
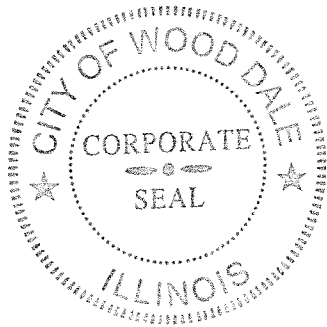


STATE OF ILLINOIS        )  
  ) SS  
COUNTY OF DU PAGE     )

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-19-038 AN ORDINANCE APPROVING A SPECIAL USE FOR A **PLANNED UNIT DEVELOPMENT FOR THE BRYN MAWR AVENUE ADDITION TO WOOD DALE PROPERTY 800 N. IL ROUTE 83, WOOD DALE, ILLINOIS 60191** 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 21<sup>ST</sup> day of November, 2019.

  
Maura Montalvo, Deputy City Clerk

SEAL



**Ordinance #O-19-038**

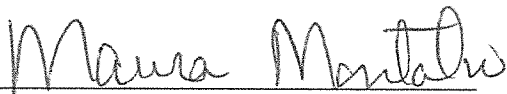
**AN ORDINANCE APPROVING A SPECIAL USE FOR A PLANNED UNIT  
DEVELOPMENT FOR THE BRYN MAWR AVENUE ADDITION TO WOOD DALE  
PROPERTY 800 N. IL ROUTE 83, WOOD DALE, ILLINOIS 60191**

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-19-038

**AN ORDINANCE APPROVING A SPECIAL USE FOR A PLANNED UNIT  
DEVELOPMENT FOR THE BRYN MAWR AVENUE ADDITION TO WOOD DALE  
PROPERTY 800 N. IL ROUTE 83, WOOD DALE, ILLINOIS 60191**

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. 0-19-038

**AN ORDINANCE APPROVING A SPECIAL USE  
FOR A PLANNED UNIT DEVELOPMENT FOR  
THE BRYN MAWR AVENUE ADDITION TO WOOD DALE PROPERTY  
800 N. IL ROUTE 83, WOOD DALE, ILLINOIS 60191**

**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. (“Petitioner”), has petitioned the City for approval of a Special Use, Planned Unit Development, for the improvement of the property, commonly identified (after annexation ) as 800 N. IL Route 83, Wood Dale (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, AND ALL OF PINE AVENUE, LYING NORTH OF THE NORTH RIGHT-OF-WAY LINE OF BRYN MAWR AVENUE, ALL OF ARDMORE AVENUE LYING EAST OF THE EAST RIGHT-OF-WAY LINE OF PINE AVENUE AND THE NORTH 33.91 FEET OF BRYN MAWR AVENUE LYING WEST OF THE WEST RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 83, 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 OF SAID BRANIGAR’S MOHAWK MANOR, 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**, a Special Use Permit to allow a Planned Unit Development is authorized under section 17.503.P of the Unified Development Ordinance (“UDO”) in the I-1 Light Industrial Zoning District; and

**WHEREAS**, on October 21, 2019, the Community Development Commission held a public hearing on the proposed Special Use Permit for a Planned Unit Development, following the necessary publication of a legal notice pursuant thereto, as required by law; and

**WHEREAS**, the Community Development Commission considered the facts and testimony for Case Number 2019-CDC-11 and determined that the proposed Final Development Plan meets the standards of approval for a Special Use Permit for a Planned Unit Development and that the Final Development Plan is consistent with the UDO and the City’s Comprehensive Plan, with the following approved deviations (as identified on the Final Development Plan) from the UDO:

(i) Service & Auto Curb-Cut Width: A deviation from Section 17.607(D)(3)(c)(3)(C) to allow for driveway widths which exceed 34 feet in width at the right-of-way line of Bryn Mawr and N. Edgewood Avenue and which exceed 44 feet in width at each roadway line, as such driveway widths are depicted on the "Site Dimensional Paving Plan" (Sheet C-5), comprising a portion of the Engineering Improvement Plans of the PUD.

(ii) Elimination of Build-to-Line Requirement: Build-to-Line Requirement: A deviation from Section 17.605(c)(14) to eliminate compliance with the front build-to-line to accommodate a stormwater detention basin along the eastern property line.

(iii) Elimination of Trash Enclosure: A deviation from Section 17.502(A)(j)(3) to allow for incorporation into the Project of a trash compactor without the need for strict compliance with enclosure requirements due to the screening provided by the Project design.

**WHEREAS**, 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 with the following conditions:

1. The Special Use Permit for a 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;
3. An examination of the elevation of one of the Bryn Mawr access points;
4. Consideration of the use of emergency exits/egress with traffic flow;
5. Review of the water/well concerns with demolition/pre--demolition as well as in relation to the current residential area to the south;
6. Site supervision as well as protection (safety);
7. Review of permitting by DuPage County and/or other entities (DuPage County Health Department); and
8. Consideration of an additional entrance off of Edgewood; and

**WHEREAS**, since the adoption of the Community Development Commission approval with conditions, City staff has worked the Petitioner to address the conditions recommended by the Community Development Commission and has addressed them in the development plan and/or has verified proper permitting will be required throughout the development of the Subject Property as approved; and

**WHEREAS**, the Planning, Zoning and Building Committee of the City Council of the City of Wood Dale reviewed the findings made by the Community Development Commission, and comments provided by City Staff, and voted to refer this matter to the City Council for consideration; and

**WHEREAS**, the City Council of the City of Wood Dale has received the recommendation of the Planning, Zoning and Building Committee and of the Community Development Commission, and has reviewed the findings made relative to the application, and upon its consideration, determined to approve the request for a Special Use Permit for a Planned Unit Development in the I-1 Light Industrial District zoning subject to stated conditions herein.

**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 is hereby granted a Special Use Permit for a Planned Unit Development, pursuant to the Final Development Plan dated November 7, 2019, which identifies the following deviations to the UDO:

(i) Service & Auto Curb-Cut Width: A deviation from Section 17.607(D)(3)(c)(3)(C) to allow for driveway widths which exceed 34 feet in width at the right-of-way line of Bryn Mawr and N. Edgewood Avenue and which exceed 44 feet in width at each roadway line, as such driveway widths are depicted on the "Site Dimensional Paving Plan" (Sheet C-5), comprising a portion of the Engineering Improvement Plans of the PUD.

(ii) Elimination of Build-to-Line Requirement: Build-to-Line Requirement: A deviation from Section 17.605(c)(14) to eliminate compliance with the front build-to-line to accommodate a stormwater detention basin along the eastern property line.

(iii) Elimination of Trash Enclosure: A deviation from Section 17.502(A)(j)(3) to allow for incorporation into the Project of a trash compactor without the need for strict compliance with enclosure requirements due to the screening provided by the Project design.

Which approval is subject to the following conditions:

1. The Special Use Permit for a 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, and

2. Final engineering approval.

**SECTION THREE:** Any use now or hereafter allowed as a permitted use under the I-1 Light Industrial District shall be permitted on the Subject Property without necessity of further hearings or zoning relief.

**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 21st day of November, 2019

AYES: 7

NAYS: 0

ABSENT: 1

APPROVED this 21st day of November, 2019

SIGNED: Annuziato Pulice  
Annuziato Pulice, Mayor

ATTEST: Maura Montalvo  
Deputy City Clerk

Published in pamphlet form Nov 21, 2019

**EXHIBIT A**

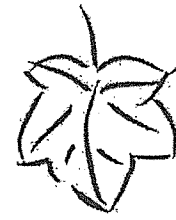
**STAFF MEMORANDUM DATED OCTOBER 21, 2019**

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

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**REQUEST**

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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**

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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

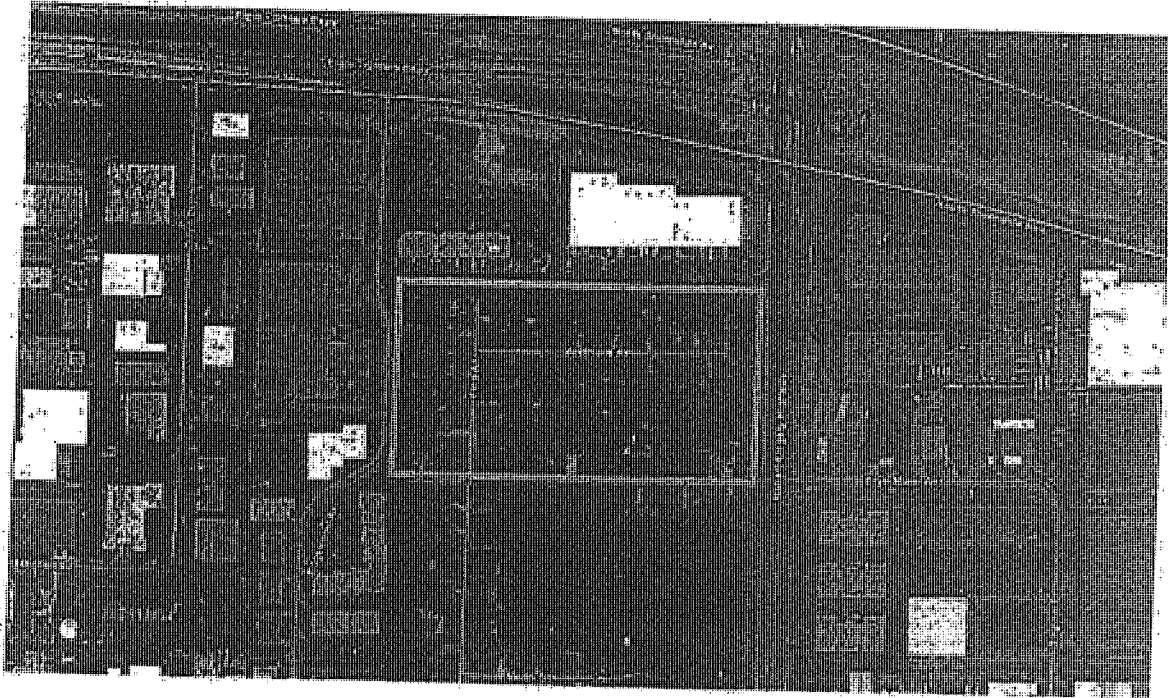
**Project Description**

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	<b>300-feet</b>
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.

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

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.

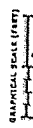
Not applicable as the applicant is applying for a combined Concept, Preliminary and Final Plat approval process.

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.

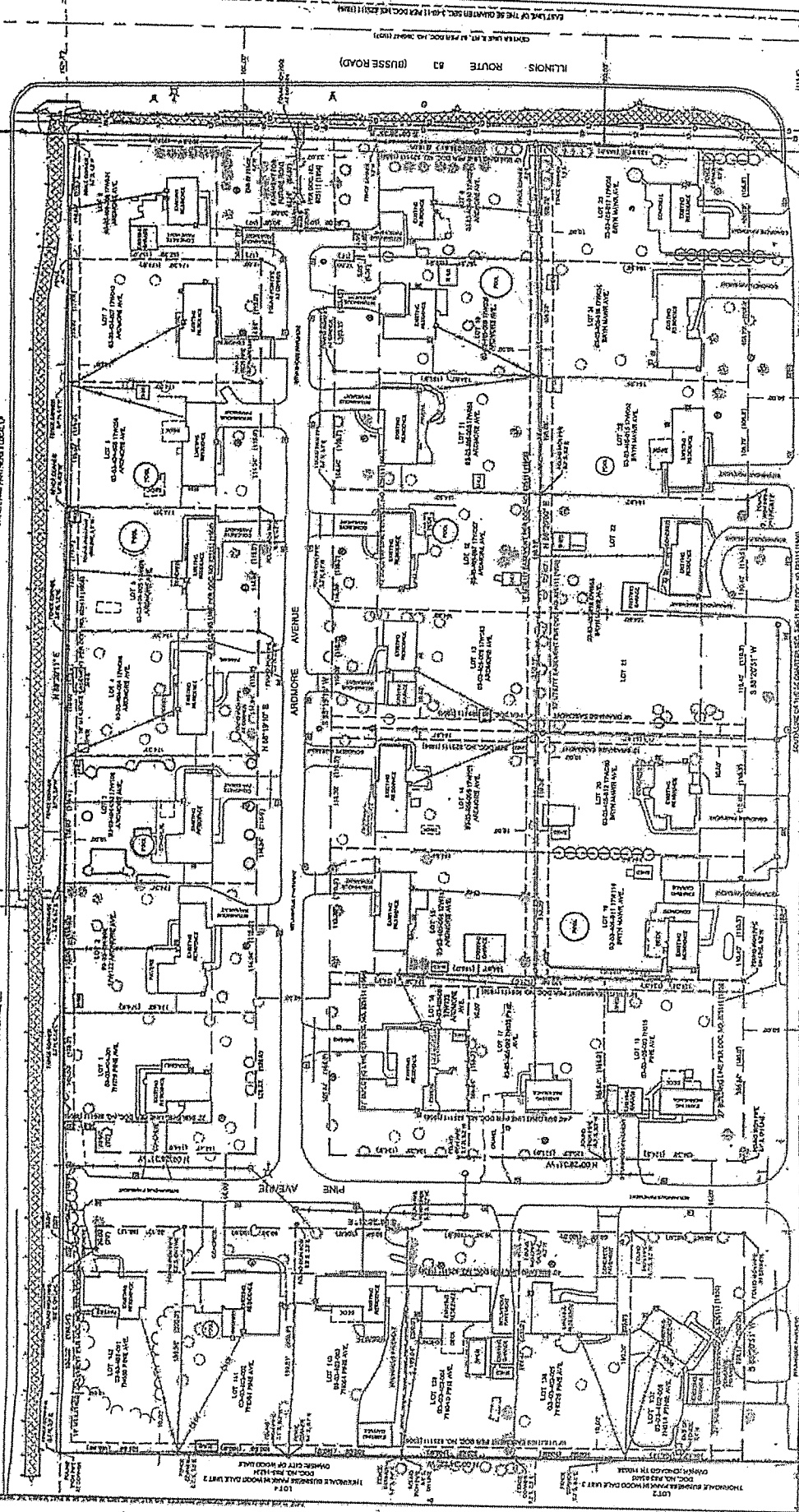
The Final Plat of Subdivision conforms to the Comprehensive Plan, the Official Zoning Map, Article IV of Chapter 17, applicable City ordinances and planning policies of the City.

# ALTA/NSPS LAND TITLE SURVEY

Exhibit B



THORNTON SUBSEPARATE FROM WOOD DALE DISTRICT, ILL.  
 CHINA, ILL. AND PART OF LOT 10, ILL.



- LEGEND OF SYMBOLS**
- 1. Easement
  - 2. Easement
  - 3. Easement
  - 4. Easement
  - 5. Easement
  - 6. Easement
  - 7. Easement
  - 8. Easement
  - 9. Easement
  - 10. Easement
  - 11. Easement
  - 12. Easement
  - 13. Easement
  - 14. Easement
  - 15. Easement
  - 16. Easement
  - 17. Easement
  - 18. Easement
  - 19. Easement
  - 20. Easement
  - 21. Easement
  - 22. Easement
  - 23. Easement
  - 24. Easement
  - 25. Easement
- LEGEND OF LINES**
- 1. Easement
  - 2. Easement
  - 3. Easement
  - 4. Easement
  - 5. Easement
  - 6. Easement
  - 7. Easement
  - 8. Easement
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  - 11. Easement
  - 12. Easement
  - 13. Easement
  - 14. Easement
  - 15. Easement
  - 16. Easement
  - 17. Easement
  - 18. Easement
  - 19. Easement
  - 20. Easement
  - 21. Easement
  - 22. Easement
  - 23. Easement
  - 24. Easement
  - 25. Easement

**PINNACLE ENGINEERING GROUP**  
 1100 W. WOOD DALE AVENUE  
 WOOD DALE, ILL. 60191  
 (708) 401-1100  
 www.pinnacle-eng.com

**LOTS 1-25 & 137-142 BRANIGAR'S  
 MOHAWK MANOR**  
 WOOD DALE, ILL.

ALTA/NSPS LAND  
 TITLE SURVEY

REVISIONS

NO.	DATE	DESCRIPTION

SHEET 1 OF 2  
 11/14/2014  
 11/14/2014  
 11/14/2014  
 11/14/2014

STATE OF ILLINOIS  
 DEPARTMENT OF LAND SURVEYING  
 CENTER LINE, N. 1/2 SECTION 10, T.14N. R.10E. (BUSE ROAD)

\* www.pinnacle-eng.com







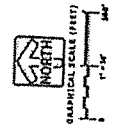
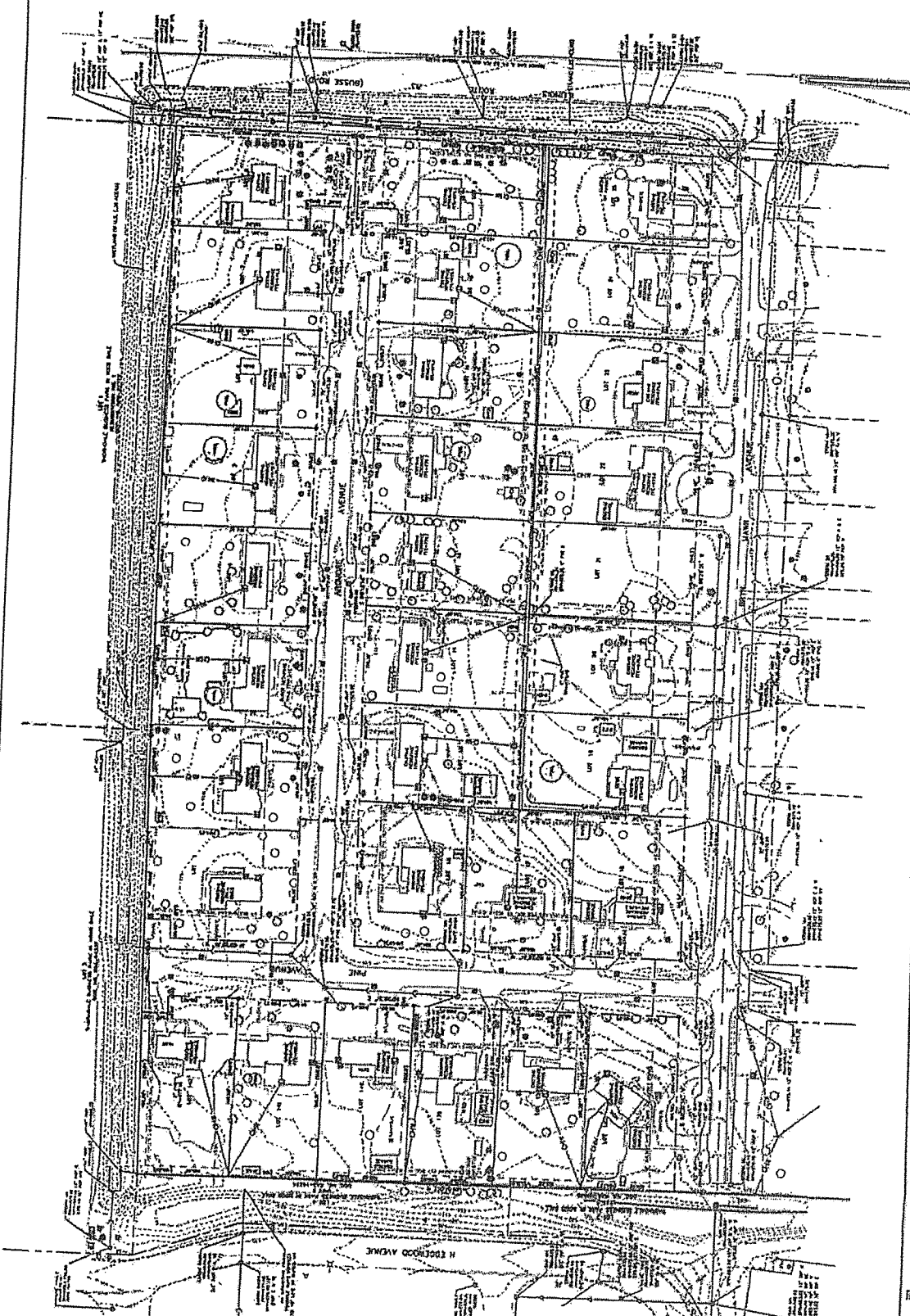












SHEET	C-3
OF	C-14

EXISTING CONDITIONS  
PLAN

REVISIONS	
NO.	DESCRIPTION
1	AS SHOWN
2	AS SHOWN
3	AS SHOWN
4	AS SHOWN
5	AS SHOWN
6	AS SHOWN
7	AS SHOWN
8	AS SHOWN
9	AS SHOWN
10	AS SHOWN

BRYN MAWR  
INDUSTRIAL REDEVELOPMENT  
WOOD DALE, ILLINOIS

PLANNING DESIGN DELIVER  
Pinnacle Engineering Group  
1111 N. Edgemoor Avenue  
Wood Dale, IL 60191  
TEL: 708.481.1111  
WWW.PINNACLE-ENGR.COM



**SITE DIMENSIONAL AND PAVING NOTES**

1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND INCHES.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVE UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE SIDEWALK UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE CURB UNLESS OTHERWISE NOTED.
8. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE NOTED.
9. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PATIO UNLESS OTHERWISE NOTED.
10. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DECK UNLESS OTHERWISE NOTED.
11. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PORCH UNLESS OTHERWISE NOTED.
12. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE TERRACE UNLESS OTHERWISE NOTED.
13. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE BALCONY UNLESS OTHERWISE NOTED.
14. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE STAIR UNLESS OTHERWISE NOTED.
15. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ELEVATOR UNLESS OTHERWISE NOTED.
16. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE RAMP UNLESS OTHERWISE NOTED.
17. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE WALKWAY UNLESS OTHERWISE NOTED.
18. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE BIKEWAY UNLESS OTHERWISE NOTED.
19. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PLAYGROUND UNLESS OTHERWISE NOTED.
20. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE SPORTS FIELD UNLESS OTHERWISE NOTED.

**LEGEND**

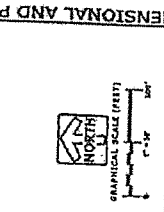
1	CONCRETE DRIVEWAY
2	ASPHALT DRIVEWAY
3	GRAVEL DRIVEWAY
4	GRAVEL DRIVEWAY WITH CURB
5	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK
6	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY
7	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND
8	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD
9	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY
10	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR
11	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP
12	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY
13	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY
14	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND
15	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD
16	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY
17	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR
18	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP
19	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY
20	GRAVEL DRIVEWAY WITH CURB AND SIDEWALK AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY

**STIPPLE/SHADING LEGEND**

1. WALKWAY
2. BIKEWAY
3. PLAYGROUND
4. SPORTS FIELD
5. BALCONY
6. STAIR
7. RAMP
8. WALKWAY AND BIKEWAY
9. WALKWAY AND BIKEWAY AND PLAYGROUND
10. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD
11. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY
12. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR
13. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP
14. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY
15. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY
16. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND
17. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD
18. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY
19. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR
20. WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP AND WALKWAY AND BIKEWAY AND PLAYGROUND AND SPORTS FIELD AND BALCONY AND STAIR AND RAMP

**SITE DATA TABLE**

BY DATE	1/20/20
BY DRAWN	J. SMITH
PROJECT NUMBER	10000000000000000000
DATE IN FORCE	1/20/20
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SCALE	AS SHOWN



**REVISIONS**

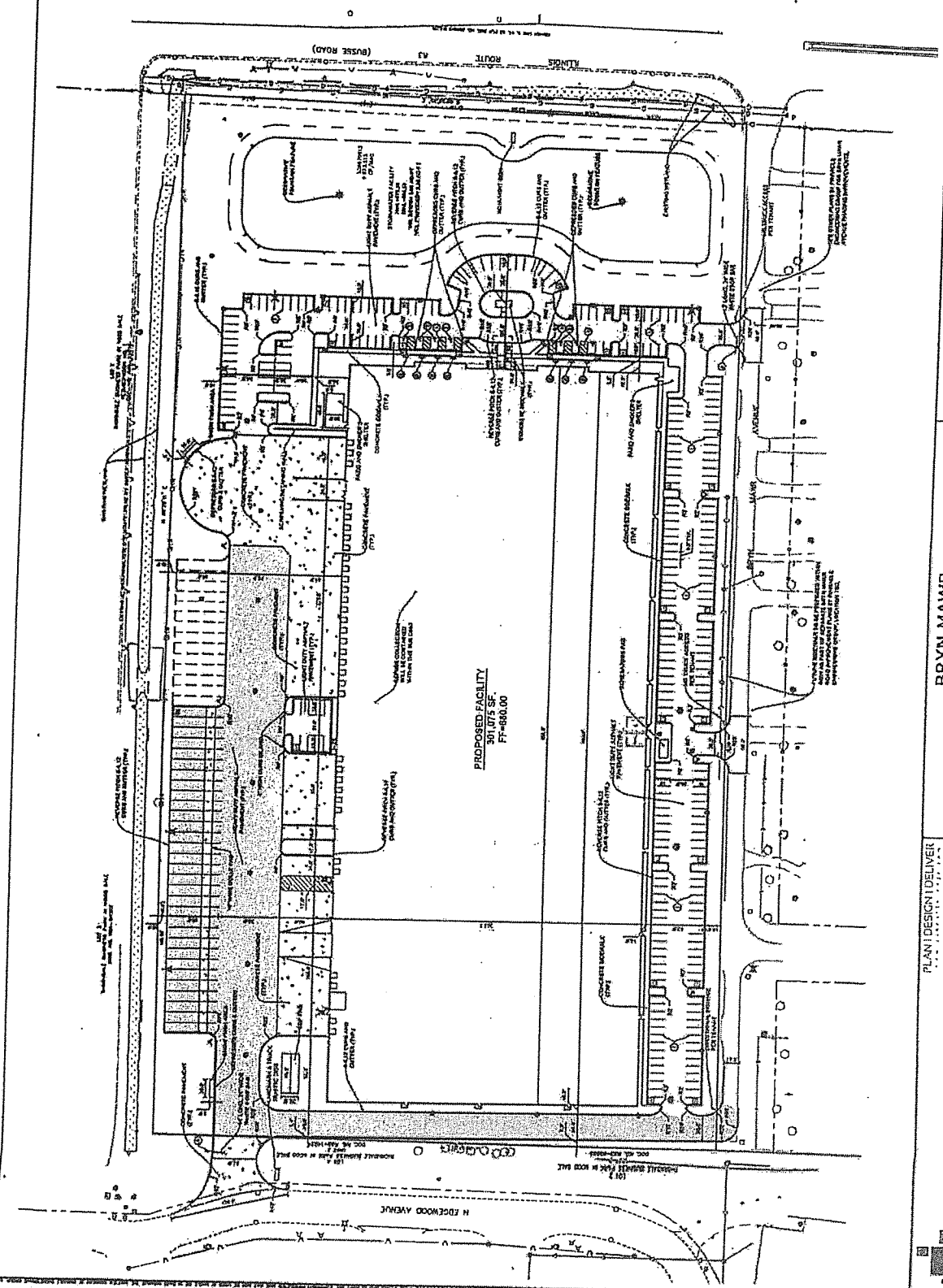
NO.	DATE	DESCRIPTION
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2	1/20/20	ISSUED FOR PERMIT
3	1/20/20	ISSUED FOR PERMIT

**SITE DIMENSIONAL AND PAVING PLAN**

**BRYN MAWR INDUSTRIAL REDEVELOPMENT WOOD DALE, ILLINOIS**

**PLANNING DESIGN DELIVER**

**PINNACLE ENGINEERING GROUP**



**GRADING NOTES**

1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) AND THE ILLINOIS DEPARTMENT OF COMMERCE (IDC).
2. ALL ELEVATIONS ARE IN FEET UNLESS OTHERWISE NOTED.
3. EXISTING ELEVATIONS ARE SHOWN AS DASHED LINES AND PROPOSED ELEVATIONS ARE SHOWN AS SOLID LINES.
4. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) AND THE ILLINOIS DEPARTMENT OF COMMERCE (IDC).
5. ALL ELEVATIONS ARE IN FEET UNLESS OTHERWISE NOTED.
6. EXISTING ELEVATIONS ARE SHOWN AS DASHED LINES AND PROPOSED ELEVATIONS ARE SHOWN AS SOLID LINES.
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8. ALL ELEVATIONS ARE IN FEET UNLESS OTHERWISE NOTED.
9. EXISTING ELEVATIONS ARE SHOWN AS DASHED LINES AND PROPOSED ELEVATIONS ARE SHOWN AS SOLID LINES.
10. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) AND THE ILLINOIS DEPARTMENT OF COMMERCE (IDC).
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19. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) AND THE ILLINOIS DEPARTMENT OF COMMERCE (IDC).
20. ALL ELEVATIONS ARE IN FEET UNLESS OTHERWISE NOTED.

**LEGEND**

- 1. EXISTING FINISHED GRADE
- 2. PROPOSED FINISHED GRADE
- 3. EXISTING ELEVATION
- 4. PROPOSED ELEVATION
- 5. EXISTING SPOT ELEVATION
- 6. PROPOSED SPOT ELEVATION
- 7. EXISTING CURB
- 8. PROPOSED CURB
- 9. EXISTING SIDEWALK
- 10. PROPOSED SIDEWALK
- 11. EXISTING DRIVEWAY
- 12. PROPOSED DRIVEWAY
- 13. EXISTING DRIVE
- 14. PROPOSED DRIVE
- 15. EXISTING ROAD
- 16. PROPOSED ROAD
- 17. EXISTING RAILROAD
- 18. PROPOSED RAILROAD
- 19. EXISTING UTILITY
- 20. PROPOSED UTILITY
- 21. EXISTING STRUCTURE
- 22. PROPOSED STRUCTURE
- 23. EXISTING WALL
- 24. PROPOSED WALL
- 25. EXISTING FENCE
- 26. PROPOSED FENCE
- 27. EXISTING SIGN
- 28. PROPOSED SIGN
- 29. EXISTING LIGHT
- 30. PROPOSED LIGHT
- 31. EXISTING TREE
- 32. PROPOSED TREE
- 33. EXISTING PLANT
- 34. PROPOSED PLANT
- 35. EXISTING LANDSCAPE
- 36. PROPOSED LANDSCAPE
- 37. EXISTING HEDGING
- 38. PROPOSED HEDGING
- 39. EXISTING BOUNDARY
- 40. PROPOSED BOUNDARY
- 41. EXISTING ADJACENT PROPERTY
- 42. PROPOSED ADJACENT PROPERTY
- 43. EXISTING EASEMENT
- 44. PROPOSED EASEMENT
- 45. EXISTING RIGHT-OF-WAY
- 46. PROPOSED RIGHT-OF-WAY
- 47. EXISTING ZONING
- 48. PROPOSED ZONING
- 49. EXISTING REGULATIONS
- 50. PROPOSED REGULATIONS

**ELEVATIONS**

1. EXISTING FINISHED GRADE
2. PROPOSED FINISHED GRADE
3. EXISTING SPOT ELEVATION
4. PROPOSED SPOT ELEVATION
5. EXISTING CURB
6. PROPOSED CURB
7. EXISTING SIDEWALK
8. PROPOSED SIDEWALK
9. EXISTING DRIVEWAY
10. PROPOSED DRIVEWAY
11. EXISTING DRIVE
12. PROPOSED DRIVE
13. EXISTING ROAD
14. PROPOSED ROAD
15. EXISTING RAILROAD
16. PROPOSED RAILROAD
17. EXISTING UTILITY
18. PROPOSED UTILITY
19. EXISTING STRUCTURE
20. PROPOSED STRUCTURE
21. EXISTING WALL
22. PROPOSED WALL
23. EXISTING FENCE
24. PROPOSED FENCE
25. EXISTING SIGN
26. PROPOSED SIGN
27. EXISTING LIGHT
28. PROPOSED LIGHT
29. EXISTING TREE
30. PROPOSED TREE
31. EXISTING PLANT
32. PROPOSED PLANT
33. EXISTING LANDSCAPE
34. PROPOSED LANDSCAPE
35. EXISTING HEDGING
36. PROPOSED HEDGING
37. EXISTING BOUNDARY
38. PROPOSED BOUNDARY
39. EXISTING ADJACENT PROPERTY
40. PROPOSED ADJACENT PROPERTY
41. EXISTING EASEMENT
42. PROPOSED EASEMENT
43. EXISTING RIGHT-OF-WAY
44. PROPOSED RIGHT-OF-WAY
45. EXISTING ZONING
46. PROPOSED ZONING
47. EXISTING REGULATIONS
48. PROPOSED REGULATIONS

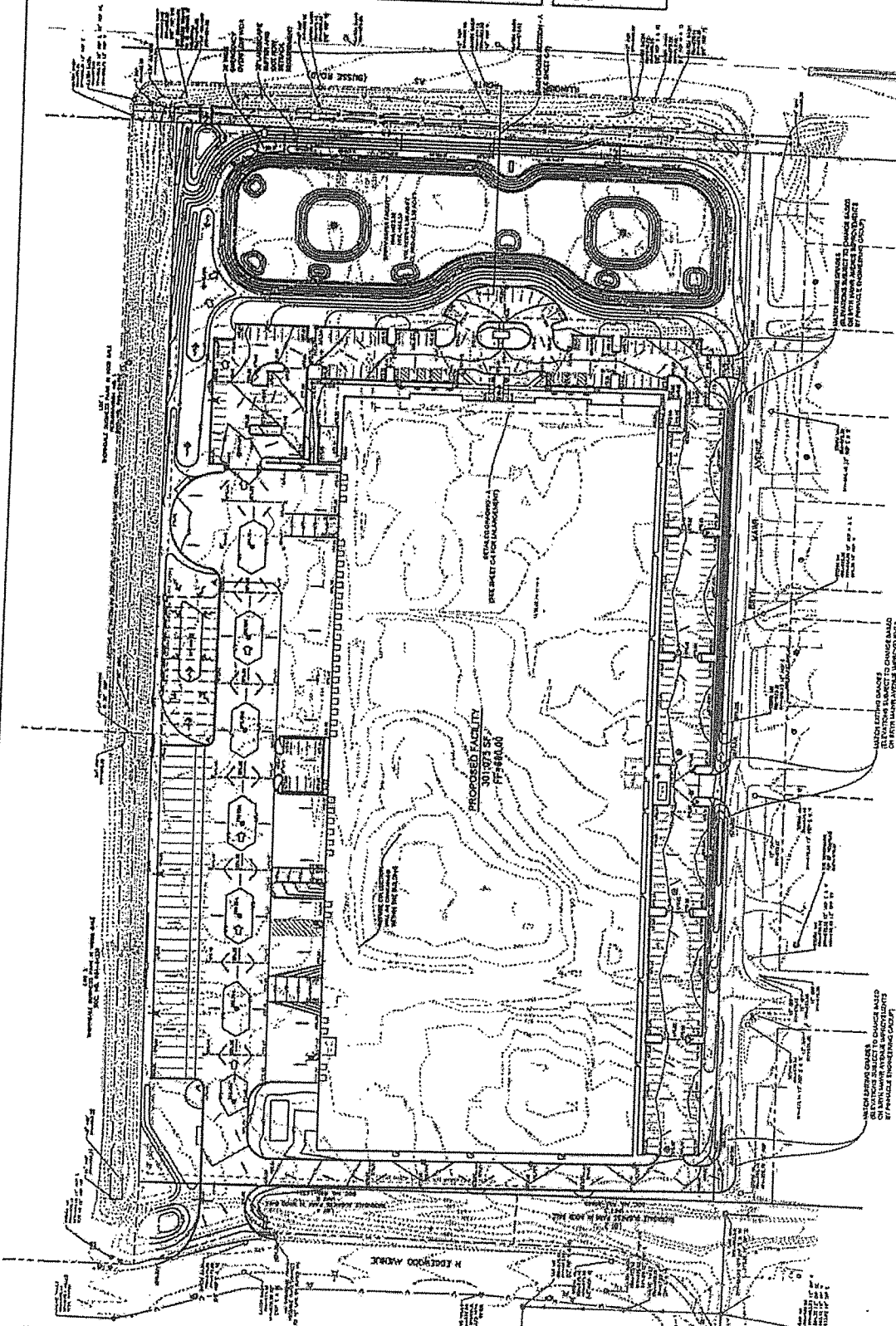


GRAPHIC SCALE (FEET)

0 10 20 30 40 50 60 70 80 90 100

SHEET  
C-6  
OF  
C-14

GRADING PLAN



BRYN MAWR  
INDUSTRIAL REDEVELOPMENT  
WOOD DALE, ILLINOIS

PLANT DESIGN DELIVER

PINNACLE ENGINEERING GROUP

1100 N. LAKE STREET, SUITE 1000  
WILMINGTON, ILLINOIS 62690

PH: 618.241.1100  
FAX: 618.241.1101  
WWW.PINNACLE-ENGR.COM

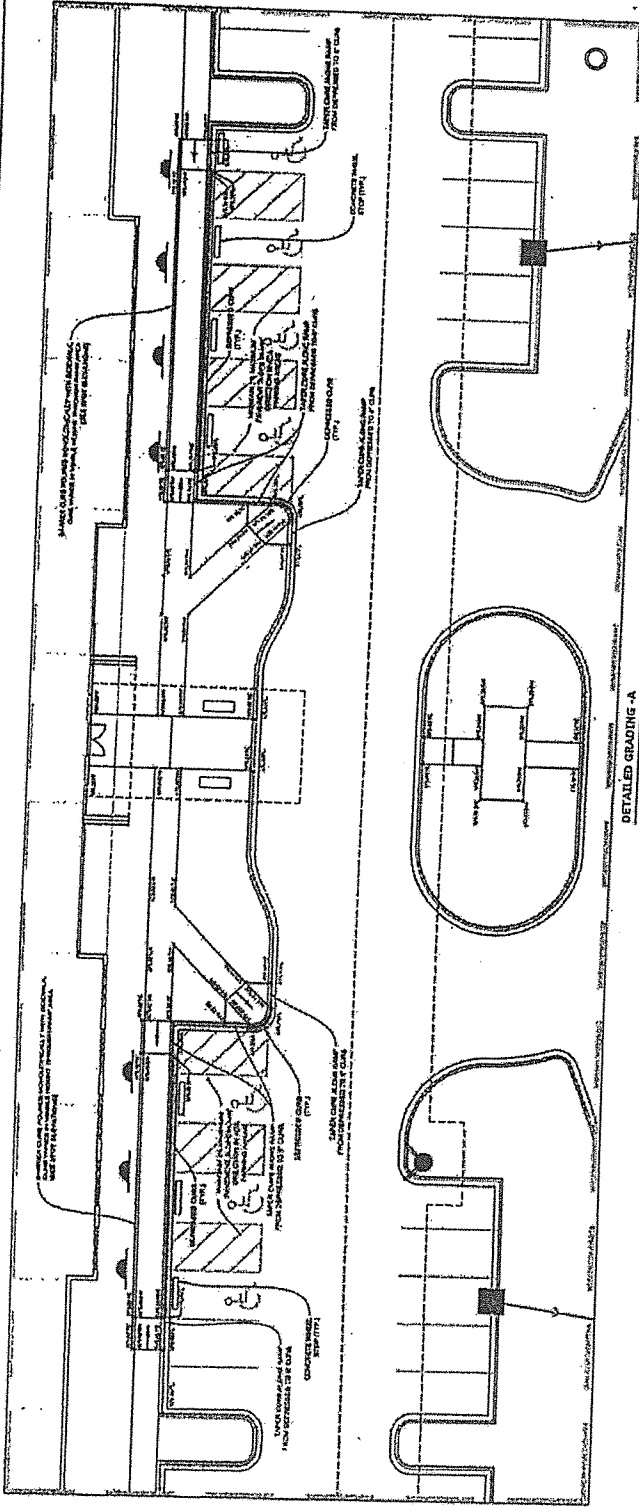
REVISIONS

NO.	DATE	DESCRIPTION	BY	CHKD.
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2		REVISED		
3		REVISED		



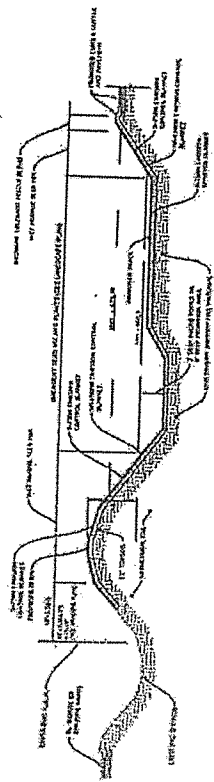






DETAILED GRADING - A  
SCALE 1" = 10'

- ELEVATIONS**
1. CONTIGUOUS AREAS AS SHOWN ON PLAN
  2. NOT ALL ELEVATIONS ARE SHOWN AS PER THE PLAN. THE CURB AND OUTLET AND INLET CHASE ELEVATION SHALL BE THE SAME AS THE ELEVATION OF THE CURB AND OUTLET WALL.
  3. TOP OF CURB - 10' MINIMUM WALL
  4. FINISH GRADE
  5. PROPOSED GRADE
  6. EXISTING GRADE
  7. STRUCTURE ELEVATION



BASIN CROSS SECTION - A  
NOT TO SCALE

SHEET	C-9
OF	C-14

DETAILED GRADING AND CROSS SECTIONS

NO.	DATE	BY	CHKD	REVISIONS
1				
2				
3				

BRYN MAWR INDUSTRIAL REDEVELOPMENT  
WOOD DALE, ILLINOIS

**PINNACLE ENGINEERING GROUP**  
 CONSULTING ENGINEERS AND ARCHITECTS  
 1000 W. 15th Street, Suite 100  
 Wood Dale, IL 60191  
 (708) 261-1100  
 www.pinnacle-eng.com

PLANT DESIGN DELIVER  
 DATE: 11/11/11

SHEET C-11 of C-14

DATE: 11/11/11

CONSTRUCTION STANDARDS

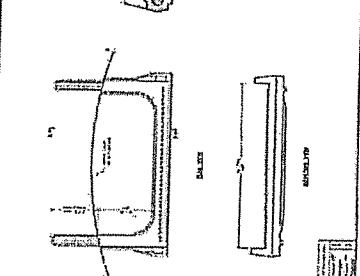
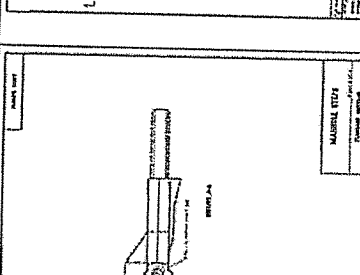
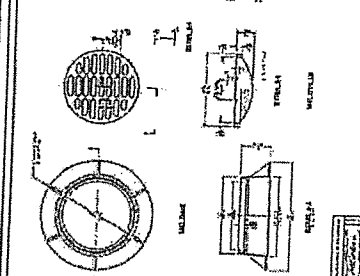
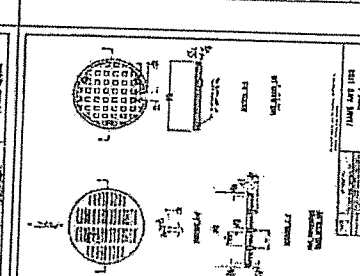
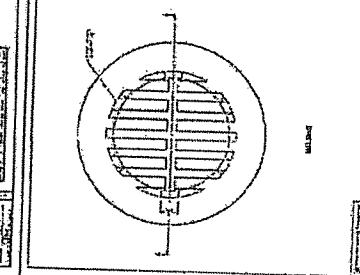
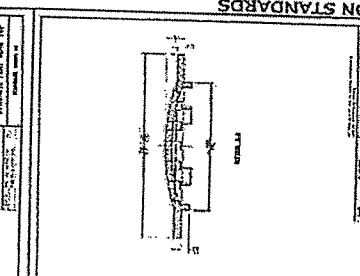
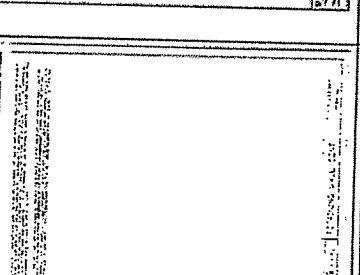
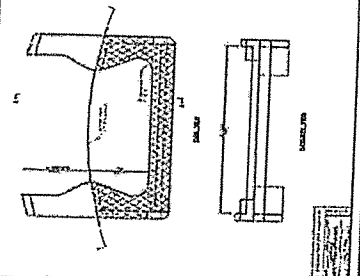
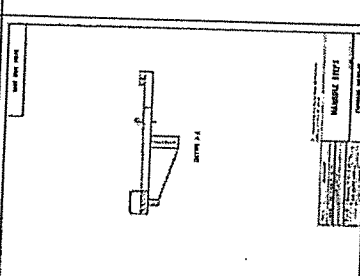
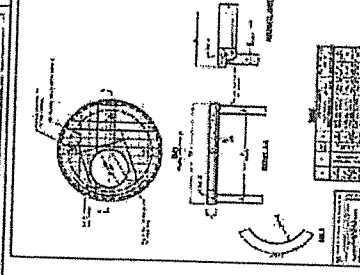
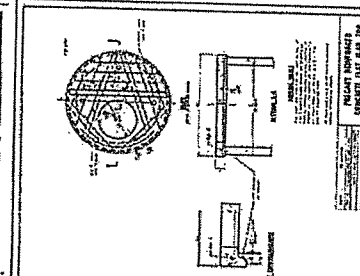
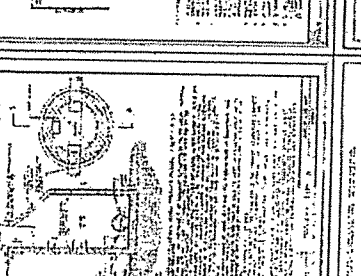
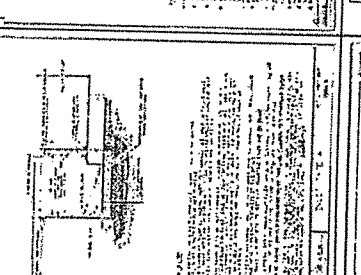
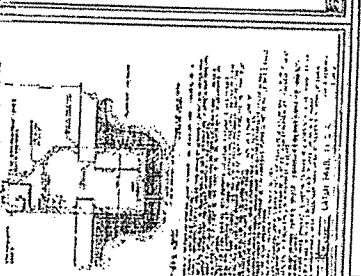
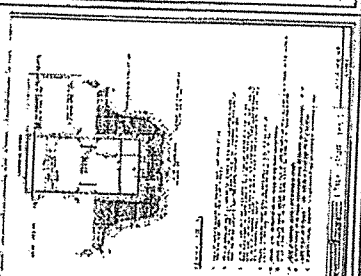
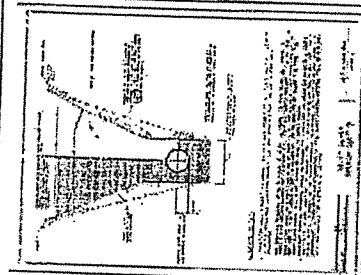
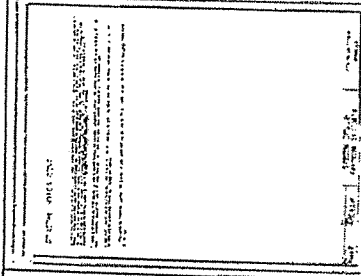
REVISIONS

NO.	DESCRIPTION	DATE
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2.	REVISION	

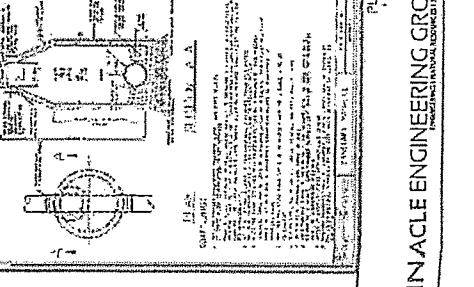
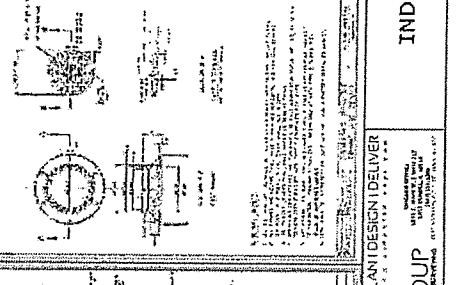
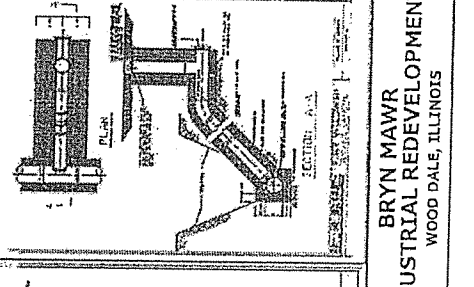
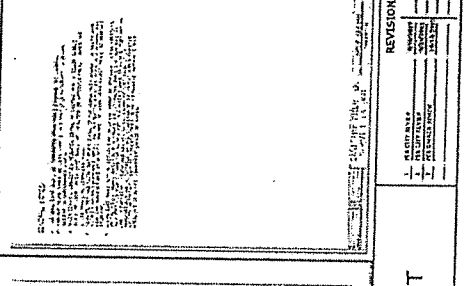
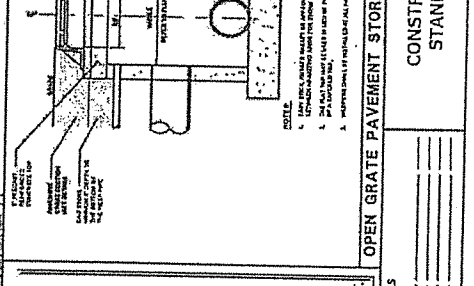
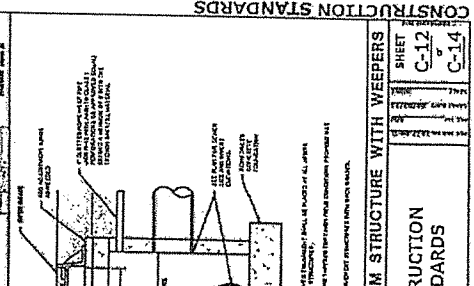
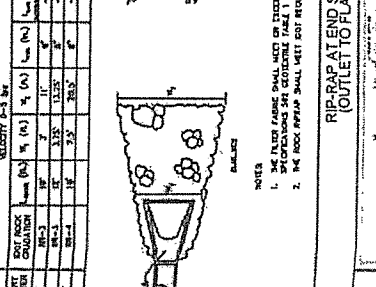
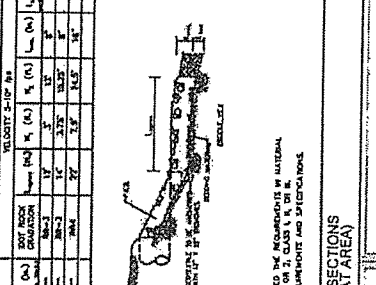
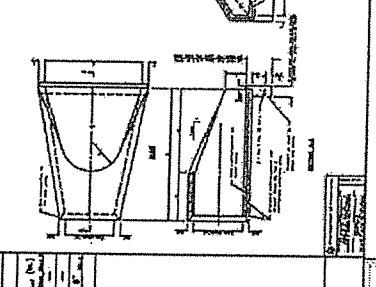
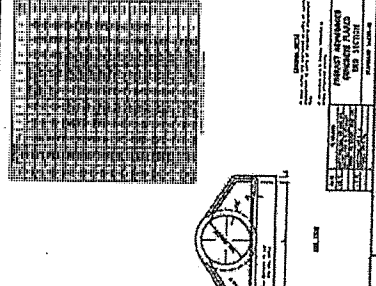
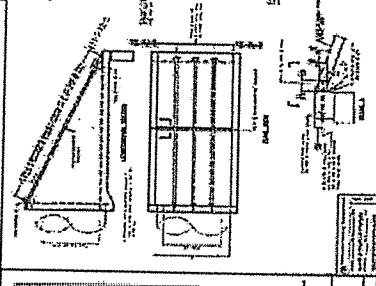
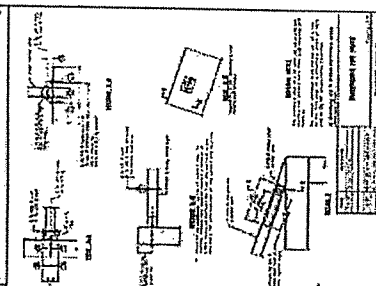
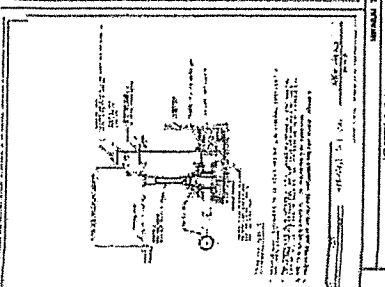
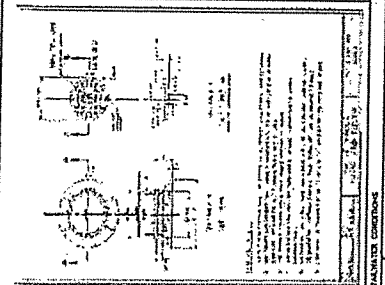
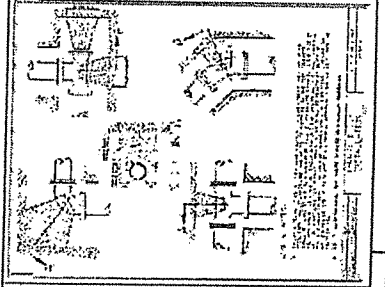
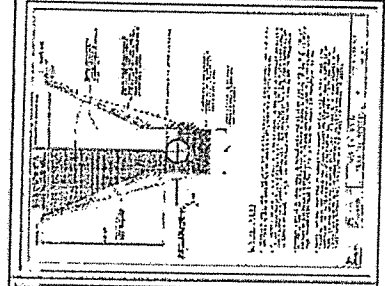
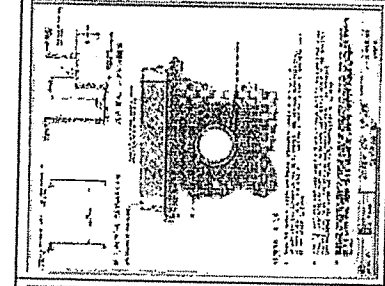
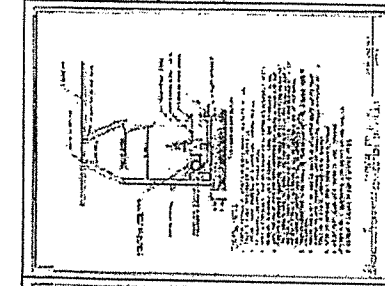
BRYN MAWR INDUSTRIAL REDEVELOPMENT WOOD DALE, ILLINOIS

PLANT DESIGN DELIVER

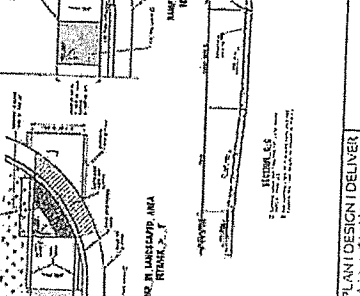
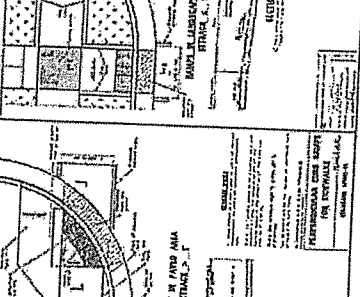
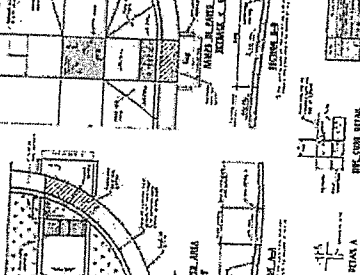
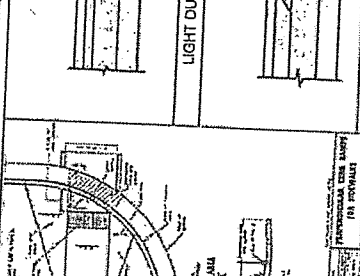
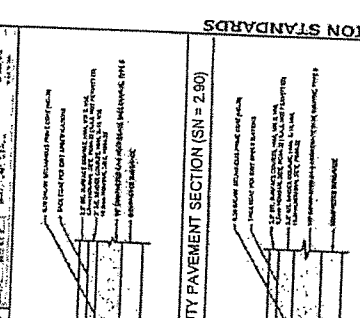
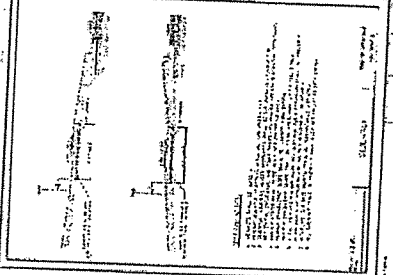
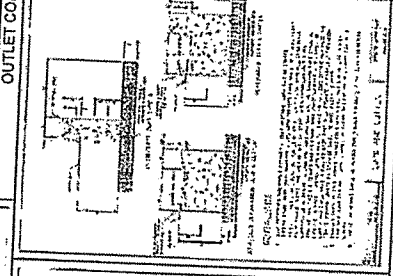
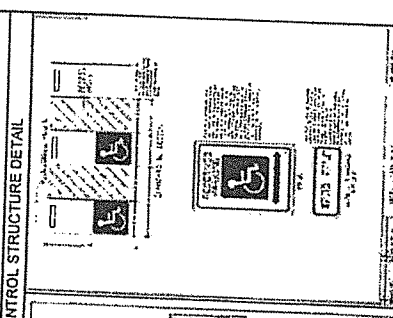
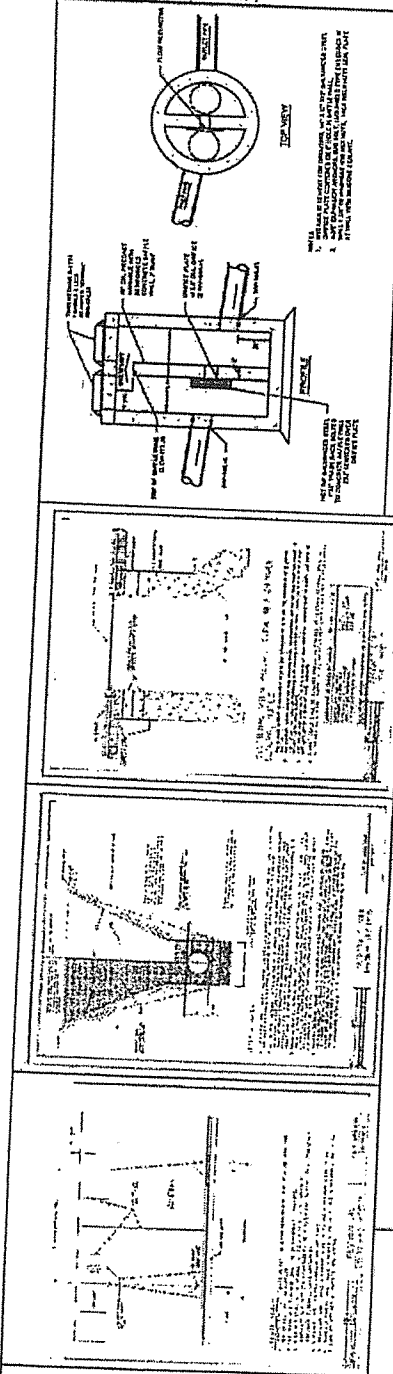
PINNACLE ENGINEERING GROUP







CLASSIFICATION	VELOCITY 2-1/2 FT. DIA.		VELOCITY 3-1/2 FT. DIA.		VELOCITY 4-1/2 FT. DIA.	
	Flow (CFS)	Area (Sq. Ft.)	Flow (CFS)	Area (Sq. Ft.)	Flow (CFS)	Area (Sq. Ft.)
1"	1.57	0.11	3.14	0.22	4.71	0.33
2"	6.28	0.44	12.57	0.77	18.85	1.10
3"	14.14	0.80	28.27	1.50	42.41	2.20
4"	25.13	1.26	50.27	2.20	75.40	3.30
5"	39.27	1.77	76.97	3.00	115.71	4.50
6"	56.55	2.36	111.54	3.90	167.04	5.90
8"	101.73	3.92	197.92	5.90	296.48	8.60
10"	157.08	5.50	294.23	8.17	441.29	11.80
12"	226.19	7.07	414.68	10.68	615.75	15.70
14"	308.91	8.64	559.05	13.40	818.72	20.00
16"	405.21	10.21	728.26	16.30	1060.32	24.80
18"	515.21	11.78	922.33	19.30	1339.65	30.10
20"	639.01	13.35	1141.26	22.40	1646.34	35.90
24"	916.28	17.64	1631.77	30.20	2364.48	48.50
30"	1413.72	25.81	2424.77	41.80	3463.38	66.30
36"	2043.84	35.17	3438.82	56.70	4844.40	90.30
42"	2806.56	45.73	4683.91	74.80	6592.56	119.50
48"	3701.76	57.50	6169.64	96.10	8818.80	153.90
54"	4739.52	70.43	7996.01	120.60	11524.62	193.50
60"	5919.84	84.52	10164.04	148.30	14609.04	237.30
66"	7242.72	99.77	12673.81	179.30	18099.96	285.30
72"	8708.16	116.18	15525.32	213.60	21996.96	337.50
78"	10316.16	133.75	18729.07	251.30	26349.54	393.90
84"	12066.72	152.48	23285.56	292.50	32158.16	454.50
90"	13959.84	172.27	29194.79	337.20	39423.84	519.30
96"	15995.52	193.12	36457.16	385.50	48147.12	588.30
102"	18173.76	215.03	45073.17	437.40	58328.28	661.50
108"	20494.56	238.00	55042.84	492.90	70067.52	739.90
114"	22957.92	262.03	66366.17	552.00	83465.34	823.50
120"	25563.84	287.12	79053.56	614.70	98522.72	912.30
126"	28312.32	313.27	93095.51	681.00	115340.16	1006.50
132"	31203.36	340.48	108483.04	750.90	134027.16	1106.10
138"	34236.96	368.75	125217.17	824.40	154684.74	1211.10
144"	37413.12	398.08	143308.92	901.50	177412.96	1321.50
150"	40731.84	428.47	162759.29	982.20	202221.74	1437.30
156"	44193.12	459.92	183569.28	1066.50	229211.16	1558.50
162"	47796.96	492.43	205749.89	1154.40	258481.24	1685.10
168"	51543.36	526.00	229291.12	1245.90	290031.96	1817.10
174"	55432.32	560.63	254203.97	1341.00	323963.34	1954.50
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300"	169223.28	1544.47	1441358.44	4258.00	1731467.28	6087.30
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402"	304258.48	2689.99	2976657.69	7911.30	4032828.08	11177.10
408"	313387.12	2766.84	3082043.62	8162.20	4201783.44	11525.10
414"	322637.44	2844.74	3189169.07	8417.10	4374458.44	11878.50
420"	332009.44	2923.69	3298044.04	8676.00	4550853.08	12237.30
426"	341503.12	3003.69	3408678.53	8938.90	4730967.28	12591.50
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444"	370714.24	3249.99	3751239.12	9751.60	5293570.24	13686.50
450"	380694.64	3334.19	3869001.69	10030.50	5488526.68	14062.30
456"	390796.72	3419.44	3988563.78	10313.40	5687194.68	14443.50
462"	400920.48	3505.74	4109925.39	10600.30	5889574.16	14830.10
468"	411165.92	3593.09	4233096.52	10891.20	6095665.12	15222.10
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480"	432021.84	3770.94	4484867.34	11485.00	6518981.48	16022.30
486"	442632.32	3861.44	4613477.03	11787.90	6736206.88	16430.50
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498"	464218.32	4045.59	4876184.97	12405.70	7181791.12	17263.10
504"	475193.84	4139.24	5010283.22	12720.60	7410148.96	17687.50
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522"	508850.48	4426.49	5423661.09	13689.30	8117485.36	18993.10
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540"	543602.24	4723.19	5853873.64	14694.00	8858216.32	20347.30
546"	555429.52	4824.19	6001065.53	15036.90	9112547.76	20809.50
552"	567378.48	4926.24	6150167.94	15383.80	9370589.76	21277.10
558"	579449.12	5029.34	6301190.87	15734.70	9632342.32	21750.10
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582"	628948.96	5452.24	6924687.79	17178.30	10716458.4	23676.10
588"	641628.32	5560.59	7085463.32	17549.20	10996764.08	24166.10
594"	654429.44	5669.99	7248219.37	17924.10	11280780.32	24661.50
600"	667352.32	5780.44	7413065.94	18303.00	11568507.12	25162.30
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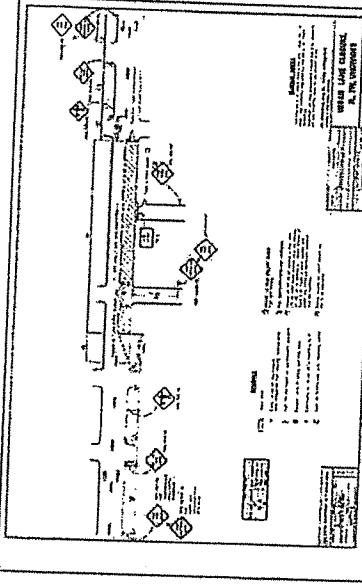
CONSTRUCTION STANDARDS	
SHEET	C-13
C-14	

REVISIONS	
NO.	DESCRIPTION

**BRYN MAWR INDUSTRIAL REDEVELOPMENT**  
WOOD DALE, ILLINOIS

**Pinnacle Engineering Group**  
PLANNING DESIGN DELIVER

1000 W. WASHINGTON ST. SUITE 100  
WOOD DALE, IL 60097  
TEL: 708.261.1000  
WWW.PINNACLE-ENGR.COM















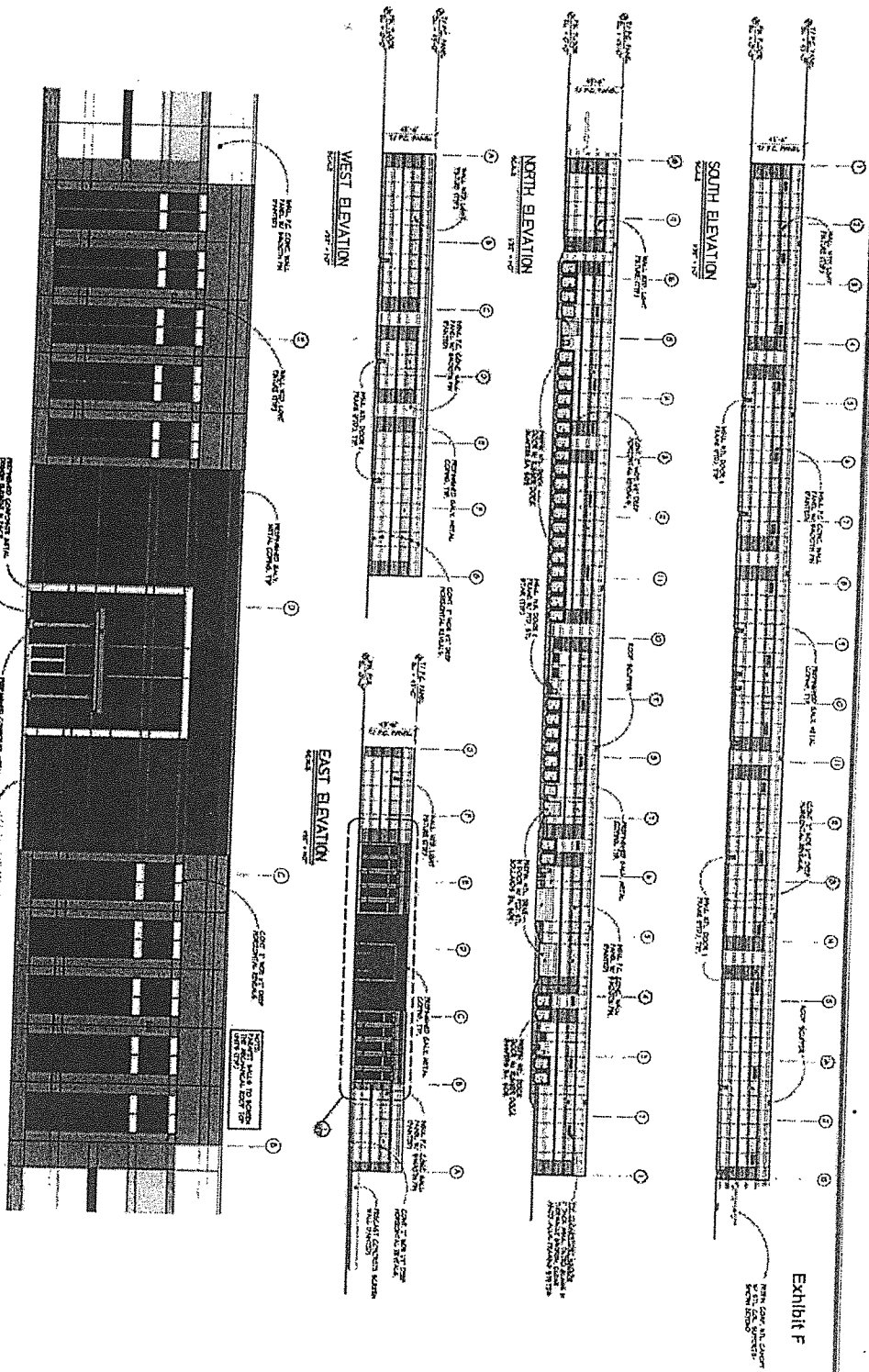












ENLARGED ENTRY ELEVATION

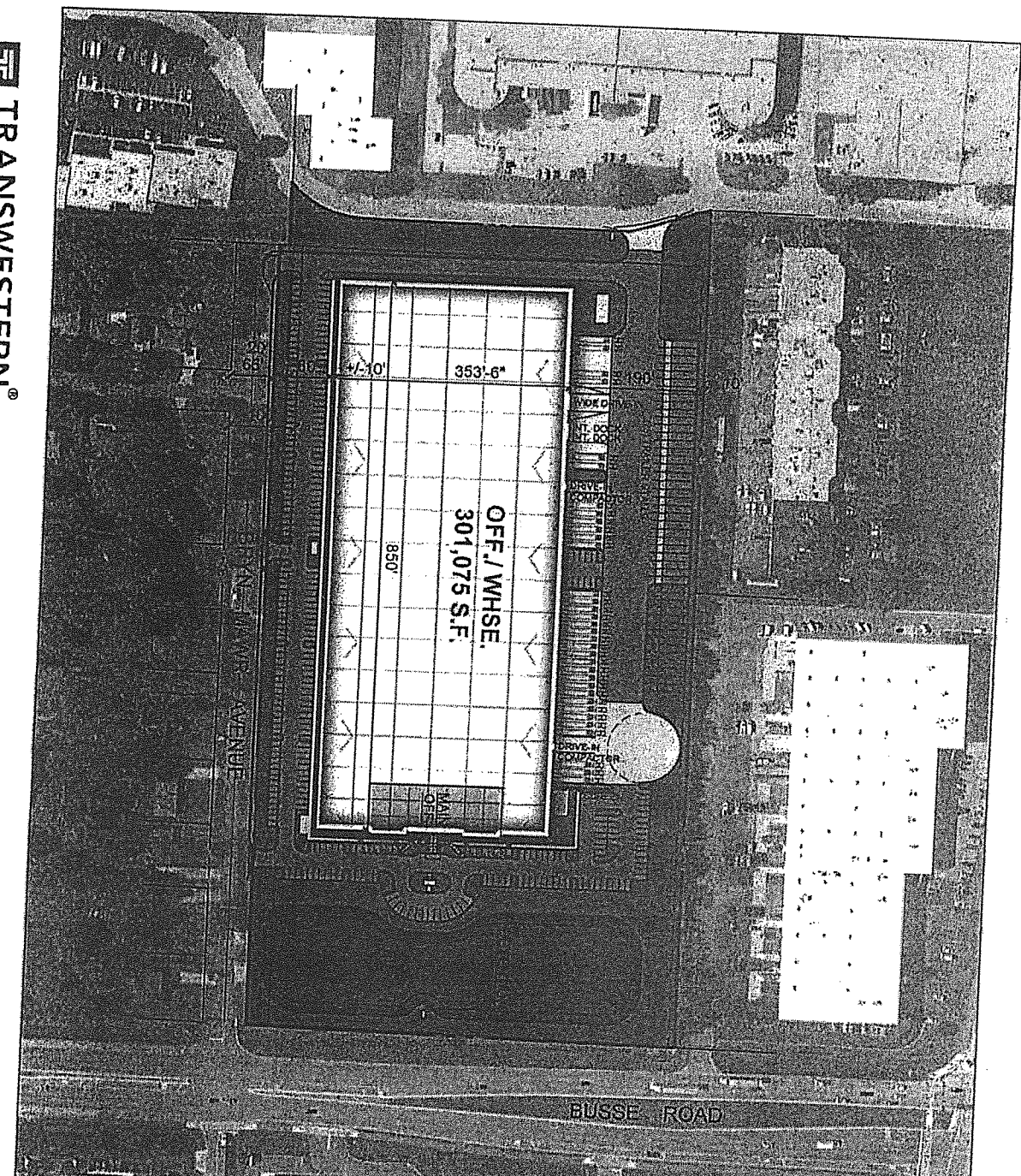
**GRID LEGEND**

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Exhibit F

<p>PROJECT NO. A-20</p> <p>DATE: 01/15/17</p> <p>SCALE: AS SHOWN</p>	<p>NEW OFFICE WAREHOUSE FACILITY FOR</p> <p><b>WOOD DALE 2</b></p> <p>BUSSE ROAD</p> <p>WOOD DALE, ILLINOIS</p>	<p><b>HARRIS ARCHITECTS INC.</b></p> <p>1000 WOOD DALE AVENUE, WOOD DALE, ILLINOIS 60090</p> <p>PHONE: (815) 480-0000</p>	<p><b>TRANSWESTERN</b></p> <p>A MULTIBRAND COMPANY</p>	<p><b>alston</b></p> <p>CONSTRUCTION</p>
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CONCEPTUAL NEW FACILITY FOR:  
**NEW OFFICE/WAREHOUSE**  
WOOD DALE, ILLINOIS

Exhibit G

<b>SITE AREA (+/-18.77 AC.)</b>	+/-817,540 S.F.
<b>DETENTION</b>	+/-39,750 S.F.
<b>BUILDING AREA</b>	
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**

210382 JMW 10-10-2019



**HARRIS ARCHITECTS, INC.**  
WWW.HARRISARCHITECTS.COM 312.302.1155