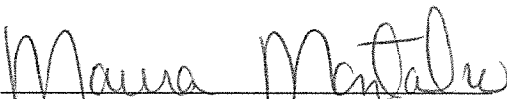


STATE OF ILLINOIS)
) SS
COUNTY OF DU PAGE)

I, Maura Montalvo, Deputy City Clerk of Wood Dale, Illinois DO HEREBY CERTIFY that as such City Clerk and keeper of the records, that the foregoing is a true and correct copy of Ordinance #O-19-036 AN ORDINANCE REZONING LAND FROM R-1 ESTATE RESIDENTIAL TO I-1 LIGHT INDUSTRIAL (800 N. IL ROUTE 83) Passed by The City Of Wood Dale, Du Page County, Illinois, IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the seal of the City of Wood Dale, this 21ST day of November, 2019.


Maura Montalvo, Deputy City Clerk

SEAL



Ordinance #O-19-036

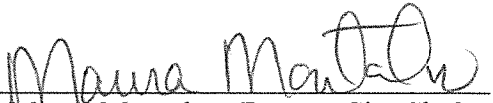
**AN ORDINANCE REZONING LAND FROM R-1 ESTATE RESIDENTIAL TO I-1
LIGHT INDUSTRIAL (800 N. IL ROUTE 83)**

Passed: November 21, 2019
Published in Pamphlet Form: November 22, 2019

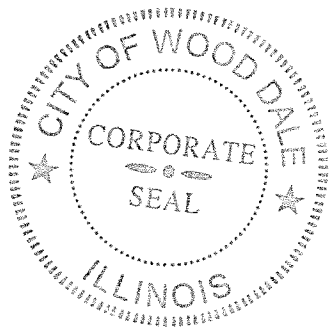
I, Maura Montalvo, as the Deputy City Clerk for the City of Wood Dale, hereby certify that the attached Ordinance is a true and correct copy of **#O-19-036**

**AN ORDINANCE REZONING LAND FROM R-1 ESTATE RESIDENTIAL TO I-1
LIGHT INDUSTRIAL (800 N. IL ROUTE 83)**

Passed and approved by the City Council of the City of Wood Dale on November 21, 2019 and hereby published in pamphlet on November 22, 2019


Maura Montalvo, Deputy City Clerk

SEAL



ORDINANCE NO. O-19-034

AN ORDINANCE REZONING LAND FROM R-1 ESTATE RESIDENTIAL
TO I-1 LIGHT INDUSTRIAL (800 N. IL ROUTE 83)

WHEREAS, the City of Wood Dale (the "City") is a body politic and corporate, organized and existing pursuant to the Illinois Municipal Code, 65 ILCS 5/1-1-1 *et seq*; and

WHEREAS, CH REALTY VIII-TDC I CHICAGO BRYN MAWR, L.L.C., by and through an agent ("Applicant"), has filed an application for rezoning of property upon annexation, said property (the "Subject Property") being described as:

LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 137, 138, 139, 140, 141 AND 142, ALL OF ARDMORE AVENUE, ALL OF PINE AVENUE LYING NORTH OF THE NORTH RIGHT-OF-WAY LINE OF BRYN MAWR AVENUE, AND THE NORTHERN 33.91 FEET OF BRYN MAWR AVENUE LYING WEST OF ILLINOIS ROUTE 83 (BUSSE ROAD), ALL IN BRANIGAR'S MOHAWK MANOR, BEING A SUBDIVISION IN SECTIONS 3 AND 10, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 28, 1956 AS DOCUMENT 825111, IN DUPAGE COUNTY, ILLINOIS

Consisting of PINs: 03-03-402-001, -002, -003, -004, 005, and -006; and 03-03-404-001, -002, -003, -004, -005, -006, -007, and -008; and 03-03-405-001, -002, -003, -004, -005, -006, -007, -008, -009, -010, -011, -012, -015, -016, -017, and -018 ; and

WHEREAS, notice of public hearing on the proposed rezoning of the Subject Property under Case Number 2019-CDC-11 was published in the Daily Herald in the time required by law, and all other notice required by law was made, as required by the ordinances of the City and the Statutes of the State of Illinois; and

WHEREAS, on October 21, 2019, the Community Development Commission held a public hearing on the proposed rezoning, and related application for a Special Use Permit for a Planned Unit Development; and

WHEREAS, the Community Development Commission considered the facts and testimony for Case Number 2019-CDC-11 and determined that the rezoning of the Subject Property from R-1 Estate Residential to I-1 Light Industrial District zoning as requested by the Applicant, upon annexation to the City, meets the standards of approval for rezoning, and in making its determination, the Community Development Commission adopted the findings of fact provided by staff within the staff memorandum dated October 21, , 2019, attached hereto and incorporated by reference as Exhibit A as the findings of the Community Development Commission, and recommended to the City Council approval of Case No. 2019-CDC-11.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WOOD DALE, DUPAGE COUNTY, ILLINOIS, as follows:

SECTION ONE: The recitals set forth hereinabove are incorporated herein by reference as part of this Ordinance.

SECTION TWO: The Subject Property, as described herein is hereby zoned from R-1 Estate Residential District to I-1 Light Industrial District Zoning.

SECTION THREE: That the findings of fact of the Community Development Commission previously incorporated as Exhibit A, be and the same hereby are adopted as the findings of fact of the City Council.

SECTION FOUR: That all Ordinances and Resolutions, or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, expressly repealed.

SECTION FIVE: That the City Clerk of the City of Wood Dale be and is directed hereby to publish this Ordinance in pamphlet form, pursuant to the statutes of the State of Illinois.

SECTION SIX: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

PASSED this 21 day of Nov., 2019

AYES: 7

NAYS: 0

ABSENT: 1

APPROVED this _____ day of _____, 2019

SIGNED: Annuziato Pulice
Annuziato Pulice, Mayor

ATTEST: Maura Manola
City Clerk

Published in pamphlet form Nov. 21, 2019

EXHIBIT A

STAFF MEMORANDUM DATED October 21, 2019

CITY OF WOOD DALE

Community Development



MEMO

DATE: October 21, 2019
TO: Community Development Commission
FROM: Gosia Pociecha, Planner and Ed Cage, Community Development Director
SUBJECT: Case No. 2019-CDC-11, Rezoning, Special Use, Planned Unit Development, Final Plat of Subdivision and Major Site Plan Review for the redevelopment of Bryn Mawr Ave Properties, 800 N. Route 83

REQUEST

An application has been submitted requesting a Rezoning from R-1 Estate Residential, upon annexation, to I-1 Light Industrial District, and for Special Use for a Planned Unit Development – Final Development Plan and Major Site Plan Review and for approval of a Final Plat of Subdivision to annex and redevelop the Bryn Mawr Avenue Properties.

The public hearing for this petition was originally scheduled for September 30, 2019, however it had to be rescheduled as the number of individuals in attendance exceeded the meeting room occupancy limit.

PROPERTY INFORMATION

New Address: 800 N. Route 83 (upon annexation)
Existing Address: Multiple
PINs: 03-03-402-001, 002, 003, 004, 005, 006
03-03-404-001, 002, 003, 004, 005, 006, 007, 008
03-03-405-001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 015, 016, 017, 018
Property Size: 17.726 Acres (417,881 square feet)
Existing Land Use: Residential
Future Land Use: Industrial Business Park
Existing Zoning: R-3 Single-Family Residential District (DuPage County)

Surrounding Land Use & Zoning

North:	Corporate Main Street Subarea of TCC, with I-1, Industrial
South:	R-3 Single-Family Residential District (DuPage County)
East:	I-2, General Industrial District (Bensenville)
West:	Corporate Main Street Subarea of TCC, with I-1, Industrial

ANALYSIS**Submittals**

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

- Community Development Commission & Annexation Application
- Special Warranty Deed
- Petitioner Narrative & Responses to Standards (Exhibit A)
- ALTA/NSPS Land Title Survey (Exhibit B)
- Plat of Annexation (Exhibit C)
- Plat of Subdivision (Exhibit D)
- Engineering Improvement Plans (Exhibit E)
 - Landscaping Plans
 - Photometric Plan
- Stormwater Management Report
- Wetland Delineation Report
- Building Floor Plan & Elevations (Exhibit F)
- Conceptual colored site plan (Exhibit G)
- Traffic Impact Study
- Fire-Truck and Semi-Trailer Turning Exhibits
- Engineer's Opinion of Probable Construction Cost
- Sanitary Sewer Flow Analysis
- Consultation for Endangered Species Protection and Natural Areas Preservation

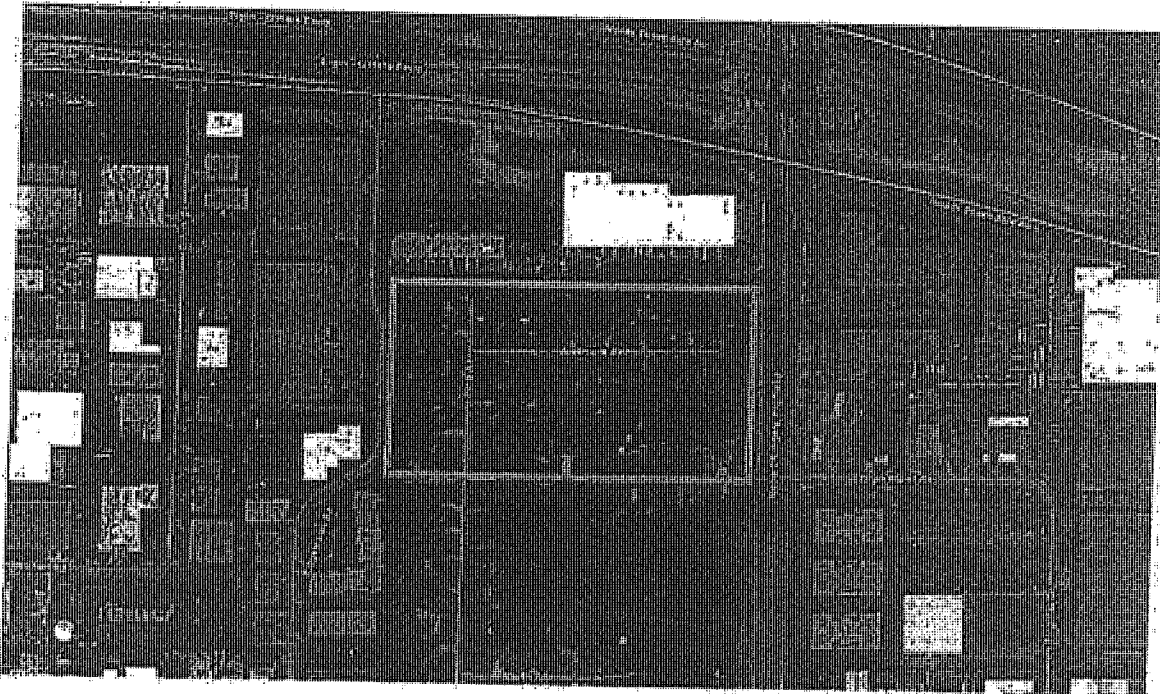
Project Description

The subject property is 17.726-acres and consists of residential lots and the Ardmore and Pine Avenue right-of-ways (see Exhibit B). The property is located on the west side of IL Route 83 (Busse Road) and to the north of Bryn Mawr Avenue (see image on next page). The proposal includes a partial vacation of Bryn Mawr Avenue, which will be reduced in width from 100 to 66 feet in the vicinity of the development project. The subject property is located within unincorporated DuPage County. The subject property will be annexed (see Exhibit C) and rezoned from unincorporated DuPage County residential R-3 to the City of Wood Dale I-1, Light industrial zoning.

The property will be re-subdivided to consolidate 30 lots into 1, as depicted in Exhibit D. The 30 vacant residences will be demolished to make way for one new 301,075 square foot light

industrial building. The building elevations and architectural site plan and are provided as Exhibits F and G. The site address will be 800 N. Route 83.

The proposed building will be occupied by Nippon Express U.S.A., Inc. This company is a current Wood Dale global logistics business that occupies two buildings and is consolidating operations and relocating their corporate headquarters as well. In addition to the corporate headquarter office space, the company will use the majority of the building for warehousing with limited truck traffic.



The petitioners are anticipating demolition of existing structures to commence shortly after the final City's approval, anticipated for November 2019. Per the petitioner's narrative (see Exhibit A) the construction is proposed to take approximately 12 months with substantial completion projected by year-end 2020.

Compliance with the Comprehensive Plan

The subject property is designated as Industrial/Business Park and Sites Likely to Experience Development Pressure in the Future Land Use Map of the Comprehensive Plan.

The subject property is proposed to redevelop to a new industrial building and is consistent with the land uses surrounding the subject property to the west, north and east. The subject property is currently in unincorporated DuPage County. One of the goals of the City Council is to annex on a voluntary basis any available properties that abut the City. Per the plan, "The City is expected to continue building on its current strengths with the business park and manufacturing and distribution industries." This is clearly achieved with the annexation and redevelopment of the subject property into an Industrial type use.

As such, the proposed development would support the following Goals and Objectives (with a brief description of how they are being met):

- Goal 1: Connect Wood Dale Citizens to:
 - *Objective 3: Increase opportunities for Wood Dale residents to work in Wood Dale.*
 - The project will provide employment for approximately 210 people.
- Goal 2: Build Community Capacity:
 - *Objective 1: Seek opportunities for economic development.*
 - The Special Use and PUD process will support the redevelopment and annexation of the subject property which is currently unincorporated and provides limited value to the City in its current state.
 - *Objective 2: Expand job opportunities in the community.*
 - The project will further strengthen the City's industrial base and will establish a corporate headquarters office for a global logistics company.
 - *Objective 6: Pursue annexation of locations that can add value to the City by incorporating desired business, residential sites, or recreational facilities.*
 - The project will add value to the City through the creation of new tax revenues and local jobs.
- Goal 3: Embrace Small-Town Charm:
 - *Objective 2: Enhance the appearance and "curb appeal" of commercial corridors and residential areas.*
 - With the use of attractive building design and extensive landscaping, the project will greatly enhance an underutilized site that is not currently within the City's jurisdiction.
 - *Objective 3: Support and enhance existing businesses in wood Dale through outreach efforts that build and strengthen partnerships.*
 - The project is a substantial investment in the city and represents a major expansion for an existing Wood Dale employer.
- 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 "Remain current on the changing real estate market's needs for contemporary industrial uses that can be located in the City and complement existing industries."
- 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 stated strategy to "Balance land use decisions to maintain strong tax base and minimize property tax burden on residents."

Compliance with the Unified Development Ordinance (UDO)

The subject property, when annexed, will be rezoned to I-1, Light Industrial zoning district. While the proposed site is located adjacent to the Thorndale Corridor Corporate Overlay District, it was not addressed or included in the original Thorndale Corridor Master Plan, therefore, it is not being brought into the overlay. The subject property is not located within a floodplain but wetlands are present adjacent to the proposed development. The property, as proposed, will be annexed and is proposed to be re-subdivided into one lot.

Subdivision

The subject property will be subdivided into one lot – for the proposed building. The proposed one lot will exceed the minimum lot area of two acres, as depicted on Exhibit D. Street trees will be provided in accordance with Sec. 17.703.D.2.d of the Municipal Code.

Allowable Uses

The proposed user will be a warehouse and distribution type user with an ancillary corporate office. Warehouse and distribution, as the principal use, is a permitted use in the I-1 Light Industrial zoning district.

A PUD is allowed as a Special Use in the I-1, Light Industrial, Zoning District per the Table of Permitted Uses in Sec. 17.503.P of the Municipal Code. As such, the standards for Special Use, PUD and Major Site Plan Review have been evaluated and are provided for consideration later within this report.

Lot Development Standards

Being proposed in the I-1 Light Industrial zoning district, Type 14 Building regulations apply. The following table summarizes the regulations and how the redevelopment meets code requirements. See Exhibits E for detailed plans. Note that regulations **bold** indicate where deviations are being requested.

Regulation Type	Required/Allowed	Proposed
Lot coverage	80% (max.)	73%
Build to Line	40-feet	300-feet
Corner side setback	20-feet	90-feet
Side setback	20-feet	47-feet
Rear setback	20-feet	200-feet
Maximum height	45-feet	43'-6"
Building use	Ground floor: Office/ manufacturing/ storage	Office/ manufacturing/ storage
	Upper floor: Office/ storage	Office/ storage

Parking and Traffic

Per the submitted plans, the proposed development will be served by 280 off-street parking spaces. Per Sec. 17.607.E.6, Table of Parking Requirements, a total of 275 parking spaces are required; therefore the parking requirements are met. In addition the site will provide 31

trailer stalls along the north property line, with potential for additional 14 future trailer parking spaces.

Building footprint: 301,075 sf	Required Ratio	Required Parking
Office: 25,000 sf (1 st floor: 15,000 sf & 2 nd floor: 10,000 sf)	1 space / 333 sf	75
Warehouse: 286,075 sf	1 space / 1430 sf	200
Total:		275

Access to the redeveloped and proposed annexed site is via four driveways, which will also provide emergency access on all four sides of the proposed building. The northwestern and southwestern driveways, would provide access mainly for semi-truck access to the loading dock doors. This is emphasized by the use of "heavy duty", essentially thicker asphalt pavement planned for semi-truck access for that area. The remaining two driveways on the south and southeast side of the lot are planned essentially for automobiles and provide access to the off-street parking spaces. This is emphasized by the use of "light duty" asphalt, which is essentially regular asphalt thickness, which is more appropriate for automobile vehicles.

Pedestrian traffic can traverse the building with a proposed sidewalk along the south and east building frontage. As this is a proposed newly annexed property, the City is planning an engineering study to determine if pedestrian paths are appropriate along IL Route 83 and the newly improved Bryn Mawr Avenue.

It has been recommended and the applicant has illustrated that a typical 66-foot right-of-way be dedicated to the Bryn Mawr Avenue in the form of right-of-way. This would make the Bryn Mawr Avenue right-of-way consistent with other City street right-of-ways, inclusive of street surface, curb and gutter and infrastructure.

A Traffic Impact Study (TIS) was conducted to evaluate the potential impact on adjacent roadways. The summarized findings from that report include the following:

- The proposed development will generate a low volume of traffic during the peak hours and will have a low traffic impact on the surrounding roadway network.
- Traffic on IL Route 83 and South Thorndale Avenue will decrease for Year 2025 due to the extension of IL Route 390, this will reduce the delays experienced by the traffic along these roadways.
- The results of the capacity analysis indicate that the proposed development traffic will not have a significant impact on the area roadways.
- The proposed access system with access on IL Route 83, Bryn Mawr Avenue and Edgewood Avenue will be adequate in accommodating site traffic and will ensure that a flexible access system is provided.
- The proposed extension of Bryn Mawr Avenue to Edgewood Avenue will reduce the truck traffic at the intersection of IL Route 83 with Bryn Mawr Avenue.
- Based on the projected traffic volumes, a southbound right-turn lane will not be warranted on IL Route 83 at either its intersection with Bryn Mawr Avenue.

Landscaping

The petitioner has submitted a high-quality landscape plan which is depicted in Exhibit E. Street trees are being provided along the IL Route 83 and Bryn Mawr Avenue and there is a landscape buffer provided across 100% of the south parking lot located across from the existing residential properties. The tree preservation and replacement regulations do not apply to this project as any existing trees will be removed prior to annexation. Nonetheless, the petitioners are proposing to plant over 186 new trees including delicious, evergreen and ornamental trees. The submitted plans meet or exceed the code requirements.

Lighting

A photometric plan has been submitted by the applicant. There are a few minor comments that will be addressed prior to final approval during permitting process, but overall the plans are in compliance with the UDO requirements. The site is illuminated by mainly wall mounted light fixtures on the proposed building and light poles that are utilized within the proposed parking lot.

Stormwater Management

The proposed plan calls for a wetland style stormwater facility located to the east of the proposed building along IL Route 83. The City Consultant Engineers have reviewed the stormwater plans and calculations but few comments still need to be addressed prior to final approval. The approval of this petition will be conditioned on the final engineering approval.

Public Utilities

The development will be served by a looped water main and has been approved by the City Consultant Engineer subject to some minor review comments. According to the City's utility atlas, there is a dead-end 8" water main to the north of the proposed site. A connection will be added between the existing water main and the proposed looped water main to improve water flow and water quality.

Public Safety

The Wood Dale Fire Protection District has reviewed the proposed redevelopment and determined that there is sufficient access for emergency vehicles in and around the site. In order to verify the adequacy of fire flows, the petitioner shall provide fire flow calculations prior to issuance of any permit. The number of provided fire hydrants shall be verified in order to ensure that it meets the water needs for Fire District's apparatus. The Wood Dale Fire Protection District has reviewed the proposed plans and have no further comments, at this time.

PUD and Subdivision Process

The petitioner is requesting a combined concept, preliminary and final development plan/plat to facilitate construction commencement immediately upon approval. The requested Special Use, PUD, Final Plat of Subdivision and Major Site Plan Review is consistent with the UDO.

PUD Requested Deviations

There are a number of requested deviations requested through the PUD process and these are as follows:

1. Service & Auto Curb-Cut Width: Driveway width for both service and auto driveways has been proposed to be widened to accommodate the safe and efficient flow of traffic, which is consistent with other such approved requests.
2. Elimination of Build-to-Line Requirement: The proposed building is set back further from the east property line along IL Route 83 to accommodate the natural flow of stormwater on site and to provide a detention basin with decorative fountains.
3. Elimination of Trash Enclosure: A trash compactor is proposed to be used, this will be screened by both the proposed screen wall and extensive landscaping on the site.

Deviations are often requested and required with a larger PUD development such as this requested one. The use of the PUD application requires some public benefit to be required by the City. In this case, the proposal includes a high-quality building architecture and landscaping, wetland-style stormwater detention with fountains and overall the annexation of 19.549-acres. In addition, the Bryn Mawr Avenue will be reconstructed as a separate but related project including a sidewalk and pedestrian access. This project is intended to have a positive economic effect on the city by generating new funds and will serve as a corporate headquarters with approximately 210 jobs once fully operational.

Neighborhood Comment

Notice was provided to adjacent property owners in accordance with Section 17.401.D of the UDO. Staff has received several inquiries about the project seeking more information on the proposed development. At least three individuals have come into our office to review the application documents. Comments received varied between concerns with the increased truck traffic as well as support for the commercial development.

The public hearing for this petition was originally scheduled for September 30, 2019, however it had to be rescheduled as the number of individuals in attendance exceeded the meeting room occupancy limit. The public hearing notices were posted, published and mailed out with the revised meeting date and location.

Findings of Fact

The Community Development Commission may recommend approval of a Special Use, Planned Unit Development and Major Site Plan Review if evidence is presented to establish that the application meets the standards. The standards are as follows (*staff comments italicized*):

Special Use Standards

1. The proposed special use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of the public and will contribute to the general welfare of the neighborhood or community;

The proposed special use will allow the redevelopment of the subject property, which will in turn allow a new Industrial building to be constructed. This building will create new jobs for the City. Therefore, the proposed special use meets the standards set forthwith.

2. The proposed special use will not have a substantial adverse effect upon the adjacent property, the character of the neighborhood, traffic conditions, utility facilities and other matters affecting the public health, safety and general welfare;

The proposed special use will allow for the redevelopment of the subject property to allow a new industrial building at this location. The proposed new building will be consistent with the surrounding properties to the east, north and west, which are also industrial in use and also in zoning. Per the Traffic Impact Study, the proposed development will generate a low volume of traffic during peak hours and will not have a significant impact on the area roadways. Therefore, the proposed special use meets the standards set forthwith.

3. The proposed special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair other property valuations within the neighborhood;

The proposed redevelopment project will allow adjacent property owners to operate in accordance with existing zoning regulations and will promote future investment in the area and ultimately enhance area property values. Therefore, the proposed special use meets the standards set forthwith.

4. The nature, location, and size of buildings or structures involved with the establishment of the special use will not impede, substantially hinder, or discourage the development and use of adjacent land and buildings in accord with the zoning district within which they lie;

The proposed redevelopment project will not impede, hinder or discourage the development of adjacent land and buildings. Further, the use of new materials and architectural design along with extensive landscaping should promote investment in the adjacent properties. Therefore, the proposed special use meets the standards set forthwith.

5. The proposed special use will be designed, arranged and operated so as to permit the development and use of neighboring property in accordance with the applicable district regulations;

The proposed redevelopment project will be a high-image industrial building that is consistent with surrounding uses and will not inhibit the development and use of neighboring properties. Therefore, the proposed special use meets the standards set forthwith.

6. Adequate utilities, access roads, drainage, and/or other necessary facilities have been or will be provided;

The subject property has ready access to existing City utilities nearby. The proposed utility connections have been submitted on the applicant's engineering plans. Therefore, the proposed special use meets the standards set forthwith.

7. Parking areas shall be of adequate size for the particular special use, which areas shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed so as to prevent traffic hazards, eliminate nuisance, and minimize traffic congestion in the public streets;

Parking for the project is appropriate for a typical light industrial user and has been designed to meet code requirements in terms of size, location and screening. A heavily landscaped greenway buffer will be established along Bryn Mawr Avenue and a detention basin with decorative fountains will be established along IL Route 83. The proposed access points to the property have been designed to minimize traffic hazards. Therefore, the proposed special use meets the standards set forthwith.

8. Such other standards and criteria as are established by the ordinance for a particular special use as set forth in subsections D and H of this section, if applicable, and as applied to planned unit developments as set forth in Chapter 17, Article IV, Section 17.405.

The standards for PUDs are evaluated below, per Section 17.405 of the UDO. This standard is met.

General Standards and Criteria for Planned Unit Developments (PUD)

1. The proposed development will not injure or damage the use, value and enjoyment of surrounding property nor hinder or prevent the development of surrounding property in accordance with the Wood Dale comprehensive plan.

The subject property is designated as Industrial/Business Park in the future land use map and the project is consistent with the type of redevelopment occurring within the Industrial zoned area within the City. The proposed development is planned to be a high-image addition to the City's industrial inventory and will not injure or damage the use, value and enjoyment of the adjacent properties or discourage the development of surrounding properties. Therefore, the proposed PUD meets the standards set forthwith.

2. The proposed development can be substantially completed within the period of time specified in the schedule of development submitted by the applicant.

The preliminary project schedule targets City approval in November with demolition of the existing structures, occurring soon thereafter. Vertical construction of the proposed building is anticipated to take approximately twelve months with substantial completion projected by year-end 2020. Therefore, the proposed PUD meets the standards set forthwith.

3. The entire tract or parcel of land to be occupied by the proposed development shall be held in a single ownership, or if there are two (2) or more owners, the application for such proposed development shall be filed jointly by all such owners.

The entire property is owned by a single-entity and therefore it meets the standard. Therefore, the proposed PUD meets the standards set forthwith.

4. The development plan shall contain such proposed covenants, easements and other provisions relating to the bulk and location of buildings, uses and structures and public facilities as are necessary for the welfare of the planned unit development and are not inconsistent with the best interests of the city. Such covenants, easements and other provisions, when part of the approved final development, may be modified, removed or released only with the consent of the city council after a public hearing before, and recommendation by the community development commission as provided in this section.

Given that the proposed single building and consolidation of multiple lots into one, Covenants Conditions and Restriction's (CCR's) will not be required of this project. All proposed public utility easements will be reviewed and approved by the City. Therefore, the proposed PUD meets the standards set forthwith.

5. Sanitary sewers, storm sewers and water supply to service the development are adequate to serve the proposed development and will not reduce existing capacity below that necessary to serve existing developments, or overload local facilities beyond design capacity.

The subject property has available and ready access to existing utilities. The utility requirements of the proposed project shall not reduce the capacity for existing developments nor overload City facilities beyond capacity. Therefore, the proposed PUD meets the standards set forthwith.

6. The location and arrangement of structures, parking areas, walks, lighting and appurtenant facilities is compatible with the surrounding land uses, and any part of a proposed development not used for structures, parking and loading areas, or access ways, is landscaped or otherwise improved.

The proposed project is compatible with surrounding land uses within the City and will incorporate substantial site landscaping, inclusive of heavily landscaped greenway buffer that will be established along Bryn Mawr Avenue. Therefore, the proposed PUD meets the standards set forthwith.

7. The project area is adaptable to unified development and shall have within or through the area no physical features that will tend to destroy the neighborhood or community cohesiveness. There is no minimum project area for a planned unit development.

The proposed project is compatible with the surrounding area and will be a quality addition to the City's Industrial base. The use of an attractive building design, extensive landscaping will enhance the surrounding area. Therefore, the proposed PUD meets the standards set forthwith.

8. The uses permitted in the development are necessary or desirable and the need for such uses is clearly demonstrated by the applicant.

The proposed project is a high quality industrial building that conforms with the general design standards of the district and is consistent with the type of proposed redevelopment occurring within the industrial zoned areas of the City. Therefore, the proposed PUD meets the standards set forthwith.

9. The dominant land use of the proposed planned unit development is consistent with the recommendations of the Wood Dale comprehensive plan for the area containing the project.

The proposed project conforms with the City's designation as an Industrial/Business Park on the future land use map of the Comprehensive Plan. Therefore, the proposed PUD meets the standards set forthwith.

10. Any modifications of the standards and specifications of this chapter or other regulations that would otherwise be applicable to the site are warranted by the design of the development plan, and the amenities incorporated in it, and are not inconsistent with the public general welfare.

The proposed project is a high quality industrial building that conforms with the general design standards of the district it is proposed to be located within. It is not inconsistent with the public general welfare and does not conflict with this standard. Therefore, the proposed PUD meets the standards set forthwith.

11. Exceptional landscaping features such as larger caliper, varied species and reduced spacing of trees and additional sodding above the minimum requirements specified in section 17.606 of Chapter 17 is provided.

The proposed project features extensive site landscaping and also includes greenway buffer that is planned along and abutting Bryn Mawr and detention basin with decorative fountains along IL Route 83. Therefore, the proposed PUD meets the standards set forthwith.

12. All proposed streets and driveways are adequate to serve the residents, occupants, visitors or other anticipated traffic of the planned unit development. Entrance points or locations of streets and driveways upon existing public roadways shall be subject to the approval of the city, and if applicable, the DuPage County highway department, and the Illinois department of transportation. If traffic control devices are required to prevent or relieve hazards or congestion on adjacent streets and the

proposed control device is not within the normal or scheduled sequence of installations, the city council may require, as a condition of approval of a proposed planned unit development, such devices to be provided at the developer's cost.

Based upon the Traffic Impact Study (TIS) the proposed access system for the development will be sufficient for accommodating the traffic that is planned to be generated by the proposed project. Furthermore, the TIS concludes that the proposed project will generate a low volume of traffic during the peak hours and will not have a significant impact on the area roadways. Therefore, the proposed PUD meets the standards set forthwith.

13. Off street parking is conveniently accessible to all dwelling units and other uses in the planned unit development. Where appropriate, common driveways, parking areas, walks, and steps to parking and service areas are to be screened through ample use of trees, shrubs, hedges, landforms and walls.

There are no dwelling units proposed in the PUD. Off-street parking spaces are located conveniently adjacent to the proposed building and will meet the landscaping screening requirements of the code. Therefore, the proposed PUD meets the standards set forthwith.

14. A pedestrian circulation network is provided.

An internal circulation network will be provided on-site to connect the auto parking to future office areas. Therefore, the proposed PUD meets the standards set forthwith.

15. The planned unit development provides for underground installation of utilities (including electricity and telecommunications) in public ways and private extensions thereof. Provisions shall be made for acceptable design and construction of storm sewer facilities including grading, gutter, piping and treatment of turf to handle stormwater, prevent erosion and the formation of dust. Utilities and maintenance of facilities shall be in accordance with the requirements and regulations of the city as set forth in this chapter.

All utilities to be provided as outlined in the utility plan shall be in accordance with the requirements and regulations of the City. Therefore, the proposed PUD meets the standards set forthwith.

16. The proposed planned unit development satisfies the applicable objectives as provided in subsection B of this section.

The proposed project will support the following objectives as outlined in Section B:

- *Objective 3: functional and beneficial use of open space by providing better connectivity to existing properties and by providing a heavily landscape greenway buffer along the primary street frontage.*

- *Objective 4: preservation of natural landscape features of the site by providing an improved and enhanced buffer for the off-site wetland located on the eastern border.*
- *Objective 5: provision for a safe and desirable environment characterized by a sensitive and unified building and site development program by creating and maintaining a heavily landscaped greenway buffer along Bryn Mawr Avenue, enhanced connectivity within and around the site and high-quality building design.*
- *Objective 6: rational and economic development in relation to public services by establishing a proposed project that conforms with future land use plans, creates a value-added annexation opportunity that has limited impact on the required public services.*

17. Existing ponds, creeks, rivers, lakes, wetlands or fens on or adjacent to the planned unit development are enhanced and protected from development.

The proposed project provides for improved and enhanced buffering for the critical wetland located on the eastern border of the subject property. Therefore, the proposed PUD meets the standards set forthwith.

Standards For Site Plan Review:

1. The relationship of the site plan to the policies, goals and objectives of the comprehensive plan.

The proposed project conforms to the future land use plan and is consistent with goals and many of the objectives within the Comprehensive Plan. Therefore, the proposed Site Plan meets the standards set forthwith.

2. Traffic and parking layout so as to minimize danger and conflicts between pedestrians and motorists, and otherwise comply with the requirements of Chapter 17.

The proposed project has been designed to increase pedestrian mobility on-site. Furthermore, the proposed points of ingress/egress have been designed to minimize conflict with neighboring properties and associated pedestrians and vehicle traffic. Therefore, the proposed Site Plan meets the standards set forthwith.

3. Location of principal structures, accessory structures and freestanding signs, so that the location of accessory structures and freestanding signs does not impede safe and efficient traffic circulation, stormwater drainage, or otherwise adversely impact adjoining land improvements.

The proposed project will not materially impede safe and efficient traffic circulation nor adversely impact stormwater drainage or adjoining land improvements. Therefore, the proposed Site Plan meets the standards set forthwith.

4. The development administrator may enlist the services of other city departments and consultants to determine compliance with the provisions of Chapter 17 and other provisions of the Municipal Code.

Detailed engineering plans have been submitted for review by the City Consultant Engineer. The Fire District and Public Works Department has also been asked to review the associated plans and provide comments. Therefore, the proposed Site Plan meets the standards set forthwith.

5. That the proposed use(s) is/are permitted in the district in which the property is located.

The proposed project and use is consistent with the subject property's designation as Industrial/Business Park in the future land use map of the City's Comprehensive Plan. Therefore, the proposed Site Plan meets the standards set forthwith.

6. That the proposed arrangement of buildings, off street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses and employs sound site planning principles.

The proposed project is planned to be a high quality and high image industrial with office facility that is compatible with adjacent land uses and employs sound planning and zoning principles. Therefore, the proposed Site Plan meets the standards set forthwith.

7. That the vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well.

The planned project provides for an efficient separation of automobile and truck traffic. Per the TIS, the proposed access points will be sufficient to serve the planned project with a low traffic impact on the surrounding roadway network. Therefore, the proposed Site Plan meets the standards set forthwith.

8. That all outdoor storage areas are screened and are in accordance with standards specified by this chapter.

No outdoor storage is planned as part of the planned project. Therefore, the proposed Site Plan meets the standards set forthwith.

Standards for Final Plat:

The Community Development Commission shall recommend approval and the City Council shall approve a Final Plat unless it makes written findings specifying the manner in which (*staff comments in italicized*):

1. The design and layout of the subdivision does not conform to the provisions of the UDO.

The design and layout of the proposed subdivision does conform to the provisions of the Unified Development Ordinance (UDO). Therefore, the proposed Site Plan meets the standards set forthwith.

2. The applicant has not made adequate provision to install improvements required by the Community Development Commission or City Council under authority of the UDO.

The applicant has made adequate provisions to install improvements required by both the CDC and/or City Council under the authority of the UDO. Therefore, the proposed Site Plan meets the standards set forthwith.

3. The Final Plat fails to comply with an approved Preliminary Plat.

This standard does not apply because the applicant is applying for a combined Concept, Preliminary and Final Plat concurrently. Therefore, the proposed Site Plan meets the standards set forthwith.

4. The Plat does not conform to the Comprehensive Plan, the Official Zoning Map, Article IV of Chapter 17 (UDO), City ordinances, or established planning policies of the City.

The Final Plat of Subdivision conforms with the Comprehensive Plan, the Official Zoning Map, Article IV of Chapter 17, all applicable City Ordinances and planning policies of the City. Therefore, the proposed Site Plan meets the standards set forthwith.

RECOMMENDATION

The Community Development Department finds that the request for a Rezoning, Special Use, Planned Unit Development, Final Plat of Subdivision and Major Site Plan Review to redevelop the property known as Bryn Mawr Industrial Redevelopment 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 Rezoning, Special Use, Planned Unit Development, Final Plat of Subdivision and Major Site Plan Review meet the standards of approval and are consistent with the UDO and Comprehensive Plan; and, therefore, I move that the Community Development Commission adopt the findings of fact included within the staff memo dated October 21 2019 as the findings of the Community Development Commission, and recommend to the City Council approval of Rezoning to I-1, upon annexation, Special Use for a Planned Unit Development – Final Development Plan and Major Site Plan Review and for approval of a Final Plat of Subdivision for the Bryn Mawr Industrial Redevelopment at 800 N Route 83 in Case No. 2019-CDC-11 subject to the following conditions:

1. The Special Use, Planned Unit Development, Final Plat of Subdivision and Major Site Plan Review shall substantially conform to the staff memo dated October 21, 2019 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. Final engineering approval.



200 West Madison Street
Suite 1200
Chicago, IL 60606
Phone: 312.881.7000
transwesterndevelopment.com

September 24, 2019

Mr. Ed Cage
Community Development Director
City of Wood Dale
404 N. Wood Dale Road
Wood Dale, IL 60191

Exhibit A

Re: Redevelopment of Bryn Mawr Avenue and Busse Road

Dear Mr. Cage:

CH Realty VIII-TDC I Chicago Bryn Mawr, L.L.C. ("Owner") has acquired the thirty (30) parcels located at Bryn Mawr Avenue and Busse Road, which is commonly known as Lots 1-25 & 137-142 of Branigar's Mohawk Manor in Unincorporated DuPage County ("Property"). In its capacity as development manager for the Owner, TDC Logistics Company, L.L.C. (a Transwestern Development Company entity) is proposing the voluntary annexation, rezone and subdivision (including street vacations) of the approximately 19.6-acre Property for a transformative 301,075 SF light industrial redevelopment ("Project") in the City of Wood Dale ("City"). The Project will serve as the headquarters for global logistics company and existing City of Wood Dale employer Nippon Express U.S.A., Inc. ("NEU").

Located at the intersection of Bryn Mawr Avenue and Busse Road, the Project is consistent with the City's future land use plan and will serve as a natural addition to the local industrial base. With a focus on high-image building design and extensive landscaping that is representative of a corporate headquarters, the Project will further strengthen the City's reputation as a premier location for high-image industrial users. The Project will create positive economic impacts for the City and will generate new funds that will directly support funding for local schools, fire safety, roads, parks and other critical services that allow the City to attract and retain residents. Moreover, once fully operational NEU is expected to employ approximately 210 people at the new facility which will further strengthen the City's ability to support additional commercial and retail amenities for the community.

We're confident that the Project conforms to future land use plans and is consistent with each goal and many of the objectives within the comprehensive plan, including creating opportunities for economic development, expanding job opportunities in the community and pursuing annexation of sites that add value to the City. We look forward to an opportunity to discuss this Project and the many benefits it will provide to the City.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Mohoney', written over a horizontal line.

Kevin Mohoney
Vice President
Transwestern Development Company



Project Overview

The Property is located near the City's primary industrial business park south of Illinois 390 and is surrounded by industrial buildings to the north and west. To the east of the Property is Busse Road and to the south is additional unincorporated residential. The Property is currently improved with thirty (30) residential homes which were primarily constructed before 1980. Due to the unincorporated nature of the parcels, water and sewer is provided individually to the homes by private well and septic systems. In total, the Property comprises approximately 19.6-acres (inclusive of the proposed vacated portions of Ardmore Avenue and Pine Street and partially vacated Bryn Mawr Avenue).

As further outlined in the detailed plans accompanying this submittal, the annexed Property is intended to accommodate the construction of a state-of-the-art light industrial building with a footprint totaling 301,075 square feet. The Project will be a high-image headquarters facility that is constructed of precast concrete, glass and steel, is consistent with the City's future land use plan and will serve as a natural addition to the area's high-image industrial base.

The following requested deviations are necessary to provide a building that meets modern design standards and while maximizing potential economic benefits to the City:

- 1) *Service and Auto Drive Curb-Cut Width:* driveway width for both service and auto drives has been widened to accommodate the safe and efficient flow of traffic;
- 2) *Build-To Line Requirement:* the Project features an expanded eastern setback to better manage the natural flow of stormwater on site and to provide a high-image detention basin with decorative fountains along the main thoroughfare of Busse Road.
- 3) *Elimination of Required Trash Enclosure:* in lieu of a dedicated enclosed refuse collection area, it is anticipated that NEU will utilize a trash compactor at an existing exterior dock door which will be adequately screened from the right-of-way by a 14-foot screen wall on the east end of the dock area and substantial site landscaping throughout the dock areas.

The preliminary Project schedule targets City approval in November with demolition of existing structures to commence shortly thereafter. Vertical construction of the Project is expected to take approximately twelve (12) months with substantial completion projected by year-end 2020.

As detailed in the enclosed application, the Owner is requesting the following:

- Annexation into the City of Wood Dale pursuant to an annexation agreement
- Rezoning to I-1 Light Industrial
- Vacation of Ardmore Avenue and Pine Street and partial vacation of Bryn Mawr Avenue
- Final Plat of Subdivision to consolidate lots
- Special Use to allow a Planned Unit Development (PUD)
- PUD – Final Development Plan with deviations

Comprehensive Plan

The Property is designated as Industrial/Business Park in the future land use map of the City's comprehensive plan which was adopted on August 2, 2018. The Project would support the following Goals and Objectives as outlined in the comprehensive plan:

- **GOAL 1: Connect Wood Dale Citizens to...**
 - *Objective 3: Increase opportunities for Wood Dale residents to work in Wood Dale*
 - Once fully operational, NEU is expected to employ approximately 210 people as part of the Project.
- **GOAL 2: Build Community Capacity**
 - *Objective 1: Seek opportunities for economic development*
 - The special use and PUD process will support the redevelopment and annexation of the Property which is currently unincorporated and, as low-density residential, provides limited value to the City in its current state.
 - *Objective 2: Expand job opportunities in the community*
 - The Project will further strengthen the City's industrial base and will establish a headquarters facility for a global logistics services company.
 - *Objective 6: Pursue annexation of locations that can add value to the City by incorporating desired business, residential sites, or recreational function.*
 - The Project will add value to the City through the creation of new tax revenues and local jobs.
- **GOAL 3: Embrace Small-Town Charm**
 - *Objective 2: Enhance the appearance and "curb appeal" of commercial corridors and residential areas*
 - With the use of attractive building design and extensive landscaping, the Project will greatly enhance an underutilized site that is not currently within the City's jurisdiction.
 - *Objective 3: Support and enhance existing businesses in Wood Dale through outreach efforts that build and strengthen partnerships.*
 - The Project is a substantial investment in the City and represents a major expansion for an existing Wood Dale employer.
- **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 "Remain current on the changing real estate market's needs for contemporary industrial uses that can be located in the city and complement existing industries."
- **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 stated strategy to "Balance land use decisions to maintain strong tax base and minimize property tax burden on residents."

Special Use Standards

1. The proposed special use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of the public and will contribute to the general welfare of the neighborhood or community;

The Project will greatly enhance an underutilized site that is not currently within the City's jurisdiction, will add value to the City through the establishment of new tax revenues and will encourage the creation of jobs for residents.

2. The proposed special use will not have a substantial adverse effect upon the adjacent property, the character of the neighborhood, traffic conditions, utility facilities and other matters affecting the public health, safety and general welfare;

The Project will further strengthen the City's industrial base by greatly enhancing an underutilized site that is not currently within the City's jurisdiction. Further, the use of attractive building design and extensive landscaping should promote investment in the adjacent properties. Additionally, as outlined in the enclosed traffic study, the Project will generate a low volume of traffic during peak hours and will not have a significant impact on the area roadways.

3. The proposed special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair other property valuations within the neighborhood;

The Project will allow adjacent property owners to continue to operate in accordance with existing zoning regulations and will serve to promote future investment in the area and ultimately enhance area property valuations.

4. The nature, location, and size of buildings or structures involved with the establishment of the special use will not impede, substantially hinder, or discourage the development and use of adjacent land and buildings in accord with the zoning district within which they lie;

The Project will not impede, hinder or discourage the development of adjacent land and buildings. Further, the use of attractive building design and extensive landscaping should promote investment in the adjacent properties.

5. The proposed special use will be designed, arranged and operated so as to permit the development and use of neighboring property in accordance with the applicable district regulations;

The Project will be a high-image industrial building that is consistent with surrounding uses and will not inhibit the development and use of neighboring properties.

6. Adequate utilities, access roads, drainage, and/or other necessary facilities have been or will be provided;

The Property has ready access to existing City utilities. The proposed utility connections as outlined in the enclosed utility plan shall be reviewed and approved by the City.

7. Parking areas shall be of adequate size for the particular special use, which areas shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed so as to prevent traffic hazards, eliminate nuisance, and minimize traffic congestion in the public streets; and

Parking for the Project complies with code and is adequate for the number of employees projected by NEU once the facility is fully operational. A heavily landscaped greenway buffer has been established along Bryn Mawr Avenue and a

high-image detention basin with decorative fountains has been established along Busse Road. Further, the proposed access points to the Property have been designed to minimize traffic hazards.

PUD Standards

1. The proposed development will not injure or damage the use, value and enjoyment of surrounding property nor hinder or prevent the development of surrounding property in accordance with the Wood Dale comprehensive plan.

The Property is designated as Industrial/Business Park in the future land use map and the Project is consistent with the type of redevelopment occurring within the industrial zoned areas within the City. The Project will be a high-image addition to the City's industrial base and will not injure or damage the use, value and enjoyment of adjacent properties or discourage the development of surrounding properties.

2. The proposed development can be substantially completed within the period of time specified in the schedule of development submitted by the applicant.

The preliminary Project schedule targets City approval in November with demolition of existing structures to commence shortly thereafter. Vertical construction of the Project is expected to take approximately twelve (12) months with substantial completion projected by year-end 2020.

3. The entire tract or parcel of land to be occupied by the proposed development shall be held in a single ownership, or if there are two (2) or more owners, the application for such proposed development shall be filed jointly by all such owners.

The Property is owned by CH Realty VIII-TDC I Chicago Bryn Mawr, L.L.C.

4. The development plan shall contain such proposed covenants, easements and other provisions relating to the bulk and location of buildings, uses and structures and public facilities as are necessary for the welfare of the planned unit development and are not inconsistent with the best interests of the city. Such covenants, easements and other provisions, when part of the approved final development, may be modified, removed or released only with the consent of the city council after a public hearing before, and recommendation by the community development commission as provided in this section.

Given the proposed single building and consolidation of multiple lots into one, it is applicant's understanding that Covenants, Conditions and Restrictions (CCRs) will not be necessary. Any proposed public utility easements would be identified on the enclosed Final Plat to be approved by the City.

5. Sanitary sewers, storm sewers and water supply to service the development are adequate to serve the proposed development and will not reduce existing capacity below that necessary to serve existing developments, or overload local facilities beyond design capacity.

The Property has ready access to existing utilities. The utility requirements of the Project shall not reduce capacity for existing developments nor overload local facilities beyond capacity.

6. The location and arrangement of structures, parking areas, walks, lighting and appurtenant facilities is compatible with the surrounding land uses, and any part of a proposed development not used for structures, parking and loading areas, or access ways, is landscaped or otherwise improved.

The Project is compatible with surrounding land uses and will incorporate substantial site landscaping, including a heavily landscaped greenway buffer that is to be established along Bryn Mawr Avenue.

7. The project area is adaptable to unified development and shall have within or through the area no physical features that will tend to destroy the neighborhood or community cohesiveness. There is no minimum project area for a planned unit development.

The Project is compatible with the surrounding area and will be a high-image addition to the City's industrial base. The use of attractive building design and extensive landscaping should enhance the surrounding area.

8. The uses permitted in the development are necessary or desirable and the need for such uses is clearly demonstrated by the applicant.

The Project is a high-image industrial building that conforms with the general design standards of the district and is consistent with the type of redevelopment occurring within the industrial zoned areas within the City.

9. The dominant land use of the proposed planned unit development is consistent with the recommendations of the Wood Dale comprehensive plan for the area containing the project.

The Project conforms to the City's designation as Industrial/Business Park in the future land use map of the comprehensive plan.

10. Any modifications of the standards and specifications of this chapter or other regulations that would otherwise be applicable to the site are warranted by the design of the development plan, and the amenities incorporated in it, and are not inconsistent with the public general welfare.

The Project is a high-image industrial building that conforms with the general design standards of the district and is not inconsistent with the public general welfare. The minimal deviations requested are minor in nature and are warranted to create a building that will support NEU's operations without negative impact to the surrounding street network and nearby properties while maximizing economic development within the City.

11. Exceptional landscaping features such as larger caliper, varied species and reduced spacing of trees and additional sodding above the minimum requirements specified in section 17.606 of Chapter 17 is provided.

As outlined in the enclosed landscaping plan, the Project features extensive site landscaping and includes a heavily landscaped greenway buffer that is to be established along Bryn Mawr Avenue and a high-image detention basin with decorative fountains along the main thoroughfare of Busse Road.

12. All proposed streets and driveways are adequate to serve the residents, occupants, visitors or other anticipated traffic of the planned unit development. Entrance points or locations of streets and driveways upon existing public roadways shall be subject to the approval of the city, and if applicable, the DuPage County highway department, and the Illinois department of transportation. If traffic control devices are required to prevent or relieve hazards or congestion on adjacent streets and the proposed control device is not within the normal or scheduled sequence of installations, the city council may require, as a condition of approval of a proposed planned unit development, such devices to be provided at the developer's cost.

Based on the enclosed Traffic Impact Study (TIS), the proposed access system for the development will be adequate in accommodating the traffic to be generated by the Project. Further, the TIS concludes that the Project will generate a low volume of traffic during peak hours and will not have a significant impact on the area roadways.

13. Off street parking is conveniently accessible to all dwelling units and other uses in the planned unit development. Where appropriate, common driveways, parking areas, walks, and steps to parking and service areas are to be screened through ample use of trees, shrubs, hedges, landforms and walls.

There are no dwelling units within the PUD.

14. A pedestrian circulation network is provided.

An internal circulation network will be provided on-site to connect the auto parking to the future office area.

15. The planned unit development provides for underground installation of utilities (including electricity and telecommunications) in public ways and private extensions thereof. Provisions shall be made for acceptable design and construction of storm sewer facilities including grading, gutter, piping and treatment of turf to handle stormwater, prevent erosion and the formation of dust. Utilities and maintenance of facilities shall be in accordance with the requirements and regulations of the city as set forth in this chapter.

All utilities to be provided for the Project as outlined in the enclosed utility plan shall be in accordance with the requirements and regulations of the City.

16. The proposed planned unit development satisfies the applicable objectives as provided in subsection B of this section.

The Project will support the following objectives as outlined in subsection B:

- *Objective 3:* functional and beneficial use of open space by providing better connectivity to existing properties and by providing a heavily landscaped greenway buffer along the primary street frontage.
- *Objective 4:* preservation of natural landscape features of the site by providing an improved and enhanced buffer for the off-site wetland located on the eastern border.
- *Objective 5:* provision for a safe and desirable environment characterized by a sensitive and unified building and site development program by maintaining and creating a heavily landscaped greenway buffer along Bryn Mawr Avenue, enhanced connectivity within and around the site and high-quality building design.
- *Objective 6:* rational and economic development in relation to public services by establishing a Project that conforms with future land use plans, creates a value-add annexation opportunity and has limited impact on public services required.

17. Existing ponds, creeks, rivers, lakes, wetlands or fens on or adjacent to the planned unit development are enhanced and protected from development.

As previously noted, the Project provides for improved and enhanced buffering for the off-site wetland located on the eastern border of the site.

Standards for Major Site Plan Review

1. The relationship of the site plan to the policies, goals and objectives of the comprehensive plan;

The Project conforms to future land use plans and is consistent with each goal and many of the objectives within the comprehensive plan.

2. Traffic and parking layout so as to minimize danger and conflicts between pedestrians and motorists, and otherwise comply with the requirements of Chapter 17;

The Project has been designed to increase pedestrian mobility on-site and the proposed points of ingress/egress have been designed to minimize conflict with neighboring properties and associated pedestrian and vehicle traffic.

3. Location of principal structures, accessory structures and freestanding signs, so that the location of accessory structures and freestanding signs does not impede safe and efficient traffic circulation, stormwater drainage, or otherwise adversely impact adjoining land improvements;

The Project will not materially impede safe and efficient traffic circulation nor adversely impact stormwater drainage or adjoining land improvements.

4. The development administrator may enlist the services of other city departments and consultants to determine compliance with the provisions of Chapter 17 and other provisions of the Municipal Code;

Detailed engineering plans are enclosed for review and comment by City staff.

5. That the proposed use(s) is/are permitted in the district in which the property is located;

The Project is consistent with the Property's designation as Industrial/Business Park in the future land use map of the City's comprehensive plan.

6. That the proposed arrangement of buildings, off street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses and employs sound site planning principles;

The Project will be a high-image light industrial corporate headquarters building that is compatible with adjacent land uses and employs sound planning principles.

7. That the vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well; and

The Project provides for efficient separation of auto and truck traffic. Per the TIS, the proposed access points will be adequate to serve the Project with a low traffic impact on the surrounding roadway network.

8. That all outdoor storage areas are screened and are in accordance with standards specified by this chapter.

No outdoor storage is planned as part of the Project.

Standards for Final Plat

1. The design and layout of the subdivision does not conform to the provisions of the UDO.

The design and layout of the subdivision does conform to the provisions of the UDO.

2. The applicant has not made adequate provision to install improvements required by the Community Development Commission or City Council under authority of the UDO.

The applicant has made adequate provisions to install improvements required by the CDC or City Council under authority of the UDO.

3. The Final Plat fails to comply with an approved Preliminary Plat.

Not applicable as the applicant is applying for a combined Concept, Preliminary and Final Plat approval process.

4. The Plat does not conform to the Comprehensive Plan, the Official Zoning Map, Article IV of Chapter 17 (UDO), City ordinances, or established planning policies of the City.

The Final Plat of Subdivision conforms to the Comprehensive Plan, the Official Zoning Map, Article IV of Chapter 17, applicable City ordinances and planning policies of the City.

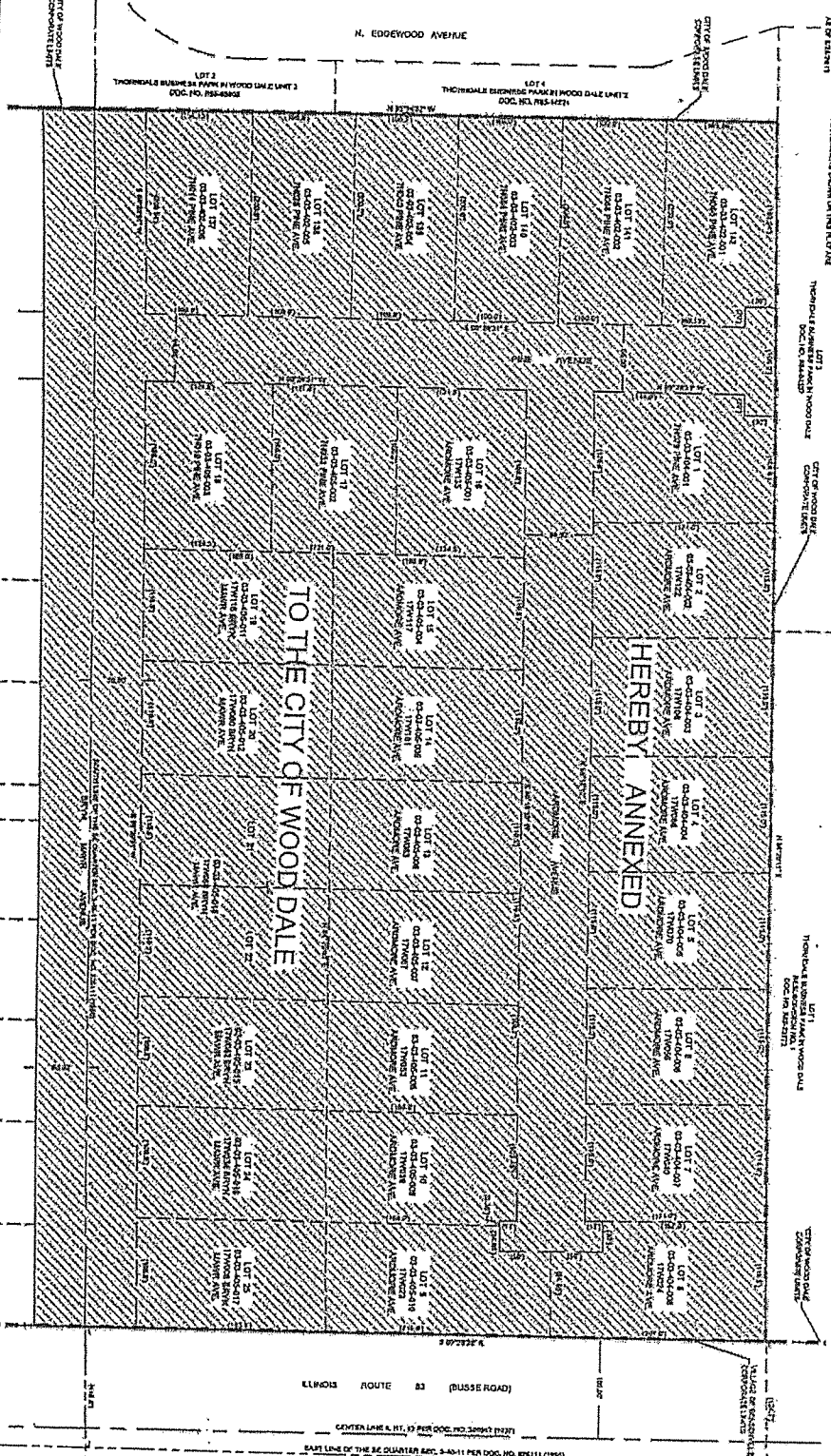
PLANNED BY
PINNACLE ENGINEERING GROUP
 1000 N. WOODDALE AVENUE, SUITE 100
 WOOD DALE, ILLINOIS 60097

PART OF
BRANIGAR'S MOHAWK MANOR
 WOOD DALE, ILL.

PLAT OF
ANNEXATION

REVISIONS	DATE	BY	DESCRIPTION
1			AS SHOWN

DATE: 11/11/11
 SHEET 1 OF 1
 SURVEY



LEGEND

- EXISTING LOT BOUNDARIES
- PROPOSED LOT BOUNDARIES
- EXISTING EASEMENTS
- PROPOSED EASEMENTS
- EXISTING RIGHTS-OF-WAY
- PROPOSED RIGHTS-OF-WAY
- EXISTING UTILITIES
- PROPOSED UTILITIES
- EXISTING CURBS
- PROPOSED CURBS
- EXISTING DRIVEWAYS
- PROPOSED DRIVEWAYS
- EXISTING FENCES
- PROPOSED FENCES
- EXISTING TREES
- PROPOSED TREES
- EXISTING SETBACKS
- PROPOSED SETBACKS
- EXISTING ENCROACHMENTS
- PROPOSED ENCROACHMENTS
- EXISTING ADJACENT PLATS
- PROPOSED ADJACENT PLATS
- EXISTING RECORDS
- PROPOSED RECORDS

PLAT OF ANNEXATION
 TO THE CITY OF WOOD DALE, DUPAGE COUNTY, ILLINOIS
 LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 137, 138, 139, 140, 141 AND 142, ALL OF ARDMORE AVENUE, ALL OF PINE AVENUE LYING NORTH OF THE NORTH RIGHT-OF-WAY LINE OF BRYN MAWR AVENUE, AND ALL OF BRYN MAWR AVENUE LYING WEST OF ILLINOIS ROUTE 83 (BUSSE ROAD), ALL IN BRANIGAR'S MOHAWK MANOR, BEING A SUBDIVISION IN SECTIONS 3 AND 10, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 28, 1956 AS DOCUMENT 825111, IN DUPAGE COUNTY, ILLINOIS,
 CONTAINING 19.549 ACRES, MORE OR LESS.

EXHIBIT C

CONVEYANCE
 I, THE UNDERSIGNED, DO HEREBY CONVEY TO THE CITY OF WOOD DALE, ILLINOIS, ALL OF THE ABOVE DESCRIBED LOTS, TOGETHER WITH ALL RIGHTS AND INTERESTS THEREIN, TO BE USED FOR THE PURPOSES OF A PUBLIC PARK, AND TO BE SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE INSTRUMENT OF CONVEYANCE HEREIN REFERRED TO.

ACCEPTANCE
 I, THE UNDERSIGNED, AS A REPRESENTATIVE OF THE CITY OF WOOD DALE, ILLINOIS, DO HEREBY ACCEPT OF THE ABOVE DESCRIBED LOTS, TOGETHER WITH ALL RIGHTS AND INTERESTS THEREIN, FOR THE PURPOSES OF A PUBLIC PARK, AND TO BE SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE INSTRUMENT OF CONVEYANCE HEREIN REFERRED TO.

WITNESSETH
 THAT I, THE UNDERSIGNED, HAVE READ THE FOREGOING INSTRUMENT OF CONVEYANCE AND ACCEPTANCE, AND THAT I AM FULLY SENSIBLE OF THE CONTENTS AND EFFECTS THEREOF, AND THAT I HAVE VOLUNTARILY AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT, ENTERED INTO THE FOREGOING INSTRUMENT OF CONVEYANCE AND ACCEPTANCE, AND THAT I HAVE NOT BEEN UNDER ANY LEGAL OBLIGATION TO DO SO.

IN WITNESS WHEREOF
 I HAVE HEREUNTO SET MY HAND AND SEAL OF OFFICE, AT WOOD DALE, ILLINOIS, THIS 11th DAY OF NOVEMBER, 2011.

NOTARY PUBLIC
 STATE OF ILLINOIS

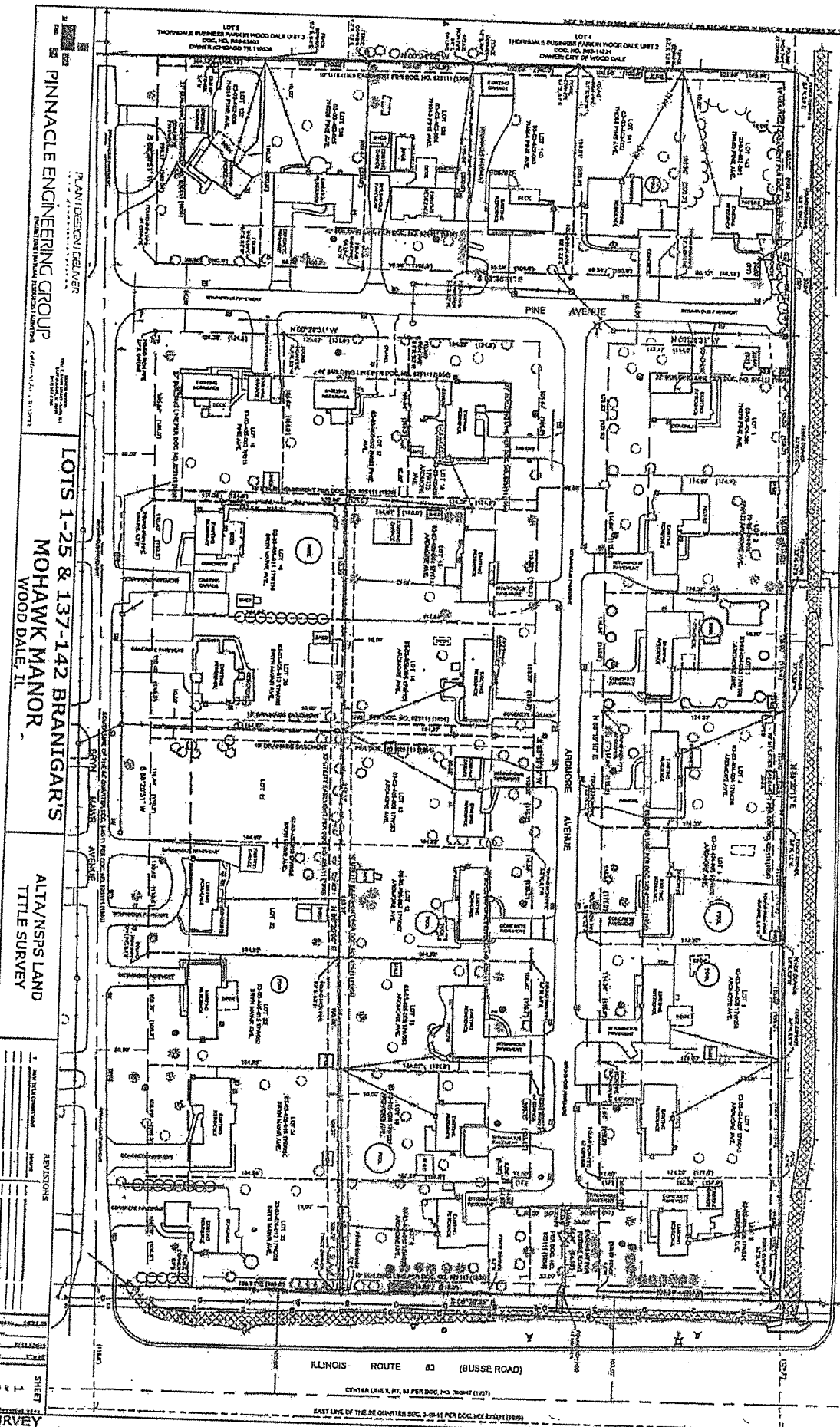
ALTA/NSPS LAND TITLE SURVEY

LEGEND OF SYMBOLS	
	Survey Boundary
	Easement
	Encumbrance
	Enclosed Area
	Enclosed Area with Encumbrance
	Enclosed Area with Easement
	Enclosed Area with Encumbrance and Easement
	Enclosed Area with Encumbrance, Easement, and Encumbrance
	Enclosed Area with Encumbrance, Easement, Encumbrance, and Encumbrance

LEGEND OF LINES	
	Survey Boundary
	Easement
	Encumbrance
	Enclosed Area
	Enclosed Area with Encumbrance
	Enclosed Area with Easement
	Enclosed Area with Encumbrance and Easement
	Enclosed Area with Encumbrance, Easement, and Encumbrance
	Enclosed Area with Encumbrance, Easement, Encumbrance, and Encumbrance

NSPS LICENSED SURVEYOR IN ILLINOIS
DANIEL S. WOOD DALE, ILL.
DANIEL S. WOOD DALE, ILL.
DANIEL S. WOOD DALE, ILL.

Exhibit B



PLANNING ENGINEER
PINNACLE ENGINEERING GROUP
1100 N. WOOD DALE AVENUE, SUITE 100
WOOD DALE, ILLINOIS 60191-1000
TEL: (708) 261-1111
FAX: (708) 261-1112
WWW.PINNACLE-ENGR.COM

LOTS 1-25 & 137-142 BRANIGARS
MOHAWK MANOR
WOOD DALE, IL

ALTA/NSPS LAND
TITLE SURVEY

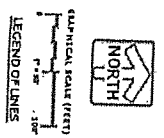
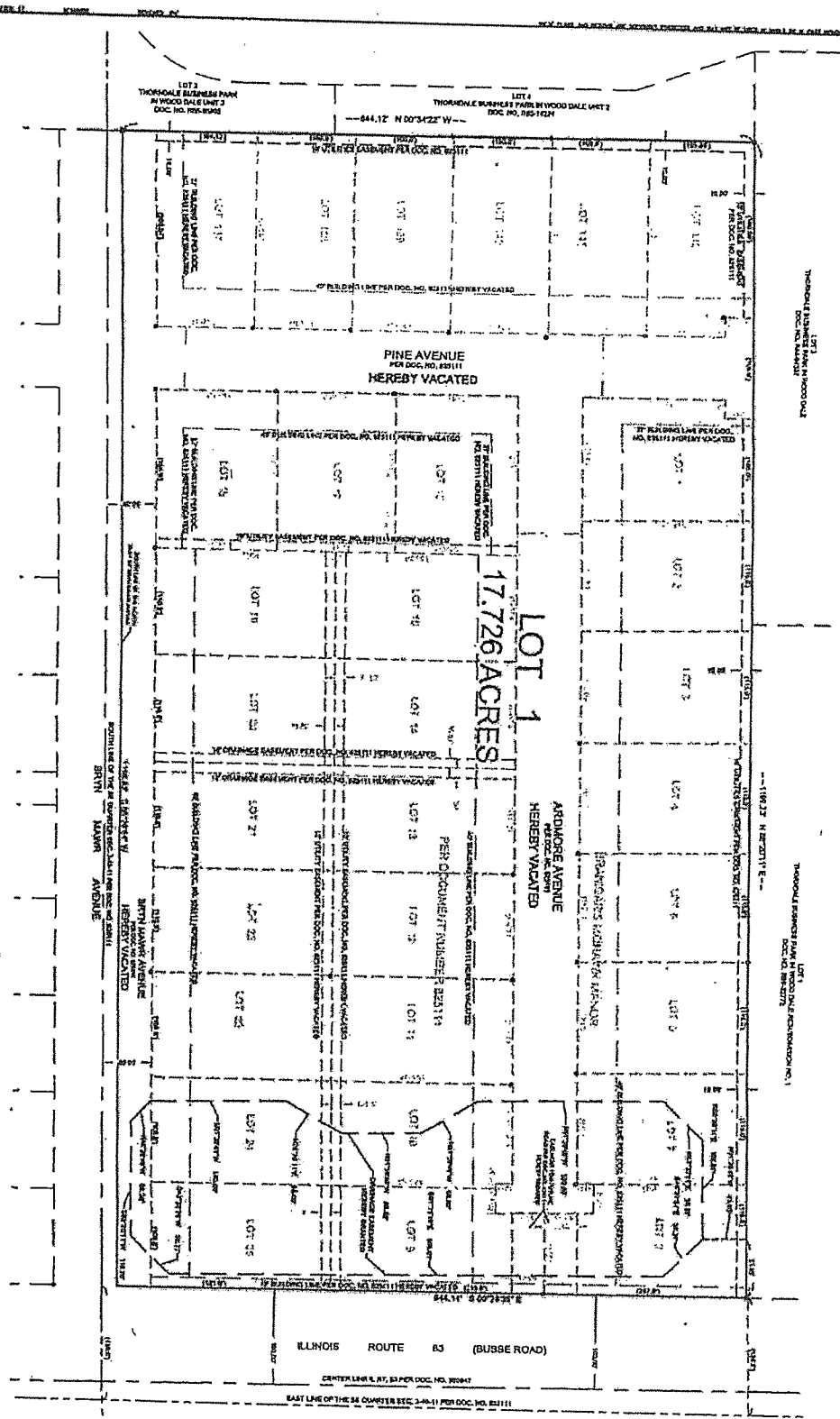
REVISIONS	
1	ISSUED FOR RECORD
2	ISSUED FOR RECORD
3	ISSUED FOR RECORD
4	ISSUED FOR RECORD
5	ISSUED FOR RECORD
6	ISSUED FOR RECORD
7	ISSUED FOR RECORD
8	ISSUED FOR RECORD
9	ISSUED FOR RECORD
10	ISSUED FOR RECORD

SHEET 1
OF 2
SURVEY

ILLINOIS ROUTE 83 (BUSSE ROAD)
CENTRAL LINE, RT. 83 PER DEC. NO. 206-17 (1971)
EAST LINE OF THE 20 QUARTER DEC. 3-10-11 PER DEC. NO. 206-17 (1971)

FINAL PLAT OF SUBDIVISION BRYN MAWR AVENUE ADDITION TO WOOD DALE BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 3-40-11, DUPAGE COUNTY, ILLINOIS.

Exhibit D



Pinnacle Engineering Group
 Pinnacle Engineering Group
 1111 West Lake Street, Suite 200
 Oak Brook, IL 60151
 Phone: (630) 581-1111
 Fax: (630) 581-1112
 Email: info@pinnacle-engr.com
 Website: www.pinnacle-engr.com

Bryn Mawr Avenue Addition to Wood Dale II

Final Plat of Subdivision

NO.	DATE	REVISIONS
1	11/11/11	ISSUE FOR RECORD
2	11/11/11	REVISED PER COMMENTS
3	11/11/11	REVISED PER COMMENTS
4	11/11/11	REVISED PER COMMENTS
5	11/11/11	REVISED PER COMMENTS
6	11/11/11	REVISED PER COMMENTS
7	11/11/11	REVISED PER COMMENTS
8	11/11/11	REVISED PER COMMENTS
9	11/11/11	REVISED PER COMMENTS
10	11/11/11	REVISED PER COMMENTS

FINAL PLAT OF SUBDIVISION BRYN MAWR AVENUE ADDITION TO WOOD DALE BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 3-40-11, DUPAGE COUNTY, ILLINOIS.

BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 3-40-11, DUPAGE COUNTY, ILLINOIS.

THIS IS TO CERTIFY THAT THE ABOVE DESCRIBED PLAT OF SUBDIVISION WAS PREPARED BY THE ENGINEER AND DESIGNER OF THE PROPERTY IN ACCORDANCE WITH THE PROVISIONS OF THE SUBDIVISION ACT OF THE STATE OF ILLINOIS.

THE ENGINEER AND DESIGNER OF THE PROPERTY HAS BEEN LICENSED BY THE BOARD OF ENGINEERS AND SURVEYORS OF THE STATE OF ILLINOIS.

THE ENGINEER AND DESIGNER OF THE PROPERTY HAS BEEN LICENSED BY THE BOARD OF ENGINEERS AND SURVEYORS OF THE STATE OF ILLINOIS.

THE ENGINEER AND DESIGNER OF THE PROPERTY HAS BEEN LICENSED BY THE BOARD OF ENGINEERS AND SURVEYORS OF THE STATE OF ILLINOIS.

STATE OF ILLINOIS

COUNTY OF DUPAGE

118

118

118

118

118

STATE OF ILLINOIS

COUNTY OF DUPAGE

118

118

118

118

118

STATE OF ILLINOIS

COUNTY OF DUPAGE

118

118

118

118

118

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION


PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION

PLAT OF SUBDIVISION



PINNACLE ENGINEERING GROUP

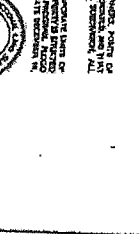
1180 N. STATE STREET, SUITE 1000, CHICAGO, IL 60610

TEL: 312.329.1100 FAX: 312.329.1101

WWW.PINNACLE-ENGR.COM

**BRYN MAWR AVENUE ADDITION
TO WOOD DALE, IL**

FINAL PLAT OF SUBDIVISION	SHEET
1	2
2	2
3	2
4	2
5	2
6	2
7	2
8	2
9	2
10	2
11	2
12	2
13	2
14	2
15	2
16	2
17	2
18	2
19	2
20	2
21	2
22	2
23	2
24	2
25	2
26	2
27	2
28	2
29	2
30	2
31	2
32	2
33	2
34	2
35	2
36	2
37	2
38	2
39	2
40	2
41	2
42	2
43	2
44	2
45	2
46	2
47	2
48	2
49	2
50	2
51	2
52	2
53	2
54	2
55	2
56	2
57	2
58	2
59	2
60	2
61	2
62	2
63	2
64	2
65	2
66	2
67	2
68	2
69	2
70	2
71	2
72	2
73	2
74	2
75	2
76	2
77	2
78	2
79	2
80	2
81	2
82	2
83	2
84	2
85	2
86	2
87	2
88	2
89	2
90	2
91	2
92	2
93	2
94	2
95	2
96	2
97	2
98	2
99	2
100	2



GENERAL NOTES

1. The Contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.
2. All work shall be done in accordance with the latest edition of the International Building Code (IBC) and the International Mechanical Code (IMC).
3. The Contractor shall maintain clear access to all existing utilities and structures throughout the project.

EXHIBIT A

1. The Contractor shall provide a detailed schedule of work, including start and stop dates for all major activities.
2. The Contractor shall submit weekly progress reports to the Project Manager.

EXHIBIT B

1. The Contractor shall provide a detailed schedule of work, including start and stop dates for all major activities.
2. The Contractor shall submit weekly progress reports to the Project Manager.

EXHIBIT C

1. The Contractor shall provide a detailed schedule of work, including start and stop dates for all major activities.
2. The Contractor shall submit weekly progress reports to the Project Manager.

EXHIBIT D

1. The Contractor shall provide a detailed schedule of work, including start and stop dates for all major activities.
2. The Contractor shall submit weekly progress reports to the Project Manager.

Pinnacle Engineering Group
1100 North Dearborn Street
Chicago, IL 60610
Tel: (773) 344-1100
Fax: (773) 344-1101
www.pinnacle-engr.com

PLANT DESIGN DELIVER

BRYN MAWR
INDUSTRIAL REDEVELOPMENT
WOOD DALE, ILLINOIS

NO.	DATE	DESCRIPTION
1	11/15/2011	ISSUED FOR PERMIT
2	01/10/2012	REVISED PER PERMIT COMMENTS
3	02/01/2012	REVISED PER PERMIT COMMENTS
4	02/01/2012	REVISED PER PERMIT COMMENTS
5	02/01/2012	REVISED PER PERMIT COMMENTS
6	02/01/2012	REVISED PER PERMIT COMMENTS
7	02/01/2012	REVISED PER PERMIT COMMENTS
8	02/01/2012	REVISED PER PERMIT COMMENTS
9	02/01/2012	REVISED PER PERMIT COMMENTS
10	02/01/2012	REVISED PER PERMIT COMMENTS
11	02/01/2012	REVISED PER PERMIT COMMENTS
12	02/01/2012	REVISED PER PERMIT COMMENTS
13	02/01/2012	REVISED PER PERMIT COMMENTS
14	02/01/2012	REVISED PER PERMIT COMMENTS
15	02/01/2012	REVISED PER PERMIT COMMENTS
16	02/01/2012	REVISED PER PERMIT COMMENTS
17	02/01/2012	REVISED PER PERMIT COMMENTS
18	02/01/2012	REVISED PER PERMIT COMMENTS
19	02/01/2012	REVISED PER PERMIT COMMENTS
20	02/01/2012	REVISED PER PERMIT COMMENTS
21	02/01/2012	REVISED PER PERMIT COMMENTS
22	02/01/2012	REVISED PER PERMIT COMMENTS
23	02/01/2012	REVISED PER PERMIT COMMENTS
24	02/01/2012	REVISED PER PERMIT COMMENTS
25	02/01/2012	REVISED PER PERMIT COMMENTS
26	02/01/2012	REVISED PER PERMIT COMMENTS
27	02/01/2012	REVISED PER PERMIT COMMENTS
28	02/01/2012	REVISED PER PERMIT COMMENTS
29	02/01/2012	REVISED PER PERMIT COMMENTS
30	02/01/2012	REVISED PER PERMIT COMMENTS
31	02/01/2012	REVISED PER PERMIT COMMENTS
32	02/01/2012	REVISED PER PERMIT COMMENTS
33	02/01/2012	REVISED PER PERMIT COMMENTS
34	02/01/2012	REVISED PER PERMIT COMMENTS
35	02/01/2012	REVISED PER PERMIT COMMENTS
36	02/01/2012	REVISED PER PERMIT COMMENTS
37	02/01/2012	REVISED PER PERMIT COMMENTS
38	02/01/2012	REVISED PER PERMIT COMMENTS
39	02/01/2012	REVISED PER PERMIT COMMENTS
40	02/01/2012	REVISED PER PERMIT COMMENTS
41	02/01/2012	REVISED PER PERMIT COMMENTS
42	02/01/2012	REVISED PER PERMIT COMMENTS
43	02/01/2012	REVISED PER PERMIT COMMENTS
44	02/01/2012	REVISED PER PERMIT COMMENTS
45	02/01/2012	REVISED PER PERMIT COMMENTS
46	02/01/2012	REVISED PER PERMIT COMMENTS
47	02/01/2012	REVISED PER PERMIT COMMENTS
48	02/01/2012	REVISED PER PERMIT COMMENTS
49	02/01/2012	REVISED PER PERMIT COMMENTS
50	02/01/2012	REVISED PER PERMIT COMMENTS
51	02/01/2012	REVISED PER PERMIT COMMENTS
52	02/01/2012	REVISED PER PERMIT COMMENTS
53	02/01/2012	REVISED PER PERMIT COMMENTS
54	02/01/2012	REVISED PER PERMIT COMMENTS
55	02/01/2012	REVISED PER PERMIT COMMENTS
56	02/01/2012	REVISED PER PERMIT COMMENTS
57	02/01/2012	REVISED PER PERMIT COMMENTS
58	02/01/2012	REVISED PER PERMIT COMMENTS
59	02/01/2012	REVISED PER PERMIT COMMENTS
60	02/01/2012	REVISED PER PERMIT COMMENTS
61	02/01/2012	REVISED PER PERMIT COMMENTS
62	02/01/2012	REVISED PER PERMIT COMMENTS
63	02/01/2012	REVISED PER PERMIT COMMENTS
64	02/01/2012	REVISED PER PERMIT COMMENTS
65	02/01/2012	REVISED PER PERMIT COMMENTS
66	02/01/2012	REVISED PER PERMIT COMMENTS
67	02/01/2012	REVISED PER PERMIT COMMENTS
68	02/01/2012	REVISED PER PERMIT COMMENTS
69	02/01/2012	REVISED PER PERMIT COMMENTS
70	02/01/2012	REVISED PER PERMIT COMMENTS
71	02/01/2012	REVISED PER PERMIT COMMENTS
72	02/01/2012	REVISED PER PERMIT COMMENTS
73	02/01/2012	REVISED PER PERMIT COMMENTS
74	02/01/2012	REVISED PER PERMIT COMMENTS
75	02/01/2012	REVISED PER PERMIT COMMENTS
76	02/01/2012	REVISED PER PERMIT COMMENTS
77	02/01/2012	REVISED PER PERMIT COMMENTS
78	02/01/2012	REVISED PER PERMIT COMMENTS
79	02/01/2012	REVISED PER PERMIT COMMENTS
80	02/01/2012	REVISED PER PERMIT COMMENTS
81	02/01/2012	REVISED PER PERMIT COMMENTS
82	02/01/2012	REVISED PER PERMIT COMMENTS
83	02/01/2012	REVISED PER PERMIT COMMENTS
84	02/01/2012	REVISED PER PERMIT COMMENTS
85	02/01/2012	REVISED PER PERMIT COMMENTS
86	02/01/2012	REVISED PER PERMIT COMMENTS
87	02/01/2012	REVISED PER PERMIT COMMENTS
88	02/01/2012	REVISED PER PERMIT COMMENTS
89	02/01/2012	REVISED PER PERMIT COMMENTS
90	02/01/2012	REVISED PER PERMIT COMMENTS
91	02/01/2012	REVISED PER PERMIT COMMENTS
92	02/01/2012	REVISED PER PERMIT COMMENTS
93	02/01/2012	REVISED PER PERMIT COMMENTS
94	02/01/2012	REVISED PER PERMIT COMMENTS
95	02/01/2012	REVISED PER PERMIT COMMENTS
96	02/01/2012	REVISED PER PERMIT COMMENTS
97	02/01/2012	REVISED PER PERMIT COMMENTS
98	02/01/2012	REVISED PER PERMIT COMMENTS
99	02/01/2012	REVISED PER PERMIT COMMENTS
100	02/01/2012	REVISED PER PERMIT COMMENTS

PROJECT SPECIFICATIONS

SHEET C-2 OF C-14

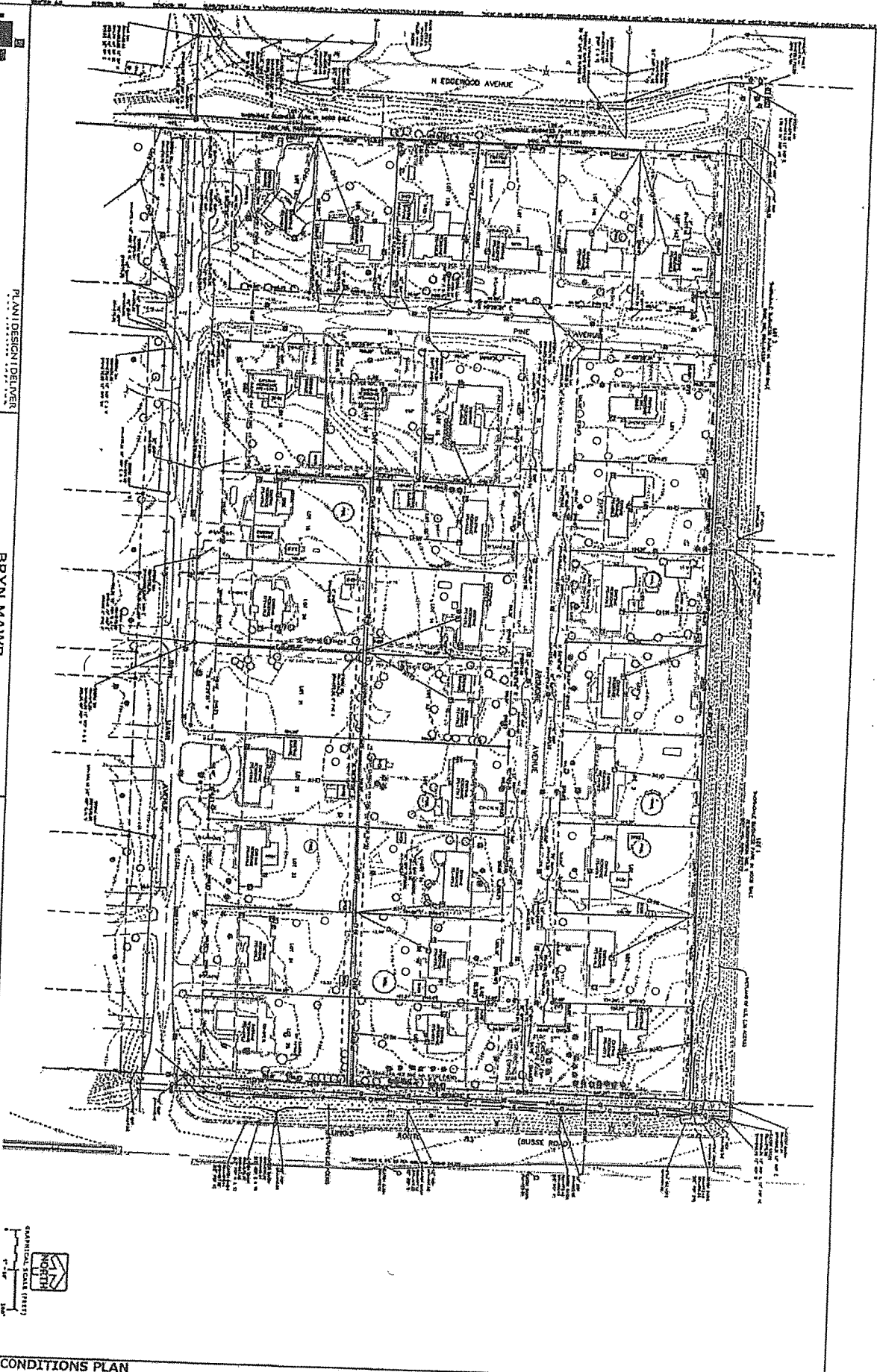
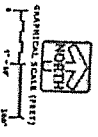
PINNACLE ENGINEERING GROUP
 CONSULTING ENGINEERS AND ARCHITECTS
 1100 N. WASHINGTON ST., SUITE 200
 CHICAGO, ILLINOIS 60610
 TEL: (773) 344-1100
 FAX: (773) 344-1101
 WWW.PINNACLE-ENGR.COM

BRYN MAWR INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

REVISIONS

NO.	DATE	DESCRIPTION	BY	CHKD.
1		AS SHOWN		
2		REVISED		
3		REVISED		
4		REVISED		
5		REVISED		
6		REVISED		
7		REVISED		
8		REVISED		
9		REVISED		
10		REVISED		

EXISTING CONDITIONS PLAN

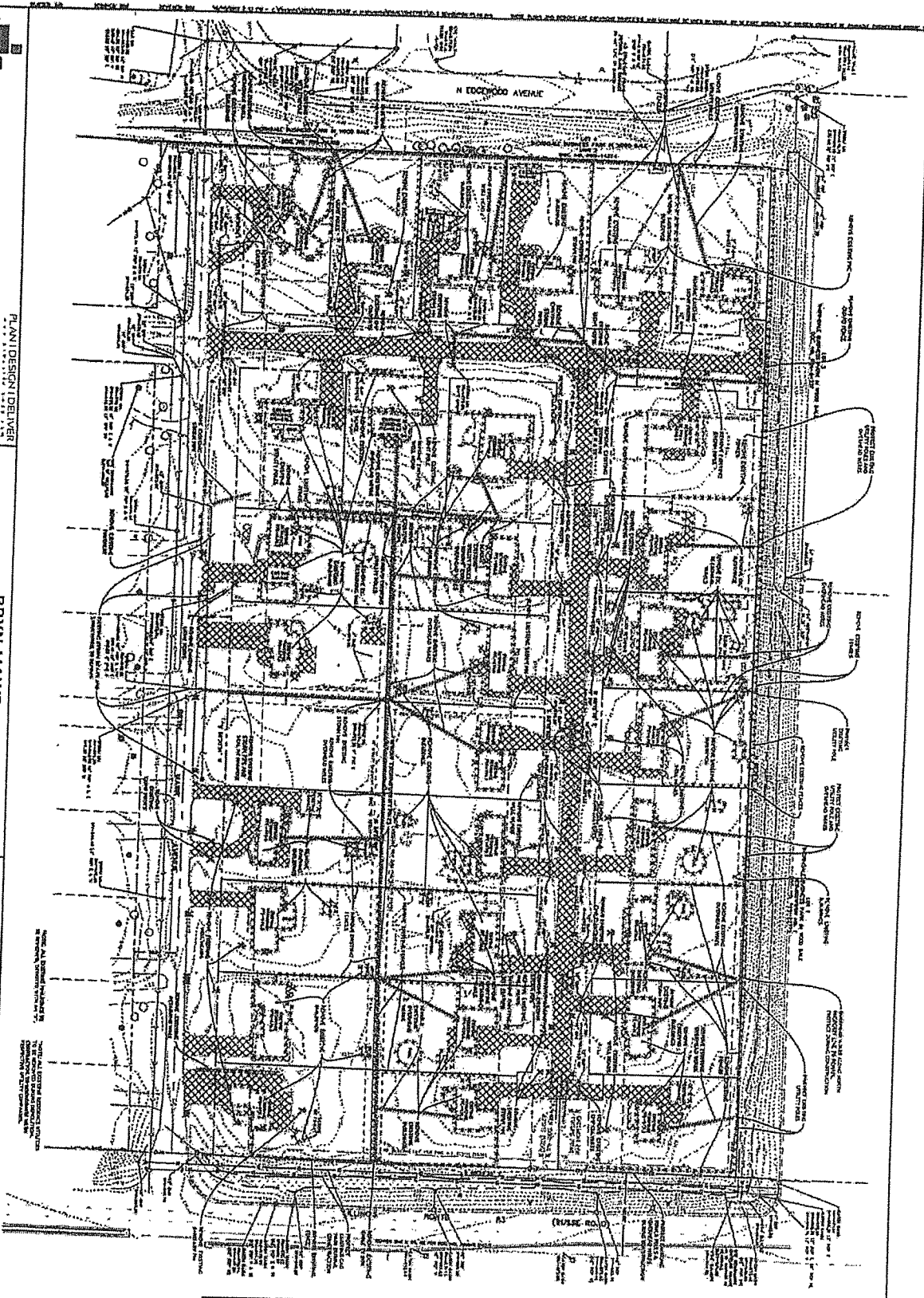


PINNACLE ENGINEERING GROUP
 1000 W. WASHINGTON ST. SUITE 200
 CHICAGO, IL 60606
 TEL: (773) 399-1000
 FAX: (773) 399-1001
 WWW.PINNACLE-ENGR.COM

PLAN DESIGN DELIVER
 BRYN MAWR
 INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

NO.	DATE	DESCRIPTION
1	08/11/11	ISSUED FOR PERMIT
2	08/11/11	ISSUED FOR PERMIT
3	08/11/11	ISSUED FOR PERMIT
4	08/11/11	ISSUED FOR PERMIT
5	08/11/11	ISSUED FOR PERMIT
6	08/11/11	ISSUED FOR PERMIT
7	08/11/11	ISSUED FOR PERMIT
8	08/11/11	ISSUED FOR PERMIT
9	08/11/11	ISSUED FOR PERMIT
10	08/11/11	ISSUED FOR PERMIT

DEMOLITION PLAN

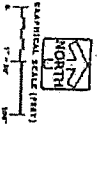


DEMOLITION NOTES

1. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
2. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
3. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
4. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
5. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
6. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
7. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
8. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
9. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
10. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
11. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
12. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
13. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
14. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
15. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
16. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
17. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
18. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
19. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
20. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
21. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
22. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
23. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
24. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.
25. DEMOLITION SHALL BE CONDUCTED IN ACCORDANCE WITH THE ILLINOIS CONSTRUCTION CODE AND ALL APPLICABLE ORDINANCES AND REGULATIONS.

DEMOLITION LEGEND

- 1. DEMOLITION AREA
- 2. STRUCTURE TO BE DEMOLISHED
- 3. STRUCTURE TO BE RETAINED
- 4. EXISTING UTILITY
- 5. PROPOSED UTILITY
- 6. EXISTING DRIVEWAY
- 7. PROPOSED DRIVEWAY
- 8. EXISTING SIDEWALK
- 9. PROPOSED SIDEWALK
- 10. EXISTING CURB
- 11. PROPOSED CURB
- 12. EXISTING STREET
- 13. PROPOSED STREET
- 14. EXISTING LOT
- 15. PROPOSED LOT
- 16. EXISTING LOT AREA
- 17. PROPOSED LOT AREA
- 18. EXISTING LOT AREA
- 19. PROPOSED LOT AREA
- 20. EXISTING LOT AREA
- 21. PROPOSED LOT AREA
- 22. EXISTING LOT AREA
- 23. PROPOSED LOT AREA
- 24. EXISTING LOT AREA
- 25. PROPOSED LOT AREA



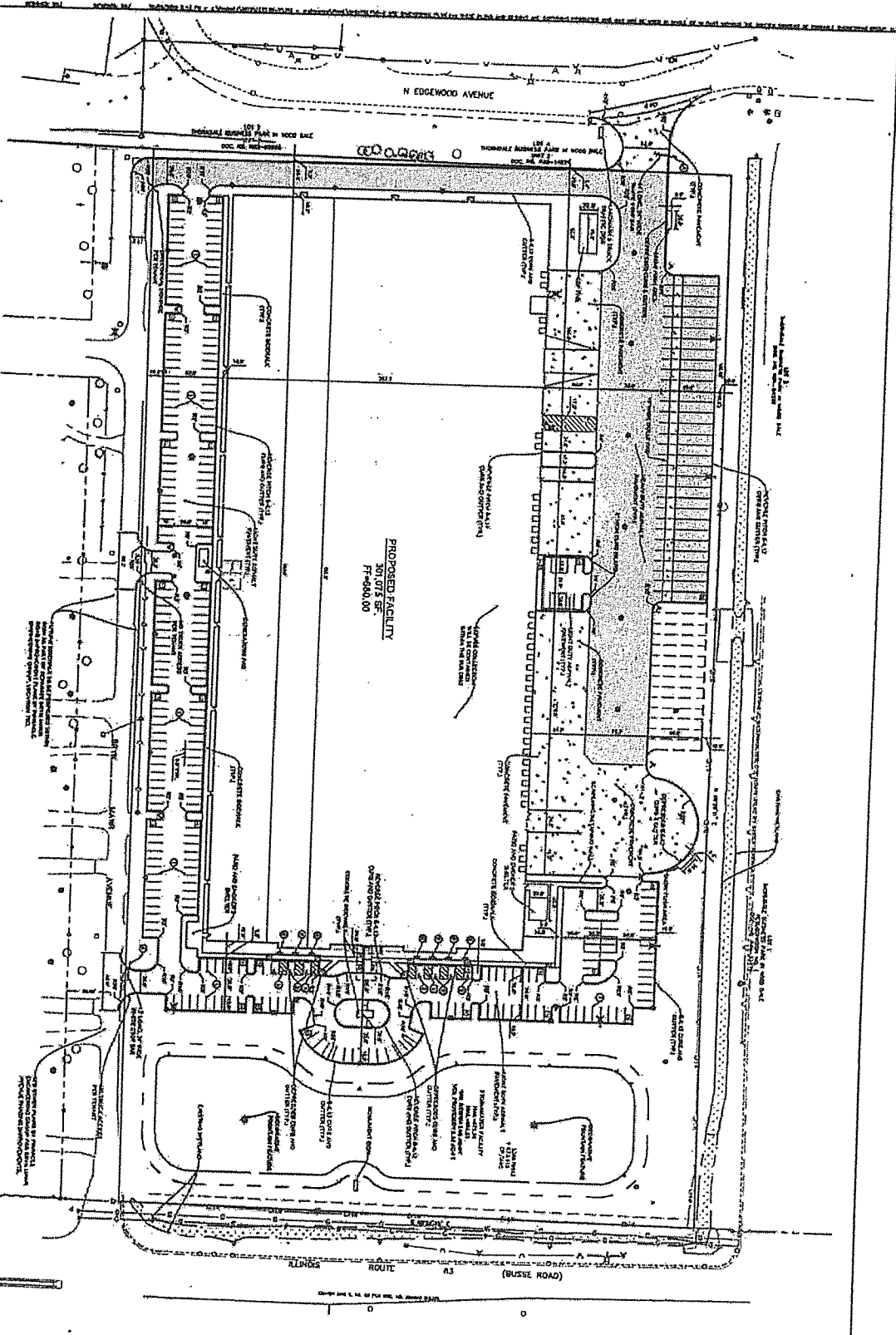
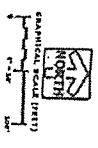
PINNACLE ENGINEERING GROUP
 PLANNING DESIGN DELIVER

BRYN MAWR INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

REVISIONS

NO.	DATE	DESCRIPTION

SITE DIMENSIONAL AND PAVING PLAN



SITE DATA TABLE

NO.	DESCRIPTION	QUANTITY
1	ASPHALT DRIVE	20,000 SQ. YD.
2	ASPHALT DRIVE	20,000 SQ. YD.
3	ASPHALT DRIVE	20,000 SQ. YD.
4	ASPHALT DRIVE	20,000 SQ. YD.
5	ASPHALT DRIVE	20,000 SQ. YD.
6	ASPHALT DRIVE	20,000 SQ. YD.
7	ASPHALT DRIVE	20,000 SQ. YD.
8	ASPHALT DRIVE	20,000 SQ. YD.
9	ASPHALT DRIVE	20,000 SQ. YD.
10	ASPHALT DRIVE	20,000 SQ. YD.

STURPING/STORAGE LEGEND

SYMBOL	DESCRIPTION
①	ASPHALT DRIVE
②	ASPHALT DRIVE
③	ASPHALT DRIVE
④	ASPHALT DRIVE
⑤	ASPHALT DRIVE
⑥	ASPHALT DRIVE
⑦	ASPHALT DRIVE
⑧	ASPHALT DRIVE
⑨	ASPHALT DRIVE
⑩	ASPHALT DRIVE

LEGEND

1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.

2. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

3. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

4. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

5. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

6. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

7. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

8. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

9. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

10. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

NOTES

1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.

2. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

3. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

4. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

5. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

6. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

7. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

8. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

9. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

10. THE DISTANCE FROM THE CENTERLINE OF THE DRIVE TO THE EDGE OF THE DRIVE SHALL BE AS SHOWN.

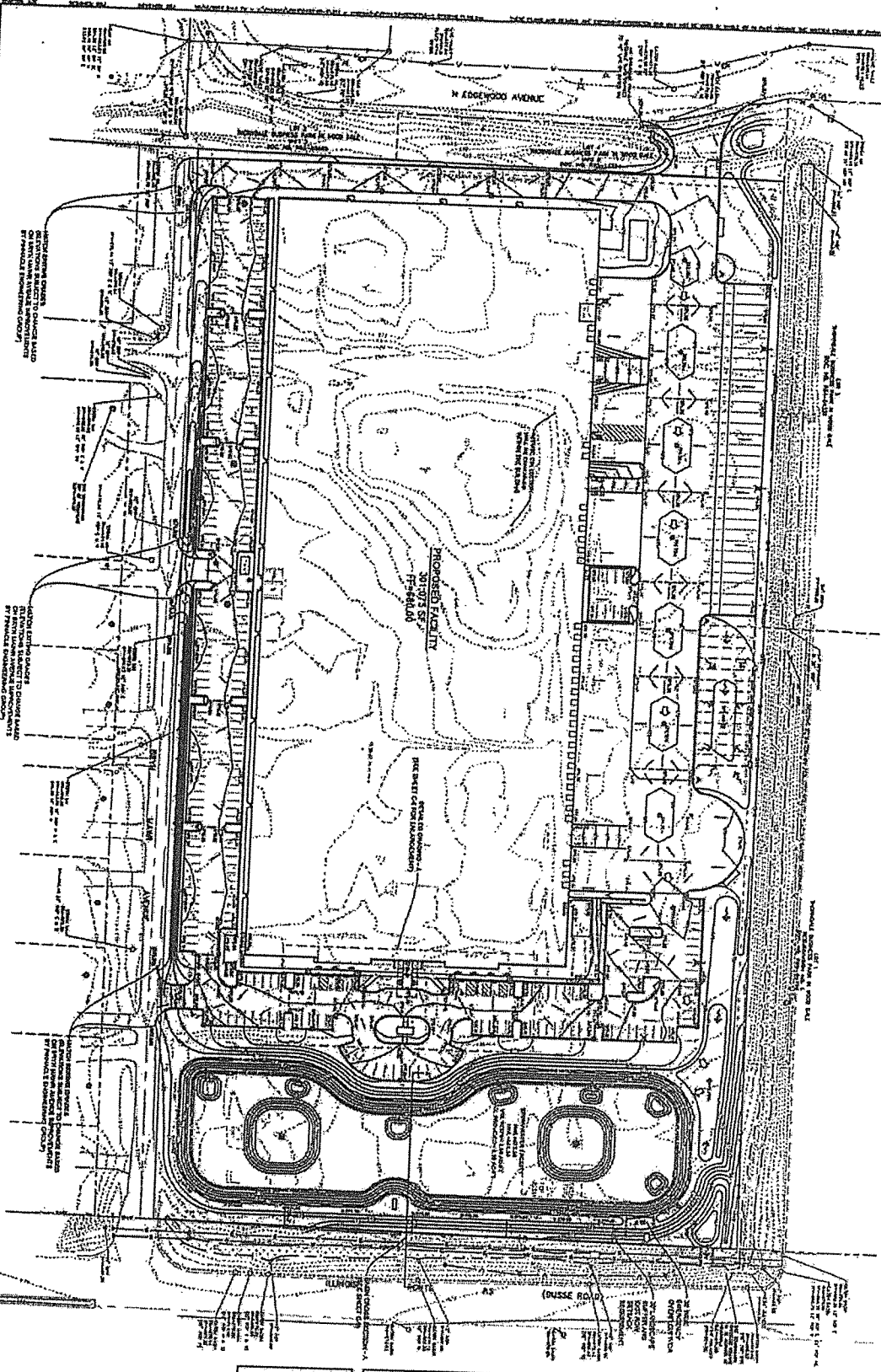
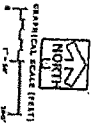
Pinnacle Engineering Group
 PLAN DESIGN DELIVER

BRYN MAWR INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

REVISIONS

NO.	DATE	DESCRIPTION

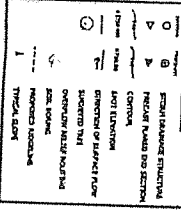
GRADING PLAN



GRADING NOTES

1. CONSTRUCTION SHALL BE ACCORDING TO THE GRADING PLAN AND THE GRADING NOTES.
2. EXISTING ELEVATIONS ARE SHOWN AT 1' VERTICAL SCALE.
3. PROPOSED ELEVATIONS ARE SHOWN AT 1' VERTICAL SCALE.
4. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
5. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
6. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
7. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
8. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
9. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
10. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.

LEGEND



ELEVATIONS

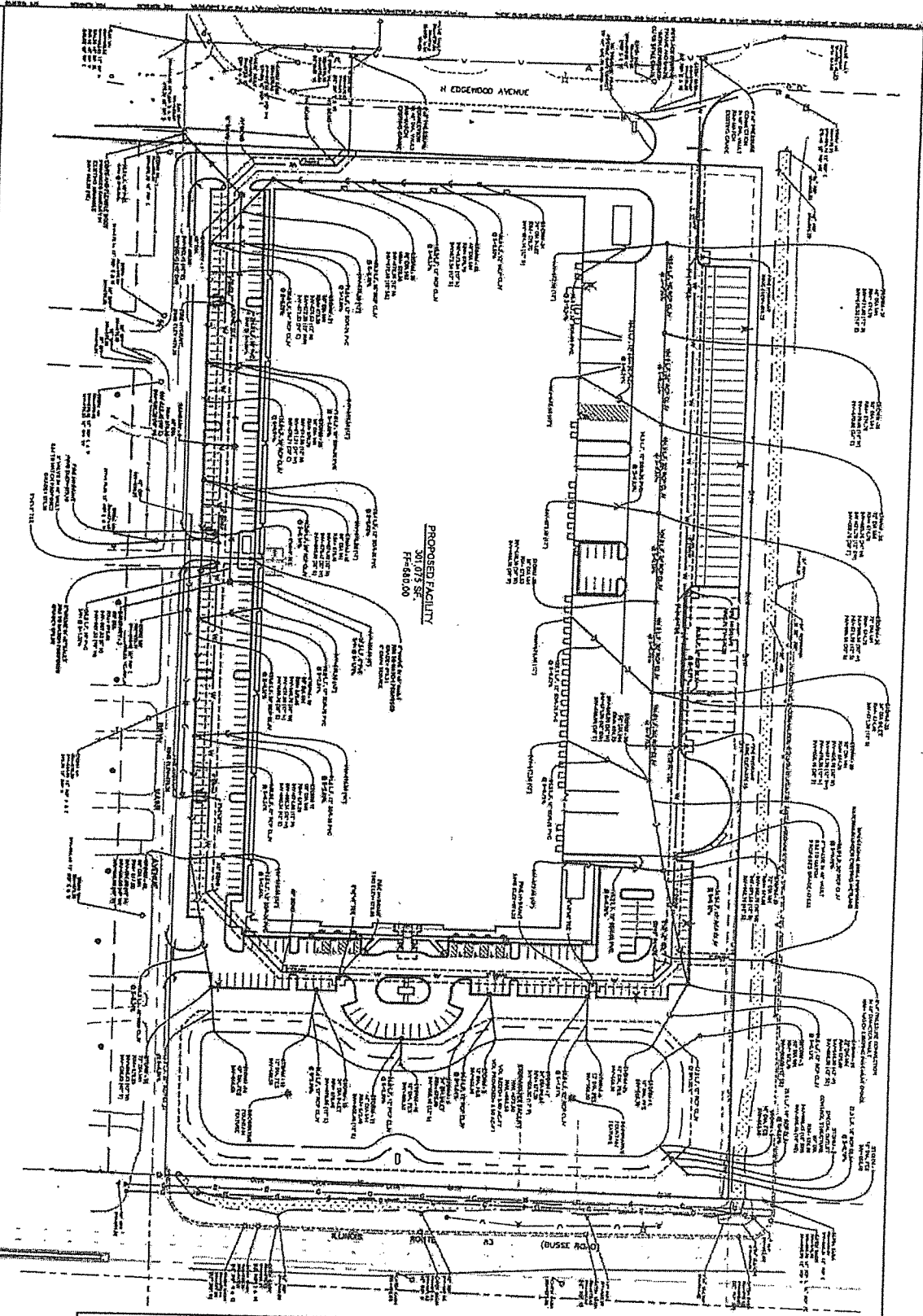
1. CONSTRUCTION SHALL BE ACCORDING TO THE GRADING PLAN AND THE GRADING NOTES.
2. EXISTING ELEVATIONS ARE SHOWN AT 1' VERTICAL SCALE.
3. PROPOSED ELEVATIONS ARE SHOWN AT 1' VERTICAL SCALE.
4. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
5. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
6. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
7. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
8. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
9. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.
10. PROPOSED FINISH GRADE SHALL BE 1' ABOVE FINISH FLOOR GRADE.

BRYN MAWR INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

NO.	DATE	DESCRIPTION	BY	CHKD
1	08/14/13	ISSUED FOR PERMITS	MM	MM
2	08/14/13	REVISIONS	MM	MM
3	08/14/13	REVISIONS	MM	MM
4	08/14/13	REVISIONS	MM	MM
5	08/14/13	REVISIONS	MM	MM
6	08/14/13	REVISIONS	MM	MM
7	08/14/13	REVISIONS	MM	MM
8	08/14/13	REVISIONS	MM	MM
9	08/14/13	REVISIONS	MM	MM
10	08/14/13	REVISIONS	MM	MM

UTILITY PLAN

SHEET **C-7**
 OF **C-14**



LEGEND

○	EXISTING WATER
●	PROPOSED WATER
○	EXISTING SEWER
●	PROPOSED SEWER
○	EXISTING GAS
●	PROPOSED GAS
○	EXISTING TELECOM
●	PROPOSED TELECOM
○	EXISTING ELEC
●	PROPOSED ELEC
○	EXISTING FLOOD CONTROL
●	PROPOSED FLOOD CONTROL
○	EXISTING LIGHT
●	PROPOSED LIGHT
○	EXISTING OTHER
●	PROPOSED OTHER

UTILITY NOTES

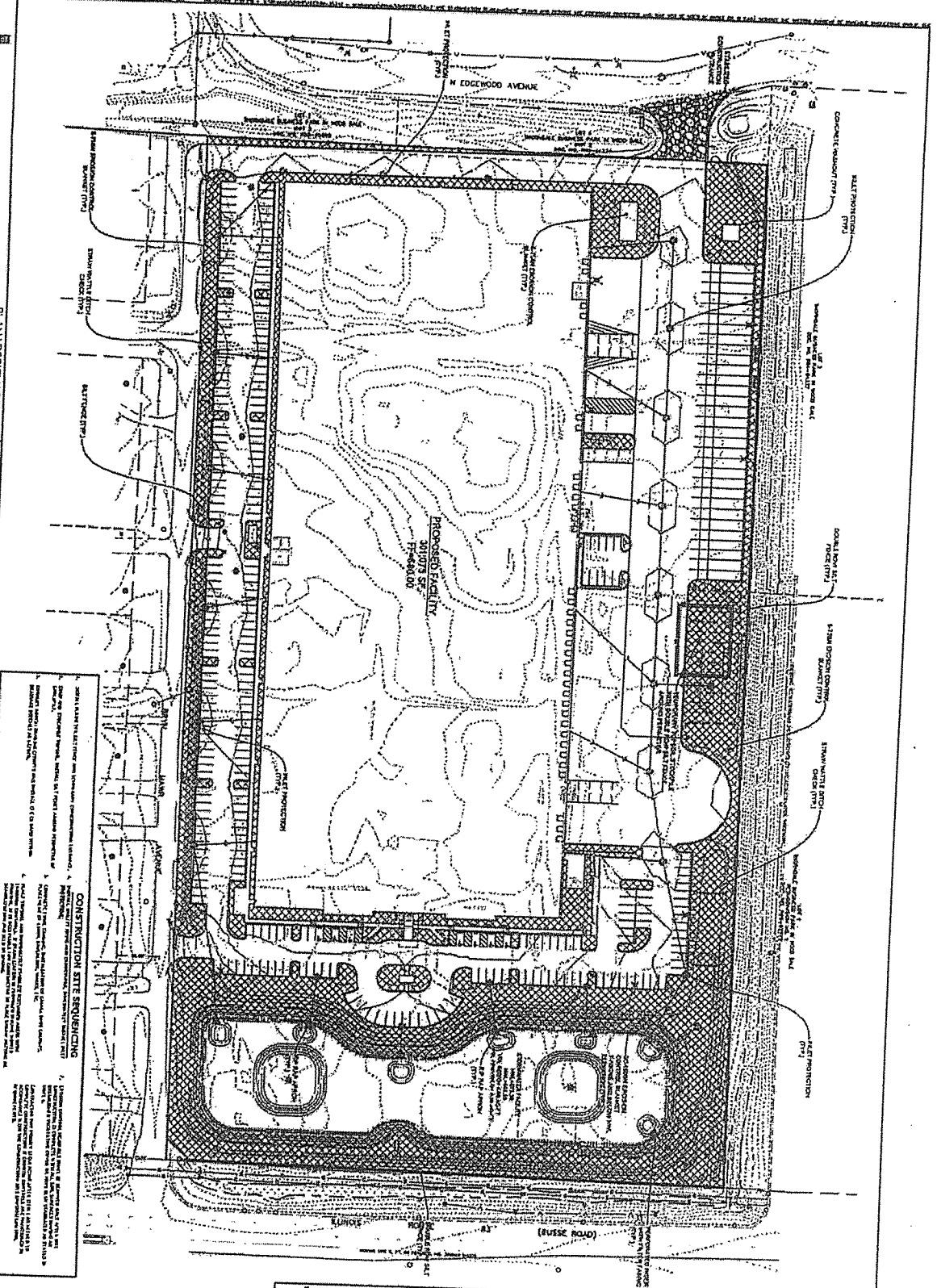
1. CONSULT THE SPECIAL PERMITS SECTION FOR ALL PERMITS REQUIRED FOR THIS PROJECT.
2. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
3. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
4. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
5. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
6. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
7. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
8. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
9. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
10. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
11. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
12. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
13. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
14. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
15. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
16. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
17. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
18. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
19. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.
20. ALL UTILITIES SHOWN ARE BASED ON THE MOST RECENT RECORD DRAWINGS AND FIELD SURVEY DATA.

Pinnacle Engineering Group
 Pinnacle Engineering Group
 1111 N. Wacker Drive, Suite 1000
 Chicago, IL 60606
 (312) 467-1000
 www.pinnacle-engr.com

Bryn Mawr Industrial Redevelopment
 Wood Dale, Illinois

Site Stabilization Plan

REVISED: 11/27/08
 SHEET: C-8
 OF: C-14



CONSTRUCTION SITE SEQUENCING


1. Clearing and Grading
2. Foundation and Footing
3. Foundation and Footing
4. Foundation and Footing
5. Foundation and Footing
6. Foundation and Footing
7. Foundation and Footing
8. Foundation and Footing
9. Foundation and Footing
10. Foundation and Footing
11. Foundation and Footing
12. Foundation and Footing
13. Foundation and Footing
14. Foundation and Footing
15. Foundation and Footing
16. Foundation and Footing
17. Foundation and Footing
18. Foundation and Footing
19. Foundation and Footing
20. Foundation and Footing

EROSION CONTROL LEGEND

	SILT FENCE
	SILT PIT
	SILT BASIN
	SILT TRAP
	SILTATION CONTROL
	SITE STABILIZATION

SITE STABILIZATION NOTES

1. All erosion control measures shall be installed and maintained in accordance with the specifications and standards of the local and state agencies.
2. The contractor shall be responsible for the design, construction, and maintenance of all erosion control measures.
3. All erosion control measures shall be installed before any earthmoving or construction activities begin.
4. The contractor shall provide a daily log of all erosion control measures installed and maintained on the site.
5. The contractor shall be responsible for the removal and disposal of all sediment and debris from the site.
6. All erosion control measures shall be inspected and approved by the local and state agencies before any construction activities begin.
7. The contractor shall be responsible for the repair and replacement of all damaged erosion control measures.
8. All erosion control measures shall be maintained until the site is stabilized and approved by the local and state agencies.
9. The contractor shall be responsible for the removal and disposal of all erosion control measures after the site is stabilized.
10. The contractor shall be responsible for the removal and disposal of all erosion control measures after the site is stabilized.

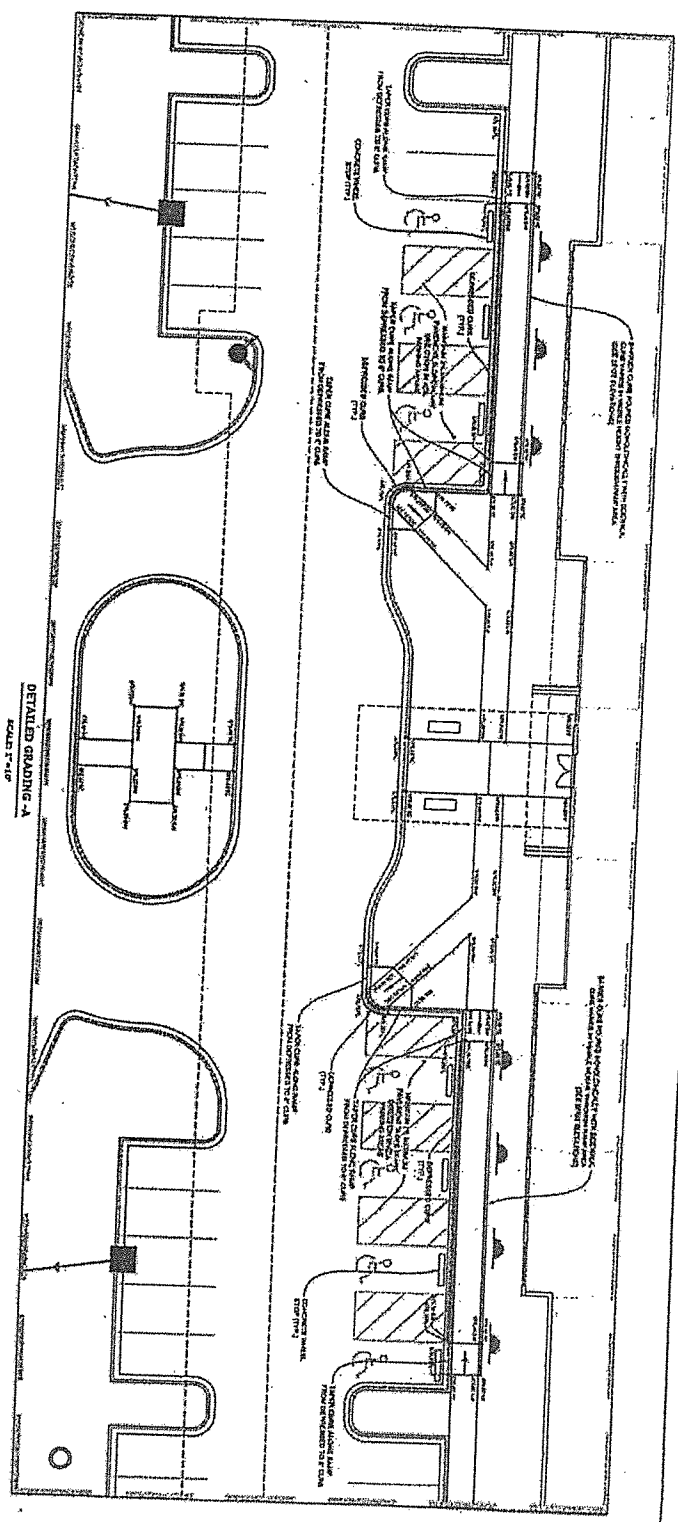
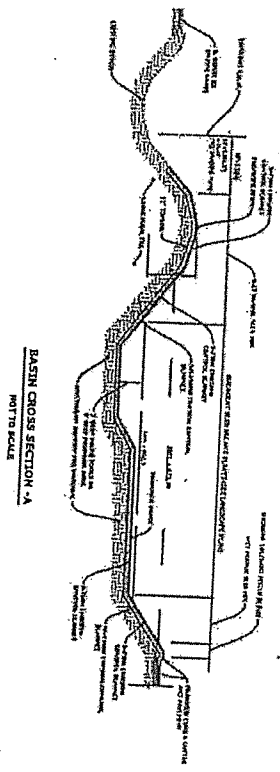

PINNACLE ENGINEERING GROUP
 PLANNING DESIGN DELIVER
 1100 W. WASHINGTON ST. SUITE 200
 CHICAGO, IL 60606
 TEL: 312.467.1000 FAX: 312.467.1001
 WWW.PINNACLE-ENGR.COM

BRYN MAWR INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

NO.	DATE	REVISIONS
1		PRELIMINARY
2		REVISED
3		REVISED
4		REVISED
5		REVISED
6		REVISED
7		REVISED
8		REVISED
9		REVISED
10		REVISED

DETAILED GRADING AND CROSS SECTIONS

SHEET
C-9
 OF
C-14



ELEVATIONS

1. EXISTING AND PROPOSED GRADE
2. PROPOSED GRADE
3. PROPOSED GRADE
4. PROPOSED GRADE
5. PROPOSED GRADE
6. PROPOSED GRADE
7. PROPOSED GRADE
8. PROPOSED GRADE
9. PROPOSED GRADE
10. PROPOSED GRADE

PINNACLE ENGINEERING GROUP
 1111 W. WASHINGTON ST., SUITE 100
 CHICAGO, ILLINOIS 60606
 (773) 399-1111
 FAX (773) 399-1112
 WWW.PINNACLE-ENGR.COM

INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

BRYN MAWR
 WOOD DALE, ILLINOIS

INLET PROTECTION

TEMPORARY PERFORATED RISER FOR WET BASINS

1. THE PERFORATED RISER IS TO BE PERFORATED AT 1/2" ON THE EXTERIOR.
2. THE RISER SHALL BE CONSTRUCTED USING 12" DIA. PERFORATED RISER.
3. WITH PERFORATED CONNECTIONS TO THE PERFORATED RISER.
4. THE RISER SHALL BE CONSTRUCTED USING 12" DIA. PERFORATED RISER.
5. THE RISER SHALL BE CONSTRUCTED USING 12" DIA. PERFORATED RISER.
6. THE RISER SHALL BE CONSTRUCTED USING 12" DIA. PERFORATED RISER.

CONSTRUCTION STANDARDS

CONSTRUCTION STANDARDS

INLET PROTECTION - PAVED AREAS

EROSION BLANKET PLAN

CONSTRUCTION STANDARDS

CONSTRUCTION STANDARDS

CONSTRUCTION ENTRANCE

EROSION BLANKET PLAN

CONSTRUCTION STANDARDS

CONSTRUCTION STANDARDS

CONSTRUCTION STANDARDS

CONSTRUCTION STANDARDS

ROLLED EROSION CONTROL PRODUCTS

CONSTRUCTION STANDARDS

CONSTRUCTION STANDARDS

CONSTRUCTION STANDARDS

CONSTRUCTION STANDARDS

TEMPORARY TOPSOIL STOCKPILE

CONSTRUCTION STANDARDS

CONSTRUCTION STANDARDS

REVISIONS

NO.	DATE	DESCRIPTION

PINNACLE ENGINEERING GROUP
 ENGINEERING CONSULTANTS & ARCHITECTS
 1000 N. W. 10th St., Suite 100
 Ft. Lauderdale, FL 33304
 (954) 561-1111

PLANNING DESIGN (DB) LIVER
 11/10/10

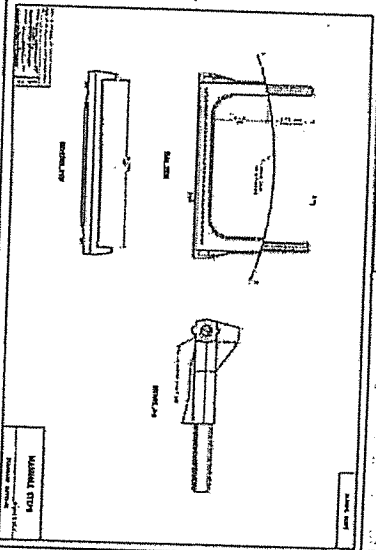
BRYN MAWR INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

REVISIONS

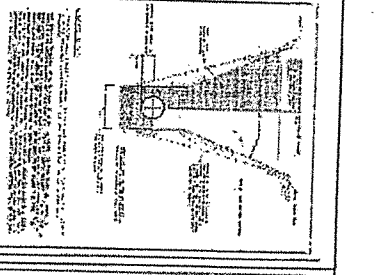
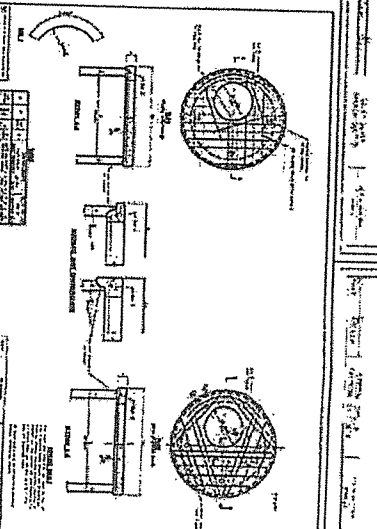
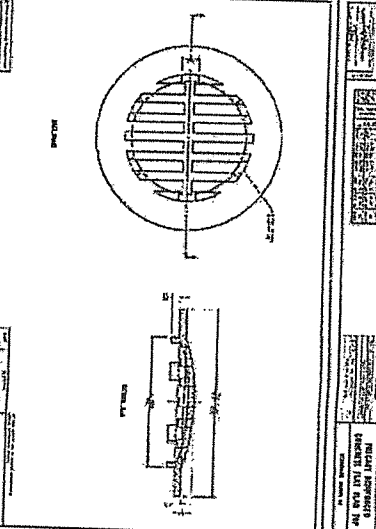
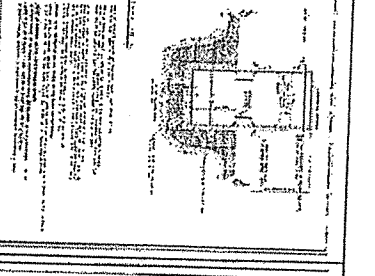
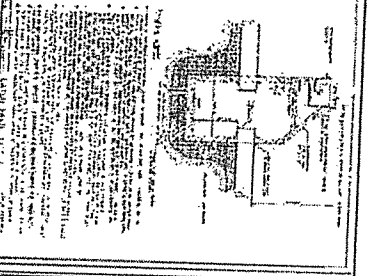
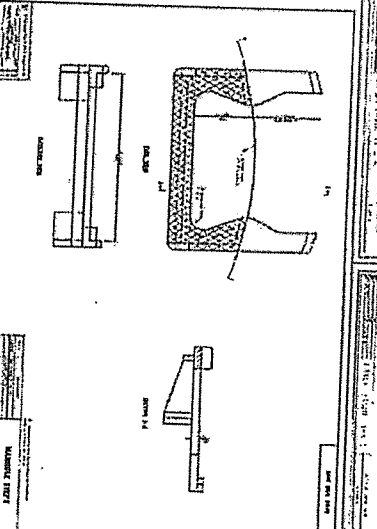
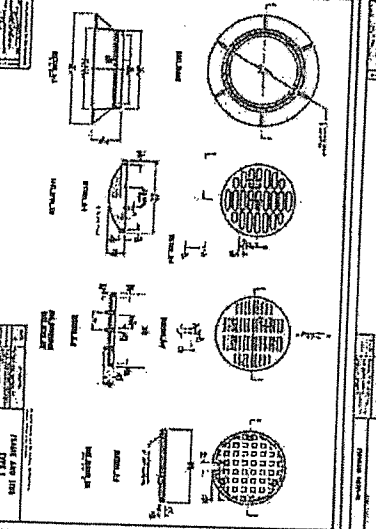
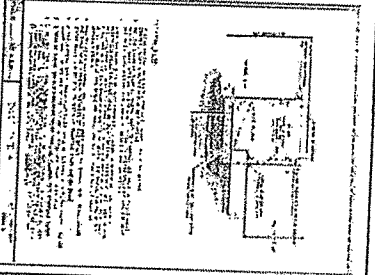
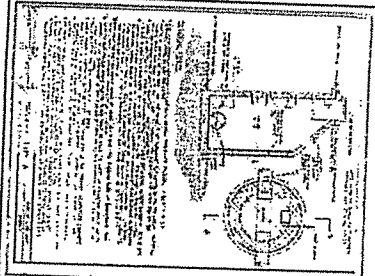
NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		

CONSTRUCTION STANDARDS

SHEET
C-11
 OF
C-14



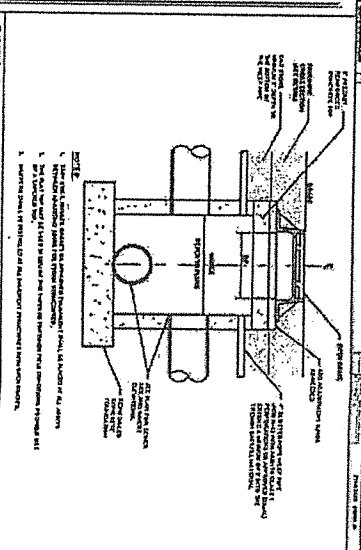
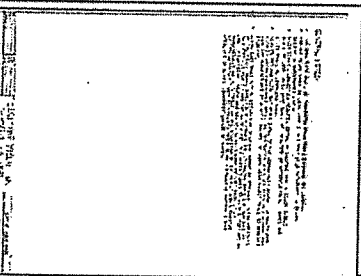
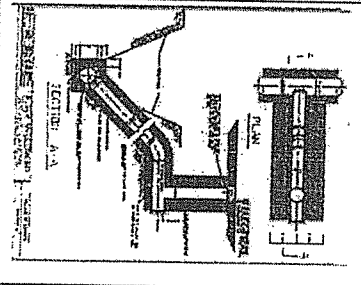
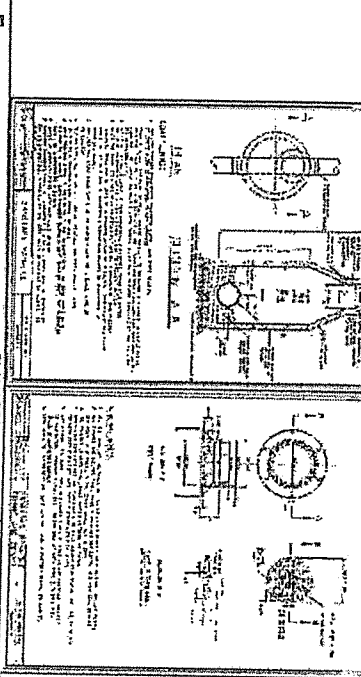
SECTION 1
 SECTION 2
 SECTION 3
 SECTION 4
 SECTION 5
 SECTION 6
 SECTION 7
 SECTION 8
 SECTION 9
 SECTION 10
 SECTION 11
 SECTION 12
 SECTION 13
 SECTION 14
 SECTION 15
 SECTION 16
 SECTION 17
 SECTION 18
 SECTION 19
 SECTION 20
 SECTION 21
 SECTION 22
 SECTION 23
 SECTION 24
 SECTION 25
 SECTION 26
 SECTION 27
 SECTION 28
 SECTION 29
 SECTION 30
 SECTION 31
 SECTION 32
 SECTION 33
 SECTION 34
 SECTION 35
 SECTION 36
 SECTION 37
 SECTION 38
 SECTION 39
 SECTION 40
 SECTION 41
 SECTION 42
 SECTION 43
 SECTION 44
 SECTION 45
 SECTION 46
 SECTION 47
 SECTION 48
 SECTION 49
 SECTION 50
 SECTION 51
 SECTION 52
 SECTION 53
 SECTION 54
 SECTION 55
 SECTION 56
 SECTION 57
 SECTION 58
 SECTION 59
 SECTION 60
 SECTION 61
 SECTION 62
 SECTION 63
 SECTION 64
 SECTION 65
 SECTION 66
 SECTION 67
 SECTION 68
 SECTION 69
 SECTION 70
 SECTION 71
 SECTION 72
 SECTION 73
 SECTION 74
 SECTION 75
 SECTION 76
 SECTION 77
 SECTION 78
 SECTION 79
 SECTION 80
 SECTION 81
 SECTION 82
 SECTION 83
 SECTION 84
 SECTION 85
 SECTION 86
 SECTION 87
 SECTION 88
 SECTION 89
 SECTION 90
 SECTION 91
 SECTION 92
 SECTION 93
 SECTION 94
 SECTION 95
 SECTION 96
 SECTION 97
 SECTION 98
 SECTION 99
 SECTION 100



SECTION 1
 SECTION 2
 SECTION 3
 SECTION 4
 SECTION 5
 SECTION 6
 SECTION 7
 SECTION 8
 SECTION 9
 SECTION 10
 SECTION 11
 SECTION 12
 SECTION 13
 SECTION 14
 SECTION 15
 SECTION 16
 SECTION 17
 SECTION 18
 SECTION 19
 SECTION 20
 SECTION 21
 SECTION 22
 SECTION 23
 SECTION 24
 SECTION 25
 SECTION 26
 SECTION 27
 SECTION 28
 SECTION 29
 SECTION 30
 SECTION 31
 SECTION 32
 SECTION 33
 SECTION 34
 SECTION 35
 SECTION 36
 SECTION 37
 SECTION 38
 SECTION 39
 SECTION 40
 SECTION 41
 SECTION 42
 SECTION 43
 SECTION 44
 SECTION 45
 SECTION 46
 SECTION 47
 SECTION 48
 SECTION 49
 SECTION 50
 SECTION 51
 SECTION 52
 SECTION 53
 SECTION 54
 SECTION 55
 SECTION 56
 SECTION 57
 SECTION 58
 SECTION 59
 SECTION 60
 SECTION 61
 SECTION 62
 SECTION 63
 SECTION 64
 SECTION 65
 SECTION 66
 SECTION 67
 SECTION 68
 SECTION 69
 SECTION 70
 SECTION 71
 SECTION 72
 SECTION 73
 SECTION 74
 SECTION 75
 SECTION 76
 SECTION 77
 SECTION 78
 SECTION 79
 SECTION 80
 SECTION 81
 SECTION 82
 SECTION 83
 SECTION 84
 SECTION 85
 SECTION 86
 SECTION 87
 SECTION 88
 SECTION 89
 SECTION 90
 SECTION 91
 SECTION 92
 SECTION 93
 SECTION 94
 SECTION 95
 SECTION 96
 SECTION 97
 SECTION 98
 SECTION 99
 SECTION 100

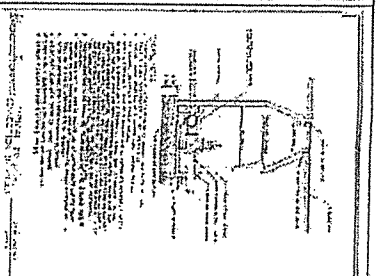
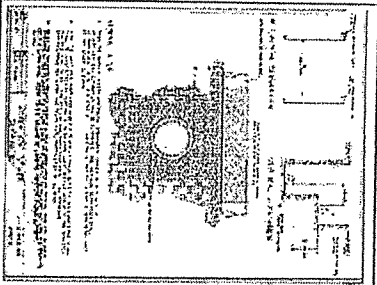
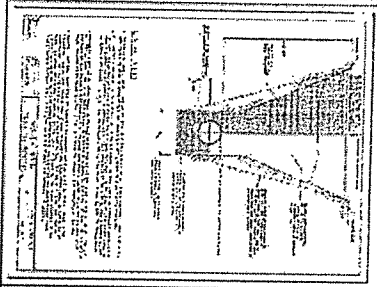
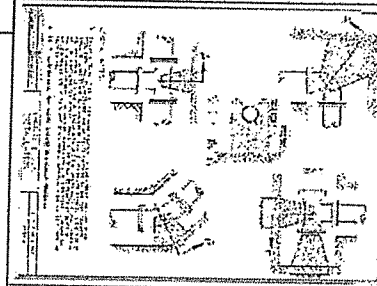
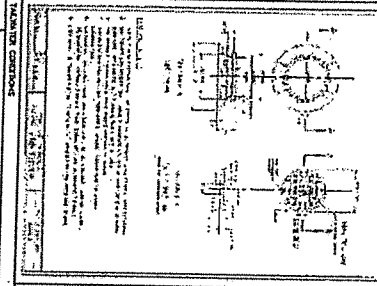
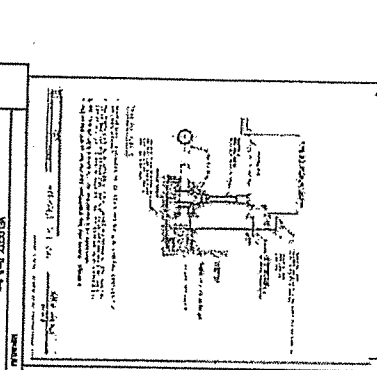
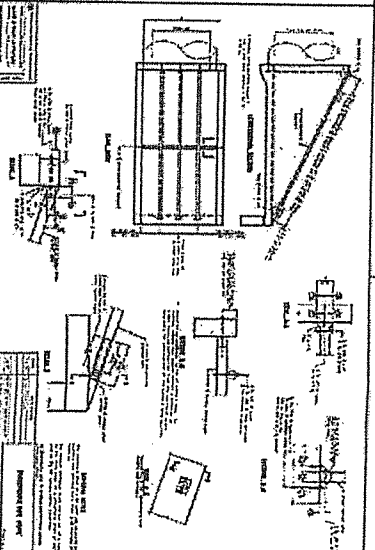
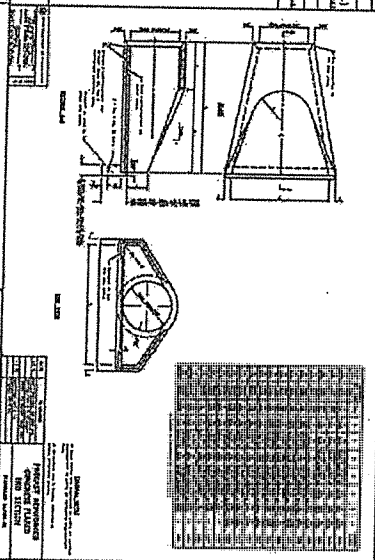
REVISIONS

NO.	DATE	DESCRIPTION



GENERAL NOTES

SECTION	DESCRIPTION	DATE



PINNACLE ENGINEERING GROUP
 Pinnacle Engineering Group, Inc.
 1000 North Lincoln Road, Suite 100
 Chicago, IL 60614
 (773) 334-1100
 www.pinnacle-engr.com

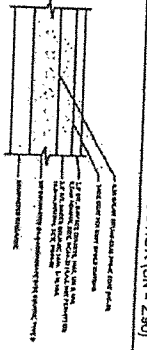
BRYN MAWR INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

PLANT DESIGN DELIVER

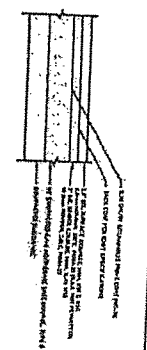
REVISIONS

NO.	DATE	DESCRIPTION

HEAVY DUTY PAVEMENT SECTION (SN = 3.35)



LIGHT DUTY PAVEMENT SECTION (SN = 2.50)

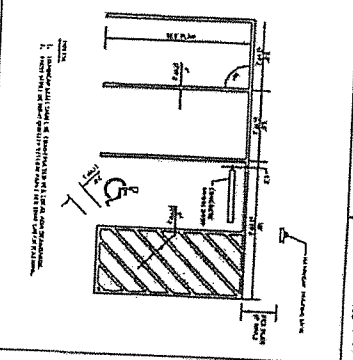


CONSTRUCTION STANDARDS

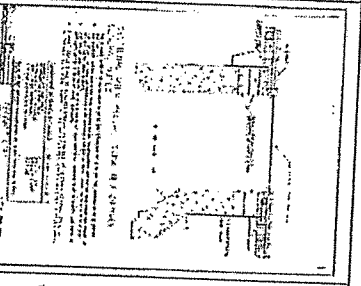
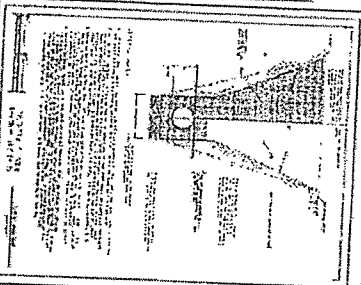
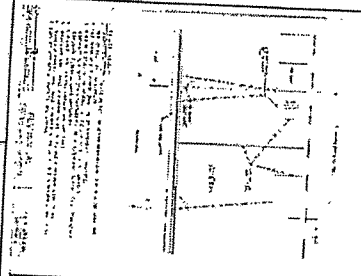
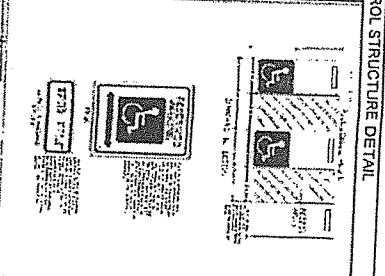
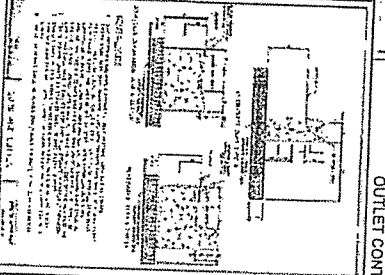
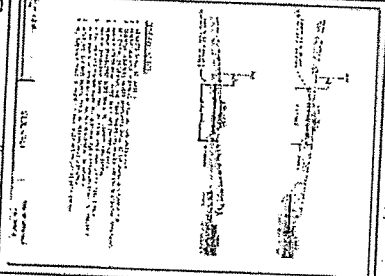
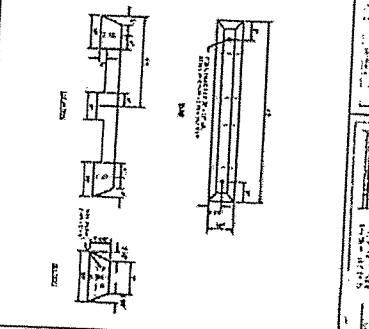
SHEET C-13 C-14

CONSTRUCTION STANDARDS

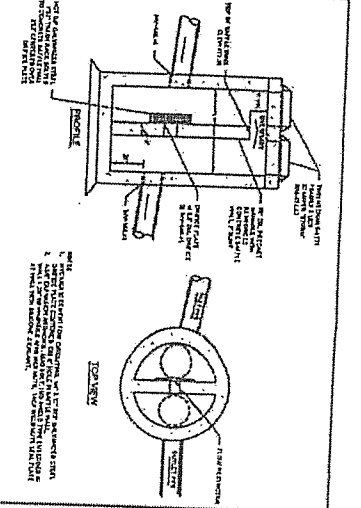
STRIPING DETAIL



CONCRETE WHEEL STOP



OUTLET CONTROL STRUCTURE DETAIL




PINNACLE ENGINEERING GROUP
 CONSULTING ENGINEERS
 111 S. WASHINGTON ST., SUITE 200
 CHICAGO, ILLINOIS 60604
 TEL: (773) 399-1100
 FAX: (773) 399-1101
 WWW.PINNACLE-ENGR.COM

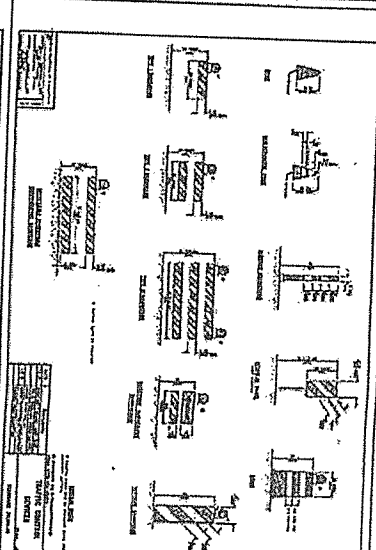
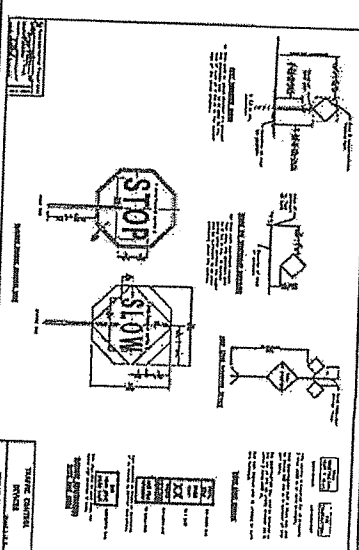
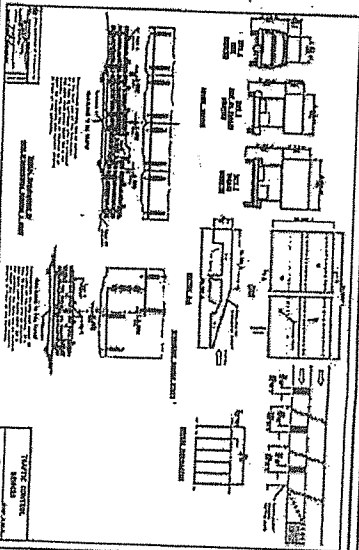
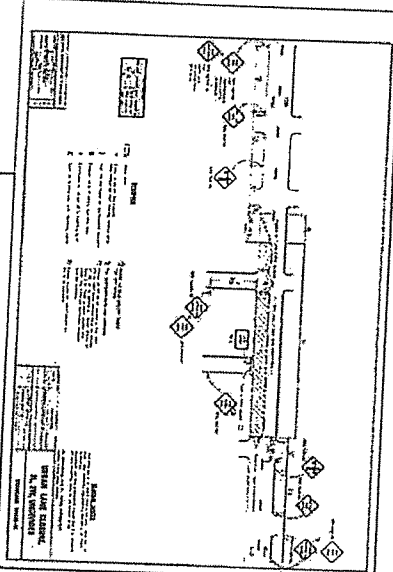
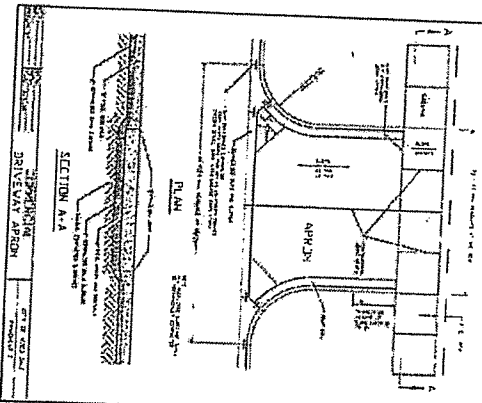
BRYN MAWR
INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

NO.	DATE	DESCRIPTION	BY	CHKD.

NO.	DATE	DESCRIPTION	BY	CHKD.

CONSTRUCTION STANDARDS

PROJECT NO.	
DATE	
SCALE	
SHEET	C-14
TOTAL SHEETS	C-14



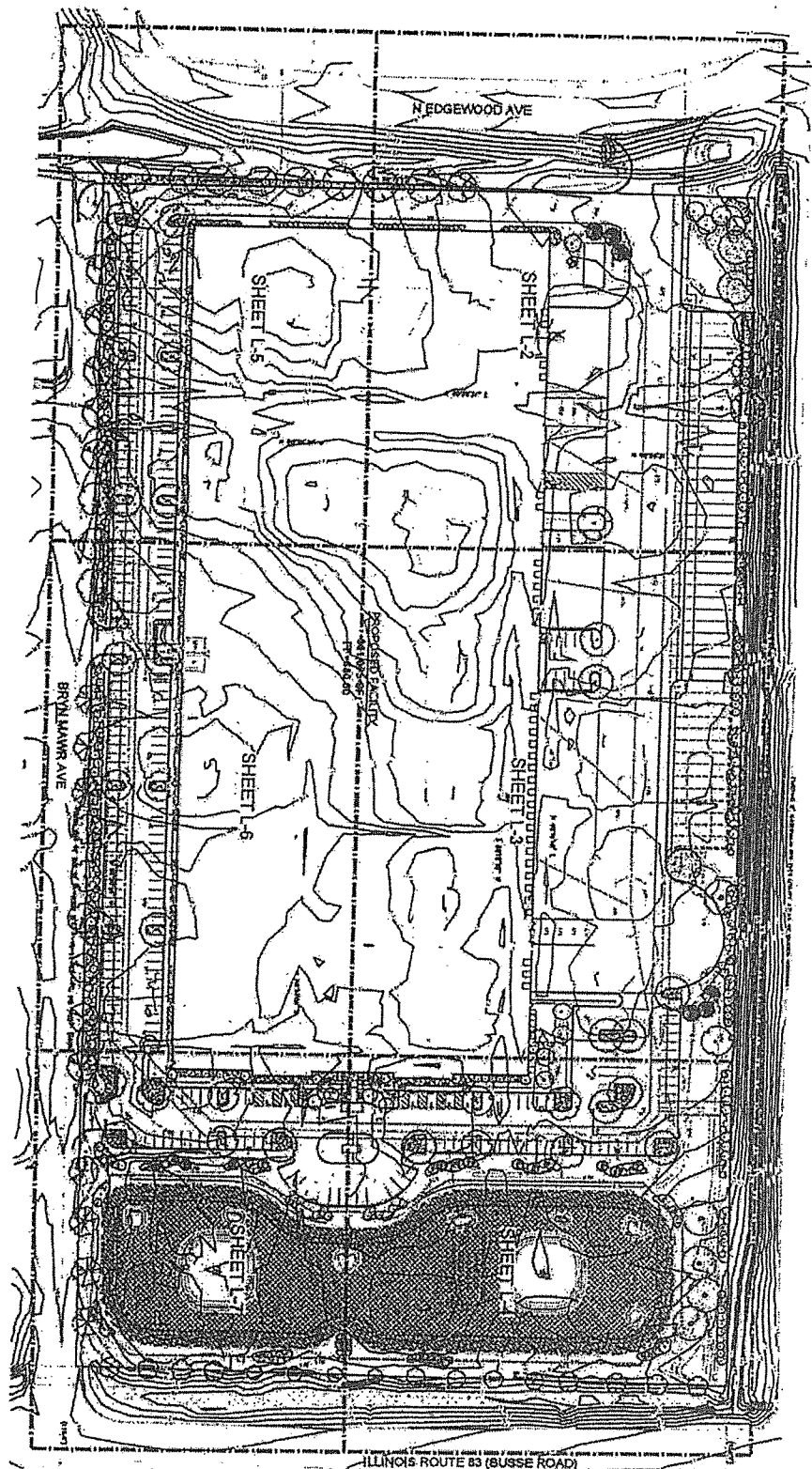
Pinnacle Engineering Group
 11111 N. Edgewood Ave., Suite 100
 Chicago, IL 60631
 Tel: 773.331.1333
 Fax: 773.331.1334
 www.pinnacle-engr.com

PLAN DESIGN DELIVER
 BRYN MAWR
 INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

NO.	DATE	DESCRIPTION	BY	CHKD
1	08/11/11	ISSUED FOR PERMITS	MM	MM
2	08/11/11	REVISED PER COMMENTS	MM	MM
3	08/11/11	REVISED PER COMMENTS	MM	MM
4	08/11/11	REVISED PER COMMENTS	MM	MM
5	08/11/11	REVISED PER COMMENTS	MM	MM
6	08/11/11	REVISED PER COMMENTS	MM	MM
7	08/11/11	REVISED PER COMMENTS	MM	MM
8	08/11/11	REVISED PER COMMENTS	MM	MM
9	08/11/11	REVISED PER COMMENTS	MM	MM
10	08/11/11	REVISED PER COMMENTS	MM	MM

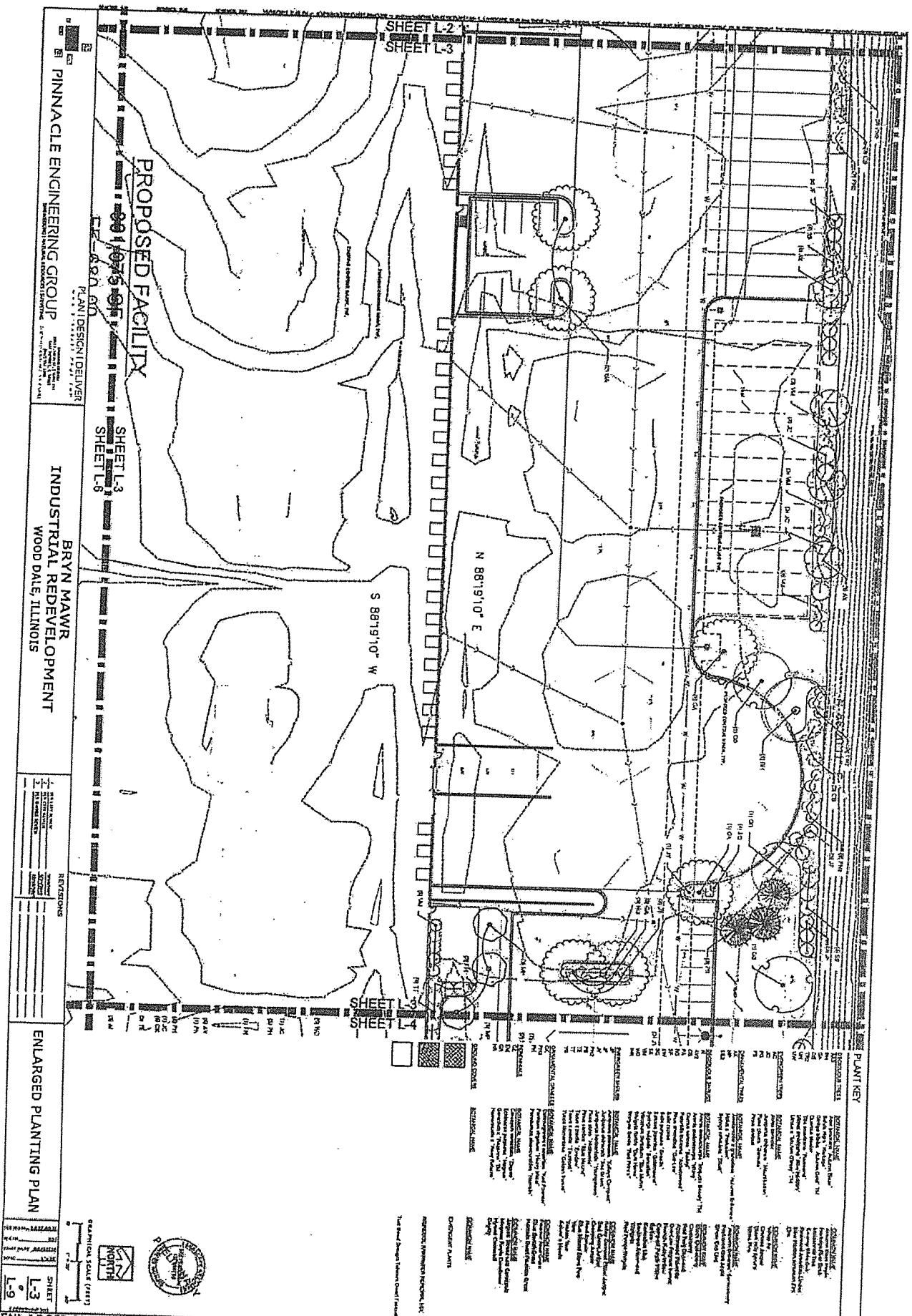
LANDSCAPE SHEET
 OVERVIEW

SHEET
 L-1
 OF
 L-9



SHEET INDEX

NO.	DATE	DESCRIPTION	BY	CHKD
1	08/11/11	ISSUED FOR PERMITS	MM	MM
2	08/11/11	REVISED PER COMMENTS	MM	MM
3	08/11/11	REVISED PER COMMENTS	MM	MM
4	08/11/11	REVISED PER COMMENTS	MM	MM
5	08/11/11	REVISED PER COMMENTS	MM	MM
6	08/11/11	REVISED PER COMMENTS	MM	MM
7	08/11/11	REVISED PER COMMENTS	MM	MM
8	08/11/11	REVISED PER COMMENTS	MM	MM
9	08/11/11	REVISED PER COMMENTS	MM	MM
10	08/11/11	REVISED PER COMMENTS	MM	MM



PINNACLE ENGINEERING GROUP
 PLANNING DESIGN DELIVER
 1001 W. WASHINGTON ST. SUITE 200
 CHICAGO, IL 60606
 TEL: 312.467.1000
 WWW.PINNACLE-ENGR.COM

BRYN MAWR INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

REVISIONS

NO.	DATE	DESCRIPTION

ENLARGED PLANTING PLAN

GRAPHICAL SCALE (FEET)
 0 10 20 30 40 50 60 70 80 90 100

SHEET L-3
 L-9

PLANTING

PLANTING SCHEDULE

PLANTING NOTES

PLANTING SPECIFICATIONS

PLANTING MATERIALS

PLANTING METHODS

PLANTING MAINTENANCE

PLANTING RECORDS

PLANTING CONTRACT

PLANTING INSURANCE

PLANTING LIABILITY

PLANTING WARRANTIES

PLANTING DISPUTES

PLANTING FORCE MAJEURE

PLANTING ASSIGNMENT

PLANTING SUBROGATION

PLANTING RELEASE

PLANTING RELEASE OF LIABILITY

PLANTING RELEASE OF CONTRACT

PLANTING RELEASE OF OBLIGATION

PLANTING RELEASE OF DEFENSE

PLANTING RELEASE OF DAMAGES

PLANTING RELEASE OF COSTS

PLANTING RELEASE OF FEES

PLANTING RELEASE OF EXPENSES

PLANTING RELEASE OF PROFITS

PLANTING RELEASE OF REVENUE

PLANTING RELEASE OF INCOME

PLANTING RELEASE OF ASSETS

PLANTING RELEASE OF LIABILITIES

PLANTING RELEASE OF EQUITY

PLANTING RELEASE OF INTEREST

PLANTING RELEASE OF DIVIDENDS

PLANTING RELEASE OF BONUSES

PLANTING RELEASE OF COMMISSIONS

PLANTING RELEASE OF SALARIES

PLANTING RELEASE OF WAGES

PLANTING RELEASE OF BENEFITS

PLANTING RELEASE OF PENSIONS

PLANTING RELEASE OF RETIREMENT

PLANTING RELEASE OF ANNUITIES

PLANTING RELEASE OF IRAs

PLANTING RELEASE OF 401(k)s

PLANTING RELEASE OF 403(b)s

PLANTING RELEASE OF 529s

PLANTING RELEASE OF UGAs

PLANTING RELEASE OF 528s

PLANTING RELEASE OF 529c

PLANTING RELEASE OF 529d

PLANTING RELEASE OF 529e

PLANTING RELEASE OF 529f

PLANTING RELEASE OF 529g

PLANTING RELEASE OF 529h

PLANTING RELEASE OF 529i

PLANTING RELEASE OF 529j

PLANTING RELEASE OF 529k

PLANTING RELEASE OF 529l

PLANTING RELEASE OF 529m

PLANTING RELEASE OF 529n

PLANTING RELEASE OF 529o

PLANTING RELEASE OF 529p

PLANTING RELEASE OF 529q

PLANTING RELEASE OF 529r

PLANTING RELEASE OF 529s

PLANTING RELEASE OF 529t

PLANTING RELEASE OF 529u

PLANTING RELEASE OF 529v

PLANTING RELEASE OF 529w

PLANTING RELEASE OF 529x

PLANTING RELEASE OF 529y

PLANTING RELEASE OF 529z

PINNACLE ENGINEERING GROUP
 1200 WEST 12TH AVENUE, SUITE 200
 DENVER, COLORADO 80202
 PHONE: 303.733.8800
 WWW.PINNACLE-ENGR.COM

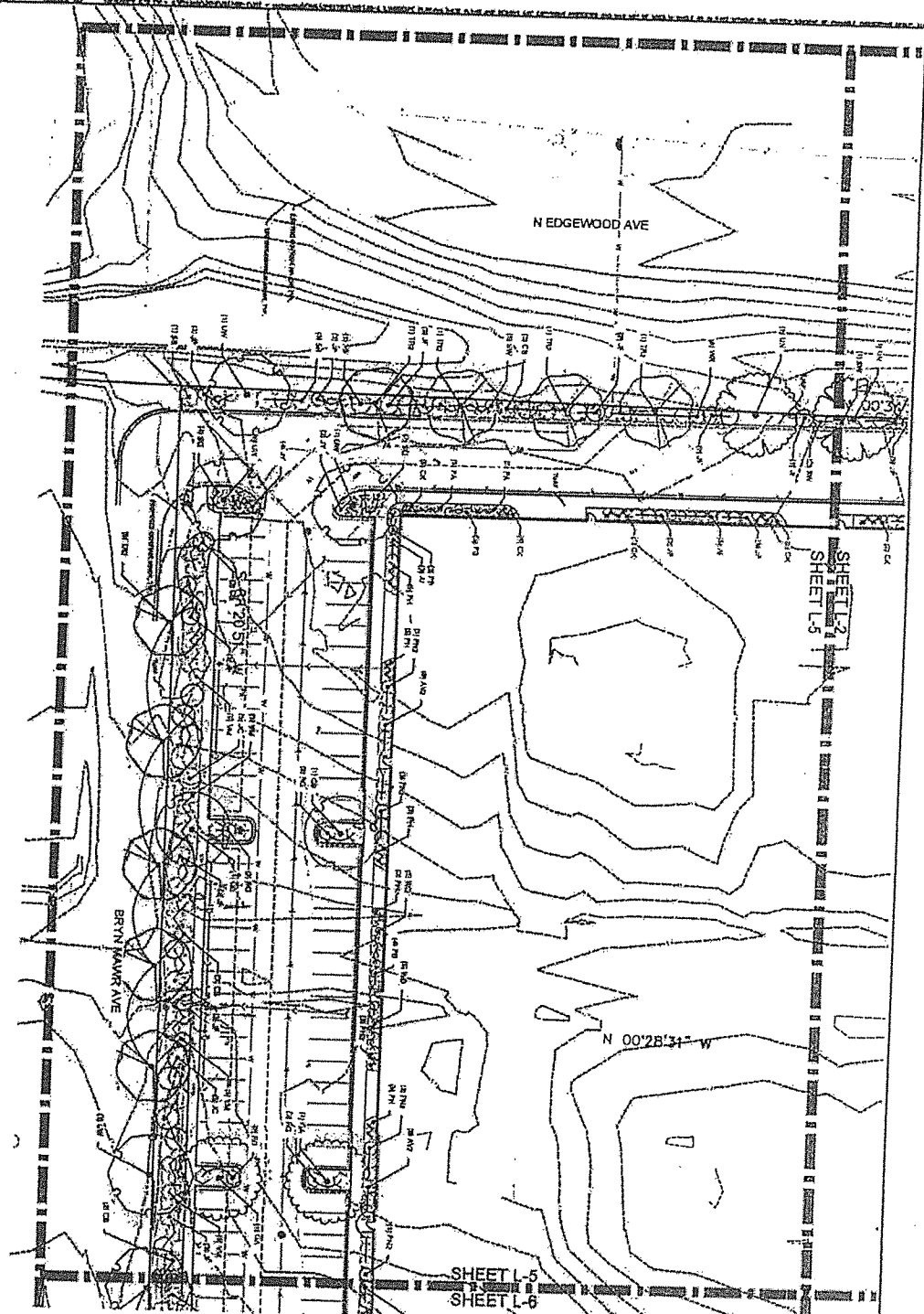
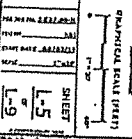
PLAN/DESIGN/DELIVER

BRYN MAWR INDUSTRIAL REDEVELOPMENT
 WOOD DALE, ILLINOIS

REGIONS

REGION	DESCRIPTION
1	EXISTING
2	NEW
3	REMOVED
4	PROPOSED

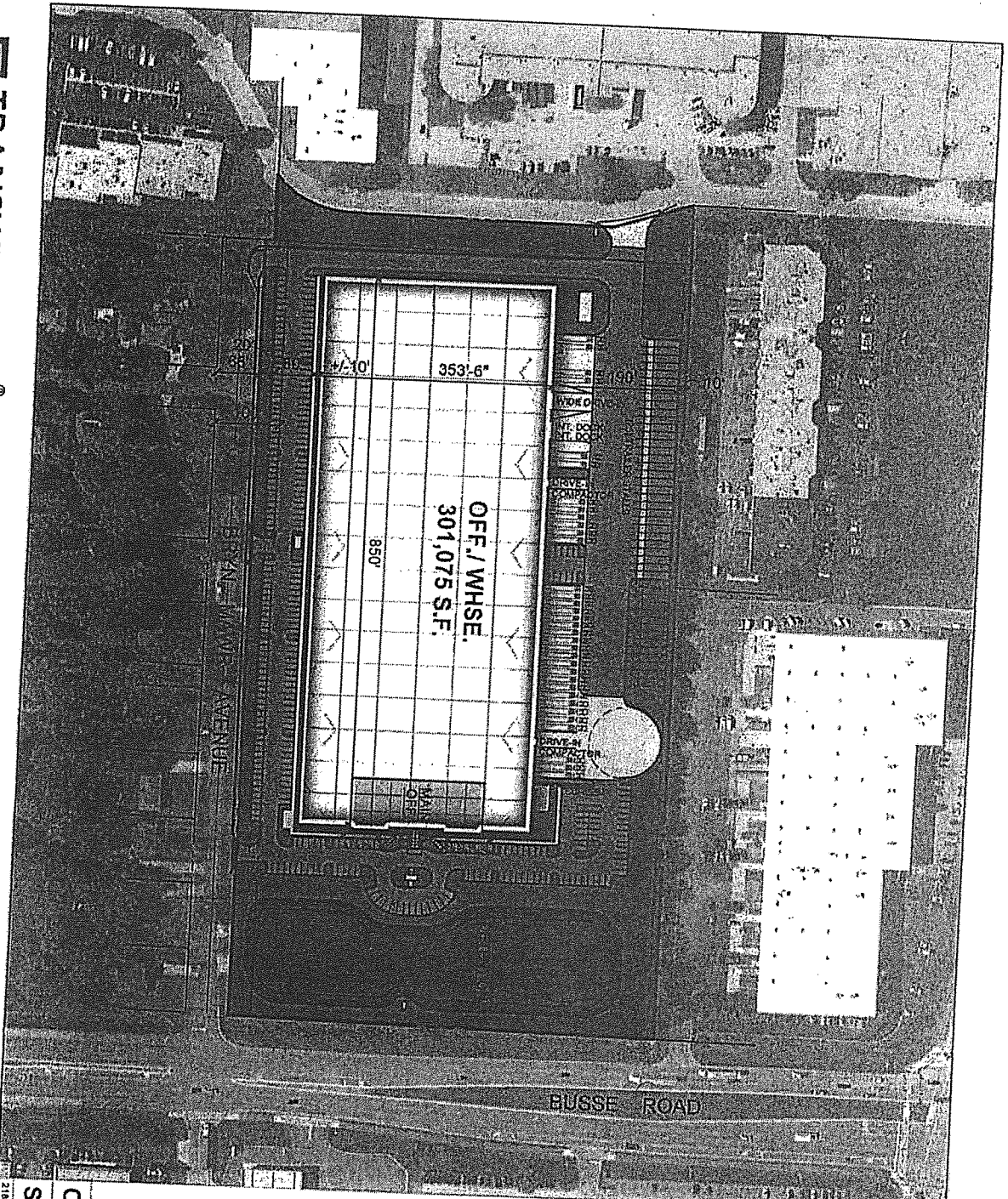
ENLARGED PLANTING PLAN



PLANT KEY

	GENERAL TREE Tree Symbol: Tree Symbol Tree Name: Tree Name Tree Size: Tree Size Tree Spacing: Tree Spacing Tree Notes: Tree Notes
	GENERAL SHRUB Shrub Symbol: Shrub Symbol Shrub Name: Shrub Name Shrub Size: Shrub Size Shrub Spacing: Shrub Spacing Shrub Notes: Shrub Notes
	FLOWERING TREE Flowering Tree Symbol: Flowering Tree Symbol Flowering Tree Name: Flowering Tree Name Flowering Tree Size: Flowering Tree Size Flowering Tree Spacing: Flowering Tree Spacing Flowering Tree Notes: Flowering Tree Notes
	FLOWERING SHRUB Flowering Shrub Symbol: Flowering Shrub Symbol Flowering Shrub Name: Flowering Shrub Name Flowering Shrub Size: Flowering Shrub Size Flowering Shrub Spacing: Flowering Shrub Spacing Flowering Shrub Notes: Flowering Shrub Notes
	GENERAL TREE Tree Symbol: Tree Symbol Tree Name: Tree Name Tree Size: Tree Size Tree Spacing: Tree Spacing Tree Notes: Tree Notes
	GENERAL SHRUB Shrub Symbol: Shrub Symbol Shrub Name: Shrub Name Shrub Size: Shrub Size Shrub Spacing: Shrub Spacing Shrub Notes: Shrub Notes
	GENERAL TREE Tree Symbol: Tree Symbol Tree Name: Tree Name Tree Size: Tree Size Tree Spacing: Tree Spacing Tree Notes: Tree Notes
	GENERAL SHRUB Shrub Symbol: Shrub Symbol Shrub Name: Shrub Name Shrub Size: Shrub Size Shrub Spacing: Shrub Spacing Shrub Notes: Shrub Notes
	GENERAL TREE Tree Symbol: Tree Symbol Tree Name: Tree Name Tree Size: Tree Size Tree Spacing: Tree Spacing Tree Notes: Tree Notes
	GENERAL SHRUB Shrub Symbol: Shrub Symbol Shrub Name: Shrub Name Shrub Size: Shrub Size Shrub Spacing: Shrub Spacing Shrub Notes: Shrub Notes
	GENERAL TREE Tree Symbol: Tree Symbol Tree Name: Tree Name Tree Size: Tree Size Tree Spacing: Tree Spacing Tree Notes: Tree Notes
	GENERAL SHRUB Shrub Symbol: Shrub Symbol Shrub Name: Shrub Name Shrub Size: Shrub Size Shrub Spacing: Shrub Spacing Shrub Notes: Shrub Notes

DATE: 08/20/2018
 TIME: 10:00 AM
 PROJECT: BRYN MAWR INDUSTRIAL REDEVELOPMENT, LLC
 SHEET: ENLARGED PLANTING PLAN



CONCEPTUAL NEW FACILITY FOR: **EXHIBIT G**
NEW OFFICE/WAREHOUSE
WOOD DALE, ILLINOIS

SITE AREA (+/-18.77 AC.)	4/-917,540 S.F.
DETENTION	4/-83,750 S.F.
BUILDING AREA	
1ST FLOOR MAIN OFFICE	15,000 S.F.
WAREHOUSE	286,075 S.F.
TOTAL BUILDING FOOTPRINT	301,075 S.F.
MEZZANINE	15,000 S.F.
TOTAL BUILDING AREA	316,075 S.F.
CAR PARKING PROVIDED	280 CARS
DRIVE IN OVERHEAD DOORS	
12'-0" WIDE DOORS	2 DOORS
28'-0" WIDE DOORS	1 DOOR
TOTAL DRIVE-IN DOORS	3 DOORS
TOTAL EXTERIOR DOCKS	34 DOCKS
OPEN INTERIOR DOCKS (CRANE AREA)	2 DOCKS
TRAILER STALLS	31 STALLS
CLEAR HEIGHT	36'-0"

OPTION #2E14
SITE PLAN

