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VILLAGE OF OAK BROOK
Planned Development Commission

STAFF REPORT

DATE: June 10, 2020

CASE FILE NO: 2020-02-ZO-PUD

DESCRIPTION: Redevelopment proposal for the Macy's Furniture property consisting of retail and restaurant uses on approximately 9.4-acres of property.

PETITIONER & PROPERTY OWNER: GW Oak Brook Owner, LLC
4221 N. Elston, Suite 304
Chicago, IL 60614

ADDRESS: 1717 22nd Street

EXISTING ZONING/USE: B-3 General Business District consisting of an 110,000 ft^2 furniture store with 282 off-street parking spaces and above-ground storm water detention facilities.

ZONING/USE OF SURROUNDING PROPERTY:

North: **B-3** General Retail District in the City of Oakbrook Terrace and improved with retail and office buildings.

South: **R-4** Single-Family District and improved with single family homes in the Brook Forest Subdivision. The Reagan Memorial Tollway (I-88) is located immediately south of the subject property.

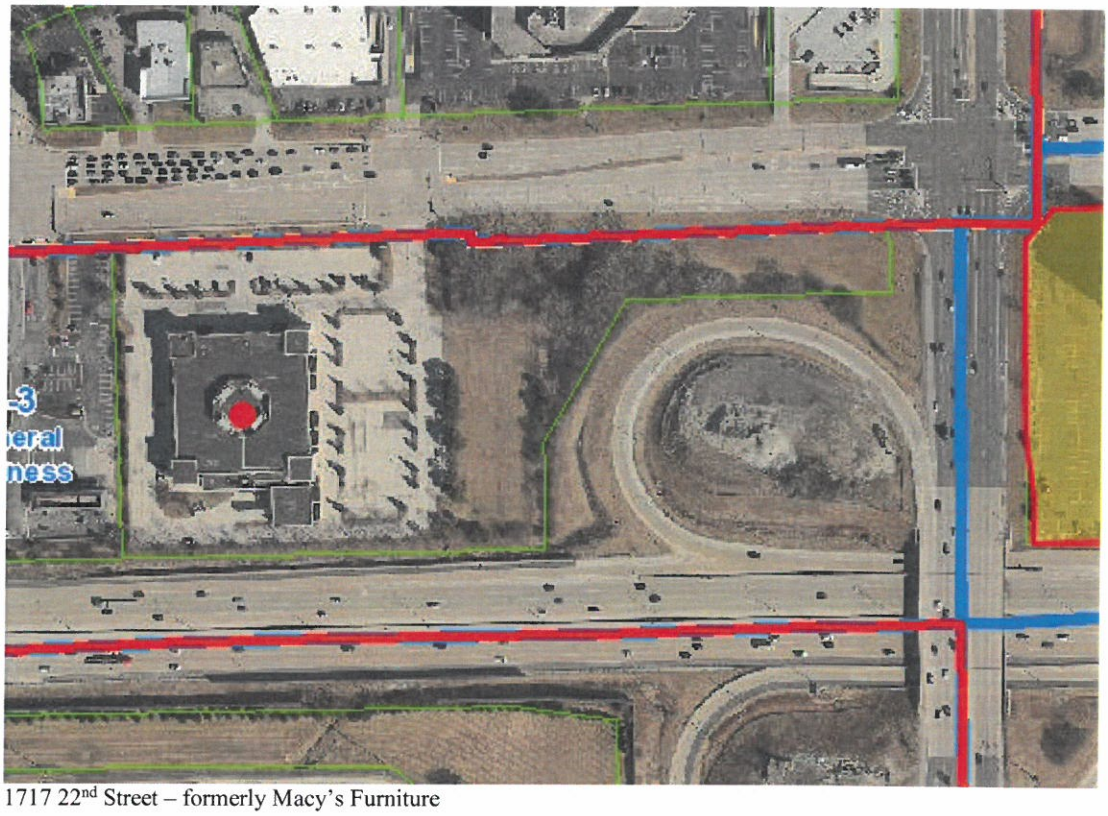
East: **O-3** Office District and improved with a 13-story professional office building with a three (3) level parking garage.

West: **B-3** General Business District, improved with a Costco Wholesale Warehouse.

LOCATION:
The subject property is located at the southwest corner of Route 83 and 22nd Street. The property is bounded by 22nd Street to the north, the Reagan Memorial Tollway (I-88) to the south and Kingery Highway (Route 83) to the east.

CONTROLLING AGREEMENTS:
Ordinance 1958-S-1 – Annexing Property, 11/11/1958

STAFF REPORT – PLANNED DEVELOPMENT
GW OAK BROOK – 1717 22ND STREET
THE OVERLOOK AT OAK BROOK REDEVELOPMENT
CASE NO. 2020-02-ZO-PD



1717 22nd Street – formerly Macy's Furniture

BACKGROUND:
GW Oak Brook Owner, LLC ("GW"), has submitted an application requesting approval of a Planned Development ("PD") to construct a commercial mixed-use redevelopment project that will consist of retail and restaurant uses on approximately 9.4-acres of property. There are seven (7) outlots proposed at this time on 8.4-acres with a remaining 1.0-acre property proposed for sale to Costco for additional off-street employee parking.

A Preliminary Board Review of the application was conducted by the Village Board on August 13, 2019 as required in the Village's PD regulations. Section 13-15-5 Procedures of the PD regulations provides an applicant the opportunity to submit for Preliminary Board Review. The intent and purpose of this review is to provide the Village Board with an overview of a development project in the initial conceptual phases in order to provide preliminary comments, suggestions and recommendations to the applicant on the development project. The preliminary Board review is the first step in the process outlined in the PD regulations and is intended to provide an applicant with early feedback.

A separate neighborhood meeting was not required as part of the outreach for this redevelopment project. The neighborhood meeting is an optional element of the PD process and at the discretion of the Development Services Director. A determination as to whether the meeting is necessary and appropriate is based upon the nature and extent of the impact of the project, if any, on area residents.

Since the 9.4-acre property is surrounded solely by non-residential land uses including Costco, Regency Plaza professional offices, the Reagan Memorial Tollway and retail/office buildings in Oakbrook Terrace, it was determined that a public hearing before the Planned Development Commission would be adequate and provide the necessary and legally required forum for public feedback/comment on this redevelopment project.

Planned Development. The GW project is proposed as a Planned Development. The intent and purpose of the planned development regulations, standards and criteria is to provide an alternate zoning procedure under which land can be developed or redeveloped with innovation, imagination, and creative architectural design when sufficiently justified under the provisions of this chapter. The objective of the planned development is to encourage a higher level of design and amenity than is possible to achieve under standard zoning regulations. The end result is intended to be a product which fulfills the objectives of the Village of Oak Brook commercial areas revitalization master plan and planning policies of the village while allowing flexibility from the standard application of the use and bulk regulations of the zoning regulations. The planned development is intended to permit and encourage flexibility and to accomplish the following:

1. To stimulate creative approaches to commercial, nonsingle-family residential, and commercial/ mixed-use development of land;

2. To provide more efficient use of land;

3. To preserve natural features and provide open space areas and recreation in excess of those required under standard zoning regulations;

4. To develop and implement new approaches to the living environment through variety in type, design and layout of buildings, transportation systems, and public facilities;

5. To unify building and structures through design; and

6. To promote long term planning pursuant to the village's commercial areas revitalization master plan, intended to allow harmonious and compatible land uses or combination of uses with surrounding areas.

Proposed Departures. Section 13-15-2.E of the PD regulations acknowledges that proposed planned developments need not comply with the density, dimension, area, bulk, use, and other zoning regulations that, but for the provisions of this chapter, would otherwise apply to the property on which the proposed planned development is intended. Modifications and departures from the standard provisions may be provided in accordance with the provisions of this chapter and to the extent that they will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare. The departures from standard being proposed as part of this PD application are identified under Tab No. 1 of the petitioner's binder and are as follows:

1. *Building Structure Height.* Section 13-7C-3 to increase the structure height for the Lazy Dog Brewery tower feature from 35 feet to 38 feet. The zoning regulations do permit and allow some flexibility in structure height for steeples, mechanical rooms and other roof structures where a structure can be up to 30 feet above the height limit of the district it is located. Staff has determined that the three foot (3') increase in height for the proposed architectural tower is minimal in nature and consistent with the intent and purpose of the structure height provisions in Section 13-3-8 of the zoning regulations.

2. *Building Setbacks.* Section 13-7C-3 to reduce the required front yard building setback from 100 feet to 40 feet for building A, 45 feet for buildings B, C and D and 20 feet for building E. The proposed buildings are setback a minimum of 68 feet (for the closest building E) and at least 76 feet from the curb/pavement on 22nd Street for the remaining buildings.

3. *Outdoor Dining.* Section 13-7C-2 to permit and allow outdoor dining as part of the planned development site plan approval. The proposed outdoor dining area locations for the various restaurants are included as part of the proposed site plan. The recent Board approval of outdoor dining as a permitted use rather than a special use in accordance with a text amendment (G-1163) does render this request unnecessary for some of the buildings/outdoor dining areas in this development. The outdoor dining areas are still included on the proposed site plan to evaluate dining locations, pedestrian access, vehicle conflicts and other site criteria to be sure these areas are code compliant and safe for the customers/employees and other users.

4. *Number of off-street parking spaces.* Section 13-12-5 Off-Street Parking to permit and allow a reduction in the required number of off-street parking spaces from 488 to 475.

5. *Number and location of loading berths.* Section 13-12G-2 to reduce the number of loading spaces on-site where the code requires 1 loading berth for buildings that are 5,000 ft^2 to 25,000 ft^2. A 9'x 36' loading space has been provided at building A and three (3) other similarly sized loading spaces have been provided at each building cluster B/C, D/E and G/F to accommodate deliveries.

6. *Location of parking lot landscape islands.* Section 13-12-4C to reduce the number of landscape islands within the interior parking lot. In order to justify this request, all end-cap parking islands, perimeter parking lot setback areas and most building foundation areas are landscaped with trees, shrubs and ornamental grasses to soften the aesthetic of the development, aid storm water management and reduce the urban heat island affect.

STAFF ANALYSIS:
As part of this review, the following commentary should be considered as part of the PD Commission's analysis and deliberations on the request.

9.c

Planned Development Project. GW has submitted an application requesting approval of a PD to construct a commercial mixed-use redevelopment project that will consist of retail and restaurant uses on approximately 8.4-acres of property. There are seven (7) outlots proposed at this time on 8.4-acres with the 1.0-acre remaining that is proposed for sale to Costco for additional off-street employee parking. The 1.0-acre Costco redevelopment is likely a separate stand-alone project to be conducted by Costco to aid in adding off-street parking to serve employees which in-turn will assist in promoting a better supply of customer parking on-site.

The increase in building height for the architectural tower, reduced building setbacks, reduction in landscape islands and loading berths are being requested as part of the project's overall design and will need to be evaluated as part of the overall PD request. Instead of processing this case with multiple request(s) for variations before the Plan Commission and Zoning Board of Appeals, the planned development submittal incorporates all of these elements into a single request that can be reviewed and evaluated as a unified development project.

> Section 13-15-2A General Provisions of the PD regulations does allow new mixed use development construction within a planned development overlay district. Section 13-15-2B further indicates that each PD shall be presented and reviewed on its own merits. As such, a request for several departures to bulk standards can be introduced into the zoning request through a PD entitlement process if waivers are being requested but the new project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

As such, a PD application has been provided for this commercial mixed-use project. The petition indicates that the developer expects to construct the Overlook at Oak Brook (Overlook) as one comprehensive project as described and depicted in the application material dated February 21, 2020 (Tab 10). Demolition of the existing building and site improvements to the majority of the property including the perimeter parking lot areas along 22nd Street. The improvements will consist of grading, site preparation, utility work, parking, sidewalks, landscaping, and lighting. The construction of the retail/restaurant building B/C would likely be the first building constructed but construction timelines have obviously been delayed due to changing market conditions related to COVID-19.

Consistency with the Planned Development Regulations. The applicant has provided documentation, plans and other review materials for their PD application in the submitted binder. The table of contents identifies 20 separate tabs that outline their request(s).

Planned Development Standards. The applicant has addressed and responded in detail to the Planned Development Standards as required in Section 13-15-3 of the Regulations. In your materials, see Attachment Tab No. 4.

Building Setbacks. Staff created the accompanying table for the Restoration Hardware project and has updated/modified it for the Commission's use in consideration of the building setback waiver request(s).

Building Address	Setback from 22nd Street	Zoning District/Req. Front Setback
Proposed Building "A" Lazy Dog	76'	B-3, 100'
Proposed Building "B" Panera	78'	B-3, 100'
Proposed Building "C" Multi-Tenant	78'	B-3, 100'
Proposed Building "D" Wildberry Café	79'	B-3, 100'
Proposed Building "E" Olive Garden	68'	B-3, 100'
Restoration Hardware	45'	B-2, 300'
Restaurant Building "B" Oak Brook Commons	50'	ORA-2, 100'
Restaurant Building "C" Oak Brook Commons	50'	ORA-2, 100'
Retail Building "D" Oak Brook Commons	50'	ORA-2, 100'
Restaurant Building "F" Oak Brook Commons	50'	ORA-2, 100'
Building "G" (Hotel) Oak Brook Commons	50'	ORA-2, 100'
800 Enterprise	40'	ORA-1, 100'
1111 22nd Street	100'	ORA-2, 100'
1211 22nd Street	100'	O-3, 100'
1301 22nd Street	100'	O-3, 100'
1315 22nd Street	125'	O-3, 100'
1401 22nd Street	125'	O-3, 100'
1415-1515 22nd Street	115'	O-3, 100'
	Setback from Route 83	
Yellow Deck	250'	B-2, 300' (From Rt.83)
Pinstripes (PD)	139'	B-2, 300' (From Rt.83)

*Approximate Setbacks from VOB GIS

Consistency with the Commercial Revitalization Plan. The Village of Oak Brook Commercial Areas Revitalization Plan ("CARP") dated May 2019 identifies the subject property, as Regional Commercial. The CARP further indicates that regional commercial should be clustered to create synergy and contribute to the area's ability to serve and function as a destination.

The Dining and Entertainment section of the Commercial and Office Plan & Policies from the 2019 CARP (page 8) discusses restaurant and other entertainment uses and states that they should be

permitted within almost all other commercial areas, including mixed-use developments, regional retail areas, Oakbrook Center, and as part of Class A office development.

Stormwater and Floodplain. The 8.4-acre property is not located in either the regulatory floodway or floodplain and any development proposal shall comply with the Village's adopted storm water ordinance requirements. Stormwater will be collected by a system of structures and pipes that are being directed to the underground detention vault. The underground detention basin will drain to the Village storm sewer so as not to inundate the existing Village infrastructure and downstream natural features. There is an existing 0.16 ac-ft low quality wetland located on the site. The proposal is to remove and mitigate the wetland at 1.5:1 to an existing local wetland bank in accordance with the provisions in the stormwater ordinance. Additional information concerning the stormwater and wetland components of the project are located in the Preliminary Stormwater Report in Tab No. 17.

Water and Sanitary Utilities. A proposed water main will connect to the existing 12" main in the 22nd Street right-of-way. Initial indications are that the 12" water main will have sufficient pressure and flow for the proposed development. The anticipated water demand calculations have been included as Tab No. 15 by the design engineer for the village consultant's review. This information will be finalized during the building permit review process to verify the proper water capacity and fire pressure data.

Sanitary service is provided by the Flagg Creek Water Reclamation District. Specific comment concerning utility design and location will be provided by Flagg Creek as the project progresses and more detailed plans are submitted. The design engineer has indicated in Tab No. 17 that the existing sanitary sewer lift station will be replaced to meet the needs of the proposed development.

Site Lighting. A photometric plan is included in this submittal to show the proposed lighting levels throughout the site with specific consideration being given to backlighting, up lighting and glare for energy efficiency, aesthetics and nuisance considerations.

Landscaping. The proposed preliminary landscape plan is generally well designed and provides landscaping for perimeter/buffer areas, parking lot islands, parkway areas and foundation landscaping for buildings. The landscape plan includes deciduous trees, evergreen trees, ornamental trees, deciduous shrubs, evergreen shrubs, ornamental grasses and perennials. This diversity and variety of landscaping reduces the urban heat island, assists in screening vehicles and services areas and generally improves the overall aesthetic of the project site. The perimeter landscape includes the preservation of several trees along 22nd Street. Decorative fencing will be provided around outdoor dining areas with proper protection being provided around these areas if they are adjacent to parking lot drive aisles. The three (3) outdoor trash enclosures will be of building material(s) to match the proposed buildings incorporating brick, stone or a similar product for design consistency, aesthetics and long-term durability.

Architectural Plans.
Exterior building elevations, color renderings and floor plans were provided for each building (if available). Several of the proposed buildings do not have tenants (and are speculative) and in those

9.f.

cases more detailed architectural materials were not provided. The exterior building elevations include conceptual building material information and some of these materials are as follows: face brick, cut-stone, stone veneer, stone, painted CMU, wood fascia, black metal mesh and standing seam metal roof materials. In keeping with the architectural review criteria that was utilized for Hines Oak Brook Commons, a condition is being recommended for the planned development concerning Exterior insulation finish systems ("EIFS"). EIFS, stucco and materials deemed comparable by the Development Services Director, shall not occupy more than 25% of any building elevation and shall comply with all Village Code requirements concerning maintenance and installation. The final design elevations for all buildings shall also be consistent with the design prototypes included in the approved planned development ordinance (and exhibits).

Traffic and Access Considerations. A traffic study has been prepared and provided by KLOA. The building site will continue to provide access via the signalized access drive that is aligned opposite Parkview Drive (in Oakbrook Terrace). Cross-access will also be maintained with the Costco Wholesale site which is also served by a signalized access drive that is aligned and opposite MacArthur Drive (in Oakbrook Terrace). The east-west drive aisle providing the cross-access will be relocated approximately 70 feet further south to align with the existing driveway at the common property line.

Pedestrian Access and Circulation. The 2007 Commercial Areas Revitalization Plan ("Plan") places an emphasis on pedestrian access and circulation specifying that all developments should provide pedestrian circulation between buildings on the same site. The Plan further emphasizes that commercial areas are generally auto-oriented; but safe and attractive pedestrian circulation should be provided on every site. Sidewalks will be provided throughout this development project in the following areas:

1. A new 4'-5' sidewalk is identified along the south side of 22nd Street running east to Route 83. An existing sidewalk is located on the south side of 22nd Street and ends at the traffic signal. The new sidewalk being proposed would connect to and complete the sidewalk along the south side of 22nd Street.

2. Internal sidewalks and sidewalk connections are identified to and from all seven (7) buildings with crosswalks in parking lots. A sidewalk connection is also provided from the site to 22nd Street.

3. A sidewalk connection is identified to connect to the proposed Costco employee parking lot that provides a direct pedestrian connection to the new development.

Parking. A request is being made to reduce the total number of off-street parking spaces required by code from 488 to 475 spaces. In order to justify this requested departure, the petitioner's traffic consultant has analyzed proposed parking demand at the retail center and determined that up to 425 spaces will be occupied on a weekday and up to 412 spaces on Saturdays. 475 on-site spaces are

recommended to accommodate the estimated parking demand at the retail center based upon the mix of retail and restaurant uses and their hours of operation.

It should be noted that the Wildberry and Panera restaurants are open for breakfast while the other proposed restaurants are not. Wildberry will also not be open for dinner and this parking demand will not exist during the evening parking peak. This will help to better distribute parking demand throughout the site and provide more available parking options for customers in the evening.

The 473 spaces being proposed include fourteen (14) handicapped accessible spaces that will be located throughout the site and in proximity to all seven (7) buildings. 84 parking spaces are located in the northeast parking lot and are intended to be for employee parking to help provide convenient and accessible parking for customers throughout the site.

Preliminary/Final Plat of Subdivision. GW Properties has not submitted a petition requesting approval of a preliminary/final plat of subdivision. The petitioner intends to process the PD request to determine the approximate location of buildings, drive aisles and parking in order to better identify and delineate subdivided lots, cross-access/parking easements, stormwater easements and other utility easements for the comprehensive redevelopment plan. The subdivision plat will ultimately be subject to Plan Commission review and recommendation and final approval by the Village Board of Trustees.

RESPONSIBILITIES OF HEARING BODY:

As part of the Planned Development Regulations, the Planned Development Commission shall review the application, the standards and requirements, the report of the Development Services Director, and any oral and written comments and testimony received by the Planned Development Commission before and at the public hearing. The Planned Development Commission shall recommend approval, approval with conditions, or denial of the proposed planned development.

Every recommendation of the Commission upon any application filed pursuant to the Planned Development Regulations shall include such findings of fact and conclusions as the Commission shall deem necessary. The ordinances shall generally refer to the evidence in the record and to the exhibits, plans, or specifications upon which the recommendation is based. The ordinance shall generally specify the reason or reasons for the recommendation and shall contain a conclusion or statement separate from the findings setting forth the recommendation of the commission. Every ordinance shall expressly set forth any limitations or conditions recommended by the commission. In order to make a recommendation to approve (with or without conditions) or a recommendation to deny a proposed planned development or an amendment to an existing planned development, the affirmative vote of a majority of all members of the commission then holding office shall be required.

When appropriate, please include in your consideration, findings with respect to the standards specified in the Planned Development Regulations for approval of the planned development. The materials submitted by the applicant specifically address each of these standards as identified under Tab No. 2.

CONCLUSION:

Staff would like the Planned Development Commission's feedback on the proposed petition and the departures from the standards that are being requested. Staff is not providing a recommendation at this time to give the Commission the ability to evaluate any public comments and listen to the petitioner's presentation. If the Commission is prepared to make a recommendation, a suggested recommendation has been provided below with specific conditions to govern the construction and operation of the planned development. This recommendation can also be modified accordingly.

As such, staff is providing the accompanying conditions for Planned Development Commission review and discussion. If the Commission is prepared to make a recommendation, I would ask that you consider the conditions, incorporate any new recommendations and include the planned development findings (as identified in the petitioner's application materials) in your motion.

1. Compliance with Plans: The development, maintenance, and operation of the property will be in substantial compliance with the plans and documents as submitted, except for minor changes approved by the Development Services Director and Village Manager in accordance with Section 13-15-8 of the Zoning Ordinance.

2. Final engineering approval shall be required prior to the issuance of the building permit for the Development.

3. Final landscape plan approval shall be required prior to the issuance of the building permit for the Development. Specific emphasis shall be given to the perimeter landscape screening adjacent to 22nd Street parking areas whereby a continuous screen in the form of an earth berm and landscaping of at least 4' high shall be provided at the time of installation.

4. Final Subdivision Plat approval for the Development/Property shall be required prior to the issuance of any permits for the Development/Property. Said plat shall include all utility, stormwater, cross-access, shared parking and sidewalk easements, and otherwise comply with the Village's Subdivision Regulations.

5. Cross-access and shared parking easements shall be provided within the development's surface parking lots. The cross-access and shared parking easements must be in a form approved by the Village Attorney prior to recordation, and must be approved prior to approval of the final plat of subdivision for the property.

6. Exterior insulation finish systems ("EIFS"), stucco, and materials deemed comparable by Development Services Director, shall occupy no more than 25% of any building elevation, and shall comply with all Village Code requirements concerning maintenance and installation. The final design elevations shall be consistent with the design prototypes included in the application materials.

7. Covenants. Covenants must be recorded against the property in connection with the development. The covenants and/or condominium declarations must address the stormwater, property maintenance, cross-access, and other conditions imposed by the Ordinance approving the planned development or any agreement associated with the same. The covenants and/or condominium declarations must be in a form approved by the Village Attorney prior to recordation. The covenants and/or condominium declarations must be approved by the Village Attorney prior to approval of the final plat of subdivision for the property.

8. Trash enclosures shall be of a building material to match the proposed buildings materials incorporating brick, stone or a similar product for design consistency, aesthetics and long-term durability.

9. All sign proposals shall comply with applicable sign code regulations of the Oak Brook zoning ordinance.

10. Comply with all other Village Ordinance requirements at time of building permit application except as specifically varied or waived.

Please contact me if you have any questions.

Respectfully Submitted,

Tony Budzikowski, AICP
Development Services Director

9.j.

BURNS & McDONNELL

Technical Memorandum

Date: March 13, 2020

To: Tony Budzikowski, AICP, Director of Development Services, Village of Oak Brook

From: James Patterson, P.E, Burns & McDonnell

Project: The Overlook at Oak Brook, 1717 22nd Street

Re: Traffic Impact Study Review

Introduction

On behalf of the Village of Oak Brook, Burns & McDonnell (BMcD) reviewed a traffic impact study, prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA), for a proposed mixed-use development located at 1717 22nd Street in the Village of Oak Brook. This location was previously occupied by the Macy's Furniture Gallery.

Observations and Comments

The observations and comments from the previous Technical Memorandum dated February 7, 2020 have been adequately addressed and there are no further comments.

Conclusion

Burns & McDonnell generally agrees with the methodology used for the traffic analysis and its conclusions. The estimated traffic generation for the proposed development and distribution of traffic is all within reason. Burns & McDonnell has no further comment on the Traffic Impact Study and has no objection to the planned development based on traffic.

BURNS McDONNELL

March 6, 2020

Gail Polanek
Planning Technician
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, Illinois 60523

Planned Development: The Overlook at Oak Brook – 1717 22nd Street

Dear Ms. Polanek:

Burns & McDonnell received the following Planned Development Application documents on March 2, 2020:

- Application for Planned Development at 1717 22nd Street, 288 pages, prepared by GW Properties, dated February 28, 2020.

This letter contains comments generated during the course of the review. The Oak Brook Village Code (Village Code) was the reference regulatory document. The code can be found online at www.sterlingcodifiers.com. Please consider the following comments:

1. The revised Traffic Impact Study dated January 24, 2020 is currently under review. Upon completion of the review, any generated comments will be forwarded to the petitioner.
2. The new Costco 85-stall parking lot will be required to provide detention and/or PCBMPs and a stormwater easement will be required for the facilities. The design can be determined during permit review.
3. The topographic survey to the east of the development site within ISTHA/IDOT right-of-way appears to be incorrect. The topography shown on the preliminary engineering plans indicates a local depression that does not drain. Overall topography of the area indicates a ditch that conveys runoff to the south and below I-88. Update/verify the topography to determine if runoff will properly drain or if additional stormwater management will be required.

If you have any questions, please contact me at 630-368-5144 or jpatterson@oak-brook.org.

Sincerely,
BURNS & McDONNELL ENGINEERING COMPANY, INC.

James L. Patterson, P.E.

1431 Opus Place \ Suite 400 \ Downers Grove, IL 60515
O 630-724-3200 \ F 630-724-3201 \ burnsmcd.com

VILLAGE OF
OAK BROOK
Illinois

Form Waiver and Consent for Petitioner

PETITIONER'S UNCONDITIONAL AGREEMENT AND CONSENT TO CONDUCT OF VIRTUAL PUBLIC HEARING

Case Number 2020-02-ZO-PUD
Address – 1717 22nd Street

TO: **Village of Oak Brook**, Illinois

WHEREAS, on March 9, 2020, the Governor of the State of Illinois (***"Governor"***) declared a State of Emergency related to the COVID-19 pandemic; and

WHEREAS, on March 16, 2020, the Governor issued Executive Order No. 2020-07, suspending certain provisions of the Illinois Open Meetings Act concerning in-person attendance by members of the public body at public meetings, which executive order was extended on April 1, 2020, pursuant to Executive Order 2020-18 (collectively, the ***"Executive Order"***); and

WHEREAS, during the pendency of the State of Emergency declared by the Governor, all public bodies of the **Village of Oak Brook** (***"Village")*** will be conducting business via virtual meetings and hearings utilizing telephonic and video conferencing platforms ("***Virtual Hearing***"); and

WHEREAS, Mitch Goltz, GW Oak Brook Owner, LLC, Owner of the Subject Property ("***Petitioner***") has requested that the **Village** grant Petitioner certain approval under the **Zoning Regulations** of the **Village** for the property commonly known as **1717 22nd Street** ("***Subject Property***"), including, specifically:

Approval of a Planned Development, ("***Requested Approval***"); and

WHEREAS, the **Village**'s **Zoning Regulations** requires a public hearing ("***Public Hearing***") before its **Planned Development Commission** before the Requested Approval is granted; and

WHEREAS, the Petitioner has indicated its desire to proceed with its petition for the Requested Approval by conducting the Public Hearing during a Virtual Meeting of the **Planned Development Commission**; and

NOW, THEREFORE, the Petitioner does hereby agree and covenant as follows:

1. Petitioner shall and does hereby unconditionally agree and consent to proceed with the lawfully required public hearing on Case File No. **2020-02-ZO-PUD** to grant the Requested Approval to the Petitioner for the Subject Property at a Virtual Hearing of the Planned Development Commission; and

2. Petitioner acknowledges that the decision to proceed with Case File No. **2020-02-ZO-PUD** and to conduct the public hearing via a Virtual Meeting is made entirely at the Petitioner's discretion that it shall bear the entirety of the risk from proceeding in this manner; and

3. Petitioner agrees not to challenge the sufficiency of the Public Hearing on the grounds that it was conducted during a Virtual Meeting or assert any procedural infirmity or any denial of any procedural right on said grounds.

4. Petitioner agrees to and does hereby hold harmless and indemnify the **Village**, the **Village**'s corporate authorities, and all **Village** elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with the procedures followed in connection with the conduct of the Public Hearing during a Virtual Meeting.

5. Petitioner shall, and does hereby agree to, pay all expenses incurred by the **Village** in defending itself with regard to any and all of the claims mentioned in this Unconditional Consent and Agreement. These expenses shall include all out-of-pocket expenses, such as attorneys' and experts' fees, and shall also include the reasonable value of any services rendered by any employees of the **Village**.

ATTEST:

By: Shai Wolkowicki
Signature

By: Shai Wolkowicki
Print

Its: Manager

PETITIONER

By: Mitch Goltz
Signature

By: Mitch Goltz
Print

Its: Manager

SUBSCRIBED and **SWORN** to
before me this 18 day of
June, 2020.

Natalie Renee Acierto
Notary Public

NATALIE RENEE ACIERTO
Official Seal
Notary Public - State of Illinois
My Commission Expires Aug 4, 2020

6.a

NOTICE IS HEREBY GIVEN that a public hearing before the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be held on Thursday, June 25, 2020 at 7:00 p.m. for the purpose of considering the application from the Petitioners, GW Oak Brook Owner, LLC, 2211 N. Elston, Suite 304, Chicago, IL 60614, property owner of the property at 1717 22nd Street, Oak Brook, Illinois 60523, seeking a planned development as provided for under Chapter 15 of Title 13, the Zoning Ordinance of the Village of Oak Brook, Illinois, Ordinance G-60 as amended.

At the time of this publication, due to the emergence of the Coronavirus Disease 2019 (COVID-19) and guidance from the Centers for Disease Control and the Illinois Department of Public Health, the Village, consistent with Governor Pritzker's April 1, 2020, Executive Order declaring a State of Emergency related to the Coronavirus (Covid-19), in person meetings and hearings will NOT be conducted in the Samuel E. Dean Board Room at the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523. The entirety of the meeting will be conducted virtually via online web conferencing system. See meeting details at **http://www.oak-brook.org/178/Public-Hearings**.

Please be advised that due to the COVID-19 pandemic, the Village of Oak Brook is exercising due care by following the recommended social distancing guidelines. During this extraordinary time, residents and individuals that wish to participate in the hearing process are provided with the choice of verbal live commenting via the online web conferencing system that will be available, but for technical reasons written comments are strongly preferred.

Persons seeking additional information concerning the application, accessing the virtual meeting, or requesting alternative means to provide testimony or public comment are directed to email their request. Further inquiries can be emailed to Gail Polanek at: **gpolanek@oak-brook.org** or Tony Budzikowski at: **tbudzikowski@oak-brook.org**.

If you are interested in participating in the hearing process remotely you must contact the Development Services Director or Planning Technician no later than five (5) days prior to the hearing, please feel free to contact the Tony Budzikowski at 630-368-5104 or **tbudzikowski@oak-brook.org** or Gail Polanek at 630-368-5106 or **gpolanek@oak-brook.org** and you will be provided with the necessary login information prior to the meeting. If you are not interested in participating in the hearing, but simply have questions or would like to view the file, please feel free to use the same contact information and arrangements can be made to accommodate you.

The Petitioner has submitted an application, case number 2020-02-ZO-PUD, seeking approval of a planned development on the property located at 1717 22nd St., Oak Brook, Illinois 60523 as described below.

Project Description: Petitioner has applied to the Village for Planned Development approval to allow for the development of a mixed used development to be known as the Overlook at Oak Brook. The development will include the demolition of the existing Macy's retail building and parking areas, to be replaced by a ground-up redevelopment consisting of retail/restaurant uses, landscaping, associated at-grade parking and utilities. In accordance with the zoning regulations, as part of the planned development, the Petitioners have requested modifications and departures from the standard zoning provisions.

The subject property may be generally described as 1717 22nd Street, Oak Brook, Illinois 60523, with the legal description as follows:

LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1995 AS DOCUMENT R95-076627, IN DUPAGE COUNTY, ILLINOIS. PIN 06-27-200-010

The petitioner's application including all supporting documents is on file with the Director of Development Services. Persons wishing to examine the petition documents may arrange to do so with the Development Services Department, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, IL 60523, telephone 630-368-5106, 8:00 a.m. to 4:00 p.m., Monday – Friday, excluding holidays.

In accord with the provisions of the American with Disabilities Act, any individual who is in need of a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall), at 630-368-5010 as soon as possible before the meeting date or for TDD response (630) 990-2131 as soon as possible before the meeting date.

Charlotte Pruss, Village Clerk

Published at the direction of the Corporate Authorities and the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois.

Published in Daily Herald June 8, 2020 (4546091)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

DuPage County

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DuPage County DAILY HERALD**. That said **DuPage County DAILY HERALD** is a secular newspaper, published in Naperville and has been circulated daily in the Village(s) of:

Addison, Aurora, Bartlett, Bensenville, Bloomingdale, Carol Stream, Darien, Downers Grove, Elmhurst, Glen Ellyn, Glendale Heights, Hanover Park, Hinsdale, Itasca, Keeneyville, Lisle, Lombard, Medinah, Naperville,Oakbrook, Oakbrook Terrace, Plainfield,Roselle, Villa Park, Warrenville, West Chicago, Westmont, Wheaton, Willowbrook, Winfield, Wood Dale, Woodridge

County(ies) of DuPage

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DuPage County DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 06/08/2020
in said DuPage County DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Raetzman
Designee of the Publisher and Officer of the Daily Herald

Control # 4546091

5.

OVERLOOK - GW PROP
1717 22ND

NOTICE IS HEREBY GIVEN that a public hearing before the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be held on Thursday, March 26, 2020 at 7:00 p.m. in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the Petitioners, GW Oak Brook Owner, LLC, 2211 N. Elston, Suite 304, Chicago, IL 60614, property owner of the property at 1717 22nd Street, Oak Brook, Illinois 60523, seeking a planned development as provided for under Chapter 15 of Title 13, the Zoning Ordinance of the Village of Oak Brook, Illinois, Ordinance G-60 as amended.

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Charlotte Pruss
Village Clerk

Published at the direction of the Corporate Authorities and the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois.

Published in Daily Herald
March 11, 2020 (4542268)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

DuPage County

Daily Herald

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County(ies) of DuPage
and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

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in said DuPage County DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Baltzer
Designee of the Publisher and Officer of the Daily Herald

Control # 4542268

5.a

Motion by Trustee Baar, seconded by Trustee Cuevas, to approve Resolution R-1819. VOICE VOTE: Motion carried.

C. GW Properties - Preliminary Board Review of Planned Development for Macy's Furniture - 1717 22nd St.

President Lalmalani asked Development Services Director, Tony Budzikowski to introduce the Preliminary Board Review of a Planned Development for Macy's Furniture Store at 1717 22nd St.

Development Services Director Budzikowski introduced the presentation and stated that this is a preliminary review for the Board. He explained that the Macy's building, a two story 110,000 square foot building, would be demolished to make way for seven new restaurants, retail and entertainment spaces. Mitch Goltz (GW Properties) came to the podium and provided a PowerPoint presentation concerning the site plans and gave a brief narrative describing the overall character, signage, and nature of the proposed planned development. Comments were made by the Board and questions were addressed by Mr. Goltz.

D. RESOLUTION 2019-AG-LE-EX1-R-1820, A Resolution Appointing Ottoson Britz Kelly Cooper Gilbert and Dinolfo, Ltd., as Village Attorney and Approving an Engagement Agreement

President Lalmalani announced that the Board periodically reviews its operating procedures and that it had not done a Request for Proposal for Legal Services since 2016. He said a Request for Proposal was sent out in June and that the Village had five firms respond, the Legal Committee interviewed all five. After his evaluation, President Lalmalani said that he was recommending the Village Board approve the Engagement Agreement with Ottoson Britz Kelly Cooper Gilbert and DiNolfo, Ltd. Comments were made by the Board expressing concern with changing law firms.

President Lalmalani thanked Ancel Glink, including Stewart Diamond, Keri-Lynn Krafthefer, and Greg Jones for all their hard work over the last three years.

Motion by Trustee Yusuf, seconded by Trustee Manzo, to approve Resolution R-1820. VOICE VOTE: Motion carried.

4. RESIDENT/VISITOR COMMENT

Resident Anne Huber thanked the Board for taking a position on ethylene oxide emissions and the Sterigenics facility. Resident Rich Allison spoked regarding the Fullersburg Historic Foundation and informed everyone on upcoming events.

5. APPROVAL OF MINUTES

A. Special Executive Meeting Minutes of June 11, 2019

Motion by Trustee Baar, seconded by Trustee Yusuf, to approve the Minutes of the Special Executive Meeting Minutes of June 11, 2019. VOICE VOTE: Motion carried.

B. Regular Board of Trustees Meeting of July 9, 2019

Motion by Trustee Baar, seconded by Trustee Manzo, to approve the Minutes of the Regular Board of Trustees Meeting Minutes of July 9, 2019. VOICE VOTE: Motion carried.

VILLAGE OF OAK BROOK Illinois

ITEM 3.D

BOARD OF TRUSTEES MEETING
SAMUEL E. DEAN BOARD ROOM
BUTLER GOVERNMENT CENTER
1200 OAK BROOK ROAD
OAK BROOK, ILLINOIS
630-368-5000

AGENDA ITEM

Regular Board of Trustees Meeting
of
August 13, 2019

SUBJECT: **GW Properties, 1717 22nd Street** – Preliminary Board Review of Planned Development for Macy's Furniture Site

FROM: Tony Budzikowski, AICP, Development Services Director TB

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: Provide comments, suggestions and recommendations concerning a proposed 9.4-acre retail/restaurant project.

Background/History:

Section 13-15-5 Procedures of the Village's Planned Development regulations provides an applicant the opportunity to submit for ***Preliminary Board Review*** in accordance with Subsections A1, A2 and A3. The intent and purpose of this section of the Planned Development Regulations is to provide the Village Board with an overview of a development project in the initial conceptual phases in order to provide preliminary comments, suggestions and recommendations to the applicant on the proposed development project. The preliminary Board review is the first step in the process outlined in the Planned Development regulations and is an important step in providing an applicant with early feedback on a project.

Project Overview:

GW Properties is proposing a redevelopment project at the Macy's Furniture site at 1717 22nd Street just east of the Costco Wholesale store. The property currently contains an 110,000 SF furniture store with surface parking spaces and an above ground storm water detention basin. This property also includes the undeveloped and partially wooded parcel of property at the southwest corner of Route 83 and 22nd Street. Macy's sold the entire property to GW Properties in December 2018 and will be relocating their furniture store to Oakbrook Center in the spring.

3. RG

The Center of Oak Brook redevelopment project is 9.4-acres in size and the preliminary site plan includes seven (7) buildings comprised of restaurant and retail uses totaling approximately 86,000 SF. Several restaurant users have been identified for the single tenant buildings in this plan including Lazy Dog Restaurant and Brewery (pad A) and Panera Bread (pad B) with on-going discussions on the other buildings and tenant spaces.

Staff Comments:

1. The property is currently zoned B-3, General Business District. Both retail and restaurant uses are considered permitted uses in the B-3 District.

2. Zoning relief or a departure from Section 13-7C-3 of the zoning code will need to be considered to reduce the 22nd Street building setback from 100 feet to approximately 25 feet for the retail and restaurant buildings. The distance from the closest proposed building to the curb line of 22nd Street would be 54 feet.

3. A sign layout plan has been included in the packet with a four (4) sided monument sign being proposed at the corner of Route 83 and 22nd Street. The monument sign includes a video message board as part of the proposal. Video message boards are not currently a permitted sign type in the B-3 District and this request will require zoning relief or a departure from standard as part of a PD approval.

4. The maximum permitted floor area ratio (FAR) in the B-3 district is 1.20. The FAR is calculated by adding the gross floor area of proposed buildings on-site and dividing the floor area by the total site area of 9.4-acres. The gross floor area for all proposed buildings is approximately 110,000 SF which equates to an FAR of 0.26.

5. Off-street parking is based upon the requirements in Chapter 12 of the zoning code. An initial review of the building sizes and proposed parking totals indicates that this proposal is slightly deficient with regard to off-street parking. The total number of off-street parking spaces proposed for this project is 580 spaces and 602 spaces has been calculated as required by code. Some additional parking data will be necessary for the proposed retail and restaurant uses in order to more thoroughly evaluate the parking calculations when a formal submittal is provided for the Planned Development Commission review.

6. The Village of Oak Brook Commercial Areas Revitalization Plan (CRP) dated May 2019 identifies the subject property, as Regional Commercial. The Plan further indicates that regional commercial should be clustered to create synergy and contribute to the area's ability to serve and function as a destination.

7. The *Dining and Entertainment* section of the Commercial and Office Plan & Policies from the 2019 Plan (page 8) discusses restaurant and other entertainment uses and states that they should be permitted within almost all other commercial areas, including mixed-use developments, **regional retail areas**, Oakbrook Center, and as part of Class A office development.

8. The preliminary plan for this project does not identify any details related to pedestrian circulation within the development and this will need to be further reviewed and

evaluated. The *Access and Circulation* section of the CRP (page 11) recommends that all developments provide adequate, safe and attractive pedestrian circulation between buildings on the same site and connectivity to the adjacent site or public sidewalk. A sidewalk current exists west of the 22nd Street traffic signal serving this property and this sidewalk extends west. Further discussion should be had with the developer and IDOT concerning an extension of this sidewalk east to Route 83 for pedestrian connectivity along 22nd Street.

9. The *General Improvements and Development Guidelines* section of the CRP (page 10) discusses building architecture and that buildings should be designed with attractive "four-sided" architecture consisting of high-quality materials. New developments are encouraged to go beyond typical prototype designs.

10. Cross access and shared parking is being incorporated into the development plan for this retail/restaurant project. Valet parking for some restaurant users has been discussed in addition to self-parking for customers. No new curb cuts or points of access are being proposed onto 22nd Street and cross access will remain intact with Costco to the west. The parking lot connection with Costco will continue to be provided but the location of this connected driveway will be relocated further south.

11. This property is not located in either the regulatory floodplain or floodway. Stormwater detention will be provided in the form of an underground stormwater structure and BMP's will also be required in accordance with the Village and DuPage County stormwater ordinance.

Please see the project narrative and plans provided by the applicant for additional information and background concerning the project.

Recommendation:

Provide comments, suggestions and recommendations to the applicant concerning the proposed Center of Oak Brook planned development proposal for 1717 22nd Street.

If the applicant decides to move forward with the project, the next step in the process is a *Prefiling Review and Transmittal of Application* in accordance with Section 13-15-5B of the Planned Development regulations.

GW PROPERTIES

2211 North Elston, Suite 304
Chicago, Illinois 60614
Main: 773.382.0445
Fax: 773.796.3037

July 31st, 2019

Ms. Rebecca Von Drasek
Village Planner
Village of Oak Brook
1200 Oak Brook Rd
Oak Brook, IL 60523
rvondrasek@oak-brook.org

Dear Rebecca,

GW Properties on behalf of GW Oak Brook Owner LLC is the owner of the current Macy's Furniture site which was purchased from Macy's in December of 2018. Macy's is vacating the property at end of 2018 and relocating the furniture store back into its department store in Oak Brook. We are excited to be presenting our proposed redevelopment of the 9.4 acre property into a multi building retail and restaurant project. The project would entail the complete demolition of the current two story, 110,000 square foot furniture store building in the middle of the property. The new development would include seven newly constructed buildings totaling 90,000 square feet of restaurant and retail space. There would be up to five buildings along 22nd Street with two buildings in the rear of the site. As proposed, there is estimated to be eight new restaurants to the local market, including four single tenant buildings. Lazy Dog Restaurant and Brewery out of California is slated for the westernmost location in the project identified as Building A and would be joined by a new Panera Bread with a drive through in Building B. Building C located at the stoplight would be occupied by at least three restaurants between 2,200 and 3,500 sf each. Building D is expected to be a single tenant restaurant new to the Chicago market and Building E on the east is earmarked for another single tenant restaurant new to Oak Brook. The larger building in the rear identified as Building G is proposed as a two story, 40,000 sf structure (20,000 sf per floor) to be leased to a new to market entertainment and dining establishment. This would be a primarily an evening and weekend user. The last building on the plan in the south-east position identified as Building F is designed to be up to 11,000 sf in size and either one or two total users in that building. In total, there is expected to be around ten businesses in this project with likely eight restaurants.

The mix of tenants will create an active and vibrant project during all hours of the day. Some users will be more morning focused such as a breakfast restaurant. Other tenants will be busier during mid-day for uses such as quick serve and sit down restaurants, and any general retail in the project. The evening hours will be busiest for dinner centric restaurants and the entertainment venue. Each of the restaurants would offer outdoor dining areas for its patrons as shown on the site plan. All buildings would be designed in an attractive, high quality manner with unique elements to differentiate the buildings from one another. There will be design guidelines throughout the project to maintain some continuity on materials, colors, types of signage and overall aesthetics of the buildings. The structures along the street will be approximately 24' tall and the two-story building would be estimated to be 40' tall. Each tenant in project will install signage on the exterior of the building over their respective spaces.

Parking and Management: The plan as proposed will exceed Village Code for overall parking needed when considering the variety of peak hours throughout the various users. The project is designed for optimal use of the overall parking field throughout the project and we are locating users in each of the building to balance the peak demand to ensure adequate parking for all customers and employees at all hours.

There would be cross parking throughout the project. There will be a dedicated parking area for employees which would be located on the south property line, furthest away from any building entrance and is the least utilized parking on the project. The employee parking in the rear will help ensure ample and convenient customer parking for all tenants. Dedicated short term parking spaces and online and mobile order pick up parking will be offered for those

3.c

GW PROPERTIES

2211 North Elston, Suite 304
Chicago, Illinois 60614
Main: 773.382.0445
Fax: 773.796.3037

tenants utilizing such functions. This shopping center will be professionally managed in a first-class manner and will operate with a set of rules and regulations to ensure smooth and safe operation for tenants and all patrons visiting. The project would utilize existing access points on 22nd with the stoplight and would maintain cross access to the west into the Costco center. No new access points are proposed with this development.

Landscape Summary

The project site falls within the "Commercial Areas Revitalization Plan" which was adopted in 2007 and guides the development of the 22nd Street Corridor. The site is part of the "Midwest to Kingery Subarea". Commercial projects in this area require a more refined plan than ordinance standards require and are difficult to quantify requirements for because the amount of landscaping and features are subjective. A copy of the Clearwater project's approved landscape plans have been provided by the Village Planning Department for reference to the level of landscaping and features that will be expected for this project.

At this stage in the project's development, the building floorplans, site plans, pedestrian circulation areas, patios, etc. have not been finalized. These areas are too preliminary to provide final landscape designs for, so they have been identified on the plans with a dark grey fill pattern. As these areas develop, landscape designs will be prepared to compliment the buildings and provide foundation plantings along the perimeters of the buildings. Additional landscaping will be provided along 22nd street as well that will be consistent with other developments and that will compliment/frame the proposed buildings. Planting areas have also been provided for signage and gateway feature locations, but until those plans are developed further we cannot provide design details.

Along the west property line, the existing trees and shrubs are intended to be preserved. Along the south and east property lines, heavy landscaping has been provided to provide screening of the expressway and exit ramp. The goal would be to provide plant materials that are tall enough and dense enough at a low level to provide screening for pedestrians and vehicles, while allowing the tops of buildings and signage to be viewed from a distance. Within the parking lot, trees have been provided in all islands with turf being utilized as groundcover. Village input is requested on if this approach will be satisfactory or if additional island plantings will be required. Treatments vary in other properties in the area. We will work with the Village to come up with an appropriate tree preservation plan as part of the overall landscaping plan for the project.

Engineering Summary

The site plan for the proposed development has been laid out to meet zoning requirements and account for foreseeable engineering challenges. The intention is to reuse the existing signalized intersection at 22nd Street, while relocating the Costco cross access to improve traffic flow. The proposed buildings have been positioned to meet the 20' required setback along 22nd Street and to avoid conflict with existing utility easements. The site anticipates using underground detention facilities to meet the storm water requirements of the Du Page County Storm water Ordinance.

We would be proposing up to three multi-tenant monument signs in the project including one at the stoplight entry along 22nd as well as one sign at the corner of 22nd and Route 83 and another in the rear of the project facing I-88 in the southeast quadrant. An area of land in the northeast corner of the site has been designated for the Village to construct an "Icon Sign" as described in the Oak Brook Commercial Areas Revitalization Plan which will be incorporated into our signage plan.

Overall Summary:

The proposed project is compatible with the vast amount of nearby retail and restaurant projects in the Oak Brook corridor. While the site in its current form is underutilized, the tenant mix and project scope is adaptive to the market demand seen through our extensive marketing of the project with CBRE. Our project will offer modern amenities to current active tenants and will be designed and built in a first-class manner as Oak Brook is accustomed to.

2211 North Elston, Suite 304
Chicago, Illinois 60614
Main: 773.382.0445
Fax: 773.796.3037

As proposed, this development would break ground in the 1st quarter of 2020, once Macy's vacates the property and is expected to be completed by end of 2020 or early 2021 when the last tenants should be opening for business.

This project would be a major generator of both new sales tax revenue and property taxes to the Village and County as well as create hundreds of new jobs between construction and employees of the businesses. It is expected that the jobs would be filled primarily with local residents and will utilize nearby businesses for the various needs of the project throughout time. In total, the project would encompass approximately $60 million of new investment into Oak Brook with a steady stream of additional improvements made as the project flourishes.

As part of this application, you will find included Preliminary Engineering plans and landscaping plans from Manhard Engineering and site plans, elevations and renderings by Design Studio 24 Architects..

We look forward to working with the Village of Oak Brook on all aspects of the development. If you have any questions, please feel free to contact me at 773-382-0590 or by email at mitch@gwproperties.com.

Thank you,

GW Properties

Mitch Goltz
Principal

3.e.

13-12-5: OFF-STREET PARKING SPACES REQUIRED:

There shall be provided for each structure and use hereafter erected, structurally altered, or enlarged, a minimum number of off-street parking spaces in accordance with the following:

Restaurants, with drive-through	1 parking space for every 662/3 feet of floor area.
Restaurants, without drive-through	1 parking space for every 100 square feet of floor area, or part thereof.
Business, Commercial And Industrial Use:	
Appliance stores, motor vehicle sales establishments and establishments for repair of household equipment and furniture	1 parking space for every 200 square feet of floor area or part thereof.

13-12-7: OFF STREET LOADING REGULATIONS:

G. Required Berths:

2. The minimum number of off street loading berths accessory to nonoffice uses hereafter erected, structurally altered, or enlarged in all business and office-research-assembly districts shall be in accordance with the following schedule:

Floor Area Of Establishments (Square Feet)	Required Number
5,000 to 25,000	1
25,001 to 40,000	2
40,001 to 100,000	3

For each additional 100,000 square feet of floor area, or fraction thereof, over 100,000 square feet of floor area: 1 additional loading berth

13-7C-3: LOT AREA REQUIREMENTS:

A. Floor Area Ratio: Not to exceed 1.2.

B. Structure Height: Not more than thirty five feet (35') and not more than three (3) stories.

C. Yards: As in B1 local shopping center district, except: 1) for automobile service stations where islands containing fuel pumps and air and water outlets, with or without connecting shelters, shall have a front yard, or a side yard adjoining a street not less than twenty five feet (25') in depth; and 2) front and side yards abutting 22nd Street and York Road shall have a depth not less than one hundred feet (100'). (Ord. G-60, 3-22-1966)

13-7C-2: SPECIAL USES:

Outdoor dining areas adjacent to restaurants.

3-12-4C: DESIGN AND MAINTENANCE:

C. Interior Parking Lot Landscaping: Landscaped areas shall occupy not less than ten percent (10%) of the total lot area excluding:

1. The building footprint or footprint of other structures,

2. All required front yard or street setback areas, and

3. Any required landscape areas along rear lot lines.

In parking areas which are wider than one bay of double parking, interior shade trees shall be planted with a maximum spacing of forty feet (40'), provided that at least one tree is located in the area occupied by every fifteen (15) interior parking spaces. Landscaped dividers with a minimum width of six feet (6') shall be provided between every three (3) parking bays. Individual permanent planter areas (minimum size of 8 feet 6 inches by 17 feet) are required for interior trees with a minimum caliper of three inches (3"), which shall be of a variety which do not drop a messy fruit (see village of Oak Brook public works construction standards for list of appropriate trees).

Please Deposit Check in: Zoning Account 10-4302

For:

GW Oakbrook Owner LLC PUD ***$1,500.00***

GW Oakbrook Owner LLC VAR ***$2,000.00***

GW Oakbrook Owner LLC VAR ***$ 1000***

MISCELLANEOUS PAYMENT RECPT#: 550867
VILLAGE OF OAK BROOK
1200 OAK BROOK ROAD
OAK BROOK IL 60523

TE: 01/20/20 TIME: 16:13
ERK: reception DEPT:
STOMER#: 0

0 ZONING

2 ZONING/SUBDIVIS 3500.00
5 ESCROW DEPOSIT 500.00

NT PAID: 4000.00

BY: GW OAKBROOK OWNER LL
ENT METH: CHECK
117
REFERENCE:

AMT TENDERED: 4000.00
AMT APPLIED: 4000.00
CHANGE: .00

MISCELLANEOUS PAYMENT RECPT#: 561914
VILLAGE OF OAK BROOK
1200 OAK BROOK ROAD

OAK BROOK, IL 60523

DATE: 03/31/20 TIME: 13:09:17
CLERK: RECEPTION DEPT:
CUSTOMER#: 0

COMMENT: ZONING

CHG: 4302 ZONING/SUBDIVIS 1000.00

AMOUNT PAID: 1000.00

PAID BY: GW OAKBROOK OWNER LL
PAYMENT METH: CHECK
120

REFERENCE:

AMT TENDERED: 1000.00
AMT APPLIED: 1000.00
CHANGE: .00

Table of Contents

(Numbering/Tabs for the Required Support Information correspond to Section 13-15-6 (b) of the Zoning Ordinance)

Tab	Items
1.	Planned Development Application
	a. Planned Development Application dated January 14, 2020
	b. 500' Surrounding Properties Map
	c. Certified Mail Receipts dated March 10, 2020
	d. Procedures dated March 9, 2020
	e. Presenter Information on Business Cards
2.	Proof of Ownership – Recorded Special Warranty Deed dated December 20, 2018
3.	Legal Description and ALTA Survey dated December 12, 2018
4.	Commercial Areas Revitalization Narrative and Planned Site Development Standards dated March 13, 2020
5.	Topographic Survey showing Contiguous Area dated October 15, 2018
6.	Preliminary Civil Engineering Plans dated March 13, 2020
	a. Preliminary Demolition Plan
	b. Preliminary Site Dimensional and Paving Plan
	c. Preliminary Grading Plan
	d. Preliminary Utility Plan
7.	Schematic Drawings of Proposed Buildings
	a. Perspective Site Renderings dated March 13, 2020
	b. Building Elevations dated February 27, 2020
	c. Floor Plans dated January 16, 2020
8.	Preliminary Landscape Plans dated March 12, 2020
9.	Easement and Restriction Exhibit dated March 13, 2020
10.	Preliminary Development Schedule dated February 21, 2020
11.	Traffic Circulation Plans
	a. Traffic Impact Study dated February 28, 2020
	b. Fire Truck Exhibits dated March 13, 2020
	c. Dumpster Truck Exhibits dated March 13, 2020
12.	Environmental Study dated February 25, 2020
13.	Economic Analysis
	a. Economic Study dated February 26, 2020
	b. Costco Intent to Purchase dated February 3, 2020
14.	Natural Resource Review dated July 29, 2019
15.	Anticipated Demand of Village Services dated March 11, 2020
16.	Offsite Utilities Improvements dated February 26, 2020
17.	Preliminary Stormwater Report dated February 2020
18.	Photometric Plans dated January 13, 2020
19.	Residential Comments dated February 26, 2020
20.	Security Statement dated February 26, 2020

VILLAGE OF
OAK BROOK
Illinois

APPLICATION FOR
PLANNED DEVELOPMENT

NOTE: ALL COMPLETED APPLICATIONS ARE TO BE DELIVERED to the DEVELOPMENT SERVICES DEPARTMENT. Call 630-368-5106

☒ **NEW PLANNED DEVELOPMENT ($1,500) ***

____ **ENTER NUMBER OF WAIVERS and/or VARIATIONS REQUESTED ($500 ea.) ****

☐ **MAJOR CHANGE TO AN EXISTING PLANNED DEVELOPMENT ($1,500) ***

☐ **MINOR CHANGE TO AN APPROVED/EXISTING PLANNED DEVELOPMENT ($750) ***

____ **ENTER NUMBER OF WAIVERS and/or VARIATIONS REQUESTED ($500 ea.) ****

☒ **INITIAL ESCROW DEPOSIT ($500)** Submit Separate Check – Additional Funds may be required - Recoverable expenses will be drawn from the account and No interest shall be paid on account.

PUBLIC HEARING SIGNS (each lot frontage) ____ **Enter Number of Street Frontages/Per Parcel/ Address**

(NOTE: Attached additional sheet/s with information if more room is needed below)

LOCATION OF SUBJECT PROPERTY SWC of IL Rte. 83 and 22nd Street PERMANENT PARCEL NO/s. 06-27-200-010

LEGAL ADDRESS/S 1717 W 22nd Street, Oak Brook, IL 60181 ZONING DISTRICT B-3

PROPERTY INTEREST OF APPLICANT: OWNER ☒ CONTRACT PURCHASER[1] ☐ AGENT[1] ☐

OWNER(S) OF RECORD GW Oak Brook Owner, LLC PHONE 773-382-0445

ADDRESS 2211 N. Elston, Suite 304 CITY Chicago STATE IL ZIP 60614

Owner Contact E-mail Address/s mitch@gwproperties.com

NAME OF APPLICANT[1] (and Billing Information) Mitch Goltz PHONE 773-304-8600

ADDRESS 2211 N. Elston, Suite 304 CITY Chicago STATE IL ZIP 60614

Applicant Contact E-mail Address/s mitch@gwproperties.com

I (we) certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief. I (we) give permission to the Village to install public hearing signs on the lot frontages of the above subject property as described in the Village Code. In addition to the above fees, applicant agrees to reimburse the Village for all recoverable costs within 30 days of billing

Signature of Owner _____ Date 1-14-20 Signature of Applicant[1] _____ Date 1-14-20

Print Name and Email Mitch Goltz, mitch@gwproperties.com Print Name and Email Mitch Goltz, mitch@gwproperties.com

[1]If the applicant/Agent is not the owner of record, a written statement authorizing approval of the proposed planned development application is required from the property owner in addition to their signature above and supporting documents.

* Note: Plus all applicable third party costs and recoverable expenses.
** List each waiver or variation on a separate sheet with applicable fees calculated.

DO NOT WRITE IN THE SPACE BELOW – FOR OFFICE USE ONLY

Date Application Filed 1/17/20 Fee Paid $ 4,500.00 Escrow Paid $ 500.00 Receipt No. 561914 550867 Received By C. Chiarelli

Preliminary Board of Trustees Review 8/13/19 Prefiling Review Conference with Staff 3/9/2020 Resident Meeting Required/Date N/A

Application Distributed to Depts: 1/17/2020 Notice Published 3/11/2020 Newspaper Daily Herald Adj. Property Owners Notified 3/10/2020

Planned Development Commission 6.25.20

Board of Trustees _____ Board of Trustees _____
(Approval of Ordinance)

NAMES OF SURROUNDING PROPERTY OWNERS

Following are the names and addresses of all surrounding property owners from the property in question for a distance of **at least 500 feet in all directions**. The number of feet occupied by all public roads, streets, alleys, and public ways have been **excluded** in computing the 500-foot requirement. Said names are as recorded in the office of the County Recorder of Deeds (or the Registrar of Titles of the County) and as they appear from the authentic tax records of this County (Township Assessor's Office) within 30 days of the filing of this application. Also provide a mailing label for each Property Owner listed.

NAME OF PROPERTY OWNER	MAILING ADDRESS OF PROPERTY OWNER	PROPERTY ADDRESS	PARCEL NUMBER
COSTCO WHOLESALE CORP	C/O PROPERTY TAX DEPT 388 999 LAKE DR. ISSAQUAH, WA 98027	1901W. 22ND ST. OAK BROOK, IL 60523	06-27-200-009
OTA PROPERTY LLC	C/O MICHAEL BIALAS 222 N. LASALLE ST. NO. 1000 CHICAGO IL 60601	17W220 22ND ST. OAKBROOK TERR, IL 60181	06-22-405-020
DE CUNA, ANTHONY B & A	17W220 ORCHARD PL. OAKBROOK TERR, IL 60181	17W220 ORCHARD PL. OAKBROOK TERR, IL 60181	06-22-415-005
UHER, WAILLIAM & MARIE TR	17W210 ORCHARD PL. OAKBROOK TERR, IL 60181	17W210 ORCHARD PL. OAKBROOK TERR, IL 60181	06-22-415-006
HURLEY, JOHN	17W204 ORCHARD PL. OAKBROOK TERR, IL 60181	17W204 ORCHARD PL. OAKBROOK TERR, IL 60181	06-22-415-007
BECKER HOLDING GROUP LLC	BECKER, FRED & SANDY 292 GATEWOOD LN. BARTLETT IL 60103	176 ORCHARD PL. OAKBROOK TERR, IL 60181	06-22-415-008
WALLING, J & K KATZENBACH	17W164 ORCHARD PL. OAKBROOK TERR, IL 60181	17W164 ORCHARD PL. OAKBROOK TERR, IL 60181	06-22-415-009
RECREATION EQUIPMENT CO	ATTN: ANNABELLE DIZON PO BOX 1938 SUMNER, WA 98390	17W160 22ND ST. OAKBROOK TERR, IL 60181	06-22-415-028
7214 CALUMET LLC	5620 S. GARFIELD ST. HINSDALE, IL 60521	17W170 22ND ST. OAKBROOK TERR, IL 60181	06-22-415-015
17W180 22ND ST LLC	ROSSI REAL ESTATE CORP 1015 BUTTERFIELD RD. DOWNERS GROVE, IL 60515	17W180 22ND ST. OAKBROOK TERR, IL 60181	06-22-415-026
OBRIEN RE INVESTMENTS LLC	OBRIEN II, WATER J 11 HEATHER LN. OAK BROOK, IL 60523	17W200 22ND ST. OAKBROOK TERR, IL 60181	06-22-415-012
PARKVIEW PLAZA MH LLC	17W110 22ND ST., UNIT 100 OAKBROOK TERR, IL 60181	17W110 22ND ST. OAKBROOK TERR, IL 60181	06-22-415-018
RYAN LLC	PO BOX 06019 CHICAGO, IL 60606	1 & 2 MID AMERICA PLAZA OAKBROOK TERR, IL 60181	06-22-415-027
ASVRF OAK BROOK REGENCY	C/O MARVIN F POER & CO PO BOX 847 CARLSBAD, CA 92018	1415 W 22ND ST. OAK BROOK, IL 60523	06-26-100-009
NORTHERN ILL GAS CO	NICOR GAS / SOUTHERN CO 241 RALPH MCGILL BLVD. NE BIN 10081 ATLANTA, GA 30308	OAK BROOK, IL 60523	06-27-201-001
SUAREZ, HUMBERTO TR	12 VICTORIA CT. OAK BROOK, IL 60523	12 VICTORIA CT. OAK BROOK, IL 60523	06-27-205-010
AGGARWAL, NEERJA ET AL	AGGARWAL, NEERJA & MANJU 36 KINGSTON DR. OAK BROOK, IL 60523	36 KINGSTON DR. OAK BROOK, IL 60523	06-27-205-011
CUASAY TR, CARIDAD L	CUASAY, ORLANDO & CARIDAD 38 KINGSTON DR. OAK BROOK, IL 60523	38 KINGSTON DR. OAK BROOK, IL 60523	06-27-205-012

(Attach additional sheets if necessary)

SOLTYS, TIMOTHY & ROSE	4 HAMILTON LN OAK BROOK, IL 60523	4 HAMILTON LN OAK BROOK, IL 60523	06-27-205-014
CARUSO, RALPH & SOPHIE TR	CARUSO, SOPHIE 2 HAMILTON LN OAK BROOK, IL 60523	2 HAMILTON LN OAK BROOK, IL 60523	06-27-205-013
NWAKUDU, OBIDIKE & C	1 HAMILTON LN OAK BROOK, IL 60523	1 HAMILTON LN OAK BROOK, IL 60523	06-27-206-001

Subject Property Verification

(Complete a separate form for each P.I.N.)

1. Permanent Index Number (P.I.N. from Real Estate Tax Bill): 06-27-200-010
2. Common Address: 1717 W 22nd Street, Oak Brook, IL 60181
3. Type the Complete Legal Description below or attach a separate page with the legal

   Note: Legal Description is to be emailed in Word format to: gpolanek@oak-brook.org

   LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1995 AS DOCUMENT R95-076627, IN DUPAGE COUNTY, ILLINOIS.

The Permanent Index Number, Common Address and Legal information provided has been verified as follows:

DuPage County Records/Research Room: (630-407-5401) Contact Person First Name Only: Kim

Date called: January 13, 2020

I verify that the information provided above is accurate.

Dan Miletic, P.E.

Printed Name

Signature

Date: 1/15/20 **Relationship to Applicant:** Civil Engineer

Certification
SURROUNDING PROPERTY OWNERS

I (we) certify that the names and addresses of all the surrounding property owners including mailing labels submitted with this application are located within a minimum distance of 500 feet in all directions from the perimeter of the subject property, excluding all streets and right-of-ways.

Said names and addresses are as they appear from the authentic tax records of the Township Assessor's Office of this County. The property owners as listed have been obtained from the Township Assessors office within 30 days of the filing of this application.

The surrounding property owners list as submitted herewith and supporting attachments are true to the best of my (our) knowledge and belief.

I (we) give permission to the Village to install public hearing sign(s) on the lot frontages of the subject property as described in the Village Code. In addition to the required application fees, applicant/owner agrees to reimburse the Village for all costs/fees, publication costs, recording fees, and any other associated costs or fees as contained in Section 13-15-C within 30 days of billing.

RELEASE: By submitting the application and related information, applicant is aware that all information submitted is subject to FOIA rules (Freedom of Information Act).

GW Oak Brook Owner, LLC		Mitch Goltz	
Printed Name of Owner		Printed Name of Applicant	
Mitch Golt	1-14-20	Mitch Golt	1-14-20
Signature of Owner	Date	Signature of Applicant	Date

BILL TO INFORMATION:

GW Oak Brook Owner, LLC	Mitch Goltz	773-304-8600
Print Name/Company	Contact Person	Contact Phone
2211 N. Elston, Suite 304 Chicago, IL 60614		mitch@gwproperties.com
Address To be Billed		Email Address

NOTE: If the applicant/owner has not complied with these requirements and as a result the notification has not been sent to a neighboring property owner within the 500-foot requirement less than 10 days prior to the scheduled hearing, the hearing on this matter will be postponed to the next regular meeting, or until such time as all neighbors within the 500-foot requirement have been sent proper notification.

WAIVERS and VARIATIONS
(Site Development Departures)

Zoning Ordinance Section	Brief description of each waiver or variation sought	Fee Each
13-7C-3	Front yard abutting 22nd Street shall have a depth not less than 100'	$ 500.00
13-12-4C	Landscape divider with a minimum width of 6' shall be provided between ever 3 parking bays	$500.00
13-12-7, G.2	1 Loading Berth/5000 sf to 25,000 sf of Building	$500.00
13-12-5	15 parking space/1000 sf for restaurant with drive thru, 10 parking spaces/ 1000 sf for sit down restaurants, and 5 parking spaces/1000 sf retail	$500.00
13-7C-2	Outdoor dining areas permitted as a special use	$500.00
13-7C-3	Maximum Building height of 35'	$500.00

(To continue copy or retype form and Attach additional sheets if necessary)

PLANNED DEVELOPMENT - SITE DEVELOPMENT ALLOWANCES:
Section: 13-15-4

WAIVERS and VARIATIONS
(Site Development Departures)

Proposed site development characteristics that are not consistent with the Zoning Regulations otherwise applicable to the property on which a Planned Development or Planned Development amendment is proposed, may be approved in accordance with this Chapter as part of the ordinance approving the Planned Development or Planned Development amendment. The applicant shall specifically identify each site development departure and demonstrate how each departure will be compatible with surrounding development and is not inconsistent with the Planned Development standards set forth in Section 13-15-3 of this Chapter. Each departure shall be specifically stated and approved in the ordinance approving the Planned Development or Planned Development amendment. Any approved departures from the otherwise applicable Zoning Regulations shall not be deemed a nonconformity and shall not require a variation.

Identify each waiver below and if applicable refer to the page(s) of the site development plan that the departure can be found.

Code Section 13-12-7, G.2 **Relief Sought** 1 Loading Berth/5,000 sf to 25,000 sf of Building

RESPONSE: The proposed building uses at the site will not have major deliveries that require semi-trucks and extended amounts of time for deliveries. All the buildings are outlot size that do not include loading dock space. The site plan shows 9'x36' striped out areas with signage that delivery trucks can park for short periods of time for deliveries. They have been placed so that customers can go around them if ever necessary. The building tenants will coordinate their deliveries as to not impede on customer experience.

Code Section 13-12-5 **Relief Sought** 15 Parking Space/1000 sf for restaurant with drive thru, 10 Parking Spaces/1000 sf for sit down restaurants, and 5 Parking Spaces/1000 sf retail

RESPONSE: To meet Oak Brook parking requirements, the site will require 488 parking spaces. We are seeking a waiver to allow a minimum of 475 parking spaces onsite.

A parking study was completed by KLOA that requires only 425 parking spaces during peak weekday hours. This is due to varying peak hours of differnet restaurants (breakfast, lunch).

The site is proposing 486 parking spaces. We are requesting a waiver for 475 spaces to allow for flexibility based on the remainder of tenant space.

(To continue, Copy or retype form and attach additional sheets if necessary)

PLANNED DEVELOPMENT - SITE DEVELOPMENT ALLOWANCES:
Section: 13-15-4

WAIVERS and VARIATIONS
(Site Development Departures)

Proposed site development characteristics that are not consistent with the Zoning Regulations otherwise applicable to the property on which a Planned Development or Planned Development amendment is proposed, may be approved in accordance with this Chapter as part of the ordinance approving the Planned Development or Planned Development amendment. The applicant shall specifically identify each site development departure and demonstrate how each departure will be compatible with surrounding development and is not inconsistent with the Planned Development standards set forth in Section 13-15-3 of this Chapter. Each departure shall be specifically stated and approved in the ordinance approving the Planned Development or Planned Development amendment. Any approved departures from the otherwise applicable Zoning Regulations shall not be deemed a nonconformity and shall not require a variation.

Identify each waiver below and if applicable refer to the page(s) of the site development plan that the departure can be found.

Code Section 13-7C-3 **Relief Sought** Front yard abutting 22nd Street shall have a depth not less than 100'

RESPONSE: GWP Development is requesting to reduce the required front yard building setback from 100' to 40' for Building A, 45' for Buildings B & C and D, 20' for Building E and 73.7' for a Trash Enclosure. The property line in front of Building E jogs south 15' which causes this Building's larger setback reduction.The buildings are at least ±68.9' setback from the pavement along 22nd Street. The surrounding properties to the north and the Costco to the west do not meet the setback requirements, therefore the corridor along 22nd St. will continue to have a similar layout. The modern design of the buildings and proposed landscaping will be designed to meet the Commercial Areas Revitalization Plan, improving the existing 22nd St. corridor.

Code Section 13-12-4C **Relief Sought** Landscape divider with a minimum width of 6' shall be provided between every 3 parking bays

RESPONSE: To maximize the amount of parking, 6' wide landscape dividers aren't provided every 3 parking bays.The site plan incorporates end-cap landscape islands every 8 spaces, rather than the 15 space requirement because of the site layout. For this reason, there is no shortage of internal landscaping in the parking lot. The two landscape dividers at the main drive are 9' wide to provide a welcoming entrance for customers.

(To continue, Copy or retype form and attach additional sheets if necessary)

PLANNED DEVELOPMENT - SITE DEVELOPMENT ALLOWANCES:
Section: 13-15-4

WAIVERS and VARIATIONS
(Site Development Departures)

Proposed site development characteristics that are not consistent with the Zoning Regulations otherwise applicable to the property on which a Planned Development or Planned Development amendment is proposed, may be approved in accordance with this Chapter as part of the ordinance approving the Planned Development or Planned Development amendment. The applicant shall specifically identify each site development departure and demonstrate how each departure will be compatible with surrounding development and is not inconsistent with the Planned Development standards set forth in Section 13-15-3 of this Chapter. Each departure shall be specifically stated and approved in the ordinance approving the Planned Development or Planned Development amendment. Any approved departures from the otherwise applicable Zoning Regulations shall not be deemed a nonconformity and shall not require a variation.

Identify each waiver below and if applicable refer to the page(s) of the site development plan that the departure can be found.

Code Section 13-7B-2 **Relief Sought** Outdoor dining as a Special Use

RESPONSE: The nature of this development is to be a space that the residents will want to come and stay to enjoy a meal. An attractive feature of dining at the Overlook at Oak Brook will be the option of outdoor service. The patios will be furnished with outdoor furniture, screening and landscaping. Denial of the waiver would cause an economic hardship for the future businesses.

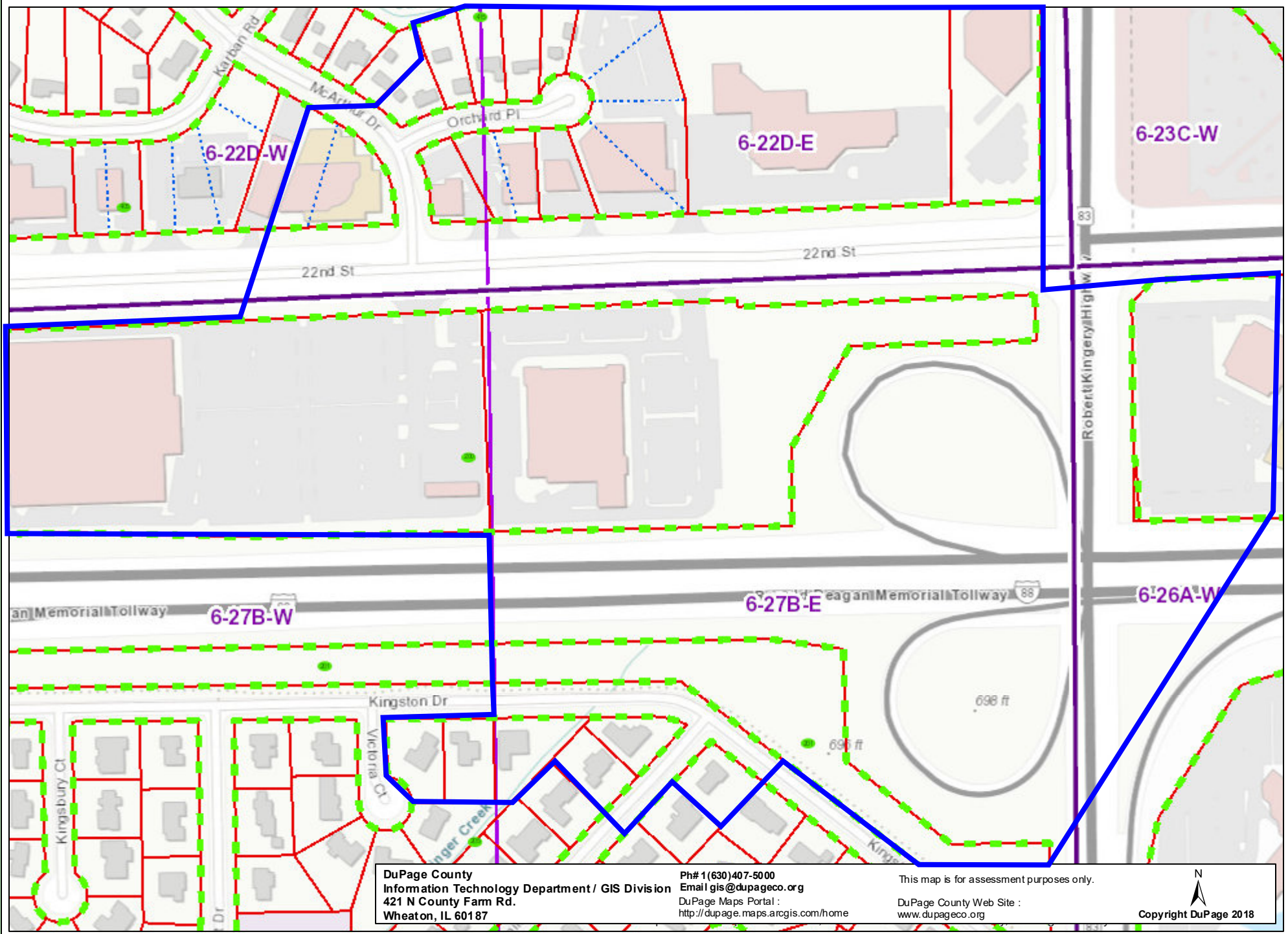
Code Section 13-7C-3 **Relief Sought** Maximum Building Height

RESPONSE: The development seeks relief from Village requirement of 35' maximum building height within the B-3 district. Relief is sought to allow building height up to 38' for emblematic architectural design of Lazy Dog Brewery tower. Refer to Tab 7 for building elevations and renderings showing 38' tower design for improved building aesthetics.

(To continue, Copy or retype form and attach additional sheets if necessary)

ArcGIS Web Map

DuPage Web Mapping Application - DuPage County, Illinois



DuPage County
Information Technology Department / GIS Division
421 N County Farm Rd.
Wheaton, IL 60187

Ph# 1(630)407-5000
Email gis@dupageco.org

DuPage Maps Portal :
http://dupage.maps.arcgis.com/home

This map is for assessment purposes only.

DuPage County Web Site :
www.dupageco.org

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Manhard CONSULTING

Civil Engineering
Surveying
Water Resources Management
Construction Management
Landscape Architecture
Land Planning

Notice of Public Hearing
Village of Oak Brook Planned Development Commission
June 25, 2020 at 7:00 P.M.

NOTICE IS HEREBY GIVEN that a public hearing before the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be held on **Thursday, June 25, 2020 at 7:00 p.m.** for the purpose of considering the application from the Petitioners, GW Oak Brook Owner, LLC, 2211 N. Elston, Suite 304, Chicago, IL 60614, owner of the property at 1717 22nd Street, Oak Brook, Illinois 60523, seeking a planned development as provided under Chapter 15 of Title 13, the Zoning Ordinance of the Village of Oak Brook, Illinois, Ordinance G-60 as amended.

At the time of this publication, due to the emergence of the Coronavirus Disease (COVID-19) and guidance from the Centers for Disease Control and the Illinois Department of Public Health, the Village, consistent with Governor Pritzker's April 1, 2020, Executive Order declaring a State of Emergency related to COVID-19, in person meetings and hearings will NOT be conducted in the Samuel E. Dean Board Room at the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, IL 60523. The entirety of the meeting will be conducted virtually via online web conferencing system. See meeting details at http://www.oak-brook.org/178/Public-Hearings.

Please be advised that due to the COVID-19 pandemic, the Village of Oak Brook is exercising due care and caution by following the recommended social distancing guidelines. During this extraordinary time, residents and individuals that wish to participate in the hearing process are provided with the option of verbal live commenting via the online web conferencing system that will be available, but for technical reasons written comments are strongly preferred. Persons seeking additional information concerning the application, accessing the virtual meeting, or requesting alternative means to provide testimony or public comment are directed to email their request. Further inquiries can be emailed to the Development Services Director or Planning Technician no later than five (5) days prior to the hearing, please feel free to contact the Tony Budzikowski at 630-368-5104 or tbudzikowski@oak-brook.org or Gail Polanek at 630-368-5106 or gpolanek@oak-brook.org and you will be provided with the necessary login information prior to the meeting. If you are not interested in participating in the hearing, either electronically or in person, but simply have questions or would like to view the file, please feel free to use the same contact information and arrangements can be made to accommodate you.

The Petitioner has submitted an application, case number 2020-02-ZO-PUD, seeking approval of a planned development on the property located at 1717 22nd St., Oak Brook, Illinois 60523 as described below.

Project Description: Petitioner has applied to the Village for Planned Development approval to allow for the development of a mixed used development to be known as The Overlook at Oak Brook. The development will include the demolition of the existing Macy's retail building and parking areas, to be replaced by a ground-up redevelopment consisting of retail/restaurant uses, landscaping, associated at-grade parking and utilities. In accordance with the zoning regulations, as part of the planned development, the Petitioners have requested modifications and departures from the standard zoning provisions.

The subject property may be generally described as 1717 22nd Street, Oak Brook, Illinois 60523, with the legal description as follows:

LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1995 AS DOCUMENT R95-076627, IN DUPAGE COUNTY, ILLINOIS. PIN 06-27-200-010

Respectfully,

Dan Miletic, P.E.
Project Manager
Manhard Consulting, Ltd.
(312) 824-3812
dmiletic@manhard.com

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- ☐ Adult Signature Required $
- ☐ Adult Signature Restricted Delivery $

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WALLING, J & K KATZENBACH
17W164 ORCHARD PL.
OAKBROOK TERR, IL 60181

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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RECREATION EQUIPMENT CO.
ATTN: ANNABELLE DIZON
PO BOX 1938
SUMNER, WA 98390

See Reverse for Instructions

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LINCOLNSHIRE IL 60069-9998 JUN 2020 USPS

7214 CALUMET LLC
5620 S. GARFIELD ST.
HINSDALE, IL 60521

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7019 1640 0002 0579 0573

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- ☐ Return Receipt (electronic) $
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- ☐ Adult Signature Required $
- ☐ Adult Signature Restricted Delivery $

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LINCOLNSHIRE IL 60069 JUN - 5 2020 USPS

UHER, WAILLIAM & MARIE TR
17W210 ORCHARD PL.
OAKBROOK TERR, IL 60181

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7019 1640 0002 0579 0610

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Extra Services & Fees *(check box, add fee as appropriate)*
- ☐ Return Receipt (hardcopy) $
- ☐ Return Receipt (electronic) $
- ☐ Certified Mail Restricted Delivery $
- ☐ Adult Signature Required $
- ☐ Adult Signature Restricted Delivery $

Postage
$

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LINCOLNSHIRE IL 60069 JUN 2020 USPS

17W180 22ND ST LLC
ROSSI REAL ESTATE CORP
1015 BUTTERFIELD RD.
DOWNERS GROVE IL 60515

See Reverse for Instructions

7019 1640 0002 0579 0542

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COSTCO WHOLESALE CORP
C/O PROPERTY TAX DEPT 388
999 LAKE DR.
ISSAQUAH, WA 98027

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HURLEY, JOHN
17W204 ORCHARD PL.
OAKBROOK TERR, IL 60181

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DE CUNA, ANTHONY B & A
17W220 ORCHARD PL.
OAKBROOK TERR, IL 60181

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BECKER HOLDING GROUP, LLC
BECKER, FRED & SANDY
292 GATEWOOD LN.
BARTLETT IL 60103

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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NWAKUDU, OBIDIKE & C
1 HAMILTON LANE
OAK BROOK, IL 60523

PS Form 3800, August 2006 See Reverse for Instructions

7019 1640 0002 0579 0535

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JUN 2020
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CARUSO, RALPH & SOPHIE TR
CARUSO, SOPHIE
2 HAMILTON LANE
OAK BROOK, IL 60523

Instructions

7019 1640 0002 0579 0528

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SOLTYS, TIMOTHY & ROSE
4 HAMILTON LN
OAK BROOK, IL 60523

or Instructions

7012 1640 0000 9350 0190

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CUASAY TR, CARIDAD L
CUASAY, ORLANDO & CARIDAD
38 KINGSTON DR.
OAK BROOK, IL 60523

Instructions

7012 1640 0000 9350 0183

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GGARWALI NEERJA ET AL
AGGARWAL, NEERJA & MANJU
36 KINGSTON DR.
OAK BROOK- IL 60523

Instructions

7012 1640 0000 9350 0176

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SUAREZ, HUMBERTO TR
12 VICTORIA CT.
OAK BROOK, IL 60523

Instructions

7012 1640 0000 9350 0152

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ASVRF OAK BROOK REGENCY
C/O MARVIN F POER & CO
PO BOX 847
CARLSBAD. CA 92018

7012 1640 0000 9350 0145

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RYAN LLC
PO BOX 06019
CHICAGO, IL 60606

7012 1640 0000 9350 0169

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NORTHERN ILL GAS CO
NICOR GAS / SOUTHERN CO
241 RALPH MCGILL BLVD. NE
BIN 10081 ATLANTA, GA 30308

7012 1640 0000 9350 0138

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PARKVIEW PLAZA MH LLC
17W110 22ND ST., UNIT 100
OAKBROOK TERR, IL 60181

7012 1640 0000 9350 0121

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OBRIEN RE INVESTMENTS LLC
OBRIEN II, WATER J
11 HEATHER LN.
OAK BROOK, IL 60523

7019 1640 0002 0579 0559

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Total $

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OTA PROPERTY LLC
C/O MICHAEL BIALAS
222 N. LASALLE ST. NO. 1000
CHICAGO IL 60601

13-15-5: PROCEDURES:

The following procedures are required to assure the orderly review of every planned development application in a timely and equitable manner:

A. Preliminary Board Review:

1. A prospective applicant, prior to meeting with village staff for a formal prefiling review, shall appear before the corporate authorities for a preliminary board review. At a minimum, the applicant shall provide the following materials to the corporate authorities for its preliminary review: a) a preliminary concept plan of the development, and b) a brief narrative describing the overall character, intensity, uses, and nature of the proposed planned development. Prior to submission to the corporate authorities, the community development director will review the materials to confirm that the materials provide sufficient information to adequately inform the corporate authorities of the nature and scope of the proposed planned development. If sufficient information is provided, the applicant shall coordinate with the village manager to be placed on a corporate authorities agenda and scheduled for the earliest appropriate corporate authorities meeting.

2. The purpose of the preliminary board review shall be to broadly acquaint the corporate authorities with the applicant's proposal and to provide the applicant with any preliminary views or concerns that members of the corporate authorities may have at a time in the process when positions are still flexible and adjustment is still possible and prior to the time when the applicant is required to expend the funds necessary to prepare the complete documentation required for a formal application.

3. At the meeting at which the preliminary board review is conducted, any member of the corporate authorities may make any comments, suggestions or recommendations regarding the preliminary development concept plan deemed necessary or appropriate by that member; provided, however, that no final or binding action shall be taken with respect to any preliminary application. Any views expressed in the course of the corporate authorities' review of any preliminary development concept plan shall be deemed to be only preliminary and advisory and only the individual views of the member expressing them. Nothing said or done in the course of such review shall be deemed to create, or to prejudice, any rights of the applicant or to obligate the corporate authorities, or any member of it, to approve or deny any formal application following full consideration as required by this chapter.

COMPLETED DATE: August, 13, 2019

B. Prefiling Review And Transmittal Of Application:

1. Conference:

a. Following the preliminary board review, a prospective applicant, prior to submitting a formal application for a planned development, shall meet for a prefiling review conference with the village manager, the development services director, and any other village official or employee designated by the village manager. The purpose of the conference is to assist the applicant in understanding the commercial areas revitalization master plan, the requirements of this chapter, the zoning regulations,

the site development allowances, the standards by which the application will be evaluated, and the application requirements.

b. After reviewing the planned development process, the applicant may request a waiver of any application requirement which in the applicant's judgment should not apply to the proposed planned development. The justification for a waiver must be that the application requirement should not apply because it does not relate and is not necessary given the nature and scope of the proposed planned development. All requests for application waivers shall be made in writing to the community development director prior to the submission of the formal application documents.

c. All requests for waiver shall be reviewed by the development services director, who will make a final determination regarding the waiver within fifteen (15) working days of receipt of the request.

d. If deemed appropriate by the development services director, the applicant, prior to submitting a formal application for a planned development, will schedule a public meeting to discuss the proposed planned development and the nature and extent of impact, if any, on area residents. If a meeting is required, the applicant shall send a written notice of the meeting via certified mail to all taxpayers of record and residents for all property within five hundred feet (500') of the proposed planned development. The notice shall be mailed not more than thirty (30) nor less than fifteen (15) days prior to the date of the meeting. A copy of the notice and mailing list shall be provided to the development services director. A written summary of comments made at the meeting shall be maintained and submitted by the applicant with the application.

2. Filing Of Application: Following the completion of the prefiling review conference, the applicant shall file an application for a planned development in accordance with this chapter. The development services director shall deliver copies of the application to other appropriate village departments for review and comment.

3. Deficiencies: The development services director shall determine whether the application is complete. If the development services director determines that the application is not complete, then the development services director shall notify the applicant in writing of the deficiencies and shall take no further steps to process the application until the deficiencies are remedied.

4. Report On Compliance: A copy of the complete application and a written report incorporating the comments of village staff and other agencies regarding the compliance of the proposed planned development with the requirements and standards of this chapter shall be delivered to the planned development commission prior to the public hearing required by subsection C of this section.

5. Determination Not Binding: Neither the development services director's determination that an application is complete nor any comment made by the development services director or village staff at a prefiling review conference or as part of the review process shall be intended or construed as a formal or informal recommendation for or against the approval of a proposed planned development, or any component part thereof, nor shall they be intended or construed as a binding decision of the village, the planned development commission, or village staff.

COMPLETED DATE: March 9, 2020

C. Review And Action By The Planned Development Commission:

1. Upon receiving the report from the community development director, the planned development commission shall hold a public hearing on the proposed planned development.

2. Notice of the required public hearing shall be published by the village, at the applicant's expense, not more than thirty (30) nor less than fifteen (15) days before the scheduled hearing in a newspaper of general circulation in the village and shall contain the following information:

a. The identification number designation of the application;

b. The date and time of the public hearing;

c. The location of the public hearing; and

d. The general location of the property, the legal description of the property and its street address, if applicable, and a short description of the proposed planned development and purpose of the public hearing.

3. Notice of the required public hearing shall also be provided by the village, at the applicant's expense, by posting a sign or signs on the property not more than thirty (30) days nor less than fifteen (15) days prior to the public hearing. The sign shall be weatherproof and contain the information as is required in subsection C2 of this section. Failure to post the sign(s) and/or the inadvertent removal or knocking down (by the village or others) of the sign after posting but before the public hearing shall not invalidate, impair, or otherwise affect any planned development subsequently granted following the public hearing, nor shall it require a postponement of the public hearing.

4. Notice of the required public hearing shall also be provided by the applicant by certified U.S. mail, return receipt requested, to the taxpayers of record and owners of record of the property which is the subject of the application (if different than the applicant), and the taxpayers of record and residents of all property within five hundred feet (500') of the subject property. The notice shall contain the information as is required in subsection C2 of this section and shall be mailed not more than thirty (30) nor less than fifteen (15) days prior to the date of the public hearing. The notice shall also include the name and address and phone number of the applicant for the planned development.

5. The transcript of testimony, if any, the commission's minutes, all applications, requests, exhibits, and papers filed in the proceeding before the commission, and the decision and report, or reports, of the commission shall constitute the record for that particular application.

6. The planned development commission shall review the application, the standards and requirements established by this chapter, the report of the community development director, and any oral and written comments and testimony received by the planned development commission before and at the public hearing. The planned development commission shall recommend approval, approval with conditions, or disapproval of the proposed planned development.

7. Every recommendation of the commission upon any application filed pursuant to this chapter shall be by a written resolution and shall include such findings of fact and conclusions as the commission shall deem necessary. The resolutions shall generally refer to the evidence in the record and to the exhibits, plans, or specifications upon which the recommendation is based. The resolution shall generally specify the reason or reasons for the recommendation and shall contain a conclusion or statement separate from the findings setting forth the recommendation of the commission. Every

resolution shall expressly set forth any limitations or conditions recommended by the commission. In order to make a recommendation to approve (with or without conditions) or a recommendation to deny a proposed planned development or an amendment to an existing planned development, the affirmative vote of a majority of all members of the commission then holding office shall be required.

D. Review And Action By The Corporate Authorities:

1. Within sixty (60) days of receipt of the report and recommendation of the planned development commission, and without further public hearing, the corporate authorities shall, at a minimum, commence consideration of the proposed planned development. The corporate authorities will attempt to conclude its consideration and render a final decision as soon as possible within that sixty (60) day time period, but may extend its consideration as necessary to allow a full and complete review and consideration of the proposed planned development. Following its consideration, the corporate authorities shall: a) deny the application; b) refer the application back to the planned development commission for further review and, if necessary, additional public hearings; c) postpone further consideration pending the submittal of additional information, including any application requirement previously waived but deemed necessary by the village for its consideration; or d) adopt an ordinance approving the planned development.

2. Any action taken by the corporate authorities pursuant to subsection D1 of this section shall require the concurrence of a majority of the corporate authorities; provided, however, that any proposed planned development that does not receive a recommendation of approval (with or without conditions) from the planned development commission shall not be approved by the corporate authorities except by the affirmative vote of two-thirds ($^2/_3$) of the corporate authorities.

3. In approving a planned development, the corporate authorities may attach such conditions to the approval as it deems necessary to have the proposed use or combination of uses meet the standards set forth in this chapter and to prevent or minimize adverse effects on other property in the immediate vicinity. The conditions may include, but are not limited to: impact donations and other related fees or property or monetary contributions; limitations on size, bulk, location, and setbacks; requirements for landscaping, signage, and outdoor lighting; provisions for adequate ingress and egress; hours of operation; and such other conditions as the corporate authorities may deem necessary in furtherance of the objectives of this chapter.

E. Exemptions: At the election of the applicant, the planned development provisions of this chapter shall not apply to an existing development or a proposed development project that satisfies all of the underlying zoning regulations applicable to the property. In such case, the proposed development will be subject to the processes of the village that are applicable to any new construction project. (Ord. G-890, 7-14-2009; Ord. G-904, 11-10-2009)

Mitch Goltz - DEVELOPER

Office: (773) 382-0590
Cell: (773) 304-8600
mitch@gwproperties.com

GW PROPERTIES

2211 N. Elston Ave, Suite 304
Chicago, IL 60614

CIVIL ENGINEER

Daniel B. Miletic, PE
Project Manager

Manhard CONSULTING

116 West Illinois Street, 7th Floor
Chicago, IL 60654
direct: 312.824.3812
dmiletic@manhard.com

Casey Meszaros, E.I.T.
Project Engineer

Manhard CONSULTING

116 West Illinois Street, 7th Floor
Chicago, IL 60654
direct: 312.824.3807
cmeszaros@manhard.com

ARCHITECT - NEAL VANDER WILT

designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS

Address: 2211 N. Elston Ave. Unit 304
Chicago, Illinois 60614
Phone: (847) 885-8300
Website: www.designstudio24.com

ATTORNEY

DYKEMA

Andrew P. Scott
Member
APScott@dykema.com

312-627-8325 Direct
312-876-1700 Main
866-950-3678 Fax
312-671-4701 Mobile

10 South Wacker Drive, Suite 2300
Chicago, Illinois 60606
www.dykema.com

TRAFFIC ENGINEER

Luay Aboona, PE, PTOE
Principal

Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road, Suite 400
Rosemont, IL 60018
(847) 518-9990 office (847) 571-4331 cell
www.kloainc.com laboona@kloainc.com

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

CCH 1802071 LT SCROSS 183

8 0 0 0 8 3 4 0
Tx:40004653

FRED BUCHOLZ, RECORDER
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12/20/2018 02:55 PM
RHSP
COUNTY TAX STAMP FEE 7,350.00
STATE TAX STAMP FEE 14,700.00

DOCUMENT # R2018-116735

THIS DOCUMENT PREPARED BY:
Kelly Gindele, Esq.
Macy's, Inc.
7 West Seventh St
Cincinnati, OH 45202
(513) 579-7000

WHEN RECORDED MAIL TO:
Polsinelli PC
150 N. Riverside Plaza, Suite 3000
Chicago, Illinois 60606
Attention: David N. Tanner, Esq.

MAIL FUTURE TAX BILLS TO:
GW Oak Brook Owner LLC
c/o GW Property Group, LLC
2211 N. Elston Avenue, Suite 304
Chicago, Illinois 60614

SPECIAL WARRANTY DEED

MACY'S RETAIL HOLDINGS, INC., a New York corporation, formerly known as Federated Retail Holdings, Inc., a New York corporation, formerly known as The May Department Stores Company, a New York corporation (hereinafter referred to as "Grantor"), in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable consideration in hand paid by **GW OAK BROOK OWNER LLC**, a Delaware limited liability company ("Grantee"), whose address is c/o GW Property Group, LLC, 2211 N. Elston Avenue, Suite 304, Chicago, Illinois 60614, the receipt and sufficiency of which are hereby acknowledged and confessed, has GRANTED, BARGAINED, SOLD, ALIENED, CONVEYED AND CONFIRMED, and by these presents does hereby GRANT, BARGAIN, SELL, ALIEN, CONVEY AND CONFIRM unto Grantee, the real property located in DuPage County, Illinois, which is more particularly described on Exhibit "A" attached hereto and made a part hereof for all purposes (the "Land"), together with (i) all and singular the rights, benefits, privileges, easements, tenements, hereditaments, and appurtenances thereon or in anywise appertaining thereto (including any perpetual easements for access, parking, and utilities, and non-exclusive easements for the use of servicing and delivering areas), (ii) all buildings, improvements, and fixtures located on or under the land, and (iii) the right, title and interest, if any, of Grantor in and to adjacent streets, alleys and rights-of-way, all strips and gores between the Land and abutting properties, air rights, oil and mineral rights, water rights, and drainage rights incidental to the Land (together with the Land, the "Property").

The Permanent Index Number of the Property is 06-27-200-010.

The address of the Property is 1717 West 22nd Street, Oak Brook, Illinois.

8

TO HAVE AND TO HOLD the Property, subject as stated herein, unto Grantee, its successors and assigns FOREVER in fee simple; Grantor hereby covenanting that the Property is free and clear from any encumbrance done or suffered by Grantor, except as herein provided, and Grantor hereby covenants with Grantee that Grantor does hereby bind itself and its successors and assigns to WARRANT AND FOREVER DEFEND all and singular the Property, subject as stated herein, unto Grantee, its successors and assigns, against every person whomsoever lawfully claiming or to claim the same or any part thereof, when the claim is by, through or under Grantor, but not otherwise.

This Deed is made expressly subject to (a) zoning laws, rules and regulations affecting the Property, if any, (b) the lien of current ad valorem taxes not yet due and payable, which taxes shall be prorated as of the date of this Deed and are hereby assumed by Grantee (subject to reproration in accordance with the terms of the Sale Contract), and the lien of all future ad valorem taxes, which taxes Grantee hereby assumes and agrees to pay, and (c) the restrictions, covenants, easements and stipulations of record affecting the Property identified on Exhibit "B" attached hereto.

BY ACCEPTING THIS DEED, GRANTEE ACKNOWLEDGES AND AGREES THAT, EXCEPT FOR GRANTOR'S EXPRESS REPRESENTATIONS AND WARRANTIES SET FORTH IN THAT CERTAIN AGREEMENT OF PURCHASE AND SALE DATED NOVEMBER 2, 2018 BETWEEN GRANTOR AND GRANTEE (THE "**SALE CONTRACT**"): (I) GRANTOR'S INTEREST IN THE PROPERTY IS SOLD IN ITS CONDITION "AS IS, WHERE IS, WITH ALL FAULTS," WITH NO RIGHT OF SETOFF OR REDUCTION IN THE PURCHASE PRICE DUE TO ANY DEFECTS OR CONDITIONS NOW KNOWN OR HEREAFTER DISCOVERED, AND (II) EXCEPT FOR GRANTOR'S REPRESENTATIONS AND WARRANTIES IN THE SALE CONTRACT AND THE LIMITED WARRANTIES OF TITLE GIVEN IN THIS DEED, GRANTEE IS NOT RELYING ON (AND GRANTOR HEREBY DISCLAIMS AND RENOUNCES) ANY AND ALL REPRESENTATIONS, WARRANTIES, PROMISES OR GUARANTEES OF ANY KIND (WHETHER ORAL OR WRITTEN, EXPRESS, IMPLIED, STATUTORY, OR OTHERWISE) MADE OR ALLEGEDLY MADE BY GRANTOR OR ANY OF ITS AFFILIATES, OR ANY PERSON ASSOCIATED WITH ANY OF THE FOREGOING, WITH RESPECT TO THE PROPERTY AND ANY IMPROVEMENTS THEREON, INCLUDING, BUT NOT LIMITED TO, (i) THE VALUE, CONDITION, MERCHANTABILITY, HABITABILITY, MARKETABILITY, PROFITABILITY, SUITABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE, OF THE PROPERTY AND ANY IMPROVEMENTS THEREON, (ii) THE MANNER OR QUALITY OF THE CONSTRUCTION OR MATERIALS INCORPORATED INTO ANY SUCH IMPROVEMENTS AND (iii) THE MANNER OF REPAIR, QUALITY, STATE OF REPAIR OR LACK OF REPAIR OF ANY SUCH IMPROVEMENTS. The provisions of this paragraph are in addition to and not in replacement of any provisions of the Sale Contract.

[Signature page follows]

IN WITNESS WHEREOF, the undersigned has caused this Special Warranty Deed to be duly made as of this 19TH day of DECEMBER, 2018.

GRANTOR:

MACY'S RETAIL HOLINGS, INC., a New York corporation

By:_____
Charles P. DiGiovanna, Vice President

STATE OF OHIO)
)
COUNTY OF HAMILTON)

This instrument was acknowledged before me on the 12 day of December, 2018, by Charles P. DiGiovanna, Vice President of Macy's Retail Holdings, Inc., a New York corporation, on behalf of said corporation.

Elizabeth A. Rengering
Notary Public

Name of Notary:_____
My commission expires on_____

[Seal of Notary]

NOTARY PUBLIC STATE OF OHIO

ELIZABETH A. RENGERING
Notary Public, State of Ohio
My Commission Expires
February 11, 2021

EXHIBIT A

Legal Description of the Property

LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1995 AS DOCUMENT R95-076627, IN DUPAGE COUNTY, ILLINOIS.

EXHIBIT B

Permitted Exceptions

1. Taxes and assessments for the year 2018 and subsequent years, a lien not yet due and payable.

2. Terms and conditions of the Flagg Creek Water Reclamation District amended ordinance 756, recorded March 13, 2009, as Document R2009-037066, which relate to the payment of user charges prior to the sale or transfer of real estate within the districts service area, the computation of water consumption, and the evaluation of connection permits for the sale of commercial property within said service area. Ordinance provides in part that no person shall sell, transfer or otherwise convey title to or beneficial interest in any real property which is supplied with water service by the Flagg Creek Water Reclamation District without first obtaining a closing letter showing that all sewer assessments are paid in full.

3. Temporary freeway access permits recorded as Documents R62-22307 and R63-4227, by the State of Illinois, Department of Public Works and Buildings, Division of Highways, to Eastman Kodak, wherein access is given to Federal Aid Route 131, together with such further provisions contained therein.

4. Order dated March 13, 1958, amended June 22, 1960 and amended May 10, 1963 and recorded January 2, 1969 as Document R69-87, and amendment recorded as Document R74-43011, by the State of Illinois, Department of Public Works and Buildings, Division of Highways, establishing F. A. Route 131, as a freeway and providing that access between said freeway and abutting lands is to be permitted only at entrances provided for that purpose under permits from said Department.

5. Order dated August 4, 1969 and recorded August 13, 1969 as Document R69-36290, by the State of Illinois, Department of Public Works and Buildings, Division of Highways, establishing F. A. Route 102, as a freeway and providing that access between said freeway and abutting lands is to be permitted only at entrances provided for that purpose under permits from said Department.

6. Grant of easement recorded April 3, 1986 as Document R86-30634, made by Eastman Kodak Company to the Hinsdale Sanitary District, a municipal corporation, its successors and assigns, a full and exclusive easement for the purpose of constructing, operating, maintaining and repairing sanitary sewer lines to convey sanitary waste waters from the premises in question, over, along, across and under the following described property:

   The center line of a 50 foot wide sanitary sewer easement which may be described as commencing on the West line of Lot 1 in Butler Co's M-1, Inc. Assessment Plat No. 5, 15.00 feet South of the Northwest corner thereof; thence South on said West line to the Southwest corner of Lot 1, 113.07 feet to the Southeast corner of Lot 1; thence North 174.31 feet on an East line of Lot 1; thence Northeasterly on a Southerly line of Lot 1,

62.00 feet to the point of beginning of the center line of this easement; thence North, 266 feet, more or less to a point on a line 15.00 feet South of the North line of Lot 1 and 141 feet East of the point of commencing, in the Northeast 1/4 of Section 2, Township 39 North, Range 11, East of the Third Principal Meridian, according to the Plat of said Butler Co. recorded July 20, 1964 as Document R64-25648, in DuPage County, Illinois and depicted on the ALTA/NSPS Land Title Survey by United Survey Service, LLC, dated October 15, 2018, last revised December 12, 2018, Job No. 2018-26365.

7. 20 foot building setback line as shown on the Plat of Eastman Kodak Subdivision, aforesaid, as follows:

   20 feet along the North line of Lot 2 (except the most Easterly line of the land) and depicted on the ALTA/NSPS Land Title Survey by United Survey Service, LLC, dated October 15, 2018, last revised December 12, 2018, Job No. 2018-26365.

8. Public utility easement as shown and set forth on the Plat of Eastman Kodak Subdivision, aforesaid, as follows:

   10 feet along the South line and the East 10 feet of the South 174.31 feet (as measured along the most Southerly East line) and the East 10 feet of the West 704.09 (approximately) of the North 300 feet (approximately) of Lot 2 and depicted on the ALTA/NSPS Land Title Survey by United Survey Service, LLC, dated October 15, 2018, last revised December 12, 2018, Job No. 2018-26365.

9. Covenants, conditions, restrictions and easements but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document recorded on January 16, 1996 as Document No. R96-007154.

10. Declaration of Access Easement made by and between Dayton Hudson Corporation and Eastman Kodak Company recorded February 27, 1998 as Document Number R98-035326, affects that part of Lot 2 in Eastman Kodak Subdivision, being a subdivision in part of Section 27, Township 39 North, Range 11, East of the Third Principal Meridian, according to the Plat thereof recorded June 22,1995 as Document Number R95-76627, described as follows:

    Commencing at the Northwest corner of said Lot 2, thence North 89 degrees 50 minutes 02 seconds East along the North line of said Lot 2, for 439.19 feet for a place of beginning; thence continuing North 89 degrees 50 minutes 02 seconds East long the North line of said Lot 2, for 51.25 feet; thence South 03 degrees 40 minutes 08 seconds East 118.89 feet; thence South 00 degrees 36 minutes 22 seconds East 312.31 feet to a point of curvature; thence Southwesterly along the arc of a curve concave to the Northwest, having a radius of 47.00 feet, having a chord bearing of South 44 degrees 38

minutes 00 seconds West, 74.22 feet to a point of tangency; thence South 89 degrees 52 minutes 21 seconds West 428.61 feet; thence North 00 degrees 04 minutes 51 seconds West 348.39 feet to a point of curvature; thence Northwesterly along the arc of a curve concave to the Southwest, having a radius of 25.02 feet, having a chord bearing of North 45 degrees 05 minutes 15 seconds West, 39.31 feet to a point on the West line of said Lot 2 that 104.59 feet South of the Northwest corner of said Lot 2; thence North 00 degrees 09 minutes 57 seconds West along the said West line of Lot 2, for 23.29 feet; thence North 89 degrees 22 minutes 33 seconds East 49.06 feet; thence South 00 degrees 04 minutes 51 seconds East 323.10 feet to a point of curvature; thence Southeasterly along the arc of a curve concave to the Northeast, having a radius of 50.00 feet, having a chord bearing of South 45 degrees 06 minutes 15 seconds East, 78.58 feet to a point of tangency; thence North 89 degrees 52 minutes 21 seconds East 354.55 feet to a point of curvature; thence Northeasterly along the arc of a curve concave to the Northwest, having a radius of 23.00 feet, having a chord bearing of North 44 degrees 38 minutes 00 seconds East, 36.32 feet to a point of tangency; thence North 00 degrees 36 minutes 22 seconds West 265.59 feet; thence North 16 degrees 04 minutes 57 seconds West 114.86 feet; thence North 03 degrees 40 minutes 08 seconds West 55.20 feet to the place of beginning, in DuPage County, Illinois and depicted on the ALTA/NSPS Land Title Survey by United Survey Service, LLC, dated October 15, 2018, last revised _____, 2018, Job No. 2018-26365.

11. Assignment and Assumption Agreement made by and between Target Corporation and The May Department Stores Company recorded August 16, 2004 as Document Number R2004-218352.

12. Permanent easement in favor of the Illinois State Toll Highway Authority for the purpose of re-contouring the surface of the easement tract in connection with the construction of a roadway drainage ditch recorded June 5, 2007 as Document Number R2007-104083, affects that part of Lot 2 in Eastman Kodak Subdivision of part of Section 27, Township 39 North, Range 11 East of the Third Principal Meridian, according to the Plat thereof recorded June 22, 1995 as Document Number R95-076627, in DuPage County, Illinois, described as follows:

    Beginning at the Southeast corner of said Lot 2 on the existing Northwesterly right of way line of I-88 (Ronald Reagan Memorial E-W Tollway), being 125.00 feet left of I-88 proposed centerline Station 7253+46.11; thence South 88 degrees 40 minutes 17 seconds West on the Northwesterly right of way line of I-88, which is also the South line of said Lot 2, a distance of 546.11 feet; thence North 01 degrees 19 minutes 43 seconds West, a distance of 15.00 feet; thence North 88 degrees 21 minutes 24 seconds East, a distance of 546.26 feet to a point on the East line of said Lot 2; thence South 00 degrees 51 minutes 56 seconds East, a distance of 18.00 feet, on the East line of Lot 2, to the point of beginning.

13. Permanent easement in favor of State of Illinois for the purpose of operating, installing, maintaining, altering, repairing, replacing, renewing, improving, upgrading and removing the traffic signal and related equipment recorded January 13, 2010 as Document Number

R2010-005793, affects that part of Lot 2 In Eastman Kodak Subdivision, being a subdivision in part of Section 27, Township 39 North, Range 11 East of the Third Principal Meridian, according to the Plat thereof recorded June 22,1096 as Document #R95-076627, described as follows:

Commencing at the Northwest corner of said Lot 2; thence North 67 degrees 46 minutes 58 seconds East along the North line of said Lot 2 also being the South right of way line of 22nd Street, 428.72 feet to the point of beginning; thence continuing North 87 degrees 46 minutes 58 seconds East along said line, 77.00 feet; thence South 02 degrees 13 minutes 02 seconds East, 16.00 feet; thence South 87 degrees 46 minutes 58 seconds West, 77.00 feet; thence North 02 degrees 13 minutes 02 seconds West, 16.00 feet to a point on the North Line of said Lot 2 also being the point of beginning, in DuPage County, Illinois and depicted on the ALTA/NSPS Land Title Survey by United Survey Service, LLC, dated October 15, 2018, last revised _____, 2018, Job No. 2018-26365.

14. Terms, provisions and conditions of the Cost Sharing Agreement made by and between Macy's Retail Holdings, Inc., Recreational Equipment, Inc., and Light Street Partners, LLP recorded February 7, 2011 as Document Number R2011-019499.

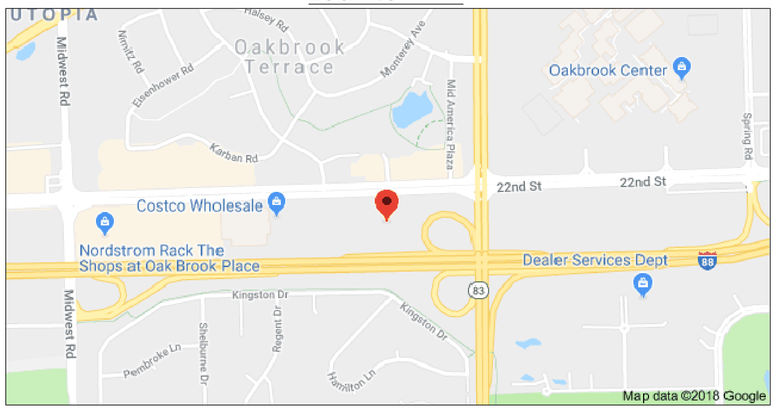
15. Plat of Highways recorded April 1, 2014 as Document Number R2014-026126.

16. Encroachment of the fence located mainly on the land onto the property south and adjoining by approximately .22 to .35 of a foot as depicted on the survey prepared by United Survey Service, LLC dated October 15, 2018, last revised _____, 2018, Job No. 2018-26365.

LEGAL DESCRIPTION

LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1995 AS DOCUMENT R95-076627, IN DUPAGE COUNTY, ILLINOIS.

LOCATION MAP



MACY'S OAK BROOK
1717 WEST 22ND STREET
OAK BROOK, ILLINOIS 60523

THE FOLLOWING ZONING REPORT WAS PREPARED BY:
MICAH ELLIOTT, ZONING ANALYST

SITE STATUS:
NAME: MACY'S OAK BROOK
ADDRESS: 1717 WEST 22ND STREET
JURISDICTION: OAK BROOK - ILLINOIS
STATE: ILLINOIS
PARCEL TAX ID: 06-27-200-010
PROPERTY USES: RETAIL
PROPERTY SIZE: 9.444 ACRES OR 411381 SF
NUMBER OF BUILDINGS: 1 BUILDING

USE STATUS
CURRENT USE: FURNITURE STORE
CURRENT ZONING OF PROPERTY: "B-3" GENERAL BUSINESS DISTRICT WITHIN THE PLANNED DEVELOPMENT OVERLAY DISTRICT
CURRENT ZONING ORDINANCE ATTACHED: YES, DATED SEPTEMBER 11, 2018
IS THE CURRENT USE PERMITTED IN THIS DISTRICT? YES (SECTION 13-7C-1)
IS THE PROPERTY A HISTORICAL LANDMARK? NO, THE PROPERTY IS NOT A HISTORICAL LANDMARK
CERTIFICATES OF OCCUPANCY ATTACHED? NO, DUE TO THE AGE OF THE PROPERTY, COPIES OF CERTIFICATES OF OCCUPANCY WERE NOT AVAILABLE. HOWEVER, THE ABSENCE OF A CERTIFICATE OF OCCUPANCY IS NOT A VIOLATION AND WILL NOT GIVE RISE TO ANY ENFORCEMENT ACTION.
OUTSTANDING ZONING CODE VIOLATIONS: NO, THERE ARE CURRENTLY NO OUTSTANDING ZONING CODE VIOLATIONS ON FILE.
OUTSTANDING BUILDING CODE VIOLATIONS: NO, THERE ARE CURRENTLY NO OUTSTANDING BUILDING CODE VIOLATIONS ON FILE.
OUTSTANDING FIRE CODE VIOLATIONS: NO, THERE ARE CURRENTLY NO OUTSTANDING FIRE CODE VIOLATIONS ON FILE.
CONDEMNATION PLANS: NO, THERE ARE CURRENTLY NO KNOWN CONDEMNATION PLANS AT THIS TIME.

SITE REQUIREMENTS

	CODE	REQUIRED / ALLOWED	EXISTING	DIFFERENCE
MAXIMUM FLOOR AREA RATIO	SECTION 13-7C-3	1.20	0.14	1.06
MINIMUM INTERIOR PARKING LOT LANDSCAPING	MINIMUM 10% INTERIOR PARKING LOT LANDSCAPING (110,445.25 SQUARE FEET X 10% = **11,044.525 SQUARE FEET OF INTERIOR PARKING LOT LANDSCAPING**) SECTION 13-12-4	11044.5 SQUARE FEET	12261.3 SQUARE FEET	1216.8 SQUARE FEET
MAXIMUM HEIGHT (FEET)	SECTION 13-7C-3 - IT IS NOTED THAT THE BUILDING HEIGHT EXCEEDS THE MAXIMUM PERMITTED BUILDING HEIGHT OF 35 FEET; HOWEVER, THE PROPERTY IS WITHIN THE PLANNED DEVELOPMENT OVERLAY AND CAN BE REBUILT AS IS AND IN ACCORDANCE WITH THE APPROVED SITE PLANS, AND THESE ARE PERMITTED PROJECTIONS. AS SUCH IT IS NOT CONSIDERED A VIOLATION OR A CONFORMANCE ISSUE	35 FEET	36.92 FEET	1.92 FEET
MAXIMUM HEIGHT (STORIES)	SECTION 13-7C-3	3 STORIES	1 STORY	-2 STORIES
	CODE	**REQUIRED / ALLOWED**	**EXISTING**	**DIFFERENCE**
FRONT SETBACK ALONG 22ND STREET	SECTION 13-7A-3	100 FEET	133.16 FEET	33.16 FEET

PARKING REQUIREMENTS

	DESCRIPTION	REQUIRED	EXISTING	DIFFERENCE
PARKING SPACES	FURNITURE STORE: 1 PARKING SPACE PER 400 SQUARE FEET OF GROSS FLOOR AREA (SECTION 13-12-5) (56908 / 400) 142	142	282	140

	REQUIRED	EXISTING	DIFFERENCE
HANDICAPPED SPACES (ADA)	7	7	0

CHICAGO TITLE INSURANCE COMPANY
COMMITMENT NO.: **CCHI1802071LI**
EFFECTIVE DATE: **NOVEMBER 30, 2018**

ITEMS CORRESPONDING TO SCHEDULE B, PART II:

ITEM 1.
NOT A SURVEY MATTER.

ITEM 2.
NOT A SURVEY MATTER.

ITEM 3.
NOT A SURVEY MATTER.

ITEM 4.
NOT A SURVEY MATTER.

ITEM 5.
NOT A SURVEY MATTER.

ITEM 6.
NOT A SURVEY MATTER.

ITEM 7.
NOT A SURVEY MATTER.

ITEM C 8.
NOT A SURVEY MATTER.

ITEM D 9.
NOT A SURVEY MATTER.

ITEM E 10.
NOT A SURVEY MATTER.

ITEM F 11.
NOT A SURVEY MATTER.

ITEM G 12.
NOT A SURVEY MATTER.

ITEM B 13.
NOT A SURVEY MATTER.

ITEM A 14.
NOT A SURVEY MATTER.

ITEM K 15.
NOT A SURVEY MATTER.

ITEM H 16.
NOT A SURVEY MATTER.

ITEM J 17.
TEMPORARY FREEWAY ACCESS PERMITS RECORDED AS DOCUMENTS R62-22307 AND R63-4227, BY THE STATE OF ILLINOIS, DEPARTMENT OF PUBLIC WORKS AND BUILDINGS, DIVISION OF HIGHWAYS, TO EASTMAN KODAK, WHEREIN ACCESS IS GIVEN TO FEDERAL AID ROUTE 131, TOGETHER WITH SUCH FURTHER PROVISIONS CONTAINED THEREIN.
(UNCAPABLE OF BEING PLOTTED ON THE DRAWING - THE DOCUMENT DOES NOT GIVE EXACT LOCATION)

ITEM AA 18.
NOT A SURVEY MATTER.

ITEM L 19.
NOT A SURVEY MATTER.

ITEM M 20.
NOT A SURVEY MATTER.

ITEM N 21.
GRANT OF EASEMENT RECORDED APRIL 3, 1986 AS DOCUMENT R86-30634, MADE BY EASTMAN KODAK COMPANY TO THE HINSDALE SANITARY DISTRICT, A MUNICIPAL CORPORATION, ITS SUCCESSORS AND ASSIGNS, A FULL AND EXCLUSIVE EASEMENT FOR THE PURPOSE OF CONSTRUCTING, OPERATING, MAINTAINING AND REPAIRING SANITARY SEWER LINES TO CONVEY SANITARY WASTE WATERS FROM THE PREMISES IN QUESTION, OVER, ALONG, ACROSS AND UNDER THE FOLLOWING DESCRIBED PROPERTY: THE CENTER LINE OF A 50 FOOT WIDE SANITARY SEWER EASEMENT WHICH MAY BE DESCRIBED AS COMMENCING ON THE WEST LINE OF LOT 1 IN BUTLER CO'S M-1, INC. ASSESSMENT PLAT NO. 5, 15.00 FEET SOUTH OF THE NORTHWEST CORNER THEREOF; THENCE SOUTH ON SAID WEST LINE TO THE SOUTHWEST CORNER OF LOT 1, 113.07 FEET TO THE SOUTHEAST CORNER OF LOT 1; THENCE NORTH 174.31 FEET ON AN EAST LINE OF LOT 1; THENCE NORTHEASTERLY ON A SOUTHERLY LINE OF LOT 1, 62.00 FEET TO THE POINT OF BEGINNING OF THE CENTER LINE OF THIS EASEMENT; THENCE NORTH, 266 FEET, MORE OR LESS TO A POINT ON A LINE 15.00 FEET SOUTH OF THE NORTH LINE OF LOT 1 AND 141 FEET EAST OF THE POINT OF COMMENCING, IN THE NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID BUTLER CO. RECORDED JULY 20, 1964 AS DOCUMENT R64-25648, IN DUPAGE COUNTY, ILLINOIS.
(PLOTTED ON THE DRAWING)

ITEM O 22.
(INTENTIONALLY DELETED)

ITEM P 23.
20 FOOT BUILDING SETBACK LINE AS SHOWN ON THE PLAT OF EASTMAN KODAK SUBDIVISION, AFORESAID, AS FOLLOWS:
20 FEET ALONG THE NORTH LINE OF LOT 2 (EXCEPT THE MOST EASTERLY LINE OF THE LAND).
(PLOTTED ON THE DRAWING)

ITEM Q 24.
PUBLIC UTILITY EASEMENT AS SHOWN AND SET FORTH ON THE PLAT OF EASTMAN KODAK SUBDIVISION, AFORESAID, AS FOLLOWS:
10 FEET ALONG THE SOUTH LINE AND THE EAST 10 FEET OF THE SOUTH 174.31 FEET (AS MEASURED ALONG THE MOST SOUTHERLY EAST LINE) AND THE EAST 10 FEET OF THE WEST 704.09 (APPROXIMATELY) OF THE NORTH 300 FEET (APPROXIMATELY) OF LOT 2.
(PLOTTED ON THE DRAWING)

ITEM R 25.
COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT RECORDED ON JANUARY 16, 1996 AS DOCUMENT NO. R96-007154.
(UNCAPABLE OF BEING PLOTTED ON THE DRAWING - THE DOCUMENT DOES NOT GIVE EXACT LOCATION)

ITEM S 26.
DECLARATION OF ACCESS EASEMENT MADE BY AND BETWEEN DAYTON HUDSON CORPORATION AND EASTMAN KODAK COMPANY RECORDED FEBRUARY 27, 1998 AS DOCUMENT NUMBER R98-035326, AFFECTS THAT PART OF LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22,1995 AS DOCUMENT NUMBER R95-76627, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 2, THENCE NORTH 89 DEGREES 50 MINUTES 02 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 2, FOR 439.19 FEET FOR A PLACE OF BEGINNING; THENCE CONTINUING NORTH 89 DEGREES 50 MINUTES 02 SECONDS EAST LONG THE NORTH LINE OF SAID LOT 2, FOR 51.25 FEET; THENCE SOUTH 03 DEGREES 40 MINUTES 08 SECONDS EAST 118.89 FEET; THENCE SOUTH 00 DEGREES 36 MINUTES 22 SECONDS EAST 312.31 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 47.00 FEET, HAVING A CHORD BEARING OF SOUTH 44 DEGREES 38 MINUTES 00 SECONDS WEST, 74.22 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89 DEGREES 52 MINUTES 21 SECONDS WEST 428.61 FEET; THENCE NORTH 00 DEGREES 04 MINUTES 51 SECONDS WEST 348.39 FEET TO A POINT OF CURVATURE; THENCE NORTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 25.02 FEET, HAVING A CHORD BEARING OF NORTH 45 DEGREES 05 MINUTES 15 SECONDS WEST, 39.31 FEET TO A POINT ON THE WEST LINE OF SAID LOT 2 THAT 104.59 FEET SOUTH OF THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTH 00 DEGREES 09 MINUTES 57 SECONDS WEST ALONG THE SAID WEST LINE OF LOT 2, FOR 23.29 FEET; THENCE NORTH 89 DEGREES 22 MINUTES 33 SECONDS EAST 49.06 FEET; THENCE SOUTH 00 DEGREES 04 MINUTES 51 SECONDS EAST 323.10 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 50.00 FEET, HAVING A CHORD BEARING OF SOUTH 45 DEGREES 06 MINUTES 15 SECONDS EAST, 78.58 FEET TO A POINT OF TANGENCY; THENCE NORTH 89 DEGREES 52 MINUTES 21 SECONDS EAST 354.55 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 23.00 FEET, HAVING A CHORD BEARING OF NORTH 44 DEGREES 38 MINUTES 00 SECONDS EAST, 36.32 FEET TO A POINT OF TANGENCY; THENCE NORTH 00 DEGREES 36 MINUTES 22 SECONDS WEST 265.59 FEET; THENCE NORTH 16 DEGREES 04 MINUTES 57 SECONDS WEST 114.86 FEET; THENCE NORTH 03 DEGREES 40 MINUTES 08 SECONDS WEST 55.20 FEET TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.
(PLOTTED ON THE DRAWING)

ITEM T 27.
NOT A SURVEY MATTER.

ITEM U 28.
PERMANENT EASEMENT IN FAVOR OF THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY FOR THE PURPOSE OF RE-COUNTOURING THE SURFACE OF THE EASEMENT TRACT IN CONNECTION WITH THE CONSTRUCTION OF A ROADWAY DRAINAGE DITCH RECORDED JUNE 5, 2007 AS DOCUMENT NUMBER R2007-104083, AFFECTS THAT PART OF LOT 2 IN EASTMAN KODAK SUBDIVISION OF PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1995 AS DOCUMENT NUMBER R95-076627, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 2 ON THE EXISTING NORTHWESTERLY RIGHT OF WAY LINE OF I-88 (RONALD REAGAN MEMORIAL E-W TOLLWAY), BEING 125.00 FEET LEFT OF I-88 PROPOSED CENTERLINE STATION 7253+46.11; THENCE SOUTH 88 DEGREES 40 MINUTES 17 SECONDS WEST ON THE NORTHWESTERLY RIGHT OF WAY LINE OF I-88, WHICH IS ALSO THE SOUTH LINE OF SAID LOT 2, A DISTANCE OF 546.11 FEET; THENCE NORTH 01 DEGREES 19 MINUTES 43 SECONDS WEST, A DISTANCE OF 15.00 FEET; THENCE NORTH 88 DEGREES 21 MINUTES 24 SECONDS EAST, A DISTANCE OF 546.26 FEET TO A POINT ON THE EAST LINE OF SAID LOT 2; THENCE SOUTH 00 DEGREES 51 MINUTES 56 SECONDS EAST, A DISTANCE OF 18.00 FEET, ON THE EAST LINE OF LOT 2, TO THE POINT OF BEGINNING.
(PLOTTED ON THE DRAWING)

ITEM V 29.
PERMANENT EASEMENT IN FAVOR OF STATE OF ILLINOIS FOR THE PURPOSE OF OPERATING, INSTALLING, MAINTAINING, ALTERING, REPAIRING, REPLACING, RENEWING, IMPROVING, UPGRADING AND REMOVING THE TRAFFIC SIGNAL AND RELATED EQUIPMENT RECORDED JANUARY 13, 2010 AS DOCUMENT NUMBER R2010-005793, AFFECTS THAT PART OF LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22,1096 AS DOCUMENT #R95-076627, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTH 67 DEGREES 46 MINUTES 58 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 2 ALSO BEING THE SOUTH RIGHT OF WAY LINE OF 22ND STREET, 428.72 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 87 DEGREES 46 MINUTES 58 SECONDS EAST ALONG SAID LINE, 77.00 FEET; THENCE SOUTH 02 DEGREES 13 MINUTES 02 SECONDS EAST, 16.00 FEET; THENCE SOUTH 67 DEGREES 46 MINUTES 58 SECONDS WEST, 77.00 FEET; THENCE NORTH 02 DEGREES 13 MINUTES 02 SECONDS WEST, 16.00 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 2 ALSO BEING THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.
(PLOTTED ON THE DRAWING)

ITEM W 30.
NOT A SURVEY MATTER.

ITEM X 31.
NOT A SURVEY MATTER.

ITEM AB 32.
ENCROACHMENT OF THE FENCE LOCATED MAINLY ON THE LAND ONTO THE PROPERTY SOUTH AND ADJOINING BY APPROXIMATELY .22 TO .35 OF A FOOT AS DEPICTED ON THE SURVEY PREPARED BY UNITED SURVEY SERVICE, LLC DATED OCTOBER 15, 2018, FILE NO. 2018-26365.
(PLOTTED ON THE DRAWING)

ITEM Y 33.
NOT A SURVEY MATTER.

ITEM Z 34.
NOT A SURVEY MATTER.

UNITED SURVEY SERVICE, LLC
CONSTRUCTION AND LAND SURVEYORS
7710 CENTRAL AVENUE, RIVER FOREST, IL 60305
TEL.: (847) 299 - 1010 FAX : (847) 299 - 5887
E-MAIL: USURVEY@USANDCS.COM

ALTA / NSPS LAND TITLE SURVEY
OF

LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1995 AS DOCUMENT R95-076627, IN DU PAGE COUNTY, ILLINOIS.

KNOWN AS: **1722 22nd STREET, OAK BROOK, ILLINOIS 60181**

PERMANENT INDEX NUMBER: 06 - 27 - 200 - 010

AREA = 411,381 SQ. FT OR 9.444 ACRES

NOTE:
THIS LEGAL DESCRIPTION DESCRIBES THE SAME PROPERTY AS INSURED IN THE TITLE COMMITMENT AND ANY EXCEPTIONS HAVE BEEN NOTED HEREIN.

PARKING SPACE TABLE

TYPE OF SPACE	TOTAL EXISTING
REGULAR	275
HANDICAP	7
TOTAL	282

NOTES:

-THE SUBJECT PROPERTY HAS ACCESS TO AND FROM A DULY DEDICATED AND ACCEPTED PUBLIC STREET KNOWN AS **22nd STREET.**

-THE SURVEY AND THE INFORMATION, COURSES AND DISTANCES SHOWN THEREON ARE CORRECT;

-THE SUBJECT PROPERTY DOES NOT SERVE ANY ADJOINING PROPERTY FOR DRAINAGE, UTILITIES, OR INGRESS OR EGRESS;

- ELECTRIC, GAS, TELEPHONE AND WATER UTILITY AND STORM AND SANITARY SEWER SYSTEMS ACCESS THE PROPERTY IN LEGALLY DEDICATED RIGHTS OF WAY THAT BENEFIT THE PROPERTY.

- THERE ARE NO VISIBLE EVIDENCE OF CEMETERIES, GRAVE SITES OR BURIAL GROUNDS LOCATED ON THE PROPERTY.

- ITEM # 8 FROM TABLE A
ALL SUBSTANTIAL FEATURES OBSERVED ON THE PROPERTY HAVE BEEN PLOTTED.

- ITEM # 9 FROM TABLE A
THERE ARE 282 STRIPED PARKING SPACES ON THE PROPERTY.

- ITEM # 10 FROM TABLE A
THERE ARE NO PARTY WALLS (ALL WALLS ARE INDEPENDENT).

ITEM # 11 FROM TABLE A
ALL VISIBLE UTILITIES ARE PLOTTED.

- ITEM # 16 FROM TABLE A
AT THE TIME OF THIS SURVEY, NO VISIBLE RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS WERE NOTED.

- ITEM # 17 FROM TABLE A
AT THE TIME OF THIS SURVEY, THERE IS NO EVIDENCE OF CHANGES IN RIGHT OF WAY EITHER COMPLETED OR PROPOSED AND RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

- ITEM # 18 OF TABLE A
THERE ARE NO WETLANDS LOCATED ON THE PROPERTY.

- ITEM # 20 FROM TABLE A
RELATING TO PROFESSIONAL LIABILITY INSURANCE POLICY OBTAINED BY THE SURVEYOR IN THE MINIMUM AMOUNT OF $ 1,000,000 TO BE IN EFFECT THROUGHOUT THE CONTRACT TERM. CERTIFICATE OF INSURANCE TO BE FURNISHED UPON REQUEST.

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, **ROY G. LAWNICZAK**, A REGISTERED LAND SURVEYOR, **LICENSE NO. 35-2290**, IN AND FOR THE STATE OF ILLINOIS AND LEGALLY DOING BUSINESS IN COOK COUNTY, DO HEREBY CERTIFY TO:

- GW OAK BROOK OWNER LLC, A DELAWARE LIMITED LIABILITY COMPANY

- MACY'S RETAIL HOLDINGS, INC., A NEW YORK CORPORATION, FORMERLY KNOWN AS THE MAY DEPARTMENT STORES COMPANY, A NEW YORK CORPORATION

- MESA WEST REAL ESTATE INCOME FUND IV, LLC,
A DELAWARE LIMITED LIABILITY COMPANY, AND ITS SUCCESSORS AND/OR ASSIGNS

- CHICAGO TITLE INSURANCE COMPANY

AND TO THEIR SUCCESSORS AND ASSIGNS, THAT:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH **2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA / NSPS LAND TITLE SURVEYS JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS**, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1),7(c), 8, 9, 10(a), 11(a), 14, 16 17, 18 AND 20 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON OCTOBER 15, 2018.

DATE OF PLAT: DECEMBER 12, 2018.

ROY G. LAWNICZAK
35-002290
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
CHICAGO, IL

BY: Roy G. Lawniczak
ROY G. LAWNICZAK, REGISTERED ILLINOIS LAND SURVEYOR NO. 35-2290
LICENSE EXPIRES: NOVEMBER 30, 2020
PROFESSIONAL DESIGN FIRM LICENSE NO.: 184-004576
LICENSE EXPIRES: APRIL 30, 2019

ORDERED BY:
GW PROPERTIES
SCALE : 1" = 50'
DATE : OCTOBER 15, 2018
FILE No.:
2018 - 26365

DATE	REVISION
12/12/18	REVISED PER LENDER COMMENTS
11/5/18	REVISED PER COMMENTS

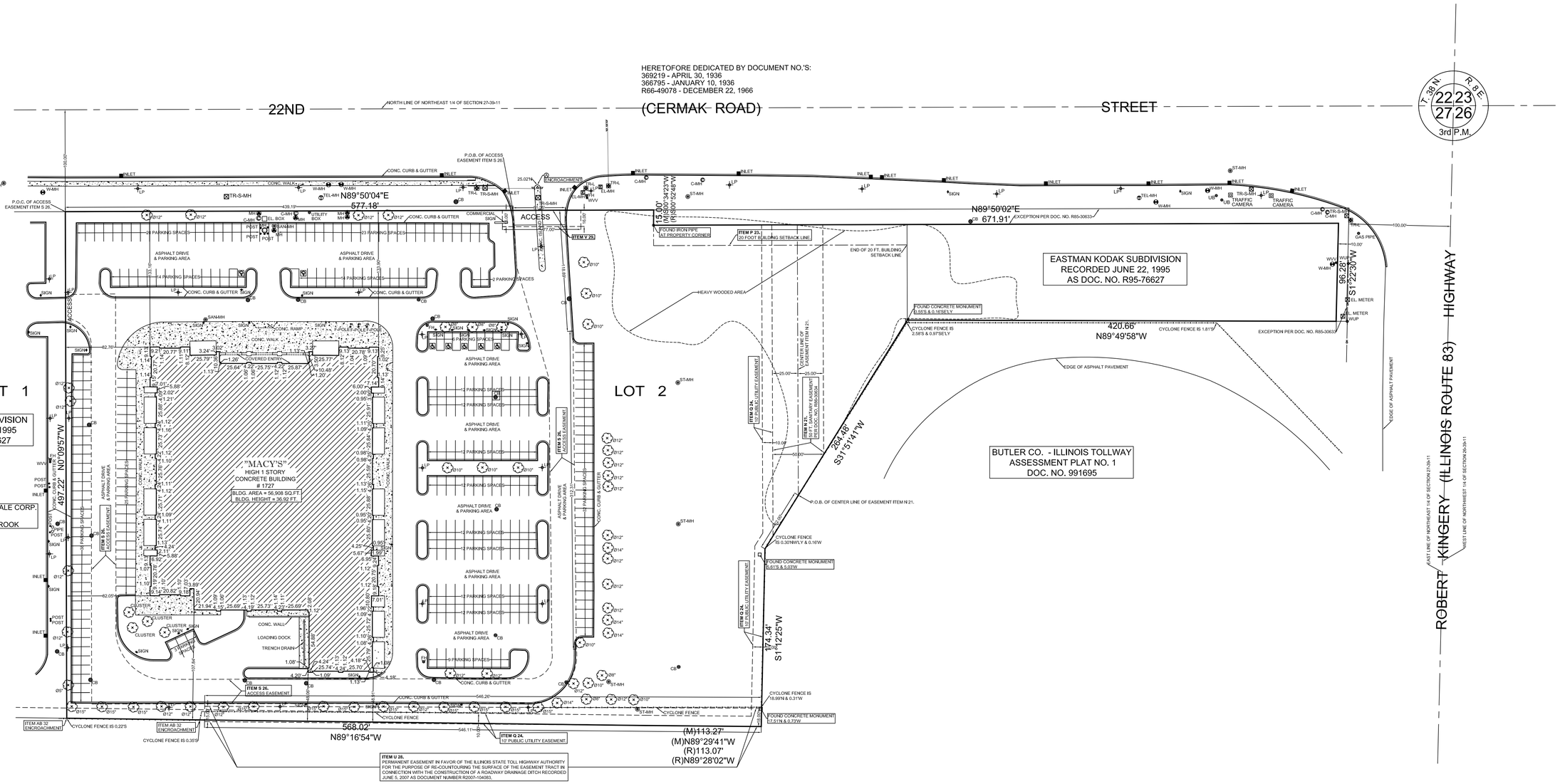
FLOOD STATEMENT:

SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION **"X"** - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN BY THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP **17043C0177J**, WITH A DATE OF IDENTIFICATION OF **JUNE 1, 2017**, FOR COMMUNITY NUMBER **170214 0177 J**, IN DUPAGE COUNTY, STATE OF ILLINOIS, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.

UNITED SURVEY SERVICE, LLC
CONSTRUCTION AND LAND SURVEYORS
7710 CENTRAL AVENUE, RIVER FOREST, IL 60305
TEL.: (847) 299 - 1010 FAX : (847) 299 - 5887
E-MAIL: USURVEY@USANDCS.COM

ALTA / NSPS LAND TITLE SURVEY

0' 10' 20' 50' 100'



LEGEND	ABBREVIATIONS
SAN-MH	SANITARY MANHOLE
ST-MH	STORM MANHOLE
CB	CATCH BASIN
INLET	INLET
W-MH	WATER MANHOLE
FH	FIRE HYDRANT
TR-L	TRAFFIC LIGHT
LP	LIGHT POLE
WUP	WOOD UTILITY POLE
EL-MH	ELECTRIC MANHOLE
TEL-MH	TELEPHONE MANHOLE
C-MH	COMMUNICATION MANHOLE
TR	TREE
TR-S-MH	TRAFFIC SIGNAL MANHOLE
MH	MANHOLE
SIGN	SIGN
POST	METAL GUARD POST
FL-POLE	FLAG POLE
	HANDICAPPED PARKING SPACE
(R)	RECORD DATA
(M)	MEASURED DATA

ORDERED BY:	
GW PROPERTIES	
SCALE : 1" = 50'	
DATE : OCTOBER 15, 2018	
FILE No.:	
2018 - 26365	

DATE	REVISION
12/12/18	REVISED PER LENDER COMMENTS
11/5/18	REVISED PER COMMENTS

SHEET 2 OF 2

Manhard CONSULTING

Civil Engineering
Surveying
Water Resources Management
Construction Management
Landscape Architecture
Land Planning

March 13, 2020

Mr. Tony Budzikowski, AICP
Development Services Director
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, Illinois 60523

Re: Commercial Areas Revitalization Plan Compliance
The Overlook at Oak Brook

Dear Tony:

Introduction
The purpose of the proposed development is to revitalize the underperforming Macy's Furniture property located at 1717 22nd Street. The plan for the property is to demolish the existing building and parking areas and reconstruct 7 freestanding structures with associated at-grade parking, landscaping, and utilities. The 5 new buildings located immediately adjacent to the 22nd Street right-of-way will house Lazy Dog Brewery, Panera, Five Guys, Blackwood BBQ, Kura Sushi, Urban Plates, Wildberry Cafe, and Olive Garden. Proposed Buildings F and G will contain other retail uses that are to be determined. The narrative below demonstrates compliance of the proposed planned development with the planning policies, goals, objectives, and provisions of the Village's Commercial Areas Revitalization Plan.

Land Use
The Village of Oak Brook Commercial Areas Revitalization Plan intends for the project property to be partially developed as a Regional Commercial Use and partially as a Public/Semi Public Use. Based on the character of the surrounding area, high traffic volume of adjacent roadways, and lack of pedestrian accessibility; the development proposes instead to build out the property to satisfy only the Commercial Use standards. The proposed Planned Development fits the definition of Commercial Use as outlined in the Village of Oak Brook Commercial Areas Revitalization Master Plan by strengthening Oak Brook's retail offerings within a highly visible and accessible property bounded by the major transportation arterials of I-88, Kingery Highway, and 22nd Street. The development will provide multiple dining options intended to draw users from beyond the Oak Brook community, including the office and residential properties north of 22nd Street.

Traffic
It is anticipated that the majority of users for the proposed development will access the site by automobile. The Traffic Report by KLOA dated February 28th, 2020 analyzed how the development will affect traffic on 22nd Street. The report determined that the existing roadway system and signalized intersection are adequate to accommodate the traffic that will be generated by the proposed development. Additional access to the site will be provided by a cross-access to the Costco property immediately west of the proposed development. The existing cross-access driveway will be relocated to provide better traffic flow and eliminate the "bottle-neck" that would be created by a single-entry point at 22nd Street. The cross access will also encourage commercial sales crossover for shoppers at both the Costco property and the proposed Planned Development. Pedestrian access will be provided throughout the Planned Development to create safe travel paths for people walking between onsite stores and

restaurants. Additional sidewalk is being provided along the south side of 22nd Street, to meet the intersection of 22nd Street to IL Rte. 83.

Parking
A total of 486 at-grade parking spaces will be provided exclusive to the Planned Development. The parking lot layout is designed to separate the property's main vehicular access point with pedestrian crossing areas. "Canoe" landscape islands are proposed to provide a safety barrier between pedestrian and drivers decelerating from traffic signal movements. The remainder of the parking lot is designed to provide smooth vehicular circulation with well-defined pedestrian walkways. Parking spaces and drive aisles are designed to meet the geometry requirements of the City.

The Preliminary Site Plan includes a Parking Table showing that 488 parking spaces are required to meet Village of Oak Brook requirements. The Traffic Report by KLOA analyzes at the different business's uses and their different peak times to determine how many parking spaces will be needed. The report determined that 425 parking spaces are required during the weekday and 412 parking spaces during the weekend, meaning that 486 parking spaces will be adequate. The Planned Development submittal includes a waiver request to reduce the overall required parking to 475 spaces, to allow flexibility for tenants at Buildings F and G.

The proposed parking lot striping is going to be painted white to match the existing Costco parking lot. Yellow paint will be used to identify spaces for employee parking, located in the spaces along 22nd Street, leaving the prime parking available to customers. There will be no valet parking.

This developer is in discussions with Costco to provide overflow parking capacity to their store at 1901 22nd Street, immediately west of the Planned Development. The Planned Development is proposing to sell and re-subdivide approximately 0.86 acres in the southwest corner of the property for Costco's parking use. This Costco parking area will not be shared with the Planned Development, but sidewalks will be provided between the parking lots, per Village staff request.

Lighting
All proposed site lighting will utilize LED bulbs to provide energy savings while illuminating for site security. The light fixtures will be "full-cutoff" and located to minimize spill onto adjacent properties. Accent lighting will be included on the facades of the proposed buildings to accentuate the architecture and provide welcoming spaces.

Landscaping
The project is proposing to provide new landscaping throughout the site including improvements within the 22nd Street setback, the property perimeter, building foundations, and within internal landscape islands. The intent of the landscape design is to work to meet the objectives of the Village Commercial Areas Revitalization Plan while still providing unobscured display of tenant signage and access to pedestrian walkways. This will be achieved through a combination of plantings including shade trees, evergreen trees, shrubs and grasses.

A portion of land at the northeast corner of the site has been reserved for a possible "icon sign" by the Village of Oak Brook, if desired.

Environmental Considerations
Environmental considerations have been accounted for within the requested Planned Development. In addition to spill light and landscaping mentioned above, the site will be designed with stormwater detention facilities as required by the DuPage County Stormwater Ordinance. Stormwater detention will be provided within underground vaults meeting required release rates.

Evidence of the proposed developments compliance with Village Ordinance Chapter 13-15-3
See attached "Planned Development Site Development Standards" document.

We believe that the proposed Planned Development meets the intentions laid out within the Commercial Areas Revitalization Plan. We appreciate the opportunity to work with the Village on this project. If staff has any questions or would like to discuss options and recommendations, please do not hesitate to contact us.

Sincerely,

Daniel Miletic, P.E.
Project Manager
Manhard Consulting, Ltd.

VILLAGE OF OAK BROOK

PLANNED DEVELOPMENT STANDARDS:
Section: 13-15-3

A. Planned Developments Are Not Permitted As Of Right: Planned developments shall be approved by the village only in direct response to the accrual of tangible public benefits from the planned development to the village and its residents, along with the neighborhood and area in which the planned development is proposed. These benefits shall include, without limitation, exceptional amenities, landscape features, architectural or site design, or the conservation of special manmade or natural features of the site, all as more specifically set forth in the standards set forth in subsection B of this section.

B. General Design Standards: No application for a planned development shall be approved by the corporate authorities unless the proposed planned development satisfies the standards set forth in this subsection B and subsection C of this section. All of these standards shall not be regarded as inflexible, but shall be used as a framework by the village to test the quality of the amenities, benefits to the community, and design and desirability of the proposal.

1. **Commercial Areas Revitalization Master Plan:** The planned development shall not be inconsistent with the planning policies, goals, objectives, and provisions of the village's commercial areas revitalization master plan. A planned development must also not be inconsistent with the intent and spirit of the village of Oak Brook comprehensive plan.

RESPONSE: The proposed Planned Development complies with the planning policies, goals, objectives and provisions of the Village Commercial Areas Revitalization Master Plan as detailed in the attached Planned Development Compliance narrative. The Planned Development is consistent with the intent and spirit of the Oak Brook Comprehensive Plan. The project strives to revitalize an important piece of land for commercial land use by bringing unique users to an under-utilized property.

2. **Public Welfare:** The Planned Development shall be designed, located, and proposed to be operated and maintained so that it will not impair an adequate supply of light and air to adjacent property and will not substantially increase the danger of fire or otherwise endanger the public health, safety and welfare.

RESPONSE: The site plan for the proposed planned development has been oriented so as not to impair adjacent property or endanger public welfare. The site is bounded by major roadways to the north, east, and south; as well as Costco to the west. The development provides adequate distance between proposed and existing buildings to not impair light or air supply. Proposed buildings shall provide fire rated walls as specified in the International Building Code.

3. **Impact on Other Property:** The Planned Development shall not be unnecessarily injurious to the use or enjoyment of other property in the neighborhood for the purposes permitted pursuant to the applicable zoning district, shall not prevent the normal and orderly development and improvement of surrounding properties for permitted uses, shall not be inconsistent with the community character of the neighborhood, shall not alter the essential character of the neighborhood, and shall not substantially diminish or impair property values within the neighborhood, or be incompatible with other property in the immediate vicinity. The uses permitted in a Planned Development must be of a type and so located so as to exercise no undue detrimental influence upon surrounding properties. The Planned Development must also address compliance with the Village's noise, lighting, and other performance standards.

RESPONSE: The property is separated from any residential uses by 22nd Street and office/commercial buildings to the north, as well as I-88 to the south. The proposed uses are in general compliance with those indicated for this location in the Commercial Area Revitalization Master Plan. This Planned Development is consistent with the community character of the neighborhood, and provide benefit to the 22nd Street corridor by revitalizing an underused property with new dining and retail experiences.

4. **Impact on Public Facilities and Resources:** The Planned Development shall be designed so that adequate utilities, road access, drainage, and other necessary facilities will be provided to serve the development. The Planned Development shall include such impact donations as may be reasonably determined by the Corporate Authorities. The required impact donations, including, without limitation, obligations under the Village's subdivision regulations, shall be calculated in reasonable proportion to the impact of the Planned Development on public facilities and infrastructure to the extent permitted by law.

RESPONSE: A traffic impact study is being prepared to determine if the existing signalized intersection on 22nd Street will provide adequate traffic facilities for the proposed development. In addition to this access, the proposed site will realign the existing Costco cross access drive to allow for better traffic flow between the two properties. Based on engineering review of the public utilities, sanitary sewer and watermain within the 22nd Street right-of-way have sufficient capacity to serve the proposed development. The existing above-ground stormwater detention basin will be relocated underground and resized to provide drainage improvements per the current DuPage County requirements.

5. **Archaeological, Historical or Cultural Impact:** The Planned Development shall not substantially and adversely affect a known archaeological, historical, or cultural resource located on or off of the parcel proposed for development.

RESPONSE: No archeological, historical, or cultural resources will be adversely impacted by the proposed development.

6. **Parking and Traffic:** The Planned Development shall have or make adequate provision to provide ingress and egress to the proposed use in a manner that minimizes traffic congestion in the public streets, provides appropriate cross access to adjacent properties and parking areas, and provides adequate access for emergency vehicles.

RESPONSE: Proposed improvements will utilize the existing signalized intersection at 22nd Street, and no curb cuts are proposed within the major arterial. The access driveway between the proposed development and Costco will be realigned for improved traffic flow between the sites. The site plan has been designed for safe traffic circulation for users, while also providing adequate driveway geometry for delivery and emergency vehicle access.

7. **Adequate Buffering:** The Planned Development shall have adequate landscaping, public open space, and other buffering features to protect uses within the development and surrounding properties.

RESPONSE: The site was oriented to provide landscape buffering along all four sides of the property, with particular detail given to maximizing setback space along 22nd Street. The public space is not proposed due to the major roadways surrounding the site. A portion of land at the northeast corner of the site has been reserved for the Village to construct an "icon sign".

8. **Signage:** Signage on the site of the Planned Development shall generally be in conformity with the Village's Sign Regulations (Chapter 11 of the Zoning Regulations), except as may otherwise be specifically provided in the ordinance approving a Planned Development.

RESPONSE: The project plans for two freestanding signs in addition to proposed building signage. In addition, the project reserves a place on the prime corner of 22nd Street and IL-83 for the Village of Oak Brook to construct a future Icon sign, as recommended by the Village Commercial Areas Revitalization Plan.

9. **Ownership/Control Area:** The site of the Planned Development must be under ownership and/or unified control of the applicant.

RESPONSE: The applicant owns the entirety of the Planned Development site.

10. **Need:** A clear showing of need for the Planned Development must be made by means of an economic feasibility, land utilization and marketing study.

RESPONSE: The uses within the proposed development seek to support the Village of Oak Brook's "zero property tax" by bringing multiple retail tax producers into the Village. Users will include 6+ restaurants with intermixed retailers. Many of the restaurants will provide unique dining options not available within the Village or surrounding areas. New uses on the site will revitalize an under-utilized piece of land in the Village's commercial corridor.

11. **Compliance with Subdivision Regulations and Plat Act**: All Planned Developments, whether or not they are by definition subject to the Village's subdivision regulations or the Illinois Plat Act, shall comply with all standards, regulations and procedures of the Village's subdivision regulations and the Plat Act except as is expressly provided otherwise in this Chapter, or as otherwise provided by the Corporate Authorities pursuant to the ordinance approving the Planned Development, or the applicable sections of the Village's subdivision regulations.

RESPONSE: The planned development will comply with the Subdivision Regulations and Plat Act. A portion of the property within the southwest corner will be subdivided and sold to Costco for future construction overflow parking. The developer plans to subdivide the parcel under separate Village submittal process.

12. **Covenants and Restrictions to be Enforceable by Village:** All covenants, deed restrictions, easements, and similar restrictions to be recorded in connection with the Planned Development shall provide that they may not be modified, removed, or released without the express consent of the Corporate Authorities and that they may be enforced by the Village as well as by future landowners within the proposed development.

RESPONSE: Any covenants, deed restrictions, easements, and similar restrictions to be recorded with the planned development shall contingent on approval and enforcement by all responsible governing agencies.

13. **Security and Site Control:** The Planned Development shall include the plans necessary to describe, establish, and maintain appropriate property and building security and site control measures for the Planned Development and the property on which the Planned Development is located. These plans shall also include measures to prevent adverse impacts on neighboring properties.

RESPONSE: Each tenant within the planned development will provide security to meet fitting with the operations plan of the user. The parking lot and driveways within the development will be illuminated with LED site lighting to meet IESNA Guidelines for security lighting in public spaces.

C. **Additional Standards:** In addition to the standards required in Subsection B of this Section, the following standards shall be considered in reviewing all proposed and amended Planned Developments, particularly with regard to elements of Planned Development proposals that do not satisfy the otherwise applicable provisions of the underlying zoning and subdivision regulations.

1. **Integrated Design:** A Planned Development shall be laid out and developed as a unit in accordance with an integrated overall design. This design shall provide for safe, efficient, convenient and harmonious grouping of structures, uses and facilities, and for appropriate relation of space inside and outside buildings to intended uses and structural features.

RESPONSE: This application is proposing that the entirety of the development be designed and constructed simultaneously to provide an integrated finished product. The developer is also in discussions with Costco to provide land for the retailers overflow parking. Drives and sidewalks between the two properties will allow for safe pedestrian access.

2. **Beneficial Common Open Space:** Any common open space in the Planned Development shall be integrated into the overall design. These open spaces shall have a direct functional or visual relationship to the main building(s) and shall not be of isolated or leftover character.

RESPONSE: A portion of land at the northeast corner of the site has been reserved for the Village to construct an "icon sign". Proposed onsite restaurants will provide seasonal outdoor seating patios.

The following <u>would not</u> be considered usable common open space:

a. Areas reserved for the exclusive use or benefit of an individual tenant or owner.

b. Dedicated streets, alleys and other public rights-of-way.

c. Vehicular drives, parking, loading and storage areas.

d. Irregular or unusable narrow strips of land.

3. **Functional and Mechanical Features:** Exposed storage areas, trash and garbage retainers, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be accounted for in the design of the Planned Development and made as unobtrusive as possible. These features shall be subject to such setbacks, special planting or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.

RESPONSE: The planned development design locates trash retainers within enclosures with opaque walls and landscape screening. All HVAC units will be provided as roof top units at each building. Special consideration was given to minimizing visibility of functional features from 22nd Street

4. **Visual and Acoustical Privacy:** The Planned Development shall provide reasonable visual, and acoustical privacy. Fences, insulations, walks, barriers and landscaping shall be used as appropriate for the protection and aesthetic enhancement of property and the privacy of its occupants, screening of objectionable view or uses, and reduction of noises.

RESPONSE: As shown in the preliminary landscape plan, the site provides an extensive landscaping perimeter to act as a visual and acoustic barrier to surrounding property. Due the nature of the surrounding property, including abutment by three major roadways, the planned development will not create visual and acoustic disturbance to residential areas.

5. **Energy Efficient Design:** A Planned Development shall be designed with consideration given to various methods of site design and building location, architectural design of individual structures, and landscaping design capable of reducing energy consumption within the Planned Development. The applicant will be encouraged, to the extent feasible, to obtain Leadership in Energy and Environmental Design ("LEED") certification for the project. A Planned Development applicant may also undertake the following:

   a. Having at least one member of the applicant's project team be a "LEED Accredited Professional" -- a person who has received the LEED Accredited Professional designation from the United States Green Building Council ("USGBC"), the Green Building Certification Institute, or another entity authorized by the USGBC to grant that designation.

   b. Having its application materials include a "LEED Checklist" developed by the U.S. Green Building Council indicating the credits pursued and total points anticipated for a project under the most appropriate LEED rating system, in consultation with the Director of Community Development.

RESPONSE: The proposed development seeks to revitalize an existing property constructed over 20 years ago. In doing so, the development will construct new buildings with energy saving measures that meet and exceed the current code. Items such as LED lighting, low flow water fixtures, energy saving HVAC equipment will be included within the design of the project.

6. **Drives, Parking and Circulation:** Principal vehicular access shall be from dedicated public streets, and access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points to the public streets, width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, adequate provision for service by emergency vehicles, and arrangement of parking areas that are safe and convenient, and insofar as feasible, do not detract from the design of proposed buildings and structures and the neighboring properties. To the extent practical, Planned Developments shall provide connections to and from existing bike and walking paths so as to ensure a continuous route without gaps or disconnections.

RESPONSE: See prior responses.

7. **Surface Water Drainage:** Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Surface water in all paved areas shall be collected at intervals so that it will not obstruct the flow of vehicular or pedestrian traffic.

RESPONSE: The proposed development will incorporate stormwater design to meet the requirements of Du Page County and the Village of Oak Brook. The design will use underground vaults to detain stormwater runoff, which will have a restricted release at the southeast corner of the site. This release point will match the existing site flow patterns and flow for the 100-year storm event.

UNITED SURVEY SERVICE, LLC

CONSTRUCTION AND LAND SURVEYORS
7710 CENTRAL AVENUE, RIVER FOREST, IL 60305
TEL.: (847) 299 - 1010 FAX : (847) 299 - 5887
E-MAIL: USURVEY@USANDCS.COM

BOUNDARY AND TOPOGRAPHIC SURVEY

OF

LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1995 AS DOCUMENT R95-076627, IN DU PAGE COUNTY, ILLINOIS.

KNOWN AS: **1722 22nd STREET, OAK BROOK, ILLINOIS 60181**

PERMANENT INDEX NUMBER: 06 - 27 - 200 - 010

AREA = 411,381 SQ. FT OR 9.444 ACRES

PARKING SPACE TABLE	
TYPE OF SPACE	TOTAL EXISTING
REGULAR	275
HANDICAP	7
TOTAL	282

LOCATION MAP

FLOOD STATEMENT:

SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION **"X" -** AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN BY THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP **17043C0177J,** WITH A DATE OF IDENTIFICATION OF **JUNE 1, 2017**, FOR COMMUNITY NUMBER **170214 0177 J**, IN DUPAGE COUNTY, STATE OF ILLINOIS, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.

PUBLIC UTILITY NOTE:
LOCATION OF UNDERGROUND UTILITIES WHERE NOT SUBSTANTIATED BY PHYSICAL EVIDENCE ARE TAKEN FROM RECORDS NORMALLY CONSIDERED RELIABLE. NO RESPONSIBILITY FOR THEIR ACCURACY IS ASSUMED BY THE SURVEYOR.

CONTRACTOR SHALL NOTIFY ALL PUBLIC UTILITY COMPANIES (GAS, ELECTRIC, TELEPHONE, SEWER AND WATER, ETC.) PRIOR TO COMMENCING ANY CONSTRUCTION.

THESE COMPANIES WILL LOCATE ON THE GROUND THE LOCATION OF ALL CONDUIT, DUCTS, UNDERGROUND PIPING, ETC., ADJOINING AND CROSSING PROPOSED CONSTRUCTION.

VILLAGE BENCHMARKS:

BM NO A-78
NORTH SIDE OF 22ND STREET 650' +/-, WEST OF ROUTE 83, PUBLIC PARKING LOT, "MUE" ON HYDRANT
ELEV. 685.39

BM NO A-79
NORTH SIDE OF 22ND STREET, WEST SIDE OF SOUTHWEST ENTRANCE TO MID AMERICA PLAZA AT NWX OF ROUTE 83 AND 22ND STREET, LOT 5, BLOCK 5 E.C. UNIT 4.
BOX CUT ON SW CORNER OF SOUTH END OF CONCRETE WALL.
ELEV. 689.79

CHICAGO TITLE INSURANCE COMPANY
COMMITMENT NO.: **CCHI18020711LI**
EFFECTIVE DATE: **SEPTEMBER 20, 2018**

ITEMS CORRESPONDING TO SCHEDULE B:

ITEMS 1 - 17.
NOT SURVEY RELATED.

ITEM J 18.
TEMPORARY FREEWAY ACCESS PERMITS RECORDED AS DOCUMENTS R62-22307 AND R63-4227, BY THE STATE OF ILLINOIS, DEPARTMENT OF PUBLIC WORKS AND BUILDINGS, DIVISION OF HIGHWAYS, TO EASTMAN KODAK, WHEREIN ACCESS IS GIVEN TO FEDERAL AID ROUTE 131, TOGETHER WITH SUCH FURTHER PROVISIONS CONTAINED THEREIN.
(UNCAPABLE OF BEING PLOTTED ON THE DRAWING - THE DOCUMENT DOES NOT GIVE EXACT LOCATION)

ITEM 19 - 20.
NOT SURVEY RELATED.

ITEM N 21.
GRANT OF EASEMENT RECORDED APRIL 3, 1986 AS DOCUMENT R86-30634, MADE BY EASTMAN KODAK COMPANY TO THE HINSDALE SANITARY DISTRICT, A MUNICIPAL CORPORATION, ITS SUCCESSORS AND ASSIGNS, A FULL AND EXCLUSIVE EASEMENT FOR THE PURPOSE OF CONSTRUCTING, OPERATING, MAINTAINING AND REPAIRING SANITARY SEWER LINES TO CONVEY SANITARY WASTE WATERS FROM THE PREMISES IN QUESTION, OVER, ALONG, ACROSS AND UNDER THE FOLLOWING DESCRIBED PROPERTY: THE CENTER LINE OF A 50 FOOT WIDE SANITARY SEWER EASEMENT WHICH MAY BE DESCRIBED AS COMMENCING ON THE WEST LINE OF LOT 1 IN BUTLER CO'S M-1, INC. ASSESSMENT PLAT NO. 5, 15.00 FEET SOUTH OF THE NORTHWEST CORNER THEREOF; THENCE SOUTH ON SAID WEST LINE TO THE SOUTHWEST CORNER OF LOT 1, 113.07 FEET TO THE SOUTHEAST CORNER OF LOT 1; THENCE NORTH 174.31 FEET ON AN EAST LINE OF LOT 1; THENCE NORTHEASTERLY ON A SOUTHERLY LINE OF LOT 1, 62.00 FEET TO THE POINT OF BEGINNING OF THE CENTER LINE OF THIS EASEMENT; THENCE NORTH, 266 FEET, MORE OR LESS TO A POINT ON A LINE 15.00 FEET SOUTH OF THE NORTH LINE OF LOT 1 AND 141 FEET EAST OF THE POINT OF COMMENCING, IN THE NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID BUTLER CO. RECORDED JULY 20, 1964 AS DOCUMENT R64-25648, IN DUPAGE COUNTY, ILLINOIS.
(PLOTTED ON THE DRAWING)

ITEM O 22.
EASEMENT RECORDED SEPTEMBER 21, 1992 AS DOCUMENT R92-178700, IN FAVOR OF THE ILLINOIS BELL TELEPHONE COMPANY, ITS SUCCESSORS AND ASSIGNS, A PERMANENT EASEMENT TO, FROM TIME TO TIME, CONSTRUCT, RECONSTRUCT, ADD TO, REMOVE, OPERATE AND MAINTAIN FIBER OPTIC CABLE, TOGETHER WITH SUCH FURTHER PROVISIONS CONTAINED THEREIN.
(SEE INSTRUMENT FOR FURTHER PARTICULARS)
(DOES NOT AFFECT SUBJECT PROPERTY - AFFECTS LOT 1 IN EASTMAN KODAK SUBDIVISION)

ITEM P 23.
20 FOOT BUILDING SETBACK LINE AS SHOWN ON THE PLAT OF EASTMAN KODAK SUBDIVISION, AFORESAID, AS FOLLOWS:
20 FEET ALONG THE NORTH LINE OF LOT 2 (EXCEPT THE MOST EASTERLY LINE OF THE LAND).
(PLOTTED ON THE DRAWING)

ITEM Q 24.
PUBLIC UTILITY EASEMENT AS SHOWN AND SET FORTH ON THE PLAT OF EASTMAN KODAK SUBDIVISION, AFORESAID, AS FOLLOWS:
10 FEET ALONG THE SOUTH LINE AND THE EAST 10 FEET OF THE SOUTH 174.31 FEET (AS MEASURED ALONG THE MOST SOUTHERLY EAST LINE) AND THE EAST 10 FEET OF THE WEST 704.09 (APPROXIMATELY) OF THE NORTH 300 FEET (APPROXIMATELY) OF LOT 2.
(PLOTTED ON THE DRAWING)

ITEM R 25.
COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT RECORDED ON JANUARY 16, 1996 AS DOCUMENT NO. R96-007154.
(UNCAPABLE OF BEING PLOTTED ON THE DRAWING - THE DOCUMENT DOES NOT GIVE EXACT LOCATION)

ITEM S 26.
DECLARATION OF ACCESS EASEMENT MADE BY AND BETWEEN DAYTON HUDSON CORPORATION AND EASTMAN KODAK COMPANY RECORDED FEBRUARY 27, 1998 AS DOCUMENT NUMBER R98-035326, AFFECTS THAT PART OF LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22,1995 AS DOCUMENT NUMBER R95-76627, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 2, THENCE NORTH 89 DEGREES 50 MINUTES 02 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 2, FOR 439.19 FEET FOR A PLACE OF BEGINNING; THENCE CONTINUING NORTH 89 DEGREES 50 MINUTES 02 SECONDS EAST LONG THE NORTH LINE OF SAID LOT 2, FOR 51.25 FEET; THENCE SOUTH 03 DEGREES 40 MINUTES 08 SECONDS EAST 118.89 FEET; THENCE SOUTH 00 DEGREES 36 MINUTES 22 SECONDS EAST 312.31 FEET TO A POINT OF CURVATURE: THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 47.00 FEET, HAVING A CHORD BEARING OF SOUTH 44 DEGREES 38 MINUTES 00 SECONDS WEST, 74.22 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89 DEGREES 52 MINUTES 21 SECONDS WEST 428.61 FEET; THENCE NORTH 00 DEGREES 04 MINUTES 51 SECONDS WEST 348.39 FEET TO A POINT OF CURVATURE: THENCE NORTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 25.02 FEET, HAVING A CHORD BEARING OF NORTH 45 DEGREES 05 MINUTES 15 SECONDS WEST, 39.31 FEET TO A POINT ON THE WEST LINE OF SAID LOT 2 THAT 104.59 FEET SOUTH OF THE NORTHWEST CORNER OF SAID LOT 2: THENCE NORTH 00 DEGREES 09 MINUTES 57 SECONDS WEST ALONG THE SAID WEST LINE OF LOT 2, FOR 23.29 FEET; THENCE NORTH 89 DEGREES 22 MINUTES 33 SECONDS EAST 49.06 FEET; THENCE SOUTH 00 DEGREES 04 MINUTES 51 SECONDS EAST 323.10 FEET TO A POINT OF CURVATURE: THENCE SOUTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 50.00 FEET, HAVING A CHORD BEARING OF SOUTH 45 DEGREES 06 MINUTES 15 SECONDS EAST, 78.58 FEET TO A POINT OF TANGENCY; THENCE NORTH 89 DEGREES 52 MINUTES 21 SECONDS EAST 354.55 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 23.00 FEET, HAVING A CHORD BEARING OF NORTH 44 DEGREES 38 MINUTES 00 SECONDS EAST, 36.32 FEET TO A POINT OF TANGENCY; THENCE NORTH 00 DEGREES 36 MINUTES 22 SECONDS WEST 265.59 FEET; THENCE NORTH 16 DEGREES 04 MINUTES 57 SECONDS WEST 114.86 FEET; THENCE NORTH 03 DEGREES 40 MINUTES 08 SECONDS WEST 55.20 FEET TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.
(PLOTTED ON THE DRAWING)

ITEM T 27.
NOT SURVEY RELATED.

ITEM U 28.
PERMANENT EASEMENT IN FAVOR OF THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY FOR THE PURPOSE OF RE-COUNTOURING THE SURFACE OF THE EASEMENT TRACT IN CONNECTION WITH THE CONSTRUCTION OF A ROADWAY DRAINAGE DITCH RECORDED JUNE 5, 2007 AS DOCUMENT NUMBER R2007-104083, AFFECTS THAT PART OF LOT 2 IN EASTMAN KODAK SUBDIVISION OF PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1995 AS DOCUMENT NUMBER R95-076627, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 2 ON THE EXISTING NORTHWESTERLY RIGHT OF WAY LINE OF I-88 (RONALD REAGAN MEMORIAL E-W TOLLWAY), BEING 125.00 FEET LEFT OF I-88 PROPOSED CENTERLINE STATION 7253+46.11; THENCE SOUTH 88 DEGREES 40 MINUTES 17 SECONDS WEST ON THE NORTHWESTERLY RIGHT OF WAY LINE OF I-88, WHICH IS ALSO THE SOUTH LINE OF SAID LOT 2, A DISTANCE OF 546.11 FEET; THENCE NORTH 01 DEGREES 19 MINUTES 43 SECONDS WEST, A DISTANCE OF 15.00 FEET; THENCE NORTH 88 DEGREES 21 MINUTES 24 SECONDS EAST, A DISTANCE OF 546.26 FEET TO A POINT ON THE EAST LINE OF SAID LOT 2; THENCE SOUTH 00 DEGREES 51 MINUTES 56 SECONDS EAST, A DISTANCE OF 18.00 FEET, ON THE EAST LINE OF LOT 2, TO THE POINT OF BEGINNING.
(PLOTTED ON THE DRAWING)

ITEM V 29.
PERMANENT EASEMENT IN FAVOR OF STATE OF ILLINOIS FOR THE PURPOSE OF OPERATING, INSTALLING, MAINTAINING, ALTERING, REPAIRING, REPLACING, RENEWING, IMPROVING, UPGRADING AND REMOVING THE TRAFFIC SIGNAL AND RELATED EQUIPMENT RECORDED JANUARY 13, 2010 AS DOCUMENT NUMBER R2010-005793, AFFECTS THAT PART OF LOT 2 IN EASTMAN KODAK SUBDIVISION, BEING A SUBDIVISION IN PART OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22,1096 AS DOCUMENT #R95-076627, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTH 67 DEGREES 46 MINUTES 58 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 2 ALSO BEING THE SOUTH RIGHT OF WAY LINE OF 22ND STREET, 428.72 FEET TO THE POINT OF BEGINNING: THENCE CONTINUING NORTH 87 DEGREES 46 MINUTES 58 SECONDS EAST ALONG SAID LINE, 77.00 FEET; THENCE SOUTH 02 DEGREES 13 MINUTES 02 SECONDS EAST, 16.00 FEET; THENCE SOUTH 87 DEGREES 46 MINUTES 58 SECONDS WEST, 77.00 FEET; THENCE NORTH 02 DEGREES 13 MINUTES 02 SECONDS WEST, 16.00 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 2 ALSO BEING THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.
(PLOTTED ON THE DRAWING)

ITEMS 30 - 33.
NOT SURVEY RELATED.

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

I, ROY G. LAWNICZAK, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY AND TOPOGRAPHIC SURVEY.

DIMENSIONS ARE SHOWN IN FEET AND DECIMALS AND ARE CORRECTED TO A TEMPERATURE OF 68° FAHRENHEIT.

RIVER FOREST, ILLINOIS, OCTOBER 15, A.D. 2018

ROY G. LAWNICZAK 35-002290 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, IL

BY: _____
ROY G. LAWNICZAK, REGISTERED ILLINOIS LAND SURVEYOR NO. 35-2290
LICENSE EXPIRES: NOVEMBER 30, 2020
PROFESSIONAL DESIGN FIRM LICENSE NO.: 184-004576
LICENSE EXPIRES: APRIL 30, 2019

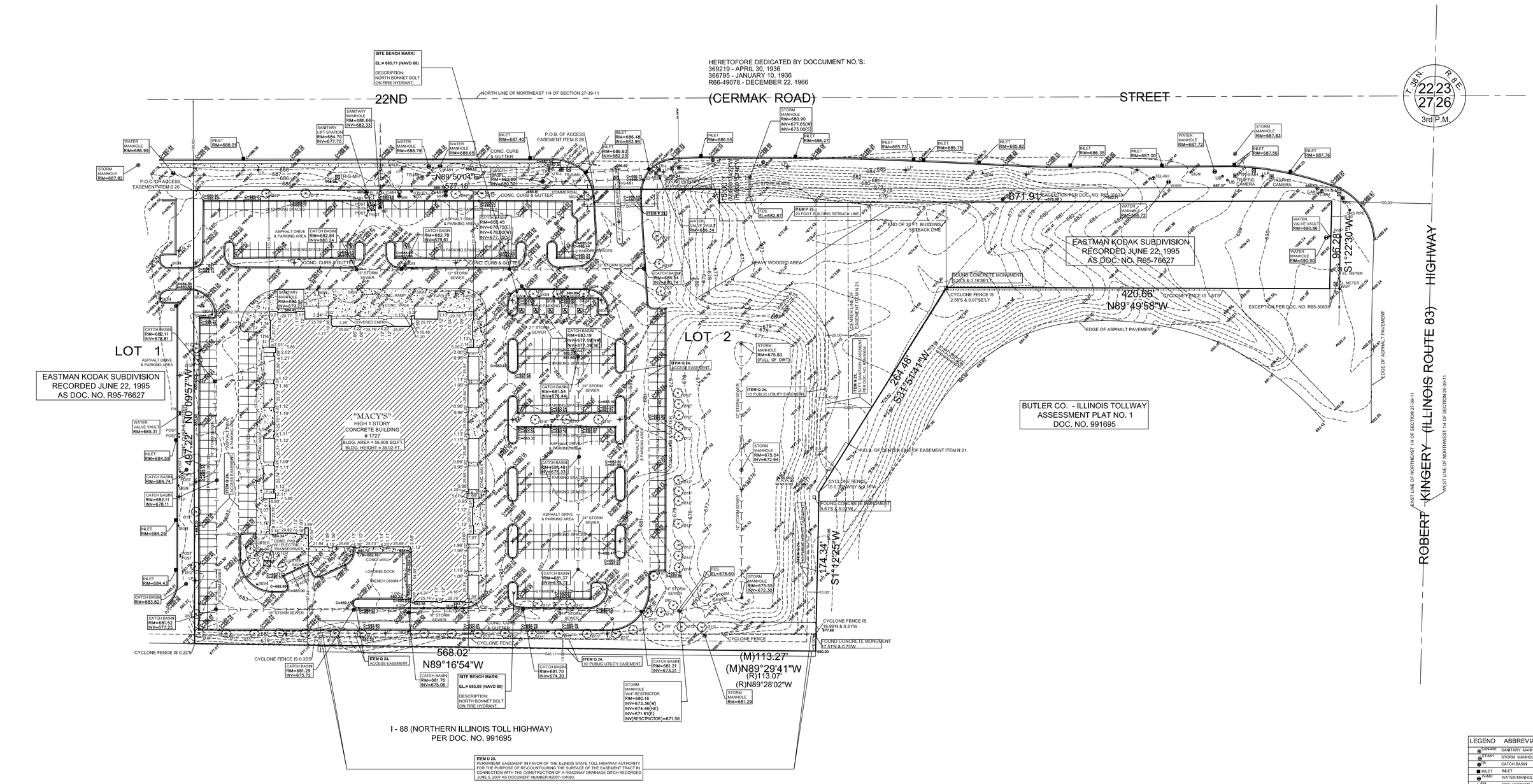
ORDERED BY:	
GW PROPERTIES	
SCALE : 1" = 50'	
DATE : OCTOBER 15, 2018	
FILE No.:	
2018-26365-1	

DATE	REVISION

SHEET 1 OF 2

UNITED SURVEY SERVICE, LLC
CONSTRUCTION AND LAND SURVEYORS
7710 CENTRAL AVENUE, RIVER FOREST, IL 60305
TEL.: (847) 299 - 1010 FAX : (847) 299 - 5887
E-MAIL: USURVEY@USANDCS.COM

BOUNDARY AND TOPOGRAPHIC SURVEY

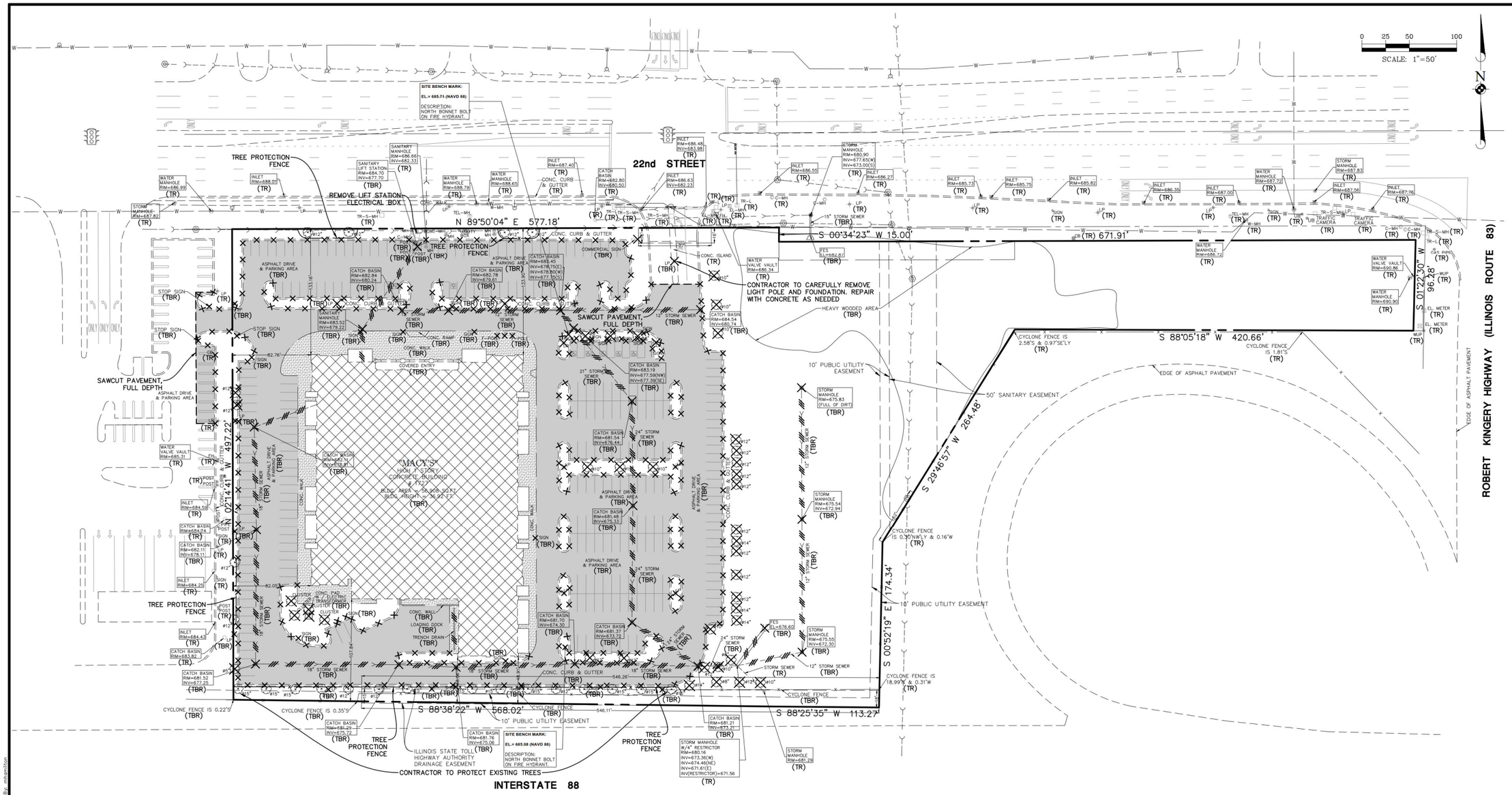


LEGEND	ABBREVIATIONS
SANMH	SANITARY MANHOLE
ST-MH	STORM MANHOLE
CB	CATCH BASIN
INLET	INLET
WMH	WATER MANHOLE
FH	FIRE HYDRANT
TR-L	TRAFFIC LIGHT
LP	LIGHT POLE
WUP	WOOD UTILITY POLE
E-MH	ELECTRIC MANHOLE
TEL-MH	TELEPHONE MANHOLE
C-MH	COMMUNICATION MANHOLE
TR	TREE
TR-S-MH	TRAFFIC SIGNAL MANHOLE
MH	MANHOLE
SIGN	SIGN
POST	METAL GUARD POST
F-POLE	FLAG POLE
	HANDICAPPED PARKING SPACE
(R)	RECORD DATA
(M)	MEASURED DATA

ORDERED BY:	GW PROPERTIES
SCALE :	1" = 50'
DATE :	OCTOBER 15, 2018
FILE No.:	2018-26365-1

DATE	REVISION

SHEET 2 OF 2



VILLAGE BENCHMARKS:

BM NO A-78
NORTH SIDE OF 22ND STREET 650' +/-, WEST OF ROUTE 83, PUBLIC PARKING LOT, "MUE" ON HYDRANT
ELEV. 685.39

BM NO A-79
NORTH SIDE OF 22ND STREET, WEST SIDE OF SOUTHWEST ENTRANCE TO MID AMERICA PLAZA AT NWX OF ROUTE 83 AND 22ND STREET, LOT 5, BLOCK 5 E.C. UNIT 4.
BOX CUT ON SW CORNER OF SOUTH END OF CONCRETE WALL.
ELEV. 689.79

LEGEND	ABBREVIATIONS
SAN-MH	SANITARY MANHOLE
ST-MH	STORM MANHOLE
CB	CATCH BASIN
INLET	INLET
W-MH	WATER MANHOLE
FH	FIRE HYDRANT
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TEL-MH	TELEPHONE MANHOLE
C-MH	COMMUNICATION MANHOLE
TR	TREE
TR-S-MH	TRAFFIC SIGNAL MANHOLE
MH	MANHOLE
SIGN	SIGN
POST	METAL GUARD POST
F-POLE	FLAG POLE
	HANDICAPPED PARKING SPACE
(R)	RECORD DATA
(M)	MEASURED DATA

DEMOLITION LEGEND

- BITUMINOUS PAVEMENT AND BASE TO BE REMOVED
- CONCRETE PAVEMENT AND BASE TO BE REMOVED
- BUILDING TO BE REMOVED
- SAWCUT LINE
- FENCE, RETAINING WALL, RAILROAD TIES, POLES, CURB AND GUTTER, ETC. TO BE REMOVED
- UTILITY STRUCTURE TO BE REMOVED
- UTILITY LINE REMOVAL, FILL OR ABANDONMENT (REFER TO SPECIFICATIONS)
- TREE TO BE REMOVED
- (TBR) TO BE REMOVED
- (TR) TO REMAIN

06-01-16

EXISTING CONDITIONS AND DEMOLITION NOTES:

1. EXISTING CONDITIONS AND DEMOLITION PLAN REPRESENT SITE CONDITIONS AS OF OCTOBER 15, 2018. CONTRACTOR SHALL INSPECT SITE PRIOR TO BIDDING WORK TO VERIFY ACTUAL FIELD CONDITIONS AS PORTIONS OF THE DEMOLITION WORK MAY HAVE SINCE BEEN COMPLETED. CONTRACTOR SHALL BE RESPONSIBLE TO COMPLETE ALL DEMOLITION WORK AS PER PLANS TO PREPARE THE SITE FOR CONSTRUCTION OF PROPOSED IMPROVEMENTS.
2. THE UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED TO.
3. THE CONTRACTOR IS RESPONSIBLE FOR DEMOLITION, REMOVAL AND DISPOSAL (IN A LOCATION APPROVED BY ALL JURISDICTIONAL GOVERNING ENTITIES) OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, ROAD, PARKING LOTS, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THESE PLANS CAN BE CONSTRUCTED. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL REQUIREMENTS. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.
4. REFER TO SPECIFICATIONS SHEET FOR DEMOLITION NOTES.

DATE	REVISIONS	DRAWN BY
03-13-20	PUD APPLICATION	CRM

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THE OVERLOOK AT OAK BROOK
VILLAGE OF OAK BROOK, ILLINOIS
PRELIMINARY DEMOLITION PLAN

PROJ. MGR.: DBM
PROJ. ASSOC.: CRM
DRAWN BY: MH
DATE: 01-16-20
SCALE: 1"=50'

SHEET 1 OF 4
GWPOBIL01

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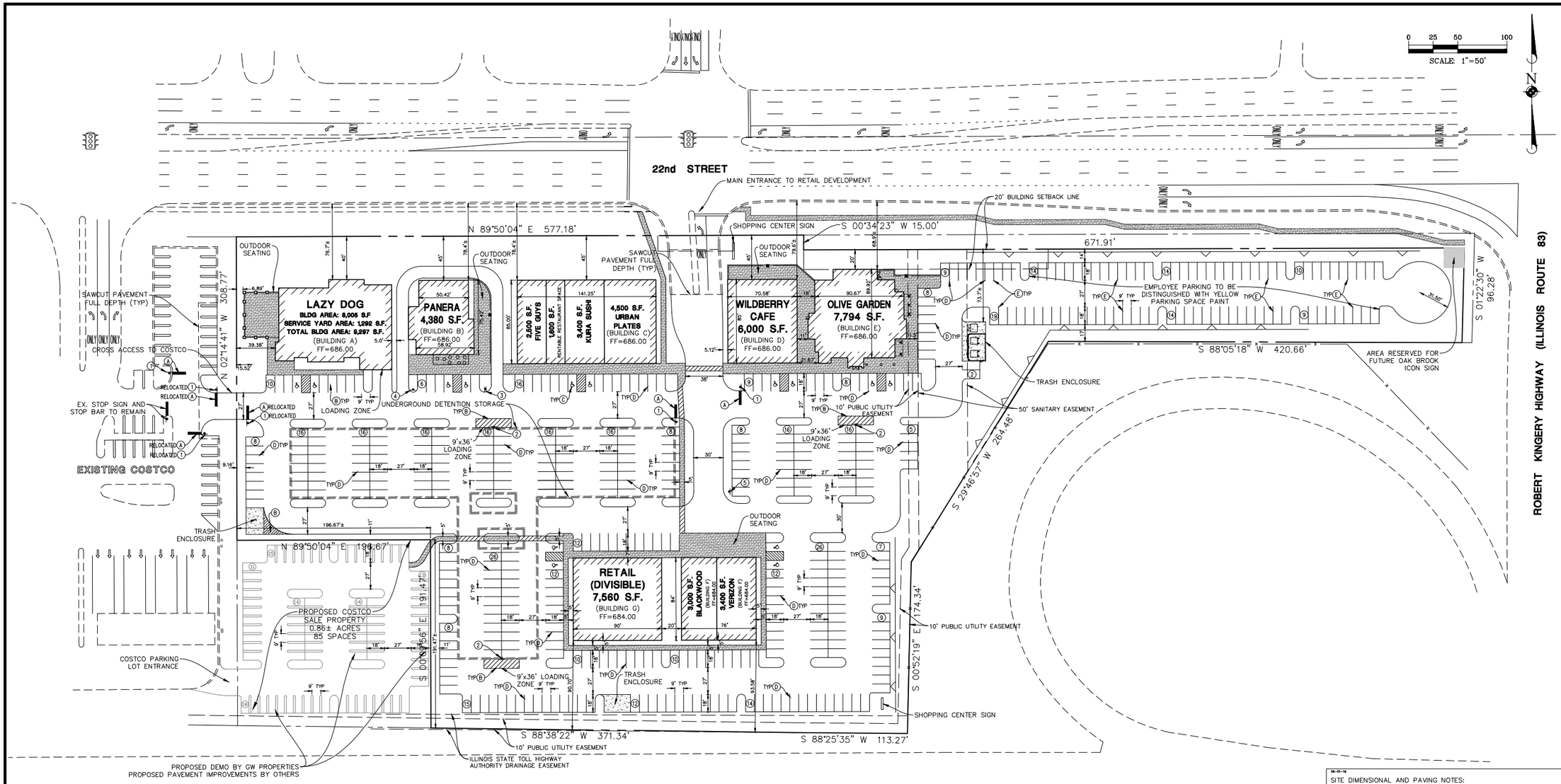
February 28, 2020 - 06:21 Dwg Name: R:\Projects\01\gwp\Eng\Preliminary\Plan Sets\01-DEMO.dwg Updated By: mhamilton



THE OVERLOOK AT OAK BROOK
VILLAGE OF OAK BROOK, ILLINOIS
PARKING TABLE
11-Mar-20

Building	Use	Area (S.F.)	Parking Coefficient (Spaces/1000 S.F.)	Required Parking (Spaces)
Building A, Lazy Dog	Sit Down Restaurant	8005	10	80
Building B, Panera	Restaurant w/ Drive-Thru	4380	15	66
[1]Building C				
Five Guys	Sit Down Restaurant	2500	10	25
TBD Restaurant	Sit Down Restaurant	1600	10	16
Kura Sushi	Sit Down Restaurant	3400	10	34
Urban Plates	Sit Down Restaurant	4500	10	45
Building D, Wildberry	Sit Down Restaurant	6000	10	60
Building E, Olive Garden	Sit Down Restaurant	7794	10	78
[2]Building F				
Blackwood BBQ	Sit Down Restaurant	3000	10	30
Retail	Retail	3400	5	17
Building G, TBD Retail	Retail	7560	5	38
Total Parking Required:				**488**

Assumptions

1 The square footage for the Verizon, Kura Sushi, and Urban Plates are assumed

2 The square footage for the Blackwood BBQ and retail store has been divided in half.

CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION OF SIDEWALKS, SIDEWALK SCORING, BENCHES, BIKE RACKS, FLAG POLES, ETC., DIMENSIONS OF VESTIBULE, RAMPS AND TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS

SIGN LEGEND

1. R1-1 STOP SIGN
2. NO PARKING LOADING ZONE
3. PANERA – DIRECTIONAL SIGNAGE
4. PANERA – DO NOT ENTER
5. NO CUSTOMER PARKING EMERGENCY RESPONSE PARKING

PAVEMENT MARKING LEGEND

A. 24" WHITE STOP BAR
B. 4" YELLOW DIAGONAL AT 45° SPACED 2' O.C. W/ 4" YELLOW BORDER
C. LETTERS AND SYMBOLS PAVEMENT MARKINGS
D. 4" WHITE LINE
E. 4" YELLOW LINE (EMPLOYEE PARKING)

06-01-16

PAVEMENT LEGEND

CONCRETE SIDEWALK
5" PORTLAND CEMENT CONCRETE
4" AGGREGATE BASE COURSE, TYPE B

CONCRETE PAVEMENT
8" PORTLAND CEMENT CONCRETE PAVEMENT W/ 6 X 6 W1.4 WWF
4" COMPACTED AGGREGATE BASE, TYPE B

06-01-16

SITE DATA

SITE AREA	8.58 ACRES
REQUIRED SETBACKS:	
100' BUILDING SETBACK ALONG 22nd STREET	
10' PARKING SETBACK	
COMMON SPACES	N/A
FLOOR AREA RATIO	TBD, LESS THAN 1.2
LOT AREA COVERAGE	0.15
STANDARD PARKING PROVIDED	388 SPACES
HANDICAP PARKING PROVIDED	14 SPACES
EMPLOYEE PARKING PROVIDED	84 SPACES
TOTAL PARKING PROVIDED	486 SPACES
LOADING AREAS	N/A
ZONING DISTRICT	B3–PLANNED DEVELOPMENT OVERLAY DISTRICT

06-01-16

SITE DIMENSIONAL AND PAVING NOTES:

1. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FOUNDATION UNLESS NOTED OTHERWISE.
2. ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
3. ALL CURB RADII SHALL BE 3' MEASURED TO FACE OF CURB UNLESS NOTED OTHERWISE.
4. TIE ALL PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTER WITH 2–#6 BARS x 18" LONG DOWELED INTO EXISTING CURB.
5. BUILDING DIMENSIONS AND ADJACENT PARKING HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. BUILDING DIMENSIONS SHOWN SHOULD NOT BE USED FOR CONSTRUCTION LAYOUT OF BUILDING.
6. IMPROVEMENTS ADJACENT TO BUILDING, IF SHOWN, SUCH AS TRUCK DOCK, RETAINING WALLS, SIDEWALKS, CURBING, FENCES, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, AND TRANSFORMERS ETC. HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAY. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
8. ALL ROADWAY AND PARKING LOT SIGNAGE, STRIPING, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS.
9. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
10. PROVIDE DEPRESSED CURB AND RAMP AT ALL HANDICAP ACCESSIBLE SIDEWALK AND PATH LOCATIONS PER FEDERAL AND STATE STANDARDS.
11. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1–800–892–0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.

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03-13-20	PUD APPLICATION	CRM

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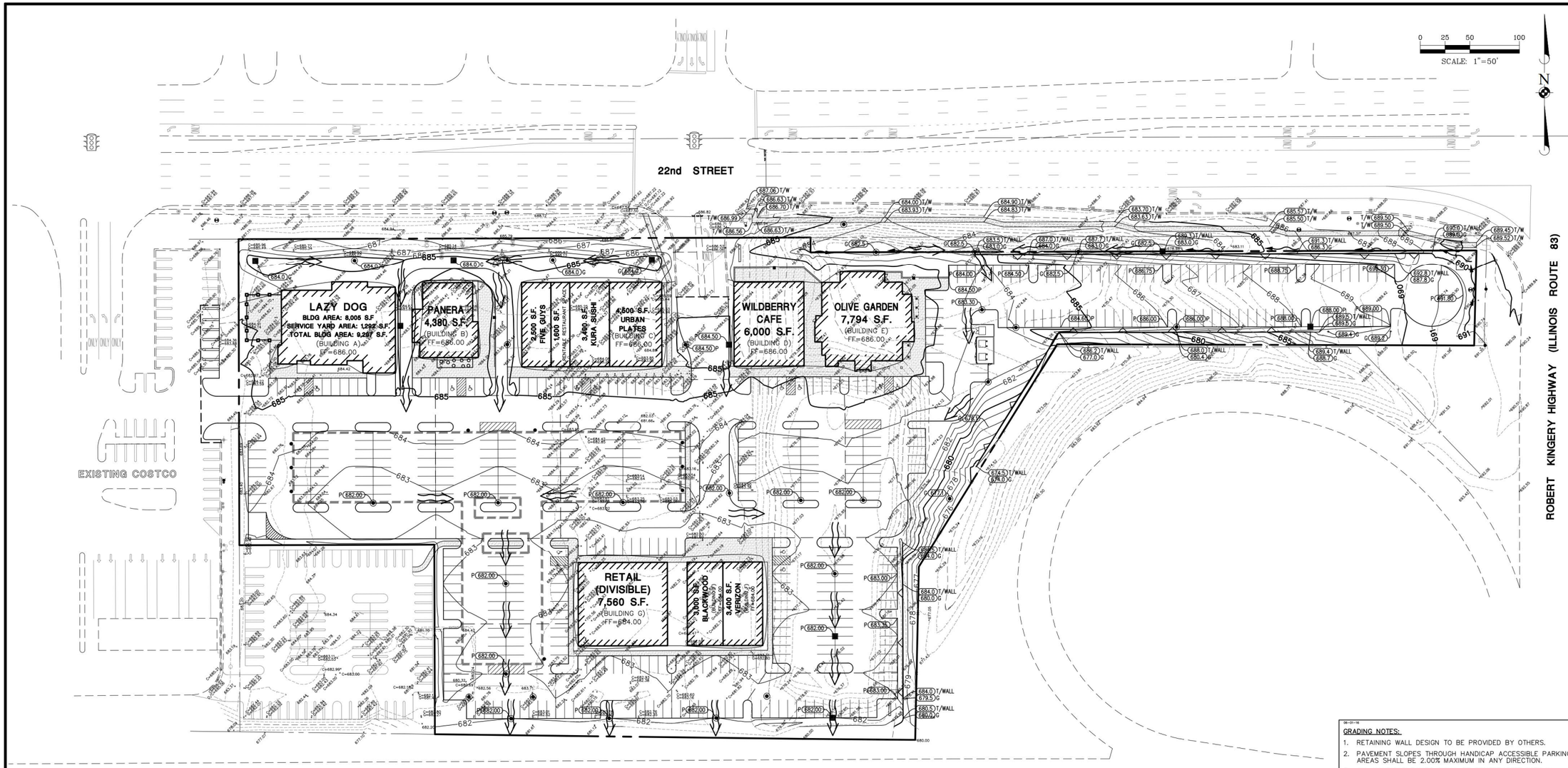
THE OVERLOOK AT OAK BROOK
VILLAGE OF OAK BROOK, ILLINOIS
PRELIMINARY SITE DIMENSIONAL AND PAVING PLAN

PROJ. MGR.: DBM
PROJ. ASSOC.: CRM
DRAWN BY: MH
DATE: 01-16-20
SCALE: 1"=50'

SHEET 2 OF 4

GWPOBIL01

March 11, 2020 – 18:01 Dwg Name: P:\Gwpob01\cad\Eng\Preliminary\Plan Set\03-SITE.dwg Updated By: CMcmorrow



GRADING PLAN LEGEND

764	PROPOSED 1 FOOT CONTOURS
792.8 G	PROPOSED SPOT ELEVATION
F.F.	PROPOSED FINISHED FLOOR ELEVATION
G/F	PROPOSED GRADE AT FOUNDATION
P	PROPOSED PAVEMENT ELEVATION
T/C	PROPOSED TOP OF CURB
T/W	PROPOSED TOP OF WALK
T/WALL	PROPOSED TOP OF WALL
M/E	MEET EXISTING
G	PROPOSED GROUND GRADE OR GROUND AT BASE OF RETAINING WALL
	PROPOSED DITCH OR SWALE
	PROPOSED DIRECTION OF FLOW
	OVERFLOW RELIEF SWALE
RIDGE	PROPOSED RIDGE LINE
0.5'	PROPOSED DEPTH OF PONDING
	RETAINING WALL
L	PROPOSED SWALE LOW POINT
S	PROPOSED SWALE SUMMIT

GRADING NOTES:

1. RETAINING WALL DESIGN TO BE PROVIDED BY OTHERS.
2. PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
3. ALL HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% OR LESS.
4. MEET EXISTING GRADE AT PROPERTY LIMITS UNLESS NOTED OTHERWISE.
5. CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN AND DETAILS FOR CONSTRUCTION SCHEDULING AND EROSION CONTROL MEASURES TO BE INSTALLED PRIOR TO BEGINNING GRADING OPERATIONS.
6. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
7. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
8. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITION OR BETTER.
9. ALL UNPAVED AREAS DISTURBED BY GRADING OPERATIONS SHALL RECEIVE 6 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER. CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH GOVERNING SPECIFICATIONS UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.
10. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY _____ ON _____. CONTRACTOR SHALL FIELD CHECK EXISTING ELEVATIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
11. TRANSITIONS FROM DEPRESSED CURB TO FULL HEIGHT CURB SHALL BE TAPERED AT 2H:1V UNLESS OTHERWISE NOTED.

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03-13-20	PUD APPLICATION	CRM

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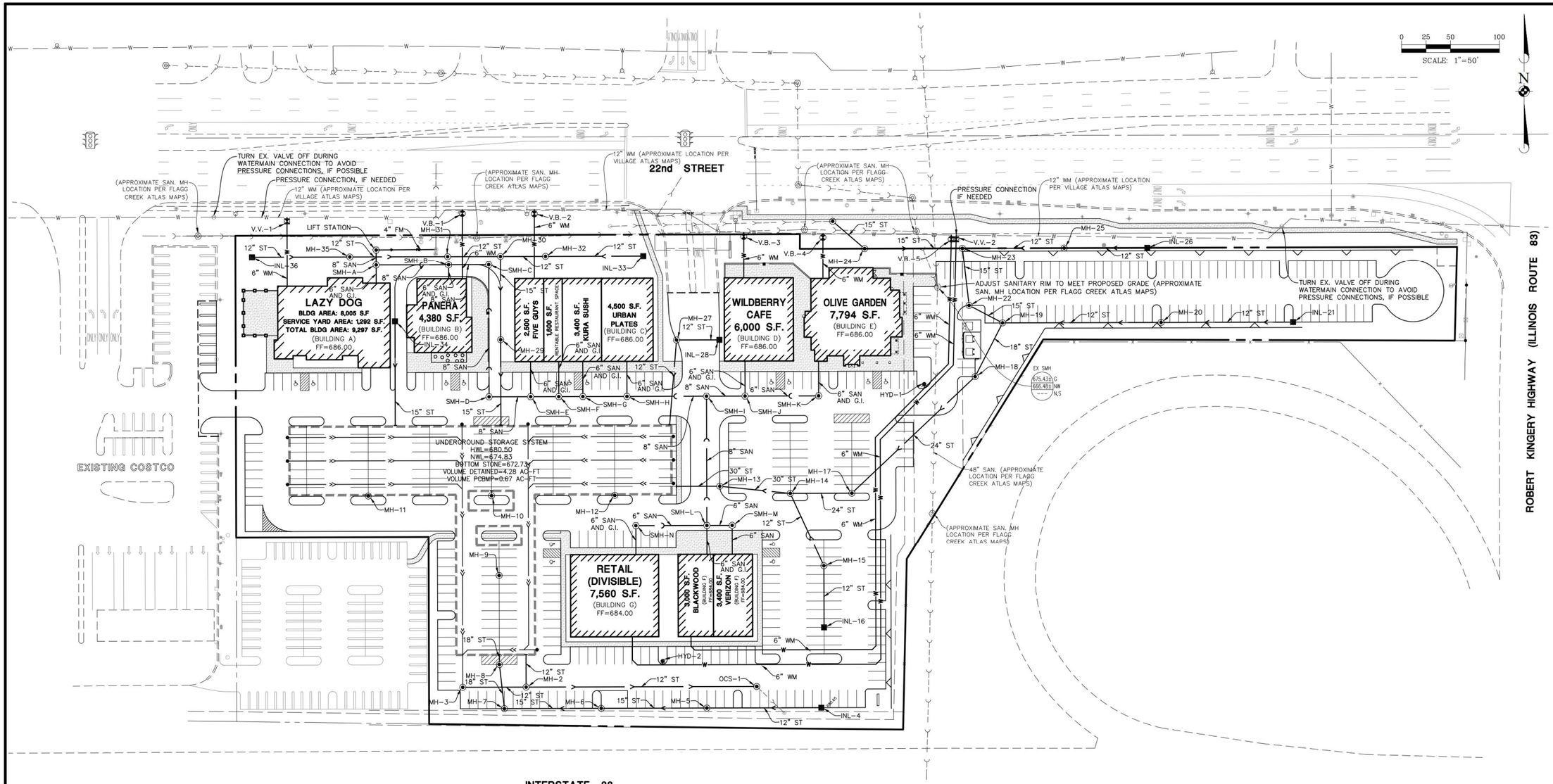
THE OVERLOOK AT OAK BROOK
VILLAGE OF OAK BROOK, ILLINOIS
PRELIMINARY GRADING PLAN

PROJ. MGR.:	DBM
PROJ. ASSOC.:	CRM
DRAWN BY:	MH
DATE:	01-16-20
SCALE:	1"=50'

SHEET 3 OF 4

GWPOBIL01

March 11, 2020 - 17:51 Dwg Name: B:\Gwpobil01\dwg\Eng\Preliminary\Plan Set\03-GRADING.dwg Updated By: Cteagarden



UTILITY NOTES:

1. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS AND ADJACENT UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
4. ROUTING OF GAS, ELECTRIC AND TELEPHONE SERVICES IF SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO CHANGE BASED UPON FINAL REVIEW AND APPROVAL BY RESPECTIVE UTILITY COMPANIES AND OWNER. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS FOR ALL UTILITY SERVICES PRIOR TO START OF CONSTRUCTION.
5. CONTRACTOR SHALL EXCAVATE AND VERIFY ALL EXISTING SEWER, WATER MAIN AND DRY UTILITY LOCATIONS, SIZES, CONDITIONS & ELEVATIONS AT PROPOSED POINTS OF CONNECTION AND CROSSINGS PRIOR TO ANY UNDERGROUND CONSTRUCTION AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS.
6. LIGHTING AND UNDERGROUND CABLE IF SHOWN ON PLANS ARE FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR SPECIFICATIONS AND DETAILS.
7. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED FINISH GRADES.
8. CONTRACTOR TO VERIFY LOCATION, SIZES, AND ELEVATION OF ALL BUILDING SERVICE LOCATIONS WITH ARCHITECTURAL PLANS.
9. AT LOCATIONS WHERE WATER MAIN CROSSES BENEATH OR LESS THAN 18" ABOVE A SEWER, PROVIDE WATER MAIN PROTECTION PER STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
10. ELEVATIONS GIVEN FOR STORM SEWER STRUCTURES LOCATED IN CURB LINE ARE PAVEMENT ELEVATIONS.
11. ALL WATER MAIN SHALL BE 5'-6" BELOW FINISHED GRADE TO TOP OF MAINS UNLESS NOTED OTHERWISE.
12. ALL EXISTING UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT ELEVATION OR LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES.
13. THE UNDERGROUND UTILITY INFORMATION AS SHOWN HERE ON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED.
14. ALL SANITARY AND STORM SEWER LENGTHS SHOWN ARE CENTER OF MANHOLE TO CENTER OF MANHOLE OR STORM MANHOLE TO FES.
15. PROVIDE CONCRETE COLLAR FOR ALL DRAINAGE STRUCTURES IN PAVEMENT, NOT ADJACENT TO CURB. SEE CONCRETE COLLAR DETAIL ON DETAIL SHEET.
16. CONTRACTOR SHALL CORE AND BOOT ALL PIPE ENTRANCES TO EXISTING SANITARY MANHOLES.
17. EXTERNAL CHIMNEY SEALS ARE REQUIRED ON PROPOSED AND ADJUSTED EXISTING SANITARY MANHOLES.
18. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
19. ALL D.I. WATERMAIN FITTINGS SHALL BE WRAPPED.

DATE	REVISIONS	DRAWN BY
03-13-20	PUD APPLICATION	CRM

Manhard CONSULTING LTD

One Overlook Point, Suite 250C1, Lincolnshire, IL 60069 ph847.634.5500 fx847.634.5550 manhard.com
Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

THE OVERLOOK AT OAK BROOK

VILLAGE OF OAK BROOK, ILLINOIS

PRELIMINARY UTILITY PLAN

PROJ. MGR.:	DBM
PROJ. ASSOC.:	CRM
DRAWN BY:	MH
DATE:	01-16-20
SCALE:	1"=50'

SHEET 4 OF 4

GWPOBIL01

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March 11, 2020 - 17:41 Dwg Name: P:\Oakbrk001\dwg\Eng\Preliminary\Plan Set\04-UTILITY.dwg Updated By: Okazaqra

designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS

GW PROPERTIES

SOUTH-WEST BIRDS EYE
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS
GW
PROPERTIES
NORTH-EAST BIRDS EYE
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

TENANT
designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS
GW
PROPERTIES
BUILDING 'A'
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

TENANT
TENANT
designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS
GW
PROPERTIES
BUILDING 'B'
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

TENANT
TENANT
TENANT
TENANT
designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS
GW
PROPERTIES
BUILDING 'C'
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

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designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS
GW
PROPERTIES
BUILDING 'D'
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

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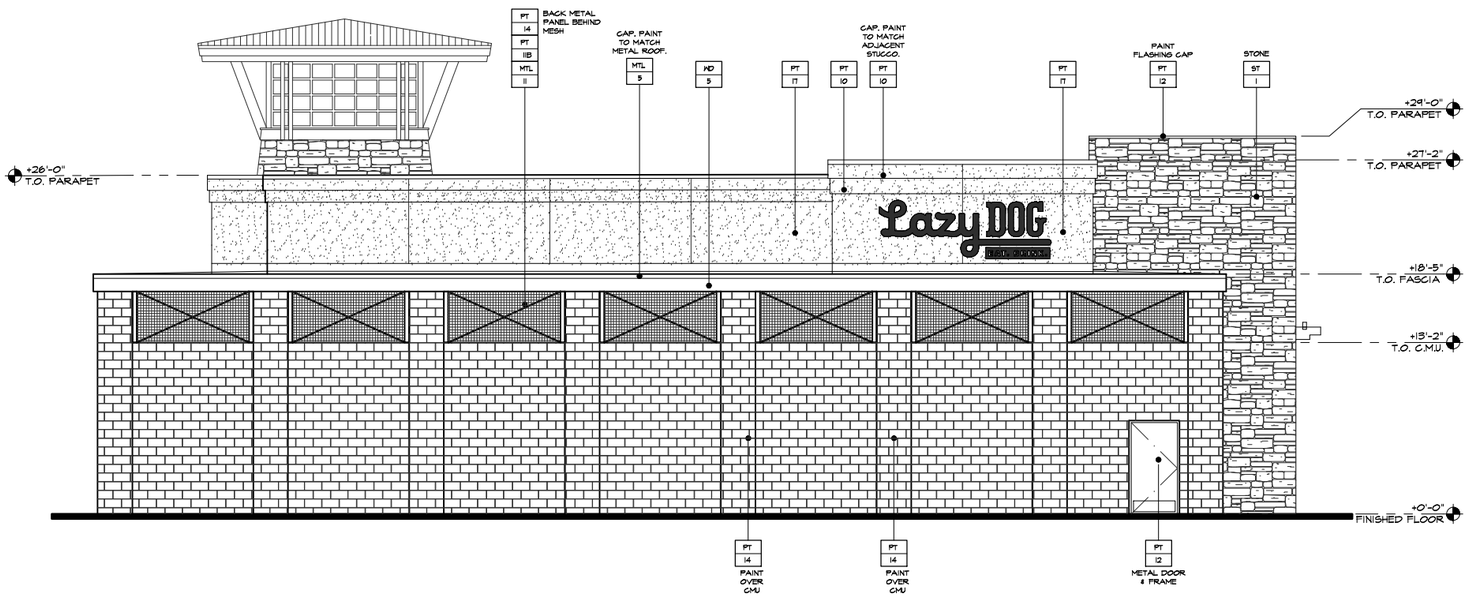
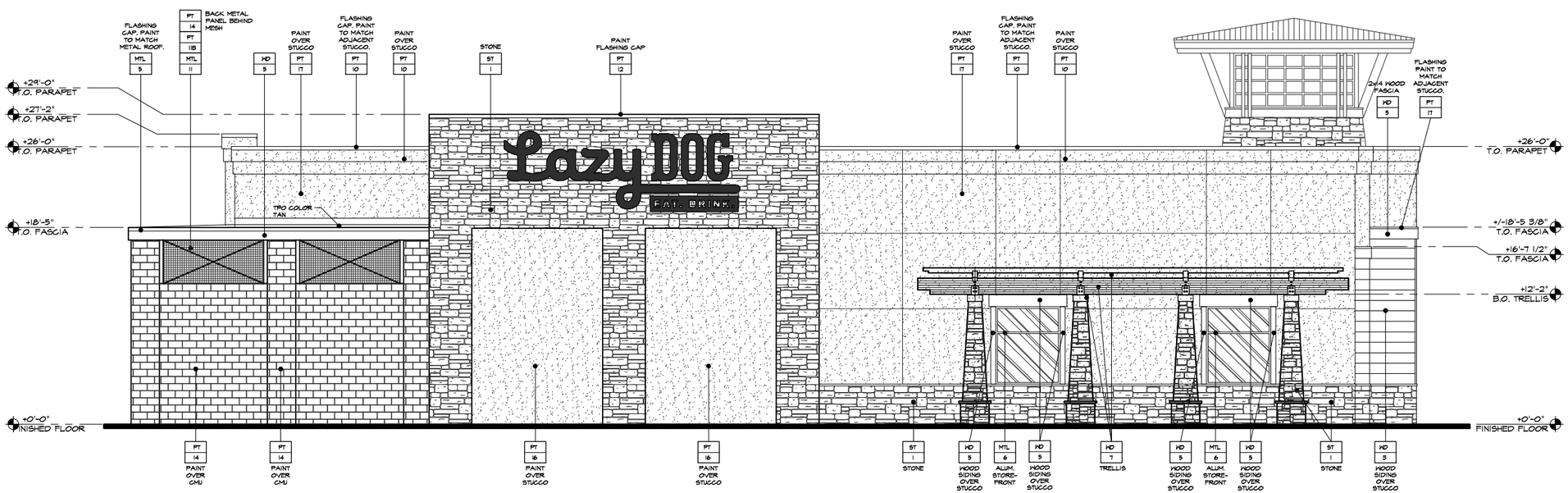
ARCHITECTS - DESIGNERS - PLANNERS
GW
PROPERTIES
BUILDING 'E'
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

TENANT
designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS
GW
PROPERTIES
BUILDING 'F'
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

TENANT
TENANT
TENANT
designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS
GW
PROPERTIES
BUILDING 'G'
1727 W. 22ND STREET
OAK BROOK, ILLINOIS



EAST ELEVATION



NORTH ELEVATION

EXTERIOR FINISHES

ST 1	STONE VENEER. LAZY DOG CUSTOM BLEND.
MTL 5	BERRIDGE STANDING SEAM METAL ROOF (OR APPROVED EQUAL). COLOR: DEEP RED OR METAL FLASHING/RAIN GUTTER/DOWNSPOUT TO MATCH "DEEP RED" COLOR.
MTL 6	US ALUMINUM STOREFRONT WINDOWS (OR APPROVED EQUAL). COLOR: TO MATCH BERRIDGE METALS "DEEP RED"
MTL 11	MCNICHOLS (OR APPROVED EQUAL) SQUARE OPENING WIRE MESH ITEM NUMBER 3687122004|
WD 1	EXTERIOR WOOD TIMBERS SPECIES: DOUGLAS FIR, VERTICAL GRAIN COLOR: OLYMPIC ELITE WOODLAND OIL, SATIN, "MOUNTAIN CEDAR", 2 COATS
WD 2	EXTERIOR WOOD CASINGS AT DOORS, WINDOWS AND NICHES SPECIES: ADLER, VERTICAL GRAIN COLOR: CUSTOM HONEY ADLER STAIN, SATIN, 2 COATS
WD 3	EXTERIOR 2x12 DOUGLAS FIR WOOD SIDING. FINISH: SANDBLAST AND STAIN SPECIES: DOUGLAS FIR COLOR: 2 COATS BEHR PREMIUM WEATHER PROOFING ALL-IN-ONE TRANSPARENT, SATIN, "CORDOVAN BROWN" T-104
WD 5	EXTERIOR WOOD FASCIA SPECIES: DOUGLAS FIR COLOR: OLYMPIC ELITE WOODLAND OIL, SATIN, "MOUNTAIN CEDAR", 2 COATS
WD 6	EXTERIOR GLU-LAM FASCIA SPECIES: DOUGLAS FIR COLOR: OLYMPIC ELITE WOODLAND OIL, SATIN, "MOUNTAIN CEDAR", 2 COATS
WD 7	EXTERIOR TRELLIS SPECIES: DOUGLAS FIR COLOR: CABOT AUSTRALIAN TIMBER OIL, SATIN, "NATURAL"
PT 10	SHERWIN WILLIAMS PAINT W/ FLAT FINISH. COLOR: SW-7630 RAISIN
PT 11B	DUNN EDWARDS PAINT W/ SATIN FINISH. COLOR: DE 187 BLACK
PT 12	BENJAMIN MOORE PAINT W/ FLAT FINISH. COLOR: HC-87 ASHLEY GRAY
PT 14	BENJAMIN MOORE PAINT W/ FLAT FINISH. COLOR: 999 RUSTIC TAUPE
PT 16	BENJAMIN MOORE PAINT W/ FLAT FINISH. COLOR: 1652 NAVY MASTERPIECE
PT 17	BENJAMIN MOORE PAINT W/ FLAT FINISH. COLOR: HC-75 MARYVILLE BROWN

3337 SUSAN STREET, SUITE 100
COSTA MESA, CA 92626
PHONE: 714.596.9960
FAX: 714.596.9970
www.lazydogrestaurants.com

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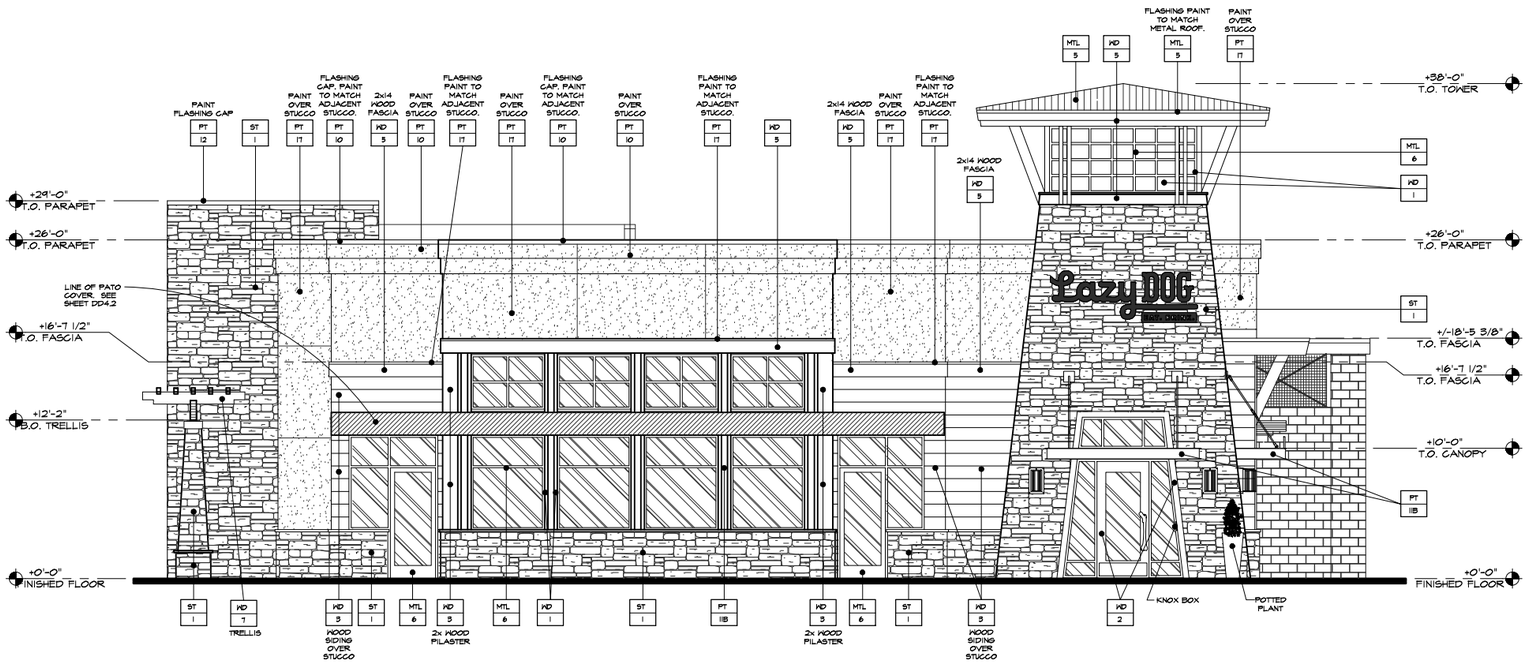
VILLAGE OF OAK BROOK
1727 W. 22ND ST
OAK BROOK, IL

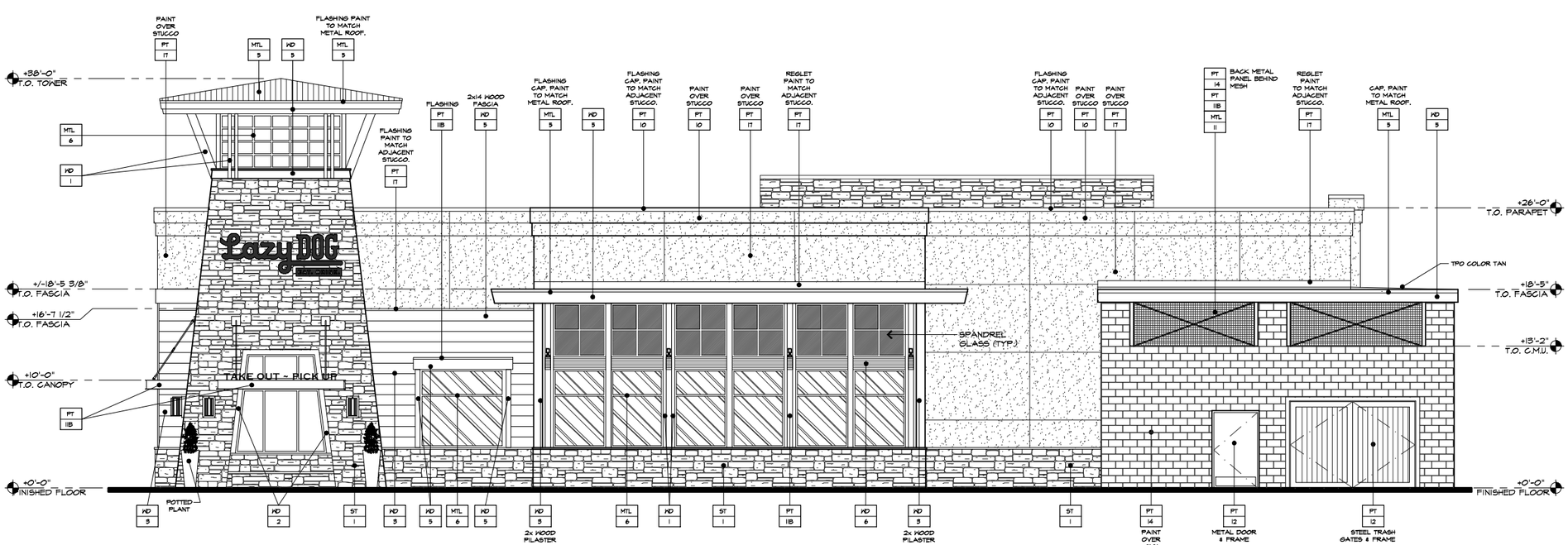
SHEET TITLE
EXTERIOR ELEVATIONS

DRAWN BY: TG
CHECKED BY: RAF/DM
SCALE: 3/16" = 1'-0"
JOB NO.

SHEET NUMBER
DD4.0



WEST ELEVATION



SOUTH ELEVATION

EXTERIOR FINISHES

ST 1	STONE VENEER. LAZY DOG CUSTOM BLEND.
MTL 5	BERRIDGE STANDING SEAM METAL ROOF (OR APPROVED EQUAL). COLOR: DEEP RED OR METAL FLASHING/RAIN GUTTER/DOWNSPOUT TO MATCH "DEEP RED" COLOR.
MTL 6	US ALUMINUM STOREFRONT WINDOWS (OR APPROVED EQUAL). COLOR: TO MATCH BERRIDGE METALS "DEEP RED"
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WD 1	EXTERIOR WOOD TIMBERS SPECIES: DOUGLAS FIR, VERTICAL GRAIN COLOR: OLYMPIC ELITE WOODLAND OIL, SATIN, "MOUNTAIN CEDAR", 2 COATS
WD 2	EXTERIOR WOOD CASINGS AT DOORS, WINDOWS AND NICHES SPECIES: ADLER, VERTICAL GRAIN COLOR: CUSTOM HONEY ADLER STAIN, SATIN, 2 COATS
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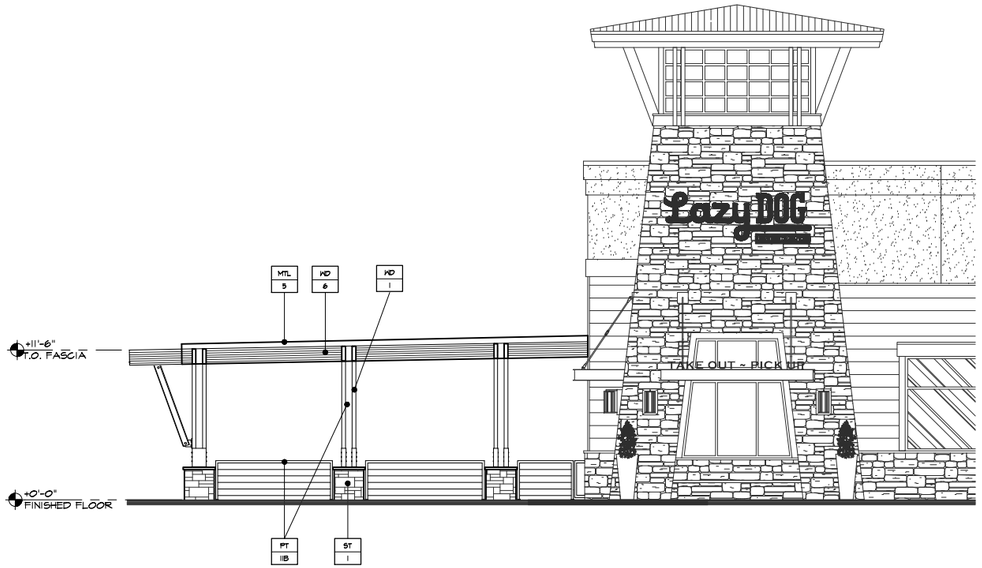
VILLAGE OF OAK BROOK
1727 W. 22ND ST
OAK BROOK, IL

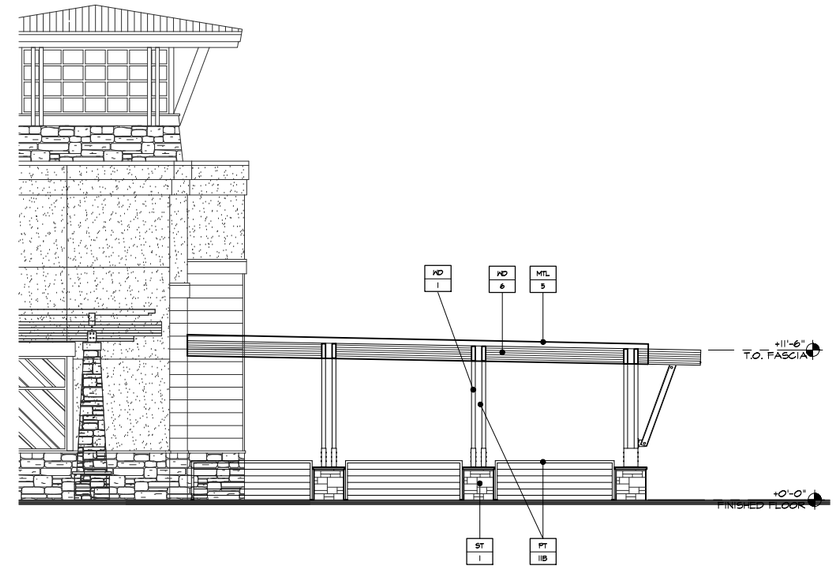
SHEET TITLE
EXTERIOR ELEVATIONS

DRAWN BY TG
CHECKED BY RAF/DM
SCALE 3/16" = 1'-0"
JOB NO.

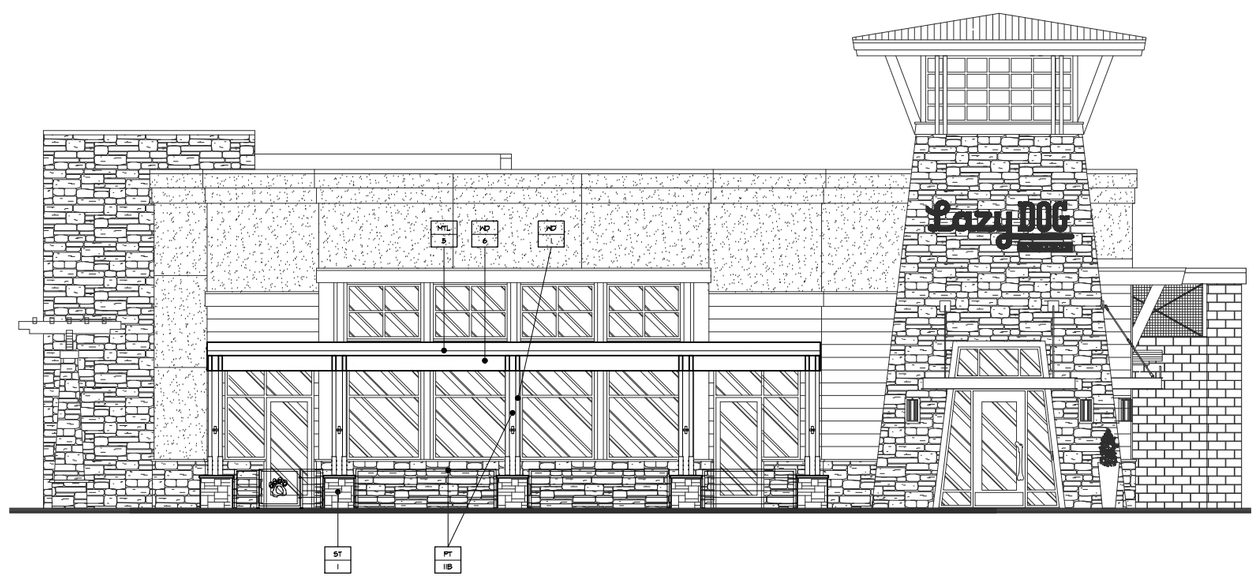
SHEET NUMBER
DD4.1



SOUTH PATIO ELEVATION



NORTH PATIO ELEVATION



WEST PATIO ELEVATION

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☐ Landlord & City Submittal
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VILLAGE OF OAK BROOK
1727 W. 22ND ST
OAK BROOK, IL

SHEET TITLE
PATIO ELEVATIONS

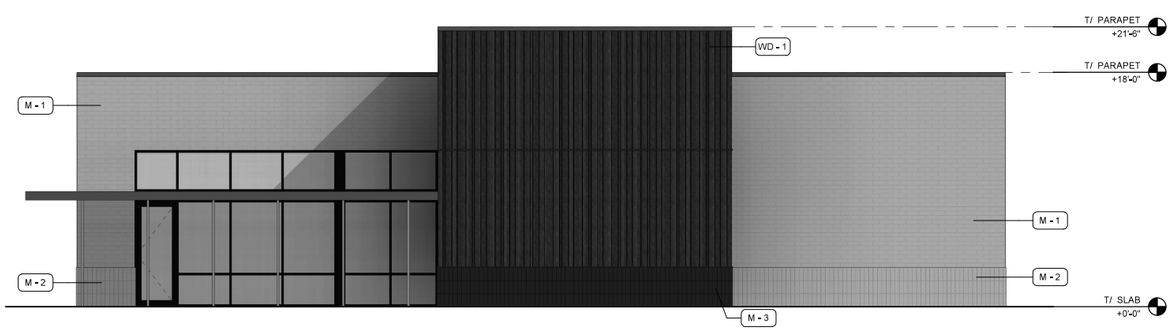
DRAWN BY
TG
CHECKED BY
RAF/DM
SCALE
3/16" = 1'-0"
JOB NO.

SHEET NUMBER
DD4.2

1 SOUTH ELEVATIN
3/16" = 1'-0"

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

3 NORTH ELEVATION
3/16" = 1'-0"



4 EAST ELEVATION
3/16" = 1'-0"

MATERIAL SCHEDULE

TAG	DESCRIPTION	MANUFACTURER	COLOR	DETAILS
M - 1	FACE BRICK	TBD	FRENCH GREY - MEDIUM	
M - 2	FACE BRICK - STACKED	TBD	FRENCH GREY - LIGHT	
M - 3	FACE BRICK - STACKED	TBD	DARK GREY	
WD - 1	WOOD PANELING	TBD	DARK GREY	

BUILDING 'B' - ELEVATIONS

GW PROPERTIES
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

DESIGN STUDIO 24, LLC.
ARCHITECTS - DESIGNERS - PLANNERS
2211 N. ELSTON AVE. UNIT 304 CHICAGO, ILLINOIS 60614

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STATEMENT OF COMPLIANCE I have prepared, or caused to be prepared under my supervision, the attached plans and specifications and state that, to the best of my knowledge and belief and to the extent of my contractural obligation, they are in compliance with the Codes and Ordinances of Oak Brook, Illinois

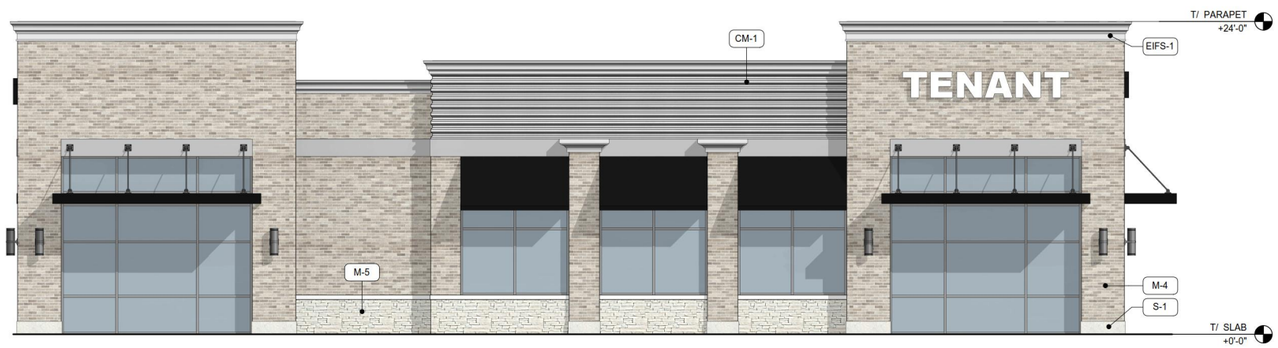
DATE	02.27.2020
REVISIONS	
SCALE	
DRAWN BY:	Neal A. Vander Wilt

MARK T. DiGANCI
REG. ARCHITECT

LICENSE EXPIRES: 11,30,2020

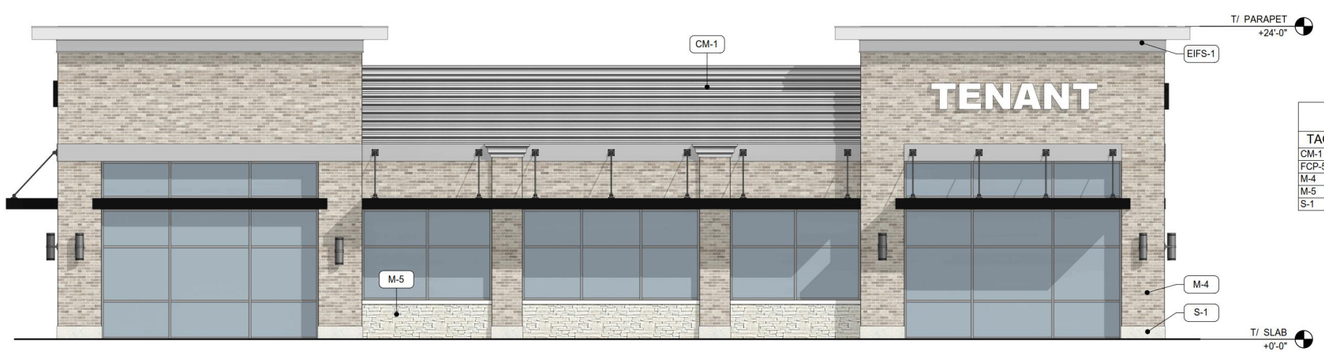
B1.0

1 SOUTH ELEVATION
3/16" = 1'-0"



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

3 NORTH ELEVATION
3/16" = 1'-0"



4 EAST ELEVATION
3/16" = 1'-0"

MATERIAL SCHEDULE

TAG	DESCRIPTION	MANUFACTURER	COLOR	DETAILS
CM-1	CORRUGATED METAL PANEL	IMETCO	LATTITUDE - PREWEATHERED GALVALUME, LW16A-4	
FCP-5	FIBER CEMENT PANEL	NICHIHA	RIBBED - IVORY	
M-4	FACE BRICK	ECHELON	BLENDED	
M-5	STACKED STONE	GLEN-GERY	CASHMERE STACKSTONE	
S-1	MASONRY	TBD	LIMESTONE	

BUILDING 'C' - ELEVATIONS

GW PROPERTIES
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

DESIGN STUDIO 24, LLC.
ARCHITECTS - DESIGNERS - PLANNERS
2211 N. ELSTON AVE. UNIT 304 CHICAGO, ILLINOIS 60614

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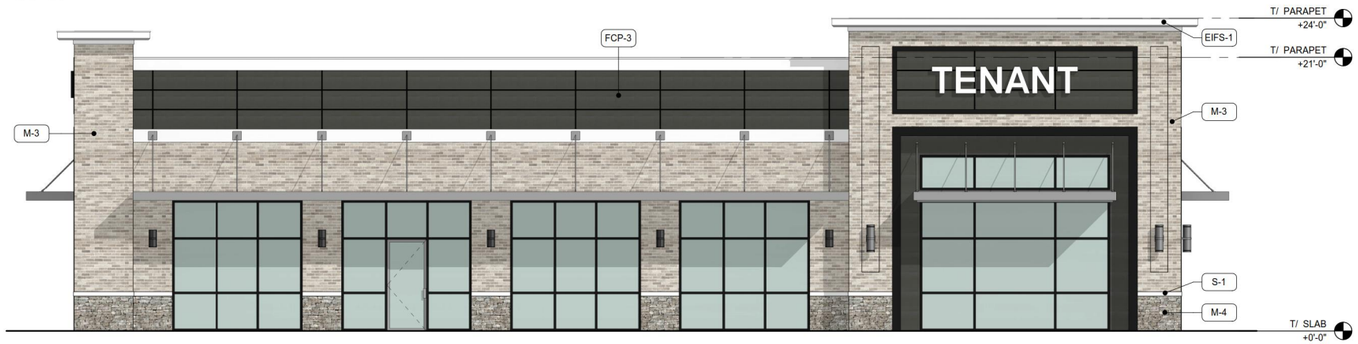
DATE	02.27.2020
REVISIONS	
SCALE	
DRAWN BY:	Neal A. Vander Wilt

MARK T. DiGANCI
REG. ARCHITECT

LICENSE EXPIRES: 11.30.2020

C.1

1 SOUTH ELEVATION
3/16" = 1'-0"



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

3 NORTH ELEVATION
3/16" = 1'-0"

4 EAST ELEVATION
3/16" = 1'-0"

MATERIAL SCHEDULE

TAG	DESCRIPTION	MANUFACTURER	COLOR	DETAILS
EIFS-1	EIFS CORNICE	TBD	WHITE	
FCP-3	FIBER CEMENT PANEL	NICHIHA	STEEL	
M-3	FACE BRICK	TBD	BLENDED	
M-4	CUT STONE	TBD		
M-7	FACE BRICK	GLEN-GERY	BLENDED - LIGHT GRAY	

BUILDING 'D' - ELEVATIONS

GW PROPERTIES
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

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SCALE	
DRAWN BY:	Neal A. Vander Wilt

MARK T. DiGANCI
REG. ARCHITECT

LICENSE EXPIRES: 11.30.2020

D1.0

1 SOUTH ELEVATION
3/16" = 1'-0"

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

MATERIAL SCHEDULE

TAG	DESCRIPTION	MANUFACTURER	COLOR	DETAILS
MTL - 1	STANDING SEAM METAL ROOF		DARK BRONZE	
S-1	STONE VENEER	CORONADO STONE	APPALACHIAN FIELDSTONE - MOUNTAIN SUNSET	
T - 1	CONC. ROOF TILE	EAGLE ROOF TILE	CAPISTRANO "OLIVE GARDEN BLEND"	
WD - 1	STONE PLANK CLADDING	CORONADO WOODSTONE	RUSTIC CEDAR	

BUILDING 'E' - ELEVATIONS

GW PROPERTIES
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

DESIGN STUDIO 24, LLC.
ARCHITECTS - DESIGNERS - PLANNERS
2211 N. ELSTON AVE. UNIT 304 CHICAGO, ILLINOIS 60614

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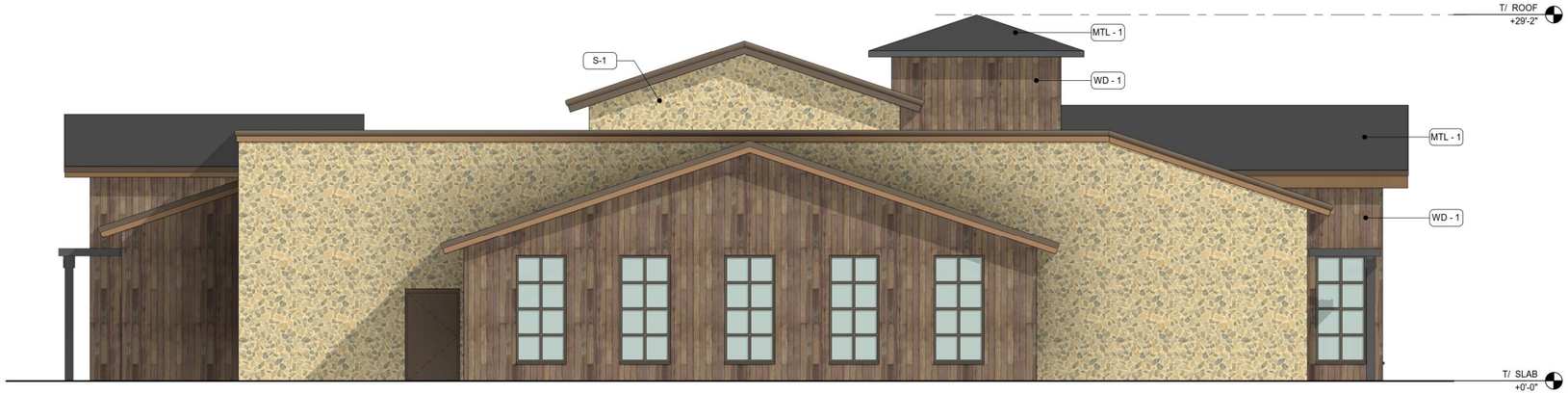
STATEMENT OF COMPLIANCE I have prepared, or caused to be prepared under my supervision, the attached plans and specifications and state that, to the best of my knowledge and belief and to the extent of my contractural obligation, they are in compliance with the Codes and Ordinances of Oak Brook, Illinois

DATE	02.27.2020
REVISIONS	
SCALE	
DRAWN BY:	Neal A. Vander Wilt

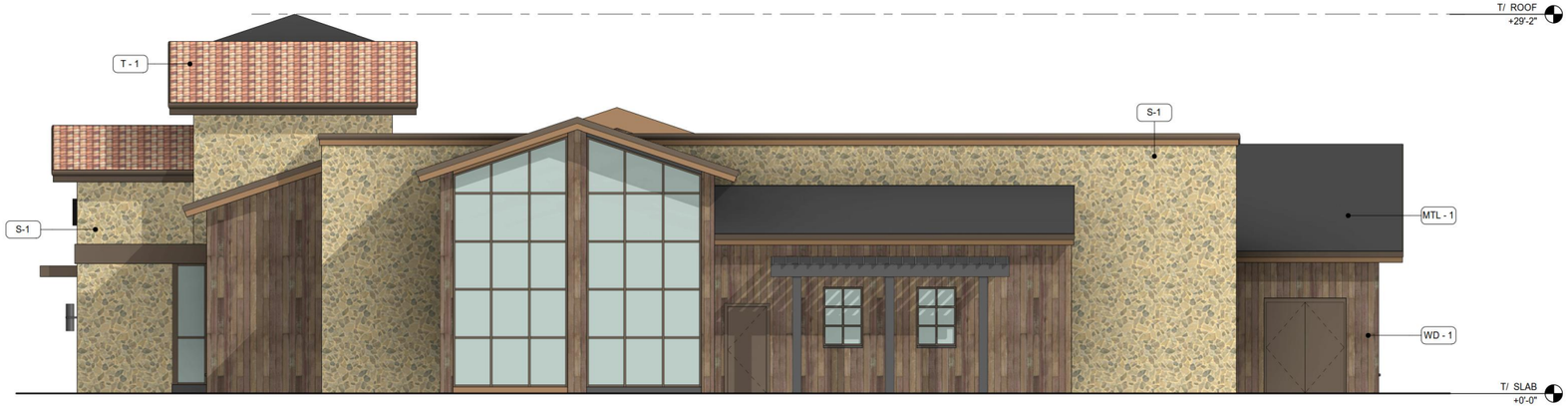
MARK T. DiGANCI
REG. ARCHITECT

LICENSE EXPIRES: 11.30.2020

E1.0



1 NORTH ELEVATION
3/16" = 1'-0"



2 EAST ELEVATION
3/16" = 1'-0"

MATERIAL SCHEDULE

TAG	DESCRIPTION	MANUFACTURER	COLOR	DETAILS
MTL - 1	STANDING SEAM METAL ROOF		DARK BRONZE	
S-1	STONE VENEER	CORONADO STONE	APPALACHIAN FIELDSTONE - MOUNTAIN SUNSET	
T - 1	CONC. ROOF TILE	EAGLE ROOF TILE	CAPISTRANO "OLIVE GARDEN BLEND"	
WD - 1	STONE PLANK CLADDING	CORONADO WOODSTONE	RUSTIC CEDAR	

BUILDING 'E' - ELEVATIONS

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REG. ARCHITECT

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E1.1

1 NORTH ELEVATION
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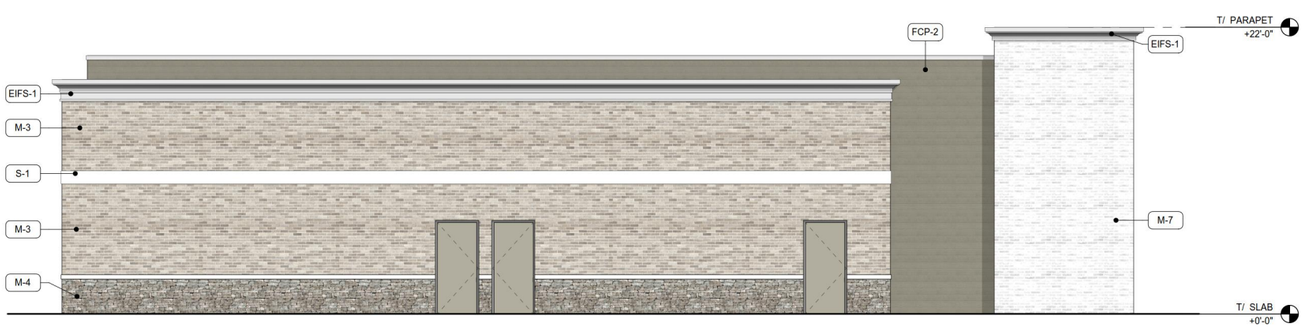
2 EAST ELEVATION
3/16" = 1'-0"



3 SOUTH ELEVATION
3/16" = 1'-0"

4 WEST ELEVATION
3/16" = 1'-0"

MATERIAL SCHEDULE

TAG	DESCRIPTION	MANUFACTURER	COLOR	DETAILS
FCP-1	FIBER CEMENT PANEL	NICHIHA	TUFFBLOCK- PEWTER	
FCP-2	FIBER CEMENT PANEL	NICHIHA	SMOKE	
M-3	FACE BRICK	TBD	BLENDED	
M-4	CUT STONE	TBD		
M-7	FACE BRICK	GLEN-GERY	CASABLANCA	

BUILDING 'F' - ELEVATIONS

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DATE	02.27.2020
REVISIONS	

SCALE

DRAWN BY: Neal A. Vander Wilt

MARK T. DiGANCI
REG. ARCHITECT

LICENSE EXPIRES: 11.30.2020

F1.0

1 NORTH ELEVATION
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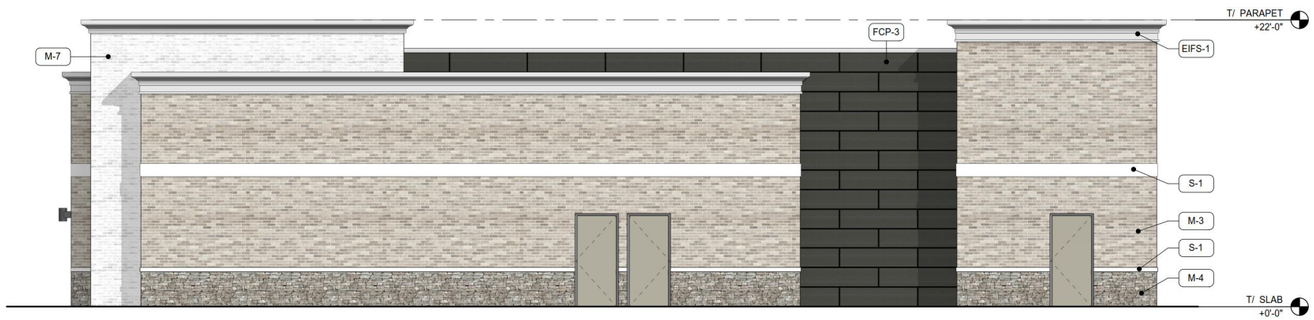
2 EAST ELEVATION
3/16" = 1'-0"



3 SOUTH ELEVATION
3/16" = 1'-0"

4 WEST ELEVATION
3/16" = 1'-0"

MATERIAL SCHEDULE

TAG	DESCRIPTION	MANUFACTURER	COLOR	DETAILS
FCP-1	FIBER CEMENT PANEL	NICHIHA	TUFFBLOCK- PEWTER	
FCP-3	FIBER CEMENT PANEL	NICHIHA	STEEL	
M-3	FACE BRICK	TBD	BLENDED	
M-4	CUT STONE	TBD		
M-7	FACE BRICK	GLEN-GERY	CASABLANCA	

BUILDING 'G' - ELEVATIONS

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DATE	02.27.2020
REVISIONS	

SCALE

DRAWN BY: Neal A. Vander Wilt

MARK T. DiGANCI
REG. ARCHITECT

LICENSE EXPIRES: 11.30.2020

G1.0

SEATING TABULATIONS

BAR:	102 SEATS
DINING ROOM 1:	62 SEATS
DINING ROOM 2:	86 SEATS
TOTAL INTERIOR SEATS:	250 SEATS
TOTAL PATIO SEATS:	58 SEATS

3337 SUSAN STREET, SUITE 100
COSTA MESA, CA 92626
PHONE: 714.596.9960
FAX: 714.596.9970
www.lazydogrestaurants.com

THESE DRAWINGS PREPARED BY LAZY DOG RESTAURANTS FOR THIS PROJECT ARE FOR USE SOLELY WITH RESPECT TO THIS PROJECT AND UNLESS OTHERWISE PROVIDED, LAZY DOG RESTAURANTS SHALL BE DEEMED THE AUTHOR OF THESE DOCUMENTS AND SHALL RETAIN ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING COPYRIGHT. THESE DRAWINGS SHALL NOT BE USED BY OTHERS ON OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT OR FOR COMPLETION OF THIS PROJECT BY OTHERS, EXCEPT BY AGREEMENT IN WRITING BY LAZY DOG RESTAURANTS.

☐ Landlord & City Submittal
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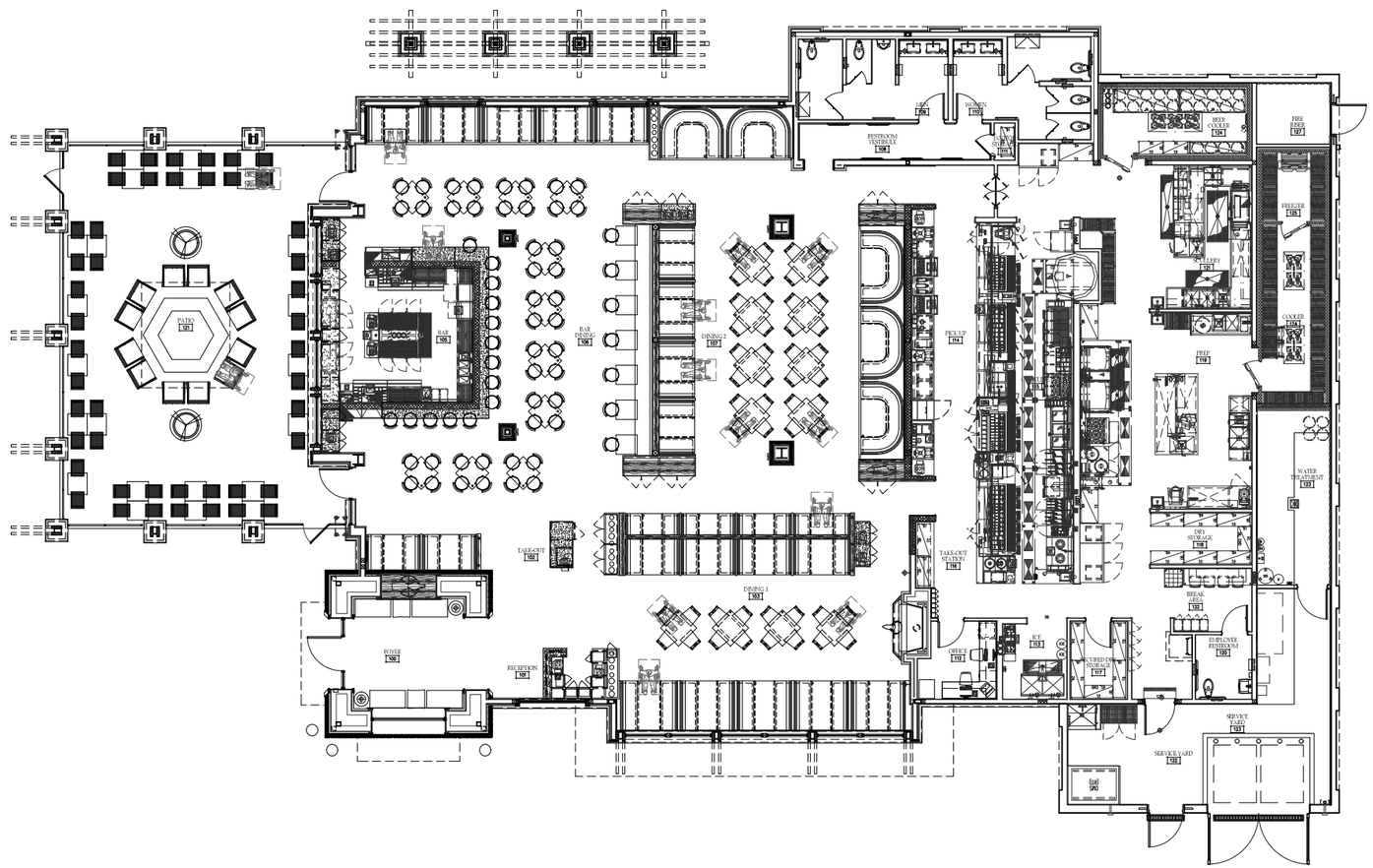


NORTH

FLOOR PLAN

VILLAGE OF OAK BROOK
1727 W. 22ND ST
OAK BROOK, IL

Lazy DOG EAT. DRINK.

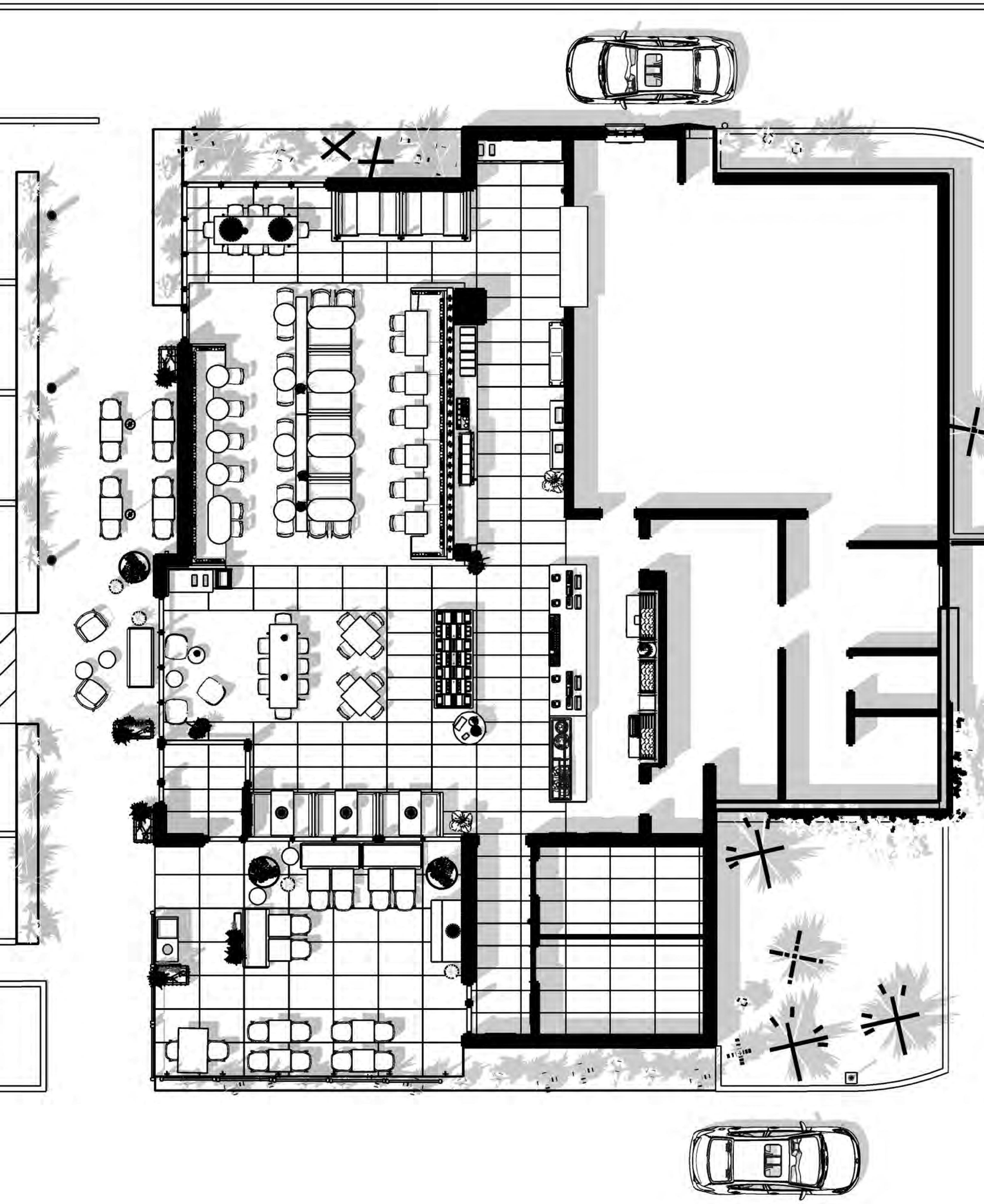
SHEET TITLE

FLOOR PLAN

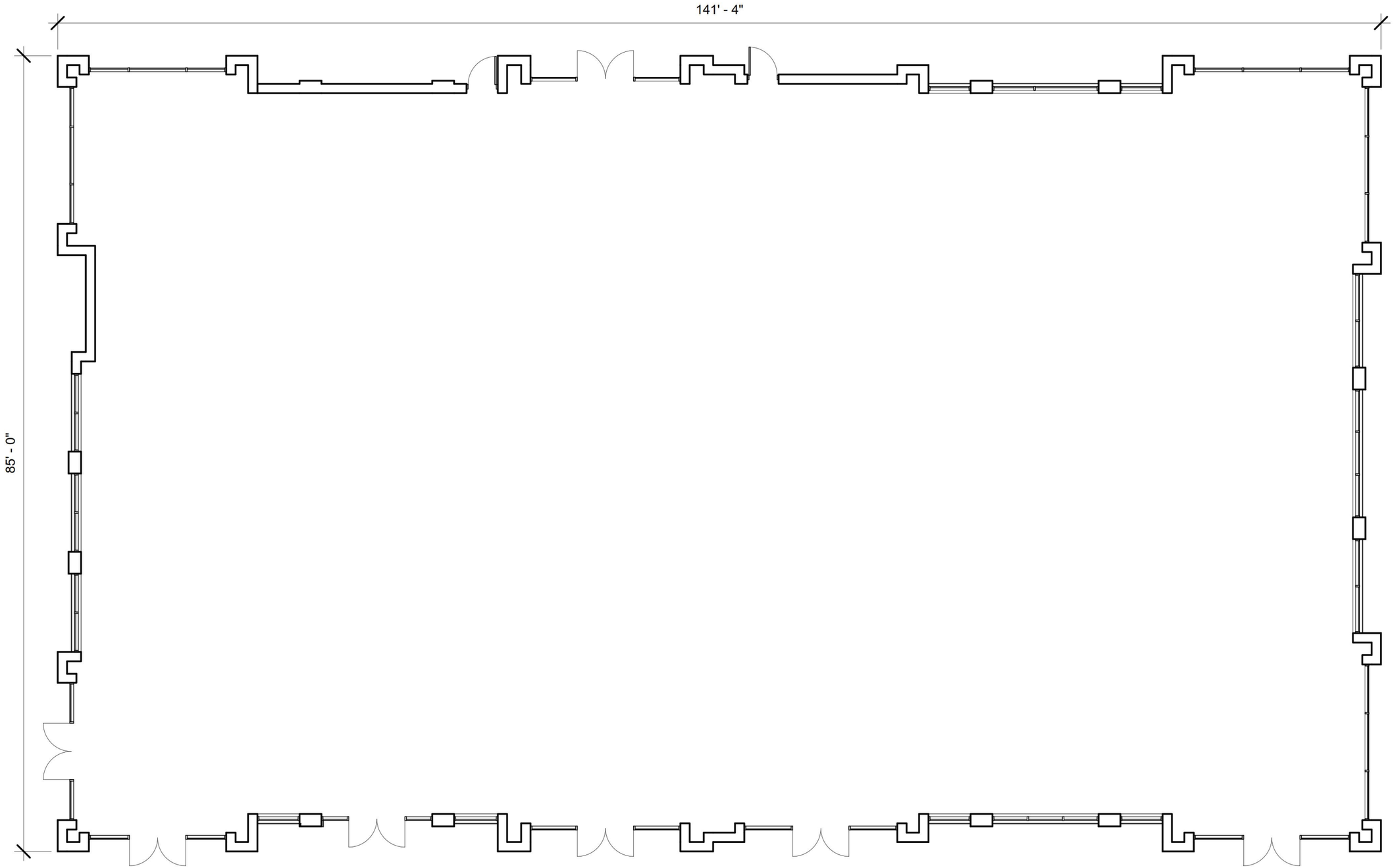
DRAWN BY
TG
CHECKED BY
RAF/DM
SCALE
1/8" = 1'-0"
JOB NO.

SHEET NUMBER

DD3.0



BUILDING B FLOOR PLAN - PANERA



1 BUILDING 'C' - FLOOR PLAN
3/32" = 1'-0"

NORTH

BUILDING 'C' - FLOOR PLAN

D E S I G N S T U D I O 24, LLC.
ARCHITECTS - DESIGNERS - PLANNERS
2211 N. Elston Ave. Unit 304, Chicago, Illinois Fax: 847.885.7751 Tel.: 847.885.8300

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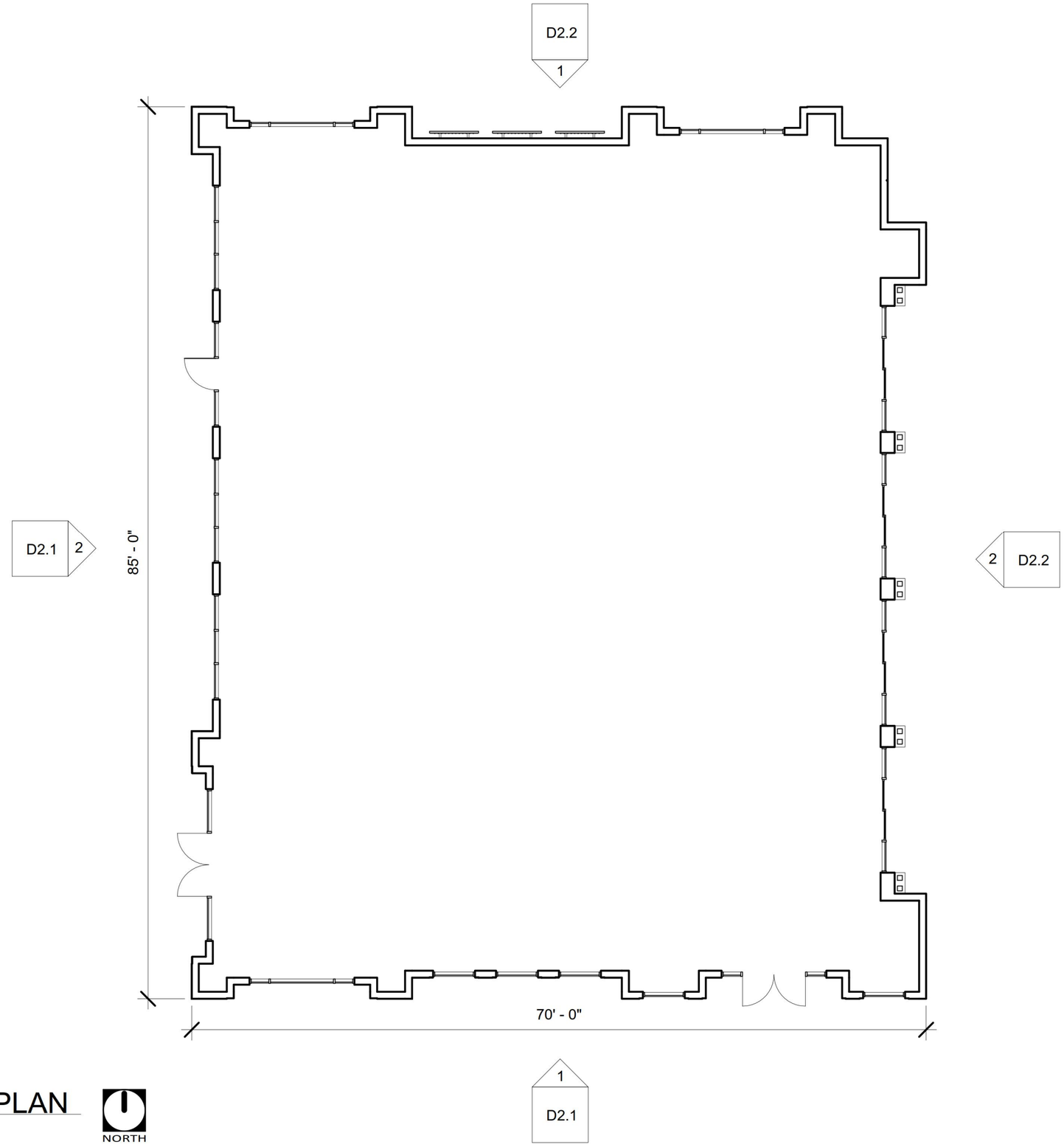
1727 W. 22ND STREET
OAK BROOK, ILLINOIS

DATE	01.16.2020

MARK T. DiGANCI
REG. ARCHITECT

C1.1



1 BUILDING 'D' - FLOOR PLAN
3/32" = 1'-0"

BUILDING 'D' - FLOOR PLAN

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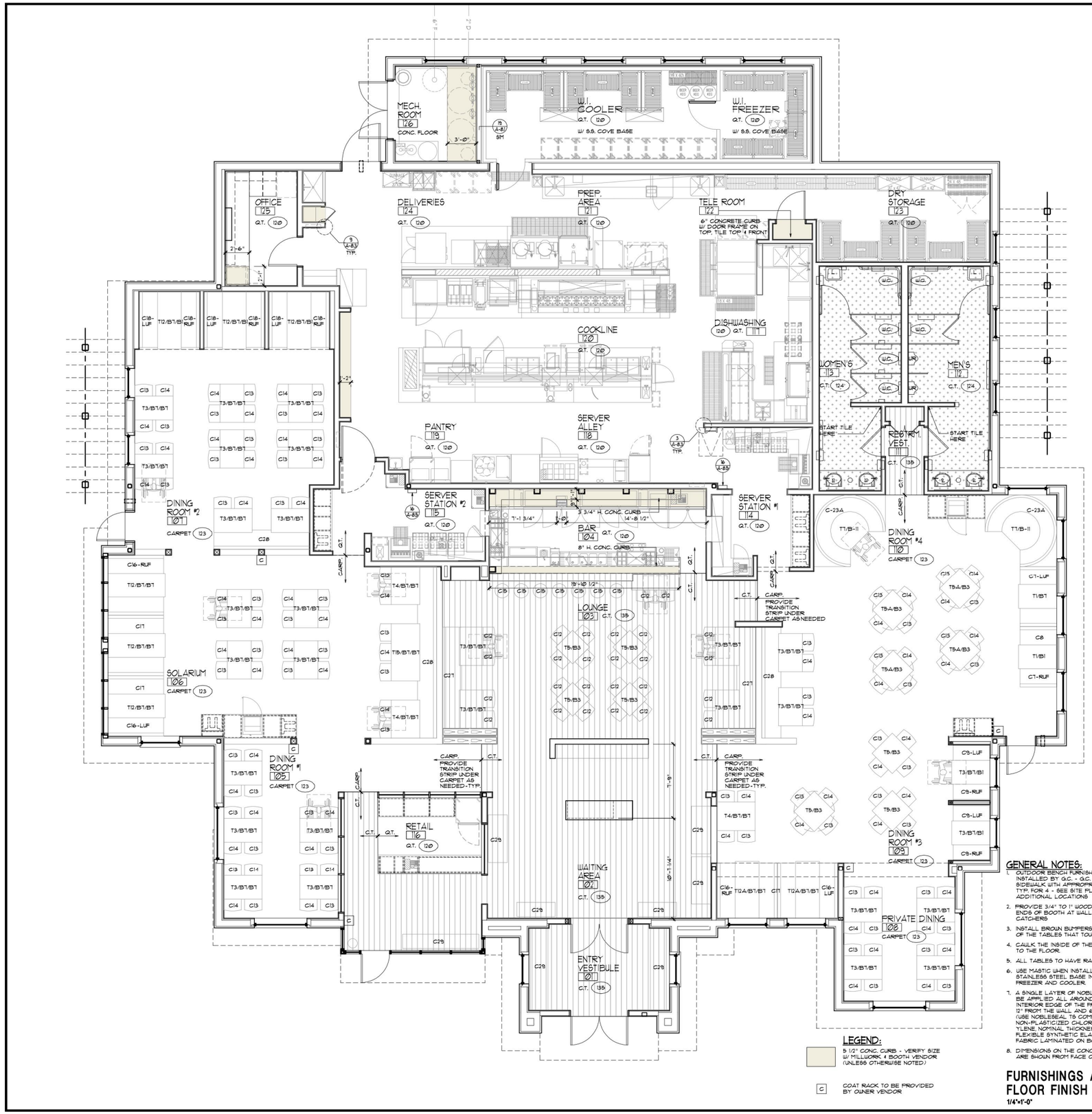
D1.1



GENERAL NOTES:

1. OUTDOOR BENCH FURNISHED BY OWNER INSTALLED BY G.C. - G.C. TO MOUNT TO SIDEWALK WITH APPROPRIATE BOLTS TYP. FOR 4 - SEE SITE PLAN FOR ADDITIONAL LOCATIONS
2. PROVIDE 3/4" TO 1" WOOD FILLERS AT ENDS OF BOOTH AT WALLS AS CRUMB CATCHERS
3. INSTALL BROWN BUMPERS ON THE ENDS OF THE TABLES THAT TOUCH THE WALL.
4. CAULK THE INSIDE OF THE BOOTH BASES TO THE FLOOR.
5. ALL TABLES TO HAVE RADIUS CORNERS
6. USE MASTIC WHEN INSTALLING THE STAINLESS STEEL BASE IN THE WALK-IN FREEZER AND COOLER.
7. A SINGLE LAYER OF NOBLESEAL IS TO BE APPLIED ALL AROUND THE BOTTOM INTERIOR EDGE OF THE FREEZER / COOLER, 12" FROM THE WALL AND 6" UP THE WALL. (USE NOBLESEAL TS COMPOSITE MEMBRANE, NON-PLASTICIZED CHLORINATED POLYETHYLENE, NOMINAL THICKNESS OF 30 MILS, FLEXIBLE SYNTHETIC ELASTOMER WITH FABRIC LAMINATED ON BOTH SURFACES.
8. DIMENSIONS ON THE CONCRETE CURBS ARE SHOWN FROM FACE OF DENS-SHIELD

LEGEND:

5 1/2" CONC. CURB - VERIFY SIZE W/ MILLWORK & BOOTH VENDOR (UNLESS OTHERWISE NOTED)

C — COAT RACK TO BE PROVIDED BY OWNER VENDOR

FURNISHINGS AND FLOOR FINISH PLAN

1/4"=1'-0"

FURNISHINGS SCHEDULE

ITEM NO.	DESCRIPTION	MANUF. AND /OR MODEL NO.	QTY.
	TABLE TOPS		
T1	30" X 48" MAPLE - DARK STAIN (BASED TOP & BOT., ROUND TWO CORNERS) (B1)	WCI	2
T3	30" X 48" MAPLE - DARK STAIN (BASED TOP & BOT., ROUND FOUR CORNERS) (B1/B1)	WCI	29
T4	36" X 48" MAPLE - DARK STAIN (BASED TOP & BOT., ROUND FOUR CORNERS) (B1/B1) OR (B9)	WCI	3
T5	36" X 36" MAPLE - DARK STAIN (BASED TOP & BOT., ROUND 4 CORNERS) (B3)	WCI	7
T5A	36" X 36" MAPLE - DARK STAIN (BASED TOP & BOT., ROUND 4 CORNERS W/ FLIP SIDES) (B3)	WCI	4
T7	42" DIAMETER - DARK STAIN (W ANGLE CUT) (B11) (CORE DRILLED BASE)	WCI	2
T12	30" X 72" MAPLE-DARK STAIN (BASED TOP & BOT., ROUND TWO CORNERS) (B1/B1)	WCI	3
T12A	30" X 72" MAPLE-DARK STAIN (BASED TOP & BOT., ROUND FOUR CORNERS) (B1/B1)	WCI	5
T15	36" X 72" MAPLE-DARK STAIN (BASED TOP & BOT., ROUND FOUR CORNERS) (B1/B1)	WCI	1
	BASES		
B1	16X33 CANTILEVER BASE	GAR	6
B3	930-4, 15" CISP, BLACK WRINKLE FINISH	GAR	11
B7	901-4, 15" CISP BLACK WRINKLE FINISH	GAR	82
B9	42" BLACK WRINKLE FINISH, NO SPIDER BASE, EXTRA LENGTH FOR CORE DRILLED BASE (FOR 36" HIGH TOP)	GAR	-
B11	BLACK WRINKLE FINISH, NO SPIDER BASE, EXTRA LENGTH FOR CORE DRILLED BASE	GAR	2
	BOOTHS / CHAIRS		
C7	44 1/4 SINGLE BOOTH, 42" BACK, UNFINISHED FABRIC: PANAZ- BERWICK 07BBERI/205 - COLOR: 205 SAGE GREEN SEAT: ARCHITEX NEW DEAL COLOR: EDUCATION	WCI	2 (1-RUF & 1-LUF)
C8	44 1/4 DOUBLE BOOTH, 42" BACK W/ 6" HIGH DIVIDER, UNFINISHED, FABRIC: PANAZ-BERWICK 07BBERI/205 - COLOR: 205 SAGE GREEN, SEAT: ARCHITEX NEW DEAL COLOR: EDUCATION	WCI	1
C9	44 1/4 SINGLE BOOTH, 42" BACK, UNFINISHED FABRIC: ARCHITEX NEW DEAL COLOR: EDUCATION SEAT: ARCHITEX NEW DEAL COLOR: EDUCATION	WCI	4 (2-RUF / 2-LUF)
C10	44 1/4 DOUBLE BOOTH, 42" BACK W/ 6" HIGH DIVIDER, UNFINISHED, FABRIC: ARCHITEX NEW DEAL - COLOR: EDUCATION SEAT: ARCHITEX NEW DEAL COLOR: EDUCATION	WCI	-
C11	FULL HEIGHT BAR CHAIR, FABRIC: KB CONTRACT-COLORADO - COLOR: BRIDLE SEAT: KB CONTRACT-COLORADO COLOR: BRIDLE	BLACKWOOD	26
C12	LOUNGE CHAIR, FABRIC: KB CONTRACT-COLORADO - COLOR: BRIDLE SEAT: KB CONTRACT-COLORADO COLOR: BRIDLE	BLACKWOOD	26
C13	DINING CHAIR , DARK STAIN SEAT: ARCHITEX NEW DEAL COLOR: EDUCATION	BLACKWOOD	62
C14	DINING CHAIR , DARK STAIN SEAT: EYKON LUGANO U-M-LG-01 COLOR: GOLDEN OAK	BLACKWOOD	61
C15	BAR SEAT, FABRICK: KB CONTRACT - "COLORADO" - COLOR: RANCH SEAT: KB CONTRACT - COLORADO COLOR: RANCH	KB CONTRACT	7
C16	69 1/4 SINGLE BOOTH, 42" BACK, UNFINISHED FABRIC: PANAZ- BERWICK 07BBERI/205 - COLOR: 205 SAGE GREEN SEAT: ARCHITEX NEW DEAL COLOR: EDUCATION	WCI	4 (2-LUF, 2-RUF)
C17	69 1/4 DOUBLE BOOTH, 42" BACK W/ 6" HIGH DIVIDER, UNFINISHED, FABRIC: PANAZ-BERWICK 07BBERI/205 - COLOR: 205 SAGE GREEN, SEAT: ARCHITEX NEW DEAL COLOR: EDUCATION	WCI	3
C18	69 1/4 SINGLE BOOTH, 42" BACK, UNFINISHED FABRIC: ARCHITEX NEW DEAL COLOR: EDUCATION SEAT: ARCHITEX NEW DEAL COLOR: EDUCATION	WCI	6 (3-LUF, 3-RUF)
C19	69 1/4 DOUBLE BOOTH, 42" BACK W/ 6" HIGH DIVIDER, UNFINISHED, FABRIC: ARCHITEX NEW DEAL - COLOR: EDUCATION SEAT: ARCHITEX NEW DEAL COLOR: EDUCATION	WCI	-
C23A	90"X90" CIRCULAR CORNER BOOTH, 44 1/4" SINGLE BOOTH, 42" BACK, UNFINISHED, FABRIC: ARCHITEX NEW DEAL COLOR: EDUCATION, SEAT: ARCHITEX NEW DEAL - COLOR: EDUCATION	WCI	2
C27	BANQUET BOOTH (FIELD VERIFY LENGTH), 42" BACK, ARCHITEX - OTTO COLOR: BRAUN SEAT:SAUVELLE OLIO LIGHTTE COLOR: CABERNET	WCI	2
C28	BANQUET BOOTH (FIELD VERIFY LENGTH), 42" BACK, ARC/COM - ELEVADO - AC62655 COLOR: GOLDEN ROAD #6, SEAT:EYKON LUGANO UM-LG-01 COLOR: GOLDEN OAK	WCI	3
C29	WAITING BENCH (FIELD VERIFY LENGTH) SEAT: ARCHITEX NEW DEAL COLOR: EDUCATION	WCI	8
A1	EXTERIOR BENCH, 72" LONG WAITING BENCH TREX SELECT WOODLAND BROWN SEAT & APRON	-	4
A2	INTERIOR BENCH, 48" LONG WAITING BENCH TREX SELECT WOODLAND BROWN SEAT & APRON	-	-

SEATING COUNT - P76 REN

PROPOSED DINING SEATING

4 TOPS:	37 (77%)	=	148 SEATS
6 TOPS:	11 (23%)	=	66 SEATS
TOTAL TOPS:	48 (100%)	=	214 SEATS

SEATING COUNT:

DINING	214
LOUNGE	32
BAR	9
TOTAL	255 (13-HDCP SEATS)
WAITING	16

crho ARCHITECTS
1833 E 17th. Street, Suite 301
Santa Ana, CA. 92705
phone 714.832.1834

ARCHITECTS PROJECT Job # 19-147

CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AT THE JOB SITE AND NOTIFY THE ARCHITECTS OF ANY DIMENSIONAL ERRORS, OMISSIONS OR DISCREPANCIES BEFORE BEGINNING OR FABRICATING ANY WORK. DO NOT SCALE DRAWINGS

STATE OF FLORIDA — RUSSELL HATFIELD — AR99176 — REGISTERED ARCHITECT
EXPIRES 02/28/2021
IT IS A VIOLATION OF THE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT, TO ALTER AN ITEM IN ANY WAY.

Olive Garden — ITALIAN KITCHEN

Issue Date: 8-26-19

REVISION
1
2
3
4
5
6
7
8

Restaurant #: 6442

OLIVE GARDEN
P76DOMANI LEFT

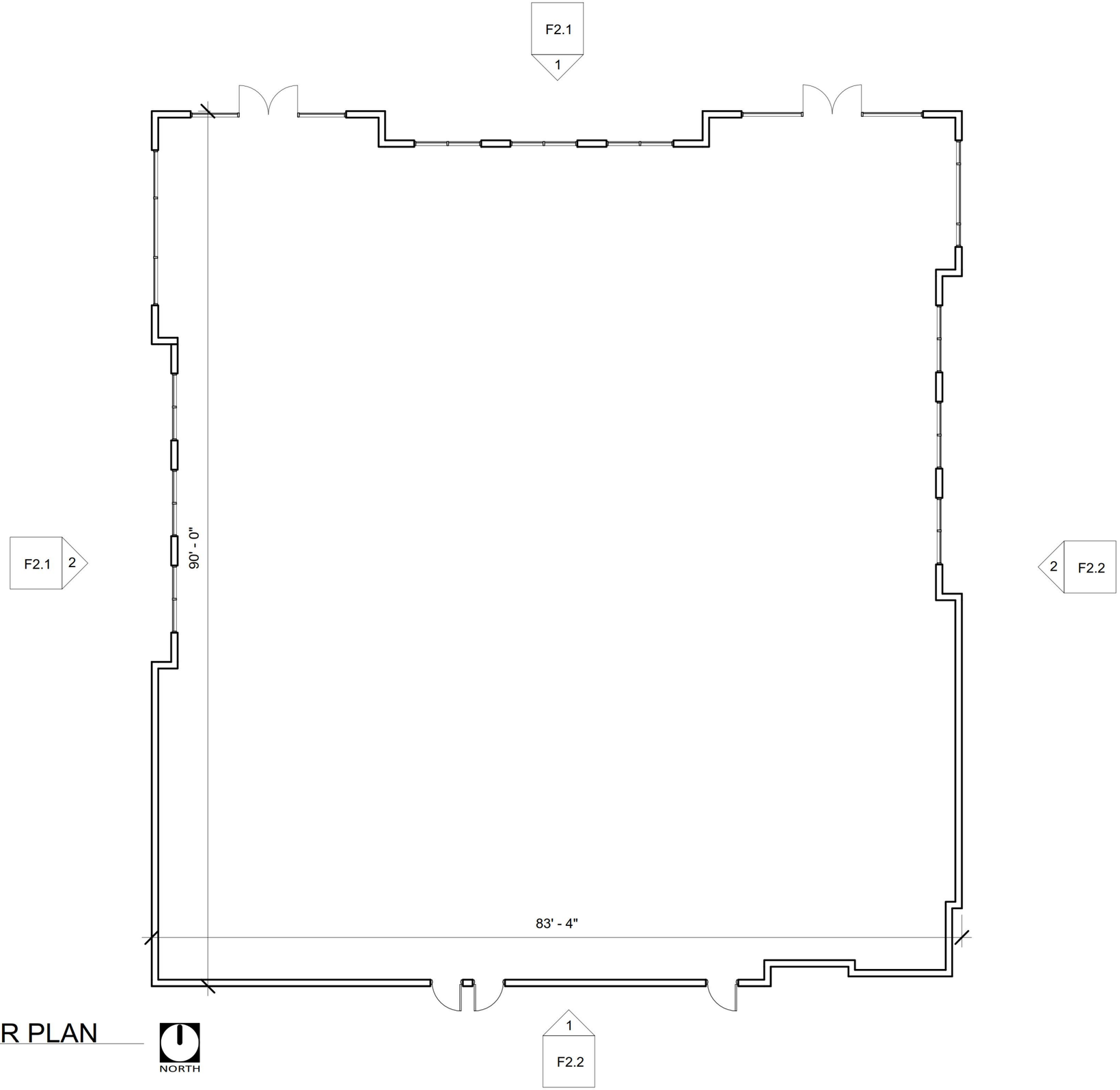
8011 Osceola Polk Line Rd.

Davenport, FL 33896

Drawing

FURNISHINGS & FLOOR FINISH PLAN

A-1.2



1 BUILDING 'F' - FLOOR PLAN
3/32" = 1'-0"

BUILDING 'F' - FLOOR PLAN

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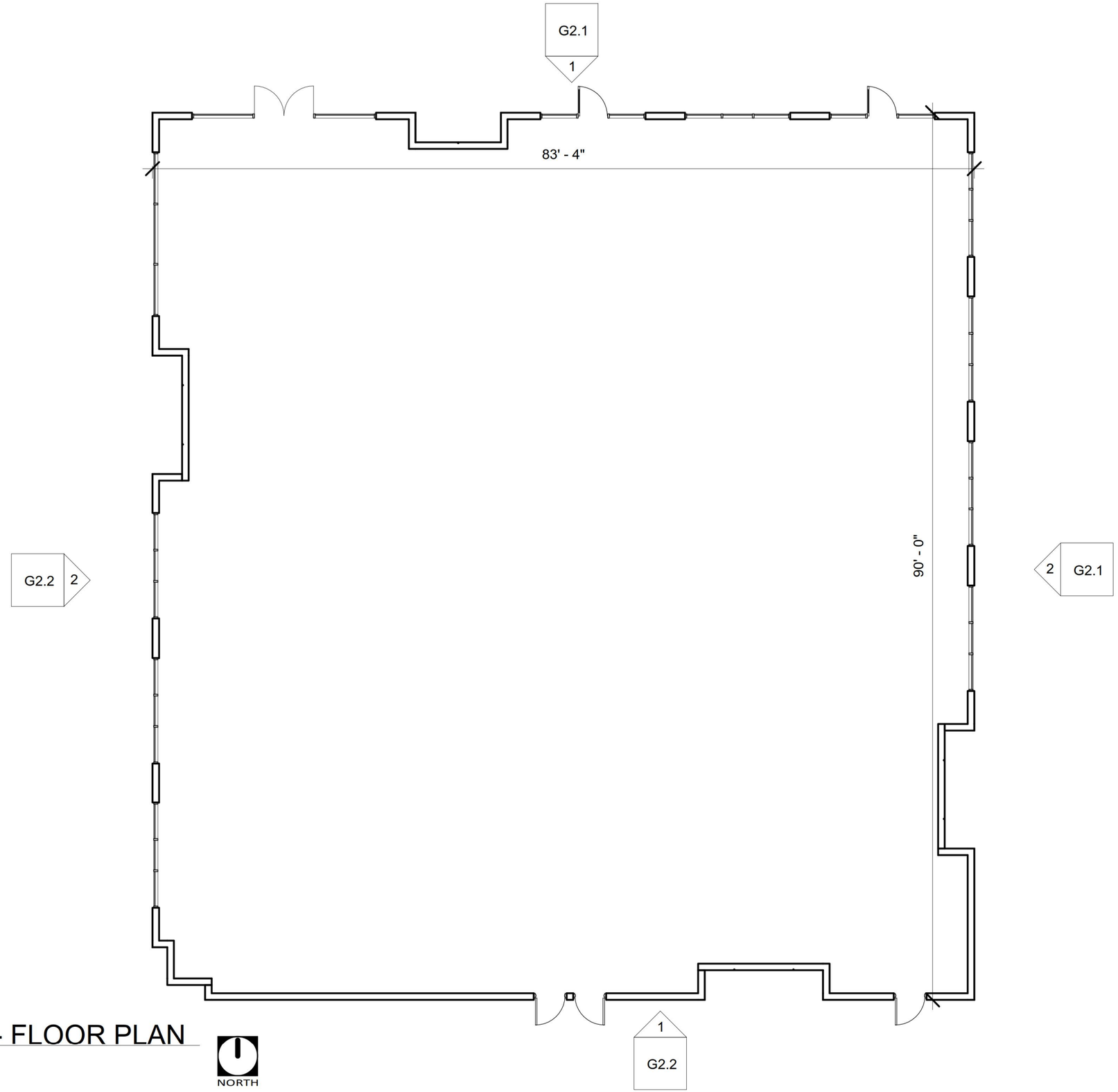

1 BUILDING 'G' - FLOOR PLAN
3/32" = 1'-0"

BUILDING 'G' - FLOOR PLAN

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DATE	01.16.2020

MARK T. DiGANCI
REG. ARCHITECT

G1.1

Village of Oakbrook Required Landscaping

STREET TREE REQUIREMENT
Requirement: No parkway available on site or street tree plantings required. Match streetside landscape approach of surrounding developments in 22nd Street Corriodor. Trees are typically included as part of Parking Lot Screening.

PARKING LOT PERIMETER LANDSCAPING
Requirement: Permanent screening at least 4' ht. shall be installed in front yard areas adjacent to parking areas. May consist of berm, densely planted shrubs, trees or a combination. Side and rear yards shall have permanent peripheral screening at least 5' ht adjacent to parking areas. In side and rear yards, screening shall not interfere or conflict with the use of any utility easements or existing utilities.

On Plan - Provided

PARKING LOT INTERIOR LANDSCAPING
Requirement: A minimum of 10% of the total parking lot area shall be landscaped. In parking area wider than one bay of double parking, interior shade trees shall be planted with the maximum spacing of 40', provided at least one tree is located in the area occupied by every 15 parking spaces. Landscaped dividers shall be provided between every 3 parking bays. Trees shall be minimum of 3" cal. and not fruiting trees.

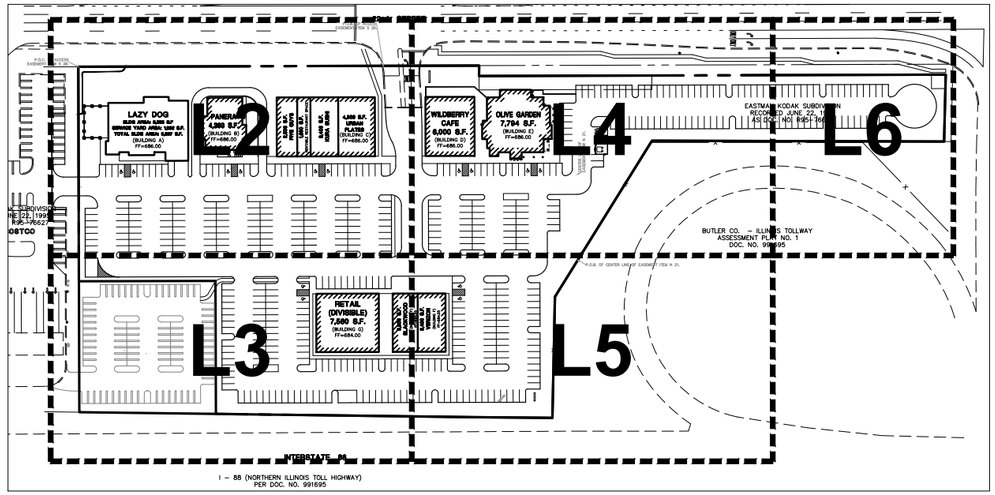
On Plan - Provided

FOUNDATION LANDSCAPING
Requirement: Per the Commercial Areas Revitalization Plan, Foundation Plantings shall be provided around all sides of buildings.

Requirements to be met as part of building permit and individual lot development.

BUFFER LANDSCAPING
Requirement: Per the Commercial Areas Revitalization Plan, adequate screening and landscaping shall be provided between the property and the tollway.

On Plan - Provided



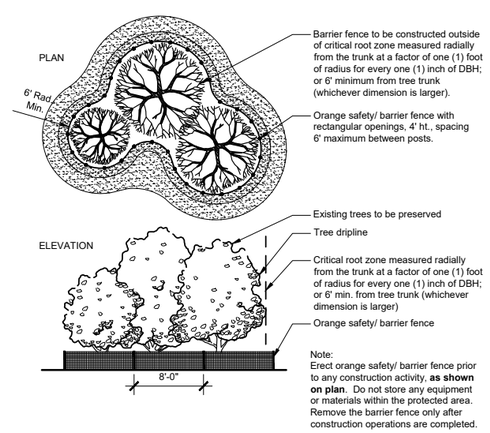
KEY MAP

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

NORTH

Landscape Notes:

1. Seed/ Sod limit line is approximate. Seed/ Sod to limits of grading and disturbance. Contractor responsible for restoration of any unauthorized disruption outside of designated construction area.
2. Contractor responsible for erosion control in all seeded/ sodded areas.
3. Tree mulch rings in turf areas are 5' diameter. Contractor shall provide a mulch ring around all existing trees within the limits of work. Remove all existing grass from area to be mulched and provide a typical spade cut edge. Landscape Fabric shall not be installed under mulch.
4. Bedlines are to be spade cut to a minimum depth of 3". Curved bedlines are to be smooth and not segmented.
5. All planting, beds shall receive top dressing of mulch. Landscape fabric shall not be installed under mulch.
6. Do not locate plants within 10' of utility structures or within 5' horizontally of underground utility lines unless otherwise shown on plans. Consult with Landscape Architect if these conditions exist.
7. For Lump Sum Contracts, plants and other materials are quantified and summarized for the convenience of the Owner and jurisdictional agencies only. Confirm and install sufficient quantities to complete the work as drawn and specified. No additional payments will be made for materials required to complete the work as drawn and specified.
8. For Unit Price Contracts, payments will be made based on actual quantities installed as measured in place by the Owner's Representative.
9. It is the responsibility of the contractor to locate and provide plant material as specified on this plan. The contractor may submit a request to provide substitutions for the specified plant material under the following conditions:
   a. Any substitutions proposed shall be submitted to the project owner's representative within two weeks of the award of contract. Substitutions must meet equivalent design and functional goals of the original materials as determined by the owner's representative. Any changes must have the approval of the owner's representative,
   b. The request will be accompanied by at least three notices from plant material suppliers that the plant material specified is not available and will not be available prior to construction.
10. Verify site conditions and information on drawings. Promptly report any concealed conditions, mistakes, discrepancies or deviations from the information shown in the Contract Documents. The Owner is not responsible for unauthorized changes or extra work required to correct unreported discrepancies. Commencement of work shall constitute acceptance of conditions and responsibility for corrections
11. A minimum of two working days before performing any digging, call underground service alert for information on the location of natural gas lines, electric cables, telephone cables, etc. The contractor shall be responsible for location and protection of all utilities, and repair of any damage resulting from his work at no additional cost to the owner.
12. Contractor shall promptly repair all damages to existing site at no cost to owner.
13. Refer to landscape specifications for additional conditions, standards, and notes.



1 TREE PROTECTION PLAN
N.T.S. 320190.33-01

Legend

21" Tree to be Removed

21" Protective Fencing for Tree to be Preserved

Vulnerable Area

Root Pruning

Existing tree roots greater than one (1) inch in diameter, measured at the edge of excavation, shall be pruned within 24 hours of the time they have been damaged by construction activity. The severed root shall be pruned at the edge of excavation, or one (1) inch beyond the entire damaged portion of the tree root, if damaged root extends beyond the edge of excavation into undisturbed soil.

All cuts shall be cleanly made with sharp tools.

The excavated area around the existing tree roots shall be backfilled as soon as construction activities permit.

Amended existing soil shall be used as backfill material within the disturbed root zone areas not receiving drainage or subbase stone items. Amended existing soil shall be amended with peat or compost in the ratio of one part organic to seven parts existing soil.

Vulnerable Area Protection Methods

All tree root zones designated as "Vulnerable" shall receive special care and attention during construction. These areas contain roots for large trees that are within the construction area. Since these trees have high value to the project, efforts shall be made to preserve these trees, however the property owner will not be held liable if the trees do not survive.

An arborist should be consulted prior to construction to provide advice on preservation techniques. Each tree and construction condition is unique so an arborist is best qualified to provide a recommendation for each tree. Preservations may include root pruning, crown pruning, hormone treatment, fertilizers, soil amendments, excavation techniques, etc.

PLANT SCHEDULE

DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
ACE MOU	24	Acer saccharum `Green Mountain` TM	Green Mountain Sugar Maple	3" Cal.	B&B
CEL OCC	15	Celtis occidentalis	Common Hackberry	3" Cal.	B&B
GIN AUT	18	Ginkgo biloba `Autumn Gold` TM	Maidenhair Tree	3" Cal.	B&B
GLE SKY	15	Gleditsia triacanthos `Skyline`	Skyline Honey Locust	3" Cal.	B&B
GYM DIO	9	Gymnocladus dioica `Espresso`	Kentucky Coffeetree	3" Cal.	B&B
QUE RUB	15	Quercus rubra	Red Oak	3" Cal.	B&B
TIL RED	23	Tilia americana `Redmond`	Redmond American Linden	3" Cal.	B&B

EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
PIC G22	9	Picea pungens `Glauca`	Colorado Blue Spruce	6` Ht.	B&B
PIN WH3	13	Pinus alba	White Pine	6` Ht.	B&B
TSU CAN	14	Tsuga canadensis	Canadian Hemlock	6` Ht.	B&B

ORNAMENTAL TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
CRA VAR	1	Crataegus crus-galli inermis TM	Thornless Cockspur Hawthorn	6` Ht.	B&B
MAL PRA	2	Malus x `Prairifire`	Prairifire Crabapple	6` Ht.	B&B

DECIDUOUS SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
ARO MOR	33	Aronia melanocarpa `Morton` TM	Iroquis Beauty Black Chokeberry	5 gal.	
CEP SU4	49	Cephalanthus occidentalis `Sugar Shack`	Buttonbush	5 gal.	
COR ISA	25	Cornus sericea `Isanti`	Isanti Redosier Dogwood	5 gal.	
COT ACU	68	Cotoneaster acutifolius	Peking Cotoneaster	5 gal.	
EUO COM	66	Euonymus alatus `Compactus`	Compact Burning Bush	5 gal.	
FOT GAR	31	Fothergilla gardenii	Dwarf Fothergilla	5 gal.	
HYD ABE	11	Hydrangea arborescens `Abetwo`	Incrediball Hydrangea	5 gal.	
HYD L58	60	Hydrangea paniculata `Little Lime`	Little Lime Hydrangea	5 gal.	
PHY NIN	40	Physocarpus opulifolius `Summer Wine`	Summer Wine Ninebark	5 gal.	
RIB GRE	72	Ribes alpinum `Green Mound`	Green Mound Alpine Currant	5 gal.	
SOR SEM	44	Sorbaria sorbifolia `Sem`	Sem Ash Leaf Spirea	5 gal.	
VIB MUF	14	Viburnum dentatum `Blue Muffin`	Southern Arrowwood	5 gal.	

EVERGREEN SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
JUN PFI	23	Juniperus chinensis `Kallays Compact`	Kallay Compact Pfitzer Juniper	5 gal.	
JUN FOR	33	Juniperus chinensis `Sea Green`	Sea Green Juniper	5 gal.	
TAX DEN	33	Taxus x media `Densiformis`	Dense Yew	5 gal.	
THU B14	56	Thuja occidentalis `BailJohn` TM	Technito Arborvitae	5 gal.	

ORNAMENTAL GRASSES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
CAL KAR	21	Calamagrostis x acutiflora `Karl Foerster`	Feather Reed Grass	5 gal.	
SPO TAR	77	Sporobolus heterolepis `Tara`	Prairie Dropseed	3 gal.	

PERENNIALS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
HEM HAP	15	Hemerocallis x `Happy Returns`	Happy Returns Daylily	1 gal.	

LICENSED LANDSCAPE ARCHITECT
JON BRADLEY DETHLOFF
157-001632
STATE OF ILLINOIS
SEAL Date: 2/25/20
Jon Bradley Dethloff, ASLA, PLA
Illinois Registered Landscape Architect
157-001632
Expires 08/31/2021

JULIE ILLINOIS ONE-CALL SYSTEM
Simply Call 811

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

NORTH

DATE	REVISIONS	DRAWN BY
3-12-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD
2-25-20	REVISED PER SITE PLAN ADJUSTMENTS/COMMENTS	JBD
1-17-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD

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RETAIL DEVELOPMENT
VILLAGE OF OAK BROOK, ILLINOIS
LANDSCAPE SUMMARY

PROJ. MGR.: DBM
PROJ. ASSOC.: MN
DRAWN BY: MN
DATE: 07-16-19
SCALE: AS NOTED

SHEET L1 OF L7
GWPOBIL01

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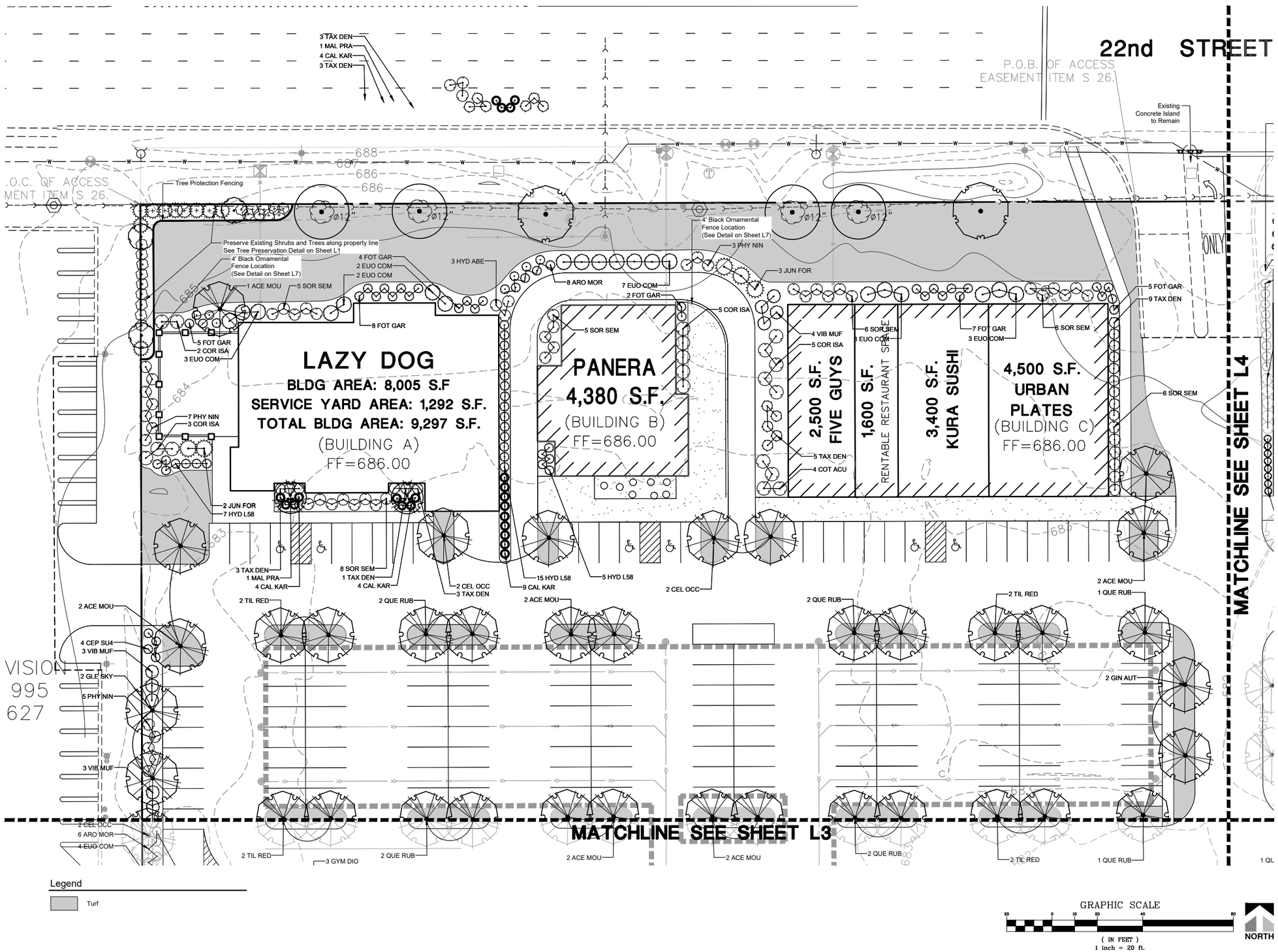
March 12 2020 - 13:03 Dwg Name: P:\Gwpob01\Dwg\Landscape\Final Drawings\Plan Set\01 Final Landscape Plan - Rev 3-12-20.dwg Updated By bdethloff



DATE	REVISIONS	DRAWN BY
3-12-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD
2-25-20	REVISED PER SITE PLAN ADJUSTMENTS/COMMENTS	JBD
1-17-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD

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RETAIL DEVELOPMENT
VILLAGE OF OAK BROOK, ILLINOIS
PRELIMINARY LANDSCAPE PLAN

PROJ. MGR.: DBM
PROJ. ASSOC.: MN
DRAWN BY: MN
DATE: 07-16-19
SCALE: 1"=20'

SHEET
L2 OF L7
GWPOBIL01

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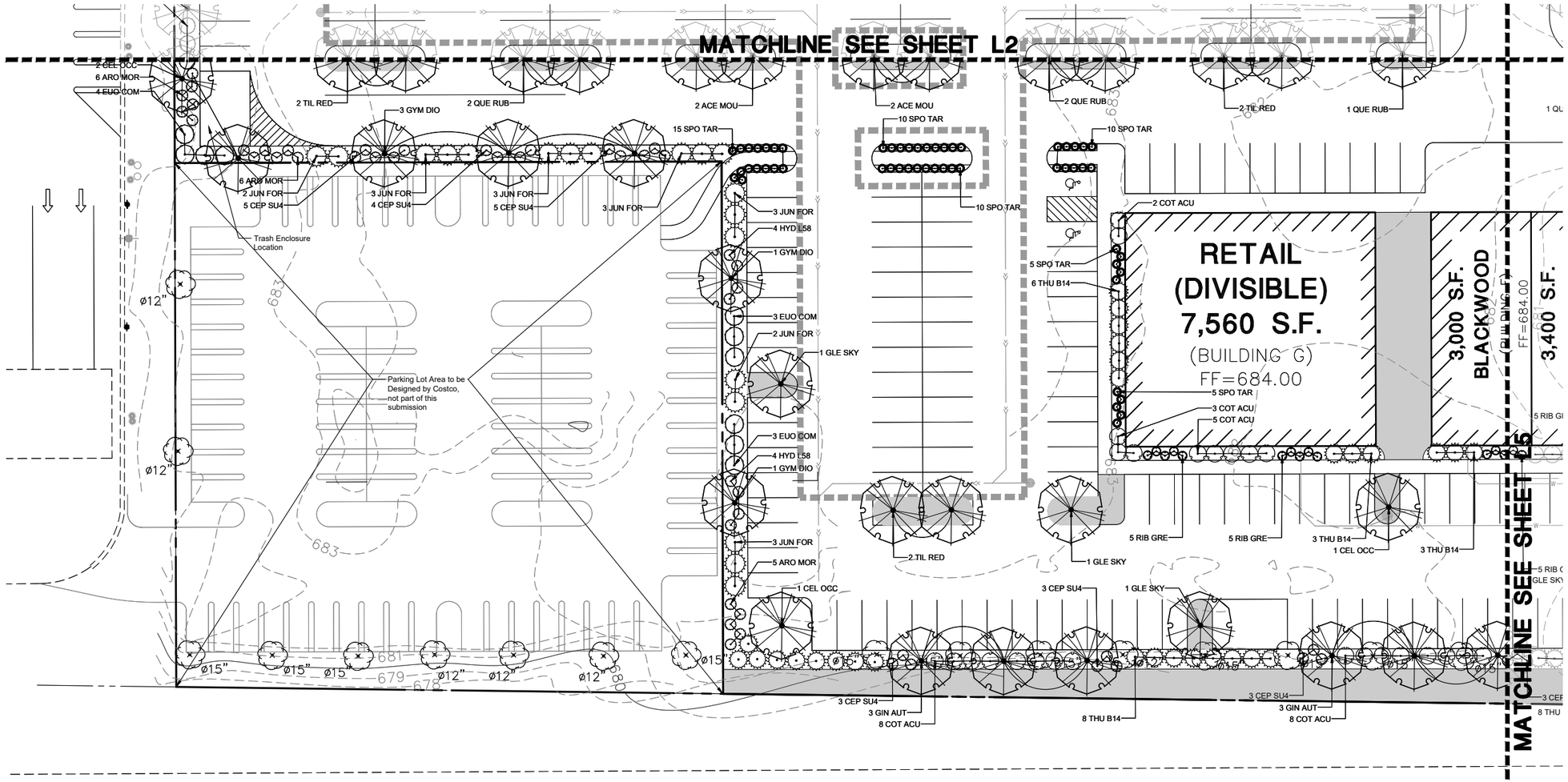

INTERSTATE 88

I – 88 (NORTHERN ILLINOIS TOLL HIGHWAY)
PER DOC. NO. 991695

Legend

- Turf
- Foundation Landscape area, to be determined when architecture plans are developed.

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

NORTH

DATE	REVISIONS	DRAWN BY
3-12-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD
2-25-20	REVISED PER SITE PLAN ADJUSTMENTS/COMMENTS	JBD
1-17-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD

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RETAIL DEVELOPMENT
VILLAGE OF OAK BROOK, ILLINOIS
PRELIMINARY LANDSCAPE PLAN

PROJ. MGR.: DBM
PROJ. ASSOC.: MN
DRAWN BY: MN
DATE: 07-16-19
SCALE: 1"=20'

SHEET L3 OF L7
GWPOBIL01

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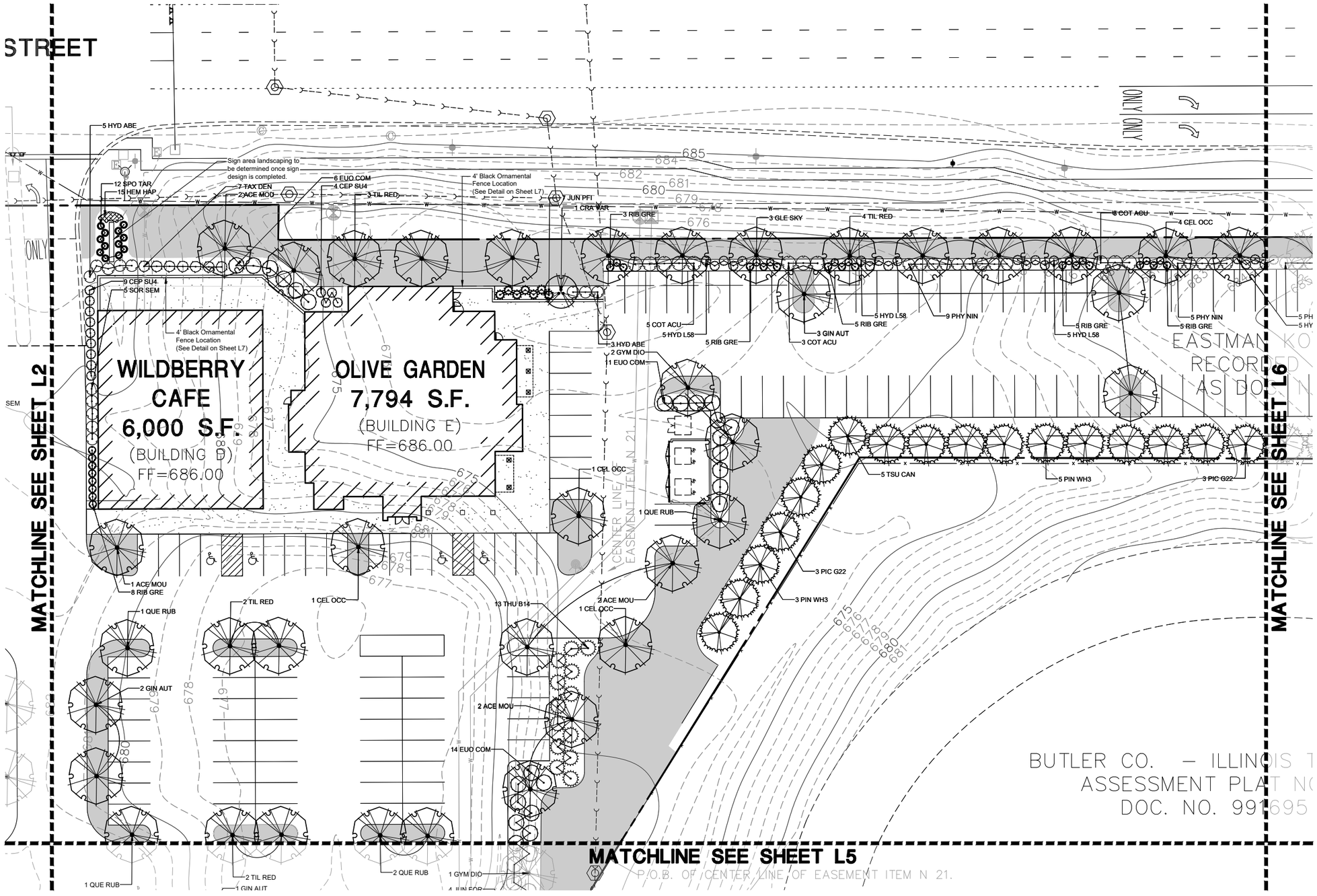
March 12, 2020 - 11:03 Dwg Name: P:\Costco\2019\Oak\Location\Final Drawings\Plans Set\01-Final Landscape Plan Rev. 3-12-20.dwg Updated By bdetroff



Legend

Turf

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

NORTH

DATE	REVISIONS	DRAWN BY
3-12-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD
2-25-20	REVISED PER SITE PLAN ADJUSTMENTS/COMMENTS	JBD
1-17-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD

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RETAIL DEVELOPMENT

VILLAGE OF OAK BROOK, ILLINOIS

PRELIMINARY LANDSCAPE PLAN

PROJ. MGR.: DBM
PROJ. ASSOC.: MN
DRAWN BY: MN
DATE: 07-16-19
SCALE: 1"=20'

SHEET
L4 OF L7
GWPOBIL01

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March 12, 2020 13:02 Dwg Name: P:\Projects\2019\oak\Landscape\Final Drawings\Plan Set\01-Final Landscape Plan Rev. 3-12-20.dwg Updated By: jobetkorff

DOC. NO. 991695

MATCHLINE SEE SHEET L4

P.O.B. OF CENTER LINE OF EASEMENT ITEM N 21.

MATCHLINE SEE SHEET L3

3,000 S.F.
BLACKWOOD
(BUILDING F)
FF=684.00

3,400 S.F.
VERIZON
680
(BUILDING F)
FF=684.00

1 QUE RUB
2 TIL RED
1 GIN AUT
2 QUE RUB
1 GYM DIO
4 JUN FOR
1 GYM DIO
1 GIN AUT
8 ARO MOR
2 ACE MOU
16 JUN PFI
2 COT ACU
5 SPO TAR
6 THU B14
1 GLE SKY
5 RIB GRE
5 SPO TAR
3 COT ACU
4 VIB MUF
3 COT ACU
1 GLE SKY
2 TIL RED
5 RIB GRE
1 GLE SKY
Sign area landscaping to be determined once sign design is completed.
2 TSU CAN
6 PHY NIN
3 CEP SU4
3 CEP SU4
8 THU B14
3 GIN AUT
8 COT ACU
3 CEP SU4
2 TSU CAN

Legend

Turf

Foundation Landscape area, to be determined when architecture plans are developed.

GRAPHIC SCALE

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(IN FEET)
1 inch = 20 ft.

NORTH

DATE	REVISIONS	DRAWN BY
3-12-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD
2-25-20	REVISED PER SITE PLAN ADJUSTMENTS/COMMENTS	JBD
1-17-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD

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RETAIL DEVELOPMENT

VILLAGE OF OAK BROOK, ILLINOIS

PRELIMINARY LANDSCAPE PLAN

PROJ. MGR.: DBM
PROJ. ASSOC.: MN
DRAWN BY: MN
DATE: 07-16-19
SCALE: 1"=20'

SHEET
L5 OF L7
GWPOBIL01

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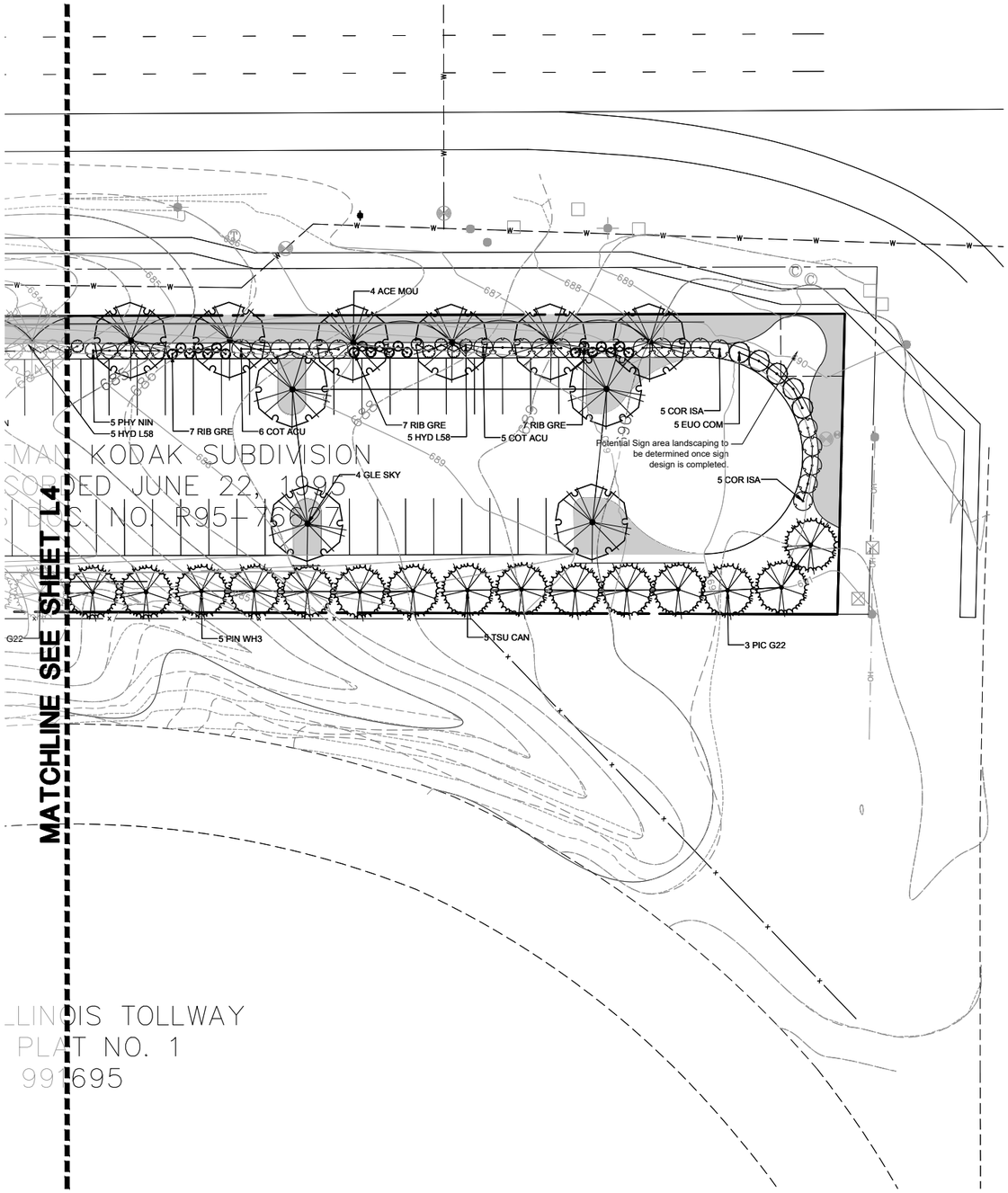
March 12 2020 - 11:03 Dwg Name: P:\Oaprd\2019\civil\Landplan\Final Drawings\Plans Set\01-Final Landscape Plan Rev. 3-12-20.dwg Updated By bdetloff



Legend

Turf

GRAPHIC SCALE

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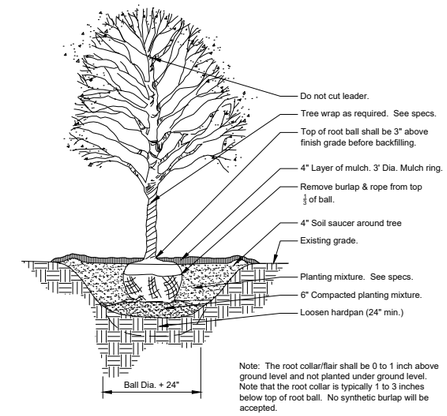
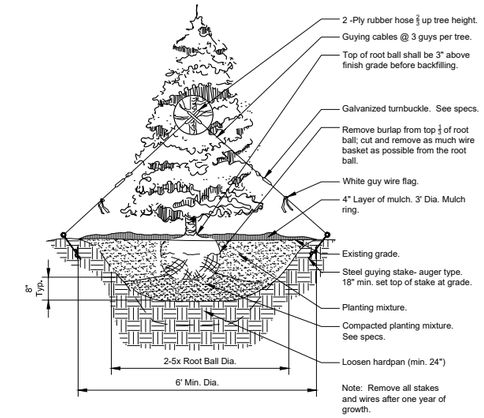
(IN FEET)
1 inch = 20 ft.

NORTH



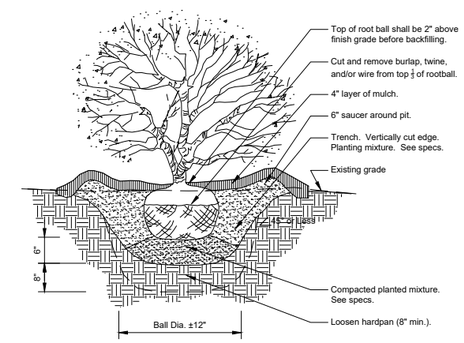
1 DECIDUOUS TREE PLANTING

1/4" = 1'-0" 329343.33-20



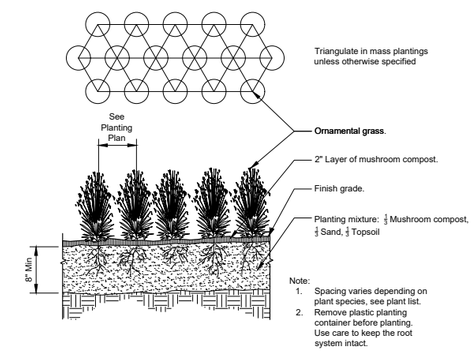
2 CONIFER TREE PLANTING

1/4" = 1'-0" 329343.46-01



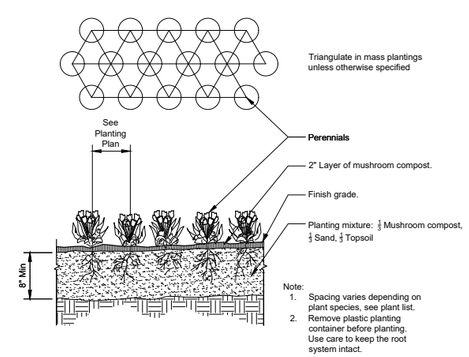
3 SHRUB PLANTING DETAIL

3/4" = 1'-0" 329333.16-05



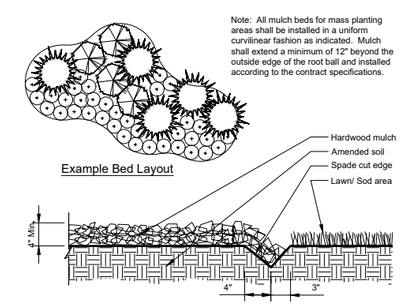
4 ORNAMENTAL GRASS PLANTING

1" = 1'-0" 329313-01



5 PERENNIAL / ANNUAL PLANTING

1" = 1'-0" 329313-02



6 CONTINUOUS MULCH EDGING

1" = 1'-0" 329113.26-01

DATE	REVISIONS	DRAWN BY
1-17-20	REVISED PER SITE PLAN ADJUSTMENTS	BD

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RETAIL DEVELOPMENT
VILLAGE OF OAK BROOK, ILLINOIS
PRELIMINARY LANDSCAPE PLAN AND DETAILS

PROJ. MGR.: DBM
PROJ. ASSOC.: MN
DRAWN BY: MN
DATE: 07-16-19
SCALE: AS NOTED

SHEET
L6 OF L7
GWPOBIL01

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February 28, 2020 - 12:37 Dwg Name: P:\Projects\03\Gwp\landplan\Final Drawings\Plan Sets\01-Final Landscape Plan - Rev 2-28-20.dwg Updated by bdethloff

GENERAL PLANTING SPECIFICATIONS:

PART 1 - GENERAL

1-01 DESCRIPTION:

A. Provide trees, shrubs, perennials and groundcovers as shown and specified. This work includes:
   1. Spreading of topsoil or soil preparation
   2. Trees, shrubs, perennials and groundcovers
   3. Planting mixes
   4. Mulch and planting accessories
   5. Fertilizer and herbicide
   6. Maintenance
   7. Warranty of plant material

B. The Contractor shall verify all existing conditions and dimensions in the field prior to bidding and report any discrepancies to the Owner or his/her representative.

1-02 QUALITY ASSURANCE:

A. Comply with site work requirements

B. Plant names indicated must comply with 'Standardized Plant Names' as adopted by the latest edition of the American Joint Committee of Horticultural Nomenclature. Names of varieties which are not listed should conform with those generally accepted by the nursery trade. Stock should be legibly tagged.

C. All plant materials shall conform to the 'American Standards for Nursery Stock' (ASNS), latest edition, published by the American Association of Nurserymen, Washington, D.C.

D. All plant material shall be grown and supplied within a 50 mile radius of the project for a minimum of two full growing seasons.

E. Adhere to sizing requirements as listed in the plant list and/or bid form for the project. A plant shall be measured in its natural standing position.

F. Stock that is furnished shall be at least the minimum size shown. With permission of the landscape architect, substitution from the specified plant list will be accepted only when satisfactory evidence in writing is submitted to the landscape architect, showing that the plant specified is not available. Requests for approval of substitute plant material shall include common and botanical names and size of substitute material. Only those substitutions of at least equivalent size and character to that of the specified material will be approved. Stock which is larger than that which is specified is acceptable with permission of the landscape architect, providing there is no additional cost and that the larger plant material will not be cut down in order to conform to the size indicated.

G. All shrubs shall be dense in form. Shrub liners do not meet these specifications. Shrubs specified by height shall have a spread that is equal to the height measurement. Shrubs which are specified by spread shall exhibit the natural growth habit of the plant by having a greater spread than height.

H. All plant materials are subject to inspection and approval. The landscape architect and Owner reserve the right to select and tag all plant material at the nursery prior to planting. The landscape architect and Owner reserve the right to inspect plant material for size and condition of root systems, the presence of insects and diseases, injuries and latent defects (due to Contractor negligence or otherwise), and to reject unacceptable plant material at any time during progress of the project.

I. Container grown deciduous and/or evergreen shrubs will be acceptable in lieu of balled and burlapped shrubs subject to specified limitations for container grown stock. Size of container grown material must conform to size/height requirements of plant list.

1-03 DELIVERY, STORAGE & HANDLING:

A. Fertilizer shall be delivered in original, unopened and undamaged packaging. Containers shall display weight, analysis and manufacturer's name. Store fertilizer in a manner that will prevent wetting and deterioration.

B. Take all precautions customary concerning proper trade practice in preparing plants for transport. Plants shall be dug, packed and transported with care to ensure protection against injury. Inspection certificates required by law shall accompany each shipment invoice or order to stock and on arrival, the certificate shall be filed with the landscape architect . All plants must be protected from drying out. If plant material cannot be planted immediately upon delivery, said material should be properly protected in a manner that is acceptable to the landscape architect . Heeled-in plants must be watered daily. No plant shall be bound with rope or wire in a manner that could strip bark or break or shear branches.

C. Plant material transported on open vehicles should be covered with a protective covering to prevent wind burn.

D. Dry, loose topsoil shall be provided for planting bed mixes. Muddy or frozen topsoil is unacceptable as working with medium in this condition will destroy its structure, making root development more difficult.

1-04 PROJECT CONDITIONS:

A. Notify landscape architect at least seven (7) working days prior to installation of plant material.

B. It shall be the Contractor's responsibility to locate and protect all existing above and below ground utilities. Utilities can be located and marked (in Illinois) by calling J.U.L.I.E. at (800)892-0123.

C. The Contractor shall provide, at his/her own expense, protection against trespassing and damage to seeded areas, planted areas, and other construction areas until the preliminary acceptance. The Contractor shall provide barricades, temporary fencing, signs, and written warning or policing as may be required to protect such areas. The Contractor shall not be responsible for any damage caused by the Owner after such warning has been issued.

D. The Contractor shall be responsible for the protection of crowns, trunks and roots of existing trees, plus shrubs, lawns, paved areas and other landscaped areas that are to remain intact. Existing trees, which may be subject to construction damage, shall be boxed, fenced or otherwise protected before any work is started. The Owner desires to preserve those trees within and adjacent to the limits of construction except those specifically indicated to be removed on the Drawings. The contractor shall erect protective tree fencing and tree armor at locations indicated on the drawings and around all trees on site which are to be preserved. Protective fencing shall be erected between the limits of construction and any tree preservation areas shown on the Drawings.

E. A complete list of plants including a schedule of sizes, quantities and other requirements is shown on the Drawings and on the bid form. In the event that quantity discrepancies or material omissions occur in the plant materials list, the planting plans shall govern.

1-05 PRELIMINARY ACCEPTANCE:

A. All plantings shall be maintained by the Contractor for a period of 90 days after preliminary acceptance by the Owner or his/her representative. Maintenance shall include, but is not limited to: mowing and edging turf, pulling weeds, watering turf and plant material and annual flower maintenance.

1-06 WARRANTY:

A. All plant material (excluding annual color), shall be warranteed for one (1) year after the end of the 90 day maintenance period. The end of the maintenance period is marked by the final acceptance of the Contractor's work by the Owner or his/her representative. Plant materials will be warranteed against defects including death and unsatisfactory growth, except for defects resulting from abuse or damage by others, or unusual phenomena or incidents which are beyond the control of the Contractor. The warranty covers a maximum of one replacement per item.

PART 2 - PRODUCTS

2-01 PLANT MATERIALS:

A. Plants: Provide typical of their species or variety, with normal, densely developed branches and vigorous, fibrous root systems. Only sound, healthy, vigorous plants which are free from sunscald injuries, disfiguring knots, frost cracks, abrasions of the bark, plant diseases, insect eggs, borers, and all forms of infestation shall be provided. All plants shall have a fully developed form without voids and open patches.
   1. Balled and burlapped plants shall have a firm natural ball of earth of sufficient diameter and depth to encompass a root system necessary for a full recovery of the plant. Root ball sizes shall comply with the latest edition of the 'American Standards for Nursery Stock' (ASNS). Root balls that are cracked or mushroomed are unacceptable.
   2. Container grown stock should be grown for an amount of time that is of sufficient length for the root system to have developed enough to hold its soil togehter, firm and whole. Plants will not be loose in their containers, nor shall they be pot-bound and all container grown stock will comply with the sizes stated on the plant list.
   3. No evidence of wounds or pruning cuts shall be allowed unless approved by the Landscape Architect.
   4. Evergreen trees shall be branched to the ground. The height of evergreen trees are determined by measuring from the ground to the first lateral branch closest to the top. Height and/or width of other trees are measured by the mass of the plant not the very tip of the branches.
   5. Shrubs and small plants shall meet the requirements for spread and/or height indicated in the plant list. The height measurement shall be taken from ground level to the average height of the top of the plant, not the longest branch. Single stem or thin plants will not be accepted. Side branches shall be flushed with growth and have good form to the ground. Plants shall be in a moist, vigorous condition, free from dead wood, bruises or other root or branch injuries.

2-02 ACCESSORIES:

A. Topsoil:
   1. Topsoil shall be fertile, natural topsoil of a loamy character, without admixture of subsoil material. Topsoil shall be reasonably free from clay, lumps, coarse sand, stones, plants, roots, sticks and other foreign materials with a pH between 6.5 to 7.0.

B. Topsoil for seed areas shall be a minimum of 6".

C. Soil amendments shall be as follows:
   1. For trees and shrubs the plant pit will be backfilled with pulverized black dirt.
   2. For perennials and ornamental grasses the soil mixture will be as follows: CM-63 General Purpose Peat Based Mix as supplied by Midwest Trading. Top beds with 8" of CM-63 and till into existing beds to a depth of 8". Soil mixtures are available from Midwest Trading. Midwest Trading, St. Charles, IL 60174 (630) 365-1990

D. Fertilizer:
   1. For trees and shrubs use: 14-4-6 briquettes 17 g or equivalent available from Arthur Clesen, Inc. Follow manufacturer's recommendation for application. Arthur Clesen, Inc. 543 Diens Drive, Wheeling, IL 60090 (847)537-2177
   2. For turf areas use 6-24-16 Clesen Fairway with micronutrients with minor elements 3.0 % S, .02% B, .05% Cu, 1.0% Fe, .0006% Mo, .10% Mn available from Arthur Clesen or approved equal.

E. Herbicide:
   1. Round-Up or approved equal

F. Mulch:
   1. Bark mulch shall be finely shredded hardwood bark which has been screened and is free of any green foliage, twigs, rocks, sawdust, wood shavings, growth or germination inhibiting ingredients, or other foreign materials. Bark mulch is available from Midwest Trading.
   2. Mushroom compost as available from Midwest Trading.

G. Water:
   1. Water service will be available on the site, with the cost of water being paid by the Owner. Transporting of the water from the source to the work areas shall be the responsibility of the Landscape Contractor. All necessary hose, piping, tank truck, etc. shall be supplied by the Landscape Contractor.

H. Guying:
   1. Stakes: 5/8" x 40" steel eye anchor with 4" helix
   2. Cable:
      a. Trees under 5": flexible 1/8" galvanized aircraft cable, 7x7 strand or approved equal
      b. Trees 5" and over: flexible 3/16" galvanized aircraft cable, 7x7 strand or approved equal.
   3. Turnbuckles: 5/16", eye and eye, with 4" takeup.
   4. Hose: new two-ply reinforced rubber hose, minimum 1/2" I.D.

I. Tree wrap: Burlap tree wrap 4" wide.

J. Twine: Soft nursery jute.

PART 3 - INSTALLATION OF PLANT MATERIAL

3-01 FIELD VERIFICATION:

A. Examine proposed planting areas and conditions of installation. Do not start planting work until unsatisfactory conditions are corrected.

3-02 PREPARATION:

A. All planting techniques and methods shall be consistent with the latest edition of 'Horticulture Standards of Nurserymen, Inc.' and as detailed on these Drawings.

B. Planting shall be performed by experienced workmen familiar with planting procedures under the supervision of a qualified supervisor.

C. All underground utilities must be located and marked clearly.

D. Apply Round-Up or approved equivalent to kill any existing vegetation in all areas to be planted. Confirm length of waiting period between chemical application and plant installation with manufacturer. Do not begin planting operations until prescribed post-application waiting period has elapsed. Take extreme care to avoid chemical drift to adjoining properties of landscape plantings.

E. Prior to all planting, rototill all areas to be landscaped to prepare for plant installation to a minimum depth of 12". Eliminate uneven areas and low spots. Maintain lines, levels, profiles and contour. Changes in grade are to be gradual. Blend slopes into level areas. Remove all debris, weeds and undesirable plants and their roots from areas to be planted. Remove all concrete slag larger than 2" in diameter.

F. Topsoil shall be spread over the site at a minimum depth of 6". Those areas which are indicated as prairie or natural areas on the Drawings shall have a minimum topsoil depth of 18".

G. It shall be the responsibility of the landscape contractor to prepare all seeded areas by disking and raking prior to planting seed. Soil shall be loosened and scarified to a minimum depth of 6". Fine grading of all seeded areas is required. Maximum size of stone or topsoil lump is 1".

H. Locate all plant material as indicated or as approved in the field by the Landscape Architect. If obstructions are encountered which are not shown on the drawings, then do not proceed with planting operations until alternate plant locations have been selected.

I. Planting holes shall be constructed as shown on the planting details. Holes shall be hand dug or machine dug. Great care will be taken to not excavate the hole deeper than the root ball and the diameter shall be a minimum of two times the root ball width. Remove any materials encountered in excavation that may be injurious to plant growth, including stones larger than 2" in diameter or other debris. Soil to be used as backfill should be pulverized.

J. Provide pre-mixed planting mixture for use around root systems and root balls of the plants. The mixtures are outlined in section B of part 2-02.

K. Prior to planting, provide additional topsoil to all planting beds to bring the finish grade of the bed to 2" above lawn grade and to finish grade of adjacent hard surface grades.

L. Add 2" thickness of mushroom compost to all annual, perennial and groundcover beds. Finish grade bed and install plants.

3-03 PLANTING PROCEDURES:

A. Set plant material in the planting hole to proper grade and alignment. Set plants upright and plumb. Set plant material 2" above the adjacent finish grade. Remove burlap from top 1/3 of root ball. Remove treated burlap (green). Cut and remove or cut and fold down upper half of wire basket, dependent upon tree size. Backfill hole by firmly tamping soil to avoid any air pockets or voids.

B. Set balled and burlapped plants in the planting hole and compact 8" of soil around the base of the ball. Backfill remaining space with planting mixture. Water plants immediately after planting to eliminate all voids and thoroughly soak the plant root ball.

C. Space groundcover plants according to dimensions given on the plans. Adjust spacing as necessary to evenly fill planting bed with indicated number of plants. Plant to within 18" of the trunks of trees and shrubs or at the edge of the plant ball, whichever is closest. Plant to within 12" of edge of bed.

D. Mulching:
   1. Install 4" depth of mulch around all tree and shrub beds as indicated on drawings or planting details. Mulch shrub planting areas as continuous beds. Do not place mulch directly against tree trunk; form mulch to create an inverted cone around trunk.
   2. Mulch perennial, groundcover and annual planting beds with 2" mushroom compost. Water mulched areas thoroughly after placing mulch.

E. Tree wrapping is not required, unless the Contractor feels it is necessary due to characteristics of a particular species or past experience with the species. The landscape architect will be notified as to which trees are to be wrapped and shall inspect the trunk(s) before wrapping. Tree wrap will not be used to cover damage or defects. When wrapping is done, trunks will be wrapped spirally with approved tree wrapping tape that is not less than 4" wide, and securely tied with suitable cord at the top, bottom and 2" intervals along the trunk. Wrap from ground to the height of the first branch.

F. Staking and guying of trees is optional. If the Contractor chooses to stake all or part of the trees, he/she shall use the method specified in the planting details. One (1) stake is to be used on trees of 1" caliper and under, or 4' height and under. Two (2) stakes are to be used on trees of 1" to 2 3/4" caliper. Guy trees of 3" caliper or larger at three (3) per tree. The root ball will not be pierced with a stake. Stakes are to be driven at least eighteen (18) inches into subsoil below the planting hole. Stakes and wire attachments shall be removed after three months for spring planted material and by the following May for fall planted stock by the Contractor. Staking and guying should be done immediately after lawn seeding or sodding operations.

G. Seeding of specified lawn areas on plans will be treated as follows:
   1. Topsoil shall be spread over all areas to be seeded to a minimum depth of 6" when compacted (to be performed by others).
   2. Seed mixture and application rate - use Premium seed mix as supplied by Arthur Clesen, Inc. Apply at a rate of 5 lbs./1000 s.f.
   3. Apply fertilizers and conditioners at the rate specified per soil test findings. In lieu of soil test results, apply two (2) tons of ground agricultural limestone and 1000 lbs. 10-10-10 or equivalent analysis fertilizer per acre. At least 40% of the fertilizer nitrogen shall be of an organic origin.
   4. Soil preparation areas where vehicular traffic has compacted the soil shall be loosened/scarified to a minimum depth of 6" before fertilizing and seeding. Fine grading of all seeded areas is required. Maximum size of stone or topsoil lump is 1".
   5. Watering seeded areas shall be done to ensure proper germination. Once seeds have germinated, watering may be decreased but the seedlings must never be allowed to dry out completely. Frequent watering should be continued approximately four (4) weeks after germination or until grass has become sufficiently established to warrant watering on an 'as needed' basis.
   6. Turf is being established on a variety of slope conditions. It shall be the Contractor's responsibility to determine and implement whatever procedures he/she deems necessary to establish the turf as part of his/her work. Seeded areas will be accepted when all areas show a uniform stand of the specified grass in healthy condition and at least 90 days have elapsed since the completion of this work. The Contractor shall submit with his/her bid a description of the methods and procedures he/she intends to use.

H. Erosion Control Blanket
   1. Erosion Control Blanket shall be installed per manufacturer's recommendation in all areas shown on the plan.
   2. Install S-75 Erosion Control Blanket as manufactured by North American Green or approved equal.
   3. Blanket should be premarked with staple pattern.
   4. Staples should be 8" wire staples, applied at two (2) per square yard minimum.
   5. Suitable erosion control practices shall be maintained by the CONTRACTOR in accordance with Illinois Urban Manual and all applicable Soil Erosion and Sedimentation Control ordinances and the PLANS.

I. Sodding of specified lawn areas on plans will be completed as follows:
   1. Rake soil surface to receive sod to completely remove any soil crust no more than one day prior to laying sod.
   2. Moisten prepared surface immediately prior to laying sod. Water thoroughly and allow surface moisture to dry before planting lawns. Do not create a muddy soil condition.
   3. Sod shall be laid within 24 hours from the time of stripping. Do not plant dormant sod or if the ground is frozen.
   4. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work from boards to avoid damage to subgrade or sod. Work sifted soil into minor cracks between pieces of sod; remove excess to avoid smothering of adjacent sod.
   5. Place top elevation of sod 1/2 inch below adjoining edging or paving.
   6. Water sod thoroughly with a fine spray immediately after planting.
   7. After sod and soil have dried, roll seeded areas to ensure a good bond between the sod and soil, and to remove minor depressions and irregularities.
   8. Sodded slopes 3:1 or greater shall be staked to prevent erosion and washout.
   9. Warranty sodding for a period of one (1) year from the end of the 90 day maintenance period. If sod fails or lacks vigor and full growth as determined by the Landscape Architect, the Contractor will repeat site preparation operations and re-sod affected areas at the Contractor's expense.
   10. Note: Sod shall be a premium Kentucky Bluegrass blend, and is required in all areas indicated on the plans as well as areas which have been affected by construction. Sod can be placed as long as water is available and the ground surface can be properly prepared. Sod shall not be laid on frozen or snow-covered ground. Sod shall be strongly rooted, not less than two (2) years old and free of weeds and undesirable native grasses. Sod should be machine cut to pad thickness of 3/4" (plus or minus 1/4"), excluding top growth and thatch. Provide only sod capable of vigorous growth and development when planted (viable, not dormant). Provide sod of uniform pad sizes with maximum 5% deviation in either length or width. Broken pads or pads with uneven ends will not be acceptable. Sod pads incapable of supporting their own weight when suspended vertically with a firm grasp on the upper 10% of pad will not be accepted.

J. Timing of plant material and seeding operations:
   1. Seeding of specified areas shall occur when the soil temperature is above 55° F. No seed shall be sown during periods of high winds, or when the ground is not in proper condition for seeding (see section 3-02 (G)). Seeding operations for the specified mixes shall occur in the spring time frame of April 15 through June 30 and in the summer time frame of August 15 through December 1. The mixes containing bluegrass and fescue seed must have six weeks to harden off for winter survival.
   2. Sod shall be installed when the ground is not frozen or snow covered and temperatures are less than 80° F. It shall not be placed during a period of extended drought.
   3. Herbaceous ornamental plants shall be planted between May 1 and June 15 or between August 15 and December 1.
   4. Spring planting of woody ornamental plants shall be performed from the time the soil can be easily worked until June 1, except that evergreen planting shall end on May 15. Oak, hawthorn and red maple species will only be planted during this spring planting period. Fall planting will begin August 15 and will continue until the ground cannot be worked satisfactorily, except that evergreen planting shall be performed between August 15 and December 1.

3-04 MAINTENANCE:

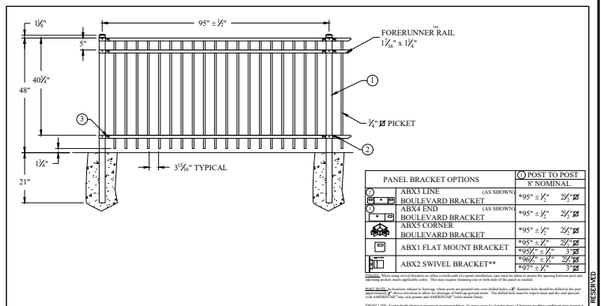
A. All plantings shall be maintained by the Contractor for a period of 90 days after preliminary acceptance by the Owner or his/her representative. Maintenance shall include but is not limited to: mowing and edging turf, pulling weeds, watering turf areas and plant material plus annual flower maintenance. The Contractor will reset settled plants to proper grade and position. Dead material will be removed. Stakes and guy wires will be tightened and repaired as required.

3-04 ACCEPTANCE:

A. All plant material (excluding annual color), shall be warranteed for one (1) year after the end of the 90 day maintenance period. The end of the maintenance period is marked by the final acceptance of the Contractor's work by the Owner or his/her representative.

3-06 SITE CLEAN-UP:

A. The Contractor shall protect the property of the Owner and the work of other contractors. The Contractor shall also be directly responsible for all damage caused by the activities and for the daily removal of all trash and debris from his/her work area to the satisfaction of the landscape architect .



ECHELON PLUS PANEL MAJESTIC 3R 4"GAP 4'H 8'W			
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DR: AR	SH . 1of 1	SCALE: DO NOT SCALE	
CK: RTM	Date 02/20/07	REV: a	

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DATE	REVISIONS	DRAWN BY
2-25-20	REVISED PER SITE PLAN ADJUSTMENTS/COMMENTS	JBD
1-17-20	REVISED PER SITE PLAN ADJUSTMENTS	JBD

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RETAIL DEVELOPMENT
VILLAGE OF OAK BROOK, ILLINOIS
LANDSCAPE SPECIFICATIONS

PROJ. MGR.: DBM
PROJ. ASSOC.: MN
DRAWN BY: MN
DATE: 07-16-19
SCALE: NTS

SHEET
L7 OF L7
GWPOBIL01

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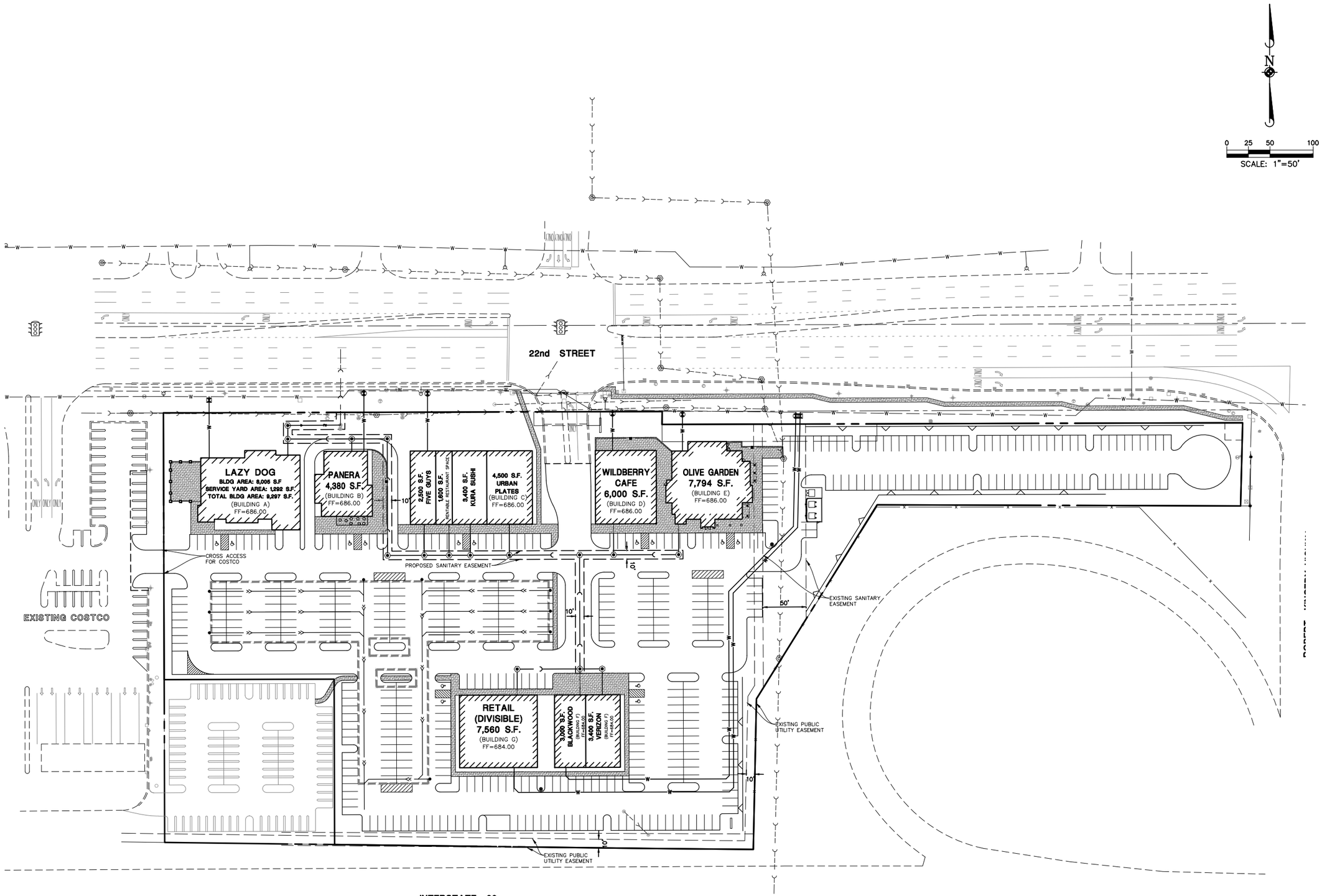

DATE	REVISIONS	DRAWN BY
03-13-20	PUD APPLICATION	CRM

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THE OVERLOOK AT OAK BROOK

VILLAGE OF OAK BROOK, ILLINOIS

EASEMENT AND RESTRICTION EXHIBIT

PROJ. MGR.:	DBM
PROJ. ASSOC.:	CRM
DRAWN BY:	STG
DATE:	02-25-20
SCALE:	1"=50'

SHEET 1

GWPOBIL01

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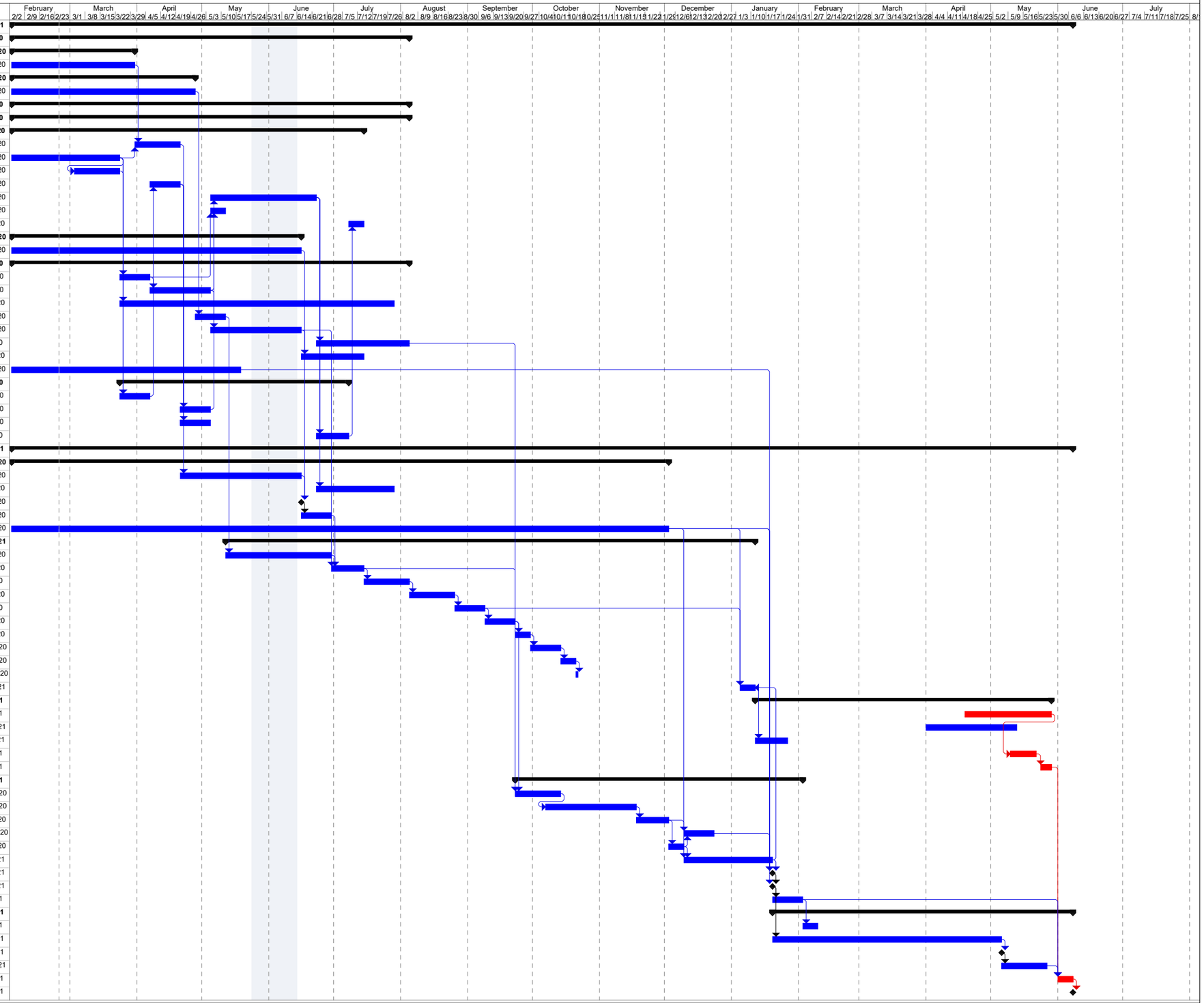
March 13, 2020 18:09 Dwg Name: P:\Gwpob\01\dwg\Eng\Preliminary\Exhibits Eng\PRELIM - Easement and Restriction Exhibit.dwg Updated By: CMazzaro

1727 W 22nd St OB IL - Preliminary Progess Schedule 2-21-20

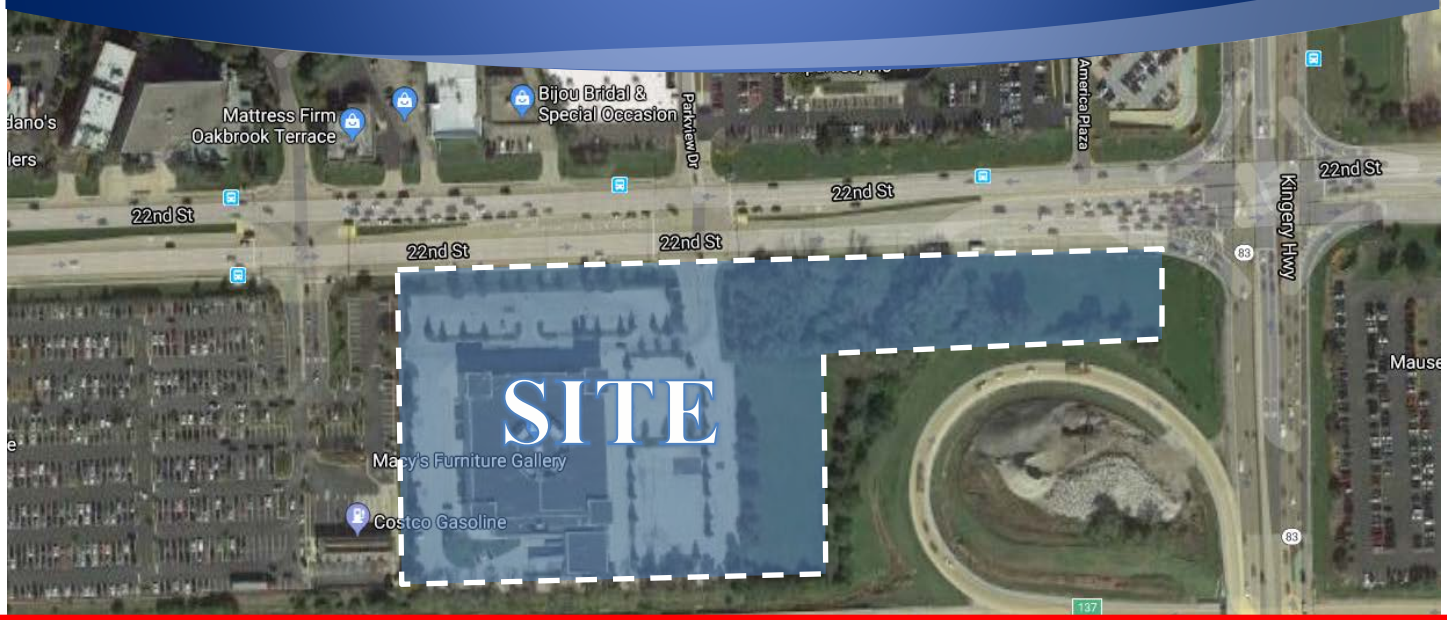
GWP - Preliminary Development Schedule

ID	Task Name	Duration	Start	Finish
1	**Development Timeline**	**327 days**	**Mon 2/3/20**	**Mon 6/7/21**
2	**Development / Entitlements**	**115 days**	**Mon 2/3/20**	**Tue 8/4/20**
3	**Due Diligence Activities**	**40 days**	**Mon 2/3/20**	**Mon 3/30/20**
4	Environmental & Geotechnical Site Assessments	40 days	Mon 2/3/20	Mon 3/30/20
5	**Entitlements - Zoning / Planning**	**60 days**	**Mon 2/3/20**	**Mon 4/27/20**
6	Zoning / Planning Approvals	60 days	Mon 2/3/20	Mon 4/27/20
7	**Design / Planning & Permitting**	**115 days**	**Mon 2/3/20**	**Tue 8/4/20**
8	**Design / Planning**	**115 days**	**Mon 2/3/20**	**Tue 8/4/20**
9	**Site Work & Building Shell Plans**	**100 days**	**Mon 2/3/20**	**Tue 7/14/20**
10	Arch, Struc. & MEP Delivery Progress Sets - Bldgs. B & C	15 days	Tue 3/31/20	Mon 4/20/20
11	Civil Engineering Delivery Progress Set (Ready for FCSD & IDOT Review)	35 days	Mon 2/3/20	Mon 3/23/20
12	Landscape Design Delivery Progress Set	15 days	Tue 3/3/20	Mon 3/23/20
13	Civil Engineering & Land Arch Prep & Issue Permit / Bid Set	10 days	Tue 4/7/20	Mon 4/20/20
14	Arch, Struc. & MEP Issue Permit / Bid Set - Bldgs B & C	20 days	Tue 5/5/20	Mon 6/22/20
15	Civil Engineering & Land Arch Prep & Issue Construction Documents	5 days	Tue 5/5/20	Mon 5/11/20
16	Arch, Struc & MEP Prep & Issue Const Documents Bldgs B & C	5 days	Wed 7/8/20	Tue 7/14/20
17	**Signage Plans - Monuments**	**80 days**	**Mon 2/3/20**	**Mon 6/15/20**
18	Sigange Plans / GWP & Tenant Approvals - Monument Entire Parcel	80 days	Mon 2/3/20	Mon 6/15/20
19	**Permitting - Municipal, Public Agencies & Utilities**	**115 days**	**Mon 2/3/20**	**Tue 8/4/20**
20	Municipal Engineer FCSD Review / Approval	10 days	Tue 3/24/20	Mon 4/6/20
21	FCSD Permit	20 days	Tue 4/7/20	Mon 5/4/20
22	IDOT - ROW Construction Permit	75 days	Tue 3/24/20	Tue 7/28/20
23	Demolition Permit - Existing Bldg	10 days	Tue 4/28/20	Mon 5/11/20
24	Site Development Permits	15 days	Tue 5/5/20	Mon 6/15/20
25	Building Permit - Shell Bldgs B & C	30 days	Tue 6/23/20	Tue 8/4/20
26	Permits - Signage	20 days	Tue 6/16/20	Tue 7/14/20
27	Utilities - Design & Engineering (by service provider)	75 days	Mon 2/3/20	Mon 5/18/20
28	**GWP - Plan Reviews**	**60 days**	**Tue 3/24/20**	**Tue 7/7/20**
29	GWP Review & Comment - Civil / Land Arch Progress Sets	10 days	Tue 3/24/20	Mon 4/6/20
30	GWP Review & Comment - Arch, Struc & MEP Progress Sets	10 days	Tue 4/21/20	Mon 5/4/20
31	GWP Review & Comment - Civil / Land Arch Permit / Bid Set	10 days	Tue 4/21/20	Mon 5/4/20
32	GWP Review & Comment - Arch, Struc & MEP Permit / Bid Set	10 days	Tue 6/23/20	Tue 7/7/20
33	**Construction Phase**	**327 days**	**Mon 2/3/20**	**Mon 6/7/21**
34	**Pre-Construction**	**200 days**	**Mon 2/3/20**	**Wed 12/2/20**
35	Subcontractor Procurement - Site Construction	25 days	Tue 4/21/20	Mon 6/15/20
36	Subcontractor Procurement - Building Shell(s) B & C	25 days	Tue 6/23/20	Tue 7/28/20
37	Notice to Proceed - Site Construction	0 days	Mon 6/15/20	Mon 6/15/20
38	Mobilization	10 days	Tue 6/16/20	Mon 6/29/20
39	Utility Coordination / Installation / Live	200 days	Mon 2/3/20	Wed 12/2/20
40	**Site Work**	**155 days**	**Tue 5/12/20**	**Mon 1/11/21**
41	Demolition - Existing Building	20 days	Tue 5/12/20	Mon 6/29/20
42	Site Work - Mass Grading & Clearing	10 days	Tue 6/30/20	Tue 7/14/20
43	Site Work - Storm Detention System	15 days	Wed 7/15/20	Tue 8/4/20
44	Site Work - Storm / Sanitary / Water	15 days	Wed 8/5/20	Tue 8/25/20
45	Site Work - Electrical & Gas Conduits / Sleeving / Pads	10 days	Wed 8/26/20	Tue 9/8/20
46	Site Work - Bldgs Pads All Lots	10 days	Wed 9/9/20	Tue 9/22/20
47	Site Work - Grading for Parking Area Curbs & Asphalt	5 days	Wed 9/23/20	Tue 9/29/20
48	Site Work - Concrete Curbs / Pads Parking Areas	10 days	Wed 9/30/20	Tue 10/13/20
49	Site Work - Asphalt Stone & Binder Course	5 days	Wed 10/14/20	Tue 10/20/20
50	5	1 day	Wed 10/21/20	Wed 10/21/20
51	Site Work - Building Utility Connections	5 days	Tue 1/5/21	Mon 1/11/21
52	**Site Work - Spring Restart 2021**	**97 days**	**Tue 1/12/21**	**Fri 5/28/21**
53	Site Work - Fine Grading / Landscaping	30 days	Mon 4/19/21	Fri 5/28/21
54	Site Work - IDOT ROW Improvements	30 days	Thu 4/1/21	Wed 5/12/21
55	Site Work - Sidewalks Private / Public	10 days	Tue 1/12/21	Tue 1/26/21
56	Site Work - Asphalt Surface & Stipping & Signage	10 days	Mon 5/10/21	Fri 5/21/21
57	Site Work Final Completion / Final Inspections / Punch List	5 days	Mon 5/24/21	Fri 5/28/21
58	**Shell Buildings - Bldgs B & C**	**90 days**	**Wed 9/23/20**	**Tue 2/2/21**
59	Shell Building - Foundations	15 days	Wed 9/23/20	Tue 10/13/20
60	Shell Building - Structure & Envelope	30 days	Wed 10/7/20	Tue 11/17/20
61	Shell Building - Under Floor Plumbing & Electrical	10 days	Wed 11/18/20	Wed 12/2/20
62	Shell Building - Roofing / Glazing	10 days	Thu 12/10/20	Wed 12/23/20
63	Shell Building - Slab on Grade	5 days	Thu 12/3/20	Wed 12/9/20
64	Shell Building - Mechanical / Electrical	25 days	Thu 12/10/20	Tue 1/19/21
65	Shell Building - Ready for Interior Improvements	0 days	Tue 1/19/21	Tue 1/19/21
66	Shell Building - Substantially Complete	0 days	Tue 1/19/21	Tue 1/19/21
67	Shell Building - Final Completion / Final Inspections / Punch List	10 days	Wed 1/20/21	Tue 2/2/21
68	**Interiors / Turnover - Bldgs B & C**	**97 days**	**Wed 1/20/21**	**Mon 6/7/21**
69	Turnover to & Acceptance by Tenant - Building Shell	5 days	Wed 2/3/21	Tue 2/9/21
70	Inerior Improvements - Tenant	75 days	Wed 1/20/21	Wed 5/5/21
71	Interior Improvements - Substantially Complete	0 days	Wed 5/5/21	Wed 5/5/21
72	Interior Improvement - Final Completion / Final Inspections / Punch List	15 days	Thu 5/6/21	Wed 5/26/21
73	Certificate of Occupancy	5 days	Tue 6/1/21	Mon 6/7/21
74	Store Openings	0 days	Mon 6/7/21	Mon 6/7/21



Traffic Impact Study
Proposed Retail Development

Oak Brook, Illinois



NOTICE TO VILLAGE STAFF:

THE SITE PLAN (TAB 6)INCLUDES MINOR REVISIONS SINCE THE COMPLETION OF THE TRAFFIC IMPACT STUDY. SITE PLAN REVISIONS HAVE NOT MODIFIED THE TRAFFIC CIRCULATION LAYOUT OR OVERALL SQUARE FOOTAGE OF RETAIL AND RESTAURANT USERS. SITE PLAN REVSIONS HAVE NOT DECREASED OVERALL PROPOSED PARKING. THEREFORE, THE RECOMMENDATIONS OF THE TRAFFIC IMPACT STUDY HAVE NOT CHANGED.

GW PROPERTIES

KLOA

Kenig, Lindgren, O'Hara, Aboona, Inc.

February 28, 2020

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1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed retail development to be located in Oak Brook, Illinois. The site, which is currently occupied by the former Macy's Furniture Gallery, is located on the south side of 22nd Street between MacArthur Drive and Parkview Drive. As proposed, the site will primarily be redeveloped with a retail development containing seven building totaling approximately 53,148 square-feet of mixed restaurant and retail space.

Access to the retail development will continue to be provided via the signalized access drive that is aligned opposite Parkview Drive and via a cross access connection to the Costco Wholesale site which is primarily served by a signalized access drive aligned opposite MacArthur Drive.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the proposed parking supply

Traffic capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday peak hours for the following conditions:

1. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed development.

Site Location **Figure 1**

Aerial View of Site Location **Figure 2**

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses and peak hour traffic flows along area roadways.

Site Location

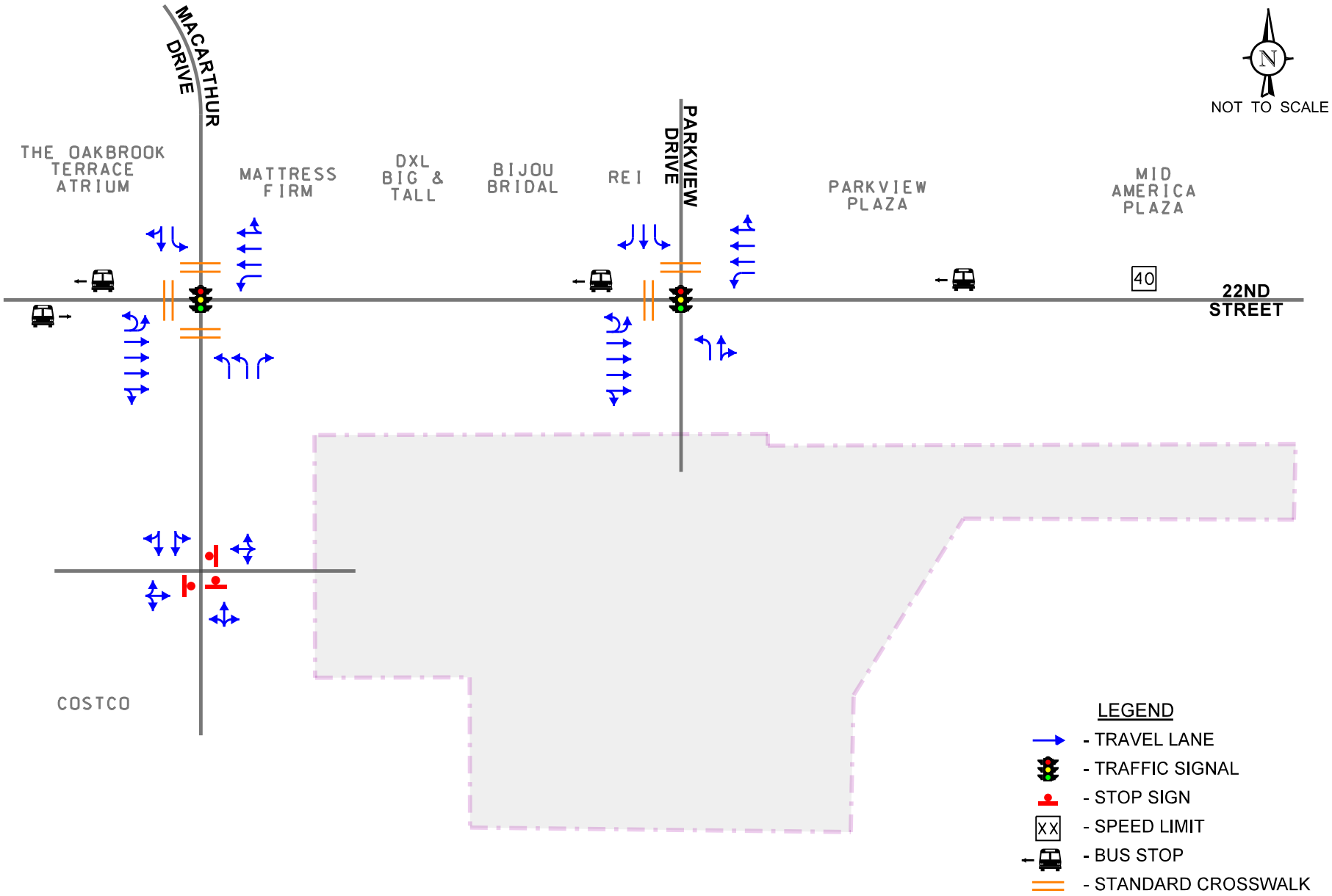
The site, which currently contains the former Macy's Furniture Gallery, is bounded by 22nd Street on the north, IL Route 83 on the east, I-88 on the south, and Costco on the west. Land uses in the vicinity of the site are primarily commercial to the east and west and is mixed commercial and residential to the north and include Costco and the Shops at Oak Brook Place to the west, and The Oakbrook Terrace Atrium, Mattress Firm Oakbrook Terrace, DXL Big + Tall, Bijou Bridal & Special Occasion, REI and Parkview Plaza to the north. It should be noted that the Oakbrook Center is located approximately one-half mile northeast of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed development are illustrated in **Figure 3** and described below.

22nd Street is an east-west arterial roadway that in the vicinity of the site provides four eastbound through lanes and three westbound through lanes that are separated by a landscaped median. At its signalized intersection with MacArthur Drive/Costco Signalized access drive, 22nd Street provides an exclusive left-turn lane, three through lanes a shared through/right-turn lane and a standard style crosswalk on the eastbound approach and an exclusive left-turn lane, two through lanes and a shared through/right-turn lane on the westbound approach. At its signalized intersection with Parkview Drive/Macy's Furniture Gallery access drive, 22nd Street provides an exclusive left-turn lane, three through lanes, a shared through/right-turn lane and a standard style crosswalk on the eastbound approach and an exclusive left-turn lane, two through lanes and a shared through/right-turn lane on the westbound approach. 22nd Street is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of 40,500 vehicles (IDOT AADT 2016) and has a posted speed limit of 40 miles per hour.

MacArthur Drive is a north-south local roadway that provides one through lane in each direction and extends from 22nd Street north to IL Route 56. At its signalized intersection with 22nd Street, MacArthur Drive provides an exclusive left-turn lane, a shared through/right-turn lane and a standard style crosswalk on the southbound approach. The south leg of this intersection is an access drive serving Costco which provides dual left-turn lane, an exclusive right-turn lane and a standard style crosswalk. MacArthur Drive is under the jurisdiction of the City of Oakbrook Terrace, and has a posted speed limit of 25 miles per hour.



Proposed Retail Development
Oak Brook, Illinois

Existing Roadway Characteristics

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Figure: 3

Parkview Drive is a north-south private roadway that serves REI and Parkview Plaza. At its signalized intersection with 22nd Street, Parkview Drive provides an exclusive left-turn lane, a through lane, an exclusive right-turn lane and a standard style crosswalk on the southbound approach. The south leg of this intersection is the access drive serving the former Macy's Furniture Gallery which provides an exclusive left-turn lane and a shared through/right-turn lane.

Traffic Signal Interconnect

The intersections of 22nd Street with MacArthur Drive and Parkview Drive are part of a 13-signal interconnect system that extends along 22nd Street between Midwest Road and Jorie Boulevard that includes the intersections of IL 83 with Hodges Road/Oak Brook Center Access, IL 83 with 16th Street and Midwest Road with the I-88 Eastbound Ramps.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle movement traffic counts utilizing Miovision Scout Video Collection Units on Thursday, January 9, 2020 during the morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods and on Saturday, January 11, 2020 during the midday (12:00 to 2:00 P.M.) peak period at the following intersections:

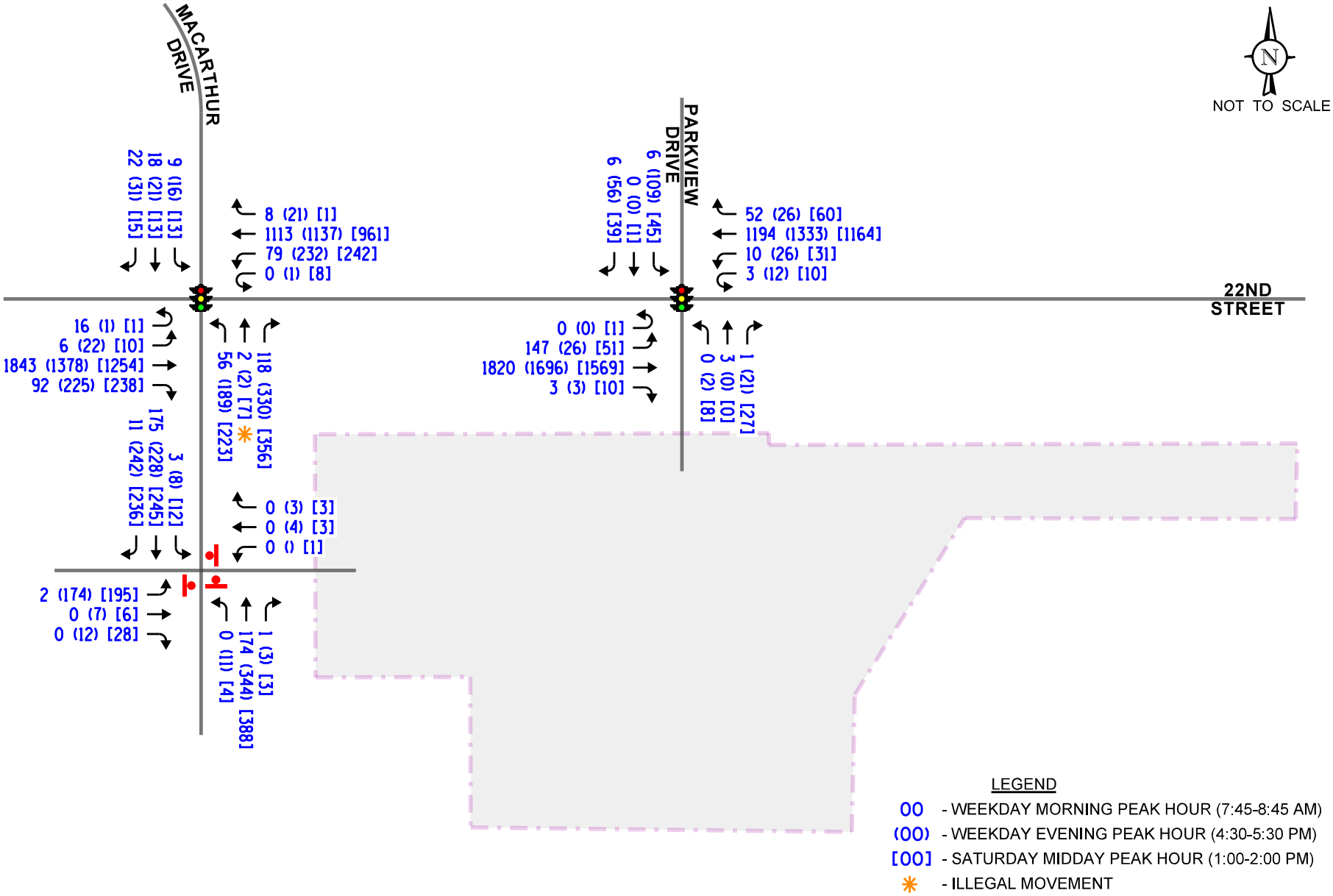
- 22nd Street with MacArthur Drive/Costco Access Drive
- 22nd Street with Parkview Drive/Macy's Furniture Gallery Access Drive
- Costco Signalized Access Drive with the Northerly East-West Drive Aisle

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:45 A.M. to 8:45 A.M., the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. and the Saturday midday peak hour occurs from 1:00 P.M. to 2:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Data Analysis

KLOA, Inc. obtained crash data [1] for the past five years (2014 to 2018) for the intersections of 22nd Street with MacArthur Drive and 22nd Street with Parkview Drive. **Tables 1** and **2** summarize the crash data for the intersections, respectively. A review of the crash data indicated that no fatalities were reported at either intersection.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.



Proposed Retail Development
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Existing Traffic Volumes

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Figure: 4

Table 1
22nd STREET WITH MACARTHUR DRIVE – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2014	0	0	0	8	0	2	0	10
2015	0	0	0	4	5	0	0	9
2016	1	0	0	7	1	0	0	9
2017	0	0	0	10	0	1	0	11
2018	0	0	0	8	1	0	0	9
Total	**1**	**0**	**0**	**37**	**7**	**3**	**0**	**48**
Average	**< 1**	**0**	**0**	**7.4**	**3.5**	**< 1**	**0**	**9.6**

Table 2
22nd STREET WITH PARKVIEW DRIVE – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2014	0	0	0	4	2	1	0	7
2015	0	0	0	5	2	1	0	8
2016	0	0	1	9	2	1	0	13
2017	0	0	0	8	1	2	0	11
2018	1	0	0	4	2	1	0	8
Total	**1**	**0**	**1**	**30**	**9**	**6**	**0**	**47**
Average	**< 5**	**0**	**< 5**	**6**	**1.8**	**1.2**	**0**	**9.4**

3. Traffic Characteristics of the Proposed Development

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the respective three peak hours and then determine the directions from which the proposed traffic will approach and depart the site.

Proposed Site and Development Plan

As proposed, the site will be redeveloped with a retail development containing seven buildings consisting of the following:

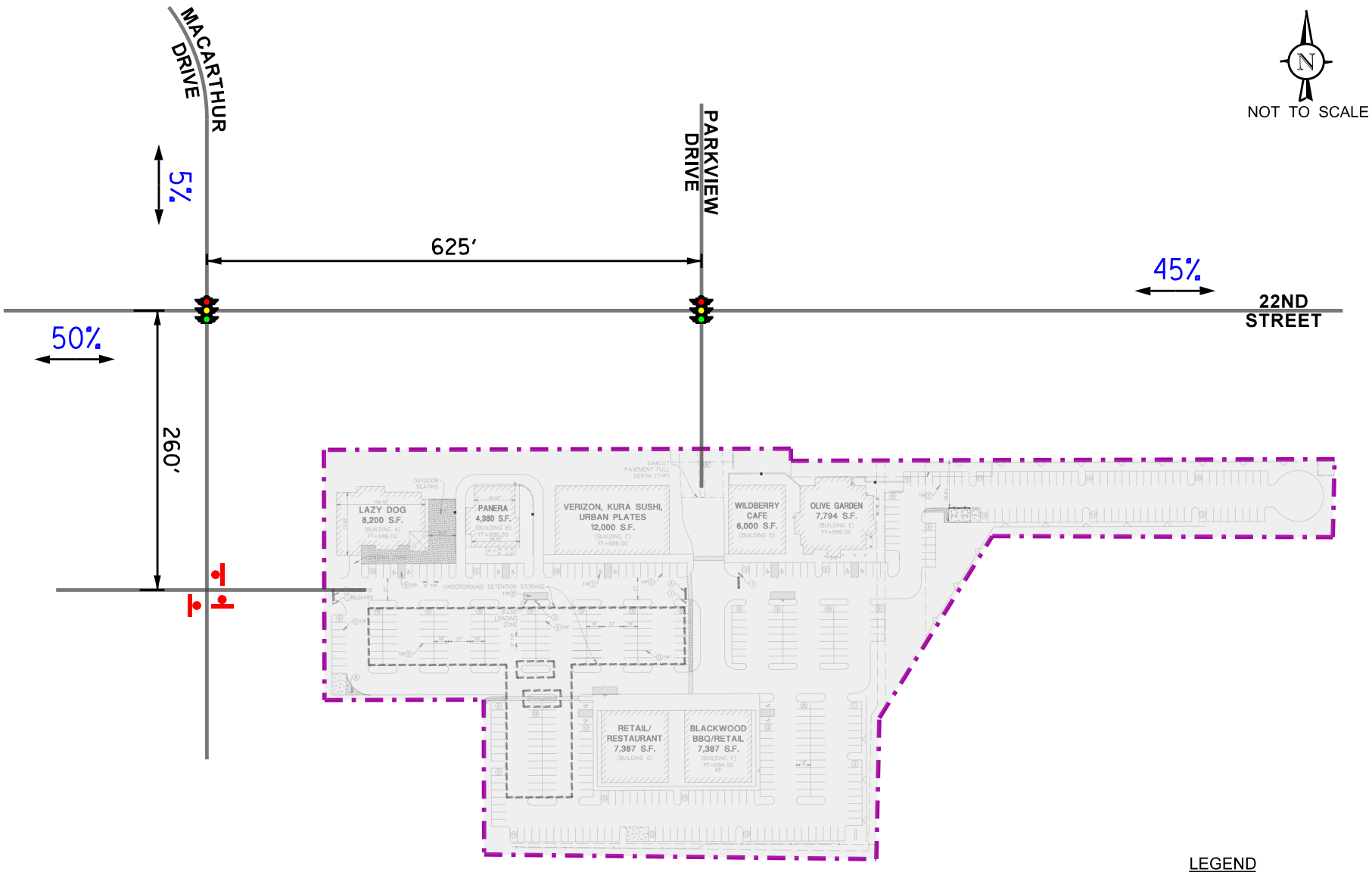
- Building A – Lazy Dog Brewery – 8,200 square-feet
- Building B – Panera Bread with Drive-Through – 4,380 square-feet
- Building C – A 12,000 square-foot multitenant retail/restaurant building containing:
    - Verizon (3,000 s.f.)
    - Kura Sushi (approximately 4,500 s.f.)
    - Urban Plates (approximately 4,500 s.f.)
- Building D – Wildberry Cafe – 6,000 square-foot
- Building E – Olive Garden – 7,794 square-feet
- Building F – Blackwood BBQ – 7,387 square-feet
- Building G – A 7,387 square-foot multitenant retail building

Access to the proposed development will continue to be provided via the signalized access drive off 22nd Street that is currently serving the site, that is aligned opposite Parkview Drive, and via the existing cross access connection to the Costco site which is primarily served via the signalized access drive aligned opposed MacArthur Drive.

A site plan illustrating the proposed building layout is included in the Appendix.

Directional Distribution of Development Traffic

The directional distribution of how traffic will approach and depart the site was estimated based on the general travel patterns through the study area derived from the peak hour traffic volumes. **Figure 5** shows the established directional distribution for this development in addition to the distances, measured in feet, between the study area intersections.



Proposed Retail Development
Oak Brook, Illinois

Estimated Directional Distribution

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Figure: 5

Development Traffic Generation

The estimate of vehicle traffic to be generated by the proposed development is based upon the proposed land use types and sizes. The vehicle trip generation for all of the land uses, except for the proposed Panera Bread restaurant, was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. The vehicle trip generation for the proposed Panera Bread restaurant was calculated based on trip generation surveys previously conducted by KLOA, Inc. at Panera Bread restaurants in the Chicagoland Area.

It is important to note that surveys conducted by ITE have shown that approximately 20 and 40 percent of trips made to retail uses and restaurant uses, respectively, are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. As such, these pass-by percentages were applied to the trips estimated to be generated by these uses.

Additionally, given the cross-access connection to Costco, a ten percent interaction was applied to the estimated trip generation to take into consideration customers that may patronize both Costco and the proposed development. It should be noted that this interaction was only applied to the trip generation during the weekday evening and Saturday midday peak hours when Costco is open.

Furthermore, given the variety of restaurants and their anticipated hours of operation not all restaurants will be generating traffic during the same peak hours of operation and these characteristics are reflected in the estimated peak hour vehicle trip generation.

Table 3 shows the estimated vehicle trip generation for the weekday morning, weekday evening, and Saturday midday peak hours. The ITE trip generation summary sheets are included in the Appendix.

Table 3
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
932	Lazy Dog Brewery (8,200 s.f.)	--	--	--	50	30	80	47	45	92
--	Panera Bread with DT (4,380 s.f.)[1]	104	61	165	48	39	87	60	59	119
820	Verizon (3,000 s.f.)	--	--	--	5	6	11	7	7	14
932	Kira Sushi (4,500 s.f.)	--	--	--	27	17	44	26	24	50
932	Urban Plates (4,500 s.f.)	--	--	--	27	17	44	26	24	50
932	Wildberry (6,000 s.f.)	33	27	60	--	--	--	34	33	67
932	Olive Garden (7,794 s.f.)	--	--	--	47	29	76	44	43	87
932	Blackwood BBQ (7,387 s.f.)	--	--	--	45	27	72	42	41	83
820	Multitenant Retail (7,387 s.f.)	2	1	3	13	15	28	17	16	33
Restaurant Subtotal		***137***	***88***	***225***	***244***	***159***	***403***	***279***	***269***	***548***
Retail Subtotal		***2***	***1***	***3***	***18***	***21***	***39***	***24***	***23***	***47***
Development Subtotal		***139***	***89***	***228***	***262***	***180***	***442***	***303***	***292***	***595***
10 Percent Interaction Reduction[2]		--	--	--	*-26*	*-18*	*-44*	*-30*	*-29*	*-59*
40 Percent Pass-By Reduction[3]		*-45*	*-45*	*-90*	*-72*	*-72*	*-144*	*-99*	*-99*	*-198*
20 Percent Pass-By Reduction[4]		*-0*	*-0*	*-0*	*-4*	*-4*	*-8*	*-4*	*-4*	*-8*
Total New Trips		**94**	**44**	**138**	**160**	**86**	**246**	**170**	**160**	**330**
Total Pass-By Trips		**45**	**45**	**90**	**76**	**76**	**152**	**103**	**103**	**206**
Total Development Trips		**139**	**89**	**228**	**236**	**162**	**398**	**273**	**263**	**536**

1 – Based on trip generation surveys previously conducted by KLOA, Inc.
2 – Applied to the Development Subtotal
3 – Applied to the trips estimated to be generated by the proposed restaurant spaces after interaction reduction was applied
4 – Applied to the trips estimated to be generated by the proposed retail spaces after interaction reduction was applied

4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

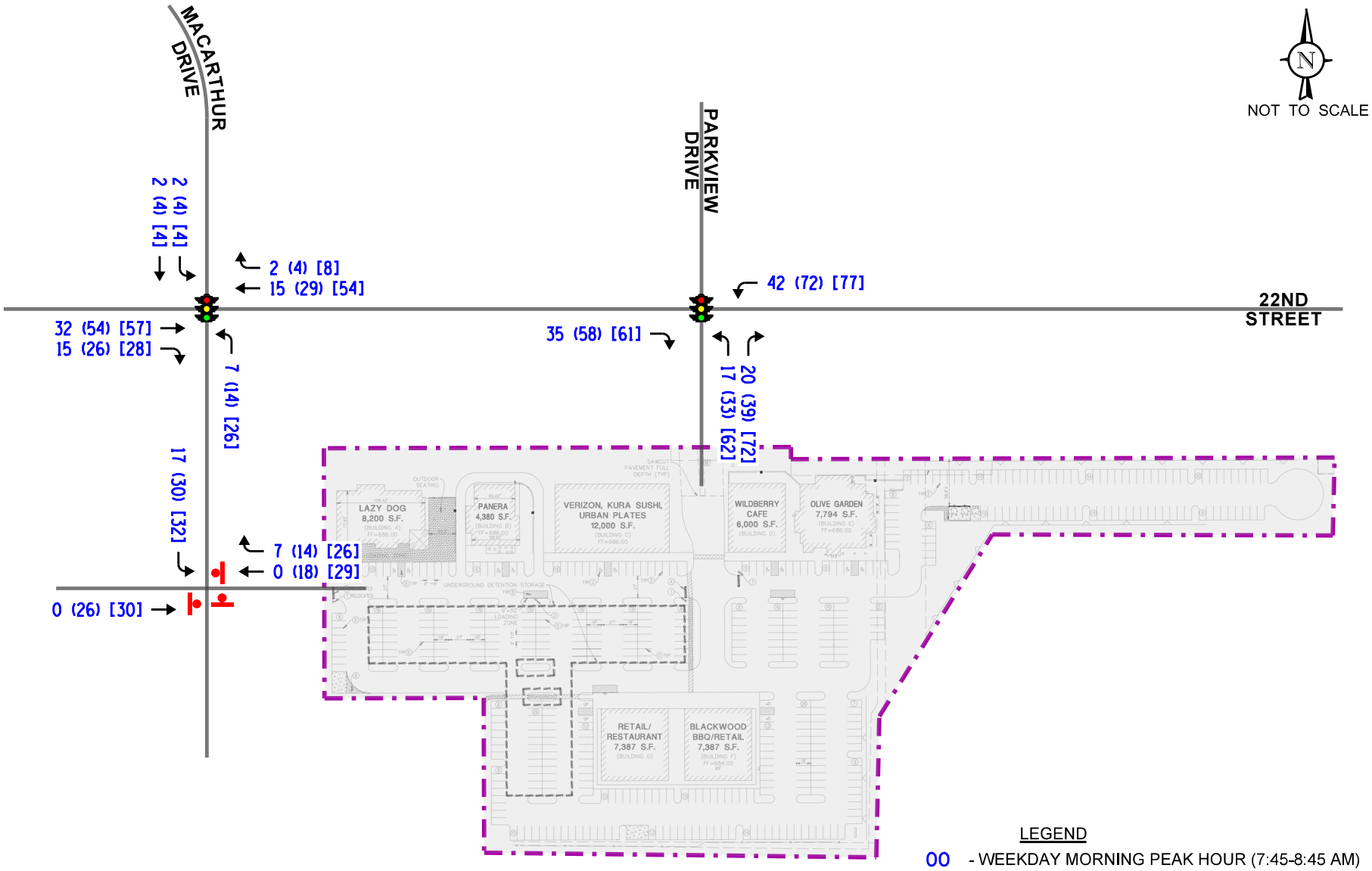
The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the new passenger vehicle trips and **Figure 7** illustrates the traffic assignment of the pass-by passenger vehicle trips.

Year 2026 No-Build Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by an annual compounded growth rate of approximately 0.4 percent per year. As such, traffic volumes were increased by approximately two percent total (one-year buildout plus five years) to represent Year 2026 total projected conditions. It should be noted that this growth was only applied to the through volumes along 22nd Street. A copy of the CMAP projections letter is included in the Appendix.

Year 2026 Total Projected Traffic Conditions

The new and pass-by development-generated traffic (Figures 6 and 7) was added to the no-build traffic volumes to determine the Year 2026 total projected traffic volumes. **Figure 8** illustrates the Year 2026 total projected traffic volumes.



Proposed Retail Development
Oak Brook, Illinois

New Site Traffic Assignment

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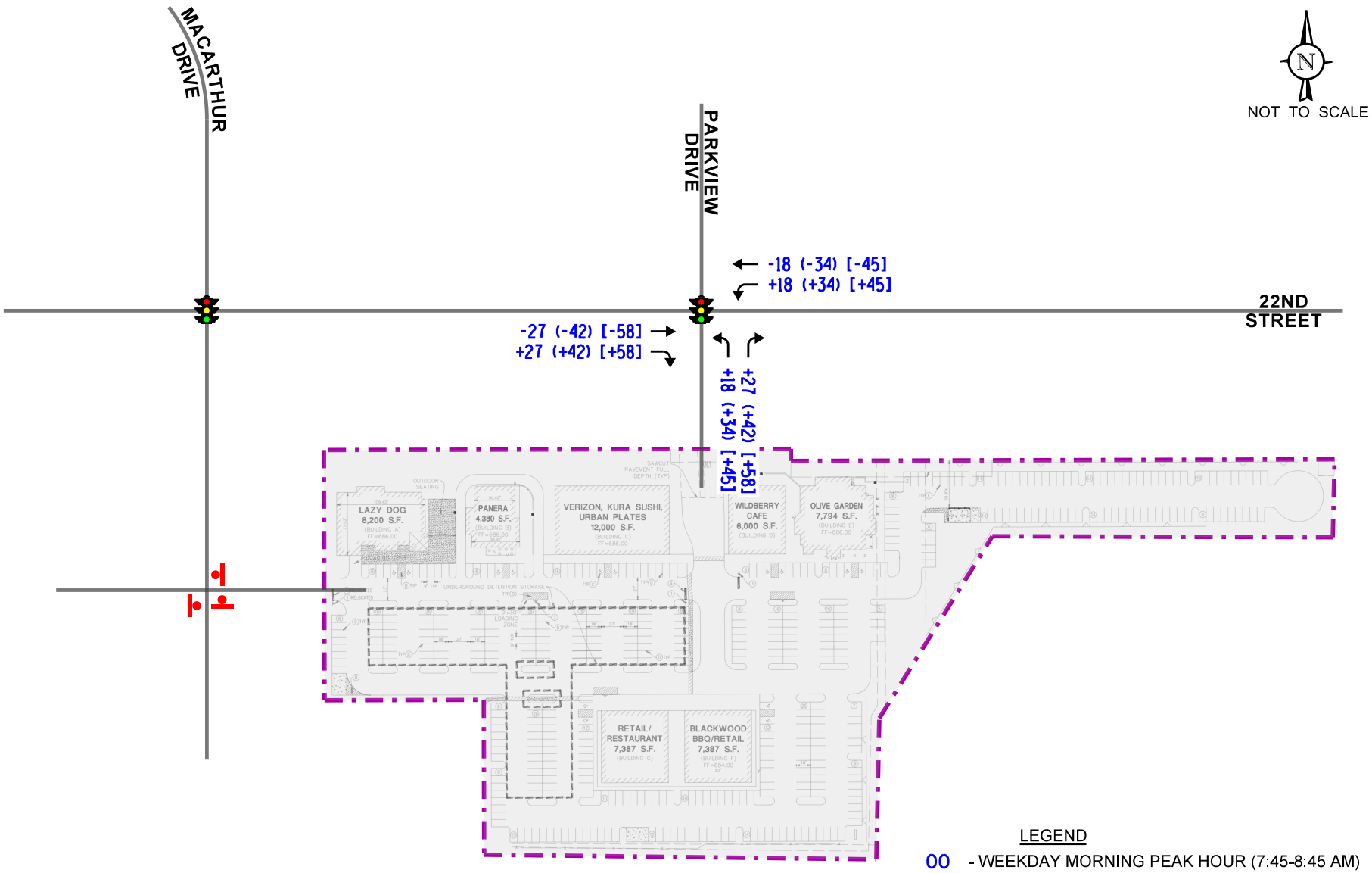
Figure: 6



Proposed Retail Development
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Pass-By Site Traffic Assignment

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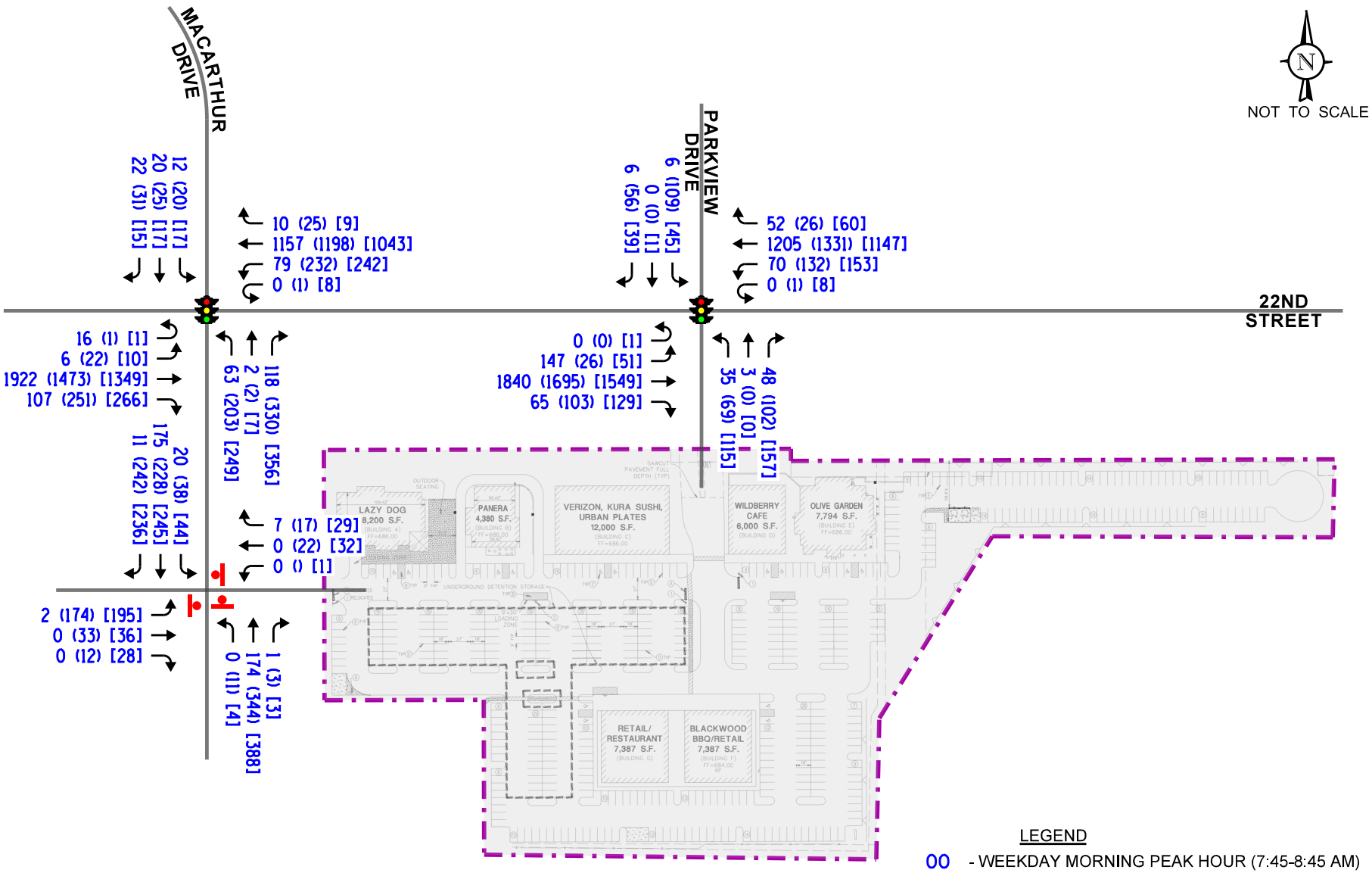
Figure: 7



Proposed Retail Development
Oak Brook, Illinois

Year 2026 Total Projected Traffic Volumes

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Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening, and Saturday midday peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing (Year 2020) and Year 2026 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using the Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths, phasings and offsets to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are presented in **Tables 4** through **6**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
CAPACITY ANALYSIS RESULTS – 22nd STREET WITH PARKVIEW DRIVE – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound		Southbound			Overall
		L	T	R	L	T	R	L	TR	L	T	R	
Weekday Morning Peak Hour	Existing Conditions	E 62.3	A 1.9		E 73.1	A 8.6		--	E 61.8	E 63.5	--	A 0.1	A – 7.7
		A – 6.4			A – 9.3			E – 61.8		C – 31.8			
	Projected Conditions	E 70.4	A 5.3		F 80.1	B 12.4		E 65.7	C 25.5	E 62.0	--	A 0.1	B – 13.2
		B – 10.0			B – 16.1			D – 41.9		C – 31.0			
Weekday Evening Peak Hour	Existing Conditions	E 60.7	B 11.2		E 77.6	B 10.0		D 47.5	A 0.7	E 62.1	--	A 0.7	B – 13.3
		B – 11.9			B – 11.8			A – 4.6		D – 41.2			
	Projected Conditions	E 59.6	B 19.6		E 67.9	B 10.9		D 55.0	A 5.2	E 59.9	--	A 1.0	B – 19.7
		C – 20.2			B – 16.3			C – 25.3		D – 39.8			
Saturday Midday Peak Hour	Existing Conditions	F 94.2	A 5.0		E 65.9	A 9.6		D 44.1	A 0.4	D 49.5	D 50.0	A 1.0	A – 9.9
		A – 7.8			B – 11.4			B – 10.1		C – 27.2			
	Projected Conditions	F 85.3	B 16.3		E 68.9	B 12.5		D 50.5	A 2.6	D 44.8	E 57.0	A 1.8	B – 19.2
		B – 18.3			B – 19.2			C – 22.8		C – 25.4			

Letter denotes Level of Service L – Left Turns R – Right Turns
Delay is measured in seconds. T – Through

Table 5
CAPACITY ANALYSIS RESULTS – 22nd STREET WITH MACARTHUR DRIVE – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound		Southbound			Overall
		L	T	R	L	T	R	L	R	L	T	R	
Weekday Morning Peak Hour	Existing Conditions	E 75.0	B 13.0		F 93.8	A 2.8		E 72.6	B 16.8	E 72.2	D 44.4		B – 13.5
		B – 13.7			A – 8.7			C- 34.6		D – 49.8			
	Projected Conditions	E 75.0	B 13.5		F 111.3	A 1.8		E 72.8	B 16.7	E 72.9	D 45.7		B – 14.0
		B – 14.2			A – 8.8			D – 35.9		D – 51.9			
Weekday Evening Peak Hour	Existing Conditions	E 75.1	C 22.7		E 65.8	B 14.3		E 75.2	C 26.1	E 73.6	D 35.6		C – 26.6
		C – 23.5			C – 22.9			D – 43.9		D – 44.3			
	Projected Conditions	E 75.1	C 23.8		E 67.0	B 15.6		E 75.9	C 31.6	E 74.6	D 37.2		C – 28.0
		C – 24.5			C – 23.8			D – 48.4		D – 47.2			
Saturday Midday Peak Hour	Existing Conditions	E 61.6	B 19.0		F 81.2	A 7.4		E 62.8	C 23.9	E 61.9	D 38.3		C – 24.2
		B – 19.3			C – 22.6			D – 38.7		D – 45.8			
	Projected Conditions	E 61.6	B 19.8		E 78.7	A 7.0		E 63.3	C 26.2	E 62.8	D 41.1		C – 24.3
		C – 20.0			C – 20.8			D – 41.3		D – 48.6			

Letter denotes Level of Service L – Left Turns R – Right Turns
Delay is measured in seconds. T – Through

Table 6
CAPACITY ANALYSIS RESULTS
COSTCO SIGNALIZED ACCESS WITH NORTHERLY EAST-WEST DRIVE AISLE

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Existing Conditions						
• ICU Level of Service	A	19.2%	A	43.7%	A	49.5%
Year 2026 Total Projected Traffic Volumes						
• ICU Level of Service	A	28.3%	B	62.3%	C	67.0%

LOS = Level of Service
Note: The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Discussion and Recommendations

The following is an evaluation of the analyzed intersections based on the projected traffic volumes and the capacity analyses performed.

22nd Street with Parkview Drive

The results of the capacity analysis indicate that overall this intersection currently operates at level of service (LOS) A during the weekday morning and Saturday midday peak hours and at LOS B during the weekday evening peak hours. Under projected conditions, this intersection overall is projected to operate at LOS B during the weekday morning, weekday evening and Saturday midday peak hours with increases in delay of approximately five seconds, six seconds and ten seconds, respectively, over existing conditions. Furthermore, all of these approaches are projected to operate at the acceptable level of service D or better during the peak hours.

It should be noted that the eastbound and westbound left-turning movements are projected to continue operating at LOS E/F during the peak hours. However, this level of service is expected due to the long cycle length, limited amount of green time allocated to the left-turning movements and given that these movements operate under a protected phase only. It should be noted that these left-turn characteristics are consistent with left-turning movements at other signalized intersections along the 22nd Street corridor. The projected queues for the northbound approach are projected to be approximately 145 feet, which will not extend beyond the internal intersection which is located approximately 170 feet south of 22nd Street.

Observations conducted during the weekday morning, weekday evening and Saturday midday peak periods indicated that eastbound queues on 22nd Street which originated at IL Route 83 extended beyond Parkview Drive just two times during the weekday evening peak hour. In the first instances, these queues were the result of queues extending from the eastbound dual left-turn lanes at IL Route 83 and the second instance was the result of queues extending from the eastbound right-turn lane at IL Route 83. These queues lasted for approximately 30 seconds and cleared the intersection with the next green phase. No downstream queueing in the westbound direction was observed to extend through the intersections of 22nd Street with MacArthur Drive or Parkview Drive.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and will ensure efficient access is provided to the proposed development.

22nd Street with MacArthur Drive/Costco Access Drive

The results of the capacity analysis indicate that overall this intersection currently operates at LOS B during the weekday morning peak hour and at LOS C during the weekday evening and Saturday midday peak hours. Under projected conditions, this intersection overall is projected to continue operating at LOS B during the weekday morning peak hour and at LOS C during the weekday evening and Saturday midday peak hours with increases in delay of approximately one second or less. Furthermore, all of these approaches are projected to operate at the acceptable level of service D or better during the peak hours.

It should be noted that the eastbound and westbound left-turning movements are projected to continue operating at LOS E/F during the peak hours. However, this level of service is expected due to the long cycle length, limited amount of green time allocated to the left-turning movements and given that these movements operate under a protected phase only. As previously indicated, these left-turn characteristics are consistent with left-turning movements at other signalized intersections along the 22nd Street corridor.

The projected queues for the northbound approach are projected to be approximately 200 feet, which is an increase of approximately one to two vehicle lengths over existing conditions and will continue to extend to the existing internal intersection located approximately 170 feet south of 22nd Street. Field observations conducted during the peak hours indicated, that northbound queues on the Costco access drive at 22nd Street impacted the internal intersection zero times during the weekday morning peak hour, seven times during the weekday evening peak hour and five times during the Saturday midday peak hour.

Overall, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Costco Access with the Northerly East-West Drive Aisle

Because of the traffic control configuration of this intersection where the southbound traffic is free flow and the other three approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. This intersections traffic control is designed to allow southbound movements to operate under free flow conditions in order to keep southbound queues from extending onto 22nd Street. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 19 percent of the capacity of the intersection during the weekday morning peak hour and approximately 44 to 50 percent of its capacity during the weekday evening and Saturday midday peak hours. Under future conditions it is projected that the intersection will utilize approximately 28 percent of its capacity during the weekday morning peak hour and 62 to 67 percent of its capacity during the weekday evening and Saturday midday peak hours. As a result, the intersection will continue to operate efficiently and with minimal delays.

As previously indicated and based on field observations, that northbound queues on the Costco access drive at 22nd Street impacted the internal intersection zero times during the weekday morning peak hour, seven times during the weekday evening peak hour and five times during the Saturday midday peak hour. However, these queues did not obstruct the ability for southbound (inbound) movements to turn at the internal intersection. Furthermore, these queues lasted for approximately 30 seconds and would clear the intersection with each green phase.

On-Site Circulation and Parking

As proposed, the site will provide a total of 473 parking spaces of which 14 spaces will be accessible spaces. All of the parking spaces will be perpendicular and access to the parking spaces will be provided via two-way drive aisles. The majority of the parking spaces are located within the main centralized parking field, which can be utilized by customers of all seven proposed buildings. It should be noted that the 84 parking spaces that will be located in the portion of the site bound by 22nd Street on the north, IL Route 83 on the east and the I-88 westbound off ramp on the south will be primarily utilized by employees of the proposed development.

In order to determine the adequacy of the proposed parking supply, a shared parking analysis was conducted based on information published in the ITE *Parking Generation Manual*, 5th Edition. **Tables 7** and **8** summarize the results of the shared parking analysis for a weekday and Saturday, respectively. It should be noted that the shared parking analysis takes into consideration that the all of the restaurants, excluding Wildberry and Panera Bread, will not be open for breakfast and that Wildberry will not be open in the evenings.

As can be seen from Tables 7 and 8, the development is projected to have a peak parking demand of 425 parking spaces on a weekday and 412 parking spaces on Saturday and as such, the proposed 473 parking spaces will be adequate in accommodating the estimated peak parking demand for the development.

As previously indicated in order to ensure the parking within the main parking field is available for customers, employees will be required to utilize the 84 parking spaces that will be located in the portion of the site bound by 22nd Street on the north, IL Route 83 on the east and the I-88 westbound off ramp on the south.

Table 7
Shared Parking Analysis - Weekday

Land Use/Density		Parking Spaces Required
Sit-Down Restaurant - Bar/Lounge (Lazy Dog)		
8,200	s.f.	77
Sit-Down Restaurant - Family - Lunch/Dinner (Kura Sushi, Olive Garden)		
12,294	s.f.	236
Sit-Down Restaurant - Family - Breakfast/Lunch (Wildberry Café)		
6,000	s.f.	57
Fast-Casual Restaurant (Panera Bread, Urban Plates, Blackwood BBQ, and TBD)		
16,267	s.f.	44
Retail (Verizon and TBD)		
10,387	s.f.	21

Total Peak Parking Demand based on Individual Land Use:	435
Total Peak Parking Space Demand based on Shared Parking:	425
Parking Spaces Proposed:	473
Parking Surplus/(Deficit):	48

Time	Bar/Lounge	Family - Lunch/Dinner	Family - Breakfast/Lunch	Fast-Casual	Retail	Total
6:00 AM	0	0	6	1	0	7
7:00 AM	0	0	14	1	0	15
8:00 AM	0	0	39	2	0	41
9:00 AM	0	0	41	6	1	48
10:00 AM	7	51	44	7	7	116
11:00 AM	12	71	47	8	11	149
12:00 PM	77	230	57	44	17	425
1:00 PM	62	201	52	33	21	369
2:00 PM	42	110	32	20	21	225
3:00 PM	25	83	24	14	19	165
4:00 PM	20	70	0	10	16	116
5:00 PM	22	131	0	22	17	192
6:00 PM	45	208	0	34	18	305
7:00 PM	54	199	0	30	19	302
8:00 PM	59	131	0	12	18	220
9:00 PM	47	84	0	9	0	140
10:00 PM	32	46	0	5	0	83
				Provided[1]		**473**

Table 8
Shared Parking Analysis - Saturday

Land Use/Density	Parking Spaces Required
Sit-Down Restaurant - Bar/Lounge (Lazy Dog)	
8,200 s.f.	115
Sit-Down Restaurant - Family - Lunch/Dinner (Kura Sushi, Olive Garden)	
12,294 s.f.	257
Sit-Down Restaurant - Family - Breakfast/Lunch (Wildberry Café)	
6,000 s.f.	74
Fast-Casual Restaurant (Panera Bread, Urban Plates, Blackwood BBQ, and TBD)	
16,267 s.f.	39
Retail (Verizon and TBD)	
10,387 s.f.	31

Total Peak Parking Demand based on Individual Land Use:	516
Total Peak Parking Space Demand based on Shared Parking:	412
Parking Spaces Proposed:	473
Parking Surplus/(Deficit):	61

Time	Bar/Lounge	Family - Lunch/Dinner	Family - Breakfast/Lunch	Fast-Casual	Retail	Total
6:00 AM	0	0	11	1	20	32
7:00 AM	0	0	21	1	21	43
8:00 AM	0	0	38	1	23	62
9:00 AM	0	0	56	3	24	83
10:00 AM	17	141	67	3	26	254
11:00 AM	26	165	74	11	27	303
12:00 PM	43	226	67	27	30	393
1:00 PM	58	233	59	31	31	412
2:00 PM	51	235	50	39	31	406
3:00 PM	43	171	33	22	30	299
4:00 PM	55	133	0	17	27	232
5:00 PM	74	158	0	23	24	279
6:00 PM	104	208	0	34	20	366
7:00 PM	115	174	0	21	17	327
8:00 PM	102	161	0	17	13	293
9:00 PM	82	118	0	13	9	222
10:00 PM	64	91	0	8	5	168
				Provided[1]		**473**

6. Conclusion

Based on existing conditions and the traffic capacity analyses for the full buildout of the development, the findings and recommendations of this study are outlined below:

- The volume of traffic estimated by the proposed retail and restaurant development will be reduced due to internal capture and pass-by trips.

- The results of the capacity analyses indicate that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed development.

- The existing signalized access drive off 22nd Street, aligned opposite Parkview Drive, will be adequate in accommodating the traffic estimated to be generated by the proposed retail development and will ensure efficient access is provided.

- Maintaining the cross access to the Costco development, will ensure that flexible access is provided for the proposed development, will allow site traffic to utilize the existing signalized access drive serving Costco and will allow for the intersection between the proposed development and Costco.

- The proposed 473 parking spaces will be adequate in accommodating the estimated peak parking demand of the proposed development.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Summary Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 22nd Street with MacArthur Drive
Site Code:
Start Date: 01/09/2020

Turning Movement Data

Start Time	22nd Street Eastbound						22nd Street Westbound						Costco Access Drive Northbound						MacArthur Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	342	17	0	360	0	25	187	1	0	213	0	11	1	28	0	40	0	2	2	3	0	7	620
7:15 AM	3	0	418	16	0	437	0	23	257	1	0	281	0	11	0	24	0	35	0	2	0	8	0	10	763
7:30 AM	2	2	420	13	1	437	0	21	276	2	0	299	0	5	2	22	0	29	0	4	6	1	1	11	776
7:45 AM	4	1	497	25	0	527	0	21	270	4	0	295	0	10	1	29	0	40	0	3	6	4	0	13	875
Hourly Total	9	4	1677	71	1	1761	0	90	990	8	0	1088	0	37	4	103	0	144	0	11	14	16	1	41	3034
8:00 AM	7	0	443	17	0	467	0	26	269	3	0	298	0	14	0	31	0	45	0	4	3	8	0	15	825
8:15 AM	2	2	462	30	1	496	0	17	252	0	0	269	0	17	1	31	0	49	0	1	6	7	0	14	828
8:30 AM	3	3	420	15	0	441	0	15	272	1	0	288	0	15	0	24	0	39	0	1	3	3	0	7	775
8:45 AM	1	4	387	18	1	410	0	16	242	1	0	259	0	13	0	27	0	40	0	3	4	3	1	10	719
Hourly Total	13	9	1712	80	2	1814	0	74	1035	5	0	1114	0	59	1	113	0	173	0	9	16	21	1	46	3147
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	326	61	0	388	1	50	307	4	0	362	0	52	1	71	0	124	0	2	3	3	0	8	882
4:15 PM	0	2	334	43	0	379	0	61	313	8	0	382	0	45	0	71	0	116	0	3	5	2	0	10	887
4:30 PM	0	3	361	45	0	409	0	55	302	7	0	364	0	48	0	73	0	121	0	5	7	6	0	18	912
4:45 PM	0	3	315	52	0	370	1	61	276	1	0	339	0	51	0	75	0	126	0	4	6	10	0	20	855
Hourly Total	0	9	1336	201	0	1546	2	227	1198	20	0	1447	0	196	1	290	0	487	0	14	21	21	0	56	3536
5:00 PM	1	7	330	48	0	386	0	56	284	5	0	345	0	44	1	90	0	135	0	2	5	9	0	16	882
5:15 PM	0	9	372	51	0	432	0	60	242	8	0	310	0	46	1	92	1	139	0	5	3	6	0	14	895
5:30 PM	2	4	344	44	0	394	0	65	268	8	0	341	0	55	2	79	0	136	0	2	3	4	0	9	880
5:45 PM	0	2	317	38	0	357	0	47	194	2	0	243	0	68	4	75	0	147	0	3	3	3	0	9	756
Hourly Total	3	22	1363	181	0	1569	0	228	988	23	0	1239	0	213	8	336	1	557	0	12	14	22	0	48	3413
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	3	291	0	0	294	1	70	217	2	0	290	0	56	2	68	0	126	0	2	5	5	0	12	722
12:15 PM	2	2	294	0	0	298	1	65	251	4	0	321	0	60	5	87	0	152	0	1	9	2	0	12	783
12:30 PM	0	2	247	1	0	250	0	63	213	6	0	282	0	70	4	88	0	162	0	1	7	7	0	15	709
12:45 PM	0	0	259	0	0	259	1	68	217	0	0	286	0	62	1	100	0	163	0	2	8	2	0	12	720
Hourly Total	2	7	1091	1	0	1101	3	266	898	12	0	1179	0	248	12	343	0	603	0	6	29	16	0	51	2934
1:00 PM	0	3	281	0	0	284	1	52	195	1	0	249	0	59	4	89	0	152	0	4	3	2	0	9	694
1:15 PM	0	1	310	0	0	311	1	63	219	0	0	283	0	56	2	97	0	155	0	5	5	6	0	16	765
1:30 PM	1	2	318	0	0	321	3	59	239	0	0	301	0	48	0	88	0	136	0	1	1	5	0	7	765
1:45 PM	0	4	304	0	0	308	3	68	229	0	0	300	0	60	1	82	0	143	0	3	4	2	0	9	760
Hourly Total	1	10	1213	0	0	1224	8	242	882	1	0	1133	0	223	7	356	0	586	0	13	13	15	0	41	2984
Grand Total	28	61	8392	534	3	9015	13	1127	5991	69	0	7200	0	976	33	1541	1	2550	0	65	107	111	2	283	19048
Approach %	0.3	0.7	93.1	5.9	-	-	0.2	15.7	83.2	1.0	-	-	0.0	38.3	1.3	60.4	-	-	0.0	23.0	37.8	39.2	-	-	-
Total %	0.1	0.3	44.1	2.8	-	47.3	0.1	5.9	31.5	0.4	-	37.8	0.0	5.1	0.2	8.1	-	13.4	0.0	0.3	0.6	0.6	-	1.5	-

Lights	28	61	8280	534	-	8903	13	1122	5901	69	-	7105	0	975	33	1534	-	2542	0	65	106	111	-	282	18832
% Lights	100.0	100.0	98.7	100.0	-	98.8	100.0	99.6	98.5	100.0	-	98.7	-	99.9	100.0	99.5	-	99.7	-	100.0	99.1	100.0	-	99.6	98.9
Buses	0	0	38	0	-	38	0	0	34	0	-	34	0	0	0	0	-	0	0	0	0	0	-	0	72
% Buses	0.0	0.0	0.5	0.0	-	0.4	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	55	0	-	55	0	4	46	0	-	50	0	1	0	3	-	4	0	0	1	0	-	1	110
% Single-Unit Trucks	0.0	0.0	0.7	0.0	-	0.6	0.0	0.4	0.8	0.0	-	0.7	-	0.1	0.0	0.2	-	0.2	-	0.0	0.9	0.0	-	0.4	0.6
Articulated Trucks	0	0	19	0	-	19	0	1	10	0	-	11	0	0	0	4	-	4	0	0	0	0	-	0	34
% Articulated Trucks	0.0	0.0	0.2	0.0	-	0.2	0.0	0.1	0.2	0.0	-	0.2	-	0.0	0.0	0.3	-	0.2	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 22nd Street with MacArthur Drive
Site Code:
Start Date: 01/09/2020

Turning Movement Peak Hour Data (7:45 AM)

Start Time	22nd Street Eastbound						22nd Street Westbound						Costco Access Drive Northbound						MacArthur Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	4	1	497	25	0	527	0	21	270	4	0	295	0	10	1	29	0	40	0	3	6	4	0	13	875
8:00 AM	7	0	443	17	0	467	0	26	269	3	0	298	0	14	0	31	0	45	0	4	3	8	0	15	825
8:15 AM	2	2	462	30	1	496	0	17	252	0	0	269	0	17	1	31	0	49	0	1	6	7	0	14	828
8:30 AM	3	3	420	15	0	441	0	15	272	1	0	288	0	15	0	24	0	39	0	1	3	3	0	7	775
Total	16	6	1822	87	1	1931	0	79	1063	8	0	1150	0	56	2	115	0	173	0	9	18	22	0	49	3303
Approach %	0.8	0.3	94.4	4.5	-	-	0.0	6.9	92.4	0.7	-	-	0.0	32.4	1.2	66.5	-	-	0.0	18.4	36.7	44.9	-	-	-
Total %	0.5	0.2	55.2	2.6	-	58.5	0.0	2.4	32.2	0.2	-	34.8	0.0	1.7	0.1	3.5	-	5.2	0.0	0.3	0.5	0.7	-	1.5	-
PHF	0.571	0.500	0.916	0.725	-	0.916	0.000	0.760	0.977	0.500	-	0.965	0.000	0.824	0.500	0.927	-	0.883	0.000	0.563	0.750	0.688	-	0.817	0.944
Lights	16	6	1783	87	-	1892	0	76	1030	8	-	1114	0	56	2	112	-	170	0	9	17	22	-	48	3224
% Lights	100.0	100.0	97.9	100.0	-	98.0	-	96.2	96.9	100.0	-	96.9	-	100.0	100.0	97.4	-	98.3	-	100.0	94.4	100.0	-	98.0	97.6
Buses	0	0	7	0	-	7	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	17
% Buses	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.9	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	25	0	-	25	0	3	20	0	-	23	0	0	0	2	-	2	0	0	1	0	-	1	51
% Single-Unit Trucks	0.0	0.0	1.4	0.0	-	1.3	-	3.8	1.9	0.0	-	2.0	-	0.0	0.0	1.7	-	1.2	-	0.0	5.6	0.0	-	2.0	1.5
Articulated Trucks	0	0	7	0	-	7	0	0	3	0	-	3	0	0	0	1	-	1	0	0	0	0	-	0	11
% Articulated Trucks	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.9	-	0.6	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 22nd Street with MacArthur Drive
Site Code:
Start Date: 01/09/2020

Turning Movement Peak Hour Data (4:30 PM)

Start Time	22nd Street Eastbound						22nd Street Westbound						Costco Access Drive Northbound						MacArthur Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	3	361	45	0	409	0	55	302	7	0	364	0	48	0	73	0	121	0	5	7	6	0	18	912
4:45 PM	0	3	315	52	0	370	1	61	276	1	0	339	0	51	0	75	0	126	0	4	6	10	0	20	855
5:00 PM	1	7	330	48	0	386	0	56	284	5	0	345	0	44	1	90	0	135	0	2	5	9	0	16	882
5:15 PM	0	9	372	51	0	432	0	60	242	8	0	310	0	46	1	92	1	139	0	5	3	6	0	14	895
Total	1	22	1378	196	0	1597	1	232	1104	21	0	1358	0	189	2	330	1	521	0	16	21	31	0	68	3544
Approach %	0.1	1.4	86.3	12.3	-	-	0.1	17.1	81.3	1.5	-	-	0.0	36.3	0.4	63.3	-	-	0.0	23.5	30.9	45.6	-	-	-
Total %	0.0	0.6	38.9	5.5	-	45.1	0.0	6.5	31.2	0.6	-	38.3	0.0	5.3	0.1	9.3	-	14.7	0.0	0.5	0.6	0.9	-	1.9	-
PHF	0.250	0.611	0.926	0.942	-	0.924	0.250	0.951	0.914	0.656	-	0.933	0.000	0.926	0.500	0.897	-	0.937	0.000	0.800	0.750	0.775	-	0.850	0.971
Lights	1	22	1361	196	-	1580	1	232	1096	21	-	1350	0	189	2	330	-	521	0	16	21	31	-	68	3519
% Lights	100.0	100.0	98.8	100.0	-	98.9	100.0	100.0	99.3	100.0	-	99.4	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.3
Buses	0	0	10	0	-	10	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	13
% Buses	0.0	0.0	0.7	0.0	-	0.6	0.0	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Single-Unit Trucks	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	4	0	-	4	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	6
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.2	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 22nd Street with MacArthur Drive
Site Code:
Start Date: 01/09/2020

Turning Movement Peak Hour Data (1:00 PM)

Start Time	22nd Street Eastbound						22nd Street Westbound						Costco Access Drive Northbound						MacArthur Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
1:00 PM	0	3	281	0	0	284	1	52	195	1	0	249	0	59	4	89	0	152	0	4	3	2	0	9	694
1:15 PM	0	1	310	0	0	311	1	63	219	0	0	283	0	56	2	97	0	155	0	5	5	6	0	16	765
1:30 PM	1	2	318	0	0	321	3	59	239	0	0	301	0	48	0	88	0	136	0	1	1	5	0	7	765
1:45 PM	0	4	304	0	0	308	3	68	229	0	0	300	0	60	1	82	0	143	0	3	4	2	0	9	760
Total	1	10	1213	0	0	1224	8	242	882	1	0	1133	0	223	7	356	0	586	0	13	13	15	0	41	2984
Approach %	0.1	0.8	99.1	0.0	-	-	0.7	21.4	77.8	0.1	-	-	0.0	38.1	1.2	60.8	-	-	0.0	31.7	31.7	36.6	-	-	-
Total %	0.0	0.3	40.7	0.0	-	41.0	0.3	8.1	29.6	0.0	-	38.0	0.0	7.5	0.2	11.9	-	19.6	0.0	0.4	0.4	0.5	-	1.4	-
PHF	0.250	0.625	0.954	0.000	-	0.953	0.667	0.890	0.923	0.250	-	0.941	0.000	0.929	0.438	0.918	-	0.945	0.000	0.650	0.650	0.625	-	0.641	0.975
Lights	1	10	1203	0	-	1214	8	242	878	1	-	1129	0	223	7	356	-	586	0	13	13	15	-	41	2970
% Lights	100.0	100.0	99.2	-	-	99.2	100.0	100.0	99.5	100.0	-	99.6	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.5
Buses	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	0.0	0.0	0.2	-	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	7	0	-	7	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	9
% Single-Unit Trucks	0.0	0.0	0.6	-	-	0.6	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 22nd Street with Parkview Drive
Site Code:
Start Date: 01/09/2020

Turning Movement Data

Start Time	22nd Street Eastbound						22nd Street Westbound						Macy's Access Drive Northbound						Parkview Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	24	360	0	0	384	0	1	214	5	0	220	0	0	0	1	0	1	0	2	0	2	0	4	609
7:15 AM	0	21	417	1	0	439	1	0	288	5	0	294	0	0	1	0	0	1	0	0	0	1	0	1	735
7:30 AM	0	25	435	0	0	460	1	2	283	10	0	296	0	0	0	1	0	1	0	1	0	2	1	3	760
7:45 AM	0	40	459	0	0	499	1	2	289	14	0	306	0	0	0	0	0	0	0	1	0	0	0	1	806
Hourly Total	0	110	1671	1	0	1782	3	5	1074	34	0	1116	0	0	1	2	0	3	0	4	0	5	1	9	2910
8:00 AM	0	35	479	0	0	514	1	3	325	16	0	345	0	0	0	1	0	1	0	2	0	1	0	3	863
8:15 AM	0	34	462	1	0	497	0	2	266	15	0	283	0	0	2	0	0	2	0	0	0	2	0	2	784
8:30 AM	0	38	420	2	0	460	1	3	314	7	0	325	0	0	1	0	0	1	0	3	0	3	0	6	792
8:45 AM	0	25	404	0	0	429	0	4	291	9	0	304	0	0	0	1	0	1	0	1	0	1	0	2	736
Hourly Total	0	132	1765	3	0	1900	2	12	1196	47	0	1257	0	0	3	2	0	5	0	6	0	7	0	13	3175
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	11	388	0	0	399	6	9	329	9	0	353	0	1	0	0	0	1	0	26	0	26	0	52	805
4:15 PM	0	6	390	0	0	396	2	3	361	10	0	376	0	1	0	3	0	4	0	22	1	21	0	44	820
4:30 PM	0	10	427	0	0	437	4	8	355	4	0	371	0	0	0	6	0	6	0	20	0	17	0	37	851
4:45 PM	0	4	407	0	0	411	0	5	316	9	0	330	0	0	0	1	0	1	0	29	0	8	0	37	779
Hourly Total	0	31	1612	0	0	1643	12	25	1361	32	0	1430	0	2	0	10	0	12	0	97	1	72	0	170	3255
5:00 PM	0	4	407	1	0	412	3	8	333	7	0	351	0	1	0	5	0	6	0	26	0	21	0	47	816
5:15 PM	0	8	443	2	0	453	5	5	329	6	0	345	0	1	0	9	1	10	0	34	0	10	0	44	852
5:30 PM	0	11	417	2	0	430	4	8	370	11	0	393	0	0	1	6	0	7	0	27	0	17	0	44	874
5:45 PM	0	3	398	0	0	401	1	2	262	10	0	275	0	0	0	6	0	6	0	18	0	6	0	24	706
Hourly Total	0	26	1665	5	0	1696	13	23	1294	34	0	1364	0	2	1	26	1	29	0	105	0	54	0	159	3248
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	0	361	3	0	364	1	16	289	8	0	314	0	1	0	8	0	9	0	7	1	0	0	8	695
12:15 PM	0	0	379	4	0	383	0	8	297	10	0	315	0	0	0	5	0	5	0	5	0	0	0	5	708
12:30 PM	0	9	347	2	0	358	1	7	293	13	0	314	0	1	0	8	0	9	0	14	0	7	0	21	702
12:45 PM	0	6	367	0	0	373	3	6	283	4	0	296	0	2	0	5	0	7	0	7	0	8	0	15	691
Hourly Total	0	15	1454	9	0	1478	5	37	1162	35	0	1239	0	4	0	26	0	30	0	33	1	15	0	49	2796
1:00 PM	0	12	374	1	0	387	2	11	267	21	0	301	0	3	0	6	0	9	0	7	1	11	0	19	716
1:15 PM	1	16	400	3	0	420	1	7	292	13	0	313	0	0	0	8	0	8	0	14	0	6	0	20	761
1:30 PM	0	14	411	2	0	427	4	4	308	12	0	328	0	3	0	7	0	10	0	10	0	12	0	22	787
1:45 PM	0	9	384	4	0	397	3	9	297	14	0	323	0	2	0	6	0	8	0	14	0	10	0	24	752
Hourly Total	1	51	1569	10	0	1631	10	31	1164	60	0	1265	0	8	0	27	0	35	0	45	1	39	0	85	3016
Grand Total	1	365	9736	28	0	10130	45	133	7251	242	0	7671	0	16	5	93	1	114	0	290	3	192	1	485	18400
Approach %	0.0	3.6	96.1	0.3	-	-	0.6	1.7	94.5	3.2	-	-	0.0	14.0	4.4	81.6	-	-	0.0	59.8	0.6	39.6	-	-	-
Total %	0.0	2.0	52.9	0.2	-	55.1	0.2	0.7	39.4	1.3	-	41.7	0.0	0.1	0.0	0.5	-	0.6	0.0	1.6	0.0	1.0	-	2.6	-

Lights	1	358	9621	27	-	10007	45	133	7151	240	-	7569	0	16	5	91	-	112	0	288	3	192	-	483	18171
% Lights	100.0	98.1	98.8	96.4	-	98.8	100.0	100.0	98.6	99.2	-	98.7	-	100.0	100.0	97.8	-	98.2	-	99.3	100.0	100.0	-	99.6	98.8
Buses	0	2	41	0	-	43	0	0	39	1	-	40	0	0	0	0	-	0	0	0	0	0	-	0	83
% Buses	0.0	0.5	0.4	0.0	-	0.4	0.0	0.0	0.5	0.4	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	5	49	1	-	55	0	0	49	0	-	49	0	0	0	2	-	2	0	2	0	0	-	2	108
% Single-Unit Trucks	0.0	1.4	0.5	3.6	-	0.5	0.0	0.0	0.7	0.0	-	0.6	-	0.0	0.0	2.2	-	1.8	-	0.7	0.0	0.0	-	0.4	0.6
Articulated Trucks	0	0	25	0	-	25	0	0	12	1	-	13	0	0	0	0	-	0	0	0	0	0	-	0	38
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	0.2	0.4	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 22nd Street with Parkview Drive
Site Code:
Start Date: 01/09/2020

Turning Movement Peak Hour Data (7:45 AM)

Start Time	22nd Street Eastbound						22nd Street Westbound						Macy's Access Drive Northbound						Parkview Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	40	459	0	0	499	1	2	289	14	0	306	0	0	0	0	0	0	0	1	0	0	0	1	806
8:00 AM	0	35	479	0	0	514	1	3	325	16	0	345	0	0	0	1	0	1	0	2	0	1	0	3	863
8:15 AM	0	34	462	1	0	497	0	2	266	15	0	283	0	0	2	0	0	2	0	0	0	2	0	2	784
8:30 AM	0	38	420	2	0	460	1	3	314	7	0	325	0	0	1	0	0	1	0	3	0	3	0	6	792
Total	0	147	1820	3	0	1970	3	10	1194	52	0	1259	0	0	3	1	0	4	0	6	0	6	0	12	3245
Approach %	0.0	7.5	92.4	0.2	-	-	0.2	0.8	94.8	4.1	-	-	0.0	0.0	75.0	25.0	-	-	0.0	50.0	0.0	50.0	-	-	-
Total %	0.0	4.5	56.1	0.1	-	60.7	0.1	0.3	36.8	1.6	-	38.8	0.0	0.0	0.1	0.0	-	0.1	0.0	0.2	0.0	0.2	-	0.4	-
PHF	0.000	0.919	0.950	0.375	-	0.958	0.750	0.833	0.918	0.813	-	0.912	0.000	0.000	0.375	0.250	-	0.500	0.000	0.500	0.000	0.500	-	0.500	0.940
Lights	0	144	1781	2	-	1927	3	10	1159	52	-	1224	0	0	3	1	-	4	0	5	0	6	-	11	3166
% Lights	-	98.0	97.9	66.7	-	97.8	100.0	100.0	97.1	100.0	-	97.2	-	-	100.0	100.0	-	100.0	-	83.3	-	100.0	-	91.7	97.6
Buses	0	1	10	0	-	11	0	0	12	0	-	12	0	0	0	0	-	0	0	0	0	0	-	0	23
% Buses	-	0.7	0.5	0.0	-	0.6	0.0	0.0	1.0	0.0	-	1.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.7
Single-Unit Trucks	0	2	21	1	-	24	0	0	20	0	-	20	0	0	0	0	-	0	0	1	0	0	-	1	45
% Single-Unit Trucks	-	1.4	1.2	33.3	-	1.2	0.0	0.0	1.7	0.0	-	1.6	-	-	0.0	0.0	-	0.0	-	16.7	-	0.0	-	8.3	1.4
Articulated Trucks	0	0	8	0	-	8	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	11
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	0.0	0.0	0.3	0.0	-	0.2	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 22nd Street with Parkview Drive
Site Code:
Start Date: 01/09/2020

Turning Movement Peak Hour Data (4:30 PM)

Start Time	22nd Street Eastbound						22nd Street Westbound						Macy's Access Drive Northbound						Parkview Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	10	427	0	0	437	4	8	355	4	0	371	0	0	0	6	0	6	0	20	0	17	0	37	851
4:45 PM	0	4	407	0	0	411	0	5	316	9	0	330	0	0	0	1	0	1	0	29	0	8	0	37	779
5:00 PM	0	4	407	1	0	412	3	8	333	7	0	351	0	1	0	5	0	6	0	26	0	21	0	47	816
5:15 PM	0	8	443	2	0	453	5	5	329	6	0	345	0	1	0	9	1	10	0	34	0	10	0	44	852
Total	0	26	1684	3	0	1713	12	26	1333	26	0	1397	0	2	0	21	1	23	0	109	0	56	0	165	3298
Approach %	0.0	1.5	98.3	0.2	-	-	0.9	1.9	95.4	1.9	-	-	0.0	8.7	0.0	91.3	-	-	0.0	66.1	0.0	33.9	-	-	-
Total %	0.0	0.8	51.1	0.1	-	51.9	0.4	0.8	40.4	0.8	-	42.4	0.0	0.1	0.0	0.6	-	0.7	0.0	3.3	0.0	1.7	-	5.0	-
PHF	0.000	0.650	0.950	0.375	-	0.945	0.600	0.813	0.939	0.722	-	0.941	0.000	0.500	0.000	0.583	-	0.575	0.000	0.801	0.000	0.667	-	0.878	0.968
Lights	0	26	1667	3	-	1696	12	26	1325	26	-	1389	0	2	0	21	-	23	0	109	0	56	-	165	3273
% Lights	-	100.0	99.0	100.0	-	99.0	100.0	100.0	99.4	100.0	-	99.4	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.2
Buses	0	0	10	0	-	10	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	14
% Buses	-	0.0	0.6	0.0	-	0.6	0.0	0.0	0.3	0.0	-	0.3	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Single-Unit Trucks	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Articulated Trucks	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.1	0.0	-	0.1	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 22nd Street with Parkview Drive
Site Code:
Start Date: 01/09/2020

Turning Movement Peak Hour Data (1:00 PM)

Start Time	22nd Street Eastbound						22nd Street Westbound						Macy's Access Drive Northbound						Parkview Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
1:00 PM	0	12	374	1	0	387	2	11	267	21	0	301	0	3	0	6	0	9	0	7	1	11	0	19	716
1:15 PM	1	16	400	3	0	420	1	7	292	13	0	313	0	0	0	8	0	8	0	14	0	6	0	20	761
1:30 PM	0	14	411	2	0	427	4	4	308	12	0	328	0	3	0	7	0	10	0	10	0	12	0	22	787
1:45 PM	0	9	384	4	0	397	3	9	297	14	0	323	0	2	0	6	0	8	0	14	0	10	0	24	752
Total	1	51	1569	10	0	1631	10	31	1164	60	0	1265	0	8	0	27	0	35	0	45	1	39	0	85	3016
Approach %	0.1	3.1	96.2	0.6	-	-	0.8	2.5	92.0	4.7	-	-	0.0	22.9	0.0	77.1	-	-	0.0	52.9	1.2	45.9	-	-	-
Total %	0.0	1.7	52.0	0.3	-	54.1	0.3	1.0	38.6	2.0	-	41.9	0.0	0.3	0.0	0.9	-	1.2	0.0	1.5	0.0	1.3	-	2.8	-
PHF	0.250	0.797	0.954	0.625	-	0.955	0.625	0.705	0.945	0.714	-	0.964	0.000	0.667	0.000	0.844	-	0.875	0.000	0.804	0.250	0.813	-	0.885	0.958
Lights	1	50	1562	10	-	1623	10	31	1155	60	-	1256	0	8	0	26	-	34	0	45	1	39	-	85	2998
% Lights	100.0	98.0	99.6	100.0	-	99.5	100.0	100.0	99.2	100.0	-	99.3	-	100.0	-	96.3	-	97.1	-	100.0	100.0	100.0	-	100.0	99.4
Buses	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	1	3	0	-	4	0	0	7	0	-	7	0	0	0	1	-	1	0	0	0	0	-	0	12
% Single-Unit Trucks	0.0	2.0	0.2	0.0	-	0.2	0.0	0.0	0.6	0.0	-	0.6	-	0.0	-	3.7	-	2.9	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Costco Access - Internal Intersection
Site Code:
Start Date: 01/09/2020

Turning Movement Data

Start Time	Drive Aisle Eastbound						Drive Aisle Westbound						Access Drive Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	40	1	0	41	0	0	38	1	0	39	81
7:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	33	0	0	33	0	0	43	1	0	44	79
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	1	38	0	0	39	68
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	0	0	50	3	0	53	95
Hourly Total	0	2	0	0	0	2	0	0	1	0	0	1	0	0	144	1	0	145	0	1	169	5	0	175	323
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	45	0	0	42	4	0	46	91
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	1	0	50	1	1	51	1	0	54	104
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	38	0	0	38	0	1	32	3	0	36	76
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	42	0	0	43	1	0	37	1	0	39	83
Hourly Total	0	2	0	0	0	2	0	0	1	0	0	1	0	1	174	1	0	176	2	2	162	9	0	175	354
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	38	0	1	0	39	0	1	5	2	0	8	0	2	83	0	0	85	1	2	63	47	0	113	245
4:15 PM	0	40	0	2	0	42	0	0	0	1	0	1	0	0	77	2	0	79	0	1	61	52	0	114	236
4:30 PM	0	40	2	2	0	44	0	0	0	0	0	0	0	0	77	2	0	79	1	1	50	59	1	111	234
4:45 PM	0	41	0	3	0	44	0	0	0	0	1	0	0	1	84	0	1	85	1	2	57	65	0	125	254
Hourly Total	0	159	2	8	0	169	0	1	5	3	1	9	0	3	321	4	1	328	3	6	231	223	1	463	969
5:00 PM	0	53	2	2	0	57	0	0	3	0	0	3	0	0	84	0	0	84	0	1	51	64	0	116	260
5:15 PM	0	40	3	5	0	48	0	0	1	3	0	4	0	0	98	1	0	99	1	1	70	54	0	126	277
5:30 PM	0	37	2	2	0	41	0	0	3	1	0	4	0	0	96	1	0	97	1	2	57	63	1	123	265
5:45 PM	0	57	1	4	0	62	0	0	1	2	0	3	0	2	92	0	0	94	0	1	57	36	0	94	253
Hourly Total	0	187	8	13	0	208	0	0	8	6	0	14	0	2	370	2	0	374	2	5	235	217	1	459	1055
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	43	1	1	0	45	0	0	2	1	0	3	0	1	101	0	1	102	0	2	60	70	0	132	282
12:15 PM	0	39	2	4	0	45	0	0	5	1	0	6	0	1	103	1	1	105	0	3	57	71	0	131	287
12:30 PM	0	43	1	4	0	48	0	0	1	4	0	5	0	0	114	2	0	116	0	5	70	58	0	133	302
12:45 PM	0	51	1	4	0	56	0	1	0	2	0	3	0	1	107	0	0	108	0	1	85	55	0	141	308
Hourly Total	0	176	5	13	0	194	0	1	8	8	0	17	0	3	425	3	2	431	0	11	272	254	0	537	1179
1:00 PM	0	63	3	6	0	72	0	1	0	1	0	2	0	0	92	3	0	95	0	3	51	52	0	106	275
1:15 PM	0	40	1	5	0	46	0	0	1	0	0	1	0	0	111	0	0	111	1	2	56	64	0	123	281
1:30 PM	0	44	0	5	0	49	0	0	1	0	0	1	0	3	98	0	0	101	0	1	56	58	0	115	266
1:45 PM	0	48	2	4	0	54	0	0	1	2	0	3	0	1	86	0	1	87	2	3	82	62	0	149	293
Hourly Total	0	195	6	20	0	221	0	1	3	3	0	7	0	4	387	3	1	394	3	9	245	236	0	493	1115
Grand Total	0	721	21	54	0	796	0	3	26	20	1	49	0	13	1821	14	4	1848	10	34	1314	944	2	2302	4995
Approach %	0.0	90.6	2.6	6.8	-	-	0.0	6.1	53.1	40.8	-	-	0.0	0.7	98.5	0.8	-	-	0.4	1.5	57.1	41.0	-	-	-
Total %	0.0	14.4	0.4	1.1	-	15.9	0.0	0.1	0.5	0.4	-	1.0	0.0	0.3	36.5	0.3	-	37.0	0.2	0.7	26.3	18.9	-	46.1	-

Lights	0	720	21	54	-	795	0	3	26	20	-	49	0	13	1814	13	-	1840	10	34	1311	941	-	2296	4980
% Lights	-	99.9	100.0	100.0	-	99.9	-	100.0	100.0	100.0	-	100.0	-	100.0	99.6	92.9	-	99.6	100.0	100.0	99.8	99.7	-	99.7	99.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	3	1	-	4	0	0	2	3	-	5	10
% Single-Unit Trucks	-	0.1	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	7.1	-	0.2	0.0	0.0	0.2	0.3	-	0.2	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	1	0	-	1	5
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.1	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Costco Access - Internal Intersection
Site Code:
Start Date: 01/09/2020

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Drive Aisle Eastbound						Drive Aisle Westbound						Access Drive Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	0	0	50	3	0	53	95
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	45	0	0	42	4	0	46	91
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	1	0	50	1	1	51	1	0	54	104
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	38	0	0	38	0	1	32	3	0	36	76
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	174	1	0	175	1	2	175	11	0	189	366
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	99.4	0.6	-	-	0.5	1.1	92.6	5.8	-	-	-
Total %	0.0	0.5	0.0	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	47.5	0.3	-	47.8	0.3	0.5	47.8	3.0	-	51.6	-
PHF	0.000	0.250	0.000	0.000	-	0.250	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.888	0.250	-	0.875	0.250	0.500	0.858	0.688	-	0.875	0.880
Lights	0	2	0	0	-	2	0	0	0	0	-	0	0	0	171	1	-	172	1	2	174	8	-	185	359
% Lights	-	100.0	-	-	-	100.0	-	-	-	-	-	-	-	-	98.3	100.0	-	98.3	100.0	100.0	99.4	72.7	-	97.9	98.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	3	-	4	6
% Single-Unit Trucks	-	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	1.1	0.0	-	1.1	0.0	0.0	0.6	27.3	-	2.1	1.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	0.6	0.0	-	0.6	0.0	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Costco Access - Internal Intersection
Site Code:
Start Date: 01/09/2020

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Drive Aisle Eastbound						Drive Aisle Westbound						Access Drive Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	40	2	2	0	44	0	0	0	0	0	0	0	0	77	2	0	79	1	1	50	59	1	111	234
4:45 PM	0	41	0	3	0	44	0	0	0	0	1	0	0	1	84	0	1	85	1	2	57	65	0	125	254
5:00 PM	0	53	2	2	0	57	0	0	3	0	0	3	0	0	84	0	0	84	0	1	51	64	0	116	260
5:15 PM	0	40	3	5	0	48	0	0	1	3	0	4	0	0	98	1	0	99	1	1	70	54	0	126	277
Total	0	174	7	12	0	193	0	0	4	3	1	7	0	1	343	3	1	347	3	5	228	242	1	478	1025
Approach %	0.0	90.2	3.6	6.2	-	-	0.0	0.0	57.1	42.9	-	-	0.0	0.3	98.8	0.9	-	-	0.6	1.0	47.7	50.6	-	-	-
Total %	0.0	17.0	0.7	1.2	-	18.8	0.0	0.0	0.4	0.3	-	0.7	0.0	0.1	33.5	0.3	-	33.9	0.3	0.5	22.2	23.6	-	46.6	-
PHF	0.000	0.821	0.583	0.600	-	0.846	0.000	0.000	0.333	0.250	-	0.438	0.000	0.250	0.875	0.375	-	0.876	0.750	0.625	0.814	0.931	-	0.948	0.925
Lights	0	174	7	12	-	193	0	0	4	3	-	7	0	1	343	3	-	347	3	5	228	242	-	478	1025
% Lights	-	100.0	100.0	100.0	-	100.0	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

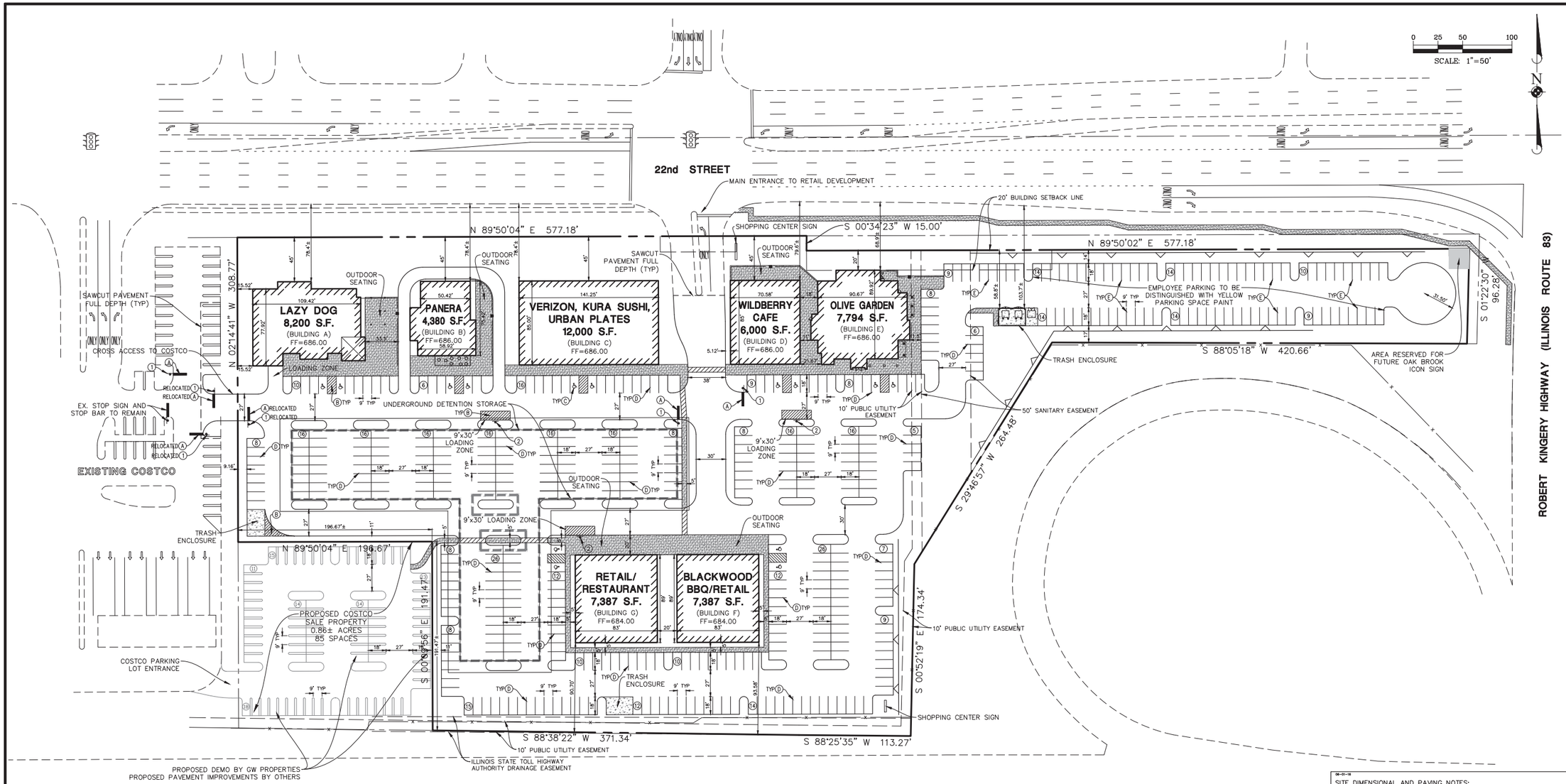
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Costco Access - Internal Intersection
Site Code:
Start Date: 01/09/2020

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Drive Aisle Eastbound						Drive Aisle Westbound						Access Drive Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
1:00 PM	0	63	3	6	0	72	0	1	0	1	0	2	0	0	92	3	0	95	0	3	51	52	0	106	275
1:15 PM	0	40	1	5	0	46	0	0	1	0	0	1	0	0	111	0	0	111	1	2	56	64	0	123	281
1:30 PM	0	44	0	5	0	49	0	0	1	0	0	1	0	3	98	0	0	101	0	1	56	58	0	115	266
1:45 PM	0	48	2	4	0	54	0	0	1	2	0	3	0	1	86	0	1	87	2	3	82	62	0	149	293
Total	0	195	6	20	0	221	0	1	3	3	0	7	0	4	387	3	1	394	3	9	245	236	0	493	1115
Approach %	0.0	88.2	2.7	9.0	-	-	0.0	14.3	42.9	42.9	-	-	0.0	1.0	98.2	0.8	-	-	0.6	1.8	49.7	47.9	-	-	-
Total %	0.0	17.5	0.5	1.8	-	19.8	0.0	0.1	0.3	0.3	-	0.6	0.0	0.4	34.7	0.3	-	35.3	0.3	0.8	22.0	21.2	-	44.2	-
PHF	0.000	0.774	0.500	0.833	-	0.767	0.000	0.250	0.750	0.375	-	0.583	0.000	0.333	0.872	0.250	-	0.887	0.375	0.750	0.747	0.922	-	0.827	0.951
Lights	0	195	6	20	-	221	0	1	3	3	-	7	0	4	387	3	-	394	3	9	245	236	-	493	1115
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Site Plan



RETAIL DEVELOPMENT
VILLAGE OF OAK BROOK, ILLINOIS
PARKING TABLE
28-Feb-20

Building	Use	Area (S.F.)	Parking Coefficient (Spaces/1000 S.F.)	Required Parking (Spaces)
A, Lazy Dog	Sit Down Restaurant	8200	10	82
B, Panera	Restaurant w/ Drive-Thru	4380	15	66
[1]C				
Verizon	Retail	3000	5	15
Kura Sushi	Sit Down Restaurant	4500	10	45
Urban Plates	Sit Down Restaurant	4500	10	45
D, Wildberry Café	Sit Down Restaurant	6000	10	60
E, Olive Garden	Sit Down Restaurant	7794	10	78
[2]F				
Blackwood BBQ	Sit Down Restaurant	3694	10	37
Retail	Retail	3693	5	18
[3]G				
Restaurant	Sit Down Restaurant	3694	10	37
Retail	Retail	3693	5	18
Total Parking Required:				**501**

Assumptions

1. The square footage for the Verizon, Kura Sushi, and Urban Plates are assumed
2. The square footage for the Blackwood BBQ and retail store has been divided in half.
3. The square footage for the restaurant and retail store has been divided in half.

CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION OF SIDEWALKS, SIDEWALK SCORING, BENCHES, BIKE RACKS, FLAG POLES, ETC. DIMENSIONS OF VESTIBULE, RAMPS AND TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS

01-01-16

SITE DATA

SITE AREA	8.58 ACRES
REQUIRED SETBACKS:	
100' BUILDING SETBACK ALONG 22nd STREET	
10' PARKING SETBACK	
COMMON SPACES	N/A
FLOOR AREA RATIO	TBD, LESS THAN 1.2
LOT AREA COVERAGE	0.15
STANDARD PARKING PROVIDED	375 SPACES
HANDICAP PARKING PROVIDED	14 SPACES
EMPLOYEE PARKING PROVIDED	84 SPACES
TOTAL PARKING PROVIDED	473 SPACES
LOADING AREAS	N/A
ZONING DISTRICT	B3-PLANNED DEVELOPMENT OVERLAY DISTRICT

SIGN LEGEND

1. R1-1 STOP SIGN
2. NO PARKING LOADING ZONE

PAVEMENT MARKING LEGEND

- Ⓐ 24" WHITE STOP BAR
- Ⓑ 4" YELLOW DIAGONAL AT 45° SPACED 2' O.C. W/ 4" YELLOW BORDER
- Ⓒ LETTERS AND SYMBOLS PAVEMENT MARKINGS
- Ⓓ 4" WHITE LINE
- Ⓔ 4" YELLOW LINE (EMPLOYEE PARKING)

06-01-16

PAVEMENT LEGEND

CONCRETE SIDEWALK
5" PORTLAND CEMENT CONCRETE
4" AGGREGATE BASE COURSE, TYPE B

CONCRETE PAVEMENT
8" PORTLAND CEMENT CONCRETE PAVEMENT W/ 6 X 6 W1.4 WWF
4" COMPACTED AGGREGATE BASE, TYPE B

06-01-16

SITE DIMENSIONAL AND PAVING NOTES:

1. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FOUNDATION UNLESS NOTED OTHERWISE.
2. ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
3. ALL CURB RADII SHALL BE 3' MEASURED TO FACE OF CURB UNLESS NOTED OTHERWISE.
4. TIE ALL PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTER WITH 2-#6 BARS x 18" LONG DOWELED INTO EXISTING CURB.
5. BUILDING DIMENSIONS AND ADJACENT PARKING HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. BUILDING DIMENSIONS SHOWN SHOULD NOT BE USED FOR CONSTRUCTION LAYOUT OF BUILDING.
6. IMPROVEMENTS ADJACENT TO BUILDING, IF SHOWN, SUCH AS TRUCK DOCK, RETAINING WALLS, SIDEWALKS, CURBING, FENCES, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, AND TRANSFORMERS ETC. HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAY. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
8. ALL ROADWAY AND PARKING LOT SIGNAGE, STRIPING, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS.
9. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
10. PROVIDE DEPRESSED CURB AND RAMP AT ALL HANDICAP ACCESSIBLE SIDEWALK AND PATH LOCATIONS PER FEDERAL AND STATE STANDARDS.
11. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.

DATE	REVISIONS	DRAWN BY

Manhard CONSULTING LTD

Corporate: 1 Park Place, Suite 300, Naperville, IL 60563 P: 630-357-8000 F: 630-357-8001 www.manhard.com
Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

RETAIL DEVELOPMENT
VILLAGE OF OAKBROOK, ILLINOIS
PRELIMINARY SITE DIMENSIONAL AND PAVING PLAN

PROJ. MGR.: DBM
PROJ. ASSOC.: CRM
DRAWN BY: MH
DATE: 01-16-20
SCALE: 1"=50'

SHEET 1 OF 3
GWPOBIL01

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February 24, 2020 - 12:11 Dwg Name: P:\Gwpobil01\dwg\Eng\Preliminary\Plan Set\01-SITE.dwg Updated By: Oterazzas

ITE Trip Generation Summary Sheets

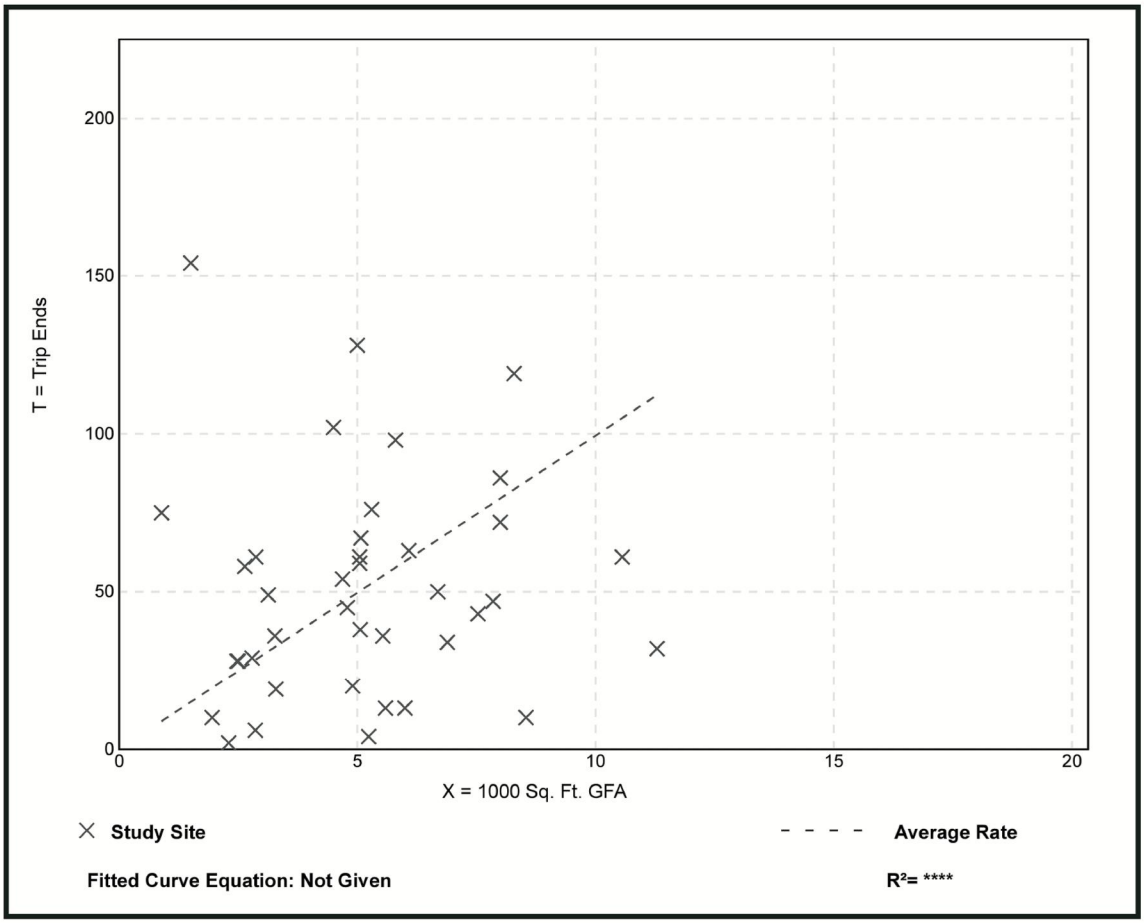
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	39
1000 Sq. Ft. GFA:	5
Directional Distribution:	55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.94	0.76 - 102.39	11.33

Data Plot and Equation



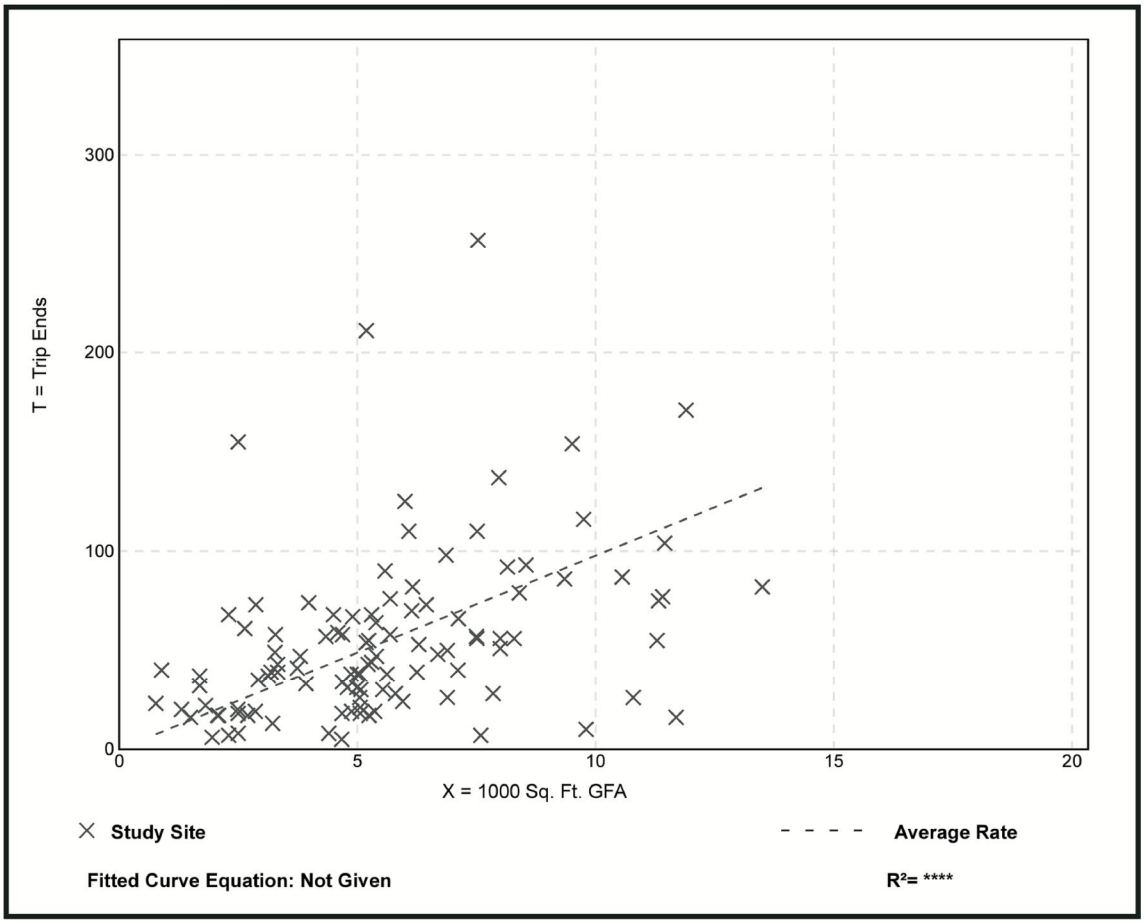
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	107
1000 Sq. Ft. GFA:	6
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.77	0.92 - 62.00	7.37

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant
(932)

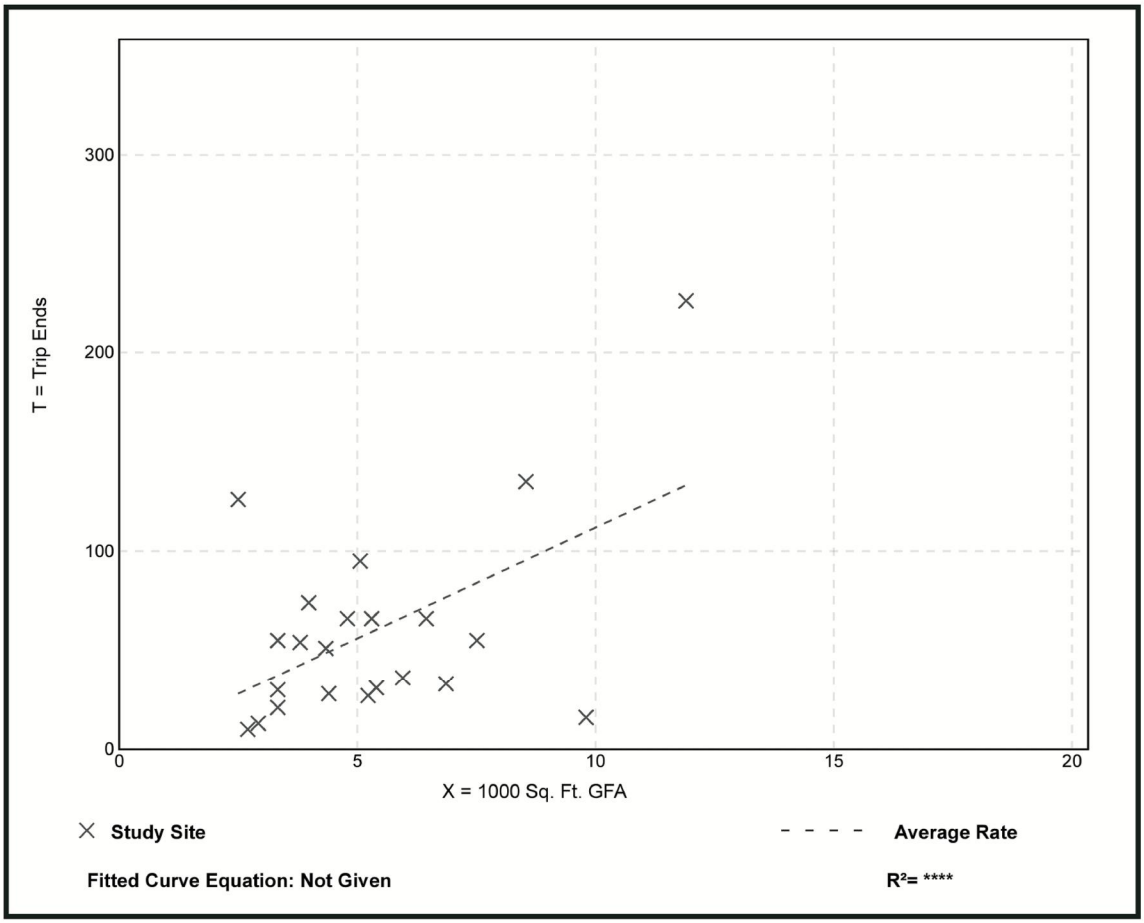
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
1000 Sq. Ft. GFA: 5
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.19	1.63 - 50.40	8.30

Data Plot and Equation



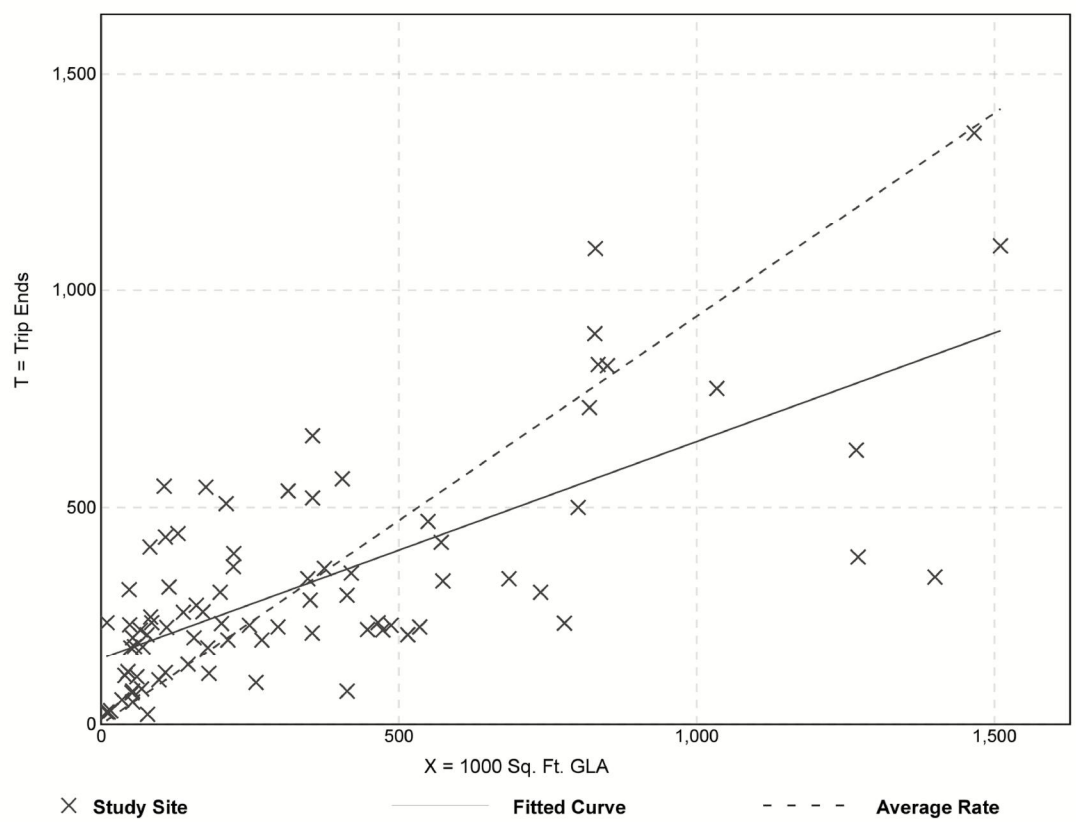
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	84
1000 Sq. Ft. GLA:	351
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



Fitted Curve Equation: T = 0.50(X) + 151.78

R^2= 0.50

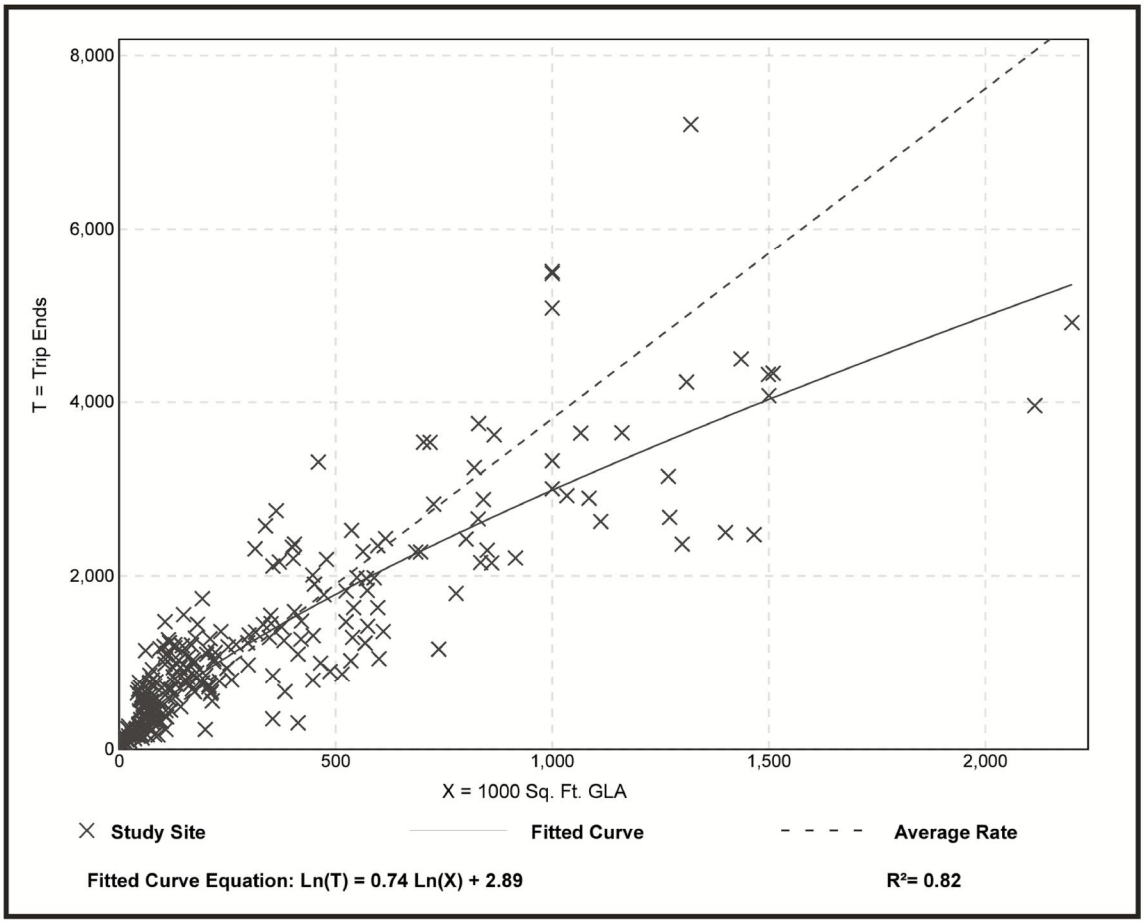
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	261
1000 Sq. Ft. GLA:	327
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Shopping Center
(820)

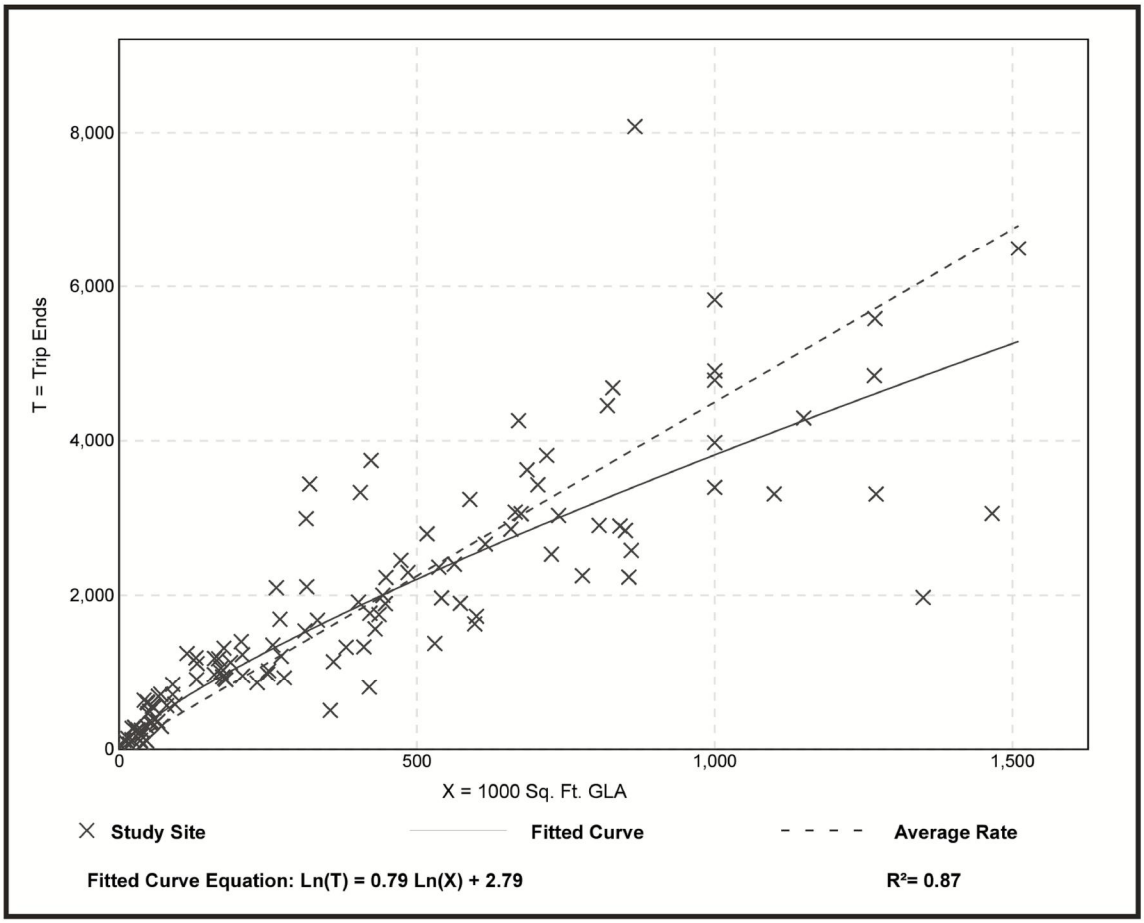
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 119
1000 Sq. Ft. GLA: 416
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.50	1.42 - 15.10	1.88

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

January 21, 2020

Brendan S. May
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: 22nd Street west of IL 83
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated January 20, 2020, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
22nd St west of IL 83	40,500	46,300

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2019 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
2020_TrafficForecast\OakBrook\du-02-20\du-02-20.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Reports

Weekday Morning Peak Hour – Existing Conditions

Lanes, Volumes, Timings
1: Site Access Drive/Parkview Drive & 22nd Street

01/22/2020

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	147	1820	3	3	10	1194	52	0	3	1	6	0
Future Volume (vph)	147	1820	3	3	10	1194	52	0	3	1	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	225		0		155		0	0		0	0	
Storage Lanes	1		0		1		0	1		0	1	
Taper Length (ft)	180				170			25			25	
Lane Util. Factor	1.00	0.86	0.86	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.994			0.962			
Flt Protected	0.950				0.950						0.950	
Satd. Flow (prot)	1770	6405	0	0	1805	5012	0	1900	1828	0	1543	2000
Flt Permitted	0.950				0.950						0.784	
Satd. Flow (perm)	1770	6405	0	0	1805	5012	0	1900	1828	0	1273	2000
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)						7			1			
Link Speed (mph)		40				40			25			25
Link Distance (ft)		632				567			216			296
Travel Time (s)		10.8				9.7			5.9			8.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	33%	0%	0%	3%	0%	0%	0%	0%	17%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	1939	0	0	14	1325	0	0	4	0	6	0
Turn Type	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt	
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	2		1	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	21.0		7.5	7.5	21.0		7.5	14.0		7.5	14.0
Total Split (s)	15.0	72.0		30.0	30.0	87.0		33.0	33.0		15.0	15.0
Total Split (%)	10.0%	48.0%		20.0%	20.0%	58.0%		22.0%	22.0%		10.0%	10.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		3.5	4.5		3.5	4.5
All-Red Time (s)	1.0	1.5		1.0	1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	6.0			4.5	6.0		3.5	6.0		3.5	6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	25.1	137.6			6.8	109.5			8.0		9.0	
Actuated g/C Ratio	0.17	0.92			0.05	0.73			0.05		0.06	

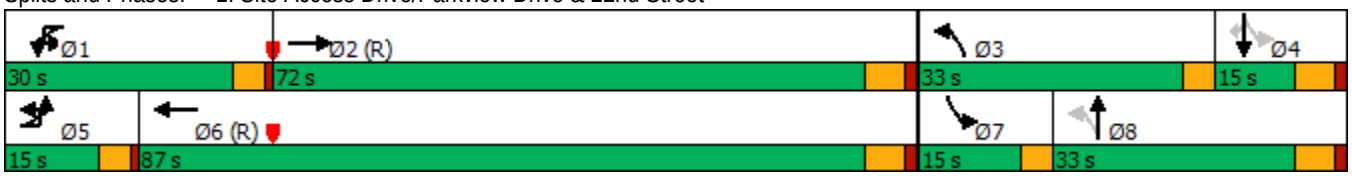
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	384
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	6
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	14.0
Total Split (s)	15.0
Total Split (%)	10.0%
Yellow Time (s)	4.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	10.2
Actuated g/C Ratio	0.07

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.53	0.33			0.17	0.36			0.04		0.07	
Control Delay	62.3	1.9			73.1	8.6			61.8		63.5	
Queue Delay	0.0	0.0			0.0	0.0			0.0		0.0	
Total Delay	62.3	1.9			73.1	8.6			61.8		63.5	
LOS	E	A			E	A			E		E	
Approach Delay		6.4				9.3			61.8			31.8
Approach LOS		A				A			E			C
Queue Length 50th (ft)	147	0			13	126			3		6	
Queue Length 95th (ft)	235	114			39	280			16		20	
Internal Link Dist (ft)		552				487			136			216
Turn Bay Length (ft)	225				155							
Base Capacity (vph)	295	5877			306	3659			329		135	
Starvation Cap Reductn	0	85			0	0			0		0	
Spillback Cap Reductn	0	0			0	0			0		0	
Storage Cap Reductn	0	0			0	0			0		0	
Reduced v/c Ratio	0.53	0.33			0.05	0.36			0.01		0.04	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 56 (37%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 52.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Site Access Drive/Parkview Drive & 22nd Street



Lane Group	SBR
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	473
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.01

Intersection Summary

Lanes, Volumes, Timings
2: Costco Access Drive/MacArthur Drive & 22nd Street

01/22/2020

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	6	1843	92	79	1113	8	56	2	118	9	18
Future Volume (vph)	16	6	1843	92	79	1113	8	56	2	118	9	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		175		0	210		0	0		0	75	
Storage Lanes		1		0	1		0	2		0	1	
Taper Length (ft)		225			190			25			70	
Lane Util. Factor	0.86	1.00	0.86	0.86	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.993			0.999			0.852			0.918
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1805	6369	0	1736	5032	0	3502	1572	0	1805	1698
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	1805	6369	0	1736	5032	0	3502	1572	0	1805	1698
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			11			1			126			23
Link Speed (mph)			40			40			25			25
Link Distance (ft)			394			632			257			485
Travel Time (s)			6.7			10.8			7.0			13.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	0%	4%	3%	0%	0%	0%	3%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	2059	0	84	1193	0	60	128	0	10	42
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases												
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	7.5	21.0		7.5	21.0		7.5	14.0		7.5	14.0
Total Split (s)	18.0	18.0	93.0		23.0	98.0		15.0	19.0		15.0	19.0
Total Split (%)	12.0%	12.0%	62.0%		15.3%	65.3%		10.0%	12.7%		10.0%	12.7%
Yellow Time (s)	3.5	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.5		1.0	1.5		1.0	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	6.0		4.5	6.0		4.5	6.0		4.5	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effct Green (s)		7.4	101.5		12.6	110.8		8.0	14.7		6.4	9.1
Actuated g/C Ratio		0.05	0.68		0.08	0.74		0.05	0.10		0.04	0.06

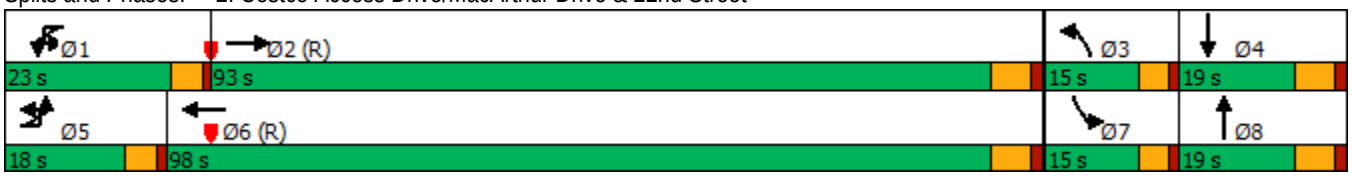
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio		0.26	0.48		0.58	0.32		0.32	0.48		0.13	0.34
Control Delay		75.0	13.0		93.8	2.8		72.6	16.8		72.2	44.4
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		75.0	13.0		93.8	2.8		72.6	16.8		72.2	44.4
LOS		E	B		F	A		E	B		E	D
Approach Delay			13.7			8.7			34.6			49.8
Approach LOS			B			A			C			D
Queue Length 50th (ft)		22	266		64	168		29	2		10	18
Queue Length 95th (ft)		54	361		0	1		54	68		31	59
Internal Link Dist (ft)			314			552			177			405
Turn Bay Length (ft)		175			210						75	
Base Capacity (vph)		162	4311		214	3716		245	280		126	168
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.14	0.48		0.39	0.32		0.24	0.46		0.08	0.25

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 50 (33%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 54.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Costco Access Drive/MacArthur Drive & 22nd Street



Lane Group	SBR
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	0	0	0	0	0	0	174	1	3	175	11
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	2	0	0	0	0	0	175	0	0	189	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1805	0	0	1900	0	0	1898	0	0	3583	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1023		0	1900		0	1898		0	1207	
Reference Time A (s)	0.0	0.2		0.0	0.0		0.0	11.1		0.0	8.8	
Adj Saturation B (vph	0	0		0	1900		NA	NA		NA	NA	
Reference Time B (s)	8.1	8.1		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.2			0.0			11.1			8.8	
Adj Reference Time (s)		8.0			8.0			15.1			12.8	
Split Option												
Ref Time Combined (s)	0.0	0.1		0.0	0.0		0.0	11.1		0.0	6.3	
Ref Time Seperate (s)	0.1	0.0		0.0	0.0		0.0	11.0		0.2	5.9	
Reference Time (s)	0.1	0.1		0.0	0.0		11.1	11.1		6.3	6.3	
Adj Reference Time (s)	8.0	8.0		0.0	0.0		15.1	15.1		10.3	10.3	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	8.0	15.1	
Split Option (s)	8.0	25.4	
Minimum (s)	8.0	15.1	23.1

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	19.2%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Reports

Weekday Evening Peak Hour – Existing Conditions

Lanes, Volumes, Timings
1: Site Access Drive/Parkview Drive & 22nd Street

01/22/2020

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	26	1696	3	12	26	1333	26	2	0	21	109	0
Future Volume (vph)	26	1696	3	12	26	1333	26	2	0	21	109	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	225		0		155		0	0		0	0	
Storage Lanes	1		0		1		0	1		0	1	
Taper Length (ft)	180				170			25			25	
Lane Util. Factor	1.00	0.86	0.86	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.997			0.850			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1805	6471	0	0	1805	5121	0	1805	1615	0	1805	2000
Flt Permitted	0.950				0.950			0.769			0.460	
Satd. Flow (perm)	1805	6471	0	0	1805	5121	0	1461	1615	0	874	2000
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)						3			177			
Link Speed (mph)		40				40			25			25
Link Distance (ft)		632				567			216			296
Travel Time (s)		10.8				9.7			5.9			8.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1751	0	0	39	1401	0	2	22	0	112	0
Turn Type	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt	
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	2		1	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	21.0		7.5	7.5	21.0		7.5	14.0		7.5	14.0
Total Split (s)	15.0	87.0		15.0	15.0	87.0		15.0	25.0		23.0	33.0
Total Split (%)	10.0%	58.0%		10.0%	10.0%	58.0%		10.0%	16.7%		15.3%	22.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		3.5	4.5		3.5	4.5
All-Red Time (s)	1.0	1.5		1.0	1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	6.0			4.5	6.0		3.5	6.0		3.5	6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	7.8	106.2			8.6	109.3		12.0	8.0		23.2	
Actuated g/C Ratio	0.05	0.71			0.06	0.73		0.08	0.05		0.15	

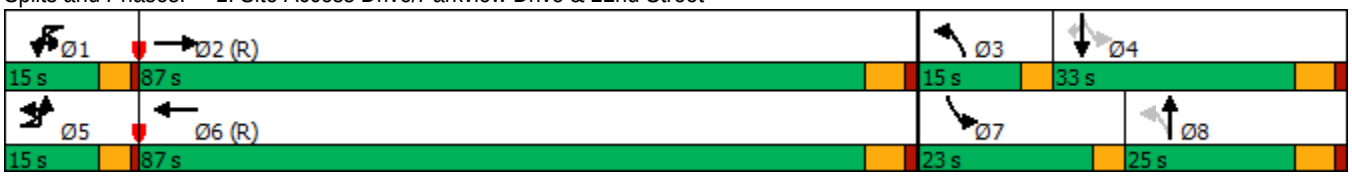
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	56
Future Volume (vph)	56
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	259
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	14.0
Total Split (s)	33.0
Total Split (%)	22.0%
Yellow Time (s)	4.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	18.8
Actuated g/C Ratio	0.13

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.29	0.38			0.38	0.38		0.02	0.09		0.49	
Control Delay	60.7	11.2			77.6	10.0		47.5	0.7		62.1	
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay	60.7	11.2			77.6	10.0		47.5	0.7		62.1	
LOS	E	B			E	A		D	A		E	
Approach Delay		11.9				11.8			4.6			41.2
Approach LOS		B				B			A			D
Queue Length 50th (ft)	26	183			38	217		2	0		96	
Queue Length 95th (ft)	m55	239			77	287		9	0		151	
Internal Link Dist (ft)		552				487			136			216
Turn Bay Length (ft)	225				155							
Base Capacity (vph)	126	4580			129	3730		199	359		275	
Starvation Cap Reductn	0	0			0	0		0	0		0	
Spillback Cap Reductn	0	0			0	0		0	0		0	
Storage Cap Reductn	0	0			0	0		0	0		0	
Reduced v/c Ratio	0.21	0.38			0.30	0.38		0.01	0.06		0.41	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 83 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 54.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Site Access Drive/Parkview Drive & 22nd Street



Lane Group	SBR
v/c Ratio	0.14
Control Delay	0.7
Queue Delay	0.0
Total Delay	0.7
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	506
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.11

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	22	1378	225	1	232	1137	21	189	2	330	16
Future Volume (vph)	1	22	1378	225	1	232	1137	21	189	2	330	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		175		0		210		0	0		0	75
Storage Lanes		1		0		1		0	2		0	1
Taper Length (ft)		225				190			25			70
Lane Util. Factor	0.86	1.00	0.86	0.86	0.91	1.00	0.91	0.91	0.97	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.979				0.997			0.851		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1805	6344	0	0	1805	5121	0	3502	1617	0	1805
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1805	6344	0	0	1805	5121	0	3502	1617	0	1805
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			38				3			259		
Link Speed (mph)			40				40			25		
Link Distance (ft)			394				632			257		
Travel Time (s)			6.7				10.8			7.0		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	1653	0	0	240	1194	0	195	342	0	16
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Prot	NA		Prot
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases												
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	3.0	15.0		3.0	8.0		3.0
Minimum Split (s)	7.5	7.5	21.0		7.5	7.5	21.0		7.5	14.0		7.5
Total Split (s)	15.0	15.0	79.0		24.0	24.0	88.0		20.0	33.0		14.0
Total Split (%)	10.0%	10.0%	52.7%		16.0%	16.0%	58.7%		13.3%	22.0%		9.3%
Yellow Time (s)	3.5	3.5	4.5		3.5	3.5	4.5		3.5	4.5		3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.0	1.5		1.0	1.5		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	6.0			4.5	6.0		4.5	6.0		4.5
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Act Effct Green (s)		7.5	80.6			26.1	103.3		13.3	21.7		6.9
Actuated g/C Ratio		0.05	0.54			0.17	0.69		0.09	0.14		0.05

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	21	31
Future Volume (vph)	21	31
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.911	
Flt Protected		
Satd. Flow (prot)	1731	0
Flt Permitted		
Satd. Flow (perm)	1731	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	32	
Link Speed (mph)	25	
Link Distance (ft)	485	
Travel Time (s)	13.2	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.97	0.97
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	54	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	14.0	
Total Split (s)	27.0	
Total Split (%)	18.0%	
Yellow Time (s)	4.5	
All-Red Time (s)	1.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	11.8	
Actuated g/C Ratio	0.08	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.27	0.48			0.77	0.34		0.63	0.75		0.19
Control Delay		75.1	22.7			65.8	14.3		75.2	26.1		73.6
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		75.1	22.7			65.8	14.3		75.2	26.1		73.6
LOS		E	C			E	B		E	C		E
Approach Delay			23.5				22.9			43.9		
Approach LOS			C				C			D		
Queue Length 50th (ft)		23	289			221	274		96	72		15
Queue Length 95th (ft)		55	347			#429	392		138	189		41
Internal Link Dist (ft)			314				552			177		
Turn Bay Length (ft)		175				210						75
Base Capacity (vph)		126	3427			313	3528		361	504		114
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.19	0.48			0.77	0.34		0.54	0.68		0.14

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 128 (85%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 26.6 Intersection LOS: C
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Costco Access Drive/MacArthur Drive & 22nd Street

Lane Group	SBT	SBR
v/c Ratio	0.33	
Control Delay	35.6	
Queue Delay	0.0	
Total Delay	35.6	
LOS	D	
Approach Delay	44.3	
Approach LOS	D	
Queue Length 50th (ft)	21	
Queue Length 95th (ft)	62	
Internal Link Dist (ft)	405	
Turn Bay Length (ft)		
Base Capacity (vph)	269	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.20	

Intersection Summary

Intersection Capacity Utilization
3: Costco Access Drive & East-West Drive-Aisle/East-West Drive Aisle

01/22/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	7	12	0	4	3	1	344	3	8	228	242
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	193	0	0	7	0	0	348	0	0	478	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.94	0.85	0.95	1.00	0.85	0.95	0.92	0.85
Saturated Flow (vph)	0	1797	0	0	1778	0	0	1897	0	0	3340	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	128		0	1778		0	1824		0	1135	
Reference Time A (s)	0.0	180.4		0.0	0.5		0.0	22.9		0.0	23.6	
Adj Saturation B (vph	0	0		0	1778		NA	NA		NA	NA	
Reference Time B (s)	19.6	20.9		0.0	0.5		NA	NA		NA	NA	
Reference Time (s)		20.9			0.5			22.9			23.6	
Adj Reference Time (s)		24.9			8.0			26.9			27.6	
Split Option												
Ref Time Combined (s)	0.0	12.9		0.0	0.5		0.0	22.0		0.0	17.2	
Ref Time Seperate (s)	11.6	0.5		0.0	0.3		0.1	21.8		0.5	8.2	
Reference Time (s)	12.9	12.9		0.5	0.5		22.0	22.0		17.2	17.2	
Adj Reference Time (s)	16.9	16.9		8.0	8.0		26.0	26.0		21.2	21.2	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	24.9	27.6	
Split Option (s)	24.9	47.2	
Minimum (s)	24.9	27.6	52.5

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	43.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Reports

Saturday Midday Peak Hour – Existing Conditions

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	51	1569	10	10	31	1164	60	8	0	27	45
Future Volume (vph)	1	51	1569	10	10	31	1164	60	8	0	27	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		225		0		155		0	0		0	0
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		180				170			25			25
Lane Util. Factor	0.86	1.00	0.86	0.86	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.999				0.993			0.850		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1770	6465	0	0	1805	5102	0	1805	1553	0	1805
Flt Permitted		0.950				0.950			0.757			0.458
Satd. Flow (perm)	0	1770	6465	0	0	1805	5102	0	1438	1553	0	870
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			1				8			312		
Link Speed (mph)			40				40			25		
Link Distance (ft)			632				567			216		
Travel Time (s)			10.8				9.7			5.9		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	1%	0%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	1644	0	0	42	1276	0	8	28	0	47
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	3.0	15.0		3.0	8.0		3.0
Minimum Split (s)	7.5	7.5	21.0		7.5	7.5	21.0		7.5	14.0		7.5
Total Split (s)	20.0	20.0	61.0		25.0	25.0	66.0		19.0	28.0		16.0
Total Split (%)	15.4%	15.4%	46.9%		19.2%	19.2%	50.8%		14.6%	21.5%		12.3%
Yellow Time (s)	3.5	3.5	4.5		3.5	3.5	4.5		3.5	4.5		3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.0	1.5		0.0	1.5		0.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	6.0			4.5	6.0		3.5	6.0		3.5
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Act Effct Green (s)		9.3	95.0			8.4	94.1		12.4	8.0		17.6
Actuated g/C Ratio		0.07	0.73			0.06	0.72		0.10	0.06		0.14

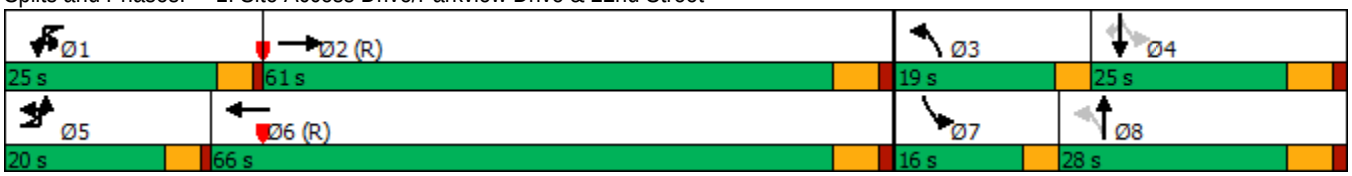
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	39
Future Volume (vph)	1	39
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	2000	1615
Flt Permitted		
Satd. Flow (perm)	2000	1615
Right Turn on Red		Yes
Satd. Flow (RTOR)		130
Link Speed (mph)	25	
Link Distance (ft)	296	
Travel Time (s)	8.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1	41
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	25.0	25.0
Total Split (%)	19.2%	19.2%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.5	1.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)	14.0	14.0
Actuated g/C Ratio	0.11	0.11

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.43	0.35			0.36	0.35		0.05	0.07		0.26
Control Delay		94.2	5.0			65.9	9.6		44.1	0.4		49.5
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		94.2	5.0			65.9	9.6		44.1	0.4		49.5
LOS		F	A			E	A		D	A		D
Approach Delay			7.8				11.4			10.1		
Approach LOS			A				B			B		
Queue Length 50th (ft)		48	33			35	171		6	0		34
Queue Length 95th (ft)		m82	285			72	231		20	0		69
Internal Link Dist (ft)			552				487			136		
Turn Bay Length (ft)		225				155						
Base Capacity (vph)		211	4722			284	3696		271	522		219
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.26	0.35			0.15	0.35		0.03	0.05		0.21

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 61 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 54.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Site Access Drive/Parkview Drive & 22nd Street



Lane Group	SBT	SBR
v/c Ratio	0.00	0.14
Control Delay	50.0	1.0
Queue Delay	0.0	0.0
Total Delay	50.0	1.0
LOS	D	A
Approach Delay	27.2	
Approach LOS	C	
Queue Length 50th (ft)	1	0
Queue Length 95th (ft)	7	0
Internal Link Dist (ft)	216	
Turn Bay Length (ft)		
Base Capacity (vph)	303	355
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.00	0.12

Intersection Summary

Lanes, Volumes, Timings
2: Costco Access Drive/MacArthur Drive & 22nd Street

01/22/2020

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	10	1254	238	8	242	961	1	223	7	356	13
Future Volume (vph)	1	10	1254	238	8	242	961	1	223	7	356	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		175		0		210		0	0		0	75
Storage Lanes		1		0		1		0	2		0	1
Taper Length (ft)		225				190			25			70
Lane Util. Factor	0.86	1.00	0.86	0.86	0.91	1.00	0.91	0.91	0.97	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.976							0.853		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1805	6326	0	0	1805	5136	0	3502	1621	0	1805
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1805	6326	0	0	1805	5136	0	3502	1621	0	1805
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			50							302		
Link Speed (mph)			40				40			25		
Link Distance (ft)			394				632			257		
Travel Time (s)			6.7				10.8			7.0		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	1523	0	0	255	982	0	228	370	0	13
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Prot	NA		Prot
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases												
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	3.0	15.0		3.0	8.0		3.0
Minimum Split (s)	7.5	7.5	21.0		7.5	7.5	21.0		7.5	14.0		7.5
Total Split (s)	16.0	16.0	68.0		25.0	25.0	77.0		22.0	23.0		14.0
Total Split (%)	12.3%	12.3%	52.3%		19.2%	19.2%	59.2%		16.9%	17.7%		10.8%
Yellow Time (s)	3.5	3.5	4.5		3.5	3.5	4.5		3.5	4.5		3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.0	1.5		1.0	1.5		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	6.0			4.5	6.0		4.5	6.0		4.5
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Act Effct Green (s)		6.4	70.6			21.4	94.1		13.7	16.6		6.6
Actuated g/C Ratio		0.05	0.54			0.16	0.72		0.11	0.13		0.05

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	13	15
Future Volume (vph)	13	15
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.920	
Flt Protected		
Satd. Flow (prot)	1748	0
Flt Permitted		
Satd. Flow (perm)	1748	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	15	
Link Speed (mph)	25	
Link Distance (ft)	485	
Travel Time (s)	13.2	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.98	0.98
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	28	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	14.0	
Total Split (s)	15.0	
Total Split (%)	11.5%	
Yellow Time (s)	4.5	
All-Red Time (s)	1.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	8.9	
Actuated g/C Ratio	0.07	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.12	0.44			0.86	0.26		0.62	0.79		0.14
Control Delay		61.6	19.0			81.2	7.4		62.8	23.9		61.9
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		61.6	19.0			81.2	7.4		62.8	23.9		61.9
LOS		E	B			F	A		E	C		E
Approach Delay			19.3				22.6			38.7		
Approach LOS			B				C			D		
Queue Length 50th (ft)		9	242			229	99		96	48		11
Queue Length 95th (ft)		30	275			#386	130		135	171		33
Internal Link Dist (ft)			314				552			177		
Turn Bay Length (ft)		175				210						75
Base Capacity (vph)		159	3458			303	3716		471	500		131
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.07	0.44			0.84	0.26		0.48	0.74		0.10

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 20 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Costco Access Drive/MacArthur Drive & 22nd Street

Lane Group	SBT	SBR
v/c Ratio	0.21	
Control Delay	38.3	
Queue Delay	0.0	
Total Delay	38.3	
LOS	D	
Approach Delay	45.8	
Approach LOS	D	
Queue Length 50th (ft)	11	
Queue Length 95th (ft)	43	
Internal Link Dist (ft)	405	
Turn Bay Length (ft)		
Base Capacity (vph)	140	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.20	

Intersection Summary

Intersection Capacity Utilization
3: Costco Access Drive & East-West Drive-Aisle/East-West Drive Aisle

01/22/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	195	6	20	1	3	3	4	388	3	12	245	236
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	221	0	0	7	0	0	395	0	0	493	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.93	0.85	0.95	1.00	0.85	0.95	0.93	0.85
Saturated Flow (vph)	0	1792	0	0	1765	0	0	1897	0	0	3354	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	418		0	1855		0	1660		0	1053	
Reference Time A (s)	0.0	63.5		0.0	0.5		0.0	28.6		0.0	25.4	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	21.0	22.8		8.1	8.5		NA	NA		NA	NA	
Reference Time (s)		22.8			0.5			28.6			25.4	
Adj Reference Time (s)		26.8			8.0			32.6			29.4	
Split Option												
Ref Time Combined (s)	0.0	14.8		0.0	0.5		0.0	25.0		0.0	17.6	
Ref Time Seperate (s)	13.0	0.4		0.1	0.2		0.3	24.5		0.8	8.8	
Reference Time (s)	14.8	14.8		0.5	0.5		25.0	25.0		17.6	17.6	
Adj Reference Time (s)	18.8	18.8		8.0	8.0		29.0	29.0		21.6	21.6	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	26.8	32.6	
Split Option (s)	26.8	50.6	
Minimum (s)	26.8	32.6	59.4

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	49.5%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Reports

Weekday Morning Peak Hour – Projected Conditions

Lanes, Volumes, Timings
1: Site Access Drive/Parkview Drive & 22nd Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	147	1840	65	3	70	1205	52	35	3	48	6	0
Future Volume (vph)	147	1840	65	3	70	1205	52	35	3	48	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	225		0		155		0	0		0	0	
Storage Lanes	1		0		1		0	1		0	1	
Taper Length (ft)	180				170			25			25	
Lane Util. Factor	1.00	0.86	0.86	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995				0.994			0.858			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	6310	0	0	1805	5012	0	1805	1630	0	1543	2000
Flt Permitted	0.950				0.950			0.784				
Satd. Flow (perm)	1770	6310	0	0	1805	5012	0	1490	1630	0	1624	2000
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		6				7			51			
Link Speed (mph)		40				40			25			25
Link Distance (ft)		632				567			216			296
Travel Time (s)		10.8				9.7			5.9			8.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	33%	0%	0%	3%	0%	0%	0%	0%	17%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	2026	0	0	77	1337	0	37	54	0	6	0
Turn Type	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt	
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	2		1	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	21.0		7.5	7.5	21.0		7.5	14.0		7.5	14.0
Total Split (s)	15.0	72.0		30.0	30.0	87.0		33.0	33.0		15.0	15.0
Total Split (%)	10.0%	48.0%		20.0%	20.0%	58.0%		22.0%	22.0%		10.0%	10.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		3.5	4.5		3.5	4.5
All-Red Time (s)	1.0	1.5		1.0	1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	6.0			4.5	6.0		3.5	6.0		3.5	6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	25.1	113.6			11.8	100.3		12.5	8.8		8.3	
Actuated g/C Ratio	0.17	0.76			0.08	0.67		0.08	0.06		0.06	

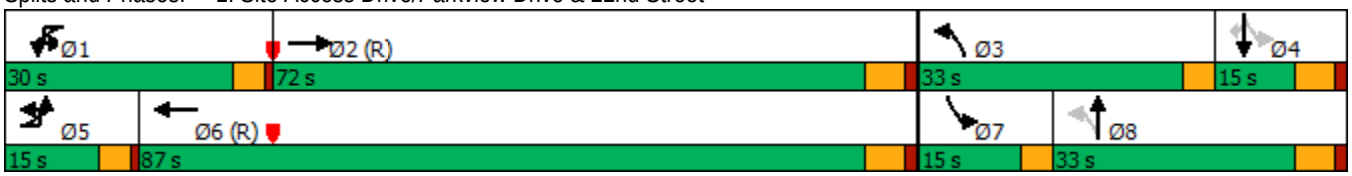
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	344
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	6
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	14.0
Total Split (s)	15.0
Total Split (%)	10.0%
Yellow Time (s)	4.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	8.0
Actuated g/C Ratio	0.05

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.53	0.42			0.55	0.40		0.26	0.38		0.07	
Control Delay	70.4	5.3			80.1	12.4		65.7	25.5		62.0	
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay	70.4	5.3			80.1	12.4		65.7	25.5		62.0	
LOS	E	A			F	B		E	C		E	
Approach Delay		10.0				16.1			41.9			31.0
Approach LOS		A				B			D			C
Queue Length 50th (ft)	161	109			74	192		35	3		6	
Queue Length 95th (ft)	235	129			127	302		66	48		19	
Internal Link Dist (ft)		552				487			136			216
Turn Bay Length (ft)	225				155							
Base Capacity (vph)	295	4778			306	3352		354	335		141	
Starvation Cap Reductn	0	233			0	0		0	0		0	
Spillback Cap Reductn	0	0			0	0		0	0		0	
Storage Cap Reductn	0	0			0	0		0	0		0	
Reduced v/c Ratio	0.53	0.45			0.25	0.40		0.10	0.16		0.04	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 56 (37%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 59.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Site Access Drive/Parkview Drive & 22nd Street



Lane Group	SBR
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	420
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.01

Intersection Summary

Lanes, Volumes, Timings
2: Costco Access Drive/MacArthur Drive & 22nd Street

01/23/2020

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	6	1922	107	79	1157	10	63	2	118	12	20
Future Volume (vph)	16	6	1922	107	79	1157	10	63	2	118	12	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		175		0	210		0	0		0	75	
Storage Lanes		1		0	1		0	2		0	1	
Taper Length (ft)		225			190			25			70	
Lane Util. Factor	0.86	1.00	0.86	0.86	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.992			0.999			0.852			0.922
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1805	6363	0	1736	5032	0	3502	1572	0	1805	1703
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	1805	6363	0	1736	5032	0	3502	1572	0	1805	1703
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			13			2			126			23
Link Speed (mph)			40			40			25			25
Link Distance (ft)			394			632			257			485
Travel Time (s)			6.7			10.8			7.0			13.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	0%	4%	3%	0%	0%	0%	3%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	2159	0	84	1242	0	67	128	0	13	44
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases												
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	7.5	21.0		7.5	21.0		7.5	14.0		7.5	14.0
Total Split (s)	18.0	18.0	93.0		23.0	98.0		15.0	19.0		15.0	19.0
Total Split (%)	12.0%	12.0%	62.0%		15.3%	65.3%		10.0%	12.7%		10.0%	12.7%
Yellow Time (s)	3.5	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.5		1.0	1.5		1.0	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	6.0		4.5	6.0		4.5	6.0		4.5	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effct Green (s)		7.4	101.1		12.6	110.4		8.3	14.9		6.7	9.2
Actuated g/C Ratio		0.05	0.67		0.08	0.74		0.06	0.10		0.04	0.06

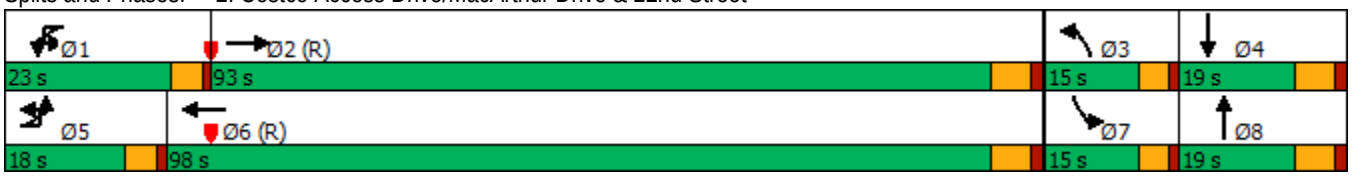
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio		0.26	0.50		0.58	0.34		0.35	0.48		0.16	0.35
Control Delay		75.0	13.5		111.3	1.8		72.8	16.7		72.9	45.7
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		75.0	13.5		111.3	1.8		72.8	16.7		72.9	45.7
LOS		E	B		F	A		E	B		E	D
Approach Delay			14.2			8.8			35.9			51.9
Approach LOS			B			A			D			D
Queue Length 50th (ft)		22	290		82	14		32	2		13	20
Queue Length 95th (ft)		54	390		148	16		59	68		37	61
Internal Link Dist (ft)			314			552			177			405
Turn Bay Length (ft)		175			210						75	
Base Capacity (vph)		162	4291		214	3703		245	281		126	168
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.14	0.50		0.39	0.34		0.27	0.46		0.10	0.26

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 50 (33%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 56.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Costco Access Drive/MacArthur Drive & 22nd Street



Lane Group	SBR
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection Capacity Utilization
3: Costco Access Drive & East-West Drive-Aisle/East-West Drive Aisle

01/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	0	0	0	0	7	0	174	1	20	175	11
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	2	0	0	7	0	0	175	0	0	206	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.85	0.85	0.95	1.00	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1805	0	0	1615	0	0	1898	0	0	3571	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	120		0	1615		0	1898		0	302	
Reference Time A (s)	0.0	2.0		0.0	0.5		0.0	11.1		0.0	25.0	
Adj Saturation B (vph	0	0		0	1615		NA	NA		NA	NA	
Reference Time B (s)	8.1	8.1		0.0	0.5		NA	NA		NA	NA	
Reference Time (s)		2.0			0.5			11.1			25.0	
Adj Reference Time (s)		8.0			8.0			15.1			29.0	
Split Option												
Ref Time Combined (s)	0.0	0.1		0.0	0.5		0.0	11.1		0.0	6.9	
Ref Time Seperate (s)	0.1	0.0		0.0	0.0		0.0	11.0		1.3	5.9	
Reference Time (s)	0.1	0.1		0.5	0.5		11.1	11.1		6.9	6.9	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		15.1	15.1		10.9	10.9	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	8.0	29.0	
Split Option (s)	16.0	26.0	
Minimum (s)	8.0	26.0	34.0

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	28.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Reports

Weekday Evening Peak Hour – Projected Conditions

Lanes, Volumes, Timings
1: Site Access Drive/Parkview Drive & 22nd Street

01/23/2020

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	26	1695	103	12	132	1331	26	69	0	102	109	0
Future Volume (vph)	26	1695	103	12	132	1331	26	69	0	102	109	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	225		0		155		0	0		0	0	
Storage Lanes	1		0		1		0	1		0	1	
Taper Length (ft)	180				170			25			25	
Lane Util. Factor	1.00	0.86	0.86	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.991				0.997			0.850			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1805	6417	0	0	1805	5121	0	1805	1615	0	1805	2000
Flt Permitted	0.950				0.950			0.757			0.336	
Satd. Flow (perm)	1805	6417	0	0	1805	5121	0	1438	1615	0	638	2000
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		13				3			171			
Link Speed (mph)		40				40			25			25
Link Distance (ft)		632				567			216			296
Travel Time (s)		10.8				9.7			5.9			8.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1853	0	0	148	1399	0	71	105	0	112	0
Turn Type	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt	
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	2		1	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	21.0		7.5	7.5	21.0		7.5	14.0		7.5	14.0
Total Split (s)	15.0	87.0		15.0	15.0	87.0		15.0	25.0		23.0	33.0
Total Split (%)	10.0%	58.0%		10.0%	10.0%	58.0%		10.0%	16.7%		15.3%	22.0%
Yellow Time (s)	3.5	4.5		3.5	3.5	4.5		3.5	4.5		3.5	4.5
All-Red Time (s)	1.0	1.5		1.0	1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	6.0			4.5	6.0		3.5	6.0		3.5	6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Act Effct Green (s)	7.8	85.6			22.5	104.5		20.3	8.0		27.7	
Actuated g/C Ratio	0.05	0.57			0.15	0.70		0.14	0.05		0.18	

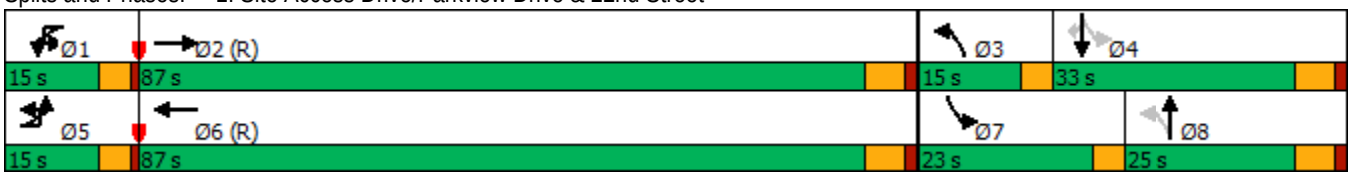
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	56
Future Volume (vph)	56
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	215
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.97
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	14.0
Total Split (s)	33.0
Total Split (%)	22.0%
Yellow Time (s)	4.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	14.1
Actuated g/C Ratio	0.09

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio	0.29	0.51			0.55	0.39		0.32	0.42		0.50	
Control Delay	59.6	19.5			67.9	10.9		55.0	5.2		59.9	
Queue Delay	0.0	0.1			0.0	0.0		0.0	0.0		0.0	
Total Delay	59.6	19.6			67.9	10.9		55.0	5.2		59.9	
LOS	E	B			E	B		D	A		E	
Approach Delay		20.2				16.3			25.3			39.8
Approach LOS		C				B			C			D
Queue Length 50th (ft)	26	209			137	212		60	0		96	
Queue Length 95th (ft)	m50	310			214	284		103	0		151	
Internal Link Dist (ft)		552				487			136			216
Turn Bay Length (ft)	225				155							
Base Capacity (vph)	126	3667			270	3569		239	353		270	
Starvation Cap Reductn	0	481			0	0		0	0		0	
Spillback Cap Reductn	0	0			0	0		0	0		0	
Storage Cap Reductn	0	0			0	0		0	0		0	
Reduced v/c Ratio	0.21	0.58			0.55	0.39		0.30	0.30		0.41	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 83 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Site Access Drive/Parkview Drive & 22nd Street



Lane Group	SBR
v/c Ratio	0.17
Control Delay	1.0
Queue Delay	0.0
Total Delay	1.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	467
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.12

Intersection Summary

Lanes, Volumes, Timings
2: Costco Access Drive/MacArthur Drive & 22nd Street

01/23/2020

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	22	1473	251	1	232	1198	25	203	2	330	20
Future Volume (vph)	1	22	1473	251	1	232	1198	25	203	2	330	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		175		0		210		0	0		0	75
Storage Lanes		1		0		1		0	2		0	1
Taper Length (ft)		225				190			25			70
Lane Util. Factor	0.86	1.00	0.86	0.86	0.91	1.00	0.91	0.91	0.97	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.978				0.997			0.851		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1805	6338	0	0	1805	5121	0	3502	1617	0	1805
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1805	6338	0	0	1805	5121	0	3502	1617	0	1805
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			40				3			247		
Link Speed (mph)			40				40			25		
Link Distance (ft)			394				632			257		
Travel Time (s)			6.7				10.8			7.0		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	1778	0	0	240	1261	0	209	342	0	21
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Prot	NA		Prot
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases												
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	3.0	15.0		3.0	8.0		3.0
Minimum Split (s)	7.5	7.5	21.0		7.5	7.5	21.0		7.5	14.0		7.5
Total Split (s)	15.0	15.0	79.0		24.0	24.0	88.0		20.0	33.0		14.0
Total Split (%)	10.0%	10.0%	52.7%		16.0%	16.0%	58.7%		13.3%	22.0%		9.3%
Yellow Time (s)	3.5	3.5	4.5		3.5	3.5	4.5		3.5	4.5		3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.0	1.5		1.0	1.5		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	6.0			4.5	6.0		4.5	6.0		4.5
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Act Effct Green (s)		7.5	80.0			25.8	102.4		13.7	20.1		7.3
Actuated g/C Ratio		0.05	0.53			0.17	0.68		0.09	0.13		0.05

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	25	31
Future Volume (vph)	25	31
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.917	
Flt Protected		
Satd. Flow (prot)	1742	0
Flt Permitted		
Satd. Flow (perm)	1742	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	32	
Link Speed (mph)	25	
Link Distance (ft)	485	
Travel Time (s)	13.2	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.97	0.97
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	58	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	14.0	
Total Split (s)	27.0	
Total Split (%)	18.0%	
Yellow Time (s)	4.5	
All-Red Time (s)	1.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	12.4	
Actuated g/C Ratio	0.08	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.27	0.52			0.78	0.36		0.66	0.80		0.24
Control Delay		75.1	23.8			67.0	15.6		75.9	31.6		74.6
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		75.1	23.8			67.0	15.6		75.9	31.6		74.6
LOS		E	C			E	B		E	C		E
Approach Delay			24.5				23.8			48.4		
Approach LOS			C				C			D		
Queue Length 50th (ft)		23	329			223	285		103	94		20
Queue Length 95th (ft)		55	381			#436	398		146	204		50
Internal Link Dist (ft)			314				552			177		
Turn Bay Length (ft)		175				210						75
Base Capacity (vph)		126	3399			309	3497		361	493		114
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.19	0.52			0.78	0.36		0.58	0.69		0.18

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 128 (85%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 28.0 Intersection LOS: C
Intersection Capacity Utilization 72.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Costco Access Drive/MacArthur Drive & 22nd Street

Lane Group	SBT	SBR
v/c Ratio	0.34	
Control Delay	37.2	
Queue Delay	0.0	
Total Delay	37.2	
LOS	D	
Approach Delay	47.2	
Approach LOS	D	
Queue Length 50th (ft)	25	
Queue Length 95th (ft)	67	
Internal Link Dist (ft)	405	
Turn Bay Length (ft)		
Base Capacity (vph)	271	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.21	

Intersection Summary

Intersection Capacity Utilization
3: Costco Access Drive & East-West Drive-Aisle/East-West Drive Aisle

01/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	33	12	0	22	17	1	344	3	38	228	242
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	219	0	0	39	0	0	348	0	0	508	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.93	0.85	0.95	1.00	0.85	0.95	0.93	0.85
Saturated Flow (vph)	0	1810	0	0	1776	0	0	1897	0	0	3347	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	142		0	1776		0	1824		0	416	
Reference Time A (s)	0.0	185.5		0.0	2.6		0.0	22.9		0.0	51.4	
Adj Saturation B (vph	0	0		0	1776		NA	NA		NA	NA	
Reference Time B (s)	19.6	22.5		0.0	2.6		NA	NA		NA	NA	
Reference Time (s)		22.5			2.6			22.9			51.4	
Adj Reference Time (s)		26.5			8.0			26.9			55.4	
Split Option												
Ref Time Combined (s)	0.0	14.5		0.0	2.6		0.0	22.0		0.0	18.2	
Ref Time Seperate (s)	11.6	2.2		0.0	1.5		0.1	21.8		2.5	8.2	
Reference Time (s)	14.5	14.5		2.6	2.6		22.0	22.0		18.2	18.2	
Adj Reference Time (s)	18.5	18.5		8.0	8.0		26.0	26.0		22.2	22.2	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	26.5	55.4	
Split Option (s)	26.5	48.2	
Minimum (s)	26.5	48.2	74.7

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	62.3%	ICU Level of Service	B

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Reports

Saturday Midday Peak Hour – Projected Conditions

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	51	1549	129	10	153	1147	60	115	0	157	46
Future Volume (vph)	1	51	1549	129	10	153	1147	60	115	0	157	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		225		0		155		0	0		0	0
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		180				170			25			25
Lane Util. Factor	0.86	1.00	0.86	0.86	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.989				0.992			0.850		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1770	6405	0	0	1805	5097	0	1805	1553	0	1805
Flt Permitted		0.950				0.950			0.490			0.641
Satd. Flow (perm)	0	1770	6405	0	0	1805	5097	0	931	1553	0	1218
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			17				8			318		
Link Speed (mph)			40				40			25		
Link Distance (ft)			632				567			216		
Travel Time (s)			10.8				9.7			5.9		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	1%	0%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	1748	0	0	169	1258	0	120	164	0	48
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	3.0	15.0		3.0	8.0		3.0
Minimum Split (s)	7.5	7.5	21.0		7.5	7.5	21.0		7.5	14.0		7.5
Total Split (s)	20.0	20.0	61.0		25.0	25.0	66.0		19.0	28.0		16.0
Total Split (%)	15.4%	15.4%	46.9%		19.2%	19.2%	50.8%		14.6%	21.5%		12.3%
Yellow Time (s)	3.5	3.5	4.5		3.5	3.5	4.5		3.5	4.5		3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.0	1.5		0.0	1.5		0.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	6.0			4.5	6.0		3.5	6.0		3.5
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Act Effct Green (s)		9.3	74.5			17.4	84.6		24.1	11.6		16.7
Actuated g/C Ratio		0.07	0.57			0.13	0.65		0.19	0.09		0.13

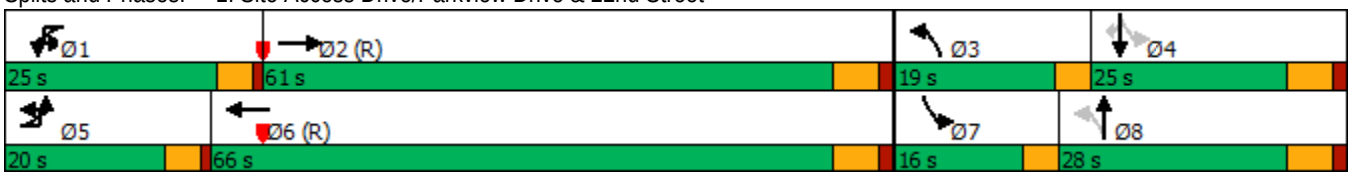
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	39
Future Volume (vph)	1	39
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	2000	1615
Flt Permitted		
Satd. Flow (perm)	2000	1615
Right Turn on Red		Yes
Satd. Flow (RTOR)		130
Link Speed (mph)	25	
Link Distance (ft)	296	
Travel Time (s)	8.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1	41
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	25.0	25.0
Total Split (%)	19.2%	19.2%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.5	1.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)	8.0	8.0
Actuated g/C Ratio	0.06	0.06

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.43	0.48			0.70	0.38		0.46	0.38		0.25
Control Delay		85.3	16.3			68.9	12.5		50.5	2.6		44.8
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		85.3	16.3			68.9	12.5		50.5	2.6		44.8
LOS		F	B			E	B		D	A		D
Approach Delay			18.3				19.2			22.8		
Approach LOS			B				B			C		
Queue Length 50th (ft)		47	320			138	186		87	0		33
Queue Length 95th (ft)		m75	425			206	247		143	0		67
Internal Link Dist (ft)			552				487			136		
Turn Bay Length (ft)		225				155						
Base Capacity (vph)		211	3678			292	3319		284	527		251
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.26	0.48			0.58	0.38		0.42	0.31		0.19

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 61 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 63.8% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Site Access Drive/Parkview Drive & 22nd Street



Lane Group	SBT	SBR
v/c Ratio	0.01	0.19
Control Delay	57.0	1.8
Queue Delay	0.0	0.0
Total Delay	57.0	1.8
LOS	E	A
Approach Delay	25.4	
Approach LOS	C	
Queue Length 50th (ft)	1	0
Queue Length 95th (ft)	7	0
Internal Link Dist (ft)	216	
Turn Bay Length (ft)		
Base Capacity (vph)	292	347
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.00	0.12

Intersection Summary

Lanes, Volumes, Timings
2: Costco Access Drive/MacArthur Drive & 22nd Street

01/23/2020

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	10	1349	266	8	242	1043	9	249	7	356	17
Future Volume (vph)	1	10	1349	266	8	242	1043	9	249	7	356	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		175		0		210		0	0		0	75
Storage Lanes		1		0		1		0	2		0	1
Taper Length (ft)		225				190			25			70
Lane Util. Factor	0.86	1.00	0.86	0.86	0.91	1.00	0.91	0.91	0.97	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.975				0.999			0.853		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1805	6320	0	0	1805	5131	0	3502	1621	0	1805
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1805	6320	0	0	1805	5131	0	3502	1621	0	1805
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			52				1			290		
Link Speed (mph)			40				40			25		
Link Distance (ft)			394				632			257		
Travel Time (s)			6.7				10.8			7.0		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	1648	0	0	255	1073	0	254	370	0	17
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Prot	NA		Prot
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases												
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	3.0	15.0		3.0	8.0		3.0
Minimum Split (s)	7.5	7.5	21.0		7.5	7.5	21.0		7.5	14.0		7.5
Total Split (s)	16.0	16.0	68.0		25.0	25.0	77.0		22.0	23.0		14.0
Total Split (%)	12.3%	12.3%	52.3%		19.2%	19.2%	59.2%		16.9%	17.7%		10.8%
Yellow Time (s)	3.5	3.5	4.5		3.5	3.5	4.5		3.5	4.5		3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.0	1.5		1.0	1.5		1.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		4.5	6.0			4.5	6.0		4.5	6.0		4.5
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Act Effct Green (s)		6.4	70.3			21.2	93.5		14.5	17.0		6.8
Actuated g/C Ratio		0.05	0.54			0.16	0.72		0.11	0.13		0.05

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	17	15
Future Volume (vph)	17	15
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.930	
Flt Protected		
Satd. Flow (prot)	1767	0
Flt Permitted		
Satd. Flow (perm)	1767	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	15	
Link Speed (mph)	25	
Link Distance (ft)	485	
Travel Time (s)	13.2	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.98	0.98
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	32	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	14.0	
Total Split (s)	15.0	
Total Split (%)	11.5%	
Yellow Time (s)	4.5	
All-Red Time (s)	1.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	8.6	
Actuated g/C Ratio	0.07	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.12	0.48			0.87	0.29		0.65	0.80		0.18
Control Delay		61.6	19.8			78.7	7.0		63.3	26.2		62.8
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		61.6	19.8			78.7	7.0		63.3	26.2		62.8
LOS		E	B			E	A		E	C		E
Approach Delay			20.0				20.8			41.3		
Approach LOS			C				C			D		
Queue Length 50th (ft)		9	269			211	102		107	57		14
Queue Length 95th (ft)		30	304			#376	155		149	#206		40
Internal Link Dist (ft)			314				552			177		
Turn Bay Length (ft)		175				210						75
Base Capacity (vph)		159	3439			300	3691		471	491		131
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.07	0.48			0.85	0.29		0.54	0.75		0.13

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 20 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 74.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Costco Access Drive/MacArthur Drive & 22nd Street

Lane Group	SBT	SBR
v/c Ratio	0.24	
Control Delay	41.1	
Queue Delay	0.0	
Total Delay	41.1	
LOS	D	
Approach Delay	48.6	
Approach LOS	D	
Queue Length 50th (ft)	14	
Queue Length 95th (ft)	48	
Internal Link Dist (ft)	405	
Turn Bay Length (ft)		
Base Capacity (vph)	139	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.23	

Intersection Summary

Intersection Capacity Utilization
3: Costco Access Drive & East-West Drive-Aisle/East-West Drive Aisle

01/23/2020

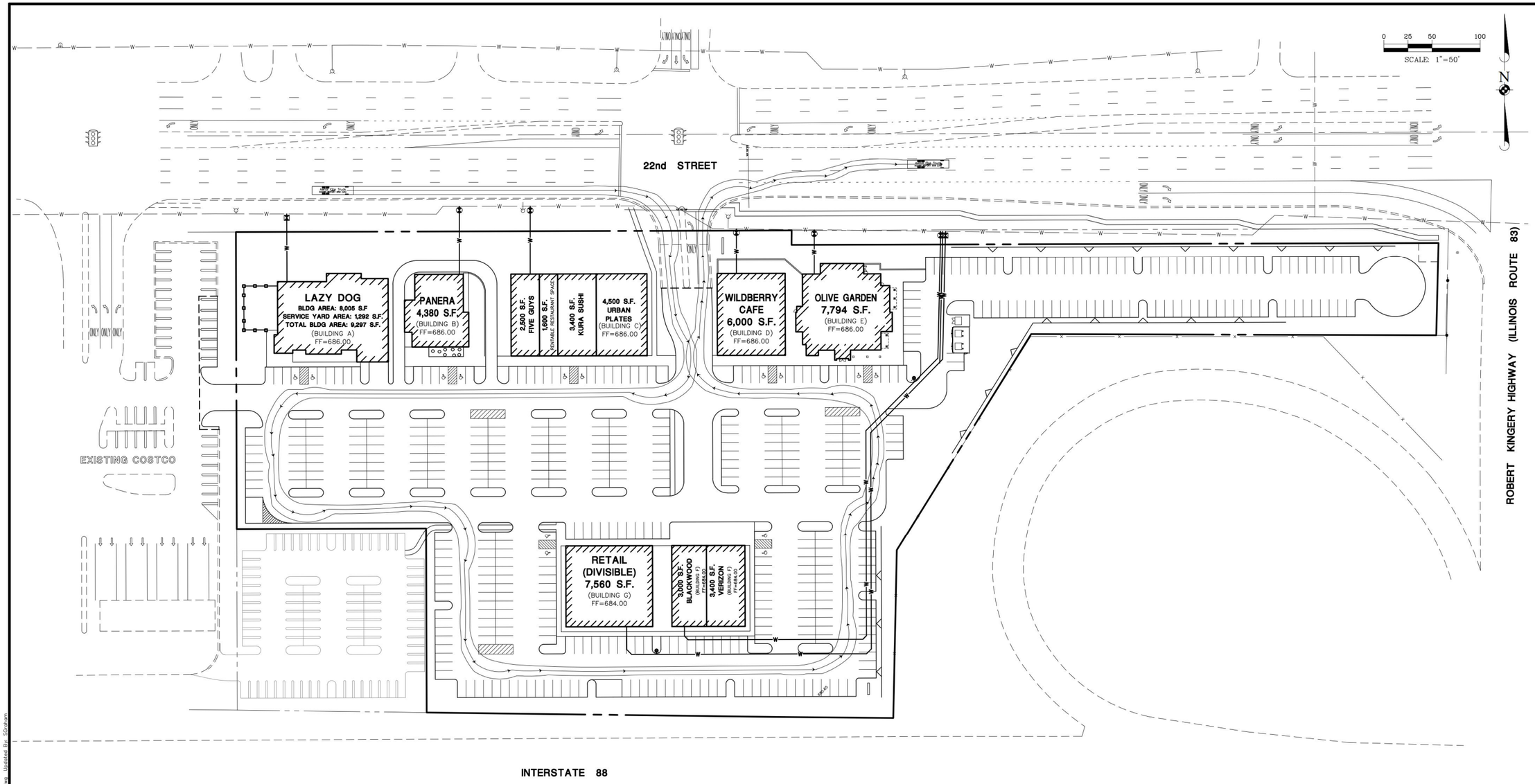
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	195	36	20	1	32	29	4	388	3	44	245	236
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	251	0	0	62	0	0	395	0	0	525	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.93	0.85	0.95	1.00	0.85	0.95	0.93	0.85
Saturated Flow (vph)	0	1804	0	0	1765	0	0	1897	0	0	3360	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	182		0	1776		0	1660		0	413	
Reference Time A (s)	0.0	165.6		0.0	4.2		0.0	28.6		0.0	50.7	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	21.0	24.7		8.1	12.2		NA	NA		NA	NA	
Reference Time (s)		24.7			4.2			28.6			50.7	
Adj Reference Time (s)		28.7			8.2			32.6			54.7	
Split Option												
Ref Time Combined (s)	0.0	16.7		0.0	4.2		0.0	25.0		0.0	18.8	
Ref Time Seperate (s)	13.0	2.4		0.1	2.2		0.3	24.5		2.9	8.8	
Reference Time (s)	16.7	16.7		4.2	4.2		25.0	25.0		18.8	18.8	
Adj Reference Time (s)	20.7	20.7		8.2	8.2		29.0	29.0		22.8	22.8	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	28.7	54.7	
Split Option (s)	28.9	51.7	
Minimum (s)	28.7	51.7	80.4

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

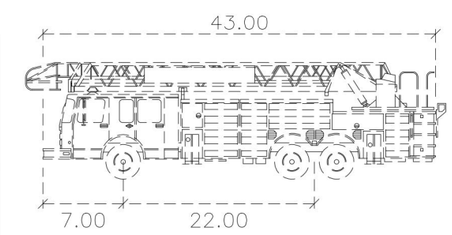
Intersection Summary			
Intersection Capacity Utilization	67.0%	ICU Level of Service	C

Reference Times and Phasing Options do not represent an optimized timing plan.



LEGEND

—W—	PROPOSED WATERMAIN
—W—	EXISTING WATERMAIN
	PROPOSED FIRE HYDRANT
	EXISTING FIRE HYDRANT
	PROPOSED VALVE BOX
	PROPOSED VALVE VAULT



Aerial Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

DATE	REVISIONS	DRAWN BY
03-11-20	PUD APPLICATION	CRM

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Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

THE OVERLOOK AT OAK BROOK

VILLAGE OF OAK BROOK, ILLINOIS

FIRETRUCK TURN - MAIN LOOP

PROJ. MGR.: DBM
PROJ. ASSOC.: CRM
DRAWN BY: STG
DATE: 02-28-20
SCALE: 1"=50'

SHEET 1 OF 3

GWPOBIL01

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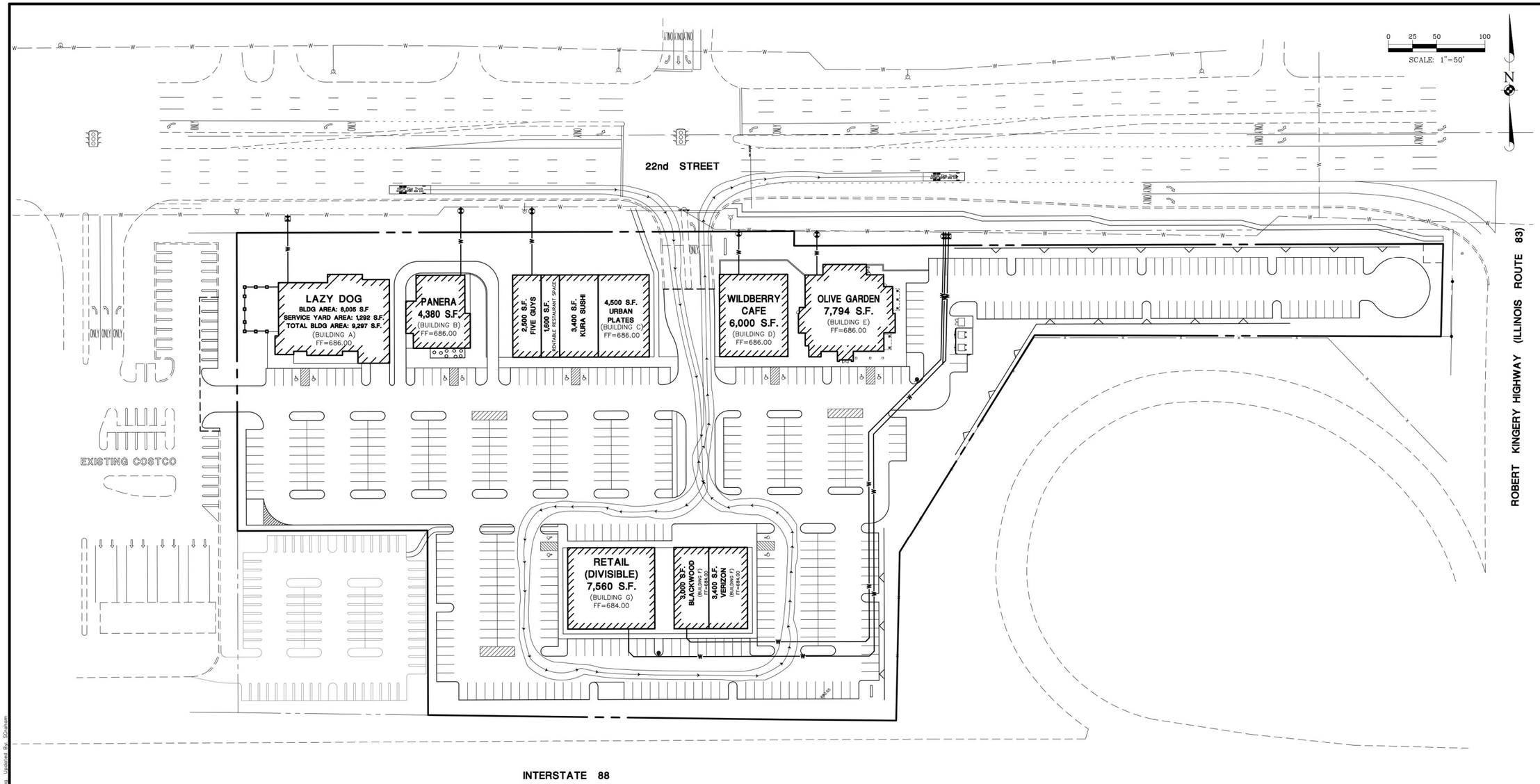
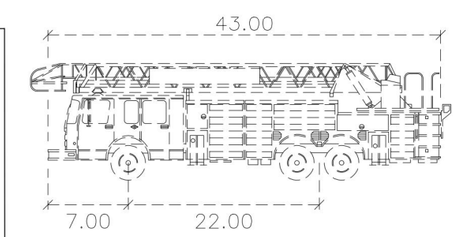
February 25, 2020 – 16:37 Dwg Name: P:\Geopak\01\cag\Eng\Preliminary\Exhibits Eng\PREUM – Fire Truck Exhibit.dwg Updated By: SGraham



LEGEND

—W—	PROPOSED WATERMAIN
—W—	EXISTING WATERMAIN
	PROPOSED FIRE HYDRANT
	EXISTING FIRE HYDRANT
	PROPOSED VALVE BOX
	PROPOSED VALVE VAULT



Aerial Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

DATE	REVISIONS	DRAWN BY
03-11-20	PUD APPLICATION	CRM

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THE OVERLOOK AT OAK BROOK

VILLAGE OF OAK BROOK, ILLINOIS

FIRETRUCK TURN - BACK BUILDING ACCESS

PROJ. MGR.: DBM
PROJ. ASSOC.: CRM
DRAWN BY: STG
DATE: 02-28-20
SCALE: 1"=50'

SHEET 2 OF 3

GWPOBIL01

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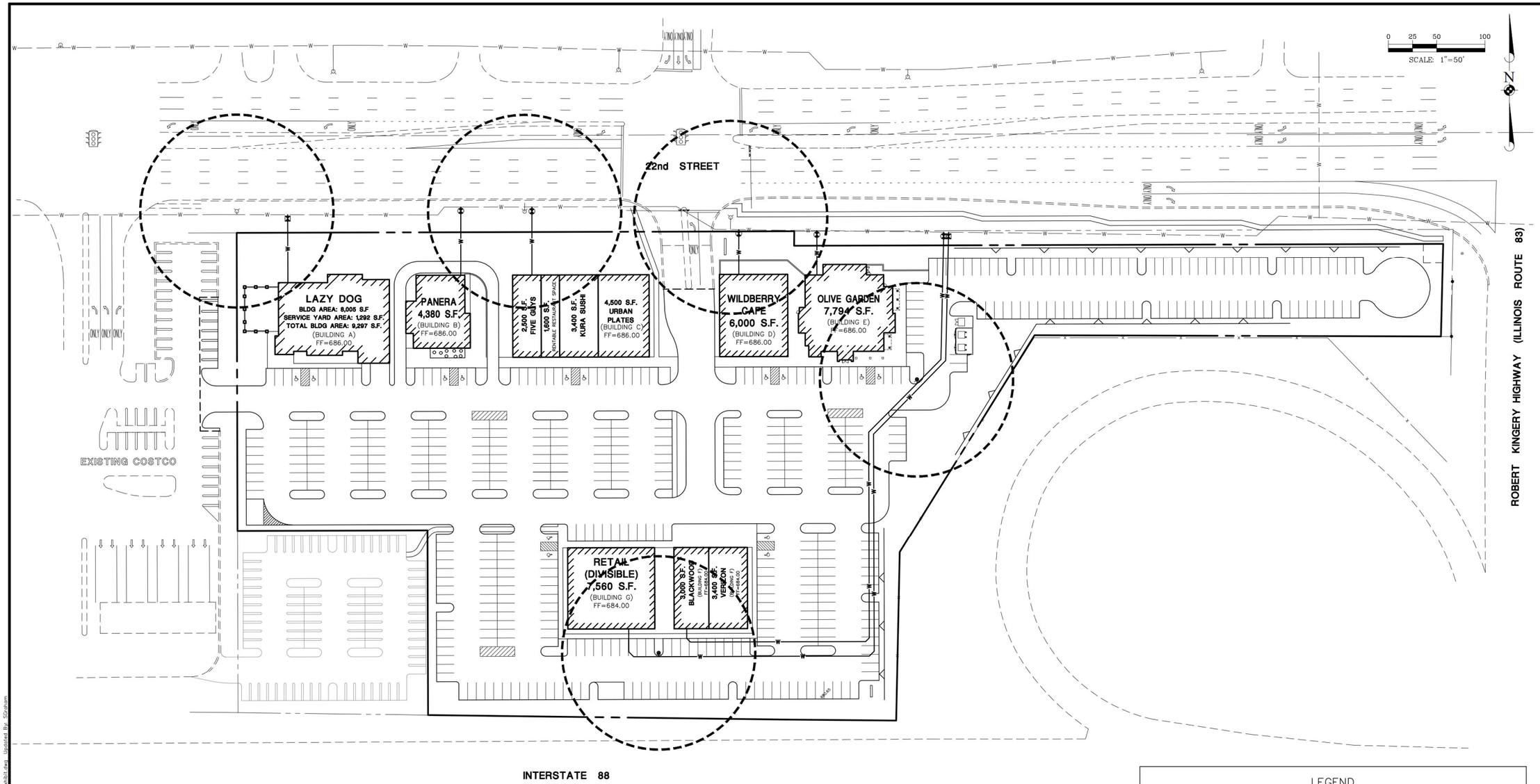

LEGEND

—W—	PROPOSED WATERMAIN
—W—	EXISTING WATERMAIN
	PROPOSED FIRE HYDRANT
	EXISTING FIRE HYDRANT
	PROPOSED VALVE BOX
	PROPOSED VALVE VAULT
- - - - -	100' RADIUS CIRCLE FOR FDC COVERAGE

DATE	REVISIONS	DRAWN BY
03-13-20	PUD APPLICATION	CRM

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THE OVERLOOK AT OAK BROOK
VILLAGE OF OAK BROOK, ILLINOIS
HYDRANT COVERAGE EXHIBIT

PROJ. MGR.: DBM
PROJ. ASSOC.: CRM
DRAWN BY: STG
DATE: 02-28-20
SCALE: 1"=50'

SHEET 3 OF 3

GWPOBIL01

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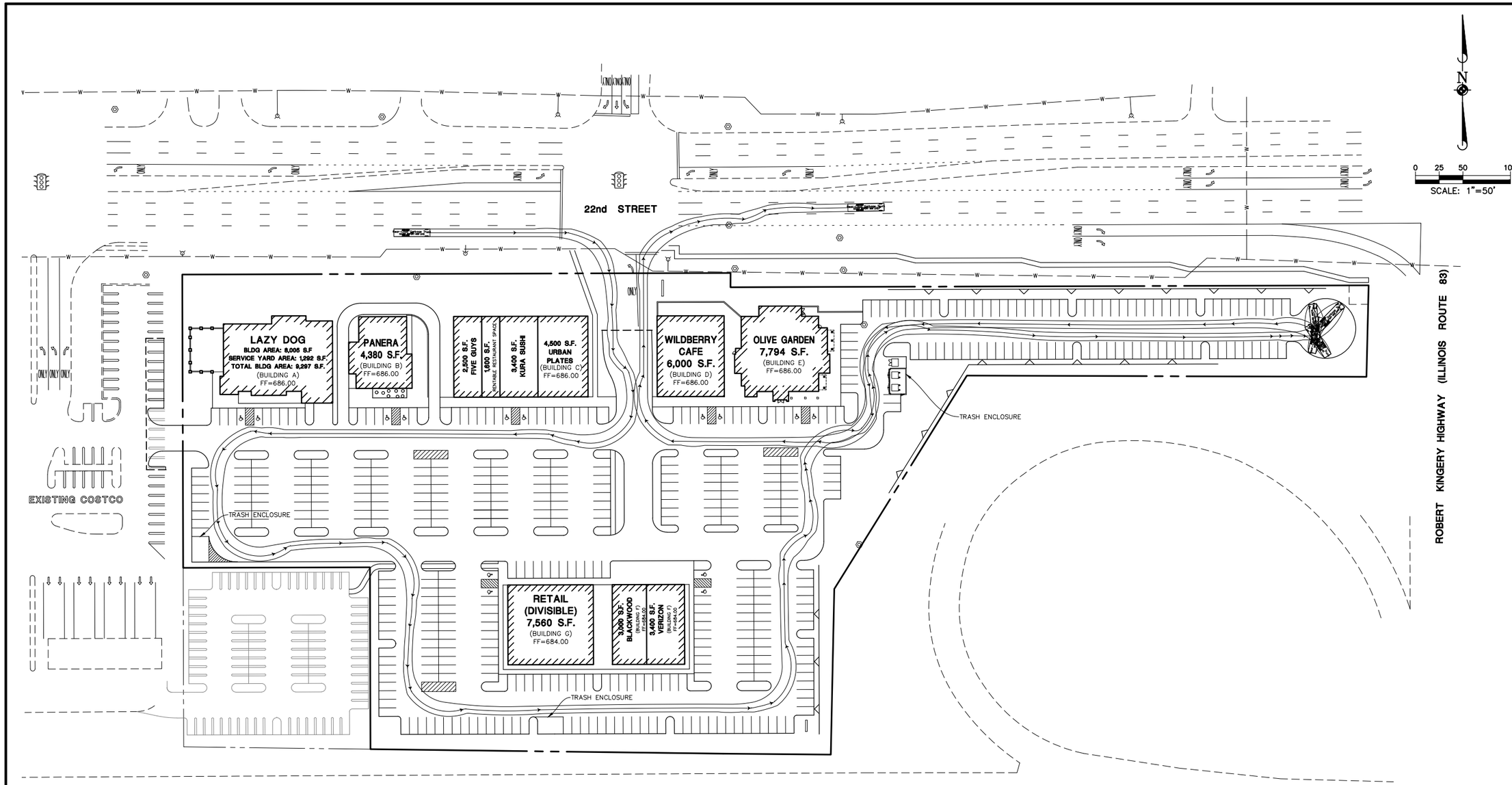

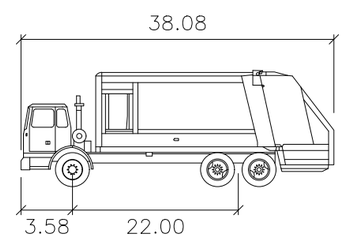

Rear–Load Garbage Truck

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.4

DATE	REVISIONS	DRAWN BY
03-13-20	PUD APPLICATION	CRM

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THE OVERLOOK AT OAK BROOK

VILLAGE OF OAK BROOK, ILLINOIS

GARBAGE TRUCK EXHIBIT

PROJ. MGR.: DBM
PROJ. ASSOC.: CRM
DRAWN BY: STG
DATE: 02-28-20
SCALE: 1"=50'

SHEET 1

GWPOBIL01

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March 11, 2020 - 18:13 Dwg Name: P:\Oakbrook\Dwg\Exh\Preliminary\Exhibits\Eng\PRELIM Dumpster Exhibit.dwg Updated By: CMazzaro

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Civil Engineering
Surveying
Water Resources Management
Construction Management
Landscape Architecture
Land Planning

February 25, 2020

The Overlook at Oak Brook
1717 22nd Street
Village of Oak Brook, IL

Environmental Study

The proposed development at 1717 22nd Street, in Oak Brook, IL has been designed in order to meet the noise and lighting requirements set in the Village of Brook zoning ordinances. The site is meant to have no adverse environmental affects to the surrounding properties. The site is bound by 22nd Street and office buildings to the north, IL-83 to the east, IL-88 to the south, and Costco to the west.

Noise:
The Village of Oak Brook ordinance 13-3-10 allows a decibel of 70 dBA from 7:00 am to 7:00 pm and 60 dBA from 7:00 pm to 7:00 am. The site's uses will be primarily restaurant and retail, with the south two buildings still undetermined. The retail uses will conduct business within their buildings, creating little to no noise. The restaurants along 22nd Street have proposed outdoor patios that will be open past 7:00 pm. The noise on the patios will be made up of conversations and possible background music. 60dBA is commonly compared to sound like conversation in a restaurant and background music at 100' away, per IAC Acoustics. Since surrounding properties are over 100' and are separated by highway traffic noise, there is no reason to believe the project will contribute a negative effect to surrounding properties. There is also extensive landscaping along the perimeter of the site that will act as an acoustic barrier.

Light Levels:
The Village of Oak Brook ordinance 13-12-4 requires that the illumination of an off-street parking area shall be arranged so as not to project direct rays of light or glare into any roadway or adjacent property. A photometric plan by CREE Lighting is included in this submittal to show the proposed foot candles within the site. A minimum of 1-foot candle is proposed throughout the parking lot to promote safety. Backlight shields are proposed to all perimeter fixtures to minimize spill light onto the Costco property and the surrounding rights-of-way. Existing street lights along 22nd Street, IL-83 and IL-88 are effective in illuminating the right-of-way.

Stormwater:
The Planned Development is being designed to manage stormwater per the DuPage County Stormwater Ordinance. Stormwater will be collected by a system of structures and pipes that are being directed to the underground detention vault. The vault will have an open stone bottom that is sized to store and infiltrate the first inch of rainfall for all impervious surfaces into the ground, where most pollutants are. The underground detention basin will slowly drain to the Village storm sewer as to not inundate the existing Village infrastructure and downstream natural features.

There is an existing 0.16 ac-ft wetland on site that was delineated by Hey and Associates on September 19, 2019. Based on the environmental variables, the wetland was rated with low vegetative quality. The wetland is going to be removed and mitigated at a 1.5:1 ratio to an existing wetland bank, per the DuPage County Ordinance.

Overall, the noise, lighting levels, and stormwater management at the proposed development are in within the requirements set in the Oak Brook ordinances and we believe won't cause an adverse impact to the surrounding properties' environment.

Manhard CONSULTING

Civil Engineering
Surveying
Water Resources Management
Construction Management
Landscape Architecture
Land Planning

February 26, 2020

The Overlook at Oak Brook
1717 22nd Street
Village of Oak Brook, IL

Economic Analysis

The following provides economic background for the proposed Planned Development at 1717 W. 22nd Street, in Oak Brook, IL:

a. Financial Capability of the applicant to complete the proposed planned development

GW Properties is an experienced developer with focus on the Chicagoland area retail and mixed-use sectors. Over the past decade, GW principals have been involved in the brokerage, investment, and development of over $500 million of real estate in the area with a typical deal size ranging from $500,000 to $5 million. GW practices respectful development through its collaborative approach of uncovering opportunities, optimizing value, and enhancing communities. This process has yielded a track record of proven results.

b. Evidence of the project's economic viability

The proposed Planned Development will transform an existing desirable commercial property into a profitable sales tax revenue stream for the Village of Oak Brook. The underutilized existing Macy's Furniture store will be replaced with multiple restaurant and retail users that will match the intent of the main commercial corridor within the Village.

c. Comprehensive analysis summarizing the economic impact the proposed planned development will have upon the village

- The proposed development anticipates creation of $45 million per year in sales revenue.
- Estimated property tax for the Planned Development is $300,000 per year
- The total employment creation within the Planned Development is approximately 400 jobs.

Casey R. Meszaros

From: Mitch Goltz <mitch@gwproperties.com>
Sent: Monday, February 3, 2020 11:15 AM
To: Daniel Miletic; Casey R. Meszaros
Subject: Fwd: Oak Brook Macy's redevelopment

Here you go from Costco

Mitch Goltz
GW Properties
773.304.8600

Begin forwarded message:

> **From:** "mike intrepidproperties.com" <mike@intrepidproperties.com>
> **Date:** February 3, 2020 at 11:00:14 AM CST
> **To:** "mitch@gwproperties.com" <mitch@gwproperties.com>
> **Cc:** Ted Johnson <tjohnson@tjdesignltd.com>
> **Subject: Oak Brook Macy's redevelopment**
>
> Mitch. In furtherance of our conversation, this email serves to confirm that my client, Costco Wholesale, is interested in purchasing ~.85 acres of land immediately adjacent to the east of our fueling facility for expansion of our parking lot. The lot would be used and signed for employee parking and likely will require relocation of our warming hut. As we have not yet started our feasibility analysis, we have few answers on utilities, stormwater calcs and the like but, our expectation is that those issues can be reasonably managed.
>
> As GW Properties applications advance, no doubt Costco will have concerns and questions regarding traffic, parking and other impact issues but, overall Costco management supports the responsible redevelopment of the property.
>
> Thanks and please let me know if you care to discuss further.
>
> **Michael S. Stratis, VP & Counsel**
> ***Intrepid Properties, Inc.***
> **2311 West 22nd Street**
> **Suite #208**
> **Oak Brook, IL 60523**
> **(630)575-8338 ext. 100**
> **(630)258-6849 cell**
> **mike@intrepidproperties.com**
>
> ***An Illinois and Wisconsin Licensed Managing Broker***

EcoCAT
Ecological Compliance Assessment Tool

Applicant:	Manhard Consulting	*IDNR Project Number:*	2000966
Contact:	Sean Graham	*Date:*	07/29/2019
Address:	1 Overlook Point Lincolnshire, IL 60069		
Project:	Retail Development		
Address:	1717 22nd Street, Oak Brook		

Description: Construction of a parking lot, retail building, and stormwater detention basin on the 9.45 acre site.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

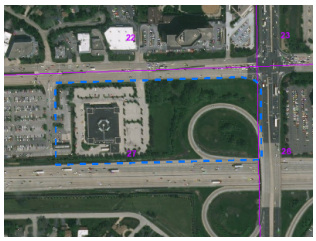
Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: DuPage

Township, Range, Section:
39N, 11E, 26
39N, 11E, 27



IL Department of Natural Resources Contact
Brian Willard
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction
IL Environmental Protection Agency
Melissa Parrot/Cathy Demeroukas
1021 N. Grand Avenue East
Springfield, Illinois 62794 -9276

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

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1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

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3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

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Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

ANTICIPATED DEMAND ON VILLAGE SERVICES
THE OVERLOOK AT OAK BROOK
VILLAGE OF OAK BROOK, ILLINOIS
3/11/2020

PE CALCULATIONS TABLE

Building	Area (SF)	Seating Area	SEATS	GPD/SEAT	DAF (GPD)	DAF (PE)	Peaking Factor	DMF (GPD)
[1]Building A, Lazy Dog	8,005	-	-	-	12,000	120	4.0	48,000
[2]Building B, Panera	4,380	2,190	146	25	3,650	37	4.0	14,600
[3]Building C	12,000	-	-	-	-	-	-	-
[2]Five Guys	2,500	1,250	83	25	2,083	21	4.0	8,333
[2]TBD Restaurant	1,600	800	53	25	1,333	13	4.0	5,333
[2]Kura Sushi	3,400	1,700	113	25	2,833	28	4.0	11,333
[2]Urban Plates	4,500	2,250	150	25	3,750	38	4.0	15,000
[5]Building D, Wildberry Café	6,000	-	269	25	6,725	67	4.0	26,900
[6]Building E, Olive Garden	7,794	-	255	25	6,375	64	4.0	25,500
[3]Building F		-	-	-	-	-	-	-
[2]Blackwood BBQ	3,000	1,500	100	25	2,500	25	4.0	10,000
[4]Retail	3,400	-	-	-	340	3	4.0	1,360
[3]Building G, TBD Retail	7,560	-	-	-	756	8	4.0	3,024
SUBTOTAL					42,346	423		169,384

Assumptions:
1. DAF estimated from water bills provided for Lazy Dog restaurants located in Colorado Springs, CO and Aurora, CO
2. Assume 50% of the restaurant is seating and each seat requires 15 S.F. of space
3. The square footage for each usage is subject to change
4. 0.10 GPD is assumed per S.F. of retail space
5. Seating count taken from Wilberry Café Furniture Plan prepared by Gillespie Design Group
6. Seating count taken from Olive Garden Furnishings & Floor Finish Plan prepared by CRHO Architects

WATER USAGE TABLE

Per the table above, the average daily flow of 42,346 gallons per day of water is anticipated to be used converting to 0.042 million gallons per day (MGD).

January 15, 2020

Lot 2 Kodak Eastman Subdivision – Macy's Furniture Store
1717 W. 22nd Street
Village of Oak Brook, IL

Offsite Utility Improvements

Offsite utility improvements are not required for the proposed development. The original use of the site provides sufficient utility capacity for the proposed improvements.

The proposed water main shall connect to the existing 12" main in the right-of-way south of 22nd Street. Based on design experience of similar developments, a 12" main has sufficient pressure and flow for the proposed development.

The existing Macy's development sanitary sewer drains to a lift station located in the north parking area adjacent 22nd Street. The lift station drains via sewer to the main in 22nd Street. The lift station shall be replaced to meet the needs of the proposed development and shall utilize the existing sewer service to connect to the main.

The storm water system shall mimic existing conditions and outlet to the existing manhole located at the southeast corner of the property.

PRELIMINARY STORMWATER REPORT

FOR

THE OVERLOOK AT OAK BROOK
1717 22ND STREET
OAK BROOK, DUPAGE COUNTY, ILLINOIS

PREPARED FOR:

GW PROPERTIES
2211 N ELSTON AVE, SUITE 304
CHICAGO, IL 60614

PREPARED BY:

116 W ILLINOIS STREET, FLOOR 7
CHICAGO, ILLINOIS 60654
PHONE: (847) 634-5550 FAX: (847) 634-0095

FEBRUARY 2020

PRELIMINARY STORMWATER REPORT

FOR

THE OVERLOOK AT OAK BROOK

1717 22ND STREET

OAK BROOK, DUPAGE COUNTY, ILLINOIS

PREPARED FOR:
GW PROPERTIES
2211 N ELSTON AVE, SUITE 304
CHICAGO, IL 60614

PREPARED BY:
MANHARD CONSULTING, LTD
116 W ILLINOIS STREET, FLOOR 7
CHICAGO, ILLINOIS 60654
PHONE: (847) 634-5550 FAX: (847) 634-0095

February 2020

1 NARRATIVE

2 SITE RUNOFF STORAGE
- EXISTING IMPERVIOUS AREA EXHIBIT
- PROPOSED IMPERVIOUS AREA EXHIBIT
- CN CALCULATION
- DETENTION HYDROGRAPHS

3 FLOODPLAIN, FLOODWAY – N/A

4 WETLANDS
- WETLAND FLOW CHART
- WETLAND DELINEATION REPORT

5 WATERWAY BUFFER
- BUFFER FLOW CHART

6 POST CONSTRUCTION BEST MANAGEMENT PRACTICES
- PCBMP CALCULATIONS
- DRAW DOWN CALCULATIONS

7 SOIL EROSION AND SEDIMENT CONTROL (NOT INCLUDED AT THIS TIME)

8 MAPS
- AERIAL MAP
- FEMA MAP
- DUPAGE COUNTY TOPOGRAPHIC MAP
- SOILS MAP

9 MAINTENANCE AND MONITORING
- MAINTENANCE PLAN

10 SECURITY (NOT INCLUDED AT THIS TIME)

11 VARIANCE – N/A

TAB 1

NARRATIVE

STORMWATER MANAGEMENT NARRATIVE

INTRODUCTION

The proposed development is located in Oak Brook, Illinois at the SEC of 22nd Street and Kingery Highway (Route 83) in Section 27, Township 39N, Range 11E. GW Properties is proposing to redevelop the existing retail space into a mixed-use development consisting of restaurants, retail stores, etc. and parking. The property (total contiguous area) is 9.44 acres, however it will be subdivided into 2 properties. One will remain as GW Properties and the remaining 0.86 acres will be sold to Costco for additional parking. This report will only address stormwater on the 8.58 acre GW Property and is designed to meet the stormwater management requirements set in the DuPage County Stormwater Ordinance.

EXISTING CONDITIONS

In existing conditions, the proposed development area is an existing Macy's furniture store with associated parking and open space. The development area generally flows from the northwest to the southeast towards an at-grade detention basin. The basin outlets to an adjacent drainage ditch along I-88. Stormwater is then conveyed through a system of ditches and pipes to Ginger Creek which is ultimately tributary to Salt Creek. Proposed improvements will maintain the same drainage pattern.

There is an existing 0.16 ac-ft wetland on site that was delineated by Hey and Associates on September 19, 2019. Based on the environmental variables, the wetland was rated with low vegetative quality. The wetland is going to be removed and mitigated at a 1.5:1 ratio to an existing wetland bank, per the DuPage County Ordinance (TAB 4). There is no floodplain on site per FIRMETTE 170430C0177J, dated August 1, 2019.

PROPOSED CONDITIONS

The project consists of several buildings, parking for the development and associated underground improvements. Runoff will be collected by storm structures and conveyed by sewer pipe to the underground detention basin. The basin has been sized to allow a release rate of 0.1 cfs/acre, per the Dupage County Stormwater Ordinance. The total site area is 8.58 acres, therefore the allowable release rate is 0.858 cfs. The detention basin was sized using Hydraflow hydrographs (Tab 2). The rainfall data used is from the Northeastern Illinois DRAFT Updated Bulletin 70 Rainfall Depth Duration Frequency Table. The stormwater management system is proposed to be a 5'8" deep concrete vault structure, requiring 4.77 ac-ft of detention. The detention basin will outlet to the existing outlet control structure in the southeast corner of the property and continue the existing drainage pattern.

To meet DuPage County post construction best management practices (PCBMPs), 2.10' of stone CA-1 stone is proposed below the stormwater detention system. In order to treat and infiltrate 1.25" of runoff for all impervious area, 0.66 ac-ft of stone storage will be required. 4" perforated underdrains and infiltration trenches are proposed to drain the stone within 48-96 hours (Tab 6). According to the Dupage County Stormwater Ordinance, the PCBMPs volume can be subtracted from the required detention storage volume, thereby reducing the volume of the underground detention basin. See the Stormwater Management Storage table below.

Stormwater Management Storage Required	4.77 Ac-ft
Detention Storage Provided (Added 5% for Preliminary Design)	4.28 Ac-ft
Post Construction Best Management Practice Storage	0.67 Ac-ft
Total Stormwater Management Storage Proposed	4.95 Ac-ft

CONCLUSION

We believe that the stormwater management system outlined in this report complies with the requirements of the DuPage County and Oak Brook. Questions or comments regarding this stormwater study and report should be directed to Daniel Miletic at 847.325.7368 or by email at dmiletic@manhard.com

Sincerely,

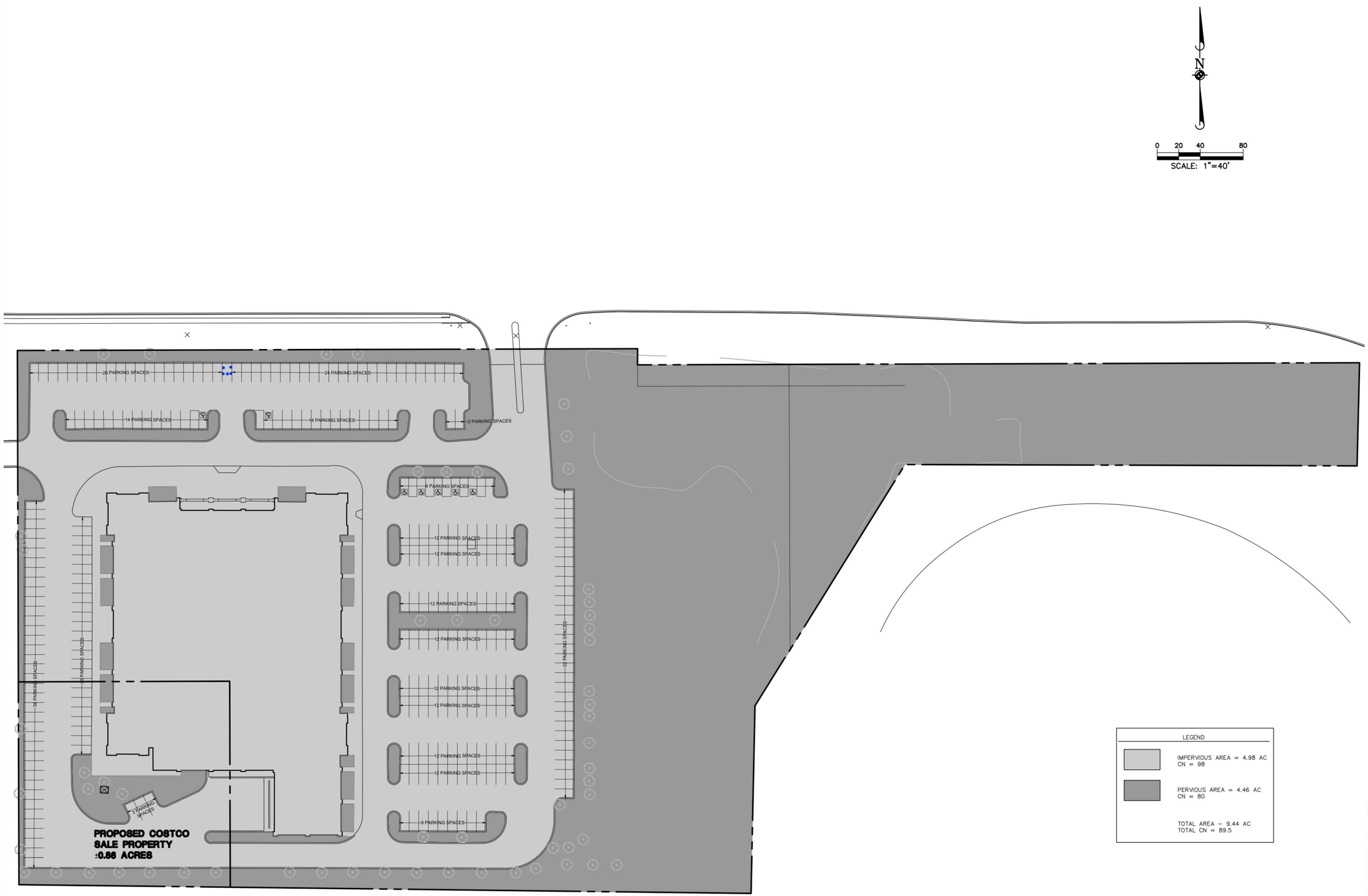
MANHARD CONSULTING, LTD

Dan Miletic, P.E.

Project Manager

TAB 2

SITE RUNOFF STORAGE



February 19, 2020 - 17:57 Dwg Name: P:\Gwpobil01\Documents\Storm\Water Report\Exhibits\PREUM - Existing Impervious Exhibit.dwg Updated By: CMarquez

DATE	REVISIONS	DRAWN BY

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One Overlook Point, Suite 550C Lincolnshire, IL 60069 ph847.634.5050 fx847.634.5080 manhard.com

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MIXED USE DEVELOPMENT
VILLAGE OF OAK BROOK, ILLINOIS
EXISTING IMPERVIOUS EXHIBIT

PROJ. MGR.:	DBM
PROJ. ASSOC.:	CRM
DRAWN BY:	DEM3
DATE:	08-15-19
SCALE:	1"=40'

SHEET
1
GWPOBIL01

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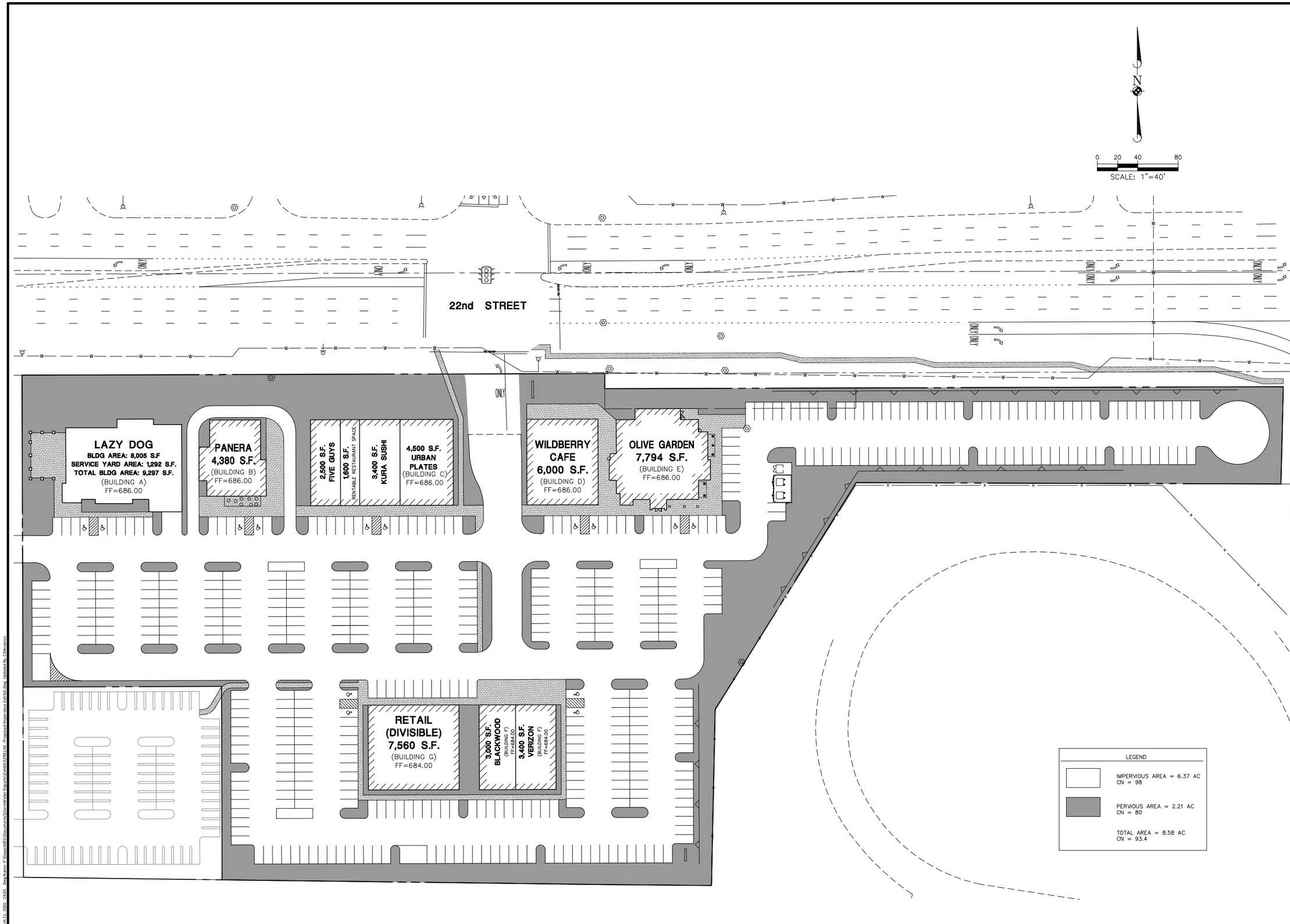

DATE	REVISIONS	DRAWN BY
03-11-20	PUD APPLICATION	CRM

Manhard CONSULTING LTD

Surveyors • Civil Engineers • Structural Engineers • Water Resource Engineers • Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

MIXED USE DEVELOPMENT
VILLAGE OF OAK BROOK
PRELIMINARY PROPOSED IMPERVIOUS EXHIBIT

PROJ. MGR.: DBM
PROJ. ASSOC.: CRM
DRAWN BY: DEM3
DATE: 08-15-19
SCALE: 1"=40'

SHEET
1

GWPOBIL01

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March 11, 2020 - 19:05 Dwg Name: P:\Gwpob001\Documents\Storm\Water Reports\Exhibits\PRELIM. Proposed Impervious Exhibit.dwg Updated By: CMassaro

Worksheet 2: Runoff curve number

Project	By	Date
Oak Brook - Planned Development		2/19/2020
Location	**Checked**	**Date**
1717 22nd Street		2/19/2020

Check one: Present **X** Developed **WATERSHED 1**

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover Description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/ connected impervious area ratio)	CN Table 2-2	CN Figure 2-3	CN Figure 2-4	Area acres	Area X	Product of CN x area
C/D	Open space (Good Condition)	80			2.21		176.8
C/D	Impervious Area	98			6.37		624.3
							0.0
				Totals	8.58		801.1

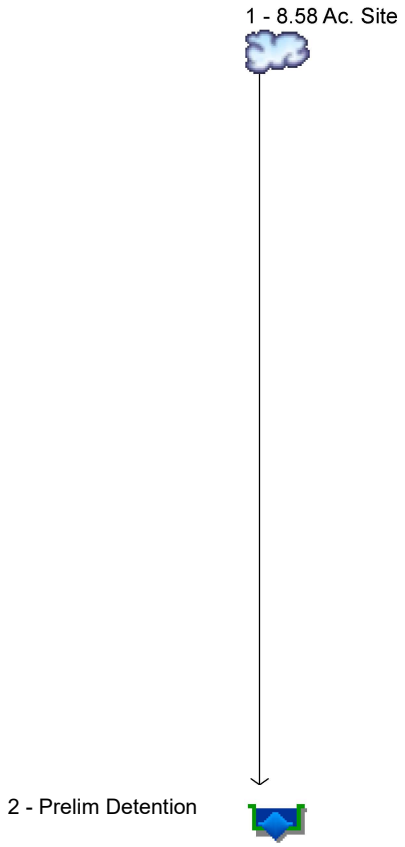
$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{801.06}{8.58} = 93.36$$

Use CN **93.4**

* Runoff Curve Numbers determined by TR-55

Watershed Model Schematic

Hydraflow Hydrographs by Intelisolve v9.22



Hydrograph Report

Hydraflow Hydrographs by Intelisolve v9.22 Wednesday, Feb 19, 2020

Hyd. No. 1

8.58 Ac. Site

Hydrograph type	=	SCS Runoff	Peak discharge	=	8.183 cfs
Storm frequency	=	100 yrs	Time to peak	=	15.60 hrs
Time interval	=	2 min	Hyd. volume	=	249,777 cuft
Drainage area	=	8.580 ac	Curve number	=	93.4
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	USER	Time of conc. (Tc)	=	10.00 min
Total precip.	=	8.57 in	Distribution	=	Huff-3rd
Storm duration	=	24.00 hrs	Shape factor	=	484

Hydrograph Report

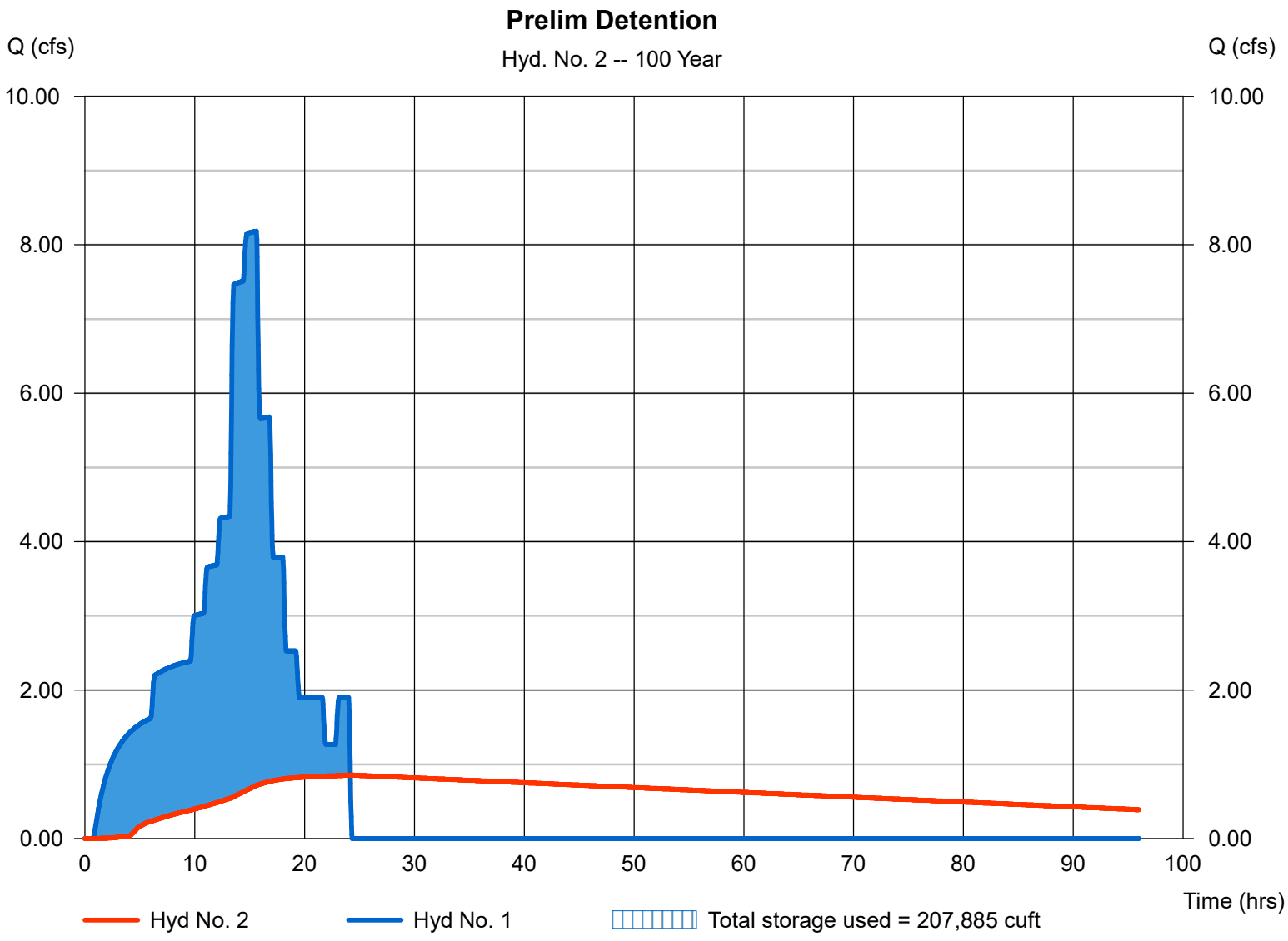
Hydraflow Hydrographs by Intelisolve v9.22 Wednesday, Feb 19, 2020

Hyd. No. 2

Prelim Detention

Hydrograph type	=	Reservoir	Peak discharge	=	0.855 cfs
Storm frequency	=	100 yrs	Time to peak	=	24.17 hrs
Time interval	=	2 min	Hyd. volume	=	202,445 cuft
Inflow hyd. No.	=	1 - 8.58 Ac. Site	Max. Elevation	=	680.45 ft
Reservoir name	=	Underground Detention	Max. Storage	=	207,885 cuft

Storage Indication method used.



Pond Report

Hydraflow Hydrographs by Intelisolve v9.22 — Wednesday, Feb 19, 2020

Pond No. 1 - Underground Detention

Pond Data

Contours - User-defined contour areas. Average end area method used for volume calculation. Begining Elevation = 674.83 ft. Voids = 85.00%

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	674.83	43,500	0	0
1.00	675.83	43,500	36,975	36,975
2.00	676.83	43,500	36,975	73,950
3.00	677.83	43,500	36,975	110,925
4.00	678.83	43,500	36,975	147,900
5.00	679.83	43,500	36,975	184,875
5.67	680.50	43,500	24,773	209,648

Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 3.70	0.00	0.00	0.00
Span (in)	= 3.70	0.00	0.00	0.00
No. Barrels	= 1	0	0	0
Invert El. (ft)	= 674.83	0.00	0.00	0.00
Length (ft)	= 0.50	0.00	0.00	0.00
Slope (%)	= 1.00	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.61	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

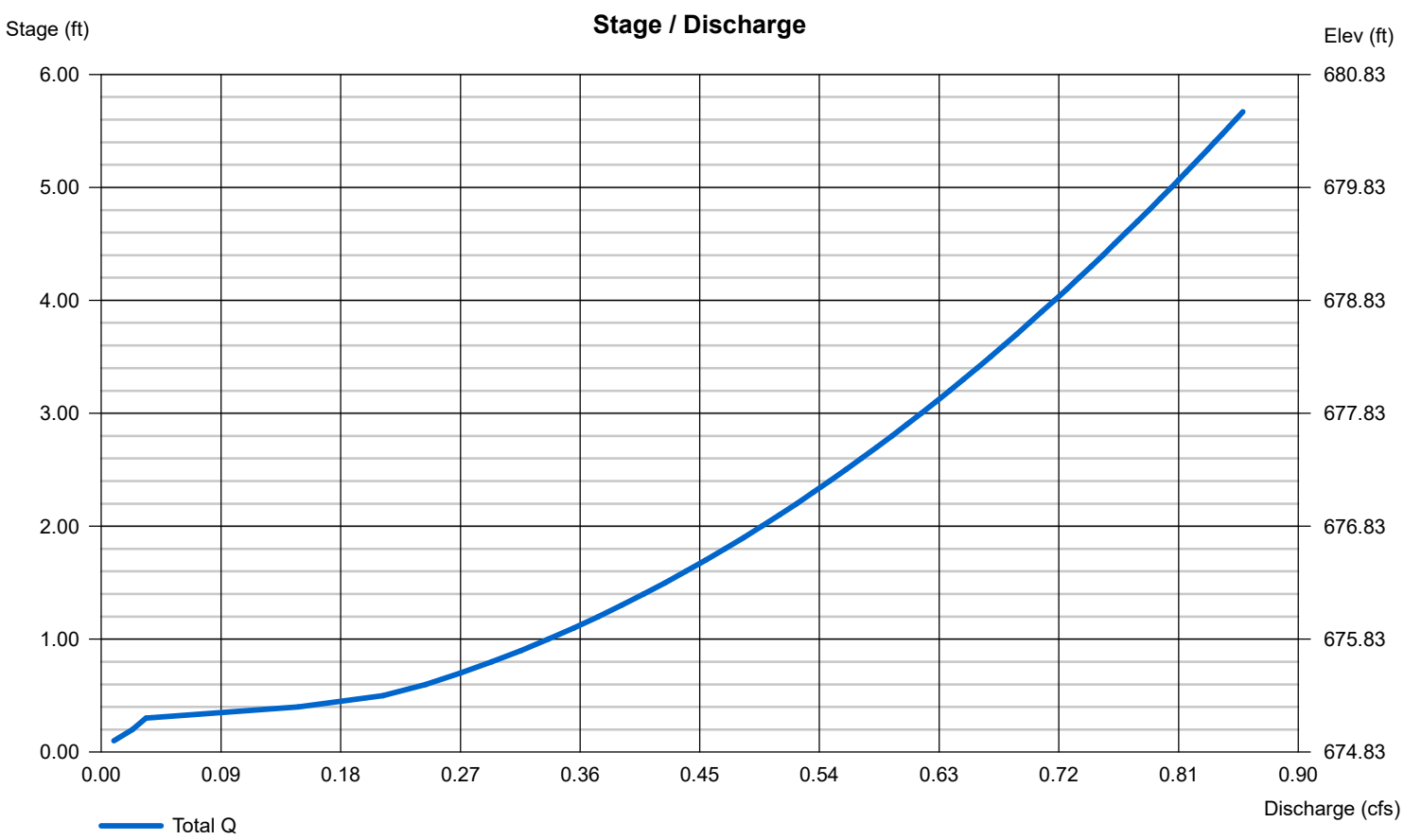
Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 0.00	0.00	0.00	0.00
Crest El. (ft)	= 0.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= ---	---	---	---
Multi-Stage	= No	No	No	No

Exfil.(in/hr) = 0.000 (by Wet area)

TW Elev. (ft) = 0.00

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



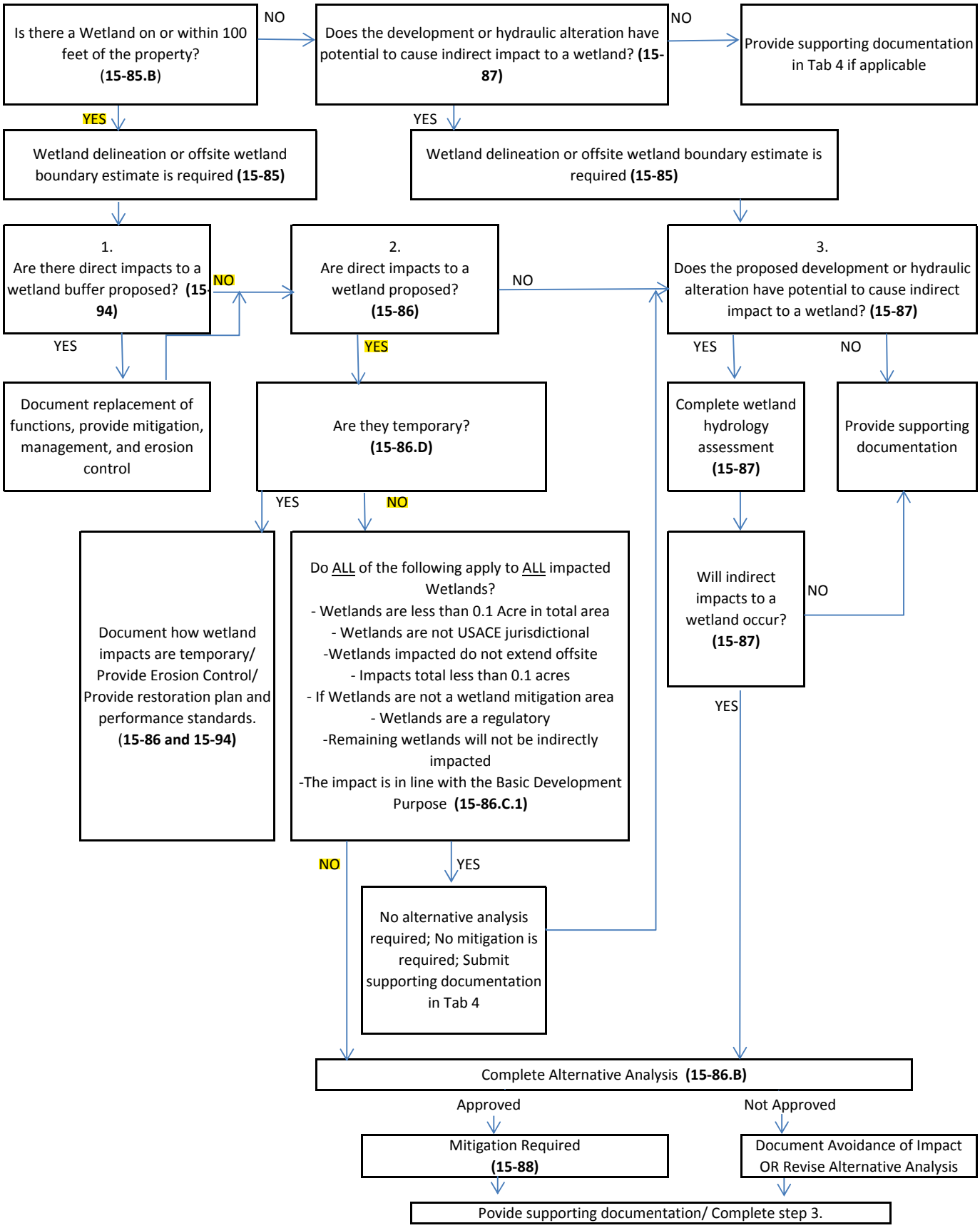
TAB 3

FLOODPLAIN, FLOODWAY – N/A

TAB 4

WETLANDS

Tab 4. Wetland and Wetland Buffer 3/4/2015



19-0285

WETLAND DELINEATION REPORT

22ND STREET PROPERTY

OAK BROOK, DUPAGE COUNTY, ILLINOIS

PREPARED FOR:

GW PROPERTIES
2211 NORTH ELSTON AVENUE SUITE 304
CHICAGO, ILLINOIS 60614

NOVEMBER 14, 2019

26575 W. COMMERCE DRIVE, SUITE 601, VOLO, ILLINOIS 60073
OFFICE (847) 740-0888 FAX (847) 740-2888

INTRODUCTION

A wetland delineation of the 9.58-acre property was conducted at the request of Manhard Consulting, Ltd. on behalf of the property owner GW Properties. The property is located at 1717 West 22nd Street, west of Illinois Route 83 and north of Interstate 88 in the Village of Oak Brook, DuPage County, Illinois (Exhibit 1). The property is further located in Section 27, Township 39 North, Range 11 East. The property consists of a retail store building, parking lot, stormwater management basin, woods, and wetland. The property is surrounded by roads to the north, east, and south and by a retail store/parking lot to the west.

EXISTING DATA

The United States Geological Survey (USGS) topographic map does not indicate any wetlands, open water, or blue line streams within the property boundary. It does indicate a depression along the south side of 22nd Street. The National Wetland Inventory map does not depict any wetlands on the property (Exhibit 3). The DuPage County Wetland Inventory map does not indicate the presence of wetlands on the property (Exhibit 4). The Flood Insurance Rate Map indicates an area of minimal flood hazard Zone X on the property (Exhibit 5). The USGS Hydrologic Atlas provides evidence of a mapped hydrologic connection to a Waters of the U. S. (Exhibit 6). The DuPage County Soil Survey (Exhibit 7) indicates one mapped hydric soil on the property: Peotone silty clay loam (330A).

WETLAND DELINEATION

Wetlands on the property were delineated on September 19, 2019 by Steven Rauch of Hey and Associates, Inc. using procedures outlined in the 1987 U. S. Army Corps of Engineers' (USACE) Wetland Delineation Manual and the 2010 Regional Supplement: Midwest Region. The entire property was inspected, with areas supporting wetland plant species and mapped hydric soils prioritized for investigation. If inspection revealed that wetland plant species comprised more than 50 percent of the plant cover, the suspected wetland was further examined for field indicators of hydric soil and hydrology. The USACE-accepted field indicators of hydric soil include: gleyed and low chroma matrix and mottle colors, and iron and manganese concretions. Necessary hydric soil indicators were field verified in the wetland areas. The USACE-approved field indicators of hydrology include: visual observation or photographic evidence of soil inundation or saturation during the growing season, oxidized channels associated with living roots and rhizomes, water marks, drift lines, waterborne sediment deposits, waterstained leaves, surface scoured areas and drainage patterns. Wetland hydrologic criteria were met in the areas delineated as wetland.

A list of observed plant species in the wetland area was compiled and data were gathered to complete Corps jurisdictional dataforms. A native vegetative quality rating was calculated for each wetland using the Floristic Quality Assessment (FQA) system as originally published in Swink and Wilhelm's *Plants of the Chicago Region,* 1994, and updated in Wilhelm and Rericha's *Flora of the Chicago Region*, 2017. The FQA method assigns to plant species a rating that reflects the fundamental conservatism that the species exhibits for natural habitats. A native species that exhibits specific adaptations to a narrow spectrum of the environment is given a high rating. Conversely, a ubiquitous species that exhibits adaptations to a broad spectrum of environmental variables is given a low rating. Utilizing this method, a Floristic Quality Index (FQI) is derived for a given area. The FQI is an indication of native vegetative quality for an area: generally, 1-19 indicates low vegetative quality, 20-35 indicates high vegetative quality and above 35 indicates "Natural Area" quality.

RESULTS

One wetland totaling 0.16-acre was delineated on the property. The wetland boundary is shown on an aerial photograph in Exhibit 8 as surveyed in October 2019 by Manhard Consulting, Ltd. A list of the observed plant species for the wetland area is given in Exhibit 9. The USACE's jurisdictional dataforms for upland and wetland areas are included as Exhibit 10. Representative color photographs of the upland and wetland areas are provided in Exhibit 11. The wildlife habitat scoresheet is provided as Exhibit 12. Following is a table that summarizes the delineated wetland:

Wetland	Area (acres)	FQI[1]	Native Mean C[2]	HQAR[3]	Wetland Type	Dominant Vegetation
1	0.16	9.05	2.73	no	wet meadow/forested	reed canary grass (*Phalaris arundinacea)* eastern cottonwood (*Populus deltoides*) common buckthorn (*Rhamnus cathartica*)

1 The Floristic Quality Index (FQI) is an indication of native vegetative quality for an area: generally 1-19 indicates low vegetative quality, 20-35 indicates high vegetative quality and above 35 indicates "Natural Area" quality.
2 The Native Mean C is an indication of native vegetative quality for an area. Areas with value of 3.5 or greater are considered high quality.
3 The Chicago District U.S. Army Corps of Engineers has designated various Waters of the United States to be high-quality aquatic resources (HQARs). This designation is based on the definitions found within the Regional Permit Program that became effective April 1, 2017.

Wetland 1 is a small wet meadow/forested on the northeast side of the property. The wetland receives stormwater runoff from adjacent uplands and a storm sewer, but it does not appear to have an outlet. The wetland has low functional value for stormwater detention and low functional value for nutrient removal, sediment/toxicant retention and is of low vegetative quality based on the FQA. Also, it scored only a 2.5 on the wildlife habitat scoresheet. Therefore, the wetland would require 50-foot buffer associated with Regulatory Wetlands.

SUMMARY AND CONCLUSIONS

The delineation revealed one wetland totaling 0.16-acre. The USACE determined the wetland to be an isolated wetland and therefore it is not under its regulatory authority. Also, the wetland boundary was concurred on October 8, 2019 by Christopher B. Burke Engineering Ltd. (Village of Oak Brook's wetland consultant) as shown in Appendix A. The correspondence from the USACE and the Village are provided in Appendix A.

Wetlands cannot be filled or otherwise impacted without permit authorization. Generally, in DuPage County all permanent impacts require mitigation of wetland losses. Any impacts will require mitigation at a minimum of 1.5:1. No work which would result in wetland impacts should be undertaken unless project authorization is first obtained. Preserved wetlands will require a wetland buffer under the provisions of the DuPage County Countywide Stormwater and Floodplain Ordinance.

TAB 5

WATERWAY BUFFER – N/A

TAB 6

POST CONSTRUCTION BEST MANAGEMENT PRACTICES

PCBMP CALCULATIONS
THE OVERLOOK AT OAK BROOK
VILLAGE OF OAK BROOK
02/19/20

Total Site Area	8.58	ac
New Impervious Area	6.37	ac
Total PCBMP Volume Required	0.66	ac-ft
Converted PCBMP Volume Required	28,904	cu-ft

Stone Volume Below the Underground Detention Basin Outlet		
Area of UGD Footprint	38,697	sf
Depth of Stone below Outlet	2.08	ft
Void Space	36%	
Total PCBMP Volume Provided	29,023	cu-ft
Converted PCBMP Volume Provided	0.67	ac-ft

Required PCBMP	**0.66**	**ac-ft**
Provided PCBMP	**0.67**	**ac-ft**

PCBMP DRAW DOWN TIME
THE OVERLOOK AT OAK BROOK
VILLAGE OF OAK BROOK, ILLINOIS
2/19/2020

Web Soil Survey Information

Soil Type	Hydraulic Conductivity (Low Range) in/hr	Hydraulic Conductivity (High Range) in/hr	Average Conductivity
330A	0.20	0.60	0.40

Infiltration Below Contech Outlet =	0.40	in/hour
Converted Infiltration Rate =	0.03	ft/hour
Length of 4" Underdrain =	1570	ft
Width of Trench =	6	ft
Area of Infiltration =	9,420	sq-ft
Infiltration Flow Rate =	314.00	cu-ft/hour
Volume of PCBMP =	0.67	ac-ft
Converted Volume of PCBMP =	29185	cu-ft
Drawdown Time=	**92.95**	**hours**

TAB 7

SOIL EROSION AND SEDIMENT CONTROL (NOT INCLUDED)

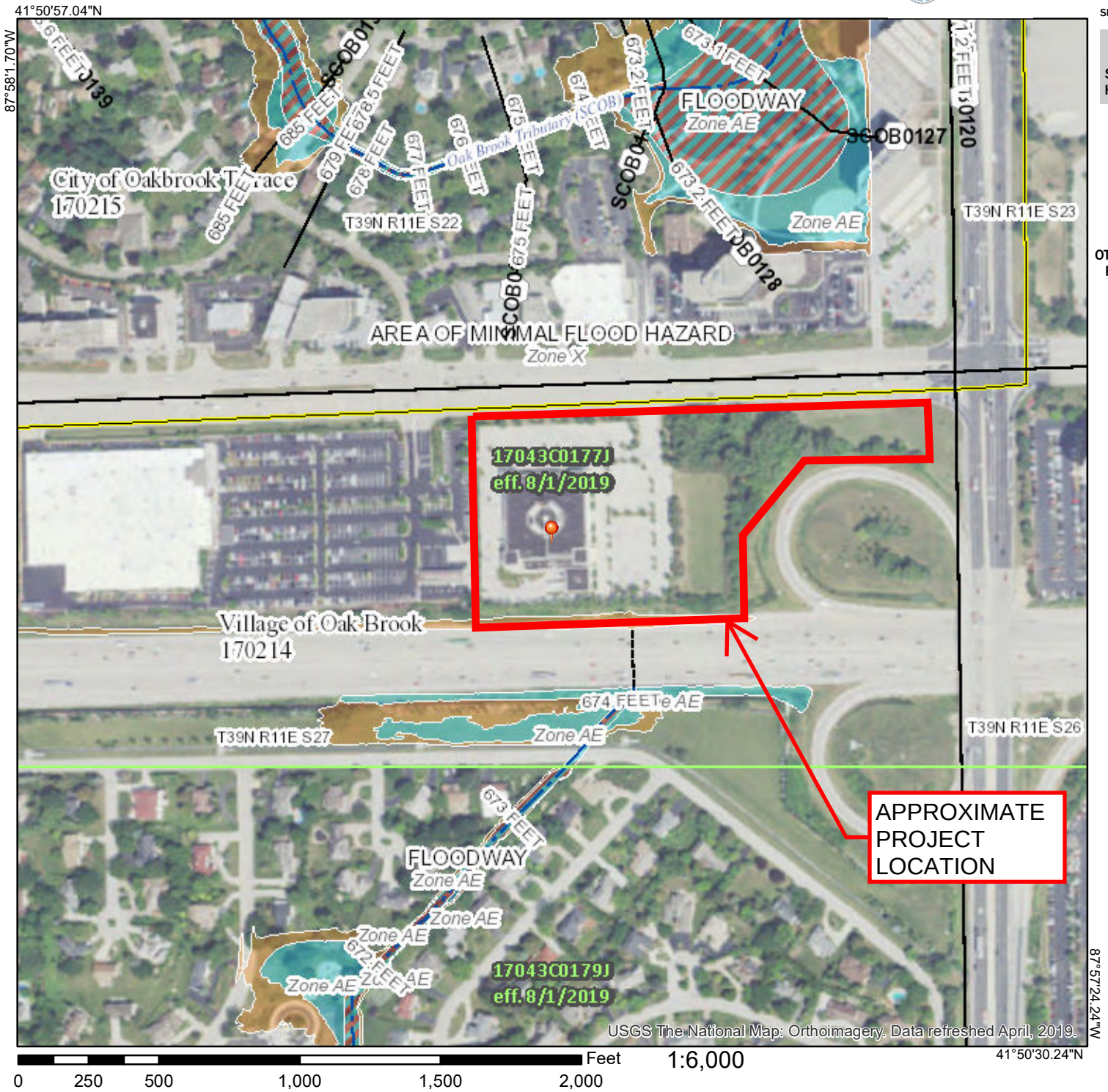
TAB 8

MAPS

Oakbrook Terrace
Hodges Rd
Oakbrook Center
Eisenhower Rd
MacArthur Dr
Monterey Ave
West End Rd
Parkview Plaza
Marie Pl
Karban Rd
Orchard Pl
83
W 22nd St
Kingery Hwy S
Ronald Reagan Memorial Tollway (Toll road)
Ronald Reagan Memorial Hwy (Toll road)
88
APPROXIMATE PROJECT LOCATION
Kingsbury Ct
Regent Dr
Hamilton Ln
Pembroke Ln

National Flood Hazard Layer FIRMette

FEMA



Feet 1:6,000

0 250 500 1,000 1,500 2,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

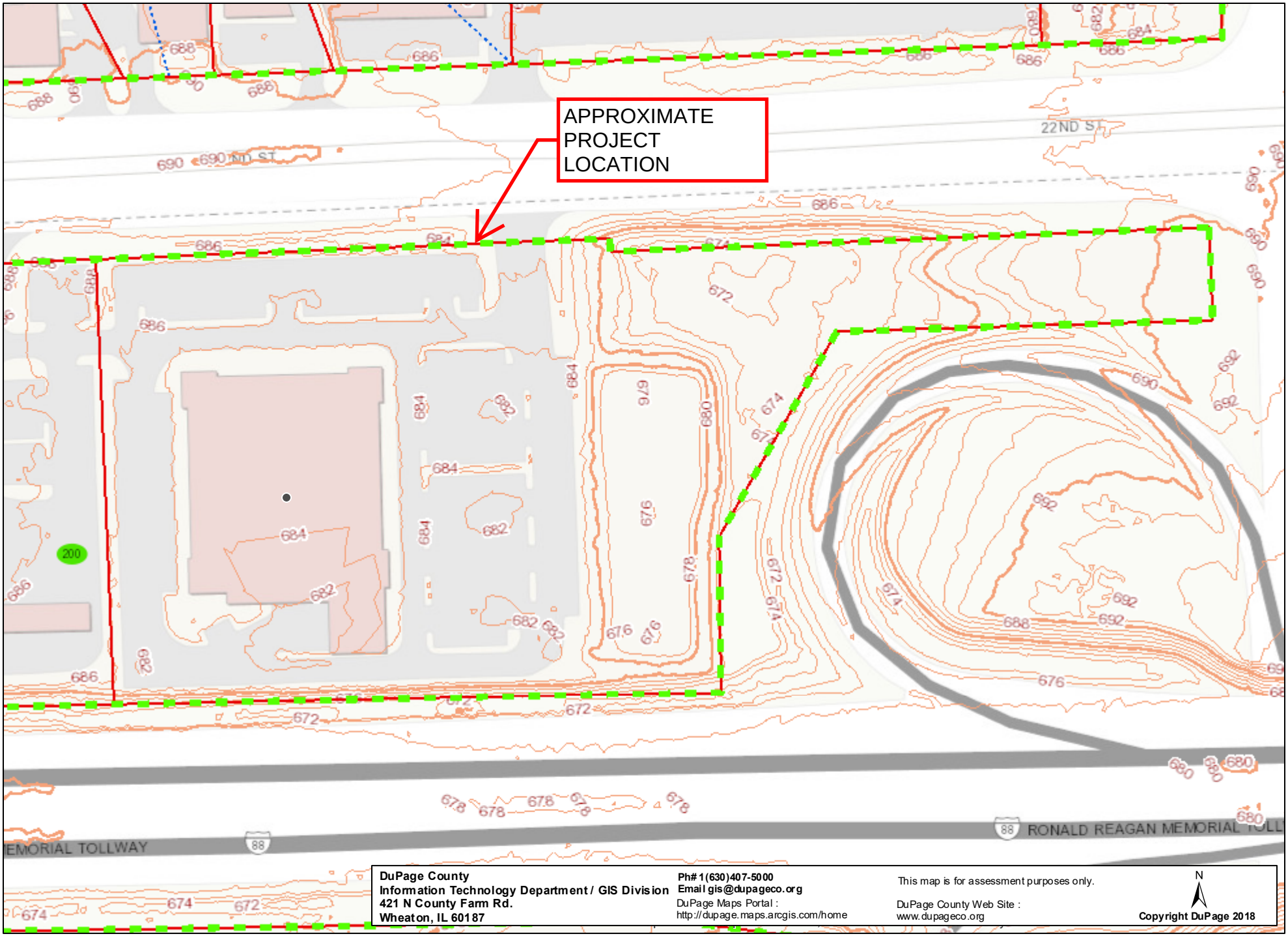
N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/9/2020 at 3:33:40 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



DuPage County
Information Technology Department / GIS Division
421 N County Farm Rd.
Wheaton, IL 60187

Ph# 1(630)407-5000
Email gis@dupageco.org
DuPage Maps Portal :
http://dupage.maps.arcgis.com/home

This map is for assessment purposes only.

DuPage County Web Site :
www.dupageco.org

N

Copyright DuPage 2018

Custom Soil Resource Report
Soil Map

Map Scale: 1:2,160 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 30 60 120 180

Feet: 0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

TAB 9

MAINTENANCE AND MONITORING

STORMWATER MAINTENANCE AND MANAGEMENT PLAN

The Overlook at Oak Brook
Oak Brook, Illinois

This stormwater maintenance plan should be used as a guideline for the stormwater maintenance for the Proposed Mixed-Use Development in Oak Brook, Illinois. This plan includes the maintenance for the detention ponds and underdrains.

OVERVIEW OF STORMWATER SYSTEM

This mixed-use development has been provided with a complete stormwater management system intended to intercept, convey, collect, store and provide a degree of post construction best management practices for stormwater runoff from rainfall events. The system consists of storm sewers, an outlet control structure, an underground detention basin, and a series of underdrains and infiltration trenches.

The storm sewer system consists of a series of inlets and manholes that collect stormwater runoff from the buildings and parking lots, and a network of pipes that convey the intercepted runoff to the proposed detention facility.

The detention basin is designed to collect and store the stormwater runoff and release the stormwater downstream at a reduced rate.

A series of underdrains and infiltration trenches will be used as a form of post construction best management practices.

Routine Maintenance Activities for Storm Management System		
No.	**Maintenance Task**	**Frequency of Task**
1	**Inspect the inlet pipes and outlet pipes for structural integrity.** Check inlet/outlet pipes for structural integrity to ensure they aren't crumbling or broken.	Annually
2	**Conduct routine inspections for trash or other debris that may be blocking the inlet or outlet pipes or emergency spillway.** Remove all trash and debris from the basin.	Monthly and after significant rain events (>1.5")
4	**Inspect and clean the storm sewer system, outlet control structures, inlets, and manholes.**	Every 5 years or as needed
5	**Inspect for sediment accumulation at the inlet pipes.** It's important to clean out sediment that might be restricting water flow. Remove accumulated sediment with a shovel and wheelbarrow if it is blocking water flow. Small amounts of removed sediment can be spread evenly on upland areas and seeded with natural vegetation.	Semiannually and after significant rain events (>1.5")
6	**Inspect and rod-out cleanouts for the underdrain system.**	Every 5 years or as needed

\

TAB 10

SECURITY (NOT INCLUDED)

TAB 11

VARIANCE – N/A

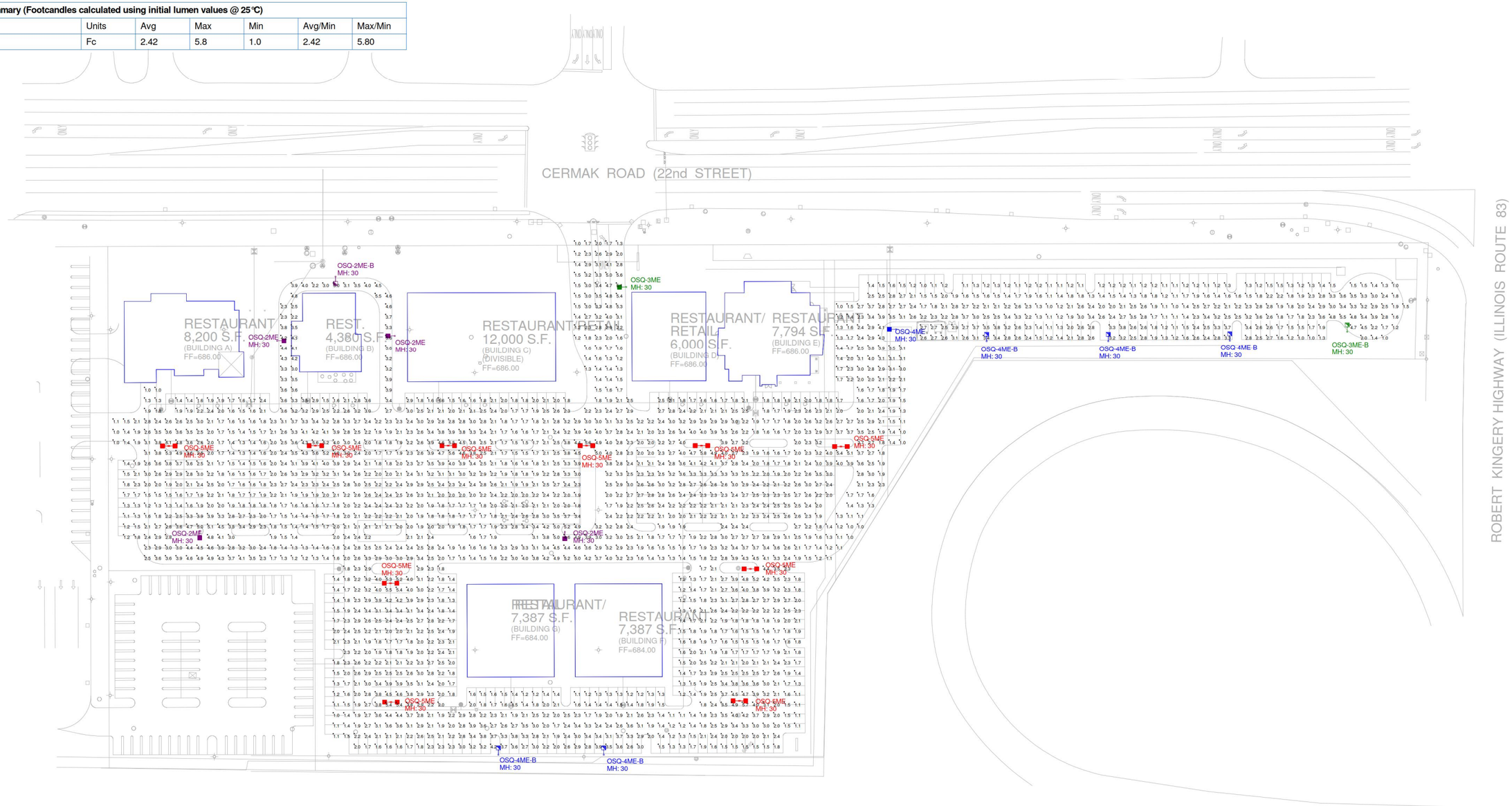
Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number
	1	OSQ-2ME-B	SINGLE	1.000	20427	215	OSQ-A-NM-2ME-U-40K-__-__ w/OSQ-DA__ - OSQ-BLSLF
	4	OSQ-2ME	SINGLE	1.000	26583	215	OSQ-A-NM-2ME-U-40K-__-__ w/OSQ-DA__
	1	OSQ-3ME-B	SINGLE	1.000	20986	215	OSQ-A-NM-3ME-U-40K-__-__ w/OSQ-DA__ - OSQ-BLSLF
	1	OSQ-3ME	SINGLE	1.000	26583	215	OSQ-A-NM-3ME-U-40K-__-__ w/OSQ-DA__
	5	OSQ-4ME-B	SINGLE	1.000	20427	215	OSQ-A-NM-4ME-U-40K-__-__ w/OSQ-DA__ - OSQ-BLSLF
	1	OSQ-4ME	SINGLE	1.000	26583	215	OSQ-A-NM-4ME-U-40K-__-__ w/OSQ-DA__
	10	OSQ-5ME	2 @ 180°	1.000	24666	215	OSQ-A-NM-5ME-U-40K-__-__ w/OSQ-DA__

Calculation Summary (Footcandles calculated using initial lumen values @ 25°C)						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts	Fc	2.42	5.8	1.0	2.42	5.80

Pole Schedule
(13) SSS-4-11-27-CW-BS-1D-C-__ (27' X 4" X 11ga STEEL SQUARE POLE)
(10) SSS-4-11-27-CW-BS-2D18-C-__ (27' X 4" X 11ga STEEL SQUARE POLE)
Proposed poles meet 110 MPH sustained winds.

Additional Equipment:
(33) OSQ-DA__ (Direct Arm Mount)
(7) OSQ-BLSLF (Backlight Shield)

*** CUSTOMER TO VERIFY ORDERING INFORMATION AND CATALOGUE NUMBER PRIOR TO PLACING ORDER ***



CREE LIGHTING
A COMPANY OF IDEAL INDUSTRIES, INC.
9201 Washington Ave, Racine, WI 53406 https://creelighting.com - (800) 236-6800

Illumination results shown on this lighting design are based on project parameters provided to Cree Lighting used inconjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting,or energy code.

Project Name: New Development - 1717 W 22nd St, Oak Brook, IL 60523

SR-40273 | Footcandles calculated at grade | Filename: 200113DM1CIS.AGI

Layout By:
Chris Schlitz

Date:1/13/2020

Scale 1" = 50'
0 100 200

Manhard CONSULTING

Civil Engineering
Surveying
Water Resources Management
Construction Management
Landscape Architecture
Land Planning

February 26, 2020

The Overlook at Oak Brook
1717 22nd Street
Village of Oak Brook, IL

Residential Comments

The proposed development at 1717 22nd Street, in Oak Brook, IL is currently in the Planned Development Staff Meeting Phase of the project. The project was presented to the Village Board on August 13th, 2019 as a Preliminary meeting. There was no public comment on the project at that time, but no mailed notifications were sent to residents notifying them of the meeting. Since then, the developer has not been made aware of any public opposition to the project. As notifications are sent to residents within 500' of the property and public discourse begins, this document will be updated to note any positive or negative stances.

Based on the existing commercial use of the property, and the major roadways separating the site from residential use, we do not expect any negative residential comments regarding the Planned Development.

Manhard CONSULTING

Civil Engineering
Surveying
Water Resources Management
Construction Management
Landscape Architecture
Land Planning

February 26, 2020

The Overlook at Oak Brook
1717 22nd Street
Village of Oak Brook, IL

Security Statement

The proposed development at 1717 22nd Street, in Oak Brook, IL is proposing standard security measures. The proposed lighting plan by CREE lighting shows that there is a minimum of 1-foot candle of lighting throughout the proposed parking lot. Each individual building will have secure locks on windows and doors and an alarm system as needed. There is no proposed screen fencing along the property because it is not wanted as a security measure by the tenants and landscaping is provided to meet buffer requirements. We believe that the security measures made will not adversely affect the surround properties.