

**COMMUNITY DEVELOPMENT COMMISSION**  
**Village of Bensenville**  
**VILLAGE HALL**  
**March 6, 2017 6:30 PM**

- I. Call Meeting to Order
- II. Roll Call and Quorum
- III. Pledge of Allegiance
- IV. Approval of Minutes

February 20, 2017 Community Development Commission Minutes

V. Action Items:

- 1. Consideration of a Zoning Map Amendment, a Conditional Use permit, and Variances for the applicant Pilot Travel Centers, located at 1050 IL Route 83, Bensenville, IL.
- 2. Consideration of a Conditional Use permit and Variances for the applicant Prologis, located at 600 Eagle Drive, Bensenville, IL.

VI. Report from Community and Economic Development

VII. 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:**March 6, 2017**DESCRIPTION:**February 20, 2017 Community Development Commission Minutes**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:****REQUEST:****SUMMARY:****RECOMMENDATION:**

## ATTACHMENTS:

Description

Upload Date

Type

**DRAFT\_170220\_CDC\_Minutes****2/21/2017****Cover Memo**

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

**MINUTES OF THE COMMUNITY DEVELOPMENT COMMISSION**

February 20, 2017

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

**ROLL CALL :** Upon roll call the following Commissioners were present:  
Moruzzi, Rowe, Pisano, Lomax  
Absent: Marcotte, Tellez, Rodriguez  
A quorum was present.

**STAFF PRESENT:** S. Viger, C. Williamsen

**JOURNAL OF PROCEEDINGS:**

The minutes of the Community Development Commission Meeting of January 16, 2017 were presented.

**Motion:** Commissioner Pisano made a motion to approve the minutes as presented. Commissioner Lomax seconded the motion.

All were in favor. Motion carried.

**Public Hearing:** CDC Case Number 2017-01  
**Petitioner:** Pilot/Gullo International  
**Location:** 1050 Illinois Route 83  
**Request:** Zoning Map Amendment: O-2 Office Center to I-2 Light Industrial; Conditional Use Permit: Service Station; Variances: TBD

**Motion:** Commissioner Rowe made a motion to continue CDC Case No. 2017-01 until March 6, 2017. Commissioner Pisano seconded the motion.

**ROLL CALL :** Ayes: Moruzzi, Rowe, Pisano, Lomax

Nays: None

All were in favor. Motion carried.

### **Report from Community Development**

Mr. Viger reviewed both recent CDC cases along with upcoming cases.

Mr. Viger presented the proposed 2017 Zoning Map to the Commission.

### **ADJOURNMENT:**

There being no further business before the Community Development Commission, Commissioner Rowe made a motion to adjourn the meeting. Commissioner Lomax seconded the motion.

All were in favor. Motion carried.

The meeting was adjourned at 7:08 p.m.

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Mike Moruzzi, Chairman  
Community Development Commission

**TYPE:**

Public Hearing

**SUBMITTED BY:**

K. Pozsgay

**DEPARTMENT:**

CED

**DATE:**

03-03-17

**DESCRIPTION:**

Consideration of a Zoning Map Amendment, a Conditional Use permit, and Variances for the applicant Pilot Travel Centers, located at 1050 IL Route 83, Bensenville, IL.

**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:**

*Financially Sound Village  
Quality Customer Oriented Services  
Safe and Beautiful Village*

*Enrich the lives of Residents  
Major Business/Corporate Center  
X Vibrant Major Corridors*

**REQUEST:**

Rezoning from O – 2 Office Center to I – 2 Light Industrial

Conditional Use Permit to allow a Service Station

Variances from:

10 – 11 – 8 – 2E – 1, Enlarge Curb Cut Width from 35' to 40';

10 – 12 – 2E, Decrease the Foundation Landscape Strip from 6' to 0';

10 – 18 – 12A – 3B – 2, Increase Number of Wall Signs from 2 to 4;

10 – 18 – 12A – 3B – 3, Increase Number of Awning/Canopy Signs from 1 to 10;

10 – 18 – 12A – 3C – 2, Increase Maximum Wall, Awning/Canopy, Under Canopy and Permanent Window Sign Area from 260' to 456.58';

10 – 18 – 12A – 3B – 1, Increase Number of Monument Signs Permitted from 1 to 2 and Number of Business Names on Monument Sign from 1 to 2;

10 – 18 – 12A – 3C – 1, Increase Maximum Monument Sign Area from 32 sq. ft. to 47.52 sq. ft.;

10 – 18 – 12A – 3D – 1, Increase Maximum Monument Sign Height from 8' to 12';

10 – 18 – 7D – 2C, Sign Base for Monument Sign less than 75%;

10 – 18 – 7F – 1, Landscaping at Base of Monument Sign;

**SUMMARY:**

The 4.13-acre property in question is located at the southwest corner of Mark Street and N. IL Route 83. It is currently zoned O -2 Office Center District and is improved with a two story approximately 61,000 office building and a large parking lot. The site is along the Elgin – O'Hare Western Access Tollway corridor and is within Tax Increment Financing District #6.

The petition seeks to rezone the property in question to I-2 Light Industrial District and to demolish the office building upon approval of a Conditional Use Permit to allow the construction of a 6,022 square foot convenience store with restaurant and fuel center. Multiple variations are required to for the plan as submitted. Staff assumes the convenience store and fueling operation will be a 24-hour a day operation.

**RECOMMENDATION:**

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Rezoning, Conditional Use Permit and Variances for Pilot Travel Centers, LLC with the following conditions:

1. The Conditional Use Permit be granted solely to the Pilot Travel Centers and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing

- before the CDC for a new Conditional Use Permit;
2. The construction be in substantial compliance of the plans dated 01.27.17 by Kimley Horn.
3. Pilot will work on a parking enforcement agreement with the Bensenville Police.
4. Overnight truck parking be prohibited.
5. Silt fencing should be installed as directed by public works.
6. No Video Gaming.
7. No Liquor Sales.
8. No showers, laundry facilities, or sleeping quarters.
9. No outdoor display or storage of products for sale.
10. The applicant should reimburse the Village for the cost of the multi-use path along the IL-83 frontage of this site.
11. Revise Architecture
  - a. Masonry Canopy Columns
  - b. Work with staff on building materials
  - c. Masonry monument sign and base
12. Remove "We Make Pizza" sign.
13. The final landscape plan shall be subject to staff review upon final permitting.

**ATTACHMENTS:**

Description	Upload Date	Type
<b>CDC Case #2017-01 Staff Report</b>	<b>3/3/2017</b>	<b>Executive Summary</b>
<b>CDC Case #2017-01 Development Narrative</b>	<b>3/3/2017</b>	<b>Backup Material</b>
<b>CDC Case #2017-01 plans</b>	<b>3/3/2017</b>	<b>Backup Material</b>
<b>Aerial Photo and Zoning Map</b>	<b>3/3/2017</b>	<b>Backup Material</b>

**STAFF REPORT**

**HEARING DATE:** February 20, 2017  
**CASE #:** 2017 – 01  
**PROPERTY:** 1050 N IL Rte. 83  
**PROPERTY OWNER:** 1050 Busse and Mark, LLC  
**APPLICANT:** Pilot Travel Centers, LLC  
**SITE SIZE:** 180,034 SF / 4.13 Acres  
**BUILDING SIZE:** 61,054 Existing; 5,412 SF Proposed  
**PIN NUMBER:** 03-03-208-015-0000  
**ZONING:** O – 2 Office Center District  
**REQUEST:** **Rezoning** from O – 2 Office Center to I – 2 Light Industrial  
**Conditional Use Permit** to allow a Service Station  
**Variances** from:  
10 – 11 – 8 – 2E – 1, Enlarge Curb Cut Width from 35’ to 40’;  
10 – 12 – 2E, Decrease the Foundation Landscape Strip from 6’ to 0’;  
10 – 18 – 12A – 3B – 2, Increase Number of Wall Signs from 2 to 4;  
10 – 18 – 12A – 3B – 3, Increase Number of Awning/Canopy Signs from 1 to 10;  
10 – 18 – 12A – 3C – 2, Increase Maximum Wall, Awning/Canopy, Under Canopy and Permanent Window Sign Area from 260’ to 456.58’;  
10 – 18 – 12A – 3B – 1, Increase Number of Monument Signs Permitted from 1 to 2 and Number of Business Names on Monument Sign from 1 to 2;  
10 – 18 – 12A – 3C – 1, Increase Maximum Monument Sign Area from 32 sq. ft. to 47.52 sq. ft.;  
10 – 18 – 12A – 3D – 1, Increase Maximum Monument Sign Height from 8’ to 12’;  
10 – 18 – 7D – 2C, Sign Base for Monument Sign less than 75%;  
10 – 18 – 7F – 1, Landscaping at Base of Monument Sign;

**PUBLIC NOTICE:**

1. A Legal Notice was published in the Bensenville Independent on Thursday February 2, 2017. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
2. Village personnel posted two Notice of Public Hearing signs on the property, visible from the public way on Tuesday January 31, 2017.
3. On Friday February 3, 2017 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250’ of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

**SUMMARY:**

The 4.13-acre property in question is located at the southwest corner of Mark Street and N. IL Route 83. It is currently zoned O -2 Office Center District and is improved with a two story approximately 61,000 office building and a large parking lot. The site is along the Elgin – O’Hare Western Access Tollway corridor and is within Tax Increment Financing District #6.

The petition seeks to rezone the property in question to I-2 Light Industrial District and to demolish the office building upon approval of a Conditional Use Permit to allow the construction of a 6,022 square foot convenience store with restaurant and fuel center. Multiple variations are required to for the plan as submitted. Staff assumes the convenience store and fueling operation will be a 24-hour a day operation.

**SURROUNDING LAND USES:**

	<b>Zoning</b>	<b>Land Use</b>	<b>Comprehensive Plan</b>	<b>Jurisdiction</b>
<b>Site</b>	O – 2	Office	Regional Commercial	Village of Bensenville
<b>North</b>	I -2	Commercial	Regional Commercial	Village of Bensenville
<b>South</b>	O -2	Office	Regional Commercial	Village of Bensenville
<b>East</b>	I – 2	Industrial	Flex-Industrial	Elk Grove Village
<b>West</b>	I -2	Office/Industrial	Regional Commercial	Village of Bensenville

**DEPARTMENT COMMENTS:**

*SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:*

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

Finance:

All Current

Police:

In order to reduce the concerns with the establishment becoming a truck stop, an agreement should be reached with Pilot like is done with the Thornton’s so that parking enforcement, especially 2-hour parking and no parking zones, can be enforced. For enforcement purposes, I would recommend a clause about them installing, maintaining and allowing officers to view cameras facing the parking areas so that an officer could check the video and issue a parking to any violators with one trip instead of chalking tires and having to come back in two hours.

Engineering and Public Works:

Public Works:

Silt fence should be erected on west side of site as well. If excavation for grading the truck parking area needs to take place, silt fence should be replaced until paving operations later on. Silt fence should be erected against the Tower Dr. curb line.

Engineering:

Upon review of the preliminary engineering site plans (geometric, demolition, and utility), the Engineering Division offers the following comments at this time.

- 1) A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF.
- 2) An Illinois Department of Transportation (IDOT) permit will be required due to work proposed within IL-83 right-of-way.
- 3) National Pollution Discharge Elimination System (NPDES) permit will be required due to more than one acre of disturbance.
- 4) Coordination with Elk Grove Village may be required as the site is located near the Village border.
- 5) Stormwater detention may be required since the development is exceeding 25,000 square feet of impervious area. If required, the detention will need to be provided for the entire site. Final detention calculations shall be prepared as required by the DuPage County Stormwater and Floodplain Ordinance (DCSFO) and submitted to the Village for approval. It is the responsibility of the applicant to prove whether detention is required or not per the DCSFO.
- 6) Please refer to Article VIII of the DCSFO regarding the PCBMPs for fueling and maintenance facilities. A fee-in-lieu may be required for the PCBMP, which shall be paid to the Village of Bensenville for the required PCBMP at the rate of \$500 per 1,000 square feet of new impervious surface.
- 7) There does not appear to be a presence of regulatory floodplain, wetland or riparian areas near proposed development; however, it is the responsibility of the applicant to identify any special management areas onsite and properly mitigate per the DCSFO.
- 8) During demolition of the existing structures onsite, all existing utilities shall be abandoned at the point of connection with the mainline. The existing building foundation must be removed per Village Code.
- 9) As part of the ongoing EOWA project, the Village is investing into a multi-use path along IL-83 directly in front of the proposed development. The applicant will be responsible for repairs to the any damaged portions of the path during the development. The applicant should reimburse the Village for the cost of the multi-use path along the IL-83 frontage of this site.
- 10) There is an existing 15-foot wide utility easement along Mark St frontage as well as 25-foot wide water/sewer easement IL-83 frontage of the site. Existing sanitary sewer main is located within this easement. Proposed improvements such as driveway apron, signs and C&G are encroaching the easement or are within close proximity. This can be problematic to future maintenance of the existing utility.
- 11) The Village has invested significant amount of monies into re-constructing Mark St and Tower Lane in the recent years. Any roadway openings within these streets will require full PCC panel replacements.
- 12) Please explain the reasoning for extra fifteen parking spaces. This seems to be unnecessary. This space can be converted to landscape.
- 13) Trucks turning eastbound onto Mark St from the site are encroaching onto opposite traffic lanes. It can potentially create a backup onto Mark St during peak hours that can cause issues along IL-83.
- 14) The applicant should also depict the site distance triangle for the intersection of Mark St/Tower Lane. Proposed sign appears to be within site distance triangle.

- 15) All commercial driveway apron shall be constructed in concrete per the Village standard. The cross slope within the ROW cannot exceed 2% percent slope.

There are some engineering issues with the proposed plans that can be resolved during final engineering process. If I can be of further assistance, please contact me.

#### Community & Economic Development:

##### Economic Development:

1. The property in question is within Tax Increment Finance District 6.
2. Currently the property in question has a "Frozen TIF value" of \$1,604,340.
3. The demolition of the existing 61,000 square foot office building will result in a reduction in the Equalized Assessed Value of the property.
4. Unlike the office building, the proposed convenience store and fuel center / truck stop should produce Sales Tax revenue for the Village.
5. A Market Overview and Analysis was provided in the Development Narrative. The Equalized Assessed Value (EAV) of the property will decrease from \$1,243,010 to approximately \$450,000. At the 2015 tax rate for the property of 9.2366, the real estate taxes will be approximately \$41,565 after completion of the project compared to the 2015 real estate taxes of \$114,812.
6. They claim the business will generate \$216,000 per year on \$9M in gasoline sales and \$3.6M in convenience store sales. This does not include bio-diesel sales but the number could increase if the State allows the current exemption to sunset in 2018.
7. The plans indicate a Truck Scale. Trucks would fuel up, then circle back around to weigh themselves on the scale and get a certified copy of their weight.
8. Initial conversations with landowner indicated a "fast food" restaurant. Staff is concerned that the house brand "PJ Fresh" meets that definition. Additionally, it is staff's understanding that the restaurant at the Petitioner's Carol Stream location closed within 6 months of the truck stop opening. Pilot has recently partnered with Dunkin Donuts but it remains to be seen if they will open at this location since there is a full Dunkin Donuts directly across the street.
9. This interchange area (IL 390 (EOWA) & IL 83, provides the Village with unprecedented opportunity for economic development growth. As such, the staff has asked for a conceptual site plan for the balance of the block which is currently occupied by the one story US Cellular office campus. The abutting US Cellular campus is controlled by the same ownership group as the property in question. It is staff's understanding that it is likely that US Cellular will vacate the site as they continue to consolidate their operations to a site along I-90.
10. The purpose would be in part to determine that alternate high-end redevelopment would not be precluded should the convenience store, fuel center & truck stop be approved.
11. Staff recommends an agreement prohibiting video gaming, liquor sales, showers, laundry facilities and/or sleeping quarters.
12. As with fuel centers elsewhere in the Village, staff recommends a prohibition on outdoor sales and display of merchandise.

##### Code Compliance:

1. No comments at this time.

##### Building:

1. Building has no comments at this time with the limited submitted building drawings.

2. All future comments shall be addressed with the building permit if the Village Board approves the proposed project.

#### Planning:

#### STRATEGIC & COMPREHENSIVE PLANNING

1. The 2015 Comprehensive Plan indicates “Regional Commercial” for this property.
2. Regional Commercial District — These parcels contain retail, entertainment, and employment services supported by the greater region and surrounding communities, not only the Village of Bensenville.
3. By the end of calendar 2017 the Elgin – O’Hare Western Access Tollway will be completed to IL Route 83 and the frontage road should extend easterly to York Road.
4. Although the 2013 Comprehensive Economic Development Strategy did not talk about this particular property, it did discuss the nearby south-east quadrant of IL Route 83 and Thorndale. The proposed program includes about 500,000 sf of office space and a hotel, covering about 180,000 sf. This conceptual proposed program includes open space, structured parking, and stormwater management elements.

#### SITE PLAN

1. A total of four curbcuts are proposed; A full access for passenger cars on Mark Street, a Right in / Right Out for passenger cars on N. IL Route 83, a truck entry from Tower Lane, and a truck exit to Mark Street.
2. Any curbcut on N. IL Route 83 will require IDOT review and approval. Staff has not received documentation as to whether IDOT would consider such a request.
3. Staff has a concern with the offsets of the proposed curbcuts with the existing curbcuts on Mark Street.
4. Service Station parking requirements per code: 1 parking space per employee, plus 2 parking spaces per service bay, 1 parking space per fuel pump hose and 2 stacking spaces per fuel pump island or end to end row of islands. A service bay shall not be considered a parking space.
5. Drive-in/eat-in Restaurant parking requirements per code: 20 spaces per 1,000 square feet of seating/serving area.
6. There are 43 on-site passenger vehicle spaces and 2 handicapped spaces. There may be an excess of parking which could be reduced.
7. There are 15 truck parking spaces.
8. There are six truck fuel locations. There is also a truck by-pass lane (easternmost) and a truck scale (westernmost).
9. Trucks enter the site from Tower Lane and exit onto Mark Street. Trucks circulate counter clockwise through the fuel lanes and exit at the north of the property.
10. The IL Route 83 entry curbcut is 40’ wide which requires a variation as the Code maximum is 35’.
11. A detention basin with wetland plants at its bottom is proposed along IL Route 83 south of the passenger car parking lot.
12. The site has 2.9 acres of impervious area and 1.24 acres of pervious area.
13. Underground fuel storage tanks are to be located to the north west of the Convenience store.
14. The trash corral is located to the southwest of the Convenience Store. This location seems to allow trash collection trucks to utilize the eastern by-pass lane to exit the site.
15. How often does the petitioner envision fuel deliveries to be made? Are they generally made during off peak hours? Similarly, when would Convenience store and restaurant deliveries be made?

## ARCHITECTURE

1. The elevations call for the primary building materials to be “Thermawall Metal Insulated Panels” and “Ribbed Metal Panels”. There are “Wood Panels” above the centrally located entry door.
2. Staff has concerns about the aesthetics of the building and questions the metal panels. The Carol Stream Pilot is a masonry building.
3. Staff recommends that any and all support columns for the canopies be masonry, as provided at their Carol Stream location.
4. The elevations do not indicate any roof top mechanical equipment. The Village Code would require any such rooftop equipment to be screened.

## SIGNAGE

1. Main freestanding signs
  - a. The main Pilot sign is proposed at 12’ tall and 47.5 square feet. This would require variations both for height and area., as I -2 allows an 8’ tall 32 square foot sign.
    - i. Other recent sign approvals for similar uses are as follows:
      1. Speedway 1120 Il Route 19 (Irving Park Road) 7’ – 9” Tall, 64SQFT
      2. Thornton 601 N IL Route 83 14’ Tall, 88 SQFT
      3. Perk’s 01 N IL Route 83 11’ Tall 65 SQFT.
  - b. The freestanding sign has metal support column, staff would recommend masonry columns as we have at other recently approved facilities in Bensenville and the Pilot in Carol Stream. Also depending on the location, staff would recommend a true monument sign with the masonry extending down to the ground rather than two supporting columns.
  - c. The sign includes both a Pilot and PJ Fresh sign which requires a variation. The Village Code only allows for one business name to appear on a freestanding sign.
2. A second freestanding sign is proposed, identifying CAT Certified Truck Scales.
  - a. This sign appears to straddle the truck scale, is 21’ – 4” tall as the trucks drive beneath it.
  - b. The sign is 106.67 square feet. Staff would recommend this to be smaller if at all possible.
  - c. Variations for both height and area would also be needed.
  - d. The illumination of this sign is of concern to staff.
3. Canopy Signage
  - a. There are two, four-sided canopies above the auto fueling stations and truck fueling stations. These are bordered on all sides by internally illuminated Panaflex canopy logos. The eight total canopy signs will require a variance.
4. Building Signage
  - a. Awning/Roof Sign(s)
    - i. There are “Welcome” signs proposed on each awning/roof entrance on the east and west sides of the building.
    - ii. The signs have 1’ high internally illuminated white letters on a bronze raceway and is 16 square feet in size.
    - iii. It seems to be a “Roof Sign” and therefore if proposed would require a variation as our Village Code prohibits “Roof Signs”. The Village did recently approve a similar sign at 111 IL Route 19 (Irving Park Road) for the renovated Burger King Restaurant.
  - b. Wall Signs

- i. Wall signs are only proposed for the east elevation, the IL Route 83 side of the building.
- ii. Plans depict four wall signs.
- iii. In the center of the façade, high above the entry door and “Welcome” sign is a 42 square foot “Pilot” box sign on the “Wood Panels”
- iv. To the left of the entry is a 27.5 square foot “P J Fresh” box sign. This sign is mounted on the “Ribbed Metal Panels”.
- v. A third wall sign is depicted on the front elevation at 172 SF. This sign is shown on the elevation as the “We Make Pizza” sign. Pilot says the panels are changeable, but not meant to be temporary. Staff recommends that the sign be removed.
- vi. The total area of Wall, Awning/Canopy, Under Canopy and Permanent Window is 456.58 SF and will require a variance.

#### LANDSCAPE PLAN

- 1. The Plan indicates “Street Trees” along both Mark Street and N IL Route 83. The Rte. 83 trees are shown on private property. Is this due to IDOT regulations, drainage swales etc.?
- 2. On Tower Lane only two street trees are proposed. Are the existing to remain?
- 3. Will the Route 83 trees impact or be impacted by the various easements along the roadway?
- 4. There is no required Foundation Strip planting at the front of the Convenience store and a variation is required to allow the plan as presented.
- 5. Staff recommends that the curbed planting beds include plant material other than only turf grass.
- 6. Staff recommends landscape materials be planted along the site’s southern property line separating this proposed use from the office campus abutting to the south.

#### **APPROVAL CRITERIA FOR ZONING MAP AMENDMENTS:**

The Community Development Commission shall not recommend approval of Zoning Map Amendments without determining that the request meets the following approval criteria and making certain findings of fact.

#### **The Applicant has provided the following Findings of Fact:**

##### **1. Support for Classification:**

- a. Compatible with Use or Zoning  
The uses permitted under the proposed district are compatible with existing uses or existing Zoning of property in the environs, or
- b. Supported by Trend of Development  
The trend of development in the general area since the original zoning was established supports the proposed classification, or
- c. Consistent with Village Plans  
The proposed classification is in harmony with objectives of the General Development Plan and other applicable Village plans as reviewed in light of any changed conditions since their adoption.

*Applicant's Response: The use of the planned development is permitted under the proposed I-2 zoning with a conditional use. The proposed Zoning district is compatible with the existing zoning of the adjacent properties and the planned future uses by the Village's Comprehensive Plan. The trend of the development along this corridor continues to be commercial and industrial development. The proposed classification of the development plan is in harmony with the Village based on its Comprehensive plan for Commercial for this property.*

**2. Furthers Public Interest**

The proposed zoning classification promotes the public interest. It does not solely further the interest of the applicant.

*Applicant's Response: The proposed zoning classification is consistent with the adjacent land uses and the trend of the development along the Route 83 corridor. The proposed zoning classification promotes the public interest, and is consistent with the Village's Comprehensive Plan.*

**3. Public Services Available**

Adequate public services---such as water supply, sewage disposal, fire protection, and street capacity---are anticipated to be available to support the proposed classification by the anticipated date of issuance of a Certificate of Occupancy.

*Applicant's Response: There are adequate public services to service the proposed development. The proposed development is designed as not to put a burden on the existing public services such as water supply, sewage disposal, fire protection and street capacity.*

Criteria	Meets Criteria	
	Yes	No
Compatible with Use or Zoning	X	
Supported by Trend of Development	X	
Consistent with Village Plans	X	
Furthers the Public Interest	X	
Public Services are Available	X	

**APPROVAL CRITERIA FOR CONDITIONAL USES:**

The Community Development Commission shall not recommend approval of the Conditional Use Permit without determining that the request meets the following approval criteria and making certain findings of fact. The Applicant has provided the following Findings of Fact:

- 1. Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

*Applicant's Response: The proposed development and surrounding properties within the industrial park are zoned for industrial and office uses, which the current infrastructure and improvements along Route 83 and beyond were already planned to support a volume of vehicle traffic associated with this type of zoning.*

*Fuel centers are for the most part traffic recirculators, and not traffic generators. The applicant desires to locate at this property due to the existing traffic volumes on Route 83. The traffic will pull off of Route 83, circulate through the site, and the return to Route 83.*

- 2. Environmental Nuisance:** The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

*Applicant's Response: The proposed use of the development shall not pose any negative adverse effects uncharacteristic of the existing/historic uses allowed in the industrial district. The proposed development provides green area buffers, perimeter screening and paved surfaces to minimize dust generation. The lighting of the lot shall be focused such that the light will not adversely affect or impact the adjacent properties. The noise will not be any greater than what is currently being produced from the surrounding area, including Route 83.*

- 3. Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

*Applicant's Response: The proposed development is in line with an industrial use and will not have any adverse impact on the property values. The development will serve as an amenity to the neighboring industrial uses, providing a location for food and fuel.*

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

*Applicant's Response: The existing public services and facilities are adequate, and the proposed development will not generate a disproportionate demand for new services or facilities.*

- 5. Public Necessity:** The proposed use at the particular location requested is necessary to provide a service or a facility which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

*Applicant's Response: As stated above, the proposed fuel center will serve as an amenity to the adjacent industrial facilities, and also to passerby traffic. In addition to fuel, the facility will provide freshly prepared foods including Pilot's PJ Fresh Marketplace and convenience goods.*

- 6. Other Factors:** The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

*Applicant's Response: The use is consistent and harmonious with other commercial and industrial uses along the Route 83 corridor.*

Conditional Use Approval Criteria	Meets Criteria	
	Yes	No
1. Traffic	X	
2. Environmental Nuisance	X	
3. Neighborhood Character	X	
4. Public Services and Facilities	X	
5. Public Necessity	X	
6. Other Factors	X	

**APPROVAL CRITERIA FOR VARIANCES:**

The Community Development Commission shall not recommend nor shall the Village Board grant a variance unless it shall make findings based upon the evidence presented to it in each specific case that:

- 1) **Special Circumstances:** Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.

*Applicant’s Response: Enlarge curb cut width from 35’ to 40’ 60’ & 168’ at property line, Municipal Code Section 10-11-8-2E-1. By enlarging the curb cut width from 35 feet to the sizes mentioned allows reasonable, adequate and efficient area to maneuver both cars and trucks entering and exiting the proposed fueling center*

*Eliminate the Foundation Landscape Strip from the front and corner side yards abutting the proposed C-Store building foundation, Municipal Code Section 10-12-2E. Removal of the foundation landscape strip as not to interfere with sight lines to the Fueling Pumps Contrary to other retail developments. A fuel center’s primary point of sale is outside of the building and visibility for safety and security is paramount.*

*Increase Monument Sign Maximum Height from 8 feet to 30 feet in height, Municipal Code Section 10-18-12-A3-D. The monument sign height is necessary to provide motorists with sufficient advance notice to enter the correct travel lane before entering the facility.*

*Increase Monument Sign Area from the allowed 150 square feet to not to exceed 200 s.f. per signage exhibit, Municipal Code Section 10-18-12-A3-C. The additional signage area will provide sufficient signage face area to provide adequate visibility for the monument sign.*

- 2) **Hardship or Practical Difficulties:** For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

*Applicant’s Response: Based upon the responses given to the Special Circumstances, the provisions of this Ordinance would result in unnecessary and undue hardship or practical difficulties from mere inconvenience.*

- 3) **Circumstances Relate to Property:** The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

*Applicant's Response: Circumstances relate to property do not concern any business or activity present or prospective or any financial circumstances of any party interested in the property. They only relate to the proposed development of the site.*

- 4) **Not Resulting from Applicant Action:** The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

*Applicant's Response: No special circumstances, practical difficulties and or hardships are the basis for the requested variances and not from any act, undertaken subsequent to adoption of this ordinance or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any Variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.*

- 5) **Preserve Rights Conferred by District:** A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

*Applicant's Response: This Variance request does not confer any special privileges ordinarily denied to such other properties but is necessary to maximize the potential of the site to meet the needs of today's tenant requirements.*

- 6) **Necessary for Use of Property:** The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

*Applicant's Response: The requested variances do not enhance the applicant's economic return on the property; rather they promote proper circulation through the site, and increase the safety and security of the auto fueling operations.*

- 7) **Not Alter Local Character:** The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

*Applicant's Response: The variances requested are consistent with the character of the adjacent land uses. The granting of the proposed variances will not alter the character of the locality nor substantially impair the environmental quality, property values or public safety and welfare in the vicinity of the property.*

8) **Consistent with Title and Plan:** The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

*Applicant’s Response: The granting of the proposed variances will be in harmony with the general purpose and intent of this Ordinance and of the General Development Plan and other applicable adopted plans of the Village of Bensenville, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.*

9) **Minimum Variance Needed:** The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

*Applicant’s Response: The variances requested are the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.*

Variances Approval Criteria	Meets Criteria	
	Yes	No
1. Special Circumstances	X	
2. Hardship	X	
3. Circumstances relate to the Property	X	
4. Not Resulting from Applicant Actions	X	
5. Preserve Rights Conferred By District	X	
6. Necessary for the Use of the Property	X	
7. Not Alter Local Character	X	
8. Consistent with Title and Plan	X	
9. Minimum Variance Needed	X	

**RECOMMENDATIONS:**

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Rezoning, Conditional Use Permit and Variances for Pilot Travel Centers, LLC with the following conditions:

1. The Conditional Use Permit be granted solely to the Pilot Travel Centers and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit;
2. The construction be in substantial compliance of the plans dated 01.27.17 by Kimley Horn.
3. Pilot will work on a parking enforcement agreement with the Bensenville Police.

4. Overnight truck parking be prohibited.
5. Silt fencing should be installed as directed by public works.
6. No Video Gaming.
7. No Liquor Sales.
8. No showers, laundry facilities, or sleeping quarters.
9. No outdoor display or storage of products for sale.
10. The applicant should reimburse the Village for the cost of the multi-use path along the IL-83 frontage of this site.
11. Revise Architecture
  - a. Masonry Canopy Columns
  - b. Work with staff on building materials
  - c. Masonry monument sign and base
12. Remove “We Make Pizza” sign.
13. The final landscape plan shall be subject to staff review upon final permitting.

Respectfully Submitted,  
Department of Community  
& Economic Development

## **Development Narrative 1050 Busse Road**

### **INTRODUCTION**

Pilot Flying J (“PFJ”) is proposing to redevelop the southwest corner of Illinois Route 83 & Mark Street (1050 Busse Road) in Bensenville, including demolition of the existing office building and construction of an approximately 6,022 square foot convenience store, forty-five (45) parking stalls, fifteen (15) commercial vehicle parking stalls, six (6) multi-product fueling dispensers (which provides twelve (12) automobile fueling positions), and six (6) commercial fueling lanes.

This project will transform the underutilized class B office building into a first class, modern commercial fueling center. The food and fuel component of this development, which is detailed further below, will provide significant benefits to the adjacent industrial properties and other consumers passing by the site. In addition, this facility will create 20 new jobs in the community.

The redevelopment of the property will provide amenities to the trade area and to more than 38,000 vehicles passing through the intersection daily. Unlike traditional “gas stations” that focus on cigarette sales, the proposed convenience store will offer a variety of freshly prepared food options, hot and cold beverages, and other convenience goods totaling over 2,000 SKU’s. In addition, this location will feature a PJ Fresh Marketplace that provides consumers fresh, fast meal options, such as soups, breakfast sandwiches, pizza, and other homestyle “comfort food” selections.

### **MARKET OVERVIEW**

PFJ’s targeted fuel customers for the proposed location include commercial vehicles that service the surrounding O’Hare industrial park as well as the automobile traffic on Illinois Route 83. PFJ’s convenience store and fuel customers are comprised of the transient traffic on Route 83 as well as the significant daytime population in the immediate area. According to NAI Hiffman, a leading industrial real estate broker in the Chicago market, the O’Hare industrial office/warehouse submarket (bounded by I-294 on the east, I-290 on the south, I-355/Route 53 on the west, and Touhy Avenue on the north) contains nearly 100,000,000 square feet of industrial flex space and represents the largest contiguous industrial park in the United States. Despite the development of new fueling stations in the Bensenville area, the expansion of the industrial park and the extension of the Elgin-O’Hare expressway continue to drive demand for a modern commercial fueling facility that is designed to accommodate the full range of vehicles that service the industrial businesses in the market.

The Route 83 corridor is significantly deficient on the availability of commercial fueling lanes. While there are 9,000 commercial vehicles daily, this trade area only four commercial fueling lanes located at the Thorntons. As a comparison, the North Avenue corridor west of IL Route 83 has 6,000 to 9,000 commercial vehicles per day (depending on the stretch of North Avenue). This trade area has nine commercial fueling lanes with an additional eight fueling lanes planning to come online in 2017 for a total of 17 commercial fueling lanes.

### **DEVELOPMENT OVERVIEW**

Since the site is located along one of the busiest truck routes in the Chicago metropolitan area, the facility will provide six dedicated fast flow commercial fueling lanes and associated parking. The proposed facility is designed to accommodate the local “day tripper” drivers that pickup their truck in the morning, deliver their freight, and return home each evening – it is not intended for

long haul “over the road” interstate drivers. The convenience store building will not have showers, public laundry facilities or other amenities typically found at interstate truck stops.

The access for the proposed development intentionally separates the interaction of cars and trucks. Cars will access the auto fueling portion of the facility via a right-in/right-out driveway on Route 83 and a full access driveway on Mark Street. The trucks will only be able to access the site via Tower Lane. The trucks will circulate through the site and discharge back onto Mark Street before heading to Route 83.

The development includes identification and way finding signs for the convenience store and fuel center along Busse Road as shown on the signage plan. We are seeking a Sign Code exemption to allow for a 12’ high freestanding sign with up to 91 square feet of signage on Illinois Route 83 to provide motorists adequate time to enter the proper travel lane before turning into the development. It is our contention that the size of the signs is appropriate given the size and magnitude of the development, and is consistent with the freestanding signs for other fuel centers within the Village.

PFJ is requesting to allow the PJ Fresh Marketplace panel to be included on the freestanding sign, alerting motorists that the freshly prepared foods are available at this facility. The other requested sign variances, including the increase in number and area of signs, are consistent with other fueling operators within the trade area.

As noted below, the development is seeking a variance to allow curb cuts in excess of 35 feet. This variance is required to ensure adequate maneuvering for ingress/egress, specifically for commercial vehicles. We are also seeking a variance to eliminate the front building foundation planting requirement. Contrary to other retailers, a fuel center’s primary point of sale is the fuel pump. It is necessary for employees within the convenience store to maintain adequate visibility of the fuel pumps for safety and security.

Pilot Flying J will be the operator of the convenience store and fuel center. Pilot is a national convenience store and fueling operator based in Knoxville, Tennessee. While Pilot is best known for its truck stop locations along interstates, it is focusing a portion of its new build program on urban and suburban trade areas similar to Bensenville that have large distribution and manufacturing centers with limited diesel refueling and restaurant opportunities for the commercial drivers servicing these areas.

The parcel is currently zoned O-2 – Office Center. As detailed in the Village’s comprehensive plan, the Village desires to rezone this entire area to commercial. We believe the I-2 zoning classification and the proposed retail use are consistent with the intent of the comprehensive plan. For the redevelopment of the property, we are seeking the following approvals from the Village:

- (i) A map amendment from O-2 to I-2;
- (ii) Conditional Use Permit for a Truck Stop / Service Station;
- (iii) A variation to allow the driveway entrances to exceed 35’ as shown on the engineering plans (Municipal Code Section 10-11-8-2E-1);
- (iv) A variation to eliminate the front building foundation landscape strip to 0’ (Municipal Code Section 10-12-2E)
- (v) A variation to allow more than wall signs from two (Municipal Code Section 10-18-12A-3B-2);
- (vi) A variation to increase the number of awning/canopy signs (Municipal Code Section 10-18-12A-3B-2);

- (vii) A variation to increase the maximum wall, awning/canopy, under canopy, and permanent window sign areas (Municipal Code Section 10-18-12A-3C-2);
- (viii) A variation to increase the number of business names on a monument sign from 1 (Municipal Code 12-18-12A-3B-1);
- (ix) A variation to allow a 12' high freestanding sign (Municipal Code Section 10-18-12-A3-D);
- (x) A variation to allow 91 square feet of signage on the freestanding sign (Municipal Code Section 10-18-12-A3-C);
- (xi) Any other variations and/or requirements as noted by Village staff for the redevelopment of the property as generally depicted in the enclosed documents.

## MARKET ANALYSIS

The redevelopment of the mostly vacant office building at 1050 Busse Road will have several financial impacts to the Village of Bensenville. The construction of the new retail development will create approximately 80 construction jobs. Upon opening of the facility, 20 full time equivalent positions will be created by the retailer.

The Equalized Assessed Value (EAV) of the property will decrease from \$1,243,010 to approximately \$450,000. At the 2015 tax rate for the property of 9.2366, the real estate taxes will be approximately \$41,565 after completion of the project compared to the 2015 real estate taxes of \$114,812. It is important to note that the existing EAV of the property assumes a fully occupied building. The EAV and real estate taxes will decrease with the increasing vacancy in the office building.

Although real estate taxes generated by the property will be reduced by the redevelopment of the office building, the convenience store and fuel center is a prolific generator of retail sales tax. As demonstrated in the table below, the development of the commercial fueling center will generate \$216,000 per year to the Village of Bensenville.

Estimated Annual Gallons Gasoline	Estimated Annual Gallons Diesel	Total Fuel Gallons/Year	Annual Fuel Revenue *	Annual C-Store Revenue	Total Annual Revenue
3,600,000	8,400,000	12,000,00	\$30,000,000	\$3,600,000	\$33,600,000

\*Based upon \$2.50 retail price for gasoline and diesel

Annual Gasoline Sales	Annual Gasoline Sales Subject to Sales Taxes (80%)	Annual Convenience Store Sales	Village of Bensenville Share of State Sales Tax (1.0%)	Village of Bensenville Non-Home Rule Tax (1.0%)	Total Annual Sales Tax Revenue to Village
\$9,000,000	\$7,200,000	\$3,600,000	\$108,000	\$108,000	<b>\$216,000</b>

It is important to note that the retail sale of bio-diesel fuel is currently exempt from the calculation of retail sales taxes in Illinois. The state statute that provides this exemption sunsets in 2018, and it is anticipated that the legislature will reduce the 100% exemption restore the retail sales tax on diesel in the range of 50% (at the low end) or 80% (on the high end) to match the gasoline sales tax rate subsequent to the current law expiring. Assuming that the conservative value is used of 50% for the diesel sales beginning in 2019, the commercial fueling center would generate an additional \$300,000 annually for the Village.

# PRELIMINARY ENGINEERING PLANS PILOT - BENSENVILLE

1050 BUSSE ROAD (IL-83)  
BENSENVILLE, ILLINOIS 60106



## UTILITY AND GOVERNING AGENCY CONTACTS

**ENGINEERING DEPARTMENT**  
VILLAGE OF BENSENVILLE  
12 S. CENTER STREET  
BENSENVILLE, IL 60106  
TEL: (630) 350-3411  
CONTACT: SCOTT VIGER

**ROADWAY AUTHORITY**  
VILLAGE OF BENSENVILLE PUBLIC WORKS 717  
E. JEFFERSON STREET  
BENSENVILLE, IL 60106  
TEL: (630) 350-3435  
CONTACT: JOSEPH CARACCI

**SANITARY SEWER SERVICE**  
VILLAGE OF BENSENVILLE PUBLIC WORKS  
717 E. JEFFERSON STREET  
BENSENVILLE, IL 60106  
TEL: (630) 350-3435  
CONTACT: JOSEPH CARACCI

**POWER COMPANY**  
COMED  
3 LINCOLN CENTER  
OAKBROOK TERRACE, IL 60181  
TEL: (800) 334-7661

**STORM SEWER SERVICE**  
VILLAGE OF BENSENVILLE PUBLIC WORKS  
717 E. JEFFERSON STREET  
BENSENVILLE, IL 60106  
TEL: (630) 350-3435  
CONTACT: JOSEPH CARACCI

**NATURAL GAS COMPANY**  
NICOR GAS COMPANY  
90 N. FINLEY ROAD  
GLEN ELLYN, IL 60137  
TEL: (888) 388-2112  
CONTACT: DAVID SURINA

**WATER SERVICE**  
VILLAGE OF BENSENVILLE PUBLIC WORKS  
717 E. JEFFERSON STREET  
BENSENVILLE, IL 60106  
TEL: (630) 350-3435  
CONTACT: JOSEPH CARACCI

**TELEPHONE**  
AT&T  
1001 COMMERCE  
OAK BROOK, IL 60523  
TEL: (630) 573-6434  
CONTACT: SYLVIA JAIMES

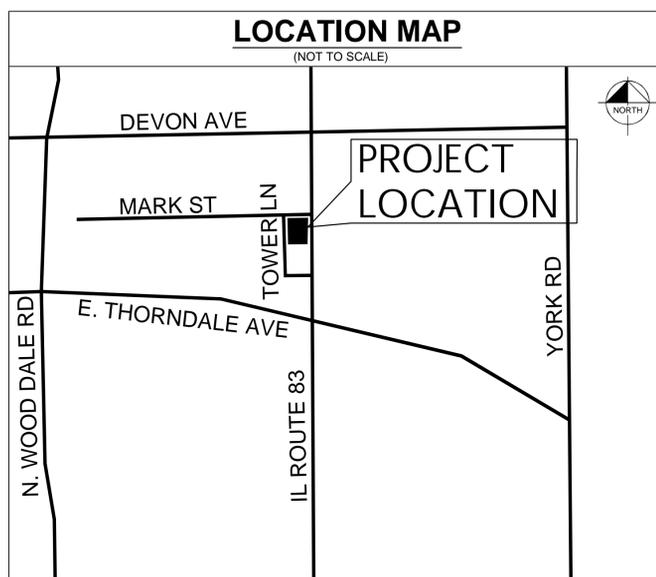
## PROJECT TEAM

**OWNER**  
PILOT TRAVEL CENTERS, LLC  
5508 LONAS DRIVE  
KNOXVILLE, TN 37909  
TEL: (865) 567-6122  
CONTACT: BRANDON PARKS

**CIVIL ENGINEER**  
KIMLEY-HORN AND ASSOCIATES, INC.  
1001 WARRENVILLE RD, SUITE 350  
LISLE, IL 60532  
TEL: (630) 487-5550  
EMAIL: JUSTIN.MULLER@KIMLEY-HORN.COM  
CONTACT: JUSTIN MULLER, P.E.

**DEVELOPER**  
BLUESTONE SINGLE TENANT PROPERTIES, LLC  
410 N. MICHIGAN AVE, SUITE 850  
CHICAGO, IL 60611  
TEL: (630) 388-8550  
CONTACT: MIKE MACKINNON

**SURVEYOR**  
COMPASS SURVEYING  
2631 GINGER WOODS PARKWAY, SUITE 100,  
AURORA, ILLINOIS 60502  
TEL: (630) 820-9100  
CONTACT: SCOTT C. KREBS, P.L.S.



INDEX OF SHEETS	
SHEET NUMBER	SHEET TITLE
C0.0	TITLE SHEET
C1.0	SITE PLAN
C2.0	EROSION CONTROL PLAN & DETAILS
C3.0	GRADING PLAN
C4.0	UTILITY PLAN
C5.0	CONSTRUCTION DETAILS
L1.0	PRELIMINARY LANDSCAPE PLAN

## PROFESSIONAL ENGINEER'S CERTIFICATION

I, JUSTIN M. MULLER, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE, WAS PREPARED ON BEHALF OF BLUESTONE BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

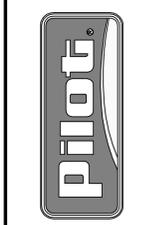
DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D., 2017.

ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-061020  
MY LICENSE EXPIRES ON NOVEMBER 30, 2017

NO.	REVISIONS	DATE	BY

**Kimley»Horn**  
© 2017 KIMLEY-HORN AND ASSOCIATES, INC.  
1001 WARRENVILLE ROAD, SUITE 350,  
LISLE, IL 60532  
PHONE: 630-487-5550  
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED  
DESIGNED BY: BDW  
DRAWN BY: BDW  
CHECKED BY: MM



TITLE SHEET

PILOT FLYING J  
1050 S. BUSSE ROAD  
BENSENVILLE, IL 60106

ORIGINAL ISSUE:  
01/27/2017  
KHA PROJECT NO.  
168287007  
SHEET NUMBER

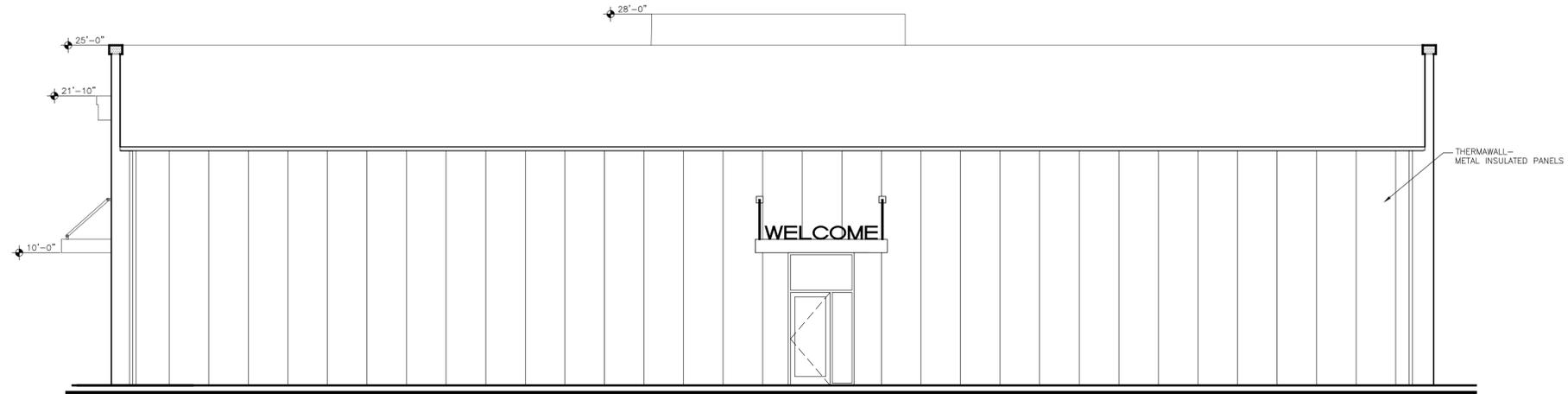
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Drawing name: K:\GIS\DEV\168287007\_dtd\_benseville\_112\_Design\CAD\plan sheets\preliminary\C0.0 - TITLE SHEET.dwg CO.0 - Feb 22, 2017 3:18pm by: Derek Leary  
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.





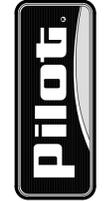
1 FRONT/EAST ELEVATION  
 A6 3/16" = 1'-0"



2 REAR/WEST ELEVATION  
 A6 3/16" = 1'-0"



**PLOT FLYING J**  
 DESIGN DEPARTMENT  
 10000 WOODLAND AVENUE  
 KNOXVILLE, TENNESSEE 37909  
 (605) 588-7488



EXTERIOR ELEVATIONS  
**PILOT TRAVEL CENTER**  
 1050 BUSSE ROAD  
 BENSENVILLE, ILLINOIS

DATE: 01/26/17	DRAWN BY: VAS	PROJECT: 1114-01
DATE:	REV:	REVISION DESCRIPTION:

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 AUTHORIZED BY PLOT FLYING J.

SHEET:  
**A6**











CONTRACTOR IS TO ENSURE THAT PATTERN OF LOCKDOWN SLEEVES ALLOW FOR THE TRASH CAN TO BE POSITIONED TO WHERE THE "OWNER" LOGO IS ALIGNED UP AND VISIBLE FROM THE APPROACH SIDE OF THE ISLANDS. VERIFY WITH OWNER REPRESENTATIVE FOR GUIDANCE BEFORE INSTALLATION OF BOLTS.

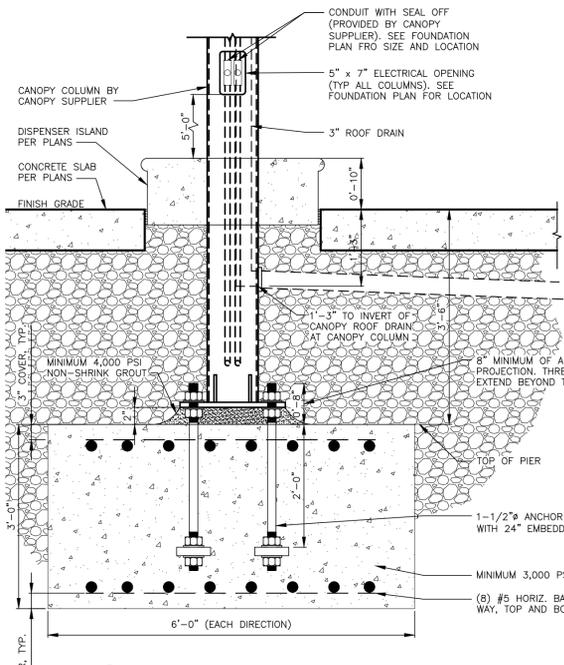
DOLLY IS SUPPLIED WITH CASTERS. CONTRACTOR IS TO REMOVE CASTERS AND BOLT DOLLY TO CONCRETE AS SHOWN. BOLTS ARE TO BE INSTALLED A MINIMUM OF 4" INTO CONCRETE. BOLTS SUPPLIED AND INSTALLED BY CONTRACTOR.



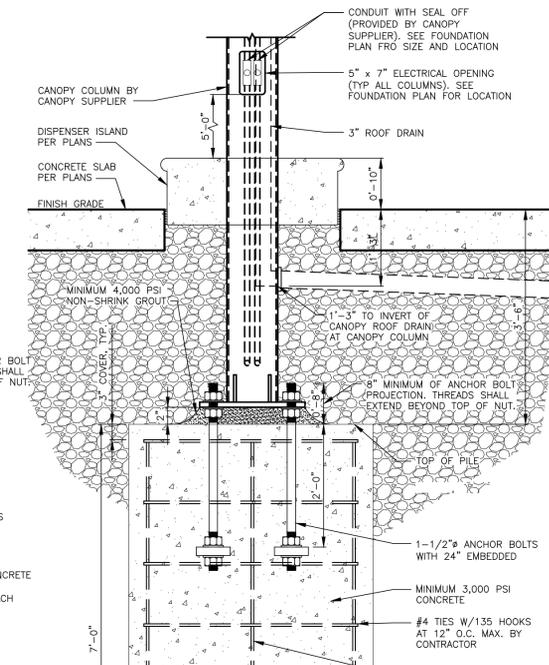
**03 DOLLY BOLT DOWN DETAIL**  
 TC1.1 3/8" = 1'-0"

**04 TRASH CAN/ ISLAND ELEVATION**  
 TC1.1 3/8" = 1'-0"

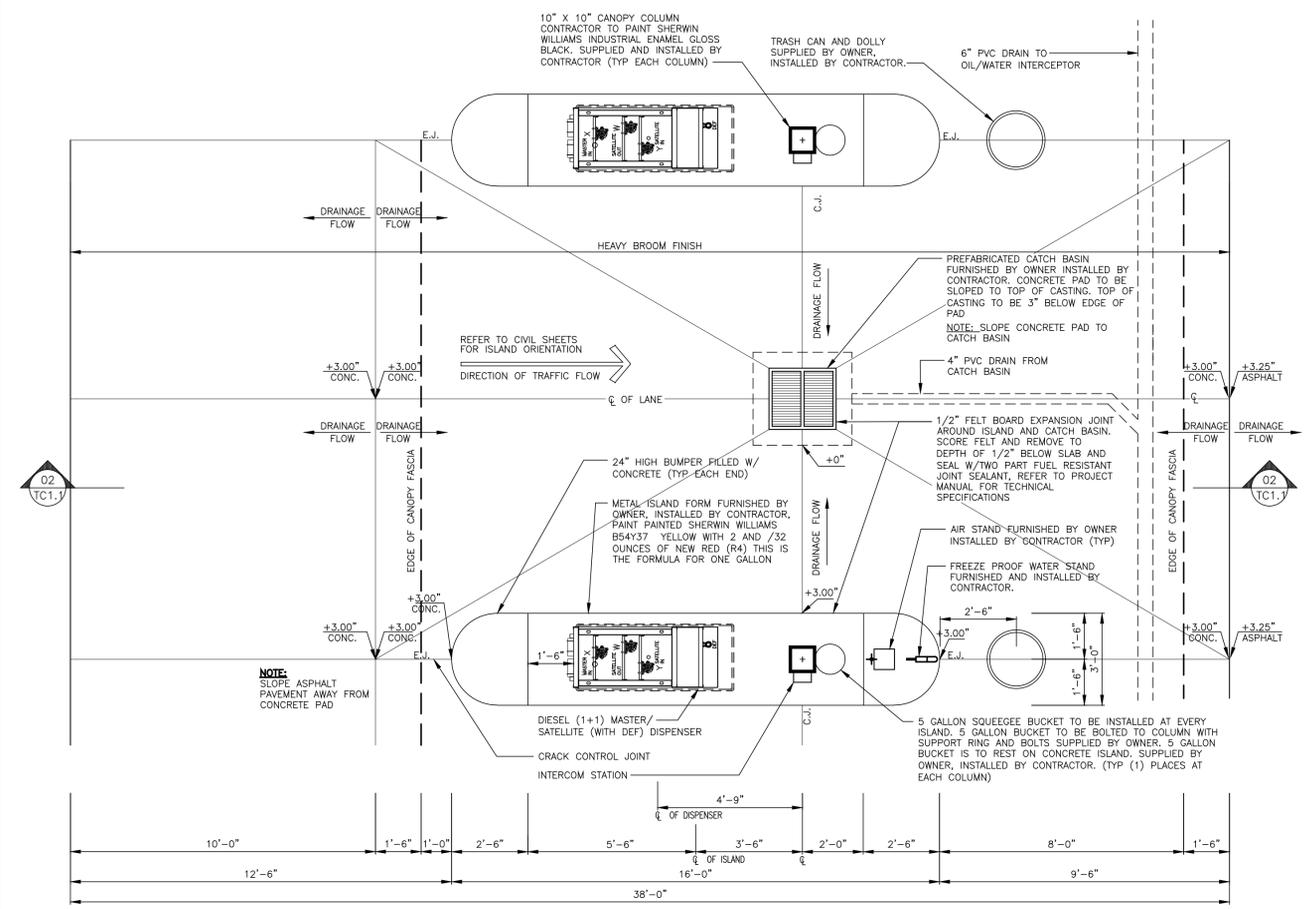
NOTE: DETAIL TO BE USED FOR BID PURPOSES ONLY. FOR CONSTRUCTION DESIGN SEE CANOPY COLUMN SUPPLIER. SEE FOUNDATION PLANS FOR FOUNDATION PLANS SUPPLIED BY CANOPY DESIGNER



**A FOUNDATION DETAIL**  
 TC1.1 3/4" = 1'-0"

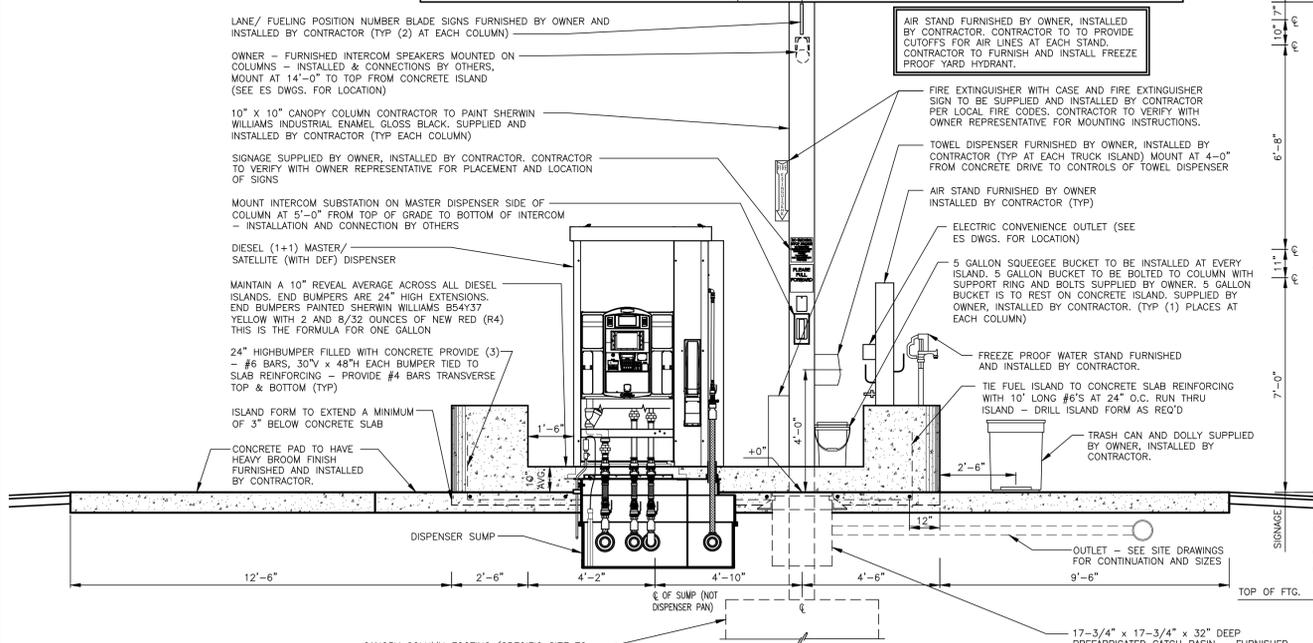


**B FOUNDATION DETAIL**  
 TC1.1 3/4" = 1'-0"



**01 TRUCK ISLAND PLAN**  
 TC1.1 3/8" = 1'-0"

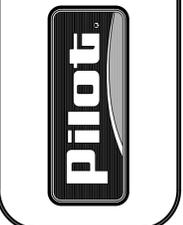
NOTE: REFER TO TRUCK ISLAND PLAN FOR LOCATION OF ISLANDS TO RECEIVE AIR AND WATER.



**02 TRUCK ISLAND ELEVATION**  
 TC1.1 3/8" = 1'-0"



**PILOT FLYING J**  
 DESIGN DEPARTMENT  
 1000 N. WILSON BLVD.  
 KNOXVILLE, TENNESSEE 37909  
 (615) 598-7488



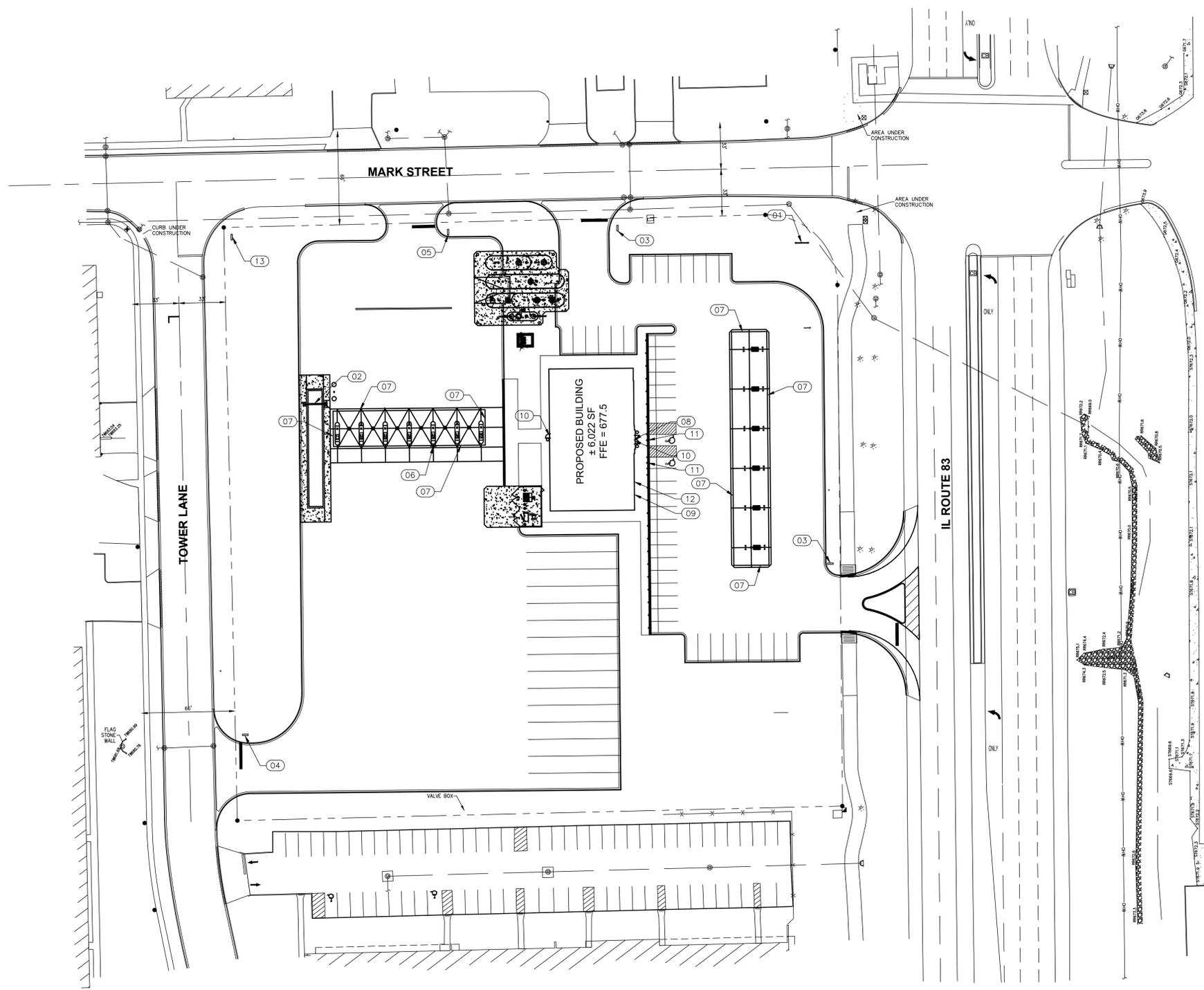
**TRUCK CANOPY PLAN AND ELEVATIONS**  
**PILOT TRAVEL CENTER**  
 1050 BUSSE ROAD  
 BENSENVILLE, ILLINOIS

DATE: 01/26/17	DRAWN BY: VAS	PROJECT: 1114-01
DATE:	REVISION DESCRIPTION:	INT:
DATE:	REVISION DESCRIPTION:	INT:
DATE:	REVISION DESCRIPTION:	INT:

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**SHEET:**  
**TC1.1**



- SIGN NOTES**
- 01 "PILOT" INTERNALLY ILLUMINATED GOAL POST SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION INSTALLED BY SIGN SUPPLIER. FINAL ELECTRICAL CONNECTION INSTALLED BY CONTRACTOR.
  - 02 "TRUCK SCALE" INTERNALLY ILLUMINATED SIGN FURNISHED AND INSTALLED BY TRUCK SCALE SUPPLIER. CONCRETE FOUNDATION BY TRUCK SCALE SUPPLIER. ELECTRICAL PROVIDED TO SCALE BY CONTRACTOR.
  - 03 "AUTO ENTRY/EXIT" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
  - 04 "WELCOME DRIVERS ENTRY" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
  - 05 "THANK YOU EXIT" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
  - 06 DEF LED PRICER SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
  - 07 "PILOT" CANOPY LOGO FURNISHED AND INSTALLED BY CANOPY SUPPLIER.
  - 08 "PILOT" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
  - 09 "PJ FRESH" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
  - 10 "WELCOME" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
  - 11 "HANDICAP PARKING" POLE MOUNTED SIGNS, FURNISHED AND INSTALLED BY CONTRACTOR. (SEE CIVIL DETAILS FOR MOUNTING INSTRUCTIONS).
  - 12 "DUNKIN DONUTS" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
  - 13 "TRUCK ENTRANCE <=" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN INSTALLER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.



**SITE PLAN**  
1" = 40'



**PLOT FLYING J**  
DESIGN DEPARTMENT  
1000 W. WOODBINE  
KNOXVILLE, TENNESSEE 37909  
(605) 588-7488

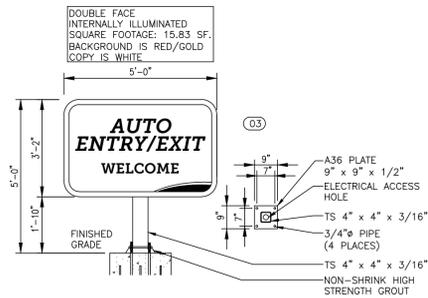
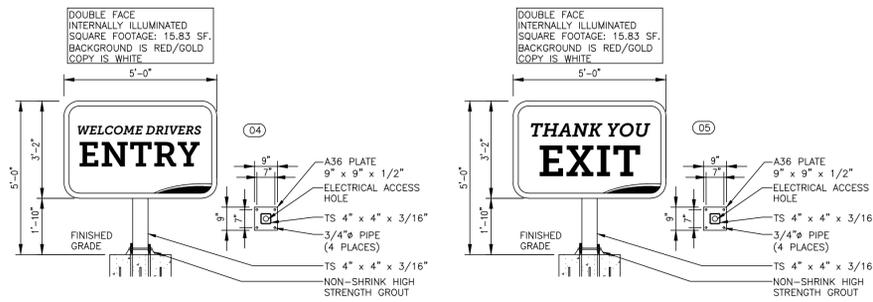


**SITE SIGNAGE PLAN**  
**PILOT TRAVEL CENTER**  
1050 BUSSE ROAD  
BENSENVILLE, ILLINOIS

DATE: 01/26/17	DRAWN BY: VAS	PROJECT: 1114-01
DATE: REV:	REVISION DESCRIPTION:	NT:

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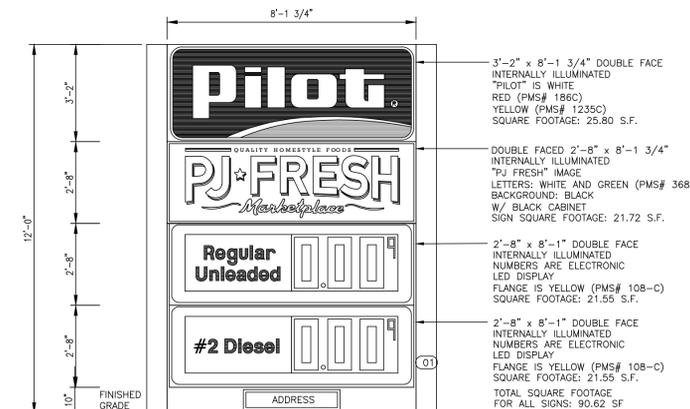
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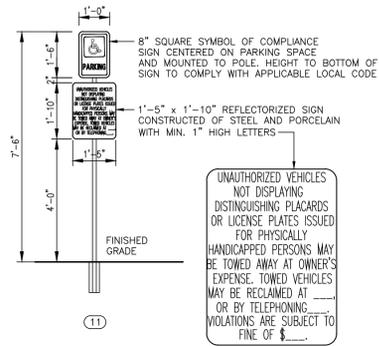
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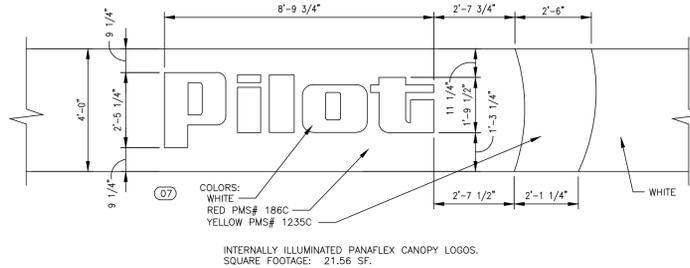
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NON ILLUMINATED, SINGLE FACE  
WALL GRAPHIC.  
**ARCHITECTURAL GRAPHIC**  
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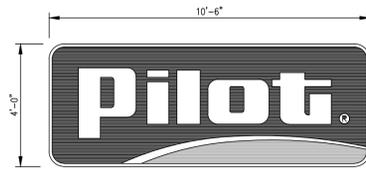
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**FREESTANDING SIGNS**  
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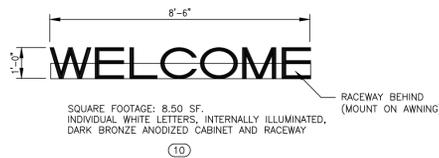
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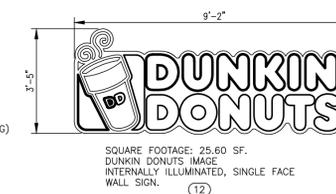
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COLORS:  
RED - PMS# 186C  
YELLOW - PMS# 1235C  
INTERNALLY ILLUMINATED, SINGLE FACE  
WALL SIGN WITH BLACK CABINET AND  
RETAINER.



SQUARE FOOTAGE: 27.50 SF.  
PJ FRESH IMAGE  
LETTERS: WHITE AND GREEN (PMS# 368)  
BACKGROUND: BLACK  
INTERNALLY ILLUMINATED, SINGLE FACE  
WALL SIGN WITH BLACK CABINET AND  
RETAINER.

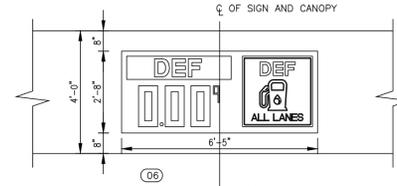


**BUILDING SIGNS**  
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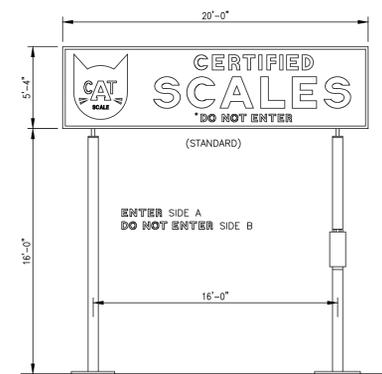


SQUARE FOOTAGE: 25.60 SF.  
DUNKIN DONUTS IMAGE  
INTERNALLY ILLUMINATED, SINGLE FACE  
WALL SIGN.

- SIGN NOTES**
- "PILOT" INTERNALLY ILLUMINATED GOAL POST SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION INSTALLED BY SIGN SUPPLIER. FINAL ELECTRICAL CONNECTION INSTALLED BY CONTRACTOR.
  - "TRUCK SCALE" INTERNALLY ILLUMINATED SIGN FURNISHED AND INSTALLED BY TRUCK SCALE SUPPLIER. CONCRETE FOUNDATION BY TRUCK SCALE SUPPLIER, ELECTRICAL PROVIDED TO SCALE BY CONTRACTOR.
  - "AUTO ENTRY/EXIT" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
  - "WELCOME DRIVERS ENTRY" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
  - "THANK YOU EXIT" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
  - DEF LED PRICER SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
  - "PILOT" CANOPY LOGO FURNISHED AND INSTALLED BY CANOPY SUPPLIER.
  - "PILOT" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
  - "PJ FRESH" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
  - "WELCOME" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
  - "HANDICAP PARKING" POLE MOUNTED SIGNS, FURNISHED AND INSTALLED BY CONTRACTOR. (SEE CIVIL DETAILS FOR MOUNTING INSTRUCTIONS).
  - "DUNKIN DONUTS" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.



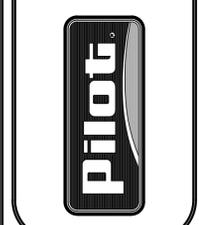
APPROACH SIDE OF TRUCK CANOPY  
2'-8\"/>



**CAT SCALE SIGN**  
SCALE: 3/16\"/>



**PLOT FLYING J**  
DESIGN DEPARTMENT  
PO BOX 1000  
KNOXVILLE, TENNESSEE 37909  
(606) 588-7488

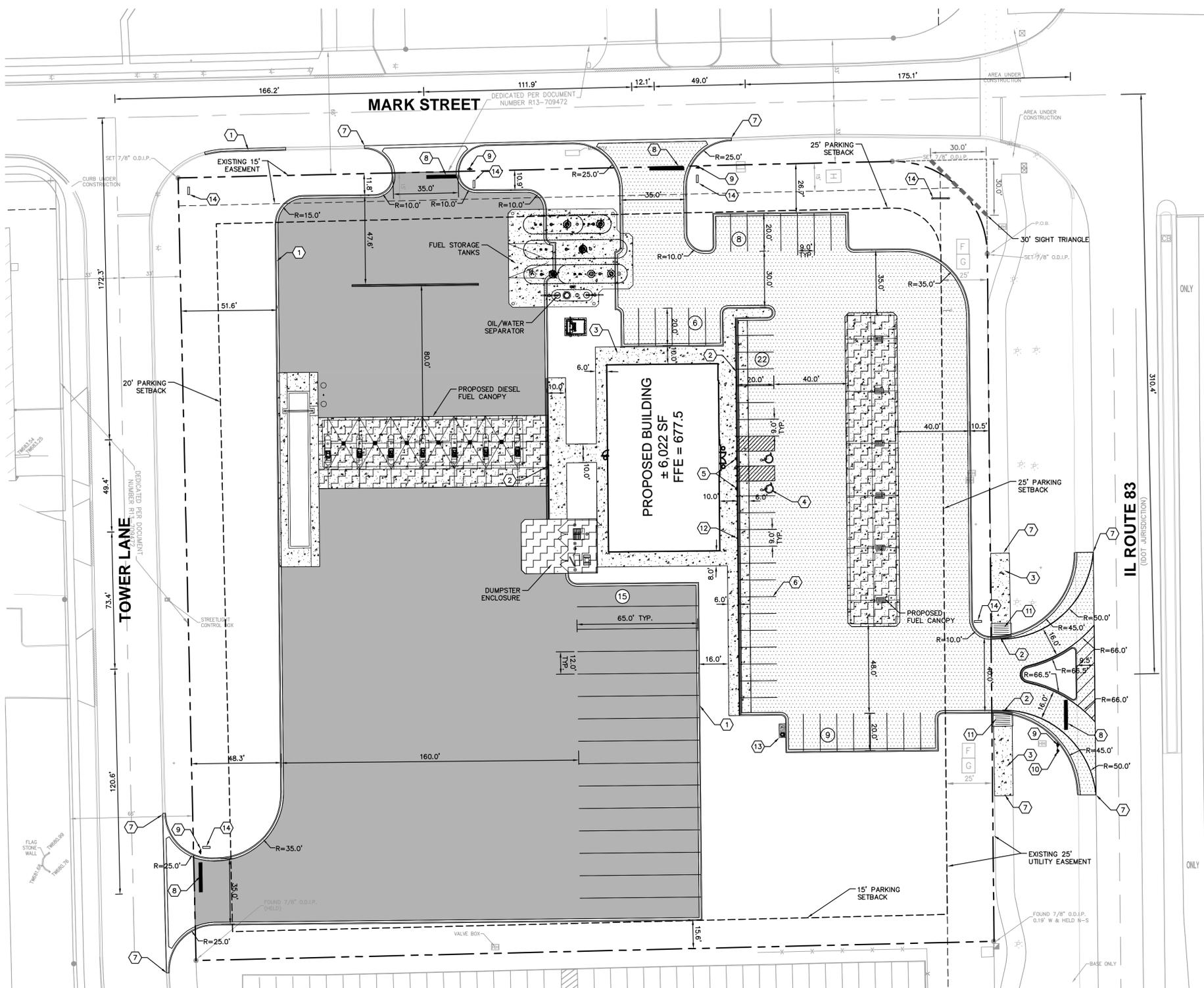
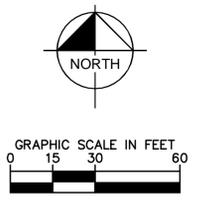


**ID SIGNS, BUILDING SIGNS,  
AND DIRECTIONAL SIGNS**  
**PILOT TRAVEL CENTER**  
1050 BUSSE ROAD  
BENSENVILLE, ILLINOIS

DATE: 01/26/17	DRAWN BY: VAS	PROJECT: 1114-01
DATE:	REV:	REVISION DESCRIPTION:
DATE:	REV:	INT:

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**SHEET:**  
**SS2**

Drawing name: K:\GIS\DEV\168287007\_sht\_01.dwg C:\0 - Feb 22, 2017 3:19pm by: DanLeary  
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### GENERAL NOTES

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

### KEY NOTES

- 1 B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
- 2 DEPRESSED CURB AND GUTTER
- 3 CONCRETE SIDEWALK, TYP. (SEE DETAILS)
- 4 ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
- 5 ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8, SEE DETAILS)
- 6 4" WIDE PAINTED SOLID LINE, TYP.
- 7 CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
- 8 24" WIDE STOP BAR, TYP. (SEE DETAILS)
- 9 STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
- 10 "RIGHT TURN ONLY" SIGN
- 11 ACCESSIBLE RAMP (SEE DETAILS)
- 12 4" STEEL PIPE BOLLARD FURNISHED, INSTALLED AND PAINTED BY CONTRACTOR (SEE ARCH PLANS FOR DETAILS)
- 13 AUTO/AIR VACUUM (PROVIDED BY OWNER, ELECTRICAL BY CONTRACTOR), YARD HYDRANT BY CONTRACTOR
- 14 PROPOSED SIGN (SEE SIGN PACKAGE)

### PAVING AND CURB LEGEND

	STANDARD DUTY ASPHALT PAVING SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	HEAVY DUTY ASPHALT PAVING SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	CONCRETE SIDEWALK SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	HEAVY DUTY CONCRETE PAVING SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	STANDARD PITCH CONCRETE CURB AND GUTTER
	CONCRETE DEPRESSED CURB AND GUTTER

### PARKING SUMMARY

PARKING SPACES REQUIRED (CITY STANDARD)	= 30 SPACES
STANDARD PARKING SPACES PROVIDED	= 45 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 2 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 2 SPACES
TRUCK PARKING SPACES PROVIDED	= 15 SPACES
TOTAL PARKING SPACES PROVIDED	= 58 SPACES

### FEMA NOTE

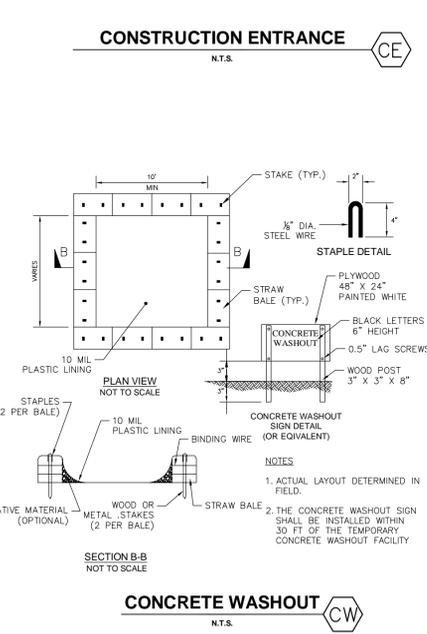
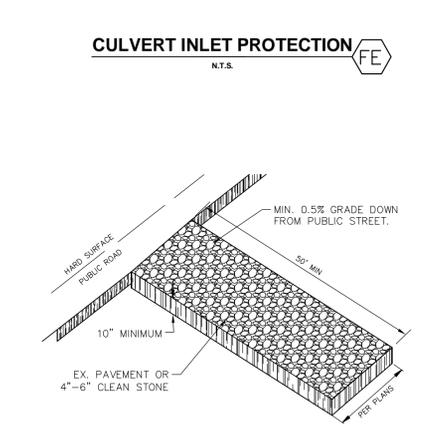
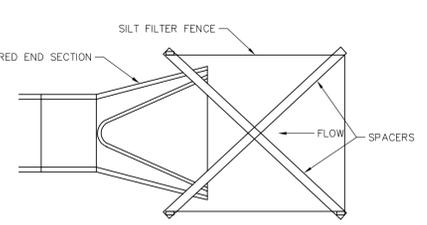
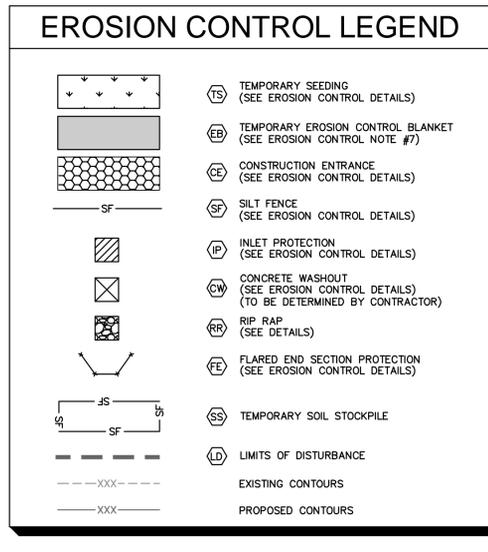
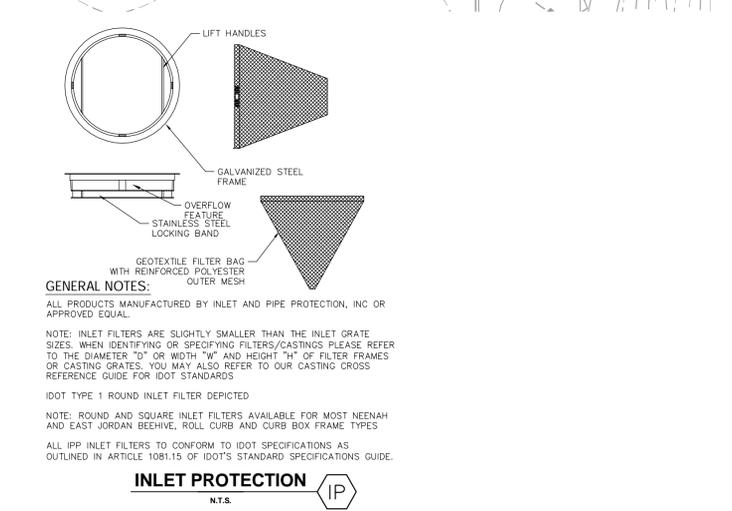
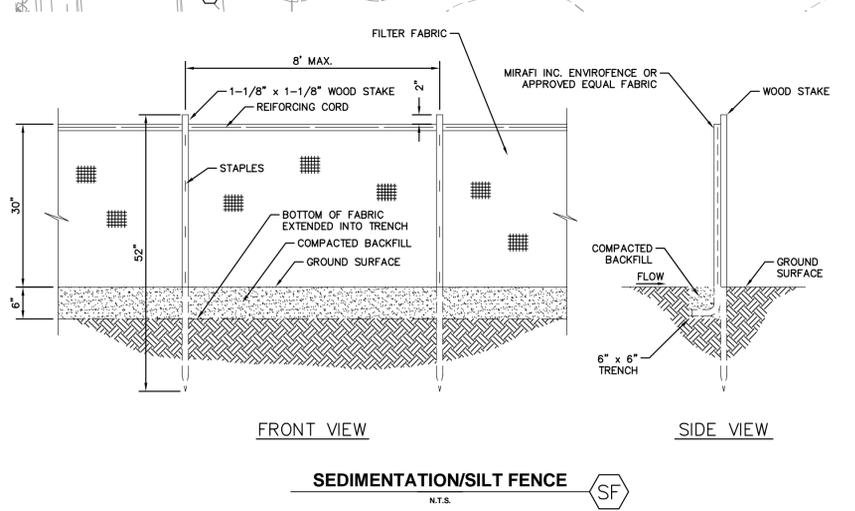
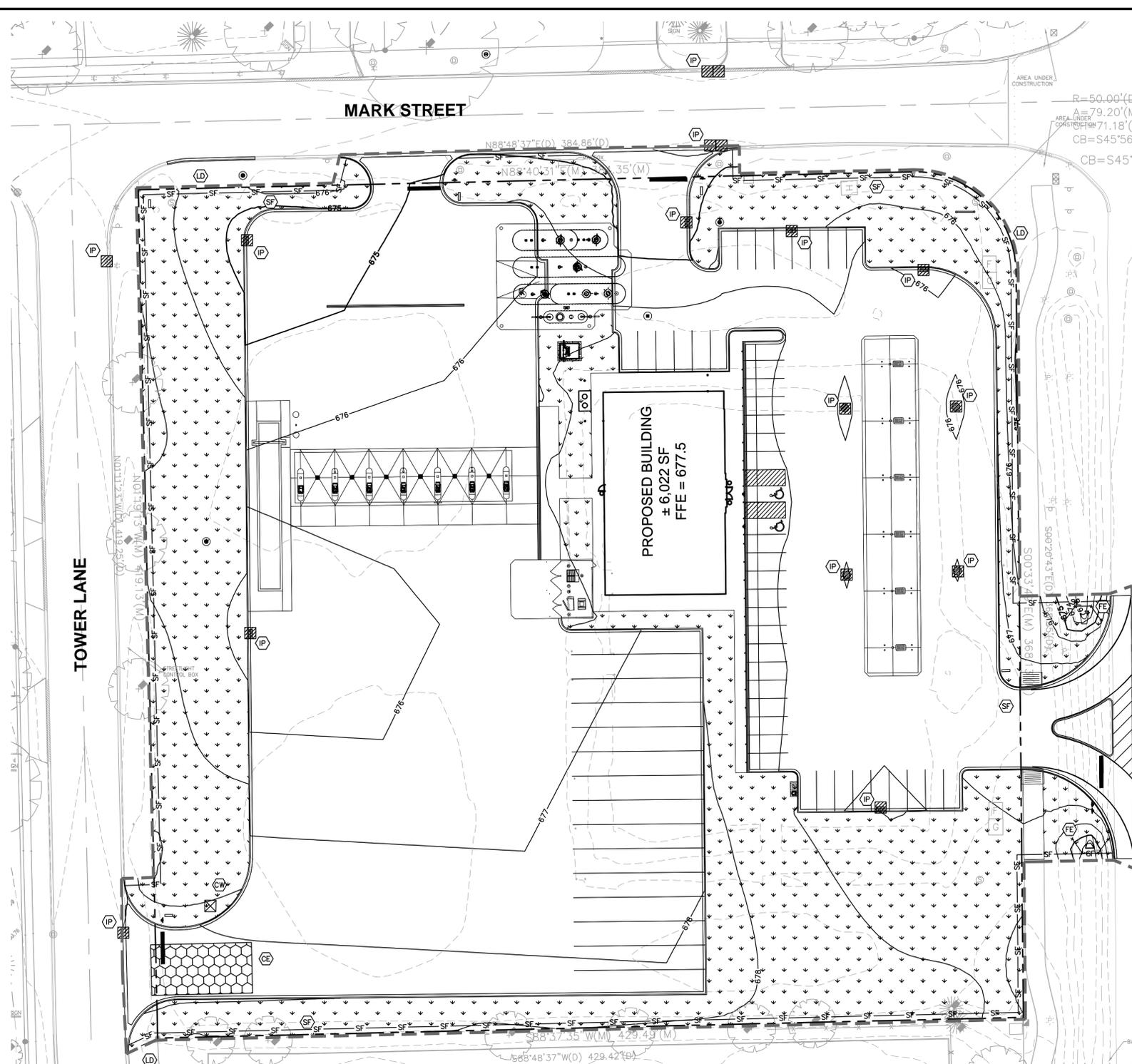
PER FLOOD INSURANCE RATE MAP PANEL NO. 0302H, THE SITE IS LOCATED IN ZONE X (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD).

### SITE INFORMATION

PROPOSED IMPERVIOUS AREA:	2.90 AC
PROPOSED PERVIOUS AREA:	1.24 AC
EXISTING IMPERVIOUS AREA:	3.06 AC
EXISTING PERVIOUS AREA:	1.08 AC
SITE AREA:	4.14 AC

 © 2017 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, BENSenville, IL 60106 PHONE: 630-487-6550 WWW.KIMLEY-HORN.COM	SCALE: AS NOTED DESIGNED BY: BDW DRAWN BY: BDW CHECKED BY: AMM
<h2>SITE PLAN</h2>	
<h3>PILOT FLYING J</h3> 1050 S. BUSSE ROAD BENSenville, IL 60106	
ORIGINAL ISSUE: 01/27/2017 KHA PROJECT NO. 168287007 SHEET NUMBER	
<h1>C1.0</h1>	

Drawing name: K:\GIS\DEV\16832707\_21d\_braswell\_v12\_Design\CADD\plan\sheet\preliminary\C2.0 - EROSION CONTROL PLAN.dwg C2.0 Feb 22, 2017 3:20pm by: Derek Leary  
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NORTH  
 GRAPHIC SCALE IN FEET  
 0 15 30 60

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

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

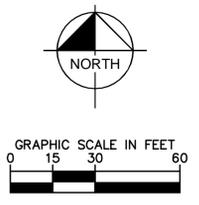
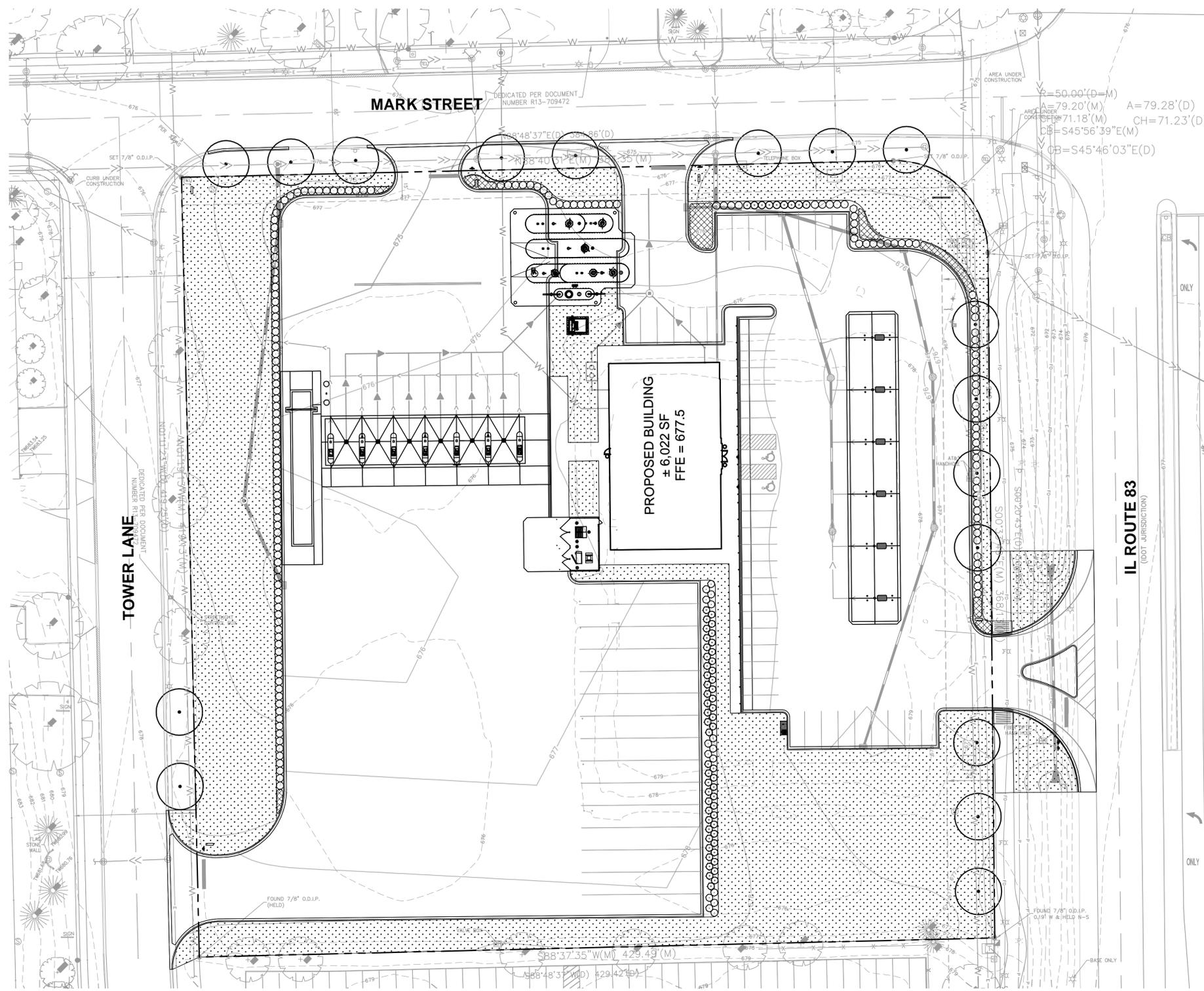
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 <b>EROSION CONTROL PLAN &amp; DETAILS</b>	<b>PILOT FLYING J</b> 1050 S. BUSSE ROAD BENSenville, IL 60106
ORIGINAL ISSUE: 01/27/2017 KHA PROJECT NO. 168287007 SHEET NUMBER <b>C2.0</b>	DATE: _____ REVISIONS: _____ NO. _____







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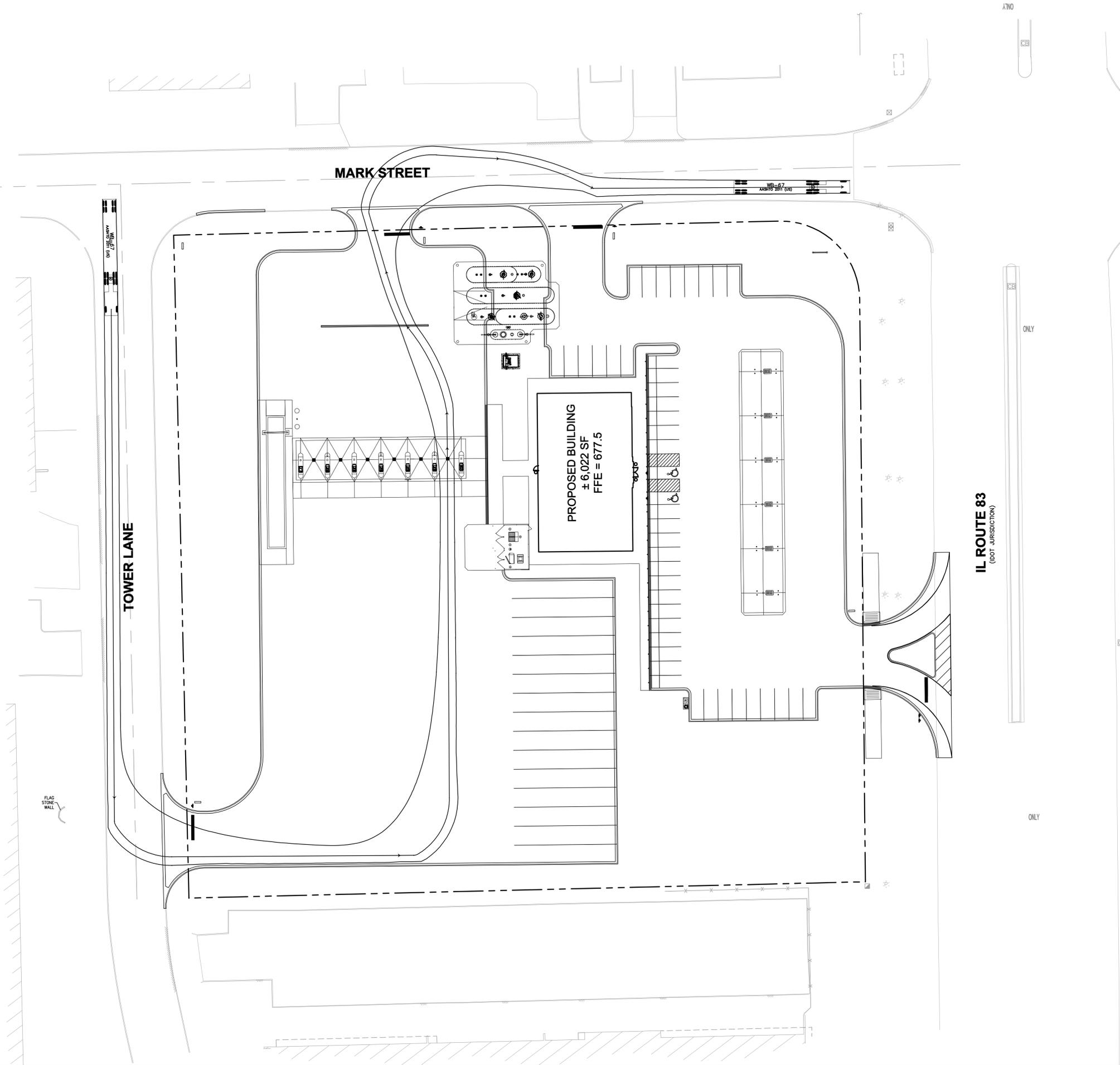


**CONCEPT PLANT SCHEDULE**

	STREET TREE	17
	FRONTAGE STRIP SHRUB - SERVICE STATION	161
	FRONTAGE STRIP DECIDUOUS SHRUB - COMMERCIAL PARKING	9
	FRONTAGE STRIP EVERGREEN SHRUB - COMMERCIAL PARKING	9
	FRONTAGE STRIP DECIDUOUS SHRUB - INDUSTRIAL PARKING	15
	FRONTAGE STRIP EVERGREEN SHRUB - INDUSTRIAL PARKING	54
	FRONTAGE STRIP PERENNIALS	756 SF
	SOD	51,050 SF

<b>Pilot</b>	<b>Kimley»Horn</b>	SCALE: AS NOTED	DESIGNED BY: BDW	DRAWN BY: BDW
<b>PRELIMINARY LANDSCAPE PLAN</b>	© 2017 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, BENSenville, IL 60106 PHONE: 630-487-6550 WWW.KIMLEY-HORN.COM	CHECKED BY: MM	DATE	BY
<b>PILOT FLYING J</b> 1050 S. BUSSE ROAD BENSenville, IL 60106	ORIGINAL ISSUE: 01/27/2017	KHA PROJECT NO. 168287007	SHEET NUMBER	L1.0

Drawing name: C:\Users\DeskLeary\AppData\Local\Temp\A6b0a164-4601-2017-0220\_Truck Turn Exhibit.dwg Ex-1 - Feb 22, 2017 2:07pm by DeskLeary  
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EX-1

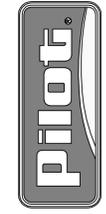
SHEET NUMBER

KHA PROJECT NO. 168287007

ORIGINAL ISSUE: 02/21/2017

**PILOT FLYING J**  
 1050 S. BUSSE ROAD  
 BENSenville, IL 60106

**TRUCK TURN EXHIBIT**

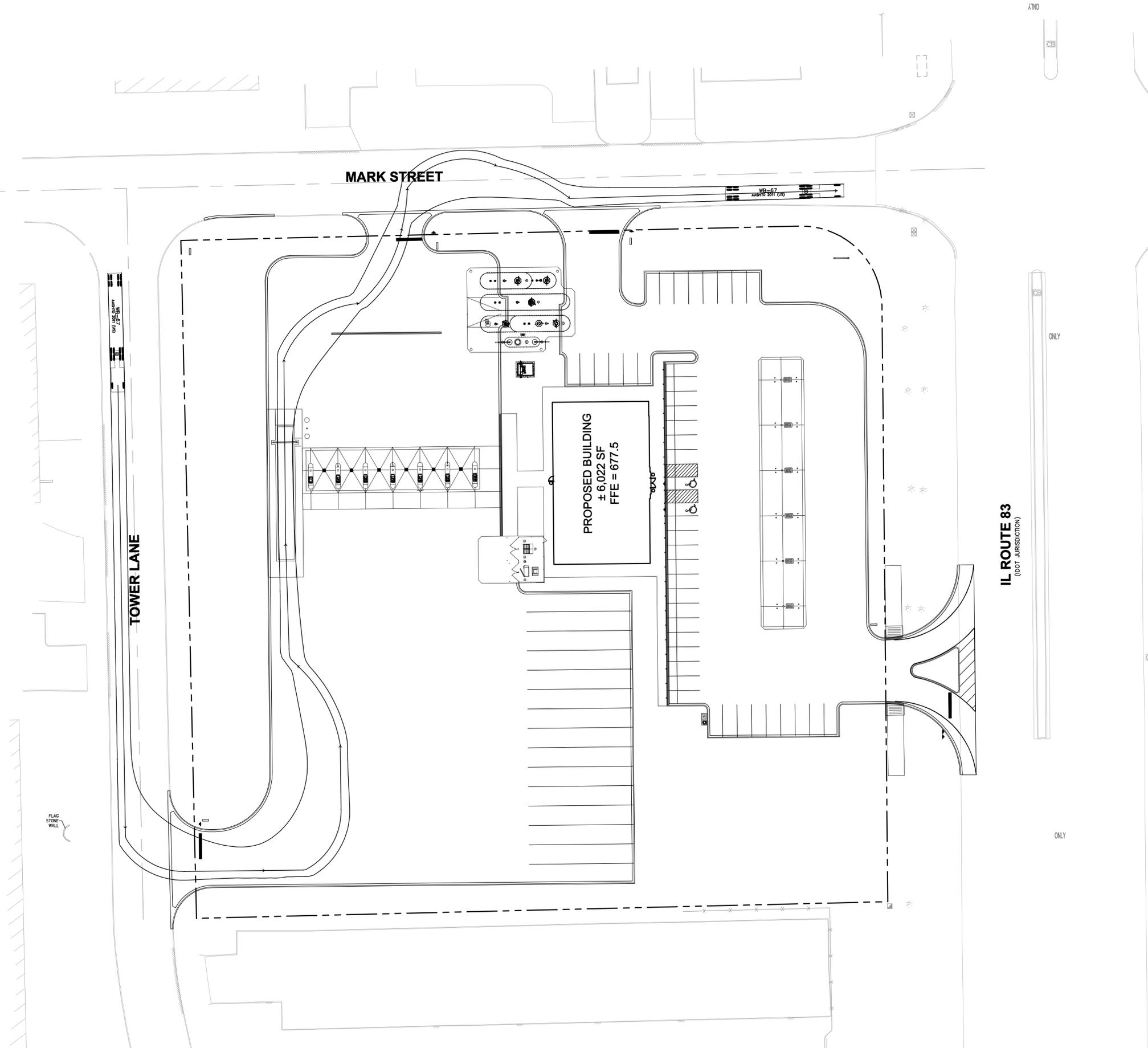


SCALE: AS NOTED  
 DESIGNED BY: BDW  
 DRAWN BY: BDW  
 CHECKED BY: JMM

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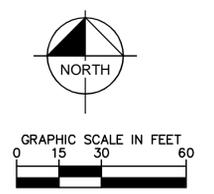
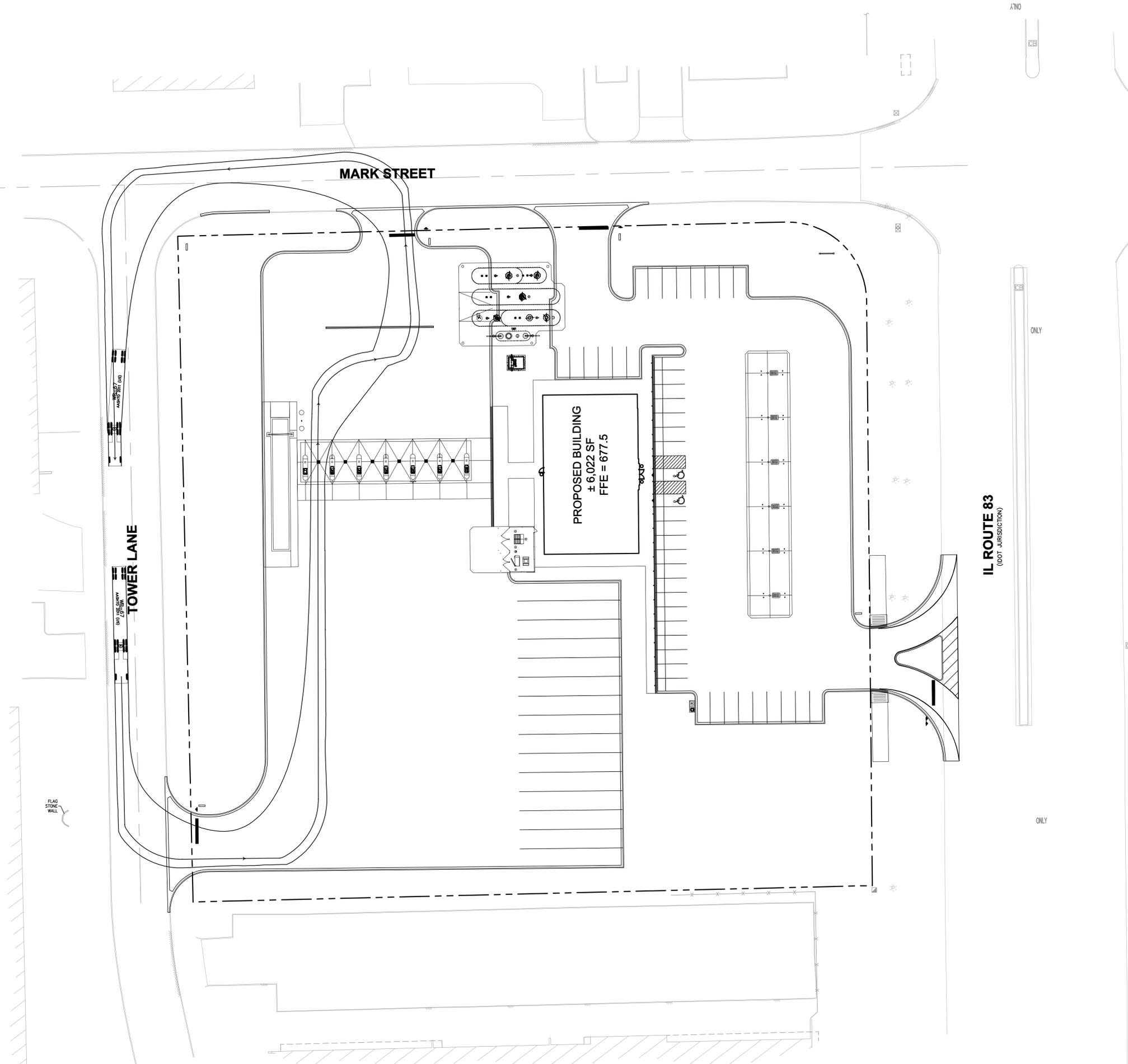
NO.	REVISIONS	DATE	BY

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ORIGINAL ISSUE: 02/21/2017 KHA PROJECT NO. 168287007 SHEET NUMBER  <b>EX-2</b>	<b>PILOT FLYING J</b> 1050 S. BUSSE ROAD BENSenville, IL 60106	<b>TRUCK TURN EXHIBIT</b>		SCALE: AS NOTED DESIGNED BY: BDW DRAWN BY: BDW CHECKED BY: JMM	<b>Kimley»Horn</b> © 2017 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, PHONE: 630-487-6550 WWW.KIMLEY-HORN.COM	REVISIONS NO. DATE BY

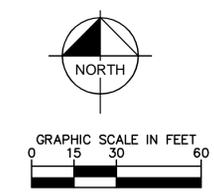
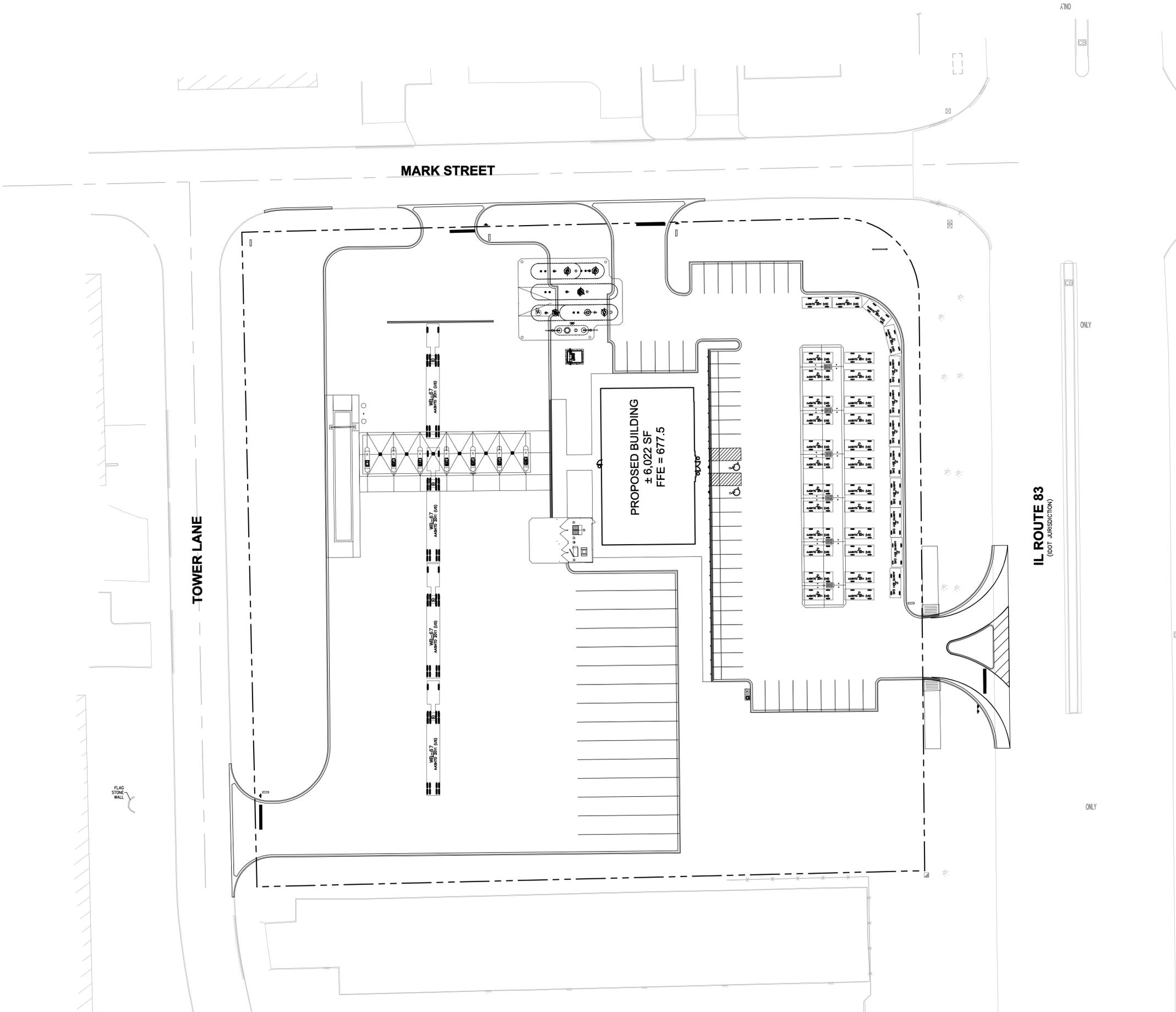
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THE VEHICLE MANEUVERING IDENTIFIED ON THIS PLAN WAS PREPARED USING AUTOTURN SOFTWARE AND DOES NOT NECESSARILY REPRESENT ACTUAL CONDITIONS NOR DOES IT ACCOUNT FOR EXTERNAL FACTORS. THIS ANALYSIS SHOULD NOT BE USED AS THE SOLE BASIS FOR THE CLIENT'S DECISION MAKING

ORIGINAL ISSUE: 02/21/2017 KHA PROJECT NO. 168287007 SHEET NUMBER <b>EX-3</b>	PILOT FLYING J 1050 S. BUSSE ROAD BENSenville, IL 60106	TRUCK TURN EXHIBIT		SCALE: AS NOTED DESIGNED BY: BDW DRAWN BY: BDW CHECKED BY: JMM	© 2017 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, PHONE: 630-487-6550 WWW.KIMLEY-HORN.COM	Kimley-Horn	No. _____ Revisions _____ Date _____ By _____
				REVISIONS	DATE	BY	

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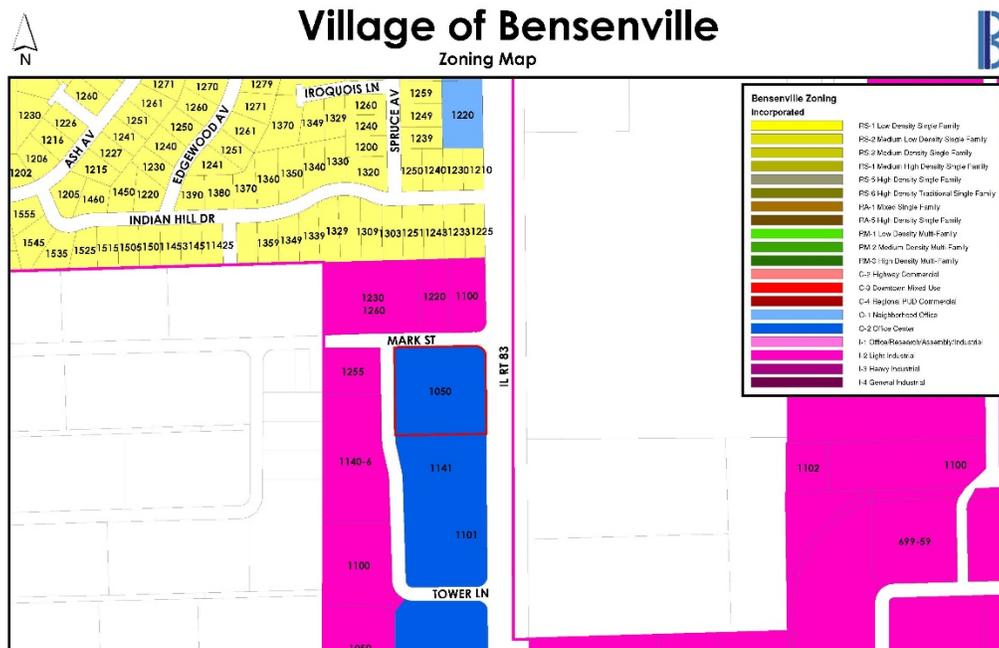


THE VEHICLE MANEUVERING IDENTIFIED ON THIS PLAN WAS PREPARED USING AUTOTURN SOFTWARE AND DOES NOT NECESSARILY REPRESENT ACTUAL CONDITIONS NOR DOES IT ACCOUNT FOR EXTERNAL FACTORS. THIS ANALYSIS SHOULD NOT BE USED AS THE SOLE BASIS FOR THE CLIENT'S DECISION MAKING

ORIGINAL ISSUE: 02/21/2017 KHA PROJECT NO. 168287007 SHEET NUMBER  <b>EX-4</b>	<b>PILOT FLYING J</b> 1050 S. BUSSE ROAD BENSenville, IL 60106	<b>STACKING EXHIBIT</b>		SCALE: AS NOTED DESIGNED BY: BDW DRAWN BY: BDW CHECKED BY: JMM	<b>Kimley»Horn</b> © 2017 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, PHONE: 630-487-6550 WWW.KIMLEY-HORN.COM	REVISIONS NO. DATE BY

**Zoning Map Amendment; O-2 Office Center to I-2 Light Industrial  
Conditional Use Permit; Service Station**

**Variiances:** Enlarge Curb Cut Width from 35' to 40', 60' and 168'; Parking Lot Configuration; Parking in Required Yards; Driveway Location less than 50' to Intersection; Decrease the Foundation Landscape Strip from 6' to 0'; Increase Number of Wall Signs from 2; Increase Number of Awning/Canopy Signs from 1; Increase Maximum Wall, Awning/Canopy, Under Canopy and Permanent Window Sign Area; Increase Number of Monument Signs Permitted from 1 and Number of Business Names on Monument Sign from 1; Increase Maximum Monument Sign Area from 32 sq. ft. to 47.52 sq. ft.; Increase Maximum Monument Sign Height from 6' to 30'; Sign Base for Monument Sign; Landscaping at Base of Monument Sign; Minimum Sign Setback;



**TYPE:**Public Hearing**SUBMITTED BY:**K. Pozsgay**DEPARTMENT:**CED**DATE:**03-03-17**DESCRIPTION:**

Consideration of a Conditional Use permit and Variances for the applicant Prologis, located at 600 Eagle Drive, Bensenville, IL.

**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:**

*Financially Sound Village  
Quality Customer Oriented Services  
Safe and Beautiful Village*

*Enrich the lives of Residents  
Major Business/Corporate Center  
Vibrant Major Corridors*

**REQUEST:**

Conditional Use Permit for Outdoor Storage; and

Variances from:

- 10 – 11 – 8A Parking and Outdoor Storage in Front Yard, and
- 10 – 12 – 2D – 1 Screening of Outdoor Storage, and
- 10 – 12 – 2 Landscape Strip, and
- 10 – 14 – 11 – 3b Fence located in front and side yard and fence height, and
- 10 – 11 – 12D Trailer parking space size

**SUMMARY:**

The applicant is proposing to move an existing Bensenville business into this location, possibly consolidating another location and expanding here. The business utilizes semi's and trailers in its operation. They will be stored on the western lot. Tractors will be parked on the north side of the lot with trailers on the south. A 12-foot composite SimTek fence will be added to the south lot line to minimize noise to the neighbors. The tractors are also pushed north into the required front yard for the same reason. The entire area will have security personal and added lighting and fencing. Other specifics on the business (name, hours of operation, etc.) are not being disclosed by Prologis.

**RECOMMENDATION:**

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Conditional Use Permit and Variances for Prologis with the following conditions:

1. The Conditional Use Permit be granted solely to the Pilot Travel Centers and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit;
2. The construction be in substantial compliance of the plans dated 02.08.17 by Base Ten Architects;
3. Applicant to install doly pads for trailer parking;
4. Applicant will provide detail on truck idling, especially in cold weather;
5. Applicant will provide details on hours of operation;
6. Applicant will add landscaping to the Eagle Drive frontage;
7. Applicant will screen the truck and tractor storage area;
8. The landscape strip along the south property line between the two fences should be maintained regularly;
9. With the privacy fence being installed on the south lot line, Prologis shall work with affected

neighbors to the south the install trees or landscaping as needed and within reason;  
10. The final landscape plan shall be subject to staff review upon final permitting;  
11. Six months after the date of Village Board approval, staff will review the project and conditions to determine if any modifications are needed.

ATTACHMENTS:

Description	Upload Date	Type
<b>CDC Case # 2017-02 staff analysis</b>	<b>3/3/2017</b>	<b>Executive Summary</b>
<b>CDC Case # 2017-02 plans</b>	<b>3/3/2017</b>	<b>Backup Material</b>
<b>CDC Case # 2017-02 Aerial Photograph and Map</b>	<b>3/3/2017</b>	<b>Backup Material</b>

**STAFF REPORT**

**HEARING DATE:** March 6, 2017  
**CASE #:** 2017 – 02  
**PROPERTY:** 600 Eagle Drive  
**PROPERTY OWNER:** Prologis  
**APPLICANT:** Same  
**SITE SIZE:** 13.70 Acres  
**BUILDING SIZE:** 313,102 SF  
**PIN NUMBER:** 03-11-312-041; 03-11-403-018; 03-11-403-020  
**ZONING:** I – 1 Office/Research/Assembly/Industrial  
**REQUEST:** Conditional Use Permit for Outdoor Storage; and  
 Variances from:  
 10 – 11 – 8A Parking and Outdoor Storage in Front Yard, and  
 10 – 12 – 2D – 1 Screening of Outdoor Storage, and  
 10 – 12 – 2 Landscape Strip, and  
 10 – 14 – 11 – 3b Fence located in front and side yard and fence height, and  
 10 – 11 – 12D Trailer parking space size

**PUBLIC NOTICE:**

1. A Legal Notice was published in the Bensenville Independent on Thursday February 16, 2017. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
2. Village personnel posted two Notice of Public Hearing signs on the property, visible from the public way on Tuesday January 21, 2017.
3. On Friday February 17, 2017 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250’ of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

**SUMMARY:**

**SURROUNDING LAND USES:**

	<b>Zoning</b>	<b>Land Use</b>	<b>Comprehensive Plan</b>	<b>Jurisdiction</b>
<b>Site</b>	I - 1	Industrial	Industrial	Village of Bensenville
<b>North</b>	I - 2	Industrial	Industrial	Village of Bensenville
<b>South</b>	RS - 4	Residential	Single Family Residential	Village of Bensenville
<b>East</b>	I - 1	Industrial	Industrial	Village of Bensenville
<b>West</b>	I - 1	Industrial	Industrial	Village of Bensenville

**DEPARTMENT COMMENTS:**

**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:**

<input checked="" type="checkbox"/>	Financially Sound Village
<input type="checkbox"/>	Quality Customer Oriented Services
<input type="checkbox"/>	Safe and Beautiful Village
<input type="checkbox"/>	Enrich the lives of Residents
<input checked="" type="checkbox"/>	Major Business/Corporate Center
<input type="checkbox"/>	Vibrant Major Corridors

Finance:

All Current

Police:

There are no police issues; however, there have been complaints about the noise associated with trucks parking in the west lot in the past. Historically, the west lot was used primarily for employee parking when the building was used as a fragrance manufacturing plant, Jovan, in the 80's so there originally were no truck parking issues. The semi-trailer will probably still be visible over the 12-foot-high fence unless there are some elevation improvements.

Engineering and Public Works:

Public Works:

No Comments

Engineering:

Preliminary Review Comments:

Upon review of the site plans, the Engineering Division offers the following comments at this time.

- 1) Based on the submitted information, the scope of work is unclear. A majority of the existing parking lot is in disrepair. It appears the applicant intends to resurface the existing parking lot. The applicant should provide a detail scope of work for the parking lot area.
- 2) Depending on the scope of work, the following permits can come into play. A National Pollution Discharge Elimination System permit; DuPage County Stormwater Management Certification; and Village of Bensenville.
- 3) The existing landscape strip along the south property line should be cleared out by removing overgrown brush, trees, garbage, etc.
- 4) Existing service walks from the building to the street within public ROW shall be removed and replaced with landscape.
- 5) An existing topographic survey may be required depending on the scope of work.

Overall, the plan is very unclear of the proposed improvements. More comments may be generated once the applicant provides a clear scope of work.

## Community & Economic Development:

### Economic Development:

- 1) This property is in a TIF district and EAV loss, if it goes vacant, will affect any increment.
- 2) The reduction of EAV will be substantial, causing stress to all taxing bodies.
- 3) The new tenant is a warehouse/distributor which will be relocating from within the Village, retaining 80 employees, four of which are from Bensenville.
- 4) Tenant is growing and possibly consolidating other locations, so there is hope that this new location will hire additional employees.
- 5) Total investment in the property is estimated at \$500,000.

### Code Compliance:

No comments at this time.

### Building:

No comments at this time.

### Planning:

- 1) Knowing there would be concerns with this project, there was a neighborhood meeting to discuss the proposal. It should be noted that the applicants did change the layout of the site, height and material of the fence to hopefully mitigate some of the concerns neighbors to the south had.
- 2) The main issues with this project arise from the use and storage of tractors and trailers on the western lot of the site. Residents were concerned with noise and pollution.
- 3) Tractors and trailers will be stored on this fenced in lot. There will be guard personal on site.
- 4) Fencing surrounding the lot will require several variances. This includes the height for the privacy fence on the southern portion of the site meant to separate the trailer storage from the residential neighborhood.
- 5) The plans did not screen the outdoor storage, although there is a chain link fence proposed. Staff recommends adding a tarp or similar material to screen the parking.
- 6) The trailer parking spots are only 11'2" instead of the required 14' requiring a variance.
- 7) Staff recommends doly pads.
- 8) The Eagle Drive frontage leaves little space for the required landscape strip as required by code (10' in width and 3' in height). Current plans do not show any landscaping. Staff recommends a landscape plan be submitted for strip along Eagle Drive.
- 9) Staff would like more detail on hours of operation.
- 10) Staff would like more detail on the nature of the truck parking and trailer loading. Will trucks be idling in cold weather? How long does it take to hook up a trailer from start to finish?

## **APPROVAL CRITERIA FOR CONDITIONAL USES:**

The Community Development Commission shall not recommend approval of the Conditional Use Permit without determining that the request meets the following approval criteria and making certain findings of fact. The Applicant has provided the following Findings of Fact:

- 1. Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

*Applicant's Response: There will be no adverse impact on traffic in the industrial park where 600 Eagle Drive is located. The traffic will be similar to that of any industrial warehouse/distributor user. All of the truck traffic will enter the property from Eagle Drive. Trucks will be able to enter from the existing curb cut on the east side of the property closest to the building and be able to exist along a new curb cut on the west of the property. This will allow for minimum truck maneuvers on the property to minimize the noise. The curb cuts will also allow for the efficient flow of traffic on the site. In addition, the trucks and trailers are regulated by TSA and the FAA as the proposed tenant does a lot of work with O'Hare and Rockford airports.*

- 2. Environmental Nuisance:** The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

*Applicant's Response: There will not be any environmental nuisance that is different or more than any other industrial user in the I-1 district. The Petitioner originally was going to propose a cedar board on board fence of 10 feet between the site and the residential properties. After meeting with the residents, the Petitioner is proposing a 12 foot fence made of commercial grade composite Sim Tek which will have no maintenance requirement and act as a sound barrier. In addition, the Petitioner will install screening on the fence along Eagle Drive similar to that you see for tennis courts to screen the outside storage from Eagle Drive. Finally, the amount of outside storage is less than 25% of the total site.*

- 3. Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

*Applicant's Response: The proposed use will fit harmoniously with the existing character of the industrial park and allow an existing Bensenville business and its jobs to stay in town. The reality with the global economy, you are not going to see a manufacturing user occupy this 313,102 square foot building. Prologis is a multinational company that clearly sees the demand for this building as warehouse/distribution, which is allowed in the I-1 district. Any such user will require outside storage of trucks and trailers.*

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

*Applicant's Response: The proposed use will not put a strain or disproportionate strain on public services beyond what is normally provided for in an I-1 Permitted Use.*

- 5. Public Necessity:** The proposed use at the particular location requested is necessary to provide a service or a facility which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

*Applicant's Response: There is a need for the Village of Bensenville to keep its industrial parks occupied. The demand for this building and site will be for warehouse and distribution.*

*Without approval, not only will the Village have a vacant industrial building that will lower the real estate taxes it receives, but also a second Bensenville business will be forced to move out of the Village and with it the Village will have another vacancy and jobs that will leave the corporate limits.*

**6. Other Factors:** The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

*Applicant’s Response: The building is approximate 30 years old, and the was originally built for a manufacturing use. The improvements the Petitioner and tenant will put into the site, including the commercial grade composite fencing will help make this site a viable occupied property in the industrial park, while also being a good neighbor to the residential properties to the south.*

Conditional Use Approval Criteria	Meets Criteria	
	Yes	No
1. Traffic	X	
2. Environmental Nuisance	X	
3. Neighborhood Character	X	
4. Public Services and Facilities	X	
5. Public Necessity	X	
6. Other Factors	X	

**APPROVAL CRITERIA FOR VARIANCES:**

The Community Development Commission shall not recommend nor shall the Village Board grant a variance unless it shall make findings based upon the evidence presented to it in each specific case that:

1) **Special Circumstances:** Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.

*Applicant’s Response: The special circumstances that arise for the variances are partially due to the concerns raised by the residents from the meeting on February 2, 2017. The parking in the front yard is due to the configuration of the parking lot in relation to the existing building. The proposed tenant needs parking for 40 trailers and 30 tractors which can be obtained with the current configuration. The Petitioner is placing the tractors in a location to be furthest away from the residential property.*

2) **Hardship or Practical Difficulties:** For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

*Applicant’s Response: Without the variance the proposed tenant will not be able to occupy the property and relocate its existing Bensenville business. Any prospective future tenant is going to need outside storage of tractors and trailers in this location.*

- 3) **Circumstances Relate to Property:** The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

*Applicant's Response: The circumstances that give rise to the variance is due to the original design of the property over 30 years ago and the reality of current market conditions for prospective users.*

- 4) **Not Resulting from Applicant Action:** The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

*Applicant's Response: The proposed variances are not resultant from actions of the Petitioner, Prologis. The Petitioner is attempting to avoid a vacancy in this building and allow another business to remain in Bensenville.*

- 5) **Preserve Rights Conferred by District:** A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

*Applicant's Response: A variance is necessary to enjoy substantial property right and to allow for the improvement of the property with the proposed new tenant.*

- 6) **Necessary for Use of Property:** The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

*Applicant's Response: The variances are required for the proposed tenant to occupy the space.*

- 7) **Not Alter Local Character:** The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

*Applicant's Response: Granting the variances will not alter the character of the industrial park and will provide better screening that will be long lasting between the industrial users and the residential properties.*

- 8) **Consistent with Title and Plan:** The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

*Applicant's Response: The granting of the ordinance is in harmony with the general purpose of the ordinance and similar request have be granted throughout the Bensenville industrial parks.*

9) **Minimum Variance Needed:** The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

*Applicant's Response: The variances requested are the minimum required for the proposed tenant and to comply with the request of the meeting with the residents.*

Variances Approval Criteria	Meets Criteria	
	Yes	No
1. Special Circumstances	X	
2. Hardship	X	
3. Circumstances relate to the Property	X	
4. Not Resulting from Applicant Actions	X	
5. Preserve Rights Conferred By District	X	
6. Necessary for the Use of the Property	X	
7. Not Alter Local Character	X	
8. Consistent with Title and Plan	X	
9. Minimum Variance Needed	X	

**RECOMMENDATIONS:**

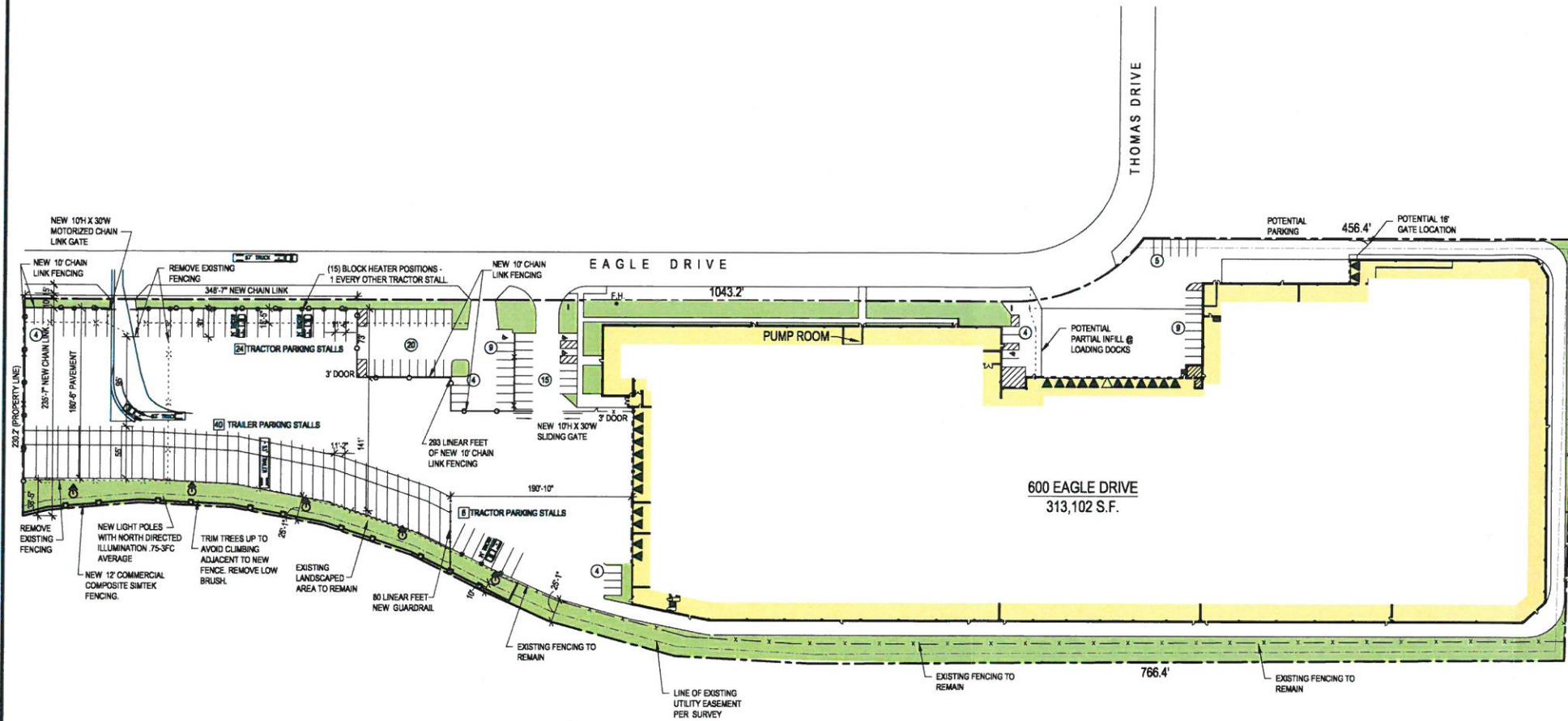
Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Conditional Use Permit and Variances for Prologis with the following conditions:

1. The Conditional Use Permit be granted solely to the Pilot Travel Centers and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit;
2. The construction be in substantial compliance of the plans dated 02.08.17 by Base Ten Architects;
3. Applicant to install doly pads for trailer parking;
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6. Applicant will add landscaping to the Eagle Drive frontage;
7. Applicant will screen the truck and tractor storage area;
8. The landscape strip along the south property line between the two fences should be maintained regularly;
9. With the privacy fence being installed on the south lot line, Prologis shall work with affected neighbors to the south the install trees or landscaping as needed and within reason;

10. The final landscape plan shall be subject to staff review upon final permitting;
11. Six months after the date of Village Board approval, staff will review the project and conditions to determine if any modifications are needed.

Respectfully Submitted,  
Department of Community  
& Economic Development

**BENSENVILLE DIST. CENTER**  
**BENSENVILLE, IL**  
**600 EAGLE DRIVE**



ALL PROPOSED FENCING TO BE PLACED ON PROLOGIS PROPERTY.

APPROXIMATELY 531 LINEAR FEET OF COMMERCIAL COMPOSITE SIMTEK FENCE ALONG SOUTH PROPERTY LINE AT TRUCK LOT.

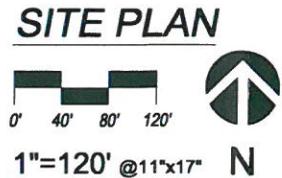
LOCATION OF NEW FENCING IS PRELIMINARY, PENDING ZONING REVIEW

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 FEDERAL, STATE AND LOCAL REGULATIONS.

UNIT	S.F. TOTAL	WAREHOUSE		OFFICE		
		1ST FL.	MEZZ.	OFFICE	WHSE OFFICE	MEZZ.
-	313,102	-	-	22,023	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
COMMON	-	-	-	-	-	-
TOTAL	313,102	-	-	-	-	-

UNIT	DOCKS	FUTURE DRIVE-IN DOCKS	FUTURE DRIVE-IN AUTO	FUTURE AUTO	TRAILER	TRACTOR	RAIL POS.
-	25	-	74	-	40	30	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
TOTAL	25	-	74	-	40	30	-

- LEGEND**
- AVAILABLE
  - LEASED AREA
  - CONSTRUCTION
  - PLANNED
  - LAND
  - WATER
  - DOCK
  - DOCK W/LEVELER
  - FUTURE DOCK
  - DRIVE IN DOOR
  - RAIL POSITION



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