

COMMUNITY DEVELOPMENT COMMISSION

Village of Bensenville

VILLAGE HALL

November 4, 2025 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 7, 2025 Community Development Commission Meeting Minutes

VI. Action Items:

1. CDC Case #2025-14, 450 Evergreen Street, Multiple Zoning Variations

2. CDC Case #2025-26 Special Use Permit for Planned Unit Development with Code Departures, Preliminary PUD Approval, and Plat of Subdivision Approval

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)

TYPE:Minutes**SUBMITTED BY:**Corey Williamsen**DEPARTMENT:**Village Clerk's Office**DATE:**November 4, 2025**DESCRIPTION:**October 7, 2025 Community Development Commission Meeting Minutes

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

REQUEST:**SUMMARY:****RECOMMENDATION:****ATTACHMENTS:**

Description

Upload Date

Type

251007_CDC**10/27/2025****Cover Memo**

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

MINUTES OF THE COMMUNITY DEVELOPMENT COMMISSION

October 7, 2025

MOTION: Commissioner Marcotte made a motion to appoint Commissioner Rott as Chairman Pro-Tem. Commissioner Wasowicz seconded the motion.

All were in favor. Motion carried.

CALL TO ORDER: The meeting was called to order by Chairman Pro-Tem Rott at 6:30p.m.

ROLL CALL : Upon roll call the following Commissioners were present:
Chambers, Marcott, Ortiz, Rott, Wasowicz
Absent: Ciula
A quorum was present.

STAFF PRESENT: W. Magdziarz, M. Ninan, C. Williamsen, Village Attorney, Ryan Morton

JOURNAL OF PROCEEDINGS: The minutes of the Special Community Development Commission Meeting of the September 22, 2025 were presented.

Commissioner Wasowicz asked for "Chairman Rowe" be corrected in the minutes to "Chairman Pro-Tem Wasowicz".

Motion: Commissioner Wasowicz made a motion to approve the minutes as amended. Commissioner Marcotte seconded the motion.

All were in favor. Motion carried.

Director of Community and Economic Development, Walter Magdziarz and Planning & Community Outreach Coordinator, Maia Ninan were present and sworn in by Chairman Pro-Tem Rott.

PUBLIC COMMENT: There was no Public Comment.

Public Hearing: CDC Case Number 2025-24
Petitioner: US Navy Transport, Inc.
Location: 478 Industrial Drive
Request: Special Use Permit: *Section 10-7-2-1, Outdoor Storage Area*

Motion: Commissioner Marcotte made a motion to open CDC Case No. 2025-24. Commissioner Chambers seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Chambers, Marcotte, Ortiz, Rott, Wasowicz

Absent: Ciula

A quorum was present.

Chairman Pro-Tem Rott opened CDC Case No. 2025-24 at 6:33 p.m.

Planning & Community Outreach Coordinator Maia Ninan, was present and sworn in by Chairman Pro-Tem Rott. Ms. Ninan stated a Legal Notice was published in the Bensenville Independent on September 18, 2025. Ms. Ninan 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. Ninan stated CED staff posted 1 Notice of Public Hearing sign on the property, visible from the public way on September 18, 2025. Ms. Ninan stated on September 22, 2025, CED staff mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within two hundred fifty (250) feet of the subject property. Ms. Ninan stated an Affidavit of Mailing, executed by CED personnel and the list of recipients, is maintained in the CDC file. Ms. Ninan stated all are available for viewing and inspection at the CED office during regular business hours.

Ms. Ninan stated the Petitioner is requesting a Special Use Permit, Outdoor Storage Area for the property located at 478 Industrial Drive. Ms. Ninan stated outdoor storage areas are a Special Use in the I-2 General Industrial District. Ms. Ninan stated the Applicant indicates in the application that the outdoor parking/storage is only for “bobtails” or the tractor part of a semi-truck that are on the premises for required DOT inspections. Ms. Ninan stated no mechanical or repair services are associated with the use.

Ms. Ninan stated the outdoor storage will be located on the north side of the existing building and is accessory to the principal use in the existing building on the premises.

Adam Szynde, businesses owner was present and sworn in by Chairman Pro-Tem Rott. Mr. Szynde provided an overview of the proposed plans and request for the special use permit.

Commissioner Chambers asked if any work is being done on vehicles at the property. Mr. Szynde stated no.

Commissioner Ortiz asked if there was any interference with traffic flow on the property as a result of the proposed special use permit. Mr. Szynde stated no.

Public Comment

Chairman Pro-Tem Rott asked if there were any members of the Public that would like to make comment. There were none.

Ms. Ninan reviewed the approval standards for proposed Special User Permit consisting of:

1. **Public Welfare:** The proposed Special Use 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.
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.
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.
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.

Ms. Ninan stated Staff recommends Approval of the Findings of Fact and, therefore, Approval of the Special Use Permit with the following conditions:

- a) No mechanical or repair services are allowed on the property.
- b) Outdoor storage is limited to semi-truck tractors (“bobtails”).
- c) Outdoor storage must be properly screened in accordance with municipal code.
- d) Outdoor storage shall be limited to the north side of the building, consistent with the location indicated on the approved site plan.
- e) Outdoor storage shall comply with Fire Marshall requirements for access and circulation.

There were no questions from the Commission.

Motion: Commissioner Wasowicz made a motion to close CDC Case No. 2025-24. Commissioner Chambers seconded the motion.

ROLL CALL: Ayes: Chambers, Marcott, Ortiz, Rott, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Pro-Tem Rott closed CDC Case No. 2025-24 at 6:40 p.m.

Motion: Commissioner Wasowicz made a motion to Approve Special use Permit; Section 10-7-2-1 with Staff’s Recommendations. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Chambers, Marcotte, Ortiz, Rott, Wasowicz

Nays: None

All were in favor. Motion carried.

Public Hearing: CDC Case Number 2025-25
Petitioner: Tony Cayuela
Location: 243 S. Addison St.
Request: Variation: *Section 10-7-4A-3, Accessory Structure Location*

Motion: Commissioner Chambers made a motion to open CDC Case No. 2025-25. Commissioner Marcotte seconded the motion.

ROLL CALL : Upon roll call the following Commissioners were present:
Chambers, Marcotte, Ortiz, Rott, Wasowicz

Absent: Ciula

A quorum was present.

Chairman Pro-Tem Rott opened CDC Case No. 2025-25 at 6:42 p.m.

Planning & Community Outreach Coordinator Maia Ninan, was present and sworn in by Chairman Pro-Tem Rott. Ms. Ninan stated a Legal Notice was published in the Bensenville Independent on September 18, 2025. Ms. Ninan 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. Ninan stated CED staff posted 1 Notice of Public Hearing sign on the property, visible from the public way on September 18, 2025. Ms. Ninan stated on September 22, 2025, CED staff mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within two hundred fifty (250) feet of the subject property. Ms. Ninan stated an Affidavit of Mailing, executed by CED personnel and the list of recipients, is maintained in the CDC file. Ms. Ninan stated all are available for viewing and inspection at the CED office during regular business hours.

Ms. Ninan stated the Petitioner is requesting a zoning variation to reduce the rear lot line setback for an accessory structure from the required 3-feet to zero (0). Ms. Ninan stated the affected rear lot line is adjacent an alley. Ms. Ninan stated the variation request is the result of an enforcement action initiated by a citizen request for action which was taking issue with the appearance of the structure, not the location. Ms. Ninan stated the applicant is in the process of constructing the “shed” which is more accurately described as an addition to the existing detached garage.

Tony Cayuela, property owner was present and sworn in by Chairman Pro-Tem Rott. Mr. Cayuela stated the shed is completed and all are happy with it.

Andres Cayuela, son of applicant was present and sworn in by Chairman Pro-Tem Rott. Mr. Cayuela stated he lives with his father and has four children who also live at the home. Mr. Cayuela stated the area where the shed was built was overgrown with weeds and collects trash from the alley. Mr. Cayuela stated the family cleaned the area up and decided to build a shed off the garage. Mr. Cayuela stated a neighbor complained to the Village regarding their shed. Mr. Cayuela stated the shed was a project that took longer to complete than expected.. Mr. Cayuela stated he was unaware of the permitting process with the Village. Mr. Cayuela stated once he was made aware of the permit requirement he worked with Village Staff and got the proper permitting and the construction was approved. Mr. Cayuela stated all that remains in the need for siding. Mr. Cayuela stated Village Staff informed him he needed to apply for the variance because of how close the shed is to the fence (rear property line). Mr. Cayuela stated the shed is 3x8

Commissioner Marcotte asked if there was potential for his children to get stuck between the fence and the shed. Mr. Cayuela stated no, his children are old enough not to make that mistake.

Public Comment

Chairman Pro-Tem Rott asked if there were any members of the Public that would like to make comment. There were none.

Ms. Ninan reviewed the approval standards for proposed Variation consisting of:

1. **Public Welfare:** The proposed variation will not endanger the health, safety, comfort, convenience, and general welfare of 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.
3. **Undue Hardship:** 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.
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.
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.

Ms. Ninan stated Staff recommends the Approval of the Findings of Fact and therefore approval of the Shed Variation with the following conditions:

- a) The accessory structure cannot exceed twelve (12) feet in height.
- b) The shed cannot exceed the size indicated on the approved plans.
- c) The garage addition shall have an all-weather siding material affixed to the exterior walls.

Chairman Pro-Tem Rott asked if the current shed on property met Staff's requirements. Ms. Ninan stated yes.

Commissioner Wasowicz asked if the permits issued were retroactive. Mr. Ninan stated yes.

Motion: Commissioner Wasowicz made a motion to close CDC Case No. 2025-25. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Chambers, Marcott, Ortiz, Rott, Wasowicz

Nays: None

All were in favor. Motion carried.

Chairman Pro-Tem Rott closed CDC Case No. 2025-25 at 6:55 p.m.

Motion: Commissioner Chambers made a motion to Approve Variation; Section 10-7-4A-3 with Staff's Recommendations. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Chambers, Marcotte, Ortiz, Rott

Nays: Wasowicz

Motion carried.

**Report from
Community
Development:**

Ms. Ninan advised the CDC of upcoming cases to consider at the November meeting

Mr. Magdziarz asked Commissioners to respond to his meeting poll for a Special Meeting to conduct a Commissioner training workshop with Illinois American Planning Association personnel. Mr. Magdziarz stated he is attempting for a November 12 meeting but based on the trainers' schedules, it may have to wait until early 2026.

ADJOURNMENT: There being no further business before the Community Development Commission, Commissioner Marcotte made a motion to adjourn the meeting. Commissioner Wasowicz seconded the motion.

All were in favor. Motion carried.

The meeting was adjourned at 7:00 p.m.

TYPE:Public Hearing**SUBMITTED BY:**W. Magdziarz**DEPARTMENT:**CED**DATE:**11/4/2025**DESCRIPTION:**CDC Case #2025-14, 450 Evergreen Street, Multiple Zoning Variations**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:**

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

REQUEST:

The Applicant is requesting a (1) a variation of Section 10-7-4C-7, fence or wall location; (2) a variation of Section 10-7-4C-13a, mechanical equipment location; (3) a variation of Section 10-7-4C-13b, mechanical equipment screening; (4) a variation of Section 10-8-8D, driveway visibility; and, (5) a variation of Section 10-9-7B-2a, screening requirements height.

SUMMARY:

The Petitioner is requesting multiple variations to place mechanical equipment in their front yard. The 13-foot-high mechanical equipment has already been installed in the front yard of their location at 450 Evergreen Street. The property is in an I-1 Light Industrial District. The installation was completed without permits. According to the Petitioner, the mechanical equipment is necessary to provide pretreatment and wastewater efficiency. There has been a period of testing to verify whether the apparatus accomplishes the desired end and that testing has been positive. The Petitioner would like to make the apparatus permanent. The Petitioner has proposed screening (with a 10-foot tall fence) in line with Village standards. The variations listed above are necessary to accommodate the mechanical equipment as constructed.

While the apparatus is a necessary part of the wastewater system for this business, Village staff is of the opinion the apparatus should be located closer to the building and screened as required.

RECOMMENDATION:

Village staff recommends denial of the requested zoning variations because the standards for variations have not been met.

ATTACHMENTS:

Description

CDC Case 2025-14 Binder

Upload Date

10/31/2025

Type

Cover Memo



BENSENVILLE

GATEWAY TO OPPORTUNITY

**Community Development Commission
Public Hearing 11.04.25**

CDC Case #2025 – 14

**Harris Family Property LLC
450 Evergreen Street**

**Variation, Fence or Wall Location
Municipal Code 10 – 7 – 4C – 7**

**Variation, Mechanical Equipment Location
Municipal Code 10 – 7 – 4C – 13a**

**Variation, Mechanical Equipment Screening
Municipal Code 10 – 7 – 4C – 13b**

**Variation, Driveway Visibility
Municipal Code 10 – 8 – 8D**

**Variation, Screening Requirements Height
Municipal Code 10 – 9 – 7B – 2a**

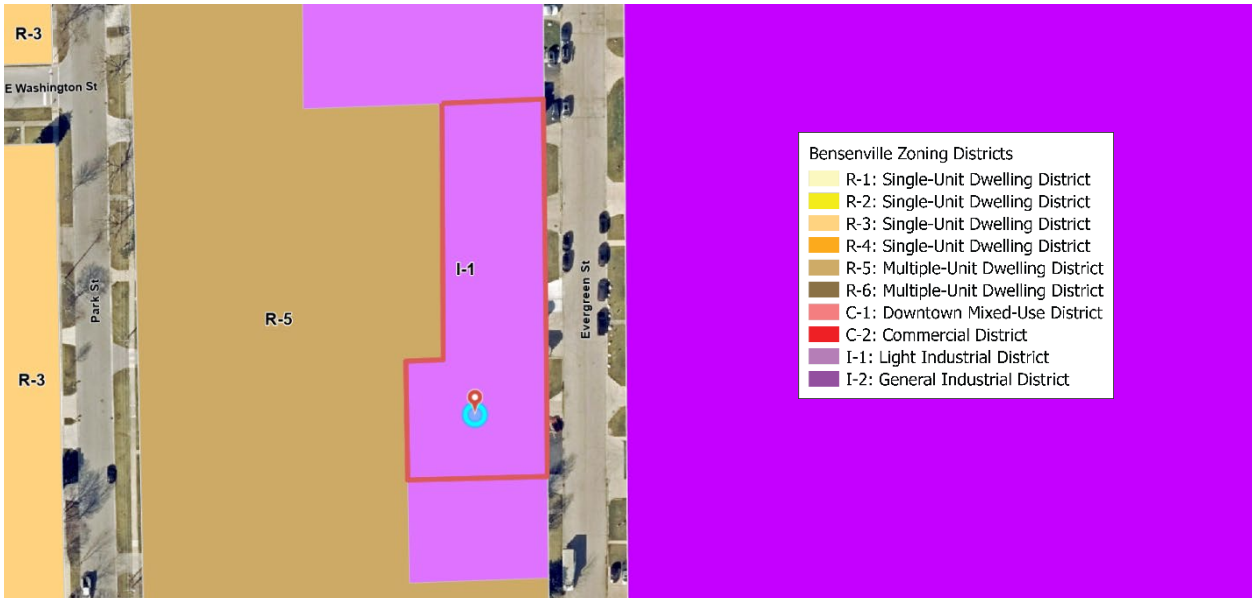
1. Aerial Photograph & Zoning Map of Subject Property
2. Legal Notice
3. Application & supporting documents
4. Advisory Report







Village of Bensenville



**LEGAL NOTICE/PUBLIC NOTICE
NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that a Special Meeting of the Community Development Commission of the Village of Bensenville, DuPage and Cook Counties, will be held on Monday, September 22, 2025, at 6:30 P.M, at which a Public Hearing will be held to review case No. 2025-14 to consider a request for:

Variation, Fence or Wall Location
Municipal Code 10 – 7 – 4C – 7

Variation, Mechanical Equipment Location
Municipal Code 10 – 7 – 4C – 13a

Variation, Mechanical Equipment Screening
Municipal Code 10 – 7 – 4C – 13b

Variation, Driveway Visibility
Municipal Code 10 – 8 – 8D

Variation, Screening Requirements Height
Municipal Code 10 – 9 – 7B – 2a

On the property located at 450 Evergreen Street is an existing I-1 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:

LOTS 7 AND 8 IN LATORIA’S RESUBDIVISION OF LOTS 5 AND 6 IN SUBRUBAN ACRES ADDITION TO BENSENVILLE, A SUBDIVISION OF PART OF SECTIONS 13 AND 24, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DU PAGE COUNTY, ILLINOIS.

Harris Family Property LLC of 654 Wheeling Road, Wheeling, IL 60090 is the owner and 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. Written comments mailed to the Village Hall, and online comments submitted on the Village website, will be accepted by

the Community and Economic Development Department through September 22, 2025 until 5:00 PM.

Office of the Village Clerk
Village of Bensenville

PUBLISHED IN THE DAILY HERALD
September 7, 2025

###

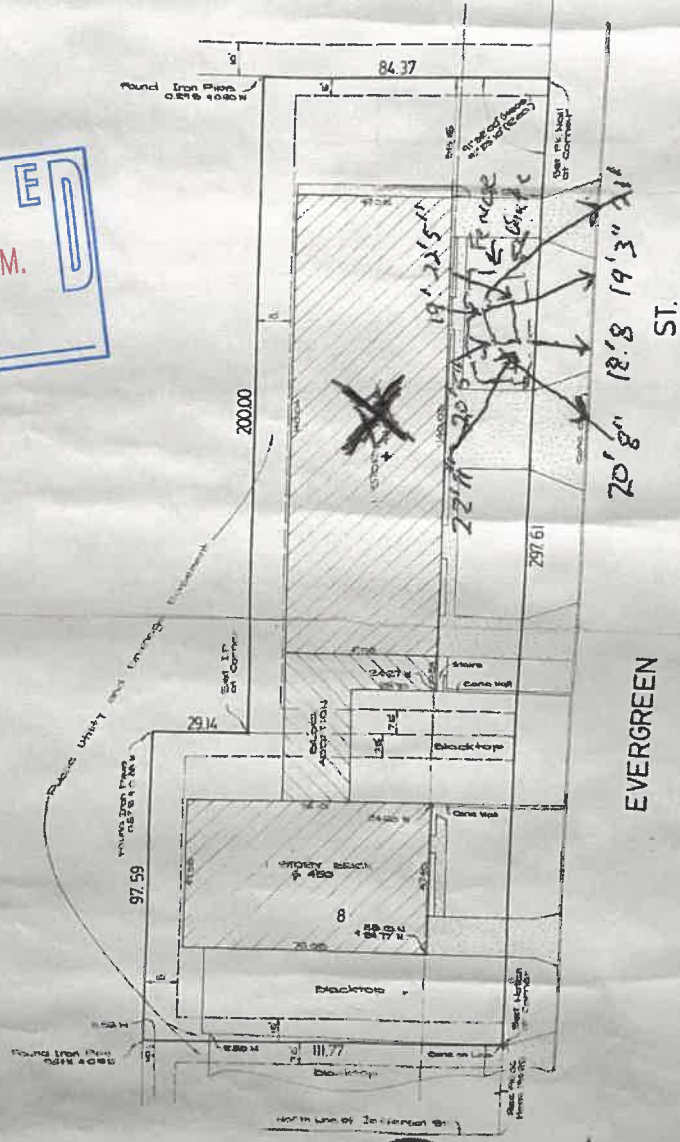


PLAT OF SURVEY

John D. McTigue
REGISTERED LAND SURVEYOR
3458 N. CIGERO AVE. CHICAGO, ILL. 60641
PHONE (312) 736-1344

LOTS 7 AND 8 IN LATORIA'S RESUBDIVISION OF LOTS 5 AND 6 IN SHERRMAN ACRES ADDITION TO BENSERVILLE, A SUBDIVISION OF PART OF SECTIONS 13 AND 24, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DU PAGE COUNTY, ILLINOIS.

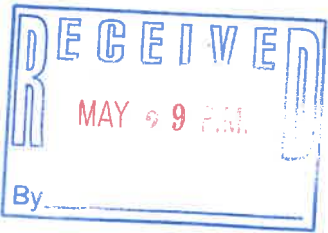
RECEIVED
MAY 9, 9 P.M.
By _____



LEGEND
--- FENCE
--- CHAIN LINK
--- NORTH FACE - S.F. - SOUTH FACE
--- 1\"/>



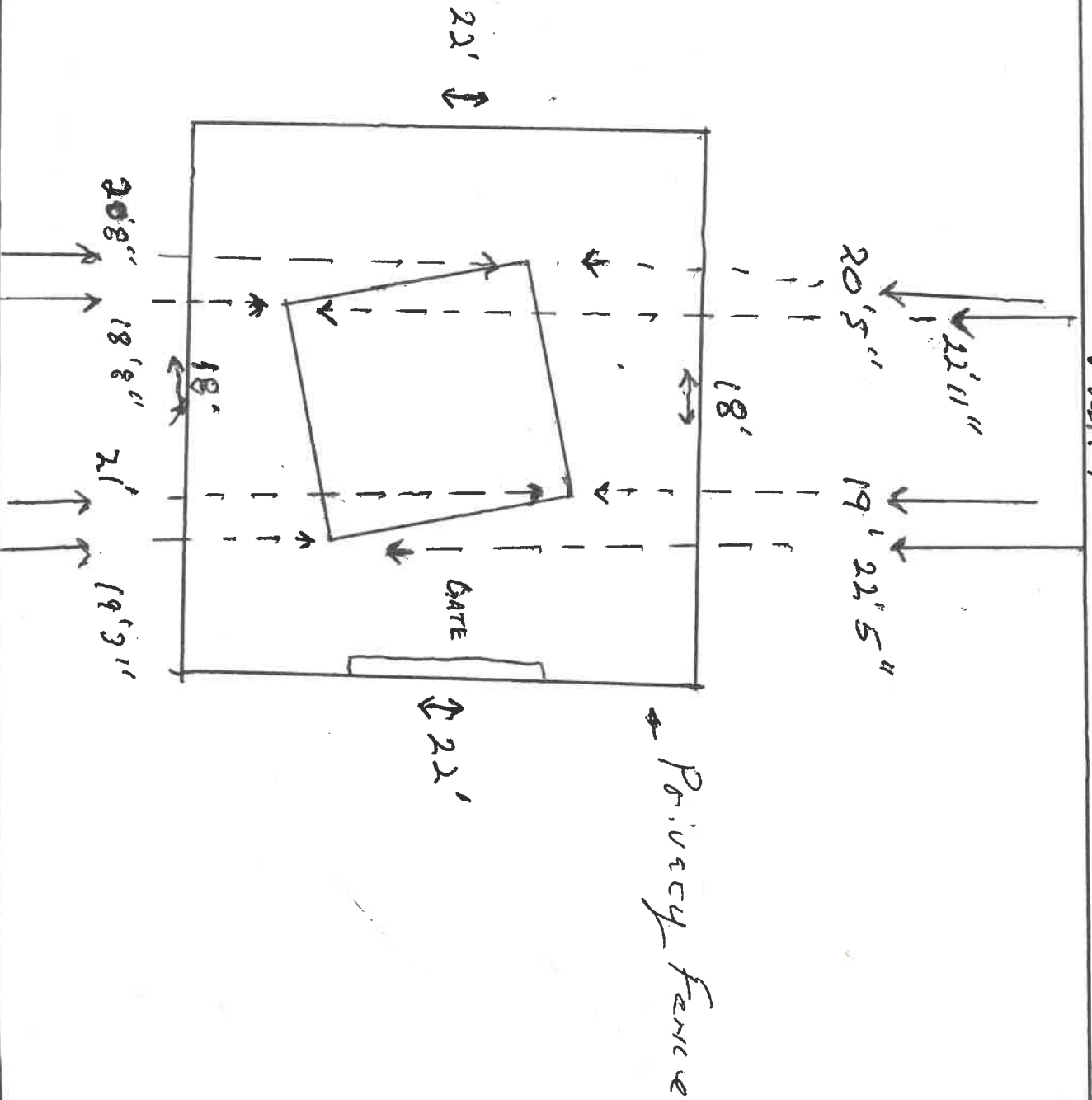
STATE OF ILLINOIS
COUNTY OF COOK
I, JOHN D. MCTIGUE, AS LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.
CHICAGO, ILLINOIS, 1967
BY: _____
ILLINOIS REGISTERED LAND SURVEYOR NO. 2380



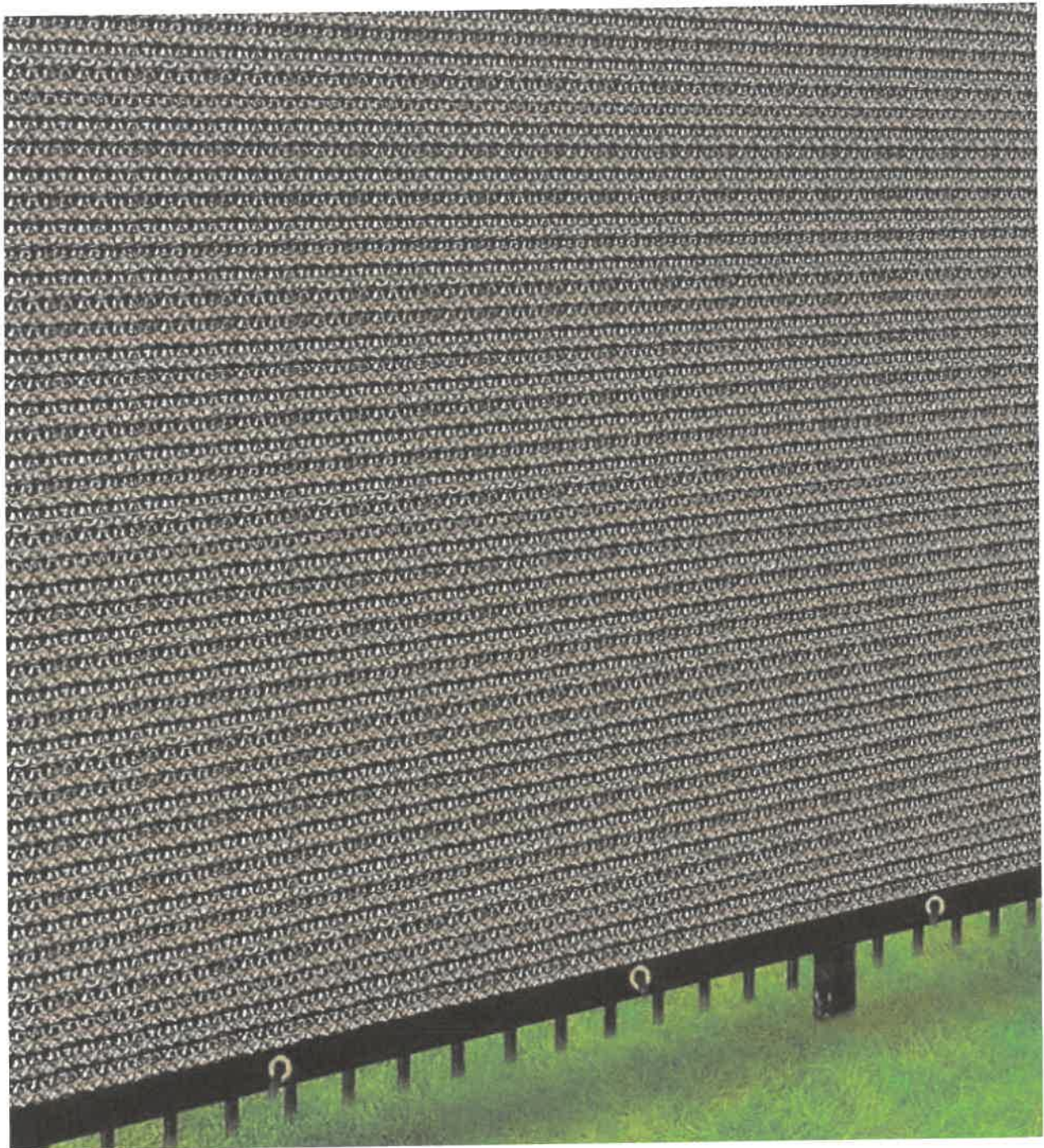
Sight Plan

Plant

Road







ADVISORY REPORT

CASE #: 2025 – 14
HEARING DATE: November 4, 2025
PROPERTY: 450 Evergreen Street
PROPERTY OWNER: Harris Family Property, LLC
APPLICANT: Same as above
PIN: 03-24-110-034 & 03-24-110-035

REQUEST:

The Applicant is requesting a (1) a variation of Section 10-7-4C-7, fence or wall location; (2) a variation of Section 10-7-4C-13a, mechanical equipment location; (3) a variation of Section 10-7-4C-13b, mechanical equipment screening; (4) a variation of Section 10-8-8D, driveway visibility; and, (5) a variation of Section 10-9-7B-2a, screening requirements height.

PUBLIC NOTICE:

1. A Legal Notice was published in the Daily Herald on September 5, 2025. A Certified copy of the Legal Notice is maintained in the Community Development Commission (CDC) file and is available for viewing and inspection at the Community & Economic Development Department (CED) during regular business hours.
2. CED staff posted a Notice of Public Hearing sign on the property, visible from the public way on September 8, 2025.
3. On September 8, 2025, CED staff mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within three hundred (300) feet of the subject property. An Affidavit of Mailing, executed by CED personnel and the list of recipients, is maintained in the CDC file. All are available for viewing and inspection at the CED office during regular business hours.

SUMMARY & DESCRIPTION:

The Petitioner is requesting multiple variations to place mechanical equipment in their front yard. The 13-foot-high mechanical equipment has already been installed in the front yard of their location at 450 Evergreen Street. The property is in an I-1 Light Industrial District. The installation was completed without permits.

According to the Petitioner, the mechanical equipment is necessary to provide pretreatment and wastewater efficiency. There has been a period of testing to verify whether the apparatus accomplishes the desired end and that testing has been positive. The Petitioner would like to make the apparatus permanent. The Petitioner has proposed screening (with a 10-foot tall fence) in line with Village standards. The variations listed above are necessary to accommodate the mechanical equipment as constructed.

While the apparatus is a necessary part of the wastewater system for this business, Village staff is of the opinion the apparatus should be located closer to the building and screened as required.

SURROUNDING LAND USES & ZONING:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	I-2	Industrial	Industrial	Village of Bensenville
North	I-2	Industrial	Industrial	Village of Bensenville
South	I-2	Industrial	Industrial	Village of Bensenville
East	I-2	Industrial	Commercial / Industrial Flex	Village of Bensenville
West	I-2	Multi-Family Residential	Multi-Family Residential	Village of Bensenville

DEPARTMENT COMMENTS:**DEPARTMENT COMMENTS:**

FINANCE:

- 1) U/B account is up to date with no liens.

POLICE:

- 1) Screening must meet village standards. If not, other options should be explored.

ENGINEERING AND PUBLIC WORKS:

- 1) No comments.

COMMUNITY & ECONOMIC DEVELOPMENT:

- 1) Is the proposed enclosure encroaching into the Evergreen right-of-way?
- 2) The enclosure should not be allowed to be used for storage of any materials, supplies, or equipment other than the pre-treatment apparatus.

FIRE SAFETY:

- 1) This structure may not be the end product. The footprint may be off and the exact location may also be off. I would recommend that they hold off on their submittal until we know what the end product will look like.

BUILDING:

- 1) No comments.

PLANNING:

1. The 2015 Comprehensive Plan indicates "Industrial".
2. The current zoning is I-1 Light Industrial District.
3. The applicant is seeking variations to allow mechanical equipment and the required screening within the front yard.
4. Per Municipal Code Section 10-10-4C-7, Fence or Wall, the following standards apply:
 - a. Location: In all zoning districts, fences and walls are allowed in the interior side yard and rear yard.
 - i. *The petitioner is requesting a variation from this standard to allow a fence or wall in the front yard as required for mechanical equipment screening.*

- b. Height: The maximum height of a fence or wall shall be measured from the ground at the base of the fence or wall.
 - i. Residential And Commercial Districts: In Residential and Commercial Zoning Districts, the maximum height of a fence or wall shall be six feet (6') in an interior side or rear yard.
 - ii. Industrial Districts: In Industrial Zoning Districts, the maximum height of a fence or wall shall be ten feet (10') in an interior side or rear yard.
 - 1. *This proposal includes a ten foot fence in the front yard in an industrially zoned district.*
 - iii. Exceptions: Any yard adjacent to a railroad right-of-way may have a maximum fence height of ten feet (10'). Any yard adjacent to a six (6) lane arterial street may have a maximum fence height of eight feet (8').
 - c. Access: Every fence fronting onto an existing or proposed road right-of-way, except for corner lots, must include a gate giving access to the right-of-way.
 - d. Materials And Construction:
 - i. Construction, Design And Appearance: In all zoning districts, both sides of a fence or wall shall be similar in construction, design, and appearance. The finished side of a fence or wall shall face outward from the zoning lot so that all posts are located on the property owner's side of the fence or wall.
 - ii. Residential Districts: In Residential Zoning Districts, fences and walls may be constructed of treated wood, simulated wood, vinyl, chain link without slats, wrought iron, brick, and stone.
 - iii. Non-Residential Districts: In Non-Residential Zoning Districts, fences and walls may be constructed of treated wood, simulated wood, vinyl, chain link with slats of a uniform color or without slats, metal mesh, corrugated metal, wrought iron, brick, stone, cinderblock, and concrete block.
 - 1. *The proposed fence does not appear to meet these standards.*
 - iv. Prohibited Materials: Fences shall not be constructed of barbed wire, electrically charged wire, or razor wire, except in the I-1 and I-2 Districts where barbed wire and electrically charged wire may be used with an approved building permit. Approved barbed wire fences may have a maximum of three (3) strands of barbed wire and shall slope toward the interior of the property.
5. Per Municipal Code Section 10-7-4-13a, Mechanical Equipment Location, the following standards apply:
- a. Ground-mounted mechanical equipment shall only be located in the rear yard. In industrial districts, ground-mounted mechanical equipment may be placed in the interior side yard. Roof-mounted mechanical equipment shall be located a minimum of ten feet (10') from any supporting wall to facilitate safe access.
 - i. *The Petitioner is requesting a variation from this standard in order to locate mechanical equipment in the front yard.*
6. Per Municipal Code Section 10-7-4-13b, Mechanical Equipment Screening, the following standards apply:
- a. Roof-mounted mechanical equipment screening must equal the height of the tallest mechanical equipment installed on the roof of the building. The

requirements of section [10-9-7](#), "Screening Requirements", of this title shall apply to ground-mounted mechanical equipment. Single-unit dwellings, Townhouse dwellings, and Two-unit dwellings are exempt from the screening requirements for ground-mounted mechanical equipment.

- i. *The proposed screening exceeds the height requirements for as laid out in 10-9-7. The Petitioner is requesting a variation from this requirement in order to screen the mechanical equipment to the best of their ability. As they do not meet the requirements as laid out in 10-9-7, this variance is needed.*

7. Per Municipal Code Section 10-8-8D, Driveway Visibility, the following standards apply:

- a. No building, structure, sign, or landscape element shall obstruct the area between 2.5 feet and eight feet (8') in height within the sight triangle area on each side of any driveway. Beginning at the intersection of the driveway with the lot line, the sight triangle shall be formed by measuring ten feet (10') along the lot line in the opposite direction of the driveway and ten feet (10') along the driveway in the opposite direction of the lot line, then connecting the endpoints of the lines across the subject property (refer to figure 10-8-8-1, "Visibility At Driveways", of this subsection).
 - i. *The proposed screening would encroach upon the sight vision triangle in two instances. The Petitioner is requesting a variance from these standards in order to properly screen the mechanical equipment.*

8. Per Municipal Code Section 10-9-7B-2a, Screening Requirements Height, the following standard applies:

- a. The fence or wall shall not exceed eight feet (8') in height.
 - i. *The proposed fence height exceeds the height requirements by 2 feet.*

Applicant Response:

APPROVAL STANDARDS FOR VARIATIONS:

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

3. **Undue Hardship:** 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.

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.

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.

Village Staff does not feel that all the approval standards above have been met. Specifically, the unpermitted installation of mechanical equipment in the front yard has been shown to create health, safety, and welfare concerns. Even with screening, Staff does not believe this first standard for a variation would be met. Although only one requested variance relates to location (#2), the other screening variances relate directly to the presence of that equipment in the front yard, so those variances would also be detrimental to the health, safety, and welfare of Village residents.

RECOMMENDATIONS:

1. Staff recommends the Approval of Findings of Fact consistent with not all standards being met, and therefore recommends the Denial of the Variation, Fence or Wall Location with the following conditions:
 - a. Should the CDC or Village Board recommend approval, staff recommends the following conditions:
 - i. Plans must match those submitted by the applicant on 11.07.24.
2. Staff recommends the Approval of Findings of Fact consistent with not all standards being met, and therefore recommends the Denial of the Variation, Mechanical Equipment Location with the following conditions:
 - a. Should the CDC or Village Board recommend approval, staff recommends the following conditions:
 - i. The enclosure should not be allowed to be used for storage of any materials, supplies, or equipment other than the pre-treatment apparatus.
3. Staff recommends the Approval of Findings of Fact consistent with not all standards being met, and therefore recommends the Denial of the Variation, Mechanical Equipment Screening with the following conditions:
 - a. Should the CDC or Village Board recommend approval, staff recommends the following conditions:
 - i. The mechanical equipment must be screened in accordance with Village standards.
4. Staff recommends the Approval of Findings of Fact consistent with not all standards being met, and therefore recommends the Denial of the Variation, Driveway Visibility.
5. Staff recommends the Approval of Findings of Fact consistent with not all standards being met, and therefore recommends the Denial of the Variation, Screening Requirements Height.

Respectfully Submitted,
Department of Community & Economic Development

TYPE:Public Hearing**SUBMITTED BY:**W. Magdziarz**DEPARTMENT:**CED**DATE:**11/4/2025**DESCRIPTION:**

CDC Case #2025-26 Special Use Permit for Planned Unit Development with Code Departures, Preliminary PUD Approval, and Plat of Subdivision Approval

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

☐	Financially sound Village	☐	Enrich the lives of residents
☒	Quality customer-oriented services	☒	Major business/corporate center
☐	Safe and beautiful Village	☐	Vibrant major corridors

REQUEST:

Application for Planned Unit Development approval for an industrial redevelopment across multiple parcels at southeast corner of Supreme Drive and Thorndale Avenue South, involving the demolition of five industrial buildings and construction of two new modern industrial buildings with associated parking, truck docks and utility improvements. Applicant also is seeking approval of a preliminary PUD plan for the development, as well as approval of a Plat of Subdivision for the reconfiguration of lot lines and easement and rights-of-way.

SUMMARY:

The Petitioner is seeking approval of a Plat of Subdivision, and Special Use Permit, for a PUD with code departures to construct a 30.32-acre industrial development at 800, 877 Supreme Drive, and 800-820 Thorndale Avenue. These properties are located in the I-2 General Industrial District. A Special Use Permit is required for Planned Unit Developments in the I-2 General Industrial District. The existing five (5) buildings on the subject properties will be demolished, and site features will be removed as necessary. The site will be subdivided into two lots, featuring a 387,000 square foot industrial building on Lot 1 and a 115,150 square foot building on Lot 2. Each building will be served by associated passenger vehicle parking, truck docks, and utilities.

The proposed intended use for the two facilities is categorized under the Village Zoning Code as warehousing, storage, or distribution facility. Outdoor storage (trailer parking) will be an additional principal use of the two facilities. This is included in the Special Use for Planned Unit Development. Storage is proposed to be 14-feet tall to accommodate the typical height of the trucks.

RECOMMENDATION:

1. Staff recommends the Approval of the Findings of Fact and therefore Approval of Plat of Subdivision with the following conditions:
 - a. A Final Plat of Resubdivision shall be provided and approved as part of the Planned Unit Development.
2. Staff recommends the Approval of the Findings of Fact and therefore Approval of Special Use Permit, Planned Unit Development with the following conditions:
 - a. The Special Use Permit for the Planned Unit Development be granted solely to Prologis LP & Prologis 2 LP 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.
3. Staff recommends the Approval of the Findings of Fact and therefore Approval of Special Use Permit, Outdoor Storage Area with the following conditions:
 - a. The Special Use Permit, Outdoor Storage Area be granted solely to Prologis LP & Prologis 2 LP 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.

b. Outdoor storage is limited to semi-truck trailers.

c. Outdoor storage must be maintained in an orderly manner.

4. Staff recommends the Approval of the Findings of Fact and therefore Approval of the Preliminary Planned Unit Development with code departures with the following conditions:

a. A Final Site Plan and all requested material shall be provided and approved prior to receiving a permit.

b. If snow storage is not included on-site, an off-site snow storage plan must be approved by Zoning Administrator prior to permit approval.

c. Additional trees shall be added to the site on the final landscape plan where feasible. Landscape islands should have additional trees when feasible. Final Landscape plan to be approved by Zoning Administrator prior to permit approval.

d. The Final Landscape Plan must comply with the species diversity requirements outlined in the Municipal Code Section 10-9-3A-4.

e. Final landscaping plans shall be submitted to and approved by the Zoning Administrator prior to final permit approval.

f. A stormwater management report must be provided following the DuPage County tabular stormwater report format.

g. An existing and proposed impervious area exhibit delineating, shading and labeling the existing/proposed impervious areas must be provided in a stormwater report to document the comparison of impervious are since February 15, 1992 to the proposed conditions.

h. A National Pollutant Discharge Elimination System (NPDES) permit is required.

i. A Storm Water Pollution Prevention Plan (SWPPP) is required.

j. Erosion control measures will need to meet all the requirements listed in Sections 15-58 through 15-60 of the DCSFPO.

k. Due to site location within the limits of the 100-year flood plain, compensatory storage is required at a ratio of 1.5 to 1.0 for any proposed fill.

l. Per the DuPage County Wetland Map, there are Regulatory Wetlands at the southwest corner of the property and will need to be verified in the permit submittal.

m. In accordance with Section 15-92.A of the DCSFPO the Regulatory wetland buffer is 50 feet and the boundary must be clearly delineated on the plans.

n. Coordination with the US Army Corps of Engineers (USACE) will be required to determine the permitting requirements for the wetland/WOUS.

o. A Village of Bensenville Stormwater Permit is required.

p. A Stormwater Management Certification is required and must be forwarded to DuPage County Stormwater for review and certification prior to issuance of a Village stormwater permit.

q. An IEPA-Sanitary Permit is required.

r. Depending on the proposed water service, an IEPA-watermain permit may be required for any scope of work larger than a water service connection to the Village's watermain.

s. A Stormwater Management Easement over the proposed detention and BMP facilities is required.

t. Modification to existing easement will require necessary Plats to vacate, abrogate, and or add easements.

u. 100-yr conveyance route shall be designed through the site. All upstream offsite tributary area shall be included in the analysis of the existing and proposed 100-yr conveyance routes through the site.

v. A tributary area exhibit to the site including any offsite areas is required.

w. Storm sewer shall be sized for 10-yr gravity flow. Provide storm sewer calculations in the stormwater report.

x. A sidewalk within the Supreme Drive right-of-way is required.

y. All existing sanitary and water services to be abandoned or removed must be disconnected and capped at the mains.

z. Two separate water services are required for the east and west buildings. The service will need to split in the Supreme Drive right-of-way. Otherwise, stub a service off the Thorndale

existing 12" water main on the east side of the site.

aa. Replace the existing 12" water main on Supreme Drive from Thorndale Avenue.

bb. A new sanitary line shall be installed via directional bore or trench where the new main ties into the existing sewer on the east side of the site to the manhole on the east side of Industrial Drive.

cc. Reconstruction of the asphalt pavement section on Supreme Drive with concrete pavement that matches the existing concrete pavement on Supreme Drive is required.

dd. A cul-de-sac at the south end of Supreme Drive is required within the right-of-way.

ee. Provide AutoTurn for site circulation and ingress/egress at all driveways in addition to the provided turning templates showing the AASHTO design vehicle that will be utilizing the site (WB-65 and etc.).

ATTACHMENTS:

Description

Upload Date

Type

CDC Case 2025-26 Binder

10/31/2025

Cover Memo



BENSENVILLE

GATEWAY TO OPPORTUNITY

Community Development Commission
Public Hearing 11.04.25

CDC Case #2025 - 26

Prologis LP & Prologis 2 LP
800 & 877 Supreme Drive, 800-820 Thorndale Avenue

Site Plan Review
Municipal Code Section 10-3-2

Special Use Permit
Municipal Code Section 10-7-2

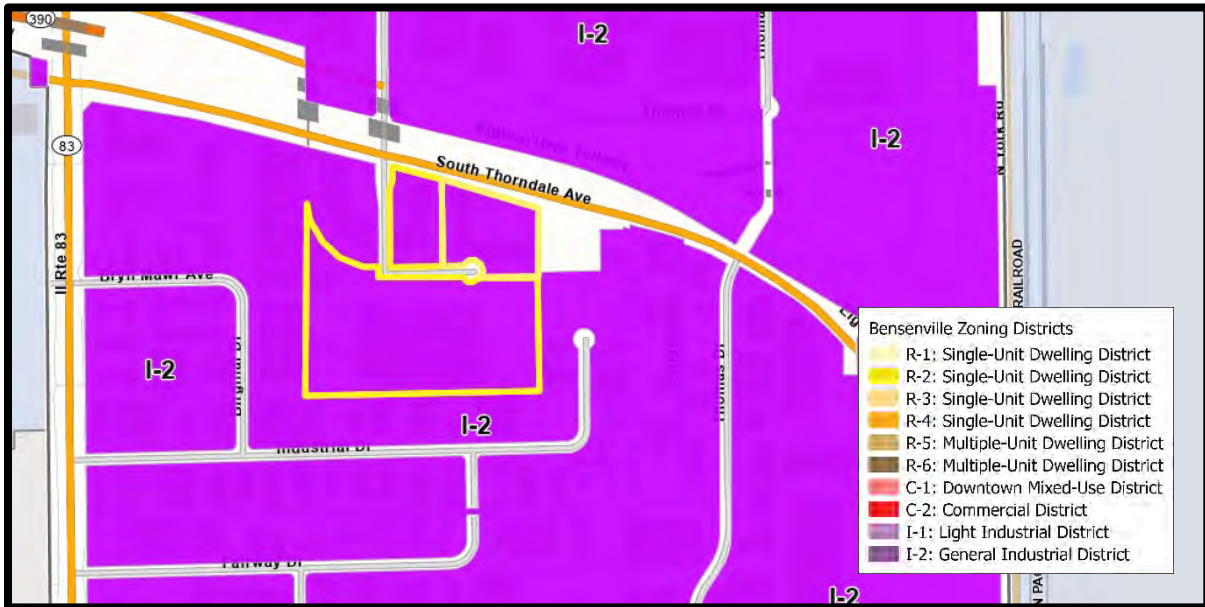
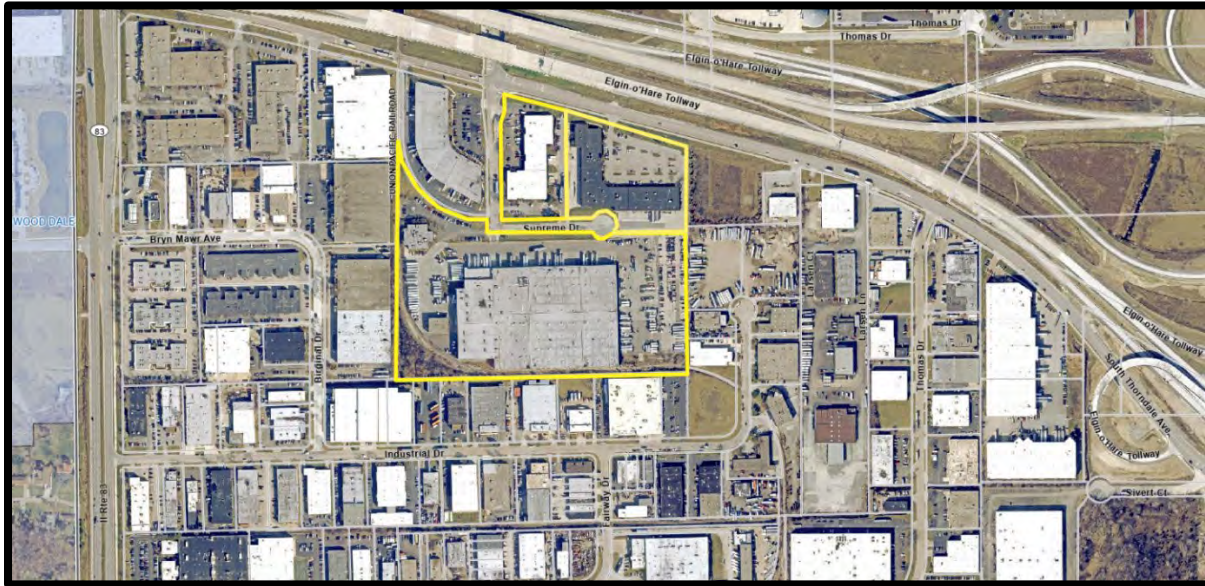
Plat of Subdivision
Municipal Code Section 11-3

Preliminary and Final Planned Unit Development
Municipal Code Section 10-4
*With several Code Departures

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



Village of Bensenville



LEGAL NOTICE/PUBLIC NOTICE
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Community Development Commission of the Village of Bensenville, DuPage and Cook Counties, will hold a Public Hearing on November 4, 2025, at 6:30 P.M., in the Board Room at Village Hall, 12 S. Center Street, Bensenville to consider Case No. 2025-26 which is a request for:

Site Plan Review
Municipal Code Section 10-3-2

Special Use Permit
Municipal Code Section 10-7-2

Plat of Subdivision
Municipal Code Section 11-3

Preliminary Planned Unit Development
Municipal Code Section 10-4
**With several Code Departures*

The request applies to the properties identified with the **PIN(S) 03-11-101-019, 03-02-302-007, and 03-02-302-006** and commonly known as **800 Supreme Drive, 877 Supreme Drive, and 800-820 Thorndale Avenue**, Bensenville, Illinois, 60106. Melissa Roman, 321 N Clark Street, Suite 2625, Chicago, Illinois 60654 is the owner and applicant for the subject properties.

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 Street, Bensenville, IL 60106 (630) 766-8200, at least three (3) days in advance of the meeting.

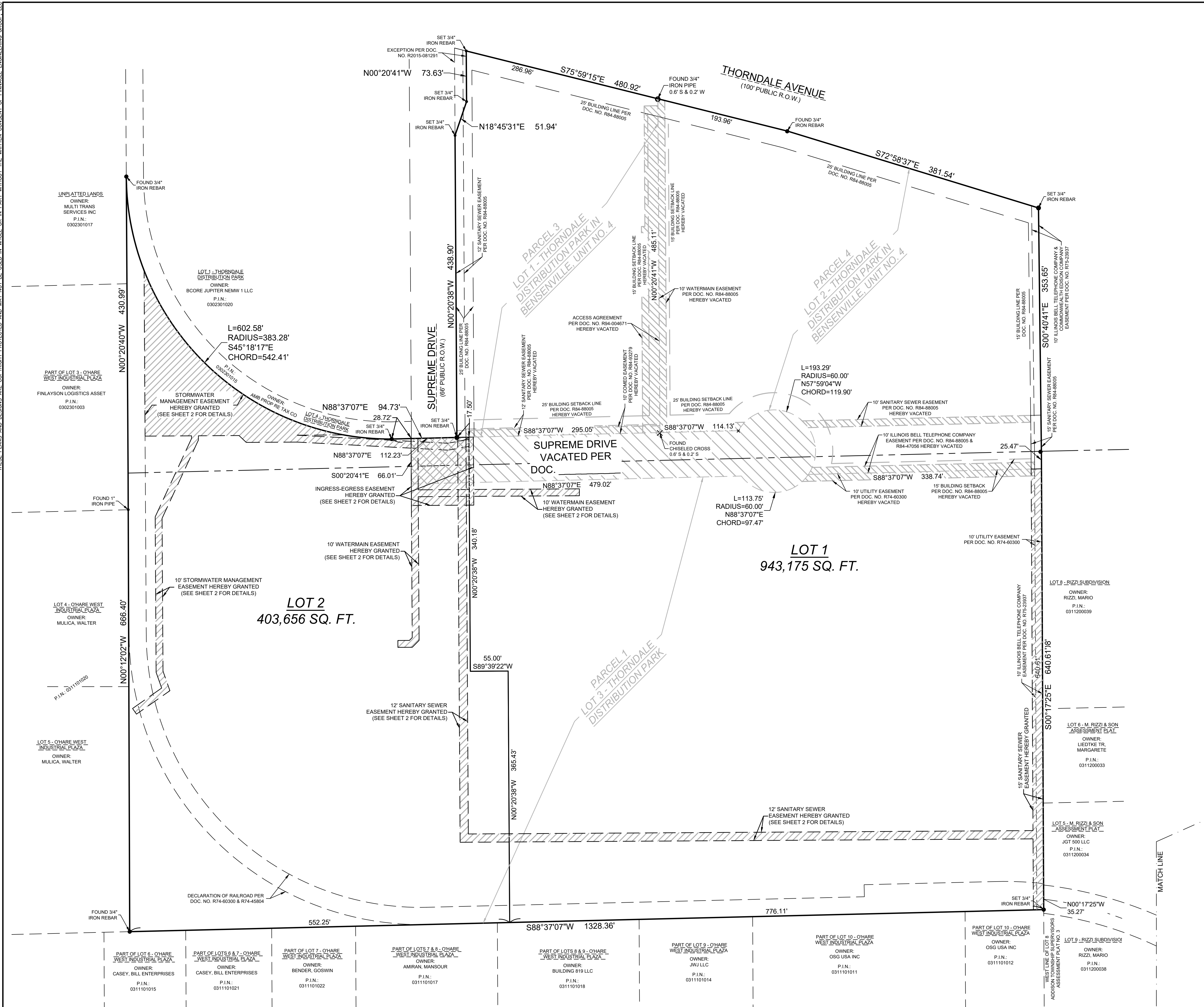
The Applicant's application and supporting documentation may be examined by all interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 S. Center Street, Bensenville, IL 60106. All interested parties may attend the Public Hearing and be heard. Written comments mailed to the Village Hall, and online comments submitted on the Village website, will be accepted by the Community and Economic Development Department through November 4, 2025 until 5:00 P.M..

Office of the Village Clerk
Village of Bensenville

###

PUBLISHED IN THE DAILY HERALD
ON OCTOBER 17, 2025

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



FINAL PLAT OF SUBDIVISION SUPREME DRIVE RESUBDIVISION

BEING A RESUBDIVISION OF LOT 1 AND 2 IN THORNDALE DISTRIBUTION PARK IN BENSENVILLE, UNIT NO 4, BEING A RESUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 2 AND PART OF THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 31, 1984, AS DOCUMENT NUMBER R84-88005 AND LOT 3 IN THORNDALE DISTRIBUTION PARK, BEING A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 2 AND PART OF THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 4, 1974, AS DOCUMENT NUMBER R74-45804, AND CERTIFICATES OF CORRECTION RECORDED MAY 12, 1975 AS DOCUMENT NUMBER R75-20838 AND PART OF VACATED SUPREME DRIVE, IN DUPAGE COUNTY, ILLINOIS.



GRAPHICAL SCALE (FEET)

0 1" = 70' 140'

Bearings referenced to the Illinois State Plane Coordinate System, East Zone (1201).

LEGEND OF LINES

	PARCEL BOUNDARY
	RIGHT-OF-WAY
	CENTER OF RIGHT-OF-WAY
	ADJACENT BOUNDARY
	SECTION LINE
	BUILDING SETBACK
	EXISTING EASEMENT HEREBY VACATED
	EASEMENT HEREBY GRANTED

(180.00') RECORD DIMENSION
180.00' MEASURED DIMENSION

AREA SUMMARY

LOT 1	943,175 SQUARE FEET OR 21.6523 ACRES
LOT 2	403,656 SQUARE FEET OR 9.2667 ACRES
TOTAL	1,346,831 SQUARE FEET OR 30.9190 ACRES

MATCH LINE

MATCH LINE

PINS

03-02-302-006
03-02-302-007
03-11-101-019

REVISIONS

1				
2				
3				

REG JOB NO. 3011.10

REG PM BDI

DATE 9/26/2025

SCALE 1"=70'

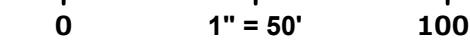
DRAFTED BY: TJS

**SHEET
1
3**

SURVEY

www.pinnacle-engr.com

BEING A RESUBDIVISION OF LOT 1 AND 2 IN THORNDALE DISTRIBUTION PARK IN BENSENVILLE, UNIT NO. 4, BEING A RESUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 2 AND PART OF THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 31, 1984, AS DOCUMENT NUMBER R84-88005 AND LOT 3 IN THORNDALE DISTRIBUTION PARK, BEING A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 2 AND PART OF THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 19, 1974, AS DOCUMENT NUMBER R74-45804, AND CERTIFICATES OF CORRECTION RECORDED MAY 12, 1975 AS DOCUMENT NUMBER R75-20838 AND PART OF VACATED SUPREME DRIVE, IN DUPAGE COUNTY, ILLINOIS.



Bearings referenced to the Illinois State Plane
Coordinate System, East Zone (1201).

	PARCEL BOUNDARY
	RIGHT-OF-WAY
	CENTER OF RIGHT-OF-WAY
	ADJACENT BOUNDARY
	SECTION LINE
	BUILDING SETBACK
	EASEMENT HEREBY GRANTED

(180.00')	RECORD DIMENSION
180.00'	MEASURED DIMENSION

LOT 1
943,175 SQ. FT.

LOT 2
403,656 SQ. FT.

PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

ILLINOIS OFFICE:
1051 E. MAIN STREET - SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

CHICAGO | MILWAUKEE • NATIONWIDE

**800-20 THORNDALE AVENUE,
800 & 877 SUPREME DRIVE
BENSENVILLE, ILLINOIS**

FINAL PLAT OF SUBDIVISION

REVISIONS

[illegible]

2011 10	2011 10
---------	---------

REG JOB No. 3011.10 RD1

DATE 9/26/2025

SCALE 1"=50'

DRAFTED BY: TLS

--	--

SHI 2000

© COPYRIGHT 2025

© COPYRIGHT 2025
SURVEY

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF _____) SS

THIS IS TO CERTIFY THAT _____ IS THE OWNER OF THE LAND DESCRIBED IN THE FOREGOING SURVEYOR'S CERTIFICATE AND HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED AND PLATTED AS SHOWN ON THE ANNEXED PLAT FOR THE USES AND PURPOSES THEREIN SET FORTH AS ALLOWED AND PROVIDED BY STATUTE AND DOES HEREBY ACKNOWLEDGE AND ADOPT SAME UNDER THE AFORESAID STYLE AND TITLE.

ALSO TO THE BEST OF MY KNOWLEDGE, THE LOTS THAT ARE HEREBY CREATED BY THE PLAT ARE WITHIN THE SCHOOL DISTRICTS KNOWN AS:

BENSENVILLE SCHOOL DISTRICT 2
FENTON HIGH SCHOOL DISTRICT 100

DATED THIS ____ DAY OF _____, 20__.

By: _____
Name: _____

Title: _____

NOTARY CERTIFICATE

STATE OF _____)
COUNTY OF _____) SS

I, _____, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE AND COUNTY DO HEREBY CERTIFY THAT,

_____(OWNER) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S), WHOSE NAME(S) IS(ARE) SUBSCRIBED TO THE FOREGOING CERTIFICATE AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THE ANNEXED PLAT AND ACCOMPANYING INSTRUMENTS FOR THE USES AND PURPOSES THEREIN SET FORTH AS HIS(THEIR) OWN FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20__.

NOTARY PUBLIC

VILLAGE PRESIDENT CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

APPROVED AND ACCEPTED THIS ____ DAY OF _____, 20__, A.D.
BY THE PRESIDENT OF THE VILLAGE OF BENSENVILLE, ILLINOIS.

BY: _____ ATTEST: _____
VILLAGE PRESIDENT VILLAGE CLERK

VILLAGE TREASURER CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE LAND INCLUDED IN THE PLAT DATED AT _____, ILLINOIS
THIS ____ DAY OF _____, 20__

BY: _____
VILLAGE TREASURER

THIS PLAT IS BEING SUBMITTED BY:
NAME: _____

ADDRESS: _____

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

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 HAND AND SEAL OF THE COUNTY CLERK AT WHEATON, ILLINOIS.
THIS ____ DAY OF _____, 20__, A.D.

COUNTY CLERK

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS INSTRUMENT NUMBER _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THIS ____ DAY OF _____, 20__, A.D., AT ____ O'CLOCK ____ M.

RECORDER OF DEEDS

PUBLIC UTILITY CERTIFICATE

VACATION OF THAT PART OF THE EASEMENT SHOWN AND DESCRIBED HEREON APPROVED AND ACCEPTED.

COMCAST

BY: _____
SIGNATURE

ITS: _____
TITLE

COMMONWEALTH EDISON COMPANY

BY: _____
SIGNATURE

ITS: _____
TITLE

NICOR GAS COMPANY

BY: _____
SIGNATURE

ITS: _____
TITLE

ILLINOIS BELL TELEPHONE COMPANY DBA AT&T ILLINOIS

BY: _____
SIGNATURE

ITS: _____
TITLE

SANITARY SEWER EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF BENSENVILLE, ITS SUCCESSORS, AND ASSIGNS, A PERPETUAL RIGHT AND EASEMENT IN, UPON, ALONG, AND UNDER THOSE PARTS OF ALL LOTS SHOWN ON THIS PLAT WHEREIN EASEMENTS ARE MARKED OR CODED "SANITARY SEWER EASEMENT", TO INSTALL, CONSTRUCT, OPERATE, MAINTAIN, REPAIR, AND RENEW ITS MAINS, PIPES, COLLECTION LINES, MANHOLES AND ALL OTHER APPURTENANCES OR FACILITIES WHICH MAY BE USED IN FURNISHING SEWERAGE COLLECTION TREATMENT OR DISPOSAL SERVICE IN THE SUBDIVISION OR ANY ADJACENT TERRITORY, INCLUDING WITHOUT BEING LIMITED TO THE RIGHT TO ENTER UPON SUCH EASEMENTS WITHIN LOTS TO MAKE OPENING THEREIN AND THE RIGHT TO EXCAVATE BENEATH THE SURFACE THEREOF FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, OPERATING, MAINTAINING, REPAIRING, OR RENEWING ANY FACILITIES, AND TO CARRY ON THE BUSINESS OF A PUBLIC UTILITY BY MEANS OF FACILITIES LOCATED IN, UPON, ALONG OR UNDER SUCH SEWER EASEMENTS WITH LOTS PROVIDED: HOWEVER ANY SUCH EXCAVATION OR OTHER WORK INVOLVING AN OPENING OF ANY SUCH LOT SHALL BE COMPLETED IN A REASONABLE TIME, AND AFTER COMPLETION OF SAID EXCAVATION OR OTHER WORK THE SURFACE OF EASEMENT SHALL BE RESTORED TO AS GOOD A CONDITION AS BEFORE SAID OPENING. NO PERMANENT BUILDINGS OR TREES SHALL BE PLACED ON SAID EASEMENTS, BUT OWNER HEREBY RESERVES THE RIGHT TO USE THE SURFACE OF THE SAME FOR GARDENS, SHRUBS, LANDSCAPING, DRIVEWAYS, TRUCK COURTS, PARKING, CURBING, DRIVE AISLES AND ANY OTHER PURPOSES THAT DO NOT AND WILL NOT INTERFERE THEN OR LATER WITH THE AFORESAID USES OR RIGHTS HEREIN GRANTED. THE ESTABLISHED GROUND ELEVATION IS TO REMAIN UNCHANGED ON SAID EASEMENTS, IF THE CHANGE WOULD RESULT IN COVERAGE OF LESS THAN _____ FEET ABOVE THE VILLAGE'S FACILITIES. ALL FACILITIES OR APPURTENANCES INSTALLED OR TO BE INSTALLED BY THE VILLAGE OF BENSENVILLE, AND/OR THE GRANTOR HEREOF, AND/OR ANY OF ITS AFFILIATES OR THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, OR ANY OF THEIR CONTRACTORS OR SUBCONTRACTORS, IN ORDER TO PROVIDE SEWER SERVICES WHICH ARE LOCATED OR INTENDED TO BE LOCATED WITHIN THE EASEMENTS GRANTED HEREIN, SHALL BE AND SHALL REMAIN THE SOLE PROPERTY OF THE VILLAGE OF BENSENVILLE AND ITS SUCCESSORS AND ASSIGNS.

STORMWATER MANAGEMENT EASEMENT (S.W.M.E.) PROVISIONS

THE OWNERS, AS DESCRIBED IN THE OWNER'S CERTIFICATE, AND THEIR SUCCESSORS AND ASSIGNS (THE "OWNER"), 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, WETLANDS, FLOOD PLAINS, 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 REPORT 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 PREMISES 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 DAYS OF RECEIPT OF WRITTEN NOTICE FROM THE VILLAGE OF SAID 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 ALL PROPERTY DESCRIBED BY THE PLAT 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 ONGOING MAINTENANCE AND INSPECTION, AND TO THE EXTENT THAT THE VILLAGE MUST RETAIN OUTSIDE CONSULTANTS FOR SUCH INSPECTION AND/OR MAINTENANCE, THE OWNERS OF THE UNDERLYING PROPERTY SHALL BE RESPONSIBLE TO REIMBURSE THE VILLAGE FOR THE COST 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 THEREOF TO ACCEPT, STORE AND CONVEY STORMWATER, BUT THE SAME MAY 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 OPERATION OR ACCESS 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, GARDENS, 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.

WATER MAIN EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF BENSENVILLE, ITS SUCCESSORS, AND ASSIGNS, BEING A PERPETUAL RIGHT AND EASEMENT IN, UPON, ALONG, AND UNDER THOSE PARTS OF ALL LOTS SHOWN ON THIS PLAT WHEREIN EASEMENTS ARE INDICATED BY BROKEN OR DASHED LINE OR MARKED OR CODED "WATER MAIN EASEMENT" (OR BY EQUIVALENT MARKING OR CODING OR LANGUAGE), TO INSTALL, CONSTRUCT, OPERATE, MAINTAIN, REPAIR, AND RENEW ITS MAINS, PIPES, GATES, VALVES, HYDRANTS, COLLECTION LINES, MANHOLES, EFFLUENT LINES, LIFT STATIONS, AND ALL OTHER APPURTENANCES OR FACILITIES WHICH MAY BE USED IN FURNISHING WATER SERVICE AND SEWERAGE COLLECTION TREATMENT OR DISPOSAL SERVICE IN THE SUBDIVISION OR ANY ADJACENT TERRITORY, INCLUDING WITHOUT BEING LIMITED TO THE RIGHT TO ENTER UPON SUCH EASEMENTS WITHIN LOTS TO MAKE OPENING THEREIN AND THE RIGHT TO EXCAVATE BENEATH THE SURFACE THEREOF FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, OPERATING, MAINTAINING, REPAIRING, OR RENEWING ANY FACILITIES, AND TO CARRY ON THE BUSINESS OF A PUBLIC UTILITY BY MEANS OF FACILITIES LOCATED IN, UPON, ALONG OR UNDER SUCH UTILITY EASEMENTS WITH LOTS PROVIDED: HOWEVER ANY SUCH EXCAVATION OR OTHER WORK INVOLVING AN OPENING OF ANY SUCH LOT SHALL BE COMPLETED IN A REASONABLE TIME, AND AFTER COMPLETION OF SAID EXCAVATION OR OTHER WORK THE SURFACE OF EASEMENT SHALL BE RESTORED TO AS GOOD A CONDITION AS BEFORE SAID OPENING. NO PERMANENT BUILDINGS OR TREES SHALL BE PLACED ON SAID EASEMENTS, BUT OWNER HEREBY RESERVES THE RIGHT TO USE THE SURFACE OF THE SAME FOR GARDENS, SHRUBS, LANDSCAPING, DRIVEWAYS, TRUCK COURTS, PARKING, CURBING, DRIVE AISLES, AND ANY OTHER PURPOSES THAT DO NOT AND WILL NOT INTERFERE THEN OR LATER WITH THE AFORESAID USES OR RIGHTS HEREIN GRANTED. THE ESTABLISHED GROUND ELEVATION IS TO REMAIN UNCHANGED ON SAID EASEMENTS. ALL FACILITIES OR APPURTENANCES INSTALLED OR TO BE INSTALLED BY THE VILLAGE OF BENSENVILLE, AND/OR THE GRANTOR HEREOF, AND/OR ANY OF ITS AFFILIATES OR THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, OR ANY OF THEIR CONTRACTORS OR SUBCONTRACTORS, IN ORDER TO PROVIDE WATER SERVICES WHICH ARE LOCATED OR INTENDED TO BE LOCATED WITHIN THE EASEMENTS GRANTED HEREIN, SHALL BE AND SHALL REMAIN THE SOLE PROPERTY OF THE VILLAGE OF BENSENVILLE AND ITS SUCCESSORS AND ASSIGNS.

INGRESS-EGRESS EASEMENT PROVISIONS

AN EASEMENT IS HEREBY GRANTED FOR THE BENEFIT OF ALL OWNERS OF PROPERTY WITHIN THIS SUBDIVISION, THEIR HEIRS, SUCCESSORS AND ASSIGNS, CREATED BY THE PLAT HEREON DRAWN, AND TO ALL PERSONS REQUIRING INGRESS AND EGRESS ACROSS ALL OF THE AREA MARKED "INGRESS-EGRESS EASEMENT A" ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE, AND AUTHORITY TO TRAVERSE THE ENTIRE EASEMENT AREAS AS PEDESTRIANS AND OPERATORS OF MOTORIZED VEHICLES. THE EASEMENT AREA SHALL NOT BE CLOSED FOR ANY REASON EXCEPT EMERGENCY REPAIRS. NO PERMANENT BUILDINGS OR OBSTRUCTIONS SHALL BE PLACED ON THE SAID EASEMENT AREAS.

FINAL PLAT OF SUBDIVISION
SUPREME DRIVE RESUBDIVISION

BEING A RESUBDIVISION OF LOT 1 AND 2 IN THORNDALE DISTRIBUTION PARK IN BENSENVILLE, UNIT NO 4, BEING A RESUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 2 AND PART OF THE NOTHWEST 1/4 OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 31, 1984, AS DOCUMENT NUMBER R84-88005 AND LOT 3 IN THORNDALE DISTRIBUTION PARK, BEING A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 2 AND PART OF THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 4, 1974, AS DOCUMENT NUMBER R74-45804, AND CERTIFICATES OF CORRECTION RECORDED MAY 12, 1975 AS DOCUMENT NUMBER R75-20838 AND PART OF VACATED SUPREME DRIVE, IN DUPAGE COUNTY, ILLINOIS.

SURVEYOR'S CERTIFICATE

THIS IS TO CERTIFY THAT I, PAUL A. KUBICEK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED, SUBDIVIDED AND PLATTED FOR THE OWNERS THEREOF THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1:
LOT 3 IN THORNDALE DISTRIBUTION PARK, A SUBDIVISION OF PART OF THE SOUTHWEST OF SECTION 2 AND PART OF THE NORTHWEST 1/4 OF SECTION 11, ALL IN TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 4, 1974, AS DOCUMENT R74-45804 AND CERTIFICATES OF CORRECTION RECORDED MAY 12, 1975 AS DOCUMENT R75-20838, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
AN EXCLUSIVE, PERPETUAL EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY EASEMENT GRANT FROM THE EXCHANGE NATIONAL BANK OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 18, 1957, AND KNOWN AS TRUST NUMBER 8096, TO CLEARING INDUSTRIAL DISTRICT, INC. DATED NOVEMBER 9, 1967 AND RECORDED NOVEMBER 20, 1967 AS DOCUMENT R67-47731 FOR CONSTRUCTION, OPERATION, MAINTENANCE, REPAIR AND RENEWAL OF RAILROAD TRACKAGE AND SEWER AND WATER LINES AND COMMUNICATION AND UTILITY FACILITIES UPON, ABOVE, UNDER, OR THROUGH THE FOLLOWING DESCRIBED LAND.

THAT PART OF LOT 8 IN ADDISON TOWNSHIP SUPERVISORS ASSESSMENT PLAT NO. 3 BEING THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 2 AND THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE EAST 28 FEET THEREOF LYING NORTH OF THE CENTER LINE OF THE PUBLIC ROAD KNOWN AS LAWRENCE AVENUE AND EXCEPT THE EAST 25 FEET THEREOF LYING SOUTH OF THE CENTER LINE OF SAID LAWRENCE AVENUE) IN DUPAGE COUNTY, ILLINOIS, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE SOUTH LINE OF SAID LOT 8 AT A POINT 402.08 FEET EAST FROM THE SOUTHWEST CORNER THEREOF AND RUNNING, THENCE NORTH ALONG A LINE WHICH IS PARALLEL WITH THE WEST LINE OF SAID LOT 8 A DISTANCE OF 198.83 FEET TO A POINT OF CURVE THENCE NORTHWESTWARDLY ALONG THE ARC OF A CIRCLE, TANGENT TO THE LAST DESCRIBED COURSE, CONVEY TO THE NORTHEAST AND HAVING A RADIUS OF 460.84 FEET, A DISTANCE 664.89 FEET TO A POINT ON THE WEST LINE OF SAID LOT 8 WHICH IS 663.63 FEET NORTH FROM THE SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG THE WEST LINE OF LOT 8 A DISTANCE OF 35.27 FEET TO ITS INTERSECTION WITH THE ARC OF A CIRCLE WHICH IS 35.00 FEET NORTHEASTERLY FROM AND CONCENTRIC WITH THE FIRST HEREIN DESCRIBED CIRCLE; THENCE SOUTHEASTWARDLY ALONG THE ARC OF SAID CIRCLE, BEING CONVEY TO THE NORTHEAST AND HAVING A RADIUS OF 495.84 FEET, A DISTANCE OF 719.89 FEET TO A POINT 35.00 FEET EAST OF AND AT RIGHT ANGLES TO SAID POINT OF CURVE; THENCE SOUTH ALONG A LINE WHICH IS 35.00 FEET, MEASURED PERPENDICULARLY, EAST FROM AND PARALLEL WITH THE FIRST HEREIN DESCRIBED COURSE A DISTANCE OF 198.16 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 8 AND THENCE WEST ALONG SAID SOUTH LINE OF LOT 8 A DISTANCE OF 35.01 FEET TO THE POINT OF BEGINNING.

PARCEL 3:
LOT 1 IN THORNDALE DISTRIBUTION PARK IN BENSENVILLE, UNIT NO 4, BEING A RESUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 2 AND PART OF THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 31, 1984 AS DOCUMENT R84-88005, IN DUPAGE COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TO ILLINOIS STATE TOLL HIGHWAY AUTHORITY IN ORDER VESTING TITLE RECORDED JULY 24, 2015 AS DOCUMENT NUMBER R2015-081291, DESCRIBED AS FOLLOWS:

THAT PART OF LOT 1 IN THORNDALE DISTRIBUTION PARK IN BENSENVILLE, UNIT NO. 4, BEING A RESUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 2 AND PART OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 31, 1984 AS DOCUMENT R1984-088005, IN DUPAGE COUNTY, ILLINOIS, SITUATED IN THE COUNTY OF DUPAGE AND STATE OF ILLINOIS, BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, EAST ZONE, NAD83 (2007 ADJUSTMENT), DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 00 DEGREES 20 MINUTES 13 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 438.92 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE WEST LINE OF SAID LOT 1, NORTH 00 DEGREES 20 MINUTES 13 SECONDS WEST, 127.06 FEET TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTH 76 DEGREES 00 MINUTES 42 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 1, A DISTANCE OF 17.55 FEET TO A LINE THAT IS 17.00 FEET OF (MEASURED PERPENDICULAR THERETO) THE WEST LINE OF SAID LOT 1; THENCE SOUTH 00 DEGREES 20 MINUTES 13 SECONDS EAST, ALONG SAID PARALLEL LINE, 73.63 FEET; THENCE SOUTH 18 DEGREES 45 MINUTES 59 SECONDS WEST, 51.94 FEET TO THE POINT OF BEGINNING.

PARCEL 4:
LOT 2 IN THORNDALE DISTRIBUTION PARK IN BENSENVILLE UNIT NO. 4, BEING A RESUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 2 AND PART OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 31, 1984 AS DOCUMENT R84-088005, IN DUPAGE COUNTY, ILLINOIS.

TOGETHER WITH THAT PART OF VACATED SUPREME DRIVE LYING SOUTHERLY OF LOTS 1 AND 2 IN THORNDALE DISTRIBUTION PARK IN BENSENVILLE, UNIT NO. 4.

I FURTHER CERTIFY THAT IRON STAKES HAVE BEEN SET AT ALL LOT CORNERS, POINTS OF CURVATURE AND TANGENCY, EXCEPT WHERE CONCRETE MONUMENTS AND MAG NAILS ARE INDICATED, AND THAT THE PLAT HEREON DRAWN CORRECTLY REPRESENTS SAID SURVEY AND SUBDIVISION. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT THE FOREGOING PROPERTY FALLS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF BENSENVILLE, AND I FURTHER CERTIFY THAT SAID PROPERTY IS SITUATED PARTIALLY IN ZONE "X" SHADED, WITH THE REMAINDER IN ZONE "X", AS PER NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP, MAP NUMBER 17043C007J, MAP REVISED AUGUST 1, 2019.

DATED AT EAST DUNDEE, ILLINOIS, THIS 26th DAY OF SEPTEMBER, 2025.

FOR REVIEW

PAUL A. KUBICEK, ILLINOIS PROFESSIONAL LAND SURVEYOR 035-003296
EXPIRES 11/30/2024
PINNACLE ENGINEERING GROUP, LLC #184006289-0010
EXPIRES 04/30/2025

REVISIONS

—	—	—	—
—	—	—	—
—	—	—	—
—	—	—	—

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

OWNER'S CERTIFICATE

STATE OF ILLINOIS)) S.S.
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____ IS THE OWNER OF THE LAND DESCRIBED AND HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED AND PLATTED AS SHOWN ON THE ANNEXED PLAT FOR THE USES AND PURPOSES THEREIN SET FORTH AS ALLOWED AND PROVIDED BY STATUTE AND DOES HEREBY ACKNOWLEDGE AND ADOPT SAME UNDER THE AFORESAID STYLE AND TITLE.

DATED THIS ____ DAY OF _____, 20____.

BY: _____
OWNER

NOTARY CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE AND COUNTY DO HEREBY CERTIFY THAT, _____ (OWNER) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S), WHOSE NAME(S) IS(ARE) SUBSCRIBED TO THE FOREGOING CERTIFICATE AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THE ANNEXED PLAT AND ACCOMPANYING INSTRUMENTS FOR THE USES AND PURPOSES THEREIN SET FORTH AS HIS(THEIR) OWN FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20____.

NOTARY PUBLIC

DUPAGE COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)) SS
COUNTY OF DUPAGE)

THIS INSTRUMENT NO. _____, WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE ____ DAY OF _____, 20____.

COUNTY RECORDER

VILLAGE PRESIDENT CERTIFICATE

STATE OF ILLINOIS)) SS
COUNTY OF DUPAGE)

APPROVED AND ACCEPTED THIS ____ DAY OF _____, 20____, A.D.
BY THE PRESIDENT OF THE VILLAGE OF BENSENVILLE, ILLINOIS.

BY: _____
VILLAGE PRESIDENT

ATTEST: _____
VILLAGE CLERK

I, Paul A. Kubicek, an Illinois Professional Land Surveyor, do hereby certify that the PLAT OF VACATION hereon drawn is a correct representation to the best of my knowledge and belief with the information provided.

SIGNED _____
PAUL A. KUBICEK, ILLINOIS PROFESSIONAL LAND SURVEYOR 035-003296
EXPIRES 11/30/2026
PINNACLE ENGINEERING GROUP, LLC #184006289-0010
EXPIRES 04/30/2027

PUBLIC UTILITY CERTIFICATE

VACATION OF THAT PART OF THE DEDICATION SHOWN AND DESCRIBED HEREON APPROVED AND ACCEPTED.

COMCAST

BY: _____
SIGNATURE

ITS: _____
TITLE

COMMONWEALTH EDISON COMPANY

BY: _____
SIGNATURE

ITS: _____
TITLE

NICOR GAS COMPANY

BY: _____
SIGNATURE

ITS: _____
TITLE

ILLINOIS BELL TELEPHONE COMPANY DBA AT&T
ILLINOIS

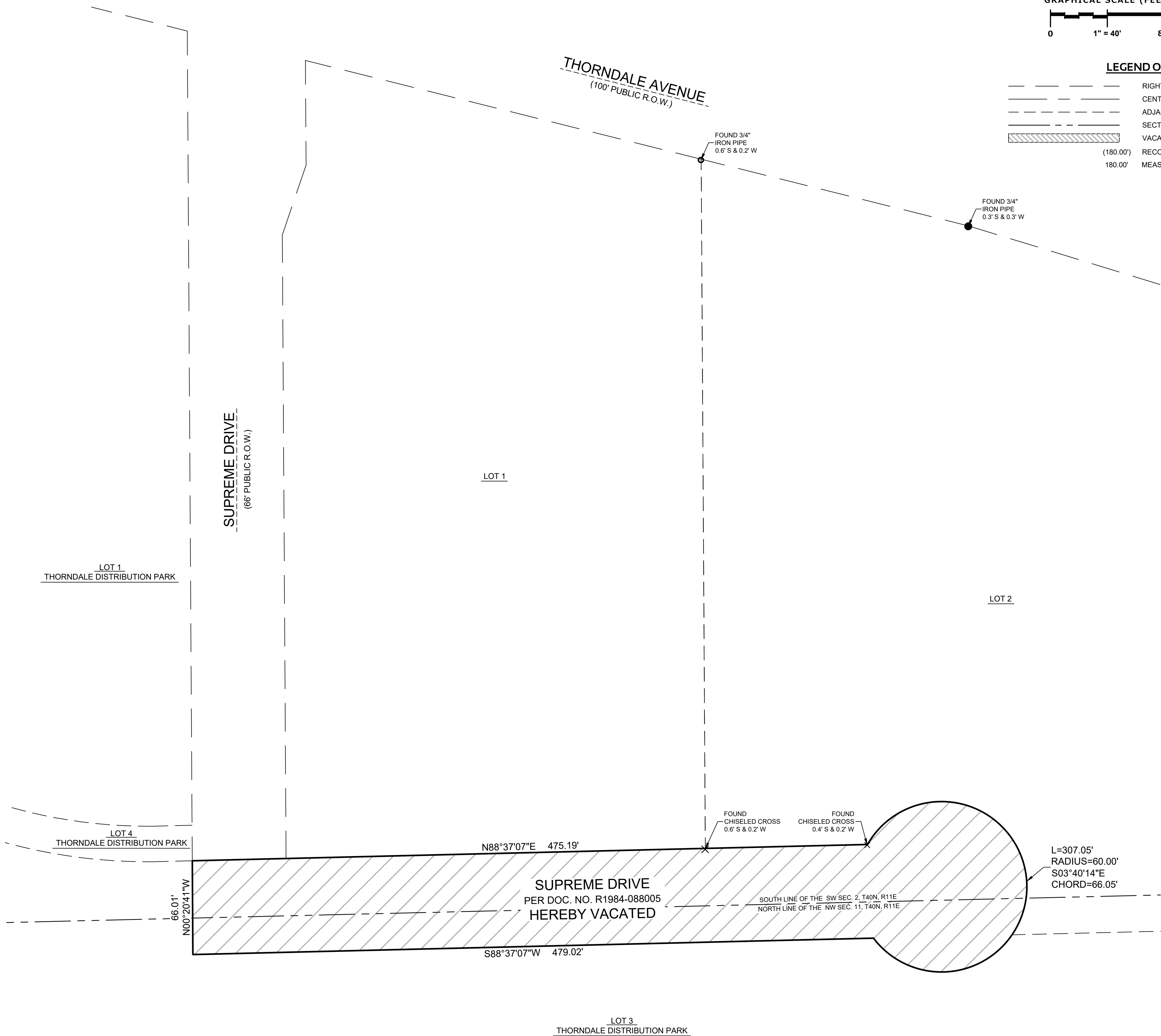
BY: _____
SIGNATURE

ITS: _____
TITLE

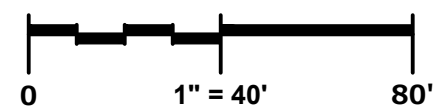
MCIMETRO ACCESS TRANSMISSION SERVICES LLC,
A DELAWARE LIMITED LIABILITY COMPANY

BY: _____
SIGNATURE

ITS: _____
TITLE

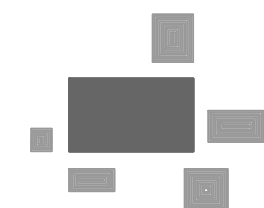


GRAPHICAL SCALE (FEET)



LEGEND OF LINES

---	RIGHT-OF-WAY
---	CENTER OF RIGHT-OF-WAY
---	ADJACENT BOUNDARY
---	SECTION LINE
---	VACATED RIGHT-OF-WAY
(180.00')	RECORD DIMENSION
180.00'	MEASURED DIMENSION



PLAN | DESIGN | DELIVER

www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP

ENGINEERING | NATURAL RESOURCES | SURVEYING

ILLINOIS OFFICE:
1051 E. MAIN STREET - SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

CHICAGO | MILWAUKEE | NATIONWIDE

800-20 THORNDALE AVENUE,
800 & 877 SUPREME DRIVE
BENSENVILLE, ILLINOIS

PLAT OF VACATION

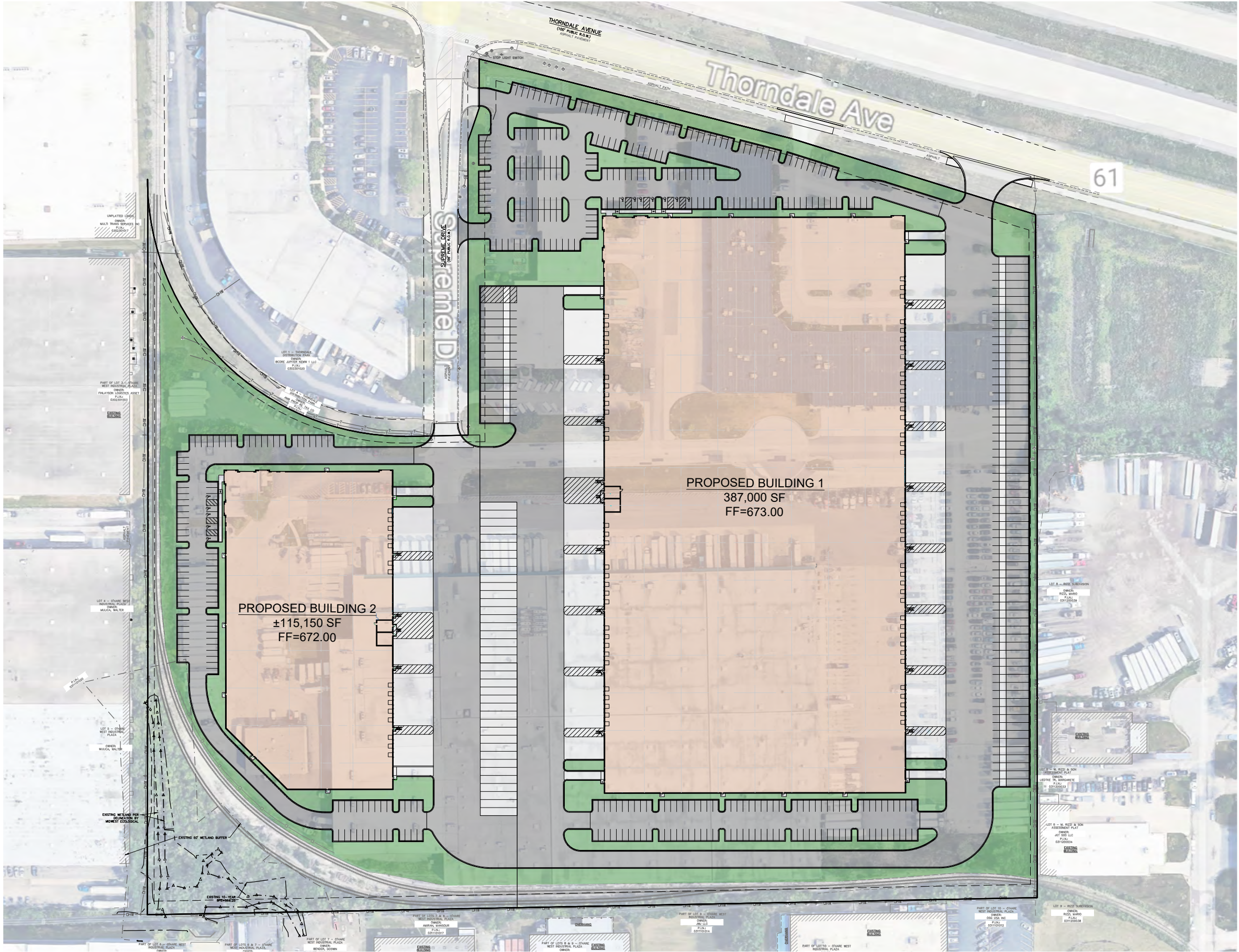
REVISIONS

---	---
---	---
---	---
---	---

REG. JOB No. 3011.10
REG. PM. BDI
DATE 9/25/2025
SCALE 1"=40'
DRAFTED BY: KGD

SHEET
1
1
1

9/26/2025 2:07 PM - Z:\Projects\2022\3011.30-IL\600 - CAD\PRELIM\EXHIBITS\CONCEPT SITE PLAN D.dwg



SITE DATA

TOTAL SITE AREA:	±30.92 ACRES
BUILDING 1	
LOT 1 AREA:	21.65 ACRES
FOOTPRINT:	387,000 SF.
PARKING REQUIRED:	261 AUTO STALLS
PARKING PROVIDED:	292 AUTO STALLS (INCLUDES 7 ADA STALLS) 101 TRAILER STALLS
BUILDING 2	
LOT 2 AREA:	9.27 ACRES
FOOTPRINT:	±115,150 SF.
PARKING REQUIRED:	78 AUTO STALLS
PARKING PROVIDED:	110 AUTO STALLS (INCLUDES 5 ADA STALLS) 19 TRAILER STALLS



SCALE: 1"=150'



PROLOGIS PARK BENSENVILLE

CONCEPTUAL DESIGN

800 SUPREME
BENSENVILLE, IL

CHI25-0102-00
SEPTEMBER 24, 2025

DISCLAIMER: THIS CONCEPTUAL DESIGN IS BASED UPON A PRELIMINARY REVIEW OF ENTITLEMENT REQUIREMENTS AND ON UNVERIFIED AND POSSIBLY INCOMPLETE SITE AND/OR BUILDING INFORMATION, AND IS INTENDED MERELY TO ASSIST IN EXPLORING HOW THE PROJECT MIGHT BE DEVELOPED. SIGNAGE SHOWN IS FOR ILLUSTRATIVE PURPOSES ONLY AND DOES NOT NECESSARILY REFLECT MUNICIPAL CODE COMPLIANCE.



WARE MALCOMB

PROLOGIS
Park Bensenville

800 Supreme Dr, Bensenville, IL 60106

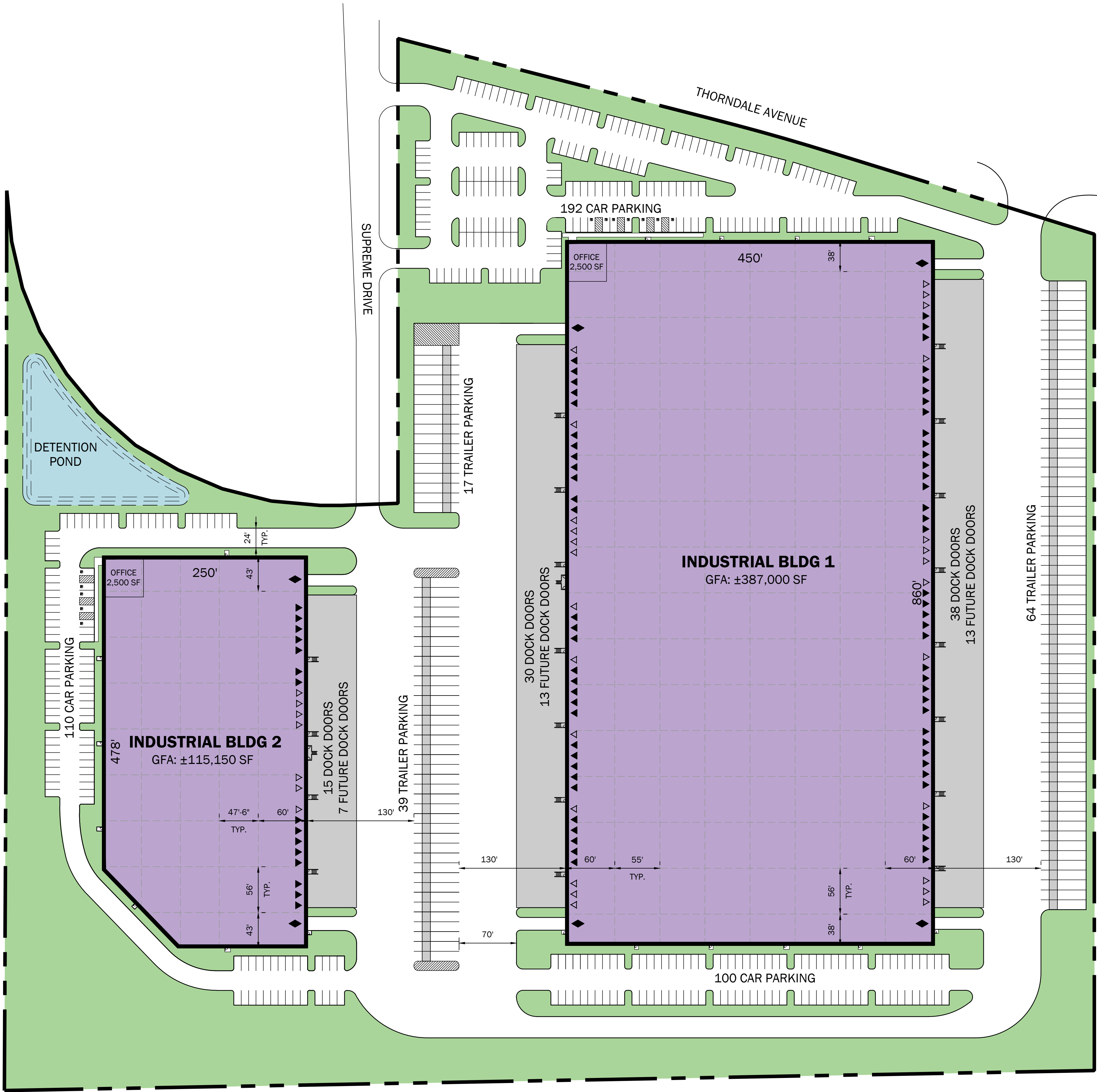
PROJECT DATA			
Site Summary			
Gross Site Area	1,351,974 SF	31.04 AC	
Stormwater Management	19,476 SF	@ 1%	
Net Site Area	1,332,498 SF	30.59 AC	
Total Building Area(s)		Gross Floor Area	502,150 SF
Coverage		Gross Net	37% 38%
Building 1			
Building Area(s)	Footprint	387,000 SF	
Cars Provided	@0.75/1,000 SF	292 Stalls	
	Req. Accessible	7 Stalls	
Drive-in Doors		4	
Docks	@1.76/10,000 SF	68	
Future Dock	@0.67/10,000 SF	26	
Trailers		120 Stalls	
Building 2			
Building Area(s)	Footprint	115,150 SF	
Cars Provided	@0.96/1,000 SF	110 Stalls	
	Req. Accessible	5 Stalls	
Drive-in Doors		2	
Docks	@1.3/10,000 SF	15	
Future Dock	@0.61/10,000 SF	7	
Trailers		120 Stalls	

LEGEND

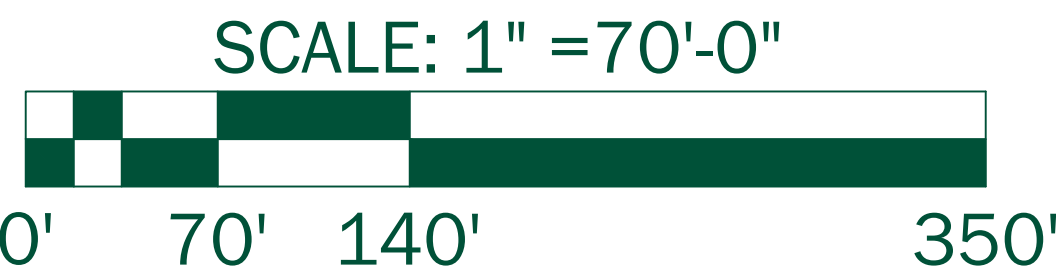
- ▼ Dock Position
- ▽ Future Dock Position
- ◆ Drive-in Door
- Leased
- Available
- Under Construction
- Planned
- Water
- Land
- Concrete
- Other buildings

 **PROLOGIS®**

6250 North River Rd., Chicago, IL
telephone: (847) 292-3930



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 A PROFESSIONAL ENGINEER FOR COMPLIANCE WITH ALL NATIONAL, STATE AND LOCAL REGULATIONS.



WARE MALCOMB

September 25, 2025 CHI25-0102-00





NORTH ELEVATION



WEST ELEVATION





NORTH ELEVATION



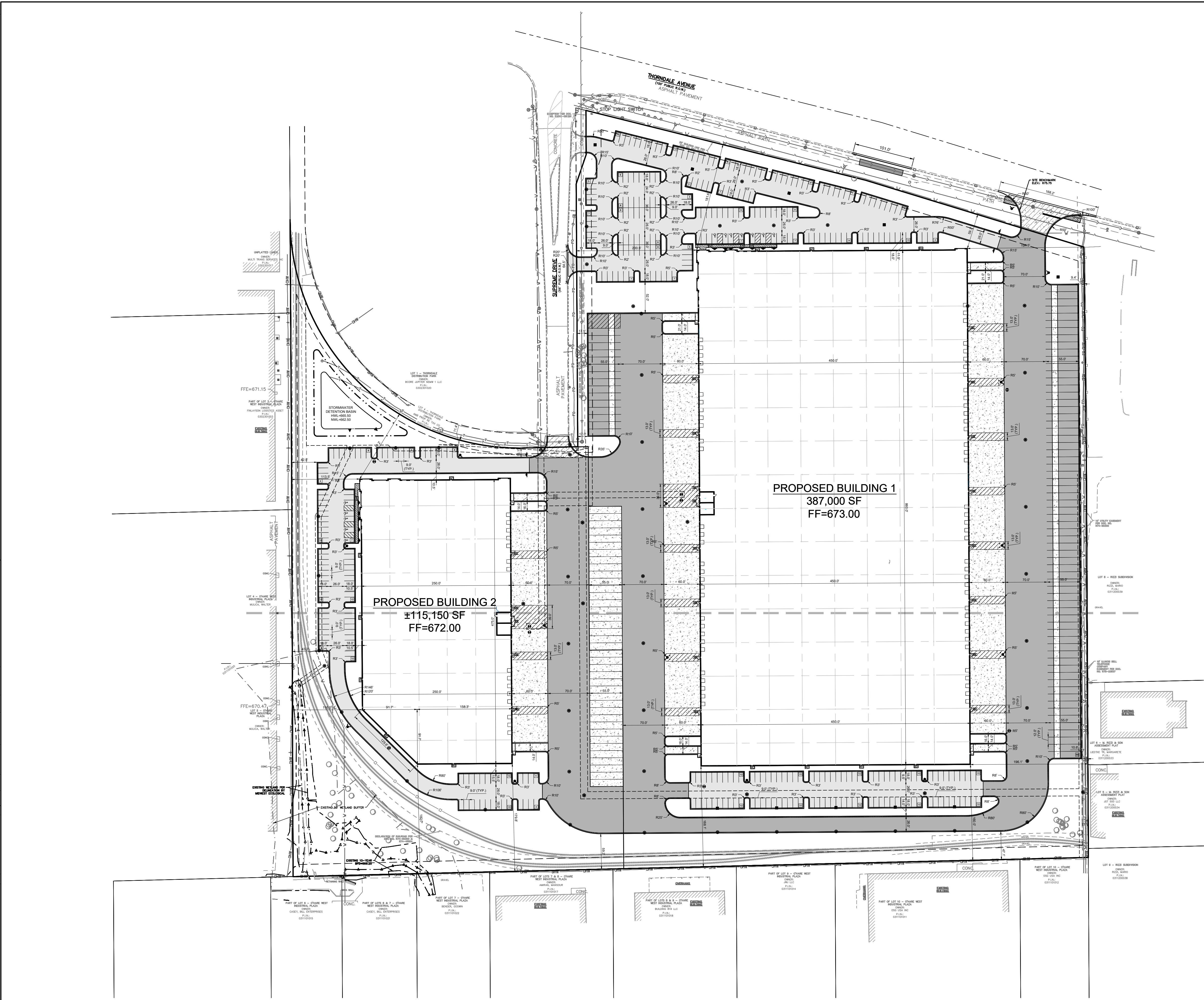
WEST ELEVATION



KEYNOTES

- 1 PRECAST CONCRETE PANEL, PAINTED
- 2 ALUCOBOND METAL PANEL
- 2 METAL CANOPY

9/26/2025 1:57 PM - z:\Projects\2022\3011-30-IL-600 - cast\FINAL SHEET\SITE DIMENSIONAL AND PAVING PLAN.dwg
DESIGNED: A.S.
REVIEWED: BDU
DRAFTED: A.S.
PINNACLE ENGINEERING GROUP, LLC
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



SITE DATA	
TOTAL SITE AREA:	30.92 ACRES
BUILDING 1	
LOT 1 AREA:	21.65 ACRES
FOOTPRINT:	387,000 SF.
PARKING REQUIRED:	261 AUTO STALLS
PARKING PROVIDED:	292 AUTO STALLS (INCLUDES 7 ADA STALLS) 101 TRAILER STALLS
BUILDING 2	
LOT 2 AREA:	9.27 ACRES
FOOTPRINT:	±115,150 SF.
PARKING REQUIRED:	78 AUTO STALLS
PARKING PROVIDED:	110 AUTO STALLS (INCLUDES 5 ADA STALLS) 19 TRAILER STALLS

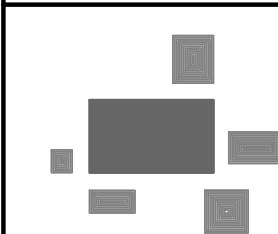
- #### SITE DIMENSIONAL AND PAVING NOTES
- ALL PROPOSED CURB AND CUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
 - ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FACE UNLESS OTHERWISE NOTED.
 - BUILDING DIMENSIONS, GRADING, PARKING, AND UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST AND CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION. IN CASE OF DISCREPANCIES BETWEEN ARCHITECTURAL PLANS AND CIVIL PLANS, THE CIVIL PLANS SHALL TAKE PRECEDENCE.
 - LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
 - REBAR / TIEBARS SHALL BE USED IN ALL LOCATIONS WHERE CONCRETE ABUTS OTHER CONCRETE FEATURES (ie. SIDEWALK ADJACENT TO FOUNDATION WALL AND SIDEWALK ADJACENT TO CURB & GUTTER). TIEBAR SIZE AND SPACING SHALL BE PER IDOT SPECIFICATIONS.
 - CONTRACTOR SHALL CONSTRUCT ALL HANDICAP ACCESSIBLE ROUTES IN ACCORDANCE WITH LOCAL AND STATE ADA REQUIREMENTS.
 - PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
 - REFER TO CONSTRUCTION DETAILS AND GRADING ENLARGEMENTS FOR SIDEWALK RAMPS AND HANDICAP STRIPING.
 - REFER TO PHOTOMETRICS PLAN (BY OTHERS) FOR LIGHT STANDARDS AND SPECIFICATIONS.
 - ALL OPEN GRATE STORM STRUCTURES SHALL HAVE A CONCRETE COLLAR AROUND THEM. PLEASE SEE DETAIL IN CONSTRUCTION STANDARDS.

- #### LEGEND
- CONCRETE PAVEMENT (APRON)
 - 10" PORTLAND CEMENT CONCRETE
 - 6" COMP. CA-6 AGGREGATE BASE COURSE, TYPE B
 - CONCRETE PAVEMENT
 - 8" PORTLAND CEMENT CONCRETE
 - 6" COMP. CA-6 AGGREGATE BASE COURSE, TYPE B
 - SIDEWALK
 - 5" PORTLAND CEMENT CONCRETE (UNREINFORCED)
 - 4" COMP. CA-6 AGGREGATE BASE COURSE, TYPE B
 - ASPHALT PATH
 - MATCH EXISTING SECTION
 - LIGHT DUTY ASPHALT PAVEMENT
 - 2" BIT. SURFACE COURSE, HMA, MIX D, N50, 9.5mm NOMINAL SIZE, PG64-22 (R.A.S. NOT PERMITTED)
 - 2" BIT. BINDER COURSE, HMA, IL-19, N50, 19.0mm NOMINAL SIZE, PG64-22
 - 0.3 GAL/SY BITUMINOUS PRIME COAT (MC-30)
 - *10" COMP. CA-6 AGGREGATE SUBBASE, TYPE B
 - HEAVY DUTY ASPHALT PAVEMENT
 - 2" BIT. SURFACE COURSE, HMA, MIX D, N70, 9.5mm NOMINAL SIZE, PG64-22 (R.A.S. NOT PERMITTED)
 - 6" BIT. BINDER COURSE, HMA, IL-19, N70, 19.0mm NOMINAL SIZE, PG64-22
 - 0.3 GAL/SY BITUMINOUS PRIME COAT (MC-30)
 - *12" COMP. CA-6 AGGREGATE SUBBASE, TYPE B
- *NOTE: CONTRACTOR SHALL SUBSTITUTE THE LOWER 1/2 THICKNESS OF CA-6 AGGREGATE BASE COURSE TO ONSITE RECYCLED ASPHALT MILLINGS. GRADATION SHALL BE THAT OF CA-6
- B-6.12 CURB & GUTTER
 - REVERSE PITCH B-6.12 CURB & GUTTER
 - DEPRESSED B-6.12 CURB & GUTTER
 - 6" BOLLARD
 - 10 PARKING STALL COUNT (NOT TO BE PAINTED)

- #### STRIPING/SIGNAGE LEGEND
- ① 4" YELLOW STRIPE
 - ② 4" WHITE STRIPE
 - ③ WHITE LETTERS / SYMBOLS / PAVEMENT MARKINGS
 - ④ 4" DOUBLE YELLOW STRIPE
 - ⑤ YELLOW LETTERS / SYMBOLS / PAVEMENT MARKINGS
 - A R1-1 STOP SIGN (30" x 30")
 - B R7-8 & R-7-8P HANDICAP SIGN
 - C R7-8 & R7-8P HANDICAP W/ VAN ACCESSIBLE SIGN
 - D "NO TRUCK TRAFFIC SIGN"



GRAPHICAL SCALE (FEET)
0 1" = 80' 160'



PINNACLE ENGINEERING GROUP
IL DESIGN FIRM 184.006289-0010

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

CHICAGO OFFICE:
1051 E. MAIN ST., SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

CHICAGO | MILWAUKEE | NATIONWIDE

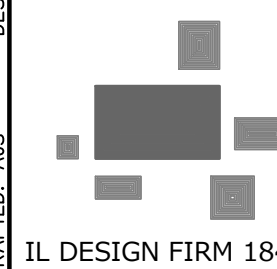
SUPREME DRIVE REDEVELOPMENT BENSENVILLE, ILLINOIS

REVISIONS

OVERALL SITE DIMENSIONAL AND PAVING PLAN

DESIGNED: A.S.	3011.30	SHEET	C-6
REVIEWED: BDU	09/24/25	OF	C-21
DRAFTED: A.S.	1" = 80'		

9/26/2025 11:15 AM - 2: Projects\2022\301.30-1\600 - cad\FINAL SHEETSET\GRADING PLAN.dwg
DESIGNED: AS
REVIEWED: BDJ
DRAFTED: AS
IL DESIGN FIRM 184.006289-0010



PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

CHICAGO OFFICE:
1051 E. MAIN ST., SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

CHICAGO | MILWAUKEE | NATIONWIDE

SUPREME DRIVE REDEVELOPMENT BENSENVILLE, ILLINOIS

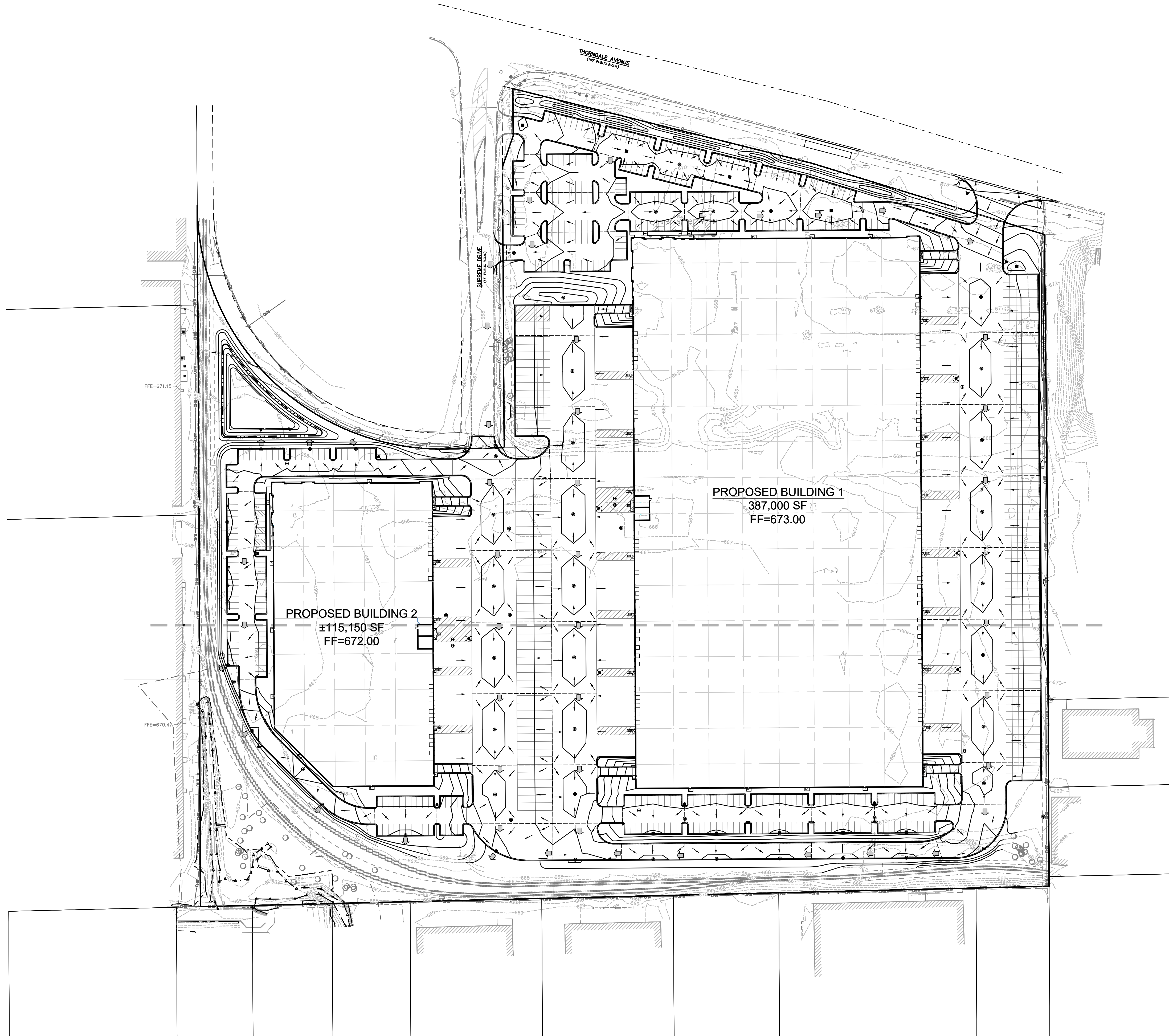
REVISIONS

OVERALL GRADING PLAN

PEJ JOB No. **301.30**
PEJ PM **BDJ**
START DATE **09/24/25**
SCALE **1"=80'**

SHEET
C-9
OF
C-21

© COPYRIGHT 2025



GRADING NOTES

- CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
- BUILDING DIMENSIONS, GRADING, PARKING, AND UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST AND CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION. IN CASE OF DISCREPANCIES BETWEEN ARCHITECTURAL PLANS AND CIVIL PLANS, NOTIFY BOTH ARCHITECT AND ENGINEER.
- REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION. GREEN/OPEN SPACE SHALL HAVE A MINIMUM OF 6" OF TOPSOIL RESPREAD. NATIVE AREAS SHALL HAVE A MINIMUM OF 12" OF TOPSOIL. TOPSOIL SHALL BE APPROVED BY THE VILLAGE ENGINEER OR WETLAND CONSULTANT.
- CONTRACTOR SHALL MEET ALL COMPACTION REQUIREMENTS AS SPECIFIED BY GEOTECHNICAL REPORT, PROJECT SPECIFICATIONS AND ENGINEER.
- CONTRACTOR SHALL CONSTRUCT ALL HANDICAP ACCESSIBLE ROUTES IN ACCORDANCE WITH LOCAL AND STATE ADA REQUIREMENTS.
- PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
- REFER TO CONSTRUCTION DETAILS FOR SIDEWALK RAMPS AND HANDICAP STRIPING.
- ALL EXISTING AND PROPOSED CONTOURS ARE SHOWN IN 1' INCREMENTS.
- CONTRACTOR SHALL NOT BLOCK DRAINAGE.
- CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURES TO PROPOSED GRADE AS NECESSARY.
- CONTRACTOR SHALL REFER TO PLAN SPECIFICATIONS, SOIL EROSION CONTROL PLAN, AND SWPPP PRIOR TO CONSTRUCTION FOR WATER QUALITY REQUIREMENTS ASSOCIATED WITH LAND DISTURBANCE.

LEGEND

EXISTING	PROPOSED	
		STORM DRAINAGE STRUCTURE
		PRECAST FLARED END SECTION
		CONTOUR
		SPOT ELEVATION
		DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
		TYPICAL SLOPE

ELEVATIONS

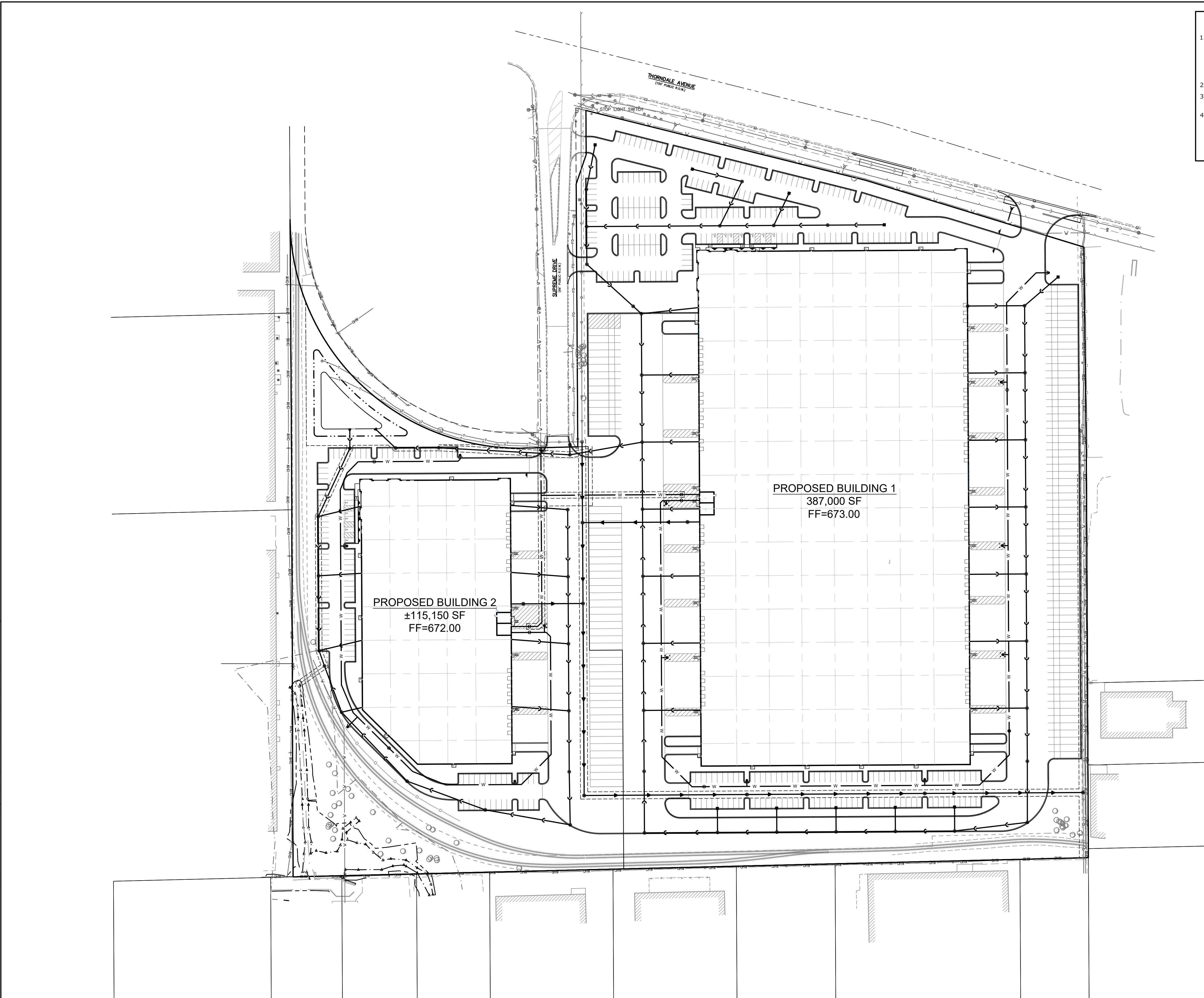
- CONTOURS ARE SHOWN AS FINISHED GRADE.
- SPOT ELEVATIONS ARE SHOWN AS FLOW LINE ALONG THE CURB AND GUTTER AND FINISHED GRADE ELSE WHERE UNLESS SPECIFIED AS BELOW:

T/W = TOP OF RETAINING WALL
B/W = BOTTOM OF RETAINING WALL
TC = TOP OF CURB
TDC = TOP OF DEPRESSED CURB
TS = TOP OF SIDEWALK
FL = FLOW LINE
R = STRUCTURE RIM GRADE



GRAPHICAL SCALE (FEET)
0 1" = 80' 160'

9/26/2025 11:16 AM -- 2: Projects\2022\301130-11600 -- cad\FINAL SHEET\UTILITY PLAN.dwg
DESIGNED: A.S. REVIEWED: B.D.J. DRAFTED: A.S.
IL DESIGN FIRM 184.006289-0010



WATERMAIN NOTES

1. WATER MAIN SHALL BE DUCTILE IRON COMPLYING WITH AWWA C151/ANSI A21.51, THICKNESS CLASS 52, WITH JOINTS COMPLYING WITH AWWA C111/ANSI A21.11. USE CEMENT LINING COMPLYING WITH AWWA C104/ANSI A21.4, STANDARD THICKNESS. PROVIDE EXTERIOR ZINC COATING IN ACCORDANCE WITH ISO 8179-1.
2. RESTRAINED JOINT SYSTEM SHALL BE MEG-A-LUG.
3. SERRATED SILICON BRONZE WEDGES, TWO PER JOINT FOR PIPES 12 INCHES OR SMALLER.
4. POLYETHYLENE ENCASUREMENT MEETIG AWWA C105 WITH THREE LAYERS OF CO-EXTRUDED LINEAR LOW DENSITY POLYETHYLENE FILM FUSED INTO ONE WITH INSIDE SURFACE INFUSED WITH A BLEND OF ANTI-MICROBIAL ADDITIVE TO MITIGATE MICROBIOLOGICALLY INFLUENCED CORROSION AND A VOLATILE CORROSION INHIBITOR TO CONTROL GALVANIC CORROSION.

UTILITY NOTES

1. CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR UTILITY CONSTRUCTION.
3. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
4. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
5. ALL MANHOLES AND VALVE VAULTS SHALL HAVE THE "VILLAGE OF BENSENVILLE" CAST INTO THE LID. ALL OPEN LIDS OR GRATES SHALL HAVE THE WORDS "DRAINS TO CREEK, DUMP NO WASTE" PERMANENTLY INSCRIBED.
6. BUILDING DIMENSIONS, GRADING, PARKING, AND UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST AND CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION. IN CASE OF DISCREPANCIES BETWEEN ARCHITECTURAL PLANS AND CIVIL PLANS, NOTIFY BOTH ARCHITECT AND ENGINEER.
7. CONTRACTOR SHALL VERIFY LOCATION, SIZE, AND ELEVATION OF ALL BUILDING SERVICES WITH ARCHITECTURAL AND MEP PLANS.
8. CONTRACTOR SHALL ADJUST ALL RIM ELEVATIONS OF EXISTING STRUCTURES TO PROPOSED GRADE.
9. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS OF ALL ELECTRIC, GAS, AND TELEPHONE SERVICES PRIOR TO START OF CONSTRUCTION.
10. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION, AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OR POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEERING OF ANY DISCREPANCIES OR CONFLICTS.
11. LIGHTING IS SHOWN FOR REFERENCE ONLY. REFER TO PHOTOMETRICS PLAN FOR CONSTRUCTION.
12. UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE VILLAGE, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.
13. ALL OPEN GRATE STORM STRUCTURES SHALL HAVE A CONCRETE COLLAR AROUND THEM. PLEASE SEE DETAIL IN CONSTRUCTION STANDARDS.

NOTE:
THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS AND SIZING FOR THESE UTILITIES PRIOR TO CONSTRUCTION AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO GENERAL CONTRACTOR AGREEMENT WITH THE OWNER. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

LEGEND

EXISTING	PROPOSED	
		SANITARY MANHOLE
		STORM MANHOLE
		CATCH BASIN/RISER
		INLET
		PRECAST FLARED END SECTION
		VALVE VAULT
		VALVE BOX
		PRESSURE TAP IN VAULT
		BUFFALO BOX
		FIRE HYDRANT
		SIAMESE CONNECTION
		CLEANOUT
		SANITARY SEWER
		FORCE MAIN
		STORM SEWER
		WATERMAIN
		BUILDING LIGHT
		STREET SIGN
		LABELED UTILITY CROSSING
		WATER MAIN REDUCER



GRAPHICAL SCALE (FEET)
0 1" = 80' 160'

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST., SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE | NATIONWIDE

**SUPREME DRIVE
REDEVELOPMENT
BENSENVILLE, ILLINOIS**

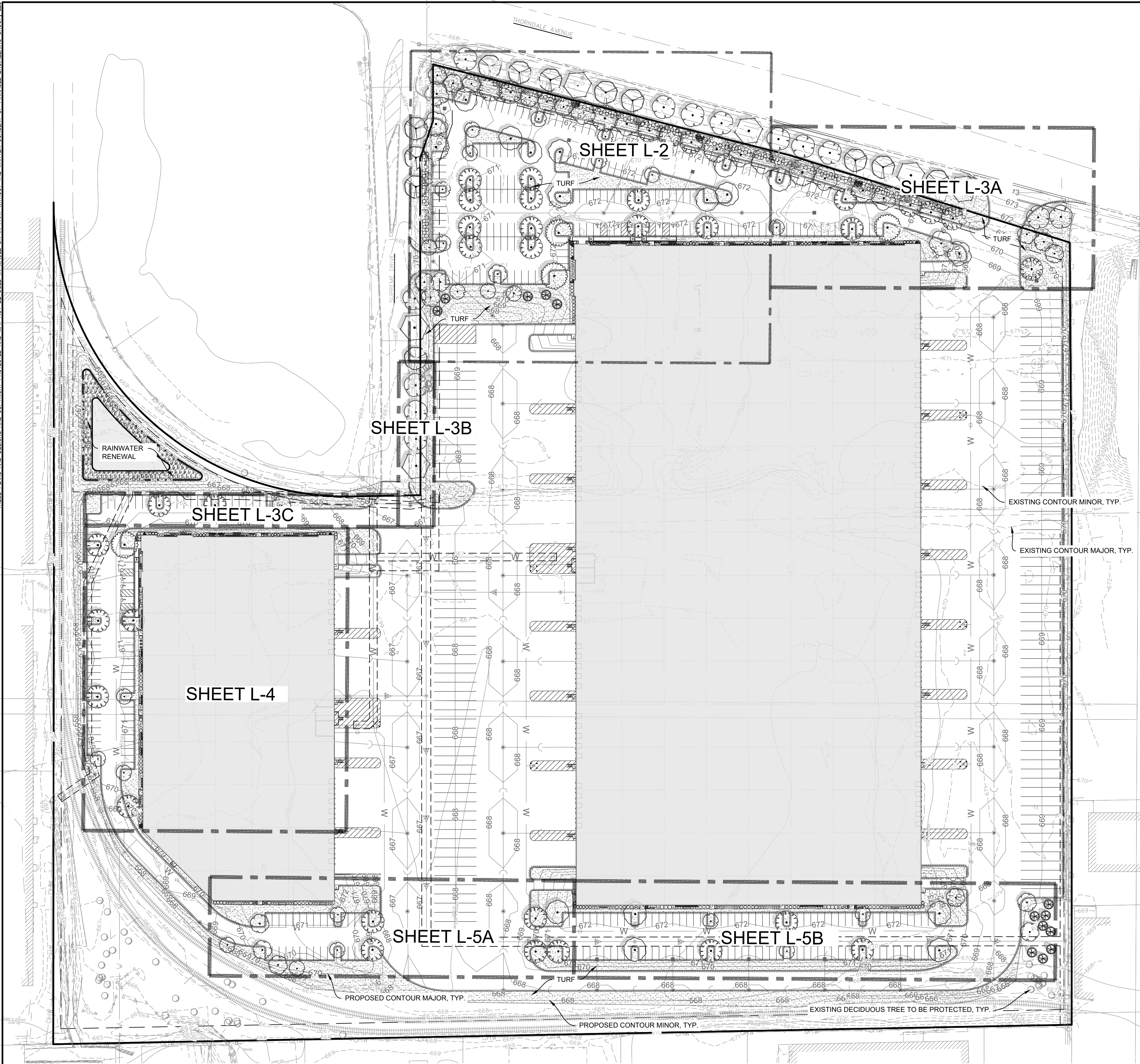
REVISIONS

OVERALL UTILITY PLAN

PEJ JOB NO. 301130
PEJ PM B.D.J.
START DATE 09/24/25
SCALE 1" = 80'
SHEET
C-12
OF
C-21
© COPYRIGHT 2025

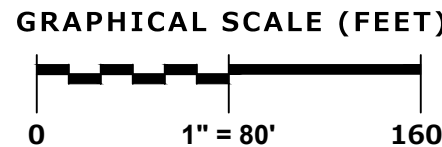
THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

DESIGNED: SAT
DRAWN: SAT
REVIEWED: DJB



PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
TREES					
AFS	13	Acer x freemanii 'Sienna'	Sienna Glen Maple	2" Cal.	50' T x 35' W
TRL	12	Tilia americana 'Redmond'	Redmond American Linden	2" Cal.	50' T x 35' W
UP2	6	Ulmus x 'Morton Glossy'	Triumph Elm	2" Cal.	55' T x 40' W
EVERGREEN TREES					
ACF	1	Abies concolor	White Fir	5' Ht.	40' T x 25' W
JCA		Juniperus virginiana 'Canaertii'	Canaerti Juniper	8' Ht.	25' T x 13' W
PGD		Picea glauca 'Densata'	Black Hills Spruce	8' Ht.	30' T x 15' W
POS		Picea omorika	Serbian Spruce	5' Ht.	55' T x 23' W
CANOPY TREES					
ANO	37	Acer rubrum 'Northwood'	Northwood Maple	1.5" Cal.	50' T x 35' W
AHB	8	Aesculus hippocastanum 'Baumannii'	Horse Chestnut	1.5" Cal.	65' T x 48' W
GBM	11	Ginkgo biloba	Maidenhair Tree	1.5" Cal.	65' T x 35' W
GTIS	14	Gleditsia triacanthos inermis 'Sunburst'	Sunburst Common Honeylocust	1.5" Cal.	45' T x 35' W
GDE	20	Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffeetree	1.5" Cal.	50' T x 35' W
TSS	24	Tilia tomentosa 'Sterling'	Sterling Silver Linden	1.5" Cal.	45' T x 25' W
EVERGREEN TREES					
PGD	13	Picea glauca 'Densata'	Black Hills Spruce	8' Ht.	30' T x 15' W
SHRUBS					
CS	27	Cornus sericea 'Bergeson's Compact'	Bergeson's Red Twig Dogwood	18" Ht.	5' T x 5' W
CAF	3	Cornus stolonifera 'Arctic Fire'	Arctic Fire Dogwood	18" Ht.	3' T x 3' W
CW2	32	Cotinus cogggria 'Lilla'	Lilla Dwarf Smoke Tree	18" Ht.	4' T x 4' W
DPX	34	Diervilla x 'G2X885411'	Kodiak Red Diervilla	18" Ht.	3' T x 4' W
HBO	22	Hydrangea paniculata 'Bobo'	Bobo Hydrangea	18" Ht.	3' T x 4' W
HS	33	Hydrangea paniculata 'Rensun'	Strawberry Sundae® Panicle Hydrangea	18" Ht.	5' T x 4' W
IV3	19	Itea virginica 'SMNIVDFC'	Scentlandia® Sweetspire	18" Ht.	3' T x 3' W
PL	24	Physocarpus opulifolius 'Little Devil'	Little Devil™ Dwarf Ninebark	18" Ht.	3' T x 3' W
SMP	70	Syringa meyeri 'Palibin'	Dwarf Korean Lilac	18" Ht.	5' T x 6' W
SO3	34	Syringa x 'SMNJRP'	Bloomerang Dwarf Pink Lilac	18" Ht.	4' T x 3' W
WS2	15	Weigela florida 'Bokrasopin'	Sonic Bloom® Pink Weigela	18" Ht.	5' T x 5' W
WS	30	Weigela florida 'Bokraspiwi'	Spilled Wine Weigela	18" Ht.	3' T x 3' W
EVERGREEN SHRUBS					
JCS	27	Juniperus chinensis 'Sea Green'	Sea Green Juniper	18" Ht.	5' T x 5' W
JSG	4	Juniperus chinensis 'Sea of Gold'	Sea of Gold Juniper	18" Ht.	3' T x 5' W
JB	15	Juniperus chinensis 'Blue Vase'	Blue Vase Juniper	18" Ht.	5' T x 4' W
JT	15	Juniperus chinensis 'Trautman'	Trautman Juniper	4' Ht.	12' T x 4' W
PN2	18	Picea abies 'Nidiformis'	Nest Spruce	18" Ht.	3' T x 5' W
PMP	49	Pinus mugo 'Pumilio'	Pumilio Mugo Pine	18" Ht.	4' T x 5' W
PMS	12	Pinus mugo 'Slowmound'	Slowmound Mugo Pine	18" Ht.	3' T x 3' W
TMT	5	Taxus x media 'Tauntonii'	Tauton Yew	18" Ht.	4' T x 5' W
TG	22	Taxus x media 'SMNTHDB'	Stonehenge Dark Druid® Yew	18" Ht.	3' T x 3' W
TH3	21	Thuja occidentalis 'Hetz Midget'	Hetz Midget Arborvitae	18" Ht.	3' T x 3' W
THH	12	Thuja occidentalis 'Holmstrup'	Holmstrup Cedar	4' Ht.	14' T x 4' W
ORNAMENTAL GRASSES					
AGD	123	Andropogon gerardii 'Dancing Wind'	Dancing Wind Big Blue Stem	1 gal.	36" T x 30" W
CKF	72	Calamagrostis x a 'Karl Foerster'	Karl Foerster Reed Grass	1 gal.	36" T x 24" W
CFO	19	Calamagrostis x a 'Overdam'	Overdam Reed Grass	1 gal.	24" T x 24" W
DB	30	Deschampsia cespitosa 'Bronze Veil'	Bronze Veil Tufted Hair Grass	1 gal.	24" T x 24" W
DP	35	Deschampsia cespitosa 'Pixie Fountain'	Pixie Fountain Tufted Hair Grass	1 gal.	18" T x 15" W
DS2	46	Deschampsia cespitosa 'Schottland'	Schottland Tufted Hair Grass	1 gal.	42" T x 32" W
ESP	6	Eragrostis spectabilis	Purple Love Grass	1 gal.	24" T x 18" W
HB	78	Hakonechloa macra 'Beni-kaze'	Beni-kaze Japanese Forest Grass	1 gal.	20" T x 20" W
PNW	77	Panicum virgatum 'Northwind'	Northwind Switch Grass	1 gal.	42" T x 28" W
SL	14	Schizachyrium scoparium 'Chameleon'	Chameleon Little Bluestem	1 gal.	24" T x 24" W
STD	9	Sporobolus heterolepis 'Tara'	Prairie Dropseed	1 gal.	15" T x 20" W
PERENNIALS					
AT3	28	Allium x 'Millenium'	Millenium Ornamental Onion	4.5" Cont.	12" o.c. 15" T x 12" W
AVR	42	Astilbe chinensis 'Vision in Red'	Vision in Red Astilbe	4.5" cont.	18" o.c. 15" T x 18" W
AC	30	Astilbe x 'Chocolate Cherry'	Mighty® Chocolate Cherry Astilbe	4.5" Cont.	22" o.c. 40" T x 28" W
BJ	15	Brunnera macrophylla 'Jack Frost'	Jack Frost Siberian Bugloss	4.5" Cont.	15" o.c. 18" T x 18" W
CC4	35	Coreopsis grandiflora 'Sunburst'	Sunburst Tickseed	4.5" Cont.	15" o.c. 12" T x 18" W
DW	34	Dianthus gratianopolitanus 'Firewitch'	Firewitch Cheddar Pink	4.5" Cont.	12" o.c. 6" T x 12" W
EC	48	Echinacea x 'Cheyenne Spirit'	Cheyenne Spirit Coneflower	4.5" Cont.	18" o.c. 28" T x 18" W
HPP	104	Heuchera m 'Palace Purple'	Palace Purple Coral Bells	4.5" Cont.	18" o.c. 18" T x 18" W
HG	25	Heuchera x 'Georgia Peach'	Georgia Peach Coral Bells	4.5" Cont.	18" o.c. 15" T x 20" W
NX	62	Nepeta x faassenii 'Cat's Meow'	Cat's Meow Catmint	4.5" Cont.	25" o.c. 18" T x 30" W
PB	18	Paeonia x 'Bartzella'	Bartzella Itoh Yellow Peony	1 gal.	30" o.c. 36" T x 32" W
PG3	7	Phlox paniculata 'Glamour Girl'	Glamour Girl Garden Phlox	4.5" Cont.	20" o.c. 24" T x 24" W
GROUND COVERS					
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	5,554 sf	AGRECOL RAINWATER RENEWAL	AGRECOL RAINWATER RENEWAL MIX		
	121,855 sf	Turf	70/30 Fescue/Blue Mix		



REVISIONS

---	---	---	---
---	---	---	---
---	---	---	---
---	---	---	---

LANDSCAPE OVERVIEW



SCALE: NA

Luminaire Schedule				
Symbol	Qty	LLF	Description	Type
	2	0.950	RSX2 LED P6 40K R5	P1
	3	0.950	RSX2 LED P6 40K R3 HS	P2
	6	0.950	RSX2 LED P6 40K R3	P3
	9	0.950	RSX2 LED P6 40K R4 HS	P4
	40	0.950	RSX2 LED P6 40K R4	W1
	3	0.950	RSX2 LED P6 40K R3	W2

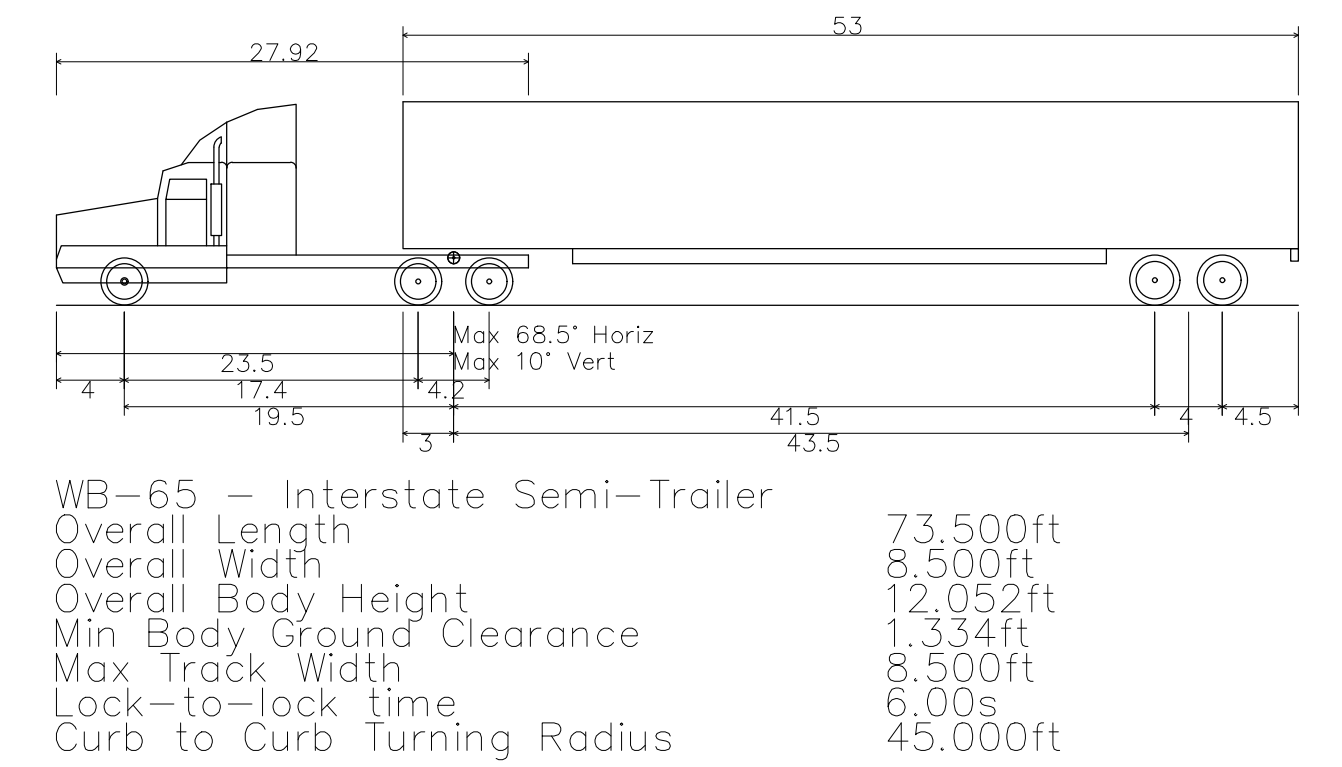
NOTES:

1. CALCULATION WORK PLAN: GROUND LEVEL.
2. FIXTURE MOUNTING HEIGHT: 30' POLES & 24' WALL PACKS.
3. CALCULATION POINT SPACING: 10' X 10'.
4. LIGHTS SHALL BE CONTROLLED VIA PHOTOCELL & TIMECLOCK PER AHJ.
5. FIXTURES TO BE SHARP CUT OFF & HAVE HOUSE SIDE SHIELDS.

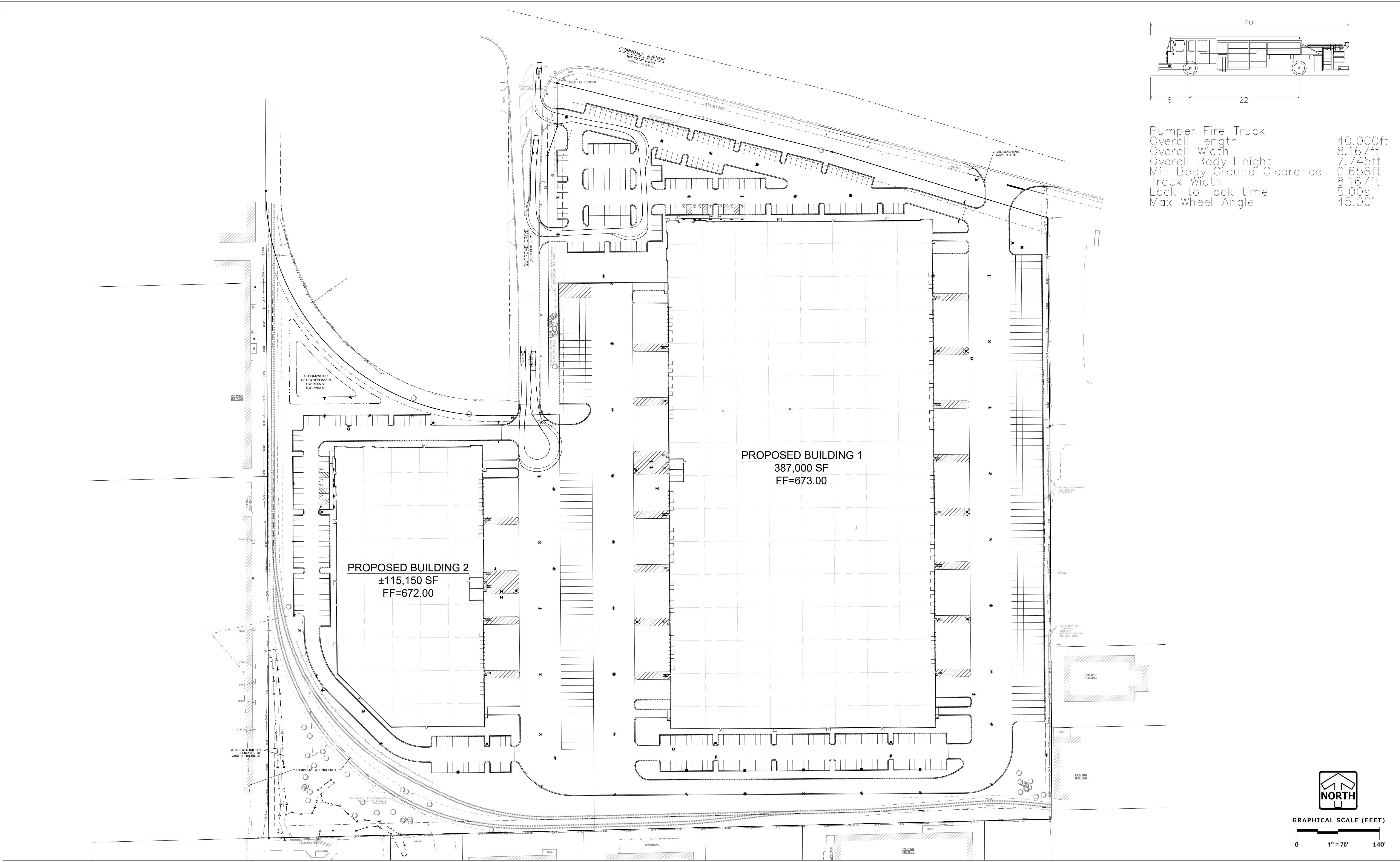
ROLOGIS PARK
BUILDING 1 & 2
800 SUPREME DRIVE
BENSENVILLE ILLINOIS

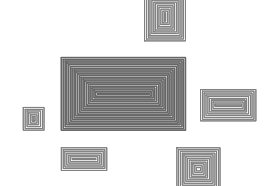
DATE	DESCRIPTION
09-23-2025	ISSUED FOR REVIEW
PROJECT NUMBER	
FILE NAME	
DRAWN BY	
CHECKED BY	

EP-100



9/26/2025 1:40 PM - Z:\Projects\2022\3011-30-IL-600 - CAD\FINAL EXHIBITS\3011-30-IL-600 - AUTOTURN EXHIBITS.dwg
DESIGNED: A.S.
REVIEWED: B.D.J.
DRAFTED: A.S.
Pinnacle Engineering Group, LLC
IL DESIGN FIRM 184.006289-0010





PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

CHICAGO OFFICE:
1051 E. MAIN ST., SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE | NATIONWIDE

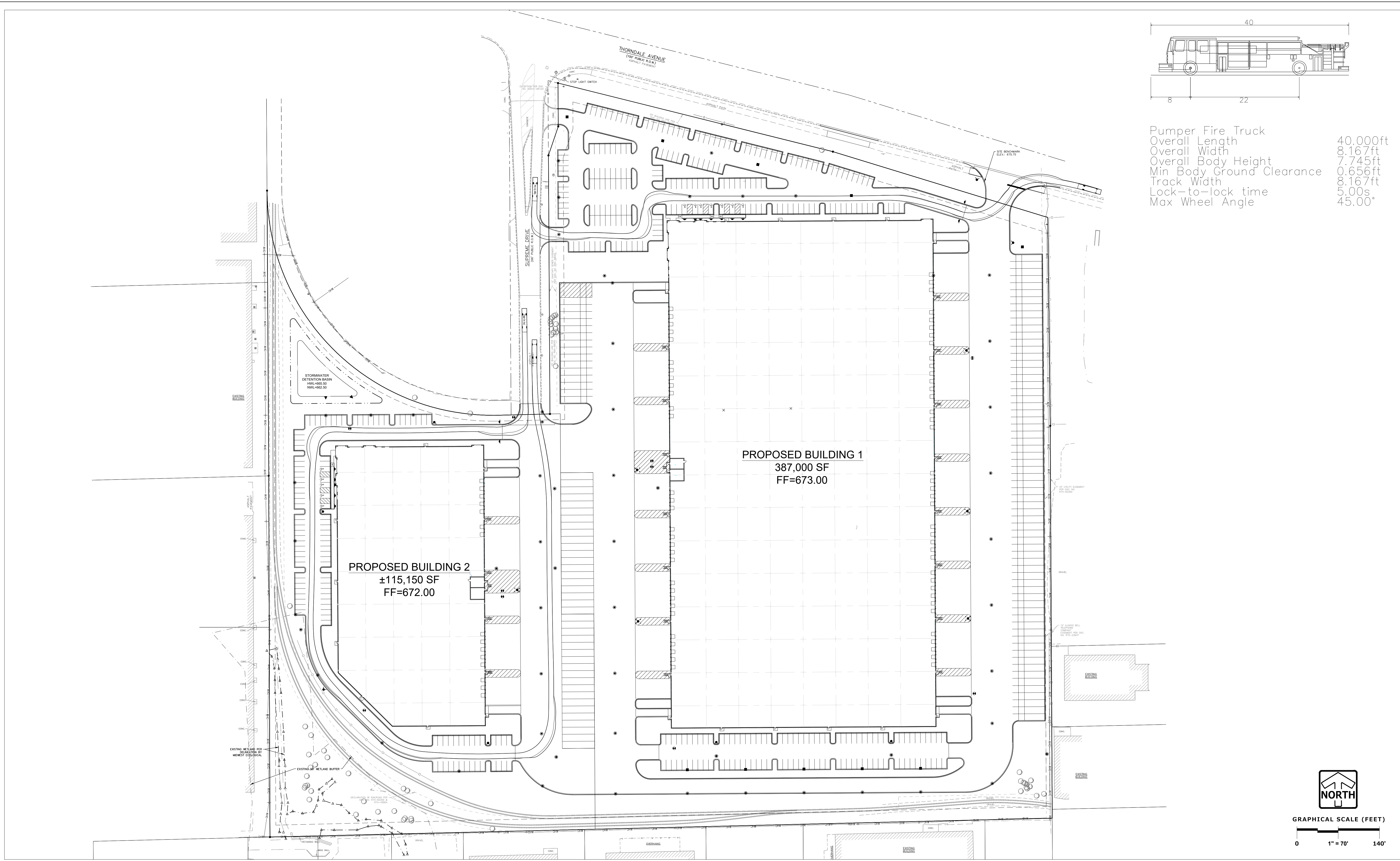
SUPREME DRIVE REDEVELOPMENT BENSENVILLE, ILLINOIS

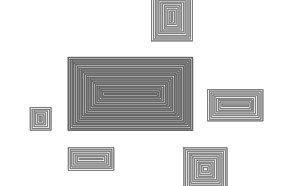
REVISIONS

AUTOTURN EXHIBIT - FIRE TRUCK

PEG JOB NO. 3011.30-IL	BID	SHEET
PEG PM	START DATE 9/24/25	2
SCALE 1"=80'		OF
		3

9/26/2025 1:41 PM - Z:\Projects\2022\3011.30-IL-V600 - CAD\FINAL EXHIBITS\3011.30-IL AUTOTURN EXHIBITS.dwg
DESIGNED: A.S.
REVIEWED: B.D.J.
DRAFTED: A.S.
Pinnacle Engineering Group, LLC
IL DESIGN FIRM 184.006289-0010





PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING

PLAN | DESIGN | DELIVER
www.pinnacle-engr.com

CHICAGO OFFICE:
1051 E. MAIN ST., SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE | NATIONWIDE

SUPREME DRIVE REDEVELOPMENT BENSENVILLE, ILLINOIS

REVISIONS

AUTOTURN EXHIBIT - FIRE TRUCK

PEG JOB NO. 3011.30-IL	BID	SHEET
PEG PM	START DATE 9/24/25	3
SCALE 1"=80'		OF
		3

Traffic Impact Study Warehouse/Distribution Development

Bensenville, Illinois



Prepared For:



August 22, 2025

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed warehouse/distribution development to be located in Bensenville, Illinois. The site, which is currently occupied by a warehouse and two office buildings, is located in the southeast quadrant of the intersection of Supreme Drive with the Thorndale Avenue south frontage road. As proposed, the site will be redeveloped with two warehouse/distribution buildings totaling approximately 502,150 square feet of building area. Access to the site will be provided via an access drive located on the south side of the Thorndale Avenue south frontage road, two access drives located on the west side of Supreme Drive, and via the extension of Supreme Drive into the development.

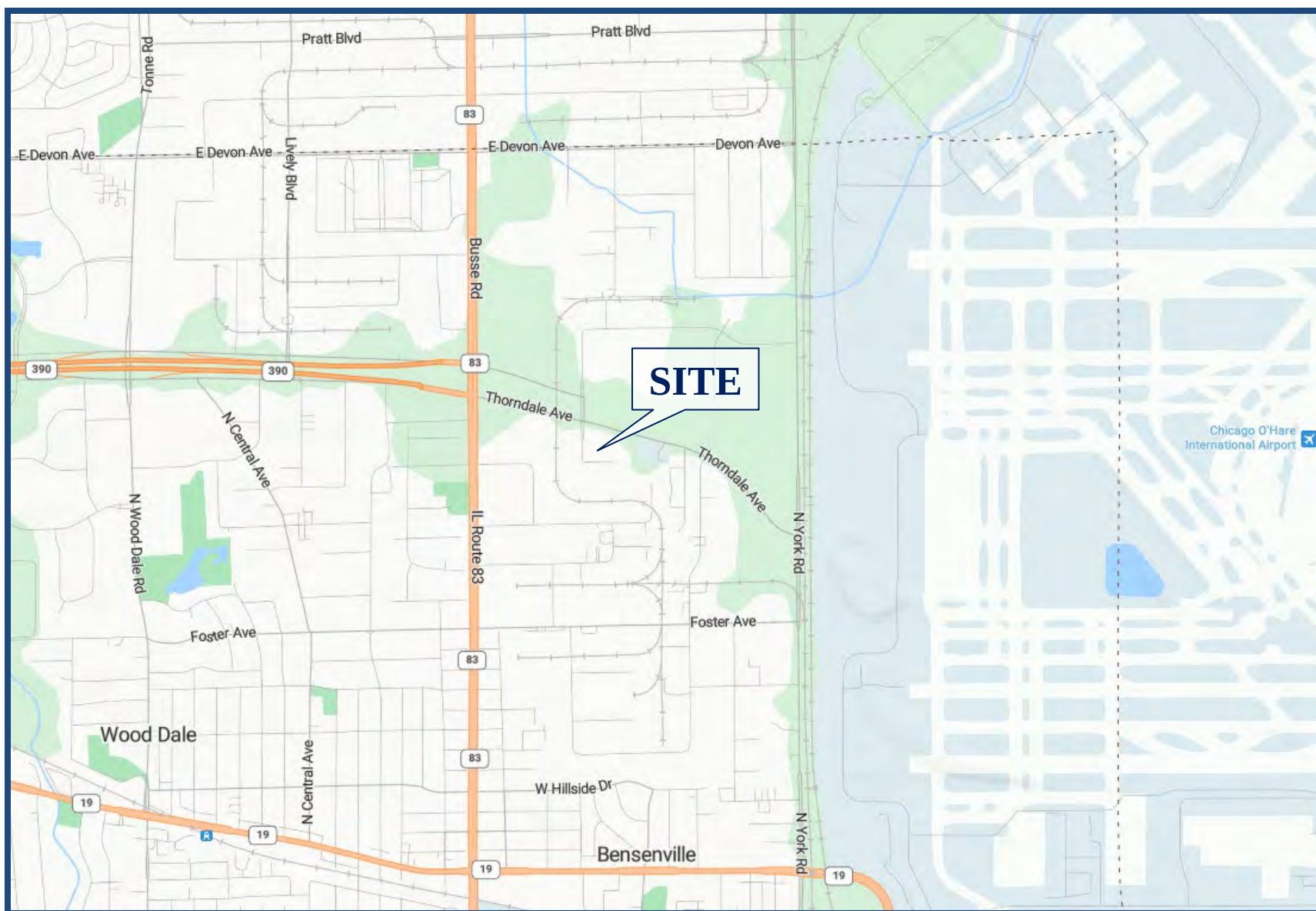
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development-generated traffic
- Vehicle trip generation for the proposed development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes.
2. Year 2031 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing peak hour traffic volumes increased by an ambient area growth not attributable to any particular development.
3. Year 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location

Figure 1

*Proposed Warehouse Development
Bensenville, Illinois*



Aerial View of Site

Figure 2

*Proposed Warehouse Development
Bensenville, Illinois*

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

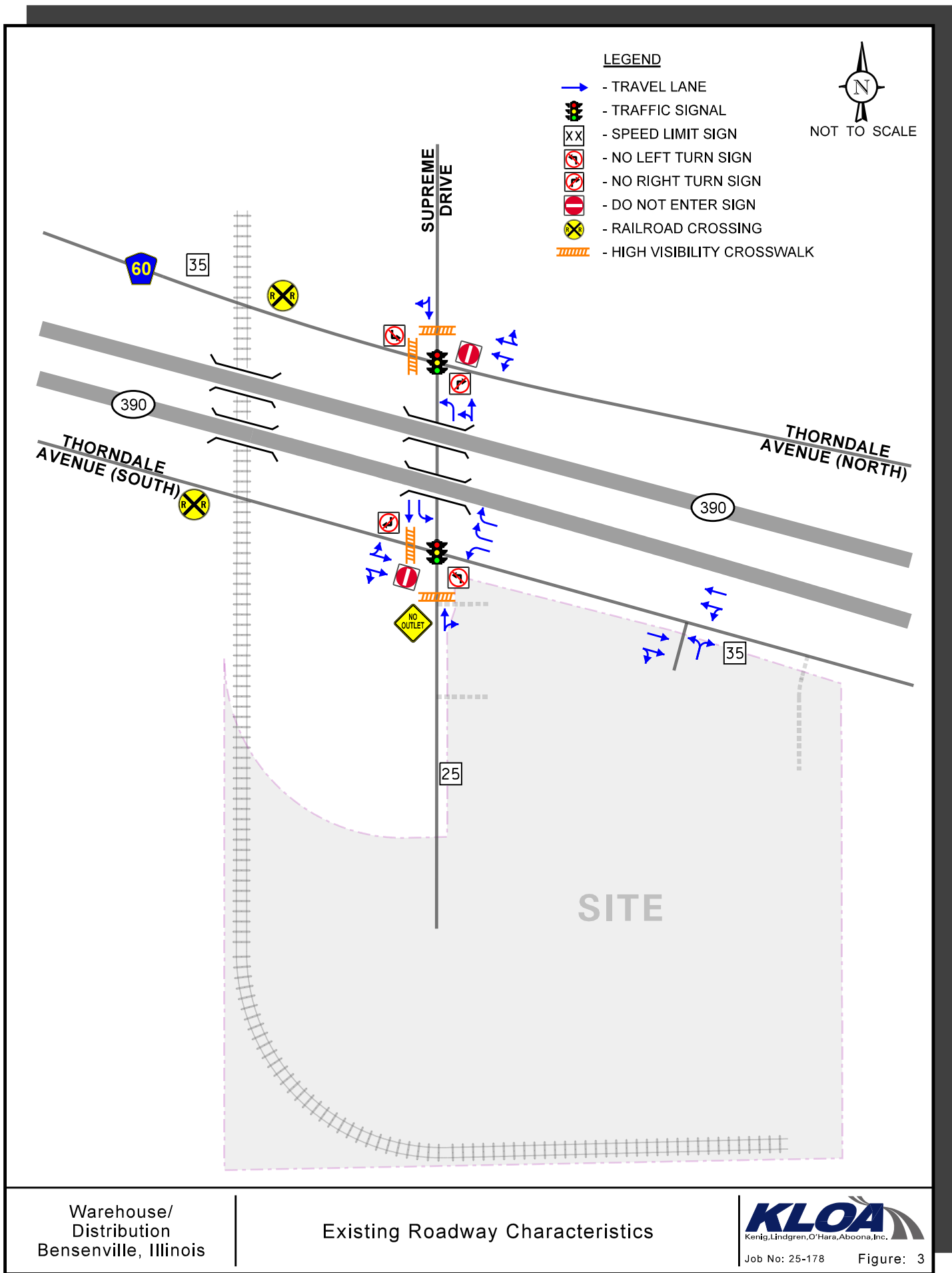
The site, which is currently occupied by a warehouse and two single-story office buildings, is located in the southeast quadrant of the intersection of Supreme Drive with the Thorndale Avenue south frontage road. The surrounding land uses in the vicinity of the site are generally warehouse, manufacturing, industrial, and office uses. In addition, the western boundary of O'Hare International Airport is located approximately 1.0 miles east of the site. The future IL 390 Tollway is located opposite the site on the north side of Thorndale Avenue (south).

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

Supreme Drive is a north-south local roadway that terminates just south of the Thorndale Avenue south frontage road at the subject site. The road provides one lane in each direction. At its signalized intersection with the Thorndale Avenue north frontage road, Supreme Drive provides a combined through/right-turn lane on the southbound approach and a left-turn lane and a combined left-turn/through lane on the northbound approach. A high-visibility crosswalk is provided on the north leg of the intersection. At its signalized intersection with the Thorndale Avenue south frontage road, Supreme Drive provides a left-turn lane and a through lane on the southbound approach and a combined through/right-turn lane on the northbound approach. A high-visibility crosswalk is provided on the south leg of the intersection. Supreme Drive is under the jurisdiction of the Village of Bensenville and has a posted speed limit of 25 miles per hour south of Thorndale Avenue (south).

Thorndale Avenue north frontage road is an east-west local roadway that provides two lanes in the westbound direction. At its signalized intersection with Supreme Drive, the east leg of the roadway is currently not in use but will provide a combined left-turn/through lane and a combined through/right-turn lane when Interstate 490 is completed. A high-visibility crosswalk is provided on the west leg of the intersection. The Thorndale Avenue north frontage road carries an annual average daily traffic (AADT) volume of 2,800 vehicles (Illinois Department of Transportation [IDOT] 2024), is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), and has a posted speed limit of 35 miles per hour.



Warehouse/
Distribution
Bensenville, Illinois

Existing Roadway Characteristics

Thorndale Avenue south frontage road is an east-west other principal arterial roadway that is restricted to one-way, eastbound traffic flow west of Supreme Drive and provides two-way traffic east of Supreme Drive. The roadway provides two lanes in each direction east of Supreme Drive and two lanes in the eastbound direction west of Supreme Drive. At its signalized intersection with Supreme Drive, the Thorndale Avenue south frontage road provides a combined left-turn/through lane and a combined through/right-turn lane on the eastbound approach and a left-turn lane and dual right-turn lanes on the westbound approach. A high-visibility crosswalk is provided on the north leg of the intersection. East of Supreme Drive, the roadway does not provide exclusive turn lanes at any of the access drives located along the road. The Thorndale Avenue south frontage road carries an AADT volume of 7,450 vehicles (IDOT 2024), is under the jurisdiction of DuDOT, and has a posted speed limit of 35 miles per hour.

IL 390 (Elgin-O'Hare Tollway) Improvements

IL 390 has been improved along the site frontage to extend as a limited-access tollway eastbound to its future interchange with Interstate 490. IL 390 will have a westbound exit to Supreme Drive that will merge onto the Thorndale Avenue north frontage road east of Supreme Drive. An entrance to eastbound IL 390 will be located on the Thorndale Avenue north frontage road west of Supreme Drive, just east of Busse Road.

Interstate 490 Tollway Project

To improve access to O'Hare International Airport and increase highway capacity, Interstate 490 is being constructed along the western side of the airport connecting Interstate 90 with Interstate 294. IL 390 will have a full interchange with Interstate 490 just east of the site. Construction is estimated to be completed in 2027.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts on Tuesday, July 15, 2025 during the weekday morning (6:00 A.M. to 9:00 A.M.) and during the weekday evening (3:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

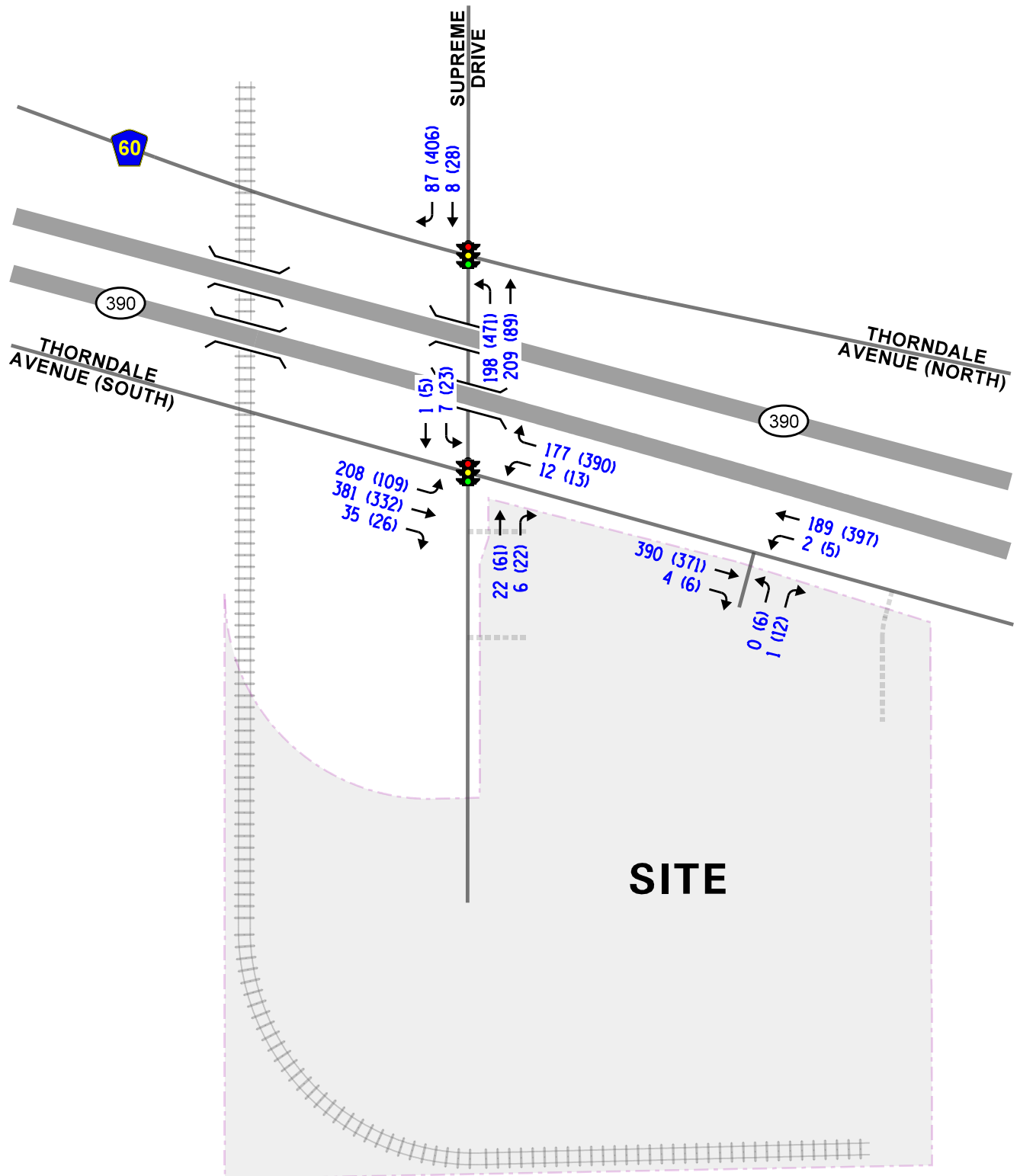
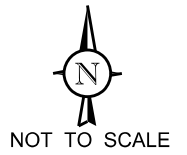
- Supreme Drive with the Thorndale Avenue north frontage road
- Supreme Drive with the Thorndale Avenue south frontage road
- The Thorndale Avenue south frontage road with Prologis Office Access Drive

The results of the traffic counts showed that the weekday morning peak hour of traffic occurred from 7:15 A.M. to 8:15 A.M. and the weekday evening peak hour of traffic occurred from 4:30 P.M. to 5:30 P.M.

Copies of the traffic count summary sheets are included in the Appendix. The existing traffic volumes are illustrated in **Figure 4** and the existing truck traffic volumes are illustrated in **Figure 5**.

LEGEND

- 00** - AM PEAK HOUR (7:15-8:15 AM)
- (00)** - PM PEAK HOUR (4:30-5:30 PM)



Warehouse/
Distribution
Bensenville, Illinois

Existing Traffic Volumes

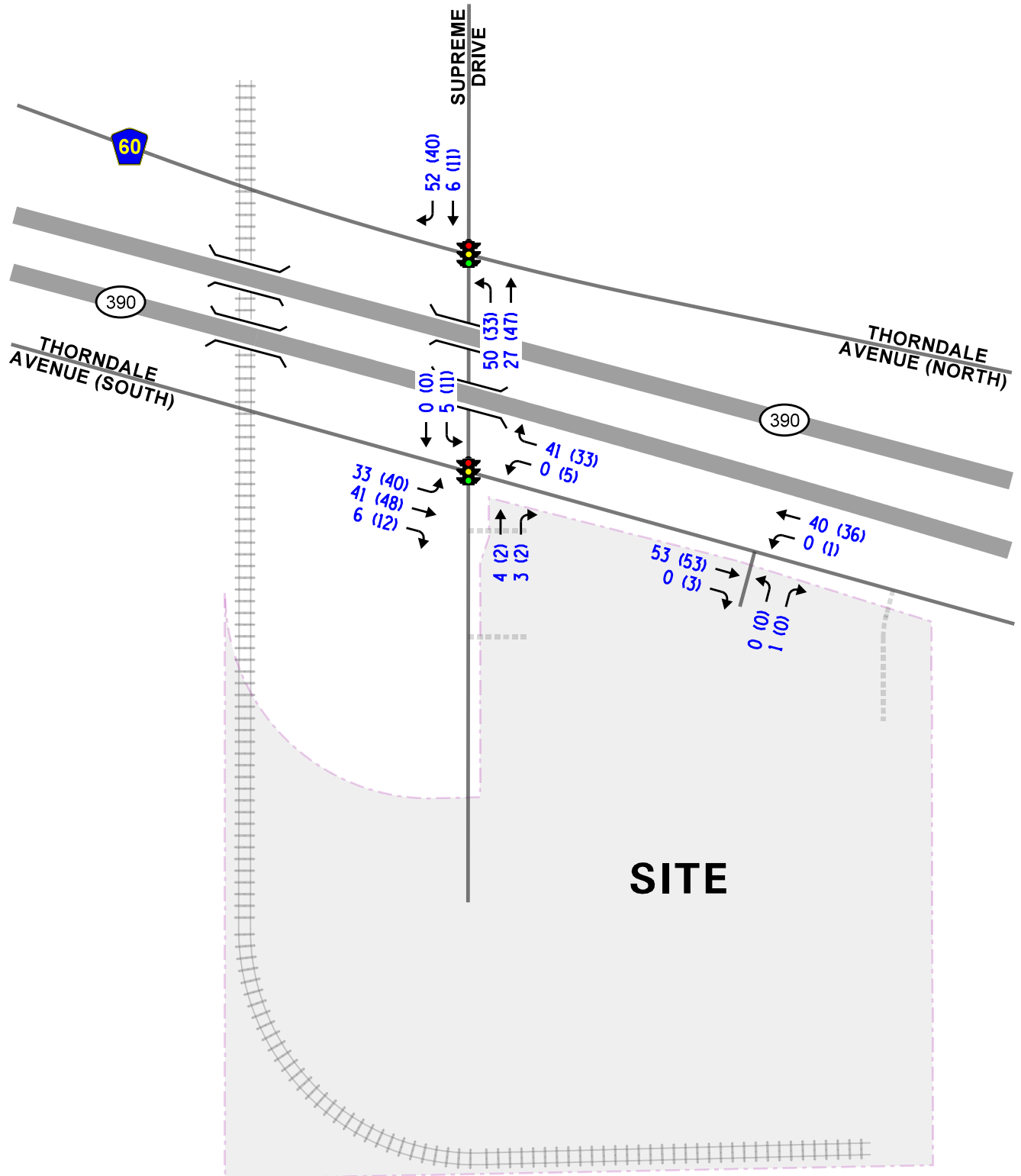
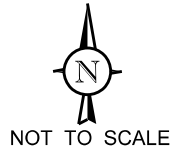


Job No: 25-178

Figure: 4

LEGEND

- 00** - AM PEAK HOUR (7:15-8:15 AM)
(00) - PM PEAK HOUR (4:30-5:30 PM)



Warehouse/
Distribution
Bensenville, Illinois

Existing Traffic Volumes
Trucks



Job No: 25-178

Figure: 5

Crash Data Summary

KLOA, Inc. obtained crash data from IDOT¹ for the most recent past five years available (2019 to 2023) for the intersections of Supreme Drive with the Thorndale Avenue north frontage road and the Thorndale Avenue south frontage road. No crashes were reported at the intersection with Supreme Drive with the Thorndale Avenue south frontage road. **Table 1** summarizes the crash data for the intersection of Supreme Drive with the Thorndale Avenue north frontage road. A review of the crash data showed that one fatal crash occurred during the review period that involved a two-vehicle crash on the afternoon of February 2021 when the weather was clear and the roadway was dry.

Table 1
THORNDALE AVENUE NORTH FRONTAGE ROAD WITH SUPREME DRIVE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	0	0	0	0	0	3	0	3
2020	0	0	0	0	0	1	0	1
2021	1	0	0	0	1	1	1	4
2022	1	0	0	0	0	2	0	3
2023	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>4</u>
Total	2	0	0	0	1	11	1	15
Average	<1.0	0.0	0.0	0.0	<1.0	2.2	<1.0	3.0

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be developed into a warehouse/distribution development consisting of two buildings totaling approximately 502,150 square feet:

- The larger building (Building 1) located in the southeast quadrant of the intersection of Supreme Drive with the Thorndale Avenue south frontage road will be approximately 387,000 square feet and provide 289 passenger parking spaces and 81 trailer stalls.
- The smaller building (Building 2) located on the southwest side of the site will be approximately 115,150 square feet and provide 111 passenger parking spaces and 39 trailer stalls that will also be shared with the larger building.

Access to the site will be provided via the following:

- A proposed full-movement access drive located on the south side of the Thorndale Avenue south frontage road approximately 850 feet east of Supreme Drive and will primarily serve Building 1 and be used by both passenger vehicles and trucks. This access drive will provide one inbound lane and one outbound lane, with outbound movements under stop sign control. In addition, the access drive will be designed with larger corner radii to accommodate truck turning movements.
- An existing full-movement access drive located on the east side of Supreme Drive approximately 135 feet south of the Thorndale Avenue south frontage road and will serve passenger vehicles to/from Building 1. This access drive will continue to provide one inbound lane and one outbound lane. A stop sign should be posted for the outbound movements.
- A proposed full-movement access drive located on the east side of Supreme Drive located 340 feet south of the Thorndale Avenue south frontage road and serve passenger vehicles only to/from Building 1. This access drive will create the fourth and east leg of the intersection of Supreme Drive with the Scott Harris access drive. The proposed access drive will provide one inbound lane and one outbound lane, with outbound movements under stop sign control.

- Additional access to both buildings of the development will be provided via the extension of Supreme Drive into the development. Similar to the existing Supreme Drive cross section, this access drive will provide a two-lane cross section and will serve both buildings.

The existing access drive serving the Prologis Office complex will be removed and the curb cut will be eliminated.

A copy of the proposed site plan is included in the Appendix.

Directional Distribution

The directions from which development-generated traffic will approach and depart the site were estimated based on the existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the estimated directional distribution for the proposed development.

Development-Generated Traffic Volumes

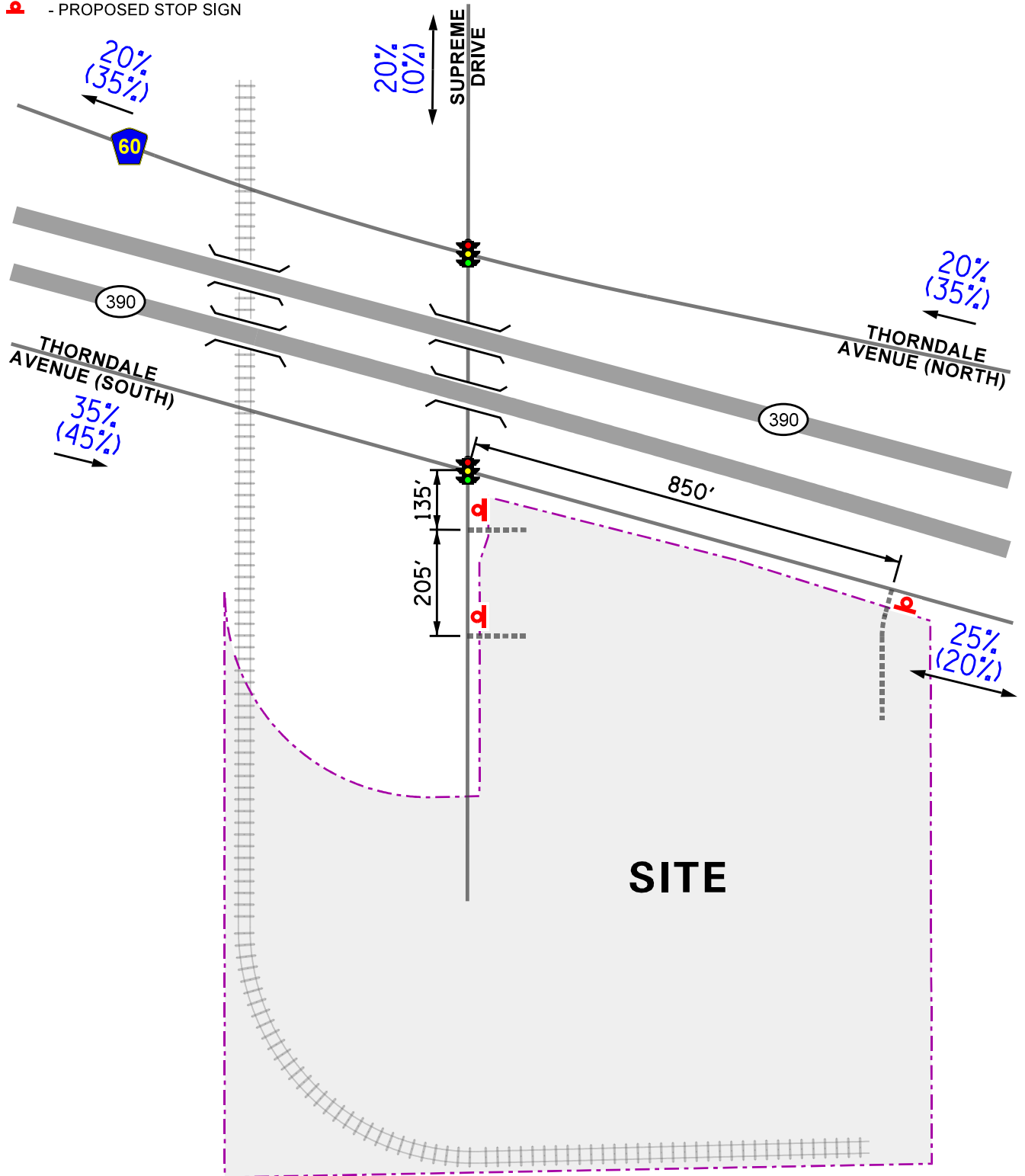
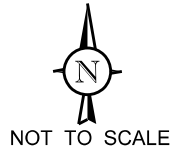
The number of peak hour vehicle trips estimated to be generated by the proposed industrial development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). Land-Use Code 150 – Warehouse rates were utilized. **Table 2** shows the passenger vehicle and truck trips estimated to be generated by the proposed development during the weekday morning and weekday evening peak hours and weekdays. A copy of the ITE trip generation sheets is included in the Appendix.

Table 2
ESTIMATED TRIP GENERATION FOR THE PROPOSED DEVELOPMENT

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
150	Building 1 (387,000 S.F.)	54	16	70	20	53	73	325	325	650
	<i>Passenger Vehicles</i>	50	12	62	14	47	61	217	217	434
	<i>Trucks</i>	4	4	8	6	6	12	108	108	216
150	Building 2 (115,150 S.F.)	29	8	37	11	29	40	110	110	220
	<i>Passenger Vehicles</i>	28	7	35	9	28	37	75	75	150
	<i>Trucks</i>	1	1	2	2	1	3	35	35	70
Development Total		83	24	107	31	82	113	435	435	870
Passenger Vehicle Total		78	19	97	23	75	98	292	292	584
Truck Total		5	5	10	8	7	15	143	143	286

LEGEND

- 00%** - PERCENT DISTRIBUTION - PASSENGER VEHICLES
- (00%)** - PERCENT DISTRIBUTION - TRUCKS
- 00'** - DISTANCE IN FEET
-  - PROPOSED STOP SIGN



Warehouse/
Distribution
Bensenville, Illinois

Directional Distribution



Job No: 25-178

Figure: 6

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning and evening peak hour volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). **Figure 7** shows the assignment of the development-generated passenger vehicle traffic volumes. **Figure 8** shows the assignment of the development-generated truck traffic volumes.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Year 2050 projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated July 1, 2025, an increase of 2.3 percent per year over six years (buildout year plus five years) for a total of approximately 15.0 percent was applied to the existing traffic volumes to determine the projected Year 2031 no-build traffic volumes.

Additionally, with the completion of Interstate 490 and its interchange with IL 390, traffic will begin utilizing the Thorndale Avenue north frontage road east of Supreme Drive. As such, based on Interstate 490 projections, projected volumes for the Thorndale Avenue north frontage road/Supreme Drive intersection were included in the no-build volumes.

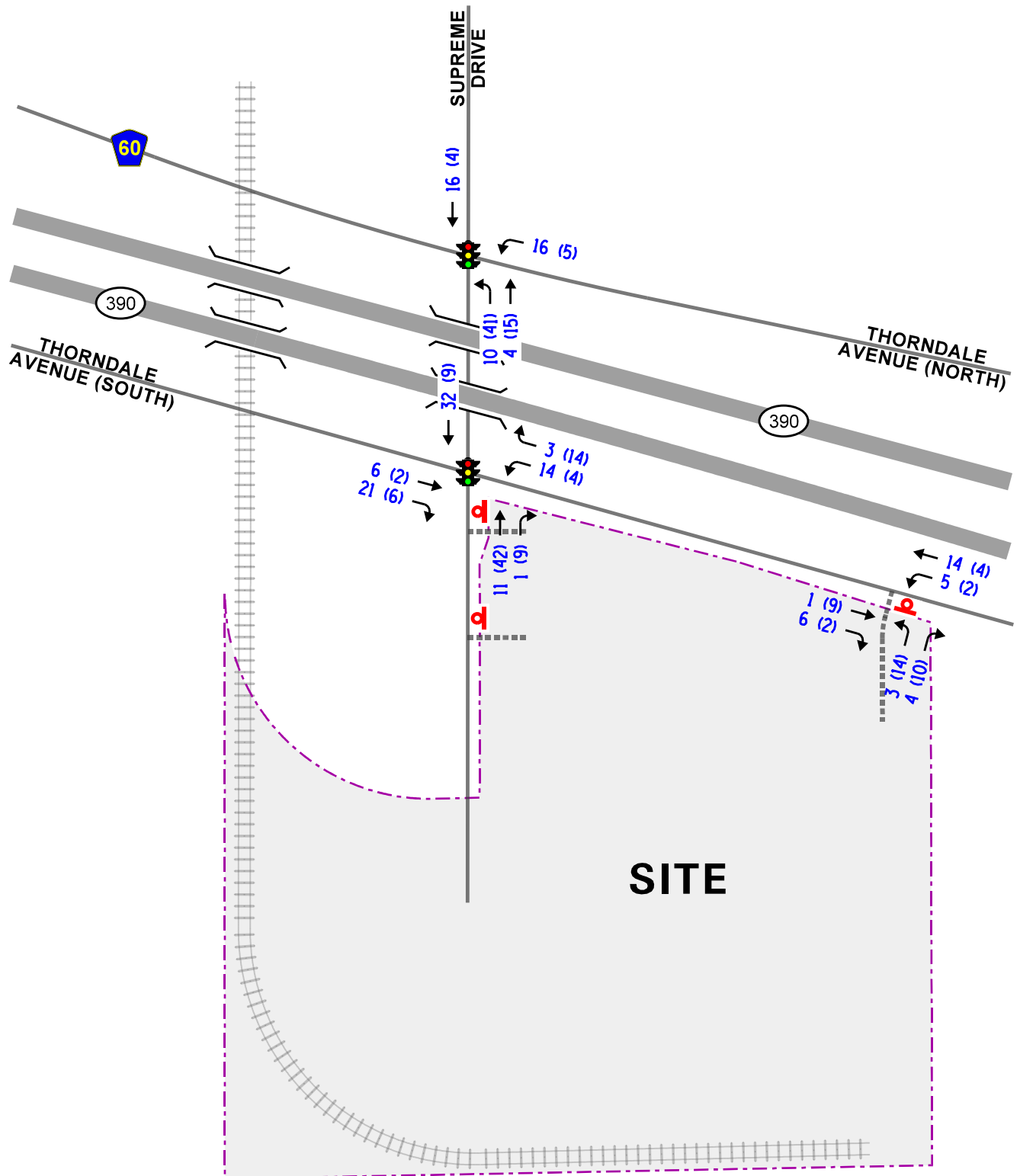
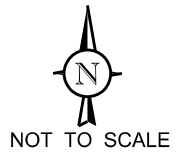
Figure 9 illustrates the Year 2031 no-build traffic conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

In order to determine the total projected traffic volumes, the development-generated traffic (Figures 7 and 8) was added to the existing traffic volumes accounting for background growth (Figure 9). Traffic currently generated by the uses on the site have been removed from the volumes. The Year 2031 total projected traffic volumes are shown in **Figure 10**.

LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)
-  - PROPOSED STOP SIGN



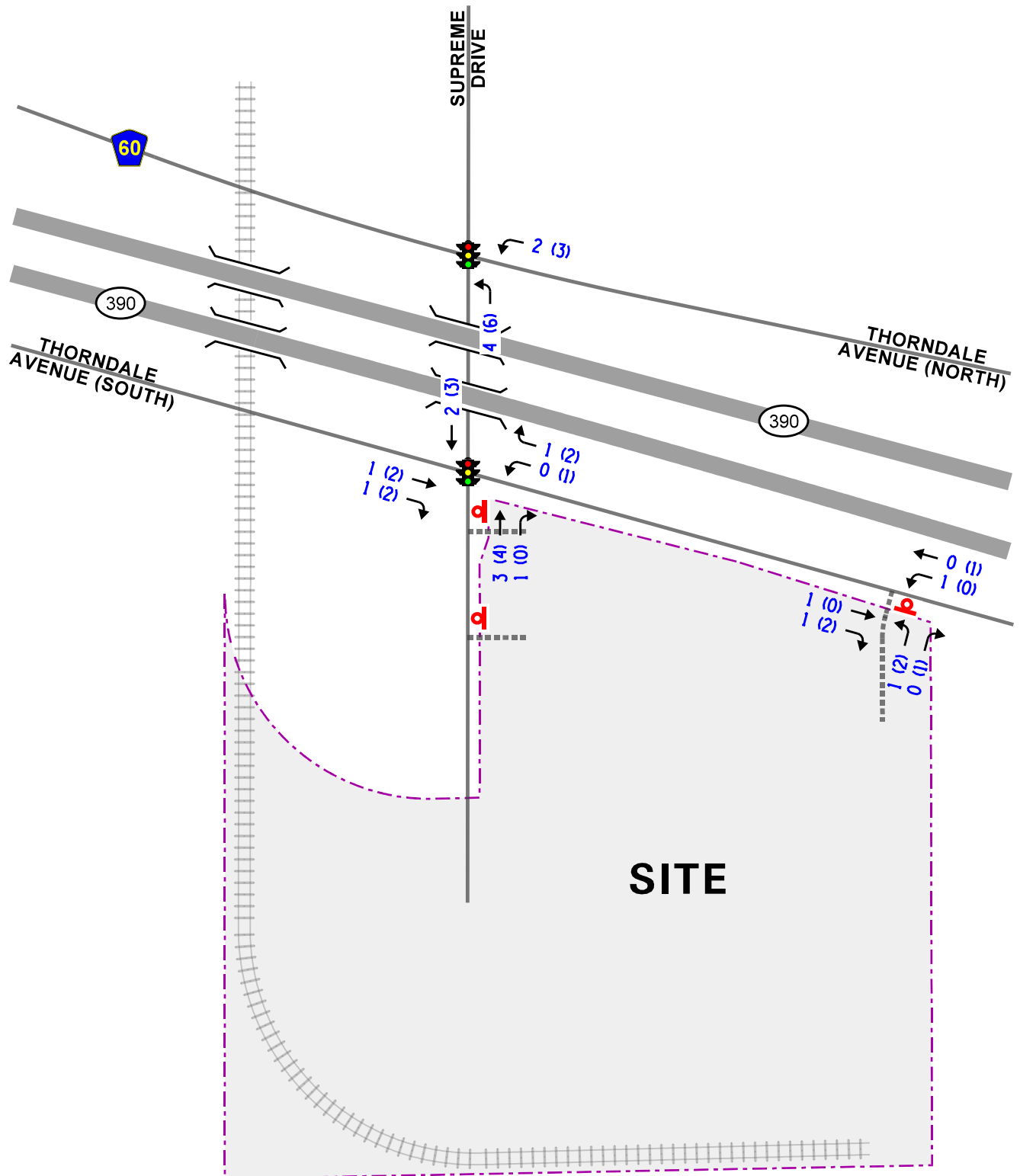
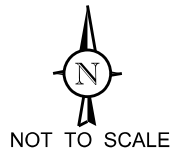
Warehouse/
Distribution
Bensenville, Illinois

Site-Generated Traffic Volumes
Passenger Vehicles

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 25-178 Figure: 7

LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)
-  - PROPOSED STOP SIGN

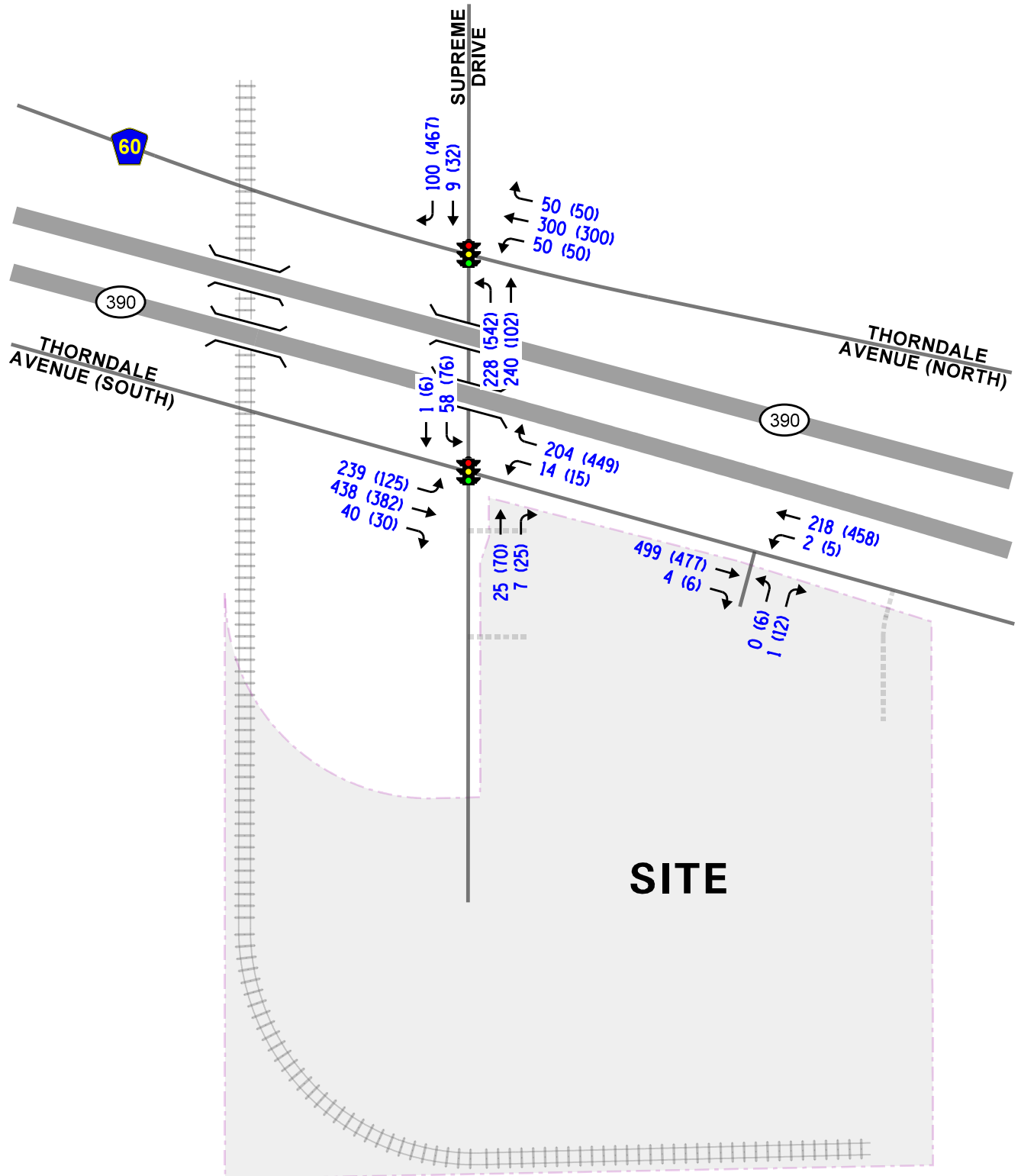
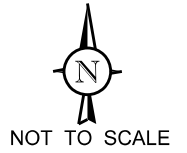


Warehouse/
Distribution
Bensenville, Illinois

Site-Generated Traffic Volumes
Trucks

LEGEND

- 00** - AM PEAK HOUR (7:15-8:15 AM)
- (00)** - PM PEAK HOUR (4:30-5:30 PM)



Warehouse/
Distribution
Bensenville, Illinois

Year 2031 No-Build Traffic Volumes

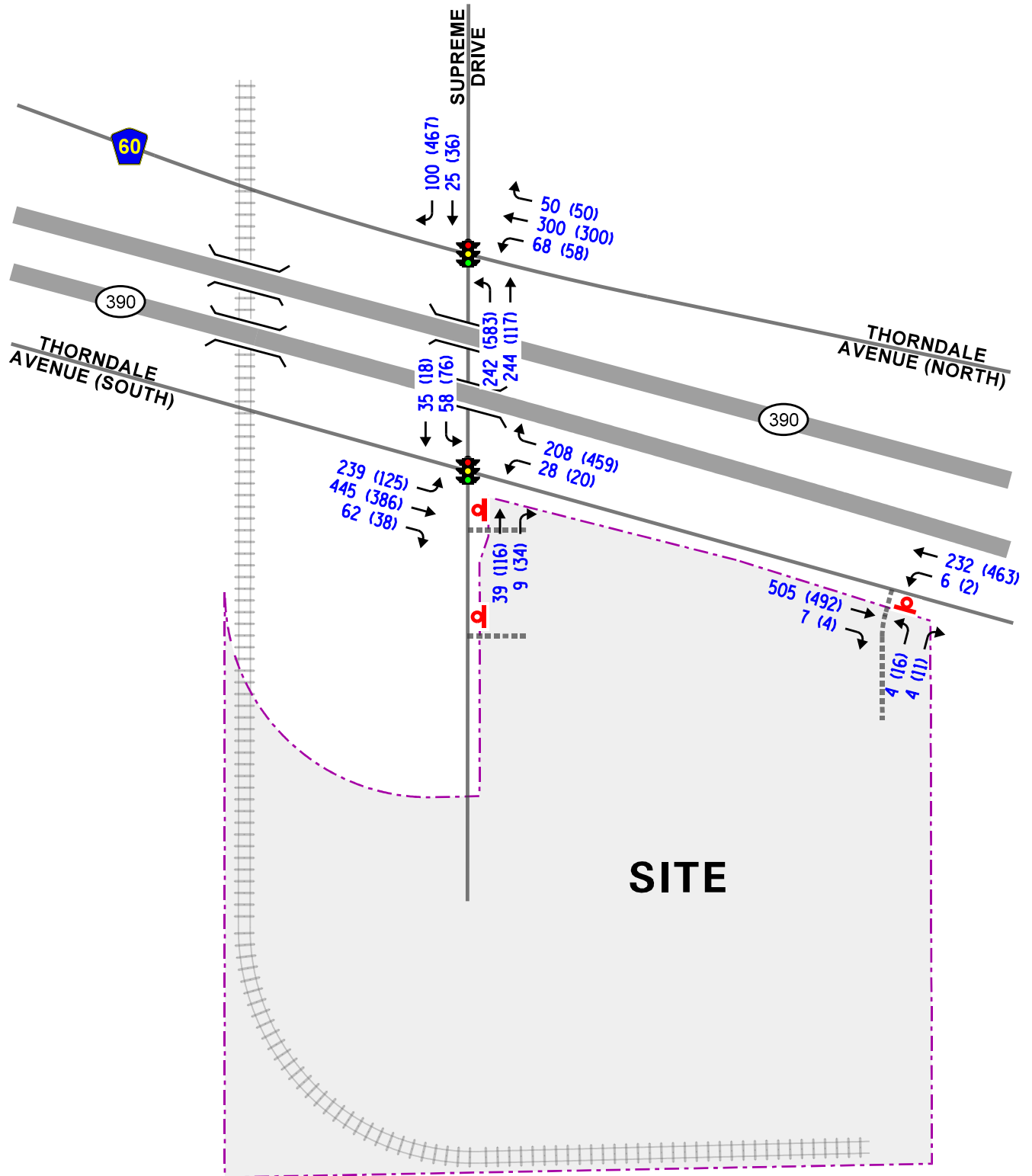
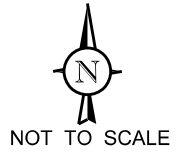


Job No: 25-178

Figure: 9

LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)
-  - PROPOSED STOP SIGN



Warehouse/
Distribution
Bensenville, Illinois

Year 2031 Total Traffic Volumes

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing, no-build (Year 2031), and total projected (Year 2031) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 7th Edition and analyzed using Synchro/SimTraffic 12 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2031 no-build, and Year 2031 total projected conditions are presented in **Tables 3** through **7**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

SIGNALIZED – SUPREME DRIVE WITH THE THORNDALE AVENUE NORTH FRONTAGE ROAD

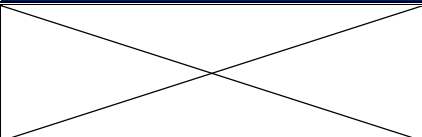
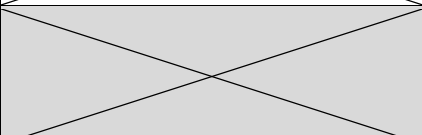
Existing Conditions	Peak Hour	Westbound L/T/R	Northbound		Southbound T/R	Overall
	Weekday Morning		A 0.5	A 1.2	A – 0.5	A 0.8
			A – 0.9			
	Weekday Evening		A 2.6	A 4.0	A – 0.8	A 2.2
			A – 3.3			
No-Build Conditions	Weekday Morning	D – 45.6	B 10.8	B 11.5	A – 5.4	C 24.6
			B – 11.2			
	Weekday Evening	D – 45.8	C 20.3	D 36.4	B – 14.6	C 28.5
			C – 28.4			
Projected Conditions	Weekday Morning	D – 46.0	B 11.1	B 11.7	A – 6.6	C 24.9
			B – 11.4			
	Weekday Evening	D – 45.8	C 22.8	D 46.7	B – 15.6	C 31.7
			C – 34.9			
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through						

Table 4

SIGNALIZED – SUPREME DRIVE WITH THE THORNDALE AVENUE SOUTH FRONTAGE ROAD

Existing Conditions	Peak Hour	Eastbound L/T/R	Westbound		Northbound L/T/R	Southbound		Overall	
			L	R		L	T		
	Weekday Morning	C – 23.0	D 51.4	A 2.2	D – 43.8	C 34.3	C 35.0	B 19.9	
			A – 5.3			C – 34.4			
	Weekday Evening	C – 21.5	D 53.1	A 3.4	D – 43.4	C 32.2	C 31.4	B 16.8	
			A – 5.0			C – 32.1			
	No-Build Conditions	Weekday Morning	C – 26.7	D 51.5	A 2.2	D – 43.5	D 37.6	C 32.0	C 23.3
				A – 5.4			D – 37.5		
		Weekday Evening	C – 30.6	D 53.5	A 4.0	D – 44.4	C 33.5	C 29.2	C 22.1
				A – 5.6			C – 33.2		
Projected Conditions	Weekday Morning	D – 40.5	D 53.0	A 2.8	D – 44.6	C 34.8	C 33.7	C 33.5	
			A – 8.6			C – 34.4			
	Weekday Evening	D – 38.9	D 53.9	A 5.3	D – 48.2	C 30.5	C 27.0	C 27.4	
			A – 7.3			C – 29.8			
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through									

Table 5

UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
The Thorndale Avenue South Frontage Road with Prologis Office Access Drive ¹				
• Northbound Approach	A	9.7	A	9.7
• Westbound Left Turn	A	7.9	A	8.0
LOS = Level of Service Delay is measured in seconds.		1 – Two-way stop control		

Table 6

UNSIGNALIZED – YEAR 2031 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
The Thorndale Avenue South Frontage Road with Prologis Office Access Drive ¹				
• Northbound Approach	A	9.9	B	10.1
• Westbound Left Turn	A	8.0	A	8.2
LOS = Level of Service Delay is measured in seconds.		1 – Two-way stop control		

Table 7

UNSIGNALIZED – YEAR 2031 TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
The Thorndale Avenue South Frontage Road with Proposed Site Access Drive ¹				
• Northbound Approach	B	10.5	B	11.9
• Westbound Left Turn	A	8.2	A	8.0
LOS = Level of Service Delay is measured in seconds.		1 – Two-way stop control		

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Supreme Drive with the Thorndale Avenue North Frontage Road

The results of the capacity analysis indicate that the intersection currently operates at a an overall Level of Service (LOS) A during the weekday morning and evening peak hours. Under Year 2031 no-build and total projected conditions, the intersection is projected to operate as follows:

- The intersection is projected to operate at LOS C during the weekday morning and weekday evening peak hours.
- All approaches and movements are projected to operate at the acceptable LOS D or better during the peak hours.
- The volume-to-capacity ratio (v/c) ratio for all the movements is projected to remain below 1.0.

As such, this intersection has sufficient capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control modifications are required.

Supreme Drive with the Thorndale Avenue South Frontage Road

The results of the capacity analysis indicate that the intersection currently operates at an overall LOS B during the weekday morning and evening peak hours. Under Year 2031 no-build and total projected conditions, the intersection is projected to operate as follows:

- The intersection is projected to operate at LOS C during the weekday morning and weekday evening peak hours.
- All approaches and movements are projected to operate at the acceptable LOS D or better during the peak hours.
- The volume-to-capacity ratio (v/c) ratio for all the movements is projected to remain below 1.0.

As such, this intersection has sufficient capacity to accommodate the traffic estimated to be generated by the development and no roadway or traffic control modifications are required.

The Thorndale Avenue South Frontage Road with Prologis Office Access Drive

The results of the capacity analysis indicate that the northbound approach at this intersection currently operates at LOS A during the weekday morning and weekday evening peak hours. Under Year 2031 no-build conditions, the critical approach and movement are projected to operate at LOS B or better during the peak hours. Under Year 2031 total projected conditions assuming the full build-out of the warehouse development, this access drive will be eliminated and the curb cut will be removed.

The Thorndale Avenue South Frontage Road with Proposed Access Drive

Access to the development will be provided via a full movement access drive located on the south side of the Thorndale Avenue south frontage road, approximately 850 feet east of Supreme Drive. This access drive will provide one inbound lane and one outbound lane, with the outbound movements under stop sign control. This access drive will be designed to accommodate turning truck traffic. Under Year 2031 total projected conditions, the intersection is projected to operate as follows:

- The northbound approach is projected to operate at LOS B during the peak hours.
- The westbound left-turn movement is projected to operate at LOS A during the peak hours.
- The 95th percentile queues for the northbound approach of the access drive are projected to be one to two vehicles during the peak hours, which can be accommodated by the access drive.

As such, this intersection has sufficient capacity to accommodate the traffic estimated to be generated by the development and provide flexible and efficient access to/from the development and no additional roadway or traffic control modifications are required.

Supreme Drive with Site Access Drives

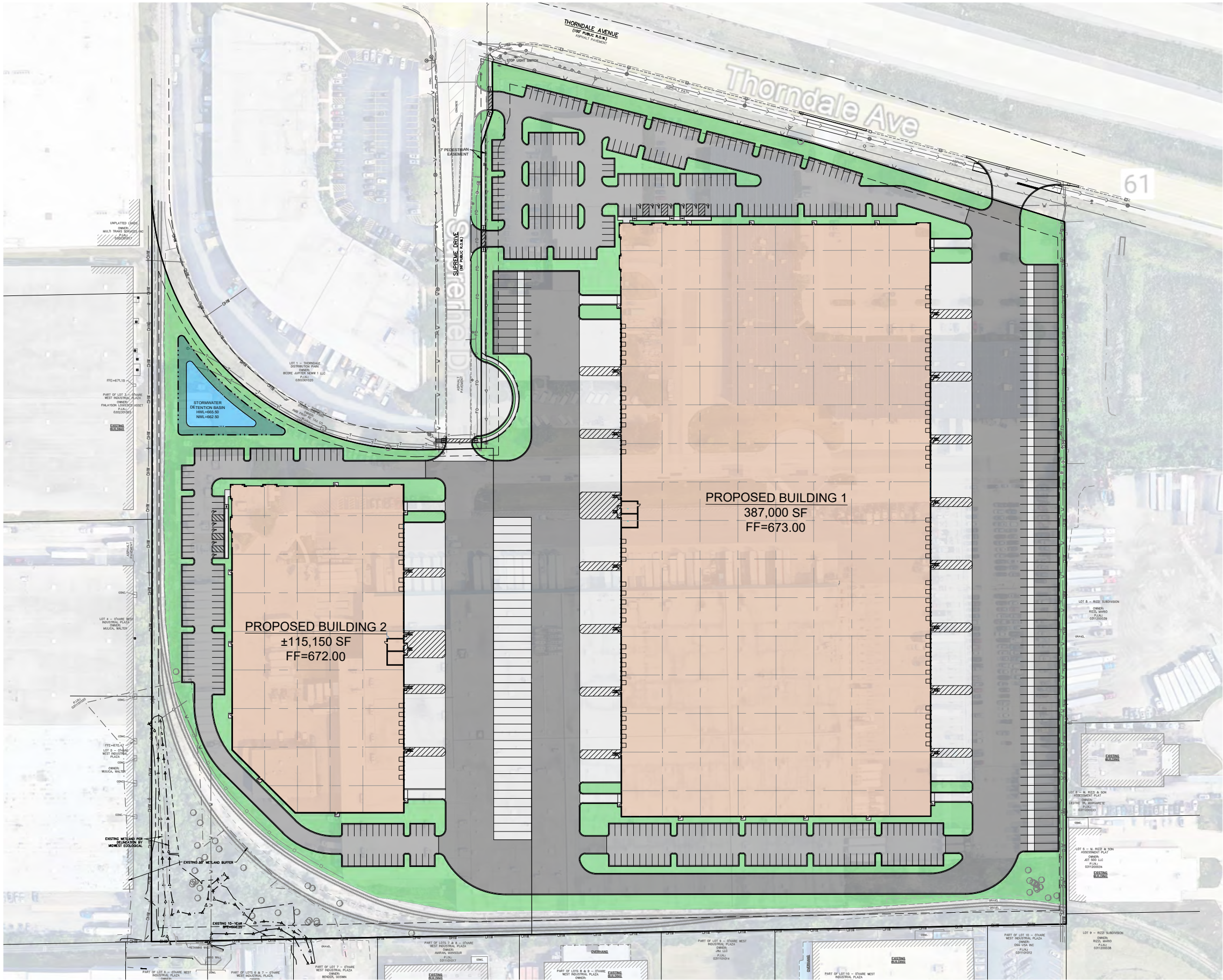
Access to the Building 1 passenger vehicle parking lot will be provided via two access drives off Supreme Drive. Each access drive will provide one inbound lane and one outbound lane, with the outbound movements under stop sign control. Given the low volume of traffic on Supreme Drive and the low volume of traffic projected to utilize the two site access drives, the westbound approaches from the access drives and the southbound left-turn movements are projected to operate well. As such, both access drives will provide flexible and efficient access to the development and no additional roadway or traffic control modifications are required.

7. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The currently vacant site will be developed into a warehouse/distribution development with two buildings totaling approximately 502,150 square feet of building area.
- Access to the site will be provided by the following:
 - A proposed full-movement access drive located on the south side of the Thorndale Avenue south frontage road approximately 850 feet east of Supreme Drive and will primarily serve Building 1 and be used by both passenger vehicles and trucks. This access drive will provide one inbound lane and one outbound lane, with outbound movements under stop sign control. In addition, the access drive will be designed with larger corner radii to accommodate truck turning movements.
 - An existing full-movement access drive located on the east side of Supreme Drive approximately 135 feet south of the Thorndale Avenue south frontage road and will serve passenger vehicles to/from Building 1. This access drive will continue to provide one inbound lane and one outbound lane. A stop sign should be posted for the outbound movements.
 - A proposed full-movement access drive located on the east side of Supreme Drive located 340 feet south of the Thorndale Avenue south frontage road and serve passenger vehicles only to/from Building 1. This access drive will create the fourth and east leg of the intersection of Supreme Drive with the Scott Harris access drive. The proposed access drive will provide one inbound lane and one outbound lane, with outbound movements under stop sign control.
 - Additional access to both buildings of the development will be provided via the extension of Supreme Drive into the development. Similar to the existing Supreme Drive cross section, this access drive will provide a two-lane cross section and will serve both buildings.
- The proposed access system will ensure that flexible and efficient access to the sites is provided.
- The roadway system has sufficient reserve capacity to accommodate the traffic that will be generated by the proposed development.

10/29/2025 4:42 PM - Z:\Projects\2022\3011.30-IL\600 - CAD\MASTER\SITE COMMENTS ADDRESSED.dwg



SITE DATA

TOTAL SITE AREA:	±30.92 ACRES
BUILDING 1	
LOT 1 AREA:	21.65 ACRES
FOOTPRINT:	387,000 SF.
PARKING REQUIRED:	261 AUTO STALLS
PARKING PROVIDED:	292 AUTO STALLS (INCLUDES 7 ADA STALLS) 101 TRAILER STALLS
BUILDING 2	
LOT 2 AREA:	9.27 ACRES
FOOTPRINT:	±115,150 SF.
PARKING REQUIRED:	78 AUTO STALLS
PARKING PROVIDED:	110 AUTO STALLS (INCLUDES 5 ADA STALLS) 19 TRAILER STALLS



SCALE: 1"=150'



ADVISORY REPORT

CASE #:	2025 – 26
HEARING DATE:	November 4, 2025
PROPERTY:	800 & 877 Supreme Drive, 800-820 Thorndale Avenue
PROPERTY OWNER:	Prologis LP & Prologis 2 LP
APPLICANT:	Same as above.
PIN(S):	03-11-101-019, 03-02-302-007, 03-02-302-006

REQUEST:

The Applicant is requesting approval of a Special Use Permit (Section 10-7-2) for a Planned Unit Development with code departures (Section 10-4) to construct an industrial development.

PUBLIC NOTICE:

1. A Legal Notice was published in the Daily Herald on Friday, October 17, 2025. A Certified copy of the Legal Notice is maintained in the Community Development Commission (CDC) file and is available for viewing and inspection at the Community & Economic Development Department (CED) during regular business hours.
2. CED staff posted Notice of Public Hearing sign on the property, visible from the public way on Friday, October 17, 2025.
3. On Friday, October 17, 2025 CED staff mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within two hundred and fifty (250) feet of the subject property. An Affidavit of Mailing, executed by CED personnel and the list of recipients, is maintained in the CDC file. All are available for viewing and inspection at the CED office during regular business hours.

SUMMARY & DESCRIPTION:

The Petitioner is seeking approval of a Special Use Permit and Planned Unit Development with code departures to construct a 30.32-acre industrial development at 800, 877 Supreme Drive, and 800-820 Thorndale Avenue. These properties are located in the I-2 General Industrial District. A Special Use Permit is required for Planned Unit Developments in the I-2 General Industrial District. The existing five (5) buildings on the subject properties will be demolished, and site features will be removed as necessary. The site will be subdivided into two lots, featuring a 387,000 SF industrial building in Lot 1 and a 115,150 SF building in Lot 2. Each building will be served by associated passenger vehicle parking, truck docks, and utilities.

The proposed intended use for the two facilities is categorized under the Village Zoning Code as warehousing, storage, or distribution facility. Normally, this would be a permitted use in the I-2 General Industrial District. However, the Applicant is also seeking to use the property for outdoor storage (trailer parking) as an additional principal use of the two facilities, which is normally a Special Use. Storage is proposed to be 14 feet tall to accommodate the typical height of the trucks. The applicant is also seeking many exceptions (i.e., variations) from the zoning code, so a PUD is the best approach.

The deviations from the zoning code are as follows:

1. A deviation to allow parking areas located in the front yard to contain 192 spaces for Building 1 instead of the maximum 50 spaces;
2. A deviation to permit the principal entrance of Building 2 to be located on the interior side façade rather than the front façade;
3. A deviation to allow outdoor storage in the corner side yard;
4. A deviation to allow materials stored within an outdoor storage area to be 14-feet in height instead of the maximum 8-feet in height;
5. A deviation to waive the required screening standards for outdoor storage areas;
6. A deviation to allow 402 parking spaces instead of the maximum 44 parking spaces permitted for warehousing or storage facility uses of this size;
7. A deviation to waive the bicycle parking requirements;
8. A deviation to allow trailer parking spaces with a length of 55-feet instead of the required 60-feet;
9. A deviation to allow parking aisle width of 26-feet instead of the required-24 feet;
10. A deviation to waive the required sidewalks along the full length of any building frontage containing a primary entrance that is directly abutted by a parking row, driveway, or drive aisle;
11. A deviation to allow driveway widths of roughly 40-feet and 45-feet instead of the maximum 30-feet permitted for industrial uses;
12. A deviation to allow driveway aprons of 64.5-feet and 168.2-feet instead of the maximum 36-feet driveway apron allowed in industrial uses;
13. A deviation to allow the use of non-native tree and plant species;
14. A deviation from the required 40% tree canopy coverage for parking area hardscape;
15. A deviation to allow a minimum of one shade tree, rather than two trees, per landscaped island provided for double rows of parking; and
16. A deviation to allow outdoor lighting of 3.4 foot-candles along the lot line; and
17. A deviation to allow light poles of 30-feet in height instead of the maximum 24-feet in height.

The Public Notice indicated that the public hearing would be for a Preliminary PUD, but the Staff recommends approval as a Final PUD with the conditions provided below. The Notice also indicated there would be a Site Plan Review and Plat of Subdivision application. However, that will not occur at this meeting. Per the Zoning Code, the Site Plan Review will be handled by the Zoning Administrator, and the Plat of Subdivision cannot be applied for until a PUD has been granted.

SURROUNDING LAND USES & ZONING:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	I-2	Industrial	Regional Commercial / Industrial	Village of Bensenville
North	I-2	Industrial	Regional Commercial	Village of Bensenville
South	I-2	Industrial	Industrial	Village of Bensenville
East	I-2	Industrial	Regional Commercial / Industrial	Village of Bensenville
West	I-2	Industrial	Regional Commercial / Industrial	Village of Bensenville

DEPARTMENT COMMENTS:**FINANCE:**

We have three utility accounts—800 Supreme #2, 820 Supreme Dr and 877 Supreme Dr. All accounts are paid up to date and there are no active liens on our end.

POLICE:

No comments.

ENGINEERING AND PUBLIC WORKS:

1. Stormwater Detention: Article 15-72.A.1 of the DuPage County Stormwater and Flood Plain Ordinance (DCSFPO) states that stormwater detention is required if the impervious area is being increased by at least 25,000 square feet since February 15, 1992. A comparison of the existing conditions as it existed on February 15, 1992 to the proposed conditions, appears the proposed development will result in an impervious area under the detention requirement threshold of 25,000 square feet, but will need to be verified. In accordance with DCSFPO stormwater detention is not required for this proposed development as it appears the net new impervious area is less than 25,000 square feet. An existing and proposed impervious area exhibit delineating, shading and labeling the existing/proposed impervious areas must be provided in a stormwater report to document the comparison of impervious are since February 15, 1992 to the proposed conditions.
2. Best Management Practices: Section 15-63 of the DCSFPO states that on-site postconstruction best management practices (PCBMPs) and volume control best management practices (VCBMPs) are required to treat stormwater runoff for pollutants and reduce runoff volume for all developments with 2,500 square feet or more net new impervious area since April 23, 2013. Based upon a comparison of the existing conditions it appears the proposed development will not result in a net impervious area of greater than 2,500 square feet, but will need to be verified. In accordance with DCSFPO, PCBMPs will not be required for this proposed development. This needs to be documented in the stormwater report.

Stormwater detention is not required per DCSFPO, but detention may still be need to detain stormwater so the peak follow is no greater than the existing condition.

3. Sediment & Erosion Control: The construction area (disturbed area) will exceed 1 acre, so a National Pollutant Discharge Elimination System (NPDES) permit is required for discharge of storm water. The owner will need to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) to effectively manage the discharge of pollutants from the erosion control site. In

addition, erosion control measures will need to meet all the requirements listed in Sections 15-58 through 15-60 of the DCSFPO.

4. Floodplain: The site includes regulatory floodplain at the southwest corner of the property as shown on FEMA FIRM Map number 17043C0077J dated August 1, 2019. The regulatory flood plain on site is the Zone AE floodplain of South Unnamed Creek (DPWL) with an elevation of +/-669. Because the site is within the limits of the 100-year flood plain, compensatory storage will be required at a ratio of 1.5 to 1.0 for any proposed fill.
5. Wetlands and Buffers: Per the DuPage County Wetland Map, there are Regulatory Wetlands at the southwest corner of the property and will need to be verified for the next submittal. In accordance with Section 15-92.A of the DCSFPO the Regulatory wetland buffer is 50 feet and the boundary must be clearly delineated on the plans. Coordination with the US Army Corps of Engineers (USACE) will be required to determine the permitting requirements for the wetland/WOUS.
6. Permits: The proposed improvement will require a Village of Bensenville Stormwater Permit. The Stormwater Management Certification Application Form must be completed by the Owner and the Applicant. As Special Management Areas or buffers may be affected by the proposed development, and because the Village of Bensenville is a partial-waiver community under the DCSFPO, the submittal must be forwarded to the DuPage County Stormwater for review and certification prior to issuance of a Village stormwater permit. Contact DuPage County Stormwater Management staff to arrange for a pre-application meeting.

An IEPA-Sanitary Permit will be required for the new building's sanitary service. Depending on the proposed water service, an IEPA-watermain permit may be required for any scope of work larger than a water service connection to the Village's watermain.

7. A Stormwater Management Easement over the proposed detention and BMP facilities will be required.
8. Modification to existing easement will require necessary Plats to vacate, abrogate, and or add easements.
9. A stormwater management report must be provided following the DuPage County tabular stormwater report format.
10. 100-yr conveyance route shall be designed through the site such that the conveyance depths have a foot of freeboard to the proposed buildings and such that there is no increase in flood elevations on adjacent properties. All upstream offsite tributary area shall be included in the analysis of the existing and proposed 100-yr conveyance routes through the site. Provide a tributary area exhibit to the site including any offsite areas.
11. Storm sewer shall be sized for 10-yr gravity flow. Provide storm sewer calculations in the stormwater report.
12. A sidewalk within the Supreme Drive right-of-way must be provided.
13. All existing sanitary and water services to be abandoned or removed must be disconnected and capped at the mains.

14. Two separate water services are required for the east and west buildings. The service will need to split in the Supreme Drive right-of-way. Otherwise, stub a service off the Thorndale existing 12" water main on the east side of the site.
15. Replace the existing 12" water main on Supreme Drive from Thorndale Avenue due to the site improvements.
16. Due to accessibility and reliability, a new sanitary line needs to be installed via directional bore or trench where the new main ties into the existing sewer on the east side of the site to the manhole on the east side of Industrial Drive.
17. Due to the site improvements and construction traffic, reconstruct the asphalt pavement section on Supreme Drive with concrete pavement that matches the existing concrete pavement on Supreme Drive. A cul-de-sac at the south end of Supreme Drive must be provided within the right-of-way.
18. Provide AutoTurn for site circulation and ingress/egress at all driveways in addition to the provided turning templates showing the AASHTO design vehicle that will be utilizing the site (WB-65 and etc.).

COMMUNITY & ECONOMIC DEVELOPMENT:

No comments.

FIRE SAFETY:

No comments.

BUILDING:

No comments.

Applicant Response: The Applicant is aligned with and takes no exceptions to the Village's comments.

PLANNING:

1. The 2015 Comprehensive Plan indicates "Regional Commercial" and "Industrial".
2. The current zoning is I-2 General Industrial District.
3. The applicant is seeking approval of a Site Plan Review, Plat of Subdivision, and Special Use Permit, and PUD with code departures to construct a 30.32-acre industrial development at 800, 877 Supreme Drive, and 800-820 Thorndale Avenue.
4. Per Municipal Code Section 10-3-2D, Standards For Site Plan Review, the following standards apply:
 - a. 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.
 - i. *Staff finds that the proposed site plan is consistent with the existing character and zoning of adjacent properties, which are predominantly industrial in nature. The proposed use and building design are compatible with these surrounding operations.*
 - b. The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.
 - i. *Staff finds that the proposed development will not adversely impact adjacent industrial properties.*

- c. 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.
 - i. *Staff finds that the site will be adequately served by utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting. Stormwater and environmental management practices will be coordinated with all relevant regulatory agencies.*
 - d. The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.
 - i. *Staff finds that the site plan is designed to preserve environmental resources to the extent feasible. All required environmental permits and best management practices for stormwater and site disturbance are being pursued in accordance with applicable regulations.*
 - e. 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.
 - i. *Staff finds that the site plan will improve pedestrian circulation systems on the subject properties. Such improvements are outlined in the conditions herein.*
 - f. 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.
 - i. *Staff finds that curb cuts and access drives are located to allow safe and efficient vehicle ingress and egress. Additional improvements for ingress and egress are outlined in the conditions herein.*
 - g. The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.
 - i. *Staff finds that the proposed architectural design incorporates quality materials and detailing consistent with a positive aesthetic appearance.*
 - h. 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.
 - i. *Staff finds that the proposed development is consistent with the intent of the Village's Comprehensive Plan, Zoning Ordinance, and related land use policies promoting reinvestment and continued industrial use within established business corridors.*
5. Per Municipal Code Section 10-3-2C-2, Procedure the Zoning Administrator recommends the approval of the site plan review with the conditions contained herein.
6. Per Municipal Code Section 10-6-19, Design Requirements for Industrial Districts, the following standards apply:
- a. Facade Articulation: For buildings with more than one hundred feet (100') of building width or depth, vertical architectural or structural elements must be incorporated along all street-facing facades at regular intervals to vertically divide large, flat wall planes. Examples of such elements include texture change, material change, color change, or wall articulation change, such as an offset, pilaster, column, reveal, or vertical expression line, of no less than six inches (6").
 - b. Building Facade Materials:
 - i. Allowed Materials: The following materials are allowed on any building facade: durable and natural materials, such as stone, brick, stucco, metal, concrete, burnished concrete masonry units, and non-reflective glass, unless otherwise limited by subsection B2b, "Limited Materials", of this section.
 - ii. Limited Materials: The following materials may only be utilized for trim or architectural details, and shall not exceed twenty five percent (25%) of the total

area of any building facade: utility brick, vinyl or metal siding, metal wall panels, exposed aggregate (rough finish) concrete wall panels, non-burnished concrete masonry units, exterior insulation and finishing systems, fiberglass, plastic, untreated wood, and mirrored glass. The painting of brick, limestone, or other natural stone is prohibited so such materials retain their natural colors. Security shutters, gates, grills, or other similar security features, as deemed applicable by the Zoning Administrator, shall not be fully opaque and shall not be affixed to the exterior of any building façade.

- c. Roof Design: Green roof, white roof, and blue roof designs are encouraged.
 - d. Parking Location: Parking areas may be located in the front, corner side, interior side, or rear yards. Parking areas located in the front or corner side yard must not be the dominant visual element of the site when viewed from a right-of-way. Parking areas of fifty (50) parking spaces or more shall be located in interior side and rear yards.
 - i. *The Applicant is requesting a deviation from this requirement to allow parking areas located in the front yard to contain 192 spaces for Building 1 instead of the maximum 50 spaces.*
 - e. Principal Entrance Location: Principal entrances must be located on the front or corner side facade.
 - i. *The Applicant is requested a deviation from this requirement to allow the principal entrance of Building 2 to be located on the interior side façade rather than the front façade.*
7. Per Municipal Code Section 10-6-21-1, I-2 District Requirements, the minimum lot area permitted in the I-2 General Industrial District is 20,000 sf.
 8. Per Municipal Code Section 10-6-21-1A, I-2 District Requirements, the minimum lot width permitted in the I-2 General Industrial District is 100 feet.
 9. Per Municipal Code Section 10-6-21-1B, I-2 District Requirements, the maximum principal building height permitted in the I-2 General Industrial District is 50 feet.
 10. Per Municipal Code Section 10-6-21-1, I-2 District Requirements, the maximum impervious coverage permitted in the I-2 General Industrial District is 90%.
 11. Per Municipal Code Section 10-6-21-1C, I-2 District Requirements, the minimum front setback permitted in the I-2 General Industrial District is 25 feet.
 12. Per Municipal Code Section 10-6-21-1D, I-2 District Requirements, the minimum corner side setback permitted in the I-2 General Industrial District is 15 feet.
 13. Per Municipal Code Section 10-6-21-1E, I-2 District Requirements, the minimum interior side setback permitted in the I-2 General Industrial District is 15 feet.
 14. Per Municipal Code Section 10-6-21-1F, I-2 District Requirements, the minimum rear setback permitted in the I-2 General Industrial District is 20 feet.
 15. Per Municipal Code Section 10-6-21-1, I-2 District Requirements, the proposed planned unit development complies with all bulk requirements.
 16. Per Municipal Code, there are no specific use standards for warehousing, storage, or distribution facility.
 17. Per Municipal Code Section 10-7-2-1, Use Table, outdoor storage area is permitted with a special use permit in the I-2 General Industrial District.
 18. Per Municipal Code Section 10-7-3X, Outdoor Storage Area, the following standards apply:
 - a. Location: Outdoor storage areas shall be located on an improved surface in the interior side yard or rear yard.
 - i. *The Applicant is requesting a deviation from this requirement to allow truck trailers to be stored in the corner side yard.*
 - b. Height: Materials stored in an outdoor storage area shall not exceed eight feet (8') in height within twenty feet (20') of any lot line.

- i. *The Applicant is requesting a deviation from this requirement to allow materials stored within an outdoor storage area to be 14-feet in height instead of the maximum 8-feet in height to accommodate the standard height of truck trailers.*
 - c. Uses: Outdoor storage areas are allowed as an accessory use provided such areas do not occupy more than twenty five percent (25%) of the gross lot area. Outdoor storage areas are allowed as a principal use in association with the following principal uses: garden center, motor vehicle rental, motor vehicle repair and/or service, motor vehicle sales, heavy industrial, light industrial, medium industrial, machinery and equipment sales and rental, and warehousing, storage, or distribution facility. Outdoor storage areas may be allowed as a principal use in association with other principal uses with prior written approval by the Zoning Administrator.
 - i. *The outdoor storage area is an additional principal use of the property.*
 - d. Screening: The requirements of section 10-9-7, "Screening Requirements", of this title shall apply to outdoor storage areas. No stackable materials or goods shall be piled or stacked so that they are visible above the height of the screen.
- 19. Per Municipal Code Section 10-9-7, Screening Requirements, the following standards apply:
 - a. Applicability: The requirements of this section apply to refuse areas, ground-mounted mechanical equipment, ground-mounted utilities, outdoor storage areas, and off-street loading areas to screen them from view of the street and adjacent properties.
 - i. *The Applicant is requesting a waiver of the required screening standards for outdoor storage areas.*
 - b. Location: Refuse areas shall be located in the interior side yard or rear yard. Refer to subsections 10-7-3W, "Outdoor Storage Area", and 10-7-4C13, "Mechanical Equipment", of this title for location requirements for outdoor storage and ground-mounted mechanical equipment standards.
 - c. Opaque Fence Or Wall: The refuse area or outdoor storage area shall be completely screened by an opaque masonry wall or fence on three (3) sides, and an opaque gate on the fourth side. The wall of a principal structure may serve as a screening wall.
 - i. Height: The fence or wall shall not exceed eight feet (8') in height.
 - ii. Complementary Design: Screening elements should complement the architectural style of the primary building on-site and use building materials similar to those used for the primary building.
 - iii. Gate: The enclosure of the refuse area or outdoor storage area shall be gated, and remain locked except during times of refuse deposit or collection.
 - d. Landscape Elements: Landscape shrubs or native grasses may be installed on three (3) sides of the area, with plantings located between the fencing and back of curb, and screening the full length of each side. Installed shrubs shall form a continuous hedge comprised of individual small shrubs of an appropriate species that are adaptable to being grown as a hedge, with a minimum width of twenty-four inches (24"), spaced thirty six inches (36") on center.
 - e. Off-Street Loading Area Screening Requirements: The area adjacent to any off-street loading areas, shall be treated with landscaping and buffering per the requirements of subsection 10-9-5B, "Parking Lot Perimeter Landscape", of this chapter.
- 20. Per Municipal Code Section 10 – 8 – 2 – 1, Off-Street Parking Requirements, the following standards apply:
 - a. Warehousing, storage, or distribution facility uses require 1 parking space per 500 sf of office GFA plus 1 parking space per 20,000 sf of warehouse or storage space GFA.
 - b. The first building is 2,500 SF of office plus 384,500 SF of warehouse or storage space, requiring 24 spaces. The second building is 2,500 SF of office plus 112,650 SF of warehouse or storage space, requiring 11 spaces. In total, the development requires 35 parking spaces.

21. Per Municipal Code Section 10 – 8 – 2B – 6, Maximum Number of Parking Spaces, no use shall provide parking spaces in excess of one hundred twenty five percent (125%) of the required minimum parking amount shown in subsection C, table 10-8-2-1, "Off-Street Parking Requirements", of this section, with the following exceptions:
- Maximum off-street parking requirements shall not apply to residential uses in Residential Zoning Districts.
 - Any use required to provide less than ten (10) parking spaces may provide a maximum of fifteen (15) spaces.
 - With Zoning Administrator approval, the maximum parking amount of one hundred twenty five percent (125%) may be exceeded by up to fifty (50) percentage points, for a total of one hundred seventy five percent (175%) provided that this area is constructed with pervious paving materials. For the portion of the lot exceeding the maximum parking amount of one hundred twenty five percent (125%), the applicant must utilize green infrastructure techniques, such as rain gardens and bioretention facilities, to retain the 10-year, 24-hour storm event on-site.
 - The Applicant is requesting a deviation from this requirement to allow 402 parking spaces instead of the maximum 44 parking spaces permitted for warehousing or storage facility uses of this size.*
22. Per Municipal Code Section 10 – 8 – 5 – 1, Bicycle Parking Requirements, the following standards apply:
- Minimum Number of Short-Term Bicycle Parking Spaces Required for warehousing, storage, or distribution facility: 4 for any use larger than 60,000 sf of GFA
 - Minimum Number of Long-Term Bicycle Parking Spaces Requires for warehousing, storage, or distribution facility: 1 per 15,000 sf of GFA.
 - The applicant is requesting a deviation from the bicycle parking requirements.*
23. Per Municipal Code Section 10 – 8 – 6A, Dimensions, the following standards apply:
- Semi-Truck Trailers: 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.
 - The Applicant is requesting a deviation to allow semi-truck trailer parking spaces with a length of 55-feet instead of the required 60-feet.*
24. Per Municipal Code Section 10-8-6-1, Off-Street Parking Dimensions, the following standards apply:
- Space width for two-way traffic with a 90 degree angle is 9 ft.
 - Space depth for two-way traffic with a 90 degree angle is 18 ft.
 - Aisle width for two-way traffic with a 90 degree angle is 24 ft.
 - The Applicant is requesting a deviation to allow parking aisle width of 26-feet instead of the required-24 feet.*
25. Per Municipal Code Section 10 – 8 – 6B, Materials, the following standards apply:
- All off-street parking lots, loading areas, drive- through facilities, and driveways shall be constructed using a hard surface, all-weather, dustless material.
 - Recycled Materials: Asphalt paving that is utilized for parking facilities is encouraged to contain a minimum of twenty percent (20%) recycled materials.
 - Pervious Materials: Pervious materials may be used for parking facilities subject to the prior written approval of the Zoning Administrator.
26. Per Municipal Code Section 10 – 8 – 6C, Access, the following standards apply:
- Parking Lots: Parking lots shall be designed with adequate means of vehicular access from a driveway, street, or alley in a manner that minimizes interference with traffic movement. Parking facilities must be designed to allow the driver to proceed forward into traffic from an access point, rather than backing out. Parking facilities that serve single-unit, two-unit, and townhouse dwellings are exempt from this requirement.

- b. **Parking Spaces:** Each parking space within a parking lot shall open directly into an aisle or driveway of sufficient width to provide adequate means of vehicular access to the parking space.
- 27. Per Municipal Code Section 10 – 8 – 6D, Striping, off-street parking lots shall delineate parking spaces with paint or another permanent, durable material, which shall be maintained in order to remain clearly visible.
- 28. Per Municipal Code Section 10 – 8 – 6E, Wheel Stops, Bumper Stops, And Curbing, wheel stops, bumper stops, and/or curbing shall be permanently and securely installed along the perimeter of parking lots to prevent vehicles from encroaching on sidewalks, landscape areas, fencing, walls, or buildings. The zoning administrator may approve an alternate configuration including the use of bollards to prevent vehicles from encroaching on pedestrian way or buildings.
- 29. Per Municipal Code Section 10 – 8 – 6F, Drainage, off-street parking lots shall be graded for proper drainage so that water will not flow into adjacent properties, as approved by the Village Engineer. On-site retention and filtration of stormwater shall be provided where practical.
- 30. Per Municipal Code Section 10 – 8 – 6G, Pedestrian Circulation Systems, parking facilities shall meet the applicable requirements of section 10-8-7, "Pedestrian Circulation Systems", of this chapter.
- 31. Per Municipal Code Section 10 – 8 – 6H, Landscape Requirements, parking facilities shall meet the applicable landscape requirements of chapter 9, "Landscape Standards", of this title.
- 32. Per Municipal Code Section 10 – 8 – 6I, Outdoor Lighting Requirements, parking facilities shall meet the applicable outdoor lighting requirements of section 10-9-8, "Outdoor Lighting", of this title.
- 33. Per Municipal Code Section 10 – 8 – 6J, Sign Requirements, parking facilities shall meet the applicable sign requirements of chapter 10, "Signs", of this title.
- 34. Per Municipal Code Section 10 – 8 – 6K, Snow Storage, the following requirements apply:
 - a. Snow storage areas shall be provided on or adjacent to all off-street parking facilities.
 - i. **Obstructions:** Snow shall be stored in a manner that does not restrict access, circulation, or sight lines for pedestrians or vehicles at driveways, sidewalks, or other access points. Required off-street parking spaces, driveways, access aisles, and walkways shall not be used for snow storage.
 - ii. **Storage In Landscape Areas:** Landscape areas shall not be used for snow storage unless designed for that purpose with non- compacted soils, adequate area for snow piles, and plantings selected for salt-tolerance and durability.
 - iii. **Storage In Stormwater Management Facilities:** Snow should not be stored on top of storm drain catch basins or within stormwater management facilities.
 - iv. **Off-Site Snow Storage:** If snow storage cannot be accommodated on-site, the applicant shall make arrangements for off-site snow storage with approval from the Zoning Administrator.
 - b. *The applicant has not indicated a snow storage location on plans. Staff recommends that if snow storage cannot be accommodated on-site, the applicant shall be required to make arrangements for off-site snow storage.*
- 35. Per Municipal Code Section 10 – 8 – 7, Pedestrian Circulation Systems, the following requirements apply:
 - a. **General Requirement:** Off-street parking and loading areas require pedestrian circulation systems to ensure the safety of pedestrians, bicyclists, and motorists. Refer to subsection D, figure 10-8-7-1, "On-Site Pedestrian Circulation", of this section.
 - b. **Connections On-Site:** The on-site pedestrian circulation system must connect all buildings on the site to one another and provide connections to parking facilities, bicycle parking facilities, and other outdoor areas.

- c. Connection To Public Rights-Of-Way: The on-site pedestrian circulation system must connect building entrances to adjacent public rights-of-way along direct routes that do not involve significant out-of-direction travel.
 - d. Connection To Adjacent Areas: The on-site pedestrian circulation system must provide at least one connection to adjacent properties along a shared street frontage. Connections must provide access to existing walkways on adjacent properties, or to the likely future location of walkways on those properties. The Zoning Administrator may waive this requirement upon determining that no walkway exists, a future walkway is unlikely to exist, or such connection would create a safety hazard.
 - i. *Due to active truck circulation and loading operations in this area, a connection would present a potential safety hazard. The Zoning Administrator will likely waive this requirement in the site plan review.*
 - e. Design Standards For On-Site Pedestrian Circulation Systems: Required on-site pedestrian circulation systems must be designed in accordance with the following requirements:
 - i. The pedestrian circulation system must be paved with a minimum width of five feet (5').
 - ii. Where the pedestrian circulation system crosses driveways, drive aisles, or loading areas, it must be clearly marked by a change in grade, a change in materials, special pavers, stamped asphalt or concrete. Painted striping does not meet this requirement.
 - iii. Where the pedestrian circulation system is parallel and adjacent to a driveway or drive aisle, it must be raised at least six inches (6") above the surface of the auto travel lane surface and separated from the auto travel lane by a raised curb. The pedestrian circulation system may also include intervening landscaping, decorative bollards, or other architectural features. If bollards are present, the Zoning Administrator may permit the pedestrian circulation system to be level with the surface of the travel lane.
 - iv. A sidewalk, with a minimum width of seven feet (7'), 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. Refer to figure 10-8-7-2, "Frontage Sidewalk", of this subsection.
 - 1. *The Applicant is requesting a deviation from the required sidewalks along the full length of any building frontage containing a primary entrance that is directly abutted by a parking row, driveway, or drive aisle.*
 - 2. *Staff recommends conditioning approval of the PUD on installation of a sidewalk along the portion of Supreme Drive that is not being vacated.*
 - v. Pedestrian circulation systems should be integrated with required parking lot landscaping in accordance with section 10-9-5, "Parking Lot Landscaping", of this title, where appropriate.
36. Per Municipal Code Section 10-8-8, Driveways, the following standards apply:
- a. Location: Driveways are permitted to encroach into the required front yard, corner side yard, interior side yard and/or rear yard, but shall be at least one foot (1') from the interior side lot line, except when the driveway provides shared access for two (2) adjacent properties. Driveways shall be essentially perpendicular to the right-of-way being accessed.
 - b. Quantity: One driveway per street frontage is allowed, provided that the minimum frontage requirements established in chapter 6, "Zoning District Regulations", of this title are met. Driveways shall be located at least sixty feet (60') from a signalized intersection, and thirty feet (30') from all other intersections, measured from edge of pavement. Lots

with a street frontage of at least one hundred fifty (150) linear feet of frontage may incorporate one additional driveway along that frontage. On properties for which more than one driveway is permitted, the distance between the driveways shall be a minimum of fifty feet (50').

- c. Driveway Width: Driveways shall be constructed in compliance with table 10-8-8-1, "Maximum Driveway Width", of this subsection. Driveway width shall be measured at the lot line.
37. Per Municipal Code Section 10 – 8 – 8 – 1, Maximum Driveway Width, the maximum two-way driveway width is 30 feet for industrial uses.
 - a. *The Applicant is requesting a deviation from this requirement to allow driveway widths of roughly 40-feet and 45-feet instead of the maximum 30-feet permitted for industrial uses.*
38. Per Municipal Code Section 10 – 8 – 8D, Visibility, no building, structure, sign, or landscape element shall obstruct the area between 2.5 feet and eight feet (8') in height within the sight triangle area on each side of any driveway. Beginning at the intersection of the driveway with the lot line, the sight triangle shall be formed by measuring ten feet (10') along the lot line in the opposite direction of the driveway and ten feet (10') along the driveway in the opposite direction of the lot line, then connecting the endpoints of the lines across the subject property (refer to figure 10-8-8-1, "Visibility At Driveways", of this subsection).
39. Per Municipal Code Section 10 – 8 – 8F – 2, Driveway Aprons, driveway aprons shall not exceed the width of a driveway by more than three feet (3') on each side of the driveway. Driveway aprons shall be constructed of material as approved by the Village Engineer.
 - a. *The Applicant is requesting a deviation to allow driveway aprons of 64.5-feet and 168.2-feet instead of the maximum 36-feet allowed in industrial uses.*
40. Per Municipal Code Section 10 – 8 – 11B – 2, Maximum Number of Loading Spaces, the following standards apply:
 - a. The maximum number of loading spaces required for any property shall be four (4) spaces. Warehousing, storage, or distribution facility uses shall be exempt from this standard.
41. Per Municipal Code Section 10 – 8 – 11 – 1, Loading Requirements, the following standards apply:
 - a. In industrial uses, 1 loading space is required for 5,000 to 40,000 sf plus 1 space per each additional 60,000 sf.
 - i. The first building requires 7 loading spaces. The second building requires 2 spaces. In total, the development requires 9 loading spaces.
42. Per Municipal Code Section 10 – 8 – 11C, Dimensions, loading spaces shall have a minimum width of twelve feet (12'), minimum length of sixty feet (60'), and minimum vertical clearance of fourteen feet (14').
43. Per Municipal Code Section 10 – 8 – 11D, Location, the following standards apply:
 - a. Side Or Rear Yard: Loading facilities shall be located on the side and/or rear yard of the lot. A designated loading area may be located within a drive aisle with prior written approval from the Zoning Administrator.
 - b. Intersections: Loading spaces shall be located at least sixty feet (60') from a signalized intersection, and thirty feet (30') from all other intersections, measured from edge of pavement.
44. Per Municipal Code Section 10 – 8 – 11E, Access, each required off-street loading space shall have appropriate means of vehicular access from a driveway, street, or alley in a manner that minimizes interference with traffic movement. No loading space shall project into or block a street, sidewalk, alley, access drive, or parking area. Loading facilities must be designed to allow the driver to proceed forward into traffic from an access point, rather than backing out. (Ord. 67-2018, 12-18-2018).

45. Per Municipal Code Section 10-9-2B, Replacement Standards, the following standards apply:
- a. Replacement Rate: The size of a mature tree is measured using its diameter at breast height (refer to figure 10-9-2-1, "Tree Measurement", of this subsection). The tree to be removed shall be replaced within one year of the date of approval, or the applicant shall immediately pay the Village an amount equal to the full value of the tree to be removed.
 - b. Any tree designated for removal on an approved tree preservation and removal plan shall be replaced at the rate specified in table 10-9-2-1, "Tree Replacement Rates", of this subsection.
46. Per Municipal Code Section 10 – 9 – 3, Design, Installation, and Maintenance, the following standards apply:
- a. Design and Installation:
 - i. National Standards: All landscape elements shall be installed in accordance with the practices and procedures established by AmericanHort. Landscape elements shall be healthy and hardy upon installation, and shall be planted with appropriate space and soils to ensure sustained growth.
 - ii. Soil Requirements: Soil type, volume, width, and depth requirements shall be used as required by this chapter to ensure tree survival and growth. A minimum soil depth of thirty six inches (36") and minimum planting bed width of six feet (6') is required for all tree planting areas. Refer to figures 10-9-3-1, "Minimum Soil Depth", and 10-9-3-2, "Planting Bed Width", of this subsection. In order to accommodate subsurface root expansion, a minimum volume of one thousand (1,000) cubic feet of structural soil is required per large shade tree or evergreen tree, and a minimum volume of seven hundred fifty (750) cubic feet of structural soil is required per medium shade tree. Whenever possible, tree plantings should be located to connect subsurface root spaces.
 - iii. Plant Size Requirements: Landscape elements shall be installed in accordance with table 10-9-3-1, "Required Landscape Size At Installation", of this subsection, unless otherwise noted in this title.
 - iv. Species Diversity: Tree and plant species that are native or naturalized to northeastern Illinois, as well as drought- and salt-tolerant plant materials, shall be used as required by this chapter, except for single-unit and two-unit dwellings. Refer to the most recent Morton Arboretum *Northern Illinois Tree Species List* for preferred plant species and table 10-9-3-2, "Species Diversity Requirements", of this subsection, for specifications.
 1. *The Applicant is requesting a deviation from this requirement to allow the use of non-native tree and plant species.*
 2. *Staff recommends rejection of this exception.*
 - v. Runoff Infiltration: All required parking lot perimeter landscape, buffer yards, and landscape islands shall be designed to accept and facilitate stormwater runoff infiltration through curb design, adequate soil depth, appropriate plant selection, and site grading to convey stormwater to the landscaped areas. Where practical, all landscaped areas shall create bioretention and infiltration areas to assist in water quality protection and facilitate groundwater recharge.
 - vi. Irrigation: Permanent irrigation systems are not required but may be installed as recommended by a landscape architect or the Zoning Administrator. All irrigation systems that are installed shall be designed to minimize the use of water, and require certification that the system is water efficient (e.g., EPA WaterSense certified). Irrigation systems are not allowed in the right-of-way.
 - b. Planting Location And Visibility: All landscape elements shall be located in compliance with the visibility standards of subsections 10-6-6C, "Visibility Obstruction", and 10-8-8D, "Visibility", of this title.

- c. Maintenance: All landscape elements shall be maintained in good condition at all times to ensure healthy vegetation and an orderly appearance.
 - i. Maintenance Responsibility: Landscape elements, such as vegetation and trees, irrigation systems, fences, and walls, shall be maintained. The property owner shall be responsible for the maintenance, repair, and replacement of landscape elements to keep them in good condition for the lifespan of the development and/or parking lot.
 - ii. Surety: A letter of credit, escrow, performance bond, or other surety as approved by the Zoning Administrator, equal to one hundred twenty five percent (125%) of the value of the landscaping shall remain in place for two (2) years after installation to ensure proper maintenance in accordance with this chapter.
 - iii. Establishment Of Landscape Elements: All installed landscape elements shall be watered, fertilized, and replaced as needed until fully established.
 - iv. Ongoing Maintenance: All landscape elements shall be maintained in good condition in perpetuity and shall have a healthy, neat, and orderly appearance. Any landscape element that is removed due to disease, damage, death, or any other reason shall be replaced within thirty (30) days after the beginning of the growing season, in accordance with the requirements of this chapter and the approved landscape plan. (Ord. 67-2018, 12-18-2018)
- 47. Per Municipal Code Section 10 – 9 – 3 – 2, Species Diversity Requirements, the following standards apply:
 - a. Lots over 5 acres: minimum percent drought and salt tolerant species is 75%; total plant material, excluding turf, shall not be comprised of more than 5% of any single species, 10% of any genus, nor 20% of any family.
- 48. Per Municipal Code Section 10 – 9 – 4B – 1, Street Tree Frequency, the following standards apply:
 - a. Street trees shall be installed at a minimum rate of one large shade tree per forty (40) linear feet. Trees shall be spaced on center, or at a rate that matches the existing tree spacing pattern on adjacent parkways, whichever results in a greater density of tree plantings. Spacing may be adjusted to ensure adequate room for streetlights and utilities, with prior written Zoning Administrator approval.
- 49. Per Municipal Code Section 10 – 9 – 5A, Tree Canopy Coverage, the following standards apply:
 - a. Tree canopy coverage requirements shall be met through tree plantings located within perimeter yards (subsection B, "Parking Lot Perimeter Landscape", of this section) and interior landscape islands (subsection C, "Parking Lot Interior Landscape Islands", of this section) such that shade canopy is provided for a minimum of forty percent (40%) of the parking area hardscape, including all parking spaces, travel lanes, and other impervious areas not exempted by this section. Refer to figure 10-9-5-1, "Tree Canopy Coverage", of this subsection.
 - b. *The applicant is requesting a deviation from this requirement. Due to the size of the parking hardscape, they appear unable to cover 40% of that with tree canopy coverage. Staff recommends requiring 10% of tree canopy coverage.*
- 50. Per Municipal Code Section 10 – 9 – 5A-2, Loading Area Exemption, designated loading areas shall be exempt from the amount of parking area hardscape for the purpose of this requirement.
- 51. Per Municipal Code Section 10 – 9 – 5B – 1b, Minimum Parking Lot Perimeter Landscaping, a parking lot perimeter landscape with a minimum depth of eight feet (8') is required along the length of the parking lot that abuts the front or corner side lot line, excluding any driveways.
- 52. Per Municipal Code Section 10 – 9 – 5B – 1c, Parking Lot Landscaping Landscape Requirements, the following standards apply:
 - a. The parking lot perimeter landscape shall meet all of the standards of section 10-9-3, "Design, Installation, And Maintenance", of this chapter and include the following:

- i. A continuous hedge comprised of individual small shrubs of an appropriate species that are adaptable to being grown as a hedge, with a minimum width of twenty four inches (24"), spaced thirty six inches (36") on center, and a maximum height at maturity of thirty inches (30") to forty two inches (42").
 - ii. One large shade tree per thirty (30) linear feet of perimeter area, or one medium shade tree per twenty five (25) linear feet of perimeter area, or any combination thereof. Trees may be spaced evenly or grouped.
 - iii. Any portion of the parking lot perimeter landscape not covered by hedges and trees shall be planted with turf, clump or no-mow grasses, other perennial groundcover, or mulch.
- 53. Per Municipal Code Section 10 – 9 – 5C – 1, Landscape Island Spacing, the following standards apply:
 - a. One landscape island shall be provided for every ten (10) contiguous parking spaces. All rows of parking shall be terminated by a landscape island or landscape area.
- 54. Per Municipal Code Section 10 – 9 – 5C-2, Landscape Island Size, the following standards applies:
 - a. For a single parking row, the landscape island shall have a minimum length equal to the length of the adjacent parking space and a minimum area of one hundred (100) square feet. When double rows of parking are provided, the required landscape islands shall have a minimum length equal to the total length of the adjacent parking spaces and a minimum area of two hundred (200) square feet.
- 55. Per Municipal Code Section 10 – 9 – 5C – 4, 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.
- 56. Per Municipal Code Section 10 – 9 – 8A, Outdoor Lighting Applicability, the following standards apply:
 - a. Applicability: Outdoor lighting standards prevent light trespass, promote energy efficiency, and minimize light pollution. The requirements of this section apply to all new or replacement outdoor lighting, with the exception of unshielded lighting for holiday decorations or permitted temporary uses as established in section [10-7-5](#), "Temporary Structures And Uses", of this title. The Zoning Administrator may impose reasonable restrictions on the use of such lighting for temporary uses as necessary to protect the health, safety, and welfare of the public.
- 57. Per Municipal Code Section 10 – 9 – 8B, Outdoor Lighting General Requirements, the following standards apply:
 - a. Photometric Plan: A photometric plan prepared by a professional shall be approved by the Zoning Administrator prior to installation of outdoor light fixtures for non-residential uses.
 - b. Prohibited Lighting: Any outdoor lighting that may be confused with a traffic control device shall be prohibited except as authorized by Federal, State, County, or local government. Flashing lights, strobe lights, and laser lights are prohibited.
 - c. Design That Prevents Glare: All lighting shall be designed to prevent glare and interference with residential property, and motor vehicle, bicycle, and pedestrian traffic.
 - d. Fixtures: All new and replacement outdoor lighting shall employ full cut-off or fully shielded fixtures.
 - e. Facade Illumination: Building facade illumination shall be limited to fully shielded fixtures directed towards the facade. All light from such fixtures shall be concentrated on the exterior wall surface of the building being illuminated.
 - f. Automatic Lighting Controls: All outdoor lighting on non- residential properties shall be controlled by a photo sensor, occupancy sensor, or timer to automatically reduce outdoor

- lighting when sufficient daylight is available, and to automatically extinguish lights no more than one hour following the close of business, excluding security lighting.
- g. **Energy-Efficient Technology:** The use of light emitting diodes (LED) or similar technology is encouraged.
58. Per Municipal Code Section 10 – 9 – 8C – 1a, Illumination, the following standards apply:
- a. **Non-Residential Uses:** Outdoor lighting shall not exceed one foot-candle at any point on a lot line for a lot containing a non-residential use, unless otherwise specified in this title.
 - i. *The Applicant is requesting a deviation from this standard to allow outdoor lighting of 3.4 foot-candles along the lot line, exceeding the maximum of one foot-candle along the lot line.*
59. Per Municipal Code Section 10 – 9 – 8C – 2a, Outdoor Lighting Height, the following standards apply:
- a. **Non-Residential Uses:** Light poles and building-mounted fixtures shall not exceed twenty four feet (24') in height for non-residential uses. Light poles for educational facilities or outdoor recreational facilities shall not exceed sixty feet (60') in height. Outdoor lighting for all outdoor recreation areas is subject to review of building permit and photometric plan.
 - i. *The Applicant is requesting a deviation from this standard to allow light poles of 30-feet in height instead of the maximum 24-feet in height.*
60. Per Municipal Code Section 10 – 10 – 5A – 7, parking lot signs shall not exceed six (6) square feet in area per sign.

SUPPORTS THE FOLLOWING VILLAGE GOALS:

☐	Financially sound Village	☐	Enrich the lives of residents
☒	Quality customer-oriented services	☒	Major business/corporate center
☐	Safe and beautiful Village	☐	Vibrant major corridors

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.
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.
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.
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.
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.

Village staff is of the opinion that the approval standards below have been met.

Approval Standards for Special Use Permit, Planned Unit Developments	Meets Standard	
	<i>Yes</i>	<i>No</i>
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.
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.
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.
4. **Site Design:** The proposed planned unit 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.
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.

Village staff is of the opinion that the approval standards below have been met.

Approval Standards for Planned Unit Developments	Meets Standard	
	<i>Yes</i>	<i>No</i>
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 Findings of Fact and therefore Approval of Special Use Permit for a Preliminary and Final Planned Unit Development with all requested exceptions, except the native plant deviation, and the following conditions:

- a. The Special Use Permit for the Preliminary Planned Unit Development be granted solely to Prologis LP & Prologis 2 LP 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, unless otherwise provided in the Zoning Code.
- b. No Plat of Subdivision shall be approved by the Village unless all conditions contained herein have been met.
- c. Outdoor storage is limited to semi-truck trailers.
- d. Outdoor storage must be maintained in an orderly manner.
- e. Add a sidewalk within the Supreme Drive right-of-way that remains.
- f. A cul-de-sac at the south end of Supreme Drive is required within the right-of-way.
- g. A Stormwater Management Easement over the proposed detention and BMP facilities is required.
- h. Modification to existing easement will require necessary plats to vacate, abrogate, and or add easements.
- i. All existing sanitary and water services to be abandoned or removed must be disconnected and capped at the mains.
- j. Storm sewer shall be sized for 10-yr gravity flow. Provide storm sewer calculations in the stormwater report.
- k. Two separate water services are required for the east and west buildings. The service will need to split in the Supreme Drive right-of-way. Otherwise, stub a service off the Thorndale existing 12" water main on the east side of the site.
- l. Replace the existing 12" water main on Supreme Drive from Thorndale Avenue.
- m. A new sanitary line shall be installed via directional bore or trench where the new main ties into the existing sewer on the east site of the site to the manhole on the east site of Industrial Drive.
- n. Reconstruction of the asphalt pavement section on Supreme Drive with concrete pavement that matches the existing concrete pavement on Supreme Drive is required.
- o. The addition of detention shall be required if the Village determines detention is necessary to detain stormwater so the peak follow is no greater than the existing condition.
- p. Due to site location within the limits of the 100-year flood plain, compensatory storage is required at a ratio of 1.5 to 1.0 for any proposed fill.
- q. 100-yr conveyance route shall be designed through the site. All upstream offsite tributary area shall be included in the analysis of the existing and proposed 100-yr conveyance routes through the site.
- r. A Final Site Plan showing all required changes contained herein shall be provided and approved by the Village prior to receiving a building permit.
- s. The following additional materials shall be provided and approved by the Village or appropriate entity prior to receiving a building permit:
 - i. If snow storage is not included on-site, an off-site snow storage plan must be approved by Zoning Administrator prior to permit approval.
 - ii. Additional trees shall be added to the site on the final landscape plan, such that there is [10]% tree canopy coverage for parking area hardscape. Landscape islands should have additional trees.

- iii. The Final Landscape Plan must comply with the species diversity requirements outlined in the Municipal Code Section 10-9-3A-4.
- iv. The Final Landscape Plan must indicate that no parking lot perimeter landscaping shall encroach upon the sight vision triangle.
- v. Final Landscape Plan shall be submitted to and approved by the Zoning Administrator prior to final permit approval.
- vi. A stormwater management report must be provided following the DuPage County tabular stormwater report format.
- vii. An existing and proposed impervious area exhibit delineating, shading and labeling the existing/proposed impervious areas must be provided in a stormwater report to document the comparison of impervious area since February 15, 1992 to the proposed conditions and to verify the proposed development will not result in a net impervious area of greater than 2,500 square feet.
- viii. Erosion control measures will need to meet all the requirements listed in Sections 15-58 through 15-60 of the DCSFPO.
- ix. Per the DuPage County Wetland Map, there are Regulatory Wetlands at the southwest corner of the property and will need to be verified in the permit submittal.
- x. In accordance with Section 15-92.A of the DCSFPO the Regulatory wetland buffer is 50 feet and the boundary must be clearly delineated on the plans.
- xi. Coordination with the US Army Corps of Engineers (USACE) to determine the permitting requirements for the wetland/WOUS.
- xii. A tributary area exhibit to the site including any offsite areas is required.
- xiii. Provide AutoTurn for site circulation and ingress/egress at all driveways in addition to the provided turning templates showing the AASHTO design vehicle that will be utilizing the site (WB-65 and etc.).
- t. The following permits shall be obtained:
 - i. A National Pollutant Discharge Elimination System (NPDES) permit.
 - ii. A Storm Water Pollution Prevention Plan (SWPPP).
 - iii. A Village of Bensenville Stormwater Permit, including a Stormwater Management Certification, which must be forwarded to DuPage County Stormwater for review and certification prior to issuance of a Village stormwater permit.
 - iv. An IEPA-Sanitary Permit.
 - v. Depending on the proposed water service, an IEPA-watermain permit may be required for any scope of work larger than a water service connection to the Village's watermain.

Respectfully Submitted,
 Department of Community & Economic Development