

ITEM 5.A.
OAKBROOK CENTER
Restoration Hardware – Planned Development

INDEX

PAGE	<u>VILLAGE MATERIALS</u>
8-8.f	Staff Report dated October 16, 2019
7	Burns and McDonnell Traffic Impact Study Review Comments dated October 16, 2019
6-6.h	Public Works Review Regarding Village Water Main – Trotter Report dated October 8, 2019
5	Certificate of Publication dated October 2, 2019
4	Village Board Meeting Minutes July 9, 2019
3-3.d	Referral for Commerce Plaza Presentation to the Village Board dated July 9, 2019 (not all attachments included)
2-2.a	Zoning Ordinance Section 13-7B-2 – Special Uses – Outdoor Dining Zoning Ordinance Section 13-7B-3B.1 – Special Uses to Permit Building and Accessory Structures Less than 300’ from 22 nd Street r-o-w Zoning Ordinance Section 13-7-3B Special Uses to Permit Outdoor Dining and Sales Activities
1	Application Fee Receipt

PD APPLICATION and SUPPORTING DOCUMENTS

Project Team Responses dated 10-11-2019 – Binder Front Pocket

Narrative and Overview of Project – Yellow tab

Table of Contents

Application Forms – Includes Certified Mailing to Surrounding Property Owners dated October 4, 2019

Required Supporting Information

- Tab 3 Legal Description of Planned Development Area dated 9-30-2019 and Survey dated 6-26-19
- Tab 4 Planned Development Standards including Commercial Areas Revitalization Plan
- Tab 5 Contiguous Area Site Plan dated 9-30-2019
- Tab 6 Site Planning Documents
 - Layout, Grading Plan, Floor Area and Parking Plan and Pedestrian Connection Plan
- Tab 7 Schematic Drawings Illustrating Design & Character of Proposed Buildings
 - Perspective Renderings, Floor Plans, Elevations & Materials Exhibits, Signage and Exterior Precedents
- Tab 8 Landscaping Plans
 - Outdoor Areas at Ground Level, Plant Palette, Preliminary Landscape Plan and Details for Larger Area
- Tab 9 N/A – No Existing Recorded Covenants, Easements and Restrictions Precluding the Project
- Tab 10 Project Schedule/Phasing Plan
- Tab 11 Traffic Circulation Studies
 - Traffic Impact Study, Fire Truck Turning Radius Exhibit, Garbage Truck Turning Radius Exhibit
- Tab 12 Environmental Impact Statement
- Tab 13 Fiscal Impact Analysis
- Tab 14 Natural Resource Review Results
- Tab 15 Village Services Summary
- Tab 16 Utility Plan
- Tab 17 Stormwater Narrative and Exhibits
- Tab 18 Photometric Studies of Gallery Entrances and Project Area
- Tab 19 N/A – No Separate Public Meeting Held - Site Has No Proximate Residential Neighbors
- Tab 20 Security Plan and Site Control Measures

VILLAGE OF OAK BROOK
Planned Development Commission

STAFF REPORT

DATE: October 16, 2019

CASE FILE NO: 2019-12-ZO-PUD

DESCRIPTION: Planned Development proposal for a Restoration Hardware retail furniture gallery/restaurant use on a portion of the Oakbrook Shopping Center parcel.

**PETITIONER/
PROPERTY OWNER:** Oakbrook Shopping Center, LLC
350 N. Orleans Street, Suite 300
Chicago, IL 60654

ADDRESS: 1300 22nd Street, Oak Brook, IL

EXISTING ZONING/USE: B-2, Regional Shopping Center District, a regional mall consisting of approximately 2,555,000 SF with surface parking lots and parking garages with facilities totaling 10,808 parking spaces.

ZONING/USE OF SURROUNDING PROPERTY:

North: B-2 Regional Shopping Center District, Oakbrook Center – retail uses and surface/structured parking.

South: O-3 Office District, office buildings, hotel, and restaurant uses.

East: ORA-2 Office Research Assembly, Hines Planned Development (mixed uses).

West: B-2 Regional Shopping Center District, Oakbrook Center – surface parking.

LOCATION: The subject property is located on the west side of Spring Road, and north of 22nd Street.



1300 22nd Street (Intersection of Oakbrook Center and 22nd Street)

**STAFF REPORT – PLANNED DEVELOPMENT
OAKBROOK SHOPPING CENTER – RESTORATION HARDWARE – RESTAURANT/RETAIL
CASE No. 2019-12-ZO-PD**

BACKGROUND:

Oakbrook Shopping Center, LLC, (as owner and applicant) has submitted an application seeking approval of a planned development to accommodate the construction of a three-story retail building on a portion of Oakbrook Center.

This project is being proposed at Oakbrook Center, with the specific outlot located approximately 550' west of Spring Road, immediately north of 22nd Street. The 1.90-acre development site is located just east of the easternmost entry drive onto 22nd Street. The property currently contains surface parking that is accessory to the shopping center.

The Restoration Hardware Gallery is being proposed as a 3-level, 42,000 square foot building with a restaurant component. The building will consist of three (3) floors of occupied display space with an outdoor patio and rooftop dining areas.

A Preliminary Board Review of the application was conducted by the Village Board on July 9, 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 first step in the process outlined in the PD regulations is the preliminary Board review and is intended to provide an applicant with early feedback.

Planned Development. The Restoration Hardware project ("RH") 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 not possible to achieve under standard zoning regulations. The end result is intended to be a product that fulfills the objectives of the Village of Oak Brook's commercial areas revitalization 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, non-single-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

**STAFF REPORT – PLANNED DEVELOPMENT
OAKBROOK SHOPPING CENTER – RESTORATION HARDWARE – RESTAURANT/RETAIL
CASE NO. 2019-12-ZO-PD**

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

Proposed Departures. Section 13-15-2E 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 at the end of the “Application Forms” Tab, in the petitioner’s binder and are as follows:

1. Building Setbacks. Section 13-7B-3B.1 to reduce the required front yard building setback from 300 feet to 40 feet for the building and placement of the trash enclosure south of the ring road (approximately 170 feet from 22nd Street).
2. Outdoor Dining and Sales. Section 13-7B-2 and 13-7-3B to allow an outdoor seating and display areas adjacent to the proposed building as identified on the site plan and renderings. This approval will enable the RH to construct an outdoor seating area of the same size and configuration without having to obtain approval of a special use permit. In addition, it acknowledges that the items placed in the outdoor patios are also display items.

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.

Planned Development Project. Both the restaurant and retail furniture gallery proposal are permitted uses in the B-2 Regional Shopping District and several waivers/exceptions are being requested from the strict application of the zoning code. Instead of processing this case with multiple requests for a special use and 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 the planned development overlay district. Section 13-15-2B further indicates that each PD shall be presented and reviewed on its own merits. The new use/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 submitted for this project. The improvements will consist of grading, site preparation, utility work, building construction, parking, sidewalks, landscaping, and lighting.

Consistency with the Planned Development Regulations. The applicant has provided documentation, plans and other review materials for their PD application that are included in the accompanying binder.

**STAFF REPORT – PLANNED DEVELOPMENT
 OAKBROOK SHOPPING CENTER – RESTORATION HARDWARE – RESTAURANT/RETAIL
 CASE No. 2019-12-ZO-PD**

Building Address	Setback from 22nd Street	Zoning District/Req. Front Setback
Proposed Restoration Hardware	40'	B-2, 300'
Building "B" Oak Brook Commons	50'	ORA-2, 100'
Building "C" Oak Brook Commons	50'	ORA-2, 100'
Building "D" Oak Brook Commons	50'	ORA-2, 100'
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

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 Tab 4. Staff notes that the proposed structure will not be LEED certified.

Consistency with the Commercial Revitalization Plan. The Village of Oak Brook Commercial Areas Revitalization Plan (CRP) dated May 2019 identifies the subject property, as Mixed-Use (Commercial/Multi-Family). The *Oakbrook Center Sub-Area Plan* further emphasizes the redevelopment of surface parking areas for retail and restaurant uses. It should also be noted that the Plan identifies opportunities to be explored for the development of new buildings and uses near the perimeter of the center, closer to the edges located along Kingery Highway (Route 83) and 22nd Street.

Building Setbacks. Staff created the following table for the Commission’s consideration of the building setback waiver request.

Stormwater and Floodplain. The development site is not located in either the regulatory floodway or floodplain and any development proposal shall comply with the Village’s adopted stormwater ordinance requirements. No new stormwater detention facilities (e.g. underground structures, ponds) or BMP’s will

**STAFF REPORT – PLANNED DEVELOPMENT
OAKBROOK SHOPPING CENTER – RESTORATION HARDWARE – RESTAURANT/RETAIL
CASE NO. 2019-12-ZO-PD**

be required because the development area is already an existing surface parking lot, which is an impervious surface.

Water and Sanitary Utilities. The Public Works Department has forwarded the Trotter and Associates water model memo, dated October 8, 2019. The conclusion is that the Village water flows are adequate for the development. The Flagg Creek Water Reclamation District will provide sanitary service. Flagg Creek as the project progresses will provide specific comments concerning utility design and location.

Site Lighting. The photometric analysis identifies the proposed lighting levels that can be found under Tab 18 of the project binder. The applicant does understand specific consideration should be given to the site lighting with an emphasis on backlighting, up lighting and glare for energy efficiency, aesthetics and nuisance considerations.

Landscaping and Open Space. The landscape plans can be found under Tab 8 of the project binder. The proposed landscape plans provide perimeter/buffer areas, parking lot islands, outdoor seating areas, and foundation landscaping for the structures.

A new proposed location of the trash enclosure will require revisions to the larger landscape plan with additional screening to the southern island to screen views from 22nd Street. Please find the applicant's responses in the front pocket of the applicant's binder labeled "Team Responses 10-11-19".

The Oakbrook Center has a larger landscape plan for the entire mall; which is referenced in V3 plan, staff would note that a time of permit all landscaping plans material will be installed.

Traffic/Access and Parking Considerations. A Traffic Report is at Tab 11 of the applicant's materials. The study indicates no adverse impact on 22nd Street. The Village's consulting engineer expressed concern about the proximity of two right turning lanes and the plans will be revised creating a right turn only direction for the second isle (see insert "Team Responses 10-11-19").

A parking analysis can be found under Tab 7.C of the applicant's materials. The Oakbrook Center analysis states a 341-space surplus of parking. It should be noted that the entire Center is considered a single zoning lot; therefore, parking spaces owned by separate entities (i.e. Macy's) are included in this count. The Village Code for the B-2 District requires parking spaces and aisles not less than 1.5 times the gross floor area of buildings constructed; the applicant provided estimated square footage of their parking and drive aisles at 4,675,413 square feet.

Pedestrian Access and Circulation. The 2019 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 have been incorporated into the site plan on the east side of the building to connect and provide pedestrian continuity back to the Center. Staff inquired if pedestrian access could be improved to the parking areas west of the mall entrance. The applicant's response is included within the "Team Responses 10-11-19" insert.

Signs. The proposed wall signs (see Tab 7.D of the applicant's materials) appear to comply with the Village's Code. No ground sign is proposed as part of this proposal. A sign permit is required.

**STAFF REPORT – PLANNED DEVELOPMENT
OAKBROOK SHOPPING CENTER – RESTORATION HARDWARE – RESTAURANT/RETAIL
CASE NO. 2019-12-ZO-PD**

RESPONSIBILITIES OF HEARING BODY:

As part of the Planned Development Regulations, the Planned Development Commission shall review the application, the standards and requirements, the staff report, 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 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.

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. 3.

CONCLUSION:

Staff would like the Planned Development Commission's feedback on the proposed petition and the departures from the standards that are being requested.

As part of this discussion, staff has provided a series of additional conditions that can be included in a recommendation to ensure that architecture, infrastructure, long-term maintenance, cross-access and other applicable considerations are memorialized.

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. All landscaping for both the RH and the plans for the larger site will be installed as part of the development (including landscape labeled "Existing Trees per Previous Plans by Others").

**STAFF REPORT – PLANNED DEVELOPMENT
OAKBROOK SHOPPING CENTER – RESTORATION HARDWARE – RESTAURANT/RETAIL
CASE NO. 2019-12-ZO-PD**

4. The outdoor dining and display areas shall be approved in accordance with the approved site plan and shall not require a separate special use permit approval. Final review and approval of the outdoor seating areas shall be provided with a building permit and reviewed/approved by the Development Services Department.
5. Trash enclosures and other service areas shall be screened with a material that matches the gallery building.
6. All sign proposals shall comply with applicable sign code regulations of the Oak Brook zoning regulations.
7. Comply with all other Village Ordinance requirements at time of building permit application except as specifically varied or waived.

Please contact staff if you have any questions or concerns.

Respectfully submitted,



Rebecca Von Drasek
Planner

Technical Memorandum

Date: October 16, 2019
To: Tony Budzikowski, Director of Development Services
From: Matt Papirnik, P.E., Burns & McDonnell
James Patterson, P.E., Burns & McDonnell
Project: Restoration Hardware (Oakbrook Center)
Re: Traffic Impact Study Review

Burns & McDonnell has reviewed the Traffic Impact Study (TIS) prepared by V3 Companies, dated September 9, 2019. The TIS was prepared for Restoration Hardware, to be located on an Oakbrook Center Outparcel near the southeast corner of the Oakbrook Center property. The following notes comprise a summary of observations which Burns & McDonnell has concluded may be of value to the Village of Oak Brook in its evaluation of the TIS.

Burns & McDonnell Observations

- Burns & McDonnell does not object to any of the conclusions on traffic impacts.
- On October 11, the applicant provided acceptable modifications to the five-way intersection that will be created on the ring road near the northeast corner of the building. The modifications were made to address a concern regarding a confusing combination of entering and existing movements on and off the ring road.
- The proposed pedestrian yield sign near the northeast corner of the proposed building should be closer to the crosswalk (across the ring road) to be more effective. Consider reconfiguring the crosswalk to allow the installation of the pedestrian yield sign on the island to the east (just west of the crosswalk).

Gail Polanek

From: Doug Patchin
Sent: Friday, October 11, 2019 10:41 AM
To: Gail Polanek
Subject: RE: Restoration Hardware - Revised Plans
Attachments: Development Review - Restoration Hardware Hydraulic Modeling Memo.pdf

Hi Gail,

Here is Trotters Review Memorandum for Restoration Hardware, using the information provided by V-3. Once the village receive the plans we will review the water service size and connection to the Villages Water Main.

Thanks
Doug

Thank You

Doug Patchin



This electronic message and any attached files contain information intended for the exclusive use of the individual(s) or entity to whom it is addressed and may contain information that is proprietary, confidential and/or exempt from disclosure under applicable law, including protected health information (PHI). If you are not the intended recipient or the employee or agent, you are hereby notified that any viewing, copying, disclosure or distribution of the information may be subject to legal restriction or sanction and is strictly prohibited. If you have received this communication in error, please notify the sender by return electronic message or telephone, and destroy the original message without making any copies. Unless otherwise stated, any opinions expressed in this electronic message are those of the author and are not endorsed by the Village.

Electronic messages sent to and from the Village of Oak Brook may be subject to discovery under the IL Freedom of Information Act.

Think Green! Please consider our environment before printing this electronic message.

From: Gail Polanek <gpolanek@oak-brook.org>
Sent: Thursday, October 10, 2019 8:24 AM
To: Doug Patchin <dpatchin@oak-brook.org>; Rick Valent <rvalent@oak-brook.org>
Subject: Restoration Hardware - Revised Plans

Gail



Memorandum

Date: October 8th, 2019
To: Doug Patchin, Public Works Director
From: Trotter and Associates, Inc.
Subject: Oakbrook Center Plan Development RH – WaterCAD Modeling

PROJECT BACKGROUND

The Village of Oak Brook is currently reviewing preliminary engineering plans for proposed development of the Oakbrook Center Restoration Hardware (RH) project. This project consists of the construction of a retail furniture store in the southeast corner of the Oakbrook Center shopping complex just north of 22nd Street and west of Spring Road. The new building is roughly 2,130 square feet and has an estimated average daily demand of 6,850 gallons of water per day which will be served by an 8-inch water service. Trotter and Associates analyzed the available fire flow at the proposed development site using the Village's WaterCAD® model in order to assure that the building could be provided with sufficient fire protection.

PROJECT LOCATION MAP

The Oakbrook Center RH project area is located along 22nd Street in the north-center of the Village of Oak Brook. This area is significantly developed for commercial purposes. Fire service will stem from the existing 12-inch water main that feeds into the Oakbrook Center Mall. The project location is outlined in red in the exhibit below.



700 Geneva Parkway North, Suite B
Lake Geneva, WI 53147
O: 262.729.4350

40W201 Wasco Rd., Suite D
St. Charles, IL 60175
O: 630.587.0470

38 W. Grand Ave., Suite 300
Fox Lake, IL 60020
O: 224.225.1300

6.a

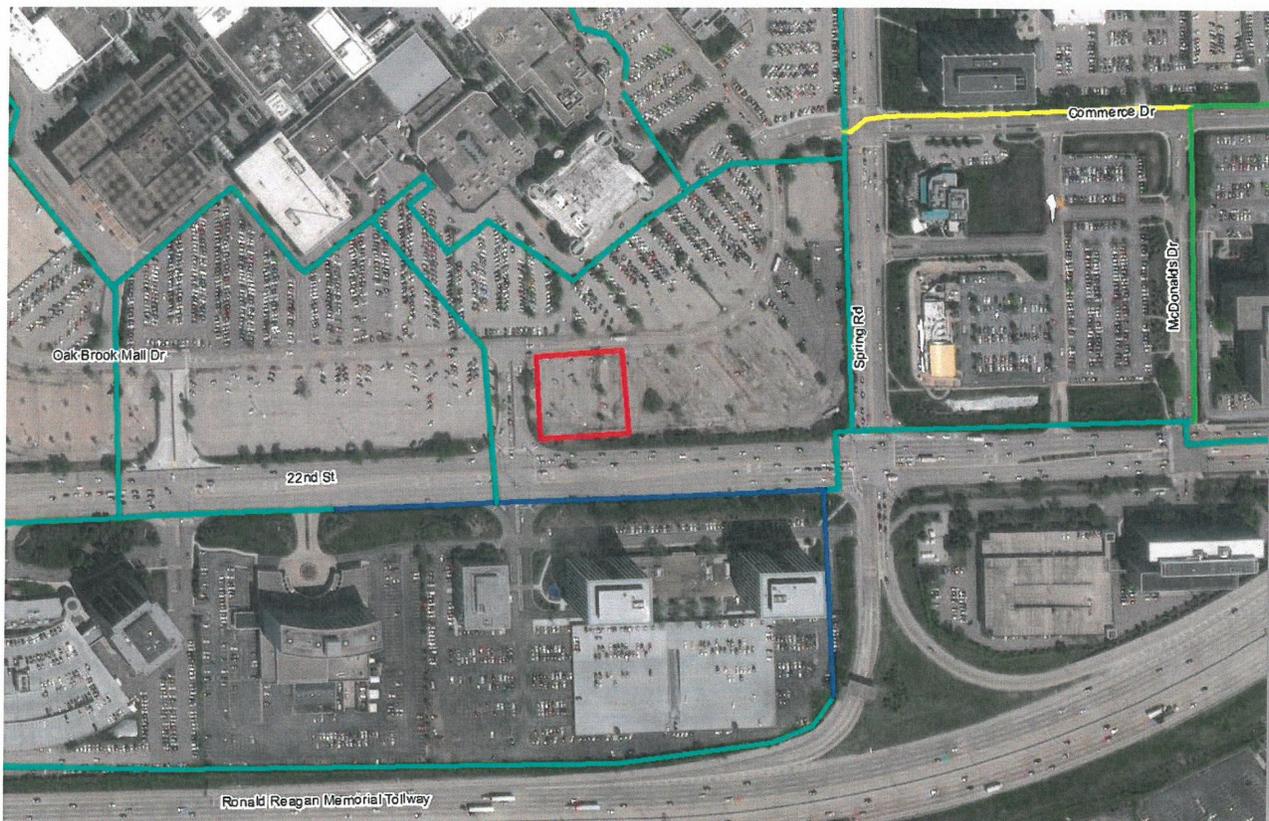


EXISTING DISTRIBUTION SYSTEM

The Village of Oak Brook maintains roughly 110 miles of water main and approximately 1,500 fire hydrants. The Village's distribution system is divided into two pressure zones, the low and high elevation zones. The Village is able to transfer water into the high zone from the low zone through the use of a booster station at 31st street. The project area for the Oakbrook Center Development RH is located entirely within the low elevation system.

The exhibit below illustrates the existing water system layout near the proposed development. The area in consideration is heavily developed and is along the Village's main commercial. As such, there is a strong infrastructure of large diameter water main from which to expand for new development. Currently, a 12-inch water main encircles the Oakbrook Center and connects to a 16-inch water main along 22nd Street directly south of the project area. The current proposal for fire service to the building calls for an 8-inch connection with a total length of approximately 116 feet.

The current local distribution network is shown in the exhibit below, with the project area outlined in red. Existing water main diameters are displayed in the following colors: 8-inch in yellow, 10-inch in green, 12-inch in teal, and 16-inch in blue.





WATERCAD® DISTRIBUTION SYSTEM MODEL

General Background

The Village maintains a Bentley WaterCAD® V8i distribution system model, hosted by Trotter and Associates, Inc. The model is a valuable tool for evaluating the impact of potential development, as well as to measure the benefits received from capital improvement and rehabilitation projects. In 2018, the WaterCAD® model was created from GIS water main data by TAI to reflect the distribution system's capabilities under Average Daily Demand (ADD) and Maximum Day Demand (MDD) and Fire Flow conditions.

By maintaining the Village's WaterCAD® model, Trotter and Associates is able to assist the Village by analyzing the distribution system's ability to supply proposed developments on the basis of available fire flow, daily demands, and water pressures. This information can be used by the Village to alter developmental plans or suggest upsizing of water mains. By assessing these proposed developments, TAI is able to ensure that the Village's model remains up to date with the actual conditions in the service area.

Assumptions and Limitations

The following assumptions were utilized to most accurately analyze the water system at the Oakbrook Center Restoration Hardware Development. The study area did not consist of the entire system. Instead, it consisted of the area surrounding the proposed construction project area. The available fire flows and pressures reported represent instantaneously available capacities at the water main adjacent to the proposed buildings and at the service connection.

The improvements that were modeled consisted of that which was described in the "Preliminary Engineering Plans" for the Oakbrook Center RH project. The plans, prepared by V3 Companies, include the installation of an 8-inch service line that has an approximate length of 116 feet. This service connection stems from the 12-inch main along the south Oakbrook Center Mall entrance that is connected to the 16-inch main along 22nd Street. The engineering plans also illustrate the installation of a fire hydrant along the new service line approximately 32 feet from the building.

Fire protection for the proposed development will be provided by an internal fire pump, as well as one hydrant near the west perimeter of the project area. An average daily demand was applied to the building connection, using an estimate of 6,850 gallons per day as estimated by V3 Companies. This value takes into consideration the exterior irrigation needs as well as the daily demands for the facility. TAI modeled the new structure with the 6,850 gallons per day demand, equivalent to 4.76 gallons per minute, applied.





Fire Flow Requirements

Per the 2015 International Fire Code, the recommended fire flow duration for commercial buildings is typically a minimum of three hours with a fire flow of 3,000 gallons per minute. This information is displayed below in table B105.1 (2) from the 2015 IFC. A fire flow of 3,000 gallons per minute was used as a target reference in the modeling portion of this memo that follows.

**TABLE B105.1(2)
 REFERENCE TABLE FOR TABLES B105.1(1) AND B105.2**

FIRE-FLOW CALCULATION AREA (square feet)					FIRE-FLOW (gallons per minute) ^b	FLOW DURATION (hours)
Type IA and IB ^a	Type IIA and IIIA ^a	Type IV and V-A ^a	Type IIB and IIIB ^a	Type V-B ^a		
0-22,700	0-12,700	0-8,200	0-5,900	0-3,600	1,500	2
22,701-30,200	12,701-17,000	8,201-10,900	5,901-7,900	3,601-4,800	1,750	
30,201-38,700	17,001-21,800	10,901-12,900	7,901-9,800	4,801-6,200	2,000	
38,701-48,300	21,801-24,200	12,901-17,400	9,801-12,600	6,201-7,700	2,250	
48,301-59,000	24,201-33,200	17,401-21,300	12,601-15,400	7,701-9,400	2,500	
59,001-70,900	33,201-39,700	21,301-25,500	15,401-18,400	9,401-11,300	2,750	
70,901-83,700	39,701-47,100	25,501-30,100	18,401-21,800	11,301-13,400	3,000	3
83,701-97,700	47,101-54,900	30,101-35,200	21,801-25,900	13,401-15,600	3,250	
97,701-112,700	54,901-63,400	35,201-40,600	25,901-29,300	15,601-18,000	3,500	
112,701-128,700	63,401-72,400	40,601-46,400	29,301-33,500	18,001-20,600	3,750	
128,701-145,900	72,401-82,100	46,401-52,500	33,501-37,900	20,601-23,300	4,000	
145,901-164,200	82,101-92,400	52,501-59,100	37,901-42,700	23,301-26,300	4,250	
164,201-183,400	92,401-103,100	59,101-66,000	42,701-47,700	26,301-29,300	4,500	4
183,401-203,700	103,101-114,600	66,001-73,300	47,701-53,000	29,301-32,600	4,750	
203,701-225,200	114,601-126,700	73,301-81,100	53,001-58,600	32,601-36,000	5,000	
225,201-247,700	126,701-139,400	81,101-89,200	58,601-65,400	36,001-39,600	5,250	
247,701-271,200	139,401-152,600	89,201-97,700	65,401-70,600	39,601-43,400	5,500	
271,201-295,900	152,601-166,500	97,701-106,500	70,601-77,000	43,401-47,400	5,750	
295,901-Greater	166,501-Greater	106,501-115,800	77,001-83,700	47,401-51,500	6,000	
—	—	115,801-125,500	83,701-90,600	51,501-55,700	6,250	
—	—	125,501-135,500	90,601-97,900	55,701-60,200	6,500	
—	—	135,501-145,800	97,901-106,800	60,201-64,800	6,750	
—	—	145,801-156,700	106,801-113,200	64,801-69,600	7,000	
—	—	156,701-167,900	113,201-121,300	69,601-74,600	7,250	
—	—	167,901-179,400	121,301-129,600	74,601-79,800	7,500	
—	—	179,401-191,400	129,601-138,300	79,801-85,100	7,750	
—	—	191,401-Greater	138,301-Greater	85,101-Greater	8,000	

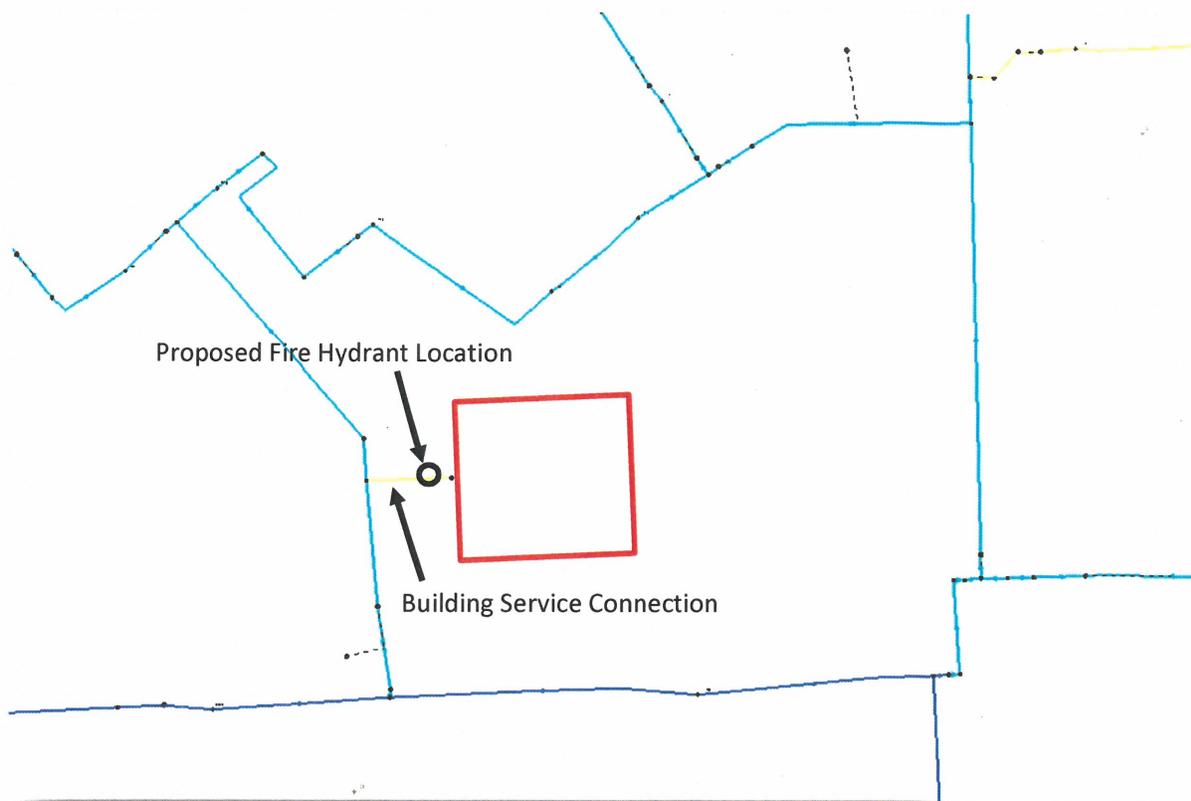
b.d



RESTORATION HARDWARE DEVELOPMENT WATER MODEL EVALUATION

Trotter and Associates, Inc. has performed the requested evaluation of the hydraulic model for the Village of Oak Brook regarding the development of the Oakbrook Center Restoration Hardware. The following section details the results of the proposed site development from the hydraulic analysis for average and maximum day demands.

The exhibit below provides a layout of the proposed development location. Water main in yellow represents 8-inch diameter, teal 12-inch, and blue 16-inch. The project area is outlined in red. The site includes a new 8-inch water service connection with a length of 116 feet to the new building, stemming from the 12-inch water main leading to Oakbrook Center Mall. This connection point will be reviewed for available fire flow and residual pressure during the analysis portion of this memo, along with the proposed fire hydrant along the service line. The approximate location of the service connection and hydrant are labeled in the exhibit below. The connection will be reviewed both at the point where the service diverges from the water main and where they will connect to the building at the meter.





Fire Flow Analysis

The WaterCAD® computer modeling software was used to identify the available fire flow capacity throughout the Restoration Hardware Development during both average daily and maximum day demands. The available fire flow capacity is defined as the maximum deliverable flow from a single main connection or hydrant while maintaining residual pressures above 20 psi throughout the system.

Average Day Demand

The model was first run under representative conditions that the Village of Oak Brook routinely sees throughout its distribution system, referred to as the Average Daily Demand (ADD). This scenario includes roughly 2,200 gallons per minute of water usage throughout the Village following residential and commercial demand patterns. The elevated storage tanks are run at nearly full conditions and all DWC connections were also set to run at their average daily flow rate.

The results of this modeling are shown in the table below. The residual pressures and available fire flow capacity were evaluated at the water main and service line intersect, the building connection, and the planned fire hydrant. Under average day demand conditions, the building service connection and the fire hydrant both receive well in excess of the targeted 3,000 gallons per minute of available fire flow.

Location	Pressure (psi) - ADD	Fire Flow Capacity (gpm) - ADD*
Water Main	68	6,205
Building Connection	68	4,779
Proposed Fire Hydrant	66	4,941

**Note: The proposed fire hydrants have available fire flows above 3,000 gpm; this is the instantaneous flow and more than one hydrant in the area may be required to achieve this flow rate. It is anticipated that the maximum flow rate from of a single fire hydrant 4.5-inch outlet is approximately 3,000 gpm.*



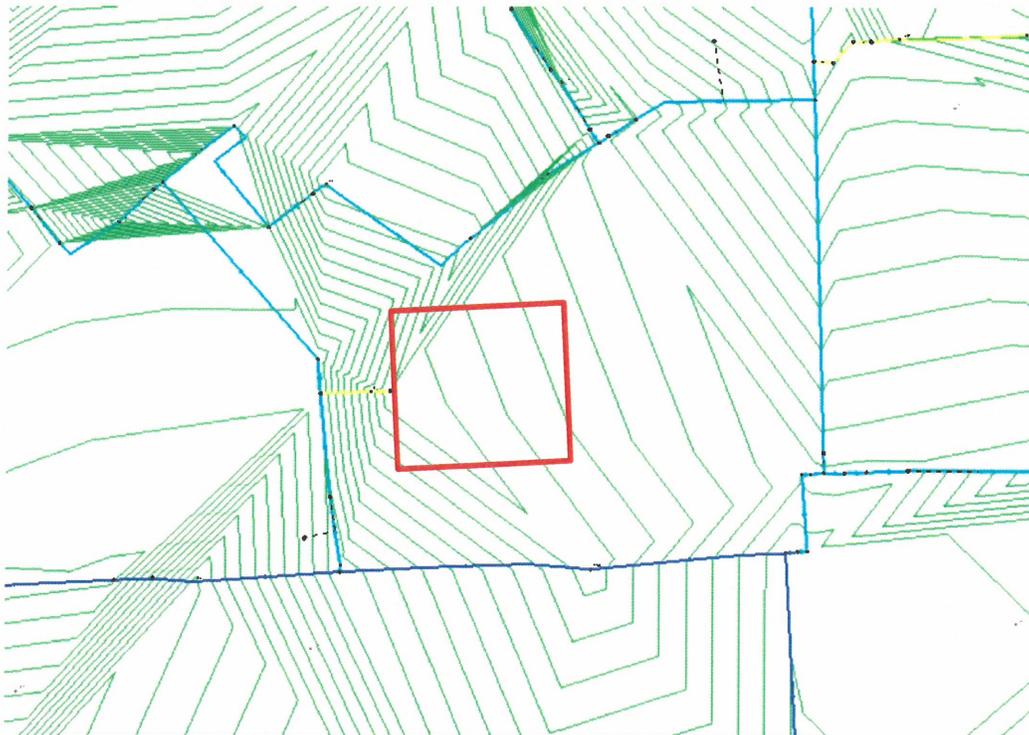
Maximum Day Demand – Proposed Layout

The model was then run under the highest demand conditions that the Village of Oak Brook has seen recently, referred to as the Maximum Day Demand. This scenario includes a peaking factor of 2.40 on top of the Average Day Demand, resulting in approximately 5,500 gallons per minute of water usage throughout the Village.

The table below displays the anticipated pressures and available fire flows under Maximum Day Demand conditions for the water main intersect, building service connection, and the proposed fire hydrant for the Oakbrook Center RH Development. Each location analyzed displays available fire flows in excess of the targeted 3,000 gallons per minute, though pressures drop from the Average Day Demand scenario by approximately 3 to 4 psi. The static pressures displayed below 65 and 62 psi are still in the ideal range for new development design.

Location	Pressure (psi) - MDD	Fire Flow Capacity (gpm) - MDD*
Water Main	65	5,088
Building Connection	65	4,209
Proposed Fire Hydrant	62	4,301

The exhibit below the tables displays the fire flow contours for the proposed development under Maximum Day Demand conditions. Contours in green indicate available fire flow above 3,000 gpm, yellow indicates fire flow between 1,000 and 3,000 gpm, and red indicates any areas with available fire flow below 1,000 gpm. The project area is outlined in red.



6.9



SUMMARY OF FINDINGS

The results of the WaterCAD® modeling for Oakbrook Center Plan Development RH indicate that the proposed building service layout and sizing will provide in excess of the recommended 3,000 gallons per minute of available fire flow capacity. Additionally, the proposed fire hydrant to the west of the facility along the service connection will also be able to provide fire flow capacity well above the 3,000 gallons per minute under Maximum Day Demand conditions. The precise requirements for the proposed structures should be determined based on Village-adopted code. If the requirements are determined to exceed the building service fire flow capacities, alternatives should be evaluated to provide additional flow as needed.

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, October 24, 2019 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 Petitioner, Oakbrook Shopping Center, LLC, 350 N. Orleans Street, Suite 300, Chicago, IL 60654. The Petitioner is the owner of the subject property to be located in an outlot on Parcel 9 of the Oakbrook Shopping Center, with an address proposed to be 1300 22nd Street, Oak Brook, Illinois 60523. They 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.

The Petitioner has submitted an application, case number 2019-12-ZO-PUD, seeking approval of a planned development to be located in an outlot on a portion of Parcel 9 in the Southeast quadrant of the Oakbrook Shopping Center along its 22nd Street boundary with a proposed address of 1300 22nd Street, Oak Brook, Illinois 60523, as further described below.

Project Description: Petitioner has applied to the Village for Planned Development approval to allow for the development of an approximately 42,000 square foot Restoration Hardware retail furniture gallery with restaurant (the "Gallery") and associated infrastructure, parking and landscaping areas. In accordance with the zoning regulations, as part of the Planned Development, the Petitioner has requested modifications and departures from the standard zoning provisions.

The subject property may be generally described as an out-parcel that is a portion of Lot 9 and will be known as 1300 22nd Street, Oak Brook, Illinois

THAT PART OF LOT 9 IN OAKBROOK TERRACE, BEING A SUBDIVISION OF PART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1960 AS DOCUMENT 984763, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 9; THENCE NORTH 00 DEGREES 40 MINUTES 36 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 9, A DISTANCE OF 7.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 00 DEGREES 40 MINUTES 36 SECONDS WEST ALONG SAID WEST LINE 200.00 FEET; THENCE NORTH 89 DEGREES 19 MINUTES 24 SECONDS EAST 410.00 FEET; THENCE SOUTH 00 DEGREES 40 MINUTES 36 SECONDS EAST 200.00 FEET; THENCE SOUTH 89 DEGREES 19 MINUTES 24 SECONDS WEST 410.00 FEET TO THE POINT OF BEGINNING.

PARCEL NUMBER: 06-23-300-051 (portion)

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 October 2, 2019 (4533323)

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 10/02/2019 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 Daula Baltz
Designee of the Publisher and Officer of the Daily Herald

Control # 4533323



MINUTES OF THE JULY 9, 2019
REGULAR MEETING OF THE
PRESIDENT AND BOARD OF
TRUSTEES OF THE VILLAGE OF
OAK BROOK APPROVED AS
WRITTEN ON AUGUST 13, 2019

1. CALL TO ORDER

The Regular Meeting of the Village Board of Trustees was called to order by President Gopal Lalmalani in the Samuel E. Dean Board Room of the Butler Government Center at 7:01 pm. The Pledge of Allegiance was given.

2. ROLL CALL

Village Clerk Charlotte Pruss called the roll with the following persons

PRESENT: Trustees John Baar, Philip Cuevas, Michael Manzo, Moin Saiyed, Edward Tiesenga, Asif Yusuf, President Gopal Lalmalani

ABSENT: None

IN ATTENDANCE: Village Manager Rick Ginex, Development Services Director Tony Budzikowski, Golf Club Superintendent / Manager Sean Creed, Information Technology Director Jim Fox, Police Chief Jim Kruger, Fire Chief Barry Liss, Finance Director Jason Paprocki, Public Works Director Doug Patchin, Head Librarian Jacob Post, Human Resource Director/Deputy Clerk Kathy Vonachen, Village Attorney Greg Jones

3. PRESIDENT'S OPENING COMMENTS

President Lalmalani discussed attending the groundbreaking ceremony for the Hub Group on July 19th. He also addressed the cancelation of the Taste of Oak Brook and thanked everyone who was involved for their hard work and dedication. He mentioned that he had the honor of representing the Village of Oak Brook at the Hinsdale parade and presented several picture slides of the event.

A. Athlete of the Year Awards (Was deferred to the next Board meeting)

B. Oakbrook Shopping Center, LLC – Oakbrook Center – Preliminary Board Review of Planned Development for Restoration Hardware Presentation

President Lalmalani asked Development Services Director, Tony Budzikowski to introduce the Restoration Hardware project.

Development Services Director Budzikowski introduced the presentation and explained that this is a preliminary review for the Board. Danielle Cassel (Vedder Price) came to the podium and provided a PowerPoint presentation regarding the concept plans and gave a brief narrative describing the overall character, intensity, uses, and nature of the proposed planned development. Comments were made by the Board and questions were addressed by Ms. Cassel and Ben Freeman.



ITEM 3.C

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
July 9, 2019

SUBJECT: Oakbrook Shopping Center, LLC – Oakbrook Center – Preliminary Board Review of Planned Development for Restoration Hardware

FROM: Tony Budzikowski, AICP, Development Services Director TB

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: Provide comments, suggestions and recommendations concerning a proposed 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:

This project is being proposed at Oakbrook Center, with the specific outlot located approximately 550’ west of Spring Road, immediately north of 22nd Street. The 1.90-acre development site is located just east of the easternmost entry drive onto 22nd Street. The property currently contains surface parking that is accessory to the shopping center.

The Restoration Hardware Gallery is being proposed as a 3-level, 41,500 square foot retail building with a restaurant component. The building will consist of two (2) interior floors of occupied retail/ restaurant space with a rooftop outdoor dining area.

Staff Comments:

1. The property is currently zoned B-2, Regional Shopping Center District. Both retail and restaurant uses are considered permitted uses in the B-2 District.
2. Zoning relief or a departure from Section 13-7B-3(B) of the zoning code will need to be considered to reduce the 22nd Street setback from 300' to approximately 40' for the retail/restaurant building. The proposed perimeter outdoor patio/ display area is also setback 20' from the 22nd Street right-of-way (or property line). Relief may also be required for the rooftop outdoor dining area and outdoor display areas around the perimeter of the building.
3. The maximum permitted floor area ratio (FAR) in the B-2 district is 0.50. The FAR is calculated by adding the gross floor area of all buildings at Oakbrook Center and dividing the floor area by the total lot site area of 133-acres. The gross floor area of all existing buildings plus the new Restoration Hardware is approximately 2,598,000 SF divided by the project site for a FAR of 0.45.
4. Off-street parking in the B-2 district is based upon lot area and requires that the parking area(s) not be less in area than 1.5 times the gross floor area of buildings constructed. An initial review of the Parking Data on page 9 of the application packet indicates that this proposal is code compliant with regard to off-street parking. The total number of off-street parking spaces at Oakbrook Center is approximately 11,158 spaces in the form of parking deck spaces and surface parking spaces throughout the 133-acre shopping center site.
5. The Village of Oak Brook Commercial Areas Revitalization Plan (CRP) dated May 2019 identifies the subject property, as Mixed Use (Commercial/Multi-Family). The **Oakbrook Center** Sub-Area Plan further emphasizes the redevelopment of surface parking areas for retail and restaurant uses. It should also be noted that the Plan identifies that opportunities should be explored for the development of new buildings and uses near the perimeter of the center, closer to the edges located along Kingery Highway and 22nd Street.
6. The *Dining and Entertainment* section of the Commercial and Office Plan & Policies from the 2019 Plan (page 8) discusses restaurant uses and states that they should be permitted within commercial areas, including mixed-use developments, regional retail areas, **Oakbrook Center**, and as part of Class A office development.
7. The preliminary plan for this project identifies a pedestrian circulation plan (page 8) from Restoration Hardware site to the mall area by way of a new pedestrian path that incorporates new sidewalk and pavement markings to cross the ring road with a pergola structure to cover a portion of this walkway.

8. Section 13-15-2(A) General Provisions of the PD regulations does allow new mixed use development construction within a planned development overlay district. Section 13-15-2(B) further indicates that each PD shall be presented and reviewed on its own merits but should also be part of a unified development plan. Project(s) should be reviewed on a case-by-case basis and provide tangible benefits to the community.
9. Cross access and shared parking is being incorporated into the development plan for this retail/ restaurant project. Parking for the restaurant is anticipated to be a mix of valet parking and self-parking. No new curb cuts or points of access are being proposed onto 22nd Street or Spring Road.
10. The property is not located in either the regulatory floodplain or floodway. No new stormwater detention facilities (e.g. underground structures, ponds) or BMP's will be required because the development area is already existing a surface parking lot which is an impervious surface.

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 Restoration Hardware project at Oakbrook Center.

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 13-15-5(B) of the Planned Development regulations.

June 28, 2019

Danielle Meltzer Cassel
Attorney at Law
+1 312 609 7962
dcassel@vedderprice.com

BY ELECTRONIC MAIL

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

BY ELECTRONIC MAIL

Rick Ginex
Village Manager
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, Illinois 60523

**Re: *Oakbrook Center, Proposed Third Planned Development (Restoration Hardware Gallery)
Materials for July 9, 2019 Board Meeting***

Dear Tony and Rick:

Oakbrook Shopping Center, LLC ("Petitioner") is seeking to implement the next phase of its ongoing efforts to renew and revitalize Oakbrook Center.

As we have discussed, this phase is proposed to include a new Restoration Hardware Gallery to be located in the Southeast quadrant of the Center along its 22nd Street boundary. These improvements require the establishment of a Planned Development, pursuant to Chapter 15 of the *Zoning Ordinance of the Village of Oak Brook, Illinois* (the "Zoning Ordinance").

Petitioner, as the prospective applicant for such a Planned Development, is respectfully requesting to appear before the corporate authorities for a Preliminary Board Review of the proposal as required by Section 13-15-5(A) of the Zoning Ordinance.

In accordance with Section 13-15-5(A) of the Zoning Ordinance and our previous discussions, Petitioner is enclosing a copy of the preliminary concept plans and a brief narrative describing the overall character, intensity, uses, and nature of the proposed Planned Development.

Thank you for the guidance and consultation you have provided in connection with this effort. It is always a pleasure working with the Village, and we look forward to receiving your feedback and preparing for this matter to be presented to the Village Board on July 9, 2019.

Very truly yours,
VEDDER PRICE P.C.


Danielle Meltzer Cassel

cc: (By Electronic Mail, with copies of the Enclosures)
Rebecca Van Drasek and Gail Polanek
Ben Freeman, Grace Lewin, Michael Ben-Isvy
Steve Rouman

***Oakbrook Center - Third Planned Development (Restoration Hardware Gallery)
Brief Narrative Overview for Section 13-15-5(A) Presentation to Village Board***

Oakbrook Shopping Center, LLC (“Petitioner”) continually strives to sustain and improve Oakbrook Center, the largest open-air retail development in the continental United States. As the Village is aware, many of our recent investments in the Center have included efforts to creatively repurpose buildings and areas previously occupied by anchor department stores, diversify our food and entertainment offerings, improve parking and other operations, and renew our physical infrastructure.

As discussed with Village staff in preparation for this submittal, the next phase of Petitioner’s investment in the Center would require the establishment of a third Planned Development for the Center, pursuant to Chapter 15 of the *Zoning Ordinance of the Village of Oak Brook, Illinois* (the “Zoning Ordinance”). In accordance with Section 13-15-5.A of the Zoning Ordinance, Petitioner is requesting to appear before the Village’s corporate authorities for a Preliminary Board Review of the proposal. Also per 13-15-5.A, Petitioner is providing the enclosed Concept Plans and this brief narrative to describe the overall character, intensity, uses, and nature of the proposed Planned Development.

Proposed Area

The boundaries of the proposed Planned Development would be limited to an approximately 200’ by 410’ area in the southeast quadrant of the Center along its 22nd Street boundary, just east of the easternmost entry drive. The area within the proposed Planned Development is currently used for surface parking and is approximately 1.9 acres in area, or 1.5 % of the Center’s overall land area.

Proposed Physical Improvements

As illustrated in the enclosed Concept Plans, Petitioner is envisioning the creation of a 3-level Restoration Hardware (RH) Next Generation Design Gallery with supporting parking, service, landscaping and pedestrian improvements. The Gallery, as designed, would have an interior floor area of approximately 41,850 square feet as well as accessory outdoor spaces. Under the initial design, we anticipate a net loss of approximately 41,500 square feet of surface parking area that would instead be used for outdoor landscaping and the Gallery’s footprint, but we have confirmed the Center would remain in compliance with the current minimum parking ratio under the Zoning Ordinance. Through the Planned Development, we would seek a departure to situate the Gallery within 300 feet of the Center’s 22nd Street boundary.

Proposed Uses and Architectural Style

The Gallery, as proposed, would include retail and dining uses that are permitted in the B2 District as well as outdoor dining on the rooftop of the Gallery and activated outdoor display areas for which we would seek departures. The Gallery has been designed with height, massing, materials, and an architectural style that would complement the Center’s existing buildings, align with Restoration Hardware’s aesthetic vision for its Next Generation Design Galleries, and exemplify the Village’s principle of “restrained good taste” as recently reaffirmed in the Village’s new Commercial Areas Revitalization Plan. As articulated by Restoration Hardware:

OUR NEXT-GENERATION DESIGN GALLERIES REDEFINE AND REIMAGINE THE SHOPPING EXPERIENCE. BLURRING THE LINES BETWEEN RESIDENTIAL AND RETAIL, INDOORS AND OUTDOORS, PHYSICAL AND DIGITAL, WE CREATE SPACES THAT ARE MORE HOME THAN STORE AND INSPIRE A NEW WAY OF LIVING.

FEATURING ARTISTIC INSTALLATIONS OF HOME FURNISHINGS IN A GALLERY SETTING, THESE NEW DESTINATIONS HIGHLIGHT THE BREADTH OF OUR OFFERING – RH INTERIORS, RH MODERN, RH TEEN AND RH BABY & CHILD – AND OUR EXTENSIVE OUTDOOR COLLECTIONS IN ROOFTOP AND GARDEN ENVIRONMENTS. IN ADDITION, GALLERIES INCLUDE AN INTERACTIVE RH DESIGN ATELIER, A PROFESSIONAL DESIGN STUDIO THAT ALLOWS CUSTOMERS TO MAKE THEIR DREAM SPACE A REALITY. SELECT GALLERIES ALSO FEATURE A CASUALLY ELEGANT RESTAURANT SHOWCASING A SEASONAL, INGREDIENT-DRIVEN MENU AND ARTISANAL WINES.

Thank you so much for your consideration, and we look forward to receiving feedback from the Board and to further refining our proposal for the next Planned Development at Oakbrook Center.

13-7B-2: SPECIAL USES:

Outdoor dining areas adjacent to restaurants and specialty retail programs that do not qualify as a permitted use under section 13-7B-1 of this article.

13-7B-3: LOT AREA REQUIREMENTS:

B. Yards:

1. No structure, other than signs as provided for in subsection 13-7B-4A of this article shall be erected or maintained within the following distances:
 - a. Three hundred feet (300') from the right-of-way of 22nd Street or Route 83 (Kingery Expressway);
 - b. Eighty feet (80') from the right-of-way of any other street;
 - c. Eighty feet (80') from any other district boundary, except when adjacent to a B1 District, and except that when adjacent to a residence district boundary line, then not within one hundred fifty feet (150') of such boundary line; provided, however, that the area between a building and the right-of-way of any street or other district boundary may be occupied by drives, drive-in banking facilities, vehicular parking, sidewalks, landscaping and similar facilities, except that paved areas shall not be located closer than forty feet (40') to any lot in a residence district.

13-7-3: SCOPE:

B. All business, service, storage, merchandise, display and where permitted, repair and processing shall be conducted wholly within a completely enclosed building except for:

1. Off street automobile parking, off street loading, and open sales lots and drive-in facilities in districts where they are permitted;
2. Outdoor dining areas adjacent to restaurants in districts where outdoor dining areas are permitted as a special use;
3. Approved specialty retail programs in outdoor areas of a shopping center in districts where permitted as a special use;
4. Outdoor sales events on a property in any business district provided that all of the following conditions are met:

- a. Such event shall be of a limited duration (14 days or less per event) occurring no more than two (2) times in any calendar year; and
 - b. Such event is held in a temporary enclosure that received all required permits from the village; and
 - c. Such event offers for sale only items that are normally sold inside the building in conformity with the principal use of the subject property; and
 - d. Such event conforms to all signage and setback requirements of the underlying zoning district; and
 - e. The property complies with all parking requirements of the underlying district, or, in the alternative, the petitioner reasonably demonstrates that notwithstanding any temporary noncompliance, the conduct of the event will not impose any undue traffic or parking burden on surrounding properties and streets; and
 - f. Such event is approved by the village board of trustees upon petition or request from the property owner detailing prospective compliance with the conditions herein; and
5. Farmers' markets and/or French markets involving the sale of flowers, culinary accessories and edible items for consumption off the premises where the sale is made in districts where permitted as a special use.

Please Deposit Check(s) in: **Zoning Account 10-4302**

For:

Oakbrook Ctr. PUD - Restoration Hardware \$3,000.00

Escrow Account 2306

For:

Oakbrook Ctr - PUD - Restoration Hdwr - Escrow \$500.00

MISCELLANEOUS PAYMENT RECPT#: 539432
VILLAGE OF OAK BROOK
1200 OAK BROOK ROAD
OAK BROOK IL 60523

DATE: 09/30/19 TIME: 12:55
CLERK: reception DEPT:
CUSTOMER#: 0

INFO: OAKBROOK CTR PUD-RES

4302 ZONING/SUBDIVIS 3500.00

AMOUNT PAID: 3500.00

PAID BY: OAKBROOK URBAN VENTU
PAYMENT METH: MULTIPLE

METH: CH CHECK/REF: 016193119
QTY: 1 ADD'L REF:
AMT: 3000.00

METH: CH CHECK/REF: 016193120
QTY: 1 ADD'L REF:
AMT: 500.00

REFERENCE:

AMT TENDERED: 3500.00
AMT APPLIED: 3500.00
CHANGE: .00

MISCELLANEOUS PAYMENT RECPT#: 539432
VILLAGE OF OAK BROOK
1200 OAK BROOK ROAD
OAK BROOK IL 60523

DATE: 09/30/19 TIME: 12:55
CLERK: reception DEPT:
CUSTOMER#: 0

INFO: OAKBROOK CTR PUD-RES

4302 ZONING/SUBDIVIS 3500.00

AMOUNT PAID: 3500.00

PAID BY: OAKBROOK URBAN VENTU
PAYMENT METH: MULTIPLE

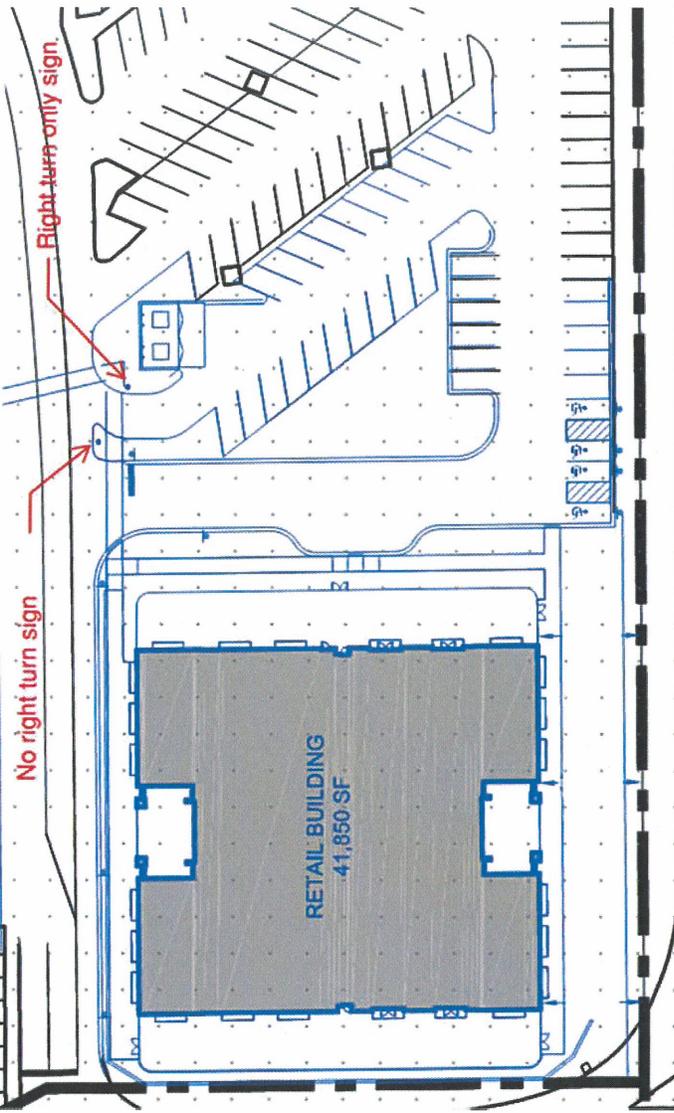
METH: CH CHECK/REF: 016193119
QTY: 1 ADD'L REF:
AMT: 3000.00

METH: CH CHECK/REF: 016193120
QTY: 1 ADD'L REF:
AMT: 500.00

REFERENCE:

AMT TENDERED: 3500.00
AMT APPLIED: 3500.00
CHANGE: .00

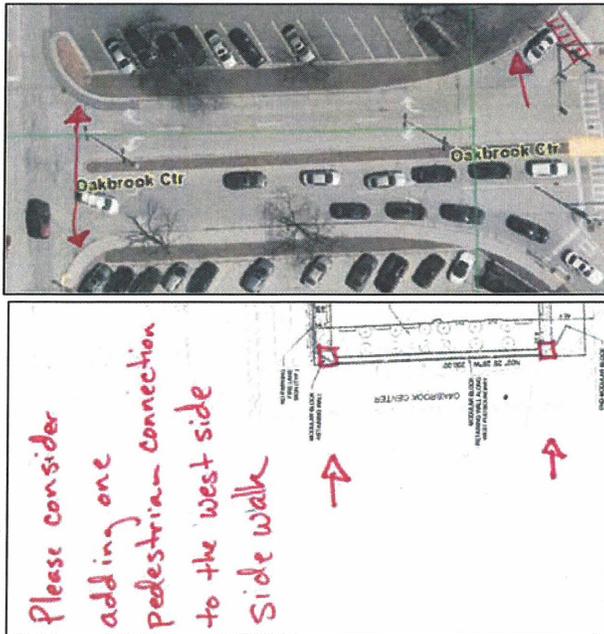
Brookfield Oak Brook RH Planned Development – Staff Comments and Project Team Responses 10-11-2019

Staff Comment	Response
<p>From Jamie Patterson (10/9/2019): “I do have one concern regarding traffic on the south side of the ring road and east of the building. The eastbound traffic in the ring road will have two options on where to turn right (south) off the ring road once they’ve passed the RH building. Between these options is a northbound lane that can turn left (west). I can see a potential conflict where a northbound vehicle turning left might begin turning, thinking that an eastbound vehicle will turn right and avoid a conflict, but may actually be slowing down to turn right in the diagonal lane just a few feet east of the northbound lane. This just seems a little close for comfort. All three lanes are located within 60 feet of each other.”</p>	<p>Unless there’s contrary feedback from the Planned Development Commission, we propose to update the project drawings and reports in response to this comment as generally shown in the sketch below. This revised layout would increase separation between the two previously-proposed driveways of concern; prohibit conflicting turns; increase the number of parking stalls near the RH building; move the trash enclosure farther from 22nd Street; and decrease net parking by a few stalls.</p>  <p>The diagram is a site plan showing a large rectangular building labeled 'RETAIL BUILDING 41,850 SF'. To the north of the building is a parking lot with several stalls. A road, likely 22nd Street, runs along the top of the plan. Two red arrows point to specific locations on the road: one points to a location labeled 'No right turn sign' and the other points to a location labeled 'Right-turn-only sign'. The plan also shows various other features like smaller buildings, walkways, and landscaping elements.</p>
<p>From Rebecca Von Drasek (10/9/2019) “Also the landscaping will need to be refreshed/added to in the screening of disturbed parking areas and the trash enclosure.”</p>	<p>If the revised layout shown above is acceptable to staff and the Planned Development Commission, we will provide a corresponding landscaping plan with landscape buffering for the relocated trash enclosure. We’ll have to be careful, though, to avoid landscaping that would impede site triangles for turn movements.</p>
<p>From Rebecca Von Drasek (10/9/2019) “The landscaping at the intersection with 22nd and Oakbrook Center “1” was requested to “match” the landscaping installed by the base of the Oakbrook Center sign.”</p>	<p>Following any additional feedback from the Planned Development Commission, we suggest the selected plantings be similar to those at the sign base, but taking into consideration the RH final landscape plans, to ensure consistency.</p>
<p>From Rebecca Von Drasek (10/9/2019) “Other comments, which I will include in the staff report, will note that the building is not proposed to be LEED and that final landscaping/engineering will be reviewed at Building Permit.”</p>	<p>Noted.</p>

Brookfield Oak Brook RH Planned Development – Staff Comments and Project Team Responses 10-11-2019

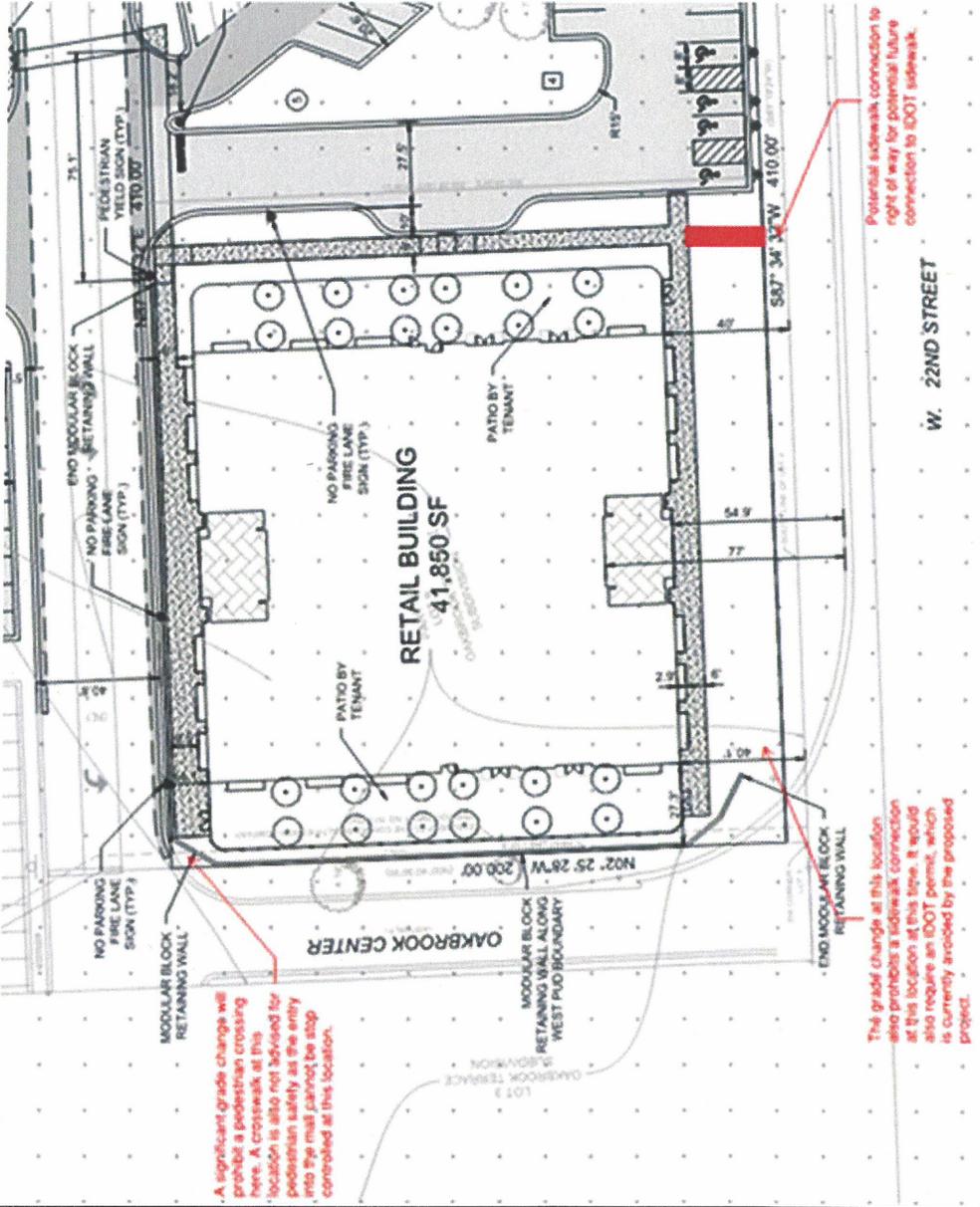
Staff Comment

From Rebecca Von Drasek (10/9/2019) “Since there is a sidewalk on the west side, staff felt that a connection from the curb to the RH sidewalk would make traversing this area on foot easier.”



Response

Unfortunately, grade changes make pedestrian connections at both locations problematic. We're also concerned pedestrian safety would be jeopardized without stop signs for entering and northbound cars at these locations, which could seriously risk traffic back-ups on 22nd Street. For long-term planning, though, a potential location for additional pedestrian connection would be the Southeast corner of the Gallery, as shown below.



September 30, 2019

Village of Oak Brook
Village President, Board of Trustees, Chairperson of the Planned Development Commission, and Members of the
Planned Development Commission
c/o Tony Budzikowski, AICP and Gail Polanek
Village of Oak Brook Development Services Department
1200 Oak Brook Road
Oak Brook, Illinois 60523

Re: *Oakbrook Center*
Application for Proposed Planned Development (Restoration Hardware Gallery)

Dear President Lalmalani, Trustees, Chairperson Tropinski, and Members of the Planned Development Commission,

Oakbrook Shopping Center, LLC ("Applicant") is seeking to implement the next phase of its continuing efforts to renew and improve Oakbrook Center with the establishment of a new Restoration Hardware (RH) Gallery. The Gallery project, as described in the attached Narrative Overview and graphics, would require the establishment of a Planned Development, pursuant to Chapter 15 of the *Zoning Ordinance of the Village of Oak Brook, Illinois* (the "Zoning Ordinance").

The initial design concepts for the Planned Development were presented to the Board for Preliminary Board Review in July as required by Section 13-15-5(A) of the Zoning Ordinance. The proposal was then refined in response to feedback from the Board regarding setbacks from 22nd Street. The resulting project documents were then submitted to Village Staff for Pre-Filing Review, which was completed earlier this month. The full set of Planned Development Application materials were submitted earlier today to Development Services, after incorporation of additional modifications recommended during the Pre-Filing Review. Development Services has confirmed we will have the opportunity to present the proposed Planned Development to the Planned Development Commission on October 24, 2019, and we look forward to presenting the Gallery project as it has evolved and been refined.

Because pictures and words cannot come close to expressing the extraordinary quality and character of the RH Gallery experience, we would like to warmly invite all of you to visit the RH Gallery at the Historic Three Arts Club, 1300 N Dearborn St, Chicago, IL 60610, especially if you have not yet been there. Oakbrook Center's General Manager, Tim Geiges, will be reaching out to Village Staff about potentially hosting group tours in advance of our public hearings and meetings (subject, of course, to compliance with Open Meetings Act requirements). In the meantime, you may be interested in the brief video exploration of the RH Gallery at the Historic Three Arts Club found at: <https://www.restorationhardware.com/content/page.jsp?id=chicago>.

Thank you all for your consideration of the RH Gallery project, both to date and in the weeks to come. We truly believe the Gallery will be a monumental asset for the Center and for the Village, and we look forward to our upcoming discussions.

Very truly yours,
VEDDER PRICE P.C.


Danielle Meltzer Cassel

cc: Ben Freeman and Tim Geiges
Steven Rouman

Oakbrook Center - Planned Development (Restoration Hardware Gallery)
Brief Narrative Overview

Oakbrook Shopping Center, LLC (“Applicant”) continually strives to sustain and improve Oakbrook Center, the largest open-air retail development in the continental United States. As the Village is aware, many of our recent investments in the Center have included efforts to creatively repurpose buildings and areas previously occupied by anchor department stores, diversify our food and entertainment offerings, improve parking and other operations, and renew our physical infrastructure.

The next phase of proposed investment in the Center would be the creation - pursuant to the establishment of a new Planned Development - of a three-level Restoration Hardware (RH) Next Generation Design Gallery with supporting parking, service, landscaping and pedestrian improvements. The Planned Development would be located within a portion of the Center’s surface parking lots along 22nd Street, in the Southeastern quadrant of the Center. Notably, the project would actually *reduce* the amount of impervious surface within the project area, due to the many landscaping areas associated with the project. While the full Application packages you will receive include numerous plans and details, a handful of representative graphics for the project have been attached to this Brief Narrative Overview for initial reference.

The Gallery, as proposed, would have an interior floor area of approximately 41,850 square feet as well as generous upper-level terraces and on-grade garden areas activated for outdoor use and display, including but not limited to a rooftop outdoor dining area. The Gallery has been designed with height, massing, materials, and an architectural style that would complement the Center’s existing buildings, align with Restoration Hardware’s aesthetic vision for its Next Generation Design Galleries, limit building mass adjacent to 22nd Street, and exemplify the Village’s principle of “restrained good taste” as recently reaffirmed in the Village’s new Commercial Areas Revitalization Plan. As articulated by Restoration Hardware:

OUR NEXT-GENERATION DESIGN GALLERIES REDEFINE AND REIMAGINE THE SHOPPING EXPERIENCE. BLURRING THE LINES BETWEEN RESIDENTIAL AND RETAIL, INDOORS AND OUTDOORS, PHYSICAL AND DIGITAL, WE CREATE SPACES THAT ARE MORE HOME THAN STORE AND INSPIRE A NEW WAY OF LIVING. FEATURING ARTISTIC INSTALLATIONS OF HOME FURNISHINGS IN A GALLERY SETTING, THESE NEW DESTINATIONS HIGHLIGHT THE BREADTH OF OUR OFFERING – RH INTERIORS, RH MODERN, RH TEEN AND RH BABY & CHILD – AND OUR EXTENSIVE OUTDOOR COLLECTIONS IN ROOFTOP AND GARDEN ENVIRONMENTS. IN ADDITION, GALLERIES INCLUDE AN INTERACTIVE RH DESIGN ATELIER, A PROFESSIONAL DESIGN STUDIO THAT ALLOWS CUSTOMERS TO MAKE THEIR DREAM SPACE A REALITY. SELECT GALLERIES ALSO FEATURE A CASUALLY ELEGANT RESTAURANT SHOWCASING A SEASONAL, INGREDIENT-DRIVEN MENU AND ARTISANAL WINES.

The project requires two elements of regulatory relief – permission for the outdoor dining and display areas, and permission for the setbacks from 22nd Street inherent to the project location. Otherwise, the Planned Development would be fully-compliant with all applicable Zoning Ordinance requirements for use, floor area ratio, height, parking, signage, etc... As indicated in the Application materials, all project financing would be private; no additional public infrastructure is required; the fiscal impacts of the project for the Village will be net-positive; the project is highly-aligned with the 2019 Commercial Areas Revitalization Plan and Planned Development Standards; and there are no anticipated environmental concerns or negative impacts on surrounding properties or on Village residents.



**OAKBROOK CENTER
PLANNED DEVELOPMENT (RH) APPLICATION
SUBMITTED TO THE VILLAGE OF OAK BROOK**

September 30, 2019





ARTIST INTERPRETATION

OAKBROOK CENTER PLANNED DEVELOPMENT (RH)

- PERSPECTIVE RENDERING -

09.30.19

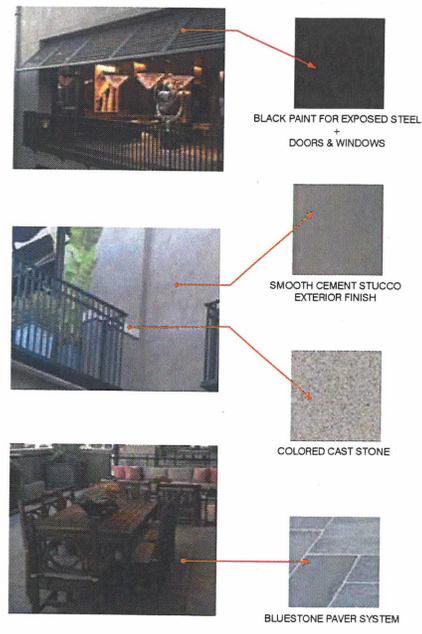


ARTIST INTERPRETATION

OAKBROOK CENTER PLANNED DEVELOPMENT (RH)

- PERSPECTIVE RENDERING -

09.30.19



OAKBROOK CENTER PLANNED DEVELOPMENT (RH)

- SOUTH ELEVATION AND MATERIALS -

SCALE 3/32" = 1'-0"
IN PROGRESS 09.12.19



RH MELROSE



RH MELROSE



RH MELROSE

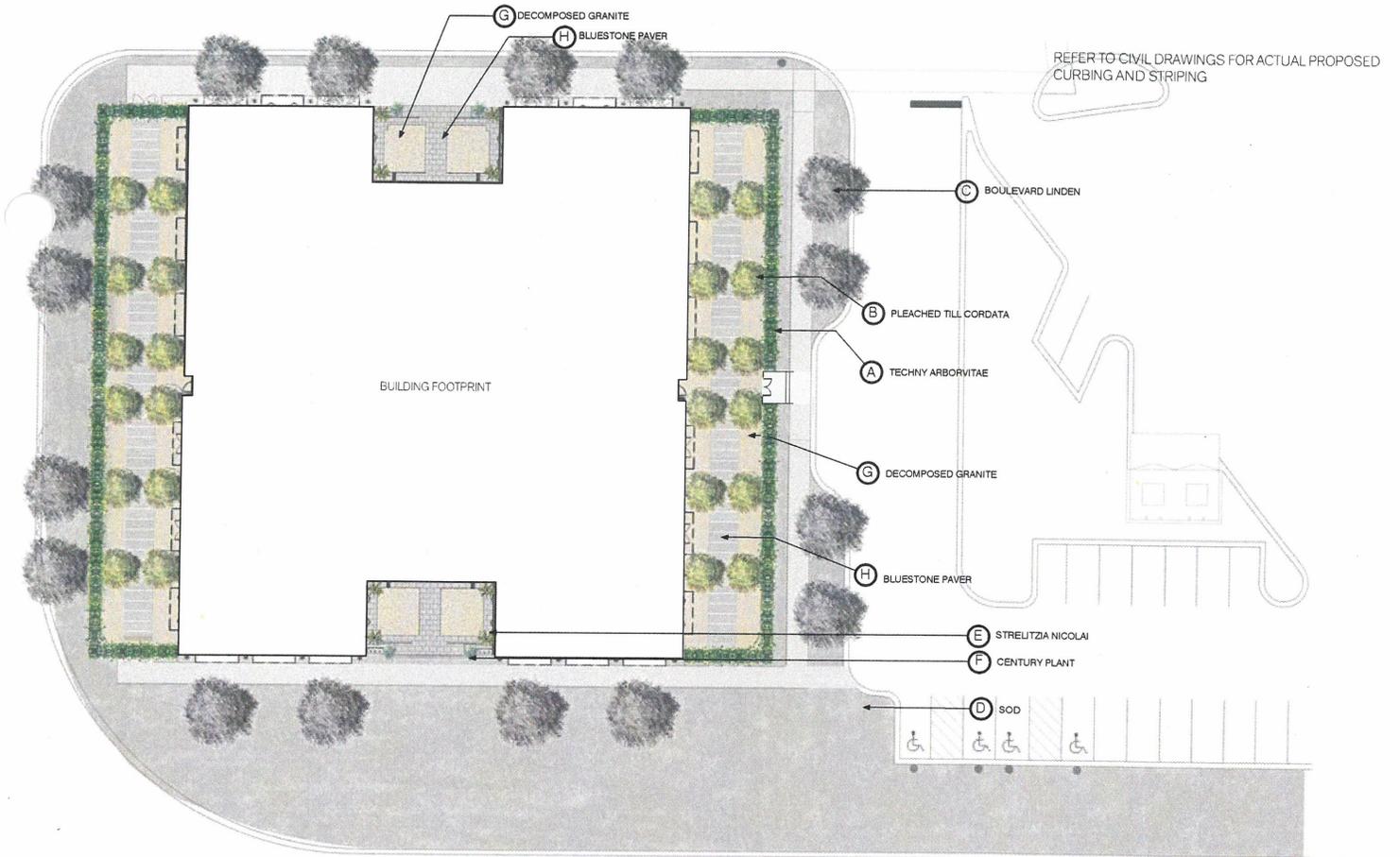


RH PORTLAND

OAKBROOK CENTER PLANNED DEVELOPMENT (RH)

- EXTERIOR PRECEDENTS -

IN PROGRESS 09.12.19

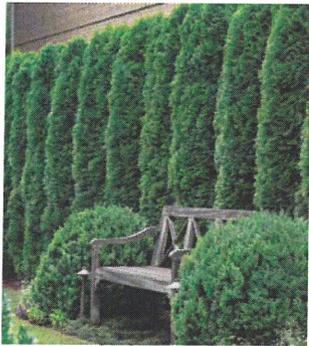


OAKBROOK CENTER PLANNED DEVELOPMENT (RH)

-LANDSCAPE PLAN-

SCALE N.T.S.

09.24.19



(A) TECHNY ARBORVITAE



(B) PLEACHED TILL CORDATA
PLEACHED LINDEN



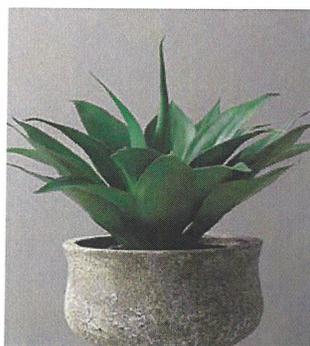
(C) BOULEVARD LINDEN



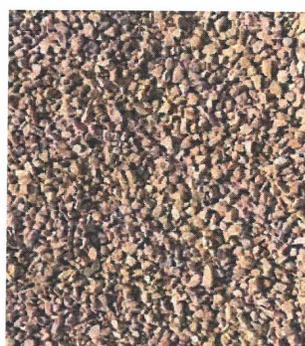
(D) SOD / KENTUCKY BLUEGRASS



(E) STRELITZIA NICOLAI / GIANT BIRD OF PARADISE



(F) CENTURY PLANT / AGAVE



(G) DECOMPOSED GRANITE



(H) BLUESTONE PAVER

OAKBROOK CENTER PLANNED DEVELOPMENT (RH)

-PLANT PALETTE-

IN PROGRESS 09.12.19



**OAKBROOK CENTER
PLANNED DEVELOPMENT (RH) APPLICATION
SUBMITTED TO THE VILLAGE OF OAK BROOK**

September 30, 2019



Oakbrook Center Planned Development (RH)
Application Binder Table of Contents
September 30, 2019

Application Forms

Required Supporting Information

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

- | <u>Tab</u> | <u>Item</u> |
|-------------------|---|
| | <i>[Item 1 of 13-15-6(B), names and addresses of the subject property's owner and applicant, is addressed in the Application Form. Item 2, approval from the subject property owner, if not the applicant, is not applicable.]</i> |
| 3. | Legal Description of Planned Development Area dated 9.30.2019 and Survey dated 6.26.2019 |
| 4. | Statements regarding Planned Development Standards, including Compliance with the Commercial Areas Revitalization Master Plan |
| 5. | Contiguous Area Site Plan dated 9.30.2019 |
| 6. | Site Planning Documents <ol style="list-style-type: none">A. Layout, Paving and Setback Plan (Sheet C1.0) dated 9.25.2019B. Grading Plan (Sheet C2.0) dated 9.25.2019C. Floor Area and Parking Ratio Analysis dated 9.30.2019D. Pedestrian Connection Plan dated 9.30.2019 |
| 7. | Schematic Drawings Illustrating Design and Character of All Proposed Buildings and Structures. <ol style="list-style-type: none">A. Three Perspective Renderings dated 9.30.2019B. Floor Plans for First and Second Floors (dated 7.19.2019) and for Third Floor (dated 9.12.2019)C. Elevations and Materials Exhibits dated 9.12.2019 and Trash Enclosure Exhibit dated 9.24.2019D. Signage Exhibit dated 9.12.2019E. Exterior Precedents dated 9.12.2019 |
| 8. | Landscaping Plans <ul style="list-style-type: none">• Landscape Plan for Outdoor Areas at Ground Level of Gallery dated 9.24.2019• Plant Palette for Outdoor Areas at Ground Level of Gallery dated 9.12.2019• Preliminary Landscape Plan for Larger Project Area (Sheet L1.0) dated 9.26.2019• Preliminary Landscape Plan Details for Larger Project Area (Sheet L1.1) dated 9.26.2019 <i>[Item 9 is not applicable. Petitioner determined that there are no existing recorded covenants, easements or restrictions precluding the project and that it is unnecessary to create any for completion of the project.]</i> |
| 10. | Project Schedule/Phasing Plan dated 9.30.2019 |
| 11. | Traffic Circulation Studies <ol style="list-style-type: none">A. Traffic Impact Study dated 9.9.2019B. Fire Truck Turning Radius Exhibit dated 9.26.2019C. Garbage Truck Turning Radius Exhibit dated 9.26.2019 |
| 12. | Environmental Impact Statement dated 9.30.2019 |
| 13. | Fiscal Impact Analysis dated 9.13.2019 |
| 14. | Natural Resource Review Results dated 7.12.2019 |
| 15. | Village Services Summary dated 9.30.2019 |
| 16. | Utility Plan dated 9.25.2019 |
| 17. | Stormwater Narrative and Exhibits dated 9.30.2019 |
| 18. | Photometric Studies of Gallery Entrances dated 9.12.2019 and of Project Area (Sheet P1.0) dated 9.25.2019 |
| | <i>[Item 19 is inapplicable at this time. Petitioner's understanding is that no separate public meeting will be held pursuant to Section 13-15-5(B)(1)(d), given that the site has no proximate residential neighbors.]</i> |
| 20. | Security Plan and Site Control Measures dated 9.30.2019 |



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) *

3 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) 2 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 22nd St. & East OBC Drive Aisle PERMANENT PARCEL NO/s. 06-23-300-051 (portion)

LEGAL ADDRESS/S 1300 22nd Street, Oak Brook, Illinois ZONING DISTRICT B2

PROPERTY INTEREST OF APPLICANT: OWNER CONTRACT PURCHASER¹ AGENT¹

OWNER(S) OF RECORD Oakbrook Shopping Center, LLC PHONE (312) 960-5833

ADDRESS 350 N Orleans St Suite 300 CITY Chicago STATE IL ZIP 60654

Owner Contact E-mail Address/s Benjamin.Freeman@brookfieldpropertiesretail.com

NAME OF APPLICANT¹ (and Billing Information) Oakbrook Shopping Center, LLC PHONE (312) 960-5833

ADDRESS 350 N Orleans St Suite 300 CITY Chicago STATE IL ZIP 60654

Applicant Contact E-mail Address/s Benjamin.Freeman@brookfieldpropertiesretail.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

See attached

9-30-2019

See attached

9-30-2019

Signature of Owner

Date

Signature of Applicant¹

Date

Print Name and Email See attached

Print Name and Email See attached

¹If 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 _____ Fee Paid \$ _____ Escrow Paid \$ _____ Receipt No. _____ Received By _____

Preliminary Board of Trustees Review _____ Prefiling Review Conference with Staff _____ Resident Meeting Required/Date _____

Application Distributed to Depts: _____ Notice Published _____ Newspaper Daily Herald Adj. Property Owners Notified _____

Planned Development Commission _____

Board of Trustees _____

Board of Trustees _____

(Approval of Ordinance)

SIGNATURE PAGE TO APPLICATION
FOR PROPOSED OAKBROOK CENTER PLANNED DEVELOPMENT (RH)
1300 22nd Street, Oak Brook, Illinois

Oakbrook Shopping Center, LLC (as "Applicant" and as "Owner") certifies that all of the statements on the preceding Application page and the statements contained in any papers or plans submitted herewith are true to the best of its knowledge and belief. Oakbrook Shopping Center, LLC gives 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, Oakbrook Shopping Center agrees to reimburse the Village for all recoverable costs within 30 days of billing.

Dated this 30th day of September, 2019.

OWNER:

OAKBROOK SHOPPING CENTER, LLC

By: 
Name: Benjamin Freeman
Title: Authorized Signatory
Email: Benjamin.Freeman@brookfieldpropertiesretail.com

APPLICANT:

OAKBROOK SHOPPING CENTER, LLC

By: 
Name: Benjamin Freeman
Title: Authorized Signatory
Email: Benjamin.Freeman@brookfieldpropertiesretail.com

Subject Property Verification

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

- (PORTION OF)
1. Permanent Index Number (P.I.N. from Real Estate Tax Bill): 06 23 300 051
2. Common Address: 1300 22nd Street, Oak Brook, Illinois
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

THAT PART OF LOT 9 IN OAKBROOK TERRACE, BEING A SUBDIVISION OF PART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1960 AS DOCUMENT 984765, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 9; THENCE NORTH 00 DEGREES 40 MINUTES 36 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 9, A DISTANCE OF 7.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 00 DEGREES 40 MINUTES 36 SECONDS WEST ALONG SAID WEST LINE 200.00 FEET; THENCE NORTH 89 DEGREES 19 MINUTES 24 SECONDS EAST 410.00 FEET; THENCE SOUTH 00 DEGREES 40 MINUTES 36 SECONDS EAST 200.00 FEET; THENCE SOUTH 89 DEGREES 19 MINUTES 24 SECONDS WEST 410.00 FEET TO THE POINT OF BEGINNING.

The Permanent Index Number provided has been verified as follows:

DuPage County Records/Research Room: (630-407-5401)

Contact Person
First Name Only: Stephanie in Research

Date called: September 26, 2019

I verify that the information provided above is accurate.

Danielle Cassel
Printed Name


Signature

Date: September 26, 2019

Relationship to Applicant: Project Legal Counsel

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 **tax parcel of which the** subject property **is a part**, excluding all streets and right-of-ways **to the best of my (our) knowledge and belief**.

Said names and addresses are as they appear from the authentic tax records of the Township Assessor's Office of this County **as provided by Property Insight and the Township Assessors office**. The property owners as listed have been obtained from **Property Insight and** 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 **based on the reports of Property Insight and the Township Assessors office**.

VEDDER PRICE PC


Danielle Cassel

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.

Surrounding Parcel Property Owners and Addresses, per DuPage County Records 9-26-2019

Notes:

- This list of 30 properties corresponds to the Property Insight Search Results and is More Extensive than York Township Provided.
- The “PROPERTY APARTMENT” column has been omitted for spacing, since it was blank in each instance

Property Insight Label	PIN	OWNER	PROPERTY STREET NUMBER	PROPERTY STREET DIRECTION	PROPERTY STREET NAME	PROPERTY CITY	PROPERTY ZIPCODE
1.	0623300029	MF EXCHANGE 1 LLC	1		OAKBROOK CNTR	OAK BROOK	60521
2.	0623300030	TEACHER RETIREMENT SYSTEM			22ND & 83	OAK BROOK	60523
3.	0623300031	OAK BROOK SHOPPING CENTER	1		OAKBROOK CTR	OAK BROOK	60523
4.	0623300032	TEACHER RETIREMENT SYSTEM			22ND & 83	OAK BROOK	60523
5.	0623300033	TEACHER RETIREMENT SYSTEM			22ND & 83RD	OAK BROOK	60523
6.	0623300037	TEACHER RETIREMENT SYSTEM			22ND & 83	OAK BROOK	60523
7.	0623300041	OAKBROOK ANCHOR ACQUIS	6		OAKBROOK CNTR	OAKBROOK	60523
8.	0623300043	LORD & TAYLOR			RT 83 & 22ND ST	OAK BROOK	60521
9.	0623300044	TEACHER RETIREMENT SYSTEM			22ND & 83RD	OAK BROOK	60523
10.	0623300049	TEACHER RETIREMENT SYSTEM			22ND & 83	OAKBROOK	60521
11.	0623300050	TEACHER RETIREMENT SYSTEM			22ND & 83 RD	OAKBROOK	60521
12.	0623300052	OAKBROOK CENTER EAST LLC			22ND & 83RD	OAK BROOK	60523
13.	0623300053	OAKBROOK CENTER EAST LLC			22ND & 83RD	OAK BROOK	60523
14.	0623300054	TEACHER RETIREMENT SYSTEM			22ND & 83RD	OAK BROOK	60523
15.	0623300055	RBP OAK BROOK LLC	2100		SPRING RD	OAK BROOK	60523
16.	0623404032	COMMERCE PLAZA PROP LLC	2001		SPRING RD	OAK BROOK	60523
17.	0623406013	2105 SPRING ROAD LLC			SPRING RD	OAK BROOK	60523
18.	0623406015	OAK BROOK COMMONS LLC	1120	W	22ND ST	OAK BROOK	60523
19.	0623406016	2105 SPRING ROAD LLC			SPRING RD	OAK BROOK	60523
20.	0623406017	OAK BROOK COMMONS LLC	1120	W	22ND ST	OAK BROOK	60523
21.	0626100005	VH M OAKBROOK ILLINOIS	1401	W	22ND ST	OAK BROOK	60523
22.	0626100012	AG OAK BROOK EX PARK OWN	1301	W	22ND ST	OAK BROOK	60523
23.	0626100013	VILLAGE OF OAK BROOK	1301	W	22ND ST	OAK BROOK	60523
24.	0626101010	MUTUAL TR LIFE INS CO	1200		JORIE BLVD	OAK BROOK	60523
25.	0626101021	NORTHERN ILL GAS CO			JORIE BLVD	OAK BROOK	60523
26.	0626200008	OAK BROOK GATEWAY LLC	1111	W	22ND ST	OAK BROOK	60523
27.	0626201008	AMER NTL CHGO TR113883-03	1100		JORIE BLVD	OAK BROOK	60523
28.	0626201019	1010 JORIE BOULEVARD LLC	900		JORIE BLVD	OAK BROOK	60523
29.	0626201025	NORTHERN ILL GAS CO			JORIE BLVD	OAK BROOK	60523
30.	0626201026	LEGACY OF N BARRINGTON	1110		JORIE BLVD	OAK BROOK	60523



1 N. LaSalle St. Suite 500, Chicago, IL 60602 630-517-9750

Tax Assessee Listing

Order Information**Order Number: 66671917-JMM****Customer Reference: 40568-2****Date Prepared: 9/26/2019****Cover Date: 9/25/2019**

**VEDDER PRICE PC
222 N LASALLE ST
SUITE 2600
CHICAGO, IL 60615
ATTENTION: DANIELLE CASSEL**

In accord with the application, a search of the authentic computerized records of DUPAGE County, Illinois, as of the above cover date, pertaining to all property 500 feet, EXCLUDING streets and right of ways, in every direction of the location of the property in question assigned permanent tax number (s) (PINS):

06-23-300-051

By the appropriate office of DUPAGE County, Illinois, and reflected on the official tax maps, as most currently revised, excluding all public roads, streets, alleys and other public ways and find the following names and addresses of the assesses as appear from said records:

SEE ATTACHED LIST AND MAP FOR **30** SURROUNDING PINS

The information provided in this search is required in part by 65 ILCS5/11-3-7

Additional Notes

NONE

This is not a title insurance policy, guarantee, or opinion of title and should not be relied upon as such; See terms and conditions on application.

06-23-300-029
MACYS
C/O TAX DEPT
7 W SEVENTH ST
CINCINNATI OH 45202

06-23-300-030
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

06-23-300-031
MACYS
C/O OAK BROOK SHOPPING
PO BOX 617905
CHICAGO IL 60661-7905

06-23-300-032
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

06-23-300-033
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

06-23-300-037
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

06-23-300-041
NEIMAN MARCUS GROUP INC
C/O RYAN LLC PTS
PO BOX 460389
HOUSTON TX 77056

06-23-300-043
LT PROPCO LLC
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

06-23-300-044
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

06-23-300-049
OAK BROOK SHOPPING CENTER
C/O PROPERTY TAX DEPT
PO BOX 617905
CHICAGO IL 60661-7905

06-23-300-050
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

06-23-300-052
LT PROPCO LLC
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

06-23-300-053
OAKBROOK OFFICE
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

06-23-300-054
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

06-23-300-055
RBP OAK BROOK LLC
C/O ROCK BRIDGE CAPITAL
4100 REGENT ST UNIT G
COLUMBUS OH 43219

06-23-404-032
COMMERCE PLAZA PROP LLC
C/O ZELLER REALTY GROUP
401 N MICHIGAN UNIT 1300
CHICAGO IL 60611-4271

06-23-406-013
2105 SPRING ROAD LLC
C/O GIBSONS STEAKHOUSE
1050 N STATE ST UNIT 4
CHICAGO IL 60610

06-23-406-015
HINES INTEREST LTD PART
ATTN MELISSA KUB
444 W LAKE ST NO 2400
CHICAGO IL 60606

06-23-406-016
2105 SPRING ROAD LLC
C/O GIBSONS STEAKHOUSE
1050 N STATE ST UNIT 4
CHICAGO IL 60610

06-23-406-017
HINES INTEREST LTD PART
ATTN MELISSA KUB
444 W LAKE ST NO 2400
CHICAGO IL 60606

06-26-100-005
VH M OAKBROOK ILLINOIS
860 REMINGTON RD
SCHAUMBURG IL 60173

06-26-100-012
GOLUB REAL ESTATE CORP
625 N MICHIGAN AVE
NO 2000
CHICAGO IL 60611

06-26-100-013
OAKBROOK VILLAGE OF
1200 OAK BROOK RD
OAK BROOK IL 60523

06-26-101-010
MUTUAL TR LIFE INS CO
1200 JORIE BLVD
OAK BROOK IL 60523

06-26-101-021
NICOR GAS/SOUTHERN CO
241 RALPH MCGILL BLVD NE
BIN 10081
ATLANTA GA 30308-3374

06-26-200-008
OAK BROOK GATEWAY LLC
ATTN DMITRY GORDEEV
30 VREELAND DR NO 30 2-3
SKILLMAN NJ 08558

06-26-201-008
RIVERSIDE TERRACE PRTRNSP
C/O CHUCK SAPORITO
99 BRIARWOOD CIR
OAK BROOK IL 60523

06-26-201-019
1010 JORIE BOULEVARD LLC
21 SPINNING WHEEL
HINSDALE IL 60521

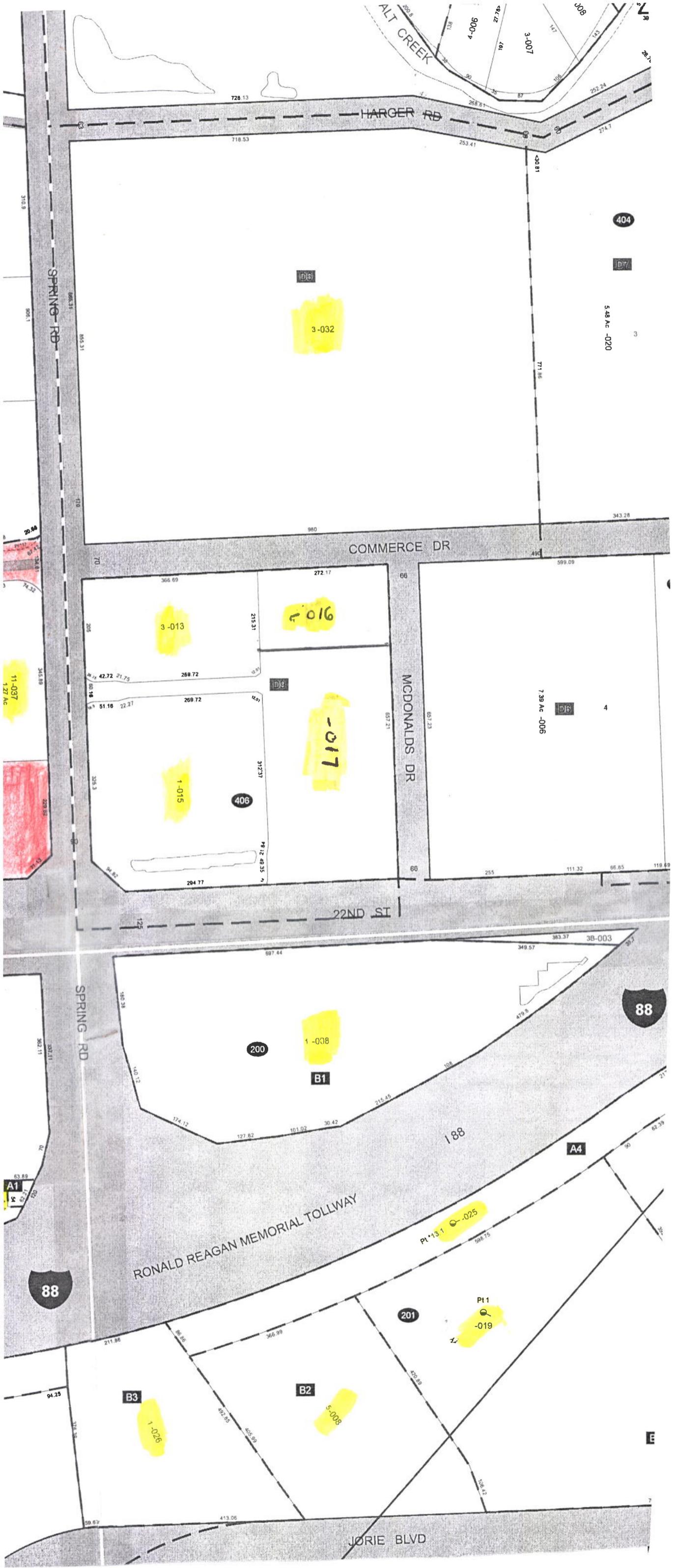
06-26-201-025
NICOR GAS/SOUTHERN CO
241 RALPH MCGILL BLVD NE
BIN 10081
ATLANTA GA 30308-3374

06-26-201-026
LEGACY OF N BARRINGTON
C/O ADVANTAGE PARTNER PRO
1110 JORIE BLVD UNIT 202
OAK BROOK IL 60523-2271

BELOW IS THE LIST OF PERMANENT INDEX NUMBER WITHIN 500 FEET OF THE SUBJECT PROPERTY EXCLUDING STREETS AND RIGHT OF WAYS:

06-23-300-029 06-26-201-026
06-23-300-030
06-23-300-031
06-23-300-032
06-23-300-033
06-23-300-037
06-23-300-041
06-23-300-043
06-23-300-044
06-23-300-049
06-23-300-050
06-23-300-052
06-23-300-053
06-23-300-054
06-23-300-055
06-23-404-032
06-23-406-013
06-23-406-015
06-23-406-016
06-23-406-017
06-26-100-005
06-26-100-012
06-26-100-013
06-26-101-010
06-26-101-021
06-26-200-008
06-26-201-008
06-26-201-019
06-26-201-025





ALT CREEK

HARGER RD

SPRING RD

COMMERCE DR

MCDONALDS DR

22ND ST

SPRING RD

RONALD REAGAN MEMORIAL TOLLWAY

JORIE BLVD

3-032

3-013

1-016

1-015

1-017

1-008

1-025

PI 13.1 -025

PI1 -019

5-008

404

D7

5.48 Ac -020

406

200

201

88

88

11-037
1.27 Ac

A1

D6

D6

D6

B1

B3

B2

A4

E

3

3

3

4

4

4

4

7

310.8

906.1

20.86

345.89

229.51

302.11

63.89

94.25

59.67

728.13

718.53

855.31

110

70

42.72

50.18

51.16

325.3

294.77

180.38

140.12

174.12

127.82

211.88

88.86

413.06

59.67

59.67

253.41

980

272.17

215.31

268.72

268.72

312.37

49.12

48.35

294.77

597.44

383.37

174.12

101.02

366.99

402.85

402.89

402.89

402.89

66

66

66

66

66

66

66

66

66

66

66

66

66

66

66

66

66

66

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

253.41

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

343.28

5.48 Ac -020

7.39 Ac -006

404

D7

5.48 Ac -020

7.39 Ac -006

404

D7

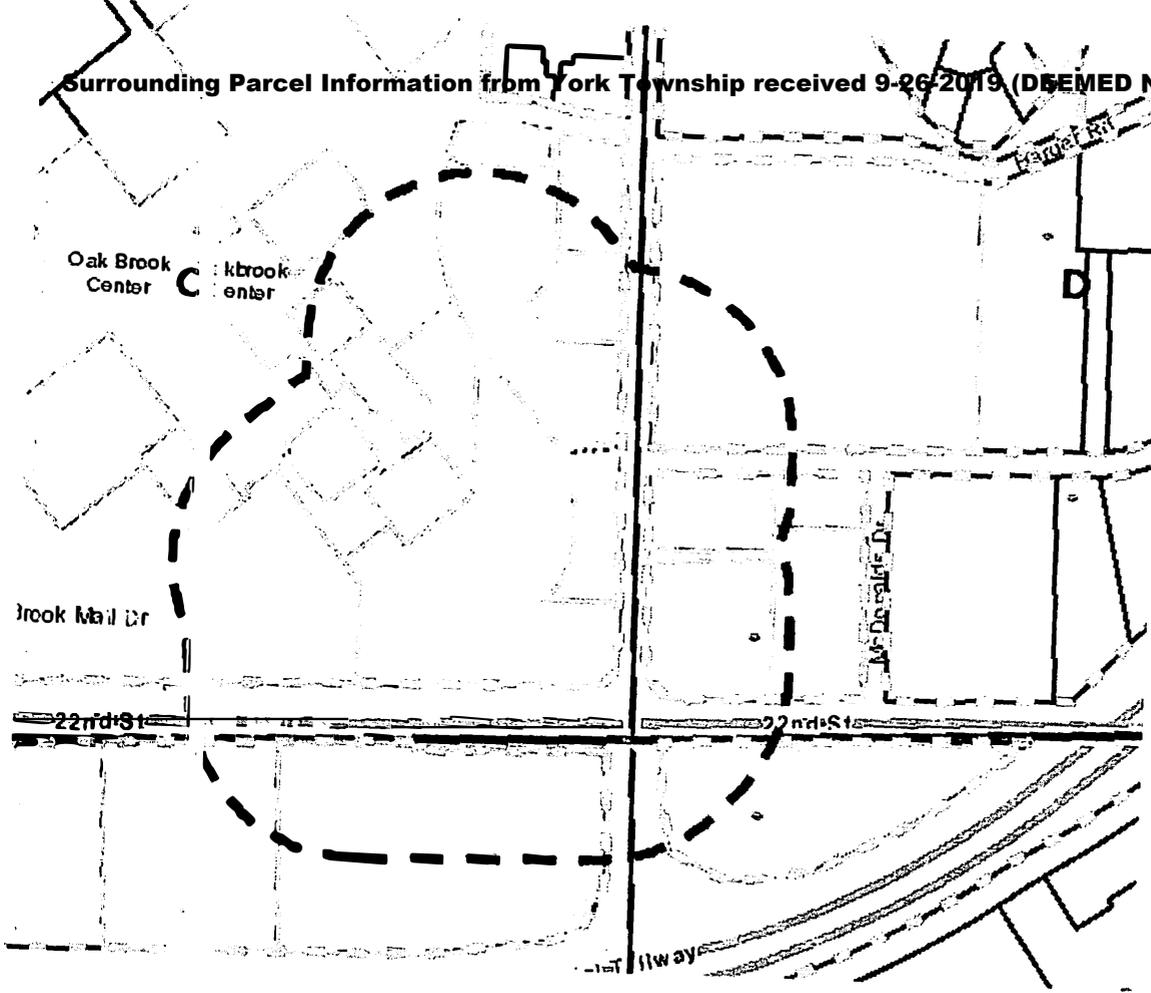
5.48 Ac -020

5.48 Ac -020

Surrounding Parcel Information from York Township received 9-26-2019 (DEEMED NOT EXTENSIVE ENOUGH)

PIN	OWNER	PROPERTY STREET NUMBER	PROPERTY STREET	DIRECTION	PROPERTY ZIPCODE	PROPERTY
STRI ET NAME	PROPERTY APARTMENT	PROPERTY CITY	PROPERTY	PROPERTY	ZIPCODE	
0623 106017	OAK BROOK COMMONS LLC	1120	W		22ND ST	
	OAK BROOK	60523				
0623 300044	TEACHER RETIREMENT SYSTEM				22ND & 83RD	
	OAK BROOK	60523				
0623 106013	2105 SPRING ROAD LLC				SPRING RD	
	OAK BROOK	60523				
0623 100012	AG OAK BROOK EX PARK OWN	1301	W		22ND ST	
	OAK BROOK	60523				
0623 300029	MF EXCHANGE 1 LLC	1			OAKBROOK CNTR	
	OAK BROOK	60521				
0623 200008	OAK BROOK GATEWAY LLC	1111	W		22ND ST	
	OAK BROOK	60523				
0623 300031	OAK BROOK SHOPPING CENTER	1			OAKBROOK CTR	
	OAK BROOK	60523				
0623 300043	LORD & TAYLOR				RT 83 & 22ND ST	
	OAK BROOK	60521				
0623 300049	TEACHER RETIREMENT SYSTEM				22ND & 83	
	OAKBROOK	60521				
0623 300050	TEACHER RETIREMENT SYSTEM				22ND & 83 RD	
	OAKBROOK	60521				
0623 300037	TEACHER RETIREMENT SYSTEM				22ND & 83	
	OAK BROOK	60523				
0623 300033	TEACHER RETIREMENT SYSTEM				22ND & 83RD	
	OAK BROOK	60523				
0623 300041	OAKBROOK ANCHOR ACQUIS	6			OAKBROOK CNTR	
	OAKBROOK	60523				
0623 106016	2105 SPRING ROAD LLC				SPRING RD	
	OAK BROOK	60523				
0623 300030	TEACHER RETIREMENT SYSTEM				22ND & 83	
	OAK BROOK	60523				
0623 300053	OAKBROOK CENTER EAST LLC				22ND & 83RD	
	OAK BROOK	60523				
0623 300055	RBP OAK BROOK LLC	2100			SPRING RD	
	OAK BROOK	60523				
0623 104032	COMMERCE PLAZA PROP LLC	2001			SPRING RD	
	OAK BROOK	60523				
0623 300032	TEACHER RETIREMENT SYSTEM				22ND & 83	
	OAK BROOK	60523				
0623 300005	VH M OAKBROOK ILLINOIS	1401	W		22ND ST	
	OAK BROOK	60523				
0623 300051	TEACHER RETIREMENT SYSTEM				22ND & 83RD	
	OAKBROOK	60521				
0623 300054	TEACHER RETIREMENT SYSTEM				22ND & 83RD	
	OAK BROOK	60523				
0623 306015	OAK BROOK COMMONS LLC	1120	W		22ND ST	
	OAK BROOK	60523				

Surrounding Parcel Information from York Township received 9-26-2019 (DEEMED NOT EXTENSIVE ENOUGH)

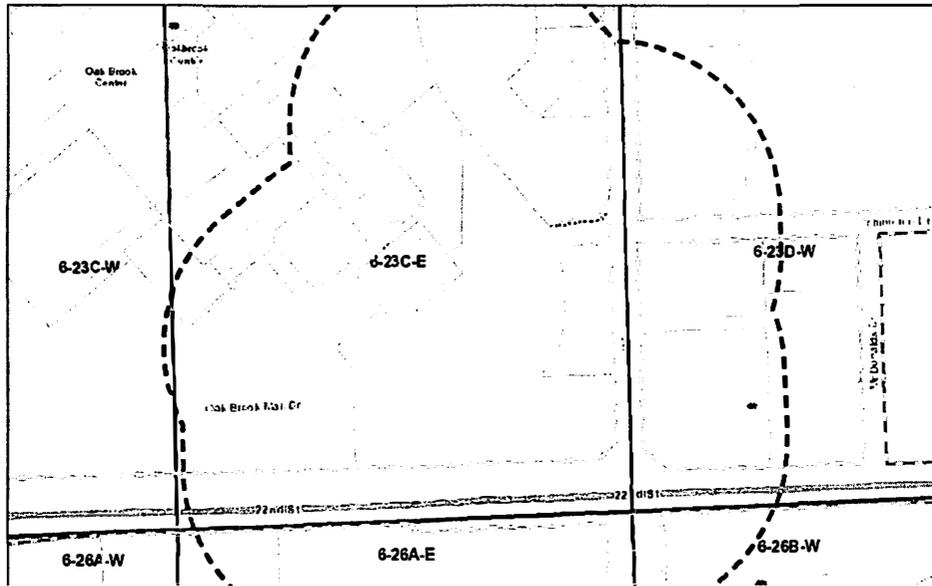




DuPage County IT-GIS Department
421 N. County Farm Rd.
Wheaton IL 60817
Ph: (630) 407-5000

Dupage County Parcel Report

Map created for assessment purposes only. Refer to recorded
plans or deeds for legal descriptions and property boundaries.
Copyright The County of DuPage, Illinois
www.dupage.org



Legend and Scale:

- polygons: Subdivision Lot Lines, Regional County Boundaries, COOK, DUPAGE, KANE, MC HENRY, HENDALL, WILL, LAKE, Half Sections
- polygons: Conditional Realstate
- Parcel Blocks

Scale: 0 to 0.11 miles / 0 to 0.171 kilometers

Source: DIT HERE, Cadd, WPA, Aerial, Cop., GCS, GCS, PD, SPC, SRCA, Cadd, IIS, IAS, IL, OAS, D, D

PI# 0623406017

PI#	0623406017
OWNER	OAK BROOK COMMONS LLC
PROPERTY STREET NUMBER	1120
PROPERTY STREET DIRECTION	W
PROPERTY STREET NAME	22ND ST
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PI# 0623300044

PI#	0623300044
OWNER	TEACHER RETIREMENT SYSTEM
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	22ND & 83RD
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

Surrounding Parcel Information from York Township received 9-26-2019 (DEEMED NOT EXTENSIVE ENOUGH)

PI : 0623406013

PI :	0623406013
OWNER	2105 SPRING ROAD LLC
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	SPRING RD
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PII : 0626100012

PII :	0626100012
OWNER	AG OAK BROOK EX PARK OWN
PROPERTY STREET NUMBER	1301
PROPERTY STREET DIRECTION	W
PROPERTY STREET NAME	22ND ST
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PII : 0623300029

PII :	0623300029
OWNER	MF EXCHANGE 1 LLC
PROPERTY STREET NUMBER	1
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	OAKBROOK CNTR
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60521

PII : 0626200008

PII :	0626200008
OWNER	OAK BROOK GATEWAY LLC
PROPERTY STREET NUMBER	1111
PROPERTY STREET DIRECTION	W
PROPERTY STREET NAME	22ND ST
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PII : 0623300031

Surrounding Parcel Information from York Township received 9-26-2019 (DEEMED NOT EXTENSIVE ENOUGH)

PIN	0623300031
OWNER	OAK BROOK SHOPPING CENTER
PROPERTY STREET NUMBER	1
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	OAKBROOK CTR
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PIN: 0623300043

PIN	0623300043
OWNER	LORD & TAYLOR
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	RT 83 & 22ND ST
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60521

PIN: 0623300049

PIN	0623300049
OWNER	TEACHER RETIREMENT SYSTEM
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	22ND & 83
PROPERTY APARTMENT	
PROPERTY CITY	OAKBROOK
PROPERTY ZIPCODE	60521

PIN: 0623300050

PIN	0623300050
OWNER	TEACHER RETIREMENT SYSTEM
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	22ND & 83 RD
PROPERTY APARTMENT	
PROPERTY CITY	OAKBROOK
PROPERTY ZIPCODE	60521

PIN: 0623300037

Surrounding Parcel Information from York Township received 9-26-2019 (DEEMED NOT EXTENSIVE ENOUGH)

PIN	0623300037
OWNER	TEACHER RETIREMENT SYSTEM
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	22ND & 83
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PIN: 0623300033

PIN	0623300033
OWNER	TEACHER RETIREMENT SYSTEM
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	22ND & 83RD
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PIN: 0623300041

PIN	0623300041
OWNER	OAKBROOK ANCHOR ACQUIS
PROPERTY STREET NUMBER	6
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	OAKBROOK CNTR
PROPERTY APARTMENT	
PROPERTY CITY	OAKBROOK
PROPERTY ZIPCODE	60523

PIN: 0623406016

PIN	0623406016
OWNER	2105 SPRING ROAD LLC
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	SPRING RD
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PIN: 0623300030

Surrounding Parcel Information from York Township received 9-26-2019 (DEEMED NOT EXTENSIVE ENOUGH)

PI :	0623300030
OWNER	TEACHER RETIREMENT SYSTEM
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	22ND & 83
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PII : 0623300053

PI :	0623300053
OWNER	OAKBROOK CENTER EAST LLC
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	22ND & 83RD
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PII : 0623300055

PI :	0623300055
OWNER	RBP OAK BROOK LLC
PROPERTY STREET NUMBER	2100
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	SPRING RD
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PII : 0623404032

PI :	0623404032
OWNER	COMMERCE PLAZA PROP LLC
PROPERTY STREET NUMBER	2001
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	SPRING RD
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PIN : 0623300032

Surrounding Parcel Information from York Township received 9-26-2019 (DEEMED NOT EXTENSIVE ENOUGH)

PIN	0623300032
OWNER	TEACHER RETIREMENT SYSTEM
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	22ND & 83
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PIN: 0626100005

PIN	0626100005
OWNER	VH M OAKBROOK ILLINOIS
PROPERTY STREET NUMBER	1401
PROPERTY STREET DIRECTION	W
PROPERTY STREET NAME	22ND ST
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PIN: 0623300051

PIN	0623300051
OWNER	TEACHER RETIREMENT SYSTEM
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	22ND & 83RD
PROPERTY APARTMENT	
PROPERTY CITY	OAKBROOK
PROPERTY ZIPCODE	60521

PIN: 0623300054

PIN	0623300054
OWNER	TEACHER RETIREMENT SYSTEM
PROPERTY STREET NUMBER	
PROPERTY STREET DIRECTION	
PROPERTY STREET NAME	22ND & 83RD
PROPERTY APARTMENT	
PROPERTY CITY	OAK BROOK
PROPERTY ZIPCODE	60523

PIN: 0623406015

Surrounding Parcel Information from York Township received 9-26-2019 (DEEMED NOT EXTENSIVE ENOUGH)

PI :	0623406015
OWNER	OAK BROOK COMMONS LLC
PF : PROPERTY STREET NUMBER	1120
PF : PROPERTY STREET DIRECTION	W
PF : PROPERTY STREET NAME	22ND ST
PF : PROPERTY APARTMENT	
PF : PROPERTY CITY	OAK BROOK
PF : PROPERTY ZIPCODE	60523

Map Report DuPage County GIS

7019 1120 0000 6417 8094

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total F
 \$

Sent To
 06-26-100-005
 VH M OAKBROOK ILLINOIS
 Street
 860 REMINGTON RD
 City, State
 SCHAUMBURG IL 60173

PS Form Instructions

7019 1120 0000 6417 8100

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total P
 \$

Sent To
 06-26-100-012
 GOLUB REAL ESTATE CORP
 Street
 625 N MICHIGAN AVE
 City, State
 NO 2000
 CHICAGO IL 60611

PS Form Instructions

7019 1120 0000 6417 8117

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total Post
 \$

Sent To
 06-26-100-013
 OAKBROOK VILLAGE OF
 Street
 1200 OAK BROOK RD
 City, State
 OAK BROOK IL 60523

PS Form Instructions

7019 1120 0000 6417 8124

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total Pos
 \$

Sent To
 06-26-101-010
 MUTUAL TR LIFE INS CO
 Street
 1200 JORIE BLVD
 City, State
 OAK BROOK IL 60523

PS Form Instructions

7019 1120 0000 6417 8131

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total Pr
 \$

Sent To
 06-26-101-021
 NICOR GAS/SOUTHERN CO
 Street
 241 RALPH MCGILL BLVD NE
 City, State
 BIN 10081
 ATLANTA GA 30308-3374

PS Form Instructions

7019 1120 0000 6417 8148

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total Pc
 \$

Sent To
 06-26-200-008
 OAK BROOK GATEWAY LLC
 Street
 ATTN DMITRY GORDEEV
 City, State
 30 VREELAND DR NO 30 2-3
 SKILLMAN NJ 08558

PS Form Instructions

7019 1120 0000 6417 8155

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$

Total Postage and Fees

\$

Sent To

06-26-201-008
RIVERSIDE TERRACE PRTRNSP
C/O CHUCK SAPORITO
99 BRIARWOOD CIR
OAK BROOK IL 60523

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions

7019 1120 0000 6417 8162

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$

Total Postage and Fees

\$

Sent To

06-26-201-019
1010 JORIE BOULEVARD LLC
21 SPINNING WHEEL
HINSDALE IL 60521

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions

7019 1120 0000 6417 8179

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$

Total Postage and Fees

\$

Sent To

06-26-201-025
NICOR GAS/SOUTHERN CO
241 RALPH MCGILL BLVD NE
BIN 10081
ATLANTA GA 30308-3374

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions

7019 1120 0000 6417 8186

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$

Total Postage and Fees

\$

Sent To

06-26-201-026
LEGACY OF N BARRINGTON
C/O ADVANTAGE PARTNER PRO
1110 JORIE BLVD UNIT 202
OAK BROOK IL 60523-2271

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions

7019 1120 0000 6417 7899

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$

Total Postage and Fees

\$

Sent To

06-23-300-029
MACYS
C/O TAX DEPT
7 W SEVENTH ST
CINCINNATI OH 45202

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions

7019 1120 0000 6417 7905

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$

Total Postage and Fees

\$

Sent To

06-23-300-030
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions

7019 1120 0000 6417 7912

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

\$	Extra Services & Fees (check box, add fee as appropriate)	
<input checked="" type="checkbox"/>	Return Receipt (hardcopy)	\$
<input type="checkbox"/>	Return Receipt (electronic)	\$
<input type="checkbox"/>	Certified Mail Restricted Delivery	\$
<input type="checkbox"/>	Adult Signature Required	\$
<input type="checkbox"/>	Adult Signature Restricted Delivery	\$



Postage

\$ Total P 06-23-300-031
 \$ Sent To MACYS
 \$ Street C/O OAK BROOK SHOPPING
 \$ PO BOX 617905
 \$ City, St CHICAGO IL 60661-7905

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

7019 1120 0000 6417 7929

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

\$	Extra Services & Fees (check box, add fee as appropriate)	
<input checked="" type="checkbox"/>	Return Receipt (hardcopy)	\$
<input type="checkbox"/>	Return Receipt (electronic)	\$
<input type="checkbox"/>	Certified Mail Restricted Delivery	\$
<input type="checkbox"/>	Adult Signature Required	\$
<input type="checkbox"/>	Adult Signature Restricted Delivery	\$



Postage

\$ Total P 06-23-300-032
 \$ Sent To OAK BROOK SHOPPING CENTER
 \$ Street BROOKFIELD PROP RETAIL
 \$ PO BOX 3487
 \$ City, St CHICAGO IL 60654

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

7019 1120 0000 6417 7943

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

\$	Extra Services & Fees (check box, add fee as appropriate)	
<input checked="" type="checkbox"/>	Return Receipt (hardcopy)	\$
<input type="checkbox"/>	Return Receipt (electronic)	\$
<input type="checkbox"/>	Certified Mail Restricted Delivery	\$
<input type="checkbox"/>	Adult Signature Required	\$
<input type="checkbox"/>	Adult Signature Restricted Delivery	\$



Postage

\$ Total 06-23-300-037
 \$ Sent OAK BROOK SHOPPING CENTER
 \$ Street BROOKFIELD PROP RETAIL
 \$ PO BOX 3487
 \$ City, CHICAGO IL 60654

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

7019 1120 0000 6417 7936

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

\$	Extra Services & Fees (check box, add fee as appropriate)	
<input checked="" type="checkbox"/>	Return Receipt (hardcopy)	\$
<input type="checkbox"/>	Return Receipt (electronic)	\$
<input type="checkbox"/>	Certified Mail Restricted Delivery	\$
<input type="checkbox"/>	Adult Signature Required	\$
<input type="checkbox"/>	Adult Signature Restricted Delivery	\$



Postage

\$ Total 06-23-300-033
 \$ Sent OAK BROOK SHOPPING CENTER
 \$ Street BROOKFIELD PROP RETAIL
 \$ PO BOX 3487
 \$ City, CHICAGO IL 60654

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

7019 1120 0000 6417 7950

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

\$	Extra Services & Fees (check box, add fee as appropriate)	
<input checked="" type="checkbox"/>	Return Receipt (hardcopy)	\$
<input type="checkbox"/>	Return Receipt (electronic)	\$
<input type="checkbox"/>	Certified Mail Restricted Delivery	\$
<input type="checkbox"/>	Adult Signature Required	\$
<input type="checkbox"/>	Adult Signature Restricted Delivery	\$



Postage

\$ Total P 06-23-300-041
 \$ Sent NEIMAN MARCUS GROUP INC
 \$ Street C/O RYAN LLC PTS
 \$ PO BOX 460389
 \$ City, St HOUSTON TX 77056

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

7019 1120 0000 6417 7967

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

\$	Extra Services & Fees (check box, add fee as appropriate)	
<input checked="" type="checkbox"/>	Return Receipt (hardcopy)	\$
<input type="checkbox"/>	Return Receipt (electronic)	\$
<input type="checkbox"/>	Certified Mail Restricted Delivery	\$
<input type="checkbox"/>	Adult Signature Required	\$
<input type="checkbox"/>	Adult Signature Restricted Delivery	\$



Postage

\$ Total P 06-23-300-043
 \$ Sent LT PROP CO LLC
 \$ Street BROOKFIELD PROP RETAIL
 \$ PO BOX 3487
 \$ City, St CHICAGO IL 60654

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

7019 1120 0000 6417 7974

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$ _____

Total

\$ _____

06-23-300-044
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

Instructions

7019 1120 0000 6417 7981

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$ _____

Total

\$ _____

06-23-300-049
OAK BROOK SHOPPING CENTER
C/O PROPERTY TAX DEPT
PO BOX 617905
CHICAGO IL 60661-7905

Instructions

7019 1120 0000 6417 7998

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$ _____

Total

\$ _____

06-23-300-050
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

Instructions

7019 1120 0000 6417 8001

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$ _____

Total

\$ _____

06-23-300-052
LT PROPCO LLC
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

Instructions

7019 1120 0000 6417 8018

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$ _____

Total

\$ _____

06-23-300-053
OAKBROOK OFFICE
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

Instructions

7019 1120 0000 6417 8025

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee

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

\$ _____

Total

\$ _____

06-23-300-054
OAK BROOK SHOPPING CENTER
BROOKFIELD PROP RETAIL
PO BOX 3487
CHICAGO IL 60654

Instructions

7019 1120 0000 6417 8032

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total
 \$

Sent To
 Street
 City, State, ZIP+4®

06-23-300-055
 RBP OAK BROOK LLC
 C/O ROCK BRIDGE CAPITAL
 4100 REGENT ST UNIT G
 COLUMBUS OH 43219

Postmark Here

Instructions

7019 1120 0000 6417 8049

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total
 \$

Sent To
 Street
 City, State, ZIP+4®

06-23-404-032
 COMMERCE PLAZA PROP LLC
 C/O ZELLER REALTY GROUP
 401 N MICHIGAN UNIT 1300
 CHICAGO IL 60611-4271

Postmark Here

Instructions

7019 1120 0000 6417 8056

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total
 \$

Sent To
 Street
 City, State, ZIP+4®

06-23-406-013
 2105 SPRING ROAD LLC
 C/O GIBSONS STEAKHOUSE
 1050 N STATE ST UNIT 4
 CHICAGO IL 60610

Postmark Here

Instructions

7019 1120 0000 6417 8063

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total
 \$

Sent To
 Street
 City, State, ZIP+4®

06-23-406-015
 HINES INTEREST LTD PART
 ATTN MELISSA KUB
 444 W LAKE ST NO 2400
 CHICAGO IL 60606

Postmark Here

Instructions

7019 1120 0000 6417 8070

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total
 \$

Sent To
 Street
 City, State, ZIP+4®

06-23-406-016
 2105 SPRING ROAD LLC
 C/O GIBSONS STEAKHOUSE
 1050 N STATE ST UNIT 4
 CHICAGO IL 60610

Postmark Here

Instructions

7019 1120 0000 6417 8087

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
 \$

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
 \$

Total
 \$

Sent To
 Street
 City, State, ZIP+4®

06-23-406-017
 HINES INTEREST LTD PART
 ATTN MELISSA KUB
 444 W LAKE ST NO 2400
 CHICAGO IL 60606

Postmark Here

Instructions

Certification SURROUNDING PROPERTY OWNERS

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).

Oakbrook Shopping Center, LLC	Oakbrook Shopping Center, LLC
Printed Name of Owner	Printed Name of Applicant
<i>See attached</i>	<i>See attached</i>
Signature of Owner	Signature of Applicant
9.30.19	9.30.19
Date	Date

BILL TO INFORMATION:

Oakbrook Shopping Center, LLC	Ben Freeman	(312) 960-5833
Print Name/Company	Contact Person	Contact Phone
350 N Orleans St. Suite 300, Chicago, IL 60654	Please see Page 1	Please see Page 1
Address To be Billed	Email Address	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.

SIGNATURE PAGE TO CERTIFICATION
PROPOSED OAKBROOK CENTER PLANNED DEVELOPMENT (RH)
1300 22nd Street, Oak Brook, Illinois

OWNER:

OAKBROOK SHOPPING CENTER, LLC

By: 
Name: Benjamin Freeman
Title: Authorized Signatory
Email: Benjamin.Freeman@brookfieldpropertiesretail.com
Date: September 30, 2019

APPLICANT:

OAKBROOK SHOPPING CENTER, LLC

By: 
Name: Benjamin Freeman
Title: Authorized Signatory
Email: Benjamin.Freeman@brookfieldpropertiesretail.com
Date: September 30, 2019

**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-3.B.1 Relief Sought Setbacks from 22nd Street

RESPONSE: See Attached Sheets.

Code Section 13-7B-2/13-7-3.B Relief Sought Outdoor Dining and Sales

RESPONSE: See Attached Sheets.

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

WAIVERS AND VARIATIONS (Site Development Departures)

Code Section: §13-7B-3.B.1

Relief Sought: Setbacks from 22nd Street

The proposed Planned Development area is a rectangle, 200 feet deep, bounded on the South by 22nd Street and on the North by a segment of the internal Oakbrook Center Ring Road, i.e., the entire development site is located within 200 feet of 22nd Street, including the principal RH Gallery building and its accessory trash enclosure structure. Village Codes, policies and practices with regard to setbacks from 22nd Street have varied. §13-7B-3.B.1 of the Zoning Code currently provides that no structures (other than certain signs) on properties zoned B2 shall be erected or maintained within 300 feet of the 22nd Street right-of-way (absent a variation or Planned Development relief) and gives rise to this requested Waiver. In contrast: **(i)** text and graphics throughout the 2007 Commercial Areas Revitalization Plan strongly advocated redevelopment of Oakbrook Center's perimeter parking lots; **(ii)** text and graphics throughout the 2019 Commercial Areas Revitalization Plan recently reiterated this policy (**Pages 8¹**, **Page 10²** and **Page 23³**, but with the added caveat that residential uses should not be located South of the Ring Road (**Pages 8 and 23**); **(iii)** the Village recently approved comparable building setbacks for multiple buildings within the Hines Planned Development (immediately to the East), **(iv)** the Village corporate limits include an extensive stretch of properties along 22nd Street, with many differing Zoning District and setback requirements (none as restrictive as 300-foot) (see **Village Zoning Map** and **Village Zoning Ordinance**); and **(v)** actual setbacks along 22nd Street within the Village vary greatly (illustrated in the Subarea Framework Exhibits within the 2019 Commercial Areas Revitalization Plan, on **Pages 21 through 24** and **Page 26**). As detailed during the preliminary presentation to the Village Board in July, 2019, there are no other available locations within Oakbrook Center that are owned and controlled by Applicant where this development is possible. As a consequence, denial of this requested Waiver would not only be inconsistent with existing conditions and planned (with Village approval) conditions and be inconsistent with the 2007 and recently-amended 2019 Commercial Areas Revitalization Plans, it also would completely preclude the proposed development; cause great economic hardship to both the Applicant and Restoration Hardware; and prevent the Village and customers from enjoying the positive benefits of the RH Gallery project proceeding. Finally, Applicant notes that the project design, as demonstrated in the Application's supporting graphics, provide remarkable and attractive architecture (four-sided, of course); landscape buffering along all four sides, including along 22nd Street; entrance orientation to 22nd Street; and a massing arrangement that minimizes building mass proximate to 22nd Street through its single-story loggia and setbacks at upper levels.

¹ “Explore opportunities for development of new buildings and uses nearer the perimeter of the center, closer to the edges located along Kingery Highway and 22nd Street.” And, “Continue to explore opportunities to intensify the site through the conversion of surface parking lots into structured parking and new buildings, including the possible inclusion of mixed-use development.”

² “Buildings should have a strong visual and physical relationship to 22nd Street, Butterfield Road, and other fronting streets to enhance the identity and pedestrian orientation of the Village and its commercial areas.”

³ See Page 23 Graphic; Legend: “Oakbrook Center Expansion - Explore opportunities for development of new buildings/uses/outlots located along Kingery Highway, 22nd Street, and Spring Road.” And Text: “Adaptive re-use of the Center's perimeter buildings and redevelopment surface parking areas (a well as the Center's interior) can appropriately include a variety of Mixed-Uses, including but not limited to additional Retail, Restaurant, Entertainment, Residential, Office, and Hotel and Lodging Uses, except that Residential Uses not be located along the 22nd Street frontage in the area south of the ring road alignment running parallel to 22nd Street.”

WAIVERS AND VARIATIONS
(Site Development Departures)

Code Section: §13-7B-2 and §13-7-3.B

Relief Sought: Outdoor Dining and Sales

§13-7B-2 of the Zoning Code currently establishes the type of Outdoor Dining that is proposed as an allowable Special Use in the B2 Zoning District. §13-7-3.B of the Zoning Code provides that all business, service, storage, merchandise, display and where permitted, repair and processing shall be conducted wholly within a completely enclosed building (except for certain enumerated exceptions that are inapplicable to the proposed project other than the exception for outdoor dining adjacent to restaurants in districts where outdoor dining areas are permitted a special use).

As further detailed in Applicant's enclosed materials, particularly at **Tab 4**⁴, **Tab 6**, **Tab 7**, and **Tab 8**, among the most fundamental (and attractive) features of the RH Gallery concept are its outdoor dining areas and its displays of outdoor furniture and accessories within multiple outdoor patio areas, both at grade and on upper terraces. As a consequence, denial of this requested Waiver would completely preclude the proposed development; cause great economic hardship to both the Applicant and Restoration Hardware; and prevent the Village and customers from enjoying the positive benefits of the RH Gallery project proceeding. Applicant also notes that outdoor dining is found throughout Oakbrook Center and other commercial areas of the Village. Finally, as illustrated in the site planning documents **Tab 6**, **Tab 7**, and **Tab 8** and noted in the Environmental Impact statement (**Tab 12**), and the Photometric Studies (**Tab 18**), approval of the requested Waiver should have absolutely no adverse impacts on any surrounding properties or on any Village residents. The outdoor dining will occur at the Gallery's third floor and be surrounded by building elements. The outdoor display areas at all levels will be visually-screened and buffered with landscaping. All of the activated outdoor areas will be located at considerable distances from any other buildings and uses. And, in terms of immediate adjacency, all of the activated outdoor areas - at all levels - will be adjacent only to active public and private roadways and to an area of surface parking owned by Applicant itself.

⁴ For example, as noted in the Response to Standard 10, outdoor dining and display is fundamental to the RH Gallery concept: "OUR NEXT-GENERATION DESIGN GALLERIES REDEFINE AND REIMAGINE THE SHOPPING EXPERIENCE. BLURRING THE LINES BETWEEN RESIDENTIAL AND RETAIL, INDOORS AND OUTDOORS, PHYSICAL AND DIGITAL, WE CREATE SPACES THAT ARE MORE HOME THAN STORE AND INSPIRE A NEW WAY OF LIVING. FEATURING ARTISTIC INSTALLATIONS OF HOME FURNISHINGS IN A GALLERY SETTING, THESE NEW DESTINATIONS HIGHLIGHT THE BREADTH OF OUR OFFERING – RH INTERIORS, RH MODERN, RH TEEN AND RH BABY & CHILD – AND OUR EXTENSIVE OUTDOOR COLLECTIONS IN ROOFTOP AND GARDEN ENVIRONMENTS."

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 prefilling 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: July 9, 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 prefilling 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 prefilling 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 prefilling 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: September 30, 2019

LEGAL DESCRIPTION

OAKBROOK CENTER – RH OUTPARCEL

1300 22ND STREET, OAKBROOK, ILLINOIS

THAT PART OF LOT 9 IN OAKBROOK TERRACE, BEING A SUBDIVISION OF PART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1960 AS DOCUMENT 984765, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 9; THENCE NORTH 00 DEGREES 40 MINUTES 36 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 9, A DISTANCE OF 7.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 00 DEGREES 40 MINUTES 36 SECONDS WEST ALONG SAID WEST LINE 200.00 FEET; THENCE NORTH 89 DEGREES 19 MINUTES 24 SECONDS EAST 410.00 FEET; THENCE SOUTH 00 DEGREES 40 MINUTES 36 SECONDS EAST 200.00 FEET; THENCE SOUTH 89 DEGREES 19 MINUTES 24 SECONDS WEST 410.00 FEET TO THE POINT OF BEGINNING.

PORTION OF TAX PARCEL 06-23-300-051



UTILITY ATLAS NOTES:

Table with columns CONTACTS and RESPONSE. Lists various utility companies and their responses to the utility atlas request.

AREA

82,000 SQ. FT.
1.8265 ACRES

FLOOD HAZARD NOTE

THIS PROPERTY IS IN AN AREA OF MINIMAL FLOODING (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF DUPAGE COUNTY, ILLINOIS...

BOUNDARY AND TOPOGRAPHIC SURVEY

OAKBROOK CENTER - OUTPARCEL PAD 2019

OAKBROOK, ILLINOIS

LEGAL DESCRIPTION

THAT PART OF LOT 9 IN OAKBROOK TERRACE, BEING A SUBDIVISION OF PART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1965 AS DOCUMENT 894785, IN DUPAGE COUNTY, ILLINOIS...

BENCHMARK

SOURCE: DUPAGE COUNTY SURVEY MONUMENT
STATION DESIGNATION: EVY 11.83A (APR 2017)
ESTABLISHED BY: DUPAGE COUNTY
DATE: 1996

SITE

STATION DESIGNATION: SBM #1
ESTABLISHED BY: V3 COMPANIES
DATE: JUNE 18, 2019

SITE

STATION DESIGNATION: SBM #2
ESTABLISHED BY: V3 COMPANIES
DATE: JUNE 18, 2019

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT GUARANTEE THE ACCURACY THEREAFTER. V3 ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT LATITUDE: 41°50'49.70882 N...

GRAPHIC SCALE



LEGEND

Legend table listing symbols for various utility features such as CABLE TV PEDESTAL, TRAFFIC LIGHT POLE, GAS VALVE, SANITARY SEWER, and various manholes.

ABBREVIATIONS

Abbreviations table listing symbols and their corresponding utility terms like PROPERTY LINE, EXISTING RIGHT-OF-WAY LINE, SANITARY SEWER, and various manhole types.

GENERAL NOTES

- 1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION...
2. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
3. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT...

SURVEYOR CERTIFICATE

STATE OF ILLINOIS
COUNTY OF DUPAGE

I, CHRISTOPHER D. BARTOSZ, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION THEREOF...

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

FIELD WORK COMPLETED ON JUNE 18, 2019.
DATED THIS 26TH DAY OF JUNE, A.D., 2019.

Signature of Christopher D. Bartosz, Illinois Professional Land Surveyor No. 35-3189.

VICINITY MAP NOT TO SCALE



W. 22ND STREET

VARIOUS WIDTH PUBLIC RIGHT OF WAY AS SHOWN BY OTHERS

Vertical title block containing project information: Project No. 16255RH, Group No. VP03.1, Boundary and Topographic Survey, Oakbrook Center - Outparcel Pad 2019, and contact information for GGP.



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 will not be inconsistent with the planning policies, goals, objectives and provisions of the Village Commercial Areas Revitalization Plan as finalized in 2019 and will not be inconsistent with the intent and spirit of the Village of Oak Brook Comprehensive Plan. As described in the enclosed application materials, the proposed project will strengthen and support the continued success of Oakbrook Center with the addition of a luxury, privately-funded Restoration Hardware Gallery and will not infringe on any residential areas or natural resources of the Village. Attached hereto is a summary of specific provisions in the Commercial Areas Revitalization Plan that are supportive of the Gallery project.

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 proposed Planned Development is designed and located, and will be operated and maintained, so that there is no impairment of light and air to adjacent properties. As illustrated by the site planning documents included at **Tab 5, 6 and 7**, the proposed Planned Development will include a single building that is not proximate to any other buildings and is instead surrounded on all sides by parking areas owned by Applicant, private roadways owned by Applicant, and a major thoroughfare under the jurisdiction of IDOT. The Gallery building will be built in accordance with all applicable building, health and fire safety codes so that it does not increase the danger of fire or otherwise endanger the public health, safety and welfare. In furtherance of the foregoing, please refer to the Pedestrian Connection Plan (**Tab 6D**), Fire Truck Turning Radius Exhibit (**Tab 11B**), Environmental Impact Statement (**Tab 12**), Natural Resource Review Results (**Tab 14**), Stormwater Narrative and Exhibits (**Tab 17**), Photometric Studies (**Tab 18**), and Security Plan and Site Control Measures (**Tab 20**), including its attached Emergency Services Diagram.*

- 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: As noted above and as evidenced by the enclosed application materials, the proposed Planned Development will not be injurious to or inconsistent with surrounding properties. The Gallery will be used for retail and restaurant uses that are allowable in the underlying B2 Zoning District and are consistent with the character of uses found throughout Oakbrook Center. Applicant owns or manages the adjacent properties on three sides of the subject property (North, East, and West), all of which are part of the larger, integrated Oakbrook Center development. From decades of ownership and operation, Applicant is confident there will be no harm caused by the modest resulting reduction in the Center's overall parking ratio, particularly since the subject area is repurposing a surface parking area that sees minimal use. As indicated in the enclosed application materials, Applicant and Restoration Hardware have created a site design with strong visual and pedestrian connections between the Gallery and nearby areas of the Center, truly outstanding architectural presence, generous

landscaping, and extremely limited signage and lighting. (In particular, please refer to the site planning documents included at **Tab 5 through 8.**) Applicant is not seeking any relief from noise, lighting or other performance standards, and the enclosed Photometric Plans (**Tab 18**) demonstrate the project's compliance with Village lighting standards.

- 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: As indicated in the enclosed Application materials, the project will have no residential component and no measurable effects on Village infrastructure. All project-related improvements will be privately-financed and located on property owned by Applicant. Please refer, in particular, to the Traffic Circulation Studies at **Tab 11**, the Environmental Impact Statement at **Tab 12**, the Natural Resource Review Results at **Tab 14**, the Village Services Summary at **Tab 15**, the Utility Plan at **Tab 16**, the Stormwater Narrative and Exhibits at **Tab 17**, and the Security Plan and Site Control Measures and Emergency Services Diagram at **Tab 20**.

- 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: As indicated in the enclosed Application materials, the project will be entirely located within areas that are currently improved as surface parking lots. There are no known archeological, historical or cultural resources located within or adjacent to the project site. Please refer, in particular, to the Natural Resource Review Results at **Tab 14**.

- 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: As indicated in the enclosed Application materials, particularly the site planning documents included at **Tab 6**, the Planned Development has adequately provided for ingress and egress to the Gallery without disrupting the current functionality of area roadways or the Center's internal Ring Road. No new curb cuts are created, and the incremental vehicular

traffic from the project will be nominal relative to existing conditions (see Traffic Impact Study at **Tab 11A**). As shown in the Landscaping Plans at **Tab 8** and the Pedestrian Connection Plan at **Tab 6D**, Applicant and RH have planned for a safe and attractive pedestrian path between the Gallery and Center. Please also refer to the Fire Truck Turning Radius Exhibit at **Tab 11B**, the Garbage Truck Turning Radius Exhibit at **Tab 11C**, and the Emergency Services Diagram at **Tab 20**, illustrating that turning radii and access will be sufficient for waste collection and emergency vehicles. Finally, as indicated in the enclosed Parking Ratio study at **Tab 6C**, the Center will remain compliant with the parking ratio for the B2 Zoning District as required under the Zoning Ordinance.

- 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: As indicated in the enclosed Application materials, particularly the Landscaping Plans at **Tab 8**, the Planned Development is designed with a wide landscaped perimeter on all four sides of the Gallery. In addition, as illustrated by the Renderings, Floor Plans, and Elevations at **Tab 7**, upper-levels of the Gallery will include landscaped terraces at their perimeters.

- 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: No relief from Sign Regulations is being requested, and as illustrated in the enclosed Signage Plans (**Tab 7D**) and Elevations (**Tab 7C**), RH will utilize virtually no signage, relying instead on the excellence of its architecture and landscaping.

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

RESPONSE: This standard is satisfied. Applicant owns the entirety of the Planned Development site, as well as the adjacent areas where related site work will occur.

- 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: As retailers and retail centers throughout the country have been dramatically declining and failing, the Village of Oak Brook and the owners of Oakbrook Center have instead collaborated and supported one another through decades of creative reinvention and intense reinvestment. As a result, Oakbrook Center has remained thriving, fresh, and a

critical economic engine for the Village. As detailed in the Fiscal Analysis (Tab 13), as universally recognized by industry experts and consumers alike, and as Village leadership particularly recognized during its own recent amendments to the allowable uses in the B2 District, the key to the future survival and success of brick-and-mortar retail centers is that they remain or become customer destinations by offering compelling dining and entertainment experiences, attractive spaces, and opportunities for human interaction that cannot be replaced with automated, internet purchasing from home, work, and handheld devices. For reference, a 2019 article from a Forbes Contributor has been included as an additional Attachment, hopefully conveying how the Gallery could be expected to appeal to and be experienced by customers. And as articulated by Restoration Hardware, itself:

OUR NEXT-GENERATION DESIGN GALLERIES REDEFINE AND REIMAGINE THE SHOPPING EXPERIENCE. BLURRING THE LINES BETWEEN RESIDENTIAL AND RETAIL, INDOORS AND OUTDOORS, PHYSICAL AND DIGITAL, WE CREATE SPACES THAT ARE MORE HOME THAN STORE AND INSPIRE A NEW WAY OF LIVING. FEATURING ARTISTIC INSTALLATIONS OF HOME FURNISHINGS IN A GALLERY SETTING, THESE NEW DESTINATIONS HIGHLIGHT THE BREADTH OF OUR OFFERING – RH INTERIORS, RH MODERN, RH TEEN AND RH BABY & CHILD – AND OUR EXTENSIVE OUTDOOR COLLECTIONS IN ROOFTOP AND GARDEN ENVIRONMENTS. IN ADDITION, GALLERIES INCLUDE AN INTERACTIVE RH DESIGN ATELIER, A PROFESSIONAL DESIGN STUDIO THAT ALLOWS CUSTOMERS TO MAKE THEIR DREAM SPACE A REALITY. SELECT GALLERIES ALSO FEATURE A CASUALLY ELEGANT RESTAURANT SHOWCASING A SEASONAL, INGREDIENT-DRIVEN MENU AND ARTISANAL WINES.

- 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 project site will be leased by Applicant to Restoration Hardware, and the project does not involve the creation of any new subdivided lots. Regardless, the project will comply with all applicable subdivision regulations and statutes.

- 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: As noted above, the project does not involve the creation or conveyance of any new subdivided lots, and no additional deed restrictions or easements are expected to be created in conjunction with the project.

- 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: Security plans are addressed in the Security Statement included at **Tab 20** of the Application Materials.*

- 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: Please refer to the prior responses, as well as the Pedestrian Connection Plan at **Tab 6D**, Perspective Renderings at **Tab 7A**, and Landscaping Plans at **Tab 8**. In brief, the Gallery has been designed with height, massing, materials, and an architectural style that will complement the Center's existing buildings, align with Restoration Hardware's aesthetic vision for its Next Generation Design Galleries, and exemplify the Village's principle of "restrained good taste" as recently reaffirmed in the Village's new Commercial Areas Revitalization Plan. The following is a summary adapted from various architectural vision and design concept summaries provided by Restoration Hardware:*

RH vision + design concept

- The three-story Gallery represents an innovative retail concept and seamlessly-integrated hospitality experience. Its architectural design follows basic principles of balance, proportion, symmetry, and the blending of indoor and outdoor experiences. The building incorporates large operable doors and windows, filling the rooms with natural light and air.

- A garden court functions as an entry into the main gallery. This space has tall ceilings with flanking furniture arrangements that lead to a central column feature, and vaulted arches hallways to either side. All rooms are intended to display furniture in a room-like setting similar to a grand residence.
- Grand stairs leads to a third-floor glass conservatory and outdoor rooftop garden terrace. This outdoor space is intended for outdoor furniture display and for the restaurant. Bi-fold glass doors fully open the conservatory into the rooftop garden to create the indoor/outdoor experience.
- Building mass is strategically minimized with variations in façade materials and features, setbacks at the second and third levels, and, in particular, the use of one-story loggia along the South façade (22nd Street).
- Garden courts surround the perimeter of the Gallery, allowing the display of RH outdoor furniture as it is meant to be experienced.
- Steel troweled integral color smooth plaster is used for the exterior wall material. The ground-scape is a combination of blue stone pavers and decomposed granite. Awnings and railings are solid metal painted black, with cast stone caps at parapet walls. Exposed retaining walls will utilize bluestone facing and integral plantings as necessary for safety, security and aesthetic enhancement of the Gallery site.

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: The Planned Development design includes certain enhancements to shared parking areas, including the creation of the new covered pedestrian walkway between the Gallery and Nieman Marcus, but the majority of outdoor elements are within the Gallery premises, and therefore outside the definition of “common open space.” Please refer to the Pedestrian Connection Plan at **Tab 6D**, the Schematic Drawings included at **Tab 7**, and the Landscaping Plans at **Tab 8**.*

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 includes screening for mechanical equipment and for waste receptacles that are integrated with the principal Gallery building. Please refer to the Trash Enclosure Exhibit attached at **Tab 7C**. Project operations also do not require separate loading areas, and deliveries will be conducted after normal business hours.*

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 enclosed site planning documents, the Gallery incorporates extensive landscape screening. The Gallery should not pose any acoustical annoyance to other property owners or occupants given its distances from other buildings and its adjacency to 22nd Street.

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: As noted in the Environmental Impact Statement at **Tab 12**, and Stormwater Narrative at **Tab 17**, the site work to be undertaken by Applicant and the overall project will result in a reduction of impervious surface area. In addition, RH representatives have provided the following response, concerning their construction and operation of the Gallery: "RH describes always makes efforts to be environmentally responsible from construction and continuing into operations. The*

Galleries incorporate energy efficient mechanical, electrical and plumbing systems throughout including LED lighting, low flow plumbing fixtures and high performance heating and cooling equipment. The Gallery building will utilize energy-efficient glazing and an abundance of daylighting afforded by the numerous large window openings. Landscaped and hardscaped courtyards utilize natural stone walkways and large areas of pervious ground cover material. To the greatest extent possible, native plant species are specified in landscaped areas. Construction is highly-managed to reduce waste and debris. Both construction and building operations manage and utilize effective recycling programs."

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.

Please 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: As indicated in the enclosed plans and studies, the project will actually decrease the amount impervious surface area within the project boundaries, and there is no anticipated adverse effect from stormwater on either neighboring properties or the public drainage system.

OAKBROOK PLANNED DEVELOPMENT (RH)

SUMMARY OF COMPLIANCE WITH 2019 COMMERCIAL AREAS REVITALIZATION PLAN

September 30, 2019

Page 1

The following summarizes the key features of the RH Gallery Planned Development and how those features will fulfil the goals and recommendations set forth in the 2019 Commercial Areas Revitalization Plan.

- (1) Creation of a luxury RH Gallery at Oakbrook Center will contribute to maintaining Oakbrook Center as a premier regional destination for shopping and dining in continuation and fulfillment of several provisions of the 2019 Commercial Areas Revitalization Plan, notably the following:

“Oak Brook is also home to Oakbrook Center, the largest open air regional shopping center in the country and the second largest mall in the Chicagoland area... “[As] business, retail, transportation, and lifestyle and workforce needs evolve, it is important that the Village guide the commercial areas in a manner that maintains the Village’s viability, quality, competitiveness, and desirability within the market place. As new development is considered in the commercial areas, the values of quality, character, and high standards must be reinforced.”
(Section 1 Introduction, Page 1)

“Oakbrook Center is a premier regional shopping, dining, and entertainment destination. Due to its significance and scale, it is its own land use designation within the Village’s commercial areas. Oakbrook Center is a key asset to the Village’s commercial areas, helping to attract other retail, commercial, and office uses, seeking to be within close proximity to the center. As the retail market environment changes and shifts, Oakbrook Center has continued to reinvent itself to respond to current trends, which has kept the center highly competitive and successful. Oakbrook Center is a highly sought-after location for many luxury-brand and boutique retailers, including those that largely operate online with only a small number of brick and mortar store fronts in key locations. Oakbrook Center is also home to dining and entertainment destinations... The continued reinvention and vitality of Oakbrook Center is likely to depend on the ability of the Center to create development intensity and continue diversifying the mix of Uses... As a regional shopping destination, drawing customers far beyond the Village’s boundaries, Oakbrook Center is vital to the economic livelihood of the Village’s commercial areas. /Recommendations/ Maintain a strong working relationship with the property owner, coordinating and supporting efforts to reinvest in and reinvent the center over time, in order to maintain its strength and dominance as a regional retail, restaurant, and

entertainment destination.”(Section 3, Commercial & Office Areas, Plan & Policies, Page 8)

- (2) Creation of an RH Gallery for Oakbrook Center and the Village - by repurposing an area that is currently an under-utilized surface parking lot along 22nd Street, all with private-funding and no material burden on Village infrastructure and resources or encroachment on existing residential areas - will fulfill several goals and recommendations of the 2019 Commercial Areas Revitalization Plan, notably the following:

“Key Principles / Strengthen the Economic Vitality of Commercial Areas / Increase development density/intensity while ensuring infrastructure capacity to support the development... Support development that attracts new tenants, while ensuring latitude in reinvestment and in-place strategies that allow existing tenants to reinvent, upgrade, and adjust their current Oak Brook locations. Encourage the maximization of retail sales tax generating uses in commercial areas by providing state of the art infrastructure, [and] necessary regulatory flexibility...” (Section 2 Land Use Plan and Policies, Page 2)

“Key Principles / Maintain Quality of Development / Continue utilization of the Planned Development process as a means of reviewing and approving new development. Continue to implement the streetscape improvement program in areas yet to be improved. Promote high quality architecture, both traditional and contemporary styles, to further establish Oak Brook as a center for the highest quality development and to further distinguish the area within the greater region. View every development and capital improvement as an opportunity to improve the pedestrian and bicycle connectivity of the area....” (Section 2 Land Use Plan and Policies, Page 2)

“Guiding Principles/ The following principles guided the development of the Oak Brook Commercial Area Revitalization Plan:

- Reserve highly visible and accessible properties for regional commercial and retail uses and complimentary mixed uses.
- Ensure high-quality architecture and development design that creates quality retail, office, and mixed-use spaces that attract quality tenants.
- Provide for the safe and efficient movement of vehicles and pedestrians within the commercial and office areas.

- Protect the Village’s existing residential neighborhood character from commercial areas and activity with appropriate site design, buffering and screening..”

(Section 3, Commercial & Office Areas, Plan & Policies, Page 6)

“Recommendations...

- Explore opportunities for development of new buildings and uses nearer the perimeter of the center, closer to the edges located along Kingery Highway and 22nd Street.
- Continue to explore opportunities to intensify the site through the conversion of surface parking lots into structured parking and new buildings, including the possible inclusion of mixed-use development.”

(Section 3, Commercial & Office Areas, Plan & Policies, Page 8)

(3) The architecture of the proposed RH Gallery is highly consistent with the articulated goals and recommendations of the 2019 Commercial Areas Revitalization Plan, notably the following:

“General Improvements & Development Guidelines / Sites & Buildings / High-quality architecture should be encouraged and promoted within all of Oak Brook’s commercial areas. In general, architecture should establish common themes for each site that also enriches the overall character of the community and contributes to its reputation and prestige.

- Buildings should be designed with attractive “four-sided” architecture consisting of high-quality materials. New developments are encouraged to go beyond typical prototype designs...
- Uninterrupted, blank facades should not be permitted. Variation in building heights, rooflines, articulation, windows, awnings, trim and other architectural features and techniques should be employed to create more interesting building façades through the commercial areas.
- Distinguishing architectural features are encouraged, such as decorative cornices, columns, reliefs, and other façade ornamentation and detailing. Well-designed awnings that are compatible with building colors can enhance the design of buildings and attract attention.
- Windows should be compatible and appropriate for the architectural style of the building. Window glazing shall be clear or slightly tinted. Dark, mirrored, or reflective glass is appropriate for office buildings only. Large ground-floor

- display windows and bays are strongly encouraged for retail and entertainment uses within the commercial areas.
- Rooftop-mounted equipment and vents shall be screened from view along all sides of a building. Rooftop screening shall be incorporated into the overall design of the building and be an integral part of the architecture.
 - Buildings should have a strong visual and physical relationship to 22nd Street, Butterfield Road, and other fronting streets to enhance the identity and pedestrian orientation of the Village and its commercial areas. Buildings should be attractive at both a pedestrian and vehicular scale.
 - The location of front entrances should be appropriate for the type of use. Entrances for stand-alone or single building retail uses and restaurants should orient their main entrances to face the primary frontage street....
 - Building entrances should be designed to contribute to the character of the building and to easily convey access points to visitors and customers. Arcades in larger developments should be encouraged to provide pedestrian connections through buildings and to provide visual interest.
 - Outlot buildings should complement the primary building on the site in terms of architecture, style and buildings materials. All sides of outlot buildings should be attractive. Careful consideration should be given to the location and placement of outlot buildings so that they do not negatively impact views to the primary building.” (Section 3, Commercial & Office Areas, Plan & Policies, Page 10)

“Architectural/exterior building lighting can be an important and desirable design component of development and should therefore be considered on a case by case basis. Any such architectural/building lighting must be sensitive to adjacent/nearby residential areas and be designed to minimize glare, spillover, or other impact on existing residential areas. Main entrances should be illuminated with additional lighting to easily convey its location. Exterior lighting of entire buildings or facades should be prohibited.” (Section 3, Commercial & Office Areas, Plan & Policies, Page 12)

- (4) The pedestrian and vehicular circulation patterns to be established with the RH Gallery project are highly consistent with articulated goals and recommendations of the 2019 Commercial Areas Revitalization Plan found on Page 10 (Section 3, Commercial & Office Areas, Plan & Policies, Access and Circulation), particularly because: (a) no new curb cuts onto public rights of way will be created; (b) pedestrian connections between the Gallery

OAKBROOK PLANNED DEVELOPMENT (RH)

SUMMARY OF COMPLIANCE WITH 2019 COMMERCIAL AREAS REVITALIZATION PLAN

September 30, 2019

Page 5

and Center are promoted; and (c) the resulting drive aisles and parking areas, supported by traffic control signage, are designed to prevent conflicts between vehicles and pedestrians and to avoid impeding the functionality of the Southeast Entrance Drive and the Ring Road.

- (5) The landscaping features along the perimeter of the Gallery, within adjacent parking areas, and along the adjacent Entrance Drive and 22nd Street frontage are highly consistent with articulated goals and recommendations concerning landscaping and screening found in the 2019 Commercial Areas Revitalization Plan. (In particular, see discussion of parking lots on Page 12 and discussion of landscaping and screening on Page 13, both in Section 3, Commercial & Office Areas, Plan & Policies).
- (6) The RH Gallery project, in its proposed location and configuration, will not be conflict with any of the prohibitions found in the Section of the 2019 Commercial Areas Revitalization Plan on “Environmental Considerations.” (Page 13) Please refer to the studies provided at **Tabs 12, 13, 14 and 17.**
- (7) The location, configuration and quality of the RH Gallery is precisely aligned with the Subarea Framework for Oakbrook Center found at Page 23 of the 2019 Commercial Areas Revitalization Plan. See excerpt below:



Forbes, Jan 25, 2019. <https://www.forbes.com/sites/amandalauren/2019/01/25/is-restoration-hardware-the-retail-experience-that-will-change-the-way-millennials-buy-furniture/#68c7d42f3ba9>

Is Restoration Hardware The Retail Experience That Will Change The Way Millennials Buy Furniture?



Amanda Lauren Contributor. Opinions expressed by Forbes Contributors are their



own.

RH New York Exterior RH, Restoration Hardware

We are living in one of the most historically difficult times for retail. Stores are closing, the number of salespeople on the floor is dwindling and the consumer experience hasn't changed much, at least for the better, in a long time. But high-end furniture brand **Restoration Hardware** is looking to refine the retail experience.

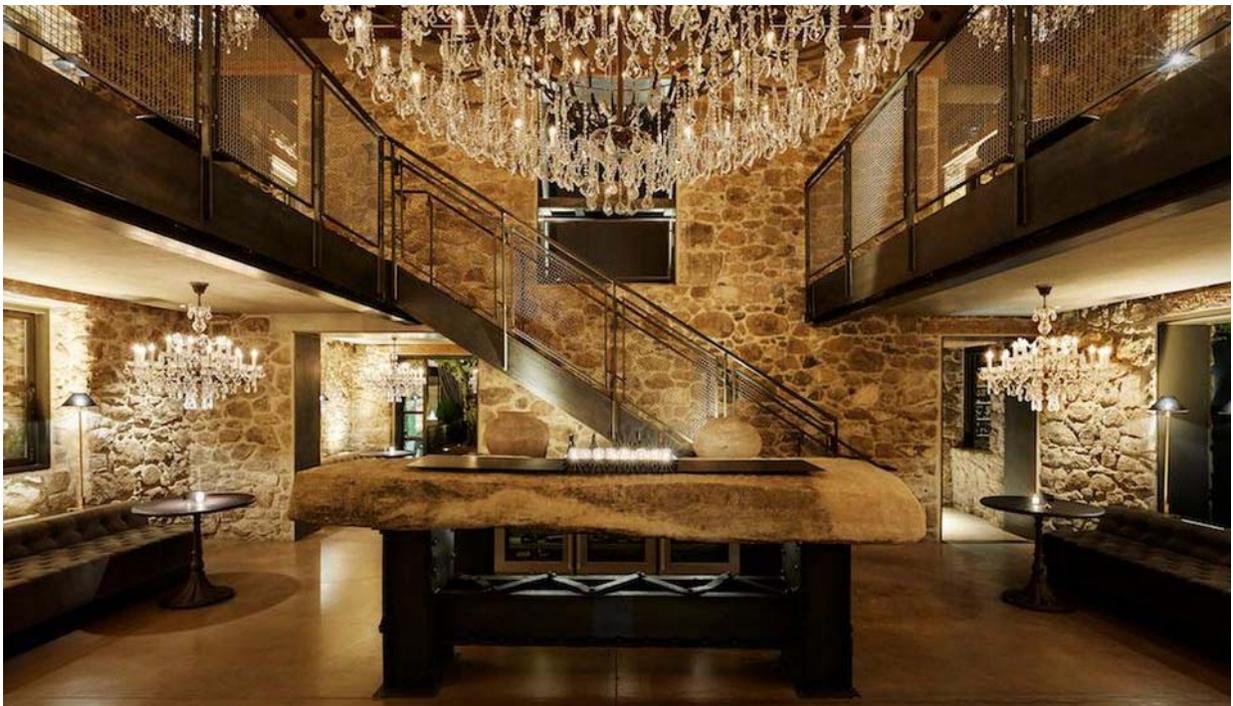
While millennials (and generation Z for that matter) tend to value **experiences over things**, Chairman and CEO of RH, Gary Friedman doesn't see this a problem. He has reinvented RH to create a retail experience that is totally unparalleled.

More importantly, there is proof his strategy is working. The company's [Third Quarter Report of 2018](#) revealed the adjusted net income increased 92% to \$46.8 million.

A Retailer Without Stores

RH doesn't call their retail locations "stores," but rather "galleries," of which there are 86 total. The company's mall-based "legacy galleries," which range in size from approximately 6,000-10,000 square feet are being phased out. This makes sense, [as malls throughout America](#) have been in decline for years now.

Instead, Friedman is choosing to focus on large format design galleries, which are anywhere from 46,000 to 90,000 square feet. While the smaller stores offered an experience that wasn't too different from most furniture stores, albeit at a higher price point, the new galleries are offering up way more than furniture and décor.



The Yountville Gallery
RH, Restoration Hardware

Location is also key to this strategy. In addition to markets like New York, Chicago etc, RH has also been opening up bespoke galleries in affluent second home markets that are specially tailored to the local culture. There are currently locations in the Hamptons, Palm Beach, and Yountville, with plans to open in Aspen.

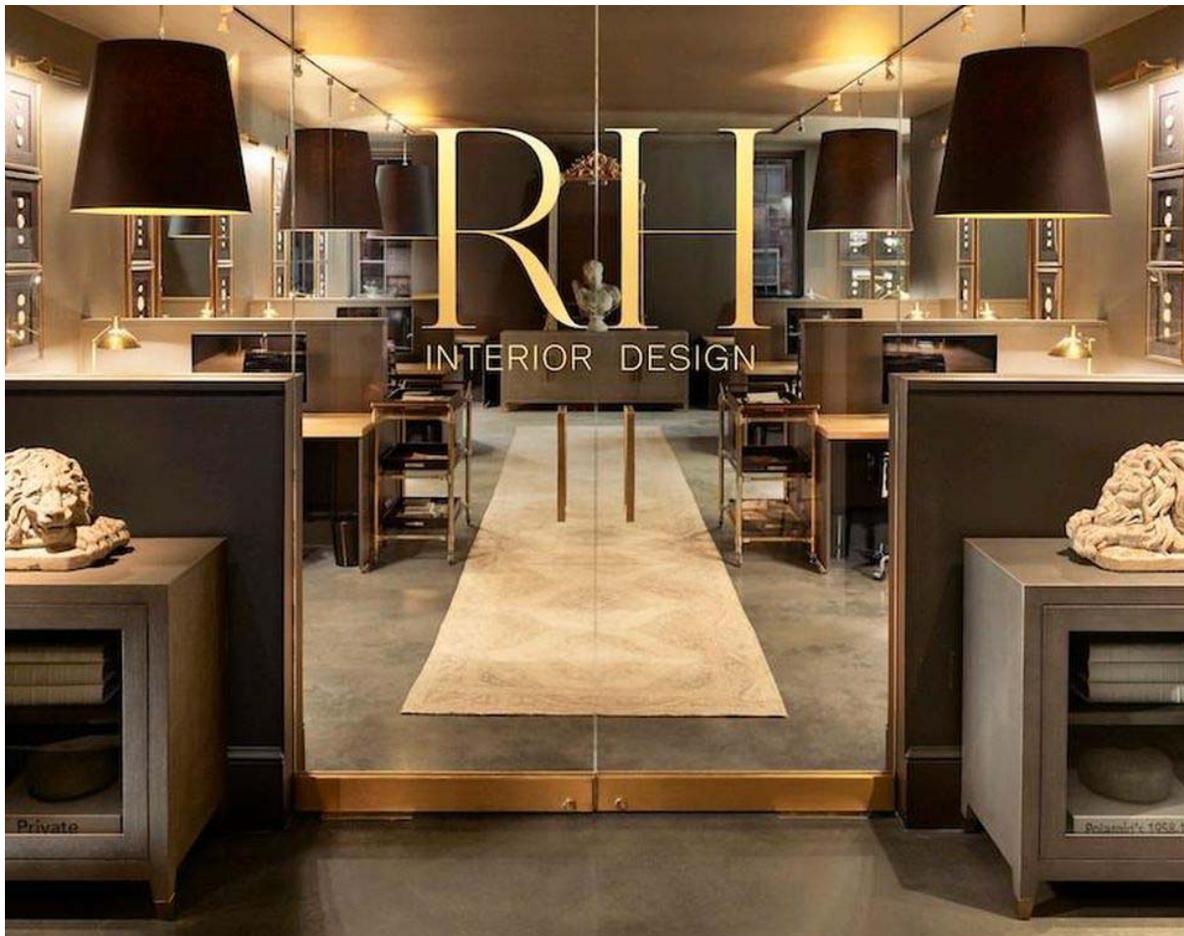
Selling A Lifestyle In New York

One of the most notable locations is the RH Gallery in the Meatpacking District in New York, which opened in September 2018. The historical landmark building was originally owned by John Jacob Astor in the late 19th century. RH collaborated with architect James Gillam of Backen & Gillam to renovate the building which features the original brick façade with cast iron I-beams.

At the very least, the space can be described as majestic. It has six floors over a sprawling 90,000 square feet.

Every large and small detail of the gallery is highly intentional. There is not one inch of space that has been overlooked. One hallmark is artist Alison Berger's dramatic installation *New York Night*, which prominently hangs 90 feet through the staircase.

There is also a glass elevator so striking, it almost feels like a tourist attraction without the grit.



Interior design services in the New York gallery.
RH, Restoration Hardware

The Goods



The Interiors Collection in the New York gallery.
RH, Restoration Hardware

With all of these amenities, the last thing to notice is that the store actually sells furniture. But there is plenty to buy with individual floors dedicated to each line, Modern, Outdoor, Baby & Child, and TEEN. Complimentary in-house design services are also available.

Hospitality



Dine on a lobster roll in the Meat Packing District.
RH, Restoration Hardware

While chasing down a bottle of water can be a challenge at most furniture stores, the galleries in Chicago, West Palm Beach, Nashville, Toronto, New York, and Yountville have food and beverage programs.

The New York gallery has a rooftop restaurant by Brendan Sodikoff, as well as a barista bar and wine terrace. Sodikoff's restaurant doesn't look or feel like any restaurant you would find even at a high-end department

store. The space itself is easily fit for a wedding or other high-end event. (But no, they don't allow it.) There are multi-million dollar city views and even an outdoor garden terrace. The level of sophistication is also reflected in the menu, which includes American favorites like lobster rolls and truffled grilled cheese.

An Experience Like No Other



RH Yountville Wine Vault
RH, Restoration Hardware

The interesting thing about RH's galleries with restaurants is that many customers are likely just going there to eat. Speaking to several people who had been to the New York restaurant or were planning on it, they revealed that they had no plans to buy furniture. The vibe of the space feels more like the nearby Soho House than a retail store. The restaurant almost feels entirely separate from the rest of the store.

But perhaps that's Friedman's master plan. Go for the salmon. Stay for the sofa. Today, you might stop by for a glass of prosecco to celebrate a promotion. Tomorrow, you're treating yourself to a new chair.

A Unique Business Model



RH Teen Bed

RH, Restoration Hardware

Friedman prides himself on eschewing modern business practices. RH has no social media accounts to promote the brand. They continue to use mail catalogs, which they call “Source Books.” Furthermore, while items do go on sale, they’re somewhat limited. Dressers won’t be 75% off on Labor Day.

Instead, RH has a membership model. For just \$100 annually, customers can save 25% off all full-priced items and 20% off all sale items, which can easily pay for itself in one purchase.

Reality VS Budget



RH TEEN Rowan Modular Sofa.

RH, Restoration Hardware

Many millennials wouldn’t dream of stepping into a store filled with furniture that exceeds not only their budget, but also the size of their living space. However, a closer look reveals RH is more affordable than its reputation would lead one to believe—if you know how to shop the store.

While the brand's signature **Cloud Sofa** can cost up to \$15k, the **RH Teen** line of sofas is more affordable, better suited for an apartment in terms of size and have the appearance of being designed for adults.

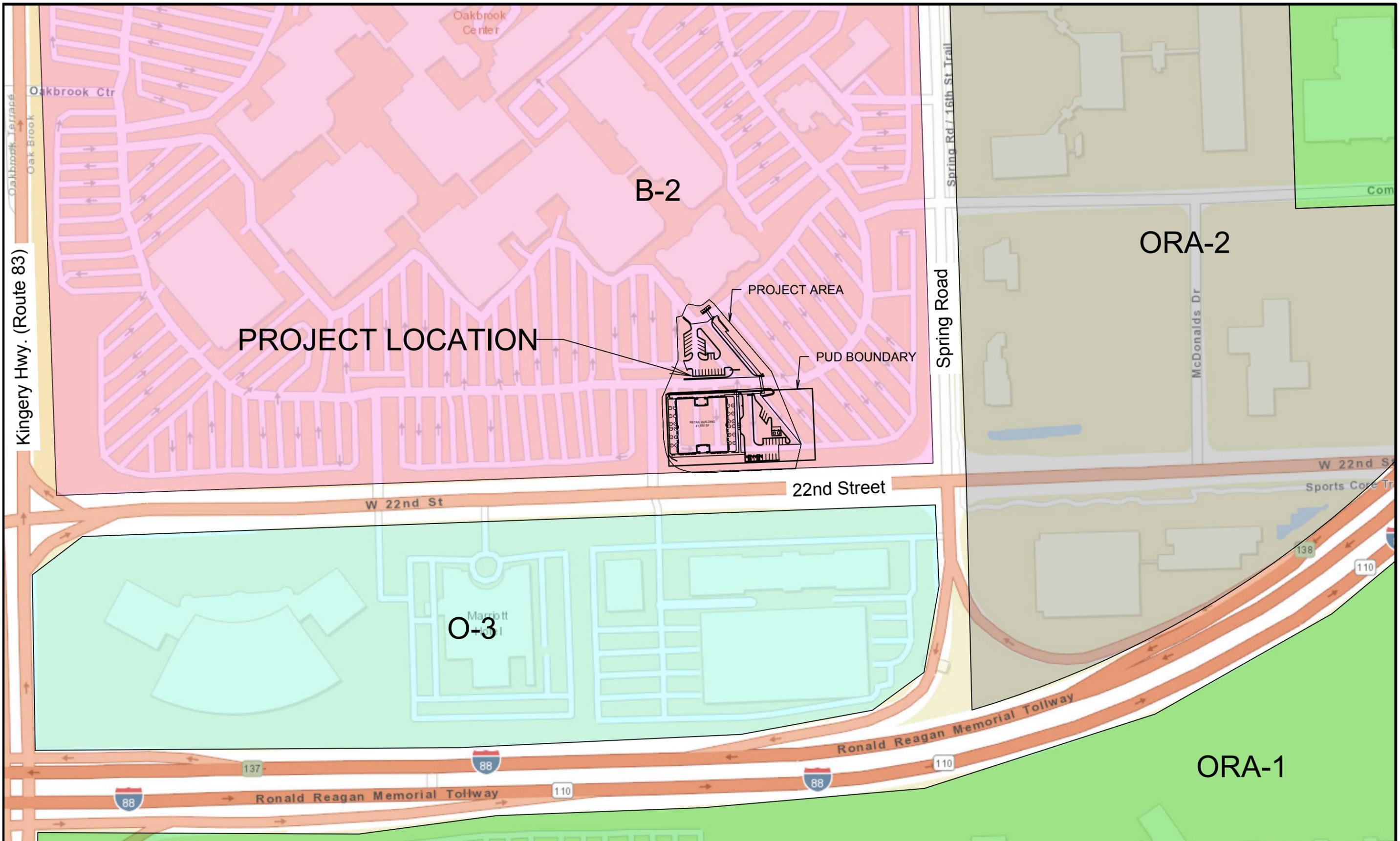
The Future Of RH



The exterior of the rooftop at RH in New York.
RH, Restoration Hardware

The company isn't limiting the hospitality aspects of their business to galleries. The plan is to open up what the brand calls Guesthouses. The first RH Guesthouse will open in 2019 at 55 Gansevoort Street adjacent to the New York Gallery. Friedman told trade publication *Business of Home*, that RH Guesthouse will have "little to no RH product inside." He also said, "People think, 'Oh, it'll be a showroom for your products.' I mean, there might be a couple sconce lights that we carry, but even the bed, I'm going to purposely design a bed for the Guesthouse that we don't sell."

So, will all of this make millennials go to RH for the hospitality and ultimately stay for the product? It's certainly looking that way



7325 Janes Avenue
 Woodridge, IL 60517
 630.724.9200 phone
 630.724.9202 fax
 www.v3co.com

ITEM 5 - CONTIGUOUS SITE AREA EXHIBIT

OAKBROOK CENTER - RH

SKETCH NO.:

RFI REFERENCE:

SHEET REFERENCE:

DATE: 09-30-2019



SCALE: 1" = 250'

NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.

PAVING LEGEND

HEAVY DUTY BITUMINOUS PAVEMENT

2" HMA SURFACE COURSE, MIX D N50
2.5" HMA BINDER COURSE, IL 19, N50
PRIME COAT, MC-30 AT 0.30 GAL/SY
12" AGGREGATE BASE COURSE - CA6

REGULAR DUTY BITUMINOUS PAVEMENT

1.5" HMA SURFACE COURSE, MIX D N50
2.25" HMA BINDER COURSE, IL 19, N50
PRIME COAT, MC-30 AT 0.30 GAL/SY
10" AGGREGATE BASE COURSE - CA6

CONCRETE PAVEMENT

8" P.C. CONCRETE PAVEMENT
6" AGGREGATE BASE COURSE - CA6

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

HARDSCAPE PAVING

HARDSCAPE BY TENANT

ORIGINAL ISSUE DATE: OIDATE		REVISIONS			
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

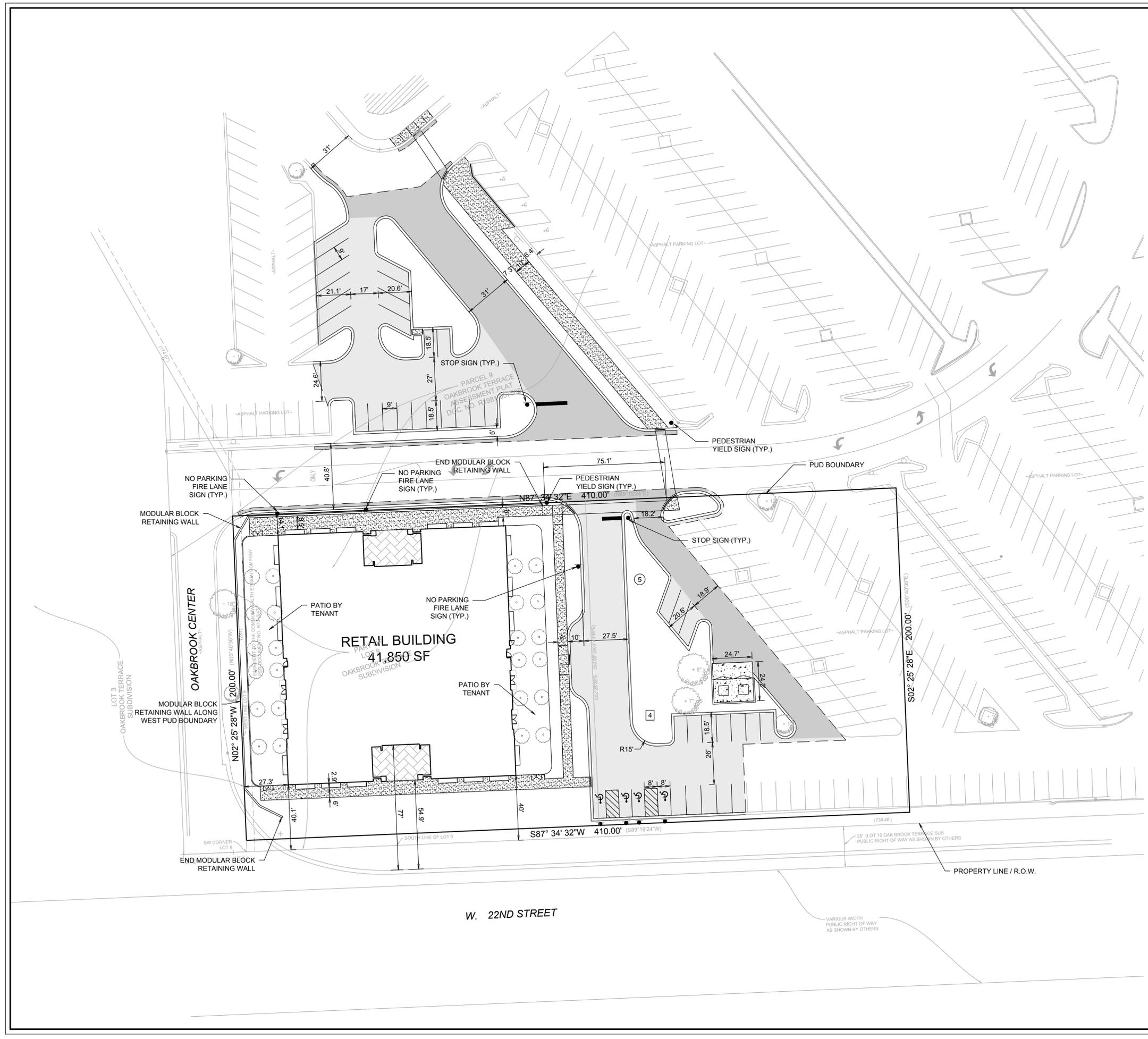
PROJECT NO.: 16255-RH
PROJECT MANAGER: RW
DESIGNED BY: GT
DRAWN BY: DB

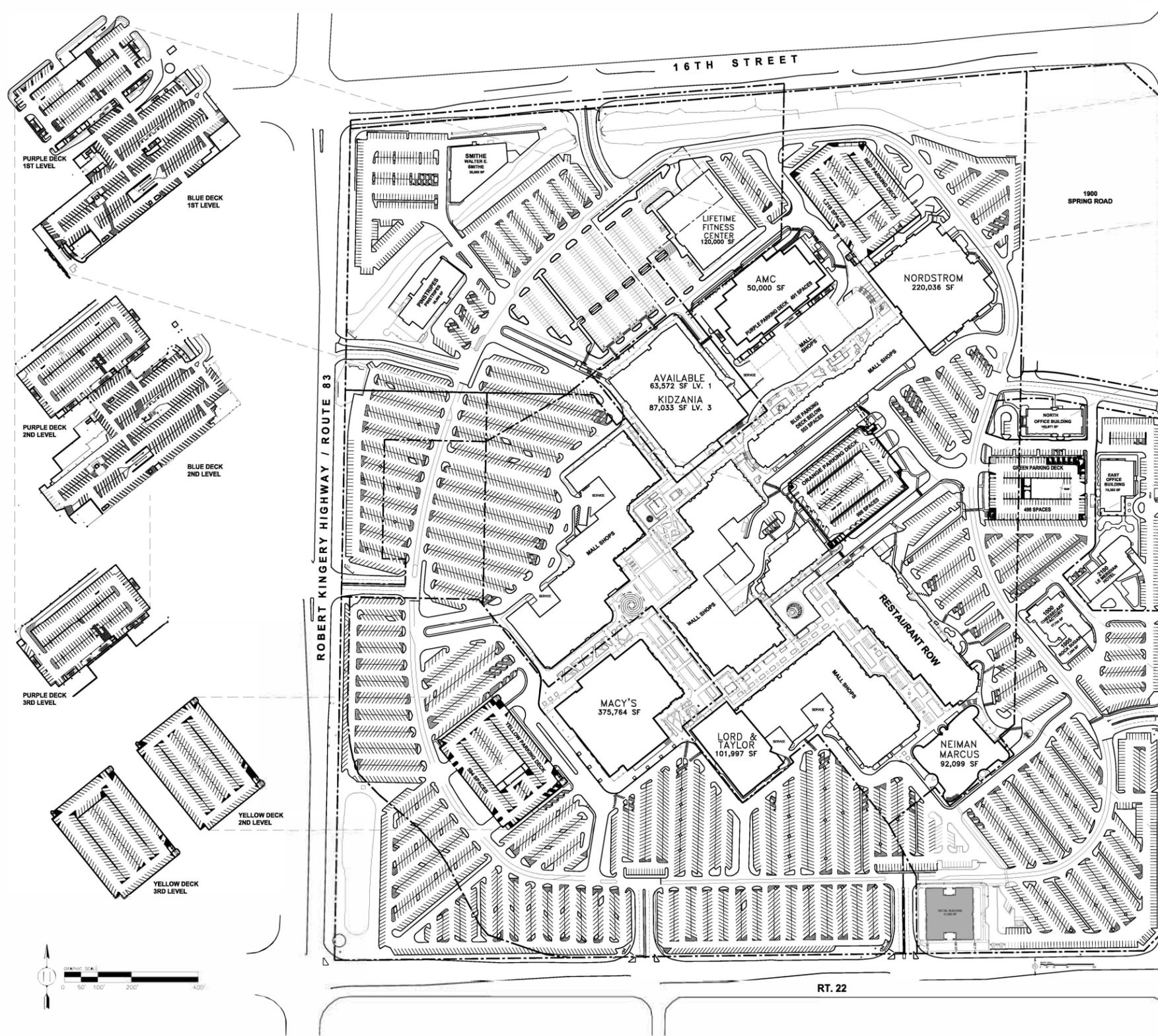
LAYOUT AND PAVING PLAN
OAKBROOK CENTER - OUTPARCEL
OAK BROOK ILLINOIS

7325 James Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

V3

DRAWING NO.
C1.0





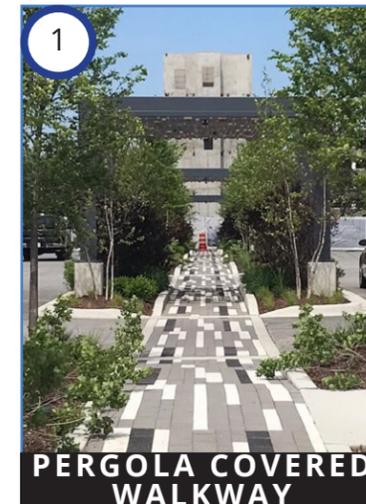
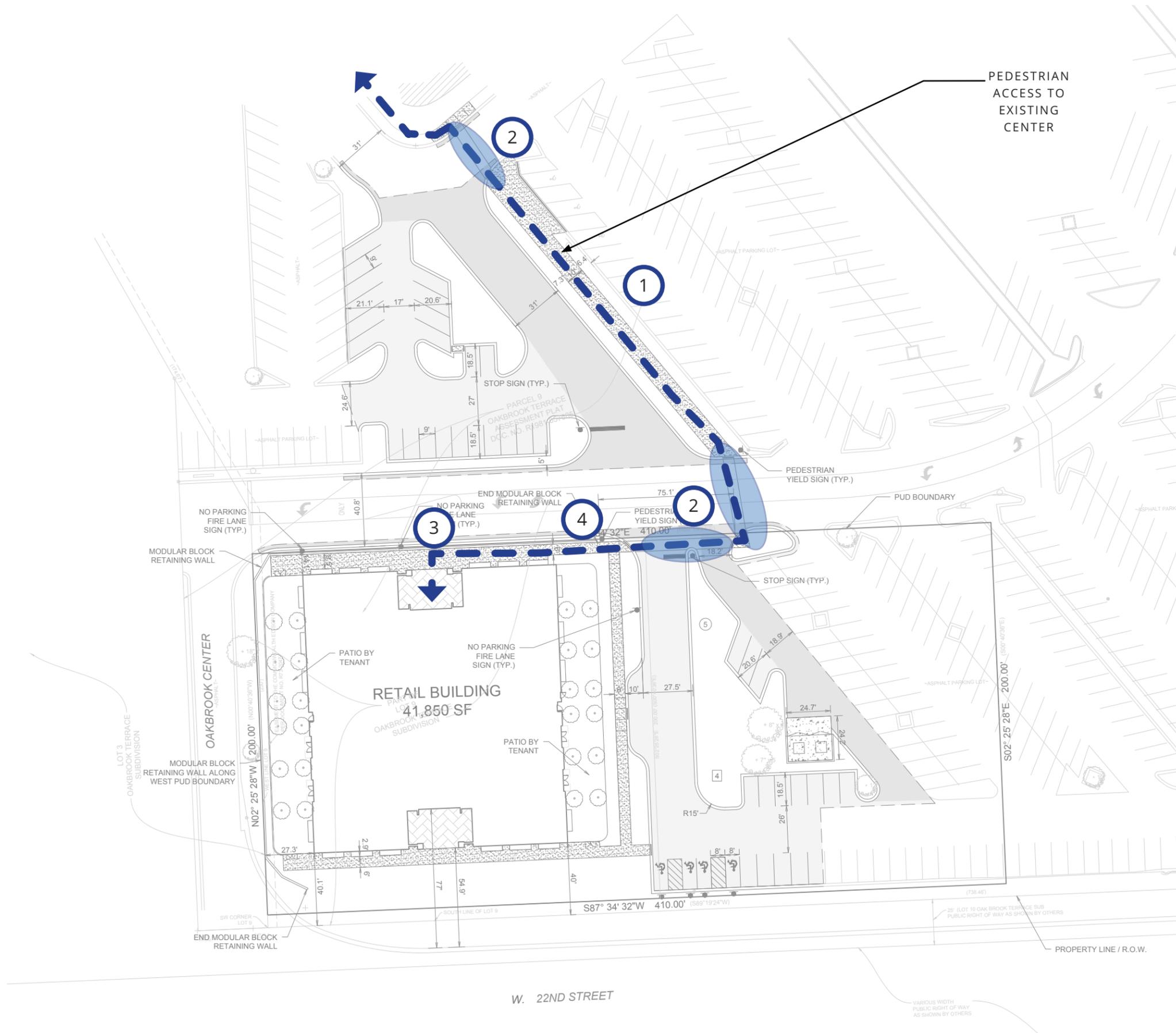
OAKBROOK CENTER DATA TABLE			
MALL GLA	EXISTING GLA	PROPOSED GLA	TOTAL GLA
MACY'S	375,764 SF		375,764 SF
SEARS	284,048 SF	-284,048 SF	0 SF
TBA	16,789 SF	(16,789)	0 SF
WALTER E. SMITHE	41,234 SF		41,234 SF
PINSTRIPES	38,500 SF		38,500 SF
NORDSTROM	220,036 SF		220,036 SF
LORD & TAYLOR	101,997 SF		101,997 SF
NEIMAN MARCUS	92,099 SF		92,099 SF
PERRY'S STEAKHOUSE	10,539 SF		10,539 SF
OLD TOWN POURHOUSE	6,958 SF		6,958 SF
AMC THEATER - 12 SCREEN	50,000 SF		50,000 SF
AMC THEATER - 4 SCREEN	16,080 SF		16,080 SF
NEW LOWER LEVEL SEARS		75,150 SF	75,150 SF
NEW LIFETIME FITNESS CENTER		120,000 SF	120,000 SF
NEW KIDZANIA		87,268 SF	87,268 SF
NEW RH		41,850 SF	41,850 SF
TOTAL	1,254,044 SF	23,431 SF	1,277,475 SF
MALLSHOPS	804,346 SF	57,185 SF*	861,531 SF
CHEESECAKE + Rock Sugar OUTPARCEL	22,675 SF		22,675 SF
TOTAL	827,021 SF	57,185 SF	884,206 SF
OAKBROOK OFFICE EAST	75,383 SF		75,383 SF
OAKBROOK OFFICE NORTH	96,526 SF		96,526 SF
PROFESSIONAL OFFICE	60,216 SF		60,216 SF
TOTAL	232,125 SF		232,125 SF
GRAND TOTALS	2,313,190 SF	80,616 SF	2,393,806 SF
LE MEREDIAN HOTEL**	174 ROOMS		113,192 SF
PARKING DATA			
EXISTING GRADE PARKING			7170 SPACES
WALTER E. SMITHE LOT			221 SPACES
EXISTING DECK PARKING			
RED			1038 SPACES
BLUE			553 SPACES
ORANGE			743 SPACES
GREEN			361 SPACES
YELLOW			419 SPACES
THEATER			491 SPACES
TOTAL			10,996 SPACES
Parking lost for RH pad			(214) SPACES
Parking added for RH pad			26 SPACES
TOTAL			(188) SPACES
TOTAL PARKING PROVIDED			10,808 SPACES
PARKING REQUIRED FOR MALL PROPERTY - RETAIL AND OFFICE @4.3/1000			10,293 SPACES
PARKING REQUIRED FOR HOTEL			174 SPACES
TOTAL PARKING REQUIRED			10,467 SPACES
TOTAL PARKING PROVIDED (W/O HOTEL STALLS)			10,634
SURPLUS/(DEFICIT)			341 SPACES
NEW RATIO			4.44
*NUMBER IS COMPRISED OF THE NEW TENANTS ON LEVEL 2 OF THE SEARS BOX THAT ARE NOW SHOWN AS INLINE GLA ON THE CO-TENANCY REPORT			
** HOTEL GLA NOT INCLUDED IN GRAND TOTALS			

TENANT NAMES SHOWN ON THIS PLAN REPRESENT LEASES WHICH ARE EXECUTED OUT FOR SIGNATURE, OR IN NEGOTIATION. SPECIFIC NAMES, LOCATIONS, DIMENSION OF ANY STORE, ENTRANCE, OR IMPROVEMENT ARE SUBJECT TO CHANGE, MODIFICATION AND DELETION BY LANDLORD OR OTHER PARTIES, AND ARE NOT A REPRESENTATION OF, OR WARRANTY AS TO THE OPENING OR CONTINUED OPERATION OF ANY STORE NAME OR EXPECTED ON THIS PLAN.

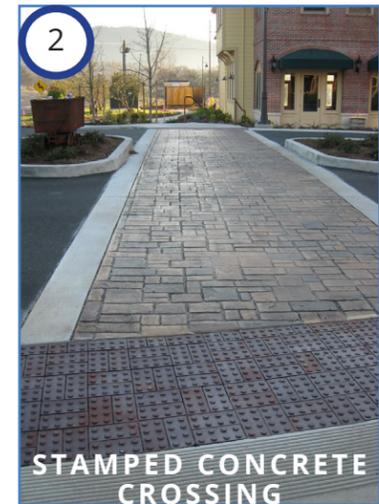
NOTWITHSTANDING THAT CERTAIN OF THE ELEMENTS, INCLUDING BUT NOT LIMITED TO THE TENANT NAMES, SHOWN ON THIS PLAN MAY BE INDICATED AS FUTURE OR PROPOSED, LANDLORD MAKES NO REPRESENTATION THAT THE FUTURE DEVELOPMENT WILL OCCUR AS SHOWN.

ALL TENANT LEASE AREAS ARE MEASURED FROM THE CENTERLINE OF INTERIOR PARTITION, FROM THE OUTSIDE FACE OF EXTERIOR WALL, FROM THE FULL THICKNESS OF CORRIDOR AND SHAFT WALLS AND FROM THE EDGE OF SLAB AT ANCHOR STORE WALLS.

M:\ORCA\Teams\Development\Team\New\PROJECTS\Oakbrook\Center\00_Plan\Dev\A\01_RH_planning_and_zoning\Working\2019_09_26_RH_Options_Casement_Directory_parking.dwg pllt dtb:9/26/2019 joers, jkck



PERGOLA COVERED WALKWAY



STAMPED CONCRETE CROSSING



3
"NO STOPPING OR STANDING" SIGN



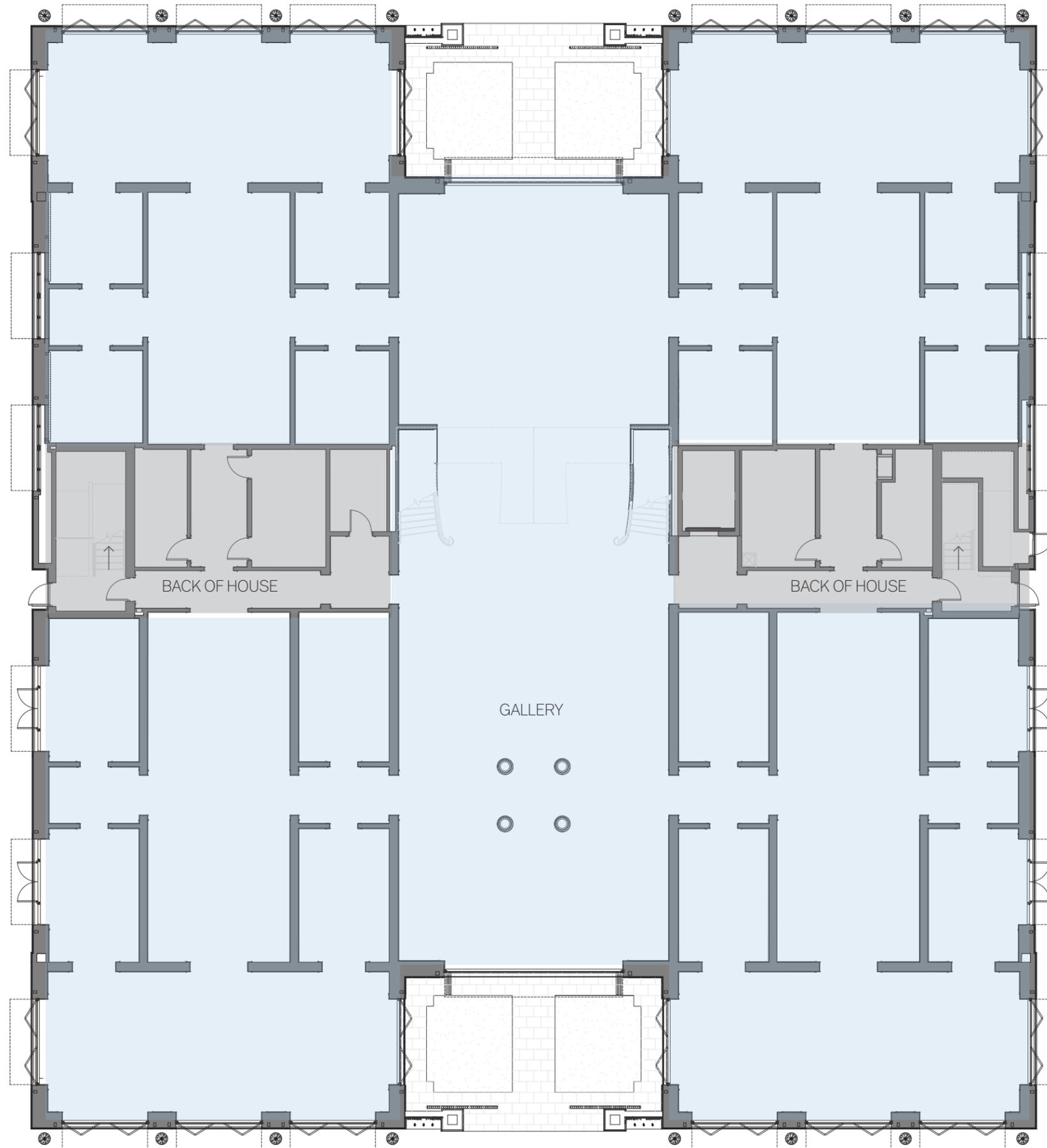
4
"RH DROP OFF" SIGN



ARTIST INTERPRETATION







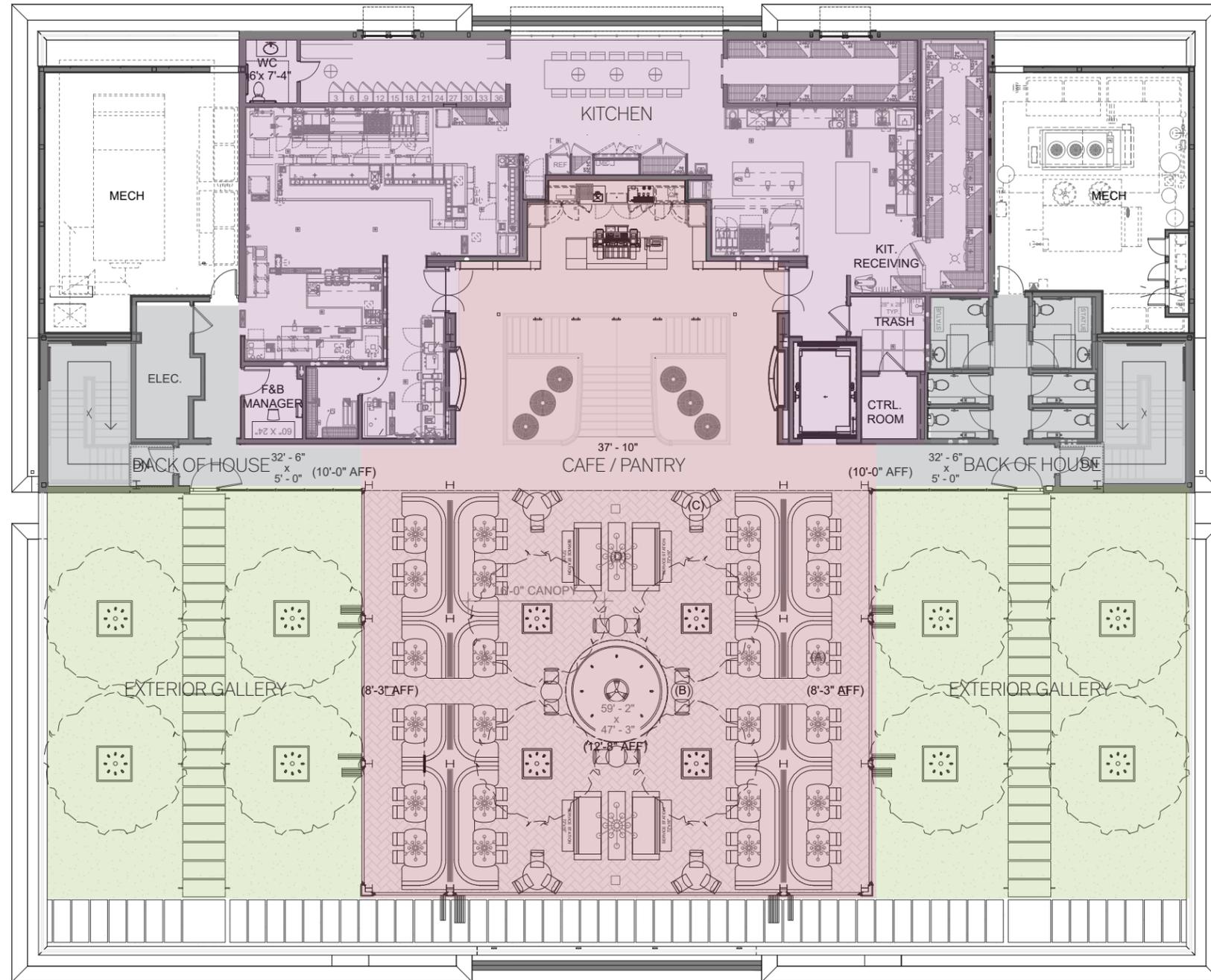
*INTERIOR PARTITIONS, ROOM CONFIGURATIONS, FURNITURE, AND MERCHANDISING SHOWN FOR ILLUSTRATIVE PURPOSE ONLY AND SUBJECT TO CHANGE.

SCALE: 1/16" = 1'-0"



*INTERIOR PARTITIONS, ROOM CONFIGURATIONS, FURNITURE, AND MERCHANDISING SHOWN FOR ILLUSTRATIVE PURPOSE ONLY AND SUBJECT TO CHANGE.

SCALE: 1/16" = 1'-0"



*INTERIOR PARTITIONS, ROOM CONFIGURATIONS, FURNITURE, AND MERCHANDISING SHOWN FOR ILLUSTRATIVE PURPOSE ONLY AND SUBJECT TO CHANGE.

SCALE: 1/16" = 1'-0"



STAIR PARAPET
52' - 0"

ROOF
47' - 8"

THIRD FLOOR
35' - 0"

SECOND FLOOR
18' - 0"

FIRST FLOOR
0' - 0"



BLACK PAINT FOR EXPOSED STEEL
+
DOORS & WINDOWS



SMOOTH CEMENT STUCCO
EXTERIOR FINISH



COLORED CAST STONE



BLUESTONE PAVER SYSTEM



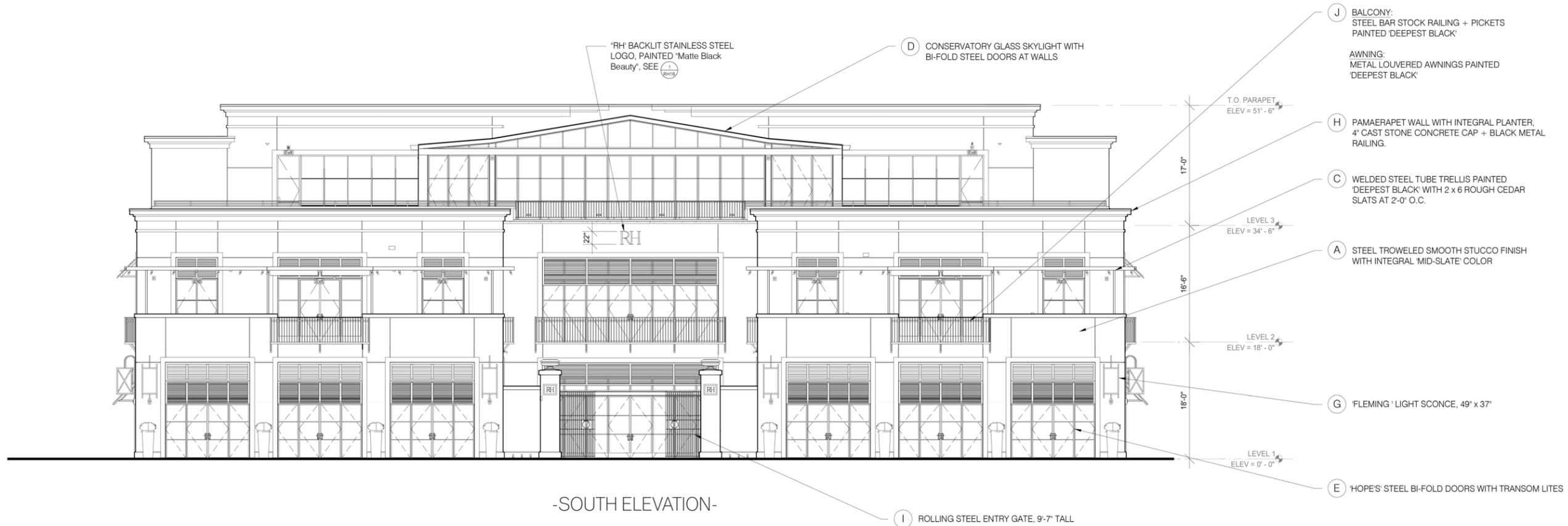
-NORTH ELEVATION-



-WEST AND EAST ELEVATIONS

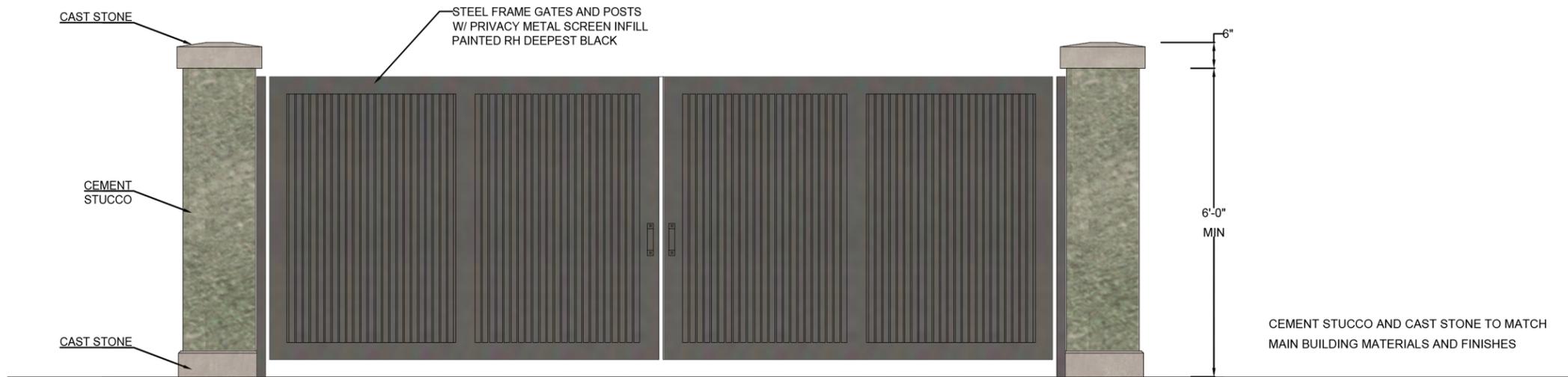


-NORTH ELEVATION-



-SOUTH ELEVATION-

SCALE: 1/16" = 1'-0"



1 FRONT ELEVATION

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



2 BACK ELEVATION

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



3 SIDE ELEVATION

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



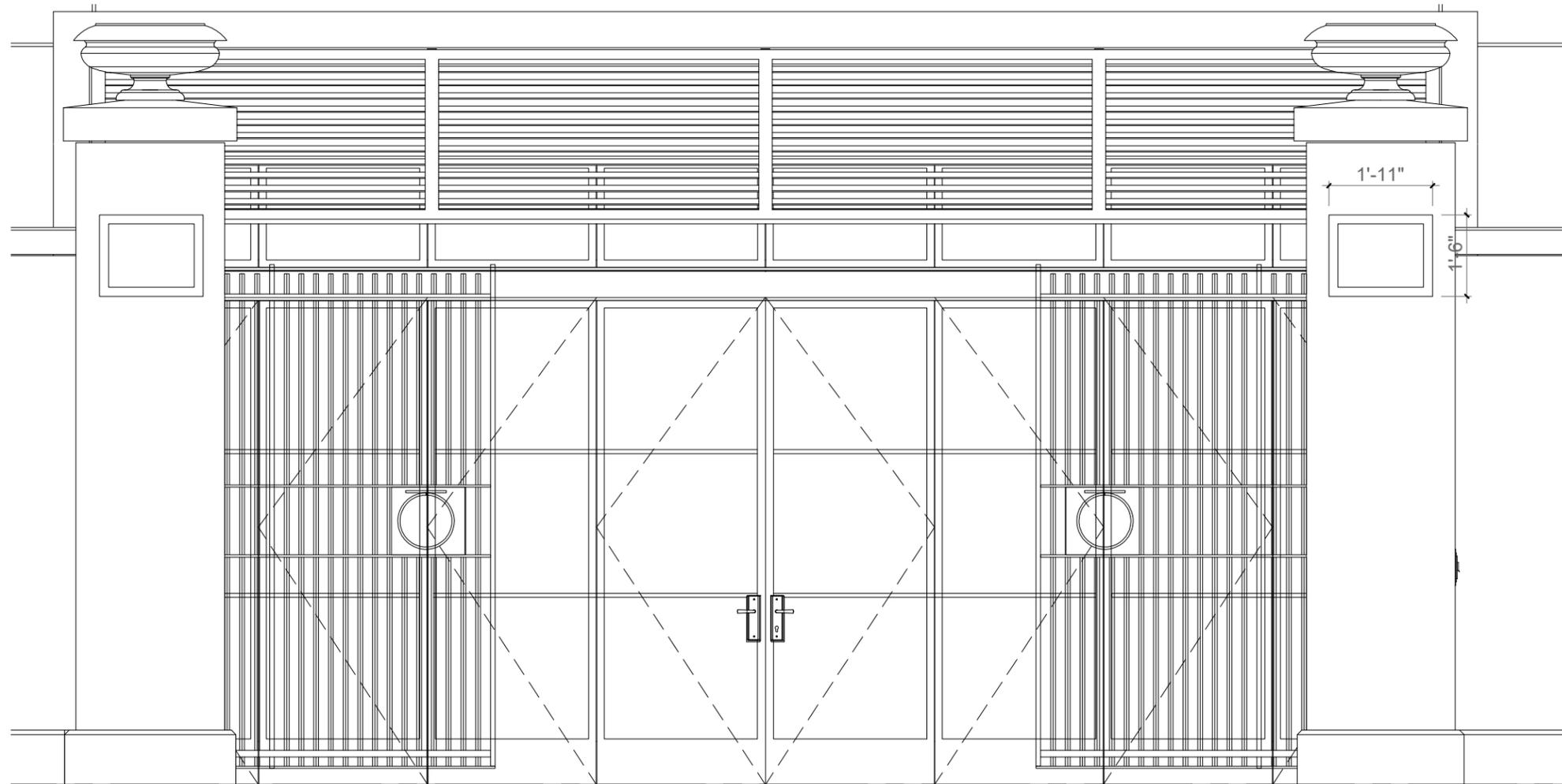
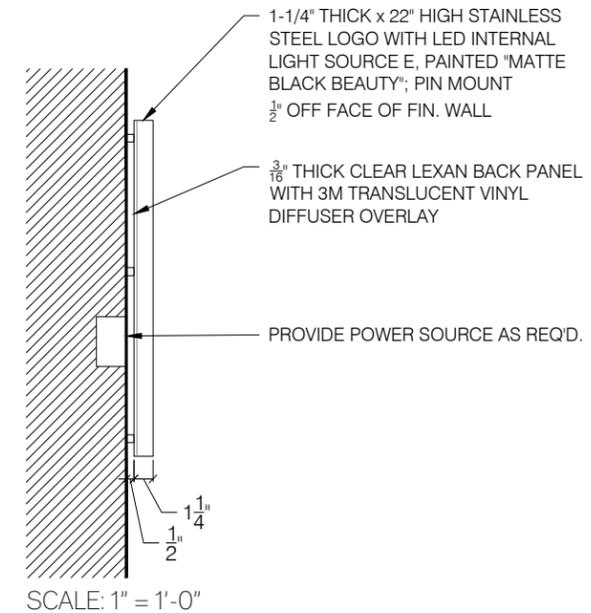
RH NASHVILLE - HALO LIT LOGO



RH WEST PALM BEACH - PLAQUE SIGN



-HALO SIGNAGE DETAILS-



-PLAQUE SIGNAGE DETAILS-



RH MELROSE



RH MELROSE



RH MELROSE



RH PORTLAND



RH WEST PALM BEACH



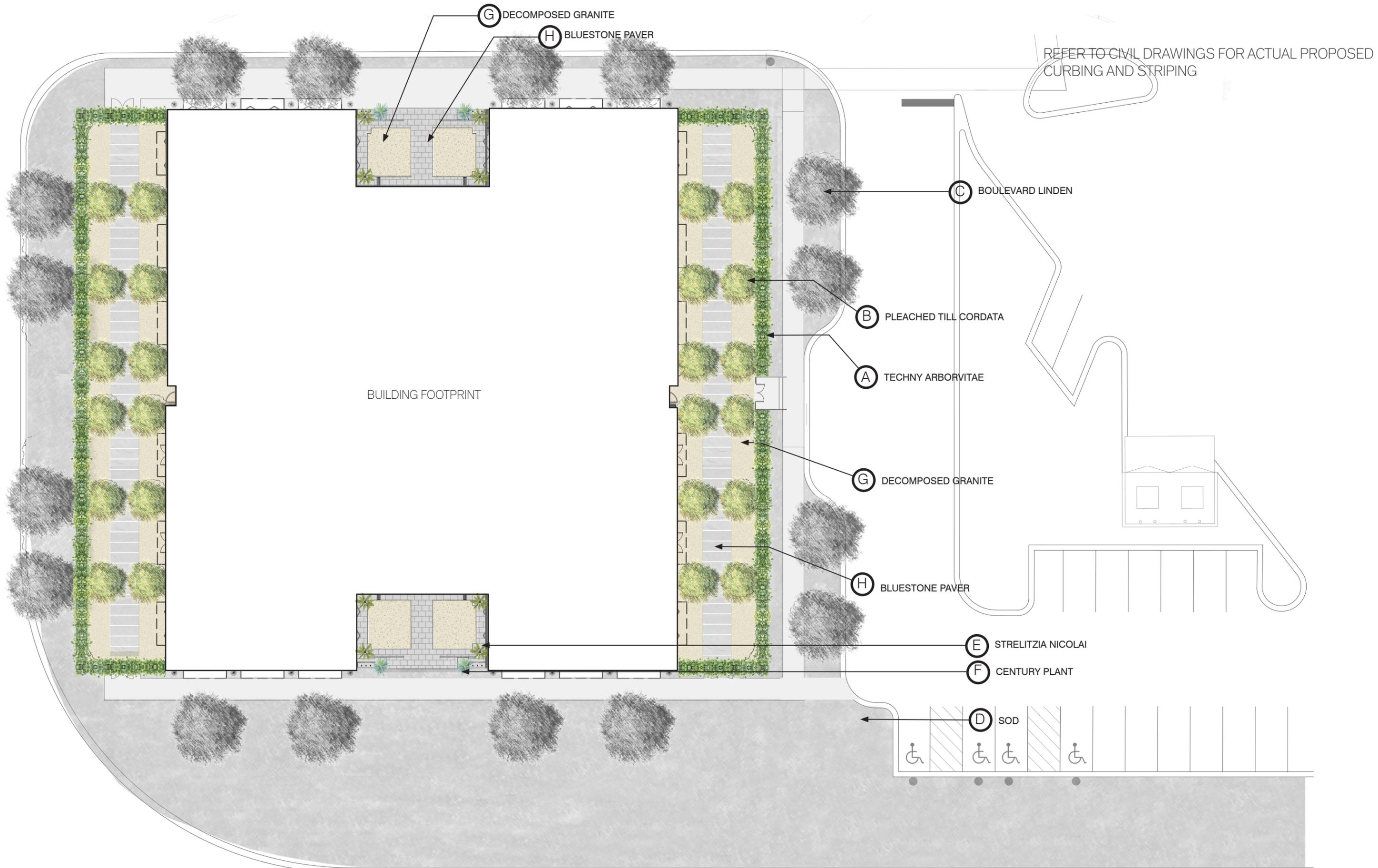
RH NASHVILLE



RH MELROSE



RH MEATPACKING





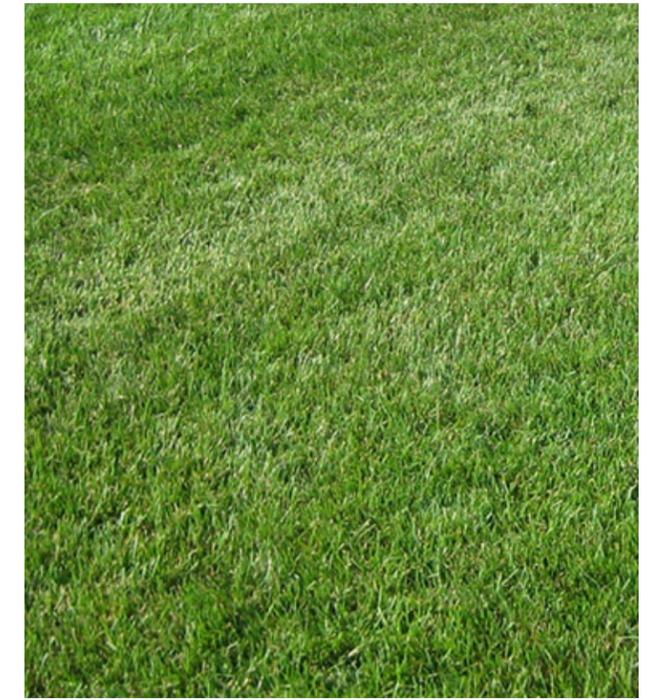
(A) TECHNY ARBORVITAE



(B) PLEACHED TILL CORDATA
PLEACHED LINDEN



(C) BOULEVARD LINDEN



(D) SOD / KENTUCKY BLUEGRASS



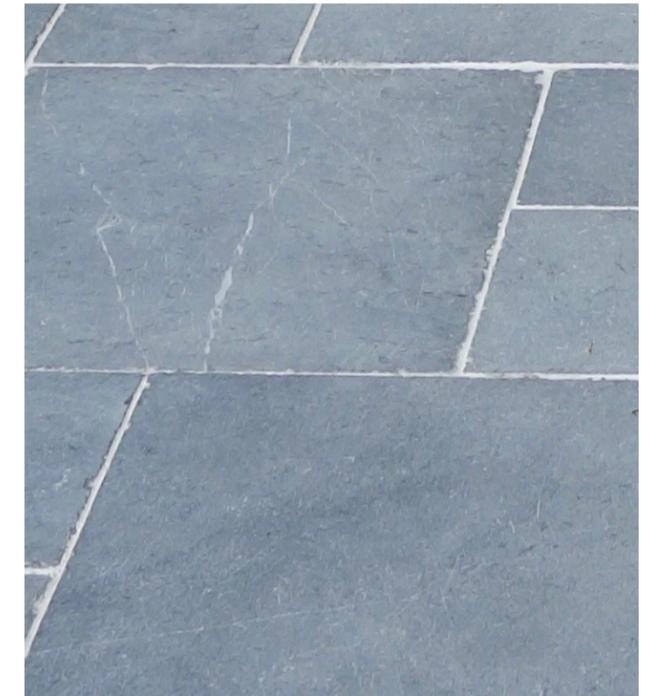
(E) STRELITZIA NICOLAI / GIANT BIRD OF PARADISE



(F) CENTURY PLANT / AGAVE



(G) DECOMPOSED GRANITE



(H) BLUESTONE PAVER

PRELIMINARY LANDSCAPE PLAN NOTES:

1. LANDSCAPE REQUIREMENTS PER THE VILLAGE OF OAK BROOK ZONING ORDINANCE
2. OFF-STREET PARKING AND LOADING LANDSCAPE REQUIREMENTS PER THE VILLAGE OF OAK BROOK ZONING ORDINANCE SECTION 13-12-4 "DESIGN AND MAINTENANCE"
 - 2.1. 13-12-4-C "INTERIOR PARKING LOT LANDSCAPING"
 - 2.2. 13-12-4-D "LANDSCAPE PLANS"
3. ALL EXISTING TURF GRASS AREAS DAMAGED DURING CONSTRUCTION TO BE RESEDED WITH PERMANENT TURF GRASS SEED MIX
4. SEE SHEET L1.1 FOR PLANT SCHEDULES AND DETAILS
5. REFER TO CIVIL ENGINEERING PLANS BY V3 COMPANIES FOR DETAILED SITE, GRADING AND UTILITY PLANS.

LEGEND

-  PLANT CALL OUT
-  DECIDUOUS SHADE TREE
-  TURF GRASS SEED MIX
-  EXISTING TREES PER PREVIOUS PLANS BY OTHERS
-  TRELLIS STRUCTURE



REVISIONS		DESCRIPTION
NO.	DATE	

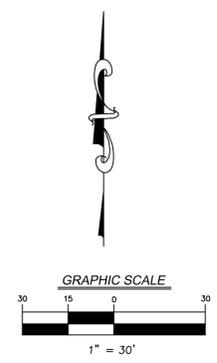
PROJECT NO.:	16255-RH
PROJECT MANAGER:	RW
DESIGNED BY:	EK
DRAWN BY:	EK

PRELIMINARY LANDSCAPE PLAN
OAKBROOK CENTER - OUTPARCEL
 OAK BROOK ILLINOIS

7325 Janes Avenue
 Woodridge, IL 60517
 630.724.9200 phone
 www.v3co.com



DRAWING NO.
L1.0



OAKBROOK CENTER
RH PLANNED DEVELOPMENT
PROJECT SCHEDULE / PHASING PLAN

13-15-6: APPLICATION REQUIREMENTS.

B. Information Required: ***

10. A schedule showing the approximate date for beginning and completion of each stage of construction of the planned development.

13-15-7: EFFECT OF APPROVAL OR DENIAL.***

C. Subject to subsection G of this section, the corporate authorities may declare the approval of a planned development null and void if the recipient does not file a complete application for a building permit relative to the proposed planned development within nine (9) months after the date of adoption of the ordinance approving the planned development.

D. Subject to subsection G of this section, the corporate authorities may declare the approval of a planned development null and void if construction has not commenced within twenty four (24) months, and is not completed within thirty six (36) months, after the date of adoption of the ordinance approving the planned development, except as may otherwise be provided in the ordinance approving the planned development.

E. Subject to subsection G of this section, the corporate authorities may declare the approval of a planned development with a phasing plan null and void if construction has not commenced and is not completed in accordance with the terms of the phasing plan.***

Petitioner and Restoration Hardware intend to begin filing their primary permit applications to the Village (*i.e.*, for grading, foundations, other site improvements, and construction of the Gallery itself) within weeks after the applicable Planned Development Ordinance is adopted, but certainly within 12 months.

Petitioner and Restoration Hardware expect to commence construction activities as soon as possible following issuance of the corresponding permits, subject only to delays for weather, other *force majeure* factors, and newly-discovered site conditions, if any.

Petitioner and Restoration Hardware expect to complete construction of foundations and site improvements within 12 months of commencing that work and to complete construction of the Gallery structure within 12 to 24 months of commencing its construction. Again, these estimates may be subject to delays relating to weather, other *force majeure* factors, and unknown site conditions.

Planting times for the extensive outdoor landscaping areas at the ground and terrace levels will be particularly difficult to manage relative to weather conditions and the timing of other construction activities, but the preference and intent is for the planting of those areas to be completed prior to the Gallery's initial opening. (In any event, opening of the store and restaurant should not be delayed by or conditioned on finalization of landscaping features.)

Petitioner is requesting that the Ordinance establishing the Planned Development (the "Ordinance") acknowledge the foregoing as the approved Phasing Plan for the Planned Development pursuant to Section 3-15-17-E of the Zoning Ordinance and that the approved Phasing Plan supersede contradictory deadlines in Section 3-15-7-C and 3-15-17-D of the Zoning Ordinance.

TRAFFIC IMPACT STUDY

REPORT FOR:

OAKBROOK CENTER OUTPARCEL



OAK BROOK, ILLINOIS

PREPARED BY:



V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517

V3 Project No. 16255.RH

September 9, 2019



TABLE OF CONTENTS

I. INTRODUCTION	1
II. PROJECT CONDITIONS	4
Land Uses	4
Roadway System.....	4
Traffic Volumes.....	9
Proposed Development	9
Land Use Development	9
Roadway Development.....	9
III. TRAFFIC FORECASTS	11
Project Traffic Volumes	11
Trip Generation Estimation	11
Trip Distribution and Assignment.....	12
Background Traffic Volumes	13
Future Traffic Volumes	14
IV. TRAFFIC ANALYSIS	20
Capacity Analysis	20
Queue Length Analysis	22
V. CONCLUSIONS	24



FIGURES

Figure 1: Site Location Map	2
Figure 2: Conceptual Site Plan.....	3
Figure 3: Land Use Map.....	7
Figure 4: Existing Lane Configuration	8
Figure 5: Existing Traffic Volume	10
Figure 6: New Project Traffic Volumes.....	15
Figure 7: Pass-By Traffic Volumes.....	16
Figure 8: Total Project Traffic Volume	17
Figure 9: Background Traffic Volume.....	18
Figure 10: Future with Project Traffic Volume	19

TABLES

Table 1: Trip Generation	12
Table 2: Distribution of New Trips	13
Table 3: CMAP Growth Rates	13
Table 4: Level of Service Definitions for Signalized and Unsignalized Intersections	20
Table 5: Signalized LOS.....	21
Table 6: 95% Queue Length	23

APPENDICES

Appendix A	Existing Traffic Counts
Appendix B	CMAP Correspondence
Appendix C	Capacity Analysis Worksheets – Existing
Appendix D	Capacity Analysis Worksheets – Background
Appendix E	Capacity Analysis Worksheets – Future with Project



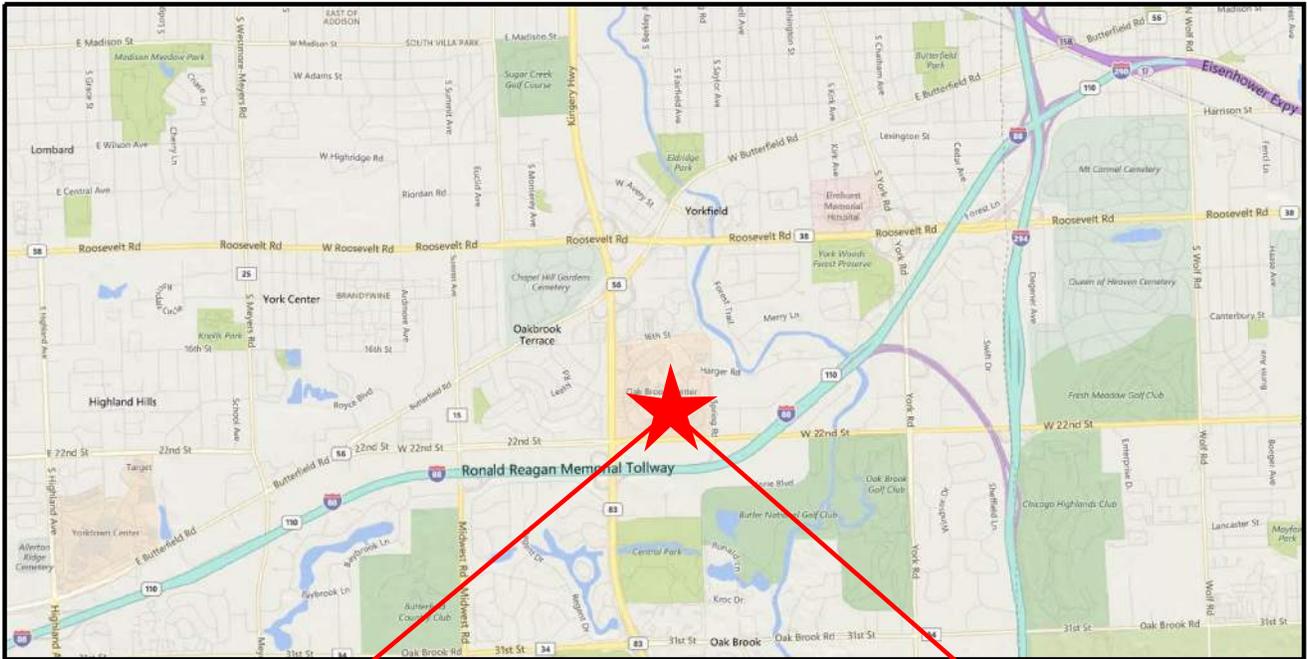
I. INTRODUCTION

V3 Companies has been retained by Brookfield Properties Retail Group to conduct a traffic impact study for a proposed retail development on an outparcel to be created within a portion of an existing parking lot at the Oakbrook Center. The outparcel will be located west of the intersection of Spring Road and 22nd Street in Oak Brook, Illinois. The site is bounded by the existing Ring Road to the north, an existing parking lot to the east, 22nd Street to the south, and an existing entrance road to the Oakbrook Center to the west (Oakbrook Center 1). A location map is included as Figure 1.

The proposed development consists of a 41,850 square foot retail furniture store with an integrated restaurant. Primary access will be provided through parking lot drive aisles connected to the existing Ring Road with additional cross-access to the existing Oakbrook Center parking lots to the east. The development also will include modifications to certain existing parking lots, including median relocation and striping changes to improve circulation in the vicinity of the proposed outparcel. A conceptual site plan is included as Figure 2.

The purpose of this study is to evaluate the potential traffic impacts of the proposed retail development. Traffic estimates are projected to 2025, which is five years beyond the anticipated opening date in 2020. The study area includes the signalized intersections of 22nd Street and Spring Road/I-88 Ramps, 22nd Street and Oakbrook Center 1, 22nd Street and Oakbrook Center 2.

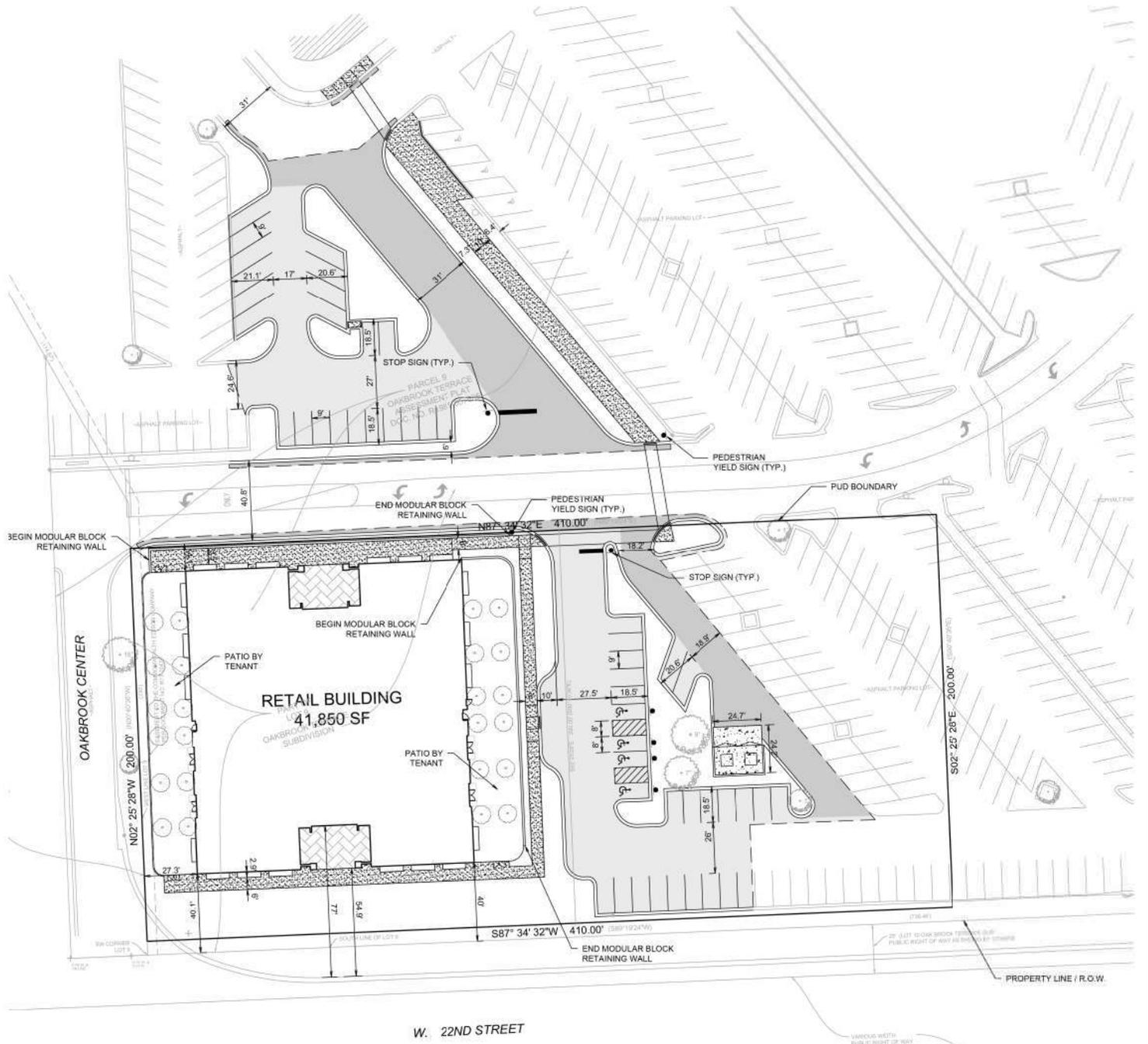
This report includes a description of existing conditions, data collection and capacity analysis, evaluation of data, and conclusions.



**OAKBROOK CENTER
OUTPARCEL**

**FIGURE 1
SITE LOCATION MAP**





**OAKBROOK CENTER
OUTPARCEL**

**FIGURE 2
CONCEPTUAL SITE PLAN**





II. PROJECT CONDITIONS

Land Uses

A variety of land uses exist near the project site, including office, hotel, retail, and service uses. A mixed use development located at the northeast corner of 22nd Street and Spring Road and a residential development located at the southwest corner of 16th Street and Spring Road have been approved by the Village. The surrounding land uses are illustrated in Figure 3.

Roadway System

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configurations in the study area are illustrated in Figure 4.

Roadway Descriptions

22nd Street is an east-west minor arterial and typically consists of three travel lanes in each direction with a raised concrete median. 22nd Street is posted with a speed limit of 40 mph in both directions. Two right in/right out driveways for business centers are provided on the south side of 22nd Street in between the Oakbrook Center entrances. 22nd Street is under IDOT jurisdiction and is classified as a Strategic Regional Arterial (SRA).

Spring Road is a north-south major collector consisting of two travel lanes in each direction divided by a raised concrete median. Spring Road is posted with a speed limit of 30 mph in both directions. One right in/right out driveway for a retail area is provided on Spring Road north of the 22nd Street intersection. Spring Road connects into an Interstate 88 interchange south of 22nd Street. Spring Road is under the Village of Oak Brook jurisdiction.

I-88 Ramps operate as the south leg of the intersection of 22nd Street and Spring Road. The ramps represent a partial access interchange, serving traffic entering and exiting from westbound I-88. The I-88 Ramps are under Illinois Tollway jurisdiction.

Oakbrook Center 1 is a north-south entrance to Oakbrook Center located approximately 800 feet west of the Spring Road. Oakbrook Center 1 consists of two lanes in each direction for roughly 200 feet length between 22nd Street and Ring Road. Pedestrian facilities are provided at the intersection with 22nd Street. Oakbrook Center 1 is a private road.

Oakbrook Center 2 is a north-south public entrance to Oakbrook Center located approximately 780 feet west of Oakbrook Center 1. Oakbrook Center 2 consists of two lanes in each direction for roughly 200 feet length between 22nd Street and Ring Road. Pedestrian facilities are not provided at the intersection with 22nd Street. Oakbrook Center 2 is a private road.

Ring Road is a circulatory roadway serving internal traffic at Oakbrook Center. Ring Road typically consists of a three-lane section with one through lane in each direction and a two-way



left turn lane located in the striped median. Pedestrian crosswalks are provided at multiple locations along Ring Road. Ring Road is a private road.

Intersection Description

The intersection of *22nd Street and Spring Road* is signalized with an actuated, coordinated timing scheme. The eastbound and westbound approaches consist of two left turn lanes, three through lanes, and one right turn lane. The northbound approach consists of one left turn lane and one shared left/through/right turn lane. The southbound approach consists of one left turn lane, one shared left/through turn lane, and one shared through/right turn lane. Right turn slip lanes are provided on all approaches, which allow for right turns to be made when approximately two vehicles are at the stop bar. The cycle length of the traffic signal is determined to be 150 seconds during the weekday pm peak hour and 130 seconds during the Saturday peak hour, based on field observations during the peak periods. The eastbound and westbound left turning movement operate as protected only. The northbound and southbound approaches operate as split phase. This intersection has pedestrian signals, sidewalk approaches, and crosswalks on all legs of the intersection.

The intersection of *22nd Street and Oakbrook Center 1* is signalized with an actuated, coordinated timing scheme. The eastbound and westbound approaches consist of two left turn lanes, two through lanes, and one shared through/right turn lane. The northbound and southbound approaches consist of one shared left/through lane and one shared through/right lane. Right turn slip lanes are provided on all approaches, which allow for right turns to be made when approximately two vehicles are at the stop bar. The cycle length of the traffic signal is determined to be 150 seconds during the weekday pm peak hour and 130 seconds during the Saturday peak hour, based on field observations during the peak periods. The eastbound and westbound left turning movement operate as protected only. This intersection has pedestrian signals and crosswalks on the north, south, and west legs of the intersection.

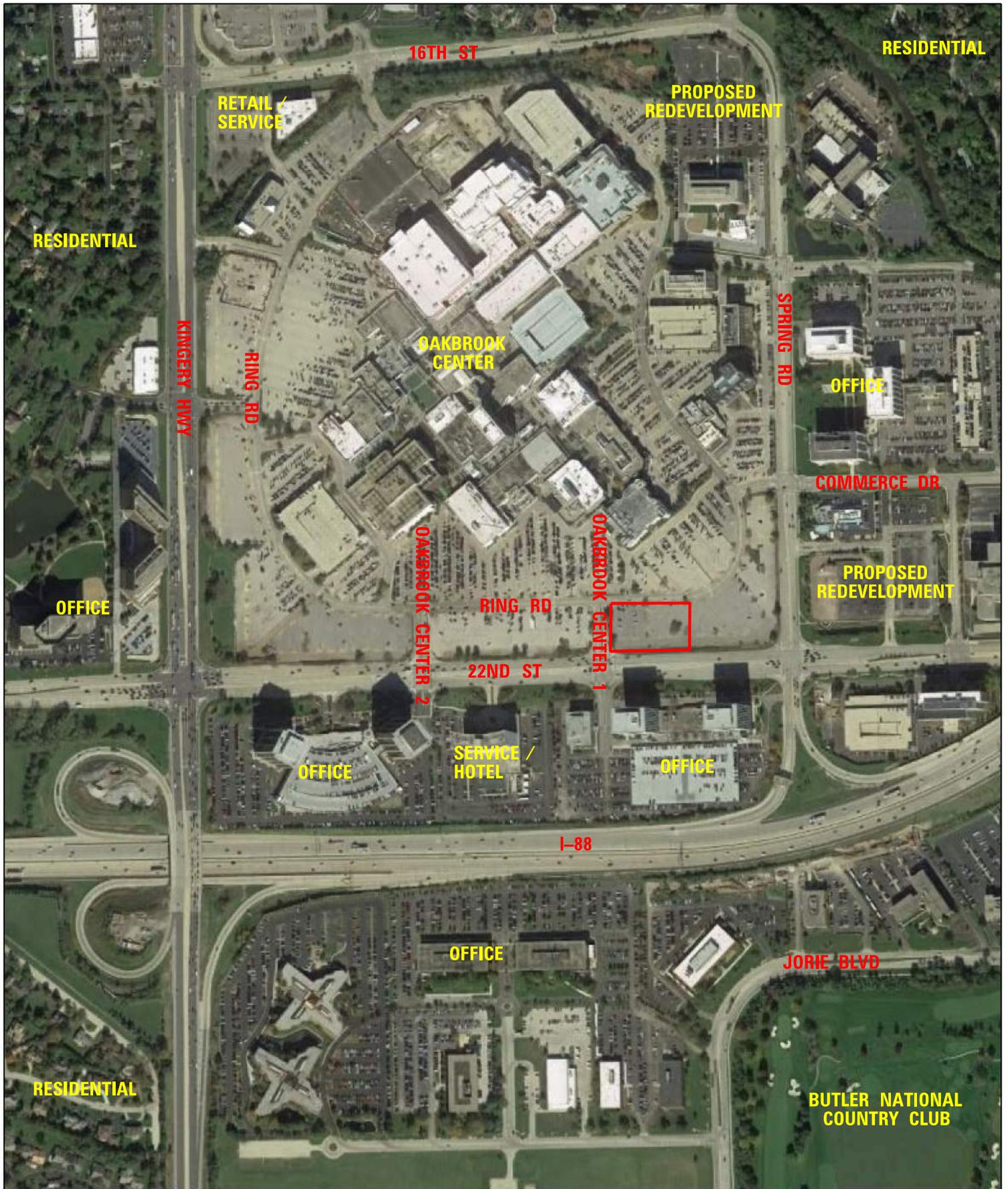
The intersection of *22nd Street and Oakbrook Center 2* is signalized with an actuated, coordinated timing scheme. The eastbound and westbound approaches consist of two left turn lanes, two through lanes, and one shared through/right turn lane. The northbound and southbound approaches consist of one shared left/through lane and one shared through/right lane. Right turn slip lanes are provided on all approaches, which allow for right turns to be made when approximately two vehicles are at the stop bar. The cycle length of the traffic signal is determined to be 150 seconds during the weekday pm peak hour and 130 seconds during the Saturday peak hour, based on field observations during the peak periods. The eastbound and westbound left turning movement operate as protected only. This intersection has pedestrian signals, sidewalk approaches, and a crosswalk on the east leg of the intersection.

The intersection of Ring Road and Oakbrook Center 1 is a stop-controlled T-intersection. The eastbound and westbound approaches are stop-controlled, while the northbound approach is free flow. The northbound approach consists of one left turn lane and one right turn lane. The westbound approach consists of one through lane and one left turn lane. The eastbound



approach consists of one shared through/right turn lane. There is a sidewalk approach on the southwest corner of the intersection, but no marked pedestrian crossings are present.

The intersection of Ring Road and Oakbrook Center 2 is a stop-controlled T-intersection. The eastbound and westbound approaches are stop-controlled, while the northbound approach is free flow. The northbound approach consists of one left turn lane and one right turn lane. The westbound approach consists of one through lane and one left turn lane. The eastbound approach consists of one shared through/right turn lane. There are sidewalk approaches and a crosswalk along the east leg of the intersection crossing Ring Road.



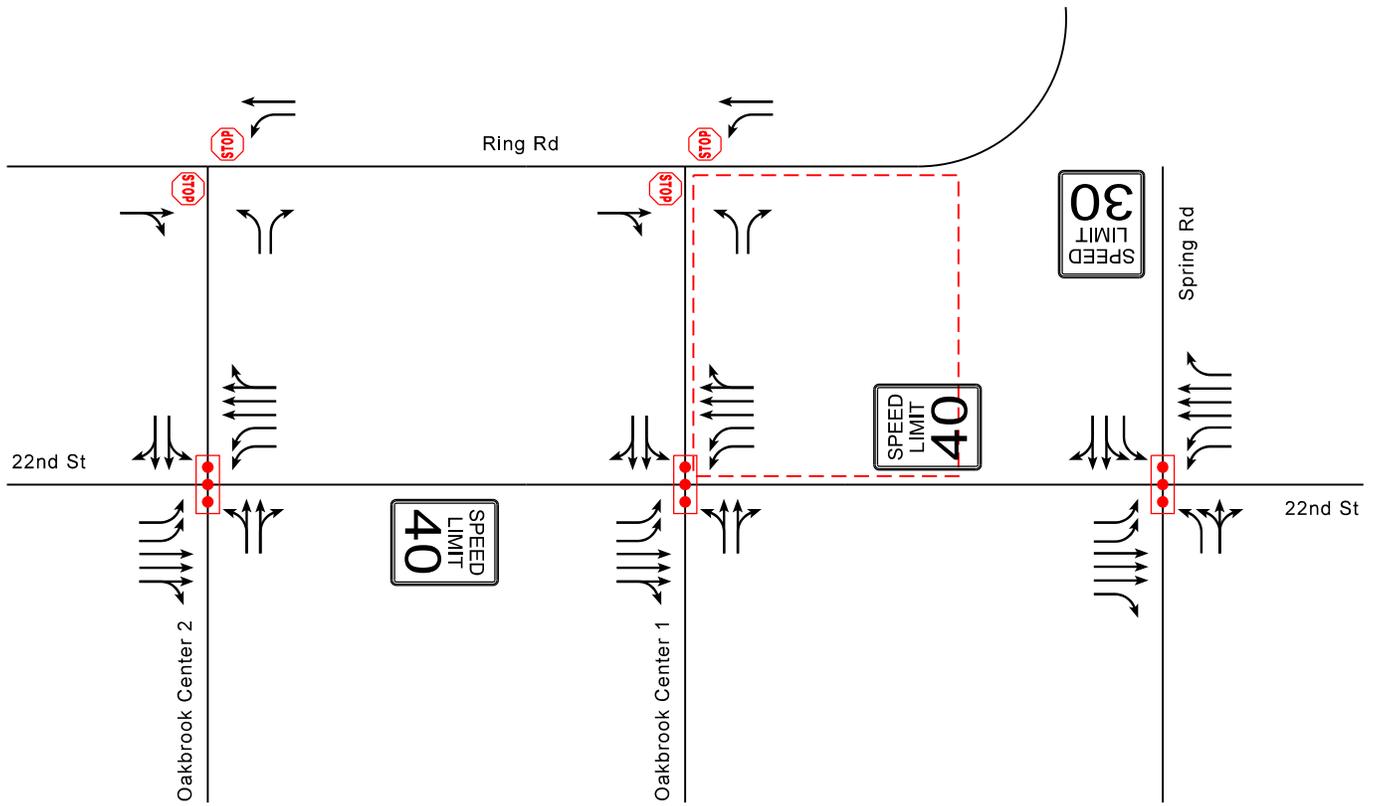
**OAKBROOK CENTER
OUTPARCEL**

**FIGURE 3
LAND USE MAP**

OAK BROOK

ILLINOIS





**OAKBROOK CENTER
OUTPARCEL**

**FIGURE 4
EXISTING LANE CONFIGURATION**

OAK BROOK

ILLINOIS





Traffic Volumes

To assist in the evaluation of the traffic impact on the roadway system resulting from the proposed development, existing vehicular volumes were collected in the study area.

Existing traffic counts were collected on Thursday, June 27, 2019 and Saturday, June 29, 2019 at the intersections of 22nd Street and Spring Road, 22nd Street and Oakbrook Center 1, and 22nd Street and Oakbrook Center 2. Weekday pm peak hour traffic counts were collected from 4:00 pm to 6:00 pm and Saturday peak hour traffic counts were collected from 11:00 am to 3:00 pm. The time periods of the traffic counts were selected to coincide with the typical peak demand hours of minor arterials and major collectors similar to the adjacent roadways and the typical peak generating hours of retail developments. The weekday am peak hour was not collected as this retail store will likely not be open during that time frame.

The weekday pm and Saturday peak hours occur between 4:15 pm to 5:15 pm and 2:00 pm to 3:00 pm, respectively. The existing peak hour volumes at the study area intersections are illustrated in Figure 5. A summary of the traffic volumes collected in fifteen minute increments is provided in Appendix A.

Proposed Development

Land Use Development

The areas surrounding this site are generally built out with established developments consisting of offices, retail, and residential uses. There are two proposed developments in the vicinity of this proposed development that will affect the study area. Oak Brook Commons, a mixed use redevelopment, has been approved at the northeast corner of 22nd Street and Spring Road. The development will include office, hotel, retail, and restaurant land uses. In addition, a residential development has been approved at the southwest corner of 16th Street and Spring Road. The high-rise condominium building will include 90 units. Traffic from both developments will be included in the future scenarios.

There are no other known developments in the area that would affect future traffic in the study area.

Roadway Development

As illustrated in Figure 2, the proposed development will include reconfiguring various existing parking lot drive aisle access points on Ring Road east of Oakbrook Center 1. The development will be accessed through existing parking lot drive aisle access points on Ring Road and the existing parking lot to the east. The development also will include modifications to the parking lot medians and striping to improve traffic flow near the retail building.

There are no other known roadway developments that are expected to impact the study area network.

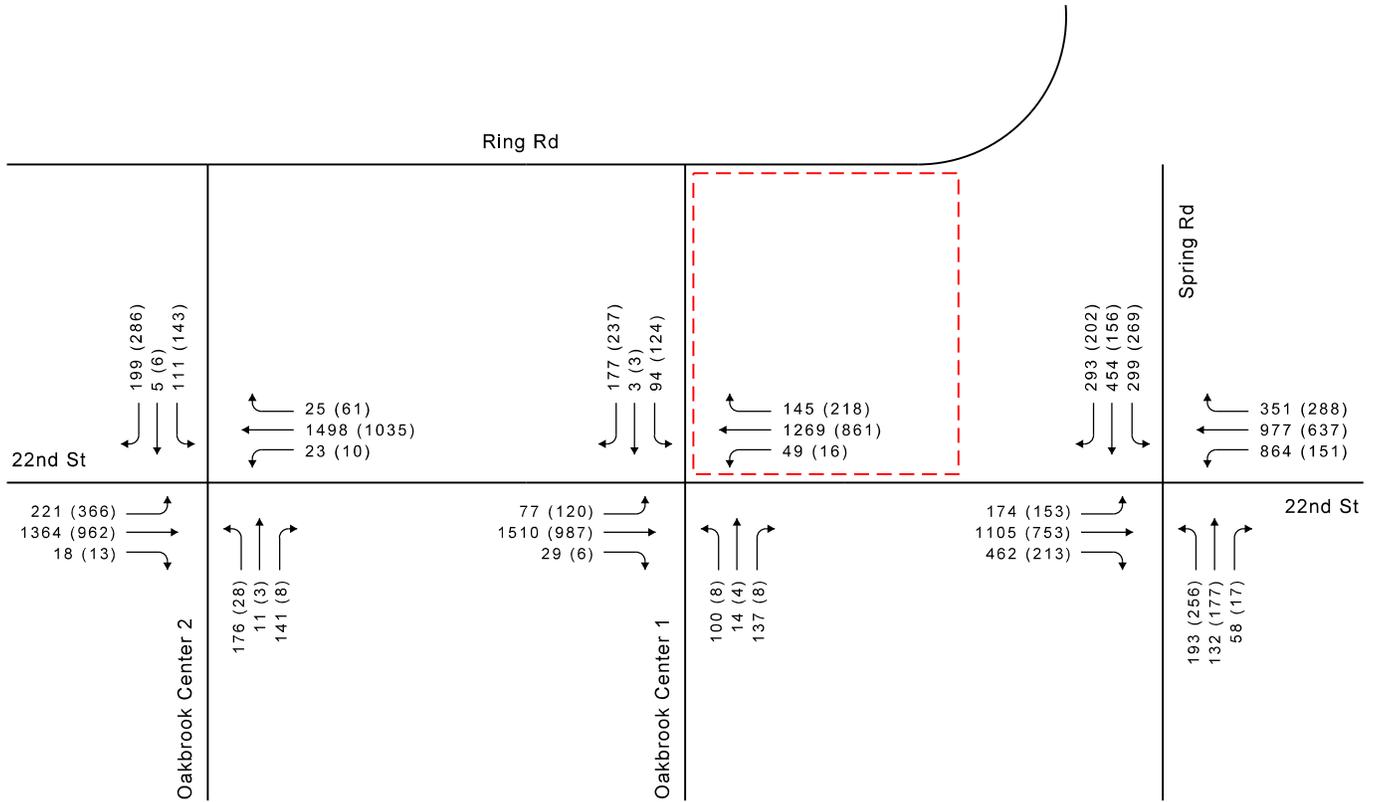
LEGEND

- WEEKDAY PM PEAK HOUR

(##) - SATURDAY PEAK HOUR

WEEKDAY PM PEAK HOUR: 4:15 PM - 5:15 PM

SAT PEAK HOUR: 2:00 PM - 3:00 PM



**OAKBROOK CENTER
OUTPARCEL**

**FIGURE 5
EXISTING TRAFFIC VOLUMES**





III. TRAFFIC FORECASTS

Project Traffic Volumes

Trip Generation Estimation

Project traffic is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The proposed development consists of a 41,850 square foot retail furniture store with an integrated restaurant. Both uses will be operated by a single entity as a single operating unit. As such, it is not appropriate to calculate the trip generation of the component uses separately. The following land use category is used to determine project traffic:

Shopping Center (ITE Land Use Code 820) – A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices.

The *Trip Generation Manual, 10th Edition* estimates trip generation for each land use based on a peak period and an independent variable. In this case, gross building area is the applicable variable for the shopping center land use. The weekday pm and Saturday peak hour trip generation is calculated via the fitted curve equation. The weekday pm peak hour is based on the peak hour of adjacent street traffic, while the Saturday peak hour is based on the peak hour of the generator.

As documented in the ITE *Trip Generation Manual, 10th Edition*, some land uses do not typically generate all new traffic on the roadway system. The total traffic generation is a combination of pass-by trips, or traffic drawn from the existing traffic flow on the adjacent streets, and primary trips, which represent new traffic drawn to the roadway network. In order to assess the pass-by trips, the data published in the ITE *Trip Generation Handbook, 3rd Edition* was utilized to estimate the pass-by percentages for the applicable land uses. It should be noted that pass-by trip reductions do not reduce the total number of trips into and out of the site, but decrease the number of new trips on the roadway network.

The *Trip Generation Handbook, 3rd Edition* provides a peak hour pass-by rate of 34 percent for the weekday pm peak hour and 26 percent for the Saturday peak hour.



The total trip generation for the site consists of the ITE trip generation with the pass-by trip reassignment applied. A summary of trip generation from the proposed development is provided in Table 1.

Table 1: Trip Generation

Trip Type	Weekday PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total
Primary	88	99	187	121	108	229
Pass-By	(49)	(49)	(98)	(41)	(41)	(82)
Total	137	148	285	162	149	311

Trip Distribution and Assignment

The direction from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent road systems. The directional distribution of traffic generated by the site is split between new trips on the roadway network and pass-by trips, as these two categories are expected to exhibit substantially different distributions.

The directional distribution of new vehicle trips is assigned primarily based on existing traffic patterns in the area. The highest percentage of new trips is assigned to 22nd Street, which is categorized as a minor arterial roadway. The highest volumes are assigned to and from the west since Kingery Highway and a partial-access I-88 interchange are both present to the west. The I-88 Ramps at the intersection of 22nd Street and Spring Road are also expected to carry a significant portion of the new trips. Smaller volumes are expected on Spring Road and the two directions on Ring Road. Table 2 provides a summary of the trip distribution for the new traffic volumes estimated for the new development. The directional distributions and assignment of new traffic volume is illustrated in Figure 6.



Table 2: Distribution of New Trips

Direction	Distribution
22 nd Street – West	40%
22 nd Street - East	30%
I-88 Ramps	15%
Spring Road - North	5%
Ring Road - West	5%
Ring Road - East	5%

It is assumed that all retail pass-by trips will originate from 22nd Street, since this is an arterial roadway carrying largely commuter traffic. A higher percentage of pass-by trips are assigned in the westbound direction since it is easier to make right turns to enter and exit the site. The directional distribution and assignment of pass-by trips for the industrial scenario is illustrated in Figure 7.

The assignments of new project trips and pass-by trips are totaled to achieve the total project trips for the industrial scenario, which is illustrated in Figure 8.

Background Traffic Volumes

Background traffic volumes are estimated for the year 2025, which is five years beyond the anticipated build out in 2020. These volumes account for future non-project related growth in the area. The AADT for the study area roadways were obtained from the IDOT database. A summary of the CMAP growth rates is provided in Table 3. CMAP correspondence is provided in Appendix B.

Table 3: CMAP Growth Rates

Street	AADT		Total Growth from Count Year to 2050	Non Compounded Yearly Rate	Total Growth from 2019 to 2025
	Existing AADT (Year)	2050 Proj.			
22nd Street	33,800 (2016)	39,800	17.8%	0.5%	3.1%
Spring Road - North of 22nd St.	10,400 (2016)	13,200	26.9%	0.8%	4.8%
I-88 Entrance Ramp	8,700 (2017)	9,500	9.2%	0.3%	1.7%
I-88 Exit Ramp	6,600 (2017)	7,300	10.6%	0.3%	1.9%

The CMAP projections include total growths that vary from 9.2 percent to 26.9 percent for the various roadways in the area. This equates to an annual growth rates ranging from 0.3 percent per year to 0.8 percent per year and total growths from 2019 to 2025 ranging from 1.9 percent to 4.8 percent for the various roadway segments. In addition, traffic generated from the two approved adjacent developments has been included in the future background traffic volumes.



The 2025 background traffic volumes are illustrated in Figure 9.

Future Traffic Volumes

The total project trips are added to the background volume to obtain the future with project traffic volume for the study intersections.

The 2025 future with project traffic volumes are depicted in Figure 10.

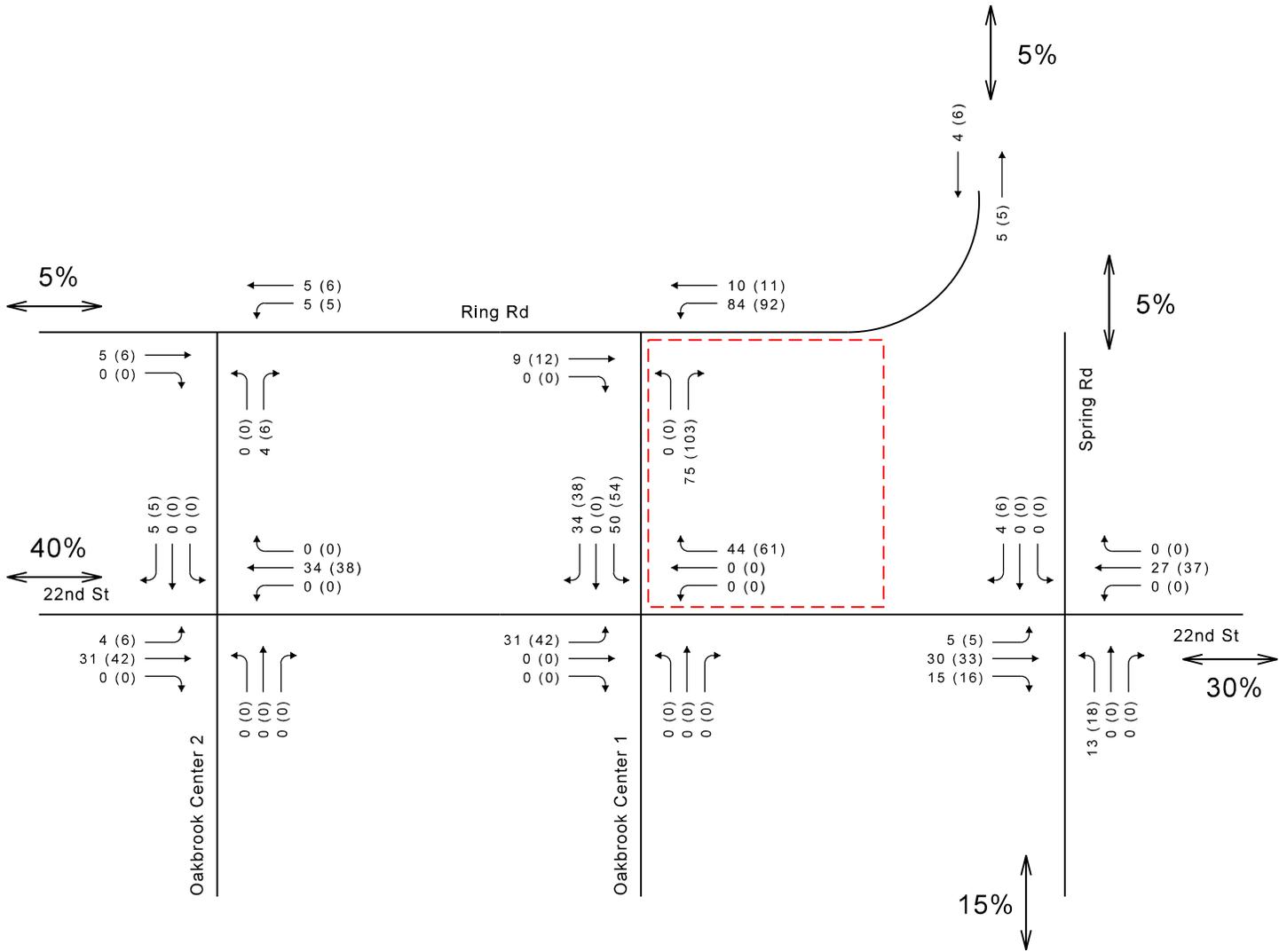
LEGEND

- WEEKDAY PM PEAK HOUR

(##) - SATURDAY PEAK HOUR

WEEKDAY PM PEAK HOUR: 4:15 PM - 5:15 PM

SAT PEAK HOUR: 2:00 PM - 3:00 PM



**OAKBROOK CENTER
OUTPARCEL**

**FIGURE 6
NEW PROJECT
TRAFFIC VOLUMES**



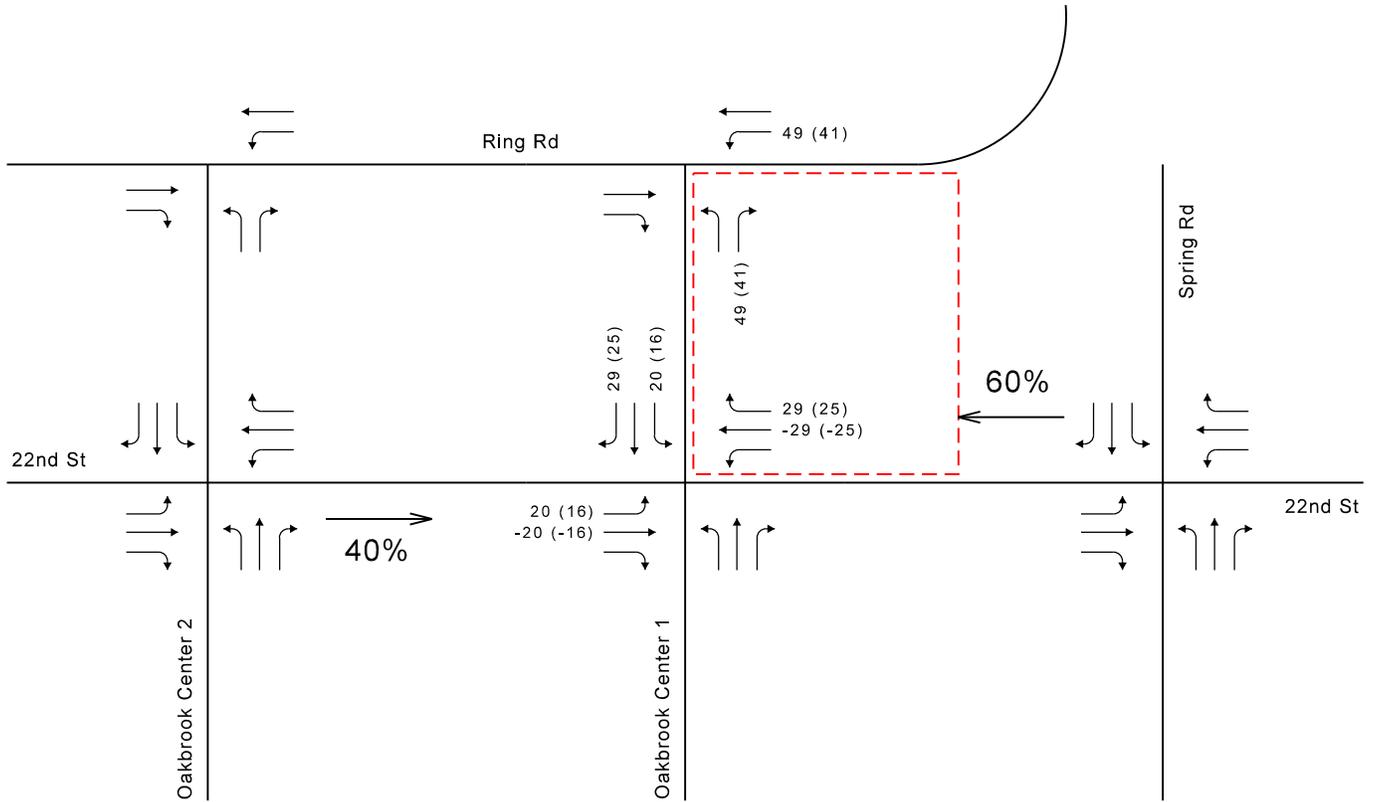
LEGEND

- WEEKDAY PM PEAK HOUR

(##)- SATURDAY PEAK HOUR

WEEKDAY PM PEAK HOUR: 4:15 PM - 5:15 PM

SAT PEAK HOUR: 2:00 PM - 3:00 PM



**OAKBROOK CENTER
OUTPARCEL**

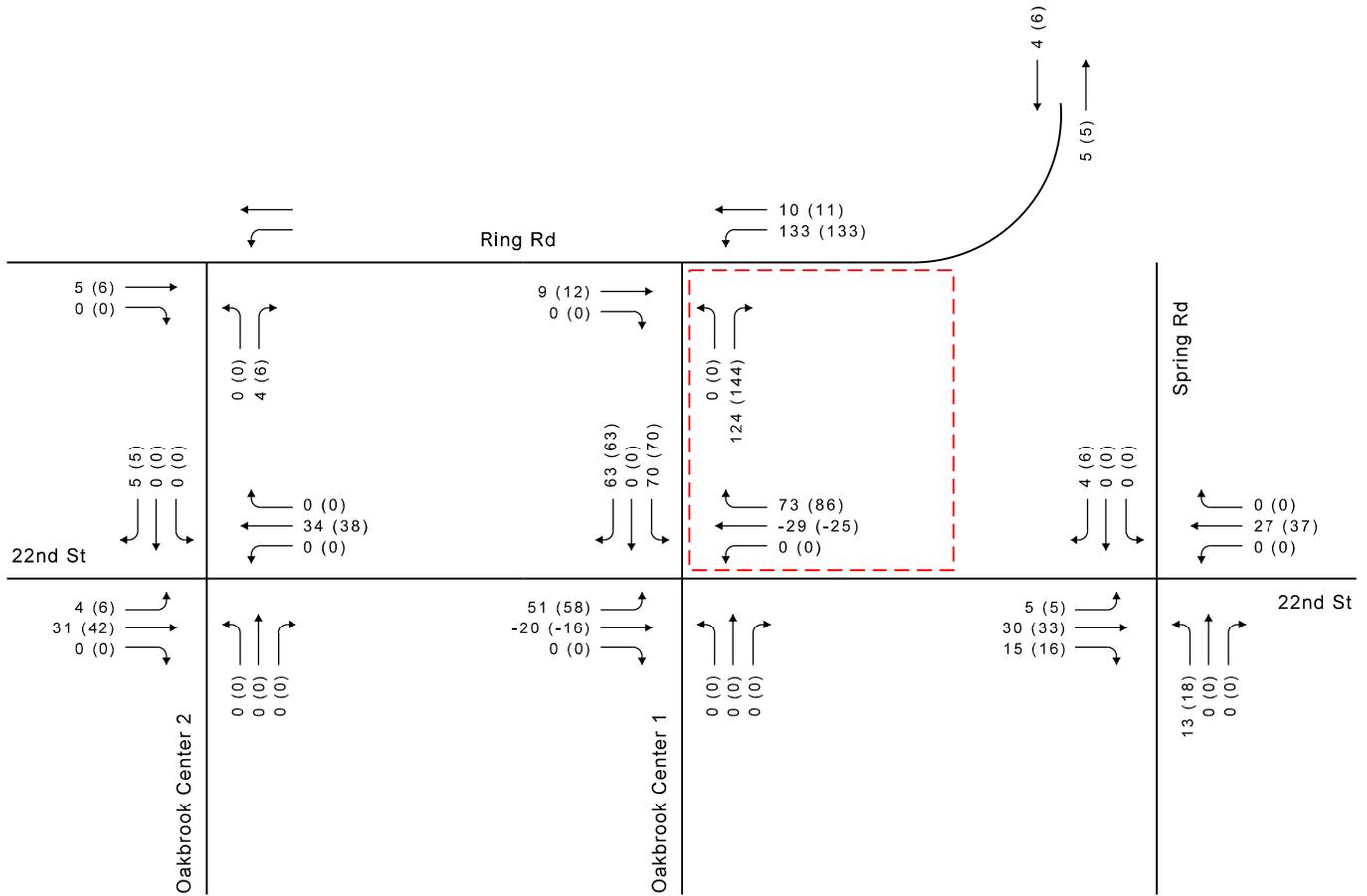
**FIGURE 7
PASS BY
TRAFFIC VOLUMES**



LEGEND

- WEEKDAY PM PEAK HOUR
 (##) - SATURDAY PEAK HOUR

WEEKDAY PM PEAK HOUR: 4:15 PM - 5:15 PM
 SAT PEAK HOUR: 2:00 PM - 3:00 PM



NOTE:

TOTAL TRIP GENERATION = NEW PROJECT TRAFFIC VOLUME (FIGURE 6) + PASS-BY TRAFFIC VOLUME (FIGURE 7)

**OAKBROOK CENTER
 OUTPARCEL**

**FIGURE 8
 TOTAL
 TRAFFIC VOLUMES**



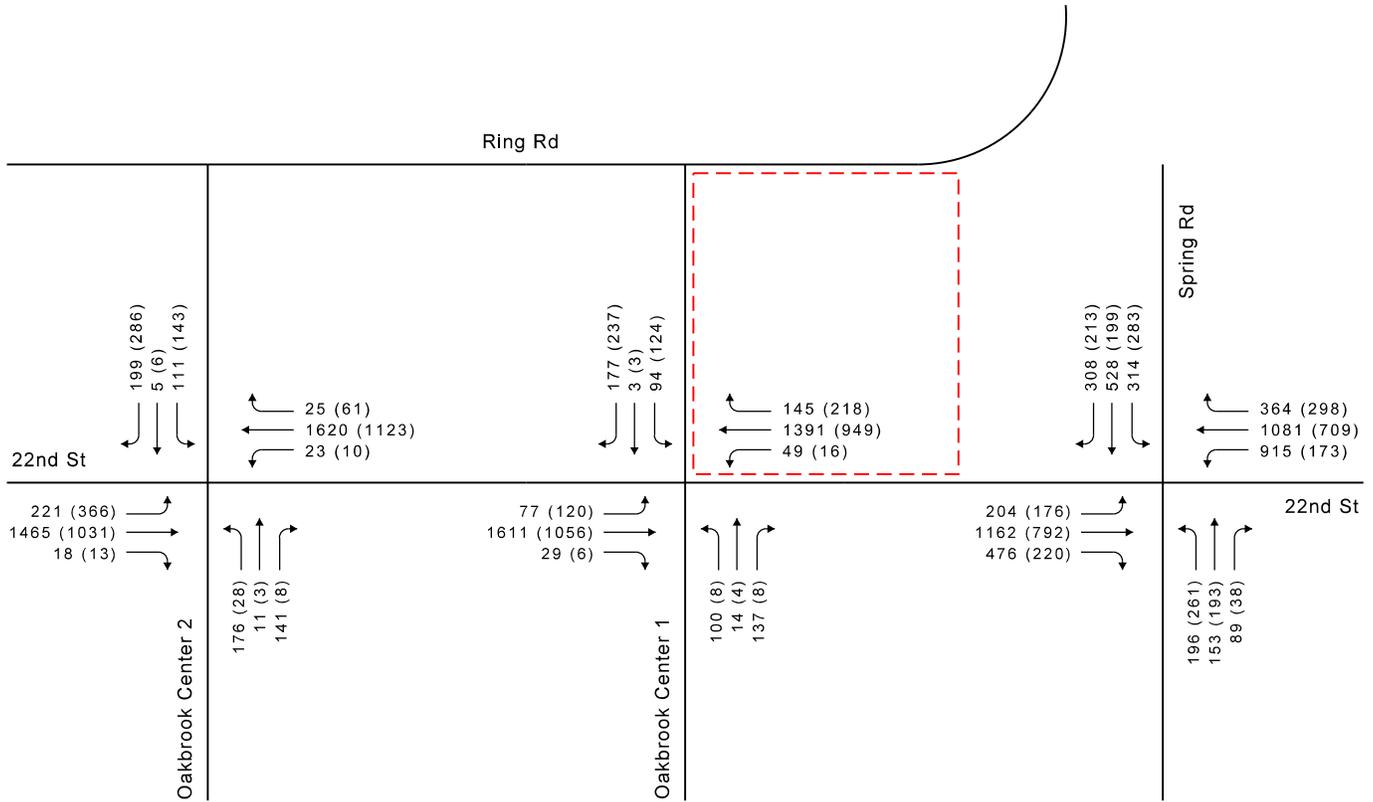
LEGEND

- WEEKDAY PM PEAK HOUR

(##) - SATURDAY PEAK HOUR

WEEKDAY PM PEAK HOUR: 4:15 PM - 5:15 PM

SAT PEAK HOUR: 2:00 PM - 3:00 PM



NOTE:

2025 BACKGROUND TRAFFIC VOLUME = EXISTING TRAFFIC VOLUME + KNOWN ADJACENT TRAFFIC PROJECTIONS + CMAP GROWTH PROJECTIONS TO 2025
(FIGURE 5)

**OAKBROOK CENTER
OUTPARCEL**

**FIGURE 9
BACKGROUND
TRAFFIC VOLUMES**



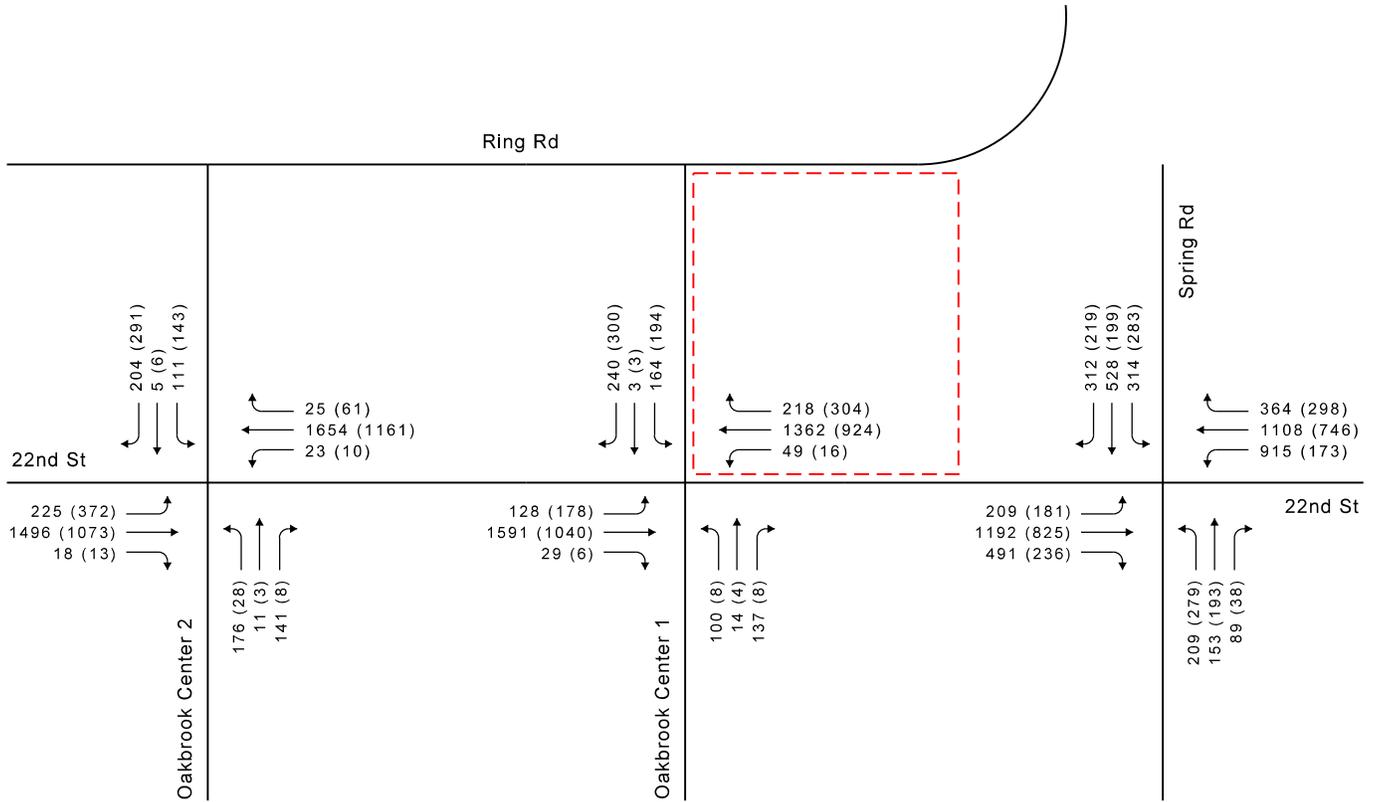
LEGEND

- WEEKDAY PM PEAK HOUR

(##)- SATURDAY PEAK HOUR

WEEKDAY PM PEAK HOUR: 4:15 PM - 5:15 PM

SAT PEAK HOUR: 2:00 PM - 3:00 PM



NOTE:

2025 FUTURE WITH PROJECT TRAFFIC VOLUME = 2025 BACKGROUND TRAFFIC VOLUME (FIGURE 9) + PROJECT TRAFFIC VOLUME (FIGURE 8)

**OAKBROOK CENTER
OUTPARCEL**

**FIGURE 10
FUTURE WITH PROJECT
TRAFFIC VOLUMES**





IV. TRAFFIC ANALYSIS

Capacity Analysis

The operation of the proposed development has been evaluated based on level of service (LOS) calculations obtained by analytical methods defined in the Transportation Research Board’s *Highway Capacity Manual* (HCM), 6th Edition. The concept of LOS is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections, primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided in Table 4.

Table 4: Level of Service Definitions for Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual, Sixth Edition*, National Research Council, 2016.

The study area includes the signalized intersections of 22nd Street and Spring Road/I-88 Ramps, 22nd Street and Oakbrook Center 1, 22nd Street and Oakbrook Center 2. Capacity analysis was performed with Synchro 9.2 (9.2.914.6). Models were created for the weekday pm and Saturday peak hours for the existing, background, and future with project conditions.



Results for the study area intersections are summarized in Table 5. Supporting Synchro analysis reports for the existing, background, and future with project traffic conditions are provided in Appendices C, D, and E, respectively.

Table 5: Signalized LOS

Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection	
			Delay (sec)	LOS	Delay (sec)	LOS						
22nd Street and Spring Road/I-88 Ramps	Weekday PM	Existing (2019)	54.9	D	56.8	E	83.7	F	80.8	F	62.8	E
		Background (2025)	61.7	E	75.3	E	94.7	F	111.2	F	79.6	E
		Future with Project (2025)	66.9	E	75.2	E	96.0	F	112.1	F	81.3	F
	Saturday	Existing (2019)	27.0	C	26.5	C	68.2	E	47.4	D	36.4	D
		Background (2025)	29.0	C	29.3	C	69.6	E	49.0	D	38.6	D
		Future with Project (2025)	28.2	C	29.6	C	71.3	E	49.9	D	38.8	D
22nd Street and Oakbrook Center 1	Weekday PM	Existing (2019)	7.5	A	7.5	A	51.9	D	39.5	D	13.0	B
		Background (2025)	7.3	A	7.0	A	51.9	D	39.5	D	12.4	B
		Future with Project (2025)	11.9	B	10.0	A	39.2	D	46.9	D	16.4	B
	Saturday	Existing (2019)	9.7	A	6.5	A	35.9	D	30.1	C	11.4	B
		Background (2025)	9.3	A	6.1	A	35.9	D	30.1	C	10.9	B
		Future with Project (2025)	12.5	B	9.3	A	31.8	C	33.8	C	14.8	B
22nd Street and Oakbrook Center 2	Weekday PM	Existing (2019)	17.9	B	9.7	A	60.8	E	30.8	C	19.3	B
		Background (2025)	17.7	B	9.5	A	60.8	E	30.8	C	18.8	B
		Future with Project (2025)	17.2	B	9.6	A	61.3	E	30.3	C	18.8	B
	Saturday	Existing (2019)	20.9	C	8.8	A	42.2	D	29.7	C	17.9	B
		Background (2025)	20.2	C	8.7	A	42.2	D	29.7	C	17.4	B
		Future with Project (2025)	20.1	C	8.9	A	42.2	D	29.6	C	17.3	B

Results of the capacity analysis for the existing scenario indicate that the 22nd Street and Spring Road/I-88 Ramps intersection operates at LOS E and D for the weekday pm, and Saturday peak hours, respectively. During the weekday pm peak hour, the westbound approach operates at LOS E and the northbound and southbound approaches operate at LOS F. During the Saturday peak hour, eastbound and westbound approaches operate at LOS C, the northbound approach operates at LOS E, and the southbound approach operates at LOS D.

There are several factors that contribute to the high delay at this intersection in the existing condition. First, 22nd Street is an arterial that carries substantial commuter traffic from the office, retail, and residential land uses in the area. Second, the presence of the Illinois Tollway-owned I-88 entrance and exit ramps as one leg of the intersection results in traffic patterns that are atypical of normal arterial intersections. For example, the 864 westbound left turns at the intersection are higher than the typical capacity for a dual-left turn lane configuration. Third, the 150 second cycle length and split phase operations for the northbound and southbound approaches were implemented for geometric and corridor operations purposes, but contribute to high delay on individual movements.



The addition of the adjacent approved developments and CMAP projected non-project related traffic growth increases delays on all approaches at the intersection of 22nd Street and Spring Road/I-88 Ramps, but there are no changes in level of service except for the eastbound approach which falls from LOS D to LOS E.

The addition of project trips at the intersection of 22nd Street and Spring Road/I-88 Ramps increases the overall intersection delay by 1.7 seconds during the weekday pm peak hour and 0.2 seconds during the Saturday peak hour. Minor increases in delay are projected for all approaches, with the largest change being a 5.2 second increase on the eastbound approach during the weekday pm peak hour.

Overall, it is noted that high delays are present in the existing and background conditions at the intersection of 22nd Street and Spring Road/I-88 Ramps. The traffic volumes generated by the proposed development are minor compared to the volumes already present at the intersection and when compared to the 2025 background volumes. While retiming the traffic signal could result in the overall intersection operating with a lower average delay, individual movements and approaches with lower volumes would then operate with significantly higher delays. As such, no mitigation at the intersection of 22nd Street and Spring Road/I-88 Ramps is warranted in association with the proposed development.

All movements at the intersections of 22nd Street and both Oakbrook Center 1 and Oakbrook Center 2 operate at LOS C or better in the existing condition, with the exception of the northbound approach at Oakbrook Center 2. This movement operates at LOS E largely due to the low volumes leading to the phase gapping-out and prematurely terminating during some cycles. Delay tends to increase in the background and future with project conditions, but there are no notable changes in levels of service. Therefore, it is concluded that no mitigation is warranted at the intersections of 22nd Street and Oakbrook Center 1, and 22nd Street and Oakbrook Center 2.

Queue Length Analysis

The 95th percentile queue lengths have also been analyzed using the Synchro models. The left turn queue lengths for weekday pm and Saturday peak hours are summarized in Table 6.

In the existing condition, the 95th percentile queues for several movements exceed the provided storage. This includes the westbound left, northbound left, and southbound left at 22nd Street and Spring Road/I-88 Ramps, and the eastbound left turn at 22nd Street and Oakbrook Center 2. As stated previously, the arterial status of 22nd Street, the presence of the Illinois Tollway owned I-88 entrance and exit ramps at Spring Road, and the long cycle lengths on the signals all contribute to the left-turn queuing at the study area intersections.

The lengths of the queues tend to increase in the background condition, but there are no additional movements that develop inadequate storage lengths based on non-project related growth.



Some queue lengths increase with the addition of project-related trips. The largest increase at 22nd Street and Spring Road/I-88 Ramps occurs for the northbound left turn during the weekday pm peak hour, which increases from 276 feet to 310 feet. This 34-foot increase is the equivalent to an increase of less than two vehicles. The largest increase at 22nd Street and Oakbrook Center 1 occurs on the southbound left, which increases by 49 feet during the weekday pm peak hour. There are minor changes in queue length at the intersection of 22nd Street and Oakbrook Center 2.

Overall, it is noted that the 95th-percentile queue exceeds storage for several movements in the existing and background conditions. The increases in queue lengths due to the addition of project related trips is minor compared to the queues already present at the intersections. As such, no mitigation is warranted in association with the proposed development at any of the study area intersections.

Table 6: 95% Queue Length

Intersection	Peak Hour	Scenario	95% Queue Length (feet)			
			EB Left	WB Left	NB Left	SB Left
22nd Street and Spring Road/I-88 Ramps	Weekday PM	Existing (2019)	133	659	273	407
		Background (2025)	152	717	276	451
		Future with Project (2025)	155	717	310	451
	Saturday	Existing (2019)	112	101	287	383
		Background (2025)	123	113	305	437
		Future with Project (2025)	123	113	330	445
	Existing Storage Length			250	250	190
Existing Taper Length			270	120	-	175
22nd Street and Oakbrook Center 1	Weekday PM	Existing (2019)	74	45	112	104
		Background (2025)	74	42	112	104
		Future with Project (2025)	105	41	106	153
	Saturday	Existing (2019)	92	17	17	108
		Background (2025)	81	17	17	108
		Future with Project (2025)	81	17	16	151
	Existing Storage Length			195	195	-
Existing Taper Length			280	270	-	-
22nd Street and Oakbrook Center 2	Weekday PM	Existing (2019)	157	28	164	112
		Background (2025)	157	27	164	112
		Future with Project (2025)	159	25	164	112
	Saturday	Existing (2019)	208	13	30	112
		Background (2025)	208	13	30	122
		Future with Project (2025)	211	11	30	122
	Existing Storage Length			180	200	-
Existing Taper Length			430	270	-	-



V. CONCLUSIONS

The purpose of this study is to evaluate the traffic impact of the proposed development consisting of a 41,850 square foot retail furniture store with an integrated restaurant. Primary access will be provided through parking lot drive aisles connected to the existing Ring Road with additional cross-access to the existing Oakbrook Center parking lots to the east. The development also will include modifications to certain existing parking lots, including median relocation and striping changes to improve circulation in the vicinity of the proposed outparcel.

Traffic estimates are projected to 2025, which is five years beyond the anticipated opening date in 2020. The study area includes the signalized intersections of 22nd Street and Spring Road/I-88 Ramps, 22nd Street and Oakbrook Center 1, 22nd Street and Oakbrook Center 2. Capacity analysis was conducted using Synchro 9.2 for existing, background, and future with project conditions during the weekday pm and Saturday peak hours.

The 22nd Street and Spring Road/I-88 Ramps intersection operates with high delays on a number of movements in the existing conditions. There are several factors that contribute to this condition. First, 22nd Street is an arterial that carries substantial commuter traffic from the office, retail, and residential land uses in the area. Second, the presence of the Illinois Tollway owned I-88 entrance and exit ramps as one leg of the intersection results on traffic patterns that are atypical of normal arterial intersections. For example, the 864 westbound left turns at the intersection are higher than the typical capacity for a dual-left turn lane configuration. Third, the 150 second cycle length and split phase operations for the northbound and southbound approaches were implemented geometric and corridor purposes, but contribute to high delay on individual movements.

The addition of project trips at the intersection of 22nd Street and Spring Road/I-88 Ramps increases the overall intersection delay by 1.7 seconds during the weekday pm peak hour, and 0.2 seconds during the Saturday peak hour. Minor increases in delay are projected for all approaches, with the largest change being a 5.2 second increase on the eastbound approach during the weekday pm peak hour.

Overall, it is noted that high delays are present in the existing and background conditions at the intersection of 22nd Street and Spring Road/I-88 Ramps. The traffic volumes induced by the proposed development are minor compared to the volumes already present at the intersection. While retiming the traffic signal could result in the overall intersection operating with a lower average delay, individual movements and approaches with lower volumes would operate with much higher delays. As such, no mitigation at the intersection of 22nd Street and Spring Road/I-88 Ramps is recommended in association with the proposed development.

All movements at the intersections of 22nd Street and both Oakbrook Center 1 and Oakbrook Center 2 operate at LOS C or better in the existing condition, with the exception of the northbound approach at Oakbrook Center 2. This movement operates at LOS E, largely due to the low volumes leading to the phase gapping-out during some cycles. Delay tends to increase



in the background and future with project conditions, but there are no notable changes in levels of service. Therefore, it is concluded that no mitigation is warranted at the intersections of 22nd Street and Oakbrook Center 1 or at 22nd Street and Oakbrook Center 2.

The 95th-percentile queues are similar to the delays at the intersection, with several movements exhibiting long queue lengths in the existing condition. The increases in queue lengths due to the addition of project related trips is minor compared to the queues already present at the intersections. As such, no mitigation is recommended in association with the proposed development at any of the study area intersections.



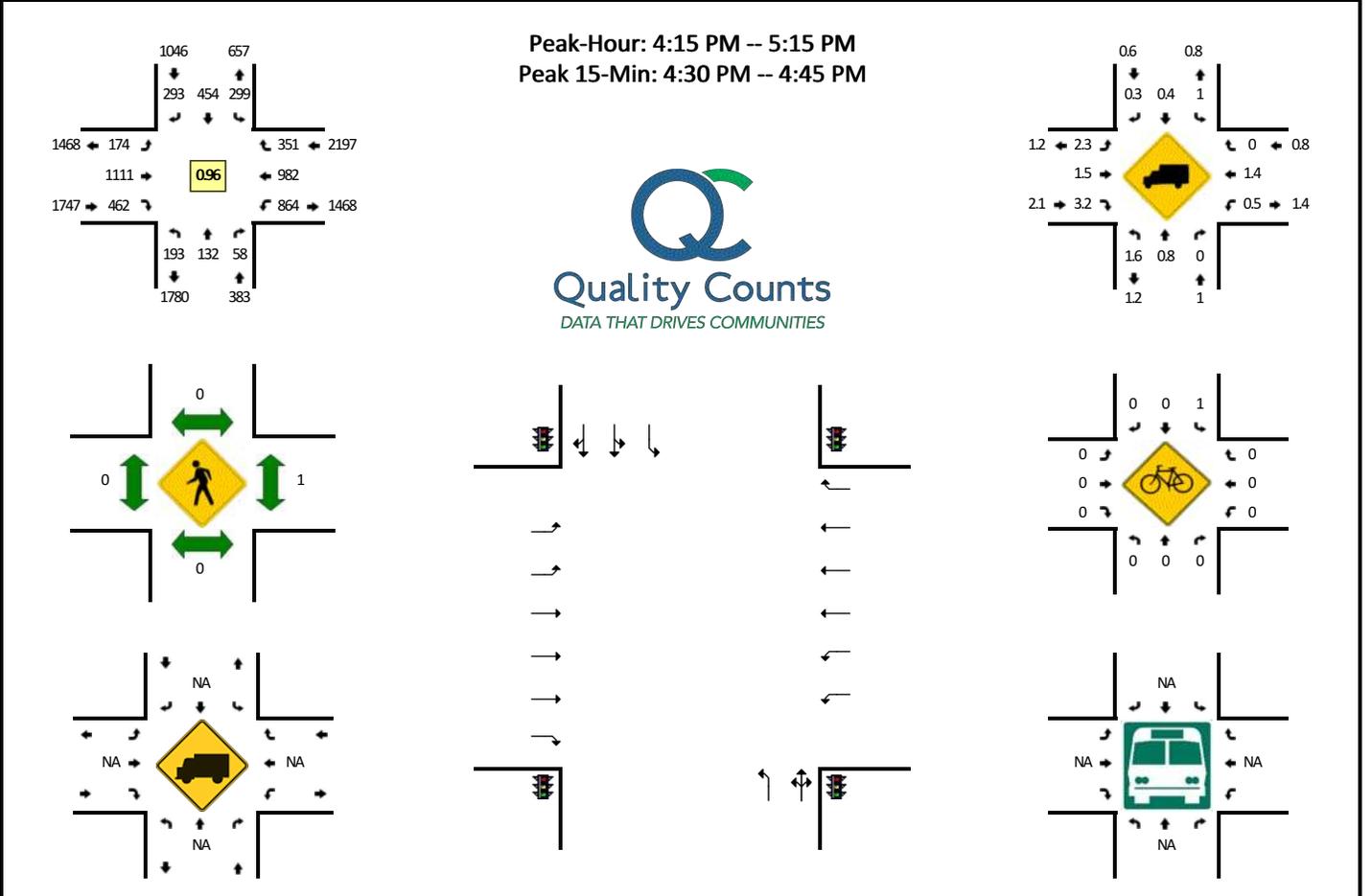
APPENDIX A

EXISTING TRAFFIC COUNTS



LOCATION: Spring Rd -- 22nd St
CITY/STATE: Oak Brook, IL

QC JOB #: 15016901
DATE: Thu, Jun 27 2019



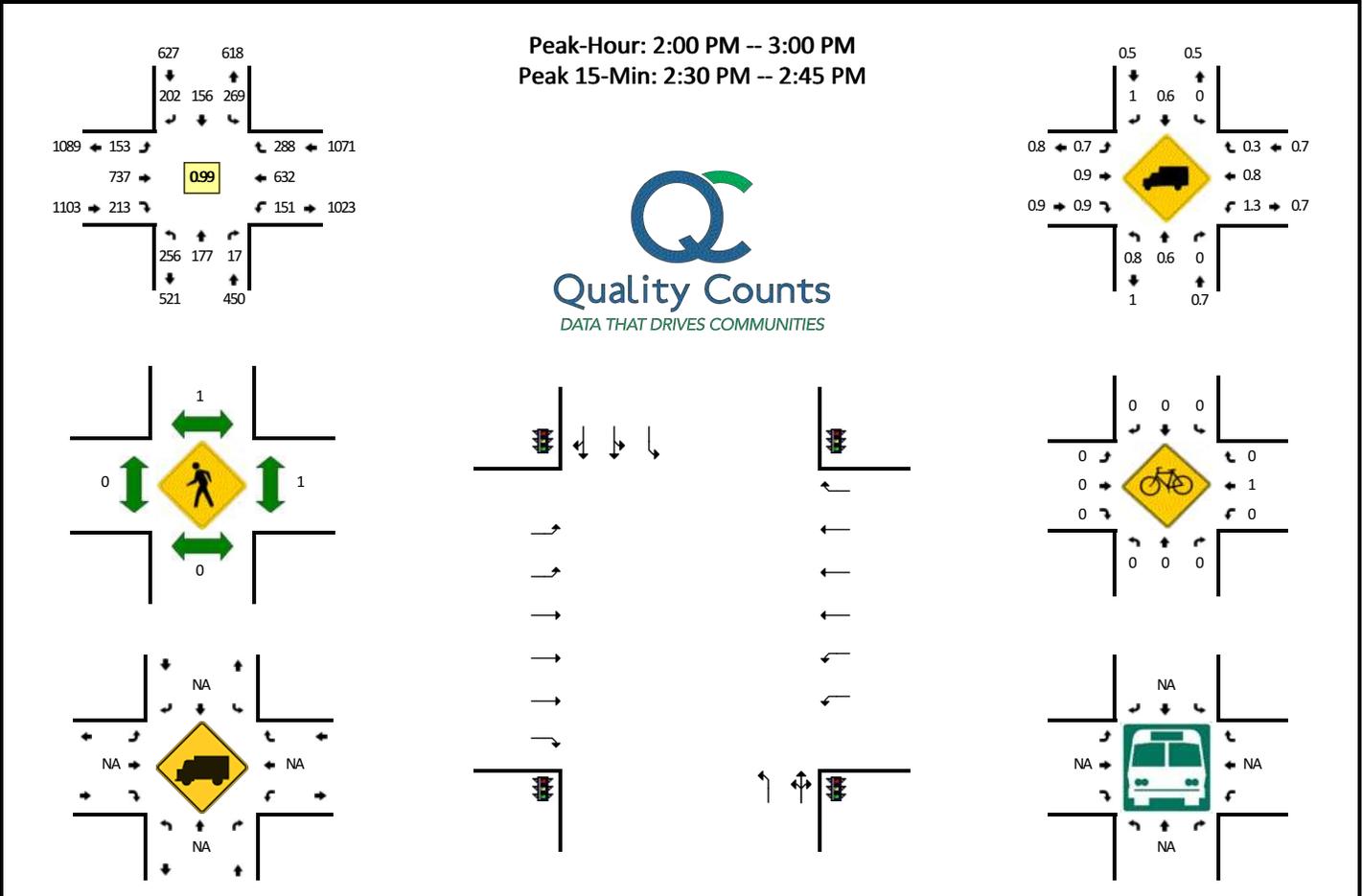
15-Min Count Period Beginning At	Spring Rd (Northbound)				Spring Rd (Southbound)				22nd St (Eastbound)				22nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	48	36	9	1	91	144	68	0	31	225	143	0	176	223	91	0	1286	
4:15 PM	57	27	16	0	71	94	59	0	33	276	124	0	218	206	86	0	1267	
4:30 PM	45	34	14	0	92	131	80	0	51	280	108	0	213	250	96	0	1394	
4:45 PM	50	36	14	0	61	106	79	0	44	271	116	0	218	266	81	0	1342	5289
5:00 PM	41	35	14	0	75	123	75	0	46	284	114	0	215	260	88	0	1370	5373
5:15 PM	55	35	17	0	92	96	70	0	39	222	77	0	181	259	90	0	1233	5339
5:30 PM	61	33	13	1	76	84	56	0	38	248	70	1	139	179	90	0	1089	5034
5:45 PM	58	33	15	1	81	60	48	0	43	287	50	0	90	186	78	1	1031	4723

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	180	136	56	0	368	524	320	0	204	1120	432	0	852	1000	384	0	5576	
Heavy Trucks	4	0	0		4	4	4		0	16	8		4	16	0		60	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		1	0	0		0	0	0		0	0	0		1	
Railroad Stopped Buses																		

Comments:

LOCATION: Spring Rd -- 22nd St
CITY/STATE: Oak Brook, IL

QC JOB #: 15016902
DATE: Sat, Jun 29 2019

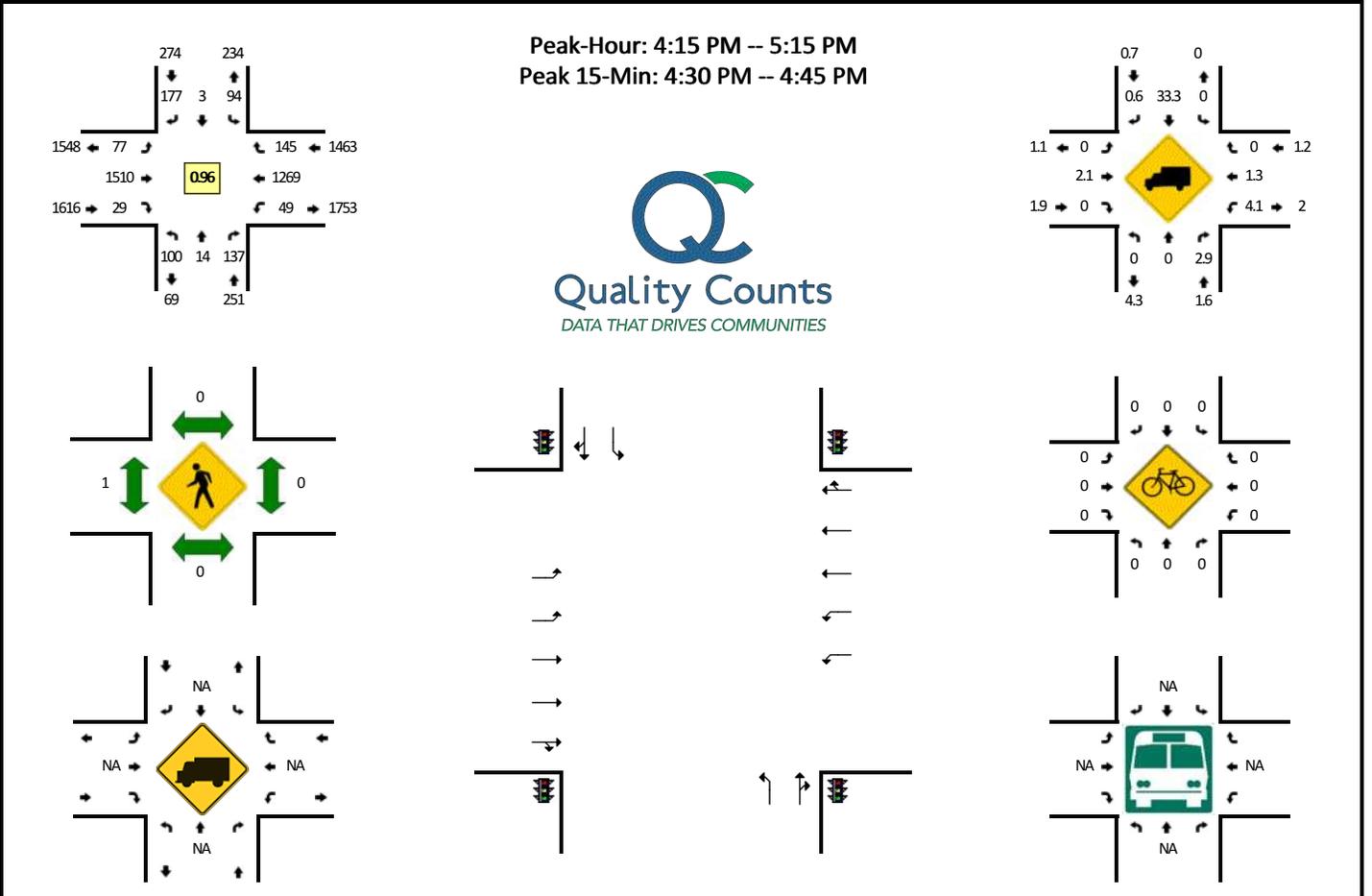


15-Min Count Period Beginning At	Spring Rd (Northbound)				Spring Rd (Southbound)				22nd St (Eastbound)				22nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	65	61	2	0	33	18	31	0	29	149	37	0	34	157	60	0	676	
11:15 AM	63	52	5	0	40	19	26	0	45	140	43	0	32	140	72	0	677	
11:30 AM	77	57	6	0	44	25	36	0	39	131	47	0	27	183	81	0	753	
11:45 AM	71	50	9	0	59	25	34	0	38	138	32	2	29	150	105	0	742	2848
12:00 PM	82	57	5	0	48	26	33	0	41	144	44	0	36	174	72	0	762	2934
12:15 PM	72	53	7	0	59	19	41	0	39	151	45	0	23	165	84	0	758	3015
12:30 PM	71	56	5	0	56	29	42	0	49	198	53	0	45	163	76	0	843	3105
12:45 PM	69	56	7	0	52	25	41	0	38	152	54	0	34	169	91	0	788	3151
1:00 PM	80	44	3	0	80	41	44	0	43	154	55	0	36	128	82	0	790	3179
1:15 PM	77	60	5	1	54	23	42	0	47	173	41	0	21	186	63	0	793	3214
1:30 PM	70	36	5	1	70	30	37	0	46	180	47	0	35	171	70	0	798	3169
1:45 PM	73	45	5	0	67	29	51	0	44	164	50	0	28	155	58	0	769	3150
2:00 PM	61	51	7	0	62	43	32	0	42	186	47	0	41	175	70	0	817	3177
2:15 PM	69	42	3	0	73	49	56	0	35	180	66	0	26	152	65	0	816	3200
2:30 PM	66	44	4	0	71	30	62	0	35	186	57	0	43	155	72	0	825	3227
2:45 PM	59	40	3	1	63	34	52	0	41	185	43	0	41	150	81	0	793	3251
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	264	176	16	0	284	120	248	0	140	744	228	0	172	620	288	0	3300	
Heavy Trucks	4	0	0		0	0	4		0	12	0		0	8	0		28	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Oakbrook Center (East) -- 22nd St
CITY/STATE: Oak Brook, IL

QC JOB #: 15016903
DATE: Thu, Jun 27 2019



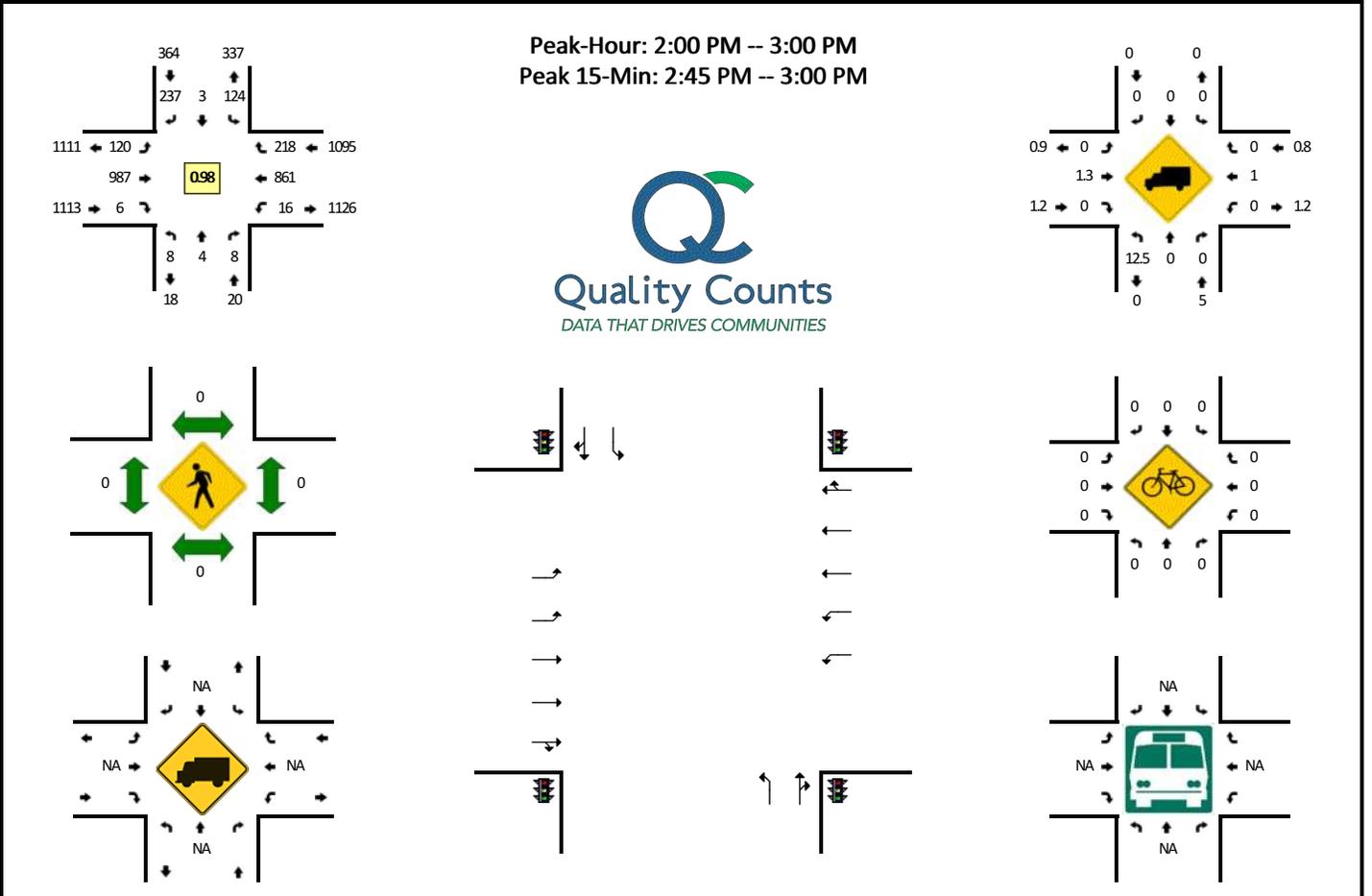
15-Min Count Period Beginning At	Oakbrook Center (East) (Northbound)				Oakbrook Center (East) (Southbound)				22nd St (Eastbound)				22nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	14	1	26	0	19	1	54	0	15	364	6	1	11	290	30	2	834	
4:15 PM	24	1	19	0	22	0	40	0	15	390	8	1	15	272	34	2	843	
4:30 PM	34	3	30	0	26	0	51	0	25	390	4	0	10	335	26	0	934	
4:45 PM	20	4	34	0	27	2	40	0	16	365	8	1	7	343	40	9	916	3527
5:00 PM	22	6	54	0	19	1	46	0	19	365	9	0	5	319	45	1	911	3604
5:15 PM	28	1	19	0	17	1	31	0	22	302	7	0	12	328	49	1	818	3579
5:30 PM	20	2	20	0	24	0	34	0	23	324	6	0	12	253	35	1	754	3399
5:45 PM	12	0	23	0	22	2	35	0	37	327	12	1	6	243	45	0	765	3248

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	136	12	120	0	104	0	204	0	100	1560	16	0	40	1340	104	0	3736	
Heavy Trucks	0	0	4		0	0	0		0	20	0		4	16	0		44	
Pedestrians	0	0	0		0	0	0		0	4	0		0	0	0		4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Oakbrook Center (East) -- 22nd St
CITY/STATE: Oak Brook, IL

QC JOB #: 15016904
DATE: Sat, Jun 29 2019

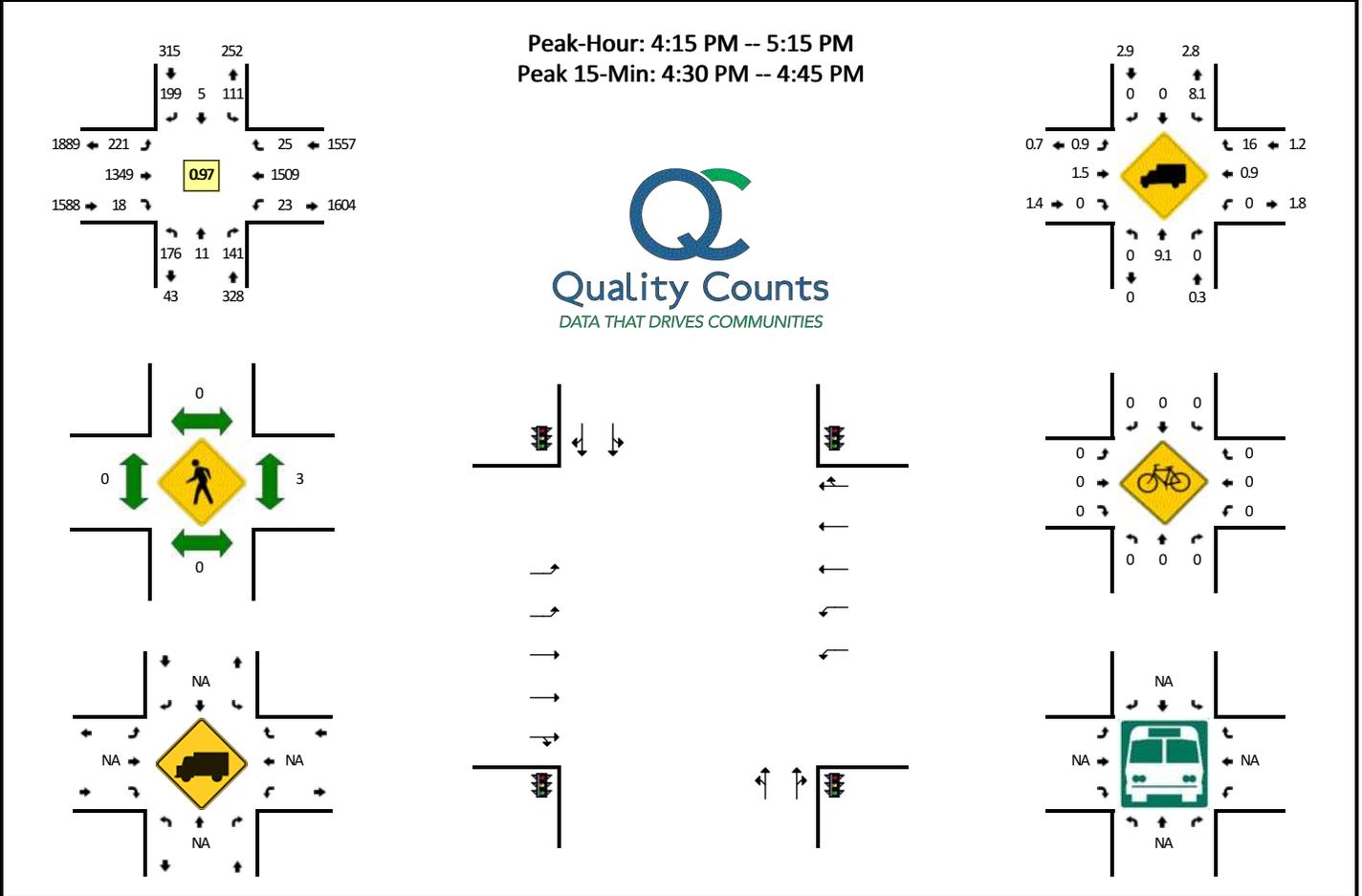


15-Min Count Period Beginning At	Oakbrook Center (East) (Northbound)				Oakbrook Center (East) (Southbound)				22nd St (Eastbound)				22nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	4	1	5	0	10	0	35	0	23	197	1	0	4	205	42	0	527	
11:15 AM	1	1	3	0	16	1	34	0	33	213	1	1	2	188	45	0	539	
11:30 AM	6	1	4	0	20	0	41	0	23	197	4	3	2	229	62	0	592	
11:45 AM	4	1	3	0	14	0	29	0	42	198	1	0	3	188	68	0	551	2209
12:00 PM	8	1	2	0	19	0	40	0	43	199	4	2	7	215	60	0	600	2282
12:15 PM	4	0	2	0	26	0	38	0	33	199	3	2	6	228	50	1	592	2335
12:30 PM	1	1	4	0	25	0	44	0	24	273	3	1	2	217	57	0	652	2395
12:45 PM	2	0	3	0	16	1	49	1	31	220	2	2	5	217	56	1	606	2450
1:00 PM	0	0	2	0	29	0	34	0	32	247	4	1	2	190	62	1	604	2454
1:15 PM	4	0	1	0	23	0	40	0	33	215	0	1	1	229	69	2	618	2480
1:30 PM	2	1	2	0	31	1	47	0	20	235	1	1	7	216	50	3	617	2445
1:45 PM	3	0	2	0	28	0	52	0	33	234	1	1	5	228	49	1	637	2476
2:00 PM	2	1	1	0	31	2	54	0	26	249	1	1	2	214	52	3	639	2511
2:15 PM	3	0	6	0	28	0	56	0	22	242	1	2	3	218	59	4	644	2537
2:30 PM	0	0	0	0	33	1	61	0	29	251	2	0	1	218	54	0	650	2570
2:45 PM	3	3	1	0	32	0	66	0	38	245	2	2	3	211	53	0	659	2592
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	12	4	0	128	0	264	0	152	980	8	8	12	844	212	0	2636	
Heavy Trucks	4	0	0		0	0	0		0	8	0	8	0	8	0		20	
Pedestrians		0				0				0		0		0			0	
Bicycles	0	0	0		0	0	0		0	0	0	0	0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Oakbrook Center (West) -- 22nd St
CITY/STATE: Oak Brook, IL

QC JOB #: 15016905
DATE: Thu, Jun 27 2019



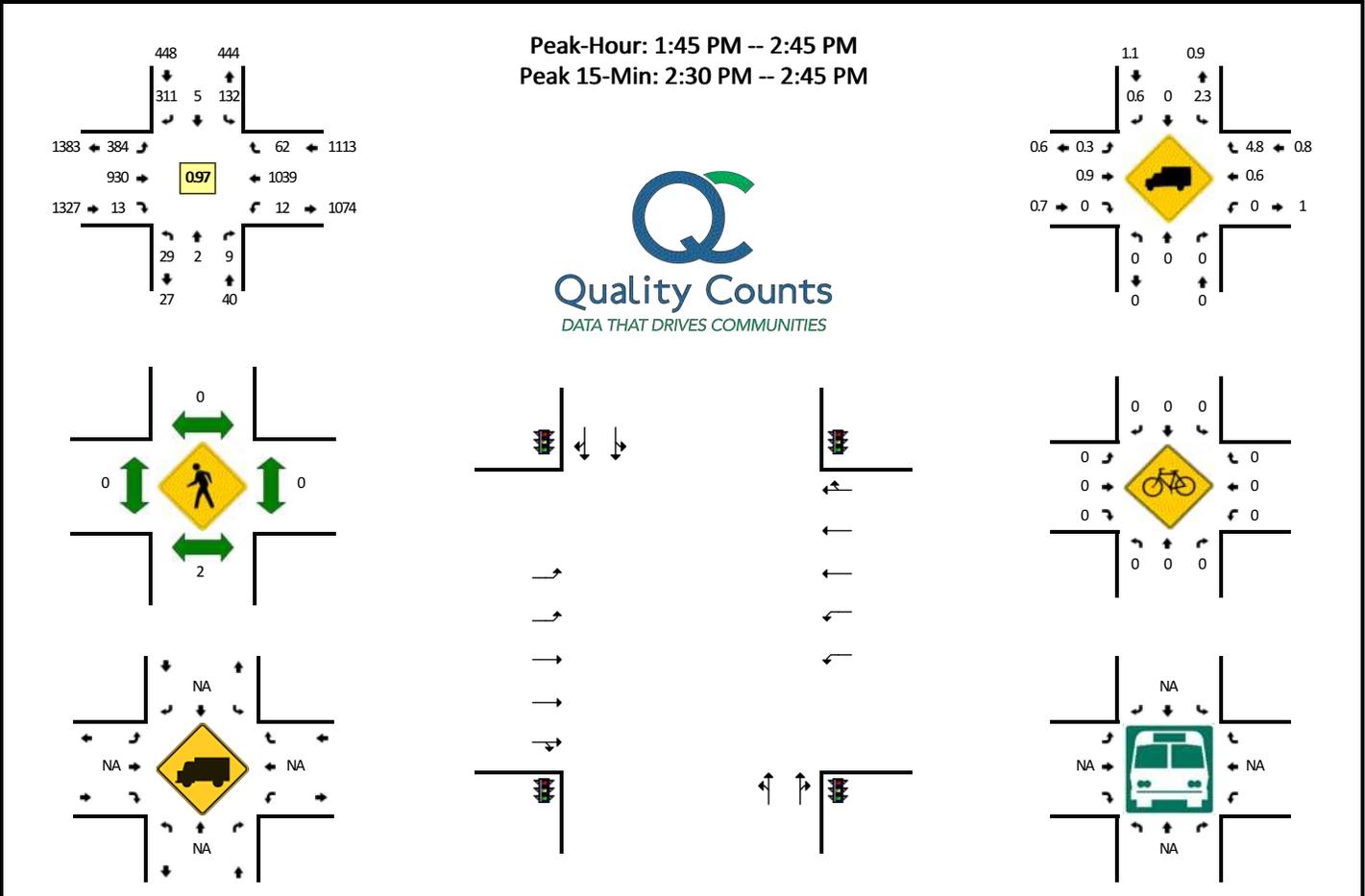
15-Min Count Period Beginning At	Oakbrook Center (West) (Northbound)				Oakbrook Center (West) (Southbound)				22nd St (Eastbound)				22nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	34	2	39	0	25	0	58	0	52	318	6	1	7	342	10	1	895	
4:15 PM	33	2	22	0	39	4	56	0	49	352	5	1	3	332	5	1	904	
4:30 PM	41	5	38	0	18	1	40	0	49	358	5	2	6	408	7	1	979	
4:45 PM	40	1	37	0	28	0	46	0	58	320	3	1	5	393	6	0	938	3716
5:00 PM	62	3	44	0	26	0	57	0	60	319	5	1	6	376	7	1	967	3788
5:15 PM	52	2	21	0	35	1	42	0	66	276	5	1	0	372	14	0	887	3771
5:30 PM	31	0	19	0	33	0	56	0	70	306	6	2	3	302	9	1	838	3630
5:45 PM	24	1	22	0	24	2	52	0	76	318	9	3	4	276	12	0	823	3515

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	164	20	152	0	72	4	160	0	196	1432	20	8	24	1632	28	4	3916
Heavy Trucks	0	4	0		12	0	0		8	12	0	8	0	4	12	0	52
Pedestrians	0	0	0		0	0	0		0	0	0	0	0	0	0	0	0
Bicycles	0	0	0		0	0	0		0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

Comments:

LOCATION: Oakbrook Center (West) -- 22nd St
CITY/STATE: Oak Brook, IL

QC JOB #: 15016906
DATE: Sat, Jun 29 2019



15-Min Count Period Beginning At	Oakbrook Center (West) (Northbound)				Oakbrook Center (West) (Southbound)				22nd St (Eastbound)				22nd St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
11:00 AM	11	1	3	0	13	1	38	0	89	209	3	2	2	225	14	0	611		
11:15 AM	9	5	3	0	20	0	52	0	100	221	3	0	2	206	14	0	635		
11:30 AM	9	0	4	0	21	0	58	0	84	201	6	2	0	254	20	0	659		
11:45 AM	3	2	2	0	18	0	39	0	94	219	2	1	1	210	9	0	600	2505	
12:00 PM	11	2	0	0	20	1	50	0	93	222	5	0	3	244	23	2	676	2570	
12:15 PM	4	0	0	0	29	0	59	0	94	221	4	0	3	237	14	2	667	2602	
12:30 PM	8	1	5	0	24	1	58	0	102	270	6	0	2	252	15	1	745	2688	
12:45 PM	9	2	4	0	24	0	58	0	107	220	6	1	2	252	16	2	703	2791	
1:00 PM	4	0	6	0	28	0	79	0	114	241	5	0	0	222	10	1	710	2825	
1:15 PM	4	1	2	0	23	1	59	0	101	230	6	1	0	261	13	0	702	2860	
1:30 PM	6	1	0	0	38	1	69	0	111	230	3	0	1	246	12	0	718	2833	
1:45 PM	4	0	3	0	24	2	82	0	103	237	4	0	1	273	15	1	749	2879	
2:00 PM	14	2	2	0	39	2	70	0	96	219	1	2	2	247	18	1	715	2884	
2:15 PM	3	0	1	0	30	1	78	0	85	233	3	1	0	260	18	0	713	2895	
2:30 PM	8	0	3	0	39	0	81	0	96	241	5	1	6	259	11	1	751	2928	
2:45 PM	3	1	2	0	35	3	57	0	89	253	4	1	2	264	14	0	728	2907	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	32	0	12	0	156	0	324	0	384	964	20	4	24	1036	44	4	3004		
Heavy Trucks	0	0	0	0	4	0	0	0	0	8	0	0	0	16	4	0	32		
Pedestrians	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Railroad																			
Stopped Buses																			

Comments:



APPENDIX B

CMAP CORRESPONDENCE





Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

July 10, 2019

Carl Schwarzer, P.E.
Project Engineer
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517

Subject: 22nd Street @ Spring Road
IDOT

Dear Mr. Schwarzer:

In response to a request made on your behalf and dated July 10, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
22 nd Street (west of Spring/Ramps)	33,800	39,800
Spring Road north of 22 nd Street	10,400	13,200
I-88 Entrance Ramp	8,700	9,500
I-88 Exit Ramp	6,600	7,300

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 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)
S:\AdminGroups\ResearchAnalysis\2019_ForecastsTraffic\OakBrook\du-22-19\du-22-19.docx



APPENDIX C

CAPACITY ANALYSIS WORKSHEETS

EXISTING

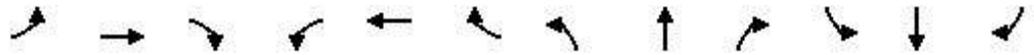
Oakbrook Center Outparcel
1: I-88 Ramps/Spring Road & 22nd Street

Existing (2019)
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 			  	
Traffic Volume (vph)	174	1105	462	864	977	351	193	132	58	299	454	293
Future Volume (vph)	174	1105	462	864	977	351	193	132	58	299	454	293
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		290	250		165	190		0	390		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	0.91	0.91	0.95
Frt			0.850			0.850		0.958			0.944	
Flt Protected	0.950			0.950			0.950	0.995		0.950	0.998	
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1681	1687	0	1610	3194	0
Flt Permitted	0.950			0.950			0.950	0.995		0.950	0.998	
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1681	1687	0	1610	3194	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			309		11			69	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		798			1836			682			904	
Travel Time (s)		13.6			31.3			15.5			20.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	183	1163	486	909	1028	369	203	139	61	315	478	308
Shared Lane Traffic (%)							10%			10%		
Lane Group Flow (vph)	183	1163	486	909	1028	369	183	220	0	283	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Split	NA		Split	NA	
Protected Phases	5	2	2 8	1	6	6 4	8	8		4	4	
Permitted Phases												
Detector Phase	5	2	2 8	1	6	6 4	8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	40.0		40.0	50.0		30.0	30.0		40.0	40.0	
Total Split (%)	20.0%	26.7%		26.7%	33.3%		20.0%	20.0%		26.7%	26.7%	
Maximum Green (s)	25.5	34.0		35.5	44.0		24.0	24.0		35.5	35.5	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		3.5	3.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.5	1.5		1.0	1.0	
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		6.0	6.0		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
1: I-88 Ramps/Spring Road & 22nd Street

Existing (2019)
Timing Plan: Weekday PM



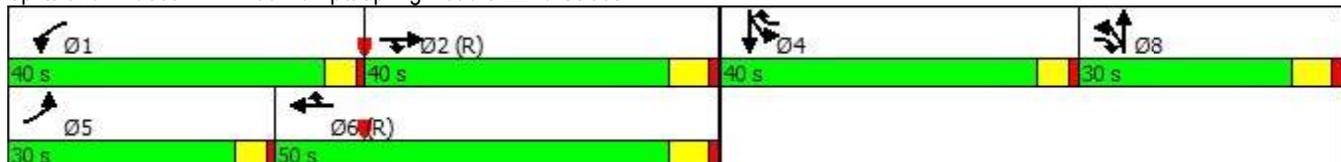
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	13.3	34.0	56.1	37.4	58.1	98.1	22.1	22.1		35.5	35.5	
Actuated g/C Ratio	0.09	0.23	0.37	0.25	0.39	0.65	0.15	0.15		0.24	0.24	
v/c Ratio	0.60	0.96	0.76	1.06	0.50	0.32	0.74	0.85		0.74	1.01	
Control Delay	82.4	64.7	21.0	101.4	36.6	3.0	79.3	87.3		66.1	85.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	82.4	64.7	21.0	101.4	36.6	3.0	79.3	87.3		66.1	85.9	
LOS	F	E	C	F	D	A	E	F		E	F	
Approach Delay		54.9			56.8			83.7			80.8	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	92	420	220	~525	284	21	180	210		284	~421	
Queue Length 95th (ft)	133	#495	169	#659	343	65	273	#346		407	#572	
Internal Link Dist (ft)		718			1756			602			824	
Turn Bay Length (ft)	250		290	250		165	190			390		
Base Capacity (vph)	583	1213	658	855	2072	1142	268	279		381	808	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.96	0.74	1.06	0.50	0.32	0.68	0.79		0.74	1.01	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 62.8
 Intersection Capacity Utilization 93.4%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service F

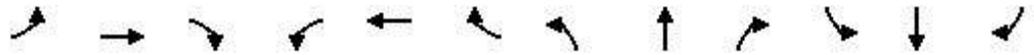
~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: I-88 Ramps/Spring Road & 22nd Street



Oakbrook Center Outparcel
2: 22nd Street & Oakbrook Center 1

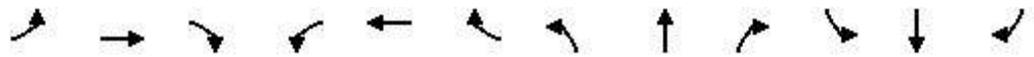
Existing (2019)
Timing Plan: Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↕		↔↔	↕↕↕			↕↕			↕↕	
Traffic Volume (vph)	77	1510	29	49	1269	145	100	14	137	94	3	177
Future Volume (vph)	77	1510	29	49	1269	145	100	14	137	94	3	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	195		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.997			0.985			0.918			0.903	
Flt Protected	0.950			0.950				0.981			0.983	
Satd. Flow (prot)	3433	5070	0	3433	5009	0	0	3187	0	0	3142	0
Flt Permitted	0.950			0.950				0.600			0.635	
Satd. Flow (perm)	3433	5070	0	3433	5009	0	0	1949	0	0	2029	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			16			144			186	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		775			798			670			369	
Travel Time (s)		13.2			13.6			22.8			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	81	1589	31	52	1336	153	105	15	144	99	3	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	1620	0	52	1489	0	0	264	0	0	288	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	70.0		26.0	70.0		54.0	54.0		54.0	54.0	
Total Split (%)	17.3%	46.7%		17.3%	46.7%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	22.5	64.0		22.5	64.0		48.0	48.0		48.0	48.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
3: 22nd Street & Oakbrook Center 2

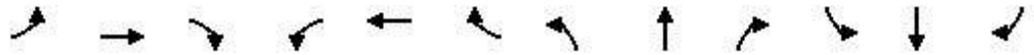
Existing (2019)
Timing Plan: Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↔↔			↔↔	
Traffic Volume (vph)	221	1364	18	23	1498	25	176	11	141	111	5	199
Future Volume (vph)	221	1364	18	23	1498	25	176	11	141	111	5	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	200		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.998			0.998			0.936			0.905	
Flt Protected	0.950			0.950				0.974			0.983	
Satd. Flow (prot)	3433	5075	0	3433	5075	0	0	3227	0	0	3149	0
Flt Permitted	0.950			0.950				0.582			0.603	
Satd. Flow (perm)	3433	5075	0	3433	5075	0	0	1928	0	0	1931	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2			134			209	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		825			775			679			382	
Travel Time (s)		14.1			13.2			23.1			13.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	233	1436	19	24	1577	26	185	12	148	117	5	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	233	1455	0	24	1603	0	0	345	0	0	331	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	70.0		26.0	70.0		54.0	54.0		54.0	54.0	
Total Split (%)	17.3%	46.7%		17.3%	46.7%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	22.5	64.0		22.5	64.0		48.0	48.0		48.0	48.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
3: 22nd Street & Oakbrook Center 2

Existing (2019)
Timing Plan: Weekday PM

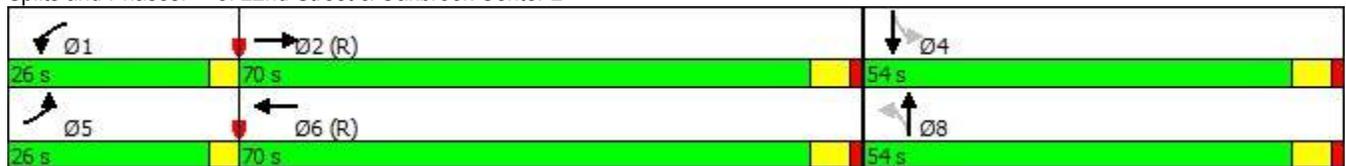


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	15.5	110.0		6.5	97.4			21.6			21.6	
Actuated g/C Ratio	0.10	0.73		0.04	0.65			0.14			0.14	
v/c Ratio	0.66	0.39		0.16	0.49			0.88			0.72	
Control Delay	73.6	9.0		79.0	8.6			60.8			30.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	73.6	9.0		79.0	8.6			60.8			30.8	
LOS	E	A		E	A			E			C	
Approach Delay		17.9			9.7			60.8			30.8	
Approach LOS		B			A			E			C	
Queue Length 50th (ft)	114	194		12	139			111			60	
Queue Length 95th (ft)	157	281		28	168			164			112	
Internal Link Dist (ft)		745			695			599			302	
Turn Bay Length (ft)	180			200								
Base Capacity (vph)	514	3722		514	3296			708			760	
Starvation Cap Reductn	0	0		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	0.45	0.39		0.05	0.49			0.49			0.44	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 12 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 19.3
 Intersection Capacity Utilization 73.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 3: 22nd Street & Oakbrook Center 2



Oakbrook Center Outparcel
1: I-88 Ramps/Spring Road & 22nd Street

Existing (2019)
Timing Plan: Saturday PH



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	753	213	151	637	288	256	177	17	269	156	202
Future Volume (vph)	153	753	213	151	637	288	256	177	17	269	156	202
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		290	250		165	190		0	390		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	0.91	0.91	0.95
Frt			0.850			0.850		0.989			0.926	
Flt Protected	0.950			0.950			0.950	0.993		0.950	0.993	
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1681	1738	0	1610	3117	0
Flt Permitted	0.950			0.950			0.950	0.993		0.950	0.993	
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1681	1738	0	1610	3117	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			303		3			158	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		798			1836			682			904	
Travel Time (s)		13.6			31.3			15.5			20.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	161	793	224	159	671	303	269	186	18	283	164	213
Shared Lane Traffic (%)							13%			20%		
Lane Group Flow (vph)	161	793	224	159	671	303	234	239	0	226	434	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Split	NA		Split	NA	
Protected Phases	5	2	2 8	1	6	6 4	8	8		4	4	
Permitted Phases												
Detector Phase	5	2	2 8	1	6	6 4	8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	24.0	48.0		24.0	48.0		34.0	34.0		24.0	24.0	
Total Split (%)	18.5%	36.9%		18.5%	36.9%		26.2%	26.2%		18.5%	18.5%	
Maximum Green (s)	19.5	42.0		19.5	42.0		28.0	28.0		19.5	19.5	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		3.5	3.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.5	1.5		1.0	1.0	
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		6.0	6.0		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
 1: I-88 Ramps/Spring Road & 22nd Street

Existing (2019)
 Timing Plan: Saturday PH

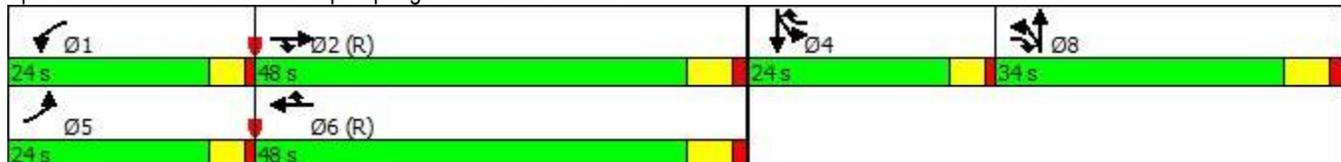


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	11.4	51.4	74.3	11.4	51.4	79.1	23.0	23.0		23.3	23.3	
Actuated g/C Ratio	0.09	0.40	0.57	0.09	0.40	0.61	0.18	0.18		0.18	0.18	
v/c Ratio	0.53	0.37	0.22	0.53	0.32	0.28	0.79	0.77		0.78	0.63	
Control Delay	73.7	24.6	1.6	62.9	28.9	2.2	69.6	66.8		70.3	35.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.7	24.6	1.6	62.9	28.9	2.2	69.6	66.8		70.3	35.5	
LOS	E	C	A	E	C	A	E	E		E	D	
Approach Delay		27.0			26.5			68.2			47.4	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	53	192	20	67	152	0	198	200		193	113	
Queue Length 95th (ft)	112	126	10	101	186	42	287	289		#383	187	
Internal Link Dist (ft)		718			1756			602			824	
Turn Bay Length (ft)	250		290	250		165	190			390		
Base Capacity (vph)	514	2115	1053	514	2114	1082	362	376		288	688	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.37	0.21	0.31	0.32	0.28	0.65	0.64		0.78	0.63	

Intersection Summary

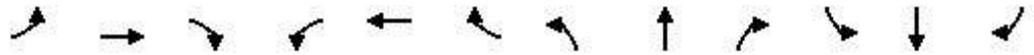
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 36.4
 Intersection LOS: D
 Intersection Capacity Utilization 60.3%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: I-88 Ramps/Spring Road & 22nd Street



Oakbrook Center Outparcel
2: 22nd Street & Oakbrook Center 1

Existing (2019)
Timing Plan: Saturday PH



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↔↔			↔↔	
Traffic Volume (vph)	120	987	6	16	861	218	8	4	8	124	3	237
Future Volume (vph)	120	987	6	16	861	218	8	4	8	124	3	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	195		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.999			0.970			0.940			0.902	
Flt Protected	0.950			0.950				0.980			0.983	
Satd. Flow (prot)	3433	5080	0	3433	4933	0	0	3260	0	0	3138	0
Flt Permitted	0.950			0.950				0.656			0.848	
Satd. Flow (perm)	3433	5080	0	3433	4933	0	0	2182	0	0	2707	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			57			8			249	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		775			798			670			369	
Travel Time (s)		13.2			13.6			22.8			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	1039	6	17	906	229	8	4	8	131	3	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1045	0	17	1135	0	0	20	0	0	383	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	58.0		26.0	58.0		46.0	46.0		46.0	46.0	
Total Split (%)	20.0%	44.6%		20.0%	44.6%		35.4%	35.4%		35.4%	35.4%	
Maximum Green (s)	22.5	52.0		22.5	52.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
3: 22nd Street & Oakbrook Center 2

Existing (2019)
Timing Plan: Saturday PH



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↔↔			↔↔	
Traffic Volume (vph)	366	962	13	10	1035	61	28	3	8	143	6	286
Future Volume (vph)	366	962	13	10	1035	61	28	3	8	143	6	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	200		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.998			0.992			0.970			0.901	
Flt Protected	0.950			0.950				0.965			0.984	
Satd. Flow (prot)	3433	5075	0	3433	5045	0	0	3313	0	0	3138	0
Flt Permitted	0.950			0.950				0.704			0.842	
Satd. Flow (perm)	3433	5075	0	3433	5045	0	0	2417	0	0	2685	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			8			8			301	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		825			775			679			382	
Travel Time (s)		14.1			13.2			23.1			13.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	385	1013	14	11	1089	64	29	3	8	151	6	301
Shared Lane Traffic (%)												
Lane Group Flow (vph)	385	1027	0	11	1153	0	0	40	0	0	458	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	58.0		26.0	58.0		46.0	46.0		46.0	46.0	
Total Split (%)	20.0%	44.6%		20.0%	44.6%		35.4%	35.4%		35.4%	35.4%	
Maximum Green (s)	22.5	52.0		22.5	52.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	



APPENDIX D

CAPACITY ANALYSIS WORKSHEETS

BACKGROUND



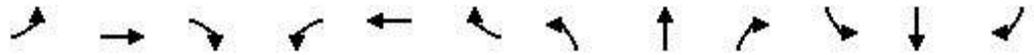
Oakbrook Center Outparcel
1: I-88 Ramps/Spring Road & 22nd Street

Background (2025)
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 			 	
Traffic Volume (vph)	204	1162	476	915	1081	364	196	153	89	314	528	308
Future Volume (vph)	204	1162	476	915	1081	364	196	153	89	314	528	308
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		290	250		165	190		0	390		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	0.91	0.91	0.95
Frt			0.850			0.850		0.949			0.947	
Flt Protected	0.950			0.950			0.950	0.996		0.950	0.998	
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1681	1673	0	1610	3204	0
Flt Permitted	0.950			0.950			0.950	0.996		0.950	0.998	
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1681	1673	0	1610	3204	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			250		15			57	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		798			1836			682			904	
Travel Time (s)		13.6			31.3			15.5			20.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	215	1223	501	963	1138	383	206	161	94	331	556	324
Shared Lane Traffic (%)							10%			10%		
Lane Group Flow (vph)	215	1223	501	963	1138	383	185	276	0	298	913	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Split	NA		Split	NA	
Protected Phases	5	2	2 8	1	6	6 4	8	8		4	4	
Permitted Phases												
Detector Phase	5	2	2 8	1	6	6 4	8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	40.0		40.0	50.0		30.0	30.0		40.0	40.0	
Total Split (%)	20.0%	26.7%		26.7%	33.3%		20.0%	20.0%		26.7%	26.7%	
Maximum Green (s)	25.5	34.0		35.5	44.0		24.0	24.0		35.5	35.5	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		3.5	3.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.5	1.5		1.0	1.0	
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		6.0	6.0		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
 1: I-88 Ramps/Spring Road & 22nd Street

Background (2025)
 Timing Plan: Weekday PM

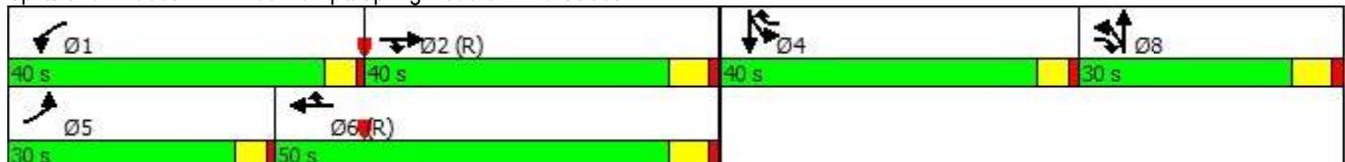


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	14.7	34.0	58.0	35.5	54.8	94.8	24.0	24.0		35.5	35.5	
Actuated g/C Ratio	0.10	0.23	0.39	0.24	0.37	0.63	0.16	0.16		0.24	0.24	
v/c Ratio	0.64	1.01	0.76	1.19	0.58	0.35	0.69	0.99		0.78	1.14	
Control Delay	82.0	75.2	20.0	144.5	40.2	5.3	73.9	108.6		69.0	124.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	82.0	75.2	20.0	144.5	40.2	5.3	73.9	108.6		69.0	124.9	
LOS	F	E	C	F	D	A	E	F		E	F	
Approach Delay		61.7			75.3			94.7			111.2	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	110	~452	199	~581	328	50	182	273		303	~547	
Queue Length 95th (ft)	152	#542	201	#717	394	111	276	#477		#451	#692	
Internal Link Dist (ft)		718			1756			602			824	
Turn Bay Length (ft)	250		290	250		165	190			390		
Base Capacity (vph)	583	1213	658	812	1955	1092	268	280		381	801	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.37	1.01	0.76	1.19	0.58	0.35	0.69	0.99		0.78	1.14	

Intersection Summary

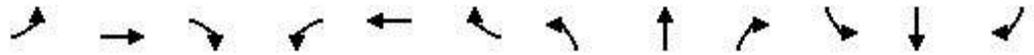
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 79.6
 Intersection LOS: E
 Intersection Capacity Utilization 99.5%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: I-88 Ramps/Spring Road & 22nd Street



Oakbrook Center Outparcel
2: 22nd Street & Oakbrook Center 1

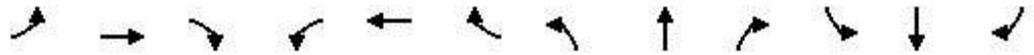
Background (2025)
Timing Plan: Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↔↔			↔↔	
Traffic Volume (vph)	77	1611	29	49	1391	145	100	14	137	94	3	177
Future Volume (vph)	77	1611	29	49	1391	145	100	14	137	94	3	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	195		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.997			0.986			0.918			0.903	
Flt Protected	0.950			0.950				0.981			0.983	
Satd. Flow (prot)	3433	5070	0	3433	5014	0	0	3187	0	0	3142	0
Flt Permitted	0.950			0.950				0.600			0.635	
Satd. Flow (perm)	3433	5070	0	3433	5014	0	0	1949	0	0	2029	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15			144			186	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		775			798			670			369	
Travel Time (s)		13.2			13.6			22.8			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	81	1696	31	52	1464	153	105	15	144	99	3	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	1727	0	52	1617	0	0	264	0	0	288	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	70.0		26.0	70.0		54.0	54.0		54.0	54.0	
Total Split (%)	17.3%	46.7%		17.3%	46.7%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	22.5	64.0		22.5	64.0		48.0	48.0		48.0	48.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
3: 22nd Street & Oakbrook Center 2

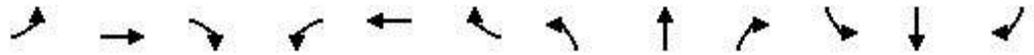
Background (2025)
Timing Plan: Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔↔	↕↕↔			↕↔			↕↔	
Traffic Volume (vph)	221	1465	18	23	1620	25	176	11	141	111	5	199
Future Volume (vph)	221	1465	18	23	1620	25	176	11	141	111	5	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	200		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.998			0.998			0.936			0.905	
Flt Protected	0.950			0.950				0.974			0.983	
Satd. Flow (prot)	3433	5075	0	3433	5075	0	0	3227	0	0	3149	0
Flt Permitted	0.950			0.950				0.582			0.603	
Satd. Flow (perm)	3433	5075	0	3433	5075	0	0	1928	0	0	1931	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			134			209	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		825			775			679			382	
Travel Time (s)		14.1			13.2			23.1			13.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	233	1542	19	24	1705	26	185	12	148	117	5	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	233	1561	0	24	1731	0	0	345	0	0	331	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	70.0		26.0	70.0		54.0	54.0		54.0	54.0	
Total Split (%)	17.3%	46.7%		17.3%	46.7%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	22.5	64.0		22.5	64.0		48.0	48.0		48.0	48.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
 3: 22nd Street & Oakbrook Center 2

Background (2025)
 Timing Plan: Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	15.5	110.0		6.5	97.4			21.6			21.6	
Actuated g/C Ratio	0.10	0.73		0.04	0.65			0.14			0.14	
v/c Ratio	0.66	0.42		0.16	0.53			0.88			0.72	
Control Delay	73.6	9.3		78.8	8.5			60.8			30.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	73.6	9.3		78.8	8.5			60.8			30.8	
LOS	E	A		E	A			E			C	
Approach Delay		17.7			9.5			60.8			30.8	
Approach LOS		B			A			E			C	
Queue Length 50th (ft)	114	215		12	144			111			60	
Queue Length 95th (ft)	157	309		m27	172			164			112	
Internal Link Dist (ft)		745			695			599			302	
Turn Bay Length (ft)	180			200								
Base Capacity (vph)	514	3722		514	3296			708			760	
Starvation Cap Reductn	0	0		0	223			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.45	0.42		0.05	0.56			0.49			0.44	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 12 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 18.8
 Intersection LOS: B
 Intersection Capacity Utilization 76.2%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 22nd Street & Oakbrook Center 2



Oakbrook Center Outparcel
1: I-88 Ramps/Spring Road & 22nd Street

Background (2025)
Timing Plan: Saturday PH

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 			  	
Traffic Volume (vph)	176	792	220	173	709	298	261	193	38	283	199	213
Future Volume (vph)	176	792	220	173	709	298	261	193	38	283	199	213
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		290	250		165	190		0	390		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	0.91	0.91	0.95
Frt			0.850			0.850		0.978			0.930	
Flt Protected	0.950			0.950			0.950	0.995		0.950	0.995	
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1681	1722	0	1610	3137	0
Flt Permitted	0.950			0.950			0.950	0.995		0.950	0.995	
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1681	1722	0	1610	3137	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199			278		6			143	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		798			1836			682			904	
Travel Time (s)		13.6			31.3			15.5			20.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	185	834	232	182	746	314	275	203	40	298	209	224
Shared Lane Traffic (%)							10%			16%		
Lane Group Flow (vph)	185	834	232	182	746	314	247	271	0	250	481	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Split	NA		Split	NA	
Protected Phases	5	2	2 8	1	6	6 4	8	8		4	4	
Permitted Phases												
Detector Phase	5	2	2 8	1	6	6 4	8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	24.0	48.0		24.0	48.0		34.0	34.0		24.0	24.0	
Total Split (%)	18.5%	36.9%		18.5%	36.9%		26.2%	26.2%		18.5%	18.5%	
Maximum Green (s)	19.5	42.0		19.5	42.0		28.0	28.0		19.5	19.5	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		3.5	3.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.5	1.5		1.0	1.0	
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		6.0	6.0		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
1: I-88 Ramps/Spring Road & 22nd Street

Background (2025)
Timing Plan: Saturday PH

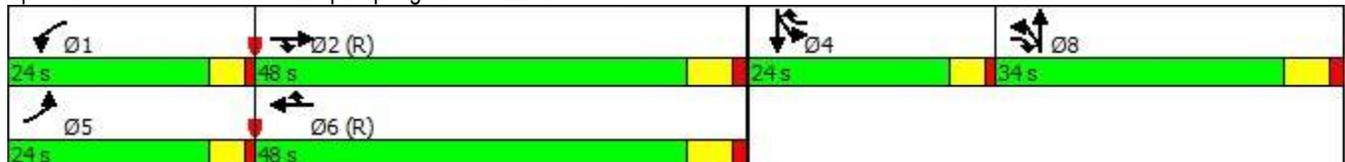


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	12.3	46.9	71.2	12.2	46.8	77.0	24.2	24.2		25.6	25.6	
Actuated g/C Ratio	0.09	0.36	0.55	0.09	0.36	0.59	0.19	0.19		0.20	0.20	
v/c Ratio	0.57	0.43	0.24	0.57	0.39	0.30	0.79	0.83		0.79	0.66	
Control Delay	70.4	27.3	2.3	63.0	32.1	3.3	68.1	70.9		68.5	38.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	70.4	27.3	2.3	63.0	32.1	3.3	68.1	70.9		68.5	38.9	
LOS	E	C	A	E	C	A	E	E		E	D	
Approach Delay		29.0			29.3			69.6			49.0	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	61	210	44	76	179	13	207	225		217	142	
Queue Length 95th (ft)	123	134	17	113	210	59	305	328		#437	#236	
Internal Link Dist (ft)		718			1756			602			824	
Turn Bay Length (ft)	250		290	250		165	190			390		
Base Capacity (vph)	514	1932	996	514	1927	1050	362	375		317	733	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.36	0.43	0.23	0.35	0.39	0.30	0.68	0.72		0.79	0.66	

Intersection Summary

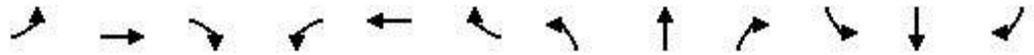
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 38.6
 Intersection LOS: D
 Intersection Capacity Utilization 64.1%
 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: 1: I-88 Ramps/Spring Road & 22nd Street



Oakbrook Center Outparcel
2: 22nd Street & Oakbrook Center 1

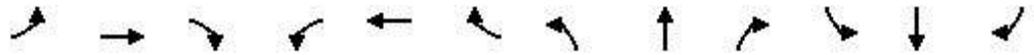
Background (2025)
Timing Plan: Saturday PH



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↔↔			↔↔	
Traffic Volume (vph)	120	1056	6	16	949	218	8	4	8	124	3	237
Future Volume (vph)	120	1056	6	16	949	218	8	4	8	124	3	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	195		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.999			0.972			0.940			0.902	
Flt Protected	0.950			0.950				0.980			0.983	
Satd. Flow (prot)	3433	5080	0	3433	4943	0	0	3260	0	0	3138	0
Flt Permitted	0.950			0.950				0.656			0.848	
Satd. Flow (perm)	3433	5080	0	3433	4943	0	0	2182	0	0	2707	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			48			8			249	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		775			798			670			369	
Travel Time (s)		13.2			13.6			22.8			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	1112	6	17	999	229	8	4	8	131	3	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1118	0	17	1228	0	0	20	0	0	383	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	58.0		26.0	58.0		46.0	46.0		46.0	46.0	
Total Split (%)	20.0%	44.6%		20.0%	44.6%		35.4%	35.4%		35.4%	35.4%	
Maximum Green (s)	22.5	52.0		22.5	52.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
2: 22nd Street & Oakbrook Center 1

Background (2025)
Timing Plan: Saturday PH



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	10.1	100.8		6.2	91.3			13.1			13.1	
Actuated g/C Ratio	0.08	0.78		0.05	0.70			0.10			0.10	
v/c Ratio	0.47	0.28		0.10	0.35			0.09			0.77	
Control Delay	73.1	2.1		66.6	5.3			35.9			30.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	73.1	2.1		66.6	5.3			35.9			30.1	
LOS	E	A		E	A			D			C	
Approach Delay		9.3			6.1			35.9			30.1	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	44	20		6	93			4			57	
Queue Length 95th (ft)	81	34		m17	102			17			108	
Internal Link Dist (ft)		695			718			590			289	
Turn Bay Length (ft)	195			195								
Base Capacity (vph)	594	3938		594	3484			676			1005	
Starvation Cap Reductn	0	0		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	0.21	0.28		0.03	0.35			0.03			0.38	

Intersection Summary

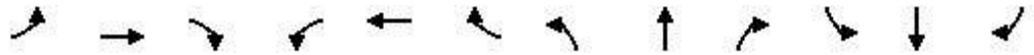
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 31 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 10.9 Intersection LOS: B
 Intersection Capacity Utilization 54.8% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 22nd Street & Oakbrook Center 1



Oakbrook Center Outparcel
3: 22nd Street & Oakbrook Center 2

Background (2025)
Timing Plan: Saturday PH



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↔↔			↔↔	
Traffic Volume (vph)	366	1031	13	10	1123	61	28	3	8	143	6	286
Future Volume (vph)	366	1031	13	10	1123	61	28	3	8	143	6	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	200		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.998			0.992			0.970			0.901	
Flt Protected	0.950			0.950				0.965			0.984	
Satd. Flow (prot)	3433	5075	0	3433	5045	0	0	3313	0	0	3138	0
Flt Permitted	0.950			0.950				0.704			0.842	
Satd. Flow (perm)	3433	5075	0	3433	5045	0	0	2417	0	0	2685	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			8			8			301	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		825			775			679			382	
Travel Time (s)		14.1			13.2			23.1			13.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	385	1085	14	11	1182	64	29	3	8	151	6	301
Shared Lane Traffic (%)												
Lane Group Flow (vph)	385	1099	0	11	1246	0	0	40	0	0	458	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	58.0		26.0	58.0		46.0	46.0		46.0	46.0	
Total Split (%)	20.0%	44.6%		20.0%	44.6%		35.4%	35.4%		35.4%	35.4%	
Maximum Green (s)	22.5	52.0		22.5	52.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	



APPENDIX E

CAPACITY ANALYSIS WORKSHEETS FUTURE WITH PROJECT



Oakbrook Center Outparcel
1: I-88 Ramps/Spring Road & 22nd Street

Future with Project (2025)
Timing Plan: Weekday PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 				
Traffic Volume (vph)	209	1192	491	915	1108	364	209	153	89	314	528	312
Future Volume (vph)	209	1192	491	915	1108	364	209	153	89	314	528	312
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		290	250		165	190		0	390		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	0.91	0.91	0.95
Frt			0.850			0.850		0.949			0.946	
Flt Protected	0.950			0.950			0.950	0.996		0.950	0.998	
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1681	1673	0	1610	3201	0
Flt Permitted	0.950			0.950			0.950	0.996		0.950	0.998	
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1681	1673	0	1610	3201	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			246		15			59	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		798			1836			682			904	
Travel Time (s)		13.6			31.3			15.5			20.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	220	1255	517	963	1166	383	220	161	94	331	556	328
Shared Lane Traffic (%)							10%			10%		
Lane Group Flow (vph)	220	1255	517	963	1166	383	198	277	0	298	917	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Split	NA		Split	NA	
Protected Phases	5	2	2 8	1	6	6 4	8	8		4	4	
Permitted Phases												
Detector Phase	5	2	2 8	1	6	6 4	8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	40.0		40.0	50.0		30.0	30.0		40.0	40.0	
Total Split (%)	20.0%	26.7%		26.7%	33.3%		20.0%	20.0%		26.7%	26.7%	
Maximum Green (s)	25.5	34.0		35.5	44.0		24.0	24.0		35.5	35.5	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		3.5	3.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.5	1.5		1.0	1.0	
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		6.0	6.0		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
1: I-88 Ramps/Spring Road & 22nd Street

Future with Project (2025)
Timing Plan: Weekday PM

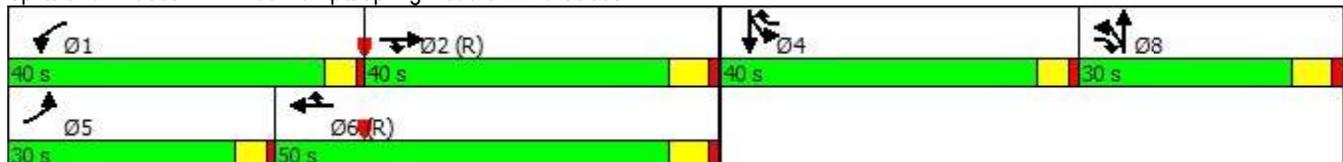


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	14.9	34.0	58.0	35.5	54.6	94.6	24.0	24.0		35.5	35.5	
Actuated g/C Ratio	0.10	0.23	0.39	0.24	0.36	0.63	0.16	0.16		0.24	0.24	
v/c Ratio	0.65	1.03	0.79	1.19	0.60	0.35	0.74	0.99		0.78	1.14	
Control Delay	79.6	82.7	23.0	144.5	40.8	5.5	77.2	109.5		69.0	126.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	79.6	82.7	23.1	144.5	40.8	5.5	77.2	109.5		69.0	126.1	
LOS	E	F	C	F	D	A	E	F		E	F	
Approach Delay		66.9			75.2			96.0			112.1	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	111	~484	141	~581	338	52	196	274		303	~550	
Queue Length 95th (ft)	155	#563	295	#717	406	114	#310	#480		#451	#695	
Internal Link Dist (ft)		718			1756			602			824	
Turn Bay Length (ft)	250		290	250		165	190			390		
Base Capacity (vph)	583	1213	658	812	1947	1089	268	280		381	802	
Starvation Cap Reductn	0	0	1	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.38	1.03	0.79	1.19	0.60	0.35	0.74	0.99		0.78	1.14	

Intersection Summary

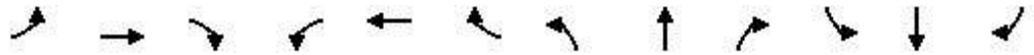
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 81.3 Intersection LOS: F
 Intersection Capacity Utilization 100.5% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: I-88 Ramps/Spring Road & 22nd Street



Oakbrook Center Outparcel
2: 22nd Street & Oakbrook Center 1

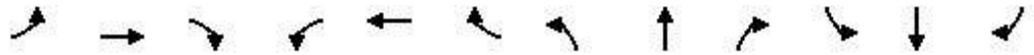
Future with Project (2025)
Timing Plan: Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↕		↔↔	↕↕↕			↕↕			↕↕	
Traffic Volume (vph)	128	1591	29	49	1362	218	100	14	137	164	3	240
Future Volume (vph)	128	1591	29	49	1362	218	100	14	137	164	3	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	195		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.997			0.979			0.918			0.912	
Flt Protected	0.950			0.950				0.981			0.980	
Satd. Flow (prot)	3433	5070	0	3433	4979	0	0	3187	0	0	3163	0
Flt Permitted	0.950			0.950				0.588			0.650	
Satd. Flow (perm)	3433	5070	0	3433	4979	0	0	1910	0	0	2098	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			25			144			253	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		775			798			670			369	
Travel Time (s)		13.2			13.6			22.8			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	135	1675	31	52	1434	229	105	15	144	173	3	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	1706	0	52	1663	0	0	264	0	0	429	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	70.0		26.0	70.0		54.0	54.0		54.0	54.0	
Total Split (%)	17.3%	46.7%		17.3%	46.7%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	22.5	64.0		22.5	64.0		48.0	48.0		48.0	48.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
2: 22nd Street & Oakbrook Center 1

Future with Project (2025)
Timing Plan: Weekday PM

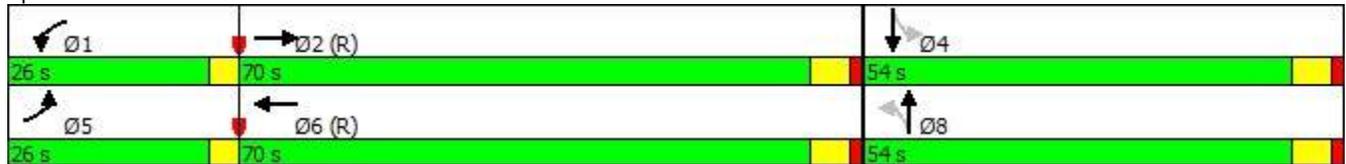


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	11.3	110.1		7.7	104.7			18.6			18.6	
Actuated g/C Ratio	0.08	0.73		0.05	0.70			0.12			0.12	
v/c Ratio	0.53	0.46		0.30	0.48			0.73			0.89	
Control Delay	95.1	5.3		94.3	7.4			39.2			46.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	95.1	5.4		94.3	7.4			39.2			46.9	
LOS	F	A		F	A			D			D	
Approach Delay		11.9			10.0			39.2			46.9	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	0	59		27	81			60			94	
Queue Length 95th (ft)	105	182		m41	m487			106			153	
Internal Link Dist (ft)		695			718			590			289	
Turn Bay Length (ft)	195			195								
Base Capacity (vph)	514	3721		514	3481			709			843	
Starvation Cap Reductn	0	273		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	0.26	0.49		0.10	0.48			0.37			0.51	

Intersection Summary

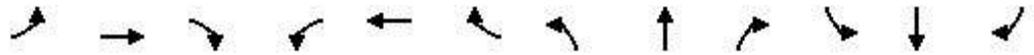
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 27 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 16.4 Intersection LOS: B
 Intersection Capacity Utilization 73.5% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 22nd Street & Oakbrook Center 1



Oakbrook Center Outparcel
3: 22nd Street & Oakbrook Center 2

Future with Project (2025)
Timing Plan: Weekday PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↕		↔↔	↕↕↕			↕↕			↕↕	
Traffic Volume (vph)	225	1496	18	23	1654	25	176	11	141	111	5	204
Future Volume (vph)	225	1496	18	23	1654	25	176	11	141	111	5	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	200		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.998			0.998			0.936			0.904	
Flt Protected	0.950			0.950				0.974			0.983	
Satd. Flow (prot)	3433	5075	0	3433	5075	0	0	3227	0	0	3145	0
Flt Permitted	0.950			0.950				0.578			0.605	
Satd. Flow (perm)	3433	5075	0	3433	5075	0	0	1915	0	0	1936	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			134			215	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		825			775			679			382	
Travel Time (s)		14.1			13.2			23.1			13.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	237	1575	19	24	1741	26	185	12	148	117	5	215
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	1594	0	24	1767	0	0	345	0	0	337	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	70.0		26.0	70.0		54.0	54.0		54.0	54.0	
Total Split (%)	17.3%	46.7%		17.3%	46.7%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	22.5	64.0		22.5	64.0		48.0	48.0		48.0	48.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
1: I-88 Ramps/Spring Road & 22nd Street

Future with Project (2025)
Timing Plan: Saturday PH

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		  	  			 	 		  	  
Traffic Volume (vph)	181	825	236	173	746	298	279	193	38	283	199	219
Future Volume (vph)	181	825	236	173	746	298	279	193	38	283	199	219
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		290	250		165	190		0	390		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.95	0.95	1.00	0.91	0.91	0.95
Frt			0.850			0.850		0.978			0.929	
Flt Protected	0.950			0.950			0.950	0.995		0.950	0.995	
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1681	1722	0	1610	3134	0
Flt Permitted	0.950			0.950			0.950	0.995		0.950	0.995	
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1681	1722	0	1610	3134	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199			273		6			151	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		798			1836			682			904	
Travel Time (s)		13.6			31.3			15.5			20.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	191	868	248	182	785	314	294	203	40	298	209	231
Shared Lane Traffic (%)							10%			15%		
Lane Group Flow (vph)	191	868	248	182	785	314	265	272	0	253	485	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Split	NA		Split	NA	
Protected Phases	5	2	2 8	1	6	6 4	8	8		4	4	
Permitted Phases												
Detector Phase	5	2	2 8	1	6	6 4	8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	24.0	48.0		24.0	48.0		34.0	34.0		24.0	24.0	
Total Split (%)	18.5%	36.9%		18.5%	36.9%		26.2%	26.2%		18.5%	18.5%	
Maximum Green (s)	19.5	42.0		19.5	42.0		28.0	28.0		19.5	19.5	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		3.5	3.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.5	1.5		1.0	1.0	
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		6.0	6.0		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
 1: I-88 Ramps/Spring Road & 22nd Street

Future with Project (2025)
 Timing Plan: Saturday PH

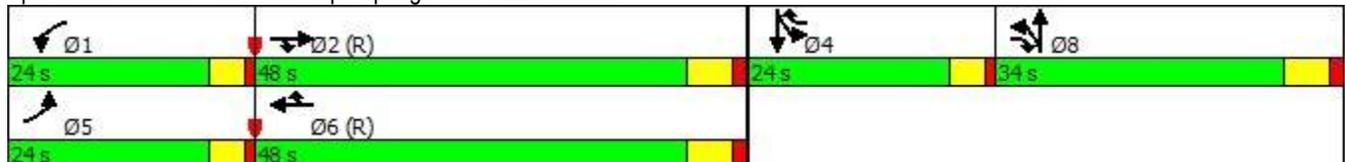


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	12.5	47.0	71.6	12.2	46.7	76.4	24.5	24.5		25.2	25.2	
Actuated g/C Ratio	0.10	0.36	0.55	0.09	0.36	0.59	0.19	0.19		0.19	0.19	
v/c Ratio	0.58	0.45	0.26	0.57	0.41	0.30	0.84	0.83		0.81	0.66	
Control Delay	70.4	26.4	1.9	63.0	32.3	3.5	72.9	69.8		71.2	38.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	70.4	26.4	1.9	63.0	32.3	3.5	72.9	69.8		71.2	38.8	
LOS	E	C	A	E	C	A	E	E		E	D	
Approach Delay		28.2			29.6			71.3			49.9	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	80	219	10	76	187	15	224	224		224	143	
Queue Length 95th (ft)	123	147	18	113	223	61	#330	329		#445	#227	
Internal Link Dist (ft)		718			1756			602			824	
Turn Bay Length (ft)	250		290	250		165	190			390		
Base Capacity (vph)	514	1936	997	514	1923	1043	362	375		312	730	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.37	0.45	0.25	0.35	0.41	0.30	0.73	0.73		0.81	0.66	

Intersection Summary

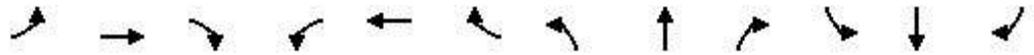
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 38.8
 Intersection LOS: D
 Intersection Capacity Utilization 65.4%
 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: 1: I-88 Ramps/Spring Road & 22nd Street



Oakbrook Center Outparcel
2: 22nd Street & Oakbrook Center 1

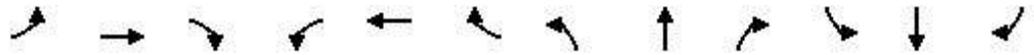
Future with Project (2025)
Timing Plan: Saturday PH



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↕		↔↔	↕↕↕			↕↕			↕↕	
Traffic Volume (vph)	178	1040	6	16	924	304	8	4	8	194	3	300
Future Volume (vph)	178	1040	6	16	924	304	8	4	8	194	3	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	195		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.999			0.963			0.940			0.909	
Flt Protected	0.950			0.950				0.980			0.981	
Satd. Flow (prot)	3433	5080	0	3433	4897	0	0	3260	0	0	3156	0
Flt Permitted	0.950			0.950				0.669			0.832	
Satd. Flow (perm)	3433	5080	0	3433	4897	0	0	2226	0	0	2677	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			76			8			308	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		775			798			670			369	
Travel Time (s)		13.2			13.6			22.8			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	187	1095	6	17	973	320	8	4	8	204	3	316
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	1101	0	17	1293	0	0	20	0	0	523	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	58.0		26.0	58.0		46.0	46.0		46.0	46.0	
Total Split (%)	20.0%	44.6%		20.0%	44.6%		35.4%	35.4%		35.4%	35.4%	
Maximum Green (s)	22.5	52.0		22.5	52.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
2: 22nd Street & Oakbrook Center 1

Future with Project (2025)
Timing Plan: Saturday PH



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	12.4	96.4		6.2	84.6			17.5			17.5	
Actuated g/C Ratio	0.10	0.74		0.05	0.65			0.13			0.13	
v/c Ratio	0.57	0.29		0.10	0.40			0.07			0.83	
Control Delay	59.7	4.5		71.7	8.5			31.8			33.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	59.7	4.5		71.7	8.5			31.8			33.8	
LOS	E	A		E	A			C			C	
Approach Delay		12.5			9.3			31.8			33.8	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)	77	105		7	99			4			95	
Queue Length 95th (ft)	81	217		m17	345			16			151	
Internal Link Dist (ft)		695			718			590			289	
Turn Bay Length (ft)	195			195								
Base Capacity (vph)	594	3765		594	3212			690			1036	
Starvation Cap Reductn	0	0		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	0.31	0.29		0.03	0.40			0.03			0.50	

Intersection Summary

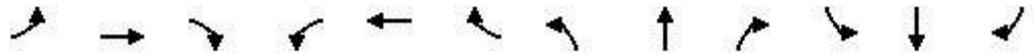
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 31 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 14.8 Intersection LOS: B
 Intersection Capacity Utilization 61.9% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: 22nd Street & Oakbrook Center 1



Oakbrook Center Outparcel
3: 22nd Street & Oakbrook Center 2

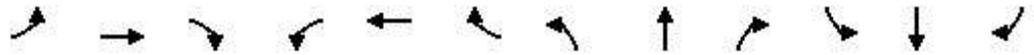
Future with Project (2025)
Timing Plan: Saturday PH



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↔↔			↔↔	
Traffic Volume (vph)	372	1073	13	10	1161	61	28	3	8	143	6	291
Future Volume (vph)	372	1073	13	10	1161	61	28	3	8	143	6	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	200		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.998			0.993			0.970			0.901	
Flt Protected	0.950			0.950				0.965			0.984	
Satd. Flow (prot)	3433	5075	0	3433	5050	0	0	3313	0	0	3138	0
Flt Permitted	0.950			0.950				0.706			0.843	
Satd. Flow (perm)	3433	5075	0	3433	5050	0	0	2424	0	0	2688	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			7			8			306	
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		825			775			679			382	
Travel Time (s)		14.1			13.2			23.1			13.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	392	1129	14	11	1222	64	29	3	8	151	6	306
Shared Lane Traffic (%)												
Lane Group Flow (vph)	392	1143	0	11	1286	0	0	40	0	0	463	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	58.0		26.0	58.0		46.0	46.0		46.0	46.0	
Total Split (%)	20.0%	44.6%		20.0%	44.6%		35.4%	35.4%		35.4%	35.4%	
Maximum Green (s)	22.5	52.0		22.5	52.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	

Oakbrook Center Outparcel
3: 22nd Street & Oakbrook Center 2

Future with Project (2025)
Timing Plan: Saturday PH



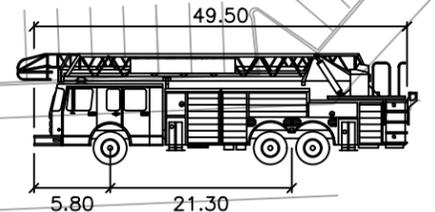
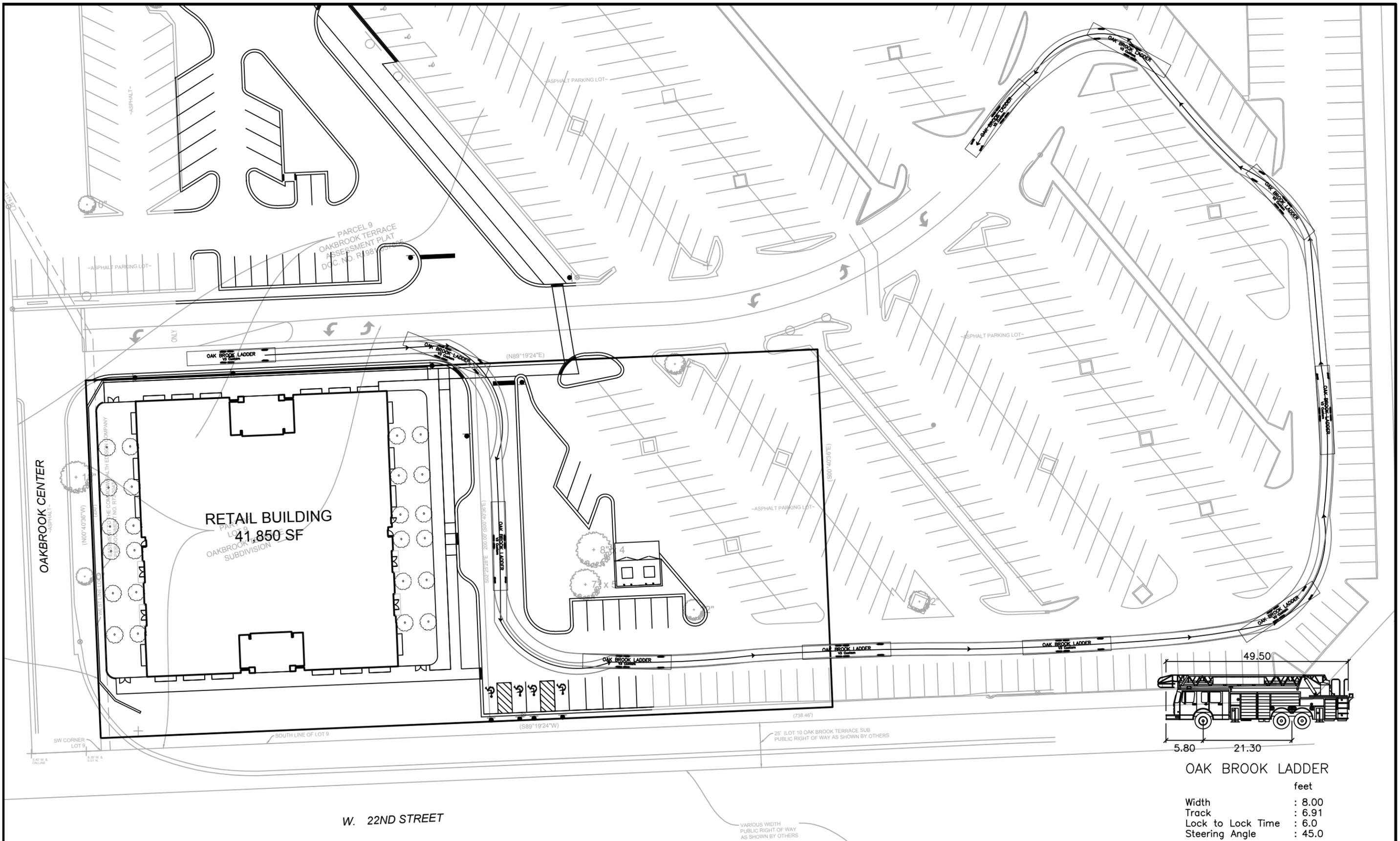
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	20.0	99.4		6.0	79.9			14.7			14.7	
Actuated g/C Ratio	0.15	0.76		0.05	0.61			0.11			0.11	
v/c Ratio	0.74	0.29		0.07	0.41			0.14			0.81	
Control Delay	61.4	5.9		62.7	8.5			42.2			29.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	61.4	5.9		62.7	8.5			42.2			29.6	
LOS	E	A		E	A			D			C	
Approach Delay		20.1			8.9			42.2			29.6	
Approach LOS		C			A			D			C	
Queue Length 50th (ft)	164	75		4	121			13			67	
Queue Length 95th (ft)	211	172		m11	153			30			122	
Internal Link Dist (ft)		745			695			599			302	
Turn Bay Length (ft)	180			200								
Base Capacity (vph)	606	3879		594	3105			751			1038	
Starvation Cap Reductn	0	0		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	0.65	0.29		0.02	0.41			0.05			0.45	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 13 (10%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 17.3
 Intersection LOS: B
 Intersection Capacity Utilization 72.6%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 22nd Street & Oakbrook Center 2





OAK BROOK LADDER

	feet
Width	: 8.00
Track	: 6.91
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

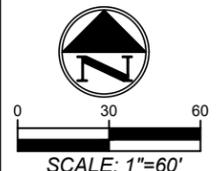


7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

OAKBROOK CENTER

OAK BROOK OUT PARCEL ILLINOIS

FIRE TRUCK EXHIBIT



DATE: 09-30-19



ENVIRONMENTAL IMPACT ANALYSIS

DATE: 9-30-19

The Oakbrook Center Plan Development RH project will be located within an approximately 3-acre project area that is currently a parking lot area along 22nd Street, west of Spring Road. The existing parking lot area is relatively flat and drains to an existing storm sewer collection system that discharges into the Oak Brook Tributary. The proposed development includes the removal of existing parking lot surface and landscape islands, and the construction of a new \pm 40,000 SF, 1-story to 3-story retail/restaurant-use building with associated paved parking, access areas, and underground utilities to serve the proposed development.

The proposed development is expected to have a positive environmental impact. The existing project area is already developed as a parking lot and includes 109,958 square feet of impervious area, while the proposed project reduces the impervious area within the project area by 11,857 square feet or 0.27 acres. It is rare that a redevelopment of an only 3-acre site would include returning 0.27 acres or 9 percent of the site back into pervious green space. The increase of green space will provide a positive environmental impact by increasing stormwater infiltration, water quality, and landscaping on the property. The water quality of the direct runoff from the existing surface parking lot is substantially worse (oil, gas, grease, metals) than the water quality of runoff from the proposed rooftop and additional green space.

Neither the noise nor lighting for the project is anticipated to have any negative environmental impacts. Any added noise associated with the project will be pedestrian in nature (including customer and employee ingress and egress and use of the outdoor patio and gardens), or vehicular. With this development being adjacent to 22nd Street, noise from the development will not impact other surrounding properties. The existing project area is currently improved as a parking lot with parking lot lighting. A Photometric Study is included with this submission to demonstrate that the proposed project will comply with Village Ordinances for lighting. Proposed light fixtures will be LED and will have back shields where appropriate to shield light trespass toward the right of way of 22nd Street.

To: Village of Oak Brook
From: Restoration Hardware, Inc.
Date: September 13, 2019
RE: RH Oak Brook Planned Development Fiscal Impact Analysis

INTRODUCTION AND CONTEXT

Restoration Hardware, Inc. (“RH”) is providing this fiscal impact analysis in connection with a proposed Planned Development (the “Planned Development,” or the “Development”) that would be located within a southeasterly portion of the Oakbrook Shopping Center (“Oakbrook Center,” or the “Center”) and within the corporate limits of the Village of Oak Brook, Illinois, an Illinois home rule municipality (the “Village”).

The subject area of the Planned Development (the “Site”), as illustrated in **Exhibit A**, would consist of a rectangular area roughly bounded on the South by 22nd Street, bounded on the North by a segment of Oakbrook Center’s internal ring road, bounded on the West by the first North-South drive aisle into Oakbrook Center lying West of Spring Road, and bounded on the East by a line approximately 410 feet East of that drive aisle. The Site is currently improved as a surface parking lot area but is minimally used, even for parking, given its location at the Center’s perimeter and its distance from the Center’s primary buildings and activities. The Site, in its current condition, essentially generates no tax revenues or fee income for the Village, no employment opportunities, and no cross-marketing with the balance of the Center.

The Development as proposed would include an approximately 42,000 square foot RH retail furniture gallery with restaurant (the “Gallery”) and associated infrastructure, parking and landscaping areas. The proposed Gallery program is shown in **Figure 1** below and is further illustrated and explained by the graphics and reports provided to the Village in conjunction with the application to the Village for consideration of the Planned Development. The proposed Gallery would replace a smaller, in-line RH store currently located within the interior of Oakbrook Center.

Figure 1. Gallery Program.

Use	Square Feet
Retail – Ground Floor	17,733
Retail – Second Floor	15,602
Restaurant – Third Floor	8,618

Suburban shopping centers nationwide, including those in the Chicago metropolitan area, have historically been developed as large department store-anchored, inward-facing, parking-intensive “fortresses” designed to minimize interaction with neighboring public roadway networks, buildings, and uses. As consumer shopping behavior has evolved, it has become critically important for regional suburban shopping centers to address these issues and become more convenient, interactive, “experiential,” and compelling as destinations. Oakbrook Center, with its unique, open-air configuration, has always been better-positioned to meet these challenges head on. The addition of excellent, varied, and convenient food and beverage offerings over the years (including but not limited to new in-line stores and the new “District”), the recapture and conversion of multiple declining anchor store buildings, the ongoing investments in both renewed hardscape and landscape (including the “Village Green”), and the more recent investments in customer-generating retail and non-retail uses, such as the AMC movie theater, Lifetime Fitness and Kidzania (both under construction), Pinstripes, LL Bean, and others, all have continued to set Oakbrook Center apart. The proposed Gallery would be a continuation of this strategy and another important step to refreshing the retail concepts provided by Oakbrook Center and the Village with a showcase addition. Additionally, the Gallery’s location, orientation, building design and landscaping design, have been carefully crafted to complement a primary entry and approach into Oakbrook Center and to visually interface with Oakbrook Center’s commercial neighbors to the South, East and West, along 22nd Street.

This memo summarizes preliminary estimates of the anticipated fiscal impact of the Gallery on the Village and other local taxing bodies under current taxation systems, including Development-related expenses the Village might incur, one-time and recurring fees payable to the Village in conjunction with building permits and operating licenses, and recurring sales tax revenues for the Village if the Gallery were open and operating.

OVERALL PROJECT IMPACT

The Gallery is projected to have a positive, net fiscal impact on the Village of at least \$350,000 in its year of construction and at least \$100,000 in each operating year thereafter, primarily due to: (i) the absence of any expenditures or economic development incentives from the Village; (ii) the nominal increase, if any, on demand for Village services; (iii) one-time and recurring fee income to the Village relating to construction and ongoing operations; (iv) increased employment at the Gallery relative to the existing RH store; (v) increased taxes from increased “cash-and-carry” sales from the Gallery relative to the existing RH store; (vi) new sales taxes from the creation of the Gallery’s restaurant; (vii) tax revenues generated from Gallery customers patronizing other businesses within Oakbrook Center and other neighboring businesses; and (viii) tax revenues generated from whatever business or businesses replace the existing RH store.

Minimum Increase in Demand for Village Services and Absence of Village Expenditures

The proposed uses within the Development will be entirely non-residential and will therefore create no demand on the area schools, libraries, parks and recreational facilities serving the Village. The Development’s commercial uses will represent only a tiny - less than two percent (2%) -increase in the overall floor area of the Center. As a retail and restaurant operation, the Development will not introduce any uses that might generate unprecedented, unusual, or disproportionate demands on Village Police or Fire services. Because no new public streets are being added as a result of the Development, the Village will have no new Public Works costs related to snow removal, street maintenance and/or street resurfacing arising from the Development. In sum, the Development should pose minimal additional service costs to the Village, if any. This is further detailed in other application documents provided by V3 Companies, the project engineers for the Development. It is also RH’s understanding that Village staffing levels, including those of the Police and Fire departments, were not decreased following McDonalds moving from the Village to the City of Chicago and remain more than sufficient to serve what little incremental demand may be generated by the Development.

The Development will be an infill project, built within an existing, impervious surface parking lot area, and located entirely within Oakbrook Center. No significant infrastructure additions will be required as part of the Development, and all infrastructure adjustments will be privately-funded and on-site. Fundamentally, the Site is development-ready, with both existing utility connections and an existing network of streets and internal roadways at the Center. As a result, the Village will not have to make any capital expenditures for the Development, and the Development is not seeking any public incentives or subsidies.

One-time and Recurring Fee Income to the Village

As detailed in **Figure 2**, below, RH estimates the Village would receive approximately \$350,000 in Building Permit Fees for the year in which the Development is constructed.

Figure 2. Building Permit Fee Estimates

	<u>Estimated Hard Costs*</u>	<u>Fee (%)</u>	<u>Permit Fees (\$)</u>
Demolition and Horizontal Infrastructure	\$1,000,000	2.00%	\$20,000
Gallery – Retail / Restaurant **	\$16,500,000	2.00%	\$330,000
Total	\$17,500,000	2.00%	\$350,000

**Hard Costs defined as construction contract with general contractor. Estimates reflect early forecasts and are subject to change.*

***Exclusive of interior TI construction. Should interior TI construction costs also generate permit fees for the Village, estimates would increase.*

Note that the foregoing does *not* include one-time building permit fees the Village will receive when the existing RH store is retro-fitted (by others) for its future occupancy.

Because the Gallery would require an annual Liquor License, the Village also would receive, \$2,750 per year, or whatever higher amount is then charged annually.

Anticipated Increases in Recurring Sales Tax Revenues

RH estimates the Gallery, alone, will generate approximately \$94,500 in annual on-going sales tax revenues for the Village, as detailed in **Figure 3**, including the 1.0% distributive share of State sales tax collections and a 0.5% non-home-rule sales tax levied against Point-of-Sale purchases from the Gallery, food and beverage sales from the Gallery’s restaurant, and products ordered in the Gallery and then delivered to an Oak Brook address. These estimates are based on averages of similar RH Galleries nationwide.

Figure 3. Direct Sales Tax Revenues (Gallery Alone).

	Square Footage	Annual Sales Tax-Eligible Sales
Retail Gallery	33,335	\$300,000
Full-Service Restaurant	8,618	\$6,000,000
Total Sales Tax-Eligible Sales		\$6,300,000
Local Distributive Sales Tax Share (1%)		\$63,000
Non-Home Rule Sales Tax (0.5%)		\$31,500
TOTAL VILLAGE SALES TAX REVENUES FROM GALLERY		\$94,500

Please note that the foregoing does *not* include direct sales tax revenue that will be generated for the Village from whatever tenant or tenants back-fill the area of the Center currently occupied by the existing RH store.

These estimates also exclude sales taxes revenues for the Village that are likely to be *indirectly* increased (and sustained) by the Development. One component of indirect increase will be sales tax revenues for the Village that are generated when employees of the Development (and of whatever businesses back-fill the existing RH store area) shop and dine within the Village. RH specifically estimates that the Gallery will create 100 FTE positions. The current store operates with approximately 20 FTE positions. Other components, while harder to measure, are of even greater importance in terms of indirectly increasing and sustaining Oakbrook Center as the primary sales tax engine for the Village. RH estimates, based on existing operations elsewhere in the Country, that the Gallery will generate as many as 250,000 visitors per year. Having the Gallery at Oakbrook Center and within the Village means that the Center and the Gallery can be mutually-beneficial destinations for one another, drawing and keeping customers for one another *and* for the Village. In sum - besides the Development having direct fiscal benefits for the Village that will be positive every year of the project - the Development also will provide indirect benefits as a signature retail and hospitality experience that supports the Center and the Village as a premier retail, dining, and entertainment destination relative to competitor shopping centers and municipalities.

Applicant: V3 Companies
Contact: Cory Lhotka
Address: 7325 Janes Avenue
Woodridge, IL 60517

IDNR Project Number: 2000514
Date: 07/12/2019
Alternate Number: 16255.RH

Project: Oakbrook Center
Address: Oakbrook Center, Southeast corner of 22nd Street and Oakbrook Center Drive, Oak Brook

Description: The project involves the provision of a roughly 20,000 sf pad for a future tenant. This Preliminary work involves the creation of an ALTA/Topographic Survey and to develop a Schematic Site Plan and Utility Plan. The Schematic Utility Plan will show rough utility tie in locations to bring utilities to the pad and will display any likely utility relocations that may be necessary for the pad location.

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.

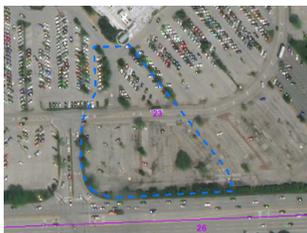
Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented 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, 23



IL Department of Natural Resources

Contact

Brian Willard
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction

IL Environmental Protection Agency
Keith Shank
1021 North Grand Ave. East
Springfield, Illinois 62702

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.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

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.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

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.



VILLAGE SERVICES SUMMARY

DATE: 9-30-19

The Oakbrook Center Plan Development RH project is not expected to create any significant new demands on Village services.

Traffic – (See included traffic report)

- Oakbrook Center is already a high volume traffic producer with a well-established transportation network including numerous driveway connections to the public roadways around the Center. The 41,850 sf addition for this project would represent only a 1.6% increase in gross floor area (existing Center has approximately 2.55M SF of gross floor area) and will not materially increase the vehicular demand on the surrounding roadways.

Life Safety Services –

- As noted above, the proposed development would create only a minimal increase to the gross floor area of Oakbrook Center as it exists today, and the retail and restaurant uses as proposed are comparable to the existing uses at the Center. The addition of this proposed building is not anticipated to increase the demand on life safety services, as compared to the current demand.

Water & Sewer Demand

- The new RH building is anticipated to have a water / sewer demand of 6,850 gallons per day. This usage rate is not expected to require any infrastructure improvements to water or sewer for capacity demand.



Projected Water Demand
Oakbrook Center - Restoration Hardware

V3 Project Number: 16255.RH
Date: 9/20/2019

Final Engineering

BUILDING USE	BUILDING AREA (SF)	WATER USAGE RATE	UNITS	AVG. DAILY WATER DEMAND/WASTE WATER FLOW (GPD)	WASTE WATER FLOW (P.E.)	AVERAGE DAILY WATER DEMAND (GPM)	PEAK DAILY WATER DEMAND (GPM)	FIRE FLOW (GPM)	REQUIRED FIRE FLOW (GPM)	MAX FLOW (GPM) (PEAK DAILY + REQUIRED FIRE FLOW)
Retail	36,850	0.1	GPD / SF	3,685	37	2.6	10.9	4750	1748	1784
Restaurant	5,000	1.0	GPD / SF	5,000	50	3.5	14.8			
TOTALS				8,685	86.9	6.0	25.7			

Notes:

- The following table has been prepared to determine the anticipated water demand. The estimated flows are based on building gross area and associated IEPA unit sewage flows.
- Building areas are based on the current architectural plans dated 9/12/19.
- Fire flow (GPM) values taken from table B105.1(2) of the 2018 International Fire Code.
- Required Fire Flow (GPM) values taken from table B105.2 of the 2018 International Fire Code, plus 560 GPM hose allowance (comparable facility)
- The building is Type IIB construction.

Calculations for Design Max. Flow

Peaking Factor =

$$\frac{18 + (PE/1000)^{0.5}}{4 + (PE/1000)^{0.5}}$$

Max PE Flow =

87

Peaking Factor =

4.26

Design Max. Flow =

26 GPD

STORMWATER NARRATIVE



DATE: 09-30-19

The project area for the Oakbrook Center Planned Development RH project is approximately 3-acres in size and is currently improved as a parking lot with landscape islands. The project area is located at the southeast corner of 22nd Street and Oakbrook Center Drive, south of the existing Nieman Marcus building. The project area is elevated lower than the adjacent Oakbrook Center Drive and 22nd Street, and generally slopes from southwest to northeast. Stormwater runoff drains to the existing private parking lot storm sewer collection system. The proposed development includes the removal of certain existing parking lot surface and landscape islands and the construction of a new \pm 40,000 SF, 1-story to 3-story retail/restaurant-use building with associated paved parking, access areas, landscaped areas, and underground utilities to serve the proposed development.

The project area, as currently improved, includes 109,958 SF of impervious area, while the proposed design reflects 98,101 SF, resulting in a decrease of 11,857 SF of impervious area. As a result of decreasing the amount of impervious area on-site, this development will not trigger any requirements for providing new or additional site runoff storage (stormwater detention) or post construction best management practices (PCBMPs). According to the Village of Oak Brook Code, detention is required to be provided on developments increasing net new impervious area by 25,000 SF or more. PCBMPs are required for developments increasing net new impervious area by 2,500 SF or more. The proposed development would result in a net decrease of impervious area within the project area and, as a result, does not trigger the detention or PCBMP Code requirement.

The existing detention basin on the property is maintained by the property management team on at least an bi-annual basis. Route maintenance includes vegetation maintenance, debris removal, and cleaning of pipe outlets.

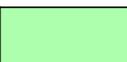
APPENDIX:

Exhibit A: Existing Impervious Area Exhibit

Exhibit B: Proposed Impervious Area Exhibit



W. 22ND STREET

LEGEND	
	IMPERVIOUS AREA 2.52 AC. = 109,958 SF (84.6%)
	PERVIOUS AREA 0.46 AC. = 14,052 SF (15.4%)
PROJECT AREA = 2.98 AC. = 129,950 SF	



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

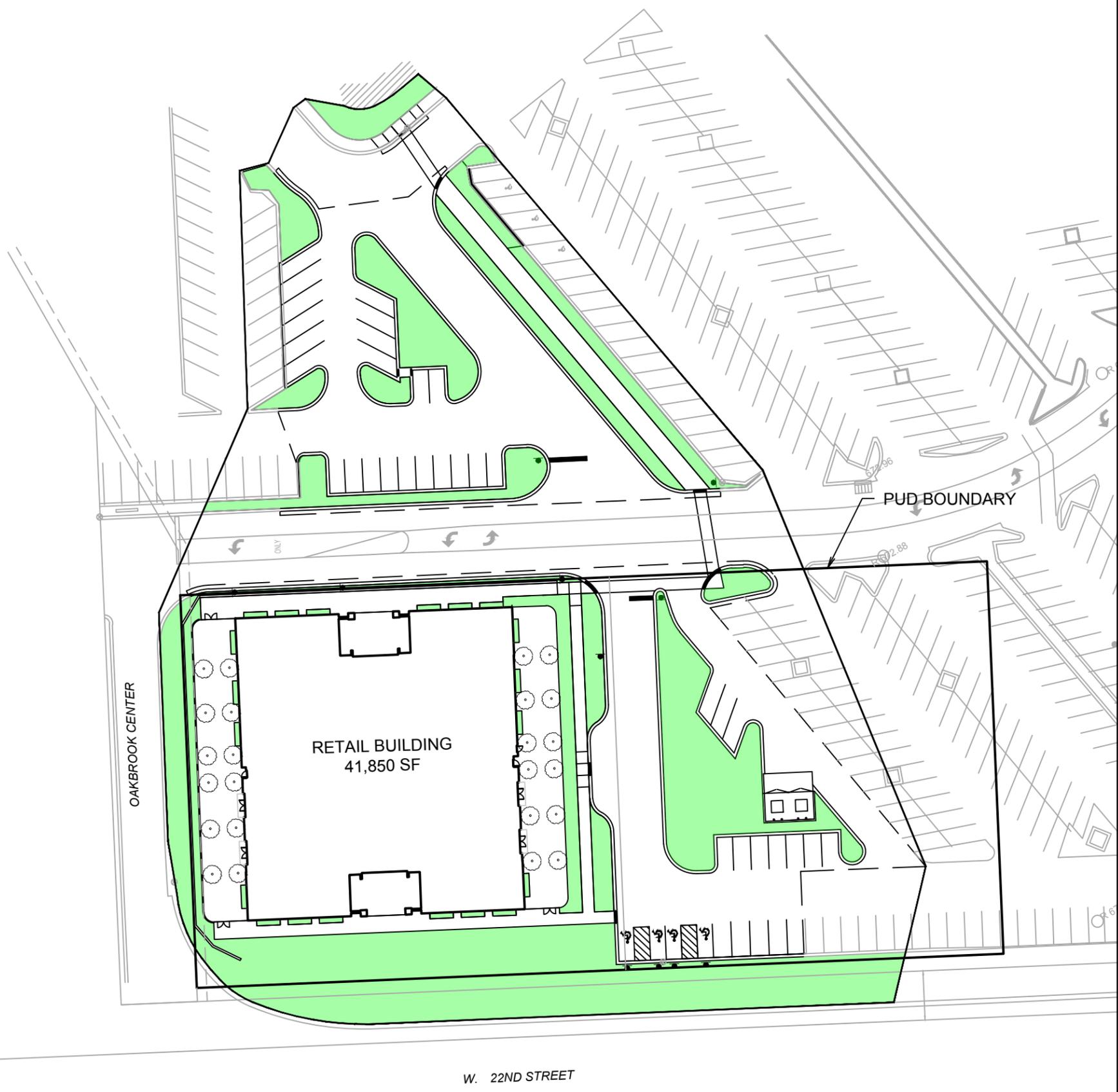
OAKBROOK CENTER - RH
EXISTING IMPERVIOUS AREA EXHIBIT

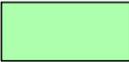
EXHIBIT A

RFI REFERENCE: N/A
SHEET REFERENCE: N/A
DATE: 07-19-19



SCALE: 1"= 60'



LEGEND	
	IMPERVIOUS AREA 2.25 AC. = 98,101 SF (75.5%)
	PERVIOUS AREA 0.73 AC. = 31,849 SF (24.5%)
TOTAL PROJECT AREA = 2.98 AC. = 129,950 SF	
NET IMP. AREA REDUCTION = 0.27 AC. = 11,857 SF	

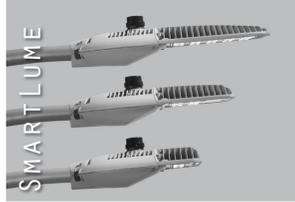
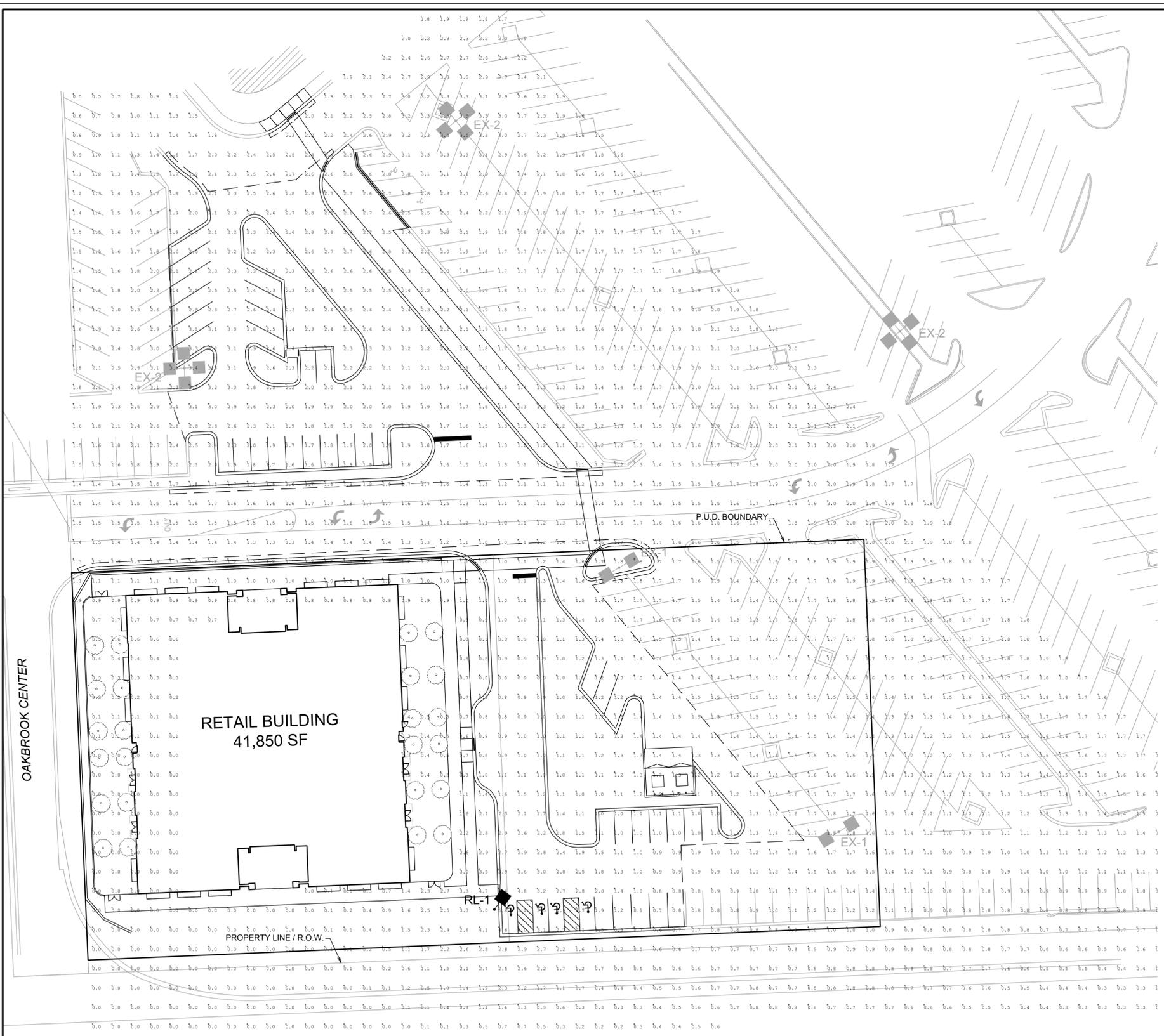


7325 Janes Avenue
 Woodridge, IL 60517
 630.724.9200 phone
 630.724.9202 fax
 www.v3co.com

OAKBROOK CENTER - RH
PROPOSED IMPERVIOUS AREA EXHIBIT

EXHIBIT B
 RFI REFERENCE: N/A
 SHEET REFERENCE: N/A
 DATE: 09-25-19





SMARTLUME LED LIGHTING

BEST IN CLASS OPTICS

SmartLume's low profile and streamline design coupled with its wide range of sizes and optical options make it perfect choice for lighting Major and Minor Roadways, City Streets both in Downtown and residential areas, and Parking applications. New optics have been design to provide market leading optics in accordance with IES RP-08-14 (Roadway Lighting) and IES RP-20-14 (Parking Facilities) recommendations.

A full replacement range is possible from 50W to 400W HPS with the 3-scalable sizes offered by SmartLume's adjustable LED optical block design. This is the first full range solution that provides efficient ROI for the entire range, including 400W replacement.

SmartLume offers the fastest ROI on the market when combining price and maintenance savings. The high level of quality will provide sustained lighting and aesthetic appeal for the lifetime of the installation.

LED KEY SPECIFICATIONS - LUMINAIRE

Optical compartment tightness level: IP 66 (*)
 Power compartment tightness level: IP 54 (*)
 Impact resistance: IK 10 (*)
 Nominal voltage: 120 - 277V - 50-60Hz
 L70: 347 - 480V - 50-60Hz
 CCT: 3000-6500+ hours
 4000K (stock and 5700K as options)
 Class 1

Electrical safety class:
 Materials:
 Body: High-pressure die-cast aluminum
 Lenses: Silstone
 Colour: RAL 7040T (any other RAL colour upon request)

A WIDE RANGE OF APPLICATIONS

Constructed with superior quality to cost ratio, SmartLume is ideal for:

- Major/Minor Roadways
- City and Residential Streets
- Parking Lots
- Municipal parks and recreation areas

DIMENSIONS AND WEIGHT

	SmartLume 1	SmartLume 2	SmartLume 3
L	19.2" 487mm	23.9" 607mm	28.6" 727mm
H1	5.2" 131mm	5.2" 131mm	5.2" 131mm
H2	6.4" 162mm	6.4" 162mm	6.4" 162mm
I	13" 330mm	13" 330mm	13" 330mm
Weight	14.3 lbs 6.5 kg	16.5 lbs 7.5 kg	18.7 lbs 8.5 kg

- KEY ADVANTAGES**
- Cost-effective and efficient lighting solution for a fast return on investment
 - Designed for easy and fast installation
 - IP 66 tightness level for long-lasting performances
 - Operating temp range -40°F to 131°F, -40°C to 55°C (**)
 - Market leading optics; in accordance with RP-08-14 recommendations
 - Upward Light Output Ratio (ULOR) = 0
 - 3 sizes for flexibility and consistency
 - Standard mast - arm mounting; 1 1/4" - 2" pipes (42-60mm) with inclination from -10° to +5° in steps of 2.5°
 - Meets 3G bridge and overpass vibrations Standards ANSI C136.31-2010
 - Surge protection 10kV/100kA
 - Provided with 7-pin receptacle (shorting cap optional)
 - Optional control solutions: photocell and/or Owllet® control systems

(*) according to IEC - EN 60598
 (**) according to IEC - EN 62464



Copyright © Schréder S.A. 2015. Schréder Publisher: Stéphane Mathis, L.A.M. S.A., rue de Worme 3 - B-1050 Uccle (Belgium)
 This lighting solution, description and illustrations are the property of Schréder S.A. and its subsidiaries. All rights reserved. Reproduction, use or disclosure of this document in any form or by any means, without the prior written permission of Schréder S.A., is strictly prohibited. For more information, please contact us at: www.schneider-electric.com

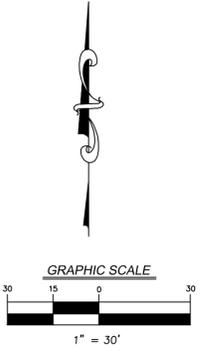


NOTES:

1. THE LIGHT POLE LOCATIONS ON THIS PLAN SHOW THE RECOMMENDED PLACEMENT. ADJUSTMENTS TO THESE LOCATIONS MAY BE REQUIRED TO ACCOMMODATE SITE CONDITIONS.
2. THE PHOTOMETRIC PLAN WAS PREPARED USING THE EXISTING AND RELOCATED FIXTURES IN THE SCHEDULES ON THIS SHEET.
3. CONTRACTOR TO RELOCATE ONE OF FOUR EXISTING FIXTURES LOCATED WITHIN PROPOSED BUILDING FOOTPRINT. THE OTHER THREE FIXTURES ARE TO BE REMOVED. CONTRACTOR TO DETERMINE MOUNTING FOR THE RELOCATED FIXTURE WITH THE PROPOSED POLE.

SYMBOL	DESCRIPTION	QUANTITY	LLF	MOUNTING	CONFIG.	CATALOG NO. & NOTES
RL-1	RELOCATED SMARTLUME LED SIZE 3 AREA LIGHT, TYPE 5 SHORT DISTRIBUTION, 4000K, 238 W, 20'-6" MOUNTING HEIGHT	1	0.90	PROPOSED 18'-0" BRONZE TAPERED ROUND STEEL POLE, 2'-6" EXP. CONC. FOUND.	1 FIXTURE	SMART3-US-60L284-NW-T5S-SV-BZ

SYMBOL	DESCRIPTION	QUANTITY	LLF	MOUNTING	CONFIG.	CATALOG NO. & NOTES
EX-1	EXISTING SMARTLUME LED SIZE 3 AREA LIGHT, TYPE 5 SHORT DISTRIBUTION, 4000K, 238 W, 52'-6" MOUNTING HEIGHT	N/A	0.90	BRONZE TAPERED ROUND STEEL POLE (EX.)	2 FIXTURES @ 180°	SMART3-US-60L284-NW-T5S-SV-BZ
EX-2	EXISTING SMARTLUME LED SIZE 3 AREA LIGHT, TYPE 5 SHORT DISTRIBUTION, 4000K, 238 W, 52'-6" MOUNTING HEIGHT	N/A	0.90	BRONZE TAPERED ROUND STEEL POLE (EX.)	4 FIXTURES @ 90°	SMART3-US-60L284-NW-T5S-SV-BZ



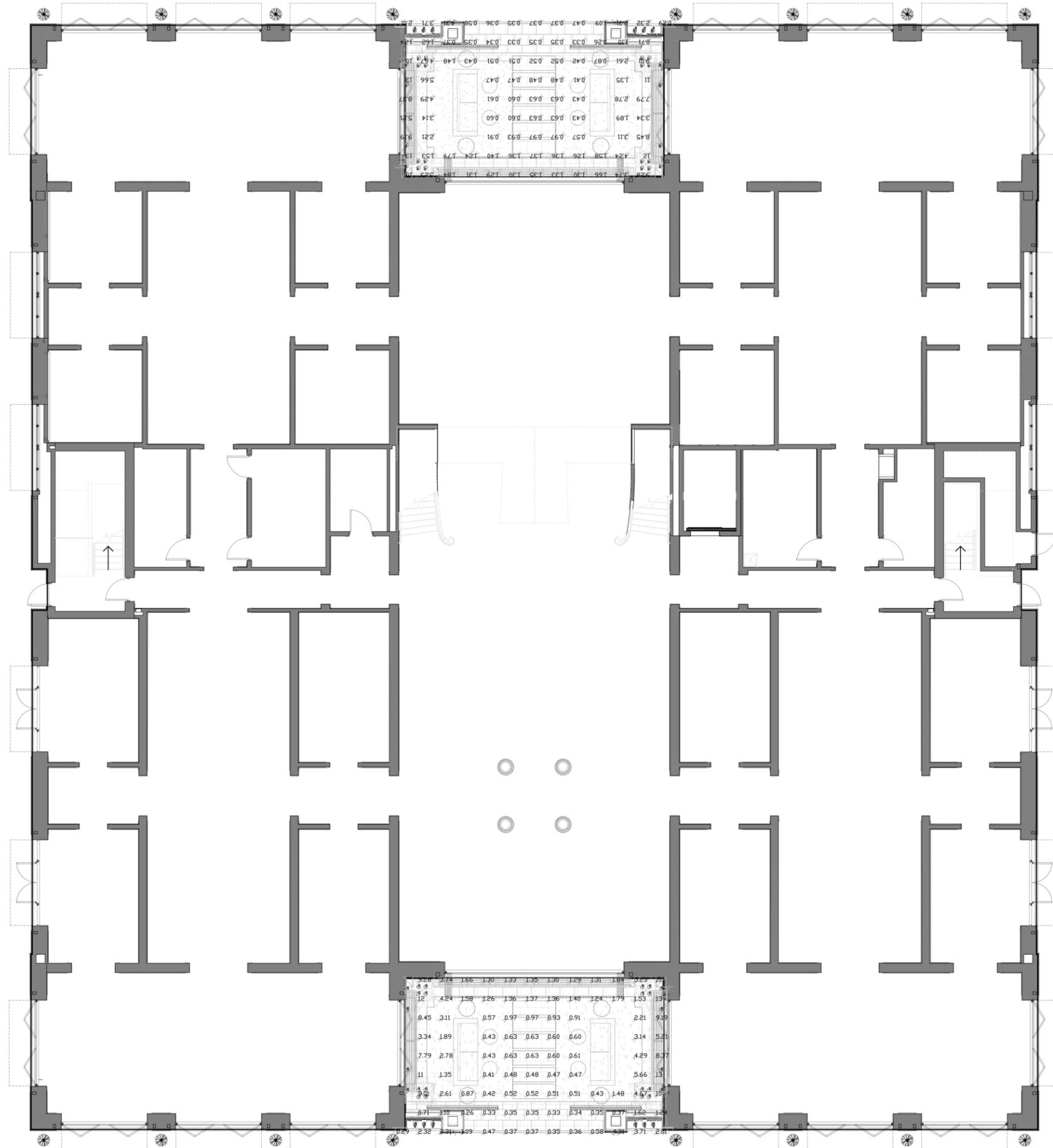
REVISIONS		NO.	DATE	DESCRIPTION

PROJECT NO.:	16255-RH
PROJECT MANAGER:	RW
DESIGNED BY:	MGS
DRAWN BY:	MGS

PHOTOMETRIC PLAN
OAKBROOK CENTER - OUTPARCEL
 OAK BROOK ILLINOIS

7325 Janes Avenue
 Woodridge, IL 60517
 630.724.9200 phone
 www.v3co.com

DRAWING NO.
P1.0



OAKBROOK CENTER
RH PLANNED DEVELOPMENT
SECURITY PLAN AND SITE CONTROL MEASURES
(13-15-6. B. 20)

The subject property comprising the Planned Development is located within the existing Oakbrook Shopping Center. The Center is subject to a highly-developed security plan that is continuously operated and implemented by private security in close coordination with Village and State law enforcement during all hours (24-7). Traffic regulation at the Center is also coordinated with Village police personnel pursuant to an approved and recorded agreement with the Village. Following their construction, the new improvements authorized by the Ordinance (*i.e.*, the new RH Gallery and associated outdoor areas) will be integrated into the Center's security diagrams and emergency protocols so that the new improvements and uses will have security and site control measures that are integrated with, and no less rigorous than, the security plans for the balance of the Center. In addition, the Lease to Restoration Hardware will impose responsibilities for building security and site control that are coordinated with the Center's overall security standards and procedures. Applicant and RH also have revised their proposed site plan and first floor plan in response to feedback from the Village Fire Department received during the Prefiling Review to provide better access for Fire Department vehicles and personnel.

September 30, 2019

