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VILLAGE BOARD

March 2, 2023

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Mr. Marshall Subach
1035 South York Road
Bensenville, Illinois 60106

Re: February 28, 2023 FOIA Request

Dear Mr. Subach:


I am pleased to help you with your February 28, 2023 Freedom of Information Act ("FOIA"). The Village of Bensenville received your request on February 28, 2023. You requested copies of the items indicated below:

"All data, reports, analysis, computations, memorandums, financial reports and summaries for the increase in real estate tax revenue and/or increase in assessed value from the redevelopment of Mohawk Terrace."

Your FOIA is hereby granted in full with the enclosed records. No redactions have been made.

Do not hesitate to contact me if you have any questions or concerns in connection with this response.

Very truly yours,


Corey Williamsen
Freedom of Information Officer
Village of Bensenville

Parcel #	Parcel Address	Pin #	2019 Taxes
1	1293 Central Ave, Bensenville	03-03-200-001	5,467.94
2	1291 Central Ave, Bensenville	03-03-200-007	5,081.74
3	1281 Central Ave, Bensenville	03-03-200-028	5,514.86
4	1261 Central Ave, Bensenville	03-03-200-009	6,037.58
5	1241 Central Ave, Bensenville	03-03-200-010	8,104.32
6	1231 Central Ave, Bensenville	03-03-200-011	5,961.22
7	1221 Central Ave, Bensenville	03-03-200-012	5,488.58
8	1202 Ash St, Bensenville	03-03-200-013	6,188.08
9	1206 Ash St, Bensenville	03-03-200-014	6,888.32
10	1216 Ash St, Bensenville	03-03-200-015	6,084.48
11	1226 Ash St, Bensenville	03-03-200-016	5,843.60
12	1230 Iroquois Ct, Bensenville	03-03-200-017	5,235.66
13	1240 Iroquois Ct, Bensenville	03-03-200-018	5,849.30
14	1250 Iroquois Ct, Bensenville	03-03-200-019	5,595.96
15	1260 Ash St, Bensenville	03-03-200-024	5,181.56
16	1270 Ash St, Bensenville	03-03-200-023	10,288.58
17	1280 Ash St, Bensenville	03-03-200-022	6,317.04
18	1290 Ash St, Bensenville	03-03-200-026	2,894.02
19	1290 Ash St, Bensenville	03-03-200-025	7,738.30
20	1515 Devon Ave, Bensenville	03-03-200-006	6,477.70
21	1525 Devon Ave, Bensenville	03-03-200-005	6,535.18
22	1535 Devon Ave, Bensenville	03-03-200-004	5,494.64
23	1545 Devon Ave, Bensenville	03-03-200-003	7,208.96
24	1555 Devon Ave, Bensenville	03-03-200-002	4,996.28
25	1205 Ash St, Bensenville	03-03-201-018	6,324.94
26	1215 Ash St, Bensenville	03-03-201-009	5,279.12
27	1227 Ash St, Bensenville	03-03-201-008	5,399.34
28	1241 Ash St, Bensenville	03-03-201-007	2,535.20
29	1251 Ash St, Bensenville	03-03-201-006	5,310.12
30	1261 Ash St, Bensenville	03-03-201-005	4,700.62
31	1271 Ash St, Bensenville	03-03-201-004	7,749.64
32	1281 Ash St, Bensenville	03-03-201-003	4,352.00
33	1291 Ash St, Bensenville	03-03-201-002	8,370.50
34	1293 Ash St, Bensenville	03-03-201-001	6,574.50
35	1294 Edgewood Ave, Bensenville	03-03-201-010	5,638.32
36	1290 Edgewood Ave, Bensenville	03-03-201-011	5,692.00
37	1280 Edgewood Ave, Bensenville	03-03-201-012	6,103.38
38	1270 Edgewood Ave, Bensenville	03-03-201-013	8,095.24
39	1260 Edgewood Ave, Bensenville	03-03-201-014	4,735.40
40	1250 Edgewood Ave, Bensenville	03-03-201-015	5,233.40
41	1240 Edgewood Ave, Bensenville	03-03-201-016	9,550.94
42	1230 Edgewood Ave, Bensenville	03-03-201-017	6,763.56
43	1220 Edgewood Ave, Bensenville	03-03-201-021	7,358.68
44	1450 Indian Hill Dr, Bensenville	03-03-202-020	7,642.56
45	1460 Indian Hill Dr, Bensenville	03-03-201-019	6,657.68
46	1390 Indian Hill Dr, Bensenville	03-03-202-026	5,121.82
47	1241 Edgewood Ave, Bensenville	03-03-202-008	5,959.70
48	1251 Edgewood Ave, Bensenville	03-03-202-007	5,840.98
49	1261 Edgewood Ave, Bensenville	03-03-202-006	10,375.22
50	1271 Edgewood Ave, Bensenville	03-03-202-005	8,274.46
51	1279 Edgewood Ave, Bensenville	03-03-202-004	8,502.84
52	1281 Edgewood Ave, Bensenville	03-03-202-003	5,785.78
53	1291 Edgewood Ave, Bensenville	03-03-202-002	6,771.16
54	1293 Edgewood Ave, Bensenville	03-03-202-001	6,321.16
55	1365 Devon Ave, Bensenville	03-03-202-012	6,174.46
56	Devon Ave, Bensenville	03-03-202-013	n/a
57	Devon Ave, Bensenville	03-03-202-014	n/a
58	Devon Ave, Bensenville	03-03-202-019	n/a
59	Spruce Ave, Bensenville	03-03-202-020	n/a
60	1280 Spruce Ave, Bensenville	03-03-202-021	9,146.36
61	1270 Spruce Ave, Bensenville	03-03-202-022	5,479.50
62	1350 Iroquois Ln, Bensenville	03-03-202-017	4,873.02
63	1350 Iroquois Ln, Bensenville	03-03-202-016	5,980.12
64	1360 Iroquois Ln, Bensenville	03-03-202-015	9,032.18
65	1370 Iroquois Ln, Bensenville	03-03-202-023	4,684.72
66	1349 Iroquois Ln, Bensenville	03-03-202-024	1,939.64
67	1329 Iroquois Ln, Bensenville	03-03-202-025	8,428.72
68	1260 Spruce Ave, Bensenville	03-03-202-033	6,780.94
69	1240 Spruce Ave, Bensenville	03-03-202-034	6,159.34
70	1200 Spruce Ave, Bensenville	03-03-202-035	3,291.68
71	1320 Indian Hill Dr, Bensenville	03-03-202-036	5,277.60
72	1330 Indian Hill Dr, Bensenville	03-03-202-032	5,321.46
73	1340 Indian Hill Dr, Bensenville	03-03-202-031	8,545.18
74	1350 Indian Hill Dr, Bensenville	03-03-202-030	8,176.24
75	1360 Indian Hill Dr, Bensenville	03-03-202-029	8,026.42
76	1370 Indian Hill Dr, Bensenville	03-03-202-028	6,025.50
77	1380 Indian Hill Dr, Bensenville	03-03-202-027	6,489.80
78	1706E1 Devon Ave, Bensenville	03-03-203-002	??
79	1289 Spruce Ave, Bensenville	03-03-203-003	2,882.68
80	1279 Spruce Ave, Bensenville	03-03-203-004	5,133.16
81	1269 Spruce Ave, Bensenville	03-03-203-005	5,484.80
82	1259 Spruce Ave, Bensenville	03-03-203-006	7,503.88
83	1249 Spruce Ave, Bensenville	03-03-203-007	6,417.96
84	1239 Spruce Ave, Bensenville	03-03-203-008	5,545.30
85	1250 Indian Hill Dr, Bensenville	03-03-203-016	7,158.30
86	1240 Indian Hill Dr, Bensenville	03-03-203-017	5,158.12
87	1230 Indian Hill Dr, Bensenville	03-03-203-018	4,985.70
88	1210 Route 83, Bensenville	03-03-203-019	6,760.52
89	1240 Route 83, Bensenville	03-03-203-020	n/a
90	Route 83, Bensenville	03-03-203-012	n/a
91	Route 83, Bensenville	03-03-203-011	n/a
92	1255 Devon Ave, Bensenville	03-03-203-010	n/a
93	1181 Central Ave, Bensenville	03-03-204-001	6,006.58
94	1171 Central Ave, Bensenville	03-03-204-002	3,401.60
95	1161 Central Ave, Bensenville	03-03-204-003	5,096.86
96	1555 Indian Hill Dr, Bensenville	03-03-204-004	5,935.50
97	1545 Indian Hill Dr, Bensenville	03-03-204-005	8,124.72
98	1535 Indian Hill Dr, Bensenville	03-03-204-006	6,889.84
99	1525 Indian Hill Dr, Bensenville	03-03-204-007	5,961.22
100	1515 Indian Hill Dr, Bensenville	03-03-204-008	5,813.00
101	1505 Indian Hill Dr, Bensenville	03-03-204-009	6,820.26
102	1501 Indian Hill Dr, Bensenville	03-03-204-010	5,628.06
103	1453 Indian Hill Dr, Bensenville	03-03-204-011	5,889.08
104	1451 Indian Hill Dr, Bensenville	03-03-204-012	8,271.44
105	1425 Indian Hill Dr, Bensenville	03-03-204-013	5,385.74
106	1369 Indian Hill Dr, Bensenville	03-03-205-001	9,210.64
107	1359 Indian Hill Dr, Bensenville	03-03-205-002	9,441.30
108	1348 Indian Hill Dr, Bensenville	03-03-205-003	5,435.64
109	1339 Indian Hill Dr, Bensenville	03-03-205-004	7,201.40
110	1329 Indian Hill Dr, Bensenville	03-03-205-005	3,399.55
111	1319 Indian Hill Dr, Bensenville	03-03-205-006	5,474.22
112	1309 Indian Hill Dr, Bensenville	03-03-205-007	4,253.18
113	1303 Indian Hill Dr, Bensenville	03-03-205-008	5,825.10
114	1251 Indian Hill Dr, Bensenville	03-03-205-009	5,645.12
115	1243 Indian Hill Dr, Bensenville	03-03-205-010	5,414.48
116	1233 Indian Hill Dr, Bensenville	03-03-205-011	5,236.50
117	1225 Indian Hill Dr, Bensenville	03-03-205-012	6,613.66
			670,288.37

Building #	Proposed SF	Tax/SF	Est. Taxes
1	343,170	\$ 1.75	\$ 600,547.50
2	297,079	\$ 1.75	\$ 519,888.25
3	328,909	\$ 1.75	\$ 575,590.75
4	272,750	\$ 1.75	\$ 477,312.50
			\$ 2,173,339.00
1	343,170	\$ 1.34	\$ 459,847.80
2	297,079	\$ 1.34	\$ 398,085.86
3	328,909	\$ 1.34	\$ 440,738.06
4	272,750	\$ 1.34	\$ 365,485.00
	1,241,908	\$	1,664,156.72

2019 Residential Taxes	Est. Industrial Taxes	Difference
670,288	\$ 2,173,339.00	\$ 1,503,050.63
81,936.05		
670,288	\$ 1,664,156.72	\$ 993,868.35
	\$ 203,426.52	
\$	121,490.47	



STAFF REPORT

HEARING DATE: November 10, 2020
CASE #: 2020 – 18
PROPERTY: Mohawk Terrace Subdivision
PROPERTY OWNER: ML Realty & Prologis (Contract Purchasers)
APPLICANT: Same as above
SITE SIZE: 2,995,220 SF
BUILDING SIZE: 1,257,580 SF
ZONING: R-1 Single-Unit Dwelling District
REQUEST: **Site Plan Review**
Municipal Code Section 10 – 3 – 2
Preliminary Plat of Subdivision
Municipal Code Section 11 – 3
Zoning Map Amendment
Municipal Code Section 10 – 3 – 6
Preliminary Planned Unit Development
Municipal Code Section 10 – 4
With the following code departures:
Industrial District Parking Location
Municipal Code Section 10 – 6 – 19.B.4
Maximum Number of Parking Spaces
Municipal Code Section 10 – 8 – 2 – B.6
Maximum Driveway Width
Municipal Code Section 10 – 8 – 8 – 1
Driveway Apron Width
Municipal Code Section 10 – 8 – 8 – F
Tree Replacement Standards
Municipal Code Section 10 – 9 – 2 – B

PUBLIC NOTICE:

1. A Legal Notice was published in the Bensenville Independent on Thursday, October 22, 2020. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way, on Monday, October 19, 2020.
3. On Monday, October 19, 2020, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250’ of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

SUMMARY:

The Petitioners, ML Realty and Prologis, Inc., are seeking the above zoning requests in order to assemble the residentially-zoned properties in the Mohawk Terrace Subdivision (southwest corner of Devon Avenue and Illinois Route 83) into an industrial use business park. The Petitioners recently approached the residents of the subject site in order to acquire their properties and currently have contracts signed with all lots.

The Petitioners are requesting the approval of a Preliminary Plat of Subdivision in order to subdivide the site into four lots. The existing individual lots in Mohawk Terrace Subdivision are currently zoned R-1 Single-Unit Dwelling District. The requested Zoning Map Amendment is to rezone these lots to I-2 General Industrial District. The proposed industrial park requires the approval of a Preliminary Planned Unit Development.

The site plan features four industrial buildings, each on one of the proposed subdivided lots, with parking for both trucks and passenger vehicles. In conjunction with the Preliminary Planned Unit Development, the Petitioners are requesting code departures, as certain aspects of the site do not meet the following Village Zoning Ordinance requirements. In industrial districts, parking areas located in front and corner side yards shall not be the dominant point of view from the right-of-way, and shall not consist of more than 50 parking stalls. Each building’s parking facilities, including those that fall into interior side and rear yards, exceeds the maximum allowable number of parking spaces required by code, which states that the number of parking stalls shall not exceed the minimum required amount by 125%. Two driveways on the north side of the subject site exceed the maximum allowable width of 30 feet. It is important to note that these driveways are intended to be shared between the two respective lots that they serve. Additionally, the proposed aprons exceed the width of the driveways by more than three feet on either side, which is prohibited by the Zoning Ordinance. Lastly, this project entails the removal of 408 existing trees. The proposed quantity of replacement trees does not meet the amount required by Code.

The Petitioners will have to appear before the Community Development Commission and the Village Board of Trustees in the future to request approval of both the Final Plat of Subdivision and Final Planned Unit Development, should these preliminary requests be approved.

SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	R – 1	Residential	Single-Family Residential & Open Space	Village of Bensenville
North	I – 2	Industrial	N/A	Elk Grove Village
South	I – 1 I – 2	Industrial Industrial	N/A Regional Commercial	Elk Grove Village Village of Bensenville
West	I – 1	Industrial	N/A	Elk Grove Village
East	I – 2 C – 2	Industrial Commercial	N/A Local Commercial	Elk Grove Village Village of Bensenville

DEPARTMENT COMMENTS:

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

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

Finance:

- 1) No comments.

Police:

- 1) No objections.

Engineering and Public Works:

Public Works:

- 1) No comments.

Engineering:

- 1) This development consists of demolishing all existing single-family homes on this 67.712-acre site and proposing a four-lot sub-division consisting of four industrial buildings with associated parking lot, utilities, and underground detention.
- 2) It appears all of the existing public rights-of-ways will be vacated as part of the proposed subdivision.
- 3) A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF. The developer must meet all other DuPage County Floodplain and Stormwater Ordinance requirements including submittal of a stormwater report.
- 4) An Illinois Department of Transportation (IDOT) permit will be required for the proposed entrance within IL-83 right-of-way.
- 5) An IEPA-Sanitary, IEPA-Water, IHPA, IEPA-NOI and IEPA-NOT permits will be required for this development.
- 6) A Cook County Department of Transportation and Highways (CCDOH) permit will be required for the proposed work in the Devon Ave rights-of-way.
- 7) The site doesn't appear to contain any floodplain and/or wetlands. However, it is the developer's responsibility to properly identify and mitigate and special management areas in accordance with applicable rules and regulations.
- 8) It appears the site will breach the detention (25,000 SF) and PCBMP (2,500 SF) threshold set forth in the DuPage County Floodplain and Stormwater Ordinance. Therefore, site detention and PCBMP will be required. The proposed plans depict an underground detention basin to meet these criteria.
- 9) The detention basin is proposed with retaining wall around the perimeter. Any wall extending more than 3-feet in height will require structural engineering calculations and drawings signed and sealed by licensed structural engineer.
- 10) A 5-foot wide ADA compliant public sidewalk will be required along the Devon Ave frontage of the site, as reflected in the submitted plans.
- 11) A 10-foot wide ADA compliant public shared use path will be required along the IL-83 frontage of the site.

- 12) The driveway openings along Devon Ave shall line up as best as possible with curb opening on opposite side of Devon Ave. This will likely be dictated by CCDOTH.
- 13) Sanitary Manholes will be required every 300-feet.
- 14) Individual water services for the building shall be equipped with a shut-off valve outside of the building (valve vault inside 60-inch diameter vault).
- 15) The proposed detention basins are discharging to the existing storm sewer under Devon Ave. The CCDOTH will have the final say on permitting these connections.
- 16) All proposed retaining walls over 3-feet in height will need to be accompanied by structural calculations signed and sealed by licensed structural engineering in the State of Illinois.
- 17) The Village owned public water supply mains currently dead ends at the intersection of IL-83/Devon Ave. My recommendation will be to build a secondary source of water, either by expanding the Village watermain along Devon Ave to Ellis St or by making an emergency connection with Elk Grove Village. This will be beneficial to the development in the long run for both domestic water supply and fire safety reasons.
- 18) There are issues with the proposed plans that can be resolved during final engineering. In general, staff does not see any major problems that would hinder this concept plan from proceeding.

Community & Economic Development:

Fire Safety:

- 1) No comments.

Building:

- 1) No comments at this time that cannot be addressed at time of permitting.

Economic Development:

- 1) Industrial property is, generally speaking, valued much higher than residential property.
- 2) Residential taxes for 2019 in this subdivision amounted to \$670,288. The Village received 12.224% of that amount totaling \$81,936.05 for 2019.
- 3) Staff projected industrial taxes for the new 1,241,908 square foot development at \$1.34 per square foot, which is an average taken from CoStar data of Class A industrial space of similar size in DuPage County. This would come out to \$1,664,156.72 in total taxes. The Village, using the same tax rate in 2019, would see \$203,426.52.
- 4) The increase in proposed taxes as a result of this development is estimated at \$121,490.47 annually.
- 5) It should be noted that the development team estimated the proposed taxes higher than what staff estimated.
- 6) The new development will bring new businesses and new jobs into Bensenville.
- 7) As a direct result of this development, staff estimates that additional investment will happen in and around the proposed development area, again increasing the tax base.

Planning:

- 1) The 2015 Comprehensive Plan indicates “Single Family Residential” for the large majority of the properties in the subject site. There is one lot on the northeast corner of the site that is indicated as “Open Space.”
- 2) The current zoning of the subject properties of Mohawk Terrace Subdivision is R – 1 Single-Unit Dwelling District.
- 3) While the rezoning of the subject site is not reflected in the 2015 Comprehensive Plan’s Future Land Use Map, Staff is recommending the approval of the rezoning due to the following:
 - a. The property owners of each lot in the Mohawk Terrace Subdivision have agreed to terms in a contract in order for the Petitioners to acquire their properties.
 - b. The subject site is surrounded on all sides by non-residential uses. Rezoning to I-2 will be harmonious and compatible with surrounding uses and zoning.
- 4) Proposed development is in accordance with I – 2 General Industrial District bulk requirements.
- 5) Proposed developed is served by seven driveways. Two of those, located on the north lot line of the subject site, exceed Code’s maximum driveway width of 30 feet (Section 10 – 8 – 8 – 1). The two proposed driveways have widths of 60 feet. The Petitioners are seeking a code departure.
 - a. Note that these two driveways are intended to be shared.
- 6) Per Section 10 – 8 – 8 – F.2, driveway aprons shall not exceed the width of a driveway by more three feet on each side of the driveway. All driveway aprons exceed this requirement. The Petitioners are seeking a code departure.
- 7) Per Section 10 – 6 – 19 of the Village Zoning Ordinance, industrial districts parking areas, which must consist of the less than 50 parking spaces, in the front and corner side yards shall not be the dominant point of view from the right-of-way. The Petitioners are seeking code departures from these requirements.
 - a. Per Section 10-9-5-B, a parking lot perimeter landscape with a minimum depth of eight feet is required along the length of the parking lot that abuts the front or corner side lot line, excluding any driveways.
 - i. Plans indicate a landscape area around the entirety of the site’s perimeter. This landscape area features a continuous line of shade trees. Staff feels the proposed landscape adequately screens all parking facilities from view of the public rights-of-way; however, this is subject to final landscape plan review.
 - b. Proposed plans indicate land-banking of parking spaces on the north and east sides of the site. While existing parking areas in the front and corner side yards of most of the buildings do not exceed 50 spaces, there is the potential that the parking will exceed that number if the landscape areas are converted. See below parking calculations for the front and corner side yard areas for each building, numbered as indicated on submitted plans, from west to east of the proposed development.
 - i. Building 1
 1. Existing: 34
 2. Land-banked: 42
 3. Total: 76

- ii. Building 2
 - 1. Existing: 31
 - 2. Land-banked: 39
 - 3. Total: 70
 - iii. Building 3
 - 1. Existing: 31
 - 2. Land-banked: 42
 - 3. Total: 73
 - iv. Building 4 (Parking provided in both front and corner side yards)
 - 1. Existing: 154
 - 2. Land-banked: 77
 - 3. Total: 231
 - c. Should proposed land-banked areas be converted to parking stalls, the landscape perimeter area shall still be in accordance with Section 10 – 9 – 5 of the Zoning Ordinance.
- 8) Proposed number of parking stalls exceed 125% of the minimum amount required, which is prohibited per Section 10 – 8 – 2 – B.6. The site provides 1,256 passenger vehicle parking spaces, including the number of land-banked stalls.
 - a. Staff has calculated the minimum number of parking stalls required for this site is 828. The site shall not exceed 1,035 parking stalls, per the maximum requirement.
 - i. Per Section 10 – 8 – 2 – 1, Code requires 1 stall per every 500 SF of office ground floor area. The Petitioners have estimated that 10% of the building area will be office. This would require the site to provide 252 parking spaces.
 - ii. Per Section 10 – 8 – 2 – 1, Code requires 1 stall per 1,000 SF of GFA up to 20,000 SF, 1 stall per 2,000 SF of GFA in excess of 20,000 SF. This would require the site to provide 576 parking stalls.
 - b. 221 stalls are in excess of 125% of the required minimum parking amount. The Petitioners are requesting a code departure from this requirement.
 - i. Staff’s parking requirement calculations differ from those provided on the submitted site plan.
 - c. It should be noted that the proposed buildings are spec. Parking requirements are subject to change depending on potential users.
- 9) Per Section 10 – 8 – 3.F, a written agreement for land-banked parking shall be executed between the applicant and the Village in a format satisfactory to the Village Attorney and shall be recorded in the Office of the Recorder of Deeds of Cook or DuPage County, as applicable.
- 10) Per Section 10 – 8 – 6, the dimensions for semi-trailer truck parking stalls shall be 12 feet in width, 60 feet in length, and 14 feet in vertical clearance.
 - a. Proposed stall length is 55 feet on submitted plans. The Petitioners have indicated this will be addressed with a 5 feet overhang of the trucks onto the landscape islands that separates the rows of truck parking. This reasoning is acceptable to Staff.
- 11) Per Section 10 – 8 – 6 – 1, parking dimensions for head-in stalls shall be 9 feet in width, 18 feet in depth, and served by a drive aisle of 24 feet. Proposed passenger vehicle parking is in accordance with these requirements.
- 12) Per Section 10 – 8 – 7, off-street parking and loading areas require pedestrian circulation systems to ensure the safety of pedestrian, cyclists, and motorists.

- a. The system must connect all buildings to parking facilities, bicycle parking facilities, outdoor areas, and public rights-of-way. The pedestrian circulation system's sidewalk shall be a minimum of 5 feet.
 - b. A sidewalk, with a minimum width of seven feet, shall be required along the full length of any building frontage containing a primary entrance that is directly abutted by a parking row, driveway, or drive aisle.
 - c. Staff believes that pedestrian connectivity throughout the site could be improved. The Petitioners shall work with Staff to submit a pedestrian circulation system plan to be approved by the Zoning Administrator during review of Final Planned Unit Development.
- 13) The Petitioners are requesting a code departure from Section 10 – 9 – 2 – B, which states the replacement rate at which replacement trees are required to be provided when existing trees are removed. A total of 408 trees are being removed from the subject site. The required number of replacement trees is 1,880, while only 441 are being provided throughout the site. This excludes the 60 street trees that are being provided along Devon Avenue and Illinois Route 83.
- a. The Petitioners will work with Staff to determine an appropriate tree replacement plan. Per Section 10 – 9 – 2 – B.1, an applicant can provide a monetary amount to the Village in lieu of tree replacement. This value is to be determined by the Zoning Administrator.
- 14) Per Section 10 – 9 – 5, shade canopy shall be provided for a minimum of 40% of the parking area hardscape. The proposed parking area requires a shade canopy of 207,776 SF; the submitted plans indicate 208,025 SF of provided shade canopy.
- 15) Per Section 10 – 9 – 5 – C, one landscape island shall be provided for every 10 contiguous parking spaces. Plans indicate proposed parking lot design does not meet this requirement in numerous locations.
- a. Per Section 10 – 9 – 5 – C.3, the Zoning Administrator may permit a different configuration of landscape islands to allow for more efficient site design or to permit larger landscape areas. Submitted plans allow for a variation among design, with landscape islands alternating placement and size to deviate from a tedious design. Staff recommends additional plant material and site furnishings, such as benches.
 - b. Submitted landscape plan meets all requirements of parking lot interior landscape.
 - c. The Petitioners are proposing a landscape walkway area between buildings 2 and 3 to accommodate pedestrian access. Plans indicate a proposed sidewalk of 5 feet bordered by a landscape area of 8 feet on either side. Page 2 of submitted landscape plan rendering incorrectly indicates a width of 25 feet. Proposed walkway area has a total width of 21 feet. Staff believes the area width could be increased with a different configuration of other landscape areas on site. Staff recommends this area be improved with additional plant material and site furnishings, such as benches.
- 16) The Petitioners have submitted an executive summary of a traffic impact study conducted by Kimley-Horn and Associates. This summary expects minimal impacts to traffic conditions. The full report is to be submitted soon.
- a. Document incorrectly indicates a total building square footage of 1,262,900 SF. The correct number is 1,257,580 SF.
- 17) Please note that signage will require the approval of a sign permit application. Signage location can be determined during final landscape plan review and Final Planned Unit Development review.

APPROVAL STANDARDS FOR SITE PLAN REVIEW

- 1) **Surrounding Character:** The site plan for the proposed development is consistent with the existing character and zoning of adjacent properties and other property within the immediate vicinity of the proposed development.

Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

- 2) **Neighborhood Impact:** The site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

Applicant's Response: As the proposed use of the site is harmonious with surrounding properties, the site plan for the proposed development will not adversely impact adjacent properties and other properties within the immediate vicinity of the proposed development.

- 3) **Public Facilities:** The site plan for the proposed development will be provided with adequate utilities, access roads, parking, loading, drainage, stormwater flow paths, exterior lighting, and/or other necessary facilities.

Applicant's Response: All buildings will have ample parking for cars and adequate trailer parking for trucks. The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

- 4) **Environmental Preservation:** The site plan for the proposed development is designed to preserve the environmental resources of the zoning lot.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

- 5) **On-site Pedestrian Circulation System:** The site plan shall accommodate on-site pedestrian circulation from parking areas, plazas, open space, and public rights-of-way. Pedestrian and vehicular circulation shall be separated to the greatest extent possible.

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

- 6) **Vehicle Ingress and Egress:** The site plan shall locate curb cuts for safe and efficient ingress and egress of vehicles. The use of shared curb cuts and cross-access easements shall be provided when appropriate.

Applicant's Response: We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

- 7) **Architectural Design:** The site plan for the proposed development includes architectural design that contributes positively to the Village's aesthetic appearance.

Applicant's Response: The four proposed buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

- 8) **Consistent with Title and Plan:** The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant’s Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Site Plan Review Approval Standards	Meets Standard	
	Yes	No
1. Surrounding Character	X	
2. Neighborhood Impact	X	
3. Public Facilities	X	
4. Environmental Preservation	X	
5. On-site Pedestrian Circulation	X	
6. Vehicle Ingress & Egress	X	
7. Architectural Design	X	
8. Consistent with Title and Plan	X	

APPROVAL STANDARDS FOR ZONING MAP AMENDMENTS:

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

Applicant’s Response: The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

- 2) **Neighborhood Character:** The proposed amendment is compatible with the existing uses, character, and zoning of adjacent properties and other property within the immediate vicinity of the proposed amendment.

Applicant’s Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

- 3) **Public Gain:** The proposed amendment provides a relative gain to the public, as compared to any hardship imposed upon an individual property owner.

Applicant’s Response: Including the potential to add new jobs to the community, this project will have other direct financial gains to the Village of Bensenville. Currently, Mohawk Terrace generates approximately \$670,000 in property taxes annually. Once completed and stabilized this park could generate upwards of \$2,000,000 in property taxes. Additionally, by vacating the streets and right of ways, the Village will also save on road maintenance and snow plowing costs.

- 4) **Community Need:** The proposed amendment addresses the community need for a specific use.

Applicant’s Response: Proposed amendment to re-zone to I-2 will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. This development has the potential to add new jobs to the community.

- 5) **Amendment Objective:** The proposed amendment corrects an error, adds clarification, or reflects a change in policy.

Applicant’s Response: Proposed amendment to re-zone to I-2 will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The proposed use is a better fit than the current residential use.

- 6) **Consistent with Title and Plan:** The proposed amendment is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant’s Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Zoning Map Amendment Approval Standards	Meets Standard	
	<i>Yes</i>	<i>No</i>
1. Public Welfare	X	
2. Neighborhood Character	X	
3. Public Gain	X	
4. Community Need	X	
5. Amendment Objective	X	
6. Consistent with Title and Plan	X	

APPROVAL STANDARDS FOR SPECIAL USES:

- 1) **Public Welfare:** The proposed special use will not endanger the health, safety, comfort, convenience and general welfare of the public.

Applicant’s Response: The proposed amendment will not endanger the health, safety, comfort, convenience, and general welfare of the public.

- 2) **Neighborhood Character:** The proposed special use is compatible with the character of adjacent properties and other property within the immediate vicinity of the proposed special use.

Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

- 3) **Orderly Development:** The proposed special use will not impede the normal and orderly development and improvement of adjacent properties and other property within the immediate vicinity of the proposed special use.

Applicant's Response: The site is a natural fit for an industrial park and will be consistent with the existing surroundings, which is comprised of industrial, commercial or data centers. The property is surrounded by Devon Avenue to the north, commercial properties and Route 83 to the east, and industrial properties to the west and south. It should be noted that ML Realty Partners and Prologis own most of the industrial buildings adjacent to the property lines on the west and south.

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

Applicant's Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83. Additionally, we have submitted an executive summary of a traffic impact study conducted by Kimley-Horn and Associations. This summary expects minimal impacts to traffic conditions.

- 5) **Consistent with Title and Plan:** The proposed special use is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Applicant's Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village.

Special Use Permit Approval Standards	Meets Standard	
	<i>Yes</i>	<i>No</i>
1. Public Welfare	X	
2. Neighborhood Character	X	
3. Orderly Development	X	
4. Use of Public Services and Facilities	X	
5. Consistent with Title and Plan	X	

APPROVAL STANDARDS FOR PLANNED UNIT DEVELOPMENTS:

- 1) **Comprehensive Plan:** The proposed planned unit development fulfills the objectives of the Comprehensive Plan, and other land use policies of the Village, through an innovative and creative approach to the development of land.

Applicant’s Response: The site plan for the proposed development is consistent with the intent of the Comprehensive Plan, this title, and the other land use policies of the Village. Below responses should reflect the innovative and creatives approaches our team has taken in our proposal.

- 2) **Public Facilities:** The proposed planned unit development will provide walkways, driveways, streets, parking facilities, loading facilities, exterior lighting, and traffic control devices that adequately serve the uses within the development, promote improved access to public transportation, and provide for safe motor vehicle, bicycle, and pedestrian traffic to and from the site.

Applicant’s Response: We have included public sidewalks along both Devon Avenue and Route 83 to provide safe access to the Pace Bus Stop which is located at the southeast corner of the site. Additionally, we have included walking paths and sidewalks west of building 1, in the center median between buildings 1 and 3, and along the access drive south of buildings 3 and 4 to tie into all public walks. We are requesting that we relocate the four existing full access curb-cuts and add two new full access curb cuts along Devon Avenue and plan on utilizing the existing full access at Route 83. The curb cuts have been designed by a traffic engineer to account for traffic flow, separation of cars and trucks, adjacent driveways, and existing grades. The final locations of the curb-cuts will ultimately be up to the County on Devon Avenue and IDOT on Route 83.

- 3) **Landscaping and Screening:** The proposed planned unit development will provide landscaping and screening that enhances the Village's character and livability, improves air and water quality, reduces noise, provides buffers, and facilitates transitions between different types of uses.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

- 4) **Site Design:** The proposed planned unit development will incorporate sustainable and low impact site design and development principles.

Applicant's Response: The proposed planned unit development will incorporate sustainable and low impact site design and development principles. The four proposed buildings will have rear loading and will be constructed on a speculative basis meaning they do not have any specific tenants at this time. The buildings are designed for maximum flexibility and could be leased to tenants from 40,000 SF to 350,000 SF. We have included architectural elements constructed from glass, aluminum and precast at the corner entries and at the center entry of the buildings. All buildings will have ample parking for cars and adequate trailer parking for trucks.

- 5) **Natural Environment:** The proposed planned unit development will protect the community's natural environment to the greatest extent practical, including existing natural features, water courses, trees, and native vegetation.

Applicant's Response: To enhance the aesthetics and create some amenities within the park we have increased green space areas from the I-2 zoning requirements. While we do fall short for the total number of trees required to be replaced for the large established residential subdivision, our landscape plan will exceed the code required plantings for any typical industrial developments. A water feature has been included at the park entry on Route 83 to showcase this first-class industrial park.

- 6) **Utilities:** The proposed planned unit development will be provided with underground installation of utilities when feasible, including electricity, cable, and telephone, as well as appropriate facilities for storm sewers, stormwater retention, and stormwater detention.

Applicant's Response: The existing subdivision is currently on well and septic systems so the redevelopment will include bringing water and sanitary sewers from the southeast corner of the site. All stormwater will be accounted for and contained on site via underground detention and water feature and released at the required rate. All new franchise utilities (ComEd, Nicor, AT&T, etc.) will be installed underground for the new park.

Planned Unit Development Approval Standards	Meets Standard	
	Yes	No
1. Comprehensive Plan	X	
2. Public Facilities	X	
3. Landscaping and Screening	X	
4. Site Design	X	
5. Natural Environment	X	
6. Utilities	X	

RECOMMENDATIONS:

- 1) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Site Plan Review.
- 2) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Zoning Map Amendment: Rezoning Mohawk Terrace Subdivision lots from R – 1 Single-Unit Dwelling District to I – 2 General Industrial District.
- 3) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Special Use Permit to allow a PUD at the subject site.
- 4) Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Preliminary Planned Unit Development with the following conditions:
 - a. A DuPage County Stormwater Management Certification will be required for this project as the total land disturbing activity exceeds 5,000 SF. The developer must meet all other DuPage County Floodplain and Stormwater Ordinance requirements including submittal of a stormwater report;
 - b. An Illinois Department of Transportation (IDOT) permit will be required for the proposed entrance within IL-83 right-of-way;
 - c. An IEPA-Sanitary, IEPA-Water, IHPA, IEPA-NOI and IEPA-NOT permits will be required for this development;
 - d. A Cook County Department of Transportation and Highways (CCDOTH) permit will be required for the proposed work in the Devon Ave rights-of-way;
 - e. The developer shall properly identify and mitigate and special management areas in accordance with applicable rules and regulations;
 - f. Any retaining wall extending more than 3-feet in height will require structural engineering calculations and drawings signed and sealed by licensed structural engineer;
 - g. A 10-foot wide ADA compliant public shared use path will be required along the IL-83 frontage of the site;
 - h. The driveway openings along Devon Ave shall line up as best as possible with curb opening on opposite side of Devon Avenue. The Petitioners shall coordinate with CCDOTH;
 - i. Sanitary Manholes will be required every 300-feet;
 - j. Individual water services for the building shall be equipped with a shut-off valve outside of the building (valve vault inside 60-inch diameter vault);
 - k. Petitioners shall receive final approval from CCDOTH on proposed detention basin storm sewer connections;

- l. Petitioner shall build a secondary source of water, either by expanding the Village watermain along Devon Ave to Ellis St or by making an emergency connection with the Elk Grove Village;
- m. A written agreement for land-banked parking shall be executed between the applicant and the Village in a format satisfactory to the Village Attorney and shall be recorded in the Office of the Recorder of Deeds of Cook or DuPage County, as applicable;
- n. The requested code departure from Section 10 – 6 – 19.B.4, Industrial District Parking Location, be approved;
- o. The requested code departure from Section 10 – 8 – 2 – B.6, Maximum Number of Parking Spaces, be approved;
- p. The requested code departure from Section 10 – 8 – 8 – 1, Maximum Driveway Width, be approved;
- q. The requested code departure from Section 10 – 8 – 8 – F, Driveway Apron Width, be approved;
- r. The requested code departure from Section 10 – 9 – 2 – B, Tree Replacement Standards, be approved. The Petitioners shall work with Staff to determine an appropriate tree replacement plan, to be approved by the Zoning Administrator;
- s. The Petitioners shall work with Staff to submit a revised on-site pedestrian circulation system plan to be approved by the Zoning Administrator;
- t. A final landscape plan, to be approved by the Zoning Administrator, is required upon submittal for Final Planned Unit Development;
- u. The Petitioners shall coordinate with Village Staff to submit revised and additional architectural plans with aesthetic design to be approved by the Zoning Administrator;
- v. Full review of traffic study may include requirements for off-site traffic improvements. The Petitioners and the Village shall coordinate with IDOT and CCDOH as necessary.

Respectfully Submitted,

Department of Community & Economic Development