



CITY OF WOOD DALE

COMMUNITY DEVELOPMENT COMMISSION **MEETING AGENDA**

Date & Time: January 15, 2024 at 7:00 PM
Location: Wood Dale City Hall
404 N. Wood Dale Road, Wood Dale, IL 60191
Members: Jay Babowice, April Jaeger-Rudnicki, Jaime Ochoa, Jim Parenti,
Richard Petersen, Tereasa Szatko, David Woods
Staff Liaison: Gosia Pociecha, AICP - Senior Planner

I. CALL TO ORDER

II. ROLL CALL

III. BUSINESS ITEMS

A. *Approval of Meeting Minutes from October 16, 2023*

IV. PUBLIC HEARINGS

A. *CDC-2023-0007 – Three (3) Special Uses, Zoning Variation, Sign Code Variation, and Site Plan Review – 101 Mittel Dr.*

An application has been filed by CIT Trucks, LLC for three (3) Special Uses to allow operation of a truck dealership, repair, and rental facility with accessory retail sale of vehicle parts in an existing building at 101 Mittel Drive. Exterior site modifications require a Zoning Variation from the provisions of the Unified Development Ordinance (UDO) and a Sign Code Variation. BCORE CORRIDOR CHICAGO, LLC is the current property owner.

V. STAFF LIAISON REPORT

A. None

VI. ADJOURNMENT



COMMUNITY DEVELOPMENT COMMISSION MINUTES

Committee Date: October 16, 2023

Present: Jamie Ochoa, James Parenti, David Woods, Jay Babowice
Teresa Szatko, April Jaeger Rudnicki, Richard Petersen

Absent: None

Also Present: Attorney Sean Conway, Gosia Pociecha, Andrew Koterak
Attorney Marshall Subach, Mark Dudek, Cliff Toberman,
Giovanni Ciaccio

Meeting Convened at: 7:00 p.m.

CALL TO ORDER

Attorney Conway called the meeting to order at 7:00 P.M. A roll call vote was taken and a quorum was present. He will act as the meeting facilitator.

APPROVAL OF MINUTES

Mr. Woods made a motion, seconded by Ms. Szatko, to approve the minutes of the July 17, 2023 meeting. Motion carried.

CASE NO. CDC-2023-0006

Public Hearing called to order at 7:05 P.M.

An application has been filed by Gullo International Development Corporation for a Special Use for Planned Unit Development (combined Concept & Final Development Plan) with certain deviations, a Variation, Site Plan Review and Lot Consolidation to enable construction of a new industrial building and surface parking at 895 N. Wood Dale Rd. pursuant to Sections 17.205.B, 2.C, 17.204.C, 17.206 and 17.805 of the Municipal Code of the City of Wood Dale and applicable zoning regulations. Wood Dale LLC is the current property owner. Staff described the property as follows: approximately 7.68 acres in size consisting of three parcels with a private driveway along the south property line (referred to as Hansen Court); the driveway provides access to the subject property as well as access to the private property adjacent to the east at 940 N. Central. The current zoning classification is Thorndale Interchange Overlay (T10) with underlying C-2, Corridor Commercial District. Location: the south-east corner of the intersection of Wood Dale Road and I-390 (Elgin-O'Hare Tollway).

DISCUSSION

The intention of the petitioner as described by Attorney Subach is to redevelop the site and construct a new industrial speculative building able to accommodate manufacturing, distribution and/or logistics. It will be approximately 86,400 sq. ft. with the potential to be divided into four tenant units; further, it will be served by surface parking for passenger vehicles to the south, west and north of the building and loading docks to the east of the building with tractor trailer parking along the rear (east) property line. A pre-cast concrete wall will be placed in front of the truck parking area to provide screening. New landscaping will be added on site and at the perimeter and new access points will be introduced along Wood Dale Road and Frontage Road to the north. The required on-site stormwater detention will be provided via two underground detention vaults constructed under the parking surface and, per the petitioner, will provide 15% more storage than currently exists. Petitioner believes that the building would provide an attractive introduction to the industrial area and would improve the appearance of the area by eliminating the existing truck parking on the lot. Mr. Woods stated his concerns regarding the proposed traffic plan given the fact that a school with pedestrian traffic is located south of the proposed building. Petitioner stated that given the desirable location of the building and its proximity to I-390, they feel that traffic will be focused on travelling north. The City's Engineers have reviewed the plans and there remain several comments which can be addressed during the building permit process.

RECOMMENDATION

Ms. Szatko made a motion, seconded by Mr. Parenti, that based on the submitted petition and the testimony presented, the proposed request for a Special Use for Planned Variation, and Site Plan Review upon Lot Consolidation for property at 895 N. Wood Dale Road is consistent with the Unified Development Ordinance and Comprehensive Plan; and, therefore I move that the Community Development Commission adopt the findings of fact included within the staff memo dated October 16, 2023 as the findings of the Community Development Commission, and recommend to the City Council approval of the Special Use for a Planned Unit Development with deviations, Variation, and Site Plan Review upon Lot Consolidation for property at 895 N. Wood Dale Road in Case No. CDC-2023-0006 subject to the following conditions:

1. The Special Use, Planned Unit Development, Variation, Site Plan Review and Plat of Subdivision shall substantially conform to the staff memo dated October 16, 2023, and the attached exhibits, except as such plans may be modified to meet City Code requirements. Where deviations to the codes have not been requested as part of this approval, the existing codes must be met, as applicable, at the time of permit application

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2. 2.The Special Use permit shall be deemed to relate to, and be for the benefit of the lot itself
 3. Final engineering approval
 4. Truck parking must be accessory to existing units/tenants on the property
 5. More architectural detail/reveal added to the pre-cast concrete screening walls to match the proposed elevations
 6. One parking stall shall be eliminated along the north facade to accommodate widening of a landscape island to accommodate a fire hydrant and a shade tree
 7. If the rooftop units are visible from the streets, the developer will be required to provide screening
 8. The developer has the ongoing obligation to maintain the landscaping on the site in accordance with the approved landscape plan

A roll call vote was taken with the following results:

Ayes: Ochoa, Szatko, Rudnicki, Petersen, Woods, Parenti, Babowice

Nays: None

Abstain: None

Motion carries.

STAFF LIAISON REPORT

None

ADJOURNMENT

The meeting was adjourned at 7:50 P.M.

Minutes taken by Marilyn Chiappetta

CITY OF WOOD DALE

Community Development



MEMO

DATE: January 15, 2024

TO: Community Development Commission

FROM: Andrew Koterak, Planner

SUBJECT: Case No. CDC-2023-0007, Special Uses for a Truck Dealership, Rental, and Servicing Facility with Accessory Retail Sales, Zoning Variation, Sign Code Variation, and Site Plan Review for the property at 101 Mittel Drive.

REQUEST

An application has been filed by CIT Trucks, LLC for three (3) Special Uses to allow a truck dealership, repair, and rental facility with accessory retail sale of vehicle parts in an existing building at 101 Mittel Drive. Exterior site modifications require a Zoning Variation from the provisions of the Unified Development Ordinance (UDO) and a Sign Code Variation pursuant to Sections 17.205.B, 13.802.D, 17.204.C, and 17.206.E, of the Municipal Code of the City of Wood Dale and applicable zoning regulations. Site Plan Review was performed for this application.

PROPERTY INFORMATION

Site Addresses:	101 Mittel Drive
PINs:	03-09-202-001, 03-04-402-002, 03-04-406-034
Property Size (03-09-202-001):	7.20 Acres
Property Size (03-04-402-002):	0.53 Acres
Property Size (03-04-406-034):	0.23 Acres
Property Size (Total):	7.96 acres (346,737 sf)
Existing Land Use:	Industrial/Business Park
Future Land Use:	Industrial/ Business Park
Existing Zoning:	I-1: Industrial/Business Park / TIO Overlay

Surrounding Zoning / Land Use

North:	TIO with I-1 / Industrial/Business Park / Vacant
South:	I-1 / Industrial/Business Park
East:	R-4 / Recreation
West:	I-1 / Industrial/Business Park



Subject Property Location Map

ANALYSIS

Submittals

The analysis and recommendation provided in this memo are based on the following documents, which are on file in the Community Development Dept. and attached as noted:

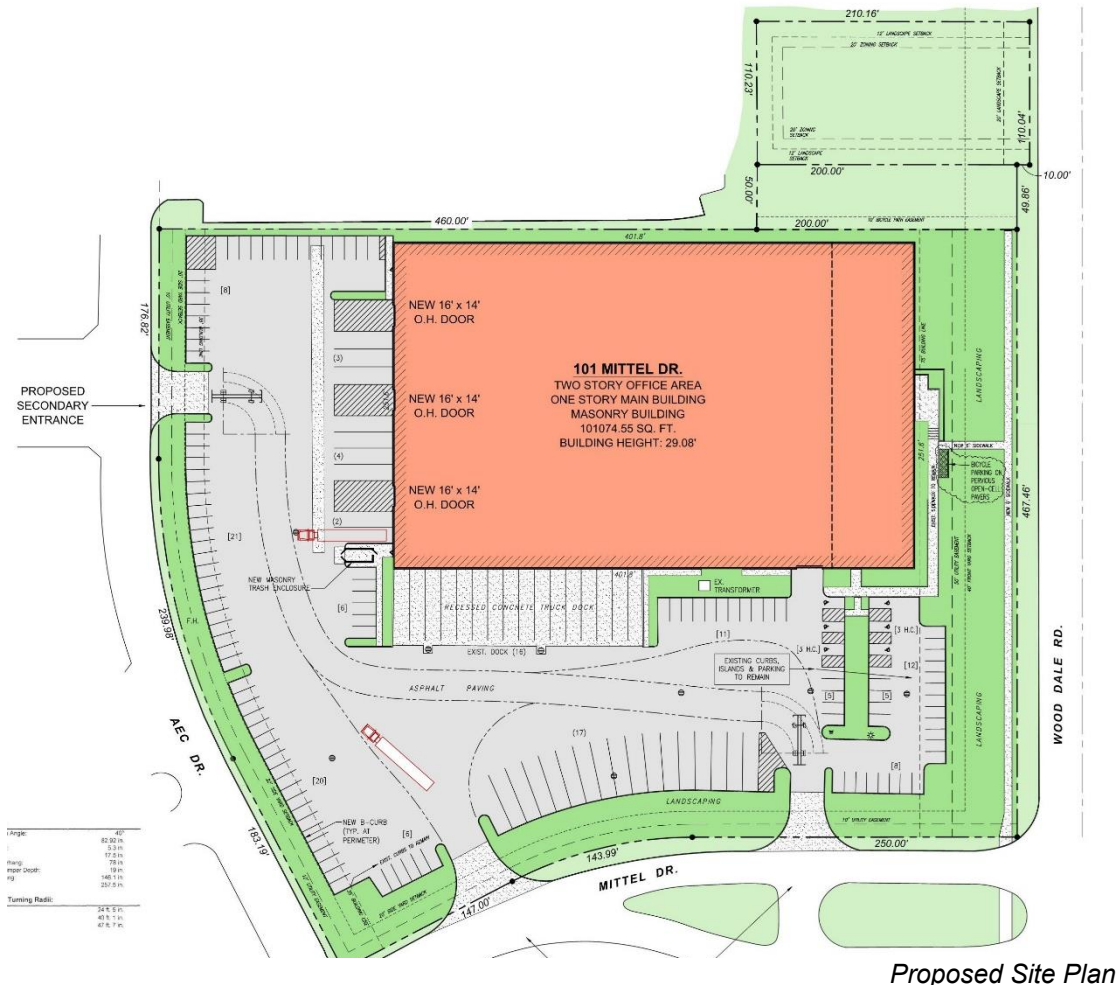
- Application
- Proof of Ownership
- Property Owner Letter of Authorization
- Petitioner Narrative (Exhibit A)
- Responses to Special Use / Site Plan Review Standards for Approval (Exhibit B)
- Responses to Variation Standards for Approval (Exhibit C)
- Plat of Survey (Exhibit D)
- Site Improvement Plan (Exhibit E)
- Landscape Plan (Exhibit F)
- Sign Renderings (Exhibit G)

- Traffic Memorandum (Exhibit H)
- Petitioner Statement RE: Exterior Equipment / Fences / Screening (Exhibit I)
- Letter to Director of Public Works (Exhibit J)
- SpaceCo Stormwater Management Engineering Statement (Exhibit K)

Project Description

The subject property is located at 101 Mittel Drive at the northwest corner of the intersection of Wood Dale Road and Mittel Drive in Wood Dale. The principal parcel is zoned I-1: Industrial/Business Park. The two undeveloped parcels to the north are under common ownership with the principal parcel and are zoned TIO: Thorndale Interchange Overlay with underlying I-1: Industrial/Business Park zoning. The entire zoning lot is approximately 7.96 acres in size. The subject property is developed with a 115,000 sf building, however it is not currently occupied. The structure was most recently used for manufacturing and office.

The intent of the petitioner is to operate a dealership and rental facility for medium and heavy-duty trucks. The footprint of the building will not be altered, however interior modifications to the floor plan are required to accommodate offices, the warehousing and retail sale of truck parts, and a vehicle servicing area. Although the existing building sp



ans two floors, it is anticipated that only the first floor will be initially occupied by the applicant. There is a possibility of expanding operations to the second floor office at a later date to accommodate additional staff.

Proposed exterior site modifications will marginally increase the footprint of the parking lot. Two existing parking lot islands landscaped with grass and small trees will be removed to facilitate the maneuvering of semi-articulated trucks. The parking stalls adjacent to Mittel Drive will be enlarged for the display of trucks being sold. Ultimately, the reconfiguration of the parking lot is not expected to have a major impact on the visual appearance of the site.

Two driveways on Mittel Drive currently provide access to the site with a third proposed entrance on AEC Drive west of the building. The building will be served by surface parking for passenger vehicles to the south and west of the building, and loading docks for commercial vehicles to the south. Three (3) new overhead doors will be provided on the west side of the building facing AEC Drive to allow trucks to access the interior servicing area. Due to the non-standard size of the proposed semi-truck parking spaces, a future user could restripe the parking lot at a later date to increase the number of passenger vehicle parking spaces if desired.

New landscaping will be added to the perimeter of the parking lot and adjacent to building entrances. Because Wood Dale Road is considered a “Community Gateway Corridor” in the UDO additional landscaping requirements apply. The applicant is proposing shrubs, ornamental grasses, and trees in this area to further beautify the corridor. A new segment of sidewalk will extend northwards along Wood Dale Road helping bridge a gap in the City’s sidewalk network.



Proposed Signage (On South Building Wall)



Proposed Signage (On East Building Wall)

Compliance with the Comprehensive Plan

The subject property is designated as Industrial/Business Park on the Future Land Use Plan of the Comprehensive Plan. This Land Use Category encompasses small and large industrial spaces including manufacturing, warehouse, and flexible space with office spaces primarily to support the manufacturing operations. These proposed uses fit the description of Industrial/Business Park category; therefore, the request is generally consistent with the Comprehensive Plan.

The truck dealership, servicing facility, and retail parts store further diversifies the uses in the industrial park. The O'Hare submarket for industrial / logistics development is strong which creates demand for short-haul trucking within the region. The area's proximity to the airport and future connection to the Elgin-O'Hare Western access project (I-490) makes this location desirable and suitable for this type of use. Development of this type also presents benefits to the City by strengthening the tax base and increasing employment opportunities.

The proposed development would support the following Goals and Objectives:

- Goal 1: Connect Wood Dale Citizens to:
 - *Objective 3: Increase opportunities for Wood Dale residents to work in Wood Dale.*
 - Once completed, the project will provide new employment opportunities in the City. According to the applicant, CIT plans to initially employ 75 people over two work shifts, with future employment expected to reach a maximum of 140 people within five years.
- Goal 2: Build Community Capacity:
 - *Objective 1: Seek opportunities for economic development.*
 - The proposed Special Uses represent the application of zoning techniques that support reuse of an underutilized property. The exterior improvements to the property and truck sales will generate additional revenue for the City.
 - *Objective 2: Expand job opportunities in the community.*
 - The project leverages Wood Dale's prime location in the O'Hare submarket and proximity to I-390. A wide range of business uses along the expressway corridor attracts jobs and visitors into the City.
- Goal 3: Embrace Small-Town Charm:
 - *Objective 2: Enhance the appearance and "curb appeal" of commercial corridors and residential areas.*
 - Additional plantings of shrubs, ornamental grasses, and trees adjacent to Wood Dale Road help beautify a Community Gateway Corridor. New sidewalk enhances connectivity to adjacent development and improves safety for all road users.
- Goal 4: Keep Wood Dale Diverse:
 - *Objective 2: Manage development to create a balanced mix of land uses, promoting economic vitality and a sustainable quality of life.*
 - The Project is consistent with the City's stated strategy to encourage expanded commercial options through efforts to attract retailers that complement existing businesses.
- Goal 5: Protect Land Values:
 - *Objective 3: Encourage investment through redevelopment and by attracting new visitors and residents.*

- The Project is consistent with the City’s strategy to balance land use decisions to maintain a strong tax base and minimize the property tax burden on residents. Industrial development typically provides financial advantages without straining services such as schools, parks and public safety.

Compliance with the Unified Development Ordinance (UDO)

Allowable Uses

The subject property is located in the I-1: Industrial/Business Park zoning district. A total of five (5) distinct, but related, uses are proposed on the site. These uses are classified by the UDO as follows:

Proposed Uses	
Use	Type
Motor Vehicle Sales (New and Used)	Special Use
Motor Vehicle Repair Facility for Commercial Motor Vehicles	Special Use
Motor Vehicle Rental	Special Use
Indoor Retail Sales of Goods, Accessory (Up to 25% of Total Square Footage)	Permitted
Office, Administrative and Professional	Permitted

Two (2) of the uses are permitted by-right which do not require special approval by the CDC or City Council. These uses are Office and Indoor Retail Sales of Goods provided that no more than 25% of the total square footage of the building is occupied by retail. The remaining three (3) uses are Special Uses which may be permitted but are subject to an additional public hearing and review process before the CDC. This provides an opportunity for public comment and for the applicant to demonstrate the uses are in alignment with the vision and objectives of the City.

As such, the applicant has submitted a petition for approval of the three (3) Special Uses and two (2) Variations from the City Code for exterior modifications to the parking lot and signage which could not be amended during the Site Plan Review process. The standards for Special Use, Zoning Variation, Sign Code Variation, and Site Plan Review have been evaluated and are provided for consideration in this report.

Development Standards

The following table summarizes the lot development standards for the I-1 zoning district and how the development meets those code requirements.

Bulk Standard	I-1	101 Mittel	TIO	Parcel 2	Parcel 3
				0304402002	0304406034
Min. Development Area	2 acres	7.19 acres	10 acres	0.53 acres	0.23 acres
Min. Lot Width at front yard line	200 ft	467.50 ft	Per PUD	110.04 ft	49.86 ft
Min. Front Yard Setback	40 ft	78.50 ft	50ft or per PUD	0	0
Min. Side Yard Setback	20 ft	9.70 ft	Per PUD	0	0
Min. Rear Yard Setback	20 ft	96.58 ft	Per PUD	0	0

Max. Lot Coverage	80%	79%	Per PUD	0%	0%
Max. Building Height	45 ft	29.08 ft	60ft or per PUD	0 ft	0 ft

The current area of the zoning lot is approximately 7.96 acres which meets and exceeds the minimum lot area of 2 acres in the I-1 district. Site Plan Review by staff revealed that the minimum side yard setback of 20’ is not met on the north side of the building, as the existing setback is 9.70’ in this location. However, since no modifications to the building footprint or property lines are proposed which would alter the setbacks, the Municipal Code does not require any action by the applicant at this time. Although the two undeveloped parcels to the north do not meet the minimum dimensional standards required in the TIO district, they are considered part of a zoning lot which meets and exceeds the standards.

Parking and Traffic

There will be a total of 163 parking spaces provided for this development which includes 6 accessible spaces. The building will feature 16 loading docks and 3 drive-in doors for access to the interior vehicle servicing area. According to the applicant, 15 of the loading docks will not be utilized for loading/unloading purposes, but for temporary parking of semi-trailers associated with truck cabs being serviced. 122 parking spaces are dedicated to passenger vehicle parking for customers and employees. The remaining 41 spaces are dedicated to truck parking.

According to the City Code, a total of 211 parking spaces are required for the proposed uses (see below). The applicant is seeking a Zoning Variation from UDO [Sec. 17.503.F] to reduce the parking requirement by 48 spaces. According the applicant, the facility will initially employ 75 staff, 60% of whom will work the day shift and 40% of whom will work the night shift. Due to the staggered shifts, the applicant indicates that the proposed 122 passenger vehicle parking spaces will be sufficient to accommodate staff and customer needs. While the proposed tenant will not require 211 parking spaces on the site, the parking lot could be restriped at a later date to accommodate additional passenger parking spaces if needed by a future tenant.

Use	Floor Area (sf)	Parking Ratio	Required Spaces	Provided Spaces
Office	14,155	4 spaces / 1,000 sf	57	8
Motor Vehicle Sales or Rental	2,070	2.5 spaces / 1,000 sf of office space	5	5
Indoor Retail Sales of Goods	2,508	4 spaces / 1,000 sf	10	10
Manufacturing, General (Truck Servicing Area)	44,956	2 spaces / 1,000 sf	90	90
Warehousing and Logistics (Parts Storage)	49,446	1 space / 1,000 sf	49	50
Total	113,135		211	163

The two existing vehicle access points on the south side of the property connecting to Mittel Drive will be maintained. A third access point will be added to AEC Drive and aligned with the existing driveway on the opposite side of the street to enhance safety and visibility for motorists. All driveways will be sized to accommodate both passenger vehicles and commercial trucks. The existing access drives exceed the maximum permitted width of 80 ft when measured at the roadway as regulated by the City of Wood Dale Engineering Design and Development Standards Manual – Pavement Detail 7. However, a larger curb line may be allowed with approval from the Director of Public Works. The applicant has submitted a written request for consideration of the wider curb line at this access point citing that is required for truck maneuvering movements depicted on the auto turn exhibit and the Public Works Director has no objections.

Pedestrian traffic can traverse the site with a proposed public sidewalk along Wood Dale Road. The sidewalk will connect to the existing Mittel Drive crosswalk creating a seamless connection for bicycle and pedestrian traffic coming from the south and west. A new connection between the east elevation of the building and the proposed public sidewalk along Wood Dale Road is proposed.

A traffic statement was prepared and submitted as part of the application. The purpose of the memorandum was to summarize existing roadway conditions, estimate the volume of traffic that will be generated by the dealership, and to review the access drives. The dealership is estimated to generate less traffic during the morning peak hour and a similar volume of traffic during the evening peak hour compared to a manufacturing use or a general light industrial use. This memo was provided by the project Engineer was reviewed by City staff and Consultants.

Subdivision

The subject property consists of three parcels. Lot consolidation was discussed during the application process, however the property owners do not wish to consolidate at this time. Lot consolidation per Sec. 17.704 is not triggered since there are no buildings or accessory structures proposed on the two undeveloped parcels to the north. The parcels can be considered a single zoning lot designated by its owner or developer as a tract to be used, developed or built upon as a unit. An easement or condition of approval will be placed on the property to ensure that the stormwater detention basin proposed on the northerly lots serves the entire site in perpetuity. This will prevent the parcels from being sold or redeveloped at a later date.

Landscaping

The proposed development will include landscaping as required per Chapter 17 Article VI of the UDO. The site will feature 100% landscape coverage around the perimeter of the parking lot area and 50% coverage along the south and west property lines. Foundation landscaping will be added around the perimeter of the building where practical and not in conflict with the circulation of the site. The applicant has opted to transplant several trees in lieu of removal and replacement. However, in the event that a tree designated for preservation is destroyed, damaged, or removed during the construction process, double the typical number of replacement trees must be provided.

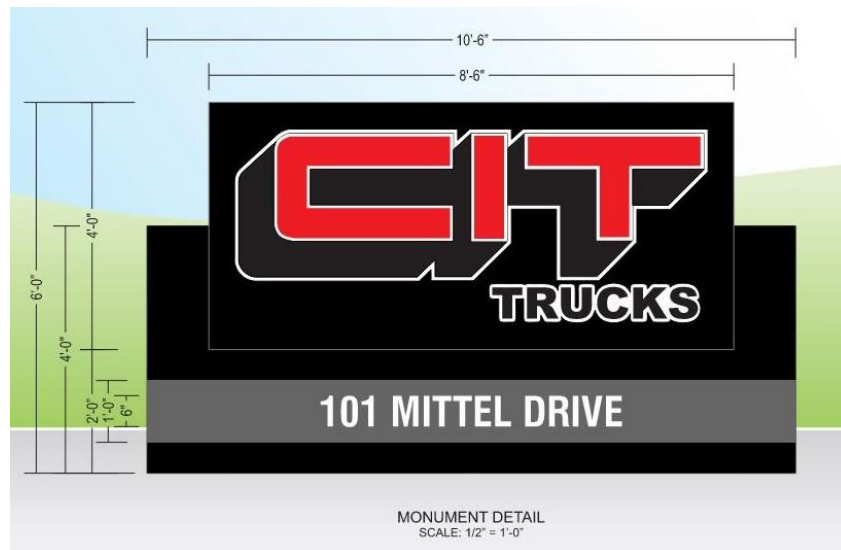
The submitted landscape plan indicates that there are a total of 46 existing trees on site. A total of 22 trees are proposed to be transplanted or removed entirely where conflicts with the expanded parking lot will occur. New plantings will consist of shade trees, evergreens, ornamental grasses, and sod in disturbed areas.

Building Code

The initial building review of the very conceptual building plans was conducted and did not indicate any items that needed to be addressed during the zoning entitlement process. Since complete building plans are not yet available, full building code compliance review will be conducted during the permitting process.

Signage

Several new signs are proposed on the premises, including a wall sign on the south side of the building (facing Mittel Drive), a wall sign on the east wall of the building (facing Wood Dale Road), and a monument sign at the southeast corner of the site near the intersection of Wood Dale Road and Mittel Drive. The proposed wall sign on the east side measures approximately 109 square feet in area which exceeds the maximum permitted wall sign area of 100 square feet in this location. According to the applicant, the pre-manufactured signage is provided by the Kenworth Corporation. The signs are standard size which marginally exceeds the maximum area permitted by the Wood Dale Sign Code. A Sign Code Variation has been requested accordingly.



Proposed Monument Sign

Engineering

The applicant has submitted engineering site improvement plans. These documents were reviewed by City Engineers and review comments were issued to the applicant. At this point, the engineering plans are appropriate for Special Use approvals, Zoning Variation to reduce the parking requirement, and Sign Code Variation to increase the permitted size of a wall sign. Certain remaining comments can be addressed during the building permit process. City Engineers are comfortable with the level of submittal to date and did not raise any concerns. The approval of the Special Uses will be

conditioned on final engineering approval prior to the issuance of building permits for the site.

Stormwater Management

According to the Municipal Code, an increase of 10,000 sf or more of impervious area will require stormwater detention (Sec. 10.105). The proposed parking lot expansion will result in 28,807 square feet of net-new impervious area. Therefore, stormwater detention for the entire developed site is required. The project engineer has provided a written statement describing how the increased stormwater runoff will be managed which has been reviewed by the City Engineer. Approximately 1.90 acre-feet of detention storage will be required based on the disturbed area of the proposed improvements. City engineers will confirm that the on-site stormwater detention basin meets all code requirements prior to the issuance of a building permit for the site.

Public Utilities

The development will be served by existing public utilities. No utility changes are being proposed other than storm sewer modifications adjacent to Wood Dale Road.

Public Safety

The Wood Dale Fire Protection District has reviewed the preliminary plans for the proposed redevelopment and did not note any concerns. Parking lot drive aisle widths vary throughout the site, ranging from 26' to 74'. This meets and exceeds the minimum required fire lane width of 26'. Further fire code compliance will be conducted as part of the permitting for the development.

Site Plan Review

Site plan review in accordance with Sec. 17.206 of the UDO has been conducted by staff. The proposed development, subject to Special Use approval, is not expected to have an unwarranted or unreasonable effect on the surrounding property or public utilities. Per initial engineering review, the proposal is not expected to create unreasonable drainage or erosion problems. The project will be subject to complete plan review and code compliance during the permitting process.

Neighborhood Comment

Notice was provided to adjacent property owners in accordance with Section 17.202.E of the UDO. A public hearing sign was placed at the subject property and a public hearing notice published in Daily Herald on December 29, 2023. No public comments were submitted as of the writing of this memorandum.

Findings of Fact

The Community Development Commission may recommend approval of the proposed Special Uses, Zoning Variation, and Sign Variation if evidence is presented to establish that the application meets the standards. The applicant has provided responses to the standards in Exhibit B. The standards are as follows (*staff comments italicized*):

Special Use Standards per Sec. 17.205.B.5

1. Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this UDO was enacted and for which the regulations of the district in question were established and with the general purpose and intent of The City of Wood Dale Comprehensive Land Use Plan.

Response: *The proposed use and development are in harmony with the purpose and intent of the UDO, the I-1 zoning district, and the Comprehensive Plan. Goals of the UDO which are met by the proposed development include: Increasing the taxable value of land and buildings, Maintaining property values and a stable tax base, and Facilitating redevelopment along Wood Dale Road. The subject property is designated as Industrial/Business Park on the Future Land Use Map. The proposed uses are designated by the UDO as permitted by-right or as Special Uses which may be compatible with surrounding development upon careful consideration by the City.*

2. No Undue Adverse Impact. The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

Response: *The subject property is located within an existing commercial and industrial area. The proposed uses are similar in scope and intensity to surrounding manufacturing and warehousing uses. The truck dealership / servicing facility is expected to be compatible with existing uses in the area. The proposed development will not modify the footprint or exterior materials of the existing building. Per initial engineering review, the proposed on-site stormwater detention facilities will be sufficient to meet the needs of the site. There will not be a substantial or undue effect on adjacent property, the character of the area, or public health, safety and general welfare.*

3. No Interference with Surrounding Development. The proposed use and development will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

Response: *The surrounding properties can continue to be used in the same manner as in accordance with applicable zoning regulations. The parking lot improvements have been designed to align additional vehicle access points with the existing driveways to improve safety and traffic distribution. The development of the subject property should serve to promote investment in the community to further increase property values in the neighborhood.*

4. Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities,

drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

Response: *The proposed development will be adequately served by City infrastructure including streets and public utilities. Adequate stormwater detention will be accommodated on-site via a new stormwater detention basin north of the principal structure. The new segment of public sidewalk constructed along Wood Dale Road will enhance multi-modal access to the industrial park from the Metra Rail station to the south. There is sufficient existing capacity for Police and Fire protection, refuse disposal, and other local amenities to benefit the site.*

5. No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

Response: *A Traffic Memo was submitted by the Applicant. The subject property is not located near residential neighborhoods, so no significant impact on traffic on residential streets is expected. Most truck traffic will likely access the site via high-capacity roads to the north, such as I-390 and Thorndale Avenue, which primarily traverse industrial areas. Recent improvements to the Mittel Drive and Wood Dale Road intersection, such as high-visibility crosswalks and signals, will help accommodate efficient truck turning movements.*

6. No Destruction of Significant Features. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

Response: *The applicant is proposing to relocate several trees within the site to accommodate expansion of the parking lot. The trees will be moved to the western edge of the site to allow for the elimination of two parking lot islands which hinder the movement of semi-articulated trucks. Much of the existing foundation and perimeter landscaping will be maintained. The development will help beautify the area by planting multiple shrubs, trees, and other landscaped areas especially along Wood Dale Road. There is no record of natural, scenic or historic features on the subject property.*

7. Compliance with Standards. The proposed use and development complies with all additional standards imposed on it by the particular provision of this UDO authorizing such use.

Response: *The proposed development complies with the provisions of the UDO with the exception of the requested Zoning Variation and Sign Code Variation noted in this memo. Responses to the Variation Standards are evaluated below.*

8. Public Benefit. Whether, and to what extent, the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community.

Response: *The proposed redevelopment would improve the general welfare of the community by increasing job opportunities for Wood Dale Residents. The dealership would also grow the property tax and sales tax base helping to lessen the burden on residential properties. Furthermore, a new segment of public sidewalk and plantings along Wood Dale Road will enhance the aesthetics of a Community Gateway Corridor.*

9. Mitigation of Adverse Impacts. Whether, and to what extent, all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping and screening.

Response: *The site modifications have been designed to minimize any adverse effects on the immediate vicinity. Landscaping is proposed around the site perimeter. Any mechanical equipment will be screened and refuse collection will be located at the rear of the structure within the confines of screened trash enclosure.*

Zoning Variation Standards per Sec. 17.204.C.6

No variation shall be authorized by the City Council unless the Community Development Commission shall find evidence establishing the following general standards and criteria, found in Chapter 17, Article II, Section 17.204.C.6 of the Municipal Code. Applicant's responses to standards are attached in Exhibit B of this memo. The standards are as follows (*staff comments italicized*):

1. General Standard. No variation will be granted pursuant to this Section 17.204.C.6 unless the applicant will establish that carrying out the strict letter of the provisions of this UDO would create a particular hardship or a practical difficulty. Such a showing will require proof that the variation being sought satisfies each of the standards set forth in this Subsection.

Response: *The applicant is seeking a Variation from Sec. 17.503.F of the Unified Development Ordinance to reduce the minimum required number of on-site vehicle parking spaces. The request is to reduce the total number of spaces from 211 to 163.*

2. Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

Response: *The principal structure was originally developed in 1982 to accommodate manufacturing and warehousing uses with the number of vehicle parking spaces provided accordingly. However, given the proposed change in use to*

a truck dealership, the lot is not large enough to accommodate the required number of vehicle parking spaces. There are few opportunities to acquire additional land adjacent to site for parking, as the surrounding area is fully built-out. The applicant has proposed expanding the parking lot area to the extent possible without exceeding the maximum permitted lot coverage of 80%.

3. Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of this UDO, for which no compensation was paid.

Response: *Wood Dale Road is considered a “Community Gateway Corridor” where parking is prohibited in the front yard. Additionally, on-site stormwater detention is required meaning there are few opportunities to increase the number of parking spaces beyond that which is proposed by the applicant. The unique physical condition is related to zoning regulations imposed on the site after it was originally developed.*

4. Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

Response: *The strict interpretation of the parking requirements would deprive the owner of using the Subject Property to the highest and best use by requiring parking spaces which are unnecessary to the operation of the business. Considering the second-floor office space will not be utilized by the applicant, the subject property would be denied the right to provide facilities in accordance with their actual needs.*

5. Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship will not be a prerequisite to the grant of an authorized variation.

Response: *Many similarly situated properties in the industrial park do not face site constraints related to on-site stormwater detention and the prohibition on parking in the front yard. These provisions imposed on the subject property may not apply to neighboring properties which do not border a “Community Gateway Corridor”.*

6. Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which this UDO and the provision from which a variation is sought were enacted or the general purpose and intent of The City of Wood Dale Comprehensive Land Use Plan.

Response: *The Variation request is consistent with the general purpose and intent of the UDO and Comprehensive Plan. The property is located within an established industrial district and will host uses which are compatible and complimentary to adjacent warehousing, logistics, and manufacturing uses. The request also supports the goals and objectives of the Comprehensive Plan by increasing employment opportunities for Wood Dale residents and facilitating economic development in the City.*

7. Essential Character of the Area. The variation would not result in a use or development on the subject property that:
 - a. Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;
 - b. Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;
 - c. Would substantially increase congestion in the public streets due to traffic or parking;
 - d. Would unduly increase the danger of flood or fire;
 - e. Would unduly tax public utilities and facilities in the area; or
 - f. Would endanger the public health and safety.

Response: *The proposed Variation would not be detrimental to the public welfare. Commercial and Industrial development typically requires fewer services compared to residential lessening the strain on taxing bodies. The existing footprint of the existing structure will not be altered so the potential impediments to public safety and the provision of adequate supply of natural air and light are not expected to change significantly.*

8. No Other Remedy. There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject property.

Response: *Due to the aforementioned site constraints, it is physically impossible for the applicant to accommodate the required number of vehicle parking spaces and on-site stormwater detention facilities on the site.*

Sign Code Variation Standards per Sec. 13.802.D

No variation shall be authorized by the City Council unless the Community Development Commission shall find evidence establishing the following general standards and criteria, found in Chapter 13, Article VIII, Section 13.802.D of the Municipal Code.

1. The property in question cannot yield a reasonable return if a sign may be permitted only under the conditions allowed by the regulations of the zoning district in which it is located;

Response: *Provided adequate signage on the building is essential to supporting the financial viability of the retail and service uses of the building. According to the applicant, the proposed signage on the eastern elevation is a standard size set by*

the Kenworth corporation. Requiring the applicant to fabricate a custom sign approximately 9% smaller to meet the exact letter of the sign code would be financially burdensome.

2. The plight of the owner is due to unique circumstances, and the proposed request will not merely serve as a convenience to the petitioner but will alleviate some demonstrable and unusual hardship which will result if the strict letter of the regulations of this chapter were carried out and which particular hardship or practical difficulty is not generally applicable to other property within the same zoning district;

Response: *Due to the standard size of the pre-manufactured wall signs provided to the applicant by the Kenworth Corporation for truck dealerships, an unusual hardship is created. There is not other apparent remedy than granting of the requested Variations, that would allow the applicant reasonable use of the subject property.*

3. The alleged hardship has not been created by any person presently having a proprietary interest in the subject property;

Response: *The current sign code was adopted by the City in 2016 after the construction of the principal structure in 1982. The sign code was developed by City Staff and outside consultants not associated with the applicant, or having a proprietary interest in the subject property.*

4. The proposed request will not be materially detrimental to the public welfare or injurious to other property or improvements in the neighborhood;

Response: *The increased sign area would not be detrimental to the public welfare of injurious to other property in the neighborhood. The signage is not expected to be overly distracting, offensive, or disruptive to passing motorists or neighboring development.*

5. The proposed request will not alter the essential character of the neighborhood; and

Response: *The proposed wall sign is not significantly larger than existing signs on neighboring industrial buildings. The sign would face a major arterial road, generally matching the existing character of the commercial and industrial corridor.*

6. The proposed request is in harmony with the spirit and intent of this chapter

Response: *The purpose of the Sign Code is to Balance the right of individuals to convey their messages, identify their businesses, and protect the public from the unrestricted proliferation of signs. The proposed signage is generally in harmony with the spirit and intent of this chapter.*

Site Plan Review Standards per Sec. 17.206.E.1

1. Standards. The Development Administrator and the City Council will not disapprove a site plan submitted pursuant to this Section except on the basis of specific written findings directed to one or more of the following standards:

- a. The application is incomplete in specified particulars or contains or reveals violations of this UDO or other applicable regulations that the applicant has, after written request, failed or refused to supply or correct.

Response: *The submitted application is complete and reveals no violations. The Site Plan Review is being considered concurrently with the requests for three Special Uses, a Zoning Variation, and a Sign Code Variation.*

- b. The application is submitted in connection with another application, the approval of which is a condition precedent to the necessity for site plan review, and the applicant has failed to secure approval of that application.

Response: *The Site Plan Review is required for Special Use approval, which is being considered as part of the applicant's zoning petition. The final approval of Site Plan will be conditioned on approval of the requested Special Uses and Variations by City Council.*

- c. The site plan fails to adequately meet specified standards required by this UDO with respect to the proposed use or development, including special use standards where applicable.

Response: *The site plan meets the specified standards required for Special Uses and Variations addressed separately in this Memo.*

- d. The proposed site plan interferes with easements or rights-of-way.

Response: *The submitted site plan does not indicate that there is any interference with easements or rights-of-way. The development will take place on private property. Any work in the rights-of-way will require permit approval from entities having jurisdiction over the respective rights-of-way (City of Wood Dale and possibly the DuPage County Division of Transportation).*

- e. The proposed site plan is unreasonably injurious or detrimental to the use and enjoyment of surrounding property.

Response: *The proposed business use would be conducted within the confines of an existing building on the subject property within an existing commercial/ industrial district. It is not expected to be unreasonable, injurious or detrimental to the surrounding properties.*

- f. The proposed site plan creates undue traffic congestion or hazards in the public streets, or the circulation elements of the proposed site plan unreasonably create hazards to safety on or off site or disjointed or inefficient pedestrian or vehicular circulation path on or off site.

Response: *The subject property is designed to provide multiple access points to accommodate and more evenly distribute passenger and commercial vehicle traffic. The proposed driveways exceed the maximum width typically permitted by the City' Standard Engineering Details, however a written request for relief was submitted by the applicant for consideration by the City in accordance with the UDO. The Director of Public Works had no concerns or objections.*

- g. The screening of the site does not provide adequate shielding from or for nearby uses.

Response: *The applicant has proposed maintaining much of the existing landscape screening and adding additional plantings where appropriate. All existing rooftop mechanical equipment is adequately screened. A code-compliant trash enclosure will be installed on-site to provide 100% screening of all refuse collection areas via a wooden fence.*

- h. The proposed site plan creates unreasonable drainage or erosion problems or fails to fully and satisfactory integrate the site into the overall existing and planned drainage system serving the City.

Response: *The proposed development will not create unreasonable drainage problems negatively impacting the City's drainage system. The project engineer has submitted a written statement and concept stormwater management plan describing how stormwater will be managed on-site. The City engineer reviewed the proposal and raised no objections. The proposed improvements will require full engineering review and approval in accordance with the City's Stormwater Management requirements.*

- i. The proposed site plan places unwarranted or unreasonable burdens on specified utility systems serving the site or area or fails to fully and satisfactory integrate site utilities into the overall existing and planned utility systems serving the City.

Response: *It is not expected that the proposed development will place any unreasonable burdens on City utility systems.*

- j. The proposed site plan does not provide for required public uses designated on the Official Map.

Response: *The proposed site plan meets the use designated on the Future Land Use Map.*

- k. The proposed site plan otherwise adversely affects the public health, safety or general welfare.

Response: *It is not expected that the proposed development would adversely affect public health, safety or welfare. The proposed industrial development will provide a use that is compatible with the existing commercial / industrial character of the neighborhood.*

Alternative Approaches. In citing any of the foregoing standards, other than those of Article 2 Section 17.206.E.1.a and 17.206.E.1.b, as the basis for disapproving a site plan, the Development Administrator or the City Council may suggest alternative site plan approaches that could be developed to avoid the specified deficiency or may state the reasons why such deficiency cannot be avoided consistent with the applicant's objectives.

RECOMMENDATION

The Community Development Department finds that the request for three (3) Special Uses to allow a Truck Dealership, Repair, and Rental facility with accessory retail sale of vehicle parts, Zoning Variation, Sign Code Variation, and Site Plan Review for the property at 101 Mittel Drive is compatible with surrounding zoning and land use classifications, meets the requirements in the Unified Development Ordinance and is consistent with the City's Comprehensive Plan. Based on the above considerations, staff recommends that the Community Development Commission make the following motion recommending approval of this petition:

Based on the submitted petition and the testimony presented, the proposed request for three (3) Special Uses to allow a Truck Dealership, Repair, and Rental facility with accessory retail sale of vehicle parts, Zoning Variation, Sign Code Variation, and Site Plan Review for the property at 101 Mittel Drive is consistent with the Unified Development Ordinance and Comprehensive Plan; and, therefore, I move that the Community Development Commission adopt the findings of fact included within the staff memo dated January 15, 2024 as the findings of the Community Development Commission, and recommend to the City Council approval of the three (3) Special Uses to allow a Truck Dealership, Repair, and Rental facility with accessory retail sale of vehicle parts, Zoning Variation, Sign Code Variation, and Site Plan Review for the property at 101 Mittel Drive in case No. CDC-2023-0007 subject to the following conditions:

1. The Special Uses, Zoning Variation, Sign Code Variation, and Site Plan shall substantially conform to the staff memo dated January 15th, 2024 and the attached exhibits, except as such plans may be modified to meet City code requirements. Where deviations to the codes have not been requested as part of this approval, the existing codes must be met, as applicable, at the time of permit application.
2. The Special Use permit shall be deemed to relate to and be for the benefit of the lot itself.
3. Final engineering approval prior to the issuance of a building permit.
4. An easement shall be placed and recorded on the undeveloped parcels which will contain the stormwater detention basin to ensure the stormwater detention basin serves the entire site in perpetuity.
5. The developer has the ongoing obligation to maintain the landscaping on the site in accordance with the approved landscape plan.

(Yes vote would be to approve; No vote would be to deny)

CIT TRUCKS, LLC.

NARRATIVE DESCRIPTION OF PLANNED USE FOR 101 MITTEL DRIVE, WOOD DALE, ILLINOIS

November 30, 2023

The following narrative pertains to CIT Trucks, LLC's (CIT) Special Use Permit Application with the City of Wood Dale, Illinois. Founded in 1975 as a Kenworth truck dealer in Normal, Illinois, CIT Trucks, LLC has developed over the years into a market leader in the heavy and medium duty retail truck sales, parts, and service industry, now operating from 19 dealerships and related business divisions throughout Illinois, Missouri, and Indiana. Over the years, CIT has added truck dealership franchises with Volvo, Mack, Isuzu, and Autocar to its network. CIT generates annual revenue in excess of \$720 million and employs 850 people in its operations.

CIT is applying for Special Use Permits for (1.) Motor Vehicle Sales (New and Used) (2.) Motor Vehicle Repair Facility for Commercial Motor Vehicles, and (3.) Motor Vehicle Rental, for the nature and purpose of operating a retail Kenworth truck dealership on the existing site at 101 Mittel Drive, Wood Dale, Illinois. The legal description of the property site is included on the ALTA survey provided separately as part of this permit application package. The site includes a 115,561 square foot building located on approximately 7.8 acres. The site includes approximately 4.5 acres of paved parking lot to be used for employees, customers, and new and used retail truck inventory. CIT plans to invest \$1.1 million to upgrade the facility. The site will include landscaping in accordance with City requirements. The building and lot will be lighted in accordance with City codes. A formal site plan is provided separately as part of this application package.

From this new dealership facility, CIT will sell, lease and rent new and used heavy and medium duty trucks, and sell parts and service. CIT plans to employ 75 people initially, growing that number to approximately 140 people within 5 years at this dealership. The business hours will be 7:00 am to 12:00 am Monday through Friday and 7:00 am to 3:30 pm on Saturday. We are closed on Sunday.

In conjunction with this SUP Application, CIT is requesting a parking variance, a signage variance, a side yard set back variance, and a front yard parking variance, as explained below.

ANALYSIS SUPPORTING REQUEST FOR PARKING VARIANCE

The parking spaces provided (or proposed) in this SUP application are less than the number required by Code, based upon the ratio of parking spaces required per building square footage, classified by use. Directly below is the calculation of parking space requirements per Code, which is included in the SUP application.

Use	Floor Area (sf)	Parking Ratio	Required # Spaces	Provided # Spaces
Office	0 sf (1 st) 14,155 sf (2 nd)	4 spaces / 1000 sf	56.6	8
Motor vehicle sales or rental	2,070 sf	2.5 spaces / 1000 sf of office space	5.2	6
Indoor retail sales of goods	2,508 sf	4 spaces / 1,000 sf	10.0	10
Truck servicing area	44,956 sf	2 space / 1,000 sf	89.9	90
Storage / Warehouse	46,446 sf 3,000sf (Tools)	1 space / 1,000 sf	49.4	50
Total	113,135		211.1	164



CIT is requesting a variance that would allow for a reduction in parking spaces from the 211 required by Code calculation (above) to the 164 spaces reflected on the site plan provided in the SUP application. This request for variance is based on the following:

1. CIT plans to initially employ approximately 75 people over two work shifts, with future employment expected to reach a maximum of 140 people within five years. The employee headcount will be allocated approximately 60% on the day shift and 40% on the night shift. Therefore, employee parking needs are expected to be no more than 84 spaces on either shift at maximum employment for this facility. This would leave an additional 80 spaces for customer use, which will adequately provide for the overall parking needs at this facility. Please keep in mind that the Service Shop repair area, designated inside the building, will have space for an additional 40 customer trucks under repair at any one point in time.
2. The building includes a second story totalling 14,155 square feet of office space. CIT does not have a need for this second floor of office space and will not be using this space. The vast majority of CIT employees at this facility will be employed in the Parts and Service Departments. CIT's general office staff at this facility will total no more than 8 people at maximum employment levels. All of this facility's general office duties related to Accounts Receivable, Accounts Payable, Payroll and Human Resources, Accounting, etc. will be handled at the company's corporate headquarters in Normal, Illinois. CIT will agree to keep the second floor office space vacant and asks the City to reduce the parking space requirements associated with this unused square footage.
3. CIT has an agreement with the owner/landlord of 101 Mittel Drive, BCore Corridor Chicago, LLC, for the future development of an additional parking lot on the .76 acre of land adjacent to the northeast corner of the site on 101 Mittel Drive. (BCore Corridor owns this additional .76 acre lot.) However, because this additional parking is not needed for the foreseeable future, and due to the approval time associated with the development of this additional parking area, CIT and BCore have decided to pursue this option at a later date, so as not to further delay the SUP application for CIT's use of 101 Mittel Drive.

For the above reasons, CIT requests that the City grant a parking variance for its use at 101 Mittel Drive.

EXPLANATION OF REQUEST FOR SIGN VARIANCE

The signage plan provided in this SUP application includes a proposed "Kenworth" wall sign on the east elevation (facing Wood Dale Road) that exceeds the maximum area of 100 square feet allowed per UDO (Sec. 13.602.A). CIT's proposed "Kenworth" sign is 108.75 square feet. CIT is requesting a variance that would allow the use of the 108.75 square foot "Kenworth" sign for the following reason. CIT is a franchised dealer for Kenworth Truck Company, and as such, is required to comply with all Kenworth Truck Company standard marketing graphics. The proposed "Kenworth" sign is the standard, pre-manufactured model that Kenworth Truck Company requires at all Kenworth dealerships. Given the slight overall difference in square footage between the proposed sign vs. Code, and the additional time and cost involved in requesting Kenworth Truck Company to manufacture a special sign (downsizing from 108.75 sq. ft. to 100 sq. ft.), CIT requests that the City grant a sign variance for its use at 101 Mittel Drive.

SIDE YARD SETBACK VARIANCE

CIT is asking the City for approval of a side yard setback. The minimum required side yard setback in the I-1 district is twenty feet (20'). The existing structure is located approximately 9.75' from the northern property



line. CIT requests a variance for this already existing encroachment. CIT is not requesting to change the setback itself, as it is an existing building and no change is being made to the building footprint.

FRONT YARD PARKING VARIANCE

A portion of the existing parking lot, between the front (east side) of the principal structure as it relates to the front (east) property line on Wood Dale Road, is currently a legal nonconforming use. About 13 parking spaces are south of the building and approximately 55 feet back from the eastern property line and about 20 feet in front (east) and south of the building structure. The parking lot has been in this location since at least 1987. Modification of this existing parking lot would be cost prohibitive, as it would require redesigning and reconstructing the front portion of the parking lot and its traffic routing. The redesign and reconstruction would then further limit the amount of parking available. CIT requests a variance from Sec. 17.404.A.6.c to allow parking in this area referred to between the front of the principal structure and the front property line.

Additionally, in conjunction with this SUP Application, CIT will work with the City to complete the following requirements:

1. One parcel of the subject property is currently located within the Industrial/Business Park (I-1) zoning district and the other two are in the Thorndale Interchange (TIO) Overlay district. CIT will request and provide any required Zoning Map Amendments required removing the two northern most parcels from the TIO overlay, so the entire site will have consistent zoning as I-1.
2. The three parcels under common ownership shall be consolidated into one parcel. CIT work with a certified Illinois land surveyor to prepare and submit a Plat of Consolidation.
3. CIT will coordinate both of the requirements above with the landowner/landlord, BCore Corridor Chicago, LLC.

CIT needs approval of the above-mentioned Special Use Permits in order to finalize a longterm lease agreement on this site. Therefore, we would like to expedite the approval process if it may be possible to do so. We would like to begin operations in February, 2024.

We will be glad to answer any questions that the Community Development Commission and/or the Planning, Zoning, and Building Committee may have.



Erick Miner, CEO
CIT Trucks, LLC.



SPECIAL USE STANDARDS

General Standards. No special use permit will be recommended or granted pursuant to Article 2 Section 17.205.B.5 unless the applicant will establish that:

1. **Code and Plan Purposes.** The proposed use and development will be in harmony with the general and specific purposes for which this UDO was enacted and for which the regulations of the district in question were established and with the general purpose and intent of The City of Wood Dale Comprehensive Land Use Plan.

Response: The proposed use of the existing property and building at 101 Mittel Drive, from which we will operate a Kenworth Truck Dealership (Retail Sales and Service), will be in harmony with the general and specific purposes for which this UDO was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the City of Wood Dale Comprehensive Land Use Plan. It is an industrial use that will include the parking, ingress and egress of trucks similar to and consistent with the surrounding uses and those allowed in the I-1 District. The Comprehensive Land Use Plan points out that this area of the City should continue to be industrial and remain a significant asset to the City, especially given its location close to the highway system.

2. **No Undue Adverse Impact.** The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

Response: The proposed use of the property as a Kenworth Truck Dealership (Retail Sales and Service) will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare. The sales tax revenue generated from the facility will allow the City to provide increased services to its residents. The use will not only be consistent with the existing industrial and retail business environment in the area but will complement it by giving local distribution and warehouse businesses a nearby location to have their trucks repaired so desired.

3. **No Interference with Surrounding Development.** The proposed use and development will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

Response: The business will occur on an existing industrial site which is currently consistent with and will continue to be operated in a manner that will not dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations. Further, the existing neighborhood is a mature, industrial neighborhood, and the proposed use will be consistent with the UDO and the Comprehensive Land Use Plan.

4. Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

Response: The proposed use of the existing property and building as a Kenworth Truck Dealership (Retail Sales and Service) will not need any additional facilities or services as it is being built in an area that is already serviced by the necessary streets, public utilities, police and fire protection, refuse disposal, parks, libraries, and schools. If further public facilities are needed, the applicant will work with the City to make sure such services are adequate.

5. No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

Response: The existing facility at 101 Mittel Drive was previously operated as an industrial use and has good access to and is less than half a mile from the Elgin/O'Hare Tollway (Route 390). The proposed use of the existing property as a Kenworth Truck Dealership (Retail Sales and Service) will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets. Per the traffic analysis performed by KLOA, the traffic from the proposed use will be consistent with the main permitted uses in the I-1 district.

6. No Destruction of Significant Features. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

Response: The proposed development will be operating from an existing building and site that has been in existence for a long period of time and will not destroy or damage any natural, scenic or historic features.

7. Compliance with Standards. The proposed use and development complies with all additional standards imposed on it by the particular provision of this UDO authorizing such use.

Response: The proposed use will comply with all additional standards of the UDO.

8. Public Benefit. Whether, and to what extent, the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community.

Response: Yes, we believe that our use as a Kenworth Truck Dealership (Retail Sales and Service) will provide a service or services that are in the public interest and will contribute to the general welfare of the community, as we do in the 15 communities we currently serve with our other existing dealerships. Our dealership will provide sales tax and property tax revenue, employ up to 165 people over two shifts, and provide additional business to existing commerce in the City's restaurants, hotels, gas stations, housing market, etc. Our company strives to be a contributing member of the community through support for local charitable organizations, youth

organizations and school programs, and business organizations such as the local Chamber of Commerce. Additionally, our company and our transportation-related industry provides a vital local and national service in delivering goods and products to the communities of our country.

9. **Mitigation of Adverse Impacts.** Whether, and to what extent, all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping and screening.

Response: Although the proposed use will be operating from an existing site and no adverse effects are anticipated, any necessary or required actions will be undertaken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping and screening. As an example, the current landscaping and lot maintenance at this existing facility is not acceptable by our retail standards. The lot will be repaved and cleaned up, and the landscaping will be replaced and enhanced in compliance with the standards of the City.

SITE PLAN REVIEW STANDARDS

1. **Standards.** The Development Administrator and the City Council will not disapprove a site plan submitted pursuant to this Section except on the basis of specific written findings directed to one or more of the following standards:

- a. The application is incomplete in specified particulars or contains or reveals violations of this UDO or other applicable regulations that the applicant has, after written request, failed or refused to supply or correct.

Response: The application is complete or will be supplemented to be complete and in compliance if anything is missing or needs to be corrected, including violations of the UDO or other applicable regulations. However, we do not believe that the development will create any violations.

- b. The application is submitted in connection with another application, the approval of which is a condition precedent to the necessity for site plan review, and the applicant has failed to secure approval of that application.

Response: The application will seek all the necessary approvals to secure approval of the development.

- c. The site plan fails to adequately meet specified standards required by this UDO with respect to the proposed use or development, including special use standards where applicable.
Response: The applicant believes that the site plan meets the standards purposes of both the UDO and a special use and has filed for variations where necessary.
- d. The proposed site plan interferes with easements or rights-of-way.
Response: The proposed site plan does not interfere with any known easements or rights-of-way.
- e. The proposed site plan is unreasonably injurious or detrimental to the use and enjoyment of surrounding property.
Response: The proposed development and site plan will not be injurious nor detrimental to the use and enjoyment of surrounding property, as it is consistent with the surrounding uses and will not negatively affect those uses.
- f. The proposed site plan creates undue traffic congestion or hazards in the public streets, or the circulation elements of the proposed site plan unreasonably create hazards to safety on or off site or disjointed or inefficient pedestrian or vehicular circulation path on or off site.
Response: The proposed site plan and use are consistent with the existing use and will not create any hazards, safety issues nor negatively impact pedestrian the vehicular circulation and safety.
- g. The screening of the site does not provide adequate shielding from or for nearby uses.
Response: The screening of the site will be greatly updated and improved with the proposed development and will comply with the City standards.
- h. The proposed site plan creates unreasonable drainage or erosion problems or fails to fully and satisfactory integrate the site into the overall existing and planned drainage system serving the City.
Response: The proposed site plan will not negatively affect nor change the drainage system serving the City as the impervious surface will not be significantly modified.
- i. The proposed site plan places unwarranted or unreasonable burdens on specified utility systems serving the site or area or fails to fully and satisfactory integrate site utilities into the overall existing and planned utility systems serving the City.
Response: The proposed site plan will create no additional burden on the site or utility systems.

- j. The proposed site plan does not provide for required public uses designated on the Official Map.

Response: Applicant is aware of no required public uses not being provided for.

- k. The proposed site plan otherwise adversely affects the public health, safety or general welfare.

Response: The proposed site plan will not adversely affect the public health, safety or general welfare.

Alternative Approaches. In citing any of the foregoing standards, other than those of Article 2 Section 17.206.E.1.a and 17.206.E.1.b, as the basis for disapproving a site plan, the Development Administrator or the City Council may suggest alternative site plan approaches that could be developed to avoid the specified deficiency or may state the reasons why such deficiency cannot be avoided consistent with the applicant's objectives.

VARIATION STANDARDS

No variation shall be authorized by the City Council unless the Community Development Commission shall find evidence establishing the following general standards and criteria (*found in Chapter 17, Article IV, Section 17.204.C.6 of the Municipal Code*):

The applicant is seeking the following three variations from the Unified Development Code (“UDO”) at 101 Mittel (the “Subject Property”):

- a. Variation from the existing side yard setback on the northern lot line (the “Setback Variation”). Minimum side yard setback in I-1 district is twenty feet (20’). However, the existing structure is approximately 9.75’ from the property line, and no modification to the building footprint would occur;*
- b. Variation from the parking standards is being sought to decrease the required parking spaces from 211 to 164 (the “Parking Variation”);*
- c. Variation to increase the allowable building signage from 100 square feet in area to 108.75 square feet (the “Signage Variation”); and*
- d. Variation from Sec. 17.404.A.6.c to allow parking in the area between the front of the principal structure and the Front Property Line (the “Front Yard Parking Variation”).*

1. General Standard. No variation will be granted pursuant to this Section 17.204.C.6 unless the applicant will establish that carrying out the strict letter of the provisions of this UDO would create a particular hardship or a practical difficulty. Such a showing will require proof that the variation being sought satisfies each of the standards set forth in this Subsection.

Setback Variation – the current building is a legal nonconforming use. The cost to modify the existing building to make it in compliance with the current setback would be cost prohibitive to any user. The neighboring property to the north is and has been utilizing its property without any known limitations caused by the proximity of the existing building on the Subject Property.

Parking Variation – due to the business operations and type of Conditional Use being sought for motor vehicle sales, repairs and rental related to a truck dealership, there is a decreased need for vehicular parking due to the fact that there will be very few office employees. The office space is approximately 14,155 square feet on the second floor and the business has no intention of utilizing this 14,155 square foot area, as the clerical, human resources and accounting services will be done at its corporate office offsite. There are only expected to be about 10 employees at any given time that will not be doing repair work. At its capacity, the site is only expected to have a maximum of 84 employees at any given time. Even at the requested reduced 164 parking spaces, there will be 80 parking spaces for customers, which prior experience and common sense would say is more

than enough. If more parking capacity is somehow needed, the applicant would seek to utilize the .76-acre parcel to the north being consolidated into the current parcel. Creating additional unneeded parking would cause a hardship and practical difficulty.

Signage Variation – the variation is de minimus at less than nine percent (9%). The site is going to be a Kenworth truck dealership. Like many large sales companies, Kenworth has a standard sign size and design that it wants its dealers to use. In this case, that sign is 108.75 square feet. To require a special sign be approved and made available given the small additional square footage would be considered a particular hardship for no real benefit.

Front Yard Parking Variation – a portion of the current parking lot between the front of the principal structure as it relates to the Front Property Line and is a legal nonconforming use. About 13 parking spaces are south of the building and approximately 55 feet back from the Front Property Line and about 20 feet in front and south of the building structure. The parking lot has been in this location since at least 1987. Modification of this existing parking lot would be cost prohibitive, as it would require redesigning and reconstructing the front portion of the parking lot and its traffic routing. The redesign and reconstruction would then further limit the amount of parking available to the user. Further, the current use of this building has not created any issues for development in the surrounding business park.

2. Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

Setback Variation – the current building condition being a legal nonconforming use only 9.75' from the northern lot line is a unique physical condition that is much more than an inconvenience, because modifying or tearing down the existing building and rebuilding would not be cost effective and would devalue the value of the Subject Property to the current owner.

Parking Variation – the existing building and lot coverage of the parking does not allow this particular use to exist if the City were to require all 211 parking spaces. It would create a situation where a large percentage of the parking spaces would be unnecessary and would only be built because the building contains over 14,000 square feet of office space that is not needed by the proposed user for its business model.

Signage Variation – as the front yard setback of the existing building is only seventy-five feet (75’), the sign is slightly larger than allowed. The current location of the building creates this issue and causes the need for this variation.

Front Yard Parking Variation – the current parking lot south of the building and 20 feet (20’) closer to the front property lot line and being a legal nonconforming use only is a unique physical condition that is much more than an inconvenience, because redesigning and reconstructing the existing parking lot would not be cost effective and would devalue the value of the property to the current owner. Further, it would cause the loss of necessary parking and create the need for a larger parking variation.

3. Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of this UDO, for which no compensation was paid.

Setback Variation – the applicant has not created the setback issue as it is a current preexisting condition of the Subject Property.

Parking Variation – the size of the Subject Property and the fact that this industrial building has a large office space that is not conducive to the type of Special Use being sought is beyond the control of the applicant.

Signage Variation – the size of the sign is due to a prior owner only having a setback of seventy-five feet (75’). Under the UDO, if the building was setback over one hundred twenty feet (120’), the sign could be up to two hundred (200) square feet. Applicant is only seeking a slight variation to allow a sign of 108.75 square feet.

Front Yard Parking Variation – the applicant has not created the parking issue as it is a current preexisting condition of the site and has been in existence since at least 1987.

Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

Setback Variation – the strict interpretation of the setback in question would take away the ability to use all or a significant portion of the industrial building that has been in existence for many

years. If there was not a request for a Special Use and other zoning relief, no such issue would exist for this or other similarly situated properties.

Parking Variation – the strict interpretation of the parking requirements would deprive the owner of using the Subject Property to its highest and best use by requiring unnecessary and unused parking spaces. Other property owners have businesses that more squarely fit in the normal office use parking requirements of the UDO and, hence, do not face this issue.

Signage Variation – due to the retail type of business, a larger sign is needed than a normal industrial use. Not allowing the variation could limit the visibility of this retail use.

Front Yard Parking Variation – the strict interpretation of the parking restriction in question would reduce the parking by a little less than ten percent (10%) and take away the ability to use approximately thirteen (13) parking spaces that have been in existence since at least 1987. If there was not a request for a Special Use and other zoning relief, no such issue would exist for this or other similarly situated properties.

4. Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship will not be a prerequisite to the grant of an authorized variation.

Setback Variation – the right not to have to tear down an existing legal nonconforming building is granted to other property owners in the City. Further, not granting the requested variance would also create an economic hardship as to the Subject Property.

Parking Variation – the unique circumstances of the Subject Property having significant unnecessary office space that is not needed or usable by this applicant is not a special privilege being sought by this applicant. Also, denying this requested variation puts a significant unnecessary cost on the user of the Subject Property.

Signage Variation – the specific type of special use creates the need for the variation; hence is is not applicable to other property owners.

Front Yard Parking Variation – the right not to have to modify an existing legal nonconforming parking lot is granted to other property owners in the City. Further, not granting the requested variance would also create an economic hardship as to the Subject Property.

5. Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which this UDO and the provision from which a variation is sought were enacted or the general purpose and intent of The City of Wood Dale Comprehensive Land Use Plan.

Setback Variation – the setback variation would allow the Subject Property to be utilized in a way that is consistent with other I-1 uses under the UDO; hence, the variation would be in harmony with the provisions of the UDO and Comprehensive Land Use Plan.

Parking Variation – nothing in this variation request would cause the Subject Property to not be in harmony with the provisions of the UDO and Comprehensive Land Use Plan.

Signage Variation - nothing in this variation request would cause the Subject Property to not be in harmony with the provisions of the UDO and Comprehensive Land Use Plan.

Front Yard Parking Variation — the front yard parking variation would allow the Subject Property to be utilized in a way that is consistent with other industrial buildings in the immediate vicinity, and legal nonconforming uses are allowed under the UDO; hence, the variation would be in harmony with the provisions of the UDO and Comprehensive Land Use Plan. The requested variation also allows the Subject Property to continue to be economically utilized as an industrial site which is consistent with both the UDO and the Comprehensive Land Use Plan.

6. Essential Character of the Area. The variation would not result in a use or development on the subject property that:
 - a. Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;
 - b. Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;
 - c. Would substantially increase congestion in the public streets due to traffic or parking;
 - d. Would unduly increase the danger of flood or fire;
 - e. Would unduly tax public utilities and facilities in the area; or
 - f. Would endanger the public health and safety.

None of the four variations requested would negatively affect the essential character of the already industrially developed neighborhood or nearby area, including subparts a through f of this standard. The granting of the variations would not decrease property values, be detrimental to the enjoyment of nearby property or public health, safety or welfare. Further, the granting of the variations would not in any way modify the existing light or air to the area, nor would they increase either traffic or parking problems or congestion. Finally, the proposed variations would not increase any danger of flooding or fire or unduly burden public utilities or facilities in the area.

7. No Other Remedy. There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject property.

The hardship and difficulty caused by the issues underlying the four variations cannot be avoided by any reasonable means.



Commercial Real Estate
Duke Diligence Management
3465 South Arlington Rd Suite E#183
Akron, OH 44312
866 290.8121
www.amnatonal.net

ALTA/NSPS Land Title Survey

INDUSTRIAL PORTFOLIO-27
SURVEYOR CERTIFICATION

101 MITTEL DRIVE
WOOD DALE, IL 60519
COUNTY OF DUPAGE

TO: CENTERPOINT PROPERTIES TRUST; CHICAGO TITLE INSURANCE COMPANY; AND AMERICAN NATIONAL, LLC.
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2018 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTAS/NPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 6A, 6B, 7A, 7B1, 7C, 8, 9, 10A, 13, 20, 21 OF TABLE THEREOF. THE FIELDWORK WAS COMPLETED ON 05/22/2019.

ROBERT WINNICO
LAND SURVEYOR NUMBER: 36 030976
LICENSE EXPIRES: 11/30/2020
DATE OF PLAT OR MAP: 10/18/2019
DATE OF LAST REVISION: 10/17/2019



NETWORK REFERENCE #20191119-012

SURVEY PREPARED BY:
BLEW & ASSOCIATES, P.A.
3025 N. BIRCH DRIVE
FAVETTEVILLE, AR 72703
SURVEY UPDATES: SURVEYS@AMNATIONAL.NET

DATE: 12/9/2019

DRAWN BY: JF
JOB REF: # 19-454

Legal Description

PARCEL 1:
LOT 1 IN FOREST CREEK UNIT 1, BEING A SUBDIVISION OF PART OF THE NORTHEAST 1/4 OF SECTION 9, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 1, 1992 AS DOCUMENT R82-3389, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF THE SOUTHEAST 1/4 OF SECTION 4, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:
COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF SAID SECTION WITH THE CENTER LINE OF STATE AID ROUTE 28; THENCE NORTH ON THE CENTER LINE OF SAID ROUTE 28, 33 FEET FOR A POINT OF BEGINNING, THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID SECTION 4, 250 FEET, THENCE NORTH PARALLEL WITH THE CENTER LINE OF STATE AID ROUTE 28, 110 FEET, THENCE EAST 250 FEET TO A POINT IN THE CENTER LINE OF SAID ROUTE 28, WHICH IS 110 FEET NORTH OF THE POINT OF BEGINNING, THENCE SOUTH 110 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:
THAT PART OF LOT 1 LYING EAST OF THE EAST LINE OF THE NORTH 293.25 FEET FENCE THEREOF EXTENDED SOUTH, IN FOREST CREEK UNIT 1, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 4 AND PART OF THE NORTHEAST 1/4 OF SECTION 9, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 28, 1988 AS DOCUMENT R88-6899, IN DUPAGE COUNTY, ILLINOIS.
BEING THE SAME LAND AS DESCRIBED IN TITLE COMMITMENT ISSUED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT FILE NO. CCH1903292LD, WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2019.

Site Information

INDUSTRIAL PORTFOLIO-27
101 MITTEL DRIVE
WOOD DALE, IL 60519
COUNTY OF DUPAGE
APN: 03052001
31346.31 SQ. FEET
7.196 ACRES

FLOOD NOTE: by graphic plotting only, this property is in Zone X1 of the Flood Insurance Rate Map, Community Panel No. 1704-020763, which bears an effective date of 8/7/2019 and is not in a Special Flood Hazard Area.

Notes Corresponding to Schedule B

- 1) THE LAND LIES WITHIN THE BOUNDARIES OF A SPECIAL SERVICE AREA NO. 12 AS DISCLOSED BY ORDINANCE RECORDED AS DOCUMENT R006-18633, AND IS SUBJECT TO ADDITIONAL TAXES UNDER THE TERMS OF SAID ORDINANCE AND SUBSEQUENT RELATED ORDINANCES.
- 2) AFFECTS PARCELS 1 AND 3) (AFFECTS: BLANKET IN NATURE)
- 3) COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED IN THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED APRIL 26, 1983 AS DOCUMENT R83-2294, RELATING TO THE CREATION OF FOREST CREEK OWNERS ASSOCIATION, REGARDING THE PROVISIONS FOR TRANSFER AND/OR ANY PART OF THE COMMON AREAS PROVIDING FOR A RIGHT AND EASEMENT OF ENJOYMENT IN AND TO THE COMMON AREAS TO ANY PUBLIC AGENCY, AUTHORITY OR UTILITY, AND CREATING CERTAIN RESTRICTIONS RELATING TO THE USE OF THE COMMON AREAS AND THE LAND AND ANY OTHER ARCHITECTURAL, STRUCTURAL, OR MECHANICAL IMPROVEMENTS ON THE LAND OR ADJACENT THERE TO.
- 4) NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION.
- 5) AFFECTS PARCELS 1 AND 2) (AFFECTS: BLANKET IN NATURE)
- 6) BUILDING LINE AS SHOWN ON PLAT OF AND CONTAINED IN THE CERTIFICATE APPENDED TO THE PLAT OF FOREST CREEK UNIT 1, HEREINAFTER AS FOLLOWS:
35 FEET ALONG THE WESTERLY CURVED AND SOUTHERLY CURVED LINES AND 75 FEET ALONG THE EAST LINE OF LOT 1 (AFFECTS: PLOTTED AS SHOWN)
- 7) PROVISIONS CONTAINED IN THE DECLARATION MADE BY LASALLE NATIONAL BANK AS TRUSTEE UNDER TRUST NUMBER 10242, RECORDED APRIL 20, 1983 AS DOCUMENT R83-2294, ESTABLISHING ANNUAL ASSESSMENTS AND SPECIAL ASSESSMENTS FOR MAINTENANCE AND IMPROVEMENTS OF THE COMMON AREAS AND FACILITIES THEREON, TO PROVIDE FUNDS FOR THE ASSOCIATION TO CARRY ON ITS OBTAINED LAND FOR CAPITAL IMPROVEMENTS ON THE COMMON GROUND AND PROVIDING THAT SUCH ASSESSMENTS SHALL BE A CHARGE ON THE LAND AND SHALL BE A CONTINUING LIEU UPON THE PROPERTY AGAINST WHICH SUCH ASSESSMENTS ARE MADE.
- 8) NOTE: SAID INSTRUMENT PROVIDES THAT THE LIEU OF SUCH ASSESSMENTS UP TO THE FORECLOSURE OR LIEU OF FORECLOSURE DEED SHALL BE SUBORDINATE TO THE LIEU OF ANY FIRST MORTGAGE OR MORTGAGES ON THE LAND, SUBJECT TO ALL CHARGES THAT SHALL ACCRUE SUBSEQUENT TO THE FORECLOSURE OR DEED GIVEN IN LIEU OF FORECLOSURE.
- 9) AFFECTS PARCEL 1) (AFFECTS: BLANKET IN NATURE)
- 10) PUBLIC UTILITIES EASEMENTS AS SHOWN ON PLAT OF AND CONTAINED IN THE CERTIFICATE APPENDED TO THE PLAT OF FOREST CREEK UNIT 1, HEREINAFTER AS FOLLOWS:
10 FEET ALONG THE SOUTHERLY CURVED LINE, 10 FEET ALONG THE WESTERLY CURVED LINE, AND 50 FEET ALONG THE EAST LINE OF LOT 1. (AFFECTS: PLOTTED AS SHOWN)
- 11) RIGHT, TITLE AND INTEREST OF POWER GREAT LAKES, INC. AS DISCLOSED BY FINANCING STATEMENT RECORDED AS DOCUMENT NUMBER R011 12504, NOTED BELOW, SHOULD BE CURSED AND THIS COMMITMENT IS SUBJECT TO SUCH FURTHER EXCEPTIONS AS MAY BE DEEMED NECESSARY.
- 12) SECURITY INTEREST OF WELLS FARGO BANK, NATIONAL ASSOCIATION, SECURED PARTY, AS DISCLOSED BY FINANCING STATEMENT FILED ON AUGUST 29, 2013, AS NO. R013 12504, EXECUTED BY POWER GREAT LAKES, INC., DEBTOR, IN CERTAIN CHATELLES ON THE SUBJECT PREMISES; RECORDED FEBRUARY 25, 2014, AS DOCUMENT NUMBER 00144 SHOPS CONTINUATION RECORDED MARCH 19, 2016, AS DOCUMENT NUMBER R016 02893 (AFFECTS: PARCEL 1) (AFFECTS: BLANKET IN NATURE)
- 13) ENCROACHMENT OF THE BLACK TOP DAMP LOCATED MARKED ON THE LAND ON TO THE PROPERTY NORTH AND ADJOINING BY APPROXIMATELY 5 FEET, AS SHOWN ON PLAT OF SURVEY NUMBER 1002, PREPARED BY PHILLIP D. YOUNG AND ASSOCIATES, INC., DATED MAY 24, 2008. (AFFECTS PARCEL 1) (DOCUMENT NOT PROVIDED)
- 14) GRANT TO THE ILLINOIS BELL TELEPHONE COMPANY BY INSTRUMENT DATED AUGUST 19, 1954 AND RECORDED SEPTEMBER 19, 1954 AS DOCUMENT 73978 FROM ADOLPH F. ROSENWINKEL, AND ESTHER ROSENWINKEL, ACROSS THAT PORTION OF THE SOUTHEAST 1/4 OF LYING SOUTH OF LAWNDALE AVENUE IN SECTION 4, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS, BURIED CABLE TO BE PLACED IN WOODDALE ROAD (BUSINESS ROAD) ADJACENT TO THE ABOVE DESCRIBED PROPERTY AND ONE ANCHOR AND GUY WIRE ON THE ROAD RIGHT OF WAY AT THE SECOND POLE SOUTH OF LAWNDALE AVENUE. (AFFECTS PARCEL 2) (AFFECTS: BLANKET IN NATURE)
- 15) EASEMENT RECORDED AUGUST 18, 1982 AS DOCUMENT R82-3669 MADE BY ITASCA BANK & TRUST CO. AS TRUSTEE UNDER TRUST NUMBER 1182 TO NORTHERN ILLINOIS GAS COMPANY, ITS SUCCESSORS AND ASSIGNS, GRANTING A PERPETUAL, EASEMENT AND RIGHT OF WAY FOR THE PURPOSE OF LAYING, MAINTAINING, OPERATING, REVENING, REPLACING AND REPAIRING GAS MAINS AND ANY NECESSARY GAS FACILITIES APPURTENANT THERE TO, TOGETHER WITH THE RIGHT OF ACCESS THERE TO SAID PIPES AND PIPES IN, UPON, UNDER AND ACROSS THE WEST 1/2 OF THE PUBLIC HIGHWAY KNOWN AS WOOD DALE ROAD WHICH EXTENDS EAST ALONG THE LAND. (AFFECTS PARCEL 2) (AFFECTS: BLANKET IN NATURE)

Zoning Information		
STATUS	PROPERTY IS CURRENTLY ZONED:	STATUS
	AMATING ZONING REPORT	
PERMITTED USE	N/A	MANUFACTURING
MIN. LOT AREA	N/A	34621.28 SQ. FT.
MIN. FRONTAGE	N/A	637.4'
MAX. BLDG. COVERAGE	N/A	20%
MIN. SETBACKS FRONT	N/A	205.3'
MIN. SETBACKS SIDE	N/A	78.5'
MIN. SETBACKS REAR	N/A	5.7'
MAX. BUILDING HEIGHT	N/A	20.00'
PARKING REGULAR	N/A	225
PARKING HANDICAP	N/A	6
PARKING TOTAL	N/A	235

Notes:
1) THIS ZONING REPORT IS BASED ON THE ZONING MAP AND ZONING ORDINANCES IN EFFECT AS OF THE DATE OF THIS REPORT. THE ZONING MAP AND ZONING ORDINANCES ARE SUBJECT TO CHANGE WITHOUT NOTICE.
2) THE ZONING REPORT IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE USER OF THIS REPORT SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

Utility Notes

THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES ONLY. THE SURVEYOR WAS NOT PROVIDED WITH UNDERGROUND PLANS OR SURFACE GROUND MARKINGS TO DETERMINE THE LOCATION OF ANY SUBTERRANEAN USES.

Encroachment Notes

NO ENCROACHMENTS WERE OBSERVED AT THE TIME OF THE ALTA SURVEY.

Exhibit D CDC-2023-0007

Miscellaneous Notes

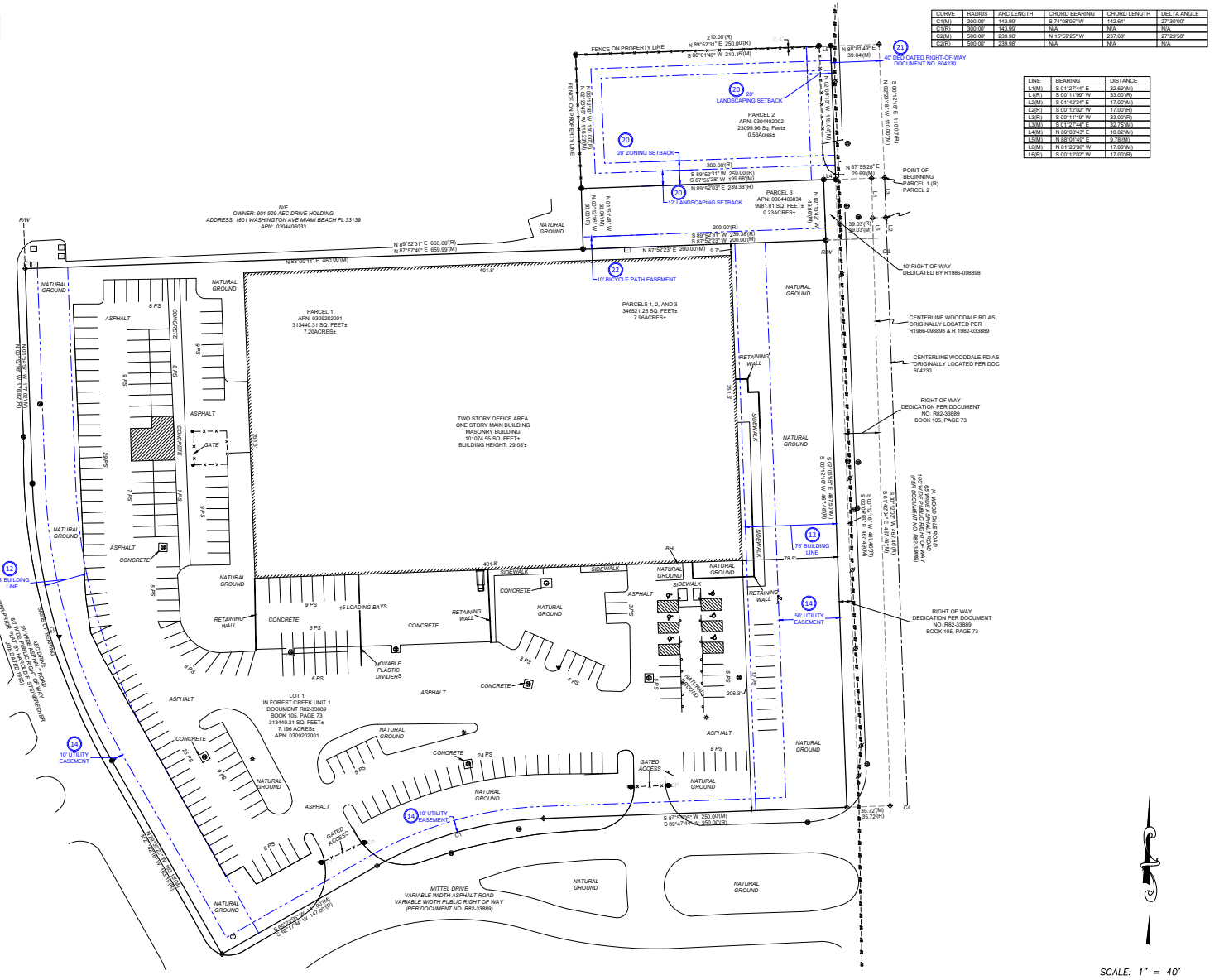
- M01) SOME FEATURES SHOWN ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR CLARITY.
- M02) DIMENSIONS ON THIS PLAT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF UNLESS OTHERWISE NOTED. BEARINGS ARE REFERRED TO AN ASSUMED MERIDIAN AND ARE USED TO DEDUCE ANGLES ONLY. MONUMENTS WERE FOUND AT POINTS WHERE INDICATED.
- M03) AT THE TIME OF THE ALTA SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF EARTH WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
- M04) AT THE TIME OF THE ALTA SURVEY THERE WERE NO CHANGES IN STREET RIGHT-OF-WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM THE CONTROLLING JURISDICTION OR OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION REPAIRS.
- M05) AT THE TIME OF THE ALTA SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SLUMP, OR SANITARY LANDFILL.
- M06) AT THE TIME OF THE ALTA SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF SITE USE AS A CEMETERY, ISOLATED GRAVE SITE OR BURIAL GROUNDS.
- M07) TOTAL NUMBER OF PARKING SPACES IS 235, WHICH INCLUDES 6 DESIGNATED HANDICAPPED SPACES. THE SUBJECT PROPERTY ALSO CONTAINS 15 LOADING BAYS.
- M08) COMPLETED FIELD WORK WAS AUGUST 22, 2019.
- M09) BASIS OF BEARINGS FOR THIS SURVEY IS THE WESTERN BOUNDARY LINE ALSO BEING THE EASTERN RIGHT OF WAY LINE OF ACOR, WHICH HAS A CROSS BEARING ON N 19°22' W BEARINGS BASED ON GRID NORTH FOR ILLINOIS COORDINATE SYSTEM EAST ZONE MODEL. LATITUDE = NAD 83 UTM. LONGITUDE = 499 W 81 F. CONVERSIONS: ANGLE = 1/8" = 0.11" W. DISTANCES SHOWN ON PLAT ARE GRID COORDINATE SCALE FACTOR (GRID TO GROUND) = 1.000144817E-05.
- M10) THE NEAREST INTERSECTING STREET IS THE INTERSECTION OF MITTEL DRIVE AND ACOR DRIVE, WHICH IS APPROXIMATELY 20' FROM THE SW CORNER OF THE SUBJECT PROPERTY.
- M11) THE SUBJECT PROPERTY HAS DIRECT ACCESS TO MITTEL DRIVE BEING A PUBLICLY DEDICATED HIGHWAY.
- M12) EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THIS SURVEY DOES NOT PURPORT TO REFLECT OF ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT PROPERTY: EASEMENTS, OTHER THAN PROBABLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF SURVEY, RESTRICTIVE COVENANTS, SUBDIVISION RESTRICTIONS OR OTHER LAND USE REGULATIONS, AND ANY OTHER FACTS WHICH AN ACCURATE TITLE SEARCH MAY DISCLOSE.
- M13) WHEREAS TO ALTA TABLE A FISH HOLE, NO VISIBLE CERTAIN DIVISION OR PARTY WALLS WITH RESPECT TO ADJOINING PROPERTIES WERE OBSERVED AT THE TIME THE FIELDWORK WAS PERFORMED, NOR WERE ANY DESIGNATED BY THE CLIENT, NECESSARY PERMISSIONS WERE NOT PROVIDED.



Commercial Real Estate
Due Diligence Management
3465 South Arlington Rd Suite #183
Akron, OH 44312
866 290.8121
www.amnational.net

Legend of Symbols & Abbreviations

SURVEY FEATURES		SURVEYING SYMBOLS	
--- BOUNDARY LINE	● FOUND TYP. BEAM	NF	NON-USE CORNERS
- - - - - FORTY FIVE	○ SET TYP. BEAM	PS	PARKING SPACE
--- CENTERLINE OF ROAD	P.O.D.	P.O.D.	POINT OF DISCONTINUITY
- - - - - FRONT OF MOUNT	○ CONCRETE PILE	RES	RESISTOR
- - - - - FENCE	○ CONCRETE PILE	RES	RESISTOR
EASEMENTS		RS	RIGHT-OF-WAY
--- ACCESS & EGRESS EASEMENT	RS	RES	RESISTOR
- - - - - BUILDING SET BACK	RS	RES	RESISTOR
- - - - - UTILITY EASEMENT	RS	RES	RESISTOR
UTILITY LINES		RS	RESISTOR
--- WATER LINE	○ TELEPHONE PREDSIAL	○ ROLL-UP	
--- OVERHEAD POWER LINE	○ WATER/SEWER	○ GRATED INLET	
--- SOWER LINE	○ BIOWALL		
--- GAS LINE	○ GROUND PIPES	○ WATER TRENCH	
--- CABLE	○ GAS METER	○ FIBER OPTIC	
--- FIBER OPTIC	○ ELECTRICAL BOX	○ JUMP	
--- TELEPHONE LINE	○ HANDOUT PARKING	○ RAIL PALE	
	○ UTILITY BOX	○ TRASH COMPACTOR	



CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH	DELTA ANGLE
CLM1	300.00'	143.99'	N 45°00'00" W	143.91'	27.2600°
CLR1	300.00'	143.99'	N/A	N/A	N/A
COM1	500.00'	239.98'	N 12°52'23" W	237.68'	27°22'06"
COR1	500.00'	239.98'	N/A	N/A	N/A

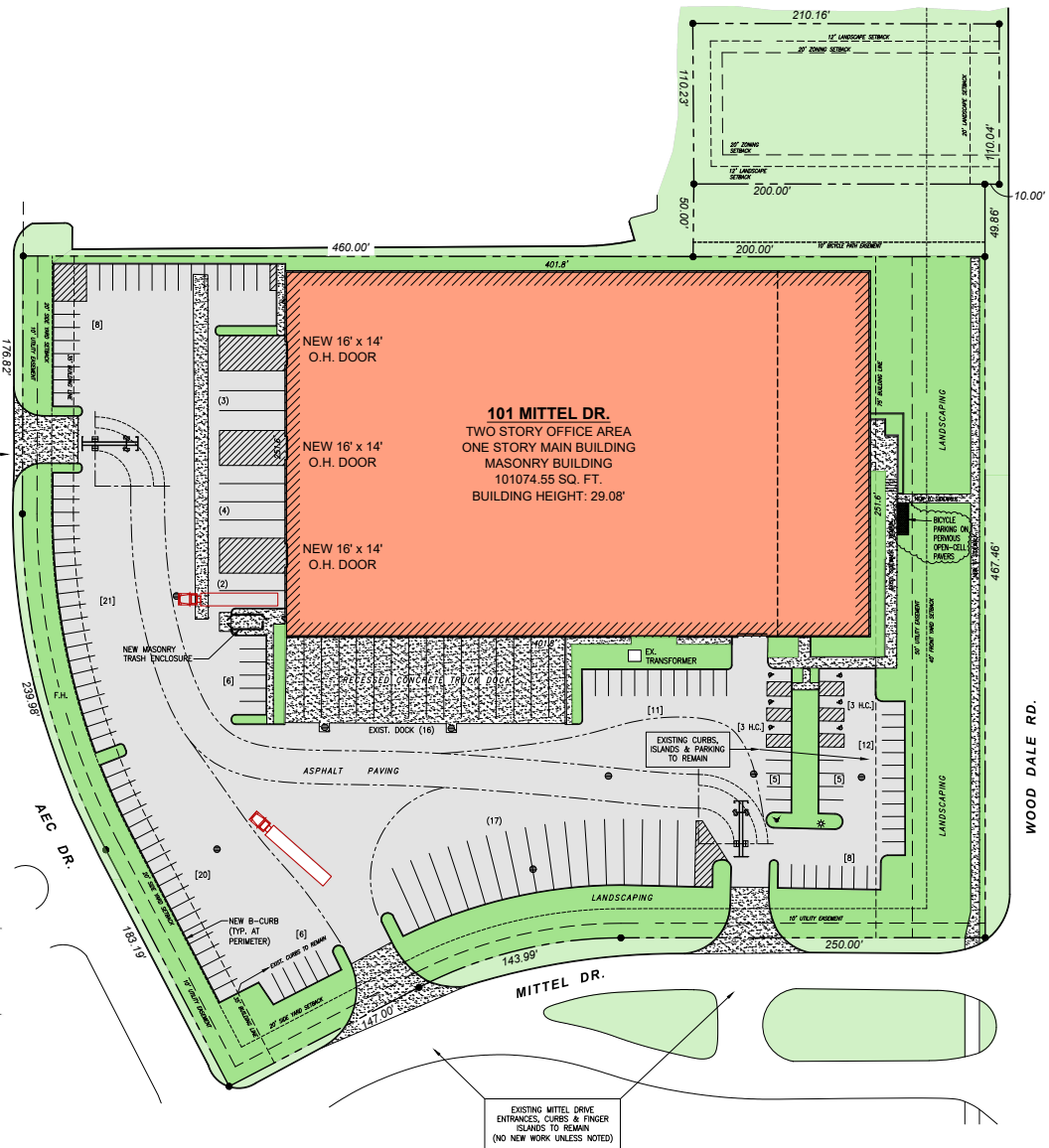
LINE	BEARING	DISTANCE
L1	S 14°27'42" E	33.89(20M)
L2	S 03°11'39" W	33.05(20M)
L3	S 01°42'29" E	17.00(10M)
L4	S 02°12'02" W	17.00(10M)
L5	S 02°11'15" W	13.00(8M)
L6	S 01°27'44" E	32.73(20M)
L7	N 88°04'24" E	12.00(8M)
L8	N 03°11'02" E	13.75(8M)
L9	N 01°26'20" W	13.00(8M)
L10	S 02°10'02" W	13.00(8M)

BLEW & ASSOCIATES, P.A.
3825 N. BRUSH DRIVE
FAVRETTVILLE, NC 27033
478-443-4200
SURVEY@BLEWNC.COM
DRAWN BY: JR
JOB REF: # 19-444

SCALE: 1" = 40'



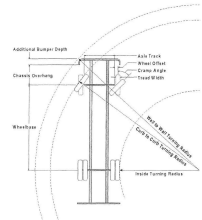
Exhibit E CDC-2023-0007



PROPOSED
SECONDARY
ENTRANCE

Parameters:

Truck Clearance Height	40'
Axle Track	82.92 in.
Wheel Offset	33 in.
Truck Width	17.5 in.
Chassis Overhang	19 in.
Additional Bumper Depth	19 in.
Front Overhang	142 in.
Wheelbase	257.5 in.
Calculated Turning Radii:	
Inside Turn	24 ft 5 in.
Curve to curve	40 ft 1 in.
Wall to wall	47 ft 7 in.



FIRE APPARATUS TURNING EXHIBIT
SCALE: NONE



PROPOSED ARCHITECTURAL SITE PLAN - SCHEMATIC

SCALE: 1" = 40.00'



(42) 12' x 45' TRUCK STALLS

(75) 9' x 18' EMPLOYEE STALLS (WEST LOT)
 (41) 9' x 18' CUSTOMER / EMPLOYEE STALLS (EAST LOT)
 (6) 9' x 18' HANDICAPPED STALLS (EAST LOT)
 (122) TOTAL CUSTOMER / EMPLOYEE STALLS

Site Improvements
101 Mittel Drive
Wood Dale, IL 60191
www.citrucks.com

PROPOSED
ARCHITECTURAL
SITE PLAN
SCHEMATIC

Rev.	Date	Description
0	11-18-23	CITY OF WOOD DALE REVIEW
1	12-20-23	CITY OF WOOD DALE REVIEW

DATE: 09-12-2023
 DRAWN BY: FS
 APP'D. BY:

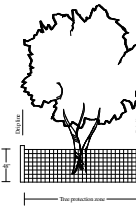
DRAWING NO.
S4

TREE SURVEY

Tree	Common Name	Botanical Name	Size	Condition	Action
101	Colorado Blue Spruce	Picea pungens 'Glauca'	10'	Poor	Remove
102	American Elm	Ulmus americana	16'	Poor	Remove
103	Colorado Blue Spruce	Picea pungens 'Glauca'	12'	Good	Remove
104	Norway Spruce	Picea abies	8'	Poor	Remove
105	Black Hills Spruce	Picea glauca 'Densata'	16'	Fair	Maintain
106	Black Hills Spruce	Picea glauca 'Densata'	12'	Poor	Remove
107	Norway Spruce	Picea abies	12'	Fair	Remove
108	Norway Spruce	Picea abies	10'	Fair	Remove
109	Norway Spruce	Picea abies	10'	Fair	Remove
110	Norway Spruce	Picea abies	12'	Fair	Remove
111	Norway Spruce	Picea abies	16'	Poor	Maintain
112	Skyline Locust	Gleditsia triacanthos 'Skyline'	18'	Good	Maintain
113	Autumn Blaze Maple	Acer freemanii 'Autumn Blaze'	8'	Fair	Remove
114	Autumn Blaze Maple	Acer freemanii 'Autumn Blaze'	8'	Fair	Remove
115	Autumn Blaze Maple	Acer freemanii 'Autumn Blaze'	8'	Fair	Remove
116	Autumn Blaze Maple	Acer freemanii 'Autumn Blaze'	8'	Good	Remove
117	Autumn Blaze Maple	Acer freemanii 'Autumn Blaze'	8'	Fair	Remove
118	Autumn Blaze Maple	Acer freemanii 'Autumn Blaze'	8'	Fair	Remove
119	Autumn Blaze Maple	Acer freemanii 'Autumn Blaze'	10'	Dead	Remove
120	Crabapple	Malus var.	12'	Poor	Maintain
121	Crabapple	Malus var.	12'	Poor	Maintain
122	Skyline Locust	Gleditsia triacanthos 'Skyline'	24'	Good	Maintain
123	Norway Spruce	Picea abies	10'	Poor	Maintain
124	Crabapple	Malus var.	12'	Poor	Maintain
125	Autumn Blaze Maple	Acer freemanii 'Autumn Blaze'	8'	Fair	Remove
126	Autumn Blaze Maple	Acer freemanii 'Autumn Blaze'	8'	Fair	Remove
127	Greenspire Linden	Tilia cordata 'Greenspire'	18'	Fair	Maintain
128	Greenspire Linden	Tilia cordata 'Greenspire'	18'	Fair	Maintain
129	Skyline Locust	Gleditsia triacanthos 'Skyline'	16'	Fair	Maintain
130	Greenspire Linden	Tilia cordata 'Greenspire'	8'	Good	Maintain
131	Skyline Locust	Gleditsia triacanthos 'Skyline'	14'	Good	Maintain
132	Crabapple	Malus var.	12'	Poor	Maintain
133	Crabapple	Malus var.	10'	Poor	Maintain
134	European Hornbeam	Carpinus betulus 'Fastigiata'	10'	Fair	Maintain
135	American Elm	Ulmus americana	18'	Poor	Maintain
136	Greenspire Linden	Tilia cordata 'Greenspire'	18'	Fair	Maintain
137	European Hornbeam	Carpinus betulus 'Fastigiata'	10'	Fair	Maintain
138	Eastern Redbud	Cercis canadensis	10'	Poor	Maintain
139	Greenspire Linden	Tilia cordata 'Greenspire'	18'	Fair	Maintain
140	White Pine	Pinus strobus	14'	Poor	Maintain
141	White Pine	Pinus strobus	8'	Poor	Maintain
142	Crabapple	Malus var.	12'	Poor	Maintain
143	Box Elder	Acer negundo	18'	Poor	Remove
144	Box Elder	Acer negundo	16'	Poor	Remove
145	Hackberry	Celtis occidentalis	12'	Poor	Remove
146	Box Elder	Acer negundo	24'	Poor	Remove

TREE PRESERVATION NOTES:

- 1) PRIOR TO ANY CONSTRUCTION OR TREE REMOVALS, THE CONTRACTOR SHALL ERECT A TREE PROTECTION FENCE AROUND ALL TREES TO BE PRESERVED.
- 2) WITHIN THE TREE PROTECTION FENCING, THERE SHALL BE NO EQUIPMENT OR MATERIAL STORAGE, VEHICLE ACCESS, OR CONSTRUCTION EQUIPMENT ACCESS.
- 3) WITHIN THE TREE PROTECTION FENCING, THERE SHALL ALSO BE NO EXCAVATION OR TEACHING AND NO CHEMICAL OR WATER DUMPING. ALL UTILITY OR IRRIGATION LINES SHALL BE ROUTED AROUND THE TREE PROTECTION FENCING.
- 4) OUTDOOR TOILET FACILITIES SHALL NOT BE LOCATED WITHIN TWENTY FEET (20') OF ANY TREE PROTECTION FENCING.
- 5) THE TREE PROTECTION FENCING SHALL REMAIN IN PLACE UNTIL THE SURROUNDING AREAS ARE FINISH GRADED AND READY FOR SOD, SEED, OR PLANTING.



TREE PROTECTION FENCE DETAIL

GRAEFEN
DEVELOPMENT inc.
DESIGN - BUILD - LEASE

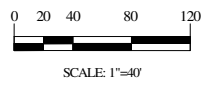
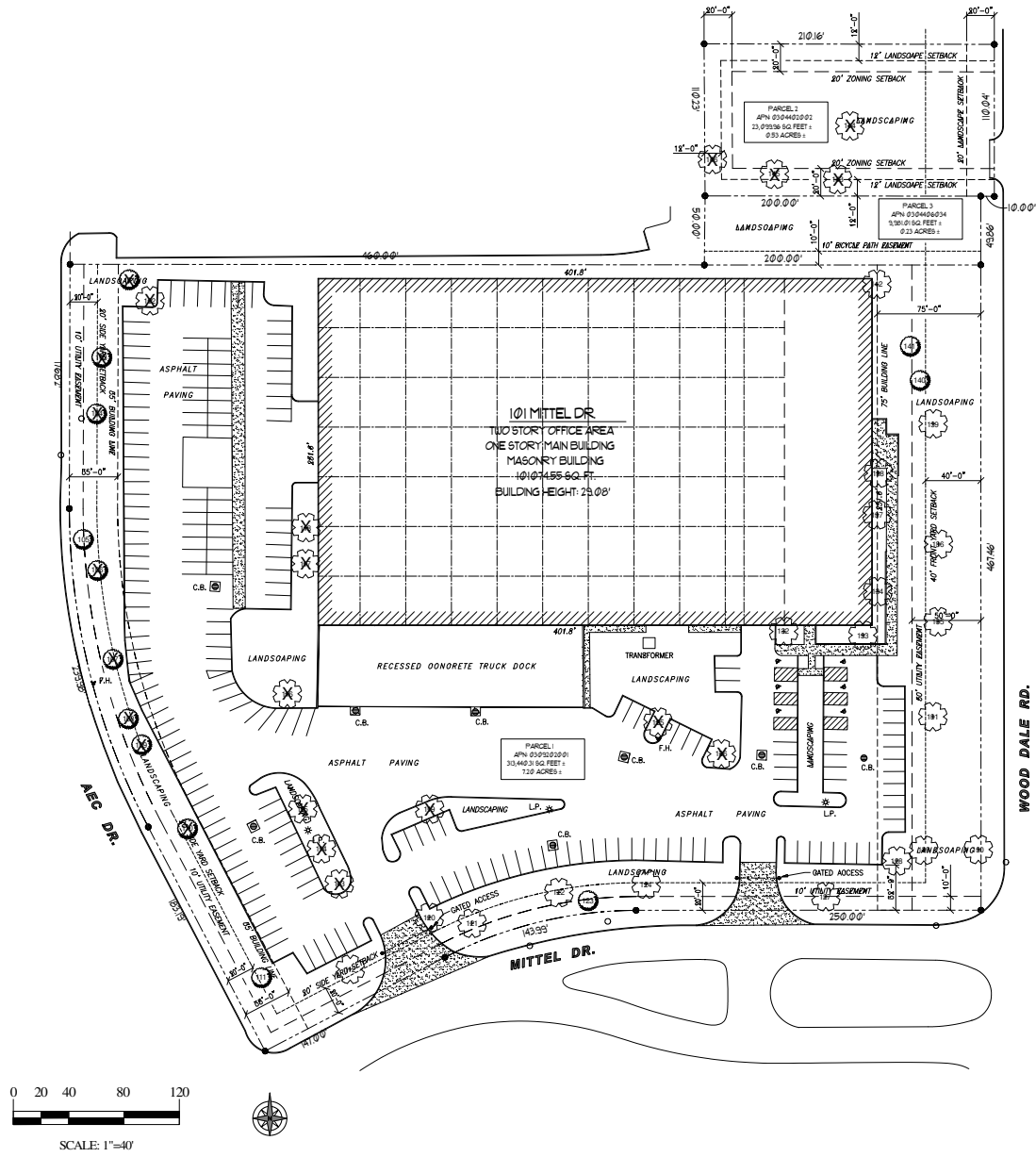
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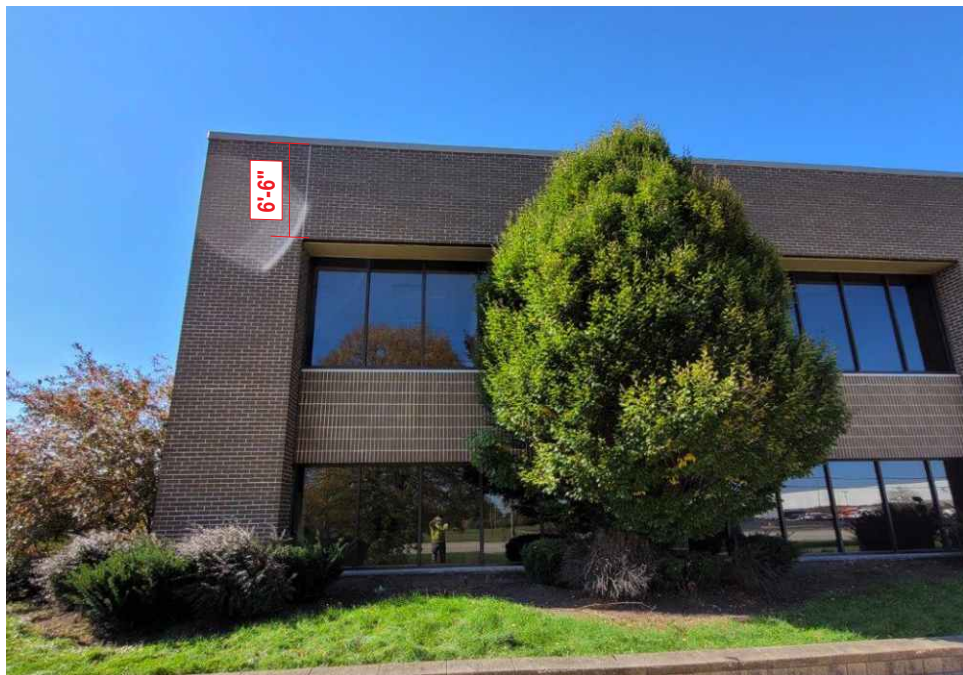
DOWDEN DESIGN GROUP
LANDSCAPE ARCHITECTURE, DESIGN & PLANNING
P.O. BOX 415, LIBERTYVILLE, IL 60048
DOWDENDESIGNGROUP.COM PHONE (847) 382-1254

CIT TRUCKS
101 MITTEL DRIVE
WOODDALE, ILLINOIS

TREE SURVEY

DATE: 10.10.23
SCALE: 1"=40'
DRAWN: GJD





EXISTING



PROPOSED
EXISTING TREE TO BE TRIMMED



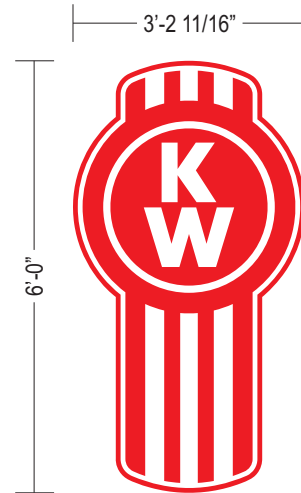
GRAPHIC DETAIL
SCALE: 1/4" = 1'-0"



EXISTING



PROPOSED



GRAPHIC DETAIL
SCALE: 3/8" = 1'-0"



MONUMENT DETAIL
SCALE: 1/2" = 1'-0"



This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electric Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

This is an original document created by Persona Signs, LLC provided specifically to the client for the client's personal use. This document should not be shared, reproduced, disclosed or otherwise used without written permission from Persona Signs, LLC.

Customer Approval (Please Initial):

Approval Date:

MEMORANDUM TO: Erick Miner
CIT Trucks, LLC

FROM: Michael A. Werthmann, P.E., PTOE
Principal

DATE: November 30, 2023

SUBJECT: Preliminary Traffic Statement
Proposed Semi-Trailer Truck Dealership
Wood Dale, Illinois

This memorandum summarizes the results and findings of a preliminary traffic statement prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed semi-trailer truck dealership to be located in Wood Dale, Illinois. The site, which currently contains a 115,561 square-foot vacant industrial building, is located in the northwest quadrant of the intersection of Wood Dale Road with Mittel Drive. Access to the building is currently provided via two access drives located on Mittel Drive. **Figure 1** shows an aerial view of the existing site.

As proposed, the existing vacant building will be repurposed for a semi-trailer dealership. The dealership is proposed to be a retail sales outlet for new and used semi-tractors (Class 8) and Class 6-7 medium-duty trucks and will also provide labor repair services and parts and component sales. Access to the dealership is proposed to be provided via the existing two access drives on Mittel Drive and a proposed access drive on Aec Drive. A copy of the preliminary site plan is included in the Appendix.

The purpose of this memorandum is to summarize the existing roadway conditions, estimate the volume of traffic that will be generated by the dealership, and to review the access drives.

Existing Roadway Characteristics

The following summarizes the physical and operating characteristics of the area roadways.

Wood Dale Road is generally a north-south, minor arterial road that has two lanes in each direction divided by a striped median and has a full access interchange with IL 390 approximately ½ mile north of the site. At its signalized T-intersection with Mittel Drive, Wood Dale Road has a separate left-turn lane and two through lanes on the northbound approach and a through lane and a shared through/right-turn lane on the southbound approach. Wood Dale Road is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), carries an Annual Average Daily Traffic (AADT) volume of 13,100 vehicles, and has a posted speed limit of 40 miles per hour with a 20 mph school speed limit within the vicinity of the site.



Aerial View of Site

Figure 1

Mittel Drive is a collector road that extends in a ¼ circle from Wood Dale Road to north of Thorndale Road. The road has one vehicle lane and one bike lane in each direction with parking prohibited on both sides of the road. At its signalized T-intersection with Wood Dale Road, Mittel Drive has a separate left-turn lane and a separate right-turn lane. Mittel Drive is under the jurisdiction of the of the City of Wood Dale, carries an AADT volume of 1,050 vehicles, and has a posted speed limit of 30 miles per hour.

Aec Drive is generally a north-south, local road that has one vehicle lane in each direction with parking generally prohibited on both sides of the road. At its unsignalized T-intersection with Mittel Drive, Aec Drive has a single-lane approach that is under stop sign control. Aec Drive is under the jurisdiction of the of the City of Wood Dale and has a posted speed limit of 30 miles per hour.

Trip Generation Estimates

As discussed previously, the dealership will consist of one building totaling approximately 115,561 square feet. The dealership is proposed to be a retail sales outlet for new and used semi-tractors (Class 8) and Class 6-7 medium-duty trucks and will also provide labor repair services and parts and component sales. According to the operator, the dealership will initially have 75 employees growing to 150 employees within five years. Operating hours for the dealership are projected to be 7:00 A.M. to 12:00 A.M. Monday through Friday and 7:00 A.M. to 5:00 P.M. on Saturday.

The volume of traffic to be generated by the dealership was based on trip generation surveys performed at the CIT Truck dealership located at 4301 North Bell School Road in Loves Park, Illinois. The trip generation surveys were performed from 6:00 A.M. to 10:00 A.M. and 3:00 P.M. to 7:00 P.M. on Wednesday, September 15, 2021 and consisted of counting the number of vehicles entering and exiting the dealership. According to the operator (see the letter in the Appendix), the proposed dealership will be larger, have more employees, and is projected to have more parts sales and repairs than the Loves Park dealership and is anticipated to generate approximately 75 percent more trips than the Loves Park dealership. **Table 1** shows the number of morning and evening peak hour vehicle trips projected to be generated by the proposed dealership by vehicle type.

From Table 1 it can be seen that the proposed dealership is projected to generate approximately 62 trips during the morning peak hour and 87 trips during the evening peak hour. This averages to one inbound trip approximately every 1.5 to 2.0 minutes and one outbound trip approximately every one to three minutes. Further, it is important to note that the traffic will be distributed over several routes that serve the area, which will further minimize the impact of the dealership on the existing roadway system. In addition, over the eight hours of counts performed at the existing Loves Park dealership, approximately 64 percent of the trips consisted of passenger vehicles, 29 percent of the trips consisted of single unit trucks, and seven percent of the trips consisted of semi-trailers. As such, it can be seen that the majority of the traffic generated by the dealership will be passenger vehicles (employees).

Table 1
 PROPOSED WOOD DALE DEALERSHIP
 PROJECTED TRIP GENERATION ESTIMATES

Type/Size	Weekday Morning Peak Hour (7:45 to 8:45 A.M.)			Weekday Evening Peak Hour (3:30 to 4:30 P.M.)		
	In	Out	Total	In	Out	Total
Passenger Vehicles	28	11	39	14	37	51
Single Unit Trucks	9	10	19	14	16	30
Semi-Trailer Truck	2	2	4	4	2	6
Total	39	23	62	32	55	87

In addition, the estimated traffic to be generated by the proposed truck dealership was compared to the traffic estimated to be generated by other uses that could occupy the site which is illustrated in **Table 2**. The volume of traffic to be generated by the other uses was based on trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition.

In conclusion, from Table 2 it can be seen that the proposed truck dealership is estimated to generate less traffic during the morning peak hour and a similar volume of traffic during the evening peak hour compared to a manufacturing use or a general light industrial use and approximately twice as much traffic compared to a warehousing use during both peak hours.

Table 2
 TRIP GENERATION COMPARISON

Type/Size	Weekday Morning Peak Hour (7:45 to 8:45 A.M.)			Weekday Evening Peak Hour (3:30 to 4:30 P.M.)		
	In	Out	Total	In	Out	Total
Proposed Truck Dealership	39	23	62	32	55	87
Warehouse Use	29	6	37	11	29	40
Manufacturing Use	61	19	80	26	57	83
General Light Industrial Use	72	10	82	11	64	75

Site Access

Access to the dealership is proposed to be provided via the existing two access drives on Mittel Drive and a proposed access drive on Aec Drive. The following summarizes the design and locations of the access drives:

- The existing eastern Mittel Drive access drive is located on the north side of the road approximately 210 feet west of Wood Dale Road. The access drive provides one inbound lane and one outbound lane with wide radii to accommodate turning truck traffic. It should be noted that a median break is provided along Mittel Road that permits left-turn movements to and from this access drive.
- The existing western Mittel Drive access drive is located on the north side of the road approximately 445 feet west of Wood Dale Road and 145 feet east of Aec Drive. The access drive provides one inbound lane and one outbound lane with wide radii to accommodate turning truck traffic.
- The proposed Aec Drive access drive is to be located on the east side of the road approximately 525 feet north of Mittel Drive aligned opposite an existing access drive. The access drive will provide one inbound lane and one outbound lane.

The three access drives will provide efficient and orderly access to and from the development with limited impact on the existing through traffic.

Appendix

November 17, 2023

Mr. Michael Werthmann, Principal
KLOA
9575 W. Higgins Road, Suite 400
Rosemont, IL 60018

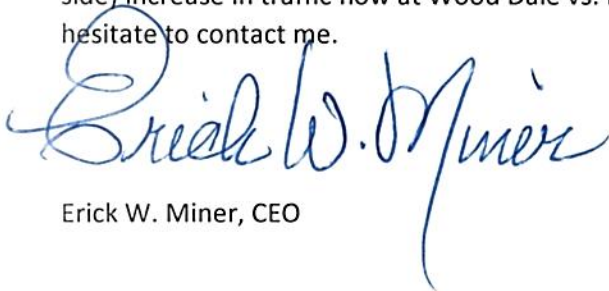
Re: Traffic Statement for 101 Mittel Drive, Wood Dale, Illinois

Dear Michael:

With regard to the Traffic Statement we have asked you to complete as part of our Special Use Permit Application for the City of Wood Dale, we project a 75% increase in traffic flow at the proposed new dealership facility in Wood Dale, as compared to the traffic study KLOA completed for our Loves Park, Illinois dealership. This projected increase in traffic flow is based upon the following:

- CIT's Loves Park dealership has 24 service shop bays; whereas, CIT's Wood Dale dealership will have 40 service bays - a roughly 70% increase in service bay capacity and in potential traffic related to truck repair.
- CIT will be relocating its existing retail parts business from Bensenville, 2 miles east, to the new dealership in Wood Dale. Current "walk-in" or "over the counter" retail parts sales volume at the existing Bensenville parts store is over 60% higher than the comparable sales volume at our Rockford dealership, which we believe will generate a comparable increase in related traffic flow at the Wood Dale location.
- Additionally, because of the size and scope of the O'Hare Metro market area as compared to the Loves Park market area, CIT anticipates more than a 70% increase in Class 6-7 medium-duty truck sales and related parts and service sales at the new dealership in Wood Dale, in relation to comparable Class 6-7 related sales at the Loves Park dealership; again, contributing to increased traffic flow at the Wood Dale facility in comparison to Loves Park.

In consideration of the above projections of sales volume at 101 Mittel Drive, Wood Dale vs. CIT's existing dealership sales volume at Loves Park, we conclude that we will experience a 75% (on the high side) increase in traffic flow at Wood Dale vs. Loves Park. If you have any questions, please don't hesitate to contact me.



Erick W. Miner, CEO



November 30, 2023

Gosia Pociecha, AICP
Senior Planner
City of Wood Dale, IL

RE: Special Use Permit Application for 101 Mittel Drive, Wood Dale, IL
Submission Materials - Trash Enclosure/Exterior Equipment/Fences/Screening

Dear Gosia:

Regarding the Special Use Permit Application Submission Materials inquiry pertaining to trash enclosure/exterior equipment/fences/screening, we will comply with all City of Wood Dale codes and ordinances pertaining to these areas of concern. Additionally, with regard to the individual items:

1. Trash Enclosure – A trash enclosure shall be provided on site, as shown on the Site Plan included in the submission materials. The trash enclosure shall be constructed in compliance with Code Sec. 17.302.M.2.
2. Exterior Equipment – The only exterior equipment would be an A-Frame Hoist used to un-deck new truck inventory that will be delivered to the dealership on a periodic basis. This hoist would be located in the northwest area of the parking lot.
3. Fences – We do not plan to fence the property. We will most likely have a security firm on site after hours.
4. Screening – We do not plan to screen the lot.

I hope the above response provides the information you are looking for in respect to these items.



Erick W. Miner, CEO
CIT Trucks, LLC.



November 20, 2023

Mr. Alan Lange
Director of Public Works
City of Wood Dale, Illinois
720 N. Central Avenue
Wood Dale, IL 60191

Dear Mr. Lange:

Our company is in the process of applying for a Special Use Permit to allow us to operate a Kenworth retail truck dealership at 101 Mittel Drive, Wood Dale. As part of that process, Gosia Pocięcha has instructed me to contact you with information regarding the existing commercial driveways or site access points at 101 Mittel Drive. Gosia has provided the current Code requirements below (in black ink), and I have provided the existing dimensions per our survey and site plan in red ink:

1. *Add dimensions to all site access points to verify compliance with dimensional standards set forth by Engineering Development & Design Standards Manual – Pavement Sheet 7:*
 - a. *Commercial driveways shall not exceed fifty feet (50') in width at the property line.*
 - b. *Commercial driveways shall not exceed eighty feet (80') in width at the roadway.*
 - i. *The existing southwestern commercial driveway off of Mittel Drive is 106' at the roadway and 64' at the property line. The existing commercial driveway exceeds both the maximum 80' in width at the roadway and the 50' in width at the property line permitted by Code.*
 - ii. *The existing southeastern commercial driveway off of Mittel Drive is 85' at the roadway and 45' at the property line. The existing commercial driveway exceeds the maximum 80' in width at the roadway permitted by Code.*

I have attached our site plan for your review. The commercial driveway dimensions are shown on page S3. We will not be altering either of these commercial driveways (the southwest and southeast driveways off Mittel Drive) for our planned use. Therefore, we are requesting your approval to continue to utilize these two commercial driveways as currently constructed.

Additionally, we are requesting approval to construct a new commercial driveway at the northwest corner of the site off of AEC Drive, which is also shown on page S3 of our site plan. The dimensions for this proposed commercial driveway will be 71' at the roadway and 43' at the property line, both of which appear to be within Code.

Thank you for your consideration in this matter. If you have any questions, please don't hesitate to contact me on my cell at 309-287-7146 or by e-mail eminer@cittrucks.com.

Respectfully,



Erick Miner, CEO





CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

Exhibit K
CDC-2023-0007

9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

December 19, 2023

VIA EMAIL

Gosia Pociecha, AICP
Senior Planner
City of Wood Dale
404 N Wood Dale Rd
Wood Dale, IL 60191

Phone: 630-787-3734

Email: gpciecha@wooddale.com

RE: NET-NEW IMPERVIOUS AREA & STORMWATER MANAGEMENT
101 MITTEL DRIVE
WOOD DALE, ILLINOIS
SPACECO Project (No. 12800.01E)

Dear Gosia,

In response to your request, SPACECO, Inc. is proposing an approach to the management of stormwater for the proposed improvements at 101 Mittel Drive in Wood Dale. Based on the Site Plan prepared by Graefen Development Inc. last revised 11-16-23, the proposed site improvements will result in 28,807 square feet of net-new impervious area. Section 10.105.A.2 of the Wood Dale code states "An increase of ten thousand (10,000) square feet or more of impervious area will require detention, rather than an increase of twenty-five thousand (25,000) square feet or more as required by DuPage County." Therefore, the improvements are subject to detention requirements. We estimate 1.90 acre-feet of detention storage will be required based on the disturbed area of the proposed improvements.

As you are aware, per the Wood Dale storm sewer atlas, a 24" public storm sewer outfalls to the drainage swale on the subject property. Given the limited land available for a detention basin on site, and the difficulty to convey stormwater from the improvement areas to the northeast corner of the parcel, we are proposing an alternate approach to detaining water on site. We propose to route the 24" public storm sewer through an Outlet Control Structure (OCS) into the detention basin via a two-way conveyance pipe. The detention basin and restrictor will be sized to accommodate the detention required for the on-site improvements (1.90 acre-feet). The proposed detention basin and OCS will outfall to the existing drainage swale parallel to Wood Dale Road, which will convey the water southward as it does in the existing condition. While the stormwater from the on-site improvements would not be conveyed to the proposed basin, the areas downstream of the property will receive stormwater at a lower rate than in the current condition since the off-site flows will be restricted. Furthermore, the proposed detention basin is to be a wetland-bottom basin to accommodate Volume Control Best Management Practices (VCBMP's). Please refer to the attached Stormwater Management Exhibit by SPACECO, Inc. dated 12/19/2023 for graphical representation of the proposed Stormwater Management.

If you have any questions or need additional information, feel free to contact me.

Sincerely,

SPACECO, Inc.

Sean McGovern, P.E.
Project Manager

c: Bill Loftus, P.E. – SPACECO, Inc.
Erick Miner – CIT Trucks