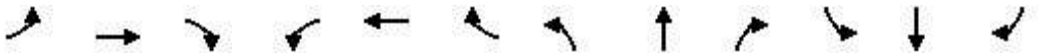
Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	2101	619	904	1238	0	-	0
Stage 1	1238	-	-	-	-	-	-
Stage 2	863	-	-	-	-	-	-
Critical Hdwy	5.74	7.44	5.64	5.5	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.07	2.32	3.2	-	-	-
Pot Cap-1 Maneuver	83	342	497	280	-	-	-
Stage 1	173	-	-	-	-	-	-
Stage 2	338	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	78	342	354	354	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-	-
Stage 1	163	-	-	-	-	-	-
Stage 2	338	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	354	-	262	-	-
HCM Lane V/C Ratio	0.059	-	0.044	-	-
HCM Control Delay (s)	15.8	-	19.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

HCM 6th Signalized Intersection Summary
100: Lively Boulevard & Devon Avenue

10/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	580	25	25	700	40	90	50	50	60	115	155
Future Volume (veh/h)	25	580	25	25	700	40	90	50	50	60	115	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1844	1530	1811	1906	1914	1426	1501	1707	1750	1811
Adj Flow Rate, veh/h	26	611	26	26	737	42	95	53	53	63	121	163
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	25	6	6	4	32	32	13	16	6
Cap, veh/h	351	1560	66	366	1587	90	343	123	123	317	299	289
Arrive On Green	0.02	0.48	0.48	0.02	0.48	0.48	0.06	0.19	0.19	0.04	0.17	0.17
Sat Flow, veh/h	1668	3253	138	1457	3309	189	1823	653	653	1626	1750	1535
Grp Volume(v), veh/h	26	312	325	26	383	396	95	0	106	63	121	163
Grp Sat Flow(s),veh/h/ln	1668	1664	1727	1457	1721	1777	1823	0	1306	1626	1750	1535
Q Serve(g_s), s	0.5	8.0	8.0	0.6	9.9	9.9	2.8	0.0	4.8	2.1	4.1	6.4
Cycle Q Clear(g_c), s	0.5	8.0	8.0	0.6	9.9	9.9	2.8	0.0	4.8	2.1	4.1	6.4
Prop In Lane	1.00		0.08	1.00		0.11	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	351	798	828	366	825	852	343	0	247	317	299	289
V/C Ratio(X)	0.07	0.39	0.39	0.07	0.46	0.46	0.28	0.00	0.43	0.20	0.40	0.56
Avail Cap(c_a), veh/h	824	1626	1687	778	1681	1736	779	0	687	735	921	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	11.1	11.1	9.1	11.6	11.6	20.6	0.0	23.8	21.5	24.6	24.5
Incr Delay (d2), s/veh	0.1	1.4	1.4	0.1	1.9	1.8	0.4	0.0	2.5	0.3	1.9	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	4.9	5.1	0.3	6.3	6.5	2.1	0.0	2.8	1.4	3.2	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	12.5	12.5	9.2	13.5	13.4	21.1	0.0	26.3	21.8	26.5	28.2
LnGrp LOS	A	B	B	A	B	B	C	A	C	C	C	C
Approach Vol, veh/h		663			805			201			347	
Approach Delay, s/veh		12.4			13.3			23.8			26.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.1	37.9	7.1	17.4	4.1	37.9	5.9	18.6
Change Period (Y+Rc), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Green Setting (Gmax), s	20.0	65.0	20.0	35.0	20.0	65.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	2.6	10.0	4.8	8.4	2.5	11.9	4.1	6.8
Green Ext Time (p_c), s	0.0	15.5	0.2	2.6	0.0	20.0	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	685	5	1	725	0	5	0	1	15	1	35
Future Vol, veh/h	0	685	5	1	725	0	5	0	1	15	1	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	8	2	2	8	2	2	2	2	8	2	2
Mvmt Flow	0	721	5	1	763	0	5	0	1	16	1	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	763	0	0	726	0	0	1109	1489	364	1127	1491	383
Stage 1	-	-	-	-	-	-	724	724	-	765	765	-
Stage 2	-	-	-	-	-	-	385	765	-	362	726	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.66	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.66	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.66	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.58	4.02	3.32
Pot Cap-1 Maneuver	845	-	-	873	-	0	164	123	633	152	123	615
Stage 1	-	-	-	-	-	0	383	429	-	349	410	-
Stage 2	-	-	-	-	-	0	610	410	-	613	428	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	845	-	-	873	-	-	153	123	632	152	123	614
Mov Cap-2 Maneuver	-	-	-	-	-	-	153	123	-	152	123	-
Stage 1	-	-	-	-	-	-	383	429	-	349	410	-
Stage 2	-	-	-	-	-	-	571	410	-	611	428	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	26.3	19
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	175	845	-	-	873	-	311
HCM Lane V/C Ratio	0.036	-	-	-	0.001	-	0.173
HCM Control Delay (s)	26.3	0	-	-	9.1	-	19
HCM Lane LOS	D	A	-	-	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.6

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	700	1	5	725	1	1	1	1	1	1	1
Future Vol, veh/h	1	700	1	5	725	1	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	8	2	2	8	2	2	2	2	2	2	2
Mvmt Flow	1	737	1	5	763	1	1	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	764	0	0	738	0	0	1133	1514	370	1146	1514	383
Stage 1	-	-	-	-	-	-	740	740	-	774	774	-
Stage 2	-	-	-	-	-	-	393	774	-	372	740	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	845	-	-	864	-	-	158	119	627	154	119	615
Stage 1	-	-	-	-	-	-	375	421	-	357	406	-
Stage 2	-	-	-	-	-	-	603	406	-	621	421	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	845	-	-	864	-	-	156	118	626	152	118	614
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	118	-	152	118	-
Stage 1	-	-	-	-	-	-	375	421	-	357	404	-
Stage 2	-	-	-	-	-	-	596	404	-	617	421	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	25.1	25.4
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	182	845	-	-	864	-	-	180
HCM Lane V/C Ratio	0.017	0.001	-	-	0.006	-	-	0.018
HCM Control Delay (s)	25.1	9.3	-	-	9.2	-	-	25.4
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	695	5	5	725	1	5	1	1	1	1	1
Future Vol, veh/h	1	695	5	5	725	1	5	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	10	2	2	8	2	2	2	2	2	2	2
Mvmt Flow	1	732	5	5	763	1	5	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	764	0	0	737	0	0	1130	1511	370	1144	1513	383
Stage 1	-	-	-	-	-	-	737	737	-	774	774	-
Stage 2	-	-	-	-	-	-	393	774	-	370	739	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	845	-	-	865	-	-	158	119	627	155	119	615
Stage 1	-	-	-	-	-	-	376	423	-	357	406	-
Stage 2	-	-	-	-	-	-	603	406	-	622	422	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	845	-	-	865	-	-	156	118	626	153	118	614
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	118	-	153	118	-
Stage 1	-	-	-	-	-	-	376	423	-	357	404	-
Stage 2	-	-	-	-	-	-	596	404	-	618	422	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	27.7	25.4
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	166	845	-	-	865	-	-	180
HCM Lane V/C Ratio	0.044	0.001	-	-	0.006	-	-	0.018
HCM Control Delay (s)	27.7	9.3	-	-	9.2	-	-	25.4
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

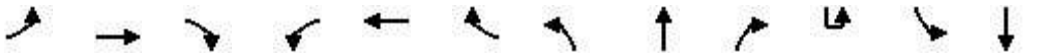
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	690	5	10	5	725	5	5
Future Vol, veh/h	690	5	10	5	725	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	9	2	2	2	8	2	2
Mvmt Flow	726	5	11	5	763	5	5

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	732	731	0	1143	366
Stage 1	-	-	-	-	-	729	-
Stage 2	-	-	-	-	-	414	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	493	869	-	194	631
Stage 1	-	-	-	-	-	438	-
Stage 2	-	-	-	-	-	635	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	572	572	-	189	631
Mov Cap-2 Maneuver	-	-	-	-	-	189	-
Stage 1	-	-	-	-	-	438	-
Stage 2	-	-	-	-	-	617	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.8
HCM LOS			C

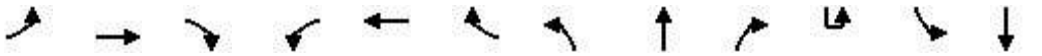
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	291	-	-	572	-
HCM Lane V/C Ratio	0.036	-	-	0.028	-
HCM Control Delay (s)	17.8	-	-	11.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	160	410	135	420	450	125	130	950	260	5	85	1405
Future Volume (vph)	160	410	135	420	450	125	130	950	260	5	85	1405
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	2000
Storage Length (ft)	185		185	215		165	190		235		220	
Storage Lanes	2		1	2		1	2		1		2	
Taper Length (ft)	205			200			225				225	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.91	0.97	0.91
Ped Bike Factor	1.00		0.99									
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	3155	3455	1509	3155	3585	1495	3019	4627	1392	0	2808	5103
Flt Permitted	0.950			0.950			0.950				0.950	
Satd. Flow (perm)	3153	3455	1490	3155	3585	1495	3019	4627	1392	0	2808	5103
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			45				45
Link Distance (ft)		546			1578			1049				625
Travel Time (s)		9.3			26.9			15.9				9.5
Confl. Peds. (#/hr)	1		1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	10%	7%	11%	6%	8%	16%	18%	16%	2%	26%	7%
Adj. Flow (vph)	168	432	142	442	474	132	137	1000	274	5	89	1479
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	432	142	442	474	132	137	1000	274	0	94	1479
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	0.94
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	140
Future Volume (vph)	140
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1482
Flt Permitted	
Satd. Flow (perm)	1482
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	9%
Adj. Flow (vph)	147
Shared Lane Traffic (%)	
Lane Group Flow (vph)	147
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov	Prot	Prot	NA
Protected Phases	3	8	5	7	4	1!	5	2	2 7	1!	1	6
Permitted Phases			8			4						
Detector Phase	3	8	5	7	4	1	5	2	2 7	1	1	6
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.5	61.5	7.5	7.5	63.5	7.5	7.5	53.5		7.5	7.5	53.5
Total Split (s)	29.0	38.0	16.0	24.0	33.0	15.0	16.0	73.0		15.0	15.0	72.0
Total Split (%)	19.3%	25.3%	10.7%	16.0%	22.0%	10.0%	10.7%	48.7%		10.0%	10.0%	48.0%
Maximum Green (s)	24.5	31.5	11.5	19.5	26.5	10.5	11.5	66.5		10.5	10.5	65.5
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	7.0		3.0	3.0	7.0
Recall Mode	None	None	None	None	None	None	None	C-Min		None	None	C-Min
Walk Time (s)		7.0			7.0			7.0				7.0
Flash Dont Walk (s)		48.0			50.0			40.0				40.0
Pedestrian Calls (#/hr)		0			0			0				0
Act Effct Green (s)	13.3	28.4	41.3	19.5	34.6	50.6	10.9	70.6	94.6		9.5	69.2
Actuated g/C Ratio	0.09	0.19	0.28	0.13	0.23	0.34	0.07	0.47	0.63		0.06	0.46
v/c Ratio	0.60	0.66	0.35	1.08	0.57	0.26	0.63	0.46	0.31		0.53	0.63
Control Delay	74.5	61.3	41.8	126.4	54.3	37.4	80.6	28.3	14.6		78.8	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	74.5	61.3	41.8	126.4	54.3	37.4	80.6	28.3	14.6		78.8	32.7
LOS	E	E	D	F	D	D	F	C	B		E	C
Approach Delay		60.6			82.6			30.7				33.7
Approach LOS		E			F			C				C
Queue Length 50th (ft)	82	207	105	~247	216	92	67	243	121		46	406
Queue Length 95th (ft)	120	262	164	#360	280	152	106	294	185		78	469
Internal Link Dist (ft)		466			1498			969				545
Turn Bay Length (ft)	185		185	215		165	190		235		220	
Base Capacity (vph)	515	725	418	410	826	514	233	2176	877		196	2355
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.33	0.60	0.34	1.08	0.57	0.26	0.59	0.46	0.31		0.48	0.63

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 86 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 47.3	Intersection LOS: D



Lane Group	SBR
Turn Type	pt+ov
Protected Phases	6 3
Permitted Phases	
Detector Phase	6 3
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	87.1
Actuated g/C Ratio	0.58
v/c Ratio	0.17
Control Delay	15.6
Queue Delay	0.0
Total Delay	15.6
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	67
Queue Length 95th (ft)	103
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	970
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.15

Intersection Summary

Intersection Capacity Utilization 73.4% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
! Phase conflict between lane groups.

Splits and Phases: 600: Busse Road & Devon Avenue



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	1	10	1	10	1340	1950	10
Future Vol, veh/h	1	10	1	10	1340	1950	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	115	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	16	7	2
Mvmt Flow	1	11	1	11	1411	2053	11

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	2647	1032	1506	2064	0	-	0
Stage 1	2059	-	-	-	-	-	-
Stage 2	588	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	3.12	-	-	-
Pot Cap-1 Maneuver	41	197	229	116	-	-	-
Stage 1	52	-	-	-	-	-	-
Stage 2	472	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	37	197	121	121	-	-	-
Mov Cap-2 Maneuver	37	-	-	-	-	-	-
Stage 1	47	-	-	-	-	-	-
Stage 2	472	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.8	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	121	-	141	-	-
HCM Lane V/C Ratio	0.096	-	0.082	-	-
HCM Control Delay (s)	37.8	-	32.8	-	-
HCM Lane LOS	E	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

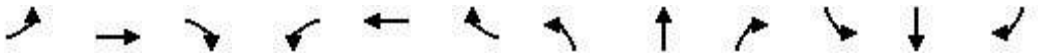
FUTURE (YEAR 2026) BUILD CAPACITY REPORTS

Weekday Morning Peak Hour

Weekday Evening Peak Hour

HCM 6th Signalized Intersection Summary
100: Lively Boulevard & Devon Avenue

11/04/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	725	85	50	460	65	30	50	20	40	60	50
Future Volume (veh/h)	75	725	85	50	460	65	30	50	20	40	60	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1781	1781	1678	1678	1678	1637	1485	1485	1663	1501	1618
Adj Flow Rate, veh/h	79	763	89	53	484	68	32	53	21	42	63	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	8	8	15	15	15	22	28	28	16	32	19
Cap, veh/h	520	1637	191	379	1471	206	253	129	51	250	202	242
Arrive On Green	0.04	0.54	0.54	0.03	0.52	0.52	0.02	0.13	0.13	0.03	0.13	0.13
Sat Flow, veh/h	1668	3054	356	1598	2808	393	1559	1010	400	1584	1501	1372
Grp Volume(v), veh/h	79	423	429	53	274	278	32	0	74	42	63	53
Grp Sat Flow(s),veh/h/ln	1668	1692	1717	1598	1594	1607	1559	0	1411	1584	1501	1372
Q Serve(g_s), s	1.4	10.0	10.0	1.0	6.4	6.4	1.2	0.0	3.1	1.5	2.5	2.1
Cycle Q Clear(g_c), s	1.4	10.0	10.0	1.0	6.4	6.4	1.2	0.0	3.1	1.5	2.5	2.1
Prop In Lane	1.00		0.21	1.00		0.24	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	520	907	921	379	835	842	253	0	180	250	202	242
V/C Ratio(X)	0.15	0.47	0.47	0.14	0.33	0.33	0.13	0.00	0.41	0.17	0.31	0.22
Avail Cap(c_a), veh/h	967	1701	1726	827	1602	1615	702	0	764	694	812	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.8	9.3	9.3	7.4	8.9	8.9	23.9	0.0	26.0	23.7	25.3	22.8
Incr Delay (d2), s/veh	0.1	1.7	1.7	0.2	1.0	1.1	0.2	0.0	3.2	0.3	1.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	5.8	5.9	0.5	3.5	3.6	0.8	0.0	2.1	1.0	1.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	11.0	11.0	7.6	9.9	9.9	24.2	0.0	29.2	24.0	27.1	23.8
LnGrp LOS	A	B	B	A	A	A	C	A	C	C	C	C
Approach Vol, veh/h		931			605			106			158	
Approach Delay, s/veh		10.6			9.7			27.7			25.2	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	40.7	4.4	14.7	5.7	39.9	4.9	14.2
Change Period (Y+Rc), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Green Setting (Gmax), s	20.0	65.0	20.0	35.0	20.0	65.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	3.0	12.0	3.2	4.5	3.4	8.4	3.5	5.1
Green Ext Time (p_c), s	0.1	22.7	0.0	1.0	0.1	13.1	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	755	30	30	560	0	10	0	10	5	1	5
Future Vol, veh/h	0	755	30	30	560	0	10	0	10	5	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	9	2	2	15	2	2	2	2	67	2	33
Mvmt Flow	0	795	32	32	589	0	11	0	11	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	589	0	0	827	0	0	1171	1464	415	1052	1480	296
Stage 1	-	-	-	-	-	-	811	811	-	653	653	-
Stage 2	-	-	-	-	-	-	360	653	-	399	827	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	8.84	6.54	7.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	7.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	7.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	4.17	4.02	3.63
Pot Cap-1 Maneuver	982	-	-	800	-	0	148	127	586	113	124	616
Stage 1	-	-	-	-	-	0	339	391	-	297	462	-
Stage 2	-	-	-	-	-	0	631	462	-	452	384	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	982	-	-	800	-	-	141	122	585	107	119	615
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	122	-	107	119	-
Stage 1	-	-	-	-	-	-	339	391	-	297	444	-
Stage 2	-	-	-	-	-	-	599	444	-	443	384	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	22	27.2
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	141	585	982	-	-	800	-	174
HCM Lane V/C Ratio	0.075	0.018	-	-	-	0.039	-	0.067
HCM Control Delay (s)	32.6	11.3	0	-	-	9.7	-	27.2
HCM Lane LOS	D	B	A	-	-	A	-	D
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	765	5	5	590	1	5
Future Vol, veh/h	765	5	5	590	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	100	100	2	2	100
Mvmt Flow	805	5	5	621	1	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	810	0	1129	405
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	6.1	-	6.84	8.9
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	3.2	-	3.52	4.3
Pot Cap-1 Maneuver	-	-	400	-	198	388
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	400	-	196	388
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	388	-	-	400	-
HCM Lane V/C Ratio	0.003	0.014	-	-	0.013	-
HCM Control Delay (s)	16.6	14.4	-	-	14.1	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	740	30	30	585	1	10	1	5	1	1	1
Future Vol, veh/h	1	740	30	30	585	1	10	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	11	2	2	15	2	2	2	2	2	2	2
Mvmt Flow	1	779	32	32	616	1	11	1	5	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	617	0	0	811	0	0	1171	1478	407	1074	1494	310
Stage 1	-	-	-	-	-	-	797	797	-	681	681	-
Stage 2	-	-	-	-	-	-	374	681	-	393	813	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	959	-	-	811	-	-	148	125	593	174	122	686
Stage 1	-	-	-	-	-	-	346	397	-	407	448	-
Stage 2	-	-	-	-	-	-	619	448	-	603	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	959	-	-	811	-	-	142	120	592	166	117	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	120	-	166	117	-
Stage 1	-	-	-	-	-	-	346	397	-	407	431	-
Stage 2	-	-	-	-	-	-	592	431	-	595	390	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	26.2	24.6
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	140	592	959	-	-	811	-	-	187
HCM Lane V/C Ratio	0.083	0.009	0.001	-	-	0.039	-	-	0.017
HCM Control Delay (s)	33	11.1	8.8	-	-	9.6	-	-	24.6
HCM Lane LOS	D	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	715	30	20	610	5	5	1	5	1	1	1
Future Vol, veh/h	1	715	30	20	610	5	5	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	10	2	2	15	2	2	2	2	2	2	2
Mvmt Flow	1	753	32	21	642	5	5	1	5	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	647	0	0	785	0	0	1136	1460	394	1067	1474	325
Stage 1	-	-	-	-	-	-	771	771	-	687	687	-
Stage 2	-	-	-	-	-	-	365	689	-	380	787	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	934	-	-	829	-	-	157	128	605	176	125	671
Stage 1	-	-	-	-	-	-	359	408	-	403	446	-
Stage 2	-	-	-	-	-	-	627	445	-	614	401	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	934	-	-	829	-	-	152	125	604	170	122	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	125	-	170	122	-
Stage 1	-	-	-	-	-	-	359	408	-	403	435	-
Stage 2	-	-	-	-	-	-	608	434	-	606	401	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	21.7	24
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	147	604	934	-	-	829	-	-	193
HCM Lane V/C Ratio	0.043	0.009	0.001	-	-	0.025	-	-	0.016
HCM Control Delay (s)	30.6	11	8.9	-	-	9.5	-	-	24
HCM Lane LOS	D	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	715	5	5	645	1	1	0	5	0	0	1
Future Vol, veh/h	1	715	5	5	645	1	1	0	5	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	100	100	2	2	2	2	100	2	2	2
Mvmt Flow	1	753	5	5	679	1	1	0	5	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	680	0	0	758	0	0	1108	1448	379	1069	1450	340
Stage 1	-	-	-	-	-	-	758	758	-	690	690	-
Stage 2	-	-	-	-	-	-	350	690	-	379	760	-
Critical Hdwy	4.14	-	-	6.1	-	-	7.54	6.54	8.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	3.2	-	-	3.52	4.02	4.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	908	-	-	428	-	-	164	130	408	176	130	656
Stage 1	-	-	-	-	-	-	365	413	-	401	444	-
Stage 2	-	-	-	-	-	-	639	444	-	615	413	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	908	-	-	428	-	-	162	128	408	172	128	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	162	128	-	172	128	-
Stage 1	-	-	-	-	-	-	365	413	-	401	439	-
Stage 2	-	-	-	-	-	-	631	439	-	606	413	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	16.2	10.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	162	408	908	-	-	428	-	-	656
HCM Lane V/C Ratio	0.006	0.013	0.001	-	-	0.012	-	-	0.002
HCM Control Delay (s)	27.4	13.9	9	-	-	13.5	-	-	10.5
HCM Lane LOS	D	B	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0

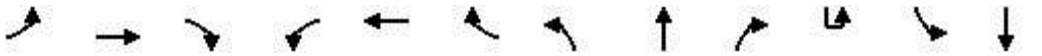
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	705	15	5	10	635	5	1
Future Vol, veh/h	705	15	5	10	635	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	50	-	0	100
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	10	2	2	2	14	2	2
Mvmt Flow	742	16	5	11	668	5	1

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	758	758	0	1116	379
Stage 1	-	-	-	-	-	750	-
Stage 2	-	-	-	-	-	366	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	474	849	-	202	619
Stage 1	-	-	-	-	-	427	-
Stage 2	-	-	-	-	-	672	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	671	671	-	197	619
Mov Cap-2 Maneuver	-	-	-	-	-	197	-
Stage 1	-	-	-	-	-	427	-
Stage 2	-	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	21.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	197	619	-	-	671	-
HCM Lane V/C Ratio	0.027	0.002	-	-	0.024	-
HCM Control Delay (s)	23.8	10.8	-	-	10.5	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	155	405	150	245	330	85	175	1455	435	10	130	830
Future Volume (vph)	155	405	150	245	330	85	175	1455	435	10	130	830
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	2000
Storage Length (ft)	185		185	215		165	190		235		220	
Storage Lanes	2		1	2		1	2		1		2	
Taper Length (ft)	205			200			225				225	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.91	0.97	0.91
Ped Bike Factor	1.00		0.99									
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	3099	3519	1429	2714	3304	1324	3045	4667	1417	0	3256	4368
Flt Permitted	0.950			0.950			0.950				0.950	
Satd. Flow (perm)	3097	3519	1411	2714	3304	1324	3045	4667	1417	0	3256	4368
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			45				45
Link Distance (ft)		546			1578			1049				625
Travel Time (s)		9.3			26.9			15.9				9.5
Confl. Peds. (#/hr)	1		1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	8%	13%	29%	15%	22%	15%	17%	14%	2%	8%	25%
Adj. Flow (vph)	163	426	158	258	347	89	184	1532	458	11	137	874
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	426	158	258	347	89	184	1532	458	0	148	874
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		30			30			30				30
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	0.94
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	145
Future Volume (vph)	145
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1417
Flt Permitted	
Satd. Flow (perm)	1417
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	14%
Adj. Flow (vph)	153
Shared Lane Traffic (%)	
Lane Group Flow (vph)	153
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov	Prot	Prot	NA
Protected Phases	3	8	5	7	4	1!	5	2	2 7	1!	1	6
Permitted Phases			8			4						
Detector Phase	3	8	5	7	4	1	5	2	2 7	1	1	6
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.5	61.5	7.5	7.5	63.5	7.5	7.5	53.5		7.5	7.5	53.5
Total Split (s)	19.0	38.0	19.0	19.0	38.0	19.0	19.0	74.0		19.0	19.0	74.0
Total Split (%)	12.7%	25.3%	12.7%	12.7%	25.3%	12.7%	12.7%	49.3%		12.7%	12.7%	49.3%
Maximum Green (s)	14.5	31.5	14.5	14.5	31.5	14.5	14.5	67.5		14.5	14.5	67.5
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	7.0		3.0	3.0	7.0
Recall Mode	None	None	None	None	None	None	None	C-Min		None	None	C-Min
Walk Time (s)		7.0			7.0			7.0				7.0
Flash Dont Walk (s)		48.0			50.0			40.0				40.0
Pedestrian Calls (#/hr)		0			0			0				0
Act Effct Green (s)	12.6	27.9	43.2	14.5	29.8	48.2	13.2	73.7	92.7		11.9	72.3
Actuated g/C Ratio	0.08	0.19	0.29	0.10	0.20	0.32	0.09	0.49	0.62		0.08	0.48
v/c Ratio	0.62	0.65	0.39	0.98	0.53	0.21	0.69	0.67	0.52		0.57	0.42
Control Delay	77.0	61.2	41.5	118.2	56.9	37.5	79.8	31.5	19.9		75.3	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	77.0	61.2	41.5	118.2	56.9	37.5	79.8	31.5	19.9		75.3	26.6
LOS	E	E	D	F	E	D	E	C	B		E	C
Approach Delay		60.5			77.2			33.2				31.2
Approach LOS		E			E			C				C
Queue Length 50th (ft)	80	204	117	132	161	63	90	413	245		73	204
Queue Length 95th (ft)	120	258	177	#226	212	107	134	502	378		109	252
Internal Link Dist (ft)		466			1498			969				545
Turn Bay Length (ft)	185		185	215		165	190		235		220	
Base Capacity (vph)	299	738	419	262	693	448	294	2291	875		314	2106
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.55	0.58	0.38	0.98	0.50	0.20	0.63	0.67	0.52		0.47	0.42

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 75 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 43.3	Intersection LOS: D



Lane Group	SBR
Turn Type	pt+ov
Protected Phases	6 3
Permitted Phases	
Detector Phase	6 3
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	89.5
Actuated g/C Ratio	0.60
v/c Ratio	0.18
Control Delay	14.9
Queue Delay	0.0
Total Delay	14.9
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	66
Queue Length 95th (ft)	109
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	862
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.18

Intersection Summary

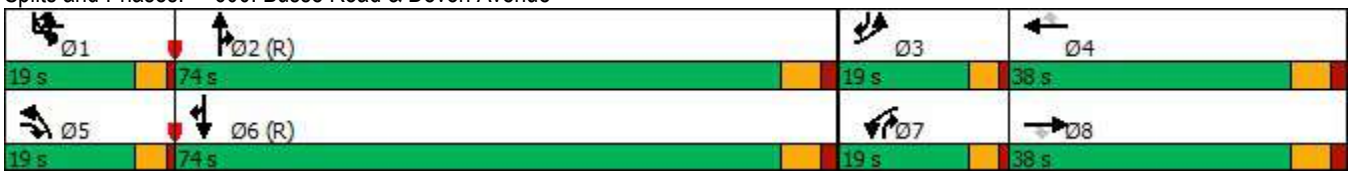
Intersection Capacity Utilization 69.6% ICU Level of Service C

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

! Phase conflict between lane groups.

Splits and Phases: 600: Busse Road & Devon Avenue



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	1	15	10	55	2065	1210	15
Future Vol, veh/h	1	15	10	55	2065	1210	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	115	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	11	11	11	15	23	33
Mvmt Flow	1	16	11	58	2174	1274	16

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	2290	645	941	1290	0	-	0
Stage 1	1282	-	-	-	-	-	-
Stage 2	1008	-	-	-	-	-	-
Critical Hdwy	5.74	7.32	5.82	5.52	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.01	2.41	3.21	-	-	-
Pot Cap-1 Maneuver	65	339	440	261	-	-	-
Stage 1	162	-	-	-	-	-	-
Stage 2	283	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	49	339	277	277	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-	-
Stage 1	122	-	-	-	-	-	-
Stage 2	283	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	277	-	247	-	-
HCM Lane V/C Ratio	0.247	-	0.068	-	-
HCM Control Delay (s)	22.2	-	20.6	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.9	-	0.2	-	-

HCM 6th Signalized Intersection Summary
100: Lively Boulevard & Devon Avenue

11/04/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	600	25	30	785	50	90	50	50	65	120	160
Future Volume (veh/h)	25	600	25	30	785	50	90	50	50	65	120	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1337	1811	1811	1914	1426	1426	1722	1750	1811
Adj Flow Rate, veh/h	26	632	26	32	826	53	95	53	53	68	126	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	38	6	6	4	32	32	12	16	6
Cap, veh/h	328	1645	68	337	1666	107	326	120	120	307	295	285
Arrive On Green	0.02	0.50	0.50	0.02	0.51	0.51	0.06	0.18	0.18	0.05	0.17	0.17
Sat Flow, veh/h	1668	3258	134	1273	3283	211	1823	653	653	1640	1750	1535
Grp Volume(v), veh/h	26	323	335	32	433	446	95	0	106	68	126	168
Grp Sat Flow(s),veh/h/ln	1668	1664	1728	1273	1721	1773	1823	0	1306	1640	1750	1535
Q Serve(g_s), s	0.6	8.7	8.8	0.9	12.1	12.1	3.1	0.0	5.3	2.5	4.7	7.3
Cycle Q Clear(g_c), s	0.6	8.7	8.8	0.9	12.1	12.1	3.1	0.0	5.3	2.5	4.7	7.3
Prop In Lane	1.00		0.08	1.00		0.12	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	328	840	872	337	873	900	326	0	239	307	295	285
V/C Ratio(X)	0.08	0.38	0.38	0.09	0.50	0.50	0.29	0.00	0.44	0.22	0.43	0.59
Avail Cap(c_a), veh/h	755	1474	1530	659	1524	1571	711	0	623	677	835	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	11.2	11.2	9.1	11.9	11.9	23.0	0.0	26.6	23.7	27.3	27.3
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.1	2.0	1.9	0.5	0.0	2.7	0.4	2.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	5.4	5.6	0.4	7.8	8.0	2.4	0.0	3.2	1.7	3.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	12.5	12.4	9.2	13.9	13.8	23.5	0.0	29.4	24.0	29.4	31.4
LnGrp LOS	A	B	B	A	B	B	C	A	C	C	C	C
Approach Vol, veh/h		684			911			201			362	
Approach Delay, s/veh		12.4			13.7			26.6			29.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.4	43.0	7.5	18.4	4.2	43.2	6.5	19.4
Change Period (Y+Rc), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Green Setting (Gmax), s	20.0	65.0	20.0	35.0	20.0	65.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	2.9	10.8	5.1	9.3	2.6	14.1	4.5	7.3
Green Ext Time (p_c), s	0.0	16.1	0.2	2.7	0.0	23.1	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	700	15	5	800	0	30	0	30	15	1	35
Future Vol, veh/h	0	700	15	5	800	0	30	0	30	15	1	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	8	2	2	9	2	2	2	2	8	2	2
Mvmt Flow	0	737	16	5	842	0	32	0	32	16	1	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	842	0	0	753	0	0	1178	1597	378	1222	1605	422
Stage 1	-	-	-	-	-	-	745	745	-	852	852	-
Stage 2	-	-	-	-	-	-	433	852	-	370	753	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.66	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.66	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.66	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.58	4.02	3.32
Pot Cap-1 Maneuver	789	-	-	853	-	0	146	105	620	129	104	580
Stage 1	-	-	-	-	-	0	372	419	-	308	374	-
Stage 2	-	-	-	-	-	0	571	374	-	606	416	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	789	-	-	853	-	-	135	104	619	122	103	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	104	-	122	103	-
Stage 1	-	-	-	-	-	-	372	419	-	308	372	-
Stage 2	-	-	-	-	-	-	530	372	-	575	416	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	25.4	22.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	135	619	789	-	-	853	-	264
HCM Lane V/C Ratio	0.234	0.051	-	-	-	0.006	-	0.203
HCM Control Delay (s)	39.6	11.1	0	-	-	9.2	-	22.1
HCM Lane LOS	E	B	A	-	-	A	-	C
HCM 95th %tile Q(veh)	0.9	0.2	0	-	-	0	-	0.7

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	745	1	5	800	5	10
Future Vol, veh/h	745	1	5	800	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	100	2	100	100
Mvmt Flow	784	1	5	842	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	785	0	1216	393
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	431	-
Critical Hdwy	-	-	6.1	-	8.8	8.9
Critical Hdwy Stg 1	-	-	-	-	7.8	-
Critical Hdwy Stg 2	-	-	-	-	7.8	-
Follow-up Hdwy	-	-	3.2	-	4.5	4.3
Pot Cap-1 Maneuver	-	-	413	-	80	397
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	407	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	413	-	79	397
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	402	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	166	397	-	-	413	-
HCM Lane V/C Ratio	0.032	0.027	-	-	0.013	-
HCM Control Delay (s)	27.4	14.3	-	-	13.8	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	750	5	15	775	1	30	1	25	1	1	1
Future Vol, veh/h	1	750	5	15	775	1	30	1	25	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	9	2	2	9	2	2	2	2	2	2	2
Mvmt Flow	1	789	5	16	816	1	32	1	26	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	817	0	0	794	0	0	1236	1643	398	1247	1645	410
Stage 1	-	-	-	-	-	-	794	794	-	849	849	-
Stage 2	-	-	-	-	-	-	442	849	-	398	796	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	807	-	-	823	-	-	132	99	601	130	99	591
Stage 1	-	-	-	-	-	-	348	398	-	322	375	-
Stage 2	-	-	-	-	-	-	564	375	-	599	397	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	807	-	-	823	-	-	129	97	600	121	97	590
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	97	-	121	97	-
Stage 1	-	-	-	-	-	-	348	398	-	322	368	-
Stage 2	-	-	-	-	-	-	550	368	-	570	397	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	28.6	29.9
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	128	600	807	-	-	823	-	-	148
HCM Lane V/C Ratio	0.255	0.044	0.001	-	-	0.019	-	-	0.021
HCM Control Delay (s)	42.5	11.3	9.5	-	-	9.5	-	-	29.9
HCM Lane LOS	E	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	770	5	10	765	1	25	1	25	1	1	1
Future Vol, veh/h	1	770	5	10	765	1	25	1	25	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	10	2	2	9	2	2	2	2	2	2	2
Mvmt Flow	1	811	5	11	805	1	26	1	26	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	806	0	0	816	0	0	1242	1644	409	1237	1646	404
Stage 1	-	-	-	-	-	-	816	816	-	828	828	-
Stage 2	-	-	-	-	-	-	426	828	-	409	818	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	814	-	-	807	-	-	131	99	592	132	98	596
Stage 1	-	-	-	-	-	-	337	389	-	332	384	-
Stage 2	-	-	-	-	-	-	577	384	-	590	388	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	814	-	-	807	-	-	128	98	591	124	97	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	98	-	124	97	-
Stage 1	-	-	-	-	-	-	337	389	-	332	379	-
Stage 2	-	-	-	-	-	-	566	379	-	561	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	26.5	29.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	127	591	814	-	-	807	-	-	150
HCM Lane V/C Ratio	0.215	0.045	0.001	-	-	0.013	-	-	0.021
HCM Control Delay (s)	41	11.4	9.4	-	-	9.5	-	-	29.5
HCM Lane LOS	E	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.8	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	795	1	5	770	1	5	0	10	0	0	1
Future Vol, veh/h	1	795	1	5	770	1	5	0	10	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	100	2	100	2	2	2
Mvmt Flow	1	837	1	5	811	1	5	0	11	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	812	0	0	838	0	0	1256	1662	419	1243	1662	406
Stage 1	-	-	-	-	-	-	840	840	-	822	822	-
Stage 2	-	-	-	-	-	-	416	822	-	421	840	-
Critical Hdwy	4.14	-	-	4.14	-	-	9.5	6.54	8.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	8.5	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8.5	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	4.5	4.02	4.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	810	-	-	792	-	-	58	96	378	131	96	594
Stage 1	-	-	-	-	-	-	178	379	-	334	386	-
Stage 2	-	-	-	-	-	-	384	386	-	581	379	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	810	-	-	792	-	-	58	95	378	127	95	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	95	-	127	95	-
Stage 1	-	-	-	-	-	-	178	379	-	334	384	-
Stage 2	-	-	-	-	-	-	381	384	-	564	379	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	34.3	11.1
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	58	378	810	-	-	792	-	-	594
HCM Lane V/C Ratio	0.091	0.028	0.001	-	-	0.007	-	-	0.002
HCM Control Delay (s)	73.2	14.8	9.4	-	-	9.6	-	-	11.1
HCM Lane LOS	F	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	800	5	10	5	765	10	15
Future Vol, veh/h	800	5	10	5	765	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	50	-	0	100
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	10	2	2	2	9	2	2
Mvmt Flow	842	5	11	5	805	11	16

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	847	847	0	1280	424
Stage 1	-	-	-	-	-	845	-
Stage 2	-	-	-	-	-	435	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	416	786	-	158	579
Stage 1	-	-	-	-	-	382	-
Stage 2	-	-	-	-	-	620	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	483	483	-	153	579
Mov Cap-2 Maneuver	-	-	-	-	-	153	-
Stage 1	-	-	-	-	-	382	-
Stage 2	-	-	-	-	-	600	-

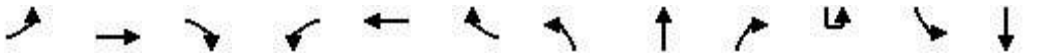
Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	579	-	-	483	-
HCM Lane V/C Ratio	0.069	0.027	-	-	0.033	-
HCM Control Delay (s)	30.3	11.4	-	-	12.7	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	185	450	190	420	470	125	155	980	270	5	85	1435
Future Volume (vph)	185	450	190	420	470	125	155	980	270	5	85	1435
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	2000
Storage Length (ft)	185		185	215		165	190		235		220	
Storage Lanes	2		1	2		1	2		1		2	
Taper Length (ft)	205			200			225				225	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.91	0.97	0.91
Ped Bike Factor	1.00		0.99									
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	3183	3393	1468	3155	3551	1495	2993	4627	1392	0	2808	5103
Flt Permitted	0.950			0.950			0.950				0.950	
Satd. Flow (perm)	3182	3393	1449	3155	3551	1495	2993	4627	1392	0	2808	5103
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			45				45
Link Distance (ft)		546			1578			1049				625
Travel Time (s)		9.3			26.9			15.9				9.5
Confl. Peds. (#/hr)	1		1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	12%	10%	11%	7%	8%	17%	18%	16%	2%	26%	7%
Adj. Flow (vph)	195	474	200	442	495	132	163	1032	284	5	89	1511
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	474	200	442	495	132	163	1032	284	0	94	1511
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		30			30			30				30
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	0.94
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1495
Flt Permitted	
Satd. Flow (perm)	1495
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	8%
Adj. Flow (vph)	163
Shared Lane Traffic (%)	
Lane Group Flow (vph)	163
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov	Prot	Prot	NA
Protected Phases	3	8	5	7	4	1!	5	2	2 7	1!	1	6
Permitted Phases			8			4						
Detector Phase	3	8	5	7	4	1	5	2	2 7	1	1	6
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.5	61.5	7.5	7.5	63.5	7.5	7.5	53.5		7.5	7.5	53.5
Total Split (s)	29.0	38.0	16.0	24.0	33.0	15.0	16.0	73.0		15.0	15.0	72.0
Total Split (%)	19.3%	25.3%	10.7%	16.0%	22.0%	10.0%	10.7%	48.7%		10.0%	10.0%	48.0%
Maximum Green (s)	24.5	31.5	11.5	19.5	26.5	10.5	11.5	66.5		10.5	10.5	65.5
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	7.0	3.0	3.0	7.0	3.0	3.0	7.0		3.0	3.0	7.0
Recall Mode	None	None	None	None	None	None	None	C-Min		None	None	C-Min
Walk Time (s)		7.0			7.0			7.0				7.0
Flash Dont Walk (s)		48.0			50.0			40.0				40.0
Pedestrian Calls (#/hr)		0			0			0				0
Act Effct Green (s)	14.5	29.6	42.8	19.5	34.6	50.6	11.2	69.4	93.4		9.5	67.7
Actuated g/C Ratio	0.10	0.20	0.29	0.13	0.23	0.34	0.07	0.46	0.62		0.06	0.45
v/c Ratio	0.64	0.71	0.48	1.08	0.60	0.26	0.73	0.48	0.33		0.53	0.66
Control Delay	74.4	62.3	44.8	126.4	55.3	37.7	86.6	29.3	15.3		78.8	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	74.4	62.3	44.8	126.4	55.3	37.7	86.6	29.3	15.3		78.8	34.2
LOS	E	E	D	F	E	D	F	C	B		E	C
Approach Delay		61.0			82.6			32.9				34.9
Approach LOS		E			F			C				C
Queue Length 50th (ft)	96	226	152	~247	225	91	81	261	132		46	428
Queue Length 95th (ft)	136	290	230	#360	298	154	#129	306	193		78	483
Internal Link Dist (ft)		466			1498			969				545
Turn Bay Length (ft)	185		185	215		165	190		235		220	
Base Capacity (vph)	519	712	418	410	819	514	231	2139	866		196	2301
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.38	0.67	0.48	1.08	0.60	0.26	0.71	0.48	0.33		0.48	0.66

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 86 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 48.5	Intersection LOS: D



Lane Group	SBR
Turn Type	pt+ov
Protected Phases	6 3
Permitted Phases	
Detector Phase	6 3
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	86.7
Actuated g/C Ratio	0.58
v/c Ratio	0.19
Control Delay	15.7
Queue Delay	0.0
Total Delay	15.7
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	76
Queue Length 95th (ft)	109
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	963
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.17

Intersection Summary

Intersection Capacity Utilization 74.7% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
! Phase conflict between lane groups.

Splits and Phases: 600: Busse Road & Devon Avenue



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	1	55	1	10	1405	2045	1
Future Vol, veh/h	1	55	1	10	1405	2045	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	115	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	9	2	2	16	7	2
Mvmt Flow	1	58	1	11	1479	2153	1

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	2770	1077	1572	2154	0	-	0
Stage 1	2154	-	-	-	-	-	-
Stage 2	616	-	-	-	-	-	-
Critical Hdwy	5.74	7.28	5.64	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.99	2.32	3.12	-	-	-
Pot Cap-1 Maneuver	35	175	210	104	-	-	-
Stage 1	45	-	-	-	-	-	-
Stage 2	457	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	31	175	107	107	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-	-
Stage 1	40	-	-	-	-	-	-
Stage 2	457	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	107	-	162	-	-
HCM Lane V/C Ratio	0.108	-	0.364	-	-
HCM Control Delay (s)	42.8	-	39.4	-	-
HCM Lane LOS	E	-	E	-	-
HCM 95th %tile Q(veh)	0.4	-	1.5	-	-

DATA FROM THE ITE MANUAL TRIP GENERATION, TENTH EDITION

Land Use: 130
Industrial Park

Description

An industrial park contains a number of industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities—some with a large number of small businesses and others with one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, Georgia, New Jersey, New York, Ontario (CAN), and Pennsylvania.

Source Numbers

106, 162, 184, 251, 277, 422, 706, 747, 753, 937

Industrial Park
(130)

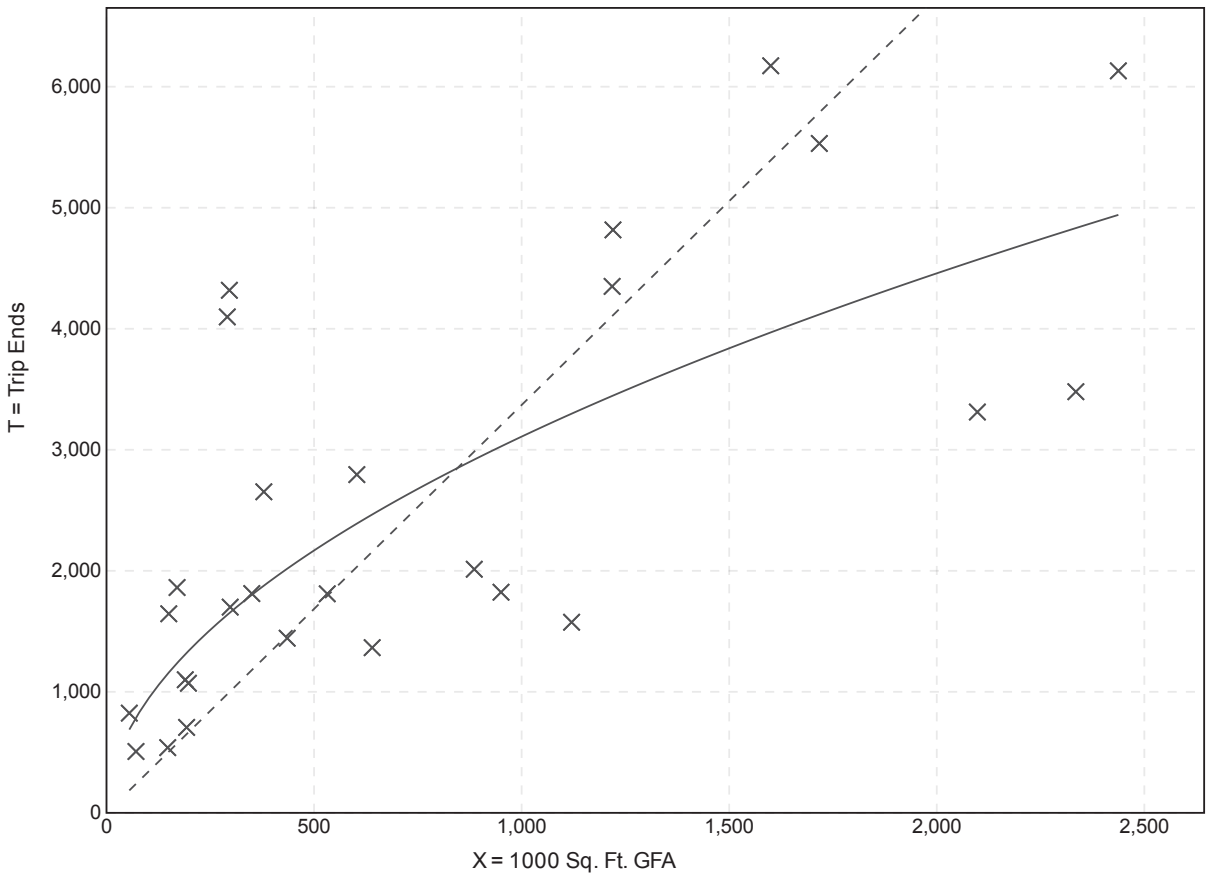
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
1000 Sq. Ft. GFA: 762
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.37	1.41 - 14.98	2.60

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.52 Ln(X) + 4.45

R^2= 0.58

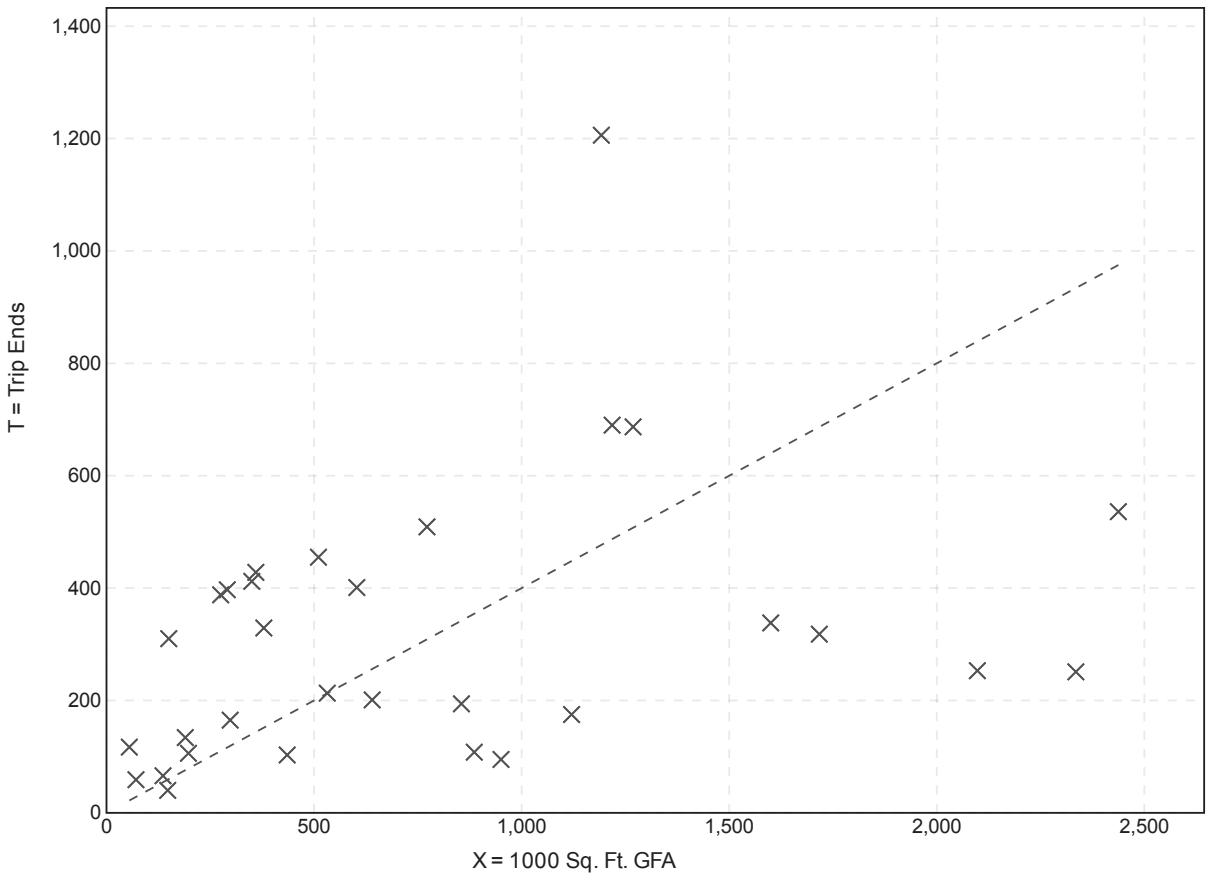
Industrial Park
(130)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
1000 Sq. Ft. GFA:	776
Directional Distribution:	81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.40	0.10 - 2.13	0.37

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

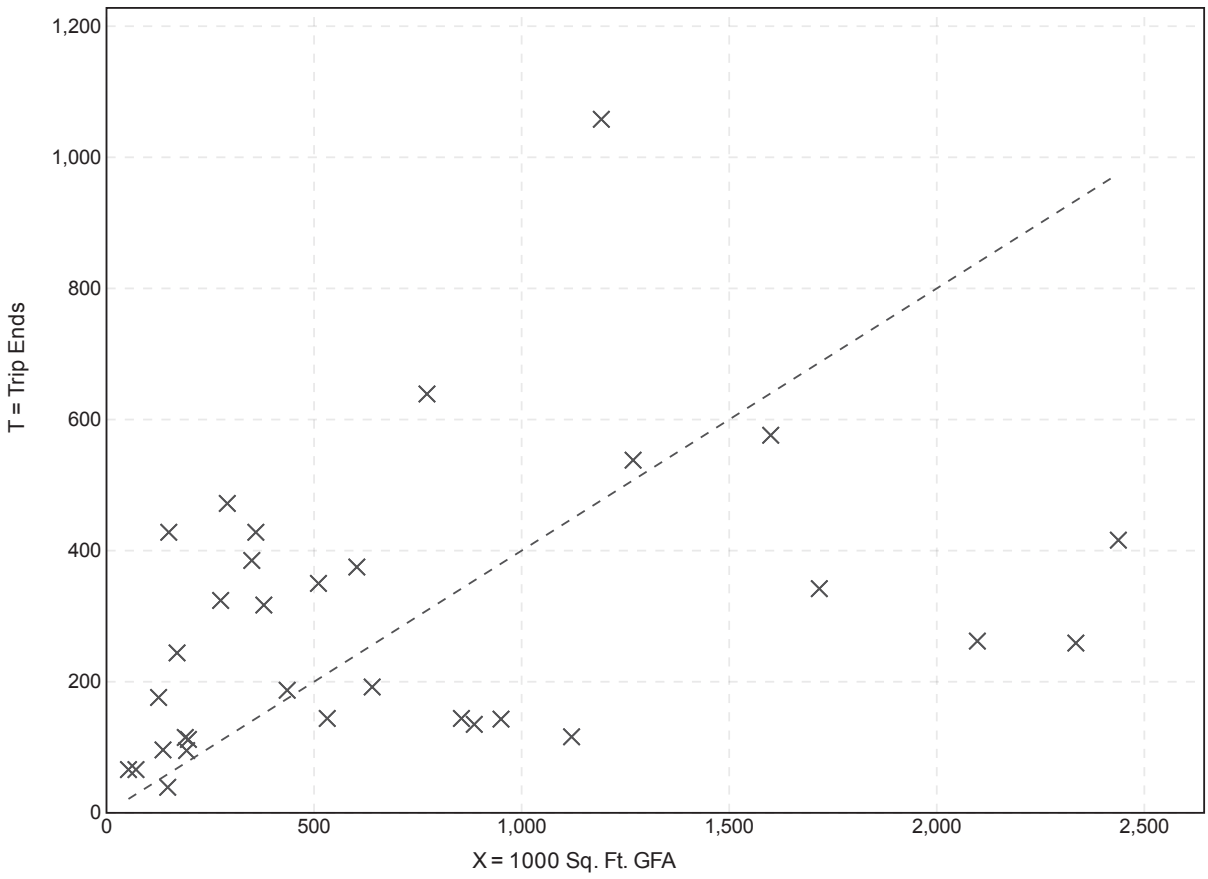
Industrial Park
(130)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	32
1000 Sq. Ft. GFA:	720
Directional Distribution:	21% entering, 79% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.40	0.10 - 2.85	0.41

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Industrial Park
(130)

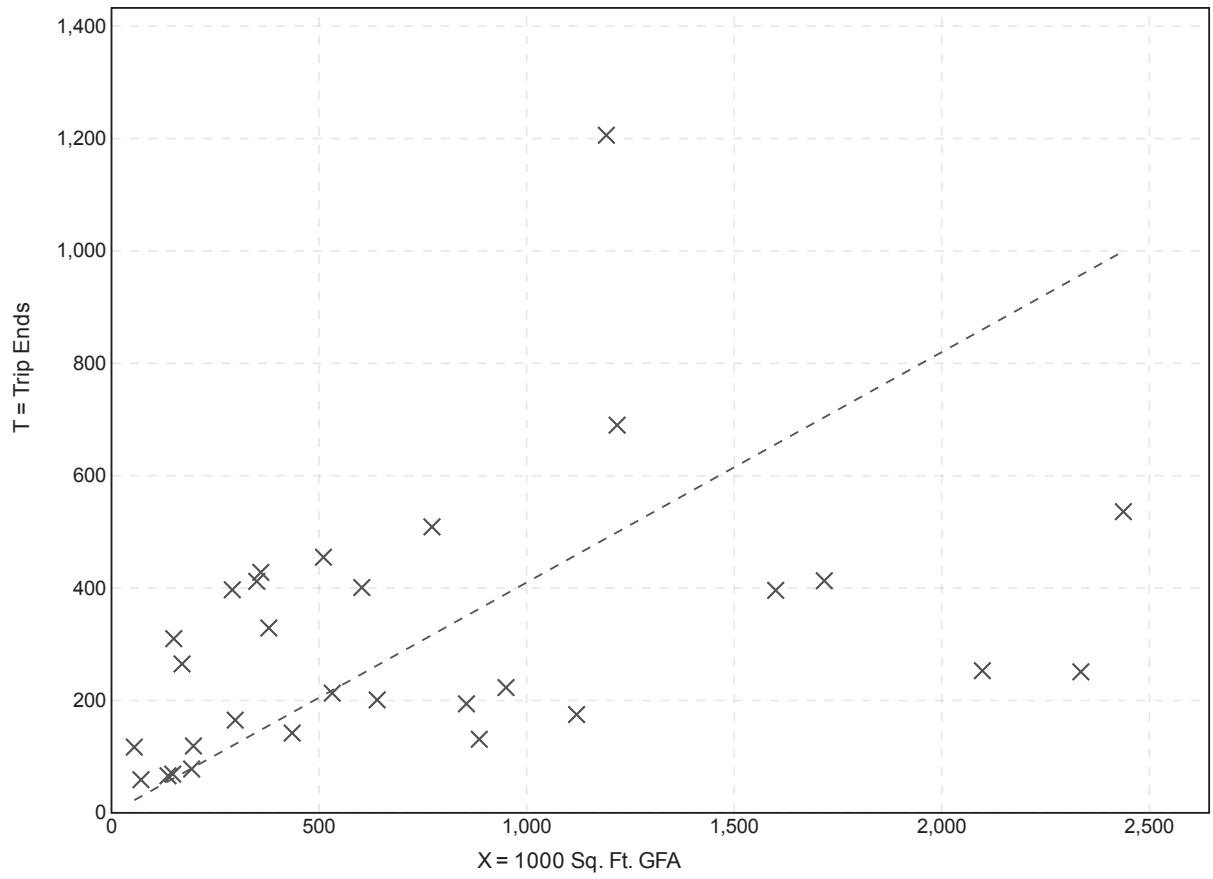
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 30
1000 Sq. Ft. GFA: 757
Directional Distribution: 87% entering, 13% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.41	0.11 - 2.13	0.37

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Industrial Park
(130)

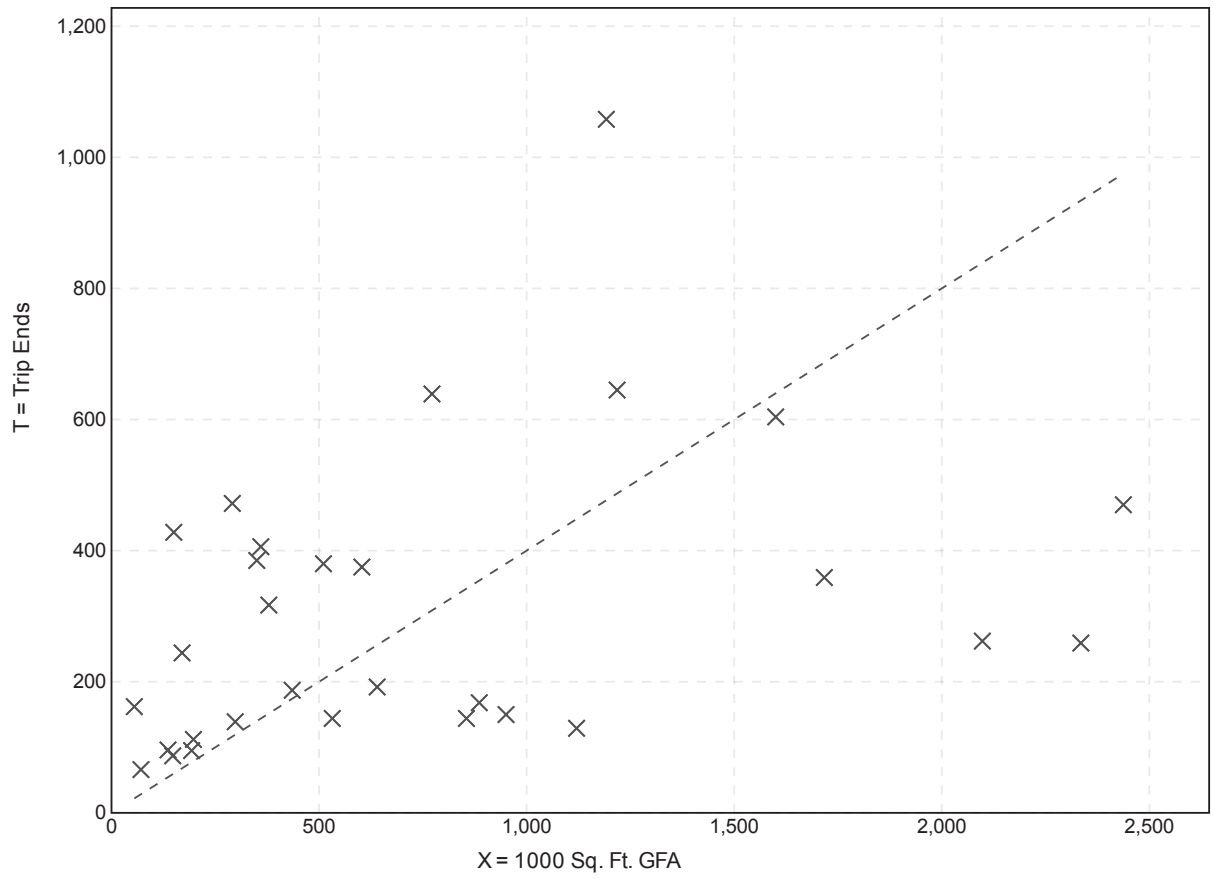
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 30
1000 Sq. Ft. GFA: 757
Directional Distribution: 21% entering, 79% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.40	0.11 - 2.95	0.41

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Industrial Park
(130)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday**

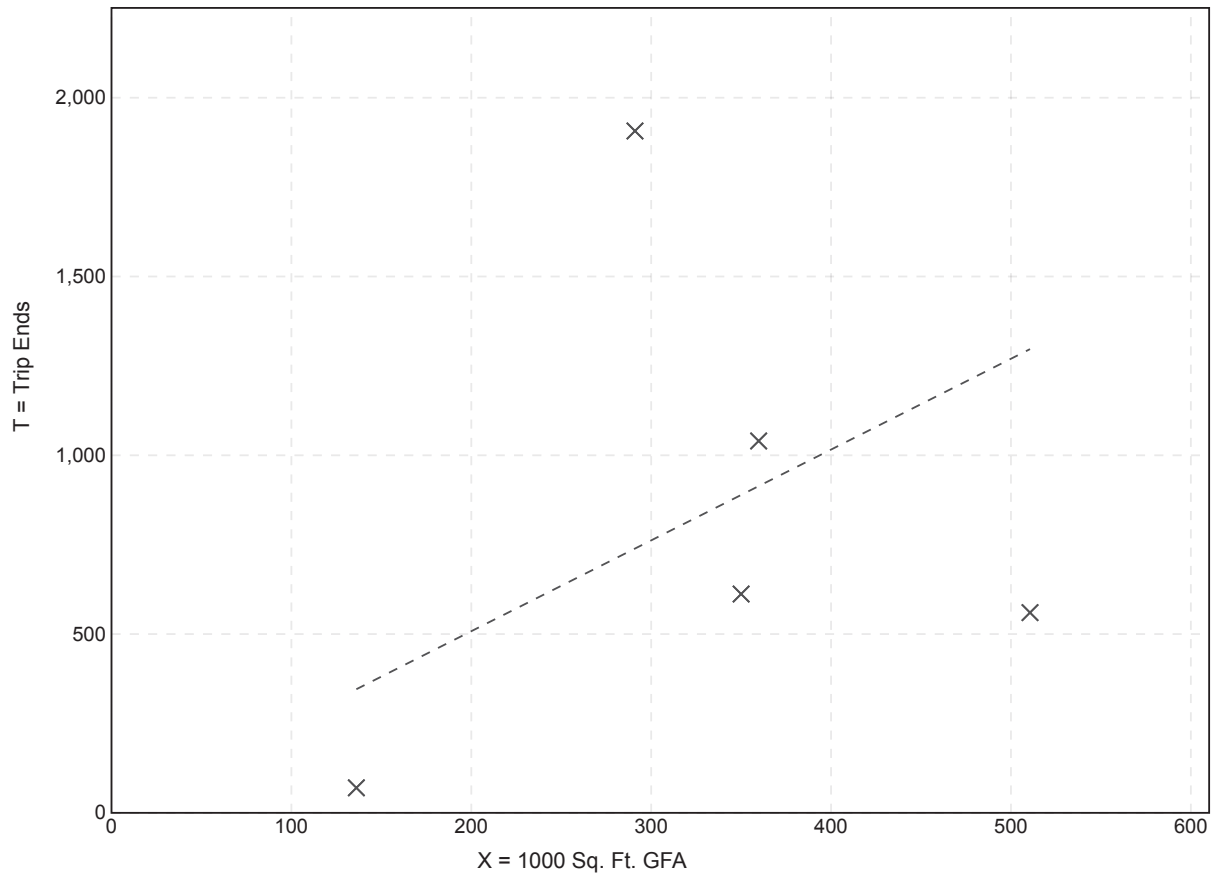
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
1000 Sq. Ft. GFA: 329
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.54	0.51 - 6.55	2.23

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Industrial Park
(130)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

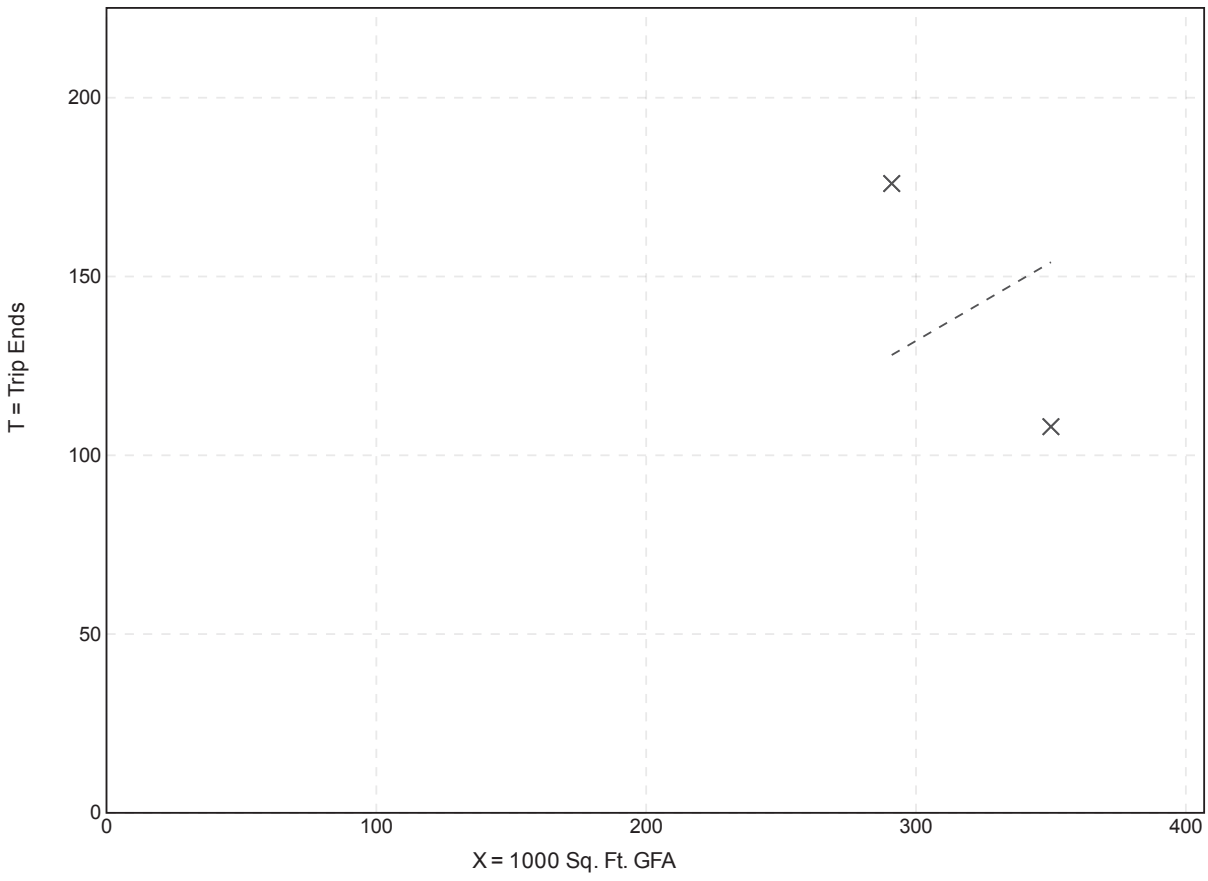
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
1000 Sq. Ft. GFA: 321
Directional Distribution: 32% entering, 68% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.44	0.31 - 0.60	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Industrial Park
(130)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Sunday**

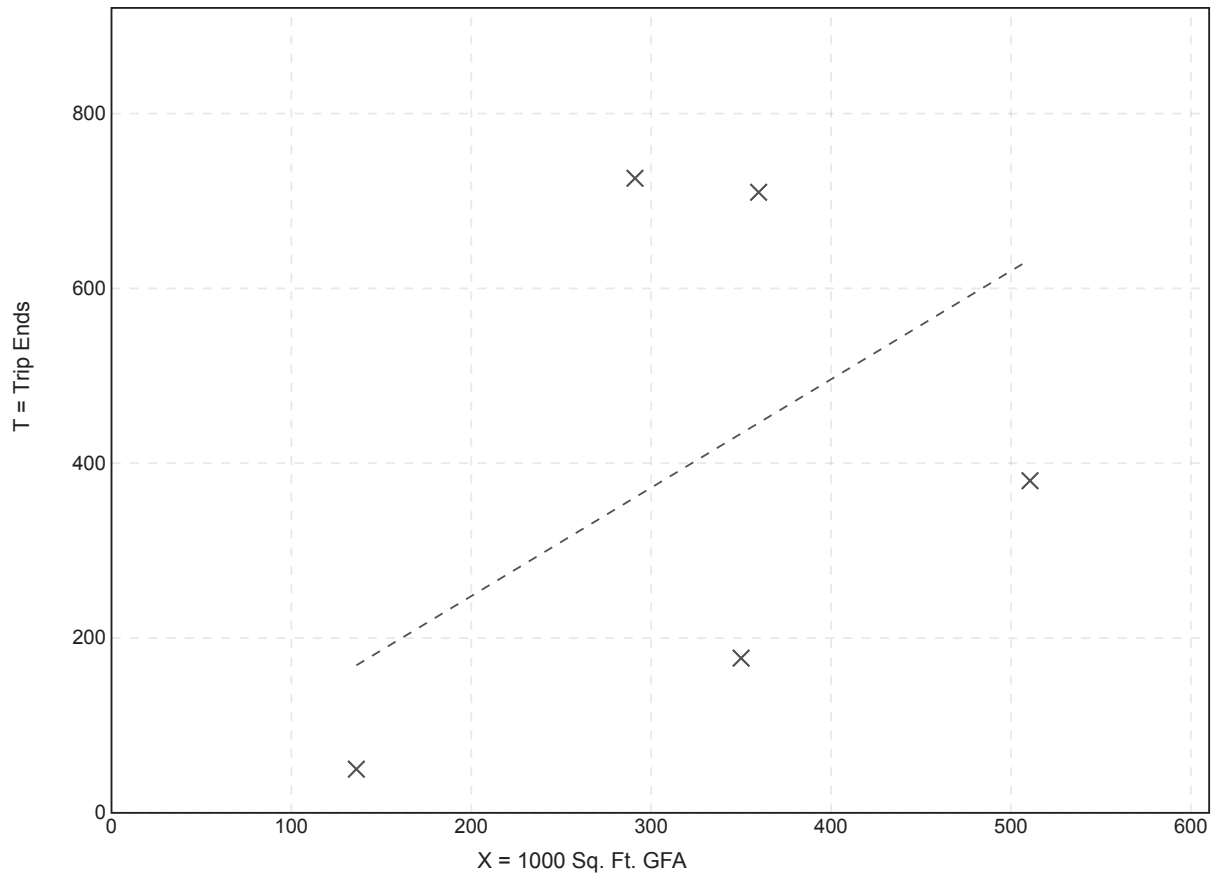
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
1000 Sq. Ft. GFA: 329
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.24	0.37 - 2.49	0.90

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Industrial Park
(130)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Sunday, Peak Hour of Generator**

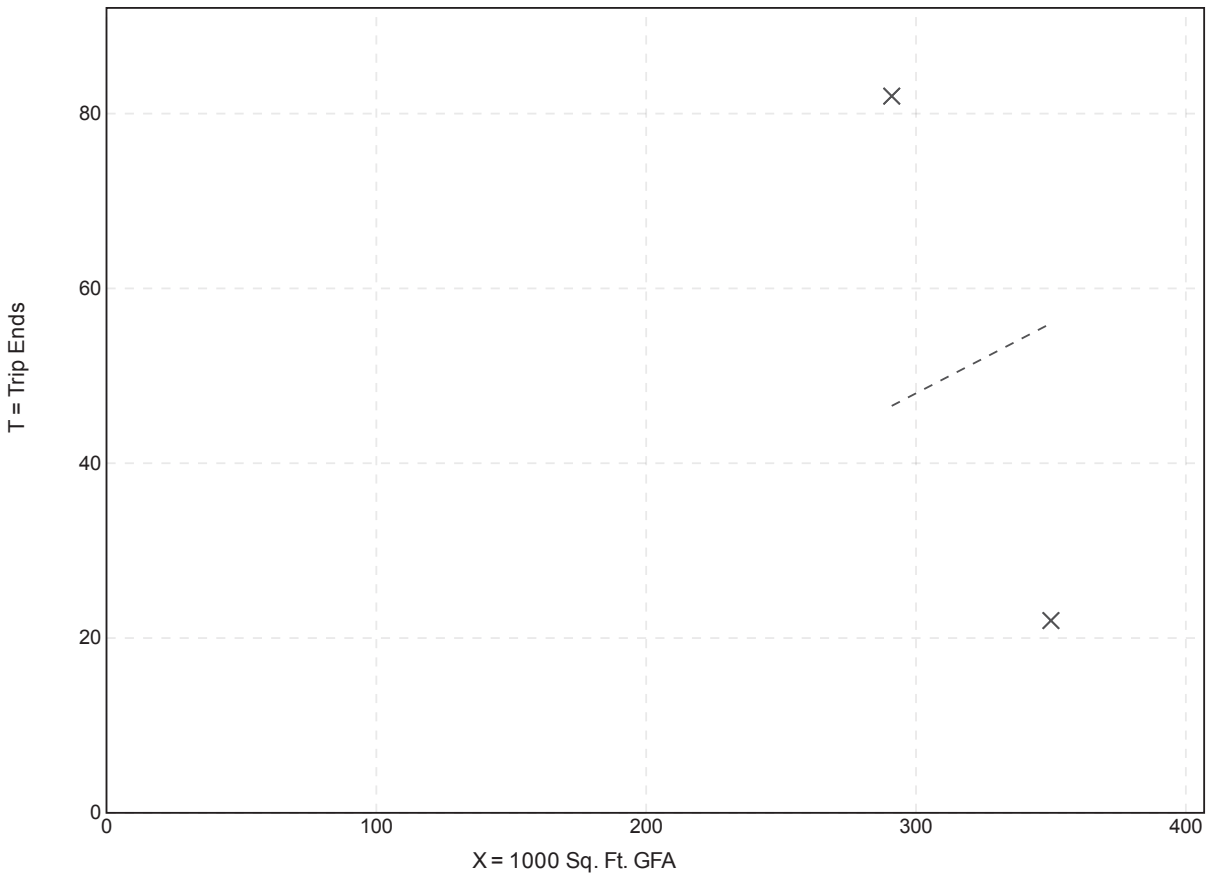
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
1000 Sq. Ft. GFA: 321
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.16	0.06 - 0.28	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Industrial Park
(130)

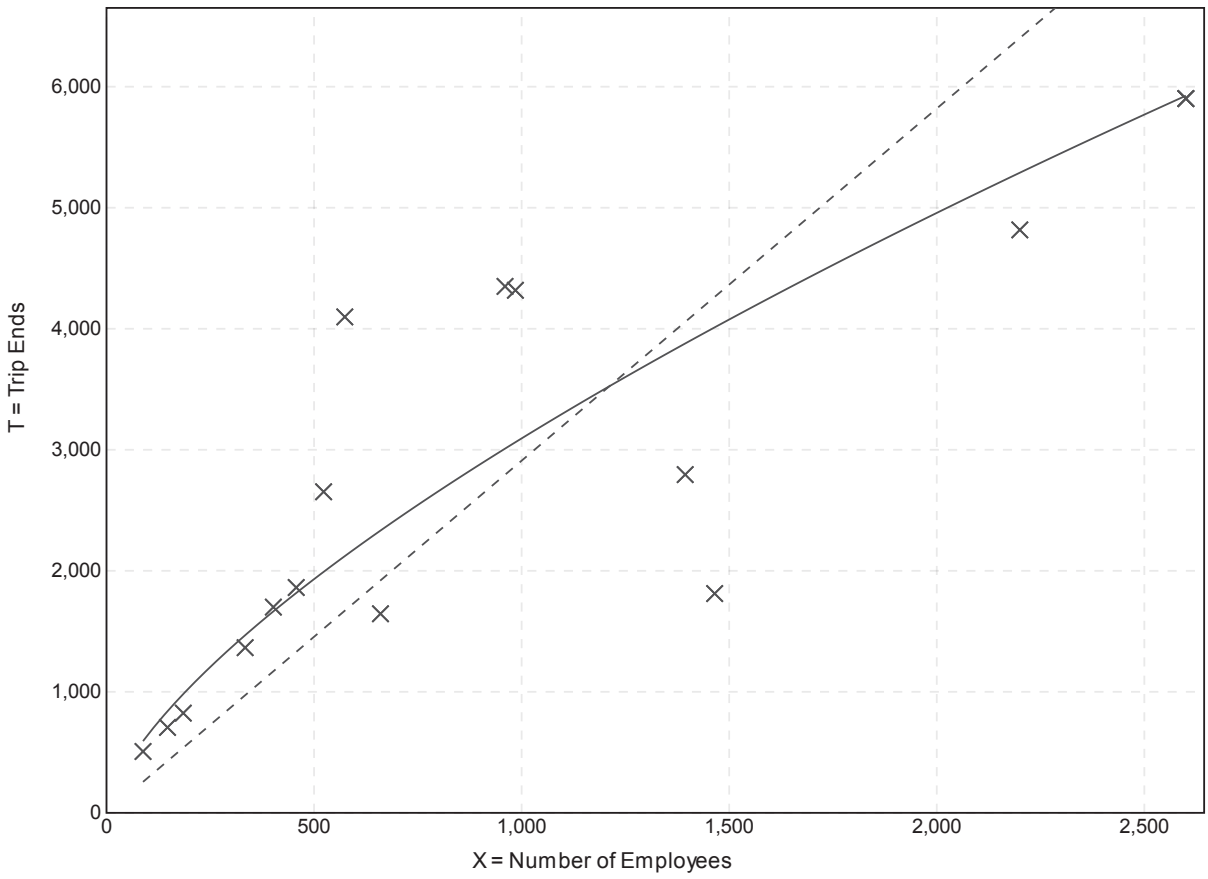
Vehicle Trip Ends vs: **Employees**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. Num. of Employees: 973
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.91	1.24 - 7.14	1.42

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.68 Ln(X) + 3.34

R^2= 0.81

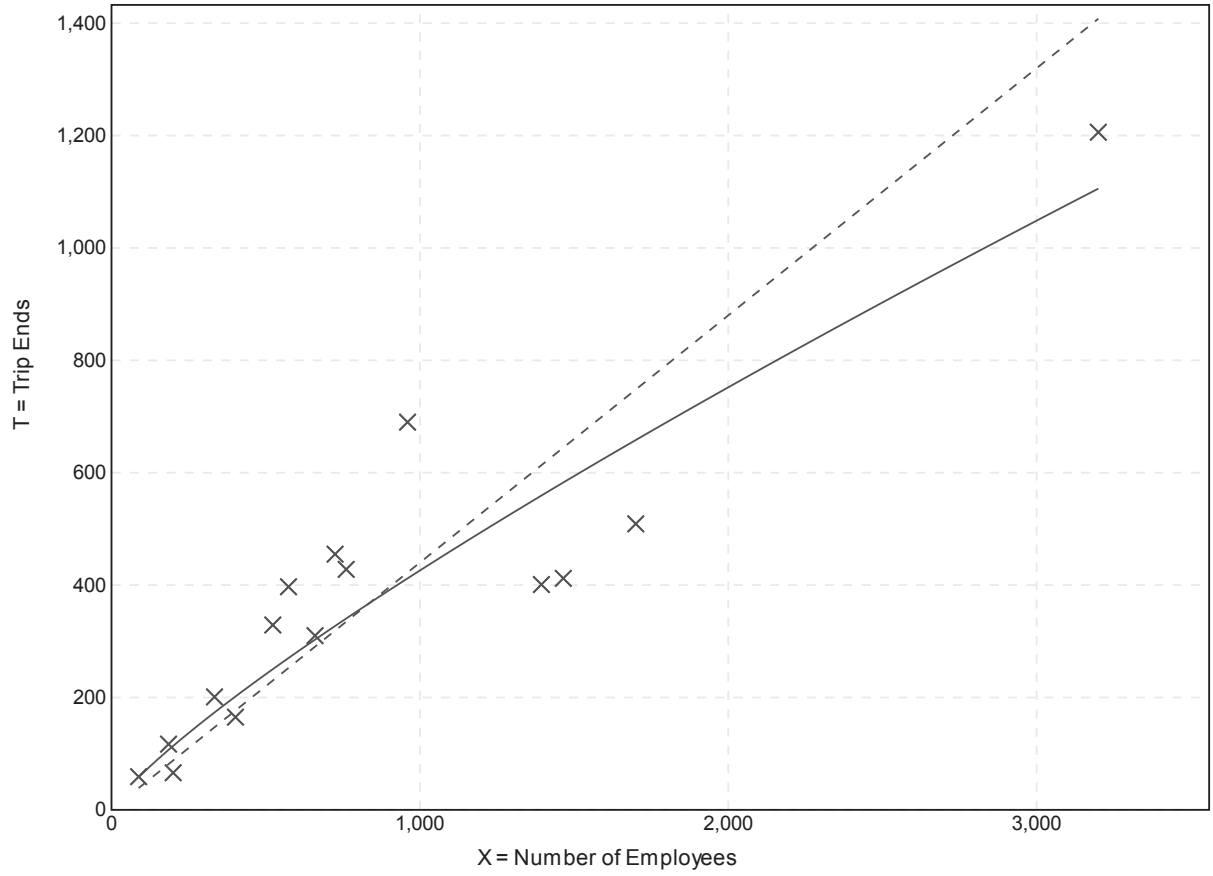
Industrial Park
(130)

Vehicle Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	15
Avg. Num. of Employees:	878
Directional Distribution:	86% entering, 14% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.44	0.28 - 0.72	0.16

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.82 Ln(X) + 0.39

R^2= 0.87

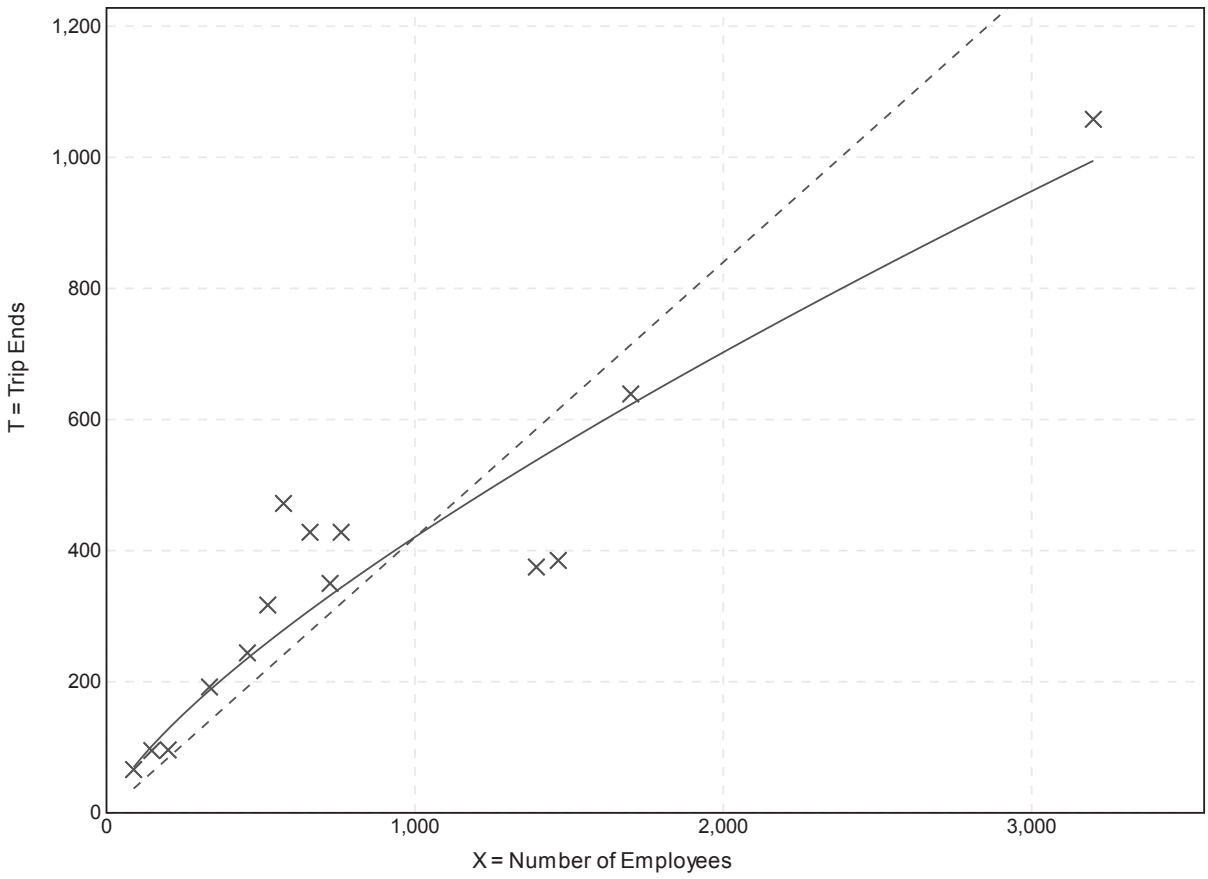
Industrial Park
(130)

Vehicle Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	14
Avg. Num. of Employees:	873
Directional Distribution:	20% entering, 80% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.42	0.26 - 0.82	0.16

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.74 Ln(X) + 0.93

R^2= 0.90

Industrial Park
(130)

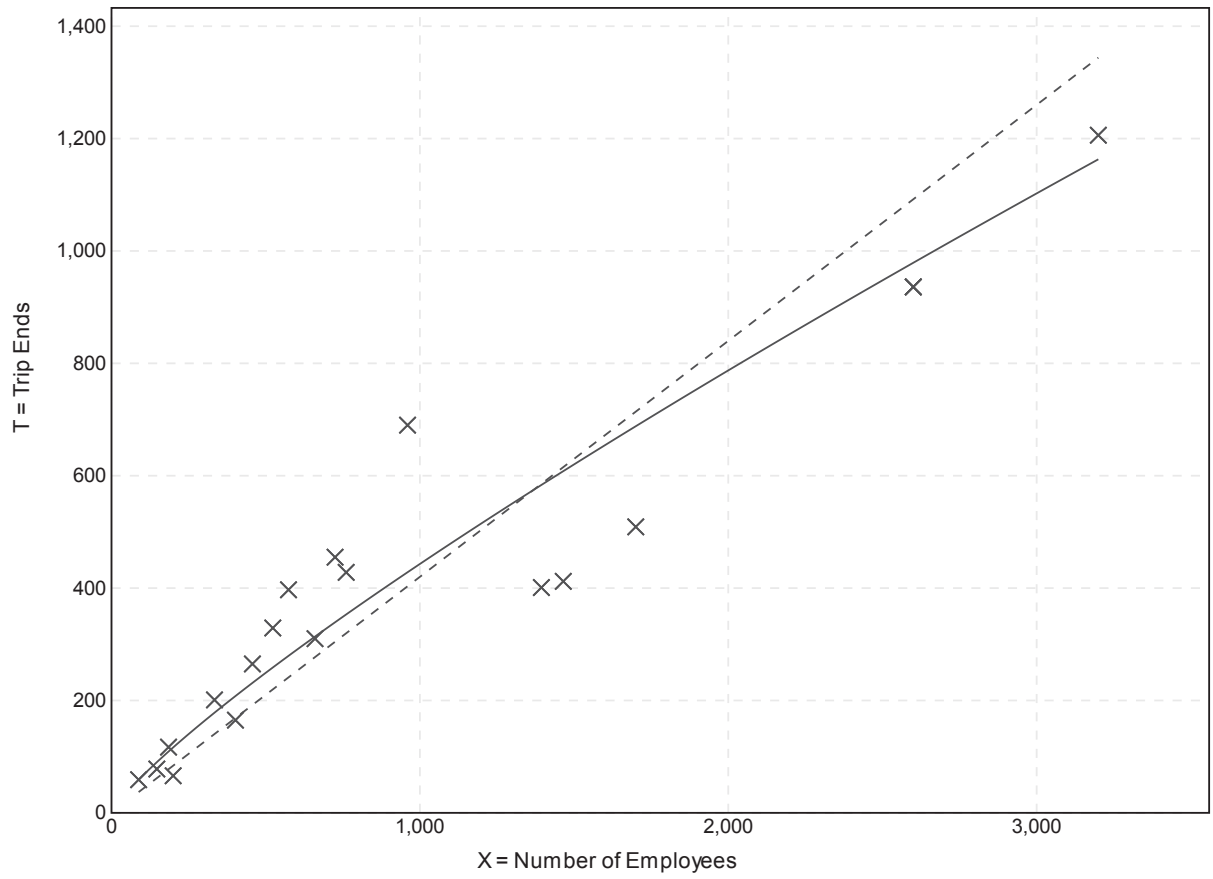
Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. Num. of Employees: 999
Directional Distribution: 87% entering, 13% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.42	0.28 - 0.72	0.14

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 0.36

R^2= 0.90

Industrial Park
(130)

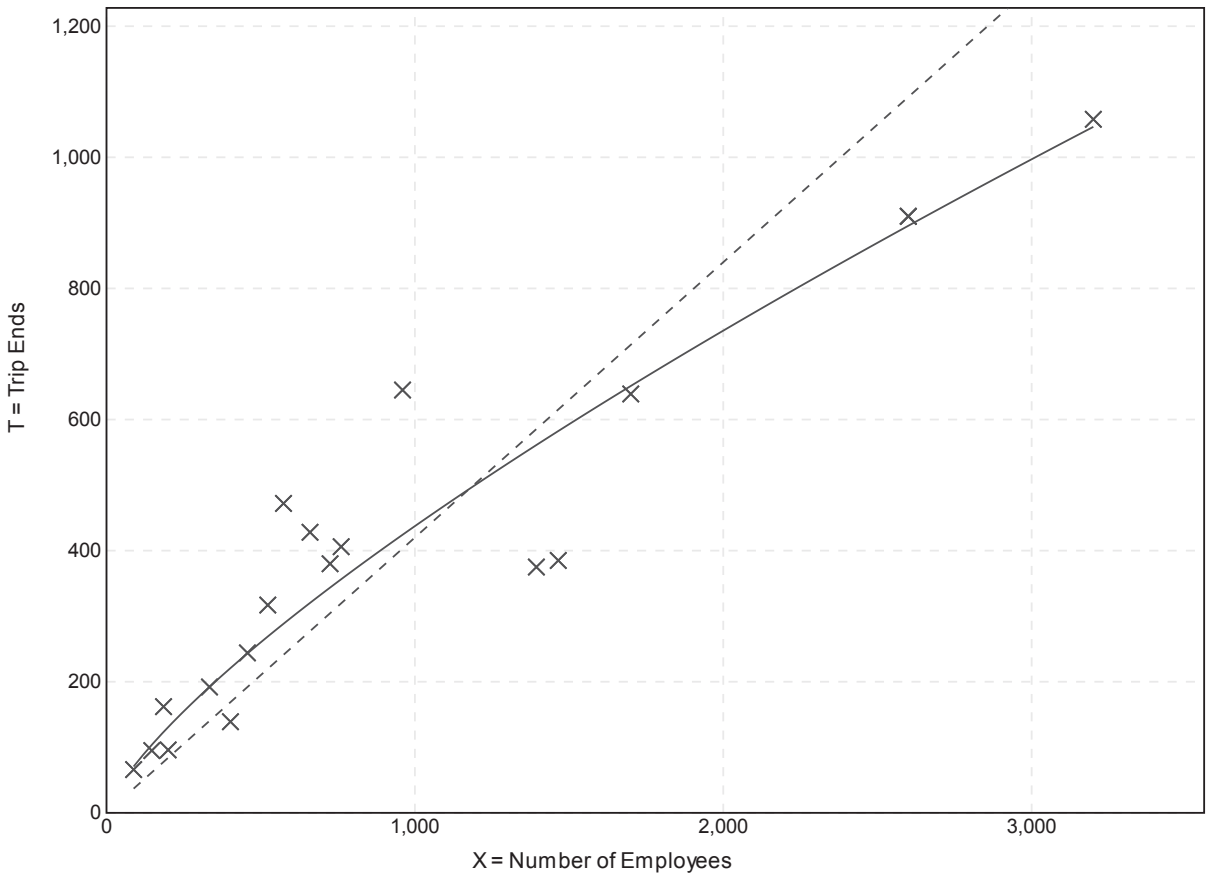
Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. Num. of Employees: 999
Directional Distribution: 21% entering, 79% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.42	0.26 - 0.88	0.15

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.75 Ln(X) + 0.90

R^2= 0.89

Industrial Park
(130)

Vehicle Trip Ends vs: **Employees**
On a: **Saturday**

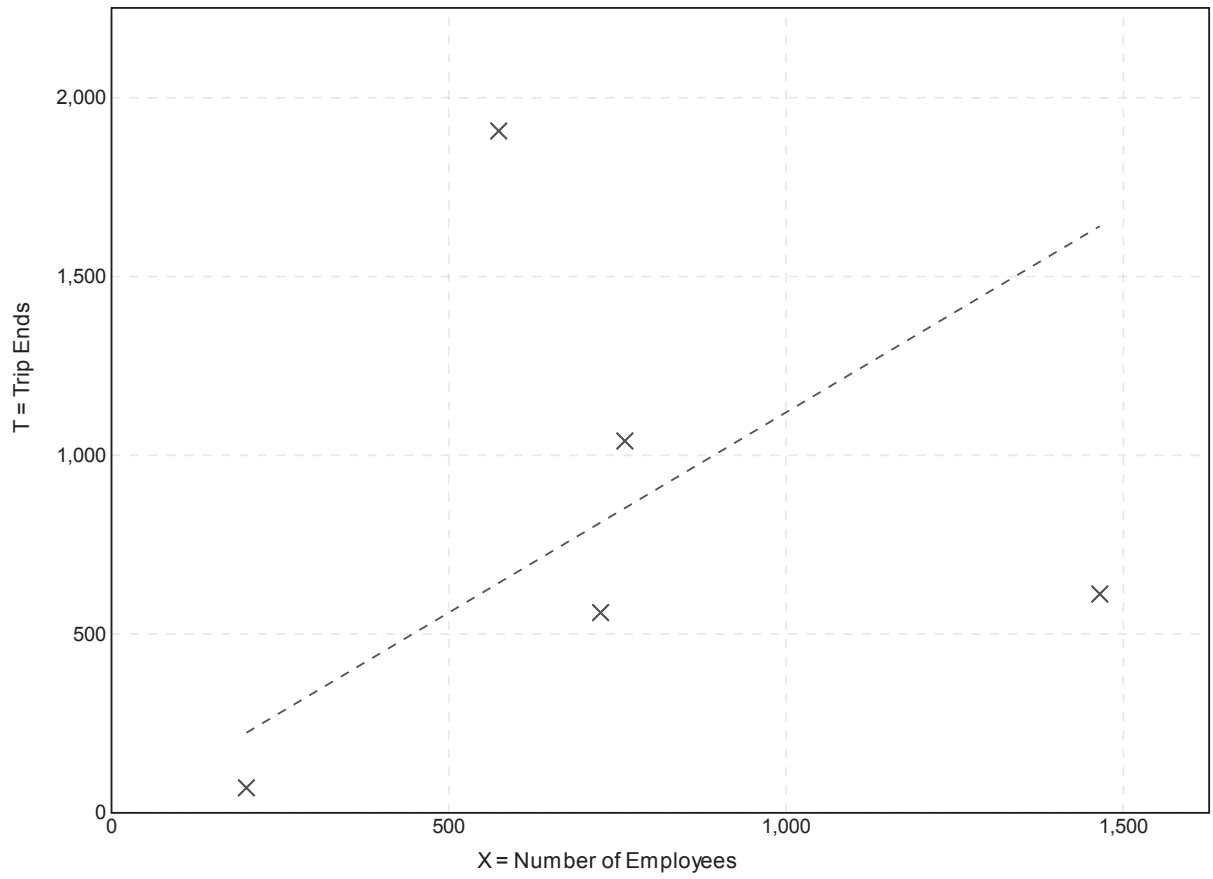
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. Num. of Employees: 745
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.12	0.35 - 3.32	1.12

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

Industrial Park
(130)

Vehicle Trip Ends vs: **Employees**
On a: **Saturday, Peak Hour of Generator**

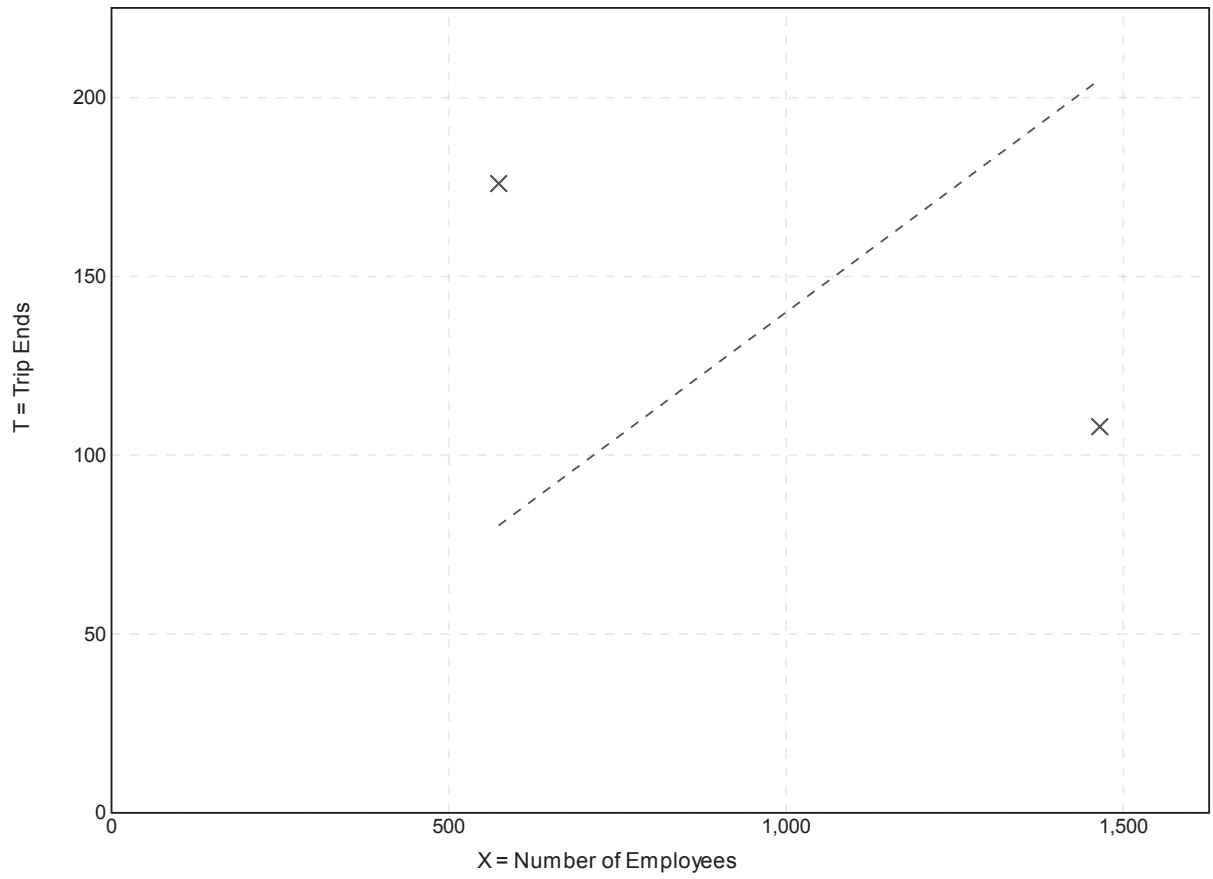
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Employees: 1020
Directional Distribution: 32% entering, 68% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.14	0.07 - 0.31	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Industrial Park
(130)

Vehicle Trip Ends vs: **Employees**
On a: **Sunday**

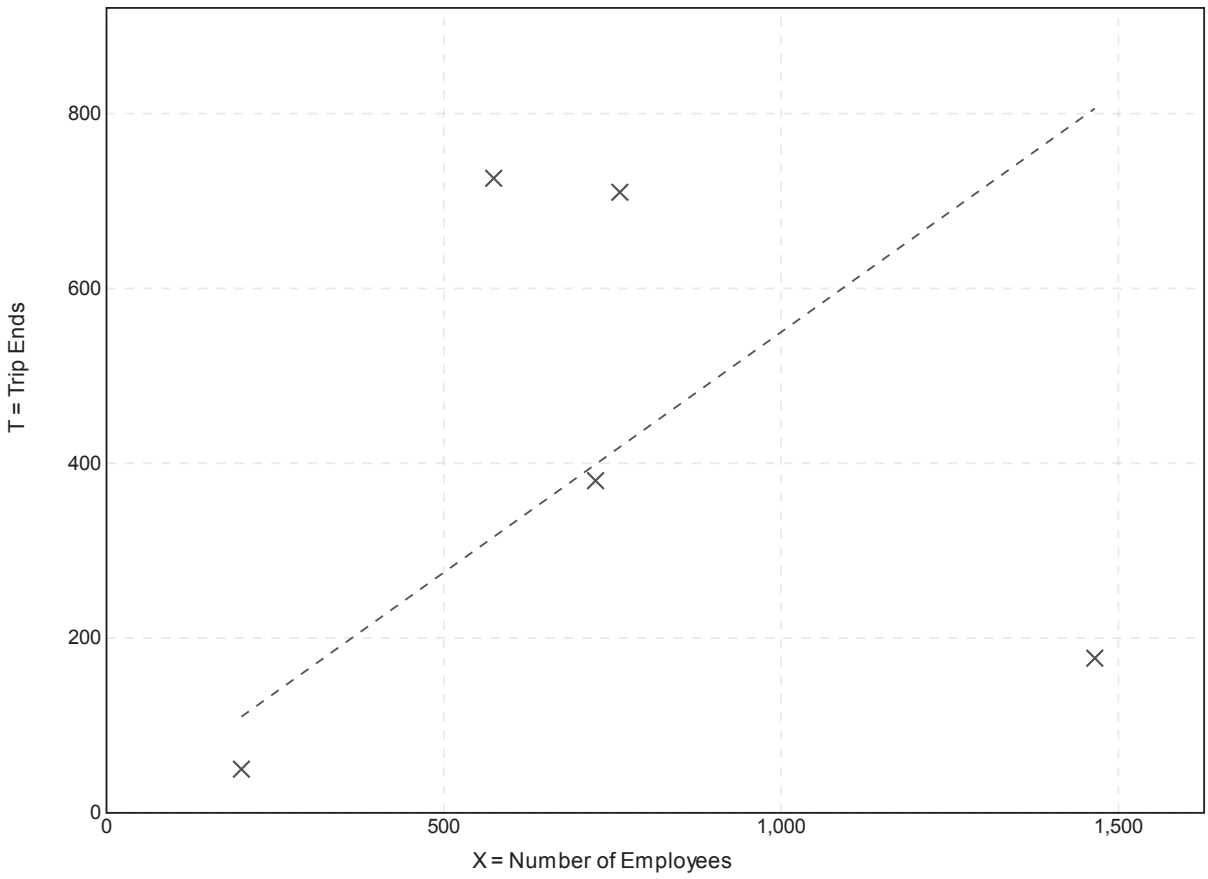
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. Num. of Employees: 745
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.55	0.12 - 1.26	0.48

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

Industrial Park
(130)

Vehicle Trip Ends vs: **Employees**
On a: **Sunday, Peak Hour of Generator**

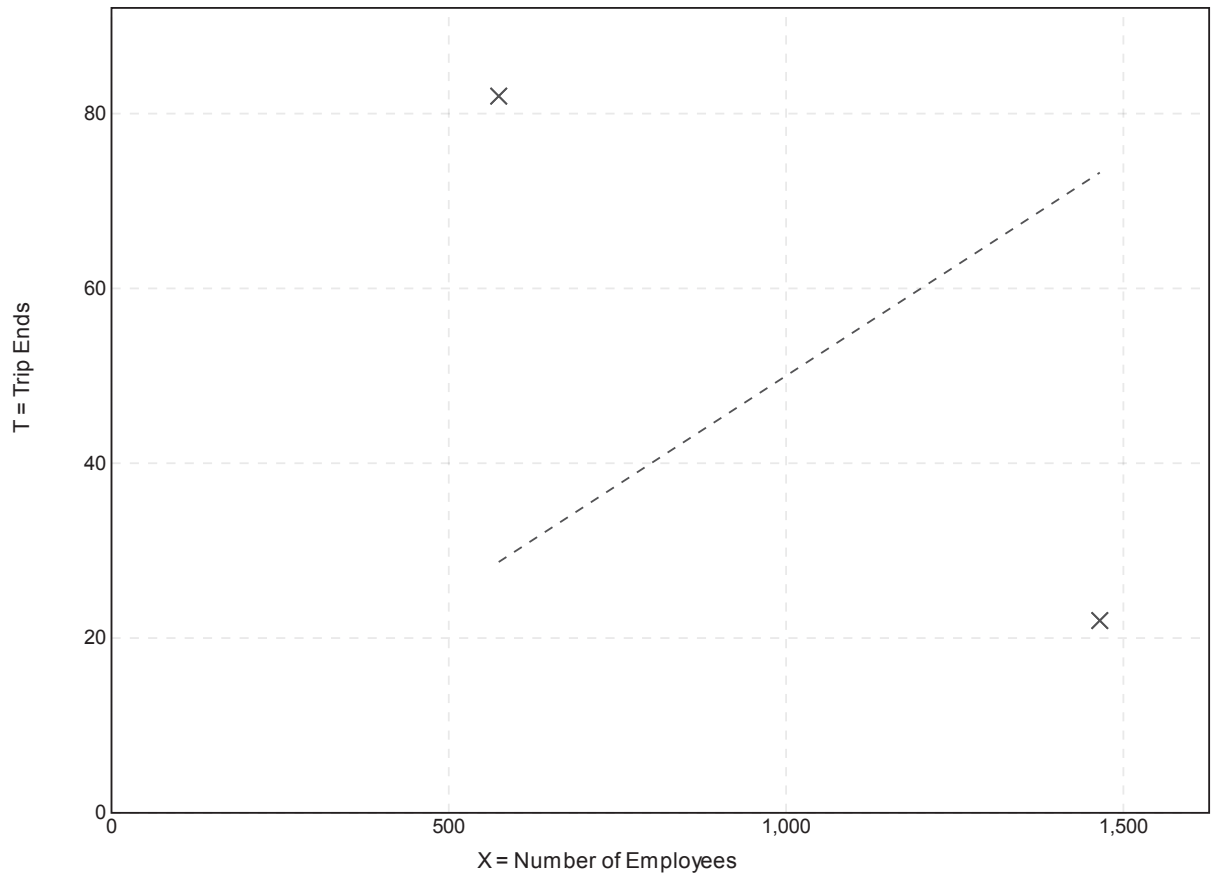
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Employees: 1020
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.05	0.02 - 0.14	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Industrial Park
(130)

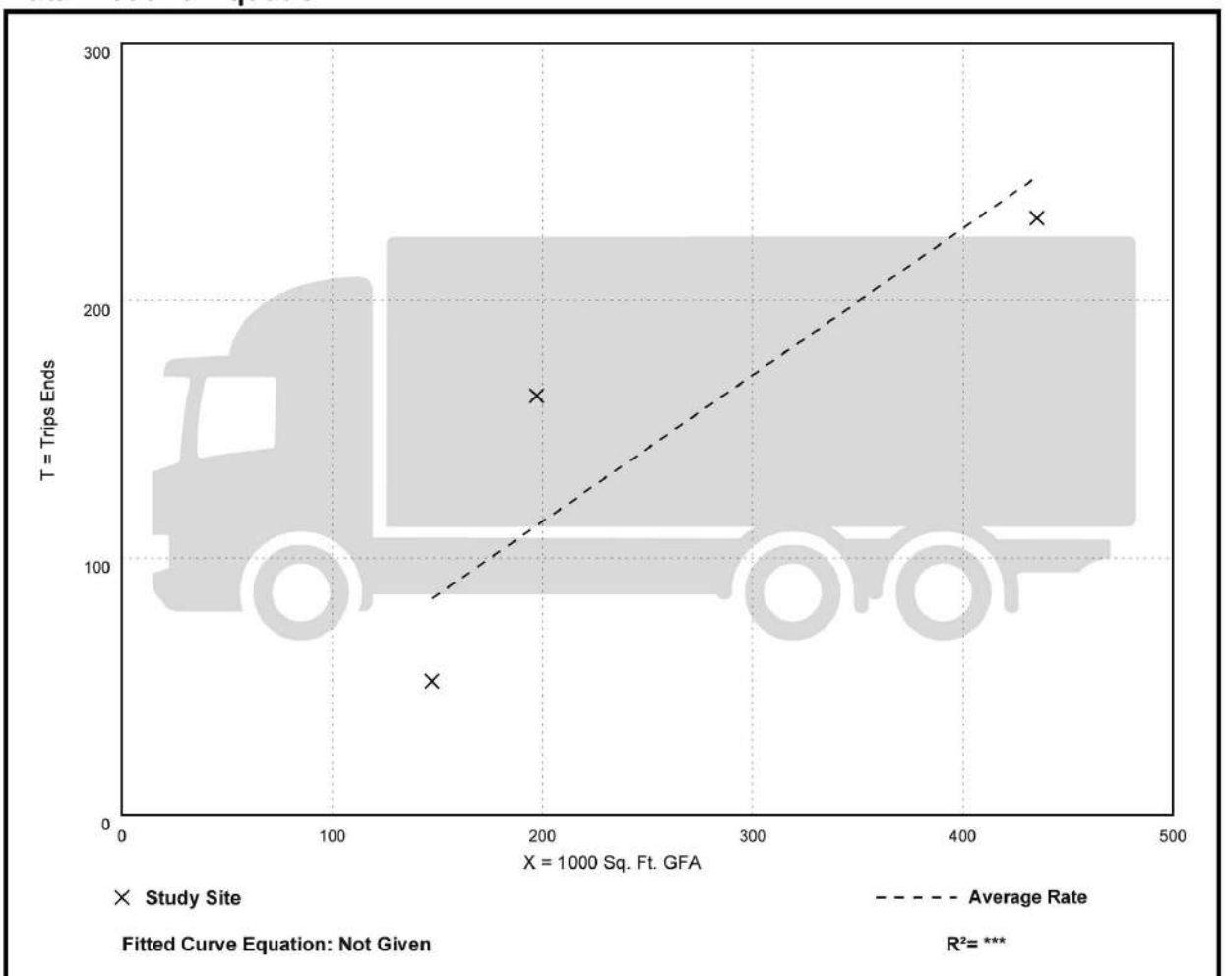
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 260
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.57	0.35 - 0.83	0.20

Data Plot and Equation



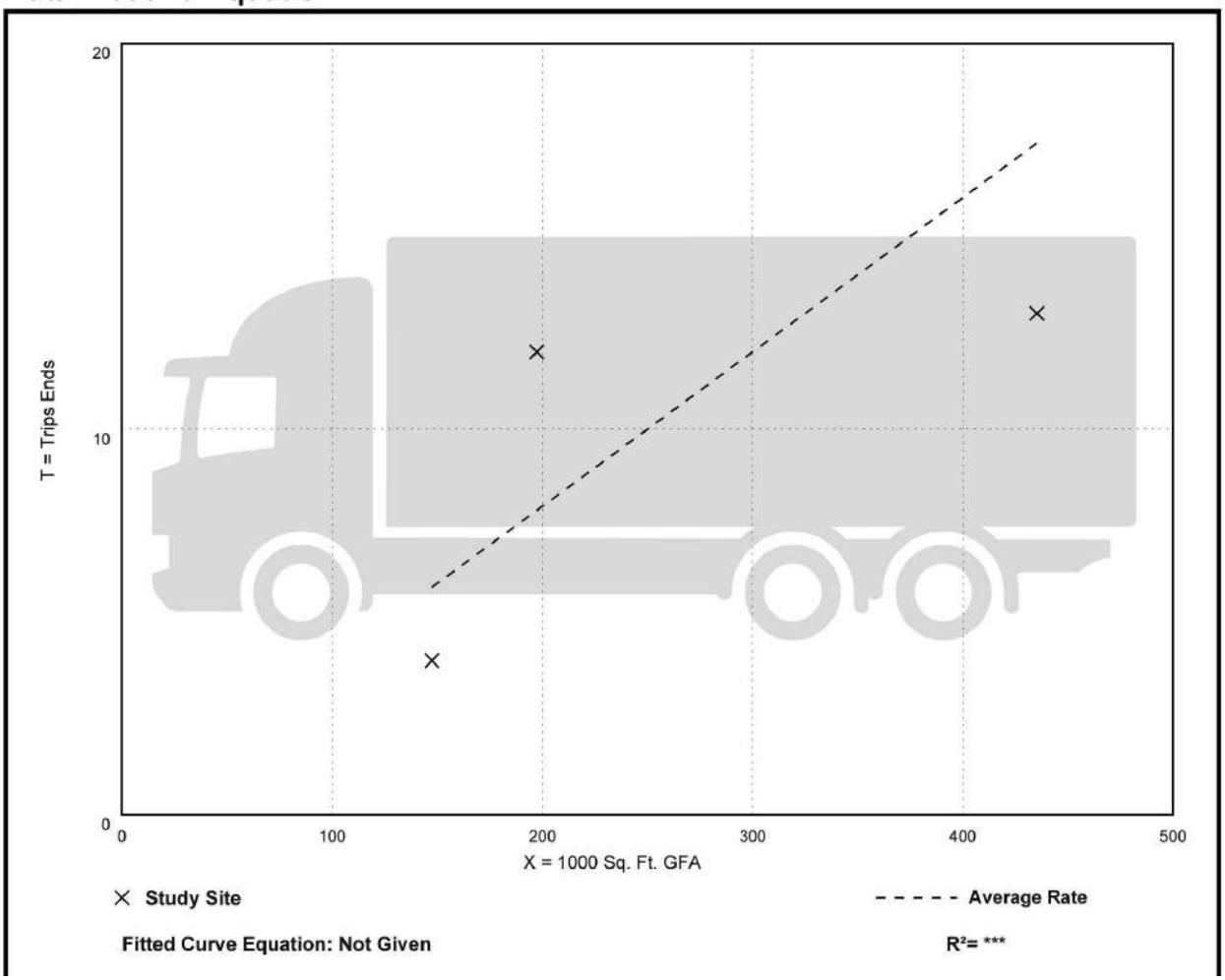
Industrial Park
(130)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 260
Directional Distribution: 45% entering, 55% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.03 - 0.06	0.02

Data Plot and Equation



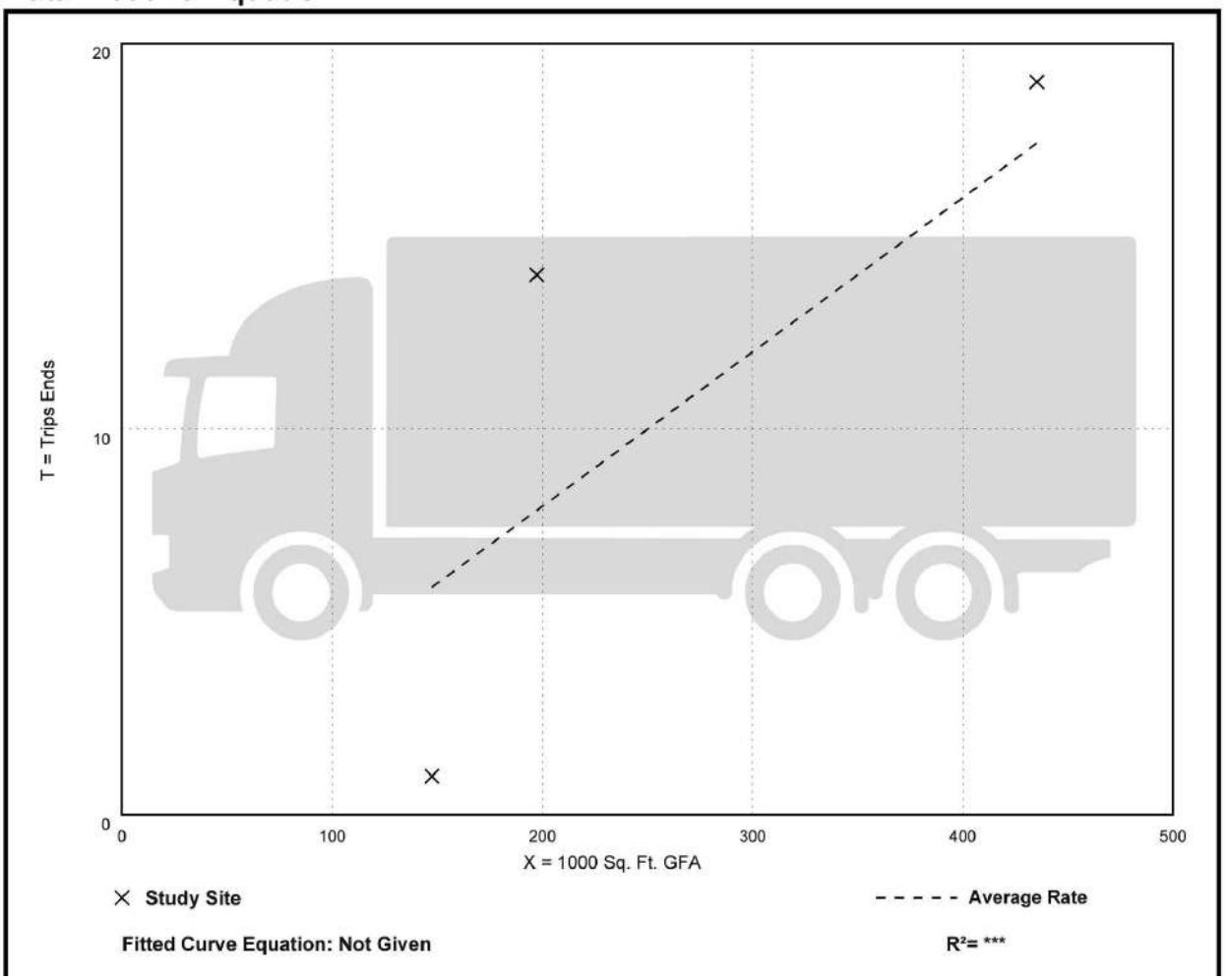
Industrial Park
(130)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 260
Directional Distribution: 38% entering, 62% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.01 - 0.07	0.03

Data Plot and Equation



Industrial Park
(130)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 260
Directional Distribution: 67% entering, 33% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.02 - 0.05	0.01

Data Plot and Equation



Industrial Park
(130)

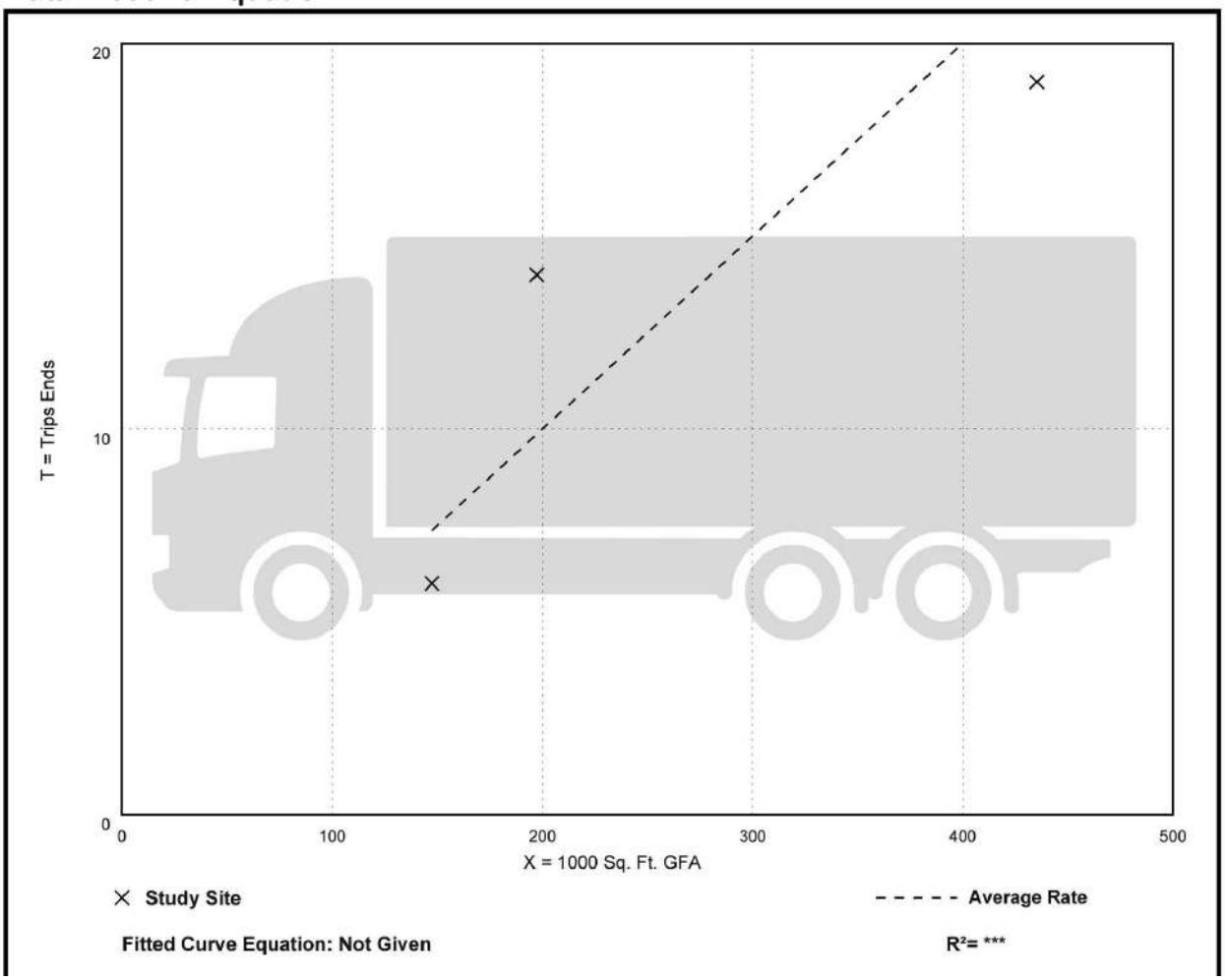
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 260
Directional Distribution: 38% entering, 62% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.04 - 0.07	0.01

Data Plot and Equation



Land Use: 150
Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 13 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940

Warehousing
(150)

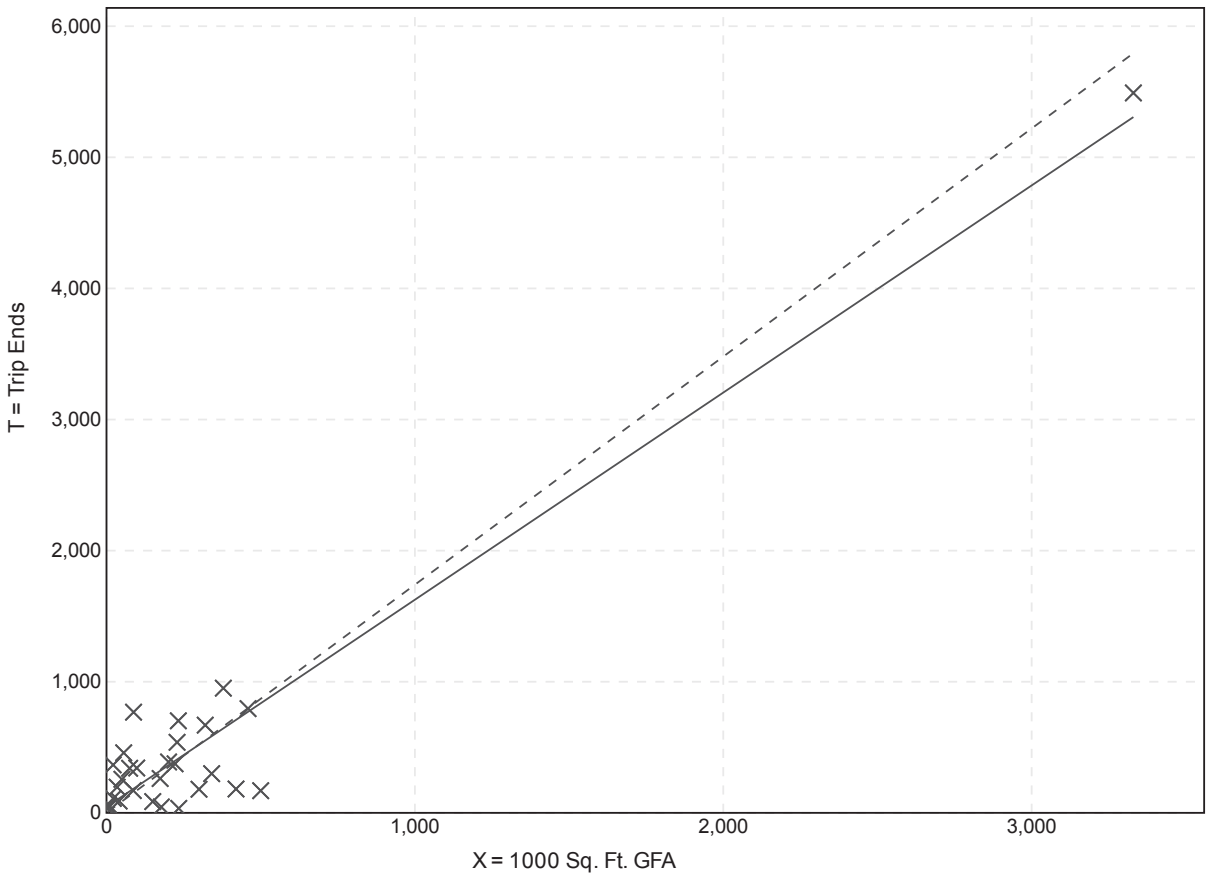
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
1000 Sq. Ft. GFA: 285
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.74	0.15 - 16.93	1.55

Data Plot and Equation



Fitted Curve Equation: T = 1.58(X) + 45.54

R^2= 0.93

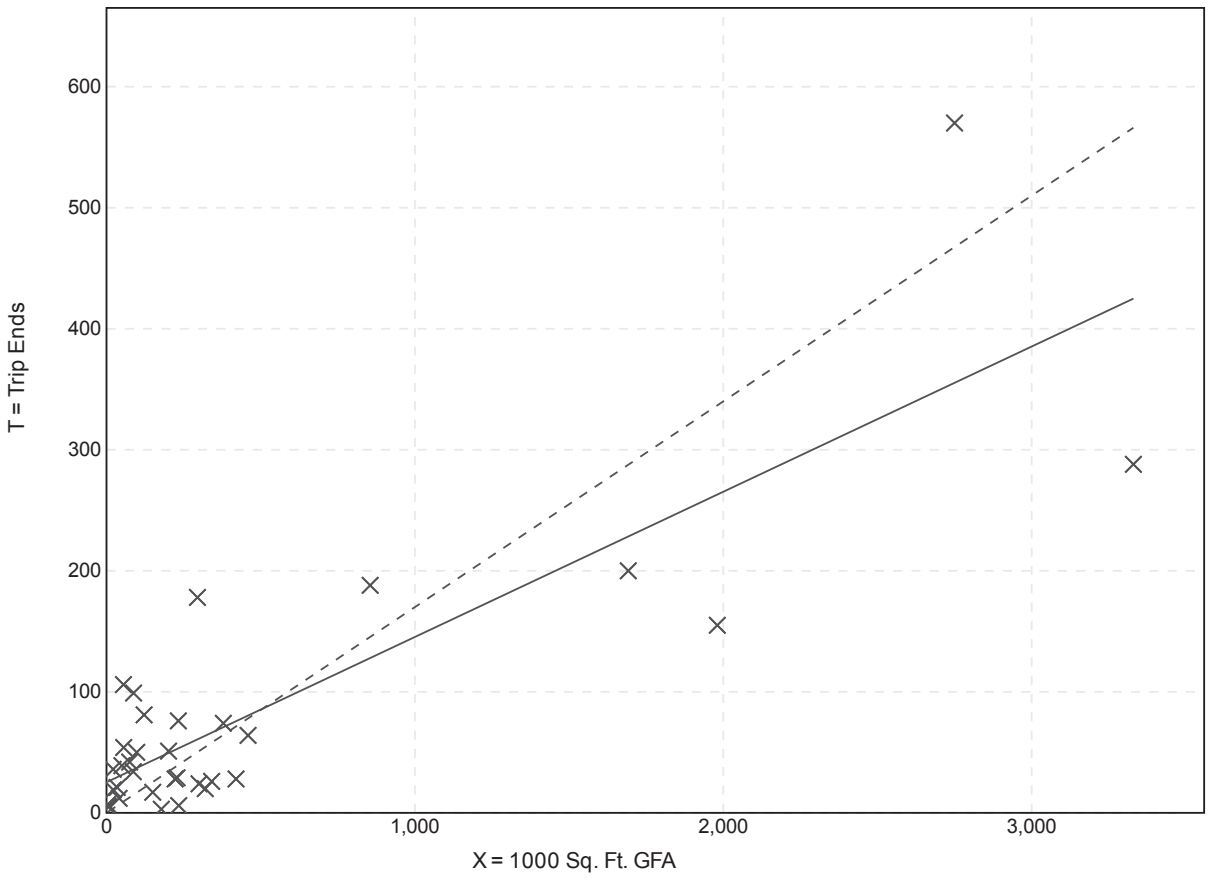
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	34
1000 Sq. Ft. GFA:	451
Directional Distribution:	77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.20

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 25.32

R^2= 0.69

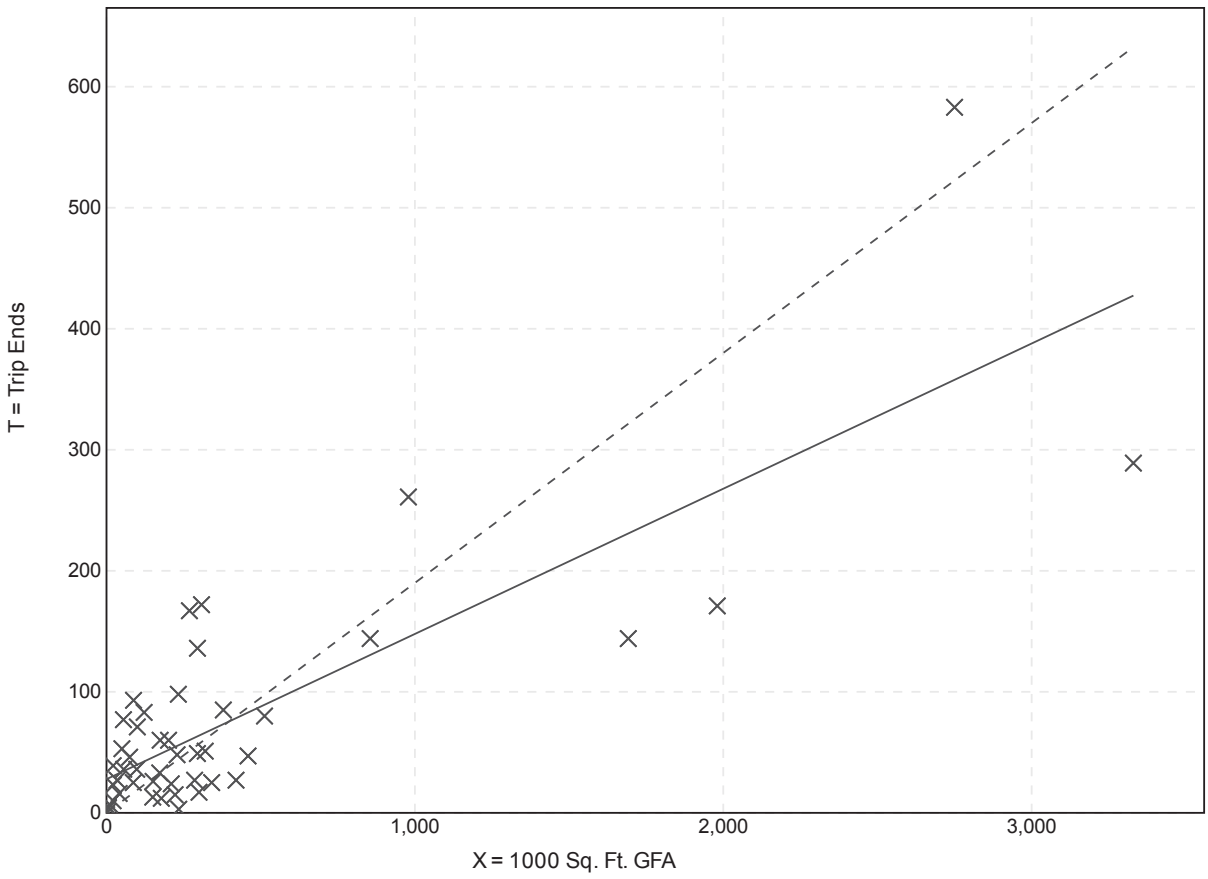
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	47
1000 Sq. Ft. GFA:	400
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 1.80	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 27.82

R^2= 0.65

Warehousing
(150)

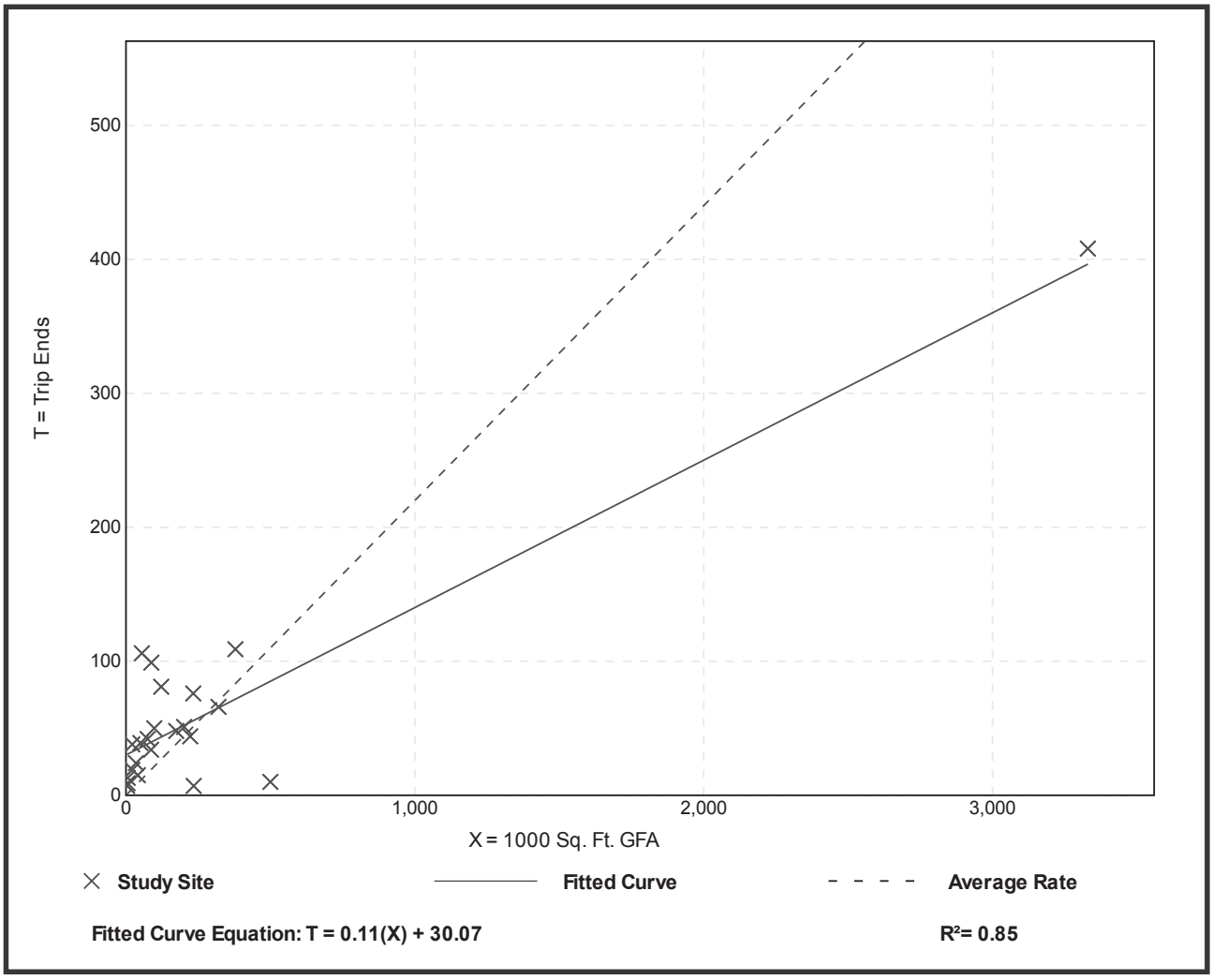
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 23
1000 Sq. Ft. GFA: 274
Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.22	0.02 - 2.08	0.28

Data Plot and Equation



Warehousing
(150)

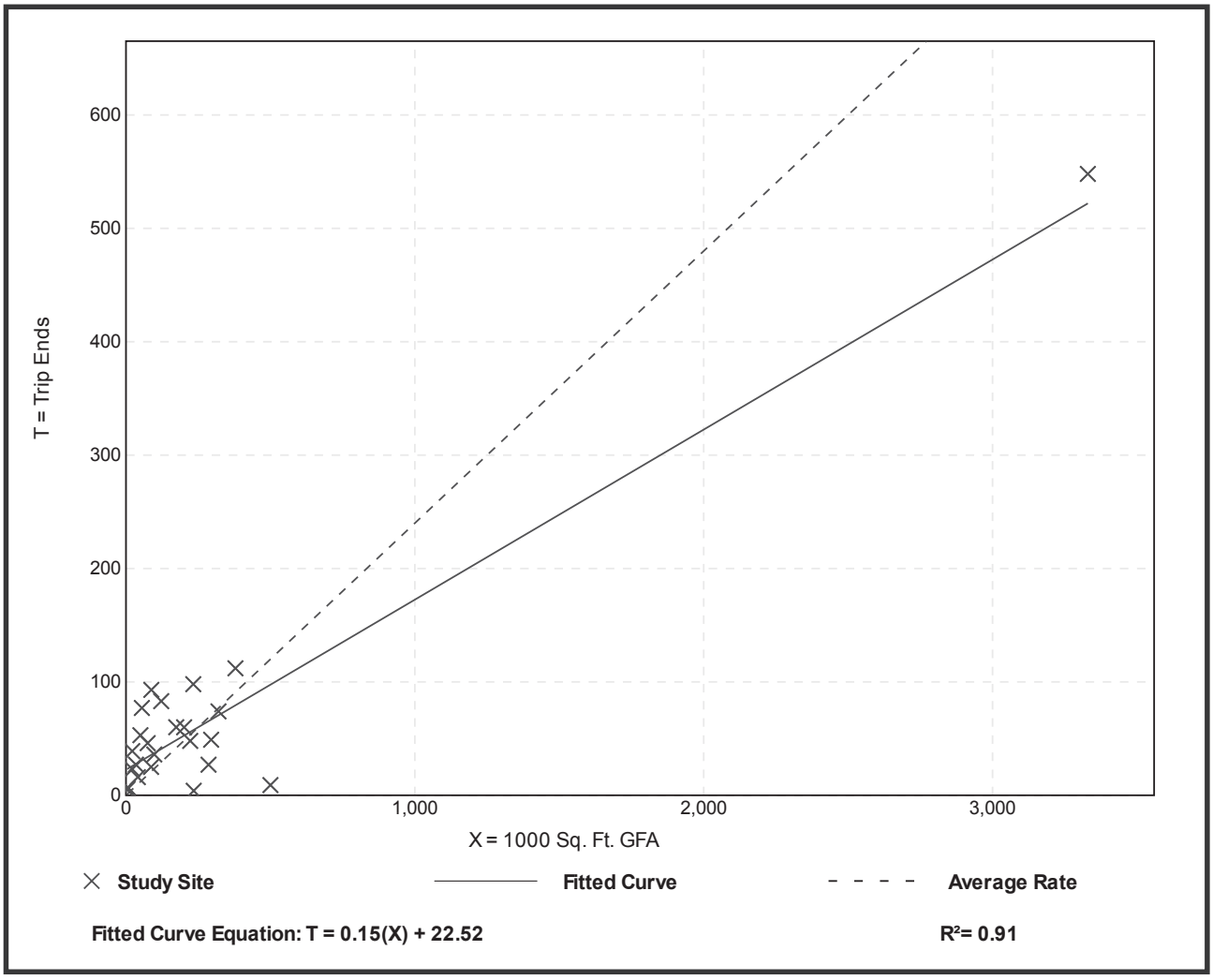
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 25
1000 Sq. Ft. GFA: 275
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.24	0.02 - 1.80	0.24

Data Plot and Equation



Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday**

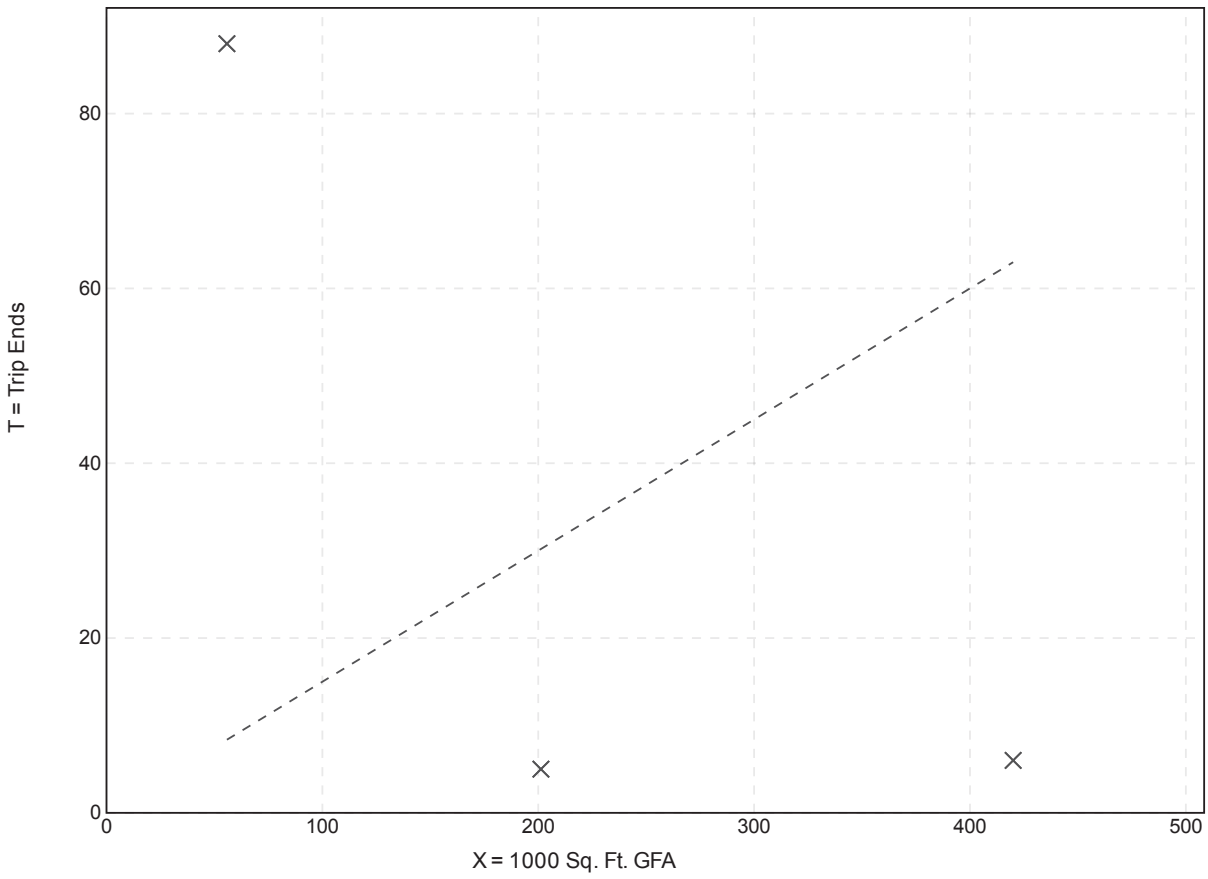
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
1000 Sq. Ft. GFA: 226
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.01 - 1.58	1.12

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

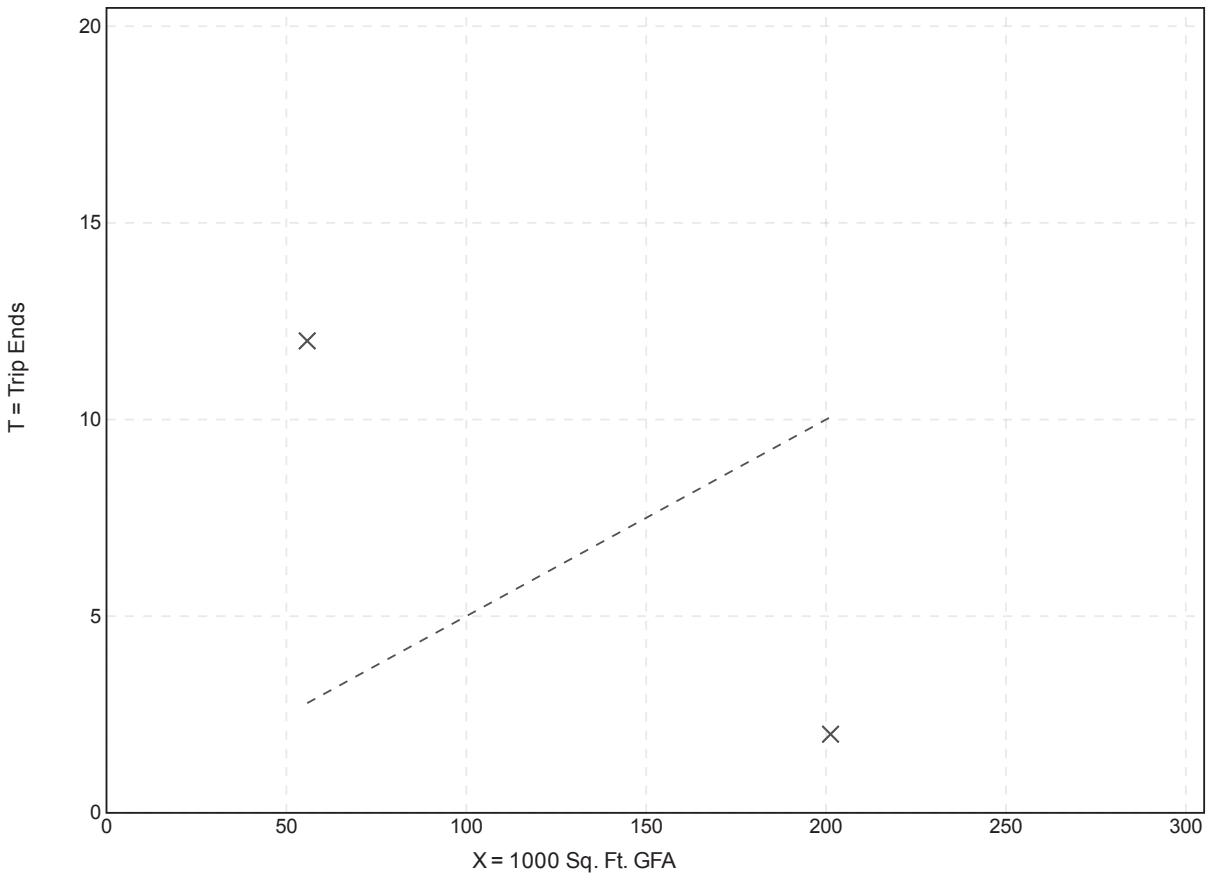
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
1000 Sq. Ft. GFA: 129
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.01 - 0.22	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Sunday**

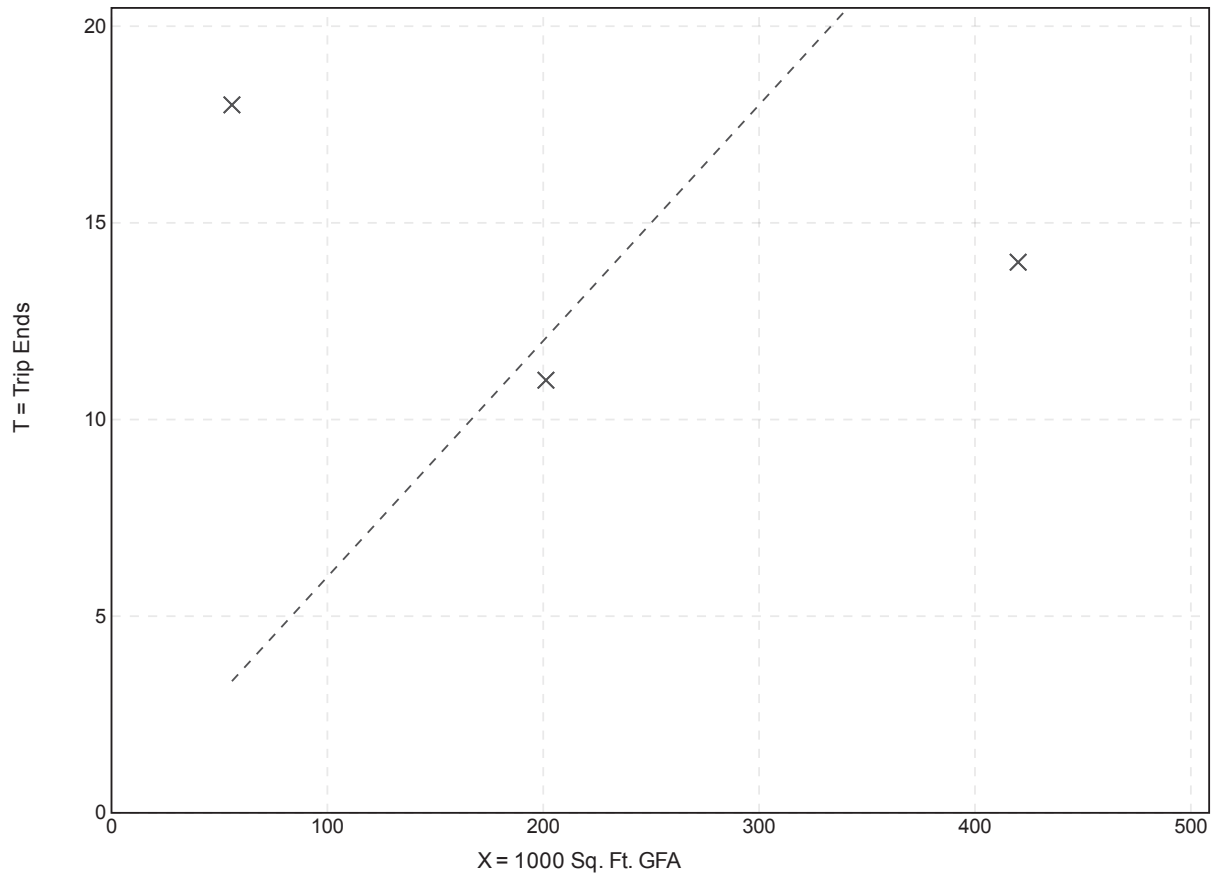
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
1000 Sq. Ft. GFA: 226
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.03 - 0.32	0.23

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Sunday, Peak Hour of Generator**

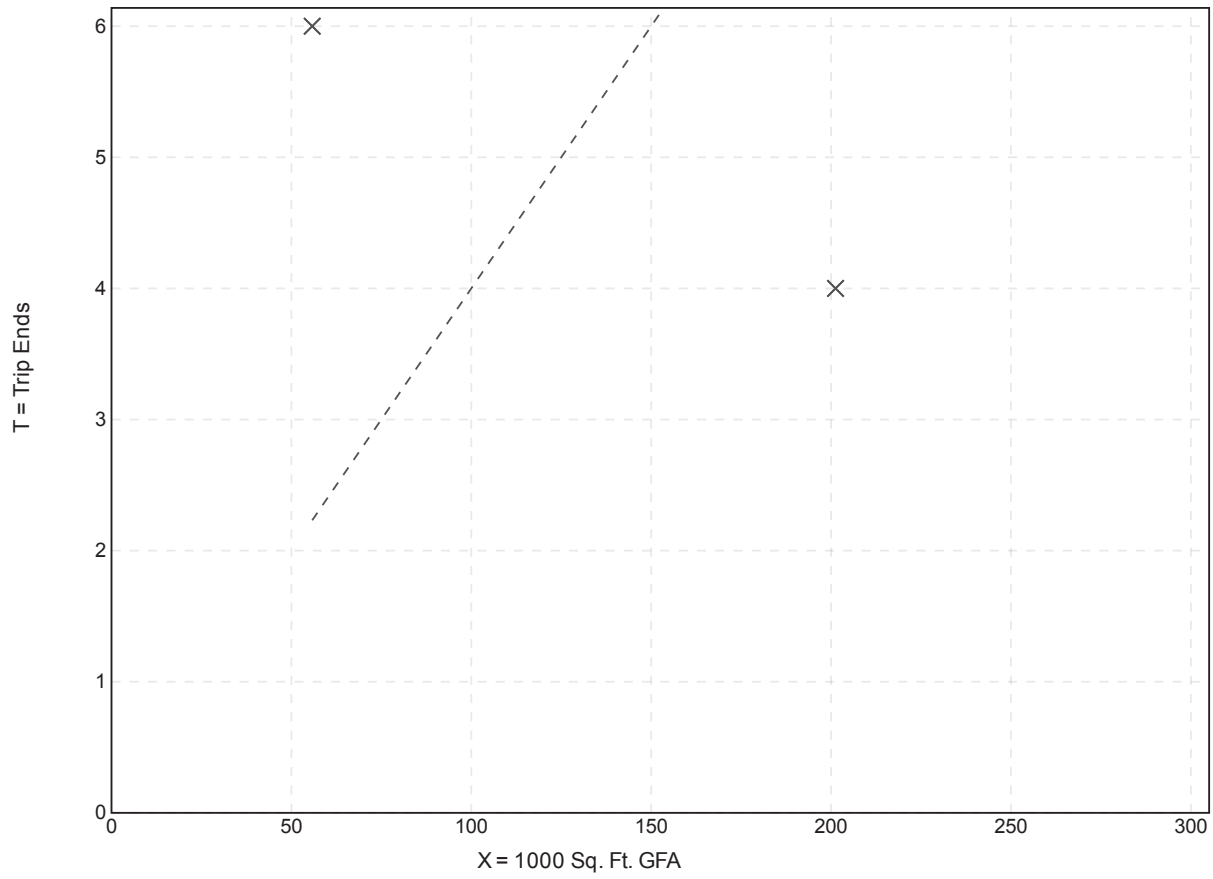
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
1000 Sq. Ft. GFA: 129
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.02 - 0.11	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Warehousing
(150)

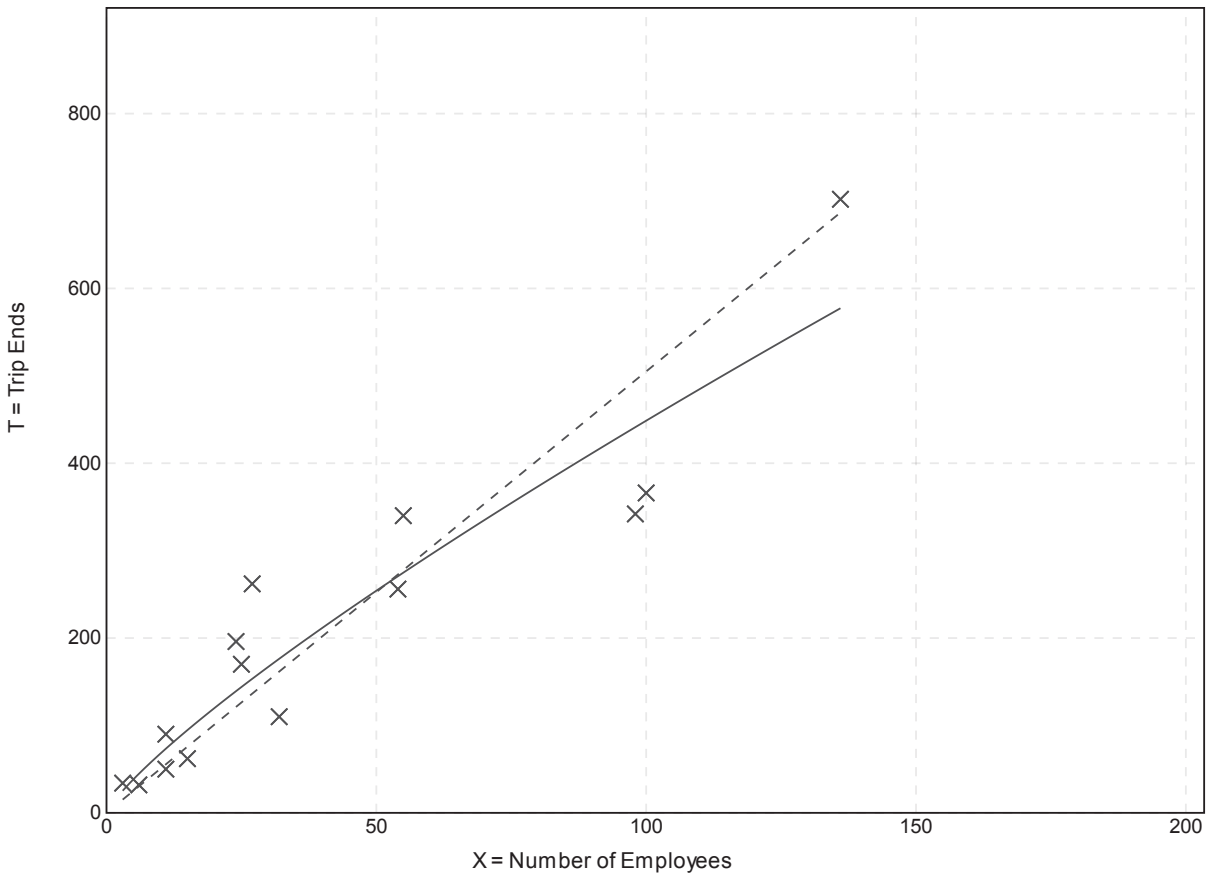
Vehicle Trip Ends vs: **Employees**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. Num. of Employees: 43
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
5.05	3.44 - 11.33	1.77

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.82 Ln(X) + 2.33

R^2= 0.88

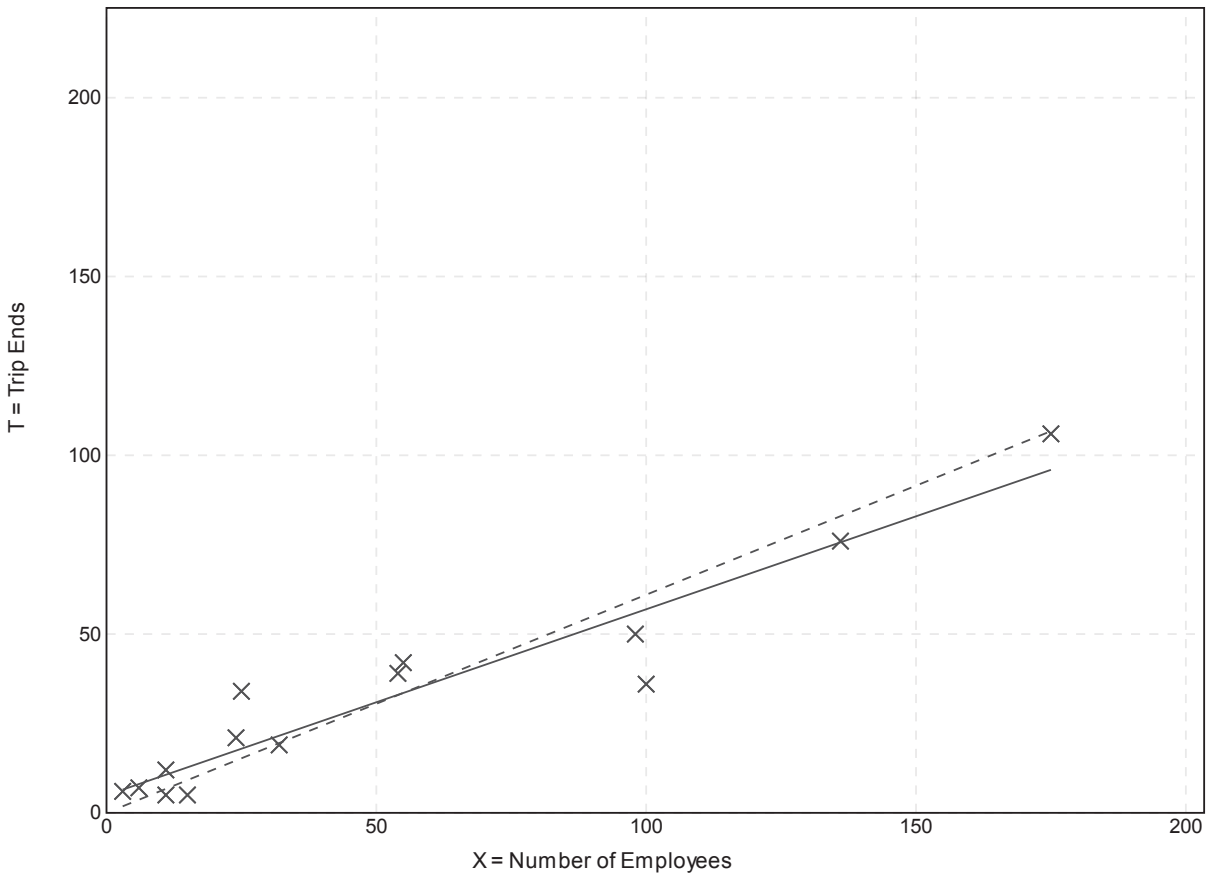
Warehousing
(150)

Vehicle Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	14
Avg. Num. of Employees:	53
Directional Distribution:	72% entering, 28% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.61	0.33 - 2.00	0.23

Data Plot and Equation



Fitted Curve Equation: T = 0.52(X) + 4.93

R^2= 0.91

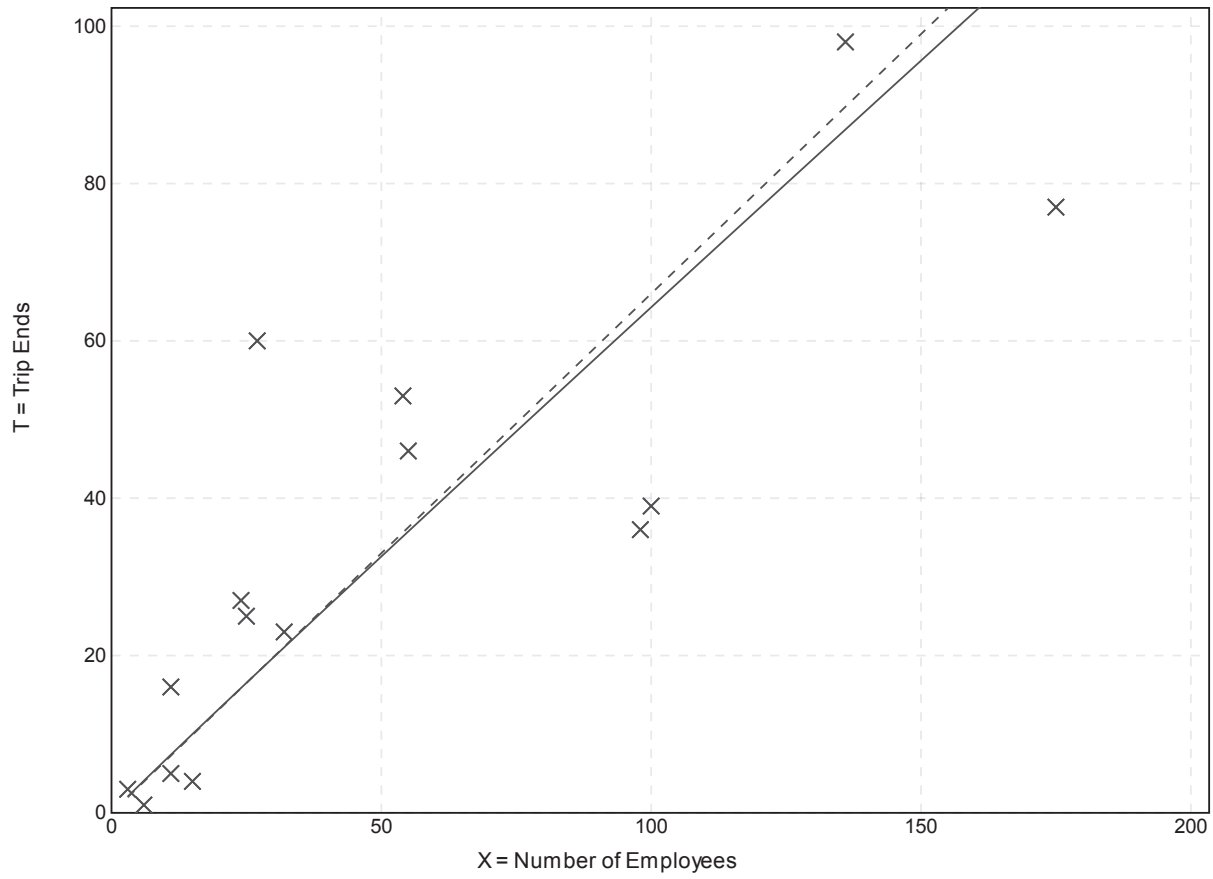
Warehousing
(150)

Vehicle Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	15
Avg. Num. of Employees:	51
Directional Distribution:	36% entering, 65% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.66	0.17 - 2.22	0.40

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.98 Ln(X) - 0.35

R^2= 0.74

Warehousing
(150)

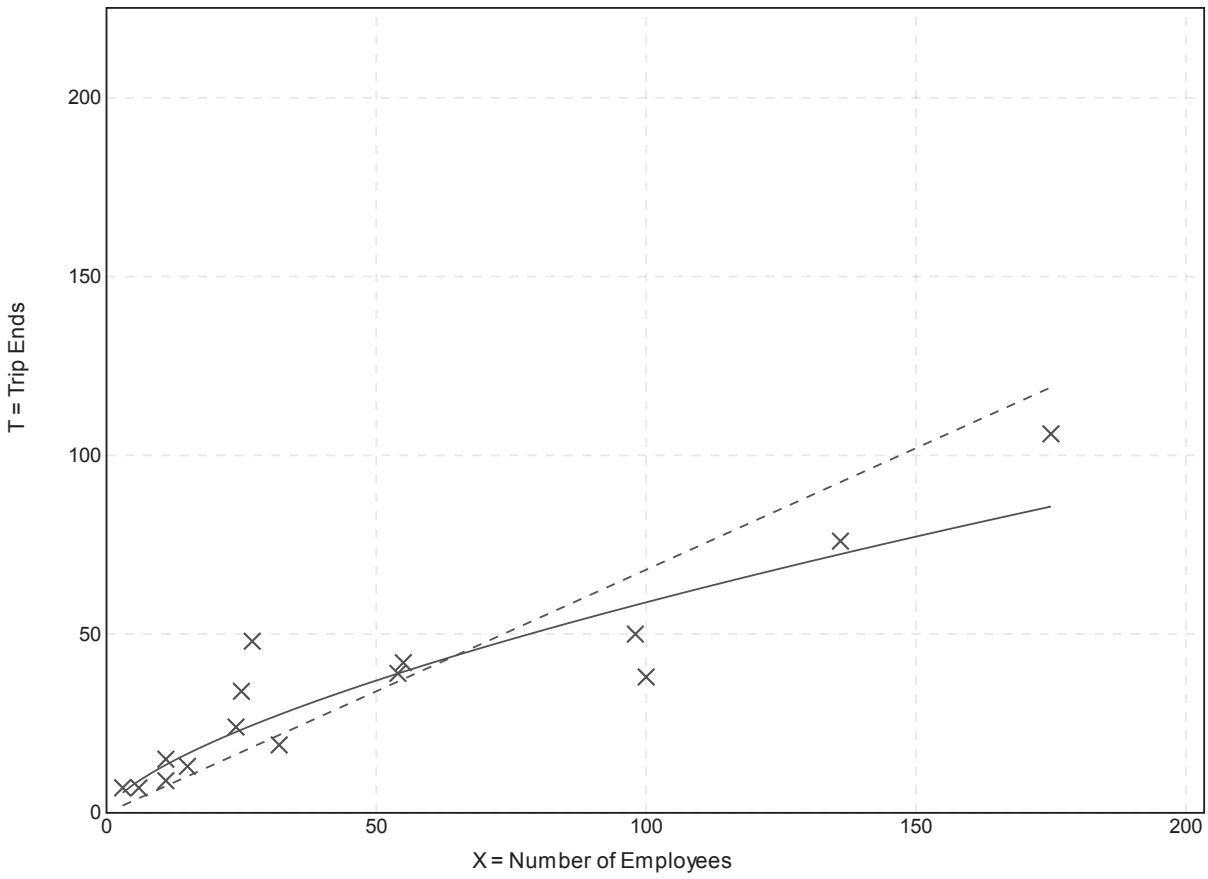
Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 15
Avg. Num. of Employees: 51
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.68	0.38 - 2.33	0.33

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.67 Ln(X) + 0.99

R^2= 0.87

Warehousing
(150)

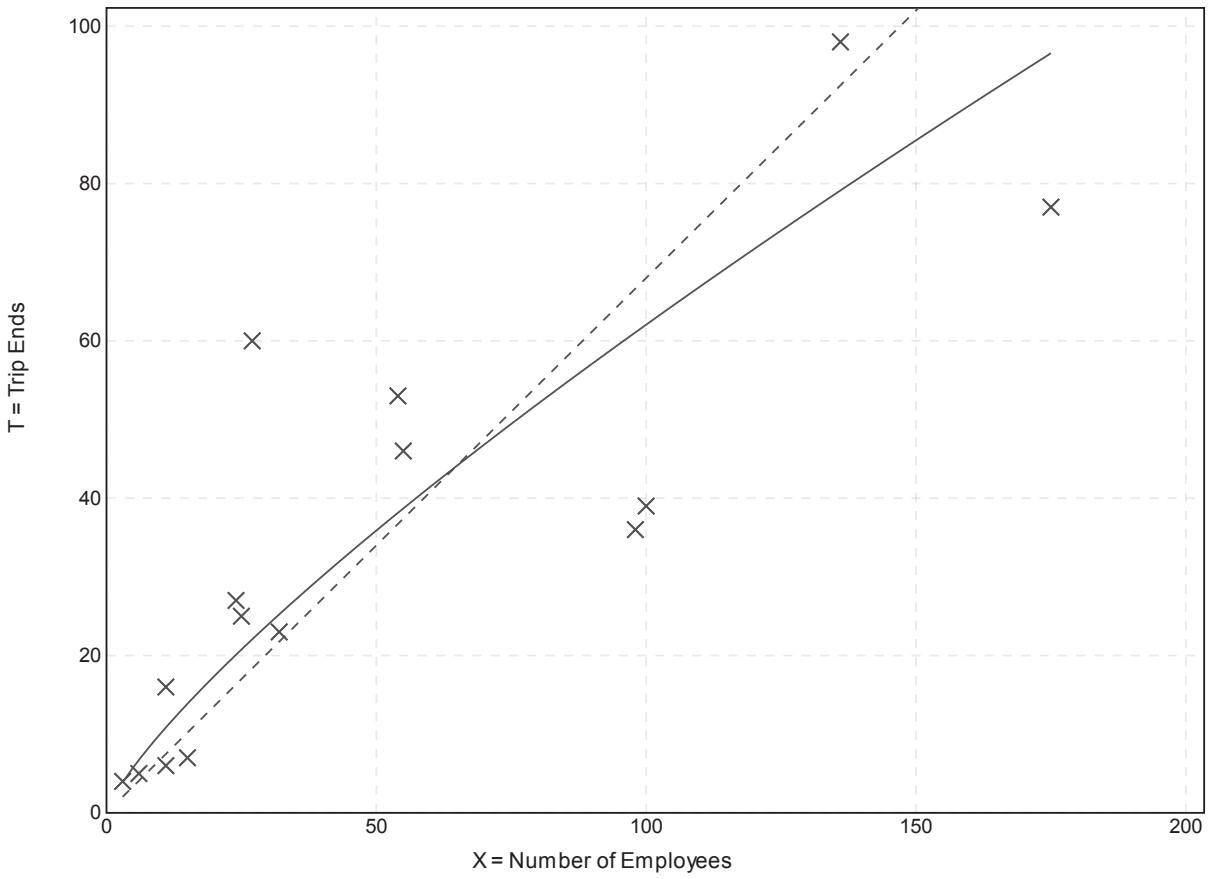
Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 15
Avg. Num. of Employees: 51
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.68	0.37 - 2.22	0.40

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.79 Ln(X) + 0.49

R^2= 0.80

10 Truck Trip Generation Data Plots

The table below lists the 50 land uses for which truck trip generation data are available. Data plots are presented on the following pages for a single independent variable across all available time periods and settings. Data plots for additional independent variables are available in the ITETripGen web app for some land uses.

A land use denoted in the table with a "*" symbol indicates that trip generation data plots are available only in the ITETripGen web app. They are not reproduced in the hard-copy or electronic versions of the ITE *Trip Generation Manual*, 10th Edition Supplement.

The truck trip generation data plots and statistics for the AM and PM Peak Hour of Generator refer to the peak hour for total vehicle trips generated by the site. This time period may or may not coincide with the peak hour of truck trips generated by the site. Refer to Appendix D for truck trip time of day distributions by land use.

CODE	LAND USE
Industrial (Land Uses 100–199)	
110	General Light Industrial
130	Industrial Park
140	Manufacturing
150	Warehousing
151	Mini-Warehouse
154	High-Cube Transload and Short-Term Storage Warehouse
155	High-Cube Fulfillment Center Warehouse
156	High-Cube Parcel Hub Warehouse
157	High-Cube Cold Storage Warehouse
170	Utility
180	Specialty Trade Contractor

CODE	LAND USE
Residential (Land Uses 200–299)	
254	Assisted Living
Lodging (Land Uses 300–399)	
312	Business Hotel
320	Motel
Institutional (Land Uses 500–599)	
565	Day Care Center
580	Museum
Medical (Land Uses 600–699)	
610	Hospital
620	Nursing Home
630	Clinic
640	Animal Hospital/Veterinary Clinic

CODE	LAND USE
Office (Land Uses 700–799)	
710	General Office Building
712	Small Office Building
720	Medical-Dental Office Building
730	Government Office Building
Retail (Land Uses 800–899)	
812	Building Materials and Lumber Store
813	Free-Standing Discount Superstore
814	Variety Store
816	Hardware/Paint Store
820	Shopping Center
840	Automobile Sales (New)
841	Automobile Sales (Used)
842	Recreational Vehicle Sales
843	Automobile Parts Sales
848	Tire Store
850	Supermarket
853	Convenience Market with Gasoline Pumps
862	Home Improvement Superstore
881	Pharmacy/Drugstore with Drive-Through Window
890	Furniture Store

CODE	LAND USE
Services (Land Uses 900–999)	
912	Drive-in Bank
931	Quality Restaurant*
932	High-Turnover (Sit-Down) Restaurant
933	Fast-Food Restaurant without Drive-Through Window
934	Fast-Food Restaurant with Drive-Through Window
935	Fast-Food Restaurant with Drive-Through Window and No Indoor Seating
941	Quick Lubrication Vehicle Shop
943	Automobile Parts and Service Center
945	Gasoline/Service Station with Convenience Market
950	Truck Stop
960	Super Convenience Market/Gas Station

Warehousing
(150)

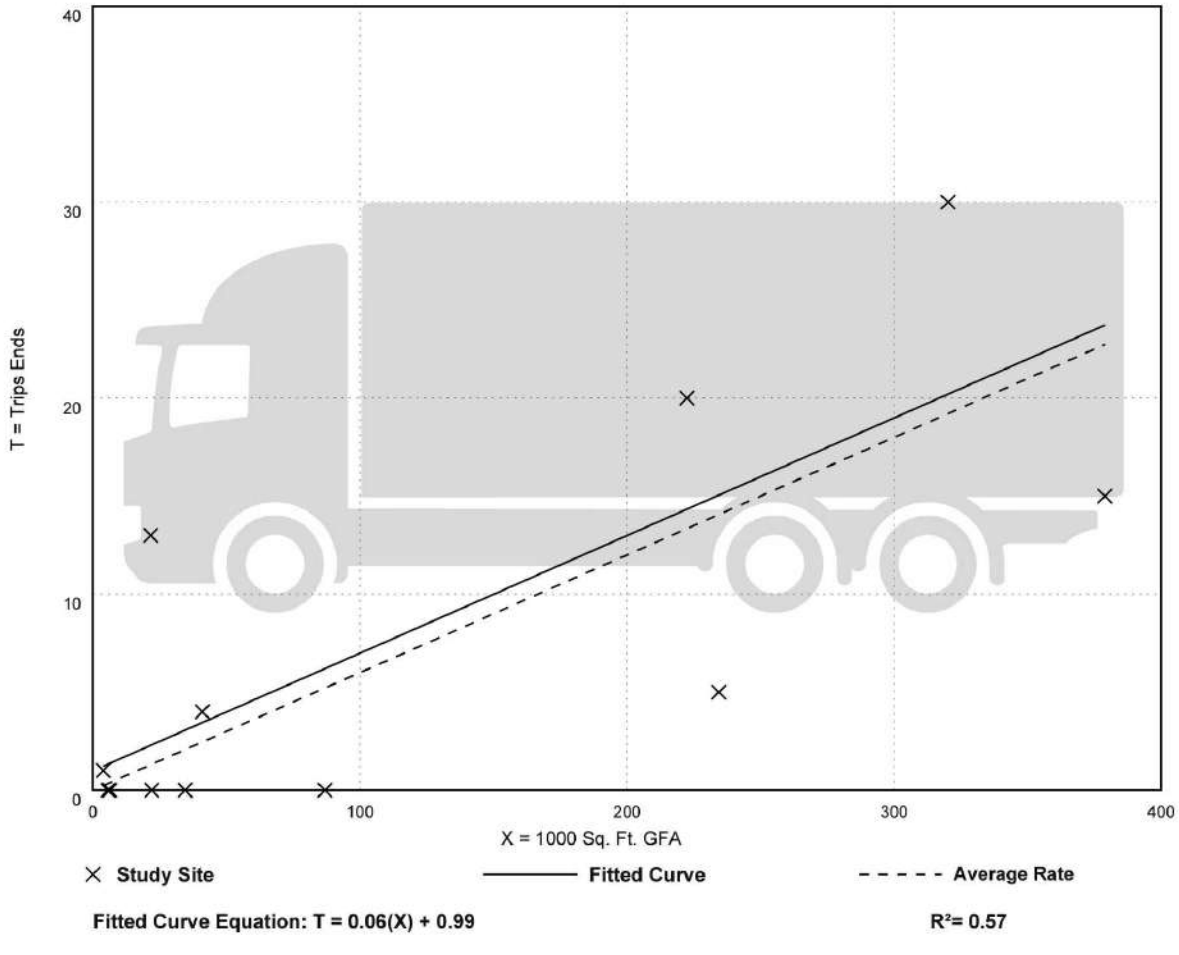
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 35% entering, 65% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.60	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.06(X) + 0.99

R^2= 0.57

Warehousing
(150)

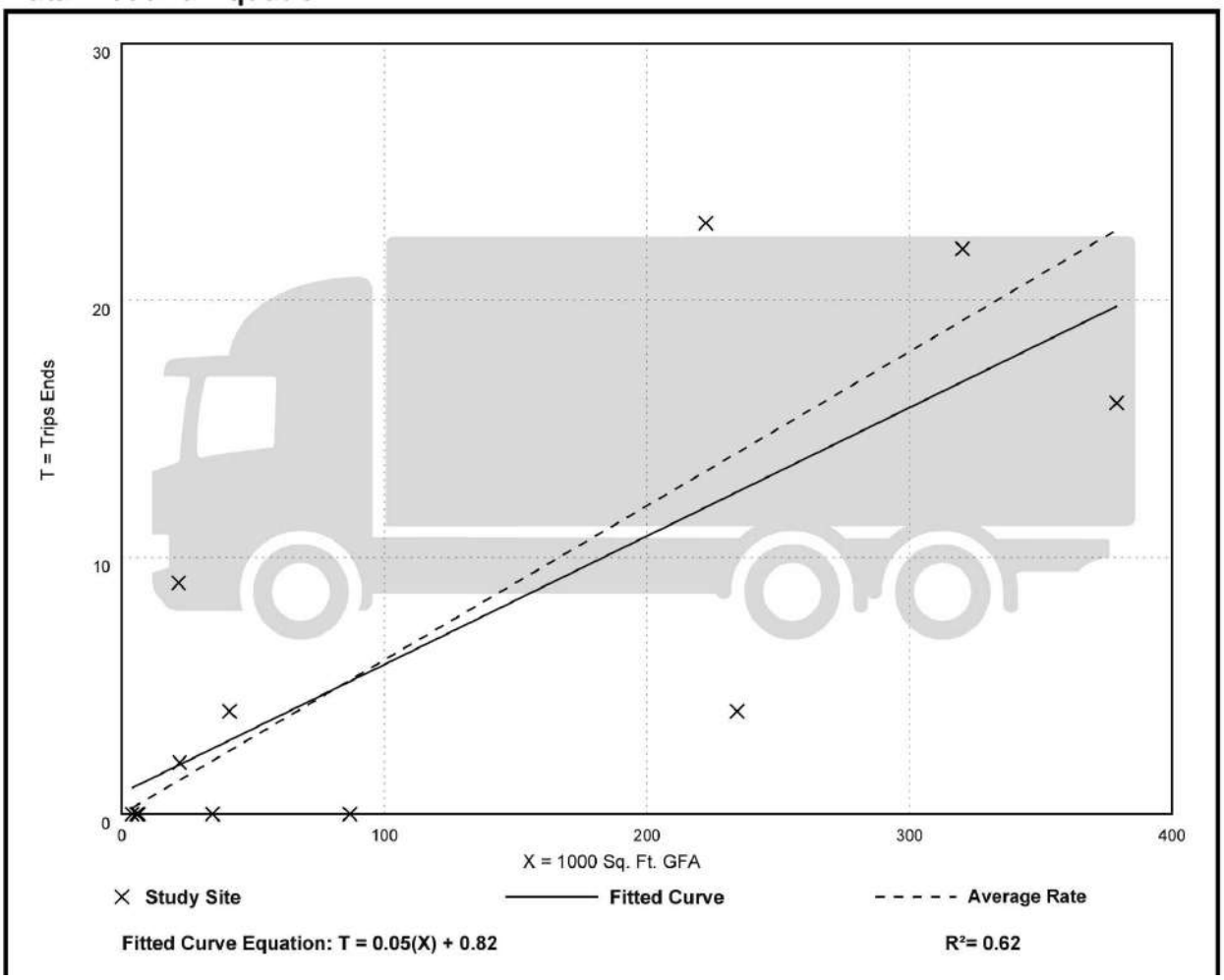
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 53% entering, 47% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.42	0.06

Data Plot and Equation



Fitted Curve Equation: T = 0.05(X) + 0.82

R^2= 0.62

TRAFFIC COUNT DATA

Study Name Devon Avenue & Lively Avenue
Date Wednesday, September 23, 2020

Report Summary

		Eastbound						Westbound						Northbound						Southbound							Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		s on Cr	edestria	Total
AM Peak Period	Lights	0	60	523	69	652	381	0	40	322	43	405	553	0	21	33	15	69	148	1	15	39	38	93	137	1219	W	0	0	0
Specified Period																														
7:15 AM - 8:15 AM	Mediums	0	4	23	4	31	43	0	5	33	6	44	29	0	6	7	2	15	21	0	4	12	4	20	17	110	E	0	0	0
One Hour Peak																														
7:15 AM - 8:15 AM	ticulated Truc	0	3	21	4	28	33	0	2	28	6	36	22	0	0	6	0	6	12	0	1	6	5	12	15	82	S	0	2	2
	Total	**0**	**67**	**567**	**77**	**711**	**457**	**0**	**47**	**383**	**55**	**485**	**604**	**0**	**27**	**46**	**17**	**90**	**181**	**1**	**20**	**57**	**47**	**125**	**169**	**1411**	N	0	0	0
	PHF	0	0.76	0.82	0.71	0.8	0.82	0	0.69	0.8	0.76	0.84	0.83	0	0.96	0.82	0.61	0.87	0.77	0.25	0.71	0.59	0.78	0.73	0.83	0.83				
	HV %	0%	10%	8%	10%	8%	17%	0%	15%	16%	22%	16%	8%	0%	22%	28%	12%	23%	18%	0%	25%	32%	19%	26%	19%	14%		**0**	**2**	**2**
PM Peak Period	Lights	0	18	462	12	492	810	0	15	603	29	647	547	0	78	32	38	148	111	0	47	84	129	260	79	1547	W	0	0	0
Specified Period																														
4:30 PM - 5:30 PM	Mediums	0	1	24	1	26	25	0	2	18	4	24	31	0	1	8	2	11	9	0	5	6	6	17	13	78	E	2	0	2
One Hour Peak																														
4:30 PM - 5:30 PM	ticulated Truc	0	1	25	6	32	23	0	3	19	4	26	30	0	2	7	3	12	19	0	2	10	2	14	12	84	S	0	0	0
	Total	**0**	**20**	**511**	**19**	**550**	**858**	**0**	**20**	**640**	**37**	**697**	**608**	**0**	**81**	**47**	**43**	**171**	**139**	**0**	**54**	**100**	**137**	**291**	**104**	**1709**	N	1	0	1
	PHF	0	0.5	0.88	0.59	0.84	0.88	0	0.83	0.97	0.77	0.96	0.84	0	0.63	0.65	0.6	0.7	0.76	0	0.61	0.76	0.67	0.74	0.65	0.85				
	HV %	0%	10%	10%	37%	11%	6%	0%	25%	6%	22%	7%	10%	0%	4%	32%	12%	13%	20%	0%	13%	16%	6%	11%	24%	9%		**3**	**0**	**3**

Study Name Devon Avenue & Central Avenue / Private Driveway
Date Wednesday, September 23, 2020

Report Summary

		Eastbound						Westbound						Northbound						Southbound							Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		s on Cr	edestria	Total
AM Peak Period	Lights	0	0	547	0	547	422	0	0	419	0	419	548	0	1	0	0	1	0	0	1	0	2	3	0	970	W	0	0	0
Specified Period																														
7:15 AM - 8:15 AM	Mediums	0	0	33	0	33	39	0	0	38	0	38	35	0	0	0	0	0	0	0	2	0	1	3	0	74	E	0	0	0
One Hour Peak																														
7:15 AM - 8:15 AM	ticulated Truc	0	0	24	0	24	37	0	0	37	0	37	24	0	0	0	0	0	0	0	0	0	0	0	0	61	S	0	0	0
	Total	**0**	**0**	**604**	**0**	**604**	**498**	**0**	**0**	**494**	**0**	**494**	**607**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**3**	**6**	**0**	**1105**	N	0	1	1
	PHF	0	0	0.84	0	0.84	0.86	0	0	0.86	0	0.86	0.84	0	0.25	0	0	0.25	0	0	0.38	0	0.38	0.38	0	0.85				
	HV %	0%	0%	9%	0%	9%	15%	0%	0%	15%	0%	15%	10%	0%	0%	0%	0%	0%	0%	0%	67%	0%	33%	50%	0%	12%		**0**	**1**	**1**
PM Peak Period	Lights	0	1	573	4	578	651	0	1	618	0	619	586	0	4	0	1	5	6	0	12	1	29	42	1	1244	W	0	0	0
Specified Period																														
4:30 PM - 5:30 PM	Mediums	0	0	25	0	25	26	0	0	26	0	26	26	0	0	0	0	0	0	0	1	0	0	1	0	52	E	0	0	0
One Hour Peak																														
4:30 PM - 5:30 PM	ticulated Truc	0	0	28	0	28	26	0	0	26	0	26	28	0	0	0	0	0	0	0	0	0	0	0	0	54	S	0	1	1
	Total	**0**	**1**	**626**	**4**	**631**	**703**	**0**	**1**	**670**	**0**	**671**	**640**	**0**	**4**	**0**	**1**	**5**	**6**	**0**	**13**	**1**	**29**	**43**	**1**	**1350**	N	1	1	2
	PHF	0	0.25	0.85	0.33	0.86	0.92	0	0.25	0.92	0	0.91	0.86	0	1	0	0.25	0.62	0.38	0	0.46	0.25	0.81	0.63	0.25	0.92				
	HV %	0%	0%	8%	0%	8%	7%	0%	0%	8%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	2%	0%	8%		**1**	**2**	**3**

Study Name Devon Avenue & Ash Street / Private Driveway
Date Wednesday, September 23, 2020

Report Summary

		Eastbound						Westbound						Northbound						Southbound								Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		s on Cr	edestria	Total
AM Peak Period	Lights	0	0	527	0	527	430	0	1	426	0	427	530	0	4	0	3	7	1	0	0	0	0	0	0	961	W	0	0	0
Specified Period																														
7:15 AM - 8:15 AM	Mediums	0	0	35	2	37	41	0	0	41	0	41	35	0	0	0	0	0	2	0	0	0	0	0	0	78	E	0	0	0
One Hour Peak																														
7:15 AM - 8:15 AM	ticulated Truc	0	0	26	0	26	37	0	0	37	0	37	26	0	0	0	0	0	0	0	0	0	0	0	0	63	S	0	0	0
	Total	**0**	**0**	**588**	**2**	**590**	**508**	**0**	**1**	**504**	**0**	**505**	**591**	**0**	**4**	**0**	**3**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1102**	N	0	1	1
	PHF	0	0	0.85	0.5	0.86	0.85	0	0.25	0.85	0	0.85	0.86	0	0.5	0	0.75	0.58	0.38	0	0	0	0	0	0	0.86				
	HV %	0%	0%	10%	100%	11%	15%	0%	0%	15%	0%	15%	10%	0%	0%	0%	0%	0%	67%	0%	0%	0%	0%	0%	0%	13%		**0**	**1**	**1**
PM Peak Period	Lights	0	0	571	2	573	634	0	3	634	0	637	571	0	0	0	0	0	5	0	0	0	0	0	0	1210	W	0	0	0
Specified Period																														
4:30 PM - 5:30 PM	Mediums	0	0	22	0	22	28	0	0	28	0	28	22	0	0	0	0	0	0	0	0	0	0	0	0	50	E	0	0	0
One Hour Peak																														
4:30 PM - 5:30 PM	ticulated Truc	0	0	31	0	31	28	0	0	28	0	28	31	0	0	0	0	0	0	0	0	0	0	0	0	59	S	0	0	0
	Total	**0**	**0**	**624**	**2**	**626**	**690**	**0**	**3**	**690**	**0**	**693**	**624**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1319**	N	1	0	1
	PHF	0	0	0.85	0.5	0.85	0.95	0	0.38	0.95	0	0.95	0.85	0	0	0	0	0	0.62	0	0	0	0	0	0	0.93				
	HV %	0%	0%	8%	0%	8%	8%	0%	0%	8%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%		**1**	**0**	**1**

Study Name Devon Avenue & Edgewood Avenue / Private Driveway
Date Wednesday, September 23, 2020

Report Summary

		Eastbound						Westbound						Northbound						Southbound								Crosswalk	
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		s on Cr	edestria Total
AM Peak Period	Lights	0	0	535	0	535	418	0	0	417	5	422	539	0	1	0	4	5	0	0	0	0	0	0	5	962	W	0	0	0
Specified Period																													
7:15 AM - 8:15 AM	Mediums	0	0	28	1	29	37	0	0	37	0	37	28	0	0	0	0	0	1	0	0	0	0	0	0	66	E	0	0	0
One Hour Peak																													
7:15 AM - 8:15 AM	ticulated Truc	0	0	25	0	25	41	0	0	41	0	41	25	0	0	0	0	0	0	0	0	0	0	0	0	66	S	0	0	0
	Total	**0**	**0**	**588**	**1**	**589**	**496**	**0**	**0**	**495**	**5**	**500**	**592**	**0**	**1**	**0**	**4**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**1094**	N	0	1	1
	PHF	0	0	0.82	0.25	0.82	0.79	0	0	0.79	0.42	0.8	0.82	0	0.25	0	0.5	0.62	0.25	0	0	0	0	0	0.42	0.81				
	HV %	0%	0%	9%	100%	9%	16%	0%	0%	16%	0%	16%	9%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	12%		**0**	**1**	**1**
PM Peak Period	Lights	0	0	548	4	552	639	0	3	635	2	640	549	1	3	0	0	4	8	0	1	0	1	2	2	1198	W	1	0	1
Specified Period																													
4:30 PM - 5:30 PM	Mediums	0	0	28	0	28	26	0	0	26	0	26	28	0	0	0	0	0	0	0	0	0	0	0	0	54	E	0	0	0
One Hour Peak																													
4:30 PM - 5:30 PM	ticulated Truc	0	0	30	0	30	26	0	0	26	0	26	30	0	0	0	0	0	0	0	0	0	0	0	0	56	S	0	1	1
	Total	**0**	**0**	**606**	**4**	**610**	**691**	**0**	**3**	**687**	**2**	**692**	**607**	**1**	**3**	**0**	**0**	**4**	**8**	**0**	**1**	**0**	**1**	**2**	**2**	**1308**	N	1	0	1
	PHF	0	0	0.92	0.33	0.93	0.87	0	0.38	0.88	0.25	0.88	0.93	0.25	0.25	0	0	0.33	0.4	0	0.25	0	0.25	0.5	0.25	0.93				
	HV %	0%	0%	10%	0%	10%	8%	0%	0%	8%	0%	8%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%		**2**	**1**	**3**

Study Name Devon Avenue & Edgewood Avenue / Private Driveway
Date Wednesday, September 23, 2020

Report Summary

		Eastbound						Westbound						Northbound						Southbound								Crosswalk	
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		s on Cr	edestria Total
AM Peak Period	Lights	0	0	535	0	535	418	0	0	417	5	422	539	0	1	0	4	5	0	0	0	0	0	0	5	962	W	0	0	0
Specified Period																													
7:15 AM - 8:15 AM	Mediums	0	0	28	1	29	37	0	0	37	0	37	28	0	0	0	0	0	1	0	0	0	0	0	0	66	E	0	0	0
One Hour Peak																													
7:15 AM - 8:15 AM	ticulated Truc	0	0	25	0	25	41	0	0	41	0	41	25	0	0	0	0	0	0	0	0	0	0	0	0	66	S	0	0	0
	Total	**0**	**0**	**588**	**1**	**589**	**496**	**0**	**0**	**495**	**5**	**500**	**592**	**0**	**1**	**0**	**4**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**1094**	N	0	1	1
	PHF	0	0	0.82	0.25	0.82	0.79	0	0	0.79	0.42	0.8	0.82	0	0.25	0	0.5	0.62	0.25	0	0	0	0	0	0.42	0.81				
	HV %	0%	0%	9%	100%	9%	16%	0%	0%	16%	0%	16%	9%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	12%		**0**	**1**	**1**
PM Peak Period	Lights	0	0	548	4	552	639	0	3	635	2	640	549	1	3	0	0	4	8	0	1	0	1	2	2	1198	W	1	0	1
Specified Period																													
4:30 PM - 5:30 PM	Mediums	0	0	28	0	28	26	0	0	26	0	26	28	0	0	0	0	0	0	0	0	0	0	0	0	54	E	0	0	0
One Hour Peak																													
4:30 PM - 5:30 PM	ticulated Truc	0	0	30	0	30	26	0	0	26	0	26	30	0	0	0	0	0	0	0	0	0	0	0	0	56	S	0	1	1
	Total	**0**	**0**	**606**	**4**	**610**	**691**	**0**	**3**	**687**	**2**	**692**	**607**	**1**	**3**	**0**	**0**	**4**	**8**	**0**	**1**	**0**	**1**	**2**	**2**	**1308**	N	1	0	1
	PHF	0	0	0.92	0.33	0.93	0.87	0	0.38	0.88	0.25	0.88	0.93	0.25	0.25	0	0	0.33	0.4	0	0.25	0	0.25	0.5	0.25	0.93				
	HV %	0%	0%	10%	0%	10%	8%	0%	0%	8%	0%	8%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%		**2**	**1**	**3**

Study Name Devon Avenue & Busse Road
Date Wednesday, September 23, 2020

Report Summary

		Eastbound						Westbound						Northbound						Southbound							Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		s on Cr	edestria	Total
AM Peak Period	Lights	0	112	327	102	541	396	0	146	231	57	434	725	0	78	958	298	1334	760	9	100	512	87	708	1136	3017	W	0	1	1
Specified Period																														
7:15 AM - 8:15 AM	Mediums	0	8	13	7	28	36	0	36	21	10	67	40	0	5	79	20	104	118	0	7	75	10	92	97	291	E	0	0	0
One Hour Peak																														
7:15 AM - 8:15 AM	ticulated Truc	0	8	13	6	27	39	0	20	20	6	46	44	0	12	116	29	157	119	0	2	93	7	102	130	332	S	0	0	0
	Total	**0**	**128**	**353**	**115**	**596**	**471**	**0**	**202**	**272**	**73**	**547**	**809**	**0**	**95**	**1153**	**347**	**1595**	**997**	**9**	**109**	**680**	**104**	**902**	**1363**	**3640**	N	0	0	0
	PHF	0	0.76	0.94	0.85	0.9	0.87	0	0.84	0.86	0.65	0.82	0.9	0	0.85	0.85	0.84	0.85	0.97	0.56	0.78	0.97	0.9	0.93	0.83	0.88				
	HV %	0%	13%	7%	11%	9%	16%	0%	28%	15%	22%	21%	10%	0%	18%	17%	14%	16%	24%	0%	8%	25%	16%	22%	17%	17%		**0**	**1**	**1**
PM Peak Period	Lights	1	124	321	112	558	558	0	312	360	101	773	563	0	93	667	185	945	1502	5	57	1078	104	1244	897	3520	W	0	0	0
Specified Period																														
4:30 PM - 5:30 PM	Mediums	0	8	17	5	30	26	0	15	12	3	30	37	0	10	60	14	84	49	0	6	29	4	39	71	183	E	0	0	0
One Hour Peak																														
4:30 PM - 5:30 PM	ticulated Truc	0	7	19	3	29	23	0	22	9	6	37	55	0	8	84	22	114	78	0	14	53	6	73	97	253	S	0	0	0
	Total	**1**	**139**	**357**	**120**	**617**	**607**	**0**	**349**	**381**	**110**	**840**	**655**	**0**	**111**	**811**	**221**	**1143**	**1629**	**5**	**77**	**1160**	**114**	**1356**	**1065**	**3956**	N	0	0	0
	PHF	0.25	0.81	0.95	0.71	0.91	0.98	0	0.9	0.92	0.89	0.91	0.89	0	0.87	0.85	0.77	0.84	0.83	0.62	0.77	0.76	0.84	0.78	0.86	0.87				
	HV %	0%	11%	10%	7%	10%	8%	0%	11%	6%	8%	8%	14%	0%	16%	18%	16%	17%	8%	0%	26%	7%	9%	8%	16%	11%		**0**	**0**	**0**

Study Name Busse Road & Indian Hill
Date Wednesday, September 23, 2020

Report Summary

		Eastbound					Northbound					Southbound						Crosswalk		
Time Period	Class.	U	L	R	I	O	U	L	T	I	O	U	T	R	I	O	Total	s on Cr	edestria	Total
AM Peak Period	Lights	0	0	10	10	10	8	9	1553	1570	865	0	847	1	848	1553	2428	W	0	0	0
Specified Period																				
7:15 AM - 8:15 AM	Mediums	0	0	2	2	2	0	1	116	117	120	1	118	1	120	117	239	S	0	0	0
One Hour Peak																				
7:15 AM - 8:15 AM	ticulated Truc	0	0	0	0	0	0	0	156	156	134	0	134	0	134	156	290	N	0	0	0
	Total	**0**	**0**	**12**	**12**	**12**	**8**	**10**	**1825**	**1843**	**1119**	**1**	**1099**	**2**	**1102**	**1826**	**2957**		**0**	**0**	**0**
	PHF	0	0	0.6	0.6	0.75	0.67	0.83	0.85	0.85	0.97	0.25	0.97	0.5	0.97	0.85	0.91				
	HV %	0%	0%	17%	17%	17%	0%	10%	15%	15%	23%	100%	23%	50%	23%	15%	18%				
PM Peak Period	Lights	0	1	10	11	20	1	12	1027	1040	1751	0	1740	8	1748	1028	2799	W	0	0	0
Specified Period																				
4:30 PM - 5:30 PM	Mediums	0	0	0	0	0	0	0	78	78	60	0	60	0	60	78	138	S	0	0	0
One Hour Peak																				
4:30 PM - 5:30 PM	ticulated Truc	0	0	0	0	0	0	0	117	117	72	0	72	0	72	117	189	N	0	0	0
	Total	**0**	**1**	**10**	**11**	**20**	**1**	**12**	**1222**	**1235**	**1883**	**0**	**1872**	**8**	**1880**	**1223**	**3126**		**0**	**0**	**0**
	PHF	0	0.25	0.62	0.69	0.71	0.25	0.75	0.89	0.89	0.88	0	0.87	0.67	0.88	0.89	0.88				
	HV %	0%	0%	0%	0%	0%	0%	0%	16%	16%	7%	0%	7%	0%	7%	16%	10%				







Kimley»Horn

4201 Winfield Road | Suite 600 | Warrenville, IL 60555
630-487-5550

CLOSE

Village Board

Village President
Frank DeSimone

Trustees
Rosa Carmona
Ann Franz
Marie T. Frey
McLane Lomax
Nicholas Panicola Jr.
Armando Perez

Village Clerk
Nancy Quinn

Village Manager
Evan K. Summers

BENSENVILLE
GATEWAY TO OPPORTUNITY

Village of Bensenville, Illinois
VILLAGE BOARD
BOARD OF TRUSTEES MEETING
AGENDA
6:30 PM November 17, 2020

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. PUBLIC HEARING/PRESENTATION

1. *Public Hearing 2021 Annual Budget*

V. PUBLIC COMMENT (3 minutes per person with a 30 minute meeting limitation)

VI. APPROVAL OF MINUTES

1. *October 27, 2020 Village Board Meeting Minutes*

VII. WARRANT

1. *Warrant Report 11-17-2020 20/18 $2,179,346.28*

VIII. **CONSENT AGENDA – CONSIDERATION OF AN "OMNIBUS VOTE"**

IX. **REPORTS OF VILLAGE DEPARTMENTS**

A. Administration

1. *Resolution Authorizing A Contract with Travelers Insurance and Other Ancillary Insurance Companies for Comprehensive Liability Insurance Package Effective December 1, 2020*

2. *Resolution Authorizing Contract with the Illinois Public Risk Fund for Worker's Compensation Insurance Effective January 1, 2021 to December 31, 2021.*

3. *Ordinance Approving a Professional Services Agreement by and Between the DuPage County Area Project and the Village of Bensenville, DuPage and Cook Counties, Illinois*

-

4. *Ordinance of the Village of Bensenville, DuPage and Cook Counties, Illinois Amending Various Sections of Title One of the Bensenville Village Code*

-

5. *Resolution Authorizing a Purchase of PPE and Other Related Expenses in the Not-to-Exceed Amount of $20,000 to be used for the Covid-19 Outreach Coordinator Program*

B. Community and Economic Development

1. *Ordinance Amending Section 9 - 15 - 5 of Chapter 15 of Title 9 of the Bensenville Municipal Code*

2. *Ordinance Approving a Special Use Permit to Allow Motor Vehicle Repair and Parking Variations at 1040 Waveland Avenue*

3. *Ordinance Approving a Special Use Permit to Allow a Gun Sales Establishment at 1180 W. Industrial Drive*

4. *Ordinance Approving a Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development with Code Departures for the Redevelopment of the Mohawk Terrace Subdivision*

C. Finance

1. *Ordinance Adopting the Annual Budget for the Village of Bensenville for the Fiscal Year Commencing January 1, 2021 and Ending December 31, 2021*

2. *Ordinance Adopting the 2020 Tax Levy for the Village of Bensenville, DuPage and Cook Counties, for the Fiscal Year Beginning January 1, 2020 and Ending December 31, 2020*

3. *An Ordinance Authorizing the Issuance of Taxable General Obligation Refunding Bonds (Alternate Revenue Source), Series 2020A in an Aggregate Principal Amount Not to Exceed $8,900,000, and Taxable General Obligation Refunding Bonds (Alternate Revenue Source), Series 2020B in an Aggregate Principal Amount Not to Exceed $4,700,000, of the Village of Bensenville, DuPage and Cook Counties, Illinois, for the Purpose of Refunding Portions of Certain of the Village's Outstanding Alternate Revenue Bonds, Authorizing the Execution of an Escrow Agreement in Connection Therewith, Authorizing the Execution of One or More Bond Orders, and Paying for Costs Related Thereto*

4. *Resolution Ratifying the Authorization of an Agreement with Saul Ewing Arnstein & Lehr LLP for Bond Counsel Services Associated with Refunding Bond Issues 2020A and 2020B*

D. Police Department

1. *Resolution Approving an Intergovernmental Agreement Between the Village of Bensenville and Bensenville Elementary School District No. 2 for a School Resource Officer*

E. Public Works

1. *Resolution Authorizing the Approval of Change Order No. 1 (Final) with Schroeder Asphalt Services, Inc. for the 2019 Street Improvement Project - CDBG for a Decrease of $128,742.95 Resulting in a Final Contract Amount of $936,855.25*

2. *Resolution Authorizing the Approval of Change Order No. 1 (FINAL) with Utility Dynamics, Inc. for the 2019 CDBG Annual Residential Streetlight Project for a Decrease of $15,537.00 Resulting in a Final Contract Amount of $228,508*

3. *Resolution Authorizing the Approval of Change Order No. 1 (FINAL) with Schroeder Asphalt Services, Inc. for the 2020 MFT HMA Pavement Program – General Maintenance for a Decrease of $31,105.47 Resulting in a Final Contract Amount of $358,898.75*

4. *Resolution Authorizing the Close Out of Motor Fuel Tax (MFT) Funds to Pay for Roadway Related General Maintenance in the Amount of $358,898.75 from January 1, 2020 to December 31, 2020*

5. *Resolution Authorizing the Approval of Change Order No. 1 (FINAL) with Swallow Construction Corporation for the 2020 Village Water Main Replacement Project for a Decrease of $259,338.39 Resulting in a Final Contract Amount of $1,803,068.79*

6. *Resolution Authorizing the Execution of Extension #1 of a Two (2) Year Contract with Alexander Chemical Corporation for the Purchase and Delivery of Aluminum Sulfate (Alum) in the Not-to-Exceed Amount of $18,831.60*

7. *Resolution Authorizing a Professional Service Agreement Extension #2 for 2021 with TekLab Inc. for Wastewater Sampling & Analysis Services in the Not-to-Exceed Amount of $69,044.14*

8. *Resolution Authorizing the Execution of an Extension #1 of a Two-Year Contract with Alexander Chemical Corporation for the Purchase and Delivery of Sodium Bisulfate in the Not to Exceed Amount of $11,715*

9. *Resolution Authorizing the Execution of an Extension # 1 of a Two-Year Contract with Alexander Chemical Corporation for the Purchase and Delivery of Sodium Hypochlorite in the Not-to-Exceed Amount of $20,999*

10. *Resolution Waiving Competitive Bidding and Authorizing a Purchase Order to Solenis for Purchase & Delivery of Polymer in the Not-to-Exceed Amount of $31,816*

11. *Resolution Authorizing the Execution of a Year Three (3) Out of a Four-Year Contract with Winkler's Tree Service Inc. for 2021 Parkway Tree Pruning Program in the Not-to-Exceed Amount of $29,829*

12. *Resolution Authorizing the Execution of Extension #1 of the Two-Year Contract with Best Quality Cleaning Inc. for Janitorial Services at the Police and Emergency Management Headquarters in the Not-to-Exceed Amount of $27,000*

13. *Resolution Authorizing an Execution of a Purchase Order to Regional Truck Equipment for Furnishing and Installation of One (1) Stainless Steel Dump Truck Body for the Village's Fleet (Truck #244) in the Not-to-Exceed Amount of $18,455*

14. *Resolution Authorizing a Two-Year (2021-2022) Contract with Clarke Environmental Mosquito Management, Inc. for Mosquito Abatement Services in Not-to-Exceed Amount of $77,818*

15. *Resolution Authorizing to Waive Competitive Bidding and Execute One Year Contract Extension with Lindahl Brothers, Inc. for Sand & Stone Delivery and Debris Hauling in the Not-to-Exceed Amount of $83,000*

16. *Ordinance Designating Certain Property as Surplus and Authorizing the Disposition of the Same*

17. *Resolution Authorizing a Purchase Order to Traffic Control Corporation for Purchase and Delivery of a Full Matrix Portable Message Board in the Not-to-Exceed Amount of $17,725*

18. *Resolution Authorizing the Execution of a Purchase Order to Al Warren Oil Company, Inc. for Providing Fuel Tank Rental and Fleet Fueling Services in the Not-to-Exceed Amount of $132,775*

19. *Resolution Authorizing a 2-Year Contract (2021-2022) with Cartegraph Systems Inc. for the Annual Maintenance of the Work Management System and Citizen Request Software in the Not-to-Exceed Amount of $90,153.68*

20. *Resolution Authorizing the Execution of a "GIS Consortium Service Provider Contract" with Municipal GIS Partners, Inc. (MGP) for the 2021 Calendar Year in the Not-to-Exceed Amount of $87,260*

21. *Resolution Authorizing the Execution of the PACE Paratransit Local Share Agreement for Participation in the 2021 Ride DuPage Program*

22. *Resolution Authorizing the Execution of a Purchase Order with T-Mobile for the GPS Tracking Services in the Not-To-Exceed Amount of $13,000*

23. *Resolution Approving the Execution of an Intergovernmental Agreement (IGA) with the County of DuPage and the Village of Bensenville for Land Conveyance Related to the the Elgin O'Hare Western Access Project*

F. Recreation

1. *Resolution Authorizing the Execution of a Facility Rental Use Agreement Between the Village of Bensenville and the Hinsdale Swim Club*

2. *Resolution Authorizing the Execution of a Facility Rental Use Agreement Between the Village of Bensenville and Team Millennium (Y2K) Swim Club*

3. *Resolution Authorizing the Purchase of New Computer Software for the Recreation Department from Active Network*

4. *A Resolution Authorizing the Execution of a Facility Rental Use Agreement Between the Village of Bensenville and Hop, Skip, and Jump Productions*

X. **REPORTS OF VILLAGE OFFICERS:**

A. PRESIDENT'S REMARKS:

B. VILLAGE MANAGER'S REPORT:

C. VILLAGE ATTORNEY'S REPORT:

XI. UNFINISHED BUSINESS

XII. NEW BUSINESS

XIII. EXECUTIVE SESSION

A. Review of Executive Session Minutes [5 ILCS 120/2 (C) (21)]
B. Personnel [5 ILCS 120/2 (C) (1)]
C. Collective Bargaining [5 ILCS 120/2 (C) (2)]
D. Property Acquisition [5 ILCS 120/2 (C) (5)]
E. Litigation [5 ILCS 120/2 (C) (11)]

XIV. MATTERS REFERRED FROM EXECUTIVE SESSION

XV. ADJOURNMENT

Village of Bensenville

Board Room
12 South Center Street
Bensenville, Illinois 60106
Counties of DuPage and Cook

MINUTES OF THE VILLAGE BOARD OF TRUSTEES MEETING

November 17, 2020

CALL TO ORDER: 1. President DeSimone called the meeting to order at 6:30 p.m.

ROLL CALL: 2. Upon roll call by Village Clerk, Nancy Quinn, the following Board Members were present:

President DeSimone*, Village Clerk, Nancy Quinn*, Carmona*, Franz* Frey*, Lomax*, Panicola*, Perez*

Absent: None

A quorum was present.

Staff Present: E. Summers, J. Caracci*, S. Flynn*, J. McManus*, D. Schultz*, S. Viger* C. Williamsen

**Attended the meeting via electronic means.*

PUBLIC HEARING
2021 Budget: President DeSimone opened the Public Hearing for the proposed 2021 Annual Budget and Community Investment Program for the Village of Bensenville at 6:31 p.m.

ROLL CALL: 2. Upon roll call by Village Clerk, Nancy Quinn, the following Board Members were present:

President DeSimone*, Village Clerk, Nancy Quinn*, Carmona*, Franz* Frey*, Lomax*, Panicola*, Perez*

Absent: None

A quorum was present.

**Attended the Public Hearing via electronic means.*

Village Manager, Evan Summers, provided an overview of the proposed 2021 Annual Budget and Community Investment Program.

President DeSimone asked if there was any member of the Public that would like to comment on the proposed 2021 Annual Budget and Community Investment Program. There were none.

Motion: Trustee Lomax made a motion to close the Public Hearing. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

President DeSimone closed the Public Hearing at 6:33 p.m.

PUBLIC COMMENT: **Dale Cucinella – 830 Fairway Drive (Online Comment)**
Deputy Village Clerk, Corey Williamsen, read a Public Comment submitted online by Dale Cuinella into the record. The letter has been attached to the minutes as "Exhibit A".

APPROVAL OF MINUTES:

3. The October 27, 2020 Village Board Meeting minutes were presented.

Motion: Trustee Lomax made a motion to approve the minutes as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

WARRANT NO. 20/18:

4. President DeSimone presented **Warrant No. 20/18** in the amount of $2,179,346.28.

Motion: Trustee Lomax made a motion to approve the warrants as presented. Trustee Franz the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

Motion carried.

Resolution No. R-93-2020:

5. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-93-2020** entitled a **Resolution Authorizing A Contract with Travelers Insurance and Other Ancillary Insurance Companies for Comprehensive Liability Insurance Package Effective December 1, 2020.**

   There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-94-2020:

6. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-94-2020** entitled a **Resolution Authorizing Contract with the Illinois Public Risk Fund for Worker's Compensation Insurance Effective January 1, 2021 to December 31, 2021.**

   There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 61-2020:

7. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 61-2020** entitled an **Ordinance Approving a Professional Services Agreement by and Between the DuPage County Area Project and the Village of Bensenville, DuPage and Cook Counties, Illinois.**

   There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 62-2020:

8. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 62-2020** entitled an **Ordinance of the Village of Bensenville, DuPage and Cook Counties, Illinois Amending Various Sections of Title One of the Bensenville Village Code.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-95-2020:

9. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-95-2020** entitled a **Resolution Authorizing a Purchase of PPE and Other Related Expenses in the Not-to-Exceed Amount of $20,000 to be used for the Covid-19 Outreach Coordinator Program.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 63-2020:

10. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 63-2020** entitled an **Ordinance Amending Section 9 - 15 - 5 of Chapter 15 of Title 9 of the Bensenville Municipal Code.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 64-2020:

11. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 64-2020** entitled an **Ordinance Approving a Special Use Permit to Allow Motor Vehicle Repair and Parking Variations at 1040 Waveland Avenue.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Trustee Frey left the meeting at 6:48 p.m.

Ordinance No. 65-2020:

12. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 65-2020** entitled an **Ordinance Approving a Special Use Permit to Allow a Gun Sales Establishment at 1180 W. Industrial Drive.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Trustee Frey re-entered the meeting via electronic means at 6:55 p.m.

Ordinance No. 66-2020:

13. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 66-2020** entitled an **Ordinance Approving a Site Plan, Preliminary Plat of Subdivision, Zoning Map Amendment, and Preliminary Planned Unit Development with Code Departures for the Redevelopment of the Mohawk Terrace Subdivision.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 67-2020:

14. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 67-2020** entitled an **Ordinance Adopting the Annual Budget for the Village of Bensenville for the Fiscal Year Commencing January 1, 2021 and Ending December 31, 2021.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 68-2020:

15. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 68-2020** entitled an **Ordinance Adopting the 2020 Tax Levy for the Village of Bensenville, DuPage and Cook Counties, for the Fiscal Year Beginning January 1, 2020 and Ending December 31, 2020.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 69-2020:

16. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 69-2020** entitled an **Ordinance Authorizing the Issuance of Taxable General Obligation Refunding Bonds (Alternate Revenue Source), Series 2020A in an Aggregate Principal Amount Not to Exceed $8,900,000, and Taxable General Obligation Refunding Bonds (Alternate Revenue Source), Series 2020B in an Aggregate Principal Amount Not to Exceed $4,700,000, of the Village of Bensenville, DuPage and Cook Counties, Illinois, for the Purpose of Refunding Portions of Certain of the Village's Outstanding Alternate Revenue Bonds, Authorizing the Execution of an Escrow Agreement in Connection Therewith, Authorizing the Execution of One or More Bond Orders, and Paying for Costs Related Thereto.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-96-2020:

17. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-96-2020** entitled a **Resolution Ratifying the Authorization of an Agreement with Saul Ewing Arnstein & Lehr LLP for Bond Counsel Services Associated with Refunding Bond Issues 2020A and 2020B.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-97-2020:

18. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-97-2020** entitled a **Resolution Approving an Intergovernmental Agreement Between the Village of Bensenville and Bensenville Elementary School District No. 2 for a School Resource Officer.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-98-2020:

19. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-98-2020** entitled a **Resolution Authorizing the Approval of Change Order No. 1 (Final) with Schroeder Asphalt Services, Inc. for the 2019 Street Improvement Project - CDBG for a Decrease of $128,742.95 Resulting in a Final Contract Amount of $936,855.25.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-99-2020:

20. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-99-2020** entitled a **Resolution Authorizing the Approval of Change Order No. 1 (FINAL) with Utility Dynamics, Inc. for the 2019 CDBG Annual Residential Streetlight Project for a Decrease of $15,537.00 Resulting in a Final Contract Amount of $228,508.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-100-2020:

21. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-100-2020** entitled a **Resolution Authorizing the Approval of Change Order No. 1 (FINAL) with Schroeder Asphalt Services, Inc. for the 2020 MFT HMA Pavement Program – General Maintenance for a Decrease of $31,105.47 Resulting in a Final Contract Amount of $358,898.75.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-101-2020:

22. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-101-2020** entitled a **Resolution Authorizing the Close Out of Motor Fuel Tax (MFT) Funds to Pay for Roadway Related General Maintenance in the Amount of $358,898.75 from January 1, 2020 to December 31, 2020.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-102-2020:

23. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-102-2020** entitled a **Resolution Authorizing the Approval of Change Order No. 1 (FINAL) with Swallow Construction Corporation for the 2020 Village Water Main Replacement Project for a Decrease of $259,338.39 Resulting in a Final Contract Amount of $1,803,068.79.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-103-2020:

24. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-103-2020** entitled a **Resolution Authorizing the Execution of Extension #1 of a Two (2) Year Contract with Alexander Chemical Corporation for the Purchase and Delivery of Aluminum Sulfate (Alum) in the Not-to-Exceed Amount of $18,831.60.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-104-2020:

25. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-104-2020** entitled a **Resolution Authorizing a Professional Service Agreement Extension #2 for 2021 with TekLab Inc. for Wastewater Sampling & Analysis Services in the Not-to-Exceed Amount of $69,044.14.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-105-2020:

26. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-105-2020** entitled a **Resolution Authorizing the Execution of an Extension #1 of a Two-Year Contract with Alexander Chemical Corporation for the Purchase and Delivery of Sodium Bisulfate in the Not to Exceed Amount of $11,715.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-106-2020:

27. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-106-2020** entitled a **Resolution Authorizing the Execution of an Extension # 1 of a Two-Year Contract with Alexander Chemical Corporation for the Purchase and Delivery of Sodium Hypochlorite in the Not-to-Exceed Amount of $20,999.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-107-2020:

28. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-107-2020** entitled a **Resolution Waiving Competitive Bidding and Authorizing a Purchase Order to Solenis for Purchase & Delivery of Polymer in the Not-to-Exceed Amount of $31,816.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-108-2020:

29. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-108-2020** entitled a **Resolution Authorizing the Execution of a Year Three (3) Out of a Four-Year Contract with Winkler's Tree Service Inc. for 2021 Parkway Tree Pruning Program in the Not-to-Exceed Amount of $29,829.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-109-2020:

30. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-109-2020** entitled a **Resolution Authorizing the Execution of Extension #1 of the Two-Year Contract with Best Quality Cleaning Inc. for Janitorial Services at the Police and Emergency Management Headquarters in the Not-to-Exceed Amount of $27,000.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-110-2020:

31. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-110-2020** entitled a **Resolution Authorizing an Execution of a Purchase Order to Regional Truck Equipment for Furnishing and Installation of One (1) Stainless Steel Dump Truck Body for the Village's Fleet (Truck #244) in the Not-to-Exceed Amount of $18,455.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-111-2020:

32. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-111-2020** entitled a **Resolution Authorizing a Two-Year (2021-2022) Contract with Clarke Environmental Mosquito Management, Inc. for Mosquito Abatement Services in Not-to-Exceed Amount of $77,818.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-112-2020:

33. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-112-2020** entitled a **Resolution Authorizing to Waive Competitive Bidding and Execute One Year Contract Extension with Lindahl Brothers, Inc. for Sand & Stone Delivery and Debris Hauling in the Not-to-Exceed Amount of $83,000.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 70-2020:

34. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 70-2020** entitled an **Ordinance Designating Certain Property as Surplus and Authorizing the Disposition of the Same.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-113-2020:

35. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-113-2020** entitled a **Resolution Authorizing a Purchase Order to Traffic Control Corporation for Purchase and Delivery of a Full Matrix Portable Message Board in the Not-to-Exceed Amount of $17,725.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-114-2020:

36. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-114-2020** entitled a **Resolution Authorizing the Execution of a Purchase Order to Al Warren Oil Company, Inc. for Providing Fuel Tank Rental and Fleet Fueling Services in the Not-to-Exceed Amount of $132,775.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-115-2020:

37. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-115-2020** entitled a **Resolution Authorizing a 2-Year Contract (2021-2022) with Cartegraph Systems Inc. for the Annual Maintenance of the Work Management System and Citizen Request Software in the Not-to-Exceed Amount of $90,153.68.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-116-2020:

38. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-116-2020** entitled a **Resolution Authorizing the Execution of a "GIS Consortium Service Provider Contract" with Municipal GIS Partners, Inc. (MGP) for the 2021 Calendar Year in the Not-to-Exceed Amount of $87,260.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-117-2020:

39. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-117-2020** entitled a **Resolution Authorizing the Execution of the PACE Paratransit Local Share Agreement for Participation in the 2021 Ride DuPage Program.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-118-2020:

40. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-118-2020** entitled a **Resolution Authorizing the Execution of a Purchase Order with T-Mobile for the GPS Tracking Services in the Not-To-Exceed Amount of $13,000.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-119-2020:

41. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-119-2020** entitled a **Resolution Approving the Execution of an Intergovernmental Agreement (IGA) with the County of DuPage and the Village of Bensenville for Land Conveyance Related to the Elgin O'Hare Western Access Project.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-120-2020:

42. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-120-2020** entitled a **Resolution Authorizing the Execution of a Facility Rental Use Agreement Between the Village of Bensenville and the Hinsdale Swim Club.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-121-2020:

43. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-121-2020** entitled a **Resolution Authorizing the Execution of a Facility Rental Use Agreement Between the Village of Bensenville and Team Millennium (Y2K) Swim Club.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-122-2020:

44. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-122-2020** entitled a **Resolution Authorizing the Purchase of New Computer Software for the Recreation Department from Active Network.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-123-2020:

45. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-123-2020** entitled a **Resolution Authorizing the Execution of a Facility Rental Use Agreement Between the Village of Bensenville and Hop, Skip, and Jump Productions.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

PRESIDENT'S REMARKS:

President DeSimone announced the Bensenville Holiday Tree & Lights Spectacular will take place November 22nd from 4:30 p.m. to 6:30 p.m. President DeSimone announced safety guidelines will be implanted during the event. President DeSimone announced details can be found on the Village's Website.

President DeSimone announced the Holiday Decorating Contest is in full swing and that nominations are being accepted through December 8th and winners will be announced at the Village Board Meeting on December 15th.

President DeSimone announced Two Chef's will be handing out free Thanksgiving Turkey Dinners on November 25th beginning at 11:00 a.m.; supplies are limited and distributed on a first come first serve basis.

President DeSimone announced CP Holiday Train at Home will be held on December 12th; full details can be found on the Village's website. President DeSimone announced CP Rail has generously donated $10,000.00 to the Bensenville Food Pantry.

MANAGERS REPORT:

Village Manager, Evan Summers, announced the Stated of Illinois Mitigation Tier Three Guidelines will go into effect at Midnight on Friday, November 20th.

Mr. Summers announced V&A Health Care continues to offer COVID-19 testing by appointment only in Bensenville.

Mr. Summers announced vehicle stickers are now on sale and must be displayed by January 1, 2021.

Mr. Summers announced Village Hall will be closed November 26th – 28th in observation of Thanksgiving.

VILLAGE ATTORNEY REPORT:

Village Attorney, Joe Montana, had no report.

UNFINISHED BUSINESS:

There was no unfinished business.

NEW BUSINESS:

There was no new business.

EXECUTIVE SESSION:

Village Attorney, Joe Montana, stated there was not a need for Executive Session.

ADJOURNMENT: Trustee Perez made a motion to adjourn the meeting. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

President DeSimone adjourned the meeting at 7:45 p.m.

Nancy Quinn
Village Clerk
PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville this 15th day, December 2020

From: noreply@civicplus.com
Sent: Monday, November 16, 2020 4:33 PM
To: Corey Williamsen; Anthony G. Sumner
Subject: Online Form Submittal: Bensenville Public Comment Form

Bensenville Public Comment Form

If you wish to offer Public Comment for one of our Board Meetings or if you would like your name read into the record with a stated position, please complete this form. Questions must be received by 6pm on the day of the meeting.

Meeting Date	11/17/2020
Meeting Name	Village Board of Trustees
First Name	Dale
Last Name	Cucinella
Organization	Fairway Building LLC
Address1	830 Fairway Dr
Address2	*Field not completed.*
City	Bensenville
State	Il
Zip	60106
Phone Number	[redacted]
Email Address	[redacted]
Comment Type	Public Comment
Question / Comment	Since 2010, my commercial property has had 5 major flood events, 2 of which occured on May 15 and May 17 of this year. I urge the Village board to continue the efforts to mitigate the flooding that still occurs in Bensenville during large rain events. The SSA did not give relief to the businesses on Fairway dr which routinely flood with any heavy rain event. We receive the water west of 83 with old infrastructure that is incapable of moving the large volumes of water it receives from the West. Streets on either side were given relief from flooding by the SSA and other projects but Fairway saw no improved

infrastructure but is still paying the SSA fees without any improvements. I urge the Village to continue allocating funds to improve the flooding in its commerical areas. We are the backbone of the tax base of Benseville and by eliminating these issues, property values go up as well as property taxes. Please invest in the small and medium size business on this street, the businesses that have been here for over 40 years supporting this village. The sign by Supreme drive says "Bensenville Gateway to Opportunity".
Invest in new projects for our area including one that is to enlarge the culverts on Fairway Dr. This way, Bensenville can be a gateway to opportunity for all businesses large or small.

Thank you,
Dale Cucinella

Email not displaying correctly? View it in your browser.

CLOSE

COMMUNITY DEVELOPMENT COMMISSION
Village of Bensenville
VILLAGE HALL
July 6, 2021 6:30 PM

I. Call Meeting to Order

II. Roll Call and Quorum

III. Pledge of Allegiance

IV. Public Comment

V. Approval of Minutes

June 1, 2021 Community Development Commission Minutes

VI. Action Items:

1. CDC Case 2021-13: Consideration of Variations to Increase Driveway Width and Parking Pad Depth at 138 N Addison Street

2. CDC Case 2021-14: Consideration of a Variation to Allow a Paved Parking Area in the Corner Side Yard at 243 Spruce Avenue

3. CDC Case 2021-18: Consideration of Variations to Increase Driveway Width and Parking Pad at 213 S York Road

4. CDC Case 2021-16: Consideration of Site Plan Review, an Amendment to a Planned Unit Development, and a Final Plat of Subdivision for the Properties Located in the Mohawk Terrace Subdivision

5. CDC Case 2021-17: Consideration of a Planned Unit Development and Zoning Map Amendment to Rezone the Site from C-2 Commercial to R-5 Residential at 1131-39 Center Street

6. Consideration of a Plat of Consolidation at 1000 N IL Rte. 83

VII. Report from Community and Economic Development

VIII. Adjournment

Any individual with a disability requiring a reasonable accommodation in order to participate in a Community Development Commission Meeting should contact the Village Clerk, Village of Bensenville, 12 S. Center Street, Bensenville, Illinois, 60106 (630-350-3404)

Village of Bensenville
Board Room
12 South Center Street
DuPage and Cook Counties
Bensenville, IL, 60106

MINUTES OF THE COMMUNITY DEVELOPMENT COMMISSION

July 6, 2021

CALL TO ORDER: The meeting was called to order by Chairman Rowe at 6:30p.m.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

STAFF PRESENT: P. Murphy (Village Attorney), K. Fawell, K. Pozsgay, S. Viger, C. Williamsen

JOURNAL OF PROCEEDINGS: The minutes of the Community Development Commission Meeting of the June 1 2021 were presented.

Motion: Commissioner Wasowicz made a motion to approve the minutes as presented. Commissioner King seconded the motion.

All were in favor. Motion carried.

Senior Village Planner, Kurtis Pozsgay and Village Planner, Kelsey Fawell, were present and sworn in by Chairman Rowe.

PUBLIC COMMENT: There was no Public Comment.

Public Hearing: CDC Case Number 2021-13
Petitioner: Ricardo Lopez
Location: 138 North Addison Street
Request: Variation, Maximum Driveway Width
Municipal Code Section 10 – 8 – 8 – 1
Variation, Driveway Parking Pad Depth
Municipal Code Section 10 – 8 – 8 – G.3

Motion: Commissioner King made a motion to open CDC Case No. 2021-13. Commissioner Wasowicz seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-13 at 6:34 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on June 17, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on June 17, 2021. Ms. Fawell stated on June 18 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioner is seeking Variations in order to pave an existing gravel area in the rear of their lot, increasing the depth of the existing driveway parking pad and the width of the existing 8' driveway. Ms. Fawell stated the Village Zoning Ordinance implements a maximum driveway width of 10ft for residential uses. Ms. Fawell stated a parking pad the width of the garage served by the driveway is permitted to extend up to 20ft in depth from the garage doors before tapering back down to the required 10ft width.

Ricardo Lopez, property owner, and his daughter Brenda Lopez were present and sworn in by Chairman Rowe. Ms. Lopez provided overview of their proposed request. Ms. Lopez stated they want to renovate the entire driveway to prevent water potentially entering the house during heavy rains. Ms. Lopez stated they want to get rid of the existing gravel and replace it with asphalt. Ms. Lopez stated her father has four children, three of which have vehicles.

Commissioner Wasowicz stated there is a two car garage on the property and asked what is being stored on the inside. Ms. Lopez stated there is one vehicle currently in the garage and it is being worked on.

Commissioner Wasowicz raised concern with the proposed plans stating that with the increase of solid material on the property, flooding would increase and runoffs could affect neighboring properties. Ms. Lopez stated their plan would to have runoff water drain down the driveway to the street.

Chairman Rowe asked how many cars are on the property. Ms. Lopez stated there are currently nine vehicles on the property.

Public Comment

Chairman Rowe asked if there was any member of the Public that would like to comment of the CDC Case. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed Variances as presented in the Staff Report consisting of:

1) **Public Welfare:** The proposed Variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: The Driveway variation does not endanger the health, safety, comfort, convenience and general public in any way, the area is not near the public but towards the rear.

2) **Compatible with Surrounding Character:** The proposed Variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed Variation.

   Applicant's Response: The driveway variation is compatible with the character of the adjacent properties and other property within the immediate vicinity since the driveway will consist to some of the other properties near mine.

3) **Undue Hardship**: The proposed Variation alleviates an undue hardship created by the literal enforcement of this title.

   Applicant's Response: The Driveway variation alleviates an undue hardship created by the literal enforcement of this title.

The winter season affects this the most when shoveling snow the gravel gets thrown with the snow to the yard at times, and when summer comes and the grass is mowed some of the gravel is caught and thrown. This is a high risk since our next door neighbors have smaller children that come out and play during the summer. Also this space is needed for my children to have room to park their vehicles in the rear and not towards the front of driveway, since it will help to enter and leave the driveway more freely without having to disturb the traffic from having to pull out more than one vehicle at a time to exchange a vehicle. Occasions have happened where public traffic is waiting while we exchange vehicles and its dangerous since Addison ST connects to one of the busiest streets, Irving Park Rd. Another is that for the past year my 14 year old daughter has been playing badminton and to avoid parking the vehicles on the street, they are parked where the gravel is so she can play in front of the garage which is wider and has more space available.

4) **Unique Physical Attributes:** The proposed Variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

   Applicant's Response: The Driveway variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant. The entire driveway will be renewed and the section that will be recreated by removing the gravel and adding pavement will not only become more safe but the appearance will improve. This section of pavement is needed so the vehicles aren't backing out and disturbing the traffic, Neighbors also park their vehicles on the street making it difficult to be backing up and changing vehicles. This way the vehicles would be parked on the gravel section that will turn into pavement to avoid disturbing the public and creating an accident.

5) **Minimum Deviation Needed:** The proposed Variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

Applicant's Response: The proposed variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property. I consider that the pavement variation is not going beyond the regulations of the village since some of the properties near me consist of the similar driveway variations that I'd like to add.

6) **Consistent with Ordinance and Plan:** The proposed Variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The proposed variation is consistent with the intent of the comprehensive plan, this title, and the other land use policies of the village. Most of the Driveway variations meet this standard.

Ms. Fawell stated Staff recommends the Denial of the above Findings of Fact and therefore the Denial of the Variations for Maximum Driveway Width and Driveway Parking Pad Depth.

There were no questions from the Commission.

Motion: Commissioner Chambers made a motion to close CDC Case No. 2021-13. Commissioner King seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-13 at 6:48p.m.

Motion: Commissioner Chambers made a combined motion to approve the Findings of Fact and Approval a Variation, Maximum Driveway Width, Municipal Code Section 10 – 8 – 8 – 1. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner King made a combined motion to approve the Findings of Fact and Approval a Variation, Driveway Parking Pad Depth, Municipal Code Section 10 – 8 – 8 – G.3. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Hearing: CDC Case Number 2021-14
Petitioner: Joseph Kiaulakis
Location: 243 Spruce Avenue
Request: Variation, Paved Parking Area
Municipal Code Section 10 – 8 – 8 – G.4

Motion: Commissioner Chambers made a motion to open CDC Case No. 2021-14. Commissioner Wasowicz seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-14 at 6:52 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on June 17, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on June 17, 2021. Ms. Fawell stated on June 18, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioner is seeking a Variation to allow a paved parking area adjacent to their existing driveway in the hopes of alleviating parking concerns. Ms. Fawell stated the proposed 10' by 22' (approximate) area is currently unimproved with gravel. Ms. Fawell stated the eastern 3' of the paved area will be separated from the remaining 20' by a wooden fence and is intended to be used for trash receptacle storage. Ms. Fawell stated the Petitioner is also requesting to widen the apron by 2' where it intersects with the sidewalk- there are no plans to widen the curb cut.

Ms. Fawell stated paved parking areas are regulated by Section 10-8-8.G.4 of the Village Code, which requires they be located in the rear yard adjacent to the entrance of a detached garage and accessed from an alley. Ms. Fawell stated the area shall be 10' by 20' per vehicle space, with a maximum of two spaces per zoning lot, and must be located 1' from an interior lot line and 3' or less from the rear lot line. Ms. Fawell stated the Petitioner's proposed parking area is located in the corner side yard, requires street access, and is adjacent to a driveway that serves an attached garage.

Joseph Kiaulakis, property owner, was present and sown in by Chairman Rowe. Mr. Kiaulakis stated parking is difficult on his property because of the limited space. Mr. Kiaulakis stated that he is able to park three vehicles on the property however, he is unable to open doors to the vehicles. Mr. Kiaulakis stated he has been informed he will be in a wheelchair and with the limited space on his property, it would be difficult to get in and out of vehicles.

Commissioner Wasowicz thanked the petitioner for providing a picture of his neighbor's property in the packet and asked Staff to address those issues with Code Enforcement. Ms. Fawell stated the photos show that the neighbors are parking on pavement. Ms. Fawell stated staff provided the pictures and are aware of the property.

Public Comment

Chairman Rowe asked if there was any member of the Public that would like to comment of the CDC Case. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed variance as presented in the Staff Report consisting of:

1. **Public Welfare:** The proposed Variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: The variation will in no way endanger the welfare of the public and will be a comfortable convenience for me and others living here.

2. **Compatible with Surrounding Character:** The proposed Variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed Variation.

   Applicant's Response: There are many properties in the area with much larger garages and driveways and making our drive larger will be a big help and convenience especially with a disability to be able to open doors on both sides of vehicle.

3. **Undue Hardship**: The proposed Variation alleviates an undue hardship created by the literal enforcement of this title.

   Applicant's Response: I have a disability with my back and legs due to a work injury and one day will need a wheelchair and will need more room for entering and exiting a vehicle.

4. **Unique Physical Attributes:** The proposed Variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

   Applicant's Response: This proposed variation is necessary due to lack of space for my disability and was not my deliberate doing.

5. **Minimum Deviation Needed:** The proposed Variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

Applicant's Response: This variation is minimal due to the size of our property especially being on a large corner lot and is going to improve the beauty and value of our property and just adding a 10' x 20' parking spot to existing driveway.

6. **Consistent with Ordinance and Plan:** The proposed Variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The proposed variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Variation for a Paved Parking Area at 243 Spruce Avenue with the following conditions:

1) The paved parking area shall be constructed in accordance with submitted application plans, dated 05.28.21; and
2) The pavement shall be pitched in accordance with the recommendations of the Village Engineer; and
3) No vehicles shall be parked behind the fence.

There were no further questions from the Commission.

Motion: Commissioner Chambers made a motion to close CDC Case No. 2021-14. Chairman King seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-14 at 7:00 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Variation, Paved Parking Area, Municipal Code Section 10 – 8 – 8 – G.4. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion Carried.

Public Hearing: CDC Case Number 2021-18
Petitioner: Richard R. Rebmann
Location: 213 South York Road
Request: Variation, Maximum Driveway Width
Municipal Code Section 10 – 8 – 8 – 1
Variation, Driveway Parking Pad Depth
Municipal Code Section 10 – 8 – 8 – G.3

Motion: Commissioner Chambers made a motion to open CDC Case No. 2021-18. Commissioner Marcotte seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-18 at 7:02 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on June 17, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on June 17, 2021. Ms. Fawell stated on June 18, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioner is seeking a Variation to allow a 20' by 30' driveway parking pad at 213 S. York Road. Ms. Fawell stated the existing driveway is in disrepair, and the unimproved area on either side of the concrete has been used to park vehicles. Ms. Fawell stated the proposed pavement is intended to connect to an existing 20' wide concrete area abutting the public sidewalk. Ms. Fawell stated there are no plans to include the existing curb cut in this project.

Ms. Fawell stated the Village Zoning Ordinance implements a maximum driveway width of 10ft for residential uses. Ms. Fawell stated a parking pad the width of the garage served by the driveway is permitted to extend up to 20ft in depth from the garage doors before tapering back down to the required 10ft width.

Richard R. Rebmann, property owner, was present and sown in by Chairman Rowe. Mr. Rebmann stated the driveway is currently in disrepair. Mr. Rebmann stated he purchased the property last year and wants to improve it.

Commissioner Wasowicz asked for clarification as to why the current driveway has concrete coming off the sidewalk. Commissioner Marcotte stated the Village installed the concrete when York Road was resurfaced years ago. Ms. Fawell stated Staff was unable to document the work and was inquiring with Public Works.

Public Comment

Chairman Rowe asked if there was any member of the Public that would like to comment of the CDC Case. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed variances as presented in the Staff Report consisting of:

1. **Public Welfare:** The proposed Variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.

Applicant's Response: The proposed variation will not endanger the health, safety, comfort, convenience and general welfare of the public, as it will actually enhance the safety, considering that the curb cut village installed apron is already 42 feet wide, 24 feet on the property involved and 18 feet on the property to the south. York road is a busy roadway and having to back into or back out of the drive is dangerous. There has been 3 deaths on this block alone in the last couple years. The existing garage is two doors with brick center wall, the exact doors measure 7'10 wide and require that the vehicles drive in, backing in is impossible even with the 20x20 allowed area off the garage. If two cars were parked in front on this 20x20 they could not back out, without driving over a grassy area on each side. If the 20x20 area was installed per code and it required a phase in to the 10 foot width, at the existing 20 foot width area already installed by the village, which is only 12 feet apart, it would cause 2 triangles on each side, the driveway would resemble a hourglass, and being of concrete, look ridiculous from the street.

2. **Compatible with Surrounding Character:** The proposed Variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed Variation.

   Applicant's Response: The proposed replacement would remain the same, it's the additional length of 12 feet that is the requested variance, as it would be 20 feet wide to match the existing driveway entrance and the installation of the conforming 20x20 area by the garage. The other homes on the block, both sides, consist of no driveways, shared driveway and single car driveway. The shared driveway has a street cut curb 26 feet wide, with an 11 foot and 9 foot individual driveways, separated by 3 feet of grass. Two driveways are 8 feet wide with 16 & 20 foot street cuts, the other single drive is 11 1/2 feet wide with a 21 foot curb cut. Needless to say, very little overall uniformity.

3. **Undue Hardship**: The proposed Variation alleviates an undue hardship created by the literal enforcement of this title.

Applicant's Response: The proposed variance alleviates the unsafe/unsightly hourglass backing up situation. If the 20 foot width was allowed to match the 20 foot existing width of the village installed apron which continues 5 feet beyond the village sidewalk, it would be a major improvement. At that point its broken concrete and gravel that has been there for forty years.

4. **Unique Physical Attributes:** The proposed Variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

   Applicant's Response: The unique physical attributes of the property is a brick narrow garage, with (2) 7'10 foot doors, requiring direct entry, and a 24 foot street apron that already exists and narrows down to 20 feet wide

5. **Minimum Deviation Needed:** The proposed Variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

   Applicant's Response: The proposed variation represents the minimum deviation from regulation as it is only 2 triangles of additional driveway on each side of the required phasing in from 20 to 20 over a 12' length.

6. **Consistent with Ordinance and Plan:** The proposed Variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The proposed variation is consistent with the village overall plan in that it removes an existing combination concrete/gravel driveway with an hourglass foot print and provides a smooth, appealing straight line concrete driveway from street to garage. After which tree stump removal, landscaping and decorative timber boarders will be installed. It wasn't until this property was recently cleaned up that any of the $400,000.00 condo's to the south were even reviewed let alone sold.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Variations for Maximum Driveway Width and Driveway Parking Pad Depth at 213 S York Road with the following condition:

1) The pavement shall be pitched in accordance with the recommendations of the Village Engineer.

There were no further questions from the Commission.

Motion: Commissioner King made a motion to close CDC Case No. 2021-18. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-18 at 7:11 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Variation, Maximum Driveway Width, Municipal Code Section 10 – 8 – 8 – 1. Commissioner King seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Variation, Driveway Parking Pad Depth, Municipal Code Section 10 – 8 – 8 – G.3. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Hearing: CDC Case Number 2021-16
Petitioner: ML Realty & Prologis
Location: Mohawk Terrace Subdivision
Request: **Site Plan Review**
Municipal Code Section 10 – 3 – 2
Amendment to a Planned Unit Development
Municipal Code Section 10 – 4 – 4
Final Plat of Subdivision
Municipal Code Section 11 – 3
With the following code departures:
Outdoor Lighting Illumination Standards
Municipal Code Section 10 – 6 – 8 – C

Motion: Commissioner Wasowicz made a motion to open CDC Case No. 2021-16. Commissioner Chambers seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-16 at 7:14 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on June 17, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on June 17, 2021. Ms. Fawell stated on June 18, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated in November of 2020, the Owners appeared before the Community Development Commission and Village Board of Trustees, seeking approval of the following requests: Preliminary Plat of Subdivision, rezoning from residential to industrial, Site Plan Review, and a Preliminary Planned Unit Development with code departures.

Ms. Fawell stated these requests, which were conditionally approved by the Village Board, were sought with the goal of assembling the previously residentially-zoned properties in the Mohawk Terrace Subdivision (southwest corner of Devon Avenue and Illinois Route 83) into an industrial use business park. Ms. Fawell stated the site plan features four industrial buildings with parking for both trucks and passenger vehicles. Ms. Fawell stated in conjunction with the Preliminary Planned Unit Development that was granted, the Petitioners sought code departures, as certain aspects of the site do not meet the following Village Zoning Ordinance requirements.

Ms. Fawell stated the Petitioner is currently in the process of seeking approval of a Final Planned Unit Development, which appeared before the CDC on June 1, 2021. Ms. Fawell stated it is tentatively scheduled to be on the agenda for the July 27, 2021 Village Board meeting. Ms. Fawell stated approval of the requested amendment – if granted by the Village Board – is contingent upon approval of the Final PUD.

Ms. Fawell stated the Petitioner is now requesting an amendment to the Final PUD, as the Final PUD was strictly for site improvement work and grading, while this amendment regards the construction of two buildings, with available vehicle parking and landscape improvements, on the eastern portion of the site. Ms. Fawell stated the owners are required to seek an additional amendment to their PUD for the remaining western portion of the site.

Timothy J. Geisler and Jamie Putnam of ML Realty were both present and sown in by Chairman Rowe. Mr. Geisler stated they were both present to answer any questions from the Commission.

There were no questions from the Commission.

Public Comment

Chairman Rowe asked if there was any member of the Public that would like to comment of the CDC Case. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed Site Plan Review as presented in the Staff Report consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development. Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately $670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of $2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. We have come to a fee-in-lieu agreement with the Village. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

   Applicant's Response: The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

   Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 300,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact for the proposed Planned Unit Developments as presented in the Staff Report consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal. The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the existing full access curb-cuts and add new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: We will formally apply for a final approval of each individual building, however, this application is for the construction of site infrastructure and mass grading. The previously approved Preliminary PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response:. To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Planned Unit Development Amendment with the following conditions:

1. Proposed development of the eastern portion of the subject site shall be in accordance with submitted plans from Kimley-Horn dated 05.28.21, except as amended herein;
2. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) and the Final Planned Unit Development (Ord. No. _____) are consequently conditions of approval of the Planned Unit Development Amendment; and
3. The code departure for Outdoor Lighting Illumination Standards is approved. Light fixtures shall be in accordance with plans submitted by Harris Architects Inc. and Kornacki & Associates Inc dated 05.26.21; and
4. The Zoning Administrator has final review authority over the architectural design of the buildings.

Ms. Fawell stated Staff recommends the Approval of the Final Plat of Subdivision with the following condition:

1. The Petitioner shall revise the Plat in accordance with comments from the Village Engineering Department prior to appearing before the Village Board of Trustees.

There were no further questions from the Commission.

Motion: Commissioner Chambers made a motion to close CDC Case No. 2021-16. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-16 at 7:24 p.m.

Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Site Plan Review, Municipal Code Section 10 – 3 – 2. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz Nays: None All were in favor. Motion carried.
Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of Amendment to a Planned Unit Development, Municipal Code Section 10 – 4 – 4. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz Nays: None All were in favor. Motion carried.
Motion:	Commissioner Chambers made a combined motion to approve the Findings of Fact and Approval of Final Plat of Subdivision, Municipal Code Section 11 – 3 w*ith the following code departures*: Outdoor Lighting Illumination Standards, Municipal Code Section 10 – 6 – 8 – C. Commissioner Wasowicz seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz Nays: None All were in favor. Motion carried.
Public Hearing:	CDC Case Number 2021-17
Petitioner:	Brook Forest, LP
Location:	1131-39 Center Street
Request:	Zoning Map Amendment, C-2 Commercial → R-5 Multiple-Unit Municipal Code Section 10 – 3 – 6 Preliminary & Final Planned Unit Development Municipal Code Section 10 – 4
Motion:	Commissioner Wasowicz made a motion to open CDC Case No. 2021-17. Commissioner Chambers seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-17 at 7:27 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Bensenville Independent on June 17, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on June 17, 2021. Ms. Fawell stated on June 18, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioner is seeking a Zoning Map Amendment in order to rezone the subject property, an apartment complex consisting of 5 buildings, from its current classification as C-2 Commercial to R-5 Multiple-Unit Dwelling Residential. Ms. Fawell stated this property was zoned as C-2 in 2019 during the comprehensive update to the Village's Zoning Ordinance and District Map. Ms. Fawell stated the Petitioner is also requesting approval of a Planned Unit Development designation for the property.

Matt Pauga, property owner, was present and sworn in by Chairman Rowe. Mr. Pauga stated he's owned the property for 35-40 years and resides in North Barrington. Mr. Pauga stated he's always had an attachment to Bensenville. Mr. Pauga stated he was unaware of the zoning change to his property. Mr. Pauga stated after reviewing the case, he believes the approval of the Grand Subaru car wash is ruining his property and does not fit the area.

Commissioner Wasowicz asked the petitioner if he was aware the Village was changing its zoning in 2019. Mr. Pauga stated he was aware of the zoning change, however; he was unaware of the zoning change to his property and was not notified via certified mail.

Public Comment

Chairman Rowe asked if there was any member of the Public that would like to comment of the CDC Case. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed Zoning Map Amendment as presented in the Staff Report consisting of:

1) **Public Welfare:** The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: There is no threat to the health, safety, comfort, convenience, and general welfare of the public with this rezoning.

2) **Neighborhood Character:** The proposed amendment is compatible with the existing uses, character, and zoning of adjacent properties and other property within the immediate vicinity of the proposed amendment.

   Applicant's Response: The property was zoned residential until it was recently rezoned by the village to commercial zoning. We are requesting it be amended to its previous correct zoning.

3) **Public Gain:** The proposed amendment provides a relative gain to the public, as compared to any hardship imposed upon an individual property owner.

   Applicant's Response: There is no hardship imposed by this rezoning to an individual property owner.

4) **Community Need:** The proposed amendment addresses the community need for a specific use.

   Applicant's Response: The amendment will zone the property to the correct present usage of the property.

5) **Amendment Objective:** The proposed amendment corrects an error, adds clarification, or reflects a change in policy.

Applicant's Response: The property was incorrectly zoned as commercial and needs to be rezoned as residential.

6) **Consistent with Title and Plan:** The proposed amendment is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: This proposed amendment is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village because there is no change in the existing usage of the property.

Ms. Fawell reviewed the Findings of Fact for the Special Uses as presented in the Staff Report consisting of:

1) **Public Welfare:** The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public.

Applicant's Response: Brook Forest Apartments does not endanger the health, safety, comfort, convenience and general welfare of the public.

2) **Neighborhood Character:** The proposed special use is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed special use.

Applicant's Response: Brook Forest Apartments has been compatible with the character of adjacent properties and other property within the immediate vicinity.

3) **Orderly Development:** The proposed special use will not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity of the proposed special use.

Applicant's Response: Brook Forest Apartments does not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity.

4) **Use of Public Services and Facilities:** The proposed special use will not require utilities, access roads, drainage and/or other facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: Brook Forest Apartments has the required utilities, access roads, drainage, and/or other facilities or services and uses them proportionally to that normally expected of permitted uses in the district, and does not require any new services or facilities.

5) **Consistent with Title and Plan:** The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: Brook Forest Apartments is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the village.

Ms. Fawell reviewed the Findings of Fact for the Preliminary & Final Planned Unit Development as presented in the Staff Report consisting of:

1. **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: There is no plan for future development of the property at this time, however the property currently fulfills the objectives of the Comprehensive Plan and other land use policies of the Village.

2. **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

Applicant's Response: The property has clear and well maintained walkways. The driveways, entry/exit points, and parking facilities are all clearly marked and safe to use. Safe traffic to and from the site describes this property. Current exterior lighting on the property provides security and visibility for the public.

3. **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

   Applicant's Response: The interior landscaping is above average and reveals a high pride of ownership. The existing buffers are maintained and do the job that they are intended to do.

4. **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

   Applicant's Response: The property consists of 60 apartment homes. Our goal is to create a sustainable and low impact site design to minimize potential disturbance to our residents' peaceful enjoyment of their home and surrounding community.

5. **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

   Applicant's Response: We have outdoor sculptures, 2 water fountains, and plants that could be used as a benchmark for others that wish to raise their property to another level.

6. **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: Underground utilities were used, including electric, cable and telephone. The existing storm and sanitary sewers are well maintained and clear of any local blockages near the property.

Ms. Fawell stated Staff recommends the Denial of the above Findings of Fact as they pertain to a Zoning Map Amendment and therefore the Denial of the request to rezone 1131-1139 Center Street from C-2 Commercial District to R-5 Multiple-Unit Dwelling District.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact as they pertain to a Special Use Permit and therefore the Approval of the Special Use Permit at 1131-1139 Center Street.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact as they pertain to a Planned Unit Development and therefore the Approval of the Preliminary and Final Planned Unit Development at 1131-1139 Center Street.

There were no further questions from the Commission.

Motion: Commissioner King made a motion to close CDC Case No. 2021-17. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-17 at 7:46 p.m.

Motion: Commissioner Marcotte made a combined motion to approve the Findings of Fact and Approval of Zoning Map Amendment, C-2 Commercial → R-5 Multiple-Unit, Municipal Code Section 10 – 3 – 6. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: None

Nays: Rowe, Chambers, King, Marcotte, Wasowicz

Motion Failed.

Motion: Commissioner Marcotte made a combined motion to approve the Findings of Fact and Approval of Preliminary & Final Planned Unit Development, Municipal Code Section 10 – 4. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Meeting:
Petitioner: Hamilton Partners
Location: 1000 North Illinois Route 83
Request: Plat of Consolidation
Municipal Code Section 11 - 3

Motion: Commissioner Wasowicz made a motion to open the Public Meeting. Commissioner Marcotte seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened the Public Meeting at 7:48 p.m.

Ms. Fawell stated the Petitioner is requesting a Plat of Consolidations at 1000 N. IL Rte. 83, formally addressed as 1000 Tower Lane. Ms. Fawell stated an existing 144,350 SF industrial building is located on the subject property.

Public Comment

Chairman Rowe asked if there was any member of the Public that would like to comment of the Public Meeting. There were none.

Ms. Fawell stated Staff recommends the Approval of the Plat of Consolidation at 1000 N. IL Rte. 83.

There were no further questions from the Commission.

Motion: Commissioner Wasowicz made a motion to close the Public Meeting. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed the Public Meeting at 7:50 p.m.

Motion: Commissioner Wasowicz made a motion to approve the Plat of Consolidation at 1000 N. IL Rte. 83. Commissioner Marcotte

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion Carried.

Report from Community Development: Ms. Fawell reviewed both recent CDC cases along with upcoming cases.

ADJOURNMENT: There being no further business before the Community Development Commission, Commissioner Marcotte made a motion to adjourn the meeting. Commissioner King seconded the motion.

All were in favor. Motion carried.

The meeting was adjourned at 7:51 p.m.

Ronald Rowe, Chairman
Community Development Commission

CLOSE

Village Board

Village President
Frank DeSimone

Trustees
Rosa Carmona
Ann Franz
Marie T. Frey
McLane Lomax
Nicholas Panicola Jr.
Armando Perez

Village Clerk
Nancy Quinn

Village Manager
Evan K. Summers

BENSENVILLE
GATEWAY TO OPPORTUNITY

Village of Bensenville, Illinois
VILLAGE BOARD
BOARD OF TRUSTEES MEETING
AGENDA
6:30 PM July 27, 2021
Special Board of Trustees Meeting

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. PUBLIC HEARING/PRESENTATION

1. Excellence in Stormwater Award Presentation

2. Employee Recognition - 2021 Public Works Retirements

V. PUBLIC COMMENT (3 minutes per person with a 30 minute meeting limitation)

VI. APPROVAL OF MINUTES

1. June 15, 2021 Village Board Meeting Minutes

VII. WARRANT

1. Warrant Report 7-27-2021 21/11 $5,009,313.55

VIII. **CONSENT AGENDA – CONSIDERATION OF AN "OMNIBUS VOTE"**

IX. **REPORTS OF VILLAGE DEPARTMENTS**

A. Administration

1. *Ordinance of the Village of Bensenville, DuPage and Cook Counties, Illinois Authorizing an Employment Agreement with Evan K. Summers as Village Manager*

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2. *Resolution Approving a Lobbying Services Agreement Between the Village of Bensenville and Maren Ronan Ltd.*

B. Community and Economic Development

1. *Ordinance Granting Site Plan Review and a Final Planned Unit Development with Code Departures for the Properties Located in the Mohawk Terrace Subdivision*

2. *Ordinance Approving Site Plan Review and Granting an Amendment to a PUD and a Final Plat of Subdivision for the Properties Located in the Mohawk Terrace Subdivision*

3. *Ordinance Granting a Variation to Allow an Increase in the Driveway Parking Pad, and Denying a Variation to Increase Driveway Width at 386 E Red Oak Street, Bensenville, IL*

4. *Ordinance Granting a Variation to Allow a Paved Parking Area in the Corner Side Yard at 243 Spruce Avenue, Bensenville, IL*

5. *Ordinance Granting a PUD, and Denying a Zoning Map Amendment to Rezone the site from C-2 Commercial to R-5 Residential at 1131-39 Center Street, Bensenville, IL*

6. *Ordinance Granting Variations to Increase Driveway Width and Parking Pad Depth at 213 S York Road, Bensenville, IL*

7. *Ordinance Approving a Plat of Consolidation at 1000 N IL Rte. 83, Bensenville, IL*

8. *Ordinance Granting a Special Use Permit to Operate a Tobacco Shop at 213 W Grand Avenue, Bensenville, IL*

9. *Motion to Remand back to the Community Development Commission an Ordinance Approving Variations to Increase Driveway Width and Parking Pad Depth at 138 N Addison Street, Bensenville, IL*

10. *Resolution Declaring A Vacant Parcel of Real Property at 840 East Green Street as Surplus Property and Authorizing the Village Manager To Obtain Proposals For Its Sale and Development*

C. Finance

1. *Resolution Adopting the Village of Bensenville Debt Management Policy*

2. *Monthly Treasurer Report for May 2021 for the Village of Bensenville*

3. *Financial Update for First Quarter 2021*

D. Police Department

1. *Resolution Approving Payment of Invoice to Northeast DuPage Family and Youth Services*

2. *Resolution Approving Change of Vendor for Squad Car Outfitting to Ultra Strobe*

E. Public Works

1. *Resolution Authorizing an Award of a Contract for the 2021 MPI MFT Pavement Patching Program with RW Dunteman Company of Addison, IL in the Amount of $92,276.00*

2. *Resolution Authorizing the Approval of a Four (4) Year Contract (2021-2024) with Consulting Engineering, Inc. for the Leak Detection Services in the Not-to-Exceed Amount of $48,000*

3. *Resolution Authorizing the Approval of a Four (4) Year Contract (2021-2024) with The Jean Ross Company for the Fire Hydrant Flow Testing Services in the Not-to-Exceed Amount of $44,631*

4. *Resolution Authorizing an Award of a Contract for the 800 E Jefferson St Parking Lot Improvements with R W Dunteman Company of Addison, IL in the Amount of $27,120.00*

5. *Resolution Authorizing the Execution of an Engineering Service Contract with Engineering Resource Associates, Inc. of Warrenville, IL to perform Culvert Analysis Study in the Not-to-Exceed Amount of $25,905.60*

6. *Resolution Authorizing the Village Manager to be the Authorized Village Representative for the Community Development Block Grant – Disaster Recovery (CDBG-DR) Funding Agreement for 2018 Storm Sewer Improvement Project also known as the Addison Creek Storm Sewer Improvements Phase I*

7. *Resolution Authorizing a Design Engineering Services Agreement with Engineering Resource Associates for the Addison Creek Storm Sewer Project – Phase I (CDBG) in the Not-to-Exceed Amount of $111,770.00*

8. *Resolution Authorizing the Water Tank Maintenance Agreement between the Village of Bensenville and Utility Service Company, Inc. for the Foster Ave Water Tank*

F. Recreation

1. *Resolution Authorizing the Execution of an Ice Arena and Facility Usage License Agreement Between the American Hearing Impaired Hockey Association (AHIHA) and the Village of Bensenville*

2. *Resolution Authorizing a Facility Usage License Agreement Between the Village of Bensenville and 200 X 85, LLC*

3. *Resolution Authorizing the Execution of a Contract with AMS Mechanical Systems, INC for the Emergency Repair of the Edge on John Street's Brine Feeder Line in the Not-to-Exceed Amount of $7,500*

4. *Resolution Authorizing the Execution of a Contract with AMS Mechanical Systems, INC for the Emergency Repair of the Edge on John Street's Bonnet Gaskets, Service Valve Gaskets and Replacement of the Float Switch for the Ammonia System in the Not-to-Exceed Amount of $3,500*

X. **REPORTS OF VILLAGE OFFICERS:**

A. PRESIDENT'S REMARKS:

B. VILLAGE MANAGER'S REPORT:

C. VILLAGE ATTORNEY'S REPORT:

XI. UNFINISHED BUSINESS

XII. NEW BUSINESS

XIII. EXECUTIVE SESSION

A. Review of Executive Session Minutes [5 ILCS 120/2 (C) (21)]
B. Personnel [5 ILCS 120/2 (C) (1)]
C. Collective Bargaining [5 ILCS 120/2 (C) (2)]
D. Property Acquisition [5 ILCS 120/2 (C) (5)]
E. Litigation [5 ILCS 120/2 (C) (11)]

XIV. MATTERS REFERRED FROM EXECUTIVE SESSION

XV. ADJOURNMENT

Village of Bensenville

Board Room
12 South Center Street
Bensenville, Illinois 60106
Counties of DuPage and Cook

MINUTES OF THE SPECIAL VILLAGE BOARD OF TRUSTEES MEETING

July 27, 2021

CALL TO ORDER: 1. President DeSimone called the meeting to order at 6:30 p.m.

ROLL CALL: 2. Upon roll call by Deputy Village Clerk, Corey Williamsen, the following Board Members were present:

President DeSimone, Carmona, Franz, Frey, Panicola, Perez

Absent: Village Clerk, Nancy Quinn, Lomax

A quorum was present.

Staff Present: E. Summers, J. Caracci, S. Flynn, J. McManus, D. Schultz, S. Viger, C. Williamsen

PRESENTATION: Sara Hunn of the Illinois Association for Floodplain and Stormwater Management presented the Village of Bensenville with the IASFM "Excellence in Stormwater Management" award.

Director of Public Works, Joe Caracci, presented Three Proclamations Recognizing Public Works Employees Eugene Giannola Jr., Clay Stueve, and Eduardo DeAnda for their combined 120 years of service to the Village of Bensenville.

PUBLIC COMMENT: **Mehul Patel – 2400 Lindsay Court, West Chicago, Illinois**
Mr. Patel thanked the Village Board and Staff for giving him the opportunity to serve as the Village's Assistant Public Works Director.

Matt Pauga - 6 Kingston Court, North Barrington, Illinois
Mr. Pauga addressed the Village Board regarding his request to rezone his properties. Mr. Pauga submitted an exhibit to the Village Board. The exhibit has been attached to the minutes as "Exhibit A".

Mary Ann Medina – 185 South Church Road, Illinois
Ms. Medina addressed the Village Board regarding her recent water bill. Ms. Medina submitted an exhibit to the Village Board. The exhibit has been attached to the minutes as "Exhibit B".

APPROVAL OF MINUTES:

4. The June 15, 2021 Village Board Meeting minutes were presented.

Motion: Trustee Panicola made a motion to approve the minutes as presented. Trustee Carmona seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

WARRANT NO. 21/11:

5. President DeSimone presented **Warrant No. 21/11** in the amount of $5,009,313.55.

Trustee Perez recused himself from voting on the agenda item due to a bond refund check appearing on the warrant.

Motion: Trustee Franz made a motion to approve the warrants as presented. Trustee Frey the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola

NAYS: None

Motion carried.

Ordinance No. 20-2021:

6. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 20-2021** entitled an **Ordinance of the Village of Bensenville, DuPage and Cook Counties, Illinois Authorizing an Employment Agreement with Evan K. Summers as Village Manager.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to adopt the ordinance as presented. Trustee Carmona seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-64-2021:

7. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-64-2021** entitled a **Resolution Approving a Lobbying Services Agreement between the Village of Bensenville and Maren Ronan Ltd.**

There were no questions from the Village Board.

Motion: Trustee Carmona made a motion to approve the resolution as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 21-2021:

8. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 21-2021** entitled an **Ordinance Granting Site Plan Review and a Final Planned Unit Development with Code Departures for the Properties Located in the Mohawk Terrace Subdivision.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to adopt the ordinance as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 22-2021:

9. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 22-2021** entitled an **Ordinance Approving Site Plan Review and Granting an Amendment to a PUD and a Final Plat of Subdivision for the Properties Located in the Mohawk Terrace Subdivision.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to adopt the ordinance as presented. Trustee Carmona seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 23-2021:

10. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 23-2021** entitled an **Ordinance Granting a Variation to Allow an Increase in the Driveway Parking Pad, and Denying a Variation to Increase Driveway Width at 386 E Red Oak Street, Bensenville, IL.**

There were no questions from the Village Board.

Motion: Trustee Frey made a motion to adopt the ordinance as presented. Trustee Perez seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 24-2021:

11. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 24-2021** entitled an **Ordinance Granting a Variation to Allow a Paved Parking Area in the Corner Side Yard at 243 Spruce Avenue, Bensenville, IL.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 25-2021:

12. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 25-2021** entitled an **Ordinance Granting a PUD, and Denying a Zoning Map Amendment to Rezone the site from C-2 Commercial to R-5 Residential at 1131-39 Center Street, Bensenville, IL.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to adopt the ordinance as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 26-2021:

13. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 26-2021** entitled an **Ordinance Granting Variations to Increase Driveway Width and Parking Pad Depth at 213 S York Road, Bensenville, IL.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to adopt the ordinance as presented. Trustee Carmona seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 27-2021:

14. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 27-2021** entitled an **Ordinance Approving a Plat of Consolidation at 1000 N IL Rte. 83, Bensenville, IL.**

There were no questions from the Village Board.

Motion: Trustee Carmona made a motion to adopt the ordinance as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 28-2021:

15. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 28-2021** entitled an **Ordinance Granting a Special Use Permit to Operate a Tobacco Shop at 213 W Grand Avenue, Bensenville, IL.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to adopt the ordinance as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

138 N. Addison St:

16. President DeSimone gave the summarization of the action contemplated in **Motion to Remand back to the Community Development Commission an Ordinance Approving Variations to Increase Driveway Width and Parking Pad Depth at 138 N Addison Street, Bensenville, IL**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to Remand this Matter back to the Community Development Commission. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-65-2021:

17. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-65-2021** entitled a **Resolution Declaring A Vacant Parcel of Real Property at 840 East Green Street as Surplus Property and Authorizing the Village Manager To Obtain Proposals For Its Sale and Development.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Carmona seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-66-2021:

18. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-66-2021** entitled a **Resolution Adopting the Village of Bensenville Debt Management Policy.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Monthly Treasure Report:

19. Director of Finance, Julie McManus provided the Monthly Treasure Report for May 2021 to the Village Board.

There was no action taken on this Item.

Financial Update:

20. Director of Finance, Julie McManus provided the First Quarter Finical Update to the Village Board.

There was no action taken on this Item.

Resolution No. R-67-2021:

21. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-67-2021** entitled a **Resolution Approving Payment of Invoice to Northeast DuPage Family and Youth Services.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-68-2021:

22. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-68-2021** entitled a **Resolution Approving Change of Vendor for Squad Car Outfitting to Ultra Strobe.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-69-2021:

23. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-69-2021** entitled a **Resolution Authorizing an Award of a Contract for the 2021 MPI MFT Pavement Patching Program with RW Dunteman Company of Addison, IL in the Amount of $92,276.00.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-70-2021:

24. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-70-2021** entitled a **Resolution Authorizing the Approval of a Four (4) Year Contract (2021-2024) with Consulting Engineering, Inc. for the Leak Detection Services in the Not-to-Exceed Amount of $48,000.**

There were no questions from the Village Board.

Motion: Trustee Frey made a motion to approve the resolution as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-71-2021:

25. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-71-2021** entitled a **Resolution Authorizing the Approval of a Four (4) Year Contract (2021-2024) with The Jean Ross Company for the Fire Hydrant Flow Testing Services in the Not-to-Exceed Amount of $44,631.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Carmona seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-72-2021:

26. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-72-2021** entitled a **Resolution Authorizing an Award of a Contract for the 800 E Jefferson St Parking Lot Improvements with R W Dunteman Company of Addison, IL in the Amount of $27,120.00.**

There were no questions from the Village Board.

Motion: Trustee Frey made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-73-2021:

27. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-73-2021** entitled a **Resolution Authorizing the Execution of an Engineering Service Contract with Engineering Resource Associates, Inc. of Warrenville, IL to perform Culvert Analysis Study in the Not-to-Exceed Amount of $25,905.60.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-74-2021:

28. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-74-2021** entitled a **Resolution Authorizing the Village Manager to be the Authorized Village Representative for the Community Development Block Grant – Disaster Recovery (CDBG-DR) Funding Agreement for 2018 Storm Sewer Improvement Project also known as the Addison Creek Storm Sewer Improvements Phase I.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-75-2021:

29. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-75-2021** entitled a **Resolution Authorizing a Design Engineering Services Agreement with Engineering Resource Associates for the Addison Creek Storm Sewer Project – Phase I (CDBG) in the Not-to-Exceed Amount of $111,770.00.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-76-2021:

30. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-76-2021** entitled a **Resolution Authorizing the Water Tank Maintenance Agreement between the Village of Bensenville and Utility Service Company, Inc. for the Foster Ave Water Tank.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-77-2021:

31. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-77-2021** entitled a **Resolution Authorizing the Execution of an Ice Arena and Facility Usage License Agreement Between the American Hearing Impaired Hockey Association (AHIHA) and the Village of Bensenville.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-78-2021:

32. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-78-2021** entitled a **Resolution Authorizing a Facility Usage License Agreement Between the Village of Bensenville and 200 X 85, LLC.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-79-2021:

33. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-79-2021** entitled a **Resolution Authorizing the Execution of a Contract with AMS Mechanical Systems, INC for the Emergency Repair of the Edge on John Street's Brine Feeder Line in the Not-to-Exceed Amount of $7,500.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-80-2021:

34. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-80-2021** entitled a **Resolution Authorizing the Execution of a Contract with AMS Mechanical Systems, INC for the Emergency Repair of the Edge on John Street's Bonnet Gaskets, Service Valve Gaskets and Replacement of the Float Switch for the Ammonia System in the Not-to-Exceed Amount of $3,500.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

PRESIDENT'S REMARKS: President DeSimone announced Music in the Park is ongoing and the last show is scheduled for August 25, 2021; a full schedule can be found on the Village's Website.

President DeSimone announced the Village has partnered with the Bensenville Garden Club to host a landscaping contest; detail can be found on the Village's Social Media pages.

President DeSimone announced he has been in discussion with promoters to possible host a MMA event at the Edge Ice Arena.

MANAGERS REPORT: Village Manager, Evan Summers, announced IDPH mobile vaccine clinic is at every Music in the Park event for those interested in receiving the COVID vaccine.

Mr. Summers announced the Village's new Residential Key Box Program; Residents are encouraged to contact the Community and Economic Development Department for full details.

Mr. Summers announced the next brush pickup will take place on August 2nd; brush must be placed on the curb no later than 6:00am on August 2nd.

VILLAGE ATTORNEY REPORT: Village Attorney, Peter Murphy, had no report.

UNFINISHED BUSINESS: There was no unfinished business.

NEW BUSINESS: There was no new business.

EXECUTIVE SESSION: Village Attorney, Peter Murphy, stated there was not a need for Executive Session.

ADJOURNMENT: Trustee Carmona made a motion to adjourn the meeting. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Carmona, Franz, Frey, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

President DeSimone adjourned the meeting at 7:50 p.m.

Nancy Quinn
Village Clerk
PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville this 10th day, August 2021

July 27, 2021 Special Village Board Meeting Minutes Exhibit A (3 pgs.)

RE: Village of Bensenville CDC case 2021-11
Allegation of Questionable Conduct by Steve Johnson – representing Grand Subaru Vs. Brook Forest, LP
Attn: Attorney Registration and Disciplinary Commission of the Supreme Court of Illinois
One Prudential Plaza
130 East Randolph Drive, Suite 1500
Chicago, IL 60601-6219
(312) 565-2600
Fax: (312) 565-2320
July 27th, 2021

To whom it may concern,

This complaint regarding Steve Johnson is about a zoning case involving Grand Subaru, the Village of Bensenville, and Brook Forest LP, the latter of which is a multifamily apartment complex that I own. Our neighbor, The Grand Subaru car dealership, wants to put a car wash approximately 40 feet from our apartment buildings. The public hearing took place on 7/6/2021 and eventually the trustees voted in favor of allowing the car wash to be built because we were improperly zoned as commercial property instead of residential in 2019. In order to conserve your time in making your determination, I will state the issue involving the attorney and give back up information from the hearing transcript.

This matter has to do with the attorney Mr. Steve Johnson and his representation of the petitioner Grand Subaru. The address of Mr. Steve Johnson is 311 S County Farm Road, Suite L, Wheaton IL 60187.

Not being an attorney, some of my conclusions might have no legal significance and might be dismissed.

Transcript, Page 14. Steve Johnson at the hearing stated:

"The Village knew that as part of our purchase that that was integral to us purchasing that land. We wouldn't have purchased it but for the fact that the village would allow us to put the car wash there."

The exact placement of the car wash was not defined in the incentive agreement that the village entered into with them. In what appears to be a private meeting, no one can give assurances on matters of this nature, but only those in a public meeting and trustees voting on the matter. Was this matter preordained before the zoning meeting? Steve Johnson's expression on this matter gives the impression that it was.

I want to point out the attorney is giving information that he is not qualified to give. We have every reason to believe that Mr. Johnson gave false testimony. He states that the doors will be closed during the car wash's operation. Page 16 on the meeting minutes. However, according to someone from Keller, the planner, architect, and builder of the car wash, the doors will be mostly open during the car wash operation.

Page 17, 18, 19, 20, 21, 22

Why did Mr. Johnson give testimony on the performance of the car wash when they have someone from Keller who designed the building, who has planning and building credentials, and is present it at the meeting? They have the specs and refused to give to us for evaluation. The denial of facts that are crucial to the case for our evaluation could result in erroneous conclusions. I was denied information on the equipment that was to be used in the car wash. I requested the car wash equipment specifications from Grand Subaru's manager, Grand Subaru's attorney, Steve Johnson, and Scott Viger from the Village of Bensenville's zoning department. I was set up with Riverbank Acoustical Laboratories in Geneva, IL, a highly respected acoustical service, to come through and analyze the sound performance of the equipment. This is a vital material factor that impacts the residents in close proximity to the operation of the car wash.

Pg. 69 and 70.

I have no recollection of him using the word identical. Mr. Johnson is playing with words. I recall asking him for the car wash equipment specifications. I asked the general manager of Grand Subaru and the Village of Bensenville for it. See page for my testimony. At some point I learned the equipment was Sonny 125 EDT. It is strange the way he puts it.

Bottom of page 70, and that you just confirmed the car wash is Sonny 125 EDT.

"And if the Village requires or wants us to provide the specifications or decibel noises or that type of information WE WILL BE HAPPY TO SUBMIT THAT LATER." Stated Mr. Johnson. Why is he unable to provide specific information at this meeting? He is providing information that he deemed relevant to his case, and is influencing the result through omission and deception. The village isn't requiring it, we are the ones requesting it.

The attorney is giving testimony on the noise issue of the car wash that will influence the board on their decision on this matter. Eventually, he was aware and has the specs and denied us access to it. No handout was given and he was interpreting this matter, which is a material matter, in this case. He did have someone from Keller, the design firm, who was silent during the whole presentation and had to be part of the strategy of gaining acceptance on this proposal. It seems the attorney was doing alright with his own set of facts. His engineer was silent during the whole presentation, even though to design the building he would need to have the Sonny 125 EDT specs. Was the engineer a co-conspirator?

Last page, 72

Grand Subaru contributed $70-100,000 every year through their "Share the Love" campaign to Bensenville and local Charities. This meeting of establishing a PUD and amendments happened after the fact that Grand Subaru had been donating money over the past two and a half years. Mr Johnson's comment was, "We believe we met or exceeded all the requirements from the village and we ask all of our variants to be approved." Note, grand Subaru did not give any money prior to these negotiations. Pg. 74.

We have yet to find a car wash that has the doors closed all the time during operational hours.

How can the city do their due diligence without the 125 EDT data? His abbreviation of this relevant data puts him in an empowered position to win this case. Notice that they did not state in their data how many cars would be cleaned at this car wash. Lacking much information put the whole hearing in their favor.

I believe after observing and hearing Mr. Steve Johnson at the public hearing that his actions warrant a formal complaint and investigation into his conduct should be required. He withheld vital information from the Village Board, the public, our residents, and myself in an attempt to shroud the true nature of this car wash's impact on us and the surrounding community.

Sincerely,
Matt Pauga
(847) 713-2901
Brook Forest LP
7330 Fairmount Avenue
Downers Grove, IL 60516
White Birch Management Company
President

Ms. Nancy Quinn

July 27, 2021

I am Mary Ann Medina. We have lived in Bensenville since Dec. 20, 1969, before some of you may have even been born.

Attached is a copy of a letter I presented to the Village Board in June, 2018, disputing the manner in which the sanitary sewer portion of my water bill was mathematically computed, and NOTHING has changed insofar as our water bill is concerned, as you will see if you read the attached letter.

We recently had to re-sod our front lawn. If we did not keep the sod watered, especially with all the 90' days we've had, we would have ended up with dead sod and throwing $500+ away, which is a big chunk of money for 2 senior citizens who, in these days of rising prices, are trying to make ends meet. Our water bill, which was due today (and has been paid), was $130.63. Of that amount, the water usage was 5,352, at the cost of $55.13 (less the senior discount) and the sanitary/sewer bill was $46.78, bringing the total bill to $130.83, including WS debt service and Refuse service. We did, of course, pay the bill, which is unfair in my opinion. Never since we moved here have we ever been late in bill paying, and will continue to pay on time. I disagree with the way this bill has been computed, even tho Ms. McManus disagrees with me. Our <u>average</u> sanitary service bill for 2019 was $22.56 per mo.; for 2020 it was $21.13 per mo., and for Jan. thru June 2021 it was $26.14 per month. The July bill jumped to $46.78, over $20 more for the sewer costs - usage we DID NOT utilize, since the majority of the water used went onto the sod and gardens, NOT into the sewer system. as we are charged! This is $20+ more than any of the previous 6 months. The water went **directly** into the new sod; we should **not** be charged extra for a service we **did not** use.

We live on one of the main streets of Bensenville, and want to help keep our village, and our small section of it, something to be proud of, as many people pass by our home every day - school buses, folks going to church, the library, leisure center, the train station, shopping, etc. It is my understanding that Bensenville has been recognized as a great place to live, and we try to keep our property well-maintained.

If May, 2018 was hot, then I feel certain the summer of 2021 is going to surpass 2018 with all the 90+ days we are experiencing, and some drastic measures are required. I am sure that all of you board members have a lot of "smarts" and <u>should</u> be able to figure out a way to make the sanitary/sewer portion of the **summer** water bill more equitable for the home owners who want to keep their property in tip-top shape, and who, incidentally, pay your wages. Even a small discount for the sewer charges for the months of June, July, and August, would be a big help to homeowners who are trying to keep their property well-maintained. If we had to apply for a permit to re-sod our lawns in order to get this discount, it would be well worth it.

Thank you for your time. I do hope you find a solution to this problem, and thank you, again, for hearing me out.

Mary Ann Medina
185 S. Church Road
Bensenville, IL 60106
630-595-5974

Letter to the Village Board in June, 2018

My name is Mary Ann Medina. We have lived in Bensenville for over 51 years, and I would to dispute my most recent utility bill.

The water usage shown on the bill for May 31, 2018 was 5,417. I do not dispute this figure, as we had to replace the lawn in front of our home, removing the damaged grass, rototilling the yard, and rolling it to even out the surface, sowing the grass seed and raking it in so that the seed would have a good footing, and spreading straw mulch over all of it, and keeping it watered, so that the seed would germinate and the grass would grow. This was a very labor-intensive job for 80+year-olds to do in a course of 4 days, for our own satisfaction, and to keep our little area of Bensenville looking good and well cared for.

What I **do** dispute is the charge for sanitary sewer - to the tune of **$45.99**. The **majority** of the water we used went **directly** into the ground - **NOT** into a sanitary sewer system! The water was used to get our lawn established, and to water our vegetable and flower gardens - again, **NOT** to go into a sanitary sewer!

Over the past 17 months, our average water usage per month was 2,597, with the average cost of $28.30, and the average sanitary sewer usage per month was $13.55. I feel that the cost for the sewer in May should have been **no more** than $23.03, which we paid in April, 2018, when we used 2,713 for water. To be charged $45.99 for sanitary sewer usage in May 2018, which we DID NOT **even use**, is in my opinion **grossly unfair** and is, in fact, highway robbery.

Would any of you board members be willing to pay for something you **didn't even use**? I doubt it.

To make matters worse, May of 2018 was the hottest May in recorded history. We **HAD** to water, but we **did not** have to, **nor did we**, use the sewer system for the majority of water used!

To sum it all up, I definitely feel that I am due a refund on my next water bill in the amount of at least $20 to offset this erroneous method of determining the sanitary sewer portion of the bill.

In closing, I would remind the board members that most of the water used by Bensenville homeowners during the months of May through Mid-September is probably used for watering lawns and gardens, and does not go into sanitary sewers, as in my case. Therefore, I would like to charge you to figure out a **more-equitable formula** for determining the cost of sewer usage in these months so that all homeowners are treated fairly.

(I would be willing to accept a $20 credit instead of the charge of $45.99 for sewer usage, leaving me a cost for the month of May, 2018 of $25.99. a more equitable figure.)

CLOSE

COMMUNITY DEVELOPMENT COMMISSION
Village of Bensenville
VILLAGE HALL
December 7, 2021 6:30 PM

I. Call Meeting to Order

II. Roll Call and Quorum

III. Pledge of Allegiance

IV. Public Comment

V. Approval of Minutes

November 2, 2021 Community Development Commission Meeting Minutes

VI. Action Items:

1. CDC Case 2021-34: Consideration of a Variation to Allow a 20' by 40' Parking Area Nonadjacent to a Garage at 16 W Irving Park Road

2. CDC Case 2021-35: Consideration of a Site Plan and Variations to Construct a 2,000 SF Light Industrial Building at 238 Park Street

3. CDC Case 2021-36: Consideration of a Driveway Width Variation to Allow a Turnaround Pad at 427 N IL Rte. 83

4. CDC Case 2021-37: Consideration of an Amendment to a Planned Unit Development for the Future Industrial Business Park at the Mohawk Terrace Neighborhood

5. CDC Case 2021-38: Consideration of a Variation to Allow a Paved Parking Area Nonadjacent to a Garage at 244 S Center Street

VII. Report from Community and Economic Development

VIII. Adjournment

Any individual with a disability requiring a reasonable accommodation in order to participate in a Community Development Commission Meeting should contact the Village Clerk, Village of Bensenville, 12 S. Center Street, Bensenville, Illinois, 60106 (630-350-3404)

Village of Bensenville
Board Room
12 South Center Street
DuPage and Cook Counties
Bensenville, IL, 60106

MINUTES OF THE COMMUNITY DEVELOPMENT COMMISSION

December 7, 2021

CALL TO ORDER: The meeting was called to order by Chairman Rowe at 6:30p.m.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki,
A quorum was present.

STAFF PRESENT: K. Fawell, K. Pozsgay, S. Viger, C. Williamsen

JOURNAL OF PROCEEDINGS: The minutes of the Community Development Commission Meeting of the November 2, 2021 were presented.

Motion: Commissioner King made a motion to approve the minutes as presented. Commissioner Chambers seconded the motion.

All were in favor. Motion carried.

Director of Community and Economic Development, Scott Viger, Senior Village Planner, Kurtis Pozsgay and Village Planner, Kelsey Fawell, were present and sworn in by Chairman Rowe.

PUBLIC COMMENT: There was no Public Comment.

Public Hearing: CDC Case Number 2021-34
Petitioner: James E. & Judith Pichla
Location: 16 West Irving Park Road
Request: Variation, Paved Parking Area
Municipal Code Section 10 – 8 – 8 – G.4

Motion: Commissioner Wasowicz made a motion to open CDC Case No. 2021-34. Commissioner Chambers seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-34 at 6:32 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Daily Herald on November 18, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on November 18, 2021. Ms. Fawell stated on November 17, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioner is seeking a Variation in order to pave a 20' by 40' paved parking area in the rear yard of their property to be accessed from the alley. Ms. Fawell stated the majority of the proposed area – already used for vehicle parking – is predominantly gravel, for which the Petitioner has received numerous correction notices and appeared at administrative adjudication.

James Pichla, property owner, was present and sworn in by Chairman Rowe. Mr. Pichla stated he has owned the property for a little over fifty years. Mr. Pichla stated the property was purchased with gravel for parking. Mr. Pichla stated they are requesting a 20' x 40' parking pad to allow the three vehicles that live in the house to park along with his daughter's vehicle when she comes to visit on weekends.

Chairman Rowe asked if there is a garage on the property. Mr. Pichla stated there is no garage on the property.

Chairman Rowe asked if Mr. Pichla planned to construct a garage on the property. Mr. Pichla stated he is not going to build a garage on the property.

Public Comment

Chairman Rowe asked if there were any members of the Public that would like to make comment. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed variance permit as presented in the Staff Report consisting of:

1) **Public Welfare:** The proposed Variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: Parking cars in a parking area without a garage will not endanger the health, safety, comfo11, convenience, and general welfare of the pub be.

2) **Compatible with Surrounding Character:** The proposed Variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed Variation.

   Applicant's Response: Having parked cars in a parking area is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed variation.

3) **Undue Hardship**: The proposed Variation alleviates an undue hardship created by the literal enforcement of this title.

   Applicant's Response: There is no other location on the subject property to park cars. Thus, the proposed variation alleviates an undue hardship created by the literal enforcement of this title.

4) **Unique Physical Attributes:** The proposed Variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

   Applicant's Response: The subject property does not have a detached garage. Applicant did not deliberately created this situation that the subject property has no garage.

5) **Minimum Deviation Needed:** The proposed Variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

Applicant's Response: There is no lesser way to park cars on the subject property except by granting the proposed variation.

6) **Consistent with Ordinance and Plan:** The proposed Variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: Allowing cars to park in a parking area even though there is no garage on the property is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell stated Staff recommends the approval of the above Findings of Fact and therefore the Approval of the Variation for a Paved Parking Area nonadjacent to the garage at 16 W Irving Park Road with the following conditions:

1) Driveway grade shall not negatively impact any neighboring properties. Drainage shall be pitched toward the alley;
2) The paved parking area shall have a maximum area of 20 feet by 20 feet;
3) The paved parking area shall be located one foot or more from the interior lot line and three feet or less from the rear lot line; and
4) Any remaining gravel area shall be restored to green space.

There were no questions from the Commission.

Motion: Commissioner Chambers made a motion to close CDC Case No. 2021-34. Chairman Rowe seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-34 at 6:42 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Variation, Paved Parking Area, Municipal Code Section 10-8-8-G.4 with the above mentioned conditions of approval. Chairman Rowe seconded the motion.

ROLL CALL: Ayes: Chambers, King, Wasowicz

Nays: Rowe, Marcotte

Motion carried.

Public Hearing: CDC Case Number 2021-35
Petitioner: Arkadiusz Krynski & Jacenty Rapacz
Location: 238 Park Street
Request: **Site Plan Review**
Municipal Code Section 10-3-2
Variation, Interior Side Yard Setbacks
Municipal Code Section 10-6-8-1
Variation, Off-Street Parking Dimensions
Municipal Code Section 10-8-6-1
Variation, Outdoor Storage Area Location
Municipal Code Section 10-7-3.X-1
Variation, Fence in Front Yard
Municipal Code Section 10-7-4.C-7.a
Variation, Parking Lot Landscaping
Municipal Code Section 10-9-5

Motion: Commissioner Chambers made a motion to open CDC Case No. 2021-35. Commissioner King seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-35 at 6:46 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Daily Herald on November 18, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on November 18, 2021. Ms. Fawell stated on November 17, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for

viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioner is seeking approval of a Site Plan and number of Variations to construct a 16' high, 2,000 SF warehouse and storage building for their contracting business. Ms. Fawell stated as the subject property fronts both Marion Court and Park Avenue, it is considered to have two front yards.

Ms. Fawell stated the proposed steel building is to have two drive-in doors, and light-trucks will access the site from both streets. Ms. Fawell stated an outdoor storage area and small parking lot is located in the front yard facing Marion Court, and the Petitioner has submitted plans that indicate the areas will screened by a fence. Ms. Fawell stated two options of floor plans have been submitted, as well as pictures of neighboring properties with site designs and uses similar to their request.

Arkadiusz Krynski and, Property Owner, and Beata Krynski were present and sworn in by Chairman Rowe. Ms. Gonzalez reviewed the proposed plans. Mr. Krynski reviewed the proposed plans with the commission. Mr. Krynski stated the building will be used occasionally throughout the year. Mr. Krynski stated he is a concrete workers and his equipment will be kept on job sites during the construction season. Mr. Krynski stated the neighborhood on Marion Court will not be disturbed by his business operation.

There were no questions from the Commission.

Public Comment

Chairman Rowe asked if there were any members of the Public that would like to make comment. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed Site Plan Review in the Staff Report consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties because adjacent properties

from N, S, E sides are 1-1 light industrial properties. Only the W side on the other side of Marion street is partially residential, also adjacent to commercial 1-1 from N side.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity because it is bordering with other light industrial properties from N,S,E side. Our activity in the planned development will mainly consist in the storage of our construction equipment, without any other industrial activity.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

   Applicant's Response: Our architect will perform a set of drawings necessary to get approval from the Village of Bensenville according to building codes and other standards for this kind of development. These drawings will be provided with the adequate utilities, access roads, parking, loading, drainage, storm water flow paths, exterior lighting, and/or other necessary facilities.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

   Applicant's Response: We will plant trees to provide shade for 40% of the parking We will also provide landscape buffers (various shrubs, plants, etc.) to screen the lot on both Marion and Park. Our plan would be designed by a professional architect to preserve the environmental resources.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

   Applicant's Response: Our development plan has a small warehouse building with driveway from both sides E and W to make an access to the building and there is also a walkway from W side to office area, so all rules regarding pedestrian circulation and vehicular traffic are met.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

   Applicant's Response: There are no curbs on the street from Marion Ct and Park Ave.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

   Applicant's Response: Our site plan was designed according to clues and remarks of the Village of Bensenville Zoning Department.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The site plan for proposed development would be consistent with the intent of the Comprehensive Plan. We are going to build a warehouse building for storage use and what is shown on the site plan would be consistent with the Comprehensive Plan with more detailed information.

Ms. Fawell reviewed the Findings of Fact for the proposed variations in the Staff Report consisting of:

1) **Public Welfare:** The proposed Variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: The proposed variation: "Minimum interior side yard setback for lots in the 1-1 District is 1 Oft, our proposed 5ft will not endanger the health, safety, comfort, convenience and general welfare of the public because we are not going to use the site of the yard for storage or any other activity. On both sides of the property would be landscaping -grass area. We are not going to have any windows on the N and S side of the proposed building. The other proposed variation: "Fence from Marion street" We also want to have a backyard screened with the fence and gate from the North side (toward Marion St) The reason that we want to make this variation is that we plan to occasionally park our equipment. There is a residential area on the other side of the street Marion Ct but far enough to make a turn, back up or drive out our parking lot. Marion Ct is a low traffic street. Our equipment is not noisy (quiet) so we are not going to disturb our neighbors. Besides that our equipment is parked for the most of time of the year on our job sites. We are also going to use a proposed building area to store (park) our equipment. So the paved area from Marion Ct site has a multipurpose use for storage of some materials and tools, not mainly to park our equipment. Other properties also use Marion Ct site to park their commercial vehicle fleet (see attached pictures). Besides that we are not going to make machinery parks, but just park our little equipment on our property lot, like others property owners are doing and they are allowed. So we completely cannot understand why these are going to be such big issues.
   Third variation is to determine the Marion Ct site of our property as a backyard. We would like to have a front from Park St and back from Marion Ct, because the whole block (all warehouses) are situated the same way. Some of them even have parking and storage from Marion Ct site (see attached pictures).

2) **Compatible with Surrounding Character:** The proposed Variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed Variation.

Applicant's Response: The proposed variation is compatible with the character of adjacent properties because other properties also have a fence with gate from Marion Ct. There is a fence with gate at property address 214 S Park St, Bensenville. Fence is from Marion Ct. This house has the same situation -2 fronts (Park St and Marion Ct) and no back yards. They use a site from Marion Ct for parking and storage purpose (see attached pictures). Other properties also use Marion Ct site to park their commercial vehicle fleet (see attached pictures). Set back 5ft is required because of the size (width -50ft of the property lot) and will not change anything in the character of the immediate vicinity.
We would like to deny staff recommendations regarding site layout of the building and parking location. All warehouses are situated the same way. They have their fronts toward Park St and their back toward Marion Ct. Some of them have storage and parking from Marion Ct (see attached pictures). All warehouses are connected to media (electricity, gas, sewerage, water) from Park St. That is going to be the same situation with our proposed building. We would like to have a media connection to the front of the building. We also have an address : 238 Park St Bensenville, so it is determined where our front is. If we perform a mirror of this development the other way it would be sensational -only our building will be situated that way.

3) **Undue Hardship**: The proposed Variation alleviates an undue hardship created by the literal enforcement of this title.

Applicant's Response: Like it was told in point 2 the width of the yard is 50ft, so it is impossible to build a building 30ft wide to be useful for our needs. Because we are limited to having 25% of outside storage we would like to use a building area to park and store our equipment (4 wheel truck with flatbed trailer, bobcat skid steer loader, mini excavator) especially during winter time. We had a bad experience last winter where all our construction equipment was destroyed by wildlife -squirrels and it required very expensive repairs. After winter we couldn't start our work for 2 months because of these damages. The cost of the repairs and the loss of the work for 2 months made it a very difficult situation where we were close to bankruptcy. We want to use the area with doors on both sides to park our truck and trailer and the side

area to park skid steer loaders and mini excavators. On the rest side area we want to store concrete forms and other stuff necessary to our profession.

4) **Unique Physical Attributes:** The proposed Variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

Applicant's Response: Like we said in point no 3 dimension 50ft width is very difficult to build a building useful for our needs. We bought this empty yard which was classified as I-I light industrial property lot (normally minimum width for 1-1 is 100ft) So we would like to use this property according to its intended purpose and we also want to have a useful building, but physical attributes of the subject property were not created by us.

5) **Minimum Deviation Needed:** The proposed Variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

Applicant's Response: The proposed variation 5' setback on the N and S side and fence from W side (Marion St) represents the minimum deviation from the regulations of this title and is necessary to meet our storage needs of the building and not supposed to have a negative impact on our neighbors.

6) **Consistent with Ordinance and Plan:** The proposed Variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: Our proposed variations have not changed the I-1 lot use rules. It is still going to be a commercial building and commercial property lot. These changes are required only to make a building and outside storage safe from others (kids playing, theft e.g. -fence) It will be also possible to build a building to accommodate our needs (5ft setback), so it is consistent with the intent of Comprehensive Plan and other policies of the Village.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Variation to allow 5' interior side yard setbacks.

1. Staff recommends the Denial of the above Findings of Fact therefore the Denial of the Variation to allow a steel building.
    a. The development shall meet the design requirements for industrial districts set forth in Section 10-6-19 of the Village Zoning Ordinance.
2. Staff recommends the Approval of the above Findings of Fact therefore the Approval of the Variation to allow an outdoor storage area in the front yard (located between principal building and Marion Court).
3. Staff recommends the Approval of the above Findings of Fact therefore the Approval of the Variation to allow a fence in the front yard with the following conditions:
    a. The fence shall be opaque.
    b. The fence shall have a maximum height of 6'.
4. Staff recommends the Approval of the above Findings of Fact therefore the Approval of the Variation to allow deviation from the Zoning Code's parking lot landscaping requirements with the following conditions:
    a. A landscape buffer with a depth of 8', in accordance with Section 10-9-5.B, shall along the western property line in between the fence and right-of-way.
    b. The Petitioner should attempt to include as many trees on the site as possible.
    c. A landscape plan, to be approved by the Zoning Administrator, shall be submitted with a building permit application.
5. Staff recommends the Approval of the above Findings of Fact therefore the Approval of the Site Plan with the following conditions:
    a. The conditions of approval in the Variations listed above be included in a revised plan;
    b. The curb cut and driveway on Marion Court be removed;
    c. Outdoor storage area shall be in accordance with §10-7-3.X of the code;
    d. A landscape plan, to be approved by the Zoning Administrator, shall be submitted with a building permit application;
    e. Additional trees shall be added to the site;
    f. Two parking stalls shall be provided on the site, final design to be approved by Staff; and

g. The fence have a setback of 8 feet from the front lot line to allow for the inclusion of the perimeter landscape.

Chairman Rowe suggested continuing this case until January 2022 to allow for the petitioner and Staff to work on a solution that would not allow for heavy traffic on Marion Court.

Mr. Pozsgay requested a decision on this matter and stated plans can be revised before this case is heard by the Village Board.

Ms. Krynski stated they are open to revising the plans and can have new drawings to Staff by December 8, 2021.

Motion: Commissioner Wasowicz made a motion to close CDC Case No. 2021-35. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-35 at 7:19 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Site Plan Review, Municipal Code Section 10-6-8-1 with Staff's Recommendations. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Variation, Interior Side Yard Setbacks, Municipal Code Section 10-6-8-1 with Staff's Recommendations. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion:	Commissioner Chambers made a combined motion to approve the Findings of Fact and Approval of a Variation, Off-Street Parking Dimensions, Municipal Code Section 10-8-6-1 with Staff's Recommendations. Commissioner King seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Variation, Outdoor Storage Area Location, Municipal Code Section 10-7-3.X-1 with Staff's Recommendations. Commissioner King seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Variation, Fence in Front Yard, Municipal Code Section 10-7-4.C-7.a with Staff's Recommendations. Commissioner King seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Variation, Parking Lot Landscaping, Municipal Code Section 10-9-5 with Staff's Recommendations. Commissioner Chambers seconded the motion.
ROLL CALL:	Ayes: Rowe, Chambers, King, Marcotte, Wasowicz
	Nays: None
	All were in favor. Motion carried.

Public Hearing:	CDC Case Number 2021-36
Petitioner:	Loretta Glowiak
Location:	427 North Illinois Route 83
Request:	Variation, Maximum Driveway Width Municipal Code Section 10-8-8-1

Motion: Commissioner King made a motion to open CDC Case No. 2021-36. Commissioner Chambers seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-36 at 7:24 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Daily Herald on November 18, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on November 18, 2021. Ms. Fawell stated on November 17, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioner is seeking approval of a Variation to allow an increase in the Zoning Code's maximum allowable driveway width of 10 feet. Ms. Fawell stated the existing driveway, which is in a current state of disrepair, is to be removed and replaced with asphalt. Ms. Fawell stated the driveway has a width of 18 feet at its widest section. Ms. Fawell stated additionally, the Petitioner would like to add a 20' by 20' asphalt turnaround pad to allow drivers to proceed forward into IL Rte. 83 traffic, rather than backing out. Ms. Fawell stated there is no garage located on the property.

Loretta Glowiak, Property Owner, was present and sworn in by Chairman Rowe. Ms. Glowiak stated the RV and a couple of vehicles that are showed in pictures have been removed from the property in June 2019. Ms. Glowiak stated she is seeking the approval for a turn-around so they no longer have to back out onto Illinois Route 83. Ms. Glowiak stated there is no garage, nor are they any plans to construct one. Mr. Glowiak stated there might be a Jeep in the rear yard that will be moved to the paved parking area once approved.

There were no questions from the Commission.

Public Comment

Chairman Rowe asked if there were any members of the Public that would like to make comment. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed variation in the Staff Report consisting of:

1. **Public Welfare:** The proposed Variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: The variation of the driveway that is being requested will allow for the residents of 427 N Illinois 83 to exit their driveway safely, which may reduce traffic accidents caused by backing out onto the highway 83.

2. **Compatible with Surrounding Character:** The proposed Variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed Variation.

   Applicant's Response: The variation of the driveway that is being requested is not out of character with nearby properties, as it is a simple turn around section that is being added to the driveway that would originally be constructed for the property.

3. **Undue Hardship**: The proposed Variation alleviates an undue hardship created by the literal enforcement of this title.

   Applicant's Response: The variation of the driveway that is being requested will increase the safety of the residents of 427 N Illinois 83 and other drivers that are driving on

highway 83 by allowing the residents to pull out forward instead of backing out onto the driveway.

4. **Unique Physical Attributes:** The proposed Variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

   Applicant's Response: The property does not have driveway access to the side street of Elmhurst Rd, and only has access to highway 83. Thus, the variation for the turn around is being requested.

5. **Minimum Deviation Needed:** The proposed Variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

   Applicant's Response: The section being requested is of sufficient size to turn around the cars located on the property. The large trees on the property that are present on either side of the driveway make it so this specific location is the only viable place for this turn around to be installed on the driveway and the property.

6. **Consistent with Ordinance and Plan:** The proposed Variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: The proposed variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Variation to allow an increase in Maximum Driveway Width at 427 N IL Route 83 with the following conditions:

1) Driveway grade shall not negatively impact any neighboring properties. Drainage shall be pitched towards IL Route 83;
2) The driveway shall be in accordance with submitted plans dated 09.02.2021 except as amended here-in;
3) The driveway shall be located one foot or more from the interior lot line;

4) The recreational vehicle on the property shall be moved to the driveway to be in compliance with the Village Zoning Code. Any additional paving of the proposed shall equal in length to the recreational vehicle; and
5) Any remaining gravel area shall be restored to green space.

There were no questions from the Commission.

Motion: Commissioner Wasowicz made a motion to close CDC Case No. 2021-36. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-36 at 7:30 p.m.

Motion: Commissioner Chambers made a combined motion to approve the Findings of Fact and Approval of a Variation, Maximum Driveway Width, Municipal Code Section 10-8-8-1 with Staff's recommendations. Chairman Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All in favor. Motion carried.

Public Hearing: CDC Case Number 2021-37
Petitioner: ML Realty & Prologis
Location: Mohawk Terrace Subdivison
Request: **Amendment to a Planned Unit Development**
Municipal Code Section 10 – 4 – 4

Motion: Commissioner King made a motion to open CDC Case No. 2021-37. Commissioner Marcotte seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-37 at 7:31 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Daily Herald on November 18, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on November 18, 2021. Ms. Fawell stated on October 17, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated in November of 2020, the Owners were granted approval by the Village Board of the following: rezoning from residential to industrial, Preliminary Plat of Subdivision, Site Plan Review, and a Preliminary Planned Unit Development with code departures. Ms. Fawell stated these requests were sought with the goal of assembling the previously residentially-zoned properties in the Mohawk Terrace Neighborhood (southwest corner of Devon Avenue and Illinois Route 83) into an industrial use business park. Ms. Fawell stated the site plan features four industrial buildings with parking for both trucks and passenger vehicles. Ms. Fawell stated in 2021, a Final PUD for site improvement work and grading was approved in addition to an Amendment pertaining to the eastern portion of the site.

Ms. Fawell stated an additional PUD Amendment is now being requested in order to finalize the site plan of the western portion of the site.

Melissa Roman of Prologis was present and sworn in by Chairman Rowe. Ms. Roman reviewed the process of getting the properties and reviewed the proposed plans with the Commission.

There were no questions from the Commission.

Public Comment

Chairman Rowe asked if there were any members of the Public that would like to make comment. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed Site Plan Review in the Staff Report consisting of:

1. **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

   Applicant's Response: The site is surrounded by industrial, commercial, and data center uses. The property is bordered by Devon Avenue to the north, new industrial buildings to the east, and industrial properties to the west and south.

2. **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

   Applicant's Response: The proposed use of the site is consistent with the use of the surrounding properties. The proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

3. **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.
   Applicant's Response: The buildings have been designed to include ample parking for cars and trailer parking for trucks as well as loading areas and circulation for trucks. The current redevelopment work includes bringing new water and sanitary sewers to the proposed buildings. All stormwater will be accounted for and contained onsite via underground detention and will be released at the required rate. All new franchise utilities (Com Ed, Nicor, AT&T, etc.) will be installed underground for the new buildings. New curb cuts on Devon Avenue and Route 83 have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The locations have been submitted to IDOT and Cook County for approval.

4. **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

Applicant's Response: Green space areas have been increased from the I-2 zoning requirements. A green space is provided on the east side of the subject development in coordination with the neighboring redevelopment. The project falls short of the total number of trees required to be replaced for the large established residential subdivision, but the landscape plan exceeds the code required plantings for any typical industrial development. A water feature is included at the park entry on Route 83 to enhance the curb appeal of the industrial park.

5. **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

   Applicant's Response: The development includes public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located on Route 83 in the southeast corner of the redevelopment. Walking paths and sidewalks are included on the north and south sides of the buildings to tie to public sidewalks. A sidewalk is included between Building 2 and the development to the east as well. A water feature is included at the park entry on Route 83 to enhance the industrial park.

6. **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

   Applicant's Response: We have requested full access curb cuts on Devon Avenue and three-quarter access for the existing curb cut on Route 83. New curb cuts on Devon Avenue and Route 83 have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The locations have been submitted to IDOT and Cook County for approval.

7. **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

Applicant's Response: The buildings include architectural elements constructed from glass, aluminum, and precast at the corner entries and the center of the buildings with "best in class" design features for modern distribution facilities.

8. **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Ms. Fawell reviewed the Findings of Fact for the proposed Planned Unit Development in the Staff Report consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan and other land use policies of the Village. The responses below should reflect the innovative and creative approach that our team has taken.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

Applicant's Response: The redevelopment includes public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located on Route 83 in the southeast corner of the redevelopment. Additionally, walking paths and sidewalks are included on the north and south sides of the buildings to tie to public sidewalks. A sidewalk is included between Building 2 and the development to the east as well. We have requested full

access curb cuts on Devon Avenue and three-quarter access for the existing curb cut on Route 83. New curb cuts on Devon Avenue and Route 83 have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The locations have been submitted to IDOT and Cook County for approval.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

   Applicant's Response: Green space areas have been increased from the I-2 zoning requirements. A green space is provided on the east side of the subject development in coordination with the neighboring redevelopment. The landscape plan exceeds the code required plantings for any typical industrial development. A water feature is included at the park entry on Route 83 to enhance the industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

   Applicant's Response: The proposed development will incorporate sustainable and low impact site design and development principles.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

   Applicant's Response: Green space areas have been increased from the I-2 zoning requirements. A green space is provided on the east side of the subject development in coordination with the neighboring redevelopment. A water feature is included at the park entry on Route 83 to enhance the industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when

feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The current redevelopment work includes bringing new water and sanitary sewers to the proposed buildings. All stormwater will be accounted for and contained on site via underground detention and will be released at the required rate. All new franchise utilities (Com Ed, Nicor, AT&T, etc.) will be installed underground for the new buildings.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Planned Unit Development Amendment with the following conditions:

1. Proposed development of the western portion of the subject site shall be in accordance with the following plans, except as amended herein:
    a. Site plan, floor plan, elevations, building renderings by Prologis dated 11.12.21; Engineering plans by Kimley-Horn dated 10.15.21; and Photometric plan by Jan Electric dated 10.14.21.
2. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020) and the Final Planned Unit Development (Ord. No. 21-2021) are consequently conditions of approval of the Planned Unit Development Amendment; and
3. The Zoning Administrator has final review authority over the architectural design of the buildings.

There were no questions from the Commission.

Motion: Commissioner Chambers made a motion to close CDC Case No. 2021-37. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-37 at 7:38 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of an Amendment to a Planned Unit Development, Municipal Code Section 10-4-4. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Hearing: CDC Case Number 2021-38
Petitioner: Victor Hugo Ramos-Carillo
Location: 244 South Center Street
Request: Variation, Paved Parking Area
Municipal Code Section 10 – 8 – 8 – G.4

Motion: Commissioner Chambers made a motion to open CDC Case No. 2021-38. Commissioner Wasowicz seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Chambers, King, Marcotte, Wasowicz
Absent: Ciula, Czarnecki
A quorum was present.

Chairman Rowe opened CDC Case No. 2021-38 at 7:40 p.m.

Village Planner, Kelsey Fawell was present and sworn in by Chairman Rowe. Ms. Fawell stated a Legal Notice was published in the Daily Herald on November 18, 2021. Ms. Fawell stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Ms. Fawell stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on November 18, 2021. Ms. Fawell stated on November 17, 2021 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Ms. Fawell stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Ms. Fawell stated the Petitioner is seeking a Variation to allow two paved parking areas, one on either side of a detached garage, to be accessed from the alley. Ms. Fawell stated the existing area on the north side of the garage is approximately 14.5 feet by 20.2 feet; the proposed (currently gravel) space on south side is approximately 15.7 feet by 20.3 feet.

Jose Carrillo, son of property owner, was present and sworn in by Chairman Rowe. Mr. Carrillo stated he was present for his father who is recovering from back surgery. Mr. Carrillo stated the metal shed on the property was taken down but the family later changed their mind and moved it to a new location. Mr. Carrillo stated five people live in the house and all five have a vehicle.

There were no questions from the Commission.

Public Comment

Chairman Rowe asked if there were any members of the Public that would like to make comment. There were none.

Ms. Fawell reviewed the Findings of Fact for the proposed variation in the Staff Report consisting of:

1. **Public Welfare:** The proposed Variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.

   Applicant's Response: We will comply with all the above.

2. **Compatible with Surrounding Character:** The proposed Variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed Variation.

   Applicant's Response: Yes, this proposed variation is compatible with all indicated above.

3. **Undue Hardship**: The proposed Variation alleviates an undue hardship created by the literal enforcement of this title.

Applicant's Response: Yes, it will alleviate it.

4. **Unique Physical Attributes:** The proposed Variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

   Applicant's Response: Yes, the proposed variation is totally necessary for our property.

5. **Minimum Deviation Needed:** The proposed Variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

   Applicant's Response: Yes, we need the proposed variation to accomplish the desired improvement.

6. **Consistent with Ordinance and Plan:** The proposed Variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

   Applicant's Response: Yes, the proposed variation is consistent all indicated above.

Ms. Fawell stated Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Variation for a Paved Parking Area at 244 S Center Street with the following conditions:

1) Driveway grade shall not negatively impact any neighboring properties. Drainage shall be pitched toward the alley;
2) The Petitioner shall move the shed so its location is in accordance with Village Codes. A permit is to be applied for;
3) The paved parking area on the south side of the garage shall have a maximum area of 10 feet by 20 feet; and
4) The paved parking area shall be located one foot or more from the interior lot line and three feet or less from the rear lot line.

There were no questions from the Commissioners.

Mr. Carrillo asked where they should park their fifth car?

Mr. Carrillo stated the surrounding properties park on the grass and asked why they were not being disciplined?

Ms. Fawell asked Mr. Carrillo to provide a list of properties and Code Enforcement would look into the issues.

Motion: Commissioner King made a motion to close CDC Case No. 2021-38. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2021-38 at 7:52 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of a Variation, Paved Parking Area, Municipal Code Section 10-8-8-G.4 with Staff's Recommendations. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Rowe, Chambers, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Report from Community Development: Ms. Fawell reviewed both recent CDC cases along with upcoming cases.

ADJOURNMENT: There being no further business before the Community Development Commission, Commissioner Wasowicz made a motion to adjourn the meeting. Commissioner King seconded the motion.

All were in favor. Motion carried.

The meeting was adjourned at 7:58 p.m.

Ronald Rowe, Chairman
Community Development Commission

CLOSE

Village Board

Village President
Frank DeSimone

Trustees
Rosa Carmona
Ann Franz
Marie T. Frey
McLane Lomax
Nicholas Panicola Jr.
Armando Perez

Village Clerk
Nancy Quinn

Village Manager
Evan K. Summers

BENSENVILLE
GATEWAY TO OPPORTUNITY

Village of Bensenville, Illinois
VILLAGE BOARD
BOARD OF TRUSTEES MEETING
AGENDA
6:30 PM December 14, 2021

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. PUBLIC COMMENT (3 minutes per person with a 30 minute meeting limitation)

V. APPROVAL OF MINUTES

1. *November 16, 2021 Village Board Meeting Minutes*

VI. WARRANT

1. *Warrant Report 12-14-2021 21/18 $4,948,056.68*

VII. **CONSENT AGENDA – CONSIDERATION OF AN "OMNIBUS VOTE"**

VIII. **REPORTS OF VILLAGE DEPARTMENTS**

A. Administration

1. *Ordinance of the Village of Bensenville, DuPage and Cook Counties, Illinois Approving a Consulting and Service Agreement with S & G Thor Consulting Corporation for Consulting Services for 2022*

2. *Resolution Approving the Agreement with Avion Consultants, LLC and the Village of Bensenville for Consulting Services for 2022*

B. Community and Economic Development

1. *Ordinance Approving a Site Plan and an Amendment to a Planned Unit Development for the Future Industrial Business Park at the Mohawk Terrace Neighborhood*

2. *Ordinance Approving a Ground Lease of Village Property Located at 540 County Line Road with MTR for a term of Six Months*

3. *Ordinance Granting a Variation to Allow an Increase in the Maximum Allowable Driveway Width for a Turnaround Pad at 427 N IL Rte. 83, Bensenville, IL*

4. *Ordinance Granting a Variation to Allow a 20' by 20' Paved Parking Area Nonadjacent to a Garage at 16 W Irving Park Road*

5. *Ordinance Granting a Variation to Allow a 10' by 20' Paved Parking Area Nonadjacent to the Garage Entrance at 244 S Center Street*

6. *Resolution Approving the Proposed Extension of Current Agreement with SMG Security Services Providing the Village Mandated Fire Alarm Monitoring Services Utilizing a Wireless AES Intellinet Network*

7. *Resolution Requesting the Surface Transportation Board Review the Regional Impacts Before Approving Canadian Pacific Railway's Acquisition of Kansas City Southern*

8. *A Resolution Authorizing the Transfer of $1.56 million from Tax Increment Financing District 5 (Heritage Square) to Tax Increment Financing District 7 (Irving Park/Church)*

9. *Motion to Remand a Site Plan and Variations to Construct a 2,000 SF Light Industrial Building at 238 Park Street. to the Community Development Commission*

C. Finance

1. *Resolution Establishing the Refuse, Recycling and Yard Waste Rates with Republic Services for the Village of Bensenville Effective January 1, 2022*

D. Police Department – No Report

E. Public Works

1. *Resolution Authorizing the Execution of the PACE Paratransit Local Share Agreement for Participation in the 2022 Ride DuPage Program*

2. *Resolution Authorizing the Execution of a Funding Increase to the Crossing Improvement Agreement with Metra as it Relates to the Church Road TAP-TCM Project in the Amount of $60,000 for a Final Amount of $632,233*

F. Recreation – No Report

IX. **REPORTS OF VILLAGE OFFICERS:**

A. PRESIDENT'S REMARKS:

1. *Holiday Home Decorating Contest Winners Announcement*

B. VILLAGE MANAGER'S REPORT:

C. VILLAGE ATTORNEY'S REPORT:

X. UNFINISHED BUSINESS

XI. NEW BUSINESS

XII. EXECUTIVE SESSION

A. Review of Executive Session Minutes [5 ILCS 120/2 (C) (21)]
B. Personnel [5 ILCS 120/2 (C) (1)]
C. Collective Bargaining [5 ILCS 120/2 (C) (2)]
D. Property Acquisition [5 ILCS 120/2 (C) (5)]
E. Litigation [5 ILCS 120/2 (C) (11)]

XIII. MATTERS REFERRED FROM EXECUTIVE SESSION

XIV. ADJOURNMENT

Village of Bensenville

Board Room
12 South Center Street
Bensenville, Illinois 60106
Counties of DuPage and Cook

MINUTES OF THE VILLAGE BOARD OF TRUSTEES MEETING

December 14, 2021

CALL TO ORDER: 1. President DeSimone called the meeting to order at 6:30 p.m.

ROLL CALL: 2. Upon roll call by Village Clerk, Nancy Quinn, the following Board Members were present:

President DeSimone, Carmona, Frey, Lomax, Panicola, Perez

Absent: Franz

A quorum was present.

Staff Present: E. Summers, J. Caracci, S. Viger, C. Williamsen

PUBLIC COMMENT: There was no Public Comment.

President DeSimone requested to deviate from the Agenda and move the Holiday Decoration Contest Winner Results to this portion of the meeting.

Motion: Trustee Lomax made a motion to deviate from the Agenda and move the Holiday Decoration Contest Winner Results to this portion of the meeting. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

HOLIDAY HOME DECORATING: President DeSimone announced the winners of the 2021 Holiday Home Decorating Contest:

- First Place: 452 South Mason Street
- Second Place: 835 South Addison Road
- Third Place 402 Barron Street

APPROVAL OF MINUTES:

4. The November 16, 2021 Village Board Meeting minutes were presented.

Motion: Trustee Carmona made a motion to approve the minutes as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

WARRANT NO. 21/18:

5. President DeSimone presented **Warrant No. 21/18** in the amount of $4,948,056.68.

Motion: Trustee Lomax made a motion to approve the warrants as presented. Trustee Frey the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

Motion carried.

Ordinance No. 59-2021:

6. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 59-2021** entitled an **Ordinance of the Village of Bensenville, DuPage and Cook Counties, Illinois Approving a Consulting and Service Agreement with S & G Thor Consulting Corporation for Consulting Services for 2022.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to adopt the ordinance as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-124-2021:

7. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-124-2021** entitled a **Resolution Approving the Agreement with Avion Consultants, LLC and the Village of Bensenville for Consulting Services for 2022.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Perez seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 60-2021:

8. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 60-2021** entitled an **Ordinance Approving a Site Plan and an Amendment to a Planned Unit Development for the Future Industrial Business Park at the Mohawk Terrace Neighborhood**.

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to adopt the ordinance as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 61-2021:

9. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 61-2021** entitled an **Ordinance Approving a Ground Lease of Village Property Located at 540 County Line Road with MTR for a term of Six Months.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to adopt the ordinance as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 62-2021:

10. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 62-2021** entitled an **Ordinance Granting a Variation to Allow an Increase in the Maximum Allowable Driveway Width for a Turnaround Pad at 427 N IL Rte. 83, Bensenville, IL.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to adopt the ordinance as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 63-2021:

11. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 63-2021** entitled an **Ordinance Granting a Variation to Allow a 20' by 20' Paved Parking Area Nonadjacent to a Garage at 16 W Irving Park Road.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to adopt the ordinance as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Ordinance No. 64-2021:

12. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 64-2021** entitled an **Ordinance Granting a Variation to Allow a 10' by 20' Paved Parking Area Nonadjacent to the Garage Entrance at 244 S Center Street.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to adopt the ordinance as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-125-2021:

13. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-125-2021** entitled a **Resolution Approving the Proposed Extension of Current Agreement with SMG Security Services Providing the Village Mandated Fire Alarm Monitoring Services Utilizing a Wireless AES Intellinet Network.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to approve the resolution as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-126-2021:

14. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-126-2021** entitled a **Resolution Requesting the Surface Transportation Board Review the Regional Impacts Before Approving Canadian Pacific Railway's Acquisition of Kansas City Southern.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-127-2021:

15. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-127-2021** entitled a **Resolution Authorizing the Transfer of $1.56 million from Tax Increment Financing District 5 (Heritage Square) to Tax Increment Financing District 7 (Irving Park/Church).**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Perez seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Motion 238 Park St:

16. President DeSimone gave the summarization of the action contemplated in **Motion to Remand a Site Plan and Variations to Construct a 2,000 SF Light Industrial Building at 238 Park Street. to the Community Development Commission.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to Motion to Remand a Site Plan and Variations to Construct a 2,000 SF Light Industrial Building at 238 Park Street. to the Community Development Commission. Trustee Perez seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-128-2021:

17. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-128-2021** entitled a **Resolution Establishing the Refuse, Recycling and Yard Waste Rates with Republic Services for the Village of Bensenville Effective January 1, 2022.**

There were no questions from the Village Board.

Motion: Trustee Perez made a motion to approve the resolution as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-129-2021:

18. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-129-2021** entitled a **Resolution Authorizing the Execution of the PACE Paratransit Local Share Agreement for Participation in the 2022 Ride DuPage Program.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to approve the resolution as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

Resolution No. R-130-2021:

19. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-130-2021** entitled a **Resolution Authorizing the Execution of a Funding Increase to the Crossing Improvement Agreement with Metra as it Relates to the Church Road TAP-TCM Project in the Amount of $60,000 for a Final Amount of $632,233.**

There were no questions from the Village Board.

Motion:	Trustee Lomax made a motion to approve the resolution as presented. Trustee Frey seconded the motion.
ROLL CALL:	AYES: Carmona, Frey, Lomax, Panicola, Perez
	NAYS: None
	All were in favor. Motion carried.
PRESIDENT'S REMARKS:	President DeSimone thanked Village Staff, Trustees and the Village Clerk for their hard work and dedication in 2021.
	President DeSimone wished all a Merry Christmas and a Happy New Year!
MANAGERS REPORT:	Village Manager, Evan Summers, announced the deadline for Vehicle Stickers is December 31, 2021.
VILLAGE ATTORNEY REPORT:	Village Attorney, P. Joseph Montana stated he had no Village Attorney Report.
UNFINISHED BUSINESS:	There was no unfinished business.
NEW BUSINESS:	There was no new business.
EXECUTIVE SESSION:	Village Attorney, Joseph Montana, stated there was not a need for Executive Session.

ADJOURNMENT: Trustee Carmona made a motion to adjourn the meeting. Trustee Frey seconded the motion.

ROLL CALL: AYES: Carmona, Frey, Lomax, Panicola, Perez

NAYS: None

All were in favor. Motion carried.

President DeSimone adjourned the meeting at 6:57 p.m.

Nancy Quinn
Village Clerk
PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville this 11th day, January 2022

CLOSE

COMMUNITY DEVELOPMENT COMMISSION
Village of Bensenville
VILLAGE HALL
November 1, 2022 6:30 PM

I. Call Meeting to Order

II. Roll Call and Quorum

III. Pledge of Allegiance

IV. Public Comment

V. Approval of Minutes

October 4, 2022 Community Development Commission Minutes

VI. Action Items:

1. CDC Case 2022-29: Consideration of a Variation for a new Electronic Message Sign at 950 S York Rd

2. CDC Case 2022-30: Consideration of a Final Plat of Subdivision and an Amendment to an Approved Planned Unit Development with Code Departures for an Industrial Development at 1301-1601 Devon Ave.

3. CDC Case 2022-31: Consideration of a Variation for Outdoor Storage Height for a New Outdoor Storage Area at 229 Evergreen St.

4. CDC Case 2022-32: Consideration of a Special Use Permit and Variations for a new Distribution Business to perform Truck Repair and park Trailers at 700 Larsen Ln

VII. Report from Community and Economic Development

VIII. Adjournment

Any individual with a disability requiring a reasonable accommodation in order to participate in a Community Development Commission Meeting should contact the Village Clerk, Village of Bensenville, 12 S. Center Street, Bensenville, Illinois, 60106 (630-350-3404)

Village of Bensenville
Board Room
12 South Center Street
DuPage and Cook Counties
Bensenville, IL, 60106

MINUTES OF THE COMMUNITY DEVELOPMENT COMMISSION

November 1, 2022

CALL TO ORDER: The meeting was called to order by Chairman Rowe at 6:30p.m.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Czarnecki, King, Marcotte, Wasowicz
Absent: Chambers, Ciula
A quorum was present.

STAFF PRESENT: K. Pozsgay, N. Arquette, C. Williamsen

JOURNAL OF PROCEEDINGS: The minutes of the Community Development Commission Meeting of the October 4, 2022 were presented.

Motion: Commissioner King made a motion to approve the minutes as presented. Commissioner Wasowicz seconded the motion.

All were in favor. Motion carried.

Director of Community Development, Kurtis Pozsgay and Village Planner, Nick Arquette were present and sworn in by Chairman Rowe.

PUBLIC COMMENT: There was no Public Comment.

Public Hearing: CDC Case Number 2022-29
Petitioner: Grace Lutheran Church
Location: 950 S York Road
Request: Variation, Electronic Message Sign Location
Municipal Code Section 10 – 10 – 5B – 4a – 3

Motion: Commissioner King made a motion to open CDC Case No. 2022-29. Commissioner Wasowicz seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Czarnecki, King, Marcotte, Wasowicz
Absent: Chambers, Ciula
A quorum was present.

Chairman Rowe opened CDC Case No. 2022-29 at 6:32 p.m.

Village Planner, Nick Arquette, was present and sworn in by Chairman Rowe. Mr. Arquette stated a Legal Notice was published in the Daily Herald on October 13, 2022. Mr. Arquette stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Arquette stated Village personnel posted two Notice of Public Hearing signs on the property, visible from the public way on October 14, 2022. Mr. Arquette stated on October 13, 2022 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Mr. Arquette stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Mr. Arquette stated the Petitioner, Grace Lutheran Church, is seeking approval of a variation in order to construct a monument sign with an electronic message sign attached at 950 S York. Mr. Arquette stated the sign is located within one mile of an electronic message sign located at 1125 S York Road, thus requiring a variation from the requirements of the zoning code. Mr. Arquette stated the proposed sign will be placed in the same location as the existing pole sign on the property along York Road. Mr. Arquette stated the total sign height for the monument sign is 7'6", and the total sign area for the electronic message sign is approximately 19 SF. Mr. Arquette stated this covers less than 50% of the total monument sign area.

Julie Kim, Member of Grace Lutheran Church, was present and sworn in by Chairman Rowe. Ms. Kim stated the proposed sign would allow for better outreach to the community and upgrade the Church's current sign.

There were no questions from the Commission.

Public Comment

Chairman Rowe asked if there were any members of the Public that would like to make comment. There were none.

Mr. Arquette reviewed the Findings of Fact for the proposed Variance in the Staff Report consisting of:

1. **Public Welfare:** The proposed variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.

Applicant's Response: No, our electronic monument sign will not affect any of the above to the public.

2. **Compatible with Surrounding Character:** The proposed variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed variation.

Applicant's Response: Yes. The monument sign complies with the Bensenville Village signage code.

3. **Undue Hardship**: The proposed variation alleviates an undue hardship created by the literal enforcement of this title.

Applicant's Response: Yes. We need the electronic display so that we can communicate our church times, special church services, special outreaches for the community, and encouragement to the public.

4. **Unique Physical Attributes:** The proposed variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

Applicant's Response: It was beyond our control that Village of Bensenville put up an electronic sign within a mile of the church property.

5. **Minimum Deviation Needed**: The proposed variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

Applicant's Response: Code 10-10-5B-4a-1 states that electronic signs are allowed in the C-2 District and all residential districts for parks, schools, libraries, and places of worship. We just happen to be within a mile of another electronic sign.

6. **Consistent with Ordinance and Plan:** The proposed variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: Yes. The replacement of the church's old sign with a new modern, electronic sign will improve the appearance of the property and surrounding area. It will allow church to communicate with the community.

Mr. Arquette stated:

Staff recommends the Approval of the Findings of Fact and therefore the Approval of the Variation for Electronic Message Sign Location at 950 S York Road with the following conditions:

1. Applicant must adhere to all illumination standards outlined in Village Code Section 10-10-5B-4d; and
2. Sign must be setback 5' from the east property line.

There were no questions from the Commission.

Motion: Commissioner King made a motion to close CDC Case No. 2022-29. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2022-29 at 6:37 p.m.

Motion: Commissioner King made a combined motion to approve the Findings of Fact and Approval of the Variation, Electronic Message Sign Location, Municipal Code Section 10-10-5B-4A-3 with Staff's Recommendations. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Hearing: CDC Case Number 2022-30
Petitioner: MLRP Busse and Devon LLC & Prologis Logistics Services, Inc.
Location: 1301, 1401, 1501, 1601 and 1361 Devon
Request: Final Plat of Subdivision
Municipal Code Section 11 – 3
Amendment to an Approved Planned Unit Development
Municipal Code Section 10 – 4 – 4

**with the following code departures*

Minimum Corner Side Setback Requirement
Municipal Code Section 10 – 6 – 21 – 1
Semi-Truck Trailer Parking Spaces
Municipal Code Section 10 – 8 – 6A – 3
Parking Lot Interior Landscape Island Trees
Municipal Code Section 10 – 9 – 5C – 4
Parking Lot Interior Landscape Island Groundcover
Municipal Code Section 10 – 9 – 5C – 5

Motion: Commissioner Wasowicz made a motion to open CDC Case No. 2022-30. Commissioner Marcotte seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Czarnecki, King, Marcotte, Wasowicz
Absent: Chambers, Ciula
A quorum was present.

Chairman Rowe opened CDC Case No. 2022-30 at 6:39 p.m.

Village Planner, Nick Arquette, was present and sworn in by Chairman Rowe. Mr. Arquette stated a Legal Notice was published in the Daily Herald on October 13, 2022. Mr. Arquette stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Arquette stated Village personnel posted two Notice of Public Hearing signs on the property, visible from the public way on October 14, 2022. Mr. Arquette stated on October 13, 2022 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250'

of the property in question. Mr. Arquette stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Mr. Arquette stated the Petitioners, MLRP Busse and Devon LLC & Prologis Logistics Services, Inc., are seeking approval of a Final Plat of Subdivision for the redevelopment of the Mohawk Terrace Subdivision. Mr. Arquette stated the Petitioners are also seeking an Amendment to the Planned Unit Development with Code Departures for a building setback, truck parking space dimensions, and landscape requirements to account for all final site improvements. Mr. Arquette stated the industrial park includes four buildings, and the applicants received approval for a Final Planned Unit Development in 2021.

Tim Geisler, representative for the petitioners, was present and sworn in by Chairman Rowe. Mr. Geisler stated the reason for the request was for final cleanup of original plat.

There were no questions from the Commission.

Public Comment

Chairman Rowe asked if there were any members of the Public that would like to make comment. There were none.

Mr. Arquette reviewed the Findings of Fact for the proposed Final Plat of Subdivision in the Staff Report consisting of:

1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

   Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal. The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and

industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

   Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades.

3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

   Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A separate Memorandum of Understanding was agreed to between the Village and the Petitioner providing a payment of $200,000 into the Villages Tree Fund in lieu of providing all of the required trees. We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between

buildings 2 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: We have formally applied for a final approval of each individual building, however, this application is for final site improvements. The previously approved Preliminary and Final PUD included the four proposed buildings. All will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

Mr. Arquette stated:

Staff recommends the Approval of the Final Plat of Subdivision at 1301-1601 Devon Avenue.

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Amendment to an Approved Planned Unit Development at 1301-1601 Devon Avenue with the following Conditions:

1. All conditions of approval required of the Preliminary Planned Unit Development (Ord. No. 66-2020), the Final Planned Unit Development (Ord. No. 21-2021), and the PUD Amendments (Ord. No. 22-2021 and Ord. No. 60-2021) are consequently conditions of approval of the Planned Unit Development Amendment;
2. The code departure for Minimum Corner Side Setback Requirement, Municipal Code Section 10-6-21-1 is granted;
3. The code departure for Semi-Truck Trailer Parking Spaces, Municipal Code Section 10-8-6A-3 is granted;
4. The code departure for Parking Lot Interior Landscape Island Trees, Municipal Code Section 10-9-5C-4 is granted;
5. The code departure for Parking Lot Interior Landscape Island Groundcover, Municipal Code Section 10-9-5C-5 is granted;
6. The fencing as shown on the plans is not approved through this PUD amendment, fencing shall be approved under separate permit applications.

There were no questions from the Commission.

Motion: Commissioner King made a motion to close CDC Case No. 2022-30. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2022-30 at 6:46 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of the Final Plat of Subdivision, Municipal Code Section 11-3 with Staff's Recommendations. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner King made a combined motion to approve the Findings of Fact and Approval of the Amendment to an Approved Planned Unit Development, Municipal Code Section 10-4-4 with Code Departures listed in the Staff Report and with Staff's Recommendations. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Hearing: CDC Case Number 2022-31
Petitioner: David G. Kent (Liberty Bell Leasing, Inc.)
Location: 229 Evergreen
Request: Variation, Outdoor Storage Area Height
Municipal Code Section 10 – 7 – 3X – 2

Motion: Commissioner King made a motion to open CDC Case No. 2022-31. Commissioner Marcotte seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Czarnecki, King, Marcotte, Wasowicz
Absent: Chambers, Ciula
A quorum was present.

Chairman Rowe opened CDC Case No. 2022-31 at 6:47 p.m.

Village Planner, Nick Arquette, was present and sworn in by Chairman Rowe. Mr. Arquette stated a Legal Notice was published in the Daily Herald on October 13, 2022. Mr. Arquette stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Arquette stated Village personnel posted two Notice of Public Hearing signs on the property, visible from the public way on October 14, 2022. Mr. Arquette stated on October 13, 2022 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Mr. Arquette stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Mr. Arquette stated the Petitioner, David G. Kent, is seeking approval of a Variation in order to pave a portion of the interior side yard of the 229 Evergreen Street with asphalt. Mr. Arquette stated the proposed outdoor storage area will be 14' wide, and spans the length of the building from the front façade to the rear parking area about 109'. Mr. Arquette stated a screening fence, chain link with slats of a uniform color, is proposed to be placed at the front section of the outdoor storage area from the applicants building to the building adjacent to the south. Mr. Arquette stated the screening fence also is proposed to be extended along the rear of the outdoor storage area from the applicant's rear building façade to the building adjacent to the south. Mr. Arquette stated the applicant proposes the paving to store the company semi-truck & trailer, as well as a single storage container. Mr. Arquette stated the truck will access the outdoor storage area from the existing curb cut along Evergreen Street. Mr. Arquette stated the Village received official Public Comment stating:

- The owner of 231 Evergreen Street has notified Village Staff that the applicant for case 2022-31 intends to rent the outdoor storage space out to 2 semi-trucks that are not owned by the company occupying the 229 Evergreen Street building.
- The existing refrigerated truck on the property is loud and is continual disturbance, as the trucks are idle and running the refrigeration components for long periods of time.

David and Margret Kent were both present and sworn in by Chairman Rowe. Mr. Kent stated they intend to install blacktop to replace an empty gravel lot.

Chairman Rowe asked if the petitioner was in agreeance with Staff's Recommendations. Mr. Kent stated he was aware of the changes and in agreeance with them.

Commissioner Czarnecki asked if the proposed asphalt would have enough depth to hold the weight of a semi-trailer. Mr. Arquette stated if approved, those concerns would be addressed at permitting.

Mrs. Kent asked the commission to reconsider the requirement for a fence along the south side the property because their neighbor would like to share access to the property.

Mr. Arquette stated Staff would not recommend Mrs. Kent's request because that would allow for the opportunity for additional trailer parking on unpaved areas of the site.

Mrs. Kent stated additional trailers would not be stored on site.

Chairman Rowe suggested amending Staff's recommendations to allow for fencing to be addressed during permitting. There were no objections from the Commission.

Commissioner King asked what type of work is taking place inside the building. Mr. Kent stated they are a manufacturing company.

Commissioner King asked why a refrigerated trailer was accessing the property. Mr. Kent stated is was a shared trailer from his distributor.

Public Comment

Chairman Rowe asked if there were any members of the Public that would like to make comment. There were none.

Mr. Arquette reviewed the Findings of Fact for the proposed Variance in the Staff Report consisting of:

1. **Public Welfare:** The proposed variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.

Applicant's Response: Yes, this variation will not endanger the health or safety comfort of the public. We are just using the lot for storage.

2. **Compatible with Surrounding Character:** The proposed variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed variation.

Applicant's Response: Yes this is compatible with the commercial neighborhood.

3. **Undue Hardship**: The proposed variation alleviates an undue hardship created by the literal enforcement of this title.

Applicant's Response: Yes this variation alleviates hardship by the enforcement of this title.

4. **Unique Physical Attributes:** The proposed variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

Applicant's Response: Yes this variation is needed due to the physical attributes of this lot to be used for storage.

5. **Minimum Deviation Needed**: The proposed variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

Applicant's Response: Yes, this variation represents the minimum deviation for the desired improvement on this property.

6. **Consistent with Ordinance and Plan:** The proposed variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: Yes, the proposed variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Mr. Arquette stated:

Staff recommends the Approval of the Findings of Fact and therefore the Approval of the Variation for Outdoor Storage Area Height at 229 Evergreen Street with the following conditions:

1. Screening fence must be completely opaque, and may not be chain link with slats of a uniform color. Final fence design shall be approved during permit review;
2. Fence shall be 8' in height;
3. Location of fencing to be approved by Village Staff during permitting;
4. The outdoor storage area must only be used for a truck owned and utilized by the company occupying 229 Evergreen Street;
5. No Tandem truck parking is permitted on the site;
6. Refrigerated trucks may not be running while truck is idle on the property for an extended period of time to be used for storage; and
7. A grading plan must be provided for approval with the permit application showing the proposed grades of the driveway extension and a swale must be provided along the property to not put water directly towards the adjacent property to the south.

There were no questions from the Commission.

Motion: Commissioner Marcotte made a motion to close CDC Case No. 2022-31. Chairman Rowe seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2022-31 at 7:04 p.m.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of the Variation, Outdoor Storage Area Height, Municipal Code Section 10-7-3X-2 with Staff's Recommendations. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Hearing: CDC Case Number 2022-32
Petitioner: Larsen Enterprise, LP
Location: 700 Larsen Lane
Request: Special Use Permit, Truck Repair
Municipal Code Section 10 – 7 – 2 – 1
Variation, Outdoor Storage Area Height
Municipal Code Section 10 – 7 – 3X – 2
Variation, Outdoor Storage Area Screening Requirements
Municipal Code Section 10 – 9 – 7B – 2

Motion: Commissioner Wasowicz made a motion to open CDC Case No. 2022-32. Commissioner Marcotte seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Rowe, Czarnecki, King, Marcotte, Wasowicz
Absent: Chambers, Ciula
A quorum was present.

Chairman Rowe opened CDC Case No. 2022-32 at 7:05 p.m.

Village Planner, Nick Arquette, was present and sworn in by Chairman Rowe. Mr. Arquette stated a Legal Notice was published in the Daily Herald on October 13, 2022. Mr. Arquette stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Arquette stated Village personnel posted two Notice of Public Hearing signs on the property, visible from the public way on October 14, 2022. Mr. Arquette stated on October 13, 2022 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Mr. Arquette stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

Mr. Arquette stated the Petitioner, GGF Inc., is seeking approval of a Special Use Permit in order to perform truck/trailer repair on their fleet in connection with the distribution use on the property.

Mr. Arquette stated the petitioner also plans to utilize the southern portion of the site for trailer storage, and is requesting variations for outdoor storage over 8' in height within 20' of the lot lines and to be exempt from outdoor storage area screening requirements. Mr. Arquette stated the subject property features a structure with 24 interior docks, 14 exterior loading docks, and one proposed repair bay. Mr. Arquette stated motor vehicle parking is located north of the existing structure, and the outdoor storage area for trailers is south of the existing structure. Mr. Arquette stated the outdoor storage area is surrounded by industrial uses on all three sides, and is setback at least 1,300' from the closest roadway (Thorndale Avenue).

Tetiana Havryliuk of GGF, Inc. was present and sworn in by Chairman Rowe. Ms. Havryliuk provided an overview of the business. Ms. Havryliuk stated the company's headquarters is based out of Elk Grove Village. Ms. Havryliuk stated they have moved to Bensenville because they have outgrown their operation in Melrose Park.

Chairman Rowe asked if any mechanical work would occur outside. Ms. Havryliuk stated all work will occur inside the building.

Public Comment

Chairman Rowe asked if there were any members of the Public that would like to make comment. There were none.

Mr. Arquette reviewed the Findings of Fact for the proposed Special Use in the Staff Report consisting of:

1) **Public Welfare:** The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public.

Applicant's Response: The proposed special use does not represent a health, safety, comfort, convenience, or general welfare concern for the public. All neighbors are already accustomed to this type of activity at the property, and it is at the end of a "dead end" street so it will not affect neighbors whatsoever.

2) **Neighborhood Character:** The proposed special use is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed special use.

   Applicant's Response: The proposed special use is compatible with the character of adjacent and nearby properties. There are already similar uses on the same multi-property parcel and all of the surrounding parcels are zoned for and used by industrial users.

3) **Orderly Development**: The proposed special use will not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity of the proposed special use.

   Applicant's Response: The proposed special use will not impede the development and improvement of adjacent properties. The property is located at the end of a dead-end street and does not interfere whatsoever with neighboring properties.

4) **Use of Public Services and Facilities:** The proposed special use will not require utilities, access roads, drainage and/or other facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

   Applicant's Response: None of these will be required. The property has been used as a truck terminal for many years with similar traffic patterns and number of personnel. The only change will be the repair activity and the necessary plumbing to be code compliant.

5) **Consistent with Title and Plan:** The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: Given the I-2 zoning and Special Use (if awarded), we are not aware of any inconsistency with the intent of the Comprehensive Plan, this title, or the land use policies of the Village.

Mr. Arquette reviewed the Findings of Fact for the proposed Variances in the Staff Report consisting of:

1. **Public Welfare:** The proposed variation will not endanger the health, safety, comfort, convenience, and general welfare of the public.
Applicant's Response: The proposed variation will not endanger the health, safety, comfort, convenience, and general welfare of the public. Trailers will be parked in a safe manner, consistent with industry practices and according to village code.

2. **Compatible with Surrounding Character:** The proposed variation is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed variation.

Applicant's Response: Many of the neighboring properties also have outside storage yards and the property has been used in this manner for many years without issue from the neighboring properties.

3. **Undue Hardship**: The proposed variation alleviates an undue hardship created by the literal enforcement of this title.

Applicant's Response: If the Applicant is not granted the variation, it will have to park dozens of trailers offsite at a cost of +/- $450 per trailer per month. This is an economic hardship that the Applicant cannot afford.

4. **Unique Physical Attributes:** The proposed variation is necessary due to the unique physical attributes of the subject property, which were not deliberately created by the applicant.

Applicant's Response: The property has been used as a truck terminal and trailer parking yard for many years. The property will have little use without the proposed variation.

5. **Minimum Deviation Needed**: The proposed variation represents the minimum deviation from the regulations of this title necessary to accomplish the desired improvement of the subject property.

Applicant's Response: The proposed variation does indeed represent the minimum deviation from the regulations of this title.

6. **Consistent with Ordinance and Plan:** The proposed variation is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: We are not aware of any inconsistency with the intent of the Comprehensive Plan, this title, or other land use policies of the Village. The property has been used in this manner for many years and without substantial redevelopment it has no practical use without outside storage.

Mr. Arquette stated:

Staff recommends the Approval of the Findings of Fact and therefore the Approval of the Special Use Permit, Truck Repair, at 700 Larsen Lane with the following conditions:

1. The Special Use Permit be granted solely to GGF, Inc. and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of a re-occupancy of this property, the new occupants shall appear before a Public Meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and/or ownership to the new occupant without amendment to the Special Use Permit, or if the CDC deems that the new occupant contemplates a change in use which is inconsistent with the Special Use Permit, the new occupant shall be required to petition for a new Public Hearing before the CDC for a new Special Use Permit;
2. Applicant must coordinate with staff to obtain permit and install triple catch basin within subject property primary structure; and
3. All repair work shall be performed inside of the primary structure.

Staff recommends the Approval of the Findings of Fact and therefore the Approval of the Variation to allow for a deviation from the Outdoor Storage Area Height Requirements.

Staff recommends the Approval of the Findings of Fact and therefore the Approval of the Variation to allow for a deviation from the Outdoor Storage Area Screening Requirements with the following conditions:

1. Applicant must obtain a permit to complete striping of proposed outdoor storage area. Applicant must coordinate with staff to create a striping plan that adheres to village code standards; and
2. All trucks awaiting repair must be stored within the rear yard south of the south façade of the primary structure.

There were no questions from the Commission.

Motion: Commissioner Wasowicz made a motion to close CDC Case No. 2022-32. Chairman Rowe seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed CDC Case No. 2022-32 at 7:14 p.m.

Motion: Commissioner King made a combined motion to approve the Findings of Fact and Approval of the Special Use Permit, Truck Repair, Municipal Code Section 10-7-2-1 with Staff's Recommendations. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Wasowicz made a combined motion to approve the Findings of Fact and Approval of the Variation, Outdoor Storage Area Height, Municipal Code Section 10-7-3X-2 with Staff's Recommendations. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Marcotte made a combined motion to approve the Findings of Fact and Approval of the Variation, Outdoor Storage Area Screening Requirements, Municipal Code Section 10-9-7B-2 with Staff's Recommendations. Commissioner Wasowicz seconded the motion.

ROLL CALL: Ayes: Rowe, Czarnecki, King, Marcotte, Wasowicz

Nays: None

All were in favor. Motion carried.

Report from Community Development: Mr. Arquette reviewed both recent CDC cases along with upcoming cases.

ADJOURNMENT: There being no further business before the Community Development Commission, Commissioner Wasowicz made a motion to adjourn the meeting. Commissioner Marcotte seconded the motion.

All were in favor. Motion carried.

The meeting was adjourned at 7:17 p.m.

Ronald Rowe, Chairman
Community Development Commission

CLOSE

Village Board

Village President
Frank DeSimone

Trustees
Rosa Carmona
Ann Franz
Marie T. Frey
McLane Lomax
Nicholas Panicola Jr.
Armando Perez

Village Clerk
Nancy Quinn

Village Manager
Evan K. Summers

BENSENVILLE
GATEWAY TO OPPORTUNITY

Village of Bensenville, Illinois
VILLAGE BOARD
BOARD OF TRUSTEES MEETING
AGENDA
6:30 PM November 15, 2022

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. PUBLIC HEARING/PRESENTATION

1. *Public Hearing 2023 Annual Budget*

2. *Medal of Valor Presentation*

V. PUBLIC COMMENT (3 minutes per person with a 30 minute meeting limitation)

VI. APPROVAL OF MINUTES

1. *October 25, 2022 Village Board Meeting Minutes*

VII. WARRANT

1. *Warrant Report 11-15-2022 22/18 $3,479,748.28*

VIII. **CONSENT AGENDA – CONSIDERATION OF AN "OMNIBUS VOTE"**

IX. **REPORTS OF VILLAGE DEPARTMENTS**

A. Administration

1. *Resolution Adopting the 2023 Meeting Schedules for the Village of Bensenville*

B. Community and Economic Development

1. *Ordinance Granting Approval of a Variation for a New Electronic Message Sign at 950 S York Road*
2. *Ordinance Granting Approval of a Final Plat of Subdivision and an Amendment to an Approved Planned Unit Development with Code Departures for an Industrial Development at 1301, 1401, 1501, 1601, and 1361 Devon Avenue*
3. *Ordinance Granting Approval of a Variation for Outdoor Storage Area Height for a New Outdoor Storage Area at 229 Evergreen Street*
4. *Ordinance Granting Approval of a Special Use Permit for Truck Repair and Variations for a New Distribution Business at 700 Larsen Lane*
5. *Resolution Approving License Registrar Service Agreement with Net Assets*
6. *Resolution Adopting Village of Bensenville Business License Fee Policy*
7. *Ordinance Amending Title 3 (Business Regulations) of the Bensenville Village Code*
8. *Ordinance Approving the Termination of Tax Increment Allocation Financing for the Heritage Square Redevelopment Project Area*

C. Finance

1. *Ordinance Adopting the 2022 Tax Levy for the Village of Bensenville, DuPage and Cook Counties, for the Fiscal Year Beginning January 1, 2022 and Ending December 31, 2022*
2. *Ordinance Adopting the Annual Budget for the Village of Bensenville for the Fiscal Year Commencing January 1, 2023 and Ending December 31, 2023.*
3. *Resolution Authorizing a Contract with Illinois Counties Risk Management Trust and Other Ancillary Insurance Companies for Comprehensive Liability Insurance Package Effective December 1, 2022.*
4. *Resolution Authorizing Contract with the Illinois Counties Risk Management Trust (ICRMT) for Worker's Compensation Insurance Effective January 1, 2023 to December 31, 2023.*

D. Police Department – No Report

E. Public Works

1. *Resolution Authorizing Amendment Number Two to the Design Engineering Services Agreement for the Church Road Pressure Adjusting Station Replacement Project to Greeley and Hansen in the Not-to-Exceed Amount of $80,652 for a*

Revised Contract Amount of $555,599

2. *Resolution Authorizing a Design Engineering Services Agreement with Engineering Enterprises, Inc. for the 2023 CDBG – Browngate Subdivision Improvements Project in the Not-to-Exceed Amount of $125,060*

3. *Resolution Authorizing the Execution of a Change Order Number Two with Independent Mechanical Industries, Inc. for an Increase of $68,891.00 and a Time Extension of 75 days for the York Road (LS-10) Lift Station Improvements Project for a Revised Contract Cost of $1,088,106*

4. *Resolution Authorizing the Execution of a One (1) Year Contract with Alexander Chemical for the Purchase of Sodium Bisulfite in the Not-to-Exceed Amount of $20,000*

5. *Resolution Authorizing the Execution of a One (1) Year Contract with Rowell Chemical Corp. for the Purchase of Aluminum Sulfate in the Not-to-Exceed Amount of $29,460*

6. *Ordinance Designating Certain Property as Surplus and Authorizing the Disposition of the Same*

7. *Resolution Authorizing the Execution of a Purchase Order with Compass Minerals America, Inc. for the Purchase of 1,200 Tons of Bulk Rock Salt in the Not-to-Exceed Amount of $96,588*

8. *Resolution Authorizing the Execution of a One Year Extension with Winkler's Tree Service Inc. for 2023 Parkway Tree Pruning Program in the Not-to-Exceed Amount of $55,000*

9. *Resolution Authorizing to Waive Competitive Bidding and Execute One Year Contract Extension with Lindahl Brothers, Inc. for Sand & Stone Delivery and Debris Hauling in the Not-to-Exceed Amount of $85,200*

10. *Resolution Authorizing the Execution of a Two (2) Year Contract with Best Quality Cleaning Inc. for Janitorial Services at the Police and Emergency Management Headquarters in the Not-to-Exceed Amount of $51,840*

11. *Resolution Authorizing the Execution of a 3-Year Contract (2023-2025) with Cartegraph Systems Inc. for the Annual Maintenance of the Work Management System and Citizen Request Software in the Not-to-Exceed Amount of $150,274*

12. *Resolution Authorizing the Execution of a GIS Consortium Service Provider Contract with Municipal GIS Partners, Inc. (MGP) for the 2023 Calendar Year in the Not-to-Exceed Amount of $88,965*

13. *Resolution Waiving Competitive Bidding and Authorizing a Purchase Order to Kenny Ross Ford of Adamsburg, PA for the Purchase of Four (4) Police Vehicles in the Not-to-Exceed Amount of $151,180*

14. *Resolution Authorizing the Execution of an Architectural Design Service Contract with Tria Architecture for the Water's Edge Alternative Analysis Project in the Not-to-Exceed Amount of $15,000*

15. *Resolution Authorizing the Execution of a Contract with Climate by Design International for the Purchase and Installation of Two Desiccant Wheels at Edge II in the Not-to-Exceed Amount of $127,683*

F. Recreation – No Report

X. **REPORTS OF VILLAGE OFFICERS:**

A. PRESIDENT'S REMARKS:

B. VILLAGE MANAGER'S REPORT:

C. VILLAGE ATTORNEY'S REPORT:

XI. UNFINISHED BUSINESS

XII. NEW BUSINESS

XIII. EXECUTIVE SESSION

A. Review of Executive Session Minutes [5 ILCS 120/2 (C) (21)]
B. Personnel [5 ILCS 120/2 (C) (1)]
C. Collective Bargaining [5 ILCS 120/2 (C) (2)]
D. Property Acquisition [5 ILCS 120/2 (C) (5)]
E. Litigation [5 ILCS 120/2 (C) (11)]

XIV. MATTERS REFERRED FROM EXECUTIVE SESSION

XV. ADJOURNMENT

Village of Bensenville

Board Room
12 South Center Street
Bensenville, Illinois 60106
Counties of DuPage and Cook

MINUTES OF THE VILLAGE BOARD OF TRUSTEES MEETING

November 15, 2022

CALL TO ORDER: 1. President DeSimone called the meeting to order at 6:30 p.m.

ROLL CALL: 2. Upon roll call by Village Clerk, Nancy Quinn, the following Board Members were present:

President DeSimone, Franz, Frey, Lomax, Panicola

Absent: Carmona, Perez

A quorum was present.

Staff Present: E. Summers, J. Caracci, S. Flynn, M. Leyva, J. McManus, K. Pozsgay, D. Schulze, C. Williamsen

PUBLIC HEARING
2023 Proposed Budget: President DeSimone opened the Public Hearing for the Proposed 2023 Budget at 6:31 p.m.

ROLL CALL: Upon roll call by Village Clerk, Nancy Quinn, the following Board Members were present:

President DeSimone, Franz, Frey, Lomax, Panicola

Absent: Carmona, Perez

A quorum was present.

Director of Finance, Julie McManus provided an overview of the proposed budget for 2023.

President DeSimone asked if there was any member of the Public that would like to comment on the proposed budget for 2023. There were none.

Motion: Trustee Panicola made a motion to close the Public Hearing. Trustee Frey seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

President DeSimone closed the Public Hearing at 6:33 p.m.

PUBLIC COMMENT: There was no Public Comment.

APPROVAL OF MINUTES:

4. The October 25, 2022 Village Board Meeting minutes were presented.

Motion: Trustee Panicola made a motion to approve the minutes as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

WARRANT NO. 22/18:

5. President DeSimone presented **Warrant No. 22/18** in the amount of $3,479,748.28.

Motion: Trustee Franz made a motion to approve the warrant as presented. Trustee Frey the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-125-2022:

6. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-125-2022** entitled a **Resolution Adopting the 2023 Meeting Schedules for the Village of Bensenville.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Ordinance No. 44-2022:

7. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 44-2022** entitled an **Ordinance Granting Approval of a Variation for a New Electronic Message Sign at 950 S York Road.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to adopt the ordinance as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Ordinance No. 45-2022:

8. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 45-2022** entitled an **Ordinance Granting Approval of a Final Plat of Subdivision and an Amendment to an Approved Planned Unit Development with Code Departures for an Industrial Development at 1301, 1401, 1501, 1601, and 1361 Devon Avenue.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to adopt the ordinance as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Ordinance No. 46-2022:

9. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 46-2022** entitled an **Ordinance Granting Approval of a Variation for Outdoor Storage Area Height for a New Outdoor Storage Area at 229 Evergreen Street.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Ordinance No. 47-2022:

10. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 47-2022** entitled an **Ordinance Granting Approval of a Special Use Permit for Truck Repair and Variations for a New Distribution Business at 700 Larsen Lane.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-126-2022:

11. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-126-2022** entitled a **Resolution Approving License Registrar Service Agreement with Net Assets.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-127-2022:

12. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-127-2022** entitled a **Resolution Adopting Village of Bensenville Business License Fee Policy.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Ordinance No. 48-2022:

13. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 48-2022** entitled an **Ordinance Amending Title 3 (Business Regulations) of the Bensenville Village Code.**

There were no questions from the Village Board.

Motion: Trustee Frey made a motion to adopt the ordinance as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Ordinance No. 49-2022:

14. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 49-2022** entitled an **Ordinance Approving the Termination of Tax Increment Allocation Financing for the Heritage Square Redevelopment Project Area.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to adopt the ordinance as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Ordinance No. 50-2022:

15. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 50-2022** entitled an **Ordinance Adopting the 2022 Tax Levy for the Village of Bensenville, DuPage and Cook Counties, for the Fiscal Year Beginning January 1, 2022 and Ending December 31, 2022.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Ordinance No. 51-2022:

16. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 51-2022** entitled an **Ordinance Adopting the Annual Budget for the Village of Bensenville for the Fiscal Year Commencing January 1, 2023 and Ending December 31, 2023.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to adopt the ordinance as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-128-2022:

17. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-128-2022** entitled a **Resolution Authorizing a Contract with Illinois Counties Risk Management Trust and Other Ancillary Insurance Companies for Comprehensive Liability Insurance Package Effective December 1, 2022.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-129-2022:

18. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-129-2022** entitled a **Resolution Authorizing Contract with the Illinois Counties Risk Management Trust (ICRMT) for Worker's Compensation Insurance Effective January 1, 2023 to December 31, 2023.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-130-2022:

19. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-130-2022** entitled a **Resolution Authorizing Amendment Number Two to the Design Engineering Services Agreement for the Church Road Pressure Adjusting Station Replacement Project to Greeley and Hansen in the Not-to-Exceed Amount of $80,652 for a Revised Contract Amount of $555,599.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-131-2022:

20. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-131-2022** entitled a **Resolution Authorizing a Design Engineering Services Agreement with Engineering Enterprises, Inc. for the 2023 CDBG – Browngate Subdivision Improvements Project in the Not-to-Exceed Amount of $125,060.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-132-2022:

21. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-132-2022** entitled a **Resolution Authorizing the Execution of a Change Order Number Two with Independent Mechanical Industries, Inc. for an Increase of $68,891.00 and a Time Extension of 75 days for the York Road (LS-10) Lift Station Improvements Project for a Revised Contract Cost of $1,088,106.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-133-2022:

22. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-133-2022** entitled a **Resolution Authorizing the Execution of a One (1) Year Contract with Alexander Chemical for the Purchase of Sodium Bisulfite in the Not-to-Exceed Amount of $20,000.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-134-2022:

23. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-134-2022** entitled a **Resolution Authorizing the Execution of a One (1) Year Contract with Rowell Chemical Corp. for the Purchase of Aluminum Sulfate in the Not-to-Exceed Amount of $29,460.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Ordinance No. 52-2022:

24. President DeSimone gave the summarization of the action contemplated in **Ordinance No. 51-2022** entitled an **Ordinance Designating Certain Property as Surplus and Authorizing the Disposition of the Same.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to adopt the ordinance as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-135-2022:

25. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-135-2022** entitled a **Resolution Authorizing the Execution of a Purchase Order with Compass Minerals America, Inc. for the Purchase of 1,200 Tons of Bulk Rock Salt in the Not-to-Exceed Amount of $96,588.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-136-2022:

26. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-136-2022** entitled a **Resolution Authorizing the Execution of a One Year Extension with Winkler's Tree Service Inc. for 2023 Parkway Tree Pruning Program in the Not-to-Exceed Amount of $55,000.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-137-2022:

27. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-137-2022** entitled a **Resolution Authorizing to Waive Competitive Bidding and Execute One Year Contract Extension with Lindahl Brothers, Inc. for Sand & Stone Delivery and Debris Hauling in the Not-to-Exceed Amount of $85,200.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-138-2022:

28. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-138-2022** entitled a **Resolution Authorizing the Execution of a Two (2) Year Contract with Best Quality Cleaning Inc. for Janitorial Services at the Police and Emergency Management Headquarters in the Not-to-Exceed Amount of $51,840.**

There were no questions from the Village Board.

Motion: Trustee Frey made a motion to approve the resolution as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-139-2022:

29. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-139-2022** entitled a **Resolution Authorizing the Execution of a 3-Year Contract (2023-2025) with Cartegraph Systems Inc. for the Annual Maintenance of the Work Management System and Citizen Request Software in the Not-to-Exceed Amount of $150,274.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-140-2022:

30. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-140-2022** entitled a **Resolution Authorizing the Execution of a GIS Consortium Service Provider Contract with Municipal GIS Partners, Inc. (MGP) for the 2023 Calendar Year in the Not-to-Exceed Amount of $88,965.**

There were no questions from the Village Board.

Motion: Trustee Lomax made a motion to approve the resolution as presented. Trustee Panicola seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-141-2022:

31. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-141-2022** entitled a **Resolution Waiving Competitive Bidding and Authorizing a Purchase Order to Kenny Ross Ford of Adamsburg, PA for the Purchase of Four (4) Police Vehicles in the Not-to-Exceed Amount of $151,180.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Lomax seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-142-2022:

32. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-142-2022** entitled a **Resolution Authorizing the Execution of an Architectural Design Service Contract with Tria Architecture for the Water's Edge Alternative Analysis Project in the Not-to-Exceed Amount of $15,000.**

There were no questions from the Village Board.

Motion: Trustee Franz made a motion to approve the resolution as presented. Trustee Frey seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

Resolution No. R-143-2022:

33. President DeSimone gave the summarization of the action contemplated in **Resolution No. R-143-2022** entitled a **Resolution Authorizing the Execution of a Contract with Climate by Design International for the Purchase and Installation of Two Desiccant Wheels at Edge II in the Not-to-Exceed Amount of $127,683.**

There were no questions from the Village Board.

Motion: Trustee Panicola made a motion to approve the resolution as presented. Trustee Franz seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

PRESIDENT'S REMARKS:

President DeSimone announced Holiday Magic and the Car Parade will take place on November 20, 2022; full details and registration can be found on the Village's website.

President DeSimone announced the Senior Holiday Party is scheduled for December 16th at Monty's; tickets are on sale at Village Hall and must be purchased in advance.

President DeSimone announced the Holiday Train is scheduled to stop in Bensenville on December 2nd at 7:00pm; Attendees are encouraged to bring cans for donations; full details can be found on the Village's website.

President DeSimone announced the annual Holiday Ice Show and Skate with Santa is scheduled for December 18th; full details can be found on the Village's website.

President DeSimone announced the annual Holiday Decoration Contest is underway; full details can be found on the Village's website.

MANAGERS REPORT:

Village Manager, Evan Summers, announced 2023 Vehicle Stickers are now on sale.

Mr. Summers announced Village Hall will be closed November 24th, 25th and 26th in observation of Thanksgiving.

VILLAGE ATTORNEY REPORT:

Village Attorney, P. Joseph Montana, stated he had no Village Attorney Report.

UNFINISHED BUSINESS:

There was no unfinished business.

NEW BUSINESS:

There was no new business.

EXECUTIVE SESSION:

Village Attorney, Joseph Montana, stated there was no need for Executive Session.

ADJOURNMENT:

Trustee Panicola made a motion to adjourn the meeting. Trustee Frey seconded the motion.

ROLL CALL: AYES: Franz, Frey, Lomax, Panicola

NAYS: None

All were in favor. Motion carried.

President DeSimone adjourned the meeting at 7:11 p.m.

Nancy Quinn
Village Clerk
PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville this 13th day, December 2022