**AGENDA**
**Glen Ellyn Plan Commission**
**Thursday, December 8, 2022 - 7:00 p.m.**
**Glen Ellyn Civic Center, 535 Duane Street**
**Galligan Board Room**

1. **Call to Order.**

2. **Public Comment (non agenda items).**

3. **Approval of Draft Minutes.**

   - November 10, 2022 Plan Commission Meeting Minutes

4. **New Business.**

   - Public Hearing – 1102 Hill Avenue: Special Use Permit to allow an addition of DISH Wireless antennas and support equipment to existing cellular tower
   - Pre-Application– 750 Roosevelt Road: Aby Groups is proposing demolition of an existing 3,831 square foot restaurant, Danby Café, parking lot, and utilities, and the construction of a new 3,050 square foot Popeyes restaurant with a drive-through and undergrounded utilities.
   - Public Hearing – 375 Roosevelt Road & 401 Taft Avenue: JB Development, Inc. is requesting approval of Amendments to the Preliminary Planned Unit Development with deviations, Final Planned Unit Development, a Zoning Code Text Amendment, Special Use Permits, and variations from the Sign Code to accommodate the redevelopment and operation of a new car wash at 375 Roosevelt Road and an accessory parking lot equipped with vacuum stalls at 401 Taft Avenue – Lots 4 and 5 of the 375-395 Roosevelt Road Subdivision.

5. **Trustee's Report.**

6. **Chairman's Report.**

7. **Staff Report.**

8. **Other Business and Adjourn.**

**This note provides you with information regarding what happens to a petition after it has appeared before the Plan Commission.** After the Commission makes a recommendation on a petition, a report of the meeting is prepared. Then, the petition, along with the summary report and all pertinent material, is scheduled for consideration by the Village Board. The Village Board meets on the second and fourth Mondays of each month at 7:00 p.m. in a meeting room on the third floor of the Civic Center, 535 Duane Street. Questions regarding petitions scheduled for review by the Village Board should be directed to the Community Development Department at (630) 547-5249.

Individuals with disabilities who plan to attend the hearing and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village at least 24 hours before the meeting.

cc: Glen Ellyn Plan Commission

Steve Thompson, Village Board Trustee Liaison
Mark Franz, Village Manager
Emily Rodman, Assistant Village Manager
Martin Scott, Community Development Director
Atrian Fard, Senior Planner
Taylor Gendel, Associate Planner
Meredith Hannah, Economic Development Manager
Grant Paplauskas, Communications Coordinator
Brian Baltudis, Facilities Manager
Dave Harris, Glen Ellyn Park District
Emily Tammaru, Community Consolidated School District 89
Seth Champan, Glenbard School District 87
Eric DePorter, Glen Ellyn School District 41
Dawn Bussey, Glen Ellyn Public Library
Barbara Dutton Thomas, Plan Commission Secretary
Penni Cannova, Executive Secretary
Lori Gloude, Executive Assistant

**Glen Ellyn Plan Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 12/8/2022 7:00 PM
Department: Community Development
Department Head: Marty Scott
Category: Minutes
Prepared By: Atrin Fard

**AGENDA ITEM (ID # 2022-2945)**

**DOC ID: 2022-2945**

# Approval of Minutes from November 10, 2022 Plan Commission Meeting

**Statement of the Issue:**
N/A

**Analysis:**
N/A

**Budget Impact:**
N/A

**Contribution to Strategic Plan (if applicable)**

**Action Requested:**
Please review minutes from November 10, 2022 Plan Commission meeting for approval.

**Attachments:**
1. 11-10-22 Plan Commission Meeting Minutes-DRAFT

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
November 10, 2022

Call to Order and Roll Call

Chairman Tim Loftus called the meeting to order at 7:00 p.m., and explained the Plan Commission's function and operating procedure as an advisory body. He went over protocol for public comment and introduced Village Board Trustee Liaison Steve Thompson, Senior Planner Atrian Fard, Associate Planner Taylor Gendel and Recording Secretary Barbara Dutton-Thomas. Director of Community Development Marty Scott was also introduced.

Roll was called. Present: Chairperson Loftus, Plan Commissioners Arango, Brown, Dawson, Kreuzer, Saeed, Thakkar and Wyant; Absent: Commissioner Cooper.

Public Comment Non-Agenda Items

None.

Approval of Minutes

Commissioner Brown moved to approve as amended (to correct an address)the draft minutes of the September 22, 2022 Plan Commission meeting; seconded by Commissioner Saeed, the motion passed by voice vote. Commissioner Dawson moved to approve the draft minutes of the October 6, 2022 meeting; seconded by Commissioner Arango, the motion passed by voice vote.

## Public Hearing – 400 N. Main

Commissioner Arango moved to open the Public Hearing to consider a Special Use Permit (SUP) to allow European Wax Center at 400 N. Main. Seconded by Commissioner Thakkar, the motion passed by voice vote.

Staff Introduction

Sworn in, Taylor Gendel, Associate Planner, 535 Duane, said the Petitioner, Illinois Wax Ventures IV, DBA European Wax Center, is requesting a Special Use Permit to allow a beauty shop to be located in the C5A Zoning District. The subject property is located on the west side of Main Street, north of Hillside Avenue and south of Duane Street in the C5A Central Retail Core, she said. Michael and Karen Previti own Illinois Wax Ventures IV, and own and operate six European Wax Center locations in the area, including Naperville, Elmhurst, Bloomingdale, Bolingbrook, and South Elgin, with two more in development in Oswego and Aurora, with two more in development, she said, adding that the Petitioners both grew up in Glen Ellyn and have spent the past 27 years in the western suburbs and desire to own a successful business in downtown Glen Ellyn.

Ms. Gendel said the Petitioners hope to positively impact the local economy with new jobs, create additional visibility to the area, and make downtown a more vibrant destination to spend time. European Wax Center currently has over 850 locations in the U.S. and over 200 in development, owned and operated by separate franchisees, with over $800 million in total network sales, related the Associate Planner, who added that the Petitioners estimate European Wax Center to be approximately 13 times larger by systems-wide sales than the closest waxing-focused competitor. Currently, said Ms. Gendel, 38 European Wax Centers are operating in the Chicago metro area, with 10 more in development. The retail storefront that the Petitioners seek to operate within the Apex 400 building has been vacant since the building's opening, and if granted a Special Use, European Wax Center would be the first to occupy the space, stated Ms. Gendel. The only retail space in the building occupied at this time is ZzaBaby Pizza, a restaurant on the corner of Main Street and Hillside Avenue, she noted.

According to the Petitioners' application, related Associate Planner Gendel, European Wax Center is a personal care franchise brand that offers waxing services administered by licensed and trained estheticians. They also provide an automated appointment scheduling system, which allows for remote check-in, and a pre-paid package program for frequent guests. The Petitioners plan to have up to 15 employees total, with no more than eight mostly part-time employees working per shift, continued Ms. Gendel. This includes licensed estheticians and wax specialists, guest service associates, and a center manager. The store will also offer retail products, typically representing up to 20 percent of their business model. The 1,400SF business, she continued, will be open seven days a week with proposed hours listed as 9:00 a.m.-9:00 p.m. Monday through Friday, 9:00 a.m.-4:00 p.m. Saturdays, and 10:00 a.m.-4:00 p.m. Sundays. The Petitioners, she said, have indicated that they have the flexibility to change these hours an hour earlier or later on both the opening and closing times. According to the Petitioner, stated Ms. Gendel, European Wax Center's guests generally reside within a two-mile radius of their locations, and approximately 70 percent of guests return on a regular basis every three to five weeks. The Petitioners' lease term, which is contingent upon the granting of the Special Use, is a 10-year lease with two five-year options, reported Associate Planner Gendel. The Petitioners, she said, state they are making a long-term commitment, with financial guarantees to this location.

According to the Zoning Code, for the purpose of minimizing disruptive curb cuts and driveways, and to encourage the consolidation of parking spaces in appropriate locations, accessory off-street parking is not required within the C5A core retail area. The Apex 400 building has an attached garage with approximately 136 public parking spaces. Further parking spaces are available along Main Street in front of the retail space, stated Ms. Gendel, who also noted that the Civic Center parking garage is also within walking distance. According to the Zoning Code, she explained, the C5 Central Business District is comprised of two distinct sub-districts, including the C5A Central Retail Core and the C5B Central Service Sub-district. A principal purpose of the C5 District is to maintain and protect the primary retail core of the "downtown, "generally bounded by Pennsylvania, Forest, Hillside and Glenwood (C5A sub-district), explained Associate Planner Gendel, who noted that the Zoning Code states that this compact area should be intensely developed and oriented to pedestrian shopping.

While the remaining spaces in the Apex 400 building have yet to be rented (except for ZzaBaby Pizza), related Ms. Gendel, the block of Main Street between Hillside Avenue and Duane Street is home to several restaurants, a nail salon, a stationary store, a barber shop, a wine shop, and an optometrist. In addition to the nail salon at 413 Main Street, she said, a lower-level beauty salon operates out of 430 Main Street, and a medical spa was recently granted a Special Use and will operate at 507 Duane Street, around the corner. There's also a beauty salon on Hillside Avenue, she said.

In Apex 400's Redevelopment Agreement, related Ms. Gendel, the following uses are listed as prohibited on the subject property: drycleaners, interior decorating establishments, printing establishments, shoe repair establishments, tobacco shops/vape stores, day care facilities, and adult day care facilities. It notes that any use that requires approval of a special use permit shall be responsible for obtaining approval of such special use in accordance with the Zoning Code, she added, saying that, currently, the Village Code does not permit service uses in the C5A Central Retail Core Sub-district by right; therefore the Petitioner is requesting approval of the SUP to open and operate a wax center (beauty shop) at this location. Ms. Gendel outlined Plan Commission action for the case.

Commissioner Questions

Associate Planner Gendel confirmed to Chairperson Loftus that business in question would be a permitted use in C5A if it were on the second floor. Commissioner Thakkar asked if there are other units available for lease. Ms. Gendel said she believed there is one more. Commissioner Kreuzer asked if another business has expressed interest, to which Ms. Gendel replied that an ice cream shop has. Commissioner Kreuzer asked the level of interest. Ms. Gendel stated that she didn't know. The Commissioner asked why no services are permitted in this area. Ms. Gendel said that the decision was made before her time, but suspects a focus on retail and restaurants, so to bring in sales tax. Mr. Kreuzer asked if the Village would be missing sales tax by having the applicant. Ms. Gendel said 20 percent of the wax salon's business is to be retail. Mr. Kreuzer asked if this means the Village is losing 80 percent, to which Ms. Gendel replied, "Potentially," though said it's not known who might apply for the space. Figuring that the space hasn't been vacant that long, Mr. Kreuzer asked, "Why not wait?" He asked what is directly across the street from the subject site. Ms. Gendel listed restaurants, a barber shop, a nail salon, a stationery store, and another beauty salon. Commissioner Dawson asked if there are any C5B locations suitable for the wax service. Ms. Gendel said she didn't know. Mr. Dawson asked if the Petitioners were the same owners as a waxing salon on Roosevelt Road. Ms. Gendel said it's not the same owner, and that the business moved to Wheaton, but she doesn't know the operation status.

Petitioner's Presentation

John Kosich, 1111 E. Touhy Avenue, Des Plaines, Ill., of the ownership group, and Jacob Dell, 4725 Middaugh Avenue, Downers Grove, Ill., representing the Privitis, were sworn in. Mr. Kosich referenced a plan outlining the pizza restaurant, the lease for which, he said, has been expanded to include a Kimmer's ice cream component. He said the wax center would be to the north.

Mr. Dell disclosed that, besides being the Petitioners' broker, he is a minority owner in the European Wax franchises with the couple, whom he called "top notch" operators. Mr. Dell confirmed that the Roosevelt Road franchisee sold that outlet and relocated to Danada, where, he said, sales increased from the previous, poor spot. In comparing traffic volume on Roosevelt Road to the lesser amount in downtown Glen Ellyn, Chairperson Loftus asked how much success is expected in the latter location. Saying, "We're more of a community operation," Mr. Dell expressed confidence in the downtown, citing its restaurants and pedestrian activity, and said visits to the waxing salon are not time intensive. Mr. Kreuzer wondered if patrons would be sensitive about being observed coming and going from a waxing operation, to which Mr. Dell said he thinks it's "a pretty socially accepted process now."

Commissioner Brown asked if the Petitioners had identified any suitable locations in the C5B district. After searching, said Mr. Dell, the Petitioners were not able to find any interesting locations. Chairperson Loftus asked how the retail portion of the business would function. Mr. Dell said a dedicated section in the lobby would display products such as lotions and creams. The chairperson asked if the plan presented is final, to which Mr. Kosich replied that no variation requests are anticipated, but the plan is being modified based on the pizza and ice cream set-up. Mr. Loftus suggested disingenuousness on the part of the building owner as far as understanding codes, given previous changes requested. Mr. Kosich contended that the owner only came back for a black-iron duct, while Mr. Dell stated, "This plan works for us."

Commissioner Kreuzer asked how many windows the wax center would occupy, to which Mr. Kosich replied, "Probably two." Commissioner Saeed asked how many customers the waxing spa can accommodate at one time. Mr. Kosich said there are five or six exam rooms, and noted that such customers have discretionary income and would find opportunities to otherwise shop in the downtown. Commissioner Brown asked the estimated annual revenue. Mr. Dell replied, "$1 million." Commissioner Wyant asked if the franchise has a development district, to which Mr. Dell said this outlet would control Glen Ellyn. Remarking that he's professionally familiar with European Wax, Mr. Wyant called it a "quality operation," and asked if there is a radius restriction; Mr. Kosich replied, "No." After Mr. Wyant expressed concern about usage potentially evolving should the usage clause permit modification, Mr. Kosich indicated the parties would work together to address this, though said the agreement was fairly specific. Mr. Wyant expressed surprise at the 10-year lease with two five-year options on prime real estate for a use that is "hot today" but may not be in some years. The Petitioners said it is standard retail practice, while Mr. Dell said that sans the two options, the deal would die. Responding to a question about assignment rights, Mr. Kosich said the tenant has the right, subject to owner approval. In response to a question from Chairperson Loftus on special use restriction, Ms. Gendel read the Code definition of beauty/barber shop, and said that an SUP runs with a business as it was presented and she believes a significant change would require an amendment to the ordinance. Sworn in, Sr. Planner Atrian Fard, 535 Duane, said the Commission could add a condition limiting operations to that described tonight. Mr. Kosich said the owner would approve this, and he wouldn't want the use to change from "classy" to "scary things" mentioned. He said the wax salon would occupy 15.6 percent of the retail

space. Expressing concern about lighting compromising the "vintage" look of the street, Mr. Kreuzer was advised that Code regulates illumination level. Mr. Wyant noted the lease permits alteration of services.

Public comment

Associate Planner Gendel read the following letter into the record:

***Jacquelyn Casazza, 386 N. Main Street:*** *I am writing to the Plan Commission regarding the intended use of the property at 400 N. Main Street for European Wax Center (EWC).*

*My understanding is the applicants are local to the Glen Ellyn area and western suburbs and own other EWC franchises nearby. They appear to have a genuine desire to contribute to the economic development of the downtown. My concern with this particular project is tied with the fact that the application is for the Apex building, which is a gateway to downtown Glen Ellyn.*

*Other EWC franchises nearby operate in strip malls, including a location formerly located on Roosevelt Road. With this area being the entrance to the downtown, Glen Ellyn has a unique opportunity to showcase what makes Glen Ellyn unique to other nearby communities: historic character infused into one of a kind small businesses. Consider just a few of the other businesses on this block - like Blackberry Market and Fire and Wine - 2 of the busiest places in all of downtown, as well as shops like Busy Bee and Cabernet and Co, where the owners have known their customers for decades.*

*I can understand the desire to fill an empty storefront at Apex, as this building was promised to bring increased foot traffic to the downtown area. However, I would ask the Plan Commission and the Village to consider what additional value this franchise would bring to our downtown and particularly, this location. European Wax Salon is not going to bring the historic character of one of our local small businesses. Within the Glen Ellyn downtown area alone, a google map search will show there are 4 other waxing businesses, including one 3 doors down at Bare All Beauty Bar. Therefore, they are also seeking to operate in an area that appears to be saturated with this service offering already. Finally the exterior lighting of the EWC, based on other locations, appears to be large, illuminated signage, that would be inconsistent with the lighting and signage on the rest of the block. This lighting also would add to the bright lights in the downtown which has already had a significant influx of additional night time light from the 2 parking garages.*

*While this business may bring additional economic opportunity to Glen Ellyn, I ask the plan commission to consider 1) Why the previous location on Roosevelt Rd closed, and if that would be an issue for this proposed location, 2) If there is a need for this business in this area given the surrounding salons and 3) Whether this would be the highest and best use of this location, especially considering that the exterior facade of the business (based on others that operate in the area) is inconsistent with the look and feel of a gateway to our downtown.*

The following individuals, sworn in, made respective comments:

Barb Lemme, president of the Alliance of Downtown Glen Ellyn, 688 N. Park, expressed concern about another SUP in the C5A District, in which, she indicated, retail is to be emphasized to foster a vibrant downtown. Mr. Thakkar asked her if she thought the proposed wax salon would draw foot traffic that would benefit nearby shops; she replied, "It's hard to really know."

Shannon Burgess, one of the owners of The Bookstore, 475 N. Main St., attributed new downtown restaurants and stores with "a flavor of uniqueness that brings people back to Glen Ellyn." She noted an existing wax salon two miles away, and suggested the Village encourage unique, traditional retail.

Amie Cantarella, Alla Moda, 524 Duane St., stated that patrons of the yoga studio next door to her business already put a strain on parking, and recommended the community consider retailer/restaurant needs. Mr. Dell contended that the waxing salon is not a parking-intensive use and clients are in and out.

A motion to close the Public Hearing was made by Commissioner Dawson; seconded by Commissioner Brown, the motion passed by voice vote.

Commissioner Discussion

Commissioner Brown said she'd love to see the concept in C5B, and that the retail core should be protected. Commissioner Wyant said the proposed is not the right use for such a prominent location, and identified risk in what he called a "totally irresponsible" use clause. Commissioner Thakkar said the proposed is contrary to the concept of a charming downtown, while Commissioner Dawson said the salon doesn't fit with the ROI for such prime real estate. Commissioner Kreuzer said the wax center sounds like "a wonderful business" but not for Main Street, and urged the Apex owner to be optimistic. Commissioner Arango said the business is not in keeping with the vision for the downtown. Concurring, Commissioner Saeed, said he can't support the wax center here. The Chairperson said he could support it in a location not on Main, citing insufficient sales tax. Commissioner Dawson moved for the following:

After conducting a public hearing and deliberating on the request of the petitioner, Illinois Wax Ventures IV, LLC dba European Wax Center, for approval of a Special Use to allow a beauty shop to locate and operate at 400 N. Main Street in the C5A Central Retail Core Subdistrict, the Plan Commission hereby recommends denial of the request based on the findings this evening.

Seconded by Commissioner Thakkar, the motion passed by roll call vote, with Commissioners Dawson, Thakkar, Arango, Brown, Kreuzer, Saeed and Wyant, and Chairperson Loftus, voting, "Yes."

Trustee's Report

Trustee Thompson said the Board is in the budget process and determining if there will be a levy, and reported that the streetscape project is wrapping up and that Park should be finished (with asphalt) soon. He praised the value of the town's public art in creating an attraction. Commissioner Brown said it would be helpful to Commission members to see a list outlining the history of recently approved SUPs.

Chairperson's Report

Chairperson Loftus gleefully noted that we finally have a fully staffed Plan Commission.

Staff Report

Sr. Planner Fard gave the following update she received for the Glenwood Station project: Permit plan review is complete and awaiting payment of fees and letter of credit for public improvements and related items; loan commitment is in place and loan documents are being finalized for execution; construction project budget and Guaranteed Maximum Price is $800,000 over budget; and work on the project can begin in early January with completion in October 2024. She said JetBrite Car Wash will be the subject of the one December Plan Commission meeting. A pre-application for a Popeye's chicken establishment and a SUP for a cell tower along Roosevelt are also anticipated Plan Commission matters. She confirmed that starting next year the Plan Commission will meet once a month (instead of twice), on the fourth Thursday.

Adjournment

Chairman Loftus adjourned the meeting at 9:06 p.m., following passage by voice vote of a motion by Commissioner Thakkar and seconded by Commissioner Brown.

Respectfully submitted,

Barbara Dutton-Thomas
Recording Secretary

**Glen Ellyn Plan Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 12/8/2022 7:00 PM
Department: Community Development
Department Head: Marty Scott
Category: Public Hearing
Prepared By: Atrin Fard, Taylor Gendel

**AGENDA ITEM (ID # 2022-2946)**

**DOC ID: 2022-2946**

# Public Hearing – 1102 Hill Avenue: Special Use Permit to allow an addition of DISH Wireless antennas and support equipment to existing cellular tower

**Statement of the Issue:**
See attached Staff Report.

**Analysis:**
See attached Staff Report.

**Budget Impact:**
N/A

**Contribution to Strategic Plan (if applicable)**

**Action Requested:**
See attached Staff Report.

**Attachments:**
1. PC Staff Report 1102 Hill SUP
2. 1. Zoning and Location Map
3. 2. Aerial Map
4. 3. 1' Contour Map
5. 4. Public Hearing Notice
6. 5. Public Hearing Notification Map
7. 6. Comprehensive Plan Excerpts
8. 7. Petitioner's Application Dated 4.2.22
9. 8. Plat of Survey
10. 9. Lombard Ordinance 3565 – Conditional Use for 87' Antenna
11. 10. Ordinance 6164 – Annexation Agreement
12. 11. Ordinance 6207 – Creation of I1 Zoning District
13. 12. Ordinance 6631 – Annexation
14. 13. Ordinance 6632 – Zoning Map Amendment, change to I1
15. 14. DISH Wireless RF Statement

16. 15. Proof of Ownership
17. 16. Construction Drawings 7-14
18. 17. Structrual Analysis 7-14
19. 18. Draft Findings of Fact 1102 Hill
20. 19. Draft Motion to Approve 1102 Hill

# STAFF REPORT

**TO**: Glen Ellyn Plan Commission

**FROM**: Atrian Fard, Senior Planner
Taylor Gendel, Associate Planner

**DATE**: November 28, 2022

**FOR**: December 8, 2022 Plan Commission Meeting

**SUBJECT**: OBO Crown Castle USA Inc. and DISH Wireless LLC – 1102 Hill Avenue – Special Use Permit

---

**PETITIONER:** The petitioners are Crown Castle and DISH Wireless, represented by Tony Phillips of Fullerton Engineering, as licensee of a portion of the property located at 1102 Hill Avenue.

**REQUEST:** Crown Castle and DISH Wireless are requesting approval of a Special Use Permit in accordance with Sections 10-8-7 and 10-4-19(E)3 of the Glen Ellyn Zoning Code to allow an addition of DISH Wireless antennas and support equipment to the existing cell tower

**PUBLIC NOTICE:** Notice of the public hearing was published in the November 22, 2022 edition of The Daily Herald advertising a public hearing to be held on Thursday, December 8, 2022. Notices were mailed to property owners within 250 feet of the subject property and a placard was also placed on the site.

**LOCATION/ SURROUNDING USES:** The subject structure is located on the north side of Hill Avenue between Route 53 and Walnut Road in the I1 Light Industrial District. The existing establishment on the site is currently occupied by Safe Seal – Chicago Basement Waterproofing. The surrounding zoning and land uses are as follows:

| Surrounding Land Uses: | Surrounding Zoning: |
|---|---|
| North: Churchill Woods and Union Pacific Railroad | CR Conservation Recreation and R-4 Unincorporated DuPage County |
| South: Industrial Equipment Supplier | I1, Light Industrial District |
| East: Distribution Service Corporation | I1, Light Industrial District |
| West: Electrician Service Corporation | I1, Light Industrial District |

**COMP PLAN:** According to the 2001 Glen Ellyn Comprehensive Plan, "this area should be improved and upgraded as a limited and self-contained business area. Compatible new light industrial and high-tech uses would also be appropriate" (pg 18). The 2023 Draft Comprehensive Plan recommends that the Village's light industrial areas "should continue to be maintained to support the Village's industrial base" (pg 10).

**STRATEGIC PLAN:** The 2020-2022 Strategic Plan identifies an initiative of successful growth, development, annexation & business retention. One of the measures of success for that initiative includes the annexation of industrial properties on the south side of Hill Avenue, across the street from the subject site.

**PROJECT HISTORY:** Parcel 05-12-207-033, currently addressed 1102 Hill Avenue, was previously located within the Village of Lombard corporate limits, and zoned I Limited Industrial District. In 1992, Village of Lombard granted a Special Use Permit to construct an 87-foot-tall monopole antenna at the rear of the subject property (Ordinance 3565). Sometime between 1992 to 2013, the subject property was de-annexed from Village of Lombard and the address was changed to 21 W 180 Hill Avenue, in unincorporated DuPage County. At this time, the property was zoned DuPage County I-1 Light Industrial District. The property owner signed an annexation agreement with the Village of Glen Ellyn in 2013 (Ordinance No. 6164). Consequently, in 2014, the Village of Glen Ellyn created a new zoning district, I1 Light Industrial District, to accommodate the incoming industrial use (Ordinance 6207). The property was officially annexed into the Village of Glen Ellyn in 2018 with the address 1102 Hill Avenue (Ordinance No. 6631). Upon annexation, consistent with the annexation agreement, a Zoning Map Amendment was approved (Ordinance 6632) rezoning the property to I1 Light Industrial District. Currently, the cellular tower's height is 70 feet, which exceeds the maximum allowable height of 45 feet for structures located in the I1 Light Industrial District. As no Special Use Permit has been granted by the Village of Glen Ellyn, the cellular tower is considered legal nonconforming to Glen Ellyn Zoning Code.

Timeline:
1992: Lombard Ordinance 3565 – Conditional Use for 87' Antenna
2013: Ordinance 6164 – Annexation Agreement
2014: Ordinance 6207 – Creation of I1 Zoning District
2018: Ordinance 6631 – Annexation
2018: Ordinance 6632 – Zoning Map Amendment, change to I1

**PROJECT SUMMARY:**

At this time, the petitioners are proposing to replace the existing vacant carrier antennas and associated equipment on the existing cellular tower with new DISH Wireless entry port, antenna and ground equipment. The new antenna will be installed on top of the pole at approximately 67 feet high. Per Section 10-4-19(B)18, television and radio towers and antenna support structures that exceed district's maximum height, will require a Special Use Permit. Given the maximum allowable height of 45 feet in I1 District, the proposed antenna will require approval of a Special Use Permit. Section 10-4-19(E)3 confirms the requirement for a Special Use Permit stating that "the height of a television or radio tower, antenna support structure… shall be specified in the ordinance granting a special use permit". As proposed, the maximum height will be set as 70 feet in the associated ordinance.

Zoning Code Section 10-8-7 also states that the "lawfully existing, nonconforming use of part or all of a building or structure, all or substantially all of which building or structure is designed or intended for a use permitted in the district in which it is located, may be continued" subject to the provision stating the "nonconforming use of part of a building or structure shall not be expanded or extended". Given the legally nonconforming height and operation of the existing tower, the proposed work therefore triggers a need for a Special Use Permit, as the intended work expands upon the existing nonconforming use.

The proposed addition of new DISH Wireless antennas will not add to the height of the existing structure, will be unmanned and will only require power and fiber connections that already exist on the site. It will require service by a technician approximately once a month.

**PLAN COMMISSION ACTION:**

The Plan Commission is asked to consider the petitioner's request for a Special Use Permit to allow an addition of DISH Wireless antennas to the existing cellular tower and the addition of support equipment at the base of the monopole in a licensed area. The Plan Commission may make a recommendation to the Village Board for approval, approval with conditions, or denial of the request. In reviewing the application, the Commission should consider the criteria for granting approval of a Special Use Permit as set forth in Section 10-10-14 of the Glen Ellyn Zoning Code. Staff has prepared draft findings of fact for a recommendation of approval of the Special Use (attached). Plan Commissioners should feel free to modify the findings based upon information provided at the public hearing. If Commission members wish to recommend denial of the request and would like staff to prepare a motion to deny, please contact staff in

advance of the meeting. A draft motion to approve has been attached for the Plan Commission's review and use.

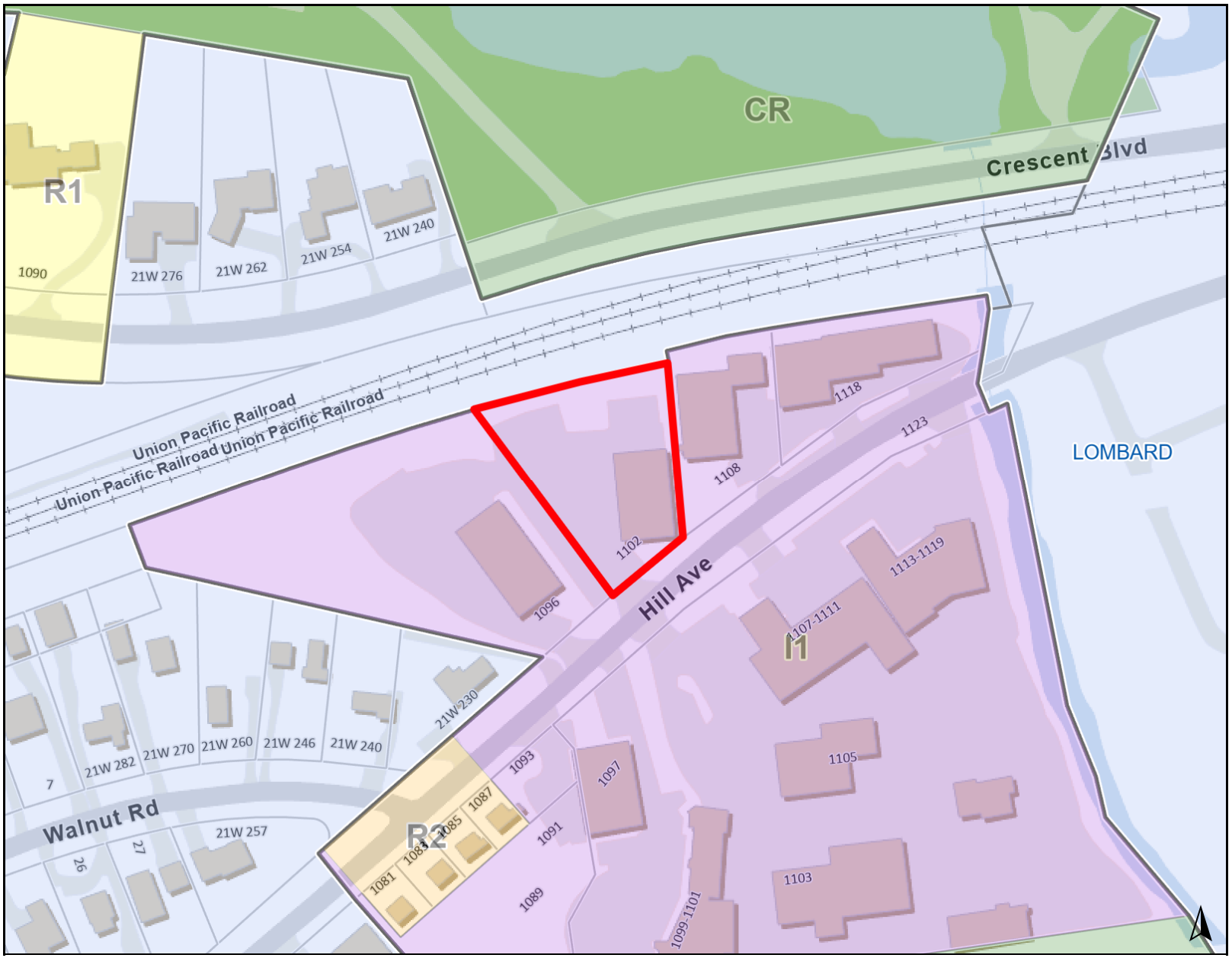
**ATTACHMENTS:**

1. Location & Zoning Map
2. Aerial of Site
3. 1' Contour Map
4. Public Hearing Notice
5. Public Hearing Notification Map
6. Comprehensive Plan Excerpts
7. Petitioners' Application Packet dated April 2, 2022
8. Plat of Survey
9. Lombard Ordinance 3565 –Conditional Use approval
10. Ordinance 6164 – Annexation Agreement
11. Ordinance 6207 – Creation of I1 Zoning District
12. Ordinance 6631 – Annexation
13. Ordinance 6632 – Zoning Map Amendment, change to I1
14. DISH Wireless RF Statement
15. Proof of Ownership
16. Construction Drawings
17. Structural Analysis
18. Draft Findings of Fact
19. Draft Motion to Approve

cc: Martin Scott, Director of Community Development
Tony Phillips, Fullerton Engineering Consultants
Ariel Stouder, Fullerton Engineering Consultants

*X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Hill\Hill 1102, Cell Tower, SUP\Meetings\PC\PC Staff Report 1102 Hill SUP.doc*

# GISConsortium | Zoning Map - 1102 Hill Ave




**Legend**

Zoning and Development

Zoning

- CR: Conservation/Recreation District
- I1: Light Industrial District
- R1: Single Family Residential District
- R2: Single Family Residential District

0 300 600 ft

**Print Date: 6/2/2022**

**Notes**

*Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.*

# GISConsortium | Aerial View - 1102 Hill Ave




**Legend**

0 150 300 ft

**Print Date: 6/2/2022**

**Notes**

*Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.*

# GISConsortium | 1' Contour Map - 1102 Hill Ave




**Legend**

DuPage County

DuPage County 1' 2017 Contours

Contour Line, Intermediate

Contour Line, Major

0 100 200 ft

**Print Date: 6/2/2022**

**Notes**

*Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.*

# NOTICE OF PUBLIC HEARING

Tony Phillips of Fullerton Engineering Consultants, LCC, on behalf of DISH Wireless LLC and OBO Crown Castle USA Inc., is requesting approval of a Special Use Permit in accordance with Sections 10-4-19(E)-3 and 10-8-7 of the Zoning Code to allow an addition of DISH Wireless antennas and support equipment to the existing cellular tower at 1102 Hill Avenue. The Glen Ellyn Plan Commission will conduct a public hearing to consider the Special Use Permit on **Thursday, December 8, 2022, at 7:00 p.m.** in the Galligan Board Room on the 3rd floor of the Glen Ellyn Civic Center, 535 Duane Street, Glen Ellyn, Illinois, 60137.

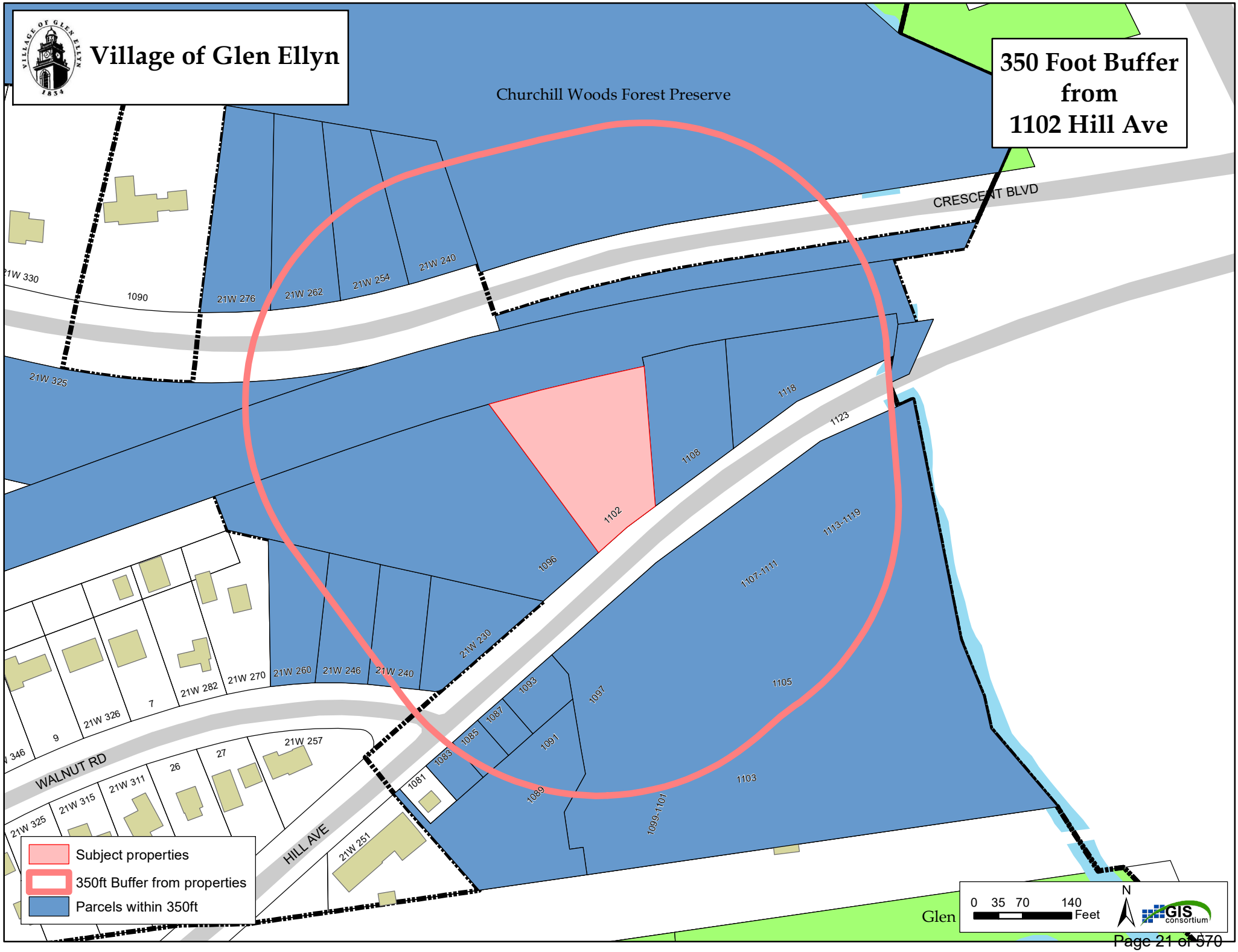
The property is located in the I1- Light Industrial District and legally described as follows:

A PARCEL OF LAND FOR AMCI LEASE SITE PURPOSES LOCATED WITHIN HERON SAID LOT 1 IN HLL OAKSUBDIVISION BEING A PARK OF LOT 12 OF THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY IN ASSESSMENT DIVISION OF SECTION 12, TOWNSHIP 39 NORTH RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAY OF SAID HILL OAK SUBDIVISION RECORDED May 11, 1970 AS DOCUMENT R70-14300 AND CERTIFICATE OF CORRECTION, RECORED MAY 21, 1970 AS DOCUMENT R70-15844.

BEGINNING AT A POINT OF INTERSECTION OF A LINE DRAWN 10.00 FEET WESTERLY OF THE EAST LINE OF SAID LOT 1 WITH A CURVED LINE DRAWN 15.00 FEET SOUTHERLY OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 1; THENCE SOUTH 05 DEGREES 06 MINUTES 42 SECONDS EAST PARALLEL WITH AND 10.00 FEET WESTERLY OF AS MEASURED PERPENDICULAR TO THE EAST LINE OF SAID LOT 1, A DISTANCE OF 54.00 FEET; THENCE SOUTH 84 DEGREES 53 MINUTES 18 SECONDS WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 05 DEGREES 06 MINUTES 42 SECONDS WEST, A DISTANCE OF 47.41 FEET; THENCE ALONG A NON-TANGENTIAL CURVE TO THE RIGHT HAVING A RADIUS OF 3306.38 FEET FOR A DISTANCE OF 50.43 FEET FORMING A CHORD BEARING OF NORTH 77 DEGREES 22 MINUTES 59 SECONDS EAST TO THE PLACE OF BEGINNIG, CONTAINING 2538.55 SQUARE FEET ALL IN DUPAGE COUNTY, ILLINOIS.

P.I.N. 05-12-207-033

All persons who are interested are invited to attend the public hearing of the Plan Commission to listen and be heard. Information related to the request, including the plans for the proposed project are available for public review at any time before or after the meeting between the hours of 8:00am and 4:30pm in the Community Development Department of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois. Questions related to the request should be directed to Taylor Gendel, Associate Planner, tgendel@glenellyn.org. All public comments received by 4:30 pm on Thursday, December 8, 2022 will be read into the record at the public hearing.


Village of Glen Ellyn
350 Foot Buffer from 1102 Hill Ave
Churchill Woods Forest Preserve
CRESCENT BLVD
WALNUT RD
HILL AVE
1102
1090
1096
1108
1118
1123
1113-1119
1107-1111
1105
1103
1099-1101
1097
1093
1091
1089
1087
1085
1083
1081
21W 330
21W 325
21W 276
21W 262
21W 254
21W 240
21W 230
21W 260
21W 246
21W 270
21W 282
21W 326
21W 346
21W 257
21W 311
21W 315
21W 251
9
7
26
27
Subject properties
350ft Buffer from properties
Parcels within 350ft
0 35 70 140
Feet
N
GIS consortium
Glen

# Commercial Area Policies

The Community-Wide Plan designates five types of commercial and business areas: 1) Downtown, 2) service commercial, 3) office, and 4) neighborhood commercial, and 5) light industry.

Generalized recommendations for commercial and business areas are presented in Figure 5. More specific improvement and development recommendations for Downtown, Roosevelt Road and Five Corners are presented in Section 3 of this Plan report.

## Improvement Guidelines:

Each of Glen Ellyn's existing commercial and business areas should be strengthened and upgraded. Viable existing stores and businesses should be improved and enhanced. New uses, particularly retail and convenience commercial uses that serve the needs of local residents, should be promoted.

New commercial, business and mixed-use development should be of a size and scale compatible with the established image and character of Glen Ellyn. Commercial and business development should be characterized by the highest possible standards of design and construction.

Since commercial and business areas are located along important traffic routes, access to individual properties should be carefully controlled to minimize conflicts with through traffic. The consolidation of access drives for adjacent properties should be encouraged.

Adequate off-street parking should be provided within all commercial and business areas. The consolidation of parking facilities for two or more businesses should be encouraged. Parking lots should be attractively landscaped, particularly along major streets.

The image and appearance of commercial and business areas should also be upgraded. Projects should be undertaken to improve the appearance of the public rights-of-way, including landscaping, lighting, signage, sidewalks, crosswalks and pedestrian amenities. Enhancements to private properties should include façade, parking lot and signage improvements.

Commercial and business areas should not adversely impact adjacent neighborhoods. Screening and buffering should be promoted between commercial and residential areas, including landscaping and attractive fencing. Commercial traffic and parking should not be allowed to "spill over" into the neighborhoods. Noise, safety and grounds maintenance should also be carefully monitored within commercial areas.

## Downtown Glen Ellyn:

Glen Ellyn's Downtown is the traditional commercial and service focal point for the Village. It not only contains a range of retail, service, office and housing uses, but is also the site of several important public and institutional buildings.

The Plan strives to strengthen and enhance the historic character and traditional role of Downtown. It should be maintained as Glen Ellyn's multi-purpose commercial and service focal point. While other commercial and office areas will have important functional roles as well, Downtown should remain unique in terms of its pedestrian orientation and the range of businesses, services and other activities it offers to the community.

Compatible and high-quality new retail, service and mixed-use development and redevelopment should be promoted in selected locations within the Downtown, as described in Section 3.

## Service Commercial Areas:

Service commercial areas, including Roosevelt Road and small clusters along Butterfield Road in unincorporated Glen Ellyn, should contain a range of retail, service, office and business activities that serve the community and surrounding region..

The Roosevelt Road corridor should continue to accommodate retail, convenience and auto-oriented commercial uses. The redevelopment and replacement of older, obsolete and marginal commercial properties should be promoted, as described in Section 3.

The clustering or grouping of commercial buildings within the same block should be promoted to allow for shared access drives, parking areas and pedestrian amenities.

Since the size of most lots along commercial corridors is limited, the consolidation of two or more smaller parcels should be encouraged to enable somewhat larger developments with improved access, parking, building placement, and overall design and appearance.

Glen Ellyn should explore the possibility and desirability of annexing the unincorporated commercial areas along Butterfield Road, Hill Avenue and North Avenue/Swift Road in order to supplement the local tax base and establish Village control over future development in these areas.

## Office and Industrial Areas:

Office development has been increasing within Glen Ellyn in recent years. Most existing office development is located within or near the Downtown, along Roosevelt Road, and in smaller locations along Butterfield Road. Quality new office development should continue to be promoted.

The small cluster of industrial and business uses located along Hill Avenue just outside the Village is designated in the Plan as "light industrial." This area should be improved and upgraded as a limited and self-contained business area.

Compatible new light industrial and high-tech uses would also be appropriate within Glen Ellyn's office areas.

## Neighborhood Commercial Area:

"Five Corners" should be revitalized as a neighborhood service area, a showcase for local history, and an attractive gateway to the Glen Ellyn community. The southwest quadrant of the intersection of Main Street and St. Charles Road should be promoted as a local Historical Center centered on Stacy's Tavern and other historic buildings. Traffic operational improvements should be undertaken, and the overall image and appearance of the area should also be enhanced. See Section 3 for more detailed recommendations.



## Mixed Use

This category includes buildings with two or more distinct uses vertically stacked. Developments usually contain commercial on the ground floor and residential or office uses above. All mixed use developments are currently located within the Downtown. Higher-density mixed use development that complements the architecture of existing buildings should continue to be encouraged within Downtown to support street-level commercial activity while providing residential or office space above.



## Office

This category consists of buildings dedicated to professional office spaces, including corporate headquarters, legal firms, and professional service providers. Medical establishments are also included in this land use category, including family physicians, eye care professionals, and medical campuses. Office uses should continue to be concentrated within Downtown and the Roosevelt Road Corridor, particularly along Taft Avenue, while encouraging the consolidation and comprehensive redevelopment of out-of-date office properties.



## Public/Semi-Public

This category consists of institutions and community facilities that serve the residents of Glen Ellyn and contribute to quality of life and local culture. This includes the Village's highly-esteemed schools, Glen Ellyn Public Library, government buildings, police and fire facilities, historic centers, religious institutions, and non-profit organizations. Public/semi-public land use and policies are discussed in more detail in *Chapter 6: Community Facilities*.




## Parks & Open Space

This category includes designated park spaces, nature reserves, golf courses, cemeteries, trails, playgrounds, and land used for sports recreation. The Village should continue to coordinate with local park districts and other partner organizations to preserve the community's large inventory of dedicated parks and open space and pursue opportunities to expand recreational amenities including trails and smaller neighborhood parks to ensure access for all residents. Components of the parks and open space category and relevant environmental features are discussed in *Chapter 7: Parks & Open Space*.



## Light Industrial

This category includes light industrial businesses that have minimal impacts on adjacent uses. There are few light industrial uses in Glen Ellyn, the most prominent being Nicor Gas located off of Finley Road, and on Hill Avenue near Interstate 355. This category should continue to be maintained to support the Village's industrial base, while enhancing sites by providing proper screening from adjacent residential uses.



## Utility & Transportation

This category focuses on land dedicated to transportation infrastructure or the production, storage, and maintenance of utilities, including the Union Pacific railroad right-of-way that passes through the center of Glen Ellyn. The Village should continue to ensure utility services meet the needs of the community. Unattractive facilities should be screened from neighboring uses to enhance the Village's appearance. Utilities and transportation are discussed in more detail in *Chapter 5: Transportation* and *Chapter 6: Community Facilities*.



## Parking

This category includes land used for the parking of automobiles, including surface parking, parking structures, and garages. Properties identified within this category provide standalone parking and are not tied to a specific business or residence. Additional discussion of policies impacting parking areas, including areas of focus for the expansion of public parking and improvements to screening and landscaping, is located in *Chapter 4: Subarea Plans*.



DRAFT
FOR PUBLIC HEARING

## APPLICATION FOR SPECIAL USE PERMIT

CLEAR PAGE

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider the Special Use described in this application.

Date Filed: _____ Application No: _____

TONY PHILLIPS - FULLERTON ENGINEERING CONSULTANTS, LLC

**Name of Applicant:** OBO CROWN CASTLE USA INC & DISH WIRELESS LLC

Address of Applicant: 1100 E WOODFIELD RD., SUITE 500, SCHAUMBURG, IL 60173

Business Phone: 847-331-3659 Fax: N/A

Home Phone: N/A Mobile Phone: 847-331-3659

Email: tphillips@fullertonengineering.com

Property Interest of Applicant: AGENT FOR CROWN CASTLE USA INC / DISH WIRELESS LLC

(Owner, Contract Purchaser, Owner Representative)

**Name of Owner:** JAC PROPERTIES GE LLC

Address of Owner: 4554 E ECO INDUSTRIAL PLACE, TUCSON, AZ 85756

Business Phone: _____ Fax: _____

Home Phone: _____ Mobile Phone: _____

Email: _____

**Property Address:** 1102 HILL AVENUE, GLEN ELLYN, IL 60137

Legal Description of Property:

PENDING LEGAL DESC

Permanent Index No. (PIN): 0512207033 Zoning: I-1 INDUSTRIAL

Lot Dimensions: 265'x227'x202'x104' Lot Area: .85 ACRES

Present Use:

WIRELESS FACILITIES & WAREHOUSE

Requested Use/Construction:

NO CHANGE IN USE

Estimated Date to Begin New Use/Construction: TBD

Name(s), Address(es) and Phone No(s). of Experts (architects, engineers, etc.): CLEAR PAGE

**SITE DESIGNER:**
**CHRISTOPHER J. WARREN P.E.**
**INFINIGY**
**2500 W. HIGGINS RD. SUITE 500**
**HOFFMAN ESTATES, IL 60169**
**847-648-4068**

**Narrative Statement** evaluating the economic effects on adjoining property, the effect of such elements as noise, glare, odor, fumes and vibration on adjoining property, a discussion of the general compatibility with the adjacent and other properties in the district, the effect of traffic, and the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of paragraph (E) of Section 10-10-14 of the Zoning Code:

**The proposed addition of new DISH Wireless antennas and ground equipment to the existing Wireless Facility is considered a Minor Modification and a preferred siting option for new wireless equipment. There will be no noise, glare, odor, fumes, or vibration that might effect adjoining properties. It will be unmanned and have no effect on traffic.**
**Responses to Paragraph E Section 10-10-14 of Zoning Code below.**

**Describe How the Special Use:**

1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or this Zoning Code:

**Wireless Communications have been designated Critical Infrastructure by the Federal Government and should be considered Essential Services in all Comprehensive Plans. Adding a New Carrier to an existing wireless support structure in the Industrial Zoning District should be near the top of the siting hierarchy.**

2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area:

**The proposed addition of DISH Wireless antennas to an existing support structure without adding to the height of the structure, along with the addition of the proposed DISH Wireless ground support equipment within an existing equipment compound behind an industrial building adjacent to Railroad Tracks will not change the character and be harmonious.**

3. Will not be hazardous or disturbing to existing or future neighborhood uses:

**The proposed addition of the DISH Wireless equipment will not be hazardous or disturb future uses.**

CLEAR PAGE

4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services:

**The proposed use will be unmanned and only require Power and Fiber connections that are already existing at the site. No other public services will be required or impacted.**

5. Will not create excessive additional requirements at public cost for public facilities and services, and will not be detrimental to the economic welfare of the Village:

**As mentioned above, this will be an unmanned facility and will not be detrimental to the economic welfare of the Village.**

6. Will not involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors:

**The proposed use will not be detrimental to any persons, property, or general welfare and will not create traffic, noise, smoke, fumes, glare, or odors.**

7. Will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads:

**The proposed use will be unmanned and not create interference to traffic. It will be serviced via an existing driveway by a single technician approximately once a month.**

8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief:

**The proposed use will not change the topography of the site or create any measurable run off. There will be absolutely zero increase in the potential for flooding.**

9. Will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community:

**The proposed addition of the DISH Wireless equipment to an existing support structure within an existing equipment compound in a Industrial District behind a warehouse adjacent to railroad tracks will not result in destruction, loss, or damage of natural, scenic or historic features of major importance to the community.**

CLEAR PAGE

I (We) certify that all of the statements and documents submitted as part of this application are true to the best of my (our) knowledge and belief.

I (We) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Glen Ellyn for the purpose of inspection.

I (We) consent to pay the Village of Glen Ellyn all costs incurred for transcribing the public hearing on this application.

I (We) understand that no final action shall be taken by the Village Board subsequent to the public hearing until and upon payment of transcribing fees.

| 4/2/2022 | TONY PHILLIPS-FULLERTON | Tony Phillips Digitally signed by Tony Phillips DN: cn=Tony Phillips, o=Fullerton Engineering, ou=Zoning & Permitting, email=tphillips@fullertonengineering.com, c=US Date: 2022.04.02 20:04:43 -05'00' |
|---|---|---|
| Date | Print Name | Signature of Applicant |
| Date | Print Name | Signature of Applicant |
| Date | Print Name | Signature of Applicant |

**THE BEST INTERESTS OF THE APPLICANT WILL BE SERVED BY COMPLETING THIS APPLICATION IN DETAIL**

## AFFIDAVIT OF AUTHORIZATION

I, Jesika Streit, Crown Castle owner of the property described as

1102 HILL AVENUE, GLEN ELLYN, IL 60137

verify that FULLERTON ENGINEERING CONSULTANTS, LLC

is duly authorized to apply and represent my interests before the Glen Ellyn Plan Commission, Zoning Board of Appeals, and/or Village Board of Trustees. Owner acknowledges that any notice given applicant is actual notice to owner.

OWNER SIGNATURE

Subscribed and sworn to before me this

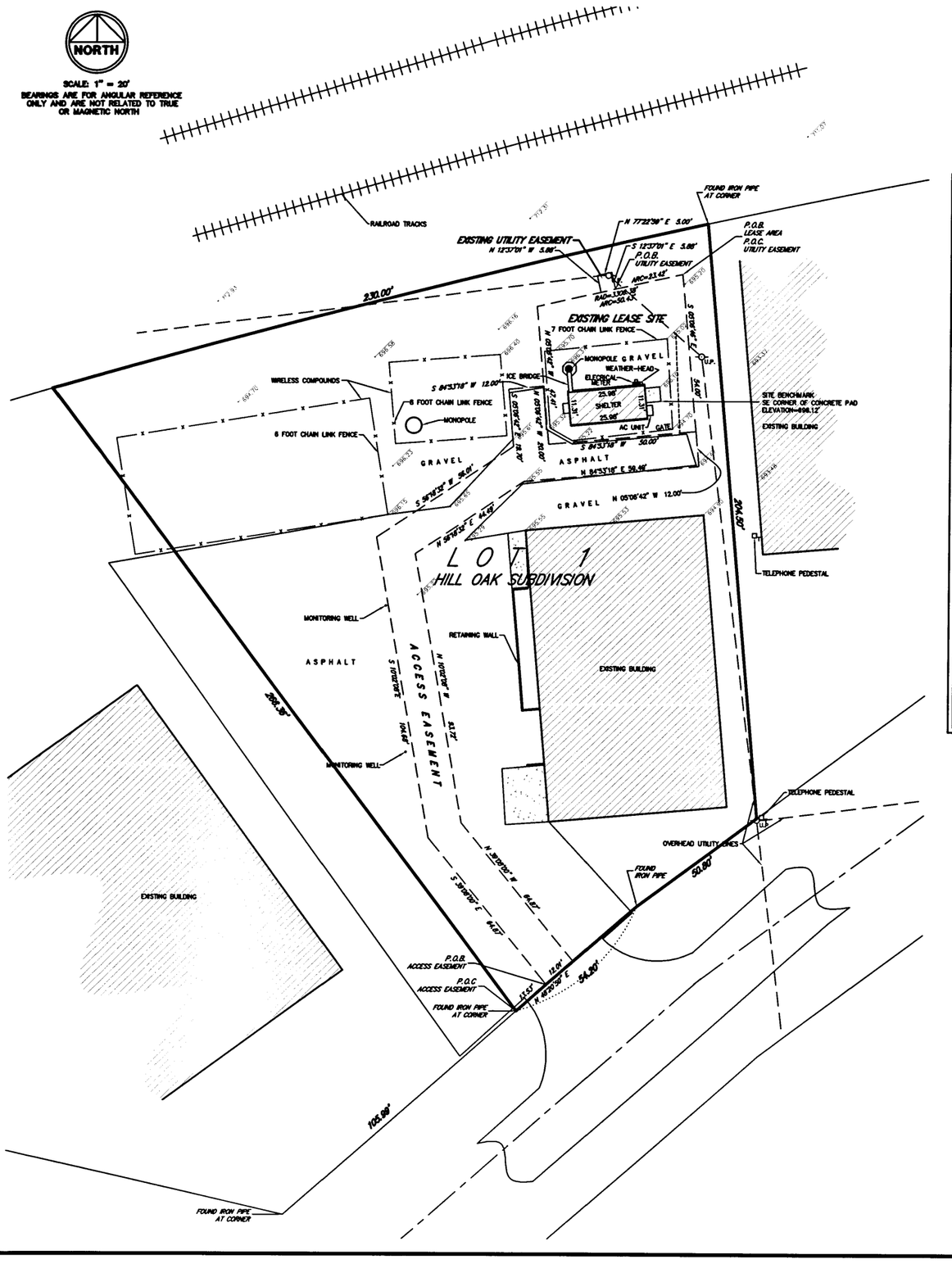
26th day of May, 2022

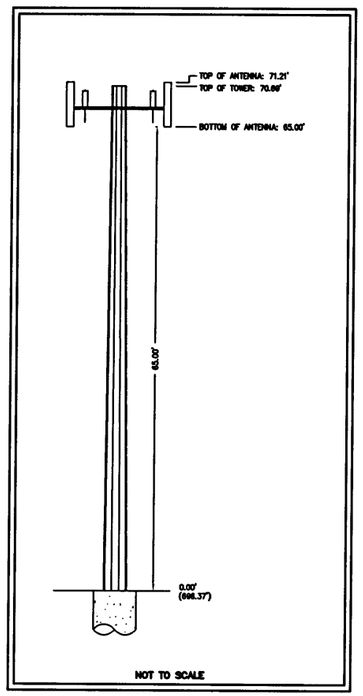
Clarice S Gauer

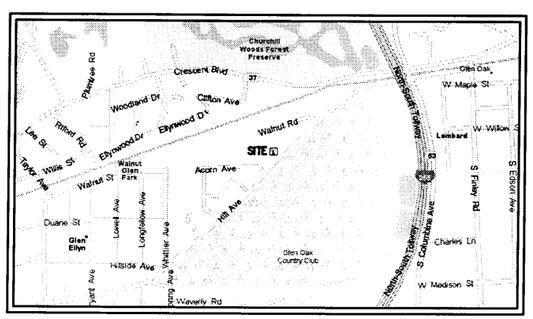
Notary Public

Notary Public State of Arizona
Maricopa County
Clarice S Gauer
My Commission Expires 12/3/2025
Commission Number 617041

# PLAT OF SURVEY




LOCATION MAP

**EXISTING AMCI LEASE SITE DESCRIPTION**
A PARCEL OF LAND FOR AMCI LEASE SITE PURPOSES LOCATED WITHIN HEREON SAID LOT 1 IN HILL OAK SUBDIVISION BEING A PART OF LOT 12 OF THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY IN ASSESSMENT DIVISION OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT OF SAID HILL OAK SUBDIVISION RECORDED MAY 11, 1970 AS DOCUMENT R70-14300 AND CERTIFICATE OF CORRECTION, RECORDED MAY 21, 1970 AS DOCUMENT R70-15844.
BEGINNING AT A POINT OF INTERSECTION OF A LINE DRAWN 10.00 FEET WESTERLY OF THE EAST LINE OF SAID LOT 1 WITH A CURVED LINE DRAWN 15.00 FEET SOUTHERLY OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 1; THENCE SOUTH 05 DEGREES 06 MINUTES 42 SECONDS EAST PARALLEL WITH AND 10.00 FEET WESTERLY OF AS MEASURED PERPENDICULAR TO THE EAST LINE OF SAID LOT 1, A DISTANCE OF 54.00 FEET; THENCE SOUTH 84 DEGREES 53 MINUTES 18 SECONDS WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 05 DEGREES 06 MINUTES 42 SECONDS WEST, A DISTANCE OF 47.41 FEET; THENCE ALONG A NON-TANGENTIAL CURVE TO THE RIGHT HAVING A RADIUS OF 3306.38 FEET FOR A DISTANCE OF 50.43 FEET FORMING A CHORD BEARING OF NORTH 77 DEGREES 22 MINUTES 59 SECONDS EAST TO THE PLACE OF BEGINNING, CONTAINING 2538.55 SQUARE FEET ALL IN DuPAGE COUNTY, ILLINOIS.

**EXISTING AMCI UTILITY EASEMENT DESCRIPTION**
A PARCEL OF LAND FOR AMCI UTILITY PURPOSES LOCATED WITHIN HEREON SAID LOT 1 IN HILL OAK SUBDIVISION BEING A PART OF LOT 12 OF THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY IN ASSESSMENT DIVISION OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT OF SAID HILL OAK SUBDIVISION RECORDED MAY 11, 1970 AS DOCUMENT R70-14300 AND CERTIFICATE OF CORRECTION, RECORDED MAY 21, 1970 AS DOCUMENT R70-15844.
COMMENCING AT A POINT OF INTERSECTION OF A LINE DRAWN 10.00 FEET WESTERLY OF THE EAST LINE OF SAID LOT 1 WITH A CURVED LINE DRAWN 15.00 FEET SOUTHERLY OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 1; THENCE SOUTHEASTERLY ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 3306.38 FEET FOR A DISTANCE OF 23.42 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING ALONG SAID ARC OF A CURVE TO THE LEFT FOR A DISTANCE OF 5.00 FEET; THENCE NORTH 12 DEGREES 37 MINUTES 01 SECONDS WEST, A DISTANCE OF 5.88 FEET; THENCE NORTH 77 DEGREES 22 MINUTES 59 SECONDS EAST, A DISTANCE OF 5.00 FEET; THENCE SOUTH 12 DEGREES 37 MINUTES 01 SECONDS EAST, A DISTANCE OF 5.88 FEET TO THE PLACE OF BEGINNING, CONTAINING 29.38 SQUARE FEET ALL IN DuPAGE COUNTY, ILLINOIS.

**EXISTING AMCI ACCESS EASEMENT DESCRIPTION**
COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 48 DEGREES 20 MINUTES 50 SECONDS EAST ALONG THE SOUTHERLY LINE OF SAID LOT 1, A DISTANCE OF 13.53 FEET FOR A PLACE OF BEGINNING; THENCE CONTINUING ALONG THE PROLONGATION OF THE LAST DESCRIBED COURSE, A DISTANCE OF 12.01 FEET; THENCE NORTH 39 DEGREES 08 MINUTES 00 SECONDS WEST, A DISTANCE OF 61.24 FEET; THENCE NORTH 10 DEGREES 02 MINUTES 08 SECONDS WEST, A DISTANCE OF 93.72 FEET; THENCE NORTH 56 DEGREES 18 MINUTES 32 SECONDS EAST, A DISTANCE OF 44.49 FEET; THENCE NORTH 84 DEGREES 53 MINUTES 18 SECONDS EAST, A DISTANCE OF 59.49 FEET; THENCE NORTH 05 DEGREES 06 MINUTES 42 SECONDS WEST, A DISTANCE OF 12.00 FEET; THENCE SOUTH 84 DEGREES 53 MINUTES 18 SECONDS WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 05 DEGREES 06 MINUTES 42 SECONDS WEST, A DISTANCE OF 20.00 FEET; THENCE SOUTH 84 DEGREES 53 MINUTES 18 SECONDS WEST, A DISTANCE OF 12.00 FEET; THENCE SOUTH 05 DEGREES 06 MINUTES 42 SECONDS EAST, A DISTANCE OF 19.70 FEET; THENCE SOUTH 56 DEGREES 18 MINUTES 32 SECONDS WEST, A DISTANCE OF 56.01 FEET; THENCE SOUTH 10 DEGREES 02 MINUTES 08 SECONDS EAST, A DISTANCE OF 104.88 FEET; THENCE SOUTH 39 DEGREES 08 MINUTES 00 SECONDS EAST, A DISTANCE OF 64.87 FEET TO THE PLACE OF BEGINNING, CONTAINING 3518.59 SQUARE FEET ALL IN DuPAGE COUNTY, ILLINOIS.

**NOTES:**

1. BENCHMARK ⊕ SOUTHEAST CORNER OF THE CONCRETE PAD AT THE ENTRANCE TO THE EXISTING EQUIPMENT SHELTER. ELEVATION=698.12'
2. PERMANENT INDEX NUMBER - 05-12-207-033
3. LATITUDE: N 41°52'58.17" (NAD83) LONGITUDE: W 088°02'16.85" (NAD83)
4. THE LOCATION OF UNDERGROUND UTILITIES WAS DETERMINED BY FIELD OBSERVATION AND VISIBLE MARKINGS ONLY.
5. FIELD COMPLETED ON 5/31/05
6. THIS SURVEY WAS PREPARED FOR THE INSTALLATION OF WIRELESS COMMUNICATION EQUIPMENT ONLY.
7. THIS SURVEY WAS PREPARED WITHOUT THE AID OF A TITLE COMMITMENT. PLEASE REFER TO A CURRENT TITLE FOR ANY EASEMENTS, SETBACKS OR RESTRICTIONS NOT SHOWN HEREON.

**LEGEND**

| | |
|---|---|
| PROPERTY LINE | TYPICAL SIGN |
| CENTER LINE | FLARED END SECTION |
| EASEMENT LINE | CLOSED MANHOLE |
| BUILDING SETBACK | OPEN GRATE MANHOLE |
| MEASURED DATA | BEEHIVE GRATE MANHOLE |
| RECORD DATA | GUTTER FRAME |
| CALCULATED DATA | VALVE VAULT |
| | FIRE HYDRANT |
| | S-BOX / SERVICE VALVE |
| | POST LIGHT, GROUND LIGHT |
| CONCRETE | AREA LIGHT |
| | STREET LIGHT |
| EVERGREEN\STAND. TREE | TRAFFIC SIGNAL |
| | POLE ARM SIGNAL |
| | MANHOLE (electric\traffic) |
| SHRUB | GAS METER |
| MONITOR WELL | ELECTRIC METER |
| GAS VALVE | PEDESTAL(telecom,elec,cable) |
| | UTILITY POLE |
| TELEPHONE VAULT | |
| GUARDRAIL | |
| GUY WIRE ANCHOR | |
| CONTOUR LINE | |
| TREE LINE / HEDGE LINE | |
| EDGE GRAVEL/STONE | |
| FENCE LINE | |
| STORM SEWER | |
| SANITARY SEWER | |
| COMBO SEWER | |
| WATER SERVICE LINE | |
| WATERMAIN | |
| OVERHEAD ELEC. LINE | |
| OVERHEAD TELCO LINE | |
| GAS LINE | |
| U.G. TELCO LINE | |
| U.G. ELECTRIC LINE | |
| UTILITY MARKINGS (WATER, GAS, ELEC. ETC.) | |


**W-T LAND SURVEYING, INC.**
LAND AND CONSTRUCTION SURVEYORS
30 EAST SCULLY DRIVE
SCHAUMBURG, ILLINOIS 60193
PH. (847) 895-3640 FAX. (847) 895-1854
IL. LICENSE NO. 184-001108 EXPIRES 4/30/07


STATE OF ILLINOIS )
COUNTY OF COOK )

WE W-T LAND SURVEYING, INC. DO HEREBY DECLARE THAT THE LAND SURVEYED THE ABOVE DESCRIBED LEASE AREA IS SHOWN ON THIS PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY.

GIVEN UNDER OUR HAND AND SEAL THIS 7th DAY OF JUNE A.D. 2005. AT SCHAUMBURG, ILLINOIS.

W-T LAND SURVEYING, INC.

ILLINOIS PROFESSIONAL DESIGN FIRM REGISTRATION NO. 184-001108

Crown Castle
USA Inc.
Great Lakes Area

**9450 W. Bryn Mawr Avenue**
**Suite 340**
**Rosemont IL 60018**

**APPROVALS**
LANDLORD
LEASING
R.F. DESIGN
ZONING
CONSTRUCTION
CONSTRUCTION
CELL SITE ENG.
OPERATION

DRAWINGS PREPARED FOR:

**W-T COMMUNICATION DESIGN GROUP, LLC**
2500 W. HIGGINS RD., SUITE 965
HOFFMAN ESTATES, IL 60195
PH. (847) 490-8275 FAX. (847) 895-9985
WWW.WTENGINEERING.COM

| | |
|---|---|
| PROJECT NO: | 805154 |
| DRAWN BY: | KCB/MWO |
| CHECKED BY: | FIM |
| FIELD WORK BY: | BSA |

**#817173**
**LOMBARD 2**
**21 W 180 HILL AVENUE**
**GLEN ELLYN, ILLINOIS**

SHEET TITLE
LAND SURVEY

SHEET NUMBER
**LS-1**

COPYRIGHT (C) 2005 W-T LAND SURVEYING, INC.

Revised 6/29/92

ORDINANCE NO. 3565

AN ORDINANCE GRANTING A CONDITIONAL USE FOR AN 87 FOOT TALL MONOPOLE ANTENNA PURSUANT TO SUBSECTION F-2 (c) (2) IN SECTION 3 OF THE LOMBARD ZONING ORDINANCE, NO. 3274

(PC 92-14: 714 West Hill Avenue, Lombard, IL)

WHEREAS, the President and Board of Trustees of the Village of Lombard have heretofore adopted the Lombard Zoning Ordinance, otherwise known as Ordinance No. 3274; and,

WHEREAS, the subject property is zoned I Limited Industrial District; and,

WHEREAS, an application has been filed requesting approval of a Conditional Use to provide for the construction of an 87 foot tall monopole antenna on the property described in Section 2 below; and,

WHEREAS, a public hearing on such application has been conducted by the Village of Lombard Plan Commission on June 10, 1992 pursuant to appropriate and legal notice; and,

WHEREAS, THE President and Board of Trustees approve and adopt the findings and recommendations of the Plan Commission and incorporate such findings and recommendations herein by reference as if they were fully set forth herein;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LOMBARD, DU PAGE COUNTY, ILLINOIS, as follows:

Section 1: That a Conditional Use is hereby granted for the property described in Section 2 below and pursuant to Subsection F-2 (c) (2) in Section 3 of the Village of Lombard Zoning Ordinance No. 3274 so as to allow said property to be used for the construction of an 87 foot tall monopole antenna within an I Limited Industrial District .

Section 2: That this ordinance is limited and restricted to the property generally located at 714 West Hill Avenue, Lombard, Illinois and legally described as follows:

Lot 1 in Hill Oak Subdivision of that part of Lot 12 lying northerly of the northerly line of Hill Avenue and southerly of the Chicago and Northwestern Railroad Right-of-way in Assessment Division of Section 12, Township 39 North, Range 10, East of the Third Principal Meridian, according to the plat of said Hill Oak Subdivision recorded May 11, 1970 as Document R70-14300 and Certificate of Correction recorded May 21, 1970 as Document R70-15844, in DuPage County, Illinois.

Parcel No. 05-12-207-033

Section 3: This ordinance shall be granted subject to compliance with the following conditions:

1. All site development shall generally comply with the site plan prepared by PAL Popowych Associates, LTD received by the Department of Community Development on May 7, 1992.

2. This conditional use shall be null and void unless a building permit is obtained within one year and a Certificate of Occupancy is obtained within 18 months of the approval of this ordinance.

3. Landscaping is subject to the approval of the Director of Community Development.

Section 4: This ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

Passed on first reading this _____ day of _____, 1992.

First reading waived by action of the Board of Trustees this ~~25th~~ day of ~~June~~, 1992.

Passed on second reading this 25th day of June, 1992.

Ayes: TRUSTEES KRISCH, VAZQUEZ, BIRD, GATZ, MACKETT

Nayes: TRUSTEE TROSS

Absent: NONE

Approved this ~~25th~~, day of ~~June~~, 1992.

Richard C. Arnold
Village President

ATTEST:

Lorraine G. Gerhardt
Lorraine G. Gerhardt
Village Clerk

APPROVAL AS TO FORM:

Thomas P. Bayer
Village Attorney

Published by me in pamphlet form this 1st day of July, 1991.

Lorraine G. Gerhardt
Lorraine G. Gerhardt
Village Clerk

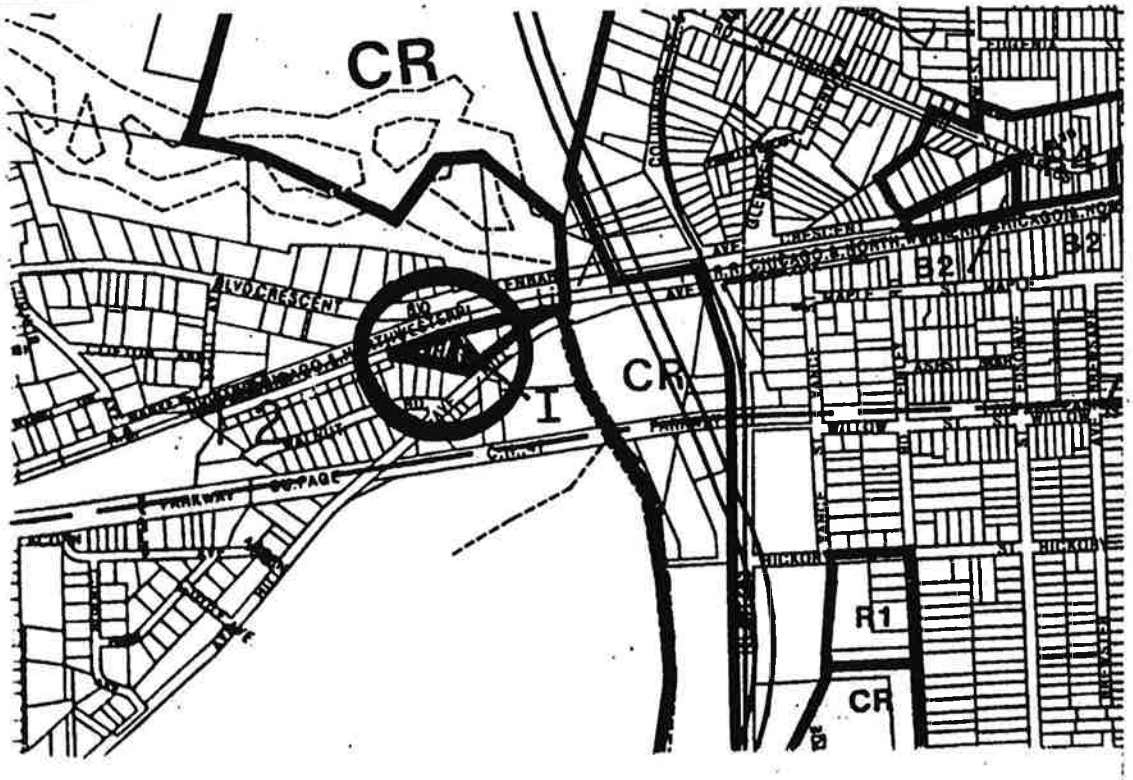
# LOCATION MAP

N

Lombard Zoning Map
Scale 1" = 1000'

PC 92-14

220 West Hill Avenue: Requests a conditional use to provide for an 87 foot tall monopole antenna tower.


CR
CR
I
R1
CR
B2
B2
B2

FRED BUCHOLZ
DUPAGE COUNTY RECORDER
OCT.30,2013 10:56 AM
OTHER 05-12-207-032
035 PAGES R2013-149932

**Village of Glen Ellyn**

---

**Ordinance No. 6164**

**An Ordinance Approving Annexation Agreements for Properties Located at 21W180 Hill Avenue and 21W200 Hill Avenue Glen Ellyn, IL 60137**

---

**Adopted by the**
**President and Board of Trustees of the**
**Village of Glen Ellyn,**
**DuPage County, Illinois**
**This 9th Day of September, 2013**

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this 10th day of September, 2013

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 Duane Street
Glen Ellyn, IL 60137

**Ordinance No. 6164**

**An Ordinance Approving Annexation Agreements for Properties Located at 21W180 Hill Avenue and 21W200 Hill Avenue Glen Ellyn, IL 60137**

**Whereas,** Vincent Cuyler, owner of property located at 21W200 Hill Avenue and Lynnea Herlien, daughter of Jean Noorlag owner of 21W180 Hill Avenue, and acting under the authority granted to her by power of attorney, have agreed to enter into annexation agreements with the Village of Glen Ellyn for the aforementioned properties located on the north side of Hill Avenue between Route 53 and Walnut Road; and

**Whereas,** the subject properties are not located within the corporate limits of any municipality, are contiguous to the corporate limits of the Village of Glen Ellyn and are legally described as follows:

**21W180 Hill Avenue**
LOTS 1 AND 2 IN HILL OAK SUBDIVISION, BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 11, 1970 AS DOCUMENT NUMBER R70-14300 AND CERTIFICATE OF CORRECTION RECORDED MAY 21, 1970 AS DOCUMENT NUMBER R70-15844 IN DUPAGE COUNTY, ILLINOIS.

P.I.N.s: 05-12-207-032 and 05-12-207-033; and

**21W200 HILL AVENUE**
PARCEL 1: LOT 1 IN VILLA PARK KITCHENS RESUBDIVISION BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1972 AS DOCUMENT NUMBER R72-47323, ALL IN DUPAGE COUNTY, ILLINOIS,

AND ALSO:

THAT PART OF THE UNION PACIFIC RAILROAD RIGHT-OF-WAY (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LYING NORTH OF AND ABUTTING LOT 1 IN VILLAGE PARK KITCHENS RESUBDIVISION AFORESAID, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 2 OF SAID VILLAGE PARK KITCHENS RESUBDIVISION AND RUNNING THENCE WESTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 176.18 FEET TO A POINT OF CURVE IN SAID NORTH LINE; THENCE CONTINUING WESTERLY ALONG THE NORTH LINE OF SAID LOT 2, BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 3321.38 FEET, WHOSE CENTRAL ANGLE IS 01 DEGREES 16 MINUTES 48 SECONDS, A DISTANCE OF 74.20 FEET (REC. & MEAS.) TO THE NORTHEAST CORNER OF SAID LOT 1 FOR THE POINT OF BEGINNING; RUNNING THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT , BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3321.38 FEET AND A CENTRAL ANGLE OF 02 DEGREES 04 MINUTES 19 SECONDS, AN ARC DISTANCE OF 120.10 FEET (MEAS., REC.=120.12') THENCE NORTHERLY RADIAL TO THE LAST DESCRIBED CURVE, A DISTANCE OF 12.79 FEET; THENCE EASTERLY A DISTANCE OF 69.97 FEET TO A POINT THAT IS 16.00 FEET NORTHERLY OF (MEASURED RADIALLY THERETO) THE NORTH LINE OF VILLA PARK KITCHENS RESUBDIVISION AS AFORESAID; THENCE CONTINUING EASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3,337.21 FEET (DEED, 3,337.38'=CALC.), A CENTRAL ANGLE OF 00 DEGREES 52 MINUTES 17 SECONDS, AND BEING NORMALLY PARALLEL WITH SAID NORTH LINE, AN ARC DISTANCE OF 50.75 FEET; THENCE SOUTHEASTERLY 16.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO DOCUMENT RECORDED MARCH 24, 1995, AS NUMBER R95-034450, ALL IN DUPAGE COUNTY, ILLINOIS.

P.I.N. 05-12-207-037

PARCEL 2:
LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1972 AS DOCUMENT NUMBER R72-47323 IN DUPAGE COUNTY, ILLINOIS,

AND, ALSO:

THAT PART OF THE UNION PACIFIC RAILROAD RIGHT OF WAY (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LAYING NORTH OF AND ABUTTING LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION AFORESAID, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2 AND RUNNING THENCE WESTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 176.18 FEET TO A POINT OF CURVE IN SAID NORTH LINE; THENCE CONTINUING WESTERLY ALONG THE NORTH LINE OF SAID LOT 2, BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 3321.38 FEET, WHOSE CENTRAL ANGLE IS 01 DEGREE 16 MINUTES 48 SECONDS, A DISTANCE OF 74.20 FEET (REC. & MEAS.) TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTHERLY RADIAL TO THE LAST

DESCRIBED CURVE A DISTANCE OF 16.00 FEET; THENCE EASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3,337.21 FEET (DEED,3,337.38=CALC.), A CETNRAL ANGLE OF 01 DEGREE 16 MINUTES 50 SECONDS, AND BEING NORMALLY PARALLEL WITH SAID NORTH LINE, A DISTANCE OF 74.60 FEET; THENCE EASTERLY ALONG A LINE THAT IS 16.00 FEET NORTH OF AND PARALLEL WITH SAID NORTH LINE, A DISTANCE OF 176.18 FEET (DEED, 176.22'=MEAS.) TO A POINT THAT IS 16.00 FEET NORTHERLY OF, AS MEASURED AT RIGHT ANGLES TO SAID NORTH LINE, THE NORTHEAST CORNER OF LOT 2, AFORESAID; THENCE SOUTHERLY 16.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO DOCUMENT RECORDED MARCH 24, 1995, AS NUMBER R95-034450, ALL IN DUPAGE COUNTY, ILLINOIS.

P.I.N: 05-12-207-038; and

**Whereas,** the Village has issued, delivered and published all statutorily required notices regarding the consideration of the proposed annexation agreements; and

**Whereas,** in accordance with all statutorily required notices, on September 9, 2013, the Village Board conducted a public hearing on the proposed annexation agreements; and

**Whereas,** after due investigation and consideration and pursuant to the aforesaid public hearing, the President and Board of Trustees deem it in the best interest of the Village of Glen Ellyn to enter into the annexation agreements, attached hereto as ***Exhibits "A "*** and ***"B"***.

**Now, Therefore, be it Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois,** in the exercise of its home rule powers, as follows:

**Section One:** The foregoing recitals and the preambles in the annexation agreements attached hereto as ***Exhibits "A"*** and ***"B"*** shall be, and are hereby, incorporated into and made a part of this Ordinance as if fully set forth in this Section One.

**Section Two:** The Village President and Village Clerk are hereby authorized and directed to execute and attest the annexation agreements for 21W180 Hill Avenue and 21W200 Hill Avenue, attached hereto as ***Exhibits "A"*** and ***"B"*** on behalf of the Village of Glen Ellyn.

**Section Three:** The Village Clerk is hereby authorized and directed to cause said annexation

agreements to be recorded with the Recorder of Deeds of DuPage County, upon the proper execution of the same on behalf of all of the parties, together with a certified copy of this Ordinance approving the execution of the annexation agreements on behalf of the Village of Glen Ellyn.

**Section Four:** This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 9th day of September, 2013.

**Ayes:** Trustees Clark, Elliott, Friedberg, Sadeck and McKenley

**Nays:** 0

**Absent:** Trustee O'Shea

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this 9th day of September, 2013.

Village President of the
Village of Glen Ellyn, Illinois

**Attest:**

Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the 10th day of September 2013)

X:\Plandev\PLANNING\ANNEXATIONS\Hill Avenue\Ordinance Approving AA.doc




# CERTIFICATION

I, Catherine Galvin, duly elected Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6164, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Board Meeting of said Board held on the 9th day of September 2013, and that the same was signed and approved by the President of said Village on the 9th day of September 2013.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Village Clerk of said Village for safekeeping and that I am the lawful custodian and keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 9th day of September, 2013.

Catherine Galvin

Village Clerk

CORPORATE SEAL

## ANNEXATION AGREEMENT

This Annexation Agreement ("Agreement") is made and entered into this 9th day of SEPTEMBER, 2013, by and between the VILLAGE OF GLEN ELLYN, an Illinois municipal corporation having its principal office in DuPage County, Illinois ("Village"), and WEST SUBURBAN BANK LAND TRUST NO. 3344 BY NOORLAG REAL ESTATE GROUP, LLC BY LYNEA R. HERLIEN, MANAGER ("Owner"). The Village and Owner are collectively referred to as ("Parties").

### RECITALS

A. The Owner is the Owner of record of two adjacent parcels of land totaling 2.82 acres commonly known as 21W180 Hill Avenue. The Property is located on the north side of Hill Avenue between Illinois Route 53 and Walnut Road and is not currently contiguous to the Village of Glen Ellyn. The subject Property is legally described on ***Exhibit "A"*** attached hereto and is identified for real estate purposes with P.I.N.s of 05-12-207-032 and 05-12-207-033 ("Property"). The Property is currently improved.

B. The Village is an Illinois home rule municipal corporation, having its principal office at 535 Duane Street, Glen Ellyn, Illinois.

C. The Owner desires to annex the Property to the Village, as soon as reasonably practicable following the establishment of contiguity between the corporate boundaries of the Village and the Property, pursuant to and in accordance with Section 7-1-8 of the Illinois Municipal Code, 65 ILCS 5/7-1-8, and agrees to do all things necessary to assist in that process when the Village so requests, including the execution and delivery to the Village Clerk of a notarized annexation petition, which petition shall strictly conform to ***Exhibit "B"*** to this Agreement ***("Annexation Petition").***

D. Each parcel of the Property is currently being served by water from the Village of Lombard.

E. The Owner desires to disconnect the Property from the Lombard water system and connect the Property to the Village of Glen Ellyn water system upon Glen Ellyn water becoming available to the Property.

F. Each parcel of the Property is currently served by Village of Lombard sanitary sewer.

G. The Owner desires to disconnect the Property from the Lombard sanitary sewer system and connect the Property to the Village of Glen Ellyn sanitary sewer system upon Glen Ellyn sanitary sewer becoming available to the Property.

H. A public hearing to consider this Agreement was noticed in the Daily Herald on AUGUST 22, 2013 and was held by the Village President and Board of Trustees on SEPTEMBER 9, 2013.

I. The Village has published all notices as required by the Illinois Municipal Code 65 ILCS 5/11-15.1-3 *et seq.*

I. The annexation of the Property shall extend the corporate limits of the Village to the far side of any adjacent highway not heretofore annexed to any other municipality.

K. All other matters, in addition to those specifically referred to above, which are included in this Agreement, have been considered by the Parties, and the annexation of the Property will inure to the benefit and improvement of the Village by increasing the taxable value of the real property within the Village's corporate limits, extending the corporate limits and jurisdiction of the Village to the limits of the Property, promoting the sound planning and development of the Village, and otherwise enhancing and promoting the general welfare of the Village residents and taxpayers.

NOW, THEREFORE, the Owner and Village, in consideration of the mutual covenants herein contained, agree as follows:

1. Incorporation of Recitals. The recitals above are hereby incorporated by reference into this Agreement.

2. Legal Conformance with Law. This Agreement is made pursuant to and in accordance with the provisions of the Village of Glen Ellyn Village Code, and its home rule powers, as established in the Illinois Revised Statutes and the Illinois Constitution.

3. Annexation. Upon notification by the Village that the Property has become, in the opinion of the Village, adjacent and contiguous to the Village, the Owner (if still holding title to any portion of the Property) and each grantee(s) shall within 30 days (a) file a fully executed Annexation Petition in a form approved by the Village Attorney and substantially in accordance with the form of ***Exhibit "B"*** attached to this agreement and (b) provide Owner's proof of Ownership of the Property. A Plat of Annexation for the Property shall also be prepared by the Village. Upon, but not before the Village's receipt of the Annexation Petition, the Owner's proof of Ownership, and preparation of a Plat of Annexation, the Village's Corporate Authorities may adopt a valid and binding Annexation Ordinance providing for the annexation of the Property and any adjacent rights-of-way to the Village pursuant to Section 7-1-8 of the Illinois Municipal Code, 65 ILCS 5/7-1-8. The Village Clerk shall then promptly cause the Annexation Ordinance, Plat of Annexation, and related documents, to be recorded in the Office of the DuPage County Recorder.

Alternatively, at the option of the Village, within 30 days after notice from the Village to do so, and subject to the provisions of 65 ILCS 5/7-1-2 et. seq., or 65 ILCS 5/7-1-11, as amended, the Owner and/or her successors and assigns shall join in, and properly execute, An Annexation Petition to be filed with the Circuit Court of the Eighteenth Judicial Circuit, DuPage County, Illinois, and shall cooperate with the prosecution of the Petition before said court, provided, however, that the costs of any such litigation shall not be the responsibility of the Owner.

If all or a portion of the Property is conveyed prior to the annexation of the Property to the Village, whether by the Owner or other subsequent grantor, any contract for sale or other agreement relating to each and every such conveyance shall contain an acknowledgement by the grantee of the existence of this Agreement and the requirement that upon the Property becoming, in the opinion of the Village, adjacent and contiguous to the Village, the Property will be annexed to the Village. In addition, each such contract or other agreement shall contain an agreement by the grantee(s) to do all things necessary or appropriate to cause the Property to be duly and validly annexed to the Village, including, but not limited to, execution of an Annexation Petition.

Should a court of competent jurisdiction determine that annexation of the Property was defective because of the failure of the Parties to follow a procedural requirement constituting a valid precondition to proper annexation of the Property, the Parties, including the successors and assigns of the Owner, agree to promptly cause the Property to be reannexed to the Village in a manner that satisfies all procedural requirements.

Should a court of competent jurisdiction determine that annexation of the Property by the Village was without lawful authority (i.e., lack of contiguity), the Parties agree that this Agreement shall be deemed a Pre-Annexation Agreement authorized pursuant to 65 ILCS 5/11-15.1-1, as amended, and shall remain in full force and effect to the extent permitted by law. Thereafter, should the Property become contiguous to the Village, the Parties, including the successors and assigns of the Owner, agree to promptly take all necessary steps as may then be provided by law to perfect the annexation of the Property to the Village.

4. Zoning. Within six (6) months of the approval of this Agreement, the Village will hold a public hearing and create a new light industrial zoning district. The Owner will receive advance notice of all public meetings and hearings of the Glen Ellyn Plan Commission at which the new light industrial zoning district is discussed. Because the parties to this Agreement desire to move quickly to cause the execution of this Annexation Agreement, the public hearing, before the Plan Commission required by law to take place before the Village Board can definitely act upon the light industrial zoning district, will not have yet taken place prior to the adoption of this Agreement. For this reason, in the event that the Village does not within six (6) months of the date of the execution of this Agreement, approve a new light industrial zoning district, the Agreement shall be void and all the promises and obligations of the Owner shall be terminated. If, however, as is anticipated, the Village does adopt the aforementioned light industrial zoning district, it shall, upon the annexation of the subject Property, grant the light industrial zoning district to the subject Property.

Any existing use or condition of the Property, upon annexation, that does not comply with the requirements of Glen Ellyn's Zoning Code may continue and will be considered a permitted nonconforming use. The Owner's most current plat of survey documenting the existing conditions of the Property shall be submitted to the Village within thirty (30) days of approval of this Agreement and used in conjunction with aerial photographs and other plans, plats and similar documents to evidence the current uses and conditions of the site. Notwithstanding anything herein to the contrary, following annexation, any new tenants occupying the building shall conform to the use regulations of the applicable Village zoning district.

5. Water Service. Each parcel of the Property is currently served by water from the Village of Lombard and the Owner desires to connect to the Glen Ellyn water system upon it becoming available to the Property. The Owner agrees to allow the Village to disconnect the Property from the Lombard water system and connect the Property to the Glen Ellyn water system upon Glen Ellyn water becoming available to the Property. The Owner shall meet all applicable ordinance requirements pertaining to such connections, including upgrades and other necessities. The Owner shall not be required to pay their proportionate share of any water main extension by the Village. The Village further agrees to waive all permit fees, connection fees and building permit deposits related to connecting the Owner's private service line to the Village's water main.

At the time that the Glen Ellyn water system is available to the Property, the Village of Glen Ellyn shall make a good faith effort to connect the Property as part of the water main extension project. If improvements are needed to correct deficiencies or Owner responsible upgrades are required to make a connection, the Owner agrees to hire a contractor and to pay up to $5000 of the private costs and charges associated with the connection of a private water service line to the Village of Glen Ellyn's water main with the Village paying any amount over $5000. Any water service connections shall be inspected by Village staff to ensure that they are constructed in accordance with Village standards.

In the event that the Owner fails to petition Glen Ellyn for annexation in accordance with Section 3 above or fails to comply with any other provision of this Annexation Agreement, Glen Ellyn may, at its sole option, discontinue water service to the property and enforce this Agreement in a court of appropriate jurisdiction by specific performance.

6. Sanitary Sewer Service. Each parcel of the Property is currently receiving sanitary sewer service from the Village of Lombard and the Owner desires to connect to the Glen Ellyn sanitary sewer system upon it becoming available to the Property. The Owner agrees to allow the Village to disconnect the Property from the Lombard sanitary sewer system and connect the Property to the Glen Ellyn sanitary sewer system upon Glen Ellyn sanitary sewer becoming available to the Property. The Owner shall meet all applicable ordinance requirements pertaining to such connections, including upgrades and other necessities. The Owner shall not be required to pay their proportionate share of any sanitary sewer main extension by the Village. The Village further agrees to waive all permit fees, connection fees and building permit deposits related to connecting the Owner's private service line to the Village's sanitary sewer main.

At the time that the Glen Ellyn sanitary sewer system is available to the Property, the Village of Glen Ellyn shall make a good faith effort to connect the Property as part of the sanitary sewer extension project. If improvements are needed to correct deficiencies or Owner responsible upgrades are required to make a connection, the Owner agrees to hire a contractor and to pay up to $5000 of the private costs and charges associated with the connection of a private sanitary sewer service line to the Village of Glen Ellyn sanitary sewer main with the Village paying any amount over $5000. Any sanitary sewer connections shall be inspected by Village staff to ensure that they are constructed in accordance with Village standards.

In the event that the Owner fails to petition Glen Ellyn for annexation in accordance with Section 3 above or fails to comply with any other provision of this Annexation Agreement, Glen Ellyn may, at its sole option, discontinue sanitary sewer services to the Property and enforce this Agreement in a court of appropriate jurisdiction by specific performance.

7. Rates for Water and Sanitary Sewer Service. Until such time as the Property is annexed to Glen Ellyn, the Owner agrees to pay the usual and customary charges for water and sanitary sewer service for customers outside of Glen Ellyn's corporate limits, as may be established from time-to-time by the corporate authorities of Glen Ellyn. Upon annexation, the Owner shall pay the same rates for water and sanitary sewer services charged to customers inside the Village limits.

8. Fire Protection. The Property is currently served by the Village of Lombard Fire Department. Upon approval of this annexation agreement, the property will be disconnected from the Lombard Fire District and fire service will be provided by the Glen Ellyn Volunteer Fire Company. The Owners agree to pay their proportionate share of the cost of fire service by either becoming part of a Special Service Area approved by the Village on November 23, 2009 by the adoption of Ordinance 5822 and recorded with the DuPage County Recorder of Deeds as document number R2009-191157 which imposes a special tax on unincorporated properties for fire protection services provided by the Glen Ellyn Volunteer Fire Company (hereinafter "Fire SSA") or upon receiving an invoice, pay an annual amount equal to what would be charged against the Property, if the Property were included in the Fire SSA. Payments to support the Glen Ellyn Voluntary Fire Company will continue to be collected annually until such time as the Property is annexed to Glen Ellyn. Following annexation, the Village shall reimburse the Owners the proportional amount for any payments for fire service following the date of annexation and remove the Property from the Fire SSA, if appropriate.

In accordance with existing state law, the Lombard Fire District may require the Village to pay it an amount of money which, over a period of years, equals three (3) years of lost Fire Protection District taxes. If the Village is requested and obligated by law to pay lost real estate tax revenue to the Lombard Fire District, the Owner shall reimburse the Village for the actual amounts which the Village is required to pay.

9. Utility Easements. The Owner agrees to grant the Village at no cost utility easements to allow the Village to extend water and sanitary sewer mains across the Property which will allow the Village to connect the water and sanitary sewer systems in the area from Crescent Boulevard to Hill Avenue. The areas of the easements to be established are identified on ***Exhibits "C1" and "C2"*** attached hereto. The Village will at its own cost, prepare all plats, agreements and other easement documentation related to the easement for execution by the Owner. The easement documentation will state, among other matters that any construction will be performed with minimal disruption to the Owner and any tenants on the Property, that the easement parcel will not materially conflict with any existing easements, and that the Property will be placed in at least as good a condition as existing prior to construction. The Owner shall not delay execution of these documents and shall sign them within 30 days of approval of the documents.

10. Village Codes. While the Property remains in unincorporated DuPage County, it shall be developed pursuant to the building and zoning regulations of DuPage County, except as otherwise provided herein. From and after the date of annexation of the Property to the Village, the property shall be maintained in accordance with and pursuant to the Village Code of Glen Ellyn, including the building, subdivision, and zoning regulations contained therein, except as otherwise noted in Section 4 of this Agreement. Notwithstanding anything above to contrary, the Owner shall abide, prior to annexation, with all ordinances and regulations of the Village that relate to water and sanitary sewer service. In addition, the Owner shall with regard to new construction, renovation or expansion, be required to follow the Village Ordinances regarding sprinkler systems prior to and after annexation.

11. Hill Avenue. Hill Avenue shall be maintained by the Village of Lombard until such time as the Property is annexed to Glen Ellyn or Hill Avenue is otherwise incorporated into Glen Ellyn as part of any agreement between Glen Ellyn and Lombard or the property on the south side of Hill Avenue is annexed to Glen Ellyn.

12. Village Address. Upon annexation to the Village, the Village will assign the appropriate Village addresses to the Property.

13. Waiver of Annexation Fee. The Village agrees to waive its usual and customary annexation fee for the Property upon annexation to the Village.

14. Term. The term of this Agreement will be 20 years from the date of execution hereof, which will be deemed to become effective on the date hereof.

15. Annexation Agreement Extension. At the option of the Village, the Village may extend this Annexation Agreement, at its conclusion, for an additional period of up to 20 years for a portion or all of the Property. If the Village wishes to exercise this option, it shall do so in writing not earlier than two years before the expiration of the Annexation Agreement, nor later than three months prior to this Agreement's initial termination date. Notice shall be sent in writing to (i) that entity that has paid the real estate property taxes during one of the last two years for the Property or that portion of the Property for which the Village wishes to extend this Agreement or (ii) to the record title holder of the Property or that portion of the Property for which the Village wishes to extend this Agreement. If the Village decides in its sole and absolute opinion to extend the term of this Agreement, the Village may do so whether or not the Property, or any portion of the Property, has been annexed to the Village. The Village may only extend the term of this Agreement once. In the event that the Village has not exercised the option to extend the term of this Agreement pursuant to this Section, and if the Property has not been annexed to the Village at this Agreement's initial termination date, the Village and the Owner may enter into a new Annexation Agreement in the manner provided by law. If the Village has been providing utility services to the non-annexed Property or any non-annexed portions of the Property pursuant to this Agreement, it may terminate such utility service at the conclusion of this Agreement; provided, however, that the Village provide not less than one year prior written notice of such termination to (i) that entity that has paid the real estate property taxes during one of the last two years for the Property or that portion of the Property for which the Village desires to terminate any such utility service or (ii) to the record title holder of the

Property or any portion of the Property for which the Village desires to terminate any such utility service.

16. General Provisions.

A. Severability. In the event that any portion of this Annexation Agreement will be found to be invalid by any court of competent jurisdiction, such finding of invalidity as to that portion will not affect the validity or enforceability of the balance of this Agreement.

B. Remedies. In addition to all rights and remedies specified in this Agreement, the Village will have the authority to pursue any and all rights and remedies, at law or in equity, to which it is entitled in order to enforce the terms of this Agreement. In the event that the Owner fails to comply, the Village may institute an action for specific performance along with other civil and quasi-criminal actions as permitted by law, and the Village may disconnect the water and sanitary sewer services. The Owner will be further liable for any attorney fees, court costs and other costs incurred by the Village as a consequence of the Village's enforcement of this provision.

C. Amendment. This Agreement may be amended from time to time with the consent of the parties, pursuant to Statute.

D. Conflict Regulations. The provisions of this Agreement shall supersede the provision of any Village Codes and Ordinances that may be in conflict with the provisions of this Agreement.

E. Enforcement. This Agreement shall be enforceable in any court of competent jurisdiction by either the Owner or the Village, and their respective successors and assigns, by an appropriate action at law or in equity, to secure the performance of the promises, obligations, and covenants in this Agreement, including the specific performance of this Agreement. The laws of the State of Illinois shall govern this Agreement. Any lawsuit enforcement filed against the Village of Glen Ellyn, or its officers, employees or independent contractors may only seek injunction, mandamus or specific performance for the enforcement of the agreement and may not seek damages.

F. Successors and Assigns and Ownership. This Agreement shall inure to the benefit of and be binding upon the Owner and Village and their respective successors and assigns. No conveyance, transfer or assignment of fee title in the Property or of this Agreement shall serve to release the Owner of her duties and obligations already undertaken under this Agreement. Both parties acknowledge by their signature to this Agreement that the statements made in this Annexation Agreement are true and that they have the authority to execute the Agreement and to bind the Village or the Owner.

G. Application of Ordinances. Upon annexation, the Property and its use will be subject to all Village ordinances generally applicable throughout the Village except as herein set forth.

H. Recording. The Village Clerk is hereby directed to cause this Agreement to be recorded with the Recorder of Deeds of DuPage County, following its execution and approval by the Village Board.

I. No Disconnection. Once the Property subject to this Annexation Agreement has been annexed to the Village, the Owner shall not petition the Circuit court to take any other action to cause the Property to be disconnected from the Village during the term of this Annexation Agreement or any extension to that term. In addition, the Owner may not during the term of this Annexation Agreement petition any other municipality or a court to permit annexation to another municipality.

J. Recitals and Exhibits. The recitals set forth in the beginning of this Agreement, and the exhibits attached hereto, are incorporated herein by this reference and shall constitute substantive provisions to this Agreement.

K. Captions and Paragraph Headings. The captions and paragraph headings used herein are for convenience only and shall not be used in construing any term or provision of this Agreement.

17. Notice. Any notice or communication required or permitted to be given under this Agreement shall be in writing and shall be delivered (i) personally, (ii) by a reputable overnight courier, (iii) by certified mail, return receipt requested, and deposited in the U.S. Mail, postage prepaid, (iv) by facsimile, or (v) by electronic internet mail ("*e-mail*"). Facsimile notices shall be deemed valid only to the extent that they are (a) actually received by the individual to whom addressed and (b) followed by delivery of actual notice in the manner described in either (i), (ii), or (iii) above within three business days thereafter at the appropriate address set forth below. E-mail notices shall be deemed valid only to the extent that they are (a) opened by the recipient on a business day at the address set forth below, and (b) followed by delivery of actual notice in the manner described in either (i), (ii), or (iii) above within three business days thereafter at the appropriate address set forth below. Unless otherwise provided in this Agreement, notices shall be deemed received after the first to occur of (a) the date of actual receipt; or (b) the date that is one business day after deposit with an overnight courier as evidenced by a receipt of deposit; or (c) the date that is three business days after deposit in the U.S. mail, as evidenced by a return receipt. By notice complying with the requirements of this Section each party to this Agreement shall have the right to change the address or the addressee, or both, for all future notices and communications to them, but no notice of a change of addressee or address shall be effective until actually received.

Notices and communications to the Village shall be addressed to, and delivered at, the following address:

Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137
Attn: Planning and Development Director

Notices and communications to the Owner shall be addressed to, and delivered at, the following address:

_____
_____
_____
_____
_____

IN WITNESS WHEREOF, the parties have caused this Annexation Agreement to be executed by their duly authorized officers or individually, as the case may be, on _____, 2013.

VILLAGE OF GLEN ELLYN
A Municipal Corporation:

Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

BY: _____
Village President

ATTEST:

BY: _____
Village Clerk

OWNER:

_____

BY: _____

SUBSCRIBED AND SWORN to before me this 13th day of August, 2013.

_____
Notary Public

OFFICIAL SEAL
PATRICIA A. UNDERHILL
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 01/27/2014

STATE OF ILLINOIS )
) SS
COUNTY OF DU PAGE )

I, the undersigned, a Notary Public, in and for the County and State aforesaid, DO HEREBY CERTIFY, that ALEXANDER W. DEMOS personally known to me to be the President of the Village of Glen Ellyn, an Illinois municipal corporation, and CATHERINE GALVIN, personally known to me to be the Clerk of said corporation, and personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such President and Clerk, they signed said instrument as the President and the Clerk of said corporation, and caused the corporate seal of said corporation to be affixed thereto, pursuant to authority, given by the Board of Trustees of said corporation as their free and voluntary act, and as the free and voluntary act of said corporation, for the uses and purposes therein set forth.

Given under my hand and official seal, this 10th day of SEPTEMBER, 2013.

Patricia A. Underhill
Notary Public

My Commission Expires: 01/27/2014

OFFICIAL SEAL
PATRICIA A. UNDERHILL
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 01/27/2014

STATE OF ILLINOIS )
) SS
COUNTY OF DUPAGE )

I, the undersigned, a Notary Public in and for the County of DuPage, Illinois, DO HEREBY CERTIFY that LYNNEA R. HERLIEN, personally known to me to be the same person whose name is subscribed in the foregoing instrument, appeared before me this day in person, and acknowledged that he signed, sealed and delivered said instrument as his free and voluntary act, for the uses and purposes therein set forth.

Given under my hand and official seal this 13th day of AUGUST, 2013.

Patricia A. Underhill
Notary Public

My Commission Expires: 01/27/2014

OFFICIAL SEAL
PATRICIA A. UNDERHILL
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 01/27/2014

**EXHIBIT A**
**LEGAL DESCRIPTION**

LOTS 1 AND 2 IN HILL OAK SUBDIVISION, BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 11, 1970 AS DOCUMENT NUMBER R70-14300 AND CERTIFICATE OF CORRECTION RECORDED MAY 21, 1970 AS DOCUMENT NUMBER R70-15844 IN DUPAGE COUNTY, ILLINOIS.

P.I.N.s: 05-12-207-032 and 05-12-207-033

Commonly known as 21W180 Hill Avenue

X:\Plandev\PLANNING\ANNEXATIONS\Hill Avenue\Draft Agreement Noorlag 083010.doc

**EXHIBIT B**

PETITION FOR ANNEXATION
VILLAGE OF GLEN ELLYN, ILLINOIS

TO THE GLEN ELLYN VILLAGE BOARD:

Petitioners on oath state as follows:

1. That the undersigned are the sole Owner of record of all of the property described in Attachment A and commonly known as 21W180 Hill Avenue with P.I.N.s: of 05-12-207-032 and 05-12-207-033 (Subject Realty).

2. That this petition is executed by all of the owner(s) of record of the Subject Realty.

3. That no electors reside on the Subject Realty or, in the alternative, at least fifty-one percent (51%) of the electors residing on the Subject Realty have executed this petition.

4. That no portion of the property is within the corporate limits of any municipality.

5. That the Subject Property is either contiguous to the Village of Glen Ellyn, will be at the time of annexation, or may be contiguous when combined with other property annexing to the Village of Glen Ellyn.

6. That the property which the Petitioners desire to have annexed to the Village of Glen Ellyn is the property that is described in Attachment A attached hereto and made a part hereof.

7. That this Petition shall be in full force and effect from and after the date hereof and until the property is annexed to the Village of Glen Ellyn in agreement with State Law.

WHEREFORE, the applicants' petition that the property be annexed by ordinance to the Village of Glen Ellyn, Illinois, is in accordance with the appropriate statutes.

The undersigned, on oath, state that the undersigned have read the foregoing Petition for Annexation, have knowledge of the allegations contained therein, and that said allegations are true and correct to the best of the Petitioners' knowledge.

**Owner of Record of Subject Property:**
Signature: _____
Print Name: _____
Date: _____

Subscribed and sworn to before me this
_____ day of _____, 20__
_____
NOTARY PUBLIC

Signature: _____
Print Name: _____
Date: _____

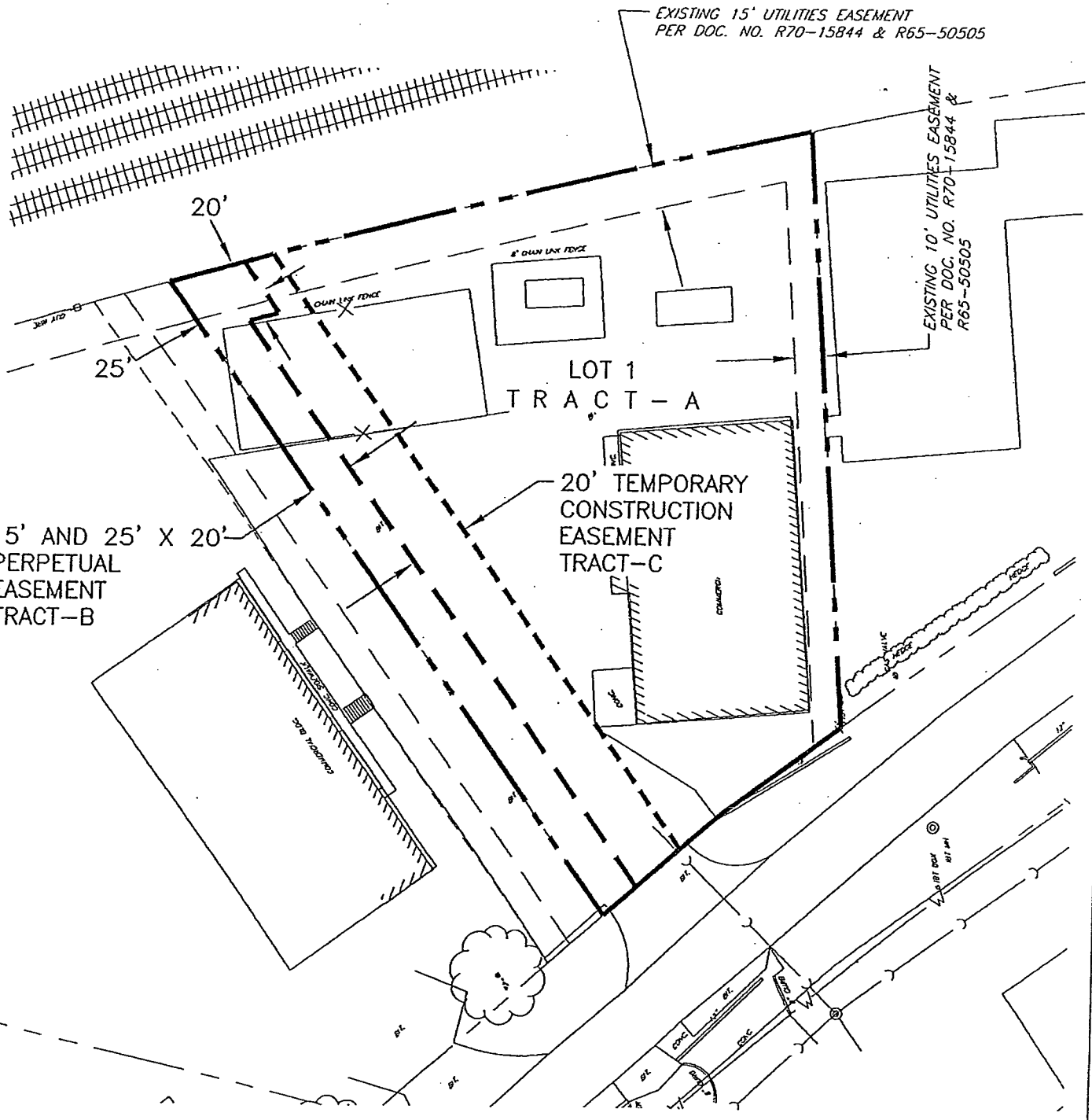
Subscribed and sworn to before me this
_____ day of _____, 20__
_____
NOTARY PUBLIC

# PLAT TO ACCOMPANY EASEMENT GRANTED TO THE VILLAGE OF GLEN ELLYN

OVER PART OF LOT 1 OF HILL OAK SUBDIVISION IN THE NE QUARTER OF SECTION 12 TOWNSHIP 39 NORTH RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF MILTON, DUPAGE COUNTY, ILLINOIS

N

1"=50'




WALTER E. DEUCHLER ASSOCIATES, INC.

*Consulting Engineers — Aurora, Illinois*

SHEET 1 OF 2

| VISIONS | | | | |
|---|---|---|---|---|
| CAD DWG:\GE\05036\EASEMENTS.DWG | | | | |
| SIGNED LAM | APPROVED JWF | BOOK XXX | JOB NUMBER | PLAT TO ACCOMPANY EASEMENT TO THE VILLAGE OF GLEN ELLYN LOT 1 OF HILL OAK SUBDIVISION |
| AWN LAM | DATE 08/05/09 | SCALE 1"=50' | 200-05036-00 | |

LEGAL DESCRIPTIONS

TRACT A (PARENT TRACT):

LOT 1 OF HILL OAK SUBDIVISION BEING A SUBDIVISION IN THE NORTHEAST ¼ OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPLE MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 11, 1970 AS DOCUMENT R70-14300 AND CERTIFICATE OF CORRECTION RECORDED MAY 21, 1970 AS DOCUMENT R70-15844 IN DUPAGE COUNTY, ILLINOIS.

TRACT B (PERPETUAL EASEMENT):

THE SOUTH WESTERLY 15 FEET AND THE NORTH EASTERLY 10 FEET OF THE SOUTH WESTERLY 25 FEET OF THE NORTH WESTERLY 20 FEET OF LOT 1 OF HILL OAK SUBDIVISION BEING A SUBDIVISION IN THE NORTHEAST ¼ OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPLE MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 11, 1970 AS DOCUMENT R70-14300 AND CERTIFICATE OF CORRECTION RECORDED MAY 21, 1970 AS DOCUMENT R70-15844 IN DUPAGE COUNTY, ILLINOIS (AS MEASURED AT RIGHT ANGLES TO THE SOUTH WESTERLY AND NORTH WESTERLY LINES THEREOF).

TRACT C (TEMPORARY CONSTRUCTION EASEMENT):

THE NORTHEASTERLY 20 FEET OF THE SOUTHWESTERLY 35 FEET OF LOT 1 OF HILL OAK SUBDIVISION BEING A SUBDIVISION IN THE NORTHEAST ¼ OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPLE MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 11, 1970 AS DOCUMENT R70-14300 AND CERTIFICATE OF CORRECTION RECORDED MAY 21, 1970 AS DOCUMENT R70-15844 IN DUPAGE COUNTY, ILLINOIS (AS MEASURED AT RIGHT ANGLES TO THE SOUTH WESTERLY LINE THEREOF).

STATE OF ILLINOIS
COUNTY OF DUPAGE

THIS IS TO CERTIFY THAT THE PLAT HEREON DRAWN WAS PREPARED BY WALTER E. DEUCHLER ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL LAND SURVEYING CORPORATION, FOR THE PURPOSE OF DELINEATING THE LIMITS OF AN EASEMENT. IT IS FURTHER CERTIFIED THAT SAID PLAT WAS PREPARED FROM EXISTING RECORDS AND THAT NO FIELD LAND SURVEY WAS PERFORMED.

DATED AT AURORA, ILLINOIS, THIS _____ DAY OF _____, 2009.

_____
ILLINOIS PROFESSIONAL DESIGN
CORPORATION NO. 1830

PREPARED BY AND RETURN TO: WALTER E. DEUCHLER ASSOCIATES, INC.
230 WOODLAWN AVENUE
AURORA, IL 60506

WALTER E. DEUCHLER ASSOCIATES, INC.
*Consulting Engineers — Aurora, Illinois*

SHEET 2
OF 2

VISIONS
CAD DWG:\GE\05036\EASEMENTS.DWG

SIGNED LAM APPROVED JWF BOOK XXX
RAWN LAM DATE 08/05/09 SCALE NA

JOB NUMBER 200-05036-00

PLAT TO ACCOMPANY EASEMENT TO THE VILLAGE OF GLEN ELLYN
LOT 1 OF HILL OAK SUBDIVISION

## ANNEXATION AGREEMENT

This Annexation Agreement ("Agreement") is made and entered into this 9th day of SEPTEMBER, 2013, by and between the VILLAGE OF GLEN ELLYN, an Illinois municipal corporation having its principal office in DuPage County, Illinois ("Village"), and G. VINCENT CUYLER AND BARBARA J. CUYLER ("Owners"). The Village and Owners are collectively referred to as ("Parties").

## RECITALS

A. The Owners are the Owners of record of two adjacent parcels of land totaling 1.08 acres commonly known as 21W200 Hill Avenue. The Property is located on the north side of Hill Avenue between Illinois Route 53 and Walnut Road and is not currently contiguous to the Village of Glen Ellyn. The subject Property is legally described on ***Exhibit "A"*** attached hereto and is identified for real estate purposes with P.I.N.s of 05-12-207-037 and 05-12-207-038 ("Property"). The Property is currently improved.

B. The Village is an Illinois home rule municipal corporation, having its principal office at 535 Duane Street, Glen Ellyn, Illinois.

C. The Owners desire to annex the Property to the Village, as soon as reasonably practicable following the establishment of contiguity between the corporate boundaries of the Village and the Property, pursuant to and in accordance with Section 7-1-8 of the Illinois Municipal Code, 65 ILCS 5/7-1-8, and agree to do all things necessary to assist in that process when the Village so requests, including the execution and delivery to the Village Clerk of a notarized annexation petition, which petition shall strictly conform to ***Exhibit "B"*** to this Agreement ***("Annexation Petition").***

D. The building on the western parcel is currently served by well water and the building on the eastern parcel is currently served by water from the Village of Lombard.

E. The Owners desire to disconnect the eastern parcel from the Lombard water system and connect it to the Village of Glen Ellyn water system upon Glen Ellyn water becoming available and to also connect the western parcel to the Village of Glen Ellyn water system.

F. The western parcel is currently served by a septic system and the eastern parcel is currently served by Village of Lombard sanitary sewer.

G. The Owners desire to disconnect the eastern parcel from the Lombard sanitary sewer system and connect the eastern parcel to the Village of Glen Ellyn sanitary sewer system upon Glen Ellyn sanitary sewer becoming available to the Property and to also connect the western parcel to the Village of Glen Ellyn sanitary sewer system.

H. A public hearing to consider this Agreement was noticed in the Daily Herald on AUGUST 22, 2013 and was held by the Village President and Board of Trustees on SEPTEMBER 9th, 2013.

I. The Village has published all notices as required by the Illinois Municipal Code 65 ILCS 5/11-15.1-3 *et seq.*

I. The annexation of the Property shall extend the corporate limits of the Village to the far side of any adjacent highway not heretofore annexed to any other municipality.

K. All other matters, in addition to those specifically referred to above, which are included in this Agreement, have been considered by the Parties, and the annexation of the Property will inure to the benefit and improvement of the Village by increasing the taxable value of the real property within the Village's corporate limits, extending the corporate limits and jurisdiction of the Village to the limits of the Property, promoting the sound planning and development of the Village, and otherwise enhancing and promoting the general welfare of the Village residents and taxpayers.

NOW, THEREFORE, the Owners and Village, in consideration of the mutual covenants herein contained, agree as follows:

1. Incorporation of Recitals. The recitals above are hereby incorporated by reference into this Agreement.

2. Legal Conformance with Law. This Agreement is made pursuant to and in accordance with the provisions of the Village of Glen Ellyn Village Code, and its home rule powers, as established in the Illinois Revised Statutes and the Illinois Constitution.

3. Annexation. Upon notification by the Village that the Property has become, in the opinion of the Village, adjacent and contiguous to the Village, the Owners (if still holding title to any portion of the Property) and each grantee(s) shall within 30 days (a) file a fully executed Annexation Petition in a form approved by the Village Attorney and substantially in accordance with the form of ***Exhibit "B"*** attached to this agreement and (b) provide Owners' proof of Ownership of the Property. A Plat of Annexation for the Property shall also be prepared by the Village. Upon, but not before the Village's receipt of the Annexation Petition, the Owners' proof of Ownership, and preparation of a Plat of Annexation, the Village's Corporate Authorities may adopt a valid and binding Annexation Ordinance providing for the annexation of the Property and any adjacent rights-of-way to the Village pursuant to Section 7-1-8 of the Illinois Municipal Code, 65 ILCS 5/7-1-8. The Village Clerk shall then promptly cause the Annexation Ordinance, Plat of Annexation, and related documents, to be recorded in the Office of the DuPage County Recorder.

Alternatively, at the option of the Village, within 30 days after notice from the Village to do so, and subject to the provisions of 65 ILCS 5/7-1-2 et. seq., or 65 ILCS 5/7-1-11, as amended, the Owners and/or their successors and assigns shall join in, and properly execute, an Annexation Petition to be filed with the Circuit Court of the Eighteenth Judicial Circuit, DuPage County, Illinois, and shall cooperate with the prosecution of the Petition before said court, provided, however, that the costs of any such litigation shall not be the responsibility of the Owners.

If all or a portion of the Property is conveyed prior to the annexation of the Property to the Village, whether by the Owners or other subsequent grantor, any contract for sale or other agreement relating to each and every such conveyance shall contain an acknowledgement by the grantee of the existence of this Agreement and the requirement that upon the Property becoming, in the opinion of the Village, adjacent and contiguous to the Village, the Property will be annexed to the Village. In addition, each such contract or other agreement shall contain an agreement by the grantee(s) to do all things necessary or appropriate to cause the Property to be duly and validly annexed to the Village, including, but not limited to, execution of an Annexation Petition.

Should a court of competent jurisdiction determine that annexation of the Property was defective because of the failure of the Parties to follow a procedural requirement constituting a valid precondition to proper annexation of the Property, the Parties, including the successors and assigns of the Owners, agree to promptly cause the Property to be reannexed to the Village in a manner that satisfies all procedural requirements.

Should a court of competent jurisdiction determine that annexation of the Property by the Village was without lawful authority (i.e., lack of contiguity), the Parties agree that this Agreement shall be deemed a Pre-Annexation Agreement authorized pursuant to 65 ILCS 5/11-15.1-1, as amended, and shall remain in full force and effect to the extent permitted by law. Thereafter, should the Property become contiguous to the Village, the Parties, including the successors and assigns of the Owners, agree to promptly take all necessary steps as may then be provided by law to perfect the annexation of the Property to the Village.

4. Zoning. Within six (6) months of the approval of this Agreement, the Village will hold a public hearing and create a new light industrial zoning district. The Owners will receive advance notice of all public meetings and hearings of the Glen Ellyn Plan Commission at which the new light industrial zoning district is discussed. Because the parties to this Agreement desire to move quickly to cause the execution of this Annexation Agreement, the public hearing, before the Plan Commission required by law to take place before the Village Board can definitely act upon the light industrial zoning district, will not have yet taken place prior to the execution of this Agreement. For this reason, in the event that the Village does not within six (6) months of the date of the execution of this Agreement, approve a new light industrial zoning district, the Agreement shall be void and all the promises and obligations of the Owners shall be terminated. If, however, as is anticipated, the Village does adopt the aforementioned light industrial zoning district, it shall, upon the annexation of the subject Property, grant the light industrial zoning district to the subject Property.

Any existing use or condition of the Property, upon annexation, that does not comply with the requirements of Glen Ellyn's Zoning Code may continue and will be considered a permitted nonconforming use. The Owner's most current plat of survey documenting the existing conditions of the Property shall be submitted to the Village within thirty (30) days of approval of this Agreement and used in conjunction with aerial photographs and other plans, plats and similar documents to evidence the current uses and conditions of the site. Notwithstanding anything herein to the contrary, following annexation, any new tenants occupying the building shall conform to the use regulations of the applicable Village zoning district.

5. Water Service. The Owners desire to connect the eastern parcel to the Glen Ellyn water system upon Glen Ellyn water becoming available to the Property. The Owners agree to allow the Village to disconnect the eastern parcel from the Lombard water system and connect the eastern parcel to the Glen Ellyn water system upon Glen Ellyn water becoming available to the Property. The Owners further agree to connect the western parcel to the Glen Ellyn water system within five (5) years of Glen Ellyn water becoming available to the Property. The Owners shall meet all applicable ordinance requirements pertaining to such connections, including upgrades and other necessities. The Owners shall not be required to pay their proportionate share of any water main extension by the Village. The Village further agrees to waive all permit fees, connection fees and building permit deposits related to connecting the Owners' private service line from the eastern parcel to the Village's water main. The Owners shall pay all applicable permit fees, connection fees and building permit deposits at the time the western parcel is connected to the Glen Ellyn water system.

At the time that the Glen Ellyn water system is available to the Property, the Village of Glen Ellyn shall make a good faith effort to connect the eastern parcel and provide a suitably sized water service line connection terminating at a valve or B-box for future connection of the western parcel by the Owners. If improvements are needed to correct deficiencies or Owner responsible upgrades are required to make the connection to the eastern parcel, the Owner agrees to hire a contractor and to pay up to $5000 of the private costs and charges associated with the connection of a private water service line to the Village of Glen Ellyn's water main with the Village paying any amount over $5000. The Owners agree to hire a contractor and to pay all private costs and all charges associated with the connection of a private water service line to the Village of Glen Ellyn's water main for the western parcel. Any water service connections shall be inspected by Village staff to ensure that they are constructed in accordance with Village standards.

In the event that the Owners fail to petition Glen Ellyn for annexation in accordance with Section 3 above or fail to comply with any other provision of this Annexation Agreement, Glen Ellyn may, at its sole option, discontinue water service to the property and enforce this Agreement in a court of appropriate jurisdiction by specific performance.

6. Sanitary Sewer Service. The Owners desire to connect the Property to the Glen Ellyn sanitary sewer system upon Glen Ellyn sanitary sewer becoming available to the Property. The Owners agree to allow the Village to disconnect the eastern parcel from the Lombard sanitary sewer system and connect the eastern parcel to the Glen Ellyn sanitary sewer system upon Glen Ellyn sanitary sewer becoming available to the Property. The Owners further agree to connect the western parcel to the Glen Ellyn sanitary sewer system within five (5) years of Glen Ellyn sanitary sewer becoming available to the Property. The Owners shall meet all applicable ordinance requirements pertaining to such connections, including upgrades and other necessities. The Owners shall not be required to pay their proportionate share of any sanitary sewer extension by the Village. The Village agrees to waive all permit fees, connection fees and building permit deposits related to connecting the Owners' private service line from the eastern parcel to the Village's sanitary sewer main. The Owners shall pay all applicable permit and connection fees and building permit deposits at the time that the western parcel is connected to the Glen Ellyn sanitary sewer main.

At the time that the Glen Ellyn sanitary sewer system is available to the Property, the Village of Glen Ellyn shall make a good faith effort to connect the eastern parcel and provide a suitably sized sanitary sewer service line connection terminating at a clean out for future connection of the western parcel by the Owners. If improvements are needed to correct deficiencies or Owner responsible upgrades are required to make the connection to the eastern parcel, the Owner agrees to hire a contractor and to pay up to $5000 of the private costs and charges associated with the connection of a private water service line to the Village of Glen Ellyn's water main with the Village paying any amount over $5000. The Owners agree to hire a contractor and to pay all private costs and all charges associated with the connection of a private sanitary sewer service line to the Village of Glen Ellyn sanitary sewer main for the western parcel. Any sanitary sewer connections shall be inspected by Village staff to ensure that they are constructed in accordance with Village standards.

In the event that Owners fail to petition Glen Ellyn for annexation in accordance with Section 3 above or fail to comply with any other provision of this Annexation Agreement, Glen Ellyn may, at its sole option, discontinue sanitary sewer services to the Property and enforce this Agreement in a court of appropriate jurisdiction by specific performance.

7. Rates for Water and Sanitary Sewer Service. Until such time as the Property is annexed to Glen Ellyn, Owners agree to pay the usual and customary charges for water and sanitary sewer service for customers outside of Glen Ellyn's corporate limits, as may be established from time-to-time by the corporate authorities of Glen Ellyn. Upon annexation, the Owners shall pay the same rates for water and sanitary sewer services charged to customers inside the Village limits.

8. Fire Protection. The Property is currently served by the Village of Lombard Fire Department. Upon approval of this annexation agreement, the property will be disconnected from the Lombard Fire District and fire service will be provided by the Glen Ellyn Volunteer Fire Company. The Owners agree to pay their proportionate share of the cost of fire service by either becoming part of a Special Service Area approved by the Village on November 23, 2009 by the adoption of Ordinance 5822 and recorded with the DuPage County Recorder of Deeds as document number R2009-191157 which imposes a special tax on unincorporated properties for fire protection services provided by the Glen Ellyn Volunteer Fire Company (hereinafter "Fire SSA") or upon receiving an annual invoice, pay an amount equal to what would be charged against the Property, if the Property were included in the Fire SSA. Payments to support the Glen Ellyn Voluntary Fire Company will continue to be collected until such time as the Property is annexed to Glen Ellyn. Following annexation, the Village shall reimburse the Owners the proportional amount paid for fire service following the date of annexation and remove the Property from the Fire SSA, if appropriate.

In accordance with existing state law, the Lombard Fire District may require the Village to pay it an amount of money which, over a period of years, equals three (3) years of lost Fire Protection District taxes. If the Village is requested and obligated by law to pay lost real estate tax revenue to the Lombard Fire District, the Owner shall reimburse the Village for the actual amounts which the Village is required to pay.

9. Grading Easement. The Owners agree to negotiate in good faith an agreement granting the Village a grading easement on the east end of the Property as necessary in order to accommodate the reconstruction of the Hill Avenue bridge.

10. Village Codes. While the Property remains in unincorporated DuPage County, it shall be developed pursuant to the building and zoning regulations of DuPage County, except as otherwise provided herein. From and after the date of annexation of the Property to the Village, the Property shall be maintained in accordance with and pursuant to the Village Code of Glen Ellyn, including the building, subdivision, and zoning regulations contained therein, except as otherwise noted in Section 4 of this Agreement. Notwithstanding anything above to contrary, the Owners shall abide, prior to annexation, with all ordinance and regulations of the Village that relate to sanitary sewer service. In addition, the Owners shall with regard to new construction, renovation or expansion, be required to follow the Village Ordinances regarding sprinkler systems prior to and after annexation.

11. Hill Avenue. Hill Avenue shall continue to be maintained by the Village of Lombard until such time as the Property is annexed to Glen Ellyn or Hill Avenue is otherwise incorporated into Glen Ellyn as part of any agreement between Glen Ellyn and Lombard or the property on the south side of Hill Avenue is annexed to Glen Ellyn.

12. Village Address. Upon annexation to the Village, the Village will assign the appropriate Village addresses to the Property.

13. Waiver of Annexation Fee. The Village agrees to waive its usual and customary annexation fee for the Property upon annexation to the Village.

14. Term. The term of this Agreement will be 20 years from the date of execution hereof, which will be deemed to become effective on the date hereof.

15. Annexation Agreement Extension. At the option of the Village, the Village may extend this Annexation Agreement, at its conclusion, for an additional period of up to 20 years for a portion or all of the Property. If the Village wishes to exercise this option, it shall do so in writing not earlier than two years before the expiration of the Annexation Agreement, nor later than three months prior to this Agreement's initial termination date. Notice shall be sent in writing to (i) that entity that has paid the real estate property taxes during one of the last two years for the Property or that portion of the Property for which the Village wishes to extend this Agreement or (ii) to the record title holder of the Property or that portion of the Property for which the Village wishes to extend this Agreement. If the Village decides in its sole and absolute opinion to extend the term of this Agreement, the Village may do so whether or not the Property, or any portion of the Property, has been annexed to the Village. The Village may only extend the term of this Agreement once. In the event that the Village has not exercised the option to extend the term of this Agreement pursuant to this Section, and if the Property has not been annexed to the Village at this Agreement's initial termination date, the Village and the Owners may enter into a new Annexation Agreement in the manner provided by law. If the Village has been providing utility services to the non-annexed Property or any non-annexed

portions of the Property pursuant to this Agreement, it may terminate such utility service at the conclusion of this Agreement; provided, however, that the Village provide not less than one year prior written notice of such termination to (i) that entity that has paid the real estate property taxes during one of the last two years for the Property or that portion of the Property for which the Village desires to terminate any such utility service or (ii) to the record title holder of the Property or any portion of the Property for which the Village desires to terminate any such utility service.

16. General Provisions.

A. Severability. In the event that any portion of this Annexation Agreement will be found to be invalid by any court of competent jurisdiction, such finding of invalidity as to that portion will not affect the validity or enforceability of the balance of this Agreement.

B. Remedies. In addition to all rights and remedies specified in this Agreement, the Village will have the authority to pursue any and all rights and remedies, at law or in equity, to which it is entitled in order to enforce the terms of this Agreement. In the event that the Owners fail to comply, the Village may institute an action for specific performance along with other civil and quasi-criminal actions as permitted by law, and the Village may disconnect the water service. The Owners will be further liable for any attorney fees, court costs and other costs incurred by the Village as a consequence of the Village's enforcement of this provision.

C. Amendment. This Agreement may be amended from time to time with the consent of the parties, pursuant to Statute.

D. Conflict Regulations. The provisions of this Agreement shall supersede the provision of any Village Codes and Ordinances that may be in conflict with the provisions of this Agreement.

E. Enforcement. This Agreement shall be enforceable in any court of competent jurisdiction by either the Owners or the Village, and their respective successors and assigns, by an appropriate action at law or in equity, to secure the performance of the promises, obligations, and covenants in this Agreement, including the specific performance of this Agreement. The laws of the State of Illinois shall govern this Agreement. Any lawsuit enforcement filed against the Village of Glen Ellyn, or its officers, employees or independent contractors may only seek injunction, mandamus or specific performance for the enforcement of the agreement and may not seek damages.

F. Successors and Assigns and Ownership. This Agreement shall inure to the benefit of and be binding upon the Owners and Village and their respective successors and assigns. No conveyance, transfer or assignment of fee title in the Property or of this Agreement shall serve to release the Owners of their duties and obligations already undertaken under this Agreement. Both parties acknowledge by their signature to this Agreement that the statements made in this Annexation Agreement are true and that they have the authority to execute the Agreement and to bind the Village or the Owners.

G. Application of Ordinances. Upon annexation, the Property and its use will be subject to all Village ordinances generally applicable throughout the Village except as herein set forth.

H. Recording. The Village Clerk is hereby directed to cause this Agreement to be recorded with the Recorder of Deeds of DuPage County, following its execution and approval by the Village Board.

I. No Disconnection. Once the Property subject to this Annexation Agreement has been annexed to the Village, the Owners shall not petition the Circuit court to take any other action to cause the Property to be disconnected from the Village during the term of this Annexation Agreement or any extension to that term. In addition, the Owners may not during the term of this Annexation Agreement petition any other municipality or a court to permit annexation to another municipality.

J. Recitals and Exhibits. The recitals set forth in the beginning of this Agreement, and the exhibits attached hereto, are incorporated herein by this reference and shall constitute substantive provisions to this Agreement.

K. Captions and Paragraph Headings. The captions and paragraph headings used herein are for convenience only and shall not be used in construing any term or provision of this Agreement.

17. Notice. Any notice or communication required or permitted to be given under this Agreement shall be in writing and shall be delivered (i) personally, (ii) by a reputable overnight courier, (iii) by certified mail, return receipt requested, and deposited in the U.S. Mail, postage prepaid, (iv) by facsimile, or (v) by electronic internet mail ("*e-mail*"). Facsimile notices shall be deemed valid only to the extent that they are (a) actually received by the individual to whom addressed and (b) followed by delivery of actual notice in the manner described in either (i), (ii), or (iii) above within three business days thereafter at the appropriate address set forth below. E-mail notices shall be deemed valid only to the extent that they are (a) opened by the recipient on a business day at the address set forth below, and (b) followed by delivery of actual notice in the manner described in either (i), (ii), or (iii) above within three business days thereafter at the appropriate address set forth below. Unless otherwise provided in this Agreement, notices shall be deemed received after the first to occur of (a) the date of actual receipt; or (b) the date that is one business day after deposit with an overnight courier as evidenced by a receipt of deposit; or (c) the date that is three business days after deposit in the U.S. mail, as evidenced by a return receipt. By notice complying with the requirements of this Section each party to this Agreement shall have the right to change the address or the addressee, or both, for all future notices and communications to them, but no notice of a change of addressee or address shall be effective until actually received.

Notices and communications to the Village shall be addressed to, and delivered at, the following address:

Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137
Attn: Planning and Development Director

Notices and communications to the Owners shall be addressed to, and delivered at, the following address:

_____
_____
_____
_____
_____

IN WITNESS WHEREOF, the parties have caused this Annexation Agreement to be executed by their duly authorized officers or individually, as the case may be, on _____, 2013.

VILLAGE OF GLEN ELLYN
A Municipal Corporation:

Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

BY: _____
Village President

ATTEST:

BY: _____
Village Clerk

OWNERS:

_____
_____
_____

BY: _____

SUBSCRIBED AND SWORN to before me this 9TH day of AUGUST, 2013.

_____
Notary Public

OFFICIAL SEAL
LOUIS B ARANDA
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:03/27/15

STATE OF ILLINOIS )
) SS
COUNTY OF DU PAGE )

I, the undersigned, a Notary Public, in and for the County and State aforesaid, DO HEREBY CERTIFY, that ALEXANDER W. DEMOS personally known to me to be the President of the Village of Glen Ellyn, an Illinois municipal corporation, and CATHERINE GALVIN, personally known to me to be the Clerk of said corporation, and personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such President and Clerk, they signed said instrument as the President and the Clerk of said corporation, and caused the corporate seal of said corporation to be affixed thereto, pursuant to authority, given by the Board of Trustees of said corporation as their free and voluntary act, and as the free and voluntary act of said corporation, for the uses and purposes therein set forth.

Given under my hand and official seal, this 10th day of SEPTEMBER, 2013.

Patricia A. Underhill
Notary Public

My Commission Expires: 01/27/2014

OFFICIAL SEAL
PATRICIA A. UNDERHILL
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 01/27/2014

STATE OF ILLINOIS )
) SS
COUNTY OF DUPAGE )

I, the undersigned, a Notary Public in and for the County of DuPage, Illinois, DO HEREBY CERTIFY that G. VINCENT CUYLER, personally known to me to be the same person whose name is subscribed in the foregoing instrument, appeared before me this day in person, and acknowledged that he signed, sealed and delivered said instrument as his free and voluntary act, for the uses and purposes therein set forth.

Given under my hand and official seal this 9TH day of AUGUST, 2013.

OFFICIAL SEAL
LOUIS B ARANDA
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:03/27/15

Notary Public

My Commission Expires: 3/27/15

STATE OF ILLINOIS )
) SS
COUNTY OF DUPAGE )

I, the undersigned, a Notary Public in and for the County of DuPage, Illinois, DO HEREBY CERTIFY that BARBARA J. CUYLER, personally known to me to be the same person whose name is subscribed in the foregoing instrument, appeared before me this day in person, and acknowledged that she signed, sealed and delivered said instrument as her free and voluntary act, for the uses and purposes therein set forth.

Given under my hand and official seal this 9TH day of AUGUST, 2013.

OFFICIAL SEAL
LOUIS B ARANDA
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:03/27/15

Notary Public

My Commission Expires: 3/27/15

**EXHIBIT A**
**LEGAL DESCRIPTION**

PARCEL 1: LOT 1 IN VILLA PARK KITCHENS RESUBDIVISION BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1972 AS DOCUMENT NUMBER R72-47323, ALL IN DUPAGE COUNTY, ILLINOIS,

AND ALSO:

THAT PART OF THE UNION PACIFIC RAILROAD RIGHT-OF-WAY (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LYING NORTH OF AND ABUTTING LOT 1 IN VILLAGE PARK KITCHENS RESUBDIVISION AFORESAID, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 2 OF SAID VILLAGE PARK KITCHENS RESUBDIVISION AND RUNNING THENCE WESTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 176.18 FEET TO A POINT OF CURVE IN SAID NORTH LINE; THENCE CONTINUING WESTERLY ALONG THE NORTH LINE OF SAID LOT 2, BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 3321.38 FEET, WHOSE CENTRAL ANGLE IS 01 DEGREES 16 MINUTES 48 SECONDS, A DISTANCE OF 74.20 FEET (REC. & MEAS.) TO THE NORTHEAST CORNER OF SAID LOT 1 FOR THE POINT OF BEGINNING; RUNNING THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT , BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3321.38 FEET AND A CENTRAL ANGLE OF 02 DEGREES 04 MINUTES 19 SECONDS, AN ARC DISTANCE OF 120.10 FEET (MEAS., REC.=120.12') THENCE NORTHERLY RADIAL TO THE LAST DESCRIBED CURVE, A DISTANCE OF 12.79 FEET; THENCE EASTERLY A DISTANCE OF 69.97 FEET TO A POINT THAT IS 16.00 FEET NORTHERLY OF (MEASURED RADIALLY THERETO) THE NORTH LINE OF VILLA PARK KITCHENS RESUBDIVISION AS AFORESAID; THENCE CONTINUING EASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3,337.21 FEET (DEED, 3,337.38'=CALC.), A CENTRAL ANGLE OF 00 DEGREES 52 MINUTES 17 SECONDS, AND BEING NORMALLY PARALLEL WITH SAID NORTH LINE, AN ARC DISTANCE OF 50.75 FEET; THENCE SOUTHEASTERLY 16.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO DOCUMENT RECORDED MARCH 24, 1995, AS NUMBER R95-034450, ALL IN DUPAGE COUNTY, ILLINOIS.

P.I.N. 05-12-207-037

PARCEL 2:
LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1972 AS DOCUMENT NUMBER R72-47323 IN DUPAGE COUNTY, ILLINOIS,

AND, ALSO:

THAT PART OF THE UNION PACIFIC RAILROAD RIGHT OF WAY (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LAYING NORTH OF AND ABUTTING LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION AFORESAID, MORE

PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2 AND RUNNING THENCE WESTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 176.18 FEET TO A POINT OF CURVE IN SAID NORTH LINE; THENCE CONTINUING WESTERLY ALONG THE NORTH LINE OF SAID LOT 2, BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 3321.38 FEET, WHOSE CENTRAL ANGLE IS 01 DEGREE 16 MINUTES 48 SECONDS, A DISTANCE OF 74.20 FEET (REC. & MEAS.) TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTHERLY RADIAL TO THE LAST DESCRIBED CURVE A DISTANCE OF 16.00 FEET; THENCE EASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3,337.21 FEET (DEED,3,337.38=CALC.), A CETNRAL ANGLE OF 01 DEGREE 16 MINUTES 50 SECONDS, AND BEING NORMALLY PARALLEL WITH SAID NORTH LINE, A DISTANCE OF 74.60 FEET; THENCE EASTERLY ALONG A LINE THAT IS 16.00 FEET NORTH OF AND PARALLEL WITH SAID NORTH LINE, A DISTANCE OF 176.18 FEET (DEED, 176.22'=MEAS.) TO A POINT THAT IS 16.00 FEET NORTHERLY OF, AS MEASURED AT RIGHT ANGLES TO SAID NORTH LINE, THE NORTHEAST CORNER OF LOT 2, AFORESAID; THENCE SOUTHERLY 16.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO DOCUMENT RECORDED MARCH 24, 1995, AS NUMBER R95-034450, ALL IN DUPAGE COUNTY, ILLINOIS.

P.I.N: 05-12-207-038

COMMONLY KNOWN AS 21W200 HILL AVENUE

X:\Plandev\PLANNING\ANNEXATIONS\Hill Avenue\Draft Agreement Culer 072010.doc

**EXHIBIT B**

PETITION FOR ANNEXATION
VILLAGE OF GLEN ELLYN, ILLINOIS

TO THE GLEN ELLYN VILLAGE BOARD:

Petitioners on oath state as follows:

1. That the undersigned are the sole owners of record of all of the property described in Attachment A and commonly known as 21W200 Hill Avenue with P.I.N.s: of 05-12-207-037 and 05-12-207-038 (Subject Realty).

2. That this petition is executed by all of the owner(s) of record of the Subject Realty.

3. That no electors reside on the Subject Realty or, in the alternative, at least fifty-one percent (51%) of the electors residing on the Subject Realty have executed this petition.

4. That no portion of the property is within the corporate limits of any municipality.

5. That the Subject Property is either contiguous to the Village of Glen Ellyn, will be at the time of annexation, or may be contiguous when combined with other property annexing to the Village of Glen Ellyn.

6. That the property which the Petitioners desire to have annexed to the Village of Glen Ellyn is the property that is described in Attachment A attached hereto and made a part hereof.

7. That this Petition shall be in full force and effect from and after the date hereof and until the property is annexed to the Village of Glen Ellyn in agreement with State Law.

WHEREFORE, the applicants' petition that the property be annexed by ordinance to the Village of Glen Ellyn, Illinois, is in accordance with the appropriate statutes.

The undersigned, on oath, state that the undersigned have read the foregoing Petition for Annexation, have knowledge of the allegations contained therein, and that said allegations are true and correct to the best of the Petitioners' knowledge.

**Owners of Record of Subject Property:**
Signature: _____
Print Name: _____
Date: _____

Subscribed and sworn to before me this
_____ day of _____, 20__
_____
NOTARY PUBLIC

Signature: _____
Print Name: _____
Date: _____

Subscribed and sworn to before me this
_____ day of _____, 20__
_____
NOTARY PUBLIC

**Village of Glen Ellyn**

---

**Ordinance No. 6207 VC**

**An Ordinance Approving Zoning Code Text Amendments to Create a New I1 Light Industrial Zoning District**

---

**Adopted by the**
**President and the Board of Trustees**
**of the**
**Village of Glen Ellyn**
**DuPage County, Illinois**
**This 13th Day of January, 2014.**

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this 14th day of January 14th, 2014.

**Ordinance No. 6207-VC**

**An Ordinance Approving Zoning Code Text Amendments to Create a New I1 Light Industrial Zoning District**

**Whereas**, the Village of Glen Ellyn recently entered into annexation agreements with properties commonly known as 21W180 and 21W200 Hill Avenue; and

**Whereas**, the aforementioned properties were previously located in the Village of Lombard and zoned to Lombard's light industrial district; and

**Whereas,** said properties were disconnected from Lombard and are currently located in DuPage County and zoned to DuPage County's I-1 Light Industrial district; and

**Whereas,** the annexation agreements for 21W180 and 21W200 Hill Avenue require the Village of Glen Ellyn to create a new light industrial zoning district to be applied to these properties upon annexation to Glen Ellyn; and

**Whereas**, in accordance with this provision, following due and proper publication of notice in the Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted a public hearing on December 12, 2013, at which hearing the Plan Commission considered a variety of zoning code text amendments related to the creation of a new light industrial zoning district; and

**Whereas**, no persons spoke at the public hearing either in favor of or in opposition to the proposed amendments; and

**Whereas**, after having considered the evidence, testimony and exhibits presented at the December 12, 2013 Plan Commission public hearing, by a vote of six (6) "yes" and zero (0) "no", the Plan Commission recommended approval of the proposed zoning code text amendments as set forth in the minutes of their December 12, 2013 meeting, a draft of which is attached hereto as

Exhibit "A"; and

**Whereas**, the President and Board of Trustees of the Village of Glen Ellyn have reviewed the evidence and testimony presented at the December 12, 2013 Plan Commission hearing and find that the proposed zoning code text amendments are consistent the Glen Ellyn's 2001 comprehensive plan and would promote the public health, safety, and general welfare of the Village and, therefore, deem it in the best interest of the Village to accept the recommendation of the Plan Commission and to amend the Glen Ellyn Zoning Code to create a new I1 light industrial zoning district classification.

**Now, Therefore be it Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois,** in the exercise of its home rule powers, as follows:

**Section One:** The draft minutes from the December 12, 2013 Glen Ellyn Plan Commission meeting, a copy of which is attached hereto as Exhibit "A", is hereby accepted by the Village Board, and the findings of fact and conclusions set forth therein and in the preambles above are hereby adopted by the President and Board of Trustees.

**Section Two:** The Glen Ellyn Zoning Code is hereby amended as set forth in Exhibits "B" attached hereto.

**Section Three:** The Director of Planning and Development is hereby directed to cause the text of the Glen Ellyn Zoning Code to be amended as approved by this Ordinance. Said amendments shall be inserted in proper order into the Zoning Code, and said Zoning Code and shall be published and made available for inspection and purchase by the general public.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 13th day of January, 2014.

**Ayes:** Trustees Bucci, Clark, Elliott, Fadesic, McHenry and O'Shea

**Nays:** ϕ

**Absent:** ϕ

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this 13th day of January, 2014.

Village President of the
Village of Glen Ellyn, Illinois

**Attest:**

Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the 14th day of January, 2014).

X:\Plandev\PLANNING\CODES\ZONING CODE\ZTA\Ordinances\I1 District.doc

workers. Ms. Stegall responded to Plan Commissioner Lannen that an item, if appropriate, can be forwarded to the Planning and Development Director for her authority to determine that a use is similar to other uses that are allowed in a district in terms of the impacts they would have and to allow those uses. Ms. Stegall responded to Plan Commissioner Allen that the country club would most likely be zoned to the Conservation Recreation District. Plan Commissioner Whalen suggested adding "indoor" to the salt storage facility item (no. 23) and Ms. Stegall agreed.

Persons in Favor of or in Opposition to the Proposed Request

No persons spoke in favor of or in opposition to the proposed request.

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Allen, to close the public hearing. The motion carried unanimously by voice vote.

Motion

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Mansfield, to create a Light Industrial Zoning District Standards with the following changes: Add Micro-Beverage and Food Manufacturing as a permitted Special Use, add "noise" and "odors" as Factors 4 and 5 to the PUD Evaluation Factors, remove No. 6, church and temple, from Special Uses, add "Indoor" to no. 23, Salt Storage Facility, and add Private Utility Substation as a special use.

The motion carried unanimously with six (6) "yes" votes and zero (0) "no" votes as follows: Plan Commissioners Allen, Heming-Littwin, Lannen, Mansfield, Whalen and Vice Chairman Strayer voted yes.

PUBLIC HEARING – ZONING CODE TEXT AMENDMENTS

PUBLIC HEARING REGARDING PROPOSED ZONING CODE TEXT AMENDMENTS RELATED TO SUCH THINGS AS FENCE SPACING AND HEIGHT, GENERATOR SETBACKS, DEVELOPER DONATIONS, OUTDOOR SEATING AND PERMITTED USES.

Plan Commissioner Mansfield moved, seconded by Plan Commissioner Heming-Littwin, to open the public hearing. The motion carried unanimously by voice vote.

Staff Presentation

Village Planner Michele Stegall stated that a variety of Zoning Code text amendments are being presented to the Plan Commission for their consideration. She pointed out some of the changes that have been made to the list of amendments since the Plan Commission received the draft as follows: Ms. Stegall stated that the fence regulations have been amended in response to a comment by a Plan Commissioner who stated that fences often need to be located above ground because the ground slopes, drainage needs to be allowed under the



fence or the wood would rot if it was allowed to touch the ground. She stated that an allowance has been added to allow the fence to be located up to 4 inches above ground to accommodate those situations and added that the 4 inches is not included in the height calculations. Ms. Stegall also stated that photos were submitted showing the caps on masonry columns located at intervals on fences that are located a foot or two above the height of the fence. She added that in an effort to allow creativity, no limitation has been created to limit the height of those columns.

Questions/Comments from the Plan Commission

Plan Commissioner Whalen asked that staff research whether or not there should be a limitation on the height and spacing of masonry fence caps. Plan Commissioner Mansfield suggested leaving the height at 8 feet and having staff research this item and return with a text amendment, if necessary. He added that there should be a height limitation regarding caps, and Plan Commissioner Heming-Littwin suggested that the height of a cap located on top of a masonry column should be no higher than the height of the masonry column up to the height of the post or no more than a total of 9 feet. The Plan Commissioners agreed with that recommendation. Ms. Stegall also stated that a proposed change was previously made to allow a fence to be 33 percent open as opposed to 50 percent open for the front and corner side yard, and she displayed some photographs of various types of fence spacing. Ms. Stegall responded to Vice Chairman Strayer that an additional 6 inches is allowed for a fence of any size but she was unsure how long the 50 percent open fence has been in effect in the Village. Plan Commissioner Whalen pointed out that in b. Height: 3), 6 feet should be the maximum for a fence located no closer to the street than the principal structure on a lot, and Ms. Stegall agreed that should be corrected. Ms. Stegall also stated that a change has been proposed to allow generators as a permitted use in a required side yard and corner side yard. She added that generators would need to be screened from view from the public way. Ms. Stegall responded to Plan Commissioner Whalen that as proposed generator testing could be done between 9:00 a.m. and 5:00 p.m. seven (7) days per week. Ms. Stegall also stated that staff would like to withdraw No. 8 Developer Donations at this time as many communities only apply developer's donations to PUDs and subdivisions.

Plan Commissioner Whalen requested that generators be allowed a minimum of 2 feet 6 inches (perhaps 2 feet) off of the lot line for all lots and that, if necessary, generators be allowed in the front yard with a review per staff. He explained that on a 50-foot wide lot, most manufacturers

require a generator to be 18 inches from the home and the units are approximately 27 inches wide; therefore the unit would be a couple of inches into the 3-foot setback. Ms. Stegall explained for Plan Commissioner Heming-Littwin that accessory structure setback requirements, in general, are 5 percent of the lot width. She also stated that air conditioners are allowed in front yards. Plan Commissioner Whalen also requested that the Planning and Development Director be allowed to permit a generator in a front yard if there is no other viable location on the lot. Vice Chairman Strayer was not in favor of generators in the



front yard although the other Plan Commissioners were supportive of generators in the front yard. Ms. Stegall responded to Plan Commissioner Allen that sump pump discharge is covered in the Stormwater Ordinance.

Persons in Favor of or in Opposition to the Proposed Request

No persons spoke in favor of or in opposition to the proposed amendments.

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Allen, to close the public hearing. The motion carried unanimously by voice vote.

Motion

Plan Commissioner Heming-Littwin moved, seconded by Plan Commissioner Mansfield, to amend the Zoning Code as follows: Remove Section 8, change fence height in 11b.3) to a maximum of 6 feet, change fence in C3 to include no more than the height of the column or a maximum of 9 feet, to change 21B to not less than 2.5 feet from the side or rear property line provided it is tested only between the hours of 9:00 a.m. and 5 p.m. once per week for a maximum of 30 minutes, if time allows prior to this item being presented to the Village Board that staff research masonry columns from a design standpoint, and to allow the Planning and Development Director authority to allow generators in front yards.

The motion carried unanimously with six (6) "yes" votes and zero (0) "no" votes as follows: Plan Commissioners Heming-Littwin, Mansfield, Allen, Lannen, Whalen and Vice Chairman Strayer voted yes.

Staff Report

Ms. Stegall reminded the Plan Commissioners about the holiday party next Thursday evening at 7:30 p.m.

There being no further business before the Plan Commission, the meeting was adjourned at 9:19 p.m.

Respectfully submitted,

Michele Stegall
Village Planner

Barbara Utterback
Recording Secretary

**PROPOSED LIGHT INDUSTRIAL ZONING DISTRICT STANDARDS**
**12/31/13**

**Bold** = New Text
~~Strike Through~~ = Deleted Text

10-3-1: INTENT

Insert new Section 10-3-1(Q) to read as follows:

(Q) **I1 – Light Industrial Zoning District: The I1 District is intended to provide an environment suitable for industrial activities that do not create appreciable nuisance or hazards and which can be located harmoniously on the same lot with office uses and in relatively close proximity to residential areas.**

10-2-2: DEFINITIONS:

Add a new definition for "Animal Day Care" to read as follows:

**Animal Day Care: A facility that provides same day short-term keeping, boarding or maintaining of animals that do not require medical treatment and which does not include overnight boarding.**

**Micro Food and Beverage Manufacturing: An establishment not exceeding 5,000 square feet in floor area where food, beverages, and/or alcohol are processed or otherwise prepared and which may include the distribution of such items.**

**Private Utility Use or Facility. Utilities that are not subject to Village acceptance for operation or maintenance. For purposes of this Code, private utilities may include such things as natural gas lines or facilities, power lines and plants, communication lines and facilities (with the exception of telecommunication uses) and similar uses and facilities.**

---

**i**
**Insert a new Section 10-4-19 to read as follows:**

**10-4-19: I1 – LIGHT INDUSTRIAL DISTRICT**

(A) **PERMITTED USES***

1. **Artist Studio**
2. **Automobile car wash**
3. **Automobile repair and service**
4. **Automotive vehicle rental**

5. Building material sales establishment; plumbing, heating, ventilating and electrical equipment and fixture service and repair; machinery and equipment sales, service and rental; household appliance repair; cabinet making and custom woodworking uses
6. Business, medical or professional office, including contractor's offices
7. Commercial or trade school
8. Community support services uses such as: mail order store, newspaper office, office supply, catering, laundry retail and mortuary
9. Compounding of cosmetics, toiletries, dyes and pharmaceuticals
10. Dry cleaning and/or commercial laundry establishments including dry cleaning plants and operations primarily serving satellite drop-off dry cleaning establishments in other districts
11. Engraving, printing, publishing, lithography, blue printing, film processing and photocopying establishments
12. Exterminating services
13. Furniture upholstery
14. Greenhouse, including retail and wholesale sale of plants
15. Ice sales and storage
16. Light manufacturing assembly of previously manufactured parts, fabricating, cleaning, testing, assembling, repairing and servicing
17. Overnight and weekend parking
18. Radio and television: service, repair and studios
19. Research laboratory
20. Indoor self storage facility
21. Sheet metal shop
22. Veterinarian and animal hospital
23. Antenna attachments to existing antenna towers, buildings or other structures which do not exceed the permitted height in the zoning district or the height established by special use permit
24. Accessory retail use associated with another permitted use where the floor area taken up by retail does not exceed 25%.

## (B) SPECIAL USES*

No enumerated Special Use shall be considered to be an accessory use to any other permitted or Special Use, and a separate permit shall be required for each separate Special Use.

1. Animal day care
2. Cartage, express or parcel delivery
3. Church, temple or other religious institution
4. Club or lodge – private, fraternal or religious
5. Compost collection facility
6. Concrete and cast stone fabrication and molding, including monument establishments
7. Contractor's yard for storage of vehicles and materials
8. Glass products production
9. Indoor amusement

10. Indoor recreation facility
11. Kennel or cattery
12. Micro Food and Beverage Manufacturing
13. Outdoor storage
14. Private utility use or facility
15. Public use
16. Public utility and public service use
17. Recycling collection center
18. Television and radio tower, antenna support structure, water and fire tower, cooling tower, etc which exceed the maximum height
19. Vehicle storage yard
20. Warehouse
21. Wholesale merchandising and storage warehousing

*All (A) Permitted and (B) Special Uses must also comply with all applicable requirements contained in the "Supplemental District Regulations" as well as all other pertinent regulations in this Code.

## (C) ACCESSORY BUILDINGS, STRUCTURES AND USES

See Section 10-5-4 "ACCESSORY STRUCTURES AND USES" and 10-5-5 "YARDS".

## (D) MINIMUM YARD AND LOT REQUIREMENTS*

| | | |
|---|---|---|
| 1. | Front or corner side yard: | 30' in depth. The front 10' shall be landscaped. |
| 2. | Rear yard: | 20' in depth. The rear 10' shall be landscaped if adjacent to a residential zone or use or property located in the CR zoning district. |
| 3. | Side yard: | 20', such yard shall be landscaped if adjacent to a residential zone or use. |
| 4. | Lot area: | 20,000 sq. ft. |
| 5. | Lot width: | 100 ft. |
| 6. | Lot depth: | 200 ft. |

## (E) MAXIMUM HEIGHT

1. 45'

2. Churches and temples may be erected to a height not exceeding 75', if the building is set back from each yard line at least 2' for each foot of additional building height above the height limit otherwise permitted in the district;

3. **The height of a television or radio tower, antenna support structure, church spire, belfry, monument, tank, water and fire tower, stage tower or scenery loft, cooling tower, ornamental tower, and spire, chimney, elevator bulkhead, conveyor and flag pole shall be specified in the ordinance granting a special use permit.**

## (F) SIGNS AND FENCES

1. **Signs as per Sign Ordinance.**

2. **Screening required pursuant to Section 10-5-13(L).**

3. **See Section 10-5-5: YARDS.**

## (G) PARKING AND LOADING REQUIREMENTS

1. **All buildings except those specified below: One space for each 250 sq. ft. of floor area.**

2. **Car wash: One space for each 2 employees, plus reservoir parking space or stack space equal to 5 times the maximum capacity of the washing unit.**

3. **Club and lodge: One space for each 300 sq. ft. of gross floor area.**

4. **Commercial or trade school: Once space for each 2 students based on design capacity.**

5. **Additional off-street parking and loading requirements are found in the "Supplementary District Regulations."**

Amend Section 10-5-13 of the Supplemental Regulations to read as follows:

10-5-13: PERFORMANCE STANDARDS AND OTHER REQUIREMENTS FOR **INDUSTRIAL USES**, COMMERCIAL USES, PLANNED UNIT DEVELOPMENTS, SPECIAL USES, AND NON-RESIDENTIAL USES IN RESIDENTIAL ZONING DISTRICTS:

The following standards shall apply to **industrial uses,** commercial uses, planned unit developments, special uses (excluding single family residences) and non-residential uses in residential zoning districts. The property owner shall be responsible for submitting documentation prepared by a professional in the applicable area of expertise upon written request of the Village to verify that any standard has been satisfied.[20]

Amend the follows Sections in Chapter 7 "Planned Unit Developments" to read as follows:

10-7-2: PROVISIONS GOVERNING ALL PLANNED UNIT DEVELOPMENTS:

(A) Planned Unit Developments may be authorized as a Special Use within the R1 through R4 and C2 through C5 ~~Zoning Districts~~ **and I1 Zoning Districts**. All unimproved land, redevelopments or additions to existing structures in the C5 District shall be developed only by the Planned Unit Development procedures. Any development within the R5 and C6 Zoning Districts shall be accomplished only by Planned Unit Development procedures;

10-7-7: EVALUATION FACTORS:

The Planned Unit Development may be authorized as a Special Use, provided that it fulfills the intentions of the following factors, which shall be considered by the Plan Commission and the Village Board, among other factors, when evaluating a Special Use for Planned Unit Development:

(A) Factors Affecting the Community as a Whole, including:

1. Uses or use;

2. Intensity of use; and

3. Traffic;

**4. Noise and odors;**

(B) Factors Affecting the Neighborhood:

1. Heights;

2. Front, side and rear yard definitions and uses where they occur at the development periphery;

(C) Factors Affecting the Development Itself:

1. Bulk;

2. Gross residential, ~~and/or~~ commercial, **and/or industrial** building areas; . .

10-7-9: COMMERCIAL **AND INDUSTRIAL** PLANNED UNIT DEVELOPMENT STANDARDS:

(A) Allowable Uses: Within the C2 through C6 **and I1** Zoning Districts, uses within commercial, ~~and/or~~ office, **and/or industrial** planned developments may only

include any of the permitted or Special Uses allowed in the district in which the planned development is located;

(B) Arrangement of Commercial and Industrial Uses:

1. Commercial **and industrial** buildings and establishments shall be planned as groups having common parking areas and common ingress and egress points in order to reduce the number of potential accident locations at intersections with thoroughfares. Planting screens or fences shall be provided on the sides of the development abutting areas occupied or likely to be occupied by residences;

2. The plan of the project shall provide for the integrated and harmonious design of buildings, and for adequate and properly arranged facilities for internal traffic circulation, landscaping and such other features and facilities as may be necessary to make the project attractive and efficient from the standpoint of the adjoining and surrounding existing or potential development;

(C) Designated Open Areas: Except within the C5 **and I1** Zoning Districts, at least ten percent (10%) of the land area of the development designated as common open area shall be developed for open plazas, pedestrian malls, tot lots, passive or active recreational facilities, trails and other quasi-public spaces and uses with adequate arrangement, design and planting;

(D) Intensity of Use: The coverage of all principal and accessory buildings and structures shall not exceed fifty percent (50%) of the lot area, except that the percentage of coverage may be increased two percent (2%) for each ten percent (10%) of required off-street parking which is located either below grade or in a parking structure, up to a maximum lot coverage of sixty-five percent (65%).

FILED
NOV 16 2018
Paul Hinds DuPage County Clerk

FRED BUCHOLZ
DUPAGE COUNTY RECORDER
NOV. 16, 2018 11:38 AM
PLAT $48.00 05-12-207-032
PLAT PAGE COUNT: 1
010 PAGES R2018-107029

Village of Glen Ellyn

---

Ordinance No. 6631

An Ordinance Annexing
Property Located at 21W180 Hill Avenue
(Proposed Addresses: 1096 Hill Avenue and 1102 Hill Avenue) and
21W200 Hill Avenue (Proposed Addresses: 1108 Hill Avenue and 1118 Hill Avenue)
Glen Ellyn, IL 60137

---

Adopted by the
President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois
This 8 Day of Oct, 2018.

---

Published in pamphlet form by the authority
of the President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this 9 day of Oct, 2018.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

**Ordinance No. 6631**

**An Ordinance Annexing**
**Property Located at 21W180 Hill Avenue**
**(Proposed Addresses: 1096 Hill Avenue and 1102 Hill Avenue) and**
**21W200 Hill Avenue (Proposed Addresses: 1108 Hill Avenue and 1118 Hill Avenue)**
**Glen Ellyn, IL 60137**

**Whereas**, Joseph A. Coghill, III, manager of JAC Properties GE, LLC, owner of 21W180 Hill Avenue, and G. Vincent and Barbara Cuyler, owners of 21W200 Hill Avenue, entered into annexation agreements with the Village of Glen Ellyn on September 9, 2013 pursuant to Ordinance No. 6164; and

**Whereas**, the owners each submitted a petition to annex the aforementioned properties to the Village of Glen Ellyn pursuant to and in accordance with Section 7-1-8 of the Illinois Municipal Code, 65 ILCS 5/7-1-8; and

**Whereas**, these annexation petitions, signed by the owners of record of the property hereinafter described, have been filed with the Village Clerk of the Village of Glen Ellyn, DuPage County, Illinois, copies of which are attached hereto as Exhibit "A"; and

**Whereas**, said properties are not within the corporate limits of any municipality but are contiguous to the Village of Glen Ellyn; and

**Whereas**, the properties to be annexed, commonly known as 21W180 Hill Avenue (with proposed new addresses of 1096 Hill Avenue and 1102 Hill Avenue) and 21W200 Hill Avenue (with proposed new addresses of 1108 Hill Avenue and 1118 Hill Avenue ) are legally described as follows:

**21W180 Hill Avenue**

LOTS 1 AND 2 IN HILL OAK SUBDIVISION, BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 11, 1970 AS DOCUMENT NUMBER R70-14300 AND CERTIFICATE OF CORRECTION RECORDED MAY 21, 1970 AS DOCUMENT NUMBER R70-15844 IN DUPAGE COUNTY, ILLINOIS.

P.I.N.s: 05-12-207-032 and 05-12-207-033

**21W200 Hill Avenue**

PARCEL 1: LOT 1 IN VILLA PARK KITCHENS RESUBDIVISION BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1972 AS DOCUMENT NUMBER R72-47323, ALL IN DUPAGE COUNTY, ILLINOIS,

AND ALSO:

THAT PART OF THE UNION PACIFIC RAILROAD RIGHT-OF-WAY (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LYING NORTH OF AND ABUTTING LOT 1 IN VILLAGE PARK KITCHENS RESUBDIVISION AFORESAID, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 2 OF SAID VILLAGE PARK KITCHENS RESUBDIVISION AND RUNNING THENCE WESTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 176.18 FEET TO A POINT OF CURVE IN SAID NORTH LINE; THENCE CONTINUING WESTERLY ALONG THE NORTH LINE OF SAID LOT 2, BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 3321.38 FEET, WHOSE CENTRAL ANGLE IS 01 DEGREES 16 MINUTES 48 SECONDS, A DISTANCE OF 74.20 FEET (REC. & MEAS.) TO THE NORTHEAST CORNER OF SAID LOT 1 FOR THE POINT OF BEGINNING; RUNNING THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT , BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3321.38 FEET AND A CENTRAL ANGLE OF 02 DEGREES 04 MINUTES 19 SECONDS, AN ARC DISTANCE OF 120.10 FEET (MEAS., REC.=120.12') THENCE NORTHERLY RADIAL TO THE LAST DESCRIBED CURVE, A DISTANCE OF 12.79 FEET; THENCE EASTERLY A DISTANCE OF 69.97 FEET TO A POINT THAT IS 16.00 FEET NORTHERLY OF (MEASURED RADIALLY THERETO) THE NORTH LINE OF VILLA PARK KITCHENS RESUBDIVISION AS AFORESAID; THENCE CONTINUING EASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3,337.21 FEET (DEED, 3,337.38'=CALC.), A CENTRAL ANGLE OF 00 DEGREES 52 MINUTES 17 SECONDS, AND BEING NORMALLY PARALLEL WITH SAID NORTH LINE, AN ARC DISTANCE OF 50.75 FEET; THENCE SOUTHEASTERLY 16.00 FEET TO THE POINT OF

BEGINNING, ACCORDING TO DOCUMENT RECORDED MARCH 24, 1995, AS NUMBER R95-034450, ALL IN DUPAGE COUNTY, ILLINOIS.

P.I.N. 05-12-207-037

PARCEL 2:

LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1972 AS DOCUMENT NUMBER R72-47323 IN DUPAGE COUNTY, ILLINOIS,

AND, ALSO:

THAT PART OF THE UNION PACIFIC RAILROAD RIGHT OF WAY (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LAYING NORTH OF AND ABUTTING LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION AFORESAID, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2 AND RUNNING THENCE WESTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 176.18 FEET TO A POINT OF CURVE IN SAID NORTH LINE; THENCE CONTINUING WESTERLY ALONG THE NORTH LINE OF SAID LOT 2, BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 3321.38 FEET, WHOSE CENTRAL ANGLE IS 01 DEGREE 16 MINUTES 48 SECONDS, A DISTANCE OF 74.20 FEET (REC. & MEAS.) TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTHERLY RADIAL TO THE LAST DESCRIBED CURVE A DISTANCE OF 16.00 FEET; THENCE EASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3,337.21 FEET (DEED,3,337.38=CALC.), A CETNRAL ANGLE OF 01 DEGREE 16 MINUTES 50 SECONDS, AND BEING NORMALLY PARALLEL WITH SAID NORTH LINE, A DISTANCE OF 74.60 FEET; THENCE EASTERLY ALONG A LINE THAT IS 16.00 FEET NORTH OF AND PARALLEL WITH SAID NORTH LINE, A DISTANCE OF 176.18 FEET (DEED, 176.22'=MEAS.) TO A POINT THAT IS 16.00 FEET NORTHERLY OF, AS MEASURED AT RIGHT ANGLES TO SAID NORTH LINE, THE NORTHEAST CORNER OF LOT 2, AFORESAID; THENCE SOUTHERLY 16.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO DOCUMENT RECORDED MARCH 24, 1995, AS NUMBER R95-034450, ALL IN DUPAGE COUNTY, ILLINOIS.

P.I.N: 05-12-207-038

**Whereas**, the properties to be annexed are identified on the Plat of Annexation, a reduced copy of which is attached hereto as Exhibit "B"; and

**Whereas**, legal notices regarding the intention of the Village to annex the properties have been sent to all persons and public bodies required to receive such notice by State statute; and

**Whereas**, all petitions, documents, and other necessary legal requirements are in full compliance with the statutes of the State of Illinois, specifically Chapter 65, Sections 5/7-1-1 and 5/7-1-2 of the Illinois Compiled Statutes; and

**Whereas**, it is deemed to be in the best interest of the Village of Glen Ellyn that said properties be annexed thereto.

**Now, Therefore, Be It Ordained** by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers, as follows:

**Section One**: The findings of fact set forth hereinabove in the recitals are hereby adopted by the President and Board of Trustees of the Village of Glen Ellyn.

**Section Two**: Pursuant to Section 7-1-8 of the Illinois Municipal Code, 65 ILCS 5/7-1-8, the subject properties, legally described herein above, and the adjacent right-of-way are hereby annexed to the Village of Glen Ellyn, DuPage County, Illinois.

**Section Three:** The Village President and Village Clerk are hereby authorized to execute the Plat of Annexation for the properties, a reduced copy of which is attached hereto as Exhibit "B".

**Section Four**: The Village of Glen Ellyn Zoning Map shall be and is hereby amended to show the properties as incorporated within the Village limits.

**Section Five:** The Village Clerk shall be and is hereby authorized and directed to cause a certified copy of this Ordinance and the Plat of Annexation to be recorded in the Office of the DuPage County Recorder.

**Section Six:** This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form, each in the manner provided by law.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this 8 day of Oct 18.

| | | | |
|---|---|---|---|
| Ayes: | ☐ Diane McGinley | ☒ Pete Ladesic | ☒ Mark Senak |
| | ☒ Craig Pryde | ☒ Bill Enright | ☒ Gary Fasules |
| | ☒ John Kenwood | | |
| Nays: | ☐ Diane McGinley | ☐ Pete Ladesic | ☐ Mark Senak |
| | ☐ Craig Pryde | ☐ Bill Enright | ☐ Gary Fasules |
| | ☐ John Kenwood | | |
| Absent: | ☐ Diane McGinley | ☐ Pete Ladesic | ☐ Mark Senak |
| | ☐ Craig Pryde | ☐ Bill Enright | ☐ Gary Fasules |
| | ☐ John Kenwood | | |

Approved by the Village President of the Village of Glen Ellyn, Illinois this 8 day of Oct 2018.

Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the 9 day of Oct, 2018.)

# EXHIBIT "A"

RECEIVED
AUG 03 2018
CLEAR PAGE
PLANNING DEPARTMENT
VILLAGE OF GLEN ELLYN

PETITION FOR ANNEXATION
VILLAGE OF GLEN ELLYN, ILLINOIS

TO THE GLEN ELLYN VILLAGE BOARD:

Petitioners on oath state as follows:

1. That the undersigned are the sole owners of record of all of the property described in Attachment A and commonly known as:
   21W200 Hill Avenue
   and P.I.N. 05-12-207-038 (Subject Realty).

2. That this petition is executed by all of the owner(s) of record of the Subject Realty.

3. That no electors reside on the Subject Realty or, in the alternative, at least fifty-one percent (51%) of the electors residing on the Subject Realty have executed this petition.

4. That no portion of the property is within the corporate limits of any municipality.

5. That the Subject Property is either contiguous to the Village of Glen Ellyn, will be at the time of annexation, or may be contiguous when combined with other property annexing to the Village of Glen Ellyn.

6. That the property which the Petitioners desire to have annexed to the Village of Glen Ellyn is the property that is described in Attachment A attached hereto and made a part hereof.

7. That this Petition shall be in full force and effect from and after the date hereof and until the property is annexed to the Village of Glen Ellyn in agreement with State Law.

WHEREFORE, the applicants' petition that the property be annexed by ordinance to the Village of Glen Ellyn, Illinois, is in accordance with the appropriate statutes.

The undersigned, on oath, state that the undersigned have read the foregoing Petition for Annexation, have knowledge of the allegations contained therein, and that said allegations are true and correct to the best of the Petitioners' knowledge.

**Owners of Record of Subject Property:**

Signature: G. Vincent Cuyler
Print Name: G. Vincent Cuyler
Date: August 3, 2018

Subscribed and sworn to before me this 3 day of August, 2018
NOTARY PUBLIC

Signature: Barbara J. Cuyler
Print Name: Barbara J. Cuyler
Date: August 3, 2018

Subscribed and sworn to before me this 3 day of August, 2018
NOTARY PUBLIC

Signature: _____
Print Name: _____
Date: _____

Subscribed and sworn to before me this _____ day of _____, 20__
NOTARY PUBLIC

OFFICIAL SEAL
LOUIS B ARANDA
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:03/27/19

OFFICIAL SEAL
LOUIS B ARANDA
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:03/27/19

# EXHIBIT "A"

RECEIVED
SEP 2 0 2018
PLANNING DEPARTMENT
VILLAGE OF GLEN ELLYN

PETITION FOR ANNEXATION
VILLAGE OF GLEN ELLYN, ILLINOIS

TO THE GLEN ELLYN VILLAGE BOARD:

Petitioners on oath state as follows:

1. That the undersigned are the sole owners of record of all of the property described in Attachment A and commonly known as:
   **21W180 Hill Ave.**
   and P.I.N. **05-12-207-032; -033** (Subject Realty).

2. That this petition is executed by all of the owner(s) of record of the Subject Realty.

3. That no electors reside on the Subject Realty or, in the alternative, at least fifty-one percent (51%) of the electors residing on the Subject Realty have executed this petition.

4. That no portion of the property is within the corporate limits of any municipality.

5. That the Subject Property is either contiguous to the Village of Glen Ellyn, will be at the time of annexation, or may be contiguous when combined with other property annexing to the Village of Glen Ellyn.

6. That the property which the Petitioners desire to have annexed to the Village of Glen Ellyn is the property that is described in Attachment A attached hereto and made a part hereof.

7. That this Petition shall be in full force and effect from and after the date hereof and until the property is annexed to the Village of Glen Ellyn in agreement with State Law.

WHEREFORE, the applicants' petition that the property be annexed by ordinance to the Village of Glen Ellyn, Illinois, is in accordance with the appropriate statutes.

The undersigned, on oath, state that the undersigned have read the foregoing Petition for Annexation, have knowledge of the allegations contained therein, and that said allegations are true and correct to the best of the Petitioners' knowledge.

**Owners of Record of Subject Property:**
Signature: [signature] member
Print Name: JAC Properties GE, LLC
Date: September 19, 2018

Subscribed and sworn to before me this
19th day of September, 2018
[signature]
NOTARY PUBLIC

OFFICIAL SEAL
STEVEN K NORGAARD
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:08/28/19

Signature: _____
Print Name: _____
Date: _____

Subscribed and sworn to before me this
_____ day of _____, 20__
_____
NOTARY PUBLIC

Signature: _____
Print Name: _____
Date: _____

Subscribed and sworn to before me this
_____ day of _____, 20__
_____
NOTARY PUBLIC

# PLAT OF ANNEXATION

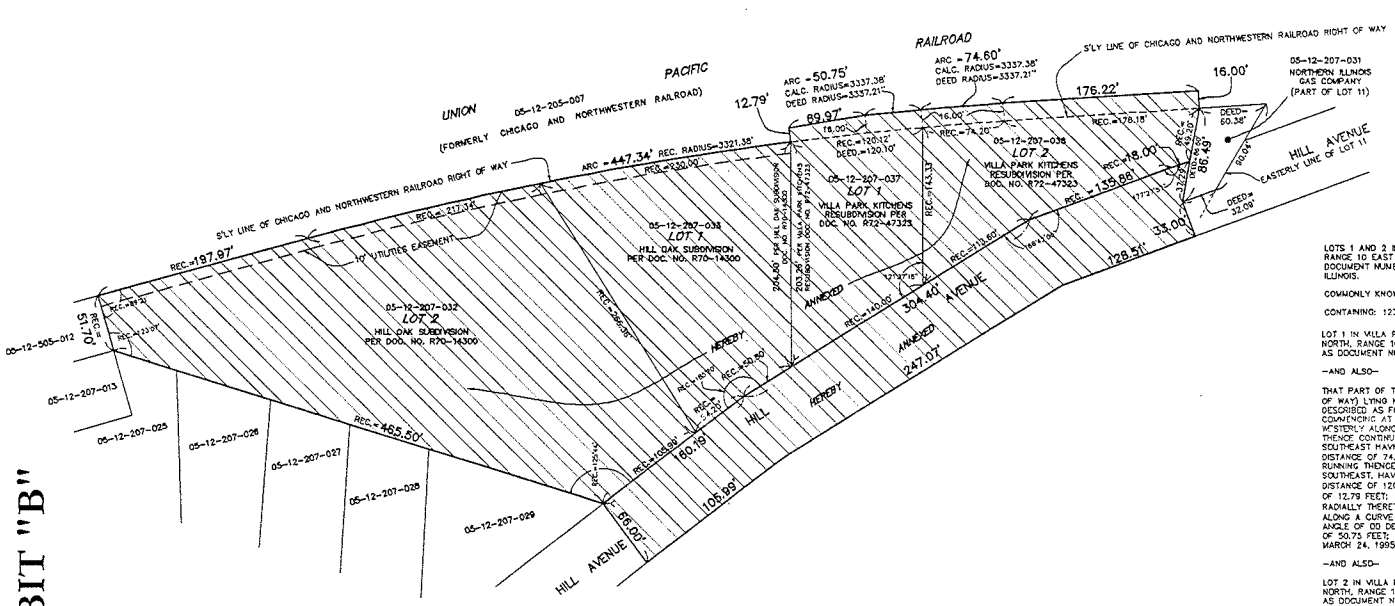
TO THE VILLAGE OF GLEN ELLYN, ILLINOIS

P.I.N.'s 05-12-207-032
05-12-207-033
05-12-207-037
05-12-207-038
05-12-205-007

GRAPHIC SCALE

( IN FEET )
1 inch = 50 ft.

EXHIBIT "B"




HATCHED AREA REPRESENTS CURRENT LIMITS OF THE VILLAGE OF GLEN ELLYN

HATCHED AREA REPRESENTS PROPERTY HEREBY ANNEXED TO THE VILLAGE OF GLEN ELLYN

LEGAL DESCRIPTION OF PROPERTY BEING ANNEXED

LOTS 1 AND 2 IN HILL OAK SUBDIVISION, BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 11, 1970 AS DOCUMENT NUMBER R70-14300, AND CERTIFICATE OF CORRECTION RECORDED MAY 21, 1970-15488, IN DUPAGE COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 21w180 HILL AVENUE, GLEN ELLYN, ILLINOIS

CONTAINING: 123,448.80 SQ. FT., 2.83 AC.

LOT 1 IN VILLA PARK KITCHENS RESUBDIVISION, BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1972 AS DOCUMENT NUMBER R72-47323, IN DUPAGE COUNTY, ILLINOIS.

–AND ALSO–

THAT PART OF THE UNION PACIFIC RAILROAD RIGHT OF WAY (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LYING NORTH OF AND ABUTTING LOT 1 IN VILLA PARK KITCHENS RESUBDIVISION AFORESAID, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF LOT 2 OF SAID VILLA PARK KITCHENS RESUBDIVISION AND RUNNING THENCE WESTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 176.18 FEET TO A POINT OF CURVE IN SAID NORTH LINE; THENCE CONTINUING WESTERLY ALONG THE NORTH LINE OF SAID LOT 2, BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 3321.38 FEET, WHOSE CENTRAL ANGLE IS 01 DEGREE 18 MINUTES 45 SECONDS, A DISTANCE OF 74.20 FEET (REC. & MEAS.) TO THE NORTHEAST CORNER OF SAID LOT 1 FOR THE POINT OF BEGINNING; RUNNING THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT 1; BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3321.38 FEET AND A CENTRAL ANGLE OF 02 DEGREES 04 MINUTES 19 SECONDS, AND ARC DISTANCE OF 120.10 FEET (MEAS., REC.=120.12'); THENCE NORTHERLY RADIAL TO THE LAST DESCRIBED CURVE, A DISTANCE OF 12.79 FEET; THENCE EASTERLY A DISTANCE OF 69.97 FEET TO A POINT THIS IS 16.00 FEET NORTHERLY OF (MEASURED RADIALLY THERETO) THE NORTH LINE OF VILLA PARK KITCHENS RESUBDIVISION AS AFORESAID; THENCE CONTINUING EASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3,337.21 FEET (DEED, 3,337.38'=CALC.), A CENTRAL ANGLE OF 00 DEGREES 52 MINUTES 17 SECONDS, AND BEING NORMALLY PARALLEL WITH SAID NORTH LINE, AN ARC DISTANCE OF 50.75 FEET; THENCE SOUTHEASTERLY 16.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO DOCUMENT RECORDED MARCH 24, 1995 AS NUMBER R95-034450, ALL IN DUPAGE COUNTY, ILLINOIS.

–AND ALSO–

LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION, BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1972 AS DOCUMENT NUMBER R72-47323, IN DUPAGE COUNTY, ILLINOIS.

–AND ALSO–

THAT PART OF THE UNION PACIFIC RAILROAD RIGHT OF WAY (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LYING NORTH OF AND ABUTTING LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION AFORESAID, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2 AND RUNNING THENCE WESTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 176.18 FEET TO A POINT OF CURVE IN SAID NORTH LINE; THENCE CONTINUING WESTERLY ALONG THE NORTH LINE OF SAID LOT 2, BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 3321.38 FEET, WHOSE CENTRAL ANGLE IS 01 DEGREE 16 MINUTES 48 SECONDS, A DISTANCE OF 74.20 FEET (REC. & MEAS.) TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTHERLY RADIAL TO THE LAST DESCRIBED CURVE, A DISTANCE OF 16.00 FEET; THENCE EASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3,337.21 FEET (DEED, 3,337.38'=CALC.), A CENTRAL ANGLE OF 01 DEGREES 16 MINUTES 50 SECONDS, AND BEING NORMALLY PARALLEL WITH SAID NORTH LINE, A DISTANCE OF 74.60 FEET; THENCE EASTERLY ALONG A LINE THAT IS 16.00 FEET NORTH OF AND PARALLEL WITH SAID NORTH LINE, A DISTANCE OF 176.18 FEET (DEED, 175.22'= MEAS.) TO A POINT THAT IS 16.00 FEET NORTHERLY OF, AS MEASURED AT RIGHT ANGLES TO SAID NORTH LINE, THENCE SOUTHERLY 16.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO DOCUMENT RECORDED MARCH 24, 1995 AS NUMBER R95-034450, ALL IN DUPAGE COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 21w200 HILL AVENUE, GLEN ELLYN, ILLINOIS

CONTAINING: 48,141.48 SQ. FT., 1.11 AC.

–AND ALSO–

THAT PART OF THE 66.00 FOOT WIDE RIGHT OF WAY OF HILL AVENUE LYING SOUTH OF AND ABUTTING THE AFORESAID LOTS 1 AND 2 IN HILL OAK SUBDIVISION AND THE AFORESAID LOTS 1 AND 2 IN VILLA PARK KITCHENS RESUBDIVISION, THE MOST NORTHEASTERLY PORTION OF SAID RIGHT OF WAY BEING DELINEATED BY THE SOUTHWESTERLY PROLONGATION OF THE EASTERLY PROPERTY LINE OF SAID LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION, 37.29 FEET TO THE CENTER LINE OF SAID HILL AVENUE RIGHT OF WAY, THENCE SOUTHERLY (AT RIGHT ANGLES TO THE NORTH LINE OF SAID RIGHT OF WAY), 33.00 FEET TO THE SOUTH LINE THEREOF.

CONTAINING: 39,251.83 SQ. FT., 0.90 AC.

TOTAL AREA BEING ANNEXED: 210,842.11 SQ. FT., 4.84 AC.

VILLAGE PRESIDENT

STATE OF ILLINOIS } S.S.
COUNTY OF DuPAGE }

APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS.

THIS _____ DAY OF _____ A.D. 20_____.

SIGNED: _____
VILLAGE PRESIDENT

ATTEST: _____
VILLAGE CLERK

VILLAGE CLERK

STATE OF ILLINOIS
COUNTY OF DuPAGE } S.S.

THIS IS TO CERTIFY THAT THE PLAT OF DEDICATION WAS PRESENTED TO AND BY ORDINANCE DULY APPROVED BY THE GLEN ELLYN VILLAGE BOARD AT THE MEETING HELD ON _____ A.D. 20____.

_____
VILLAGE CLERK

COUNTY RECORDER

STATE OF ILLINOIS
COUNTY OF DuPAGE } S.S.

THIS INSTRUMENT NUMBER _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DuPAGE COUNTY, ILLINOIS, AFORESAID, ON THE _____ DAY OF _____ A.D. 20_____ AT _____ O'CLOCK ____M.

_____
DuPAGE COUNTY RECORDER OF DEEDS

SURVEYOR

STATE OF ILLINOIS
COUNTY OF DuPAGE } S.S.

WE, GENTILE AND ASSOCIATES, INC. HEREBY CERTIFY THAT THIS PLAT HAS BEEN PREPARED AT AND UNDER MY DIRECTION (FROM AVAILABLE RECORDS), OF THE PROPERTY DESCRIBED FOR THE PURPOSE OF ANNEXATION TO THE VILLAGE OF GLEN ELLYN, ILLINOIS.

_____ A.D. 20____

BY: _____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2018

GENTILE & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE (630) 916-8262

PREPARED FOR: VILLAGE OF GLEN ELLYN
DRAWN BY: VAF
ORDER NO.: 18-20959
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

ORDERED BY: VILLAGE OF GLEN ELLYN
535 DUANE ST.
GLEN ELLYN, ILLINOIS 60137

RETURN TO: VILLAGE OF GLEN ELLYN
535 DUANE ST.
GLEN ELLYN, ILLINOIS 60137

# CERTIFICATION

I, John Chereskin, duly elected Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6631, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Meeting of said Board held on the 8 day of October 2018, and that the same was signed and approved by the President of said Village on the 8 day of October 2018.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Village Clerk of said Village for safekeeping and that I am the lawful custodian and keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 8 day of October, 2018.

John C Chereskin
Village Clerk

CORPORATE SEAL

FRED BUCHOLZ
DUPAGE COUNTY RECORDER
NOV. 16, 2018 11:38 AM
OTHER $42.00 05-12-207-032

016 PAGES R2018-107030

Village of Glen Ellyn

---

Ordinance No. 6632

An Ordinance Approving
A Zoning Map Amendment for
1096 Hill Avenue, 1102 Hill Avenue,
1108 Hill Avenue and 1118 Hill Avenue
Glen Ellyn, Illinois 60137

---

Adopted by the
President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois
This 8 Day of Oct, 2018.

---

Published in pamphlet form by the authority
of the President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this 9 day of Oct, 2018.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

**Ordinance No. 6632**

**An Ordinance Approving**
**A Zoning Map Amendment for**
**1096 Hill Avenue, 1102 Hill Avenue,**
**1108 Hill Avenue and 1118 Hill Avenue**
**Glen Ellyn, Illinois 60137**

**Whereas,** Joseph A. Coghill, III, manager of JAC Properties GE, LLC, owner of 1096 Hill Avenue and 1102 Hill Avenue, and G. Vincent and Barbara Cuyler, owners of 1108 Hill Avenue and 1118 Hill Avenue, have petitioned the Village President and Board of Trustees for approval of a Zoning Map Amendment in accordance with Section 10-10-13 of the Glen Ellyn Zoning Code to rezone the subject properties to I1 Industrial District; and

**Whereas,** the subject properties are located on the north side of Hill Avenue between I-355 and Walnut Road; and

**Whereas,** the subject properties are legally described as follows:

**1096 Hill Avenue and 1102 Hill Avenue**

LOTS 1 AND 2 IN HILL OAK SUBDIVISION, BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 11, 1970 AS DOCUMENT NUMBER R70-14300 AND CERTIFICATE OF CORRECTION RECORDED MAY 21, 1970 AS DOCUMENT NUMBER R70-15844 IN DUPAGE COUNTY, ILLINOIS.

P.I.N.s: 05-12-207-032 and 05-12-207-033

**1108 Hill Avenue**

LOT 1 IN VILLA PARK KITCHENS RESUBDIVISION BEING PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1972 AS DOCUMENT NUMBER R72-47323, ALL IN DUPAGE COUNTY, ILLINOIS,

AND ALSO:

THAT PART OF THE UNION PACIFIC RAILROAD RIGHT-OF-WAY (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LYING NORTH OF AND ABUTTING LOT 1 IN VILLAGE PARK KITCHENS RESUBDIVISION AFORESAID, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 2 OF SAID VILLAGE PARK KITCHENS RESUBDIVISION AND RUNNING THENCE WESTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 176.18 FEET TO A POINT OF CURVE IN SAID NORTH LINE; THENCE CONTINUING WESTERLY ALONG THE NORTH LINE OF SAID LOT 2, BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 3321.38 FEET, WHOSE CENTRAL ANGLE IS 01 DEGREES 16 MINUTES 48 SECONDS, A DISTANCE OF 74.20 FEET (REC. & MEAS.) TO THE NORTHEAST CORNER OF SAID LOT 1 FOR THE POINT OF BEGINNING; RUNNING THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT , BEING THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3321.38 FEET AND A CENTRAL ANGLE OF 02 DEGREES 04 MINUTES 19 SECONDS, AN ARC DISTANCE OF 120.10 FEET (MEAS., REC.=120.12') THENCE NORTHERLY RADIAL TO THE LAST DESCRIBED CURVE, A DISTANCE OF 12.79 FEET; THENCE EASTERLY A DISTANCE OF 69.97 FEET TO A POINT THAT IS 16.00 FEET NORTHERLY OF (MEASURED RADIALLY THERETO) THE NORTH LINE OF VILLA PARK KITCHENS RESUBDIVISION AS AFORESAID; THENCE CONTINUING EASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3,337.21 FEET (DEED, 3,337.38'=CALC.), A CENTRAL ANGLE OF 00 DEGREES 52 MINUTES 17 SECONDS, AND BEING NORMALLY PARALLEL WITH SAID NORTH LINE, AN ARC DISTANCE OF 50.75 FEET; THENCE SOUTHEASTERLY 16.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO DOCUMENT RECORDED MARCH 24, 1995, AS NUMBER R95-034450, ALL IN DUPAGE COUNTY, ILLINOIS.

P.I.N. 05-12-207-037

**1118 Hill Avenue**

LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1972 AS DOCUMENT NUMBER R72-47323 IN DUPAGE COUNTY, ILLINOIS,

AND, ALSO:

THAT PART OF THE UNION PACIFIC RAILROAD RIGHT OF WAY (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY) LAYING NORTH OF AND ABUTTING LOT 2 IN VILLA PARK KITCHENS RESUBDIVISION AFORESAID, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2 AND RUNNING THENCE WESTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 176.18

CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 3321.38 FEET, WHOSE CENTRAL ANGLE IS 01 DEGREE 16 MINUTES 48 SECONDS, A DISTANCE OF 74.20 FEET (REC. & MEAS.) TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTHERLY RADIAL TO THE LAST DESCRIBED CURVE A DISTANCE OF 16.00 FEET; THENCE EASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 3,337.21 FEET (DEED,3,337.38=CALC.), A CETNRAL ANGLE OF 01 DEGREE 16 MINUTES 50 SECONDS, AND BEING NORMALLY PARALLEL WITH SAID NORTH LINE, A DISTANCE OF 74.60 FEET; THENCE EASTERLY ALONG A LINE THAT IS 16.00 FEET NORTH OF AND PARALLEL WITH SAID NORTH LINE, A DISTANCE OF 176.18 FEET (DEED, 176.22'=MEAS.) TO A POINT THAT IS 16.00 FEET NORTHERLY OF, AS MEASURED AT RIGHT ANGLES TO SAID NORTH LINE, THE NORTHEAST CORNER OF LOT 2, AFORESAID; THENCE SOUTHERLY 16.00 FEET TO THE POINT OF BEGINNING, ACCORDING TO DOCUMENT RECORDED MARCH 24, 1995, AS NUMBER R95-034450, ALL IN DUPAGE COUNTY, ILLINOIS.

P.I.N: 05-12-207-038

**Whereas**, the petitioners heretofore each entered into a valid and binding annexation agreement for the subject properties, and said annexation agreements were approved by the President and Board of Trustees pursuant to Ordinance No. 6164 on September 9, 2013; and

**Whereas**, the annexation agreements required the Village to create a new light industrial zoning district for the subject properties to be zoned upon annexation; and

**Whereas,** the Village created a new light industrial zoning district on January 13, 2014 pursuant to Ordinance 6207; and

**Whereas,** the Properties have been annexed by the Village Board by Ordinance No. 6631 on October 8, 2018; and

**Whereas**, following due and proper publication of notice in The Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted a public hearing on September 13, 2018 at which hearing the Plan Commission considered the petitioners' request for a Zoning Map Amendment to I1 Industrial; and

**Whereas,** at the September 13, 2018 public hearing of the Plan Commission, the petitioners presented evidence, testimony, and exhibits in support of the request and no one spoke in favor of

**Whereas,** at the September 13, 2018 public hearing of the Plan Commission, the petitioners presented evidence, testimony, and exhibits in support of the request and no one spoke in favor of or in opposition to the request and one (1) person asked general questions about the request for a Zoning Map Amendment to I1 Industrial; and

**Whereas**, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings of fact and recommendations and by a vote of six (6) "yes" and zero (0) "no", the Plan Commission recommended approval of the request for a Zoning Map Amendment to I1 Industrial as set forth in the September 13, 2018 minutes of the Plan Commission, a draft of which is attached hereto as Exhibit "A"; and

**Whereas**, the Village President and Board of Trustees have reviewed the evidence, exhibits, and materials presented at the September 13, 2018 Plan Commission public hearing and have considered the recommendations of the Plan Commission; and

**Whereas,** the President and Board of Trustees hereby make the following findings of fact in regard to the request for a Zoning Map Amendment to I1 Industrial for the properties:

1. The existing uses within the general area of the subject properties consist of industrial to the south, the Union Pacific Railroad, residential, and the Churchill Woods Forest Preserve to the north, residential to the west and the Glenbard Wastewater Authority plant to the east.

2. The zoning classification to the south is I-1 Industrial in unincorporated DuPage County, Conservation Recreation to the north in Glen Ellyn and R-4 Residential in Unincorporated DuPage County, R-4 Residential to the west in Unincorporated DuPage County, and Conservation Recreation to the east in the Village of Lombard.

3. The subject properties are suitable for the I1 Industrial District. These properties have been in use as industrial for many years and were previously zoned as industrial when located within the Village of Lombard.

4. The property immediately to the south is zoned and used for industrial purposes in unincorporated DuPage County. The property to the east is industrial in nature as the Glenbard Wastewater Authority plant. The Union Pacific railroad is adjacent to the north.

5. The Comprehensive Plan designates these properties for light industrial and recommends the area be improved and upgraded as a limited self-contained business area.

6. The properties are not vacant and have been improved with industrial uses for several years. The use of the properties will remain as industrial with the new zoning classification.

7. The properties will not be diminished based on the particular zoning restrictions. When the Village adopted a new I1 Industrial zoning district, the existing uses and conditions on the properties were taken into account as well as the industrial provisions contained in the Village of Lombard and DuPage County's zoning codes.

**Whereas**, based on the aforementioned findings of fact, the President and Board of Trustees have determined that granting the requested Zoning Map Amendment is consistent with the goals of the Glen Ellyn Comprehensive Plan and the Glen Ellyn Zoning Code and find it to be in the best interest of the Village to approve the request for a Zoning Map Amendment to I1 Industrial.

**Now, Therefore, be it Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois**, in the exercise of its home rule powers, as follows:

**Section One:** The draft minutes from the September 13, 2018 Plan Commission public hearing, attached hereto as Exhibit "A", and the findings of fact therein, as well as in the preambles above, are hereby adopted as the findings of fact of the Village President and Board of Trustees based upon their review of the evidence, exhibits, and materials presented at the September 13, 2018 public hearing of the Plan Commission.

**Section Two:** Based upon the findings of fact and recommendation of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby approve the request for a Zoning Map Amendment to I1 Industrial for the properties located at 1096 Hill Avenue, 1102 Hill Avenue, 1108 Hill Avenue, and 1118 Hill Avenue.

**Section Three:** The Village Clerk is hereby authorized and directed to cause a copy of this Ordinance approving the request for a Zoning Map Amendment to I1 Industrial to be recorded with the DuPage County Recorder of Deeds.

**Section Four:** The Director of the Planning and Development Department shall cause the Zoning District Map of the Village of Glen Ellyn to be amended to place the Properties in the I1 Industrial District. A map indicating the location of the properties is attached hereto and identified as Exhibit "B".

**Section Five:** This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this 8 day of OCT 2018.

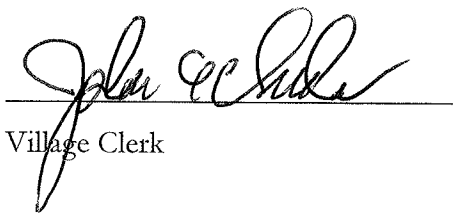
| | | | |
|---|---|---|---|
| Ayes: | ☐ Diane McGinley | ☑ Pete Ladesic | ☑ Mark Senak |
| | ☑ Craig Pryde | ☑ Bill Enright | ☑ Gary Fasules |
| | ☑ John Kenwood | | |
| Nays: | ☐ Diane McGinley | ☐ Pete Ladesic | ☐ Mark Senak |
| | ☐ Craig Pryde | ☐ Bill Enright | ☐ Gary Fasules |
| | ☐ John Kenwood | | |
| Absent: | ☐ Diane McGinley | ☐ Pete Ladesic | ☐ Mark Senak |
| | ☐ Craig Pryde | ☐ Bill Enright | ☐ Gary Fasules |
| | ☐ John Kenwood | | |

Approved by the Village President of the Village of Glen Ellyn, Illinois this 8 day of OCT 2018.

Diane McGinley

Village President

Attest:



Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the 9 day of Oct, 2018.)

# EXHIBIT "A"

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
SEPTEMBER 13, 2018

Call to Order

The regular meeting of the Plan Commission was called to order by Chairperson Mary Loch at 7:00 p.m. Plan Commissioners Angela Fanella, Phillip Hartweg, David Rodemann, Mohammed Saeed and Jamie Vondruska were present. Plan Commissioners Tracy Heming-Littwin, John Mulherin and Bob Vavra were excused. Also present were Village Planner John Sterrett, Recording Secretary Debbie Solomon and Village Trustee Craig Pryde.

A quorum was present.

Public Comment

No general comments on non-agenda items were made by the public at this Plan Commission meeting.

Approval of Plan Commission Draft Minutes

1. Commissioner Vondruska, seconded by Commissioner Rodemann, to approve the minutes of the June 14, 2018 Plan Commission meeting. The motion carried with six (6) yes votes as follows: Plan Commissioners Fanella, Hartweg, Rodemann, Saeed, Vondruska and Chairperson Loch voted "yes."

2. Commissioner Fanella, seconded by Commissioner Vondruska, to approve the minutes of the August 9, 2018 Plan Commission meeting. The motion carried with six (6) yes votes as follows: Plan Commissioners Fanella, Hartweg, Rodemann, Saeed, Vondruska and Chairperson Loch voted "yes."

Public Hearing – 21W180 Hill Avenue and 21W200 Hill Avenue - Zoning Map Amendment to I1 Light Industrial

On the agenda was a public hearing to consider the application for a Zoning Map Amendment for 21W180 Hill Avenue and 21W200 Hill Avenue.

PUBLIC HEARING – 21W180 HILL AVENUE AND 21W200 HILL AVENUE - ZONING MAP AMENDMENT TO I1 LIGHT INDUSTRIAL

PUBLIC HEARING WITH DISCUSSION, CONSIDERATION, AND RECOMMENDATION REGARDING A REQUEST FOR APPROVAL OF A ZONING MAP AMENDMENT TO I1 LIGHT INDUSTRIAL FOR THE PROPERTIES AT 21W180 HILL AVENUE AND 21W200 HILL AVENUE.

Commissioner Fanella, seconded by Commissioner Vondruska, to open the public hearing at 7:01 p.m. The motion carried unanimously by voice vote.

Staff Introduction

Village Planner Sterrett was sworn in and showed an overview map of the properties. Village Planner Sterrett stated the subject properties are located on the north side of Hill Avenue, west of I-355 and east of Walnut Road. Village Planner Sterrett stated the properties are currently in unincorporated DuPage County zoned as R-4 Single Family Residential and are proposed to be annexed into the Village. Village Planner Sterrett stated the surrounding zoning and land use are CR Conservation Recreation to the north and east, I1 Light Industrial to the south and R4 Single Family Residential to the west.

Village Planner Sterrett stated notice of the public hearing was published in the August 10, 2018 edition of the Daily Herald. Village Planner Sterrett stated property owners within 250 feet of the subject properties were notified by mail of the public hearing and a placard was placed on each of the properties.

Village Planner Sterrett stated the petitioners are G. Vincent and Barbara Cuyler, owners of 21W200 Hill Avenue, and West Suburban Bank Land Trust No. 3344 by Noorlag Real Estate Group, LLC by Lynea R. Herlien, Manager, Noorlag Real Estate Group, LLC, owner of 21W180 Hill Avenue.

Village Planner Sterrett stated the properties were previously within the Village of Lombard until 2009 when Lombard approved a disconnection of the properties. Village Planner Sterrett stated since that time, the properties remain outside the corporate limits of any municipality. Village Planner Sterrett stated on September 9, 2013 the Village Board approved annexation agreements for each of the properties. Village Planner Sterrett stated each agreement contains stipulation that the Village Board must approve a text amendment to the Village Zoning Code to create a light industrial zoning district within six (6) months of the execution of the Annexation Agreements, or they would be deemed null and void. Village Planner Sterrett stated each agreement also states that the properties will be zoned to this Light Industrial district upon annexation.

Village Planner Sterrett stated the Plan Commission met on December 12, 2013 to hold a public hearing on the Zoning Text Amendment for the creation of a light industrial zoning district. Village Planner Sterrett stated the proposed I1 district was created specifically to accommodate the subject properties. Village Planner Sterrett stated following the Public Hearing the I1 Light Industrial Zoning District was adopted by the Village Board on January 13, 2014.

Village Planner Sterrett stated the annexation agreements stipulate that once the properties become contiguous to the Village, the owners are required to submit a petition for annexation upon notice by the Village. Village Planner Sterrett stated a portion of the Churchill Woods property to the north was annexed by the Village in June of 2018 and created contiguity with the subject properties. Village Planner Sterrett stated the petitioners have each submitted a petition for annexation. Village Planner Sterrett stated prior to the Village Board taking action on annexing the properties, the petitioners are seeking a Zoning Map Amendment to zone the properties I1 immediately after annexation, which was the intent of annexing those properties. Village Planner Sterrett stated before the Village Board takes action on the Annexation and Zoning Map Amendment, the Plan Commission is being asked to conduct a Public Hearing for the Zoning Map Amendment.

Petitioner's Presentation

There was no presentation from the Petitioner.

Questions from the Plan Commission

There were no questions from the Plan Commissioners

Persons in Favor of or in Opposition to the Request

Jeffrey Svien, who resides at 14 Walnut Road, stated he is in unincorporated Glen Ellyn and is an interested party in this. Mr. Svien stated Walnut Road is now surrounded by annexed properties and asked when Walnut Road might be annexed into the Village. Chairperson Loch stated the Plan Commission does not handle this so Mr. Svien would need to talk to the Village Board and the Glen Ellyn Planning and Development Department about this.

Mr. Svien stated there are cars parked along Walnut Road often and asked if the parking would be lessened once there are be different ordinances after the annexation. Village Planner Sterrett stated this is maintained by the Village of Lombard currently, and once the properties are annexed into Glen Ellyn, the Village's parking requirements would apply. Village Planner Sterrett stated once these properties are annexed, the existing uses, the condition of the

properties and the building setbacks are considered non-conforming; however, any other laws or nuisance ordinances would now apply.

Commissioner Fanella moved, seconded by Commissioner Vondruska, to close the public hearing at 7:08 p.m. The motion carried unanimously by voice vote.

Comments from the Plan Commission

Commissioner Vondruska stated he has no issues with this as it seems straight forward. The other Plan Commissioners agreed with this.

Motion

Commissioner Fanella moved, seconded by Commissioner Vondruska to recommend the following:

After conducting a public hearing and deliberating on the appropriate zoning classification to apply to the properties at 21W180 Hill Avenue, owned by West Suburban Bank Land Trust No. 3344 by Noorlag Real Estate Group, LLC by Lynea R. Herlien, Manager, Noorlag Real Estate Group, LLC and 21W200 Hill Avenue, owned by G. Vincent and Barbara Cuyler, the Plan Commission hereby recommends I1 Industrial zoning of the properties in accordance with Section 10-10-13 of the Zoning Code based on the following findings of fact:

1. The existing uses within the general area of the subject properties consist of industrial to the south, the Union Pacific Railroad, residential, and the Churchill Woods Forest Preserve to the north, residential to the west and the Glenbard Wastewater Authority plant to the east.

2. The zoning classification to the south is I-1 Industrial in unincorporated DuPage County, Conservation Recreation to the north in Glen Ellyn and R-4 Residential in Unincorporated DuPage County, R-4 Residential to the west in Unincorporated DuPage County, and Conservation Recreation to the east in the Village of Lombard.

3. The subject properties are suitable for the I1 Industrial District. These properties have been in use as industrial for many years and were previously zoned as industrial when located within the Village of Lombard.

4. The property immediately to the south is zoned and used for industrial purposes in unincorporated DuPage County. The property to the east is industrial in nature as the Glenbard Wastewater Authority plant. The Union Pacific railroad is adjacent to the north.

5. The Comprehensive Plan designates these properties for light industrial and recommends the area be improved and upgraded as a limited self-contained business area.

6. The properties are not vacant and have been improved with industrial uses for several years. The use of the properties will remain as industrial with the new zoning classification.

7. The properties will not be diminished based on the particular zoning restrictions. When the Village adopted a new I1 Industrial zoning district, the existing uses and conditions on the properties were taken into account as well as the industrial provisions contained in the Village of Lombard and DuPage County's zoning codes.

The motion carried with six (6) yes votes and zero no votes as follows: Plan Commissioners Fanella, Vondruska, Hartweg, Rodemann, Saeed and Chairperson Loch voted "yes."

Trustee's Report

Village Trustee Pryde stated the Village Board did the First Reading of the 1.5% food and beverage tax which there are no major objections to. Village Trustee Pryde stated the majority of the Village Board is in favor of this tax which will go toward future Capital Projects, such as the Central Business District Streetscape, a Parking Garage, HVAC improvements at the Civic Center, improvements on Roosevelt Road and a possible update at the Train Station with a Pedestrian Underpass.

Chairperson's Report

None

Staff Report

Village Planner Sterrett stated in October or November, the Plan Commission will consider an application for the former Giesche property. Village Planner Sterrett stated there will also be the first public meeting regarding an update to the Village's Comprehensive Plan. Village Planner Sterrett stated the goal is to have the Comprehensive Plan updated by March 2019.

Other Business

None

Adjournment

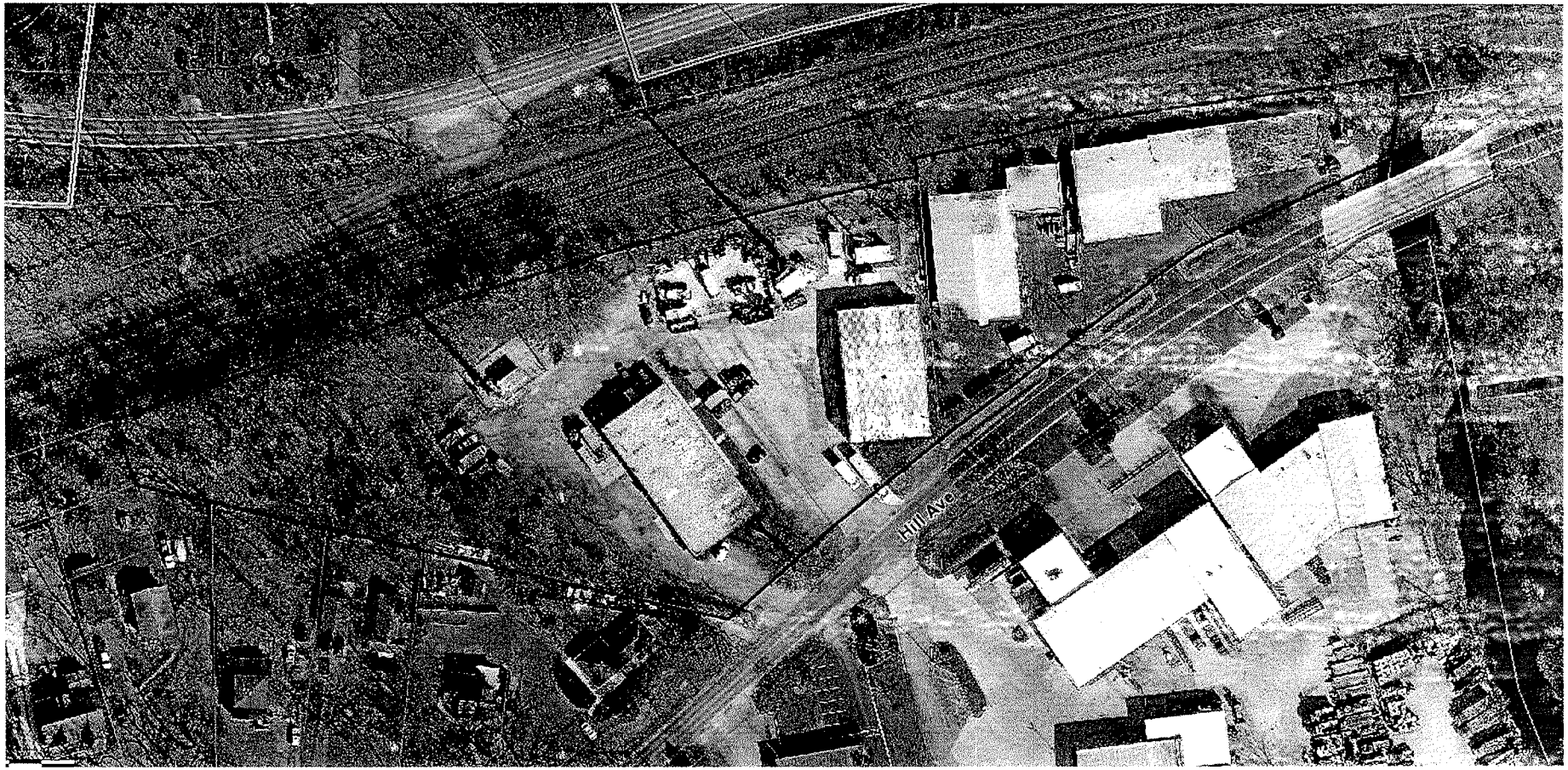
Commissioner Hartweg moved, seconded by Commissioner Fanella, to adjourn the meeting at 7:14 p.m. The motion carried unanimously by voice vote.

Respectfully Submitted,

Debbie Solomon
Recording Secretary

# EXHIBIT "B"

Map of 1096 Hill Avenue, 1102 Hill Avenue, 1108 Hill Avenue and 1118 Hill Avenue



# CERTIFICATION

I, John Chereskin, duly elected Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6632, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Meeting of said Board held on the 8 day of October 2018, and that the same was signed and approved by the President of said Village on the 8 day of October 2018.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Village Clerk of said Village for safekeeping and that I am the lawful custodian and keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 8 day of October, 2018.

Village Clerk

CORPORATE SEAL

DISH Wireless L.L.C.
9601 S. Meridian Blvd.
Englewood, CO 80112
303.723.1000

Village of Glen Ellyn, Building Division
535 Duane Street
Glen Ellyn, IL 60137

9/14/2022

RE: Project Description and Location: DISH Site CHCHI00652A at 21 W. 180 Hill Ave, Glen Ellyn, IL (the "Project")

To whom it may concern:

This letter responds to your request for information about the Project referenced above, specifically the potential to interfere with communication facilities located nearby and conformance with the Federal Communications Commission ("FCC") rules governing human exposure to radio frequency energy (see FCC OET Bulletin 65 guidelines). DISH Wireless L.L.C. ("DISH") shall comply with all FCC rules regarding interference with other radio services and all FCC rules concerning human exposure to radio frequency energy.

The FCC has granted licenses for the use of certain radio frequencies exclusively by wireless service providers, including DISH. Each wireless service provider uses specific frequencies (channels) on which to transmit and receive radio signals. Pursuant to these licenses, DISH is authorized to provide wireless service nationwide.

Wireless transmitters must be type-accepted by the FCC to ensure compliance with technical standards that limit the frequencies, output power, radio frequency emissions, spurious radio noise, and other technical parameters. Wireless licensees like DISH are required to use type-accepted equipment. The assignment of frequencies and the FCC rules keep cellular radio signals from interfering with, or being interfered with by, other radio transmissions and provide guidelines outlining the limits for permissible human radio frequency exposure.

DISH shall comply with all FCC rules regarding interference to other radio services and human exposure to radio frequency energy. In the unlikely event that interference does occur, DISH agrees to fully cooperate with the entity experiencing interference to identify and correct, to the extent reasonably possible, any issues caused by the DISH installation.

Very truly yours,

Imran Khan
RF Engineering Manager – Chicago

CROWN CASTLE

Crown Castle
2000 Corporate Drive
Canonsburg, PA 15317

RECEIVED
JUL 14 2022
VILLAGE OF GLEN

February 28, 2019

JAC PROPERTIES GE LLC
4554 E ECO INDUSTRIAL PLACE
ATTN JOSEPH COGHILL
TUCSON, AZ 85756

Re: Tower Site Name: LOMBARD
Located at: 21 W. 180 HILL AVENUE, GLEN ELLYN, IL, 60137
Business Unit Number: 817173

Dear New Landowner,

Crown Castle received notice of an ownership change at the above referenced tower site. Upon receipt of the required documentation, the landlord information in our system was updated accordingly on 2/26/2019.

Crown Castle offers direct deposit as an alternate method of payment. If you are interested in receiving payments via this method, a direct deposit form has been enclosed for your convenience.

If you have any questions regarding your lease, rent payments, taxes, or even the enclosed direct deposit form, please feel free to call the Landowners Help Desk. Our agents are available to assist you at 866-482-8890, or you may send an email to LOHD@crowncastle.com .

In the future, please reference the Business Unit Number 817173 in all communications regarding this site in order for us to assist you in the most expeditious manner.

Sincerely,

Amanda L. McGuinness

Amanda L. McGuinness
Operations Manager, Property Management

BLJ

## Dioguardi, Sally

**From:** Dioguardi, Sally
**Sent:** Tuesday, October 2, 2018 4:13 PM
**To:** Real Estate; Landowners Help Desk
**Cc:** Pushic, Christina; Hilderbrand, Hali; Tecu, Amy
**Subject:** OWNC / 817173
**Attachments:** 817173 ownc.pdf

Please see the attached about an ownership change as of 9/19/18.

Thanks,
**SALLY DIOGUARDI**
Legal Assistant
T: (724) 416-2197

**CROWN CASTLE**
1500 Corporate Drive, Canonsburg, PA 15317
CrownCastle.com

817173

LAW OFFICE OF
**STEVEN K. NORGAARD, P.C.**
493 DUANE STREET
GLEN ELLYN, ILLINOIS 60137

**Sender's email:**
**sn@norgaardlaw.com**

**(630) 545-1005**

**Fax (630) 545-1051**




September 24, 2018

*Via Certified Mail*
Crown Castle GT Company, LLC
c/o Crown Castle USA, Inc.
E. Blake Hawk, General Counsel
Attn: Real Estate Department
2000 Corporate Drive
Canonsburg, PA 15317

Re: JAC Properties GE, LLC Purchase from from
West Suburban Bank Trust #3344 / Noorlag
Real Estate Group, LLC
21W180 Hill Ave., Glen Ellyn, IL 60137

To Whom it May Concern:

Please be advised that I represent the buyer, JAC Properties GE, LLC, who has purchased 21W180 Hill Ave., Glen Ellyn, IL 60137 as of September 19, 2018. Your lease has been assigned to the new owner and a copy of the assignment is attached for reference. Future rent payments should be made payable to the new owner as set forth in the attached notice signed by the former owner and the new buyer. For convenience this information is also set forth below:

| | |
|---|---|
| Name | JAC Properties GE, LLC |
| Address | 4554 E. Eco Industrial Pl. |
| | Tucson, AZ 85756 |
| Phone | (630) 417-0227 |
| | Joseph Coghill, manager |

Thank you for your cooperation.

Very truly yours,

Steven K. Norgaard

Enc.

**NOTICE TO TENANT**

Crown Castle GT Company, LLC
21W180 Hill Ave.
Glen Ellyn, IL 60137

Re: Sale of 21W180 Hill Ave., Glen Ellyn

Dear Tenant:

Please be advised that the above referenced property has been sold to JAC Properties GE, LLC. All leases affecting the property have been assigned to JAC Properties GE, LLC.

You are further advised that future rental payments should be made payable and addressed to:

JAC Properties GE, LLC

Attn: Joseph Coghill

4554 E. Eco Industrial Pl.

Tucson, AZ 85756

If you have any questions, or would like to arrange for electronic rent payments, please contact Joseph Coghill, at (630) 417-0227, joecoghill@gmail.com.

Dated: September 19, 2018

Purchaser

JAC Properties GE, LLC

Seller

Noorlag Real Estate Group, LLC

STEVEN K. NORGAARD, P.C.
ATTORNEY AT LAW
493 DUANE STREET
GLEN ELLYN, ILLINOIS 60137

CERTIFIED MAIL™

7008 1830 0002 5737 5471

U.S. POSTAGE PAID
FCM LETTER
GLEN ELLYN, IL
60137
SEP 24, 18
AMOUNT
$6.91
R2305H129174-08

Crown Castle GT Company, LLC
c/o Crown Castle USA, Inc.
E. Blake Hawk, General Counsel
Attn: Real Estate Department
2000 Corporate Drive
Canonsburg, PA 15317

15317

1000

15317-855400

## ASSIGNMENT AND ASSUMPTION OF LEASES

This Assignment and Assumption of Lease and Consent ("**Assignment**") is entered into as of 9/19, 2018 ("Effective Date") by and between West Suburban Bank as Trustee of West Suburban Bank Land Trust No. 3344 ("Assignor") and JAC Properties GE, LLC, a Delaware limited liability company ("Assignee").

RECITALS

WHEREAS, Noorlag Real Estate Group, LLC, an Illinois limited liability company ("Noorlag") is the power of direction holder and beneficiary under the West Suburban Bank Land Trust No. 3344 (Trust")

WHEREAS, Noorlag and Assignee, are parties to that certain Mainstreet Organization of Realtors Commercial Sales Contract (the "Contract") by and between Noorlag Real Estate Group, LLC, an Illinois limited liability company (the "Seller"), and JAC Properties GE, LLC, a Delaware limited liability company (the "Buyer"), Date of Acceptance: June 25, 2018 (the "Date of Acceptance"), for the property commonly known as 21W180 Hill Avenue, Glen Ellyn, Illinois 60137 ("Property"), and as legally described on Exhibit 1 attached hereto ( the "Property").

WHEREAS, Pursuant to the Contract, Noorlag agreed to direct and has directed Assignor to assign to Assignee, the Lease, as amended from time-to-time, shown in Exhibit 2 attached hereto (the "Lease"), including any and all rights, title and interest in and to, and the covenants, agreements obligations and commitments of Assignor under the Lease, as amended from time-to-time.

WHEREAS, pursuant to Noorlag's direction to Assignor, Assignor desires to and shall act upon such direction and assign all right, title and interest in and to, and the covenants, agreements obligations and commitments of Assignor under the Lease to Assignee, and Assignee desires to accept such assignment and assume all obligations of Assignor under the Lease, effective 12:01 a.m. on the date hereof ("**Effective Time**").

NOW, THEREFORE, in consideration of the foregoing and of the mutual covenants herein contained and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. Assignment by Assignor. Assignor hereby transfers, assigns and sets over to Assignee all rights, title and interest in and to, and the covenants, agreements obligations, conditions, commitments and prospective liabilities of Assignor under the Leases as of the Effective Time. Noorlag hereby agrees to indemnify, defend and hold harmless Assignee and its officers, members, managers, employees, agents and their successors and assigns, from and against any and all losses, liabilities, damages, costs and expenses, including reasonable attorney and other professional fees (all such claims, losses, liabilities, damages, costs and expenses are **"Losses"**) incurred or paid by Assignee by reason of the failure of Assignor to fulfill, observe, perform or discharge any or all of the and the covenants, agreements obligations, conditions, commitments and liabilities of Noorlag or Assignor under the Leases which arose prior to the Effective Time.

2. Acceptance and Assumption by Assignee. Assignee hereby accepts the foregoing assignment of all right, title and interest in and to and all and the covenants, agreements obligations, conditions, commitments and prospective liabilities of Assignor under the Leases and assumes and agrees to fulfill, observe, perform and discharge such covenants, agreements obligations, conditions, commitments and prospective liabilities under the Lease arising from and after the Effective Time. Assignee hereby indemnifies and agrees to defend and hold harmless Noorlag and Assignor and their respective officers, members, employees, agents and their successors and assigns, from and against any and all Losses

incurred or paid by Assignor or Noorlag by reason of the failure of Assignee to fulfill, observe, perform or discharge any or all of the covenants, agreements obligations, commitments and liabilities of Assignee under the Leases which arise or arose from and after the Effective Time.

3. Amendments. This Agreement may only be amended in writing executed by the parties hereto.

4. Severability. The provisions of this Assignment are severable, and if any one or more provisions may be determined judicially unenforceable, in whole or in part, the remaining provisions and any partially unenforceable provisions, to the extent enforceable, shall nevertheless be binding upon and enforceable against the parties hereto to the extent they may reasonably be enforced apart from that which is invalidated.

5. Successors and Assigns. This Assignment is binding upon and shall inure to the benefit of the parties hereto and their successors, heirs, assigns.

6. Governing Law; Venue. This Assignment shall be governed by, and construed and enforced in accordance with, the laws of the State of Illinois. Any action or suit for the enforcement of this Assignment shall be brought in the state court in the County of DuPage, State of Illinois.

7. Survival. The indemnification, defense and hold harmless rights and obligations arising under this Assignment shall survive indefinitely.

8. Counterparts. This Assignment may be executed in counterparts, each of which shall be deemed an original, but all of which when taken together shall constitute one and the same instrument.

9. Notices. Any notice required under this Assignment shall be deemed to have been given (i) three (3) business days after mailing by U.S. registered or certified mail, postage prepaid, return receipt requested; (ii) one (1) upon delivery, even if rejected, if by a recognized commercial overnight courier service, (iii) upon delivery if sent by personal delivery, or (iv) upon delivery if sent by facsimile or e-mail and a confirmation copy of such notice is sent by regular U.S. mail proper postage paid upon request of the recipient. Unless another address is provided in advance in writing by party to this Assignment, notices shall be addressed to the addresses forth on the signature page.

10. Recitals. The above Recitals are incorporated into and made a part of this Assignment as if fully set forth herein.

11. Attorneys' Fees. In any litigation or other proceeding relating to this Assignment, or any transactions contemplated herein, the prevailing party shall be entitled to recover its costs and reasonable attorneys' fees.

**[Signatures appear on the following page.]**

**IN WITNESS WHEREOF**, the parties have duly executed this Assignment on the date first above written.

**Assignee:**

By: _____
Name: Joseph Goghill
Title: Manager

**Assignor:**

WEST SUBURBAN BANK
NOT PERSONALLY BUT AS
TRUSTEE UIT NO. 3344

By: _____
Name: _____
Title: _____
BY
TRUST OFFICER

THIS INSTRUMENT is executed by West Suburban Bank ("WSB") not personally or individually, but solely as trustee as aforesaid in the exercise of the power and authority conferred upon and vested in it as such trustee. All of the statements, warranties, and representations set forth herein are made solely on information and belief without any independent inquiry or investigation by WSB and should be construed accordingly. Notwithstanding any provision to the contrary set forth in this instrument, any recourse against WSB shall be limited to the assets comprising the trust estate and no personal liability shall be asserted or be enforceable against WSB by reason of any terms, promises, agreements, covenants, warranties, representations, indemnifications, or other matters herein set forth, all such personal liability of WSB being expressly waived.

Exhibit 1

Legal Description

LOT 1 AND 2 IN HILL OAK SUBDIVISION BEING A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 11, 1970 AS DOCUMENT R70-14300 AND CERTIFICATE OF CORRECTION RECORDED MAY 21, 1970 AS DOCUMENT R70-15844 IN DUPAGE COUNTY, ILLINOIS

TAX ID: 05-12-207-033 and 05-12-207-032

Exhibit 2
to
Assignment and Assumption of Leases

Ground Lease Agreement dated July 1, 1992 by and between West Suburban Bank Trust No. 3344 and Chicago SMSA Limited Partnership assigned to Crown Castle GT Company LLC by Amendment to Lease Agreement and Amendment to Memorandum of Lease dated 4/17/1997, and the Second Amendment to Ground Lease Agreement dated 3/2/2010. Also any exclusive and/or non-exclusive utility and/or access easements and rights on and across the land referenced in said lease. Also recorded documents R92-170303, R97-056655, R2001-056061 and R2010-086509 creating, effecting or concerning the aforesaid Lease and any exclusive and/or non-exclusive utility and/or access easements and rights on and across the land.

Option and Site Lease Agreement dated 6/13/1996 by and between West Suburban Bank Trust No. 3344 and AT&T Wireless PCS, Inc. assigned to GTP Infrastructure I, LLC by Amendment of Lease dated 1/8/1998 and Second Amendment to the Option and Site Lease Agreement dated 10/2/2009. Also any exclusive and/or non-exclusive utility and/or access easements and rights on and across the land referenced in said lease. Also recorded documents R96-153105, R2007-197748, R2007-213679, R2009-007190, R2009-075126 and R2010-040902 creating, effecting or concerning the aforesaid Lease and any exclusive and/or non-exclusive utility and/or access easements and rights on and across the land.

Land Lease Agreement dated 6/9/2006 by and between West Suburban Bank Trust No. 3344 and Chicago SMSA Limited Partnership Also any exclusive and/or non-exclusive utility and/or access easements and rights on and across the land referenced in said lease.

DISH Wireless L.L.C. SITE ID:

# CHCHI00652A

DISH Wireless L.L.C. SITE ADDRESS:

# 1102 HILL AVENUE
# GLEN ELLYN, IL 60137

## ILLINOIS - CITY OF GLEN ELLYN CODE OF COMPLIANCE

ALL WORK SHALL BE PERFORMED AND MATERIALS INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES

| CODE TYPE | CODE |
|---|---|
| BUILDING | 2019 IBC |
| ELECTRICAL | 2011 NEC |
| MECHANICAL | 2009 IMC |

## SHEET INDEX


| SHEET NO. | SHEET TITLE |
|---|---|
| T-1 | TITLE SHEET |
| | |
| LS1 | SITE SURVEY |
| | |
| A-1 | OVERALL AND ENLARGED SITE PLAN |
| A-2 | ELEVATION, ANTENNA LAYOUT AND SCHEDULE |
| A-3 | EQUIPMENT PLATFORM AND H-FRAME DETAILS |
| | |
| A-4 | EQUIPMENT DETAILS |
| A-5 | EQUIPMENT DETAILS |
| A-6 | EQUIPMENT DETAILS |
| | |
| E-1 | ELECTRICAL/FIBER ROUTE PLAN AND NOTES |
| E-2 | ELECTRICAL DETAILS |
| E-3 | ELECTRICAL ONE-LINE, FAULT CALCS & PANEL SCHEDULE |
| | |
| G-1 | GROUNDING PLANS AND NOTES |
| G-2 | GROUNDING DETAILS |
| G-3 | GROUNDING DETAILS |
| | |
| RF-1 | RF CABLE COLOR CODE |
| | |
| GN-1 | LEGEND AND ABBREVIATIONS |
| GN-2 | RF SIGNAGE |
| GN-3 | GENERAL NOTES |
| GN-4 | GENERAL NOTES |
| GN-5 | GENERAL NOTES |


## SCOPE OF WORK

THIS IS NOT AN ALL INCLUSIVE LIST. CONTRACTOR SHALL UTILIZE SPECIFIED EQUIPMENT PART OR ENGINEER APPROVED EQUIVALENT. CONTRACTOR SHALL VERIFY ALL NEEDED EQUIPMENT TO PROVIDE A FUNCTIONAL SITE. THE PROJECT GENERALLY CONSISTS OF THE FOLLOWING:

TOWER SCOPE OF WORK:
- INSTALL (3) PROPOSED PANEL ANTENNAS (1 PER SECTOR)
- INSTALL (1) PROPOSED ANTENNA PLATFORM MOUNT
- INSTALL PROPOSED JUMPERS
- INSTALL (6) PROPOSED RRUs (2 PER SECTOR)
- INSTALL (1) PROPOSED OVER VOLTAGE PROTECTION DEVICE (OVP)
- INSTALL (1) PROPOSED HYBRID CABLE

GROUND SCOPE OF WORK:
- INSTALL (1) PROPOSED METAL PLATFORM
- INSTALL (1) PROPOSED ICE BRIDGE
- INSTALL (1) PROPOSED PPC CABINET
- INSTALL (1) PROPOSED EQUIPMENT CABINET
- INSTALL (1) PROPOSED POWER CONDUIT
- INSTALL (1) PROPOSED TELCO CONDUIT
- INSTALL (1) PROPOSED TELCO-FIBER BOX
- INSTALL (1) PROPOSED GPS UNIT
- INSTALL (1) PROPOSED SAFETY SWITCH (IF REQUIRED)
- INSTALL (1) PROPOSED FIBER NID (IF REQUIRED)
- INSTALL (1) PROPOSED METER SOCKET

## SITE PHOTO




UNDERGROUND SERVICE ALERT
UTILITY NOTIFICATION CENTER OF ILLINOIS
(800) 892-0123
WWW.ILLINOIS1CALL.COM

CALL 2 WORKING DAYS UTILITY NOTIFICATION PRIOR TO CONSTRUCTION

811

## GENERAL NOTES

THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE. NO SANITARY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS PROPOSED.

## 11"x17" PLOT WILL BE HALF SCALE UNLESS OTHERWISE NOTED

CONTRACTOR SHALL VERIFY ALL PLANS, EXISTING DIMENSIONS, AND CONDITIONS ON THE JOB SITE, AND SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK.

## SITE INFORMATION

| | |
|---|---|
| PROPERTY OWNER: | JAC PROPERTIES GE LLC |
| ADDRESS: | 4554 E ECO INDUSTRIAL PLACE<br>TUCSON, AZ 85756 |
| TOWER TYPE: | MONOPOLE |
| TOWER CO SITE ID: | 817173 |
| TOWER APP NUMBER: | 570902 |
| COUNTY: | DUPAGE |
| LATITUDE (NAD 83): | 41° 52' 59.17" N<br>41.883111 N |
| LONGITUDE (NAD 83): | 88° 2' 16.85" W<br>88.038028 W |
| ZONING JURISDICTION: | GLEN ELLYN |
| ZONING DISTRICT: | N/A |
| PARCEL NUMBER: | 0512207033 |
| OCCUPANCY GROUP: | U |
| CONSTRUCTION TYPE: | II-B |
| POWER COMPANY: | COMED |
| TELEPHONE COMPANY: | TBD |

## PROJECT DIRECTORY

| | |
|---|---|
| APPLICANT: | DISH Wireless L.L.C.<br>5701 SOUTH SANTA FE DRIVE<br>LITTLETON, CO 80120 |
| TOWER OWNER: | CROWN CASTLE<br>2000 CORPORATE DRIVE<br>CANONSBURG, PA 15317<br>(877) 486-9377 |
| SITE DESIGNER: | INFINIGY ENGINEERS, PLLC<br>FIRM REGISTRATION# 84005973-0002<br>500 WEST OFFICE CENTER DRIVE<br>SUITE 150<br>FORT WASHINGTON, PA 19034 |
| SITE ACQUISITION: | SARAH PARSONS<br>SARAH.PARSONS@CROWNCASTLE.COM |
| CONSTRUCTION MANAGER: | GEORGE DITCHMAN<br>GEORGE.DITCHMAN@DISH.COM |
| RF ENGINEER: | CHRISTOPHER HOLMES<br>(224) 600-0546 |

## DIRECTIONS

DIRECTIONS FROM CHICAGO O'HARE INTERNATIONAL AIRPORT:

DEPART AND HEAD NORTHEAST ON CHICAGO O'HARE INTERNATIONAL AIRPORT, KEEP STRAIGHT TO GET ONTO I-190 E / KENNEDY EXPY, HEAD RIGHT ON THE RAMP FOR I-294 SOUTH TOWARD INDIANA, HEAD RIGHT ON THE RAMP FOR I-290 WEST TOWARD ROCKFORD, TAKE THE RAMP ON THE RIGHT FOR I-355 S, TAKE THE RAMP ON THE RIGHT AND FOLLOW SIGNS FOR IL-64, TURN LEFT ONTO IL-64 / NORTH AVE, BEAR RIGHT, THEN BEAR RIGHT ONTO IL-53 / N COLUMBINE AVE, TURN LEFT ONTO W SAINT CHARLES RD, TURN RIGHT ONTO CRESCENT BLVD, TURN LEFT ONTO FINLEY RD, THEN IMMEDIATELY TURN RIGHT ONTO GLEN OAK RD, ROAD NAME CHANGES TO HILL AVE, TURN RIGHT, ARRIVE AT DESTINATION

## VICINITY MAP




NO SCALE


dish wireless.
5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120

CROWN CASTLE
2000 CORPORATE DRIVE
CANONSBURG, PA 15317

INFINIGY
FROM ZERO TO INFINIGY
the solutions are endless
500 WEST OFFICE CENTER DRIVE
SUITE 150 I FORT WASHINGTON, PA 19034
WWW.INFINIGY.COM


CHRISTOPHER J. WARREN
062.059402
LICENSED
PROFESSIONAL
ENGINEER
6/23/22
STATE OF ILLINOIS
EXP. 11/30/23

FIRM REGISTRATION: 184005973-0002


IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.


| DRAWN BY: | CHECKED BY: | APPROVED BY: |
|---|---|---|
| RCD | SS | CJW |

RFDS REV #: N/A

## CONSTRUCTION DOCUMENTS

SUBMITTALS

| REV | DATE | DESCRIPTION |
|---|---|---|
| A | 06/30/2021 | ISSUED FOR REVIEW |
| 0 | 06/16/2022 | ISSUED FOR CONSTRUCTION |
| 1 | 06/23/2022 | ISSUED FOR CONSTRUCTION |

A&E PROJECT NUMBER

6039-Z0001-C

DISH Wireless L.L.C.
PROJECT INFORMATION

CHCHI00652A

1102 HILL AVENUE
GLEN ELLYN, IL 60137

SHEET TITLE

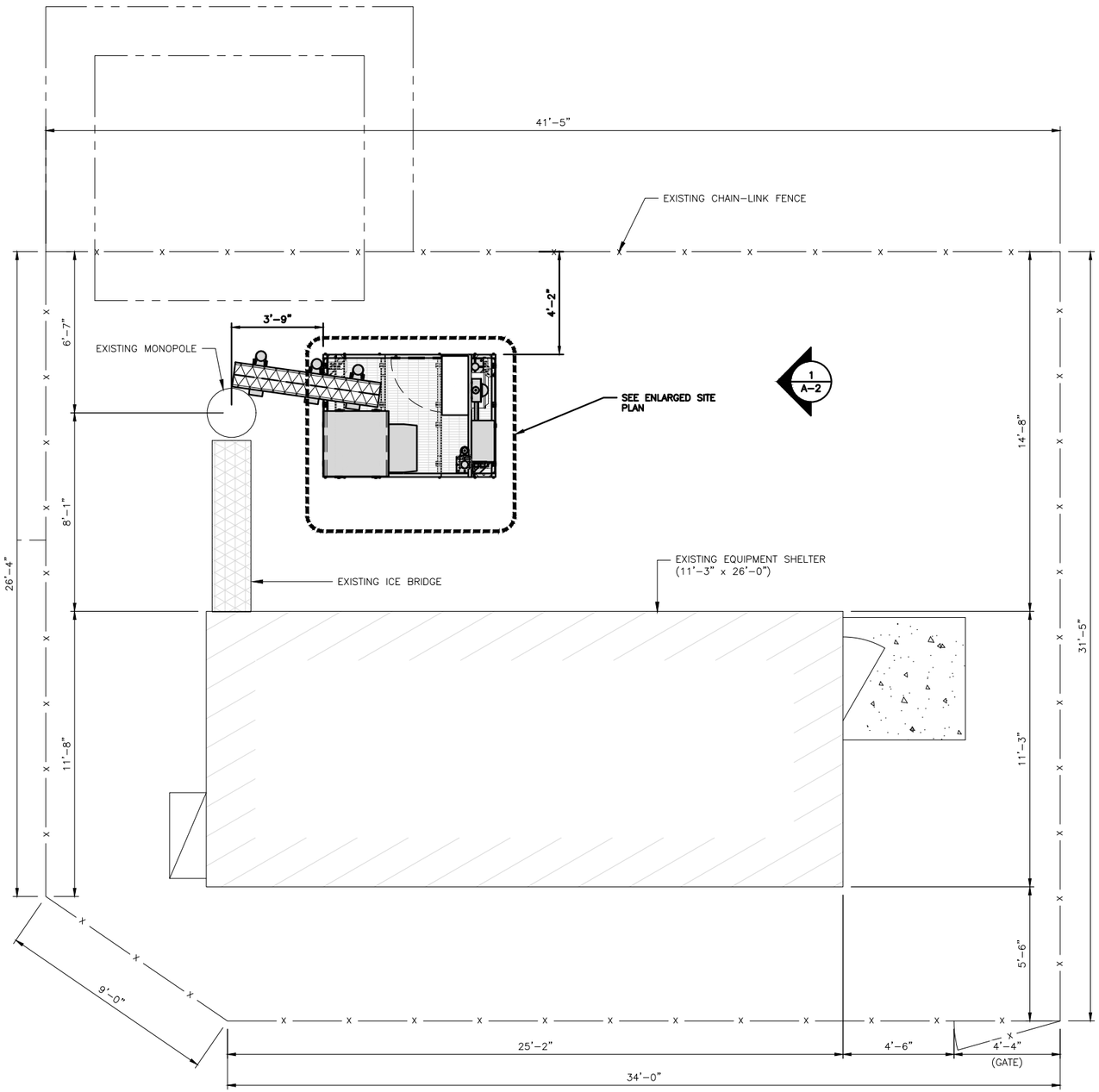
TITLE SHEET

SHEET NUMBER

**T-1**

## NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
2. ANTENNAS AND MOUNTS OMITTED FOR CLARITY.




N

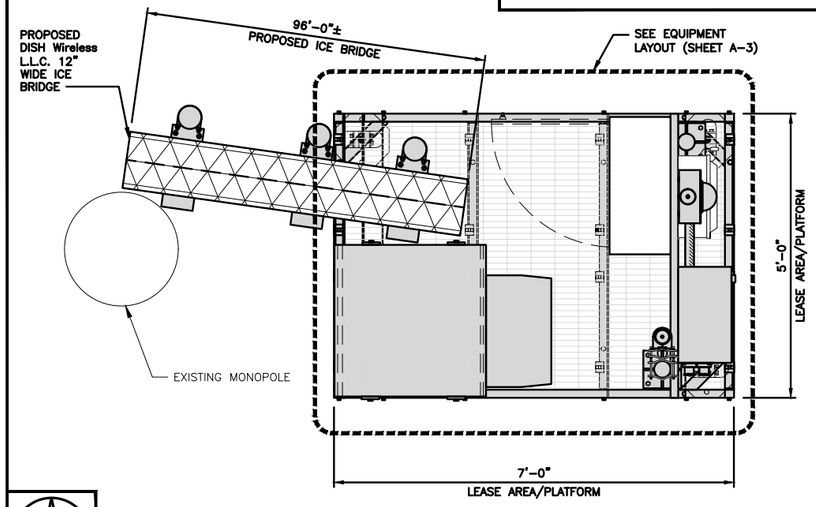
## OVERALL SITE PLAN

12" 6" 0 1' 2' 3' 4' 5' 6' 7'
3/8"=1'-0"

1

## NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
2. CONTRACTOR SHALL MAINTAIN A 10'-0" MINIMUM SEPARATION BETWEEN THE PROPOSED GPS UNIT, TRANSMITTING ANTENNAS AND EXISTING GPS UNITS.
3. ANTENNAS AND MOUNTS OMITTED FOR CLARITY.

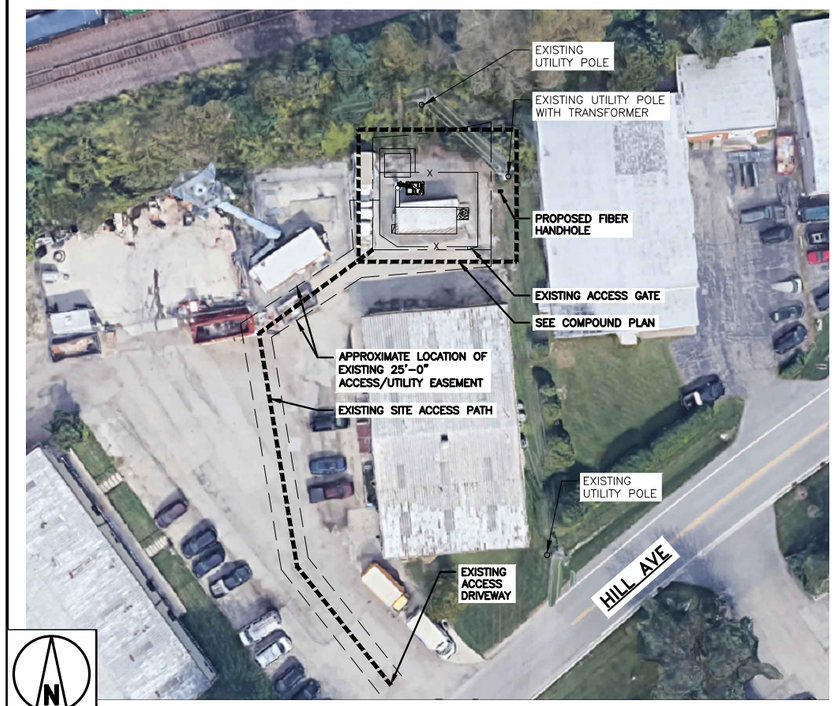



N

## ENLARGED SITE PLAN

12" 6" 0 1' 2' 3'
3/4"=1'-0"

2




N

## SITE PLAN

32' 24'16' 8' 0 32' 64'
1/32"=1'-0"

3


dish wireless.
5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120

CROWN CASTLE
2000 CORPORATE DRIVE
CANONSBURG, PA 15317

INFINIGY
FROM ZERO TO INFINIGY
the solutions are endless
500 WEST OFFICE CENTER DRIVE
SUITE 150 I FORT WASHINGTON, PA 19034
WWW.INFINIGY.COM

CHRISTOPHER J. WARREN
062.059402
LICENSED PROFESSIONAL ENGINEER
6/23/22
STATE OF ILLINOIS
EXP. 11/30/23
FIRM REGISTRATION: 184005973-0002



IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.


| DRAWN BY: | CHECKED BY: | APPROVED BY: |
|---|---|---|
| RCD | SS | CJW |

RFDS REV #: N/A

## CONSTRUCTION DOCUMENTS

SUBMITTALS

| REV | DATE | DESCRIPTION |
|---|---|---|
| A | 06/30/2021 | ISSUED FOR REVIEW |
| 0 | 06/16/2022 | ISSUED FOR CONSTRUCTION |
| 1 | 06/23/2022 | ISSUED FOR CONSTRUCTION |

A&E PROJECT NUMBER

6039-Z0001-C

DISH Wireless L.L.C.
PROJECT INFORMATION

CHCHI00652A

1102 HILL AVENUE
GLEN ELLYN, IL 60137

SHEET TITLE

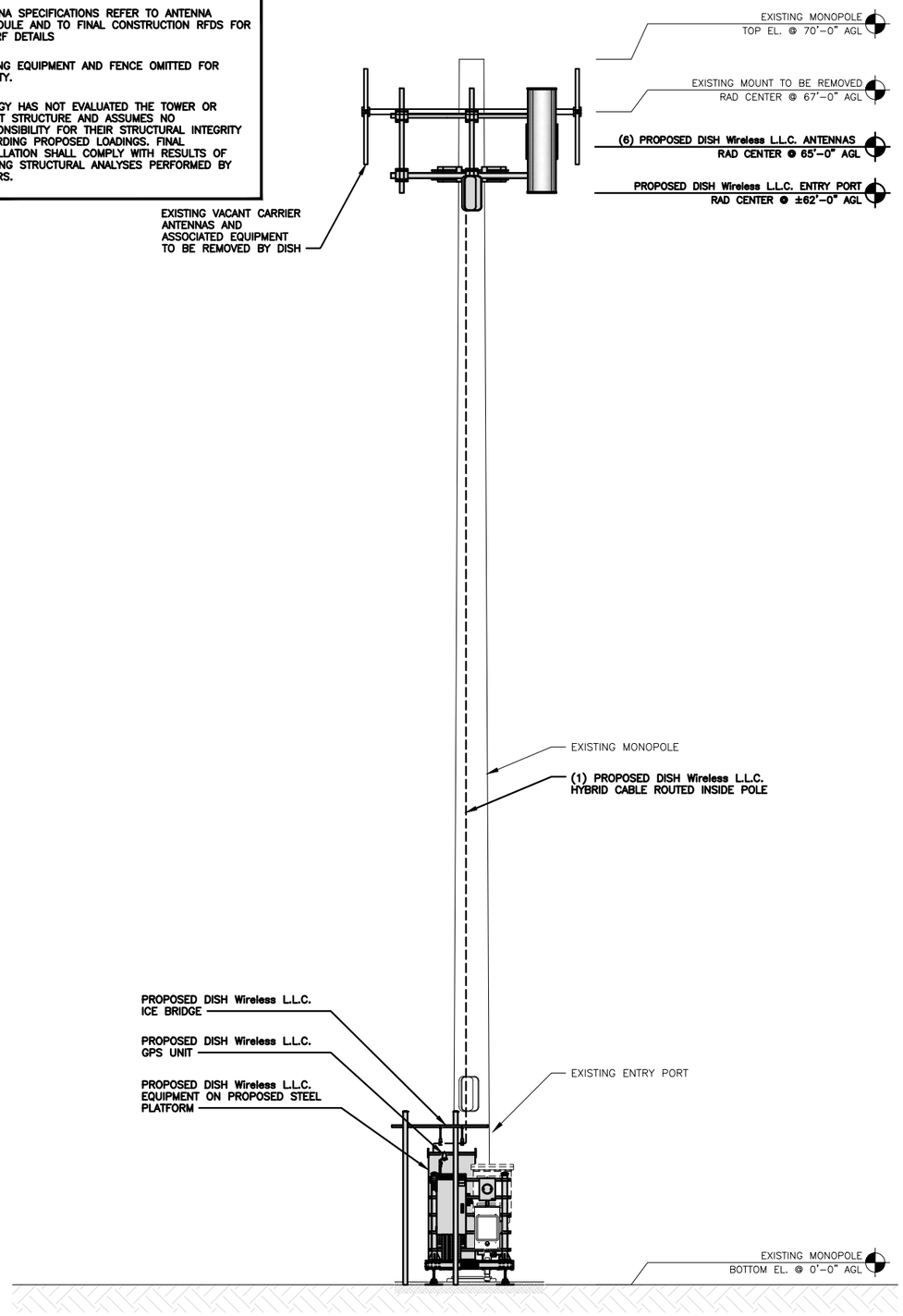
OVERALL AND ENLARGED SITE PLAN

SHEET NUMBER

**A-1**

## NOTES

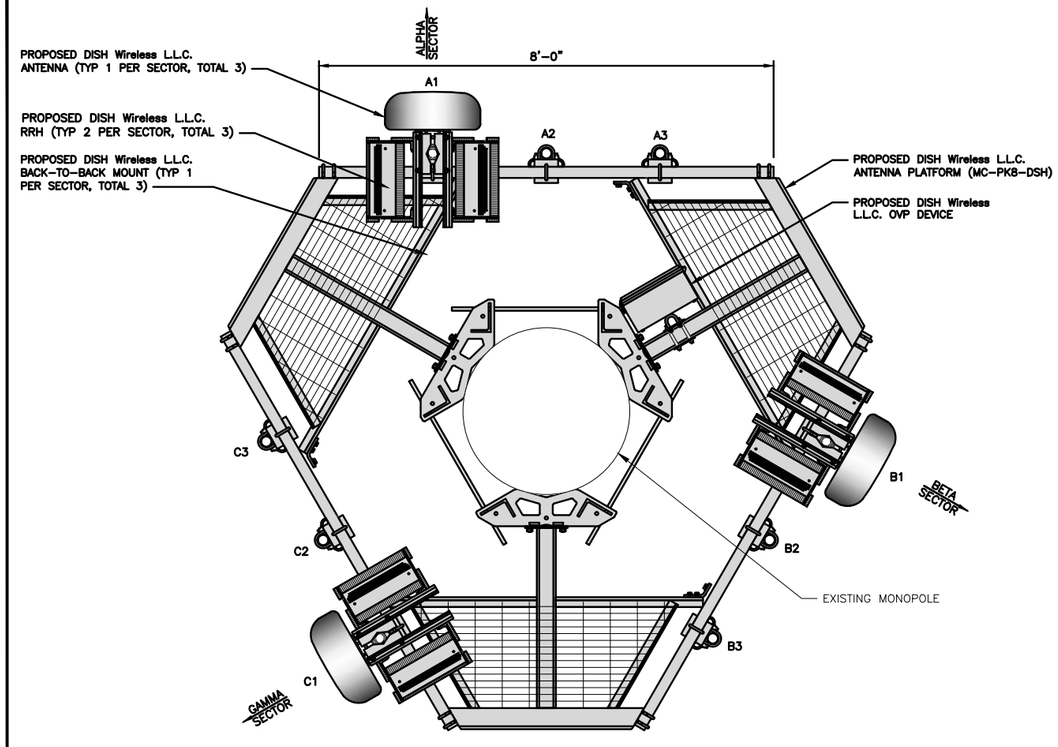
1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
2. ANTENNA SPECIFICATIONS REFER TO ANTENNA SCHEDULE AND TO FINAL CONSTRUCTION RFDS FOR ALL RF DETAILS
3. EXISTING EQUIPMENT AND FENCE OMITTED FOR CLARITY.
4. INFINIGY HAS NOT EVALUATED THE TOWER OR MOUNT STRUCTURE AND ASSUMES NO RESPONSIBILITY FOR THEIR STRUCTURAL INTEGRITY REGARDING PROPOSED LOADINGS. FINAL INSTALLATION SHALL COMPLY WITH RESULTS OF PASSING STRUCTURAL ANALYSES PERFORMED BY OTHERS.




## PROPOSED EAST ELEVATION

4' 2' 0 4' 8'
1/4"=1'-0"

1




N

## ANTENNA LAYOUT

12" 6" 0 1' 2' 3'
3/4"=1'-0"

2

| SECTOR POS. | ANTENNA | | | | | TRANSMISSION CABLE | RRH | | | OVP |
|---|---|---|---|---|---|---|---|---|---|---|
| | EXISTING OR PROPOSED | MANUFACTURER – MODEL NUMBER | TECH | AZIMUTH | RAD CENTER | FEED LINE TYPE AND LENGTH | MANUFACTURER – MODEL NUMBER | TECH | POS. | MANUFACTURER MODEL |
| A1 | PROPOSED | JMA WIRELESS – MX08FRO665-21 | 5G | 0° | 65'-0" | (1) HIGH-CAPACITY HYBRID CABLE (100' LONG) | FUJITSU – TA08025-B604 | 5G | A1 | RAYCAP RDIDC-9181-PF-48 |
| A2 | – | -- | -- | -- | -- | | FUJITSU – TA08025-B605 | 5G | A1 | |
| A3 | -- | -- | -- | -- | -- | | -- | -- | -- | |
| B1 | PROPOSED | JMA WIRELESS – MX08FRO665-21 | 5G | 120° | 65'-0" | SHARED W/ALPHA | FUJITSU – TA08025-B604 | 5G | B1 | SHARED W/ALPHA |
| B2 | -- | -- | -- | -- | -- | | FUJITSU – TA08025-B605 | 5G | B1 | |
| B3 | -- | -- | -- | -- | -- | | -- | -- | -- | |
| C1 | PROPOSED | JMA WIRELESS – MX08FRO665-21 | 5G | 240° | 65'-0" | SHARED W/ALPHA | FUJITSU – TA08025-B604 | 5G | C1 | SHARED W/ALPHA |
| C2 | -- | -- | -- | -- | -- | | FUJITSU – TA08025-B605 | 5G | C1 | |
| C3 | -- | -- | -- | -- | -- | | -- | -- | -- | |

NOTES

1. CONTRACTOR TO REFER TO FINAL CONSTRUCTION RFDS FOR ALL RF DETAILS.
2. ANTENNA AND RRH MODELS MAY CHANGE DUE TO EQUIPMENT AVAILABILITY. ALL EQUIPMENT CHANGES MUST BE APPROVED AND REMAIN IN COMPLIANCE WITH THE PROPOSED DESIGN AND STRUCTURAL ANALYSES.

## ANTENNA SCHEDULE

NO SCALE

3


dish wireless.
5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120

CROWN CASTLE
2000 CORPORATE DRIVE
CANONSBURG, PA 15317

INFINIGY
FROM ZERO TO INFINIGY
the solutions are endless
500 WEST OFFICE CENTER DRIVE
SUITE 150 I FORT WASHINGTON, PA 19034
WWW.INFINIGY.COM


CHRISTOPHER J. WARREN
062.059402
LICENSED PROFESSIONAL ENGINEER
6/23/22
STATE OF ILLINOIS
EXP. 11/30/23

FIRM REGISTRATION: 184005973-0002


IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.


| DRAWN BY: | CHECKED BY: | APPROVED BY: |
|---|---|---|
| RCD | SS | CJW |

RFDS REV #: N/A

## CONSTRUCTION DOCUMENTS

SUBMITTALS

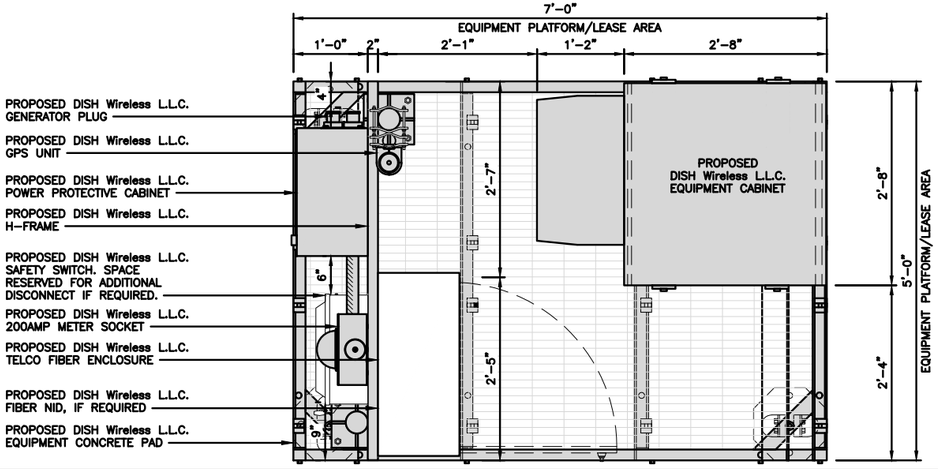
| REV | DATE | DESCRIPTION |
|---|---|---|
| A | 06/30/2021 | ISSUED FOR REVIEW |
| 0 | 06/16/2022 | ISSUED FOR CONSTRUCTION |
| 1 | 06/23/2022 | ISSUED FOR CONSTRUCTION |

A&E PROJECT NUMBER
6039-Z0001-C

DISH Wireless L.L.C.
PROJECT INFORMATION
CHCHI00652A
1102 HILL AVENUE
GLEN ELLYN, IL 60137

SHEET TITLE
ELEVATION, ANTENNA LAYOUT AND SCHEDULE

SHEET NUMBER
**A-2**



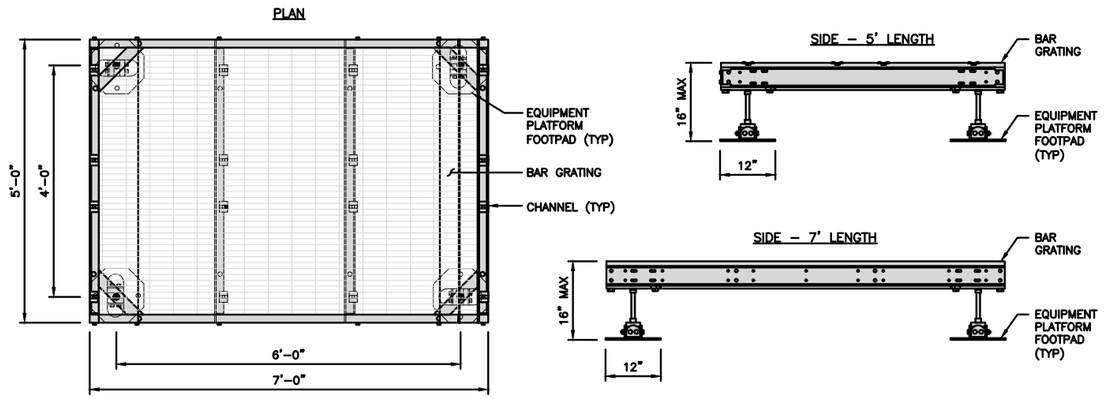

PLATFORM EQUIPMENT PLAN

12" 9" 6" 3" 0 1' 2"
1"=1'-0"

1

| COMMSCOPE MTC4045LP 5X7 PLATFORM | |
|---|---|
| DIMENSIONS (HxWxD) | 16"x84"x60" |
| TOTAL WEIGHT | 423 LBS |

NOTE:
GC TO PROVIDE EXTENDED THREAD FOR PLATFORM IF REQUIRED HEIGHT EXCEEDS 17"



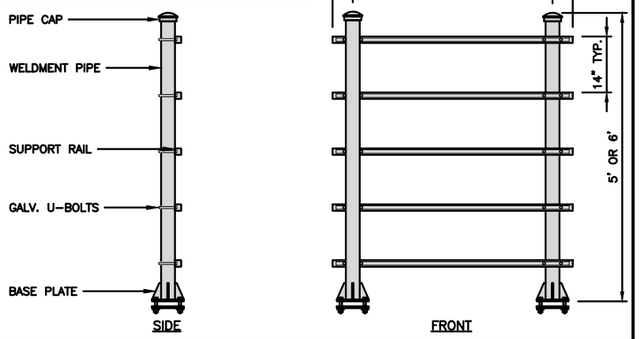

PLATFORM DETAIL

NO SCALE

3

| COMMSCOPE MTC4045HFLD H-FRAME | |
|---|---|
| UNISTRUT/SUPPORT RAILS QTY | 5 |
| WEIGHT | 59.74 lbs |

NOTE:
OR DISH Wireless L.L.C. APPROVED EQUIVALENT




H-FRAME DETAIL

NO SCALE

4

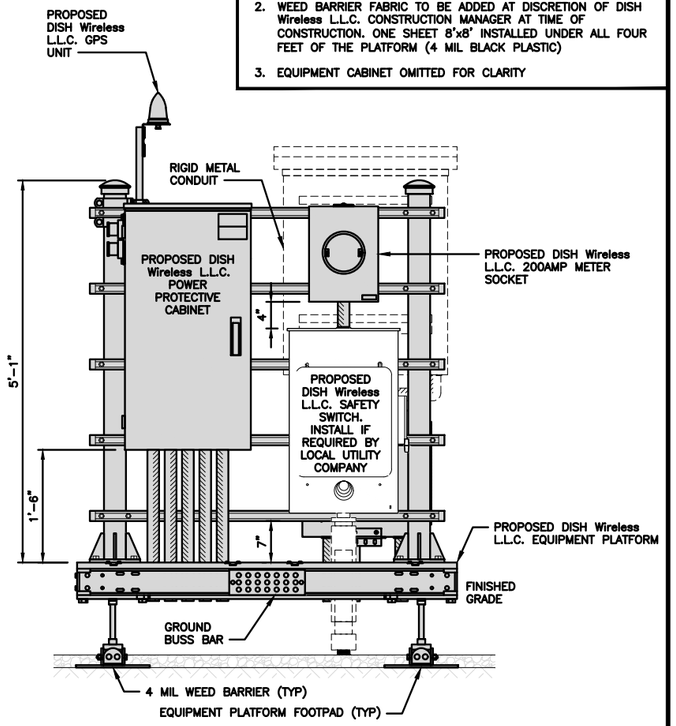
NOT USED

NO SCALE

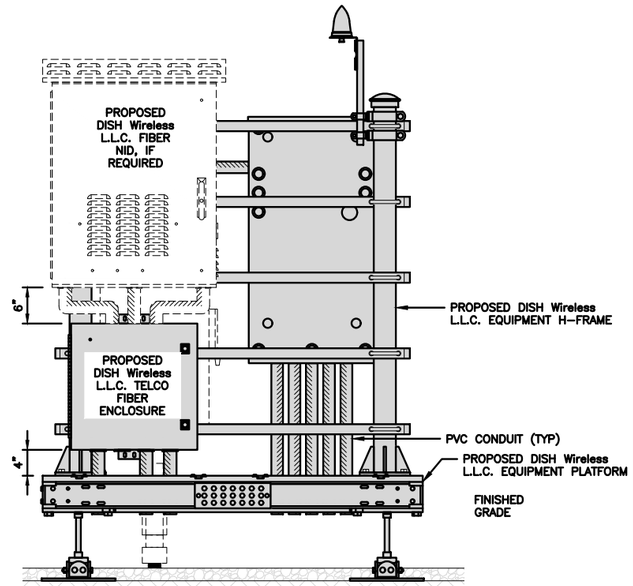
5

## NOTES

1. CONTRACTOR TO BURY PLATFORM FEET WITH A MINIMUM OF 2" OF FILL PER EXISTING SITE SURFACE
2. WEED BARRIER FABRIC TO BE ADDED AT DISCRETION OF DISH Wireless L.L.C. CONSTRUCTION MANAGER AT TIME OF CONSTRUCTION. ONE SHEET 8'x8' INSTALLED UNDER ALL FOUR FEET OF THE PLATFORM (4 MIL BLACK PLASTIC)
3. EQUIPMENT CABINET OMITTED FOR CLARITY




FRONT ELEVATION




BACK ELEVATION

H-FRAME EQUIPMENT ELEVATION

12" 9" 6" 3" 0 1' 2"
1"=1'-0"

5

dish wireless.
5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120

CROWN CASTLE
2000 CORPORATE DRIVE
CANONSBURG, PA 15317

INFINIGY
FROM ZERO TO INFINIGY
the solutions are endless
500 WEST OFFICE CENTER DRIVE
SUITE 150 I FORT WASHINGTON, PA 19034
WWW.INFINIGY.COM

CHRISTOPHER J. WARREN
062.059402
LICENSED PROFESSIONAL ENGINEER
6/23/22
STATE OF ILLINOIS
EXP. 11/30/23

FIRM REGISTRATION: 184005973-0002

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

| DRAWN BY: | CHECKED BY: | APPROVED BY: |
|---|---|---|
| RCD | SS | CJW |

RFDS REV #: N/A

CONSTRUCTION DOCUMENTS

SUBMITTALS

| REV | DATE | DESCRIPTION |
|---|---|---|
| A | 06/30/2021 | ISSUED FOR REVIEW |
| 0 | 06/16/2022 | ISSUED FOR CONSTRUCTION |
| 1 | 06/23/2022 | ISSUED FOR CONSTRUCTION |

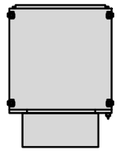
A&E PROJECT NUMBER
6039-Z0001-C

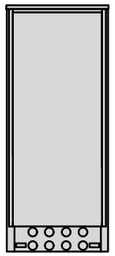
DISH Wireless L.L.C.
PROJECT INFORMATION
CHCHI00652A
1102 HILL AVENUE
GLEN ELLYN, IL 60137

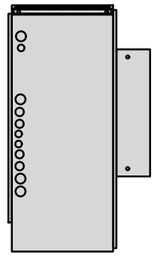
SHEET TITLE
EQUIPMENT PLATFORM AND H-FRAME DETAILS

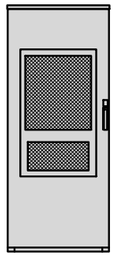
SHEET NUMBER
A-3

| ENERSYS HEX 20000059996 | |
|---|---|
| DIMENSIONS (HxWxD) | 73"x30"x32" |
| POWER SYSTEM | -48V ALPHA/600A |
| HEATER | 800W |
| TOTAL WEIGHT (EMPTY) | 376 lbs |


PLAN


BACK

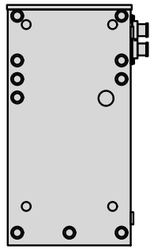

SIDE

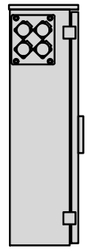

FRONT

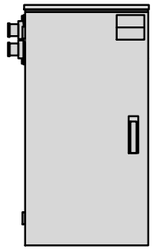
CABINET DETAIL | NO SCALE | 1

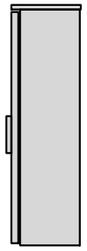
| RAYCAP PPC RDIAC-2465-P-240-MTS | |
|---|---|
| ENCLOSURE DIMENSIONS (HxWxD): | 39"x22.855"x12.593 |
| WEIGHT: | 80 lbs |
| OPERATING AC VOLTAGE | 240/120 1 PHASE 3W+G |


TOP


BACK


SIDE

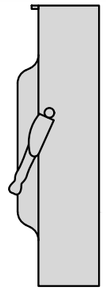

FRONT

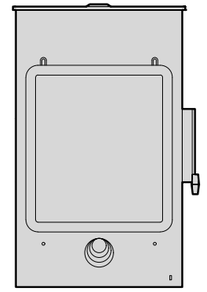

SIDE

POWER PROTECTION CABINET (PPC) DETAIL | NO SCALE | 2

| SQUARE D SAFETY SWITCHES D224NRB | |
|---|---|
| ENCLOSURE DIM (HxWxD) | 29.25"x19.00"x8.50" |
| ENCLOSURE TYPE | NEMA 3R RAINPROOF |
| UL LISTED | FILE E-2875 |

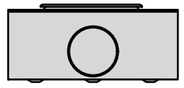

TOP

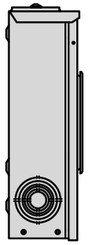

SIDE

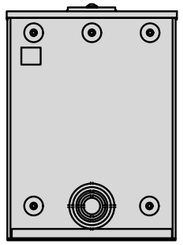

FRONT

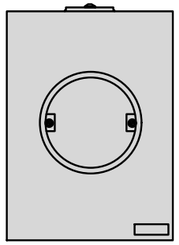
SAFETY SWITCH DETAIL | NO SCALE | 3

| EATON METER SOCKET UNRRS213BEUSE | |
|---|---|
| METER SOCKET TYPE | RING |
| ENCLOSURE DIM (HxWxD) | 16"x12"x6" |
| MAIN AMPERE RATING | 200A |
| WEIGHT | 18 LBS |


PLAN

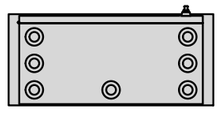

SIDE

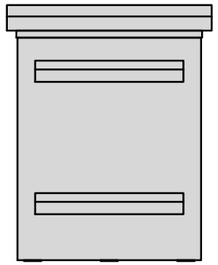

BACK

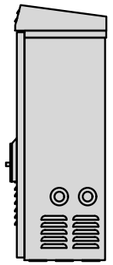

FRONT

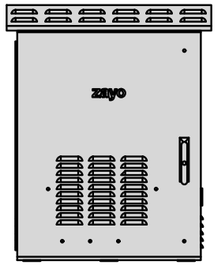
METER SOCKET DETAIL | NO SCALE | 4

| ZAYO 5RU (LEFT SWING DOOR) FIBER NID ENCLOSURE | |
|---|---|
| DIMENSIONS (HxWxD) | 36.1"x29"x12.9" |
| WEIGHT | 85 lbs |


BOTTOM


BACK

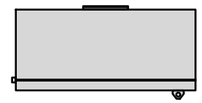

SIDE

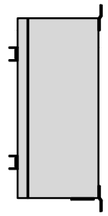


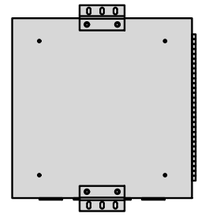
FRONT

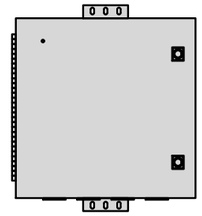
FIBER NID ENCLOSURE DETAIL | NO SCALE | 5

| CHARLES CFIT-PF2020DSH1 FIBER TELCO ENCLOSURE | |
|---|---|
| ENCLOSURE DIMS (HxWxD) | 20"x20"x9" |
| ENCLOSURE WEIGHT | 20 lbs |
| MOUNTING | WALL |
| COMPLIANCE | TYPE 4 |


FRONT


SIDE

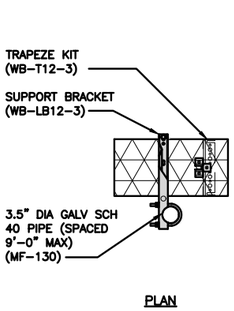

BACK


FRONT

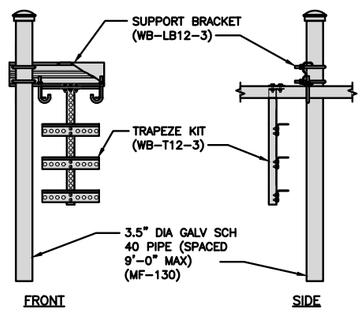
FIBER TELCO ENCLOSURE DETAIL | NO SCALE | 6

| COMMSCOPE WB-K110-B WAVEGUIDE BRIDGE KIT | |
|---|---|
| DIMENSIONS (HxL) | 160"x10' |
| WEIGHT/ VOLUME | 325.0 LBS |
| CABLE RUN (QTY) | 12 |

| INCLUDED PRODUCTS: | WB-T12-3 TRAPEZE KIT, 3 RUNGS |
|---|---|
| | WB-LB12-3 SUPPORT BRACKET |
| | MF-130 DIRECT BURIAL PIPE COLUMN, 13'-4" |

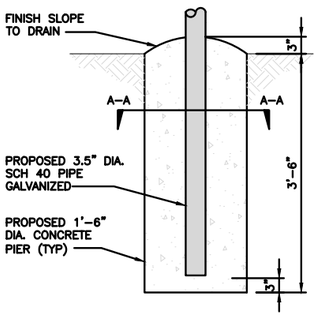


PLAN

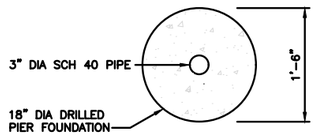


FRONT SIDE

ICE BRIDGE DETAIL | NO SCALE | 7

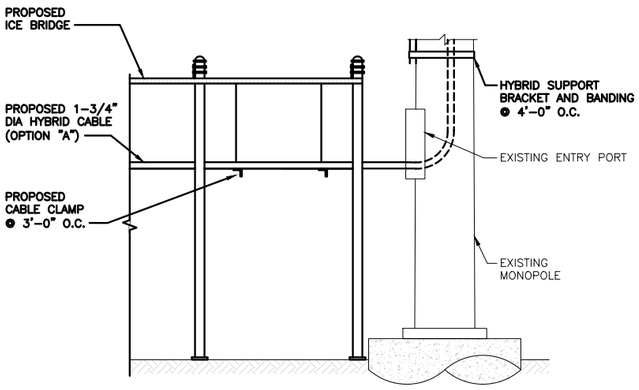


CONCRETE PIER



A-A SECTION

TYPICAL ICE BRIDGE CONCRETE PIER DETAIL | NO SCALE | 8




HYBRID CABLE RUN | NO SCALE | 9

dish wireless.
5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120

CROWN CASTLE
2000 CORPORATE DRIVE
CANONSBURG, PA 15317

INFINIGY
FROM ZERO TO INFINIGY
the solutions are endless
500 WEST OFFICE CENTER DRIVE
SUITE 150 I FORT WASHINGTON, PA 19034
WWW.INFINIGY.COM

CHRISTOPHER J. WARREN
062.059402
LICENSED PROFESSIONAL ENGINEER
6/23/22
STATE OF ILLINOIS
EXP. 11/30/23
FIRM REGISTRATION: 184005973-0002

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

| DRAWN BY: | CHECKED BY: | APPROVED BY: |
|---|---|---|
| RCD | SS | CJW |

RFDS REV #: N/A

CONSTRUCTION DOCUMENTS

SUBMITTALS

| REV | DATE | DESCRIPTION |
|---|---|---|
| A | 06/30/2021 | ISSUED FOR REVIEW |
| 0 | 06/16/2022 | ISSUED FOR CONSTRUCTION |
| 1 | 06/23/2022 | ISSUED FOR CONSTRUCTION |

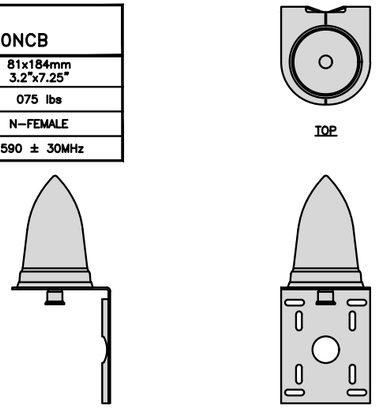
A&E PROJECT NUMBER
6039-Z0001-C

DISH Wireless L.L.C.
PROJECT INFORMATION
CHCHI00652A
1102 HILL AVENUE
GLEN ELLYN, IL 60137

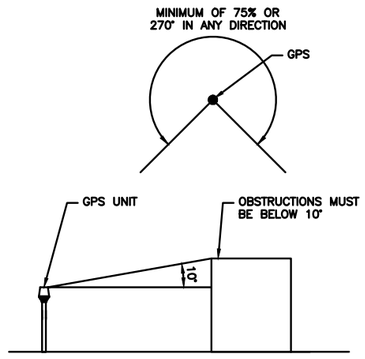
SHEET TITLE
EQUIPMENT DETAILS

SHEET NUMBER
A-4

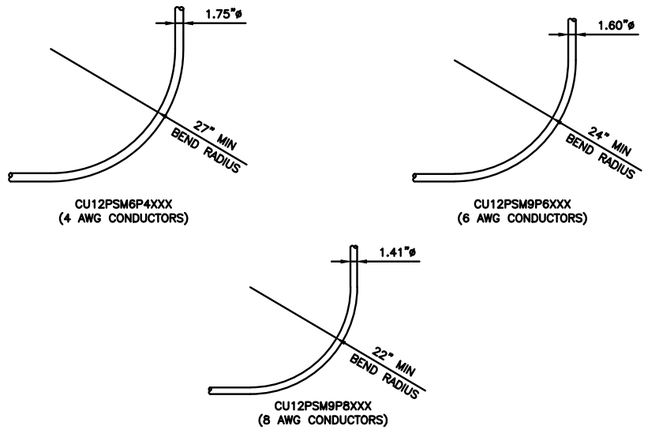
| PCTEL GPSGL-TMG-SPI-40NCB | |
|---|---|
| DIMENSIONS (DIAxH) MM/INCH | 81x184mm 3.2"x7.25" |
| WEIGHT W/ACCESSORIES | 075 lbs |
| CONNECTOR | N-FEMALE |
| FREQUENCY RANGE | 1590 ± 30MHz |




GPS DETAIL | NO SCALE | 1




GPS MINIMUM SKY VIEW REQUIREMENTS | NO SCALE | 2




CABLES UNLIMITED HYBRID CABLE
MINIMUM BEND RADIUSES | NO SCALE | 3

NOT USED | NO SCALE | 4

NOT USED | NO SCALE | 5

NOT USED | NO SCALE | 6

NOT USED | NO SCALE | 7

NOT USED | NO SCALE | 8

NOT USED | NO SCALE | 9


dish wireless.
5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120

CROWN CASTLE
2000 CORPORATE DRIVE
CANONSBURG, PA 15317

INFINIGY
FROM ZERO TO INFINIGY
the solutions are endless
500 WEST OFFICE CENTER DRIVE
SUITE 150 I FORT WASHINGTON, PA 19034
WWW.INFINIGY.COM


CHRISTOPHER J. WARREN
062.059402
LICENSED
PROFESSIONAL
ENGINEER
6/23/22
STATE OF ILLINOIS
EXP. 11/30/23

FIRM REGISTRATION: 184005973-0002


IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.


| DRAWN BY: | CHECKED BY: | APPROVED BY: |
|---|---|---|
| RCD | SS | CJW |

RFDS REV #: N/A

CONSTRUCTION DOCUMENTS

| SUBMITTALS | | |
|---|---|---|
| REV | DATE | DESCRIPTION |
| A | 06/30/2021 | ISSUED FOR REVIEW |
| 0 | 06/16/2022 | ISSUED FOR CONSTRUCTION |
| 1 | 06/23/2022 | ISSUED FOR CONSTRUCTION |

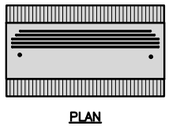
A&E PROJECT NUMBER
6039-Z0001-C

DISH Wireless L.L.C.
PROJECT INFORMATION
CHCHI00652A
1102 HILL AVENUE
GLEN ELLYN, IL 60137

SHEET TITLE
EQUIPMENT DETAILS

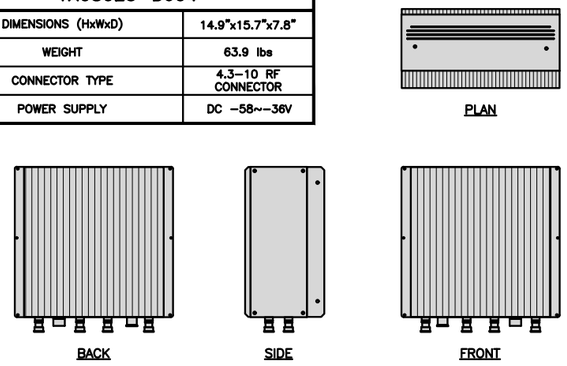
SHEET NUMBER
A-5

| FUJITSU TRIPLE BAND TA08025-B605 | |
|---|---|
| DIMENSIONS (HxWxD) | 14.9"x15.7"x9" |
| WEIGHT | 74.95 lbs |
| CONNECTOR TYPE | 4.3-10 RF CONNECTOR |
| POWER SUPPLY | DC -58~-36V |




RRH DETAIL | NO SCALE | 1

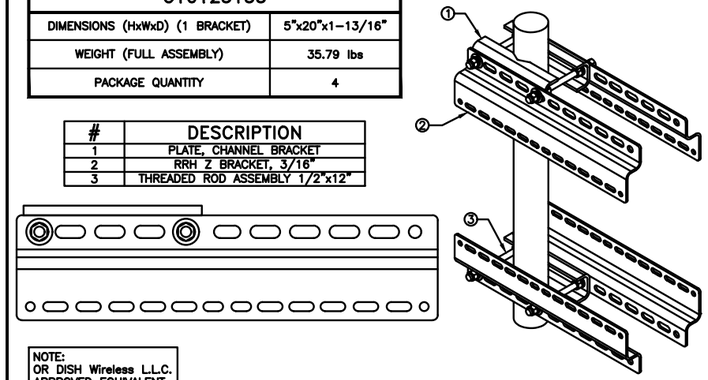
| FUJITSU DUAL BAND TA08025-B604 | |
|---|---|
| DIMENSIONS (HxWxD) | 14.9"x15.7"x7.8" |
| WEIGHT | 63.9 lbs |
| CONNECTOR TYPE | 4.3-10 RF CONNECTOR |
| POWER SUPPLY | DC -58~-36V |




RRH DETAIL | NO SCALE | 2

| SABRE DOUBLE Z-BRACKET C10123155 | |
|---|---|
| DIMENSIONS (HxWxD) (1 BRACKET) | 5"x20"x1-13/16" |
| WEIGHT (FULL ASSEMBLY) | 35.79 lbs |
| PACKAGE QUANTITY | 4 |

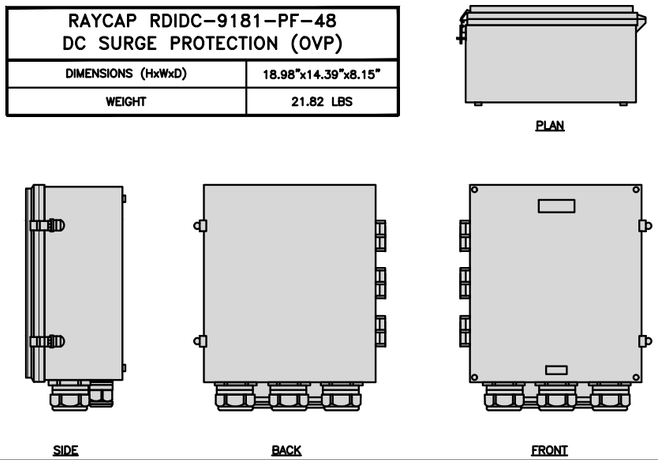
| # | DESCRIPTION |
|---|---|
| 1 | PLATE, CHANNEL BRACKET |
| 2 | RRH Z BRACKET, 3/16" |
| 3 | THREADED ROD ASSEMBLY 1/2"x12" |




NOTE:
OR DISH Wireless L.L.C.
APPROVED EQUIVALENT

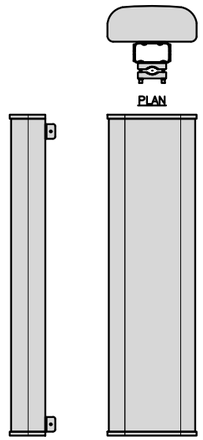
RRH MOUNT DETAIL | NO SCALE | 3

| RAYCAP RDIDC-9181-PF-48 DC SURGE PROTECTION (OVP) | |
|---|---|
| DIMENSIONS (HxWxD) | 18.98"x14.39"x8.15" |
| WEIGHT | 21.82 LBS |




SURGE SUPPRESSION DETAIL (OVP) | NO SCALE | 4

| JMA MX08FRO665-21 | |
|---|---|
| DIMENSIONS (HxWxD) | 72"x20.0"x8.0" |
| RF PORTS, CONNECTOR TYPE | 8 x 4.3-10 FEMALE |
| WEIGHT | 64.5 lbs |
| WEIGHT WITH BRACKETS | 82.5 lbs |

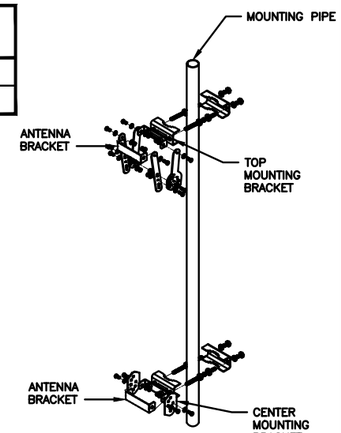



ANTENNA DETAIL | NO SCALE | 5

| JMA ANTENNA MOUNT BRACKET #91900318 | |
|---|---|
| TOTAL WEIGHT (WITH BRACKETS) | 18 lbs (8.18 Kg) |
| POLE DIAMETER RANGE | 2.5" TO 4.5" |

NOTE:
KIT #91900318: TOP AND BOTTOM BRACKETS FOR 4-,6-, AND 8-FOOT ANTENNAS

ANTENNA BRACKET NOT PART OF KIT

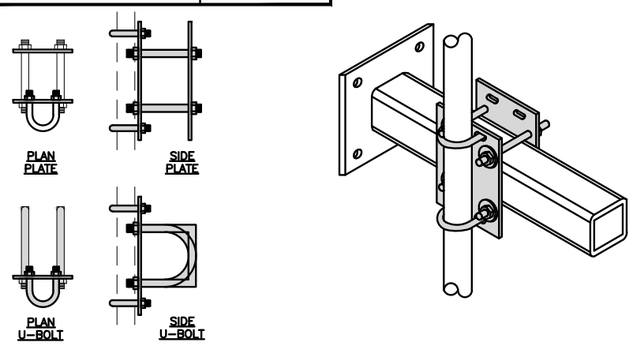



NOTE:
OR DISH Wireless L.L.C.
APPROVED EQUIVALENT

ANTENNA BRACKET DETAIL | NO SCALE | 6

| COMMSCOPE XP-2040 CROSSOVER PLATE | |
|---|---|
| DIMENSIONS (HxW) | 10"x12" |
| WEIGHT | 11 lbs |

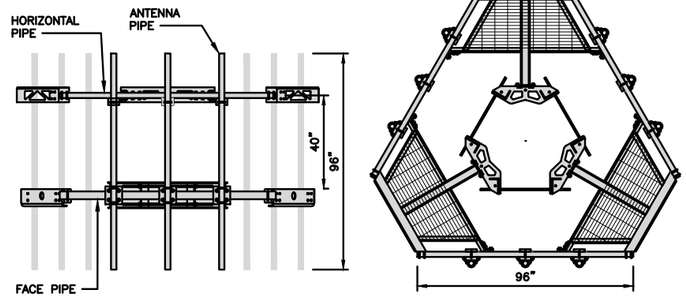
NOTE:
OR DISH Wireless L.L.C.
APPROVED EQUIVALENT




RRH/OVP MOUNT DETAIL | NO SCALE | 7

| COMMSCOPE MC-PK8-DSH | |
|---|---|
| FACE WIDTH | 96" |
| WEIGHT | 1373.08 lbs |
| NOTE: 15" TO 38" O.D. | |

NOTE:
OR DISH Wireless L.L.C.
APPROVED EQUIVALENT




ANTENNA PLATFORM DETAIL | NO SCALE | 8

NOT USED | NO SCALE | 9


dish wireless.
5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120

CROWN CASTLE
2000 CORPORATE DRIVE
CANONSBURG, PA 15317

INFINIGY
FROM ZERO TO INFINIGY
the solutions are endless
500 WEST OFFICE CENTER DRIVE
SUITE 150 I FORT WASHINGTON, PA 19034
WWW.INFINIGY.COM


CHRISTOPHER J. WARREN
062.059402
LICENSED PROFESSIONAL ENGINEER
6/23/22
STATE OF ILLINOIS
EXP. 11/30/23

FIRM REGISTRATION: 184005973-0002


IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.


| DRAWN BY: | CHECKED BY: | APPROVED BY: |
|---|---|---|
| RCD | SS | CJW |

RFDS REV #: N/A

CONSTRUCTION DOCUMENTS

SUBMITTALS

| REV | DATE | DESCRIPTION |
|---|---|---|
| A | 06/30/2021 | ISSUED FOR REVIEW |
| 0 | 06/16/2022 | ISSUED FOR CONSTRUCTION |
| 1 | 06/23/2022 | ISSUED FOR CONSTRUCTION |

A&E PROJECT NUMBER
6039-Z0001-C

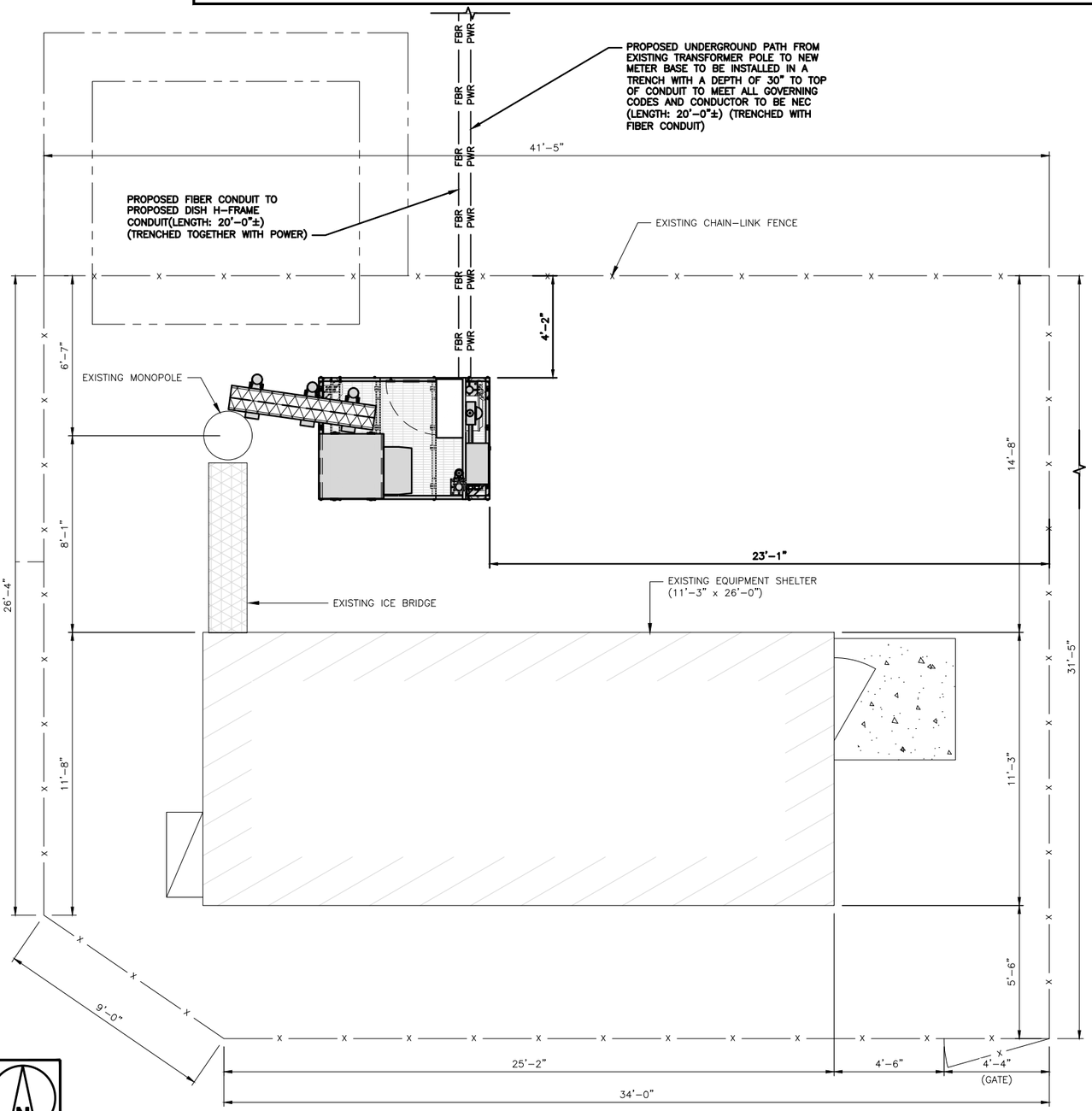
DISH Wireless L.L.C.
PROJECT INFORMATION
CHCHI00652A
1102 HILL AVENUE
GLEN ELLYN, IL 60137

SHEET TITLE
EQUIPMENT DETAILS

SHEET NUMBER
**A-6**

## NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL PROPOSED UNDERGROUND UTILITY CONDUIT ROUTE.
2. ANTENNAS AND MOUNTS OMITTED FOR CLARITY.
3. DUE TO UTILITY EASEMENT RIGHTS SPECIFIED IN THE GROUND LEASE, CUSTOMER MAY INSTALL EQUIPMENT WITHIN SPECIFIED UTILITY EASEMENT AREA. "PWR" AND "FBR" PATH DEPICTED ON A–1 AND E–1 REPRESENT PLANNED ROUTING BASED ON BEST AVAILABLE INFORMATION INCLUDING BUT NOT LIMITED TO A SURVEY, EXHIBITS, METES AND BOUNDS OF THE UTILITY EASEMENT, FIELD VERIFICATION, PRIOR PROJECT DOCUMENTATION AND OTHER REAL PROPETY RIGHTS DOCUMENTS. WHEN INSTALLING THE UTILITIES PLEASE LOCATE AND FOLLOW EXISTING PATH. IF EXISTING PATH IS MATERIALLY INCONSISTENT WITH "PWR" AND "FBR" PATH DEPICTED ON A–1 AND E–1 AND SAID VARIANCE IS NOT NOTED ON CDs, PLEASE NOTIFY TOWER OWNER AS FURTHER COORDINATION MAY BE NEEDED.




## UTILITY ROUTE PLAN

12" 6" 0 1' 2' 3' 4' 5' 6' 7"
3/8"=1'–0"

1

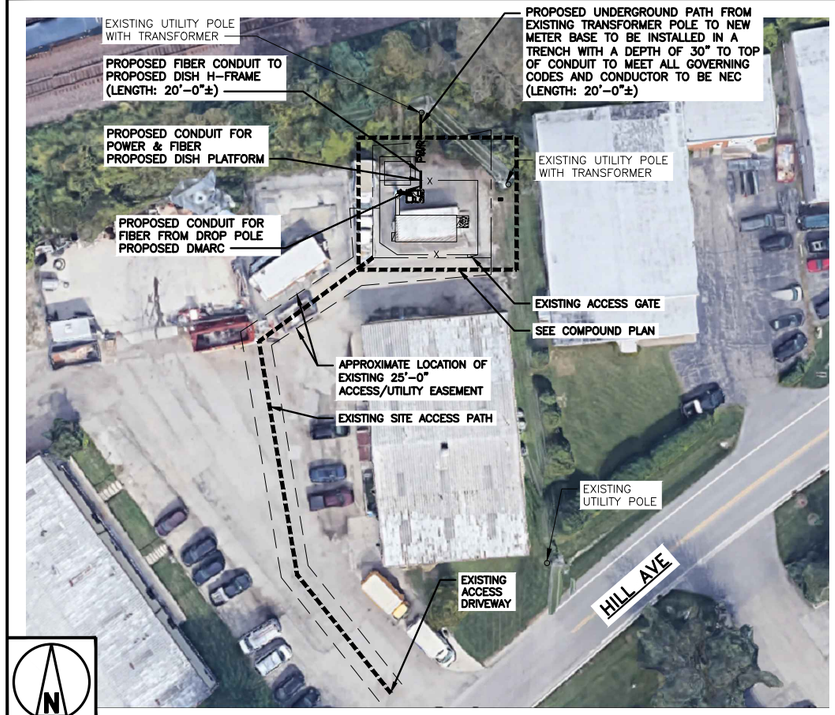
DC POWER WIRING SHALL BE COLOR CODED AT EACH END FOR IDENTIFYING +24V AND –48V CONDUCTORS. RED MARKINGS SHALL IDENTIFY +24V AND BLUE MARKINGS SHALL IDENTIFY –48V.

1. CONTRACTOR SHALL INSPECT THE EXISTING CONDITIONS PRIOR TO SUBMITTING A BID. ANY QUESTIONS ARISING DURING THE BID PERIOD IN REGARDS TO THE CONTRACTOR'S FUNCTIONS, THE SCOPE OF WORK, OR ANY OTHER ISSUE RELATED TO THIS PROJECT SHALL BE BROUGHT UP DURING THE BID PERIOD WITH THE PROJECT MANAGER FOR CLARIFICATION, NOT AFTER THE CONTRACT HAS BEEN AWARDED.
2. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH CURRENT NATIONAL ELECTRICAL CODES AND ALL STATE AND LOCAL CODES, LAWS, AND ORDINANCES. PROVIDE ALL COMPONENTS AND WIRING SIZES AS REQUIRED TO MEET NEC STANDARDS.
3. LOCATION OF EQUIPMENT, CONDUIT AND DEVICES SHOWN ON THE DRAWINGS ARE APPROXIMATE AND SHALL BE COORDINATED WITH FIELD CONDITIONS PRIOR TO CONSTRUCTION.
4. CONDUIT ROUGH–IN SHALL BE COORDINATED WITH THE MECHANICAL EQUIPMENT TO AVOID LOCATION CONFLICTS. VERIFY WITH THE MECHANICAL EQUIPMENT CONTRACTOR AND COMPLY AS REQUIRED.
5. CONTRACTOR SHALL PROVIDE ALL BREAKERS, CONDUITS AND CIRCUITS AS REQUIRED FOR A COMPLETE SYSTEM.
6. CONTRACTOR SHALL PROVIDE PULL BOXES AND JUNCTION BOXES AS REQUIRED BY THE NEC ARTICLE 314.
7. CONTRACTOR SHALL PROVIDE ALL STRAIN RELIEF AND CABLE SUPPORTS FOR ALL CABLE ASSEMBLIES. INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
8. ALL DISCONNECTS AND CONTROLLING DEVICES SHALL BE PROVIDED WITH ENGRAVED PHENOLIC NAMEPLATES INDICATING EQUIPMENT CONTROLLED, BRANCH CIRCUITS INSTALLED ON, AND PANEL FIELD LOCATIONS FED FROM.
9. INSTALL AN EQUIPMENT GROUNDING CONDUCTOR IN ALL CONDUITS PER THE SPECIFICATIONS AND NEC 250. THE EQUIPMENT GROUNDING CONDUCTORS SHALL BE BONDED AT ALL JUNCTION BOXES, PULL BOXES, AND ALL DISCONNECT SWITCHES, AND EQUIPMENT CABINETS.
10. ALL NEW MATERIAL SHALL HAVE A U.L. LABEL.
11. PANEL SCHEDULE LOADING AND CIRCUIT ARRANGEMENTS REFLECT POST–CONSTRUCTION EQUIPMENT.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR AS–BUILT PANEL SCHEDULE AND SITE DRAWINGS.
13. ALL TRENCHES IN COMPOUND TO BE HAND DUG

## ELECTRICAL NOTES

NO SCALE

2




## OVERALL UTILITY ROUTE PLAN

32' 24'16' 8' 0 32' 64'
1/32"=1'–0"

3


dish wireless.
5701 SOUTH SANTA FE DRIVE
LITTLETON, CO 80120

CROWN CASTLE
2000 CORPORATE DRIVE
CANONSBURG, PA 15317

INFINIGY
FROM ZERO TO INFINIGY
the solutions are endless
500 WEST OFFICE CENTER DRIVE
SUITE 150 I FORT WASHINGTON, PA 19034
WWW.INFINIGY.COM


CHRISTOPHER J. WARREN
062.059402
LICENSED PROFESSIONAL ENGINEER
6/23/22
STATE OF ILLINOIS
EXP. 11/30/23

FIRM REGISTRATION: 184005973–0002


IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.


| DRAWN BY: | CHECKED BY: | APPROVED BY: |
|---|---|---|
| RCD | SS | CJW |

RFDS REV #: N/A

## CONSTRUCTION DOCUMENTS

SUBMITTALS

| REV | DATE | DESCRIPTION |
|---|---|---|
| A | 06/30/2021 | ISSUED FOR REVIEW |
| 0 | 08/16/2022 | ISSUED FOR CONSTRUCTION |
| 1 | 08/23/2022 | ISSUED FOR CONSTRUCTION |

A&E PROJECT NUMBER

6039–Z0001–C

DISH Wireless L.L.C.
PROJECT INFORMATION

CHCHI00652A

1102 HILL AVENUE
GLEN ELLYN, IL 60137

SHEET TITLE

ELECTRICAL/FIBER ROUTE PLAN AND NOTES

SHEET NUMBER

**E-1**

RECEIVED
JUL 14 2022
VILLAGE OF GLEN ELLYN

Date: **August 19, 2021**

MORRISON HERSHFIELD

Morrison Hershfield
1455 Lincoln Parkway, Suite 500
Atlanta, GA 30346
(770) 379-8500

| | | |
|---|---|---|
| ***Subject:*** | **Structural Analysis Report** | |
| ***Carrier Designation:*** | ***DISH Network* Co-Locate** | |
| | **Site Number:** | CHCHI00652A |
| | **Site Name:** | IL-CCI-T-817173 |
| ***Crown Castle Designation:*** | **BU Number:** | 817173 |
| | **Site Name:** | LOMBARD |
| | **JDE Job Number:** | 669731 |
| | **Work Order Number:** | 1981651 |
| | **Order Number:** | 570902 Rev. 2 |
| ***Engineering Firm Designation:*** | **Morrison Hershfield Project Number:** CN0-915R2 / 2101398 | |
| ***Site Data:*** | **1102 Hill Avenue, Glen Elly, DuPage County, IL 60137**<br>**Latitude *41° 52' 59.17"*, Longitude *-88° 2' 16.85"***<br>**70 Foot – Valmont Monopole Tower** | |

Morrison Hershfield is pleased to submit this **"Structural Analysis Report"** to determine the structural integrity of the above-mentioned tower.

The purpose of the analysis is to determine acceptability of the tower stress level. Based on our analysis we have determined the tower stress level for the structure and foundation, under the following load case, to be:

LC5: Proposed Equipment Configuration **Sufficient Capacity**

This analysis utilizes an ultimate 3-second gust wind speed of 115 mph as required by the 2015 International Building Code. Applicable Standard references and design criteria are listed in Section 2 - Analysis Criteria.

Respectfully submitted by:

Yan Wang, S.E. (IL License No.081-007465)
Senior Engineer




LICENSE EXPIRES: 11/30/2022

## TABLE OF CONTENTS

**1) INTRODUCTION**

**2) ANALYSIS CRITERIA**
Table 1 - Proposed Equipment Configuration
Table 2 – Non-Carrier Equipment To Be Removed
Table 3 – Other Considered Equipment

**3) ANALYSIS PROCEDURE**
Table 4 - Documents Provided
3.1) Analysis Method
3.2) Assumptions

**4) ANALYSIS RESULTS**
Table 5 - Section Capacity (Summary)
Table 6 – Tower Component Stresses vs. Capacity – LC5
4.1) Recommendations

**5) APPENDIX A**
tnxTower Output

**6) APPENDIX B**
Base Level Drawing

**7) APPENDIX C**
Additional Calculations

## 1) INTRODUCTION

This tower is a 70 ft monopole tower designed by Valmont and mapped by P & D Antenna Seri in June of 2004.

## 2) ANALYSIS CRITERIA

| | |
|---|---|
| **TIA-222 Revision:** | TIA-222-H |
| **Risk Category:** | II |
| **Wind Speed:** | 115 mph |
| **Exposure Category:** | C |
| **Topographic Factor:** | 1 |
| **Ice Thickness:** | 1.5 in |
| **Wind Speed with Ice:** | 40 mph |
| **Service Wind Speed:** | 60 mph |

**Table 1 - Proposed Equipment Configuration**

| Mounting Level (ft) | Center Line Elevation (ft) | Number of Antennas | Antenna Manufacturer | Antenna Model | Number of Feed Lines | Feed Line Size (in) |
|---|---|---|---|---|---|---|
| 65.0 | 65.0 | 3 | fujitsu | TA08025-B604 | 1 | 1-3/4 |
| | | 3 | fujitsu | TA08025-B605 | | |
| | | 3 | jma wireless | MX08FRO665-21 w/ Mount Pipe | | |
| | | 1 | raycap | RDIDC-9181-PF-48 | | |
| | | 1 | - | Commscope MC-PK8-DSH | | |

**Table 2 - Non-Carrier Equipment To Be Removed**

| Mounting Level (ft) | Center Line Elevation (ft) | Number of Antennas | Antenna Manufacturer | Antenna Model | Number of Feed Lines | Feed Line Size (in) |
|---|---|---|---|---|---|---|
| 67.0 | 67.0 | 1 | - | Platform Mount [LP 604-1] | - | - |

**Table 3 - Other Considered Equipment**

| Mounting Level (ft) | Center Line Elevation (ft) | Number of Antennas | Antenna Manufacturer | Antenna Model | Number of Feed Lines | Feed Line Size (in) |
|---|---|---|---|---|---|---|
| 67.0 | 67.0 | - | - | - | 1 | 1-5/8 |

## 3) ANALYSIS PROCEDURE

**Table 4 - Documents Provided**

| Document | Reference | Source |
|---|---|---|
| 4-GEOTECHNICAL REPORTS | 335704 | CCISITES |
| 4-TOWER FOUNDATION DRAWINGS/DESIGN/SPECS | 340906 | CCISITES |
| 4-TOWER MANUFACTURER DRAWINGS | 334706 | CCISITES |
| 4-TOWER ELEVATION DRAWINGS | 1013239 | CCISITES |

### 3.1) Analysis Method

tnxTower (version 8.1.1.0), a commercially available analysis software package, was used to create a three-dimensional model of the tower and calculate member stresses for various loading cases. Selected output from the analysis is included in Appendix A. When applicable, Crown Castle has calculated and provided the effective area for panel antennas using approved methods following the intent of the TIA-222 standard.

### 3.2) Assumptions

1) Tower and structures were maintained in accordance with the TIA-222 Standard.
2) The configuration of antennas, transmission cables, mounts and other appurtenances are as specified in Tables 1 and 2 and the referenced drawings.
3) Yield strengths of 50 ksi for the monopole shaft, 60 ksi for the base plate, and 50 ksi for the anchor bolts have been assumed based on experience with similar towers and are considered to be correct.
4) Necessary soil properties are not available in the geotechnical report. Presumptive soil parameters were taken from the Annex F of TIA-222-H, in combination with the referenced geotechnical report and is considered to be accurate.

This analysis may be affected if any assumptions are not valid or have been made in error. Morrison Hershfield should be notified to determine the effect on the structural integrity of the tower.

## 4) ANALYSIS RESULTS

**Table 5 - Section Capacity (Summary)**

| Section No. | Elevation (ft) | Component Type | Size | Critical Element | P (K) | SF*P_allow (K) | % Capacity | Pass / Fail |
|---|---|---|---|---|---|---|---|---|
| L1 | 70 - 31.5 | Pole | TP21.77x15.55x0.25 | 1 | -5.54 | 802.19 | 25.9 | Pass |
| L2 | 31.5 - 0 | Pole | TP26.12x20.8403x0.25 | 2 | -8.83 | 984.00 | 46.8 | Pass |
| | | | | | | | Summary | |
| | | | | | | Pole (L2) | 46.8 | Pass |
| | | | | | | Rating = | 46.8 | Pass |

**Table 6 - Tower Component Stresses vs. Capacity – LC5**

| Notes | Component | Elevation (ft) | % Capacity | Pass / Fail |
|---|---|---|---|---|
| 1 | Anchor Rods | 0 | 60.1 | Pass |
| 1 | Base Plate | | 28.7 | Pass |
| 1 | Base Foundation (Structure) | 0 | 31.8 | Pass |
| 1 | Base Foundation (Soil Interaction) | | 55.9 | Pass |

| Structure Rating (max from all components) = | 60.1% |
|---|---|

Notes:
1) See additional documentation in "Appendix C – Additional Calculations" for calculations supporting the % capacity consumed.
2) *Rating per TIA-222-H, Section 15.5.

### 4.1) Recommendations

**Once the equipment in Table 2 is removed,** the tower and its foundation have sufficient capacity to carry the proposed load configuration. No modifications are required at this time.

**APPENDIX A**

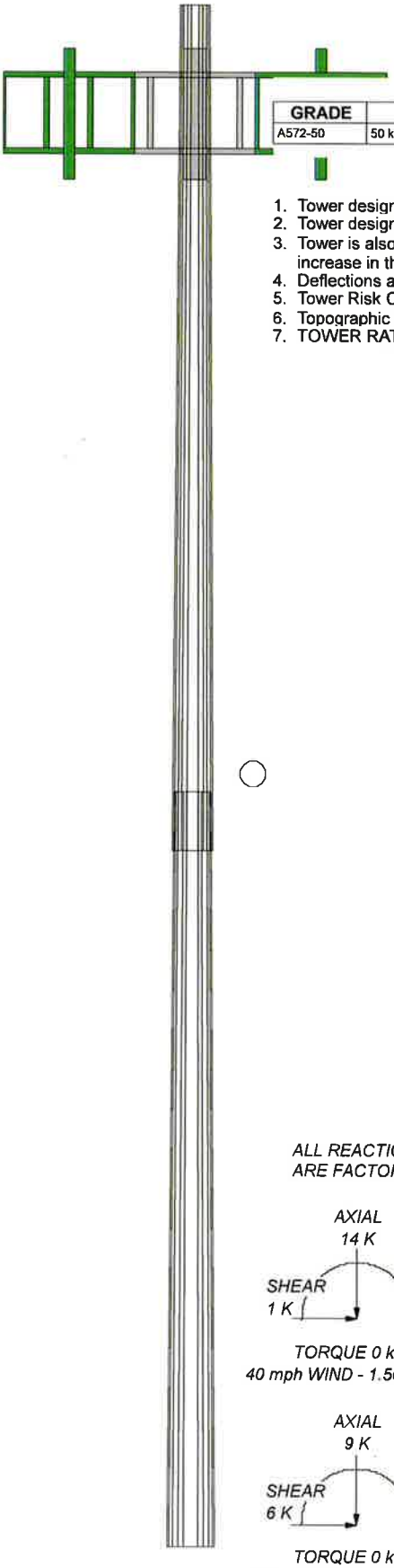
**TNXTOWER OUTPUT**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Length (ft) | 38.50 | | | | | | 34.16 |
| Number of Sides | 12 | | | | | | 12 |
| Thickness (in) | 0.2500 | | | | | | 0.2500 |
| Socket Length (ft) | 2.66 | | | | | | |
| Top Dia (in) | 15.5500 | | | | | | 20.8403 |
| Bot Dia (in) | 21.7700 | | | | | | 26.1200 |
| Grade | A572-50 | | | | | | |
| Weight (K) | 1.9 | | | | | | 2.2 |

70.0 ft

31.5 ft

0.0 ft



## MATERIAL STRENGTH

| GRADE | Fy | Fu | GRADE | Fy | Fu |
|---|---|---|---|---|---|
| A572-50 | 50 ksi | 65 ksi | | | |

## TOWER DESIGN NOTES

1. Tower designed for Exposure C to the TIA-222-H Standard.
2. Tower designed for a 115 mph basic wind in accordance with the TIA-222-H Standard.
3. Tower is also designed for a 40 mph basic wind with 1.50 in ice. Ice is considered to increase in thickness with height.
4. Deflections are based upon a 60 mph wind.
5. Tower Risk Category II.
6. Topographic Category 1 with Crest Height of 0.00 ft
7. TOWER RATING: 46.8%

*ALL REACTIONS ARE FACTORED*




*TORQUE 0 kip-ft*
*40 mph WIND - 1.5000 in ICE*




*TORQUE 0 kip-ft*
*REACTIONS - 115 mph WIND*


Morrison Hershfield
Consulting Engineers
1455 Lincoln Parkway, Suite 500
Atlanta, GA 30346
Phone: (770) 379-8500
FAX: (770) 379-8501


| | | | |
|---|---|---|---|
| Job: CN0-915R2 / 2101398 | | | |
| Project: 817173 / LOMBARD | | | |
| Client: Crown Castle USA | Drawn by: MK | App'd: | |
| Code: TIA-222-H | Date: 08/19/21 | Scale: | |
| Path: | | Dwg N | |

**(DRAFT) FINDINGS OF FACT TO SUPPORT A MOTION TO RECOMMEND APPROVAL OF A SPECIAL USE PERMIT TO ALLOW AN ADDITION OF DISH WIRELESS ANTENNAS AND SUPPORT EQIPMENT TO THE EXISTING CELLULAR TOWER AT 1102 HILL AVENUE**

*(Draft reasons, taken partially from the petitioner's application packet, as to how the project may comply with the necessary findings have been drafted by Staff; the Commission may wish to consider the findings but should feel free to amend the below reasons to make your own findings of fact based upon information provided at the public hearing).*

1. The proposed use will be harmonious and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or Zoning Code, because the cellular tower is existing and is a compatible use within the Light Industrial District in which it's located. Wireless communications have been designated critical infrastructure by the federal government and the expansion of a new carrier to an existing wireless support structure supports this.

2. The proposed use will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area because the DISH Wireless's construction will be consistent with the existing cellular tower at the site and therefore will remain harmonious and appropriate with the existing character of the vicinity. DISH Wireless's antennas and ground equipment will not increase the height of the existing structure.

3. The proposed use will not be hazardous or disturbing to existing or future neighborhood uses of the property because the addition will be similar to the carriers previously operating at the site. The location of the existing tower also provides the adequate buffer from surrounding neighborhood uses and therefore poses no hazard or disturbance. The installation of the new DISH Wireless will comply with all applicable Building and Electrical Codes.

4. The proposed use will be served adequately by existing public facilities and services such as highways, streets, police, fire protection, drainage structure, refuse disposal, water, sewers and schools because as constructed the existing tower is currently covered by local emergency services and does not require any sewer, water, refuse disposal or school services. The expansion will change neither the nature of this facility nor its public services requirements.

5. The proposed use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village because as noted in the above response, this proposal will not significantly change the use and nature of the existing tower and therefore will not create excessive additional requirements at a public cost.

6. The use will not involve activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare and odors because the facility will not generate any noise, smoke, fumes, glare, or odors. It will generate nominal traffic for scheduled maintenance visits.

7. The development will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads because the existing cellular tower is and will continue to be unmanned and will be serviced via the existing driveway by a single technician approximately once a month.

8. The development will not increase the potential for flood damage to adjacent property or require additional pubic expense for flood protection, rescue or relief because the expansion of equipment will not change footprint which will pose no increase in potential for flood damage to adjacent property. Nor will it require additional public expenses for flood protection, rescue or relief.

9. The development will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community because there are no major changes proposed to the structure or the site that would cause any damage to the character, environment, or community resources.

**(DRAFT) MOTION TO RECOMMEND APPROVAL OF A SPECIAL USE PERMIT TO ALLOW AN ADDITION OF DISH WIRELESS ANTENNAS AND SUPPORT EQIPMENT TO THE EXISTING CELLULAR TOWER AT 1102 HILL AVENUE**

After conducting a public hearing and deliberating on the request of the petitioner, Tony Phillips of Fullerton Engineers Consultants LLC, on behalf of Crown Castle USA Inc. and DISH Wireless LLC, for approval of a Special Use Permit to allow an addition of DISH Wireless antennas and support equipment to the existing cellular tower at 1102 Hill Avenue in the I1 Light Industrial District, the Plan Commission hereby recommends approval based on the findings of fact, as discussed or amended at the Plan Commission public hearing on December 8, 2022, which are hereby incorporated into the Motion by reference as though fully set forth herein, and a copy of which will be attached to the minutes of this meeting and kept on file as part of the permanent records of the Village. The Plan Commission makes this recommendation of approval with the following conditions:

1. That the new DISH Wireless antenna added to the existing cellular tower be operated in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees.

Motion by: _____ Seconded by: _____

**Glen Ellyn Plan Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 12/8/2022 7:00 PM
Department: Community Development
Department Head: Marty Scott
Category: Discussion Item
Prepared By: Atrin Fard, Taylor Gendel

**AGENDA ITEM (ID # 2022-2947)**

**DOC ID: 2022-2947**

# Pre-Application– 750 Roosevelt Road: Aby Groups is proposing demolition of an existing 3,831 square foot restaurant, Danby Café, parking lot, and utilities, and the construction of a new 3,050 square foot Popeyes restaurant with a drive-through and undergrounded utilities.

**Statement of the Issue:**
Please see attached staff report.

**Analysis:**
Please see attached staff report.

**Budget Impact:**
N/A

**Contribution to Strategic Plan (if applicable)**

**Action Requested:**
Please see attached staff report.

**Attachments:**
1. PC Pre-App Staff Report 12-08-2022
2. 1. Petitioner's Pre-Application
3. 2. Applicant's Narrative Statement
4. 3. ALTA and Topographic Survey
5. 4. Site Improvement Plan (Site Plan)
6. 5. Floor Plans
7. 6. Building Elevations
8. 7. Conceptual 3D Drawings
9. 8. Signage and Architectural Elements Package
10. 9. Public Notice
11. 10. Public Notice Map
12. 11. Exerpt from 2001 Comprehensive Plan

13. 12. Exerpt from 2003 Draft Comprehensive Plan
14. 13. Popeyes Aerial Map
15. 14. Popeyes Zoning Map
16. 15. Popeyes 1' Contour Map

**STAFF REPORT**

**TO**: Glen Ellyn Plan Commission

**FROM**: Atrian Fard, Senior Planner
Taylor Gendel, Associate Planner

**DATE**: November 29, 2022

**FOR**: December 8, 2022, Plan Commission Meeting

**SUBJECT**: 750 Roosevelt Road – Pre-application Meeting for a Popeyes Restaurant

---

**PETITIONER:** The petitioner is Woolpert Company on behalf of Aby Groups, represented by Jake Cooke and Ryan Walter. The petitioner is in the process of negotiating a contract for the purchase of the property at 750 Roosevelt Road.

**REQUEST:** A pre-application meeting is requested to discuss the redevelopment of the property at 750 Roosevelt Road to accommodate the construction of a new Popeyes Restaurant.

**LOCATION:** The subject site is located on the northwest corner of Roosevelt Road and Taylor Avenue, approximately 145 feet east of Roosevelt Road's intersection with Nicoll Avenue.

**ZONING:** The subject site is currently zoned C4 Office District. The surrounding zoning and land use is as follows:

| | Land Use | Zoning |
|---|---|---|
| North: | Pond | C4 Office District |
| South: | Commercial | C3 Service Commercial District |
| West: | Bank | C4 Office District |
| East: | Office | C4 Office District |

**PUBLIC NOTICE:** Although public notification is not statutorily required for a pre-application meeting, on November 23, 2022, staff mailed notifications to the property owners within 350 feet of the subject property.

**COMP PLAN:** The 2001 Comprehensive Plan notes that while the Roosevelt Road corridor is fully developed and a number of improvements and developments have been undertaken, much could be done to further upgrade and revitalize this mixed-use corridor in the future. It goes on to say that "…the Village should encourage the enhancement of existing

businesses and the improvement of properties in decline and promote high-quality new development and redevelopment in selected locations" (page 59).

The 2023 Draft Comprehensive Plan notes that "Danby Café is in fair to poor condition and the site could use façade and site improvements." (page 37). It also recommends strategies on the Roosevelt Road corridor to "increase buildable area and enable the Village to increase the tax base on existing commercial properties." (page 34). The Plan Commission unanimously recommended approval of the draft Comprehensive Plan on March 11, 2021.

**STRATEGIC PLAN:** The 2020-2022 Strategic Plan identifies the Roosevelt Road retail corridor as a strength with an attractive brand that would leverage future opportunities. The 2020-2022 plan also indicates threats such as maintaining safe and accessible businesses along Roosevelt Road and anticipates aesthetic improvements to be challenging along this corridor.

**REVIEW PROCESS:** In order to proceed with the project, the petitioner will need to receive approval of a Zoning Map Amendment, a Special Use Permit to allow a drive-through, Zoning Variations, Sign Variations, and Exterior Appearance. The Exterior Appearance will be reviewed by the Architectural Appearance Commission (AAC).

**PROJECT SUMMARY:** The proposed project consists of the demolition of the existing 3,831 square foot building, Danby's Station Café, and the construction of a new one-story-3,050 square foot Popeyes Restaurant building with a drive-through. The project also calls for the redevelopment of the parking lot and undergrounding public utilities. More information about the project is provided below.

1. Rezoning. The subject site is currently located in the C4 Office District, which does not allow restaurants and drive-through facilities by right or by way of a Special Use Permit. The petitioner is requesting approval of a Zoning Map Amendment to rezone the subject property from the C4 Office District to the C3 Service Commercial District. The C3 District allows for a range of uses including restaurants permitted by right and drive-through facilities by way of special use permits. It is worth noting that Danby's Station Café has been operating at this location for many years as a legal nonconforming use. Since the majority of properties fronting on Roosevelt Road, between the Wheaton border and IL Route 53, are

currently zoned C3 Service Commercial, including the properties immediately south of the subject property, and given the long history of the site being used as commercial, staff is supportive of this request and believes that C3 District is the most appropriate zoning for the site.

2. Operations. According to the petitioner, the proposed restaurant would operate from 10:00 AM to 11:00 PM, seven days a week, serving lunch and dinner.

3. Building Setbacks. The required and proposed building setbacks are as follows.

| Setback | Required | Proposed |
|---|---|---|
| Front Yard (South) | 40 feet | 61.2 feet |
| Corner Side Yard (East) | 30 feet | 60.7 feet |
| Interior Side Yard (West) | 10 feet | 35 feet |
| Rear Yard (North) | 30 feet | 108.3 feet |

The proposed building is compliant with all setback requirements of C3 Service Commercial District.

4. Landscape and Impervious Surface Setbacks. The Zoning Code requires 10-foot landscape setbacks along Roosevelt Road and Taylor Avenue and an impervious surface setback of approximately 6.74 feet (5% of the lot width) around all four sides of the property. Although the project will not increase the amount of impervious area on the lot, to meet the current Zoning Code, the petitioner will undoubtedly be requesting approval of variations from landscape and impervious surface setbacks, as indicated in the following table.

| Type of Setback | Setback | Required | Proposed |
|---|---|---|---|
| Landscape | Roosevelt Road (South) | Section 10-4-15(D)7: 10 feet | **0 feet** |
| | Taylor Avenue (East) | | **6.1 feet** |
| Impervious Surface | Front Lot Line (South) | Section 10-5-5 (C)1: 5% of lot width or 6.74 feet | **0 feet** |
| | Corner Side Lot Line (East) | | **6.1 feet** |
| | Interior Side Yard (West) | | **0 feet** |

| | | | |
|---|---|---|---|
| | Rear Yard (North) | | **0 feet** |

It is important to note that the Development Committee requested the existing concrete sidewalk across the main frontage be moved further away from the Roosevelt Road's edge of the curb to enhance the safety of pedestrians. To address this issue, the sidewalk needs to be placed within the limits of the property, leading to variations from the required landscape and impervious surface setbacks along the south property line.

5. Drive-Through. The Site Plan submitted by the petitioner shows a drive-through wrapping around the north side of the building. The new drive-through contains two lanes for ordering, merging into one lane at the service area on the west side of the building. The Zoning Code requires five stacking spaces per drive-through lane for restaurants. The stacking shown on the Site Plan would fit approximately 8 to 9 cars, which does not meet the minimum number of 10 stacking spaces required for the two drive-through lanes proposed for ordering. Therefore, a variation from Section 10-5-10 (A) will be required. Under the Development Committee's direction, the petitioner modified the layout by shifting the building north and widening the one-way drive aisle to the south of the building to accommodate drive-through queue and prevent conflicts with cars entering the parking lot. There will be a one-way escape lane around the drive-through, to allow internal circulation and an exit from the drive-through. A Special Use Permit is required for a drive-through in the C3 Zoning District.

6. Access/Circulation. Currently, access to the site is provided via a two-way drive on Roosevelt Road and a cross access from the US Bank site and Nicoll Avenue. The petitioner plans to utilize the existing access points and add a new two-way drive on Taylor Avenue. The main Roosevelt Road access drive will be restricted to a right-in/right-out only, which will need Illinois Department of Transpiration (IDOT) approval for the location and design of the access drive. Verification should be made of the cross access, potential easement, and agreement between the two lots to allow future traffic travel from/to Nicoll Avenue. As part of the formal application process, the petitioner will be required to submit a traffic study.

   Section 10-5-11(C)2 requires that a driveway approach be separated from an adjacent intersection of a major arterial street with another arterial or collector street either 200 feet, length of full left turn storage on the arterial (in this case 330 feet), or length of full left turn storage and taper for a major driveway approach, whichever is greater. As part

of the project, the petitioner is requesting approval of a Zoning variation to allow the Roosevelt Road access drive to be located approximately 170' from the adjacent intersection of Roosevelt Road and Nicoll Avenue to the west.

7. Parking. The proposed restaurant will be served by 12 parking stalls, including one accessible parking space proposed on the south side of the parking lot in front of the building entrance. The Site Plan indicates that the restaurant would have 36 seats, which satisfies the minimum requirement of 1 space for every 3 seats (total of 12 parking stalls required). Although compliant with the Village minimum parking requirement, staff believes additional parking would be needed due to the high demand for the Popeyes Restaurant. Further review of the parking lot dimensions, size of stalls, width or drive aisles, flares, and turning radii will be done as part of the formal application process.

8. Landscape Islands. The Site Plan shows landscape islands at the end of every parking row, except the northernmost end, where the trash enclosure will be placed. Section 10-5-8(H) of the Zoning Code requires landscaped islands to be provided at the end of every row of parking stalls with a minimum width and length equal to the size of the parking spaces in the subject lot. As proposed, variations will be required for the location and size of the landscape islands. The Plan Commission may wish to encourage the petitioner to amend the plans to provide landscape islands that are at least equal to the size of the parking spaces on the property as required by Code.

9. Landscaping and Lighting. As part of the formal Special Use Permit application review process, a landscape plan and photometric plan will be required, and the project's landscaping and lighting will be evaluated for compliance with the Village's requirements.

10. Trash Enclosure. The Site Plan shows a new trash enclosure and refuse area at the north end of the parking row, within the required 30-foot corner side yard setback. Trash enclosures are not a permitted obstruction in a corner side yard. Therefore, the petitioner would need to receive approval of a Zoning variation to allow the trash enclosure and refuse in this area.

11. Overhead Utilities. The petitioner has indicated that all the existing overhead utility lines located within the property limits will be undergrounded as part of the project.

12. Signage. The proposed sign package incorporates the Popeyes

corporate brand identity throughout, which consists of six (6) wall signs, one monument sign, three (3) traffic directional signs, and two (2) drive-through (clearance) canopy information signs:

*Wall Signs:*

1) One (1) internally illuminated (LED) wall sign on the south elevation (fronting Roosevelt Road), measuring 39.14 square feet, sign reading "Popeyes" "Louisiana Kitchen" in two lines, in corporate orange color.
2) One (1) internally illuminated (LED) wall sign on the west elevation measuring 25.65 square feet, sign reading "Popeyes" in corporate orange color.
3) One (1) internally illuminated (LED) wall sign mounted to the east elevation measuring 19.63 square feet, text reading "Louisiana Kitchen" and business establishment date of "1972," accompanied by a chicken logo in corporate orange color on a round white background.
4) One (1) halo-lit wall sign on the south elevation (fronting Roosevelt Road), measuring 37.4 square feet, displaying a vinyl walnut-toned chicken logo outlined by a white LED color.
5) One (1) non-illuminated wall sign mounted to the east elevation, measuring 90.66 square feet, featuring a white acrylic text, reading "Love That Chicken" in the corporate font, in three lines.
6) One (1) non-illuminated wall sign mounted to the west elevation, measuring 48.33 square feet, featuring a white acrylic text, reading "Famous Louisiana Chicken" in the corporate font, in three lines accompanied by several architectural elements.

Corner lots with single-tenant non-residential establishments in C3 District are allowed to have a maximum of two (2) wall signs; one mounted on the front and one on the corner side building elevations. The maximum sign area shall be limited to one square foot per linear foot of establishment frontage for each sign. The proposed Popeyes establishment will have a 39.2- and 83-linear-foot of frontage on Roosevelt Road and Taylor Avenue, respectively. The proposal calls for six (6) wall signs, one of which exceeds the maximum allowable sign area calculated based on the linear footage of the establishment. Therefore, two variations from Section 4-5-10(A)3 for the maximum number and area of wall signs will be required.

*Freestanding Sign:* The proposed monument sign features an internally illuminated (LED) vertical box consisting of two sign cabinets. The bottom part (base) features walnut-toned, wood-grain skin with raised white channel letters reading "Popeyes." Section 4-5-

4(R)6 of the Sign Code restricts the base height of freestanding signs to a maximum of 5 feet, where the proposed sign would have a base height of 5.91 feet. Therefore, a variation will be required. The top sign cabinet displays a white acrylic chicken logo on a corporate orange background. A one-inch teal reveal separates the two sign cabinets. The sign panel has a total copy area of 16 square feet with a finished height of 8 feet. Both sign area and height are well within the Village's Code standards, allowing up to 50 square feet of sign area and 15 feet in height for freestanding signs. Compliance with the monument sign's location, spacing, and landscaping requirements will be verified as part of the formal application.

Section 4-5-10(A) Note #1 of the Sign Code restricts the total combined area of all signs on a corner lot improved with a nonresidential single tenant building to be 150 square feet. The total area calculation takes into account all wall, freestanding, and awning signs. As proposed, there will be approximately 277 square feet of wall and freestanding signage on the lot, which exceeds the requirement. Therefore, a variation will be required. It appears that the petitioner intends to remove the existing Danby's Station Café monument sign located at the entrance to the site.

*Directional Signs:* Proposed are three non-illuminated rectangular double-faced traffic directional signs, reading "Drive Thru" in two lines accompanied by a logo. The sign will be fabricated from white reflective vinyl text on an aluminum cabinet in corporate orange. Each sign face measures 9.17 square feet in area with a finished height of 3.66 feet. Per Section 4-5-6(OO), directional signs shall not exceed 4 square feet in area and 4 feet in height. Therefore, variations from area standards will be required.

The Sign Code exempts directional signs and drive-through canopy information signs from calculating the total allowable number and size of signs on a zoning lot.

13. Architectural Elements. The proposal calls for several architectural elements on the building that would be part of the Popeyes Restaurants branding, including:

    1) Three (3) fabricated decorative shutters will be mounted to the east elevation, each measuring 32 square feet, featuring walnut-toned routed wood grain panels outlined and attached to a corporate orange aluminum frame.
    2) One partially covered entrance canopy in teal and walnut wood-toned colors will be attached to the southeast corner of the

building.

3) A French walnut-toned trellis structure, fabricated by 2-inch timbers, will be installed on the southwest corner of the building.
4) Two (2) partially covered freestanding canopies in teal and walnut wood-toned colors will be constructed to the north of the building at the drive-through order area.
5) One partially covered Drive-through awning painted in corporate orange will be erected on the west building elevation at the drive-through service area.

14. Stormwater. The proposed redevelopment of the site will not likely require any new stormwater detention or Post-Construction Best Management Practices (PCBMP) measures because the site is largely comprised of impervious surfaces today. However, the regulatory FEMA floodplain associated with the detention pond north of the site extends across the north half of the existing site. The proposed development calls for regrading the site to properly elevate the new building and parking lot above the floodplain as required. The developers are required to provide compensatory floodplain storage, and if they are relocating the floodplain storage to the northernmost portion of the site; a floodplain volume in the amount of 150% of the existing floodplain volume will need to be provided.

**PLAN COMMISSION ACTION:** The Plan Commission is being asked to conduct a pre-application conference and provide comments that will assist the petitioner in preparing a formal application. In reviewing the project, the Plan Commission may wish to consider/provide feedback regarding the following:

1. If the Commission is supportive of the overall development concept.

2. If the Commission is supportive of the proposed C3 rezoning of the property.

3. Provide feedback on the number of parking stalls proposed on the lot.

4. Provide feedback on the general layout of the drive-through lanes.

5. Discuss and provide feedback regarding the anticipated zoning variation requests including: reduced impervious setbacks, reduced landscape setbacks, reduced number of stacking spaces, reduced Roosevelt Road approach separation from adjacent intersection, location and size of landscaped islands, and trash enclosure in the required corner side setback.

6. Discuss and provide feedback regarding the anticipated sign variation requests including: number of wall signs on the lot, area of wall sign, total combined sign area on the lot, base height for monument sign, and area of directional signs.

7. Clarify any concerns.

**ATTACHMENTS:**

1. Petitioner's Pre-Application
2. Applicant's Narrative Statement
3. ALTA and Topographic Survey
4. Site Improvement Plan (Site Plan)
5. Floor plans
6. Building Elevations
7. Conceptual 3D Drawings
8. Signage and Architectural Elements Package
9. Public Notice
10. Public Notice Map
11. Excerpts from 2001 Comprehensive Plan
12. Excerpts from the 2023 Draft Comprehensive Plan
13. Aerial Map
14. Zoning Map
15. 1-Foot Contour Map

cc: Martin Scott, Community Development Director
Jake Cooke, Woolpert, Petitioner
Ryan Walter, Woolpert, Petitioner

VILLAGE OF GLEN ELLYN

# Application for Commission Pre-Application Meeting

*Community Development Department*
*535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.5370*

## Application for Commission Pre-Application Meeting

The purpose of a pre-application meeting is to receive preliminary comments for a proposal before detailed plans are developed and a formal application is submitted.

CLEAR PAGE

**I. APPLICATION INFORMATION:**

A. Date Filed: **11/04/2022**

**B. Project Name: Popeyes**

C. Project Description: **Construction of 3,050 SF Restaurant Building with Drive Thru**

D. Address of Property: **750 Roosevelt Road**

E. Permanent Index No: **05-14-423-038** Zoning: **C-4**

**F. Name of Applicant: Aby Groups**

G. Address of Applicant: **200 S Frontage Road, Suite 330, Burr Ridge, IL 60527**

H. Phone No. (Business): **847-208-5656** (Home) _____

I. Fax No. (Business): _____ (Mobile) _____

J. E-mail Address of Applicant: **aby@abygroups.com**

**K. Name of Property Owner: Chris Zaras**

L. Address of Property Owner: 3714 Windy Hill Crt, Aurora, IL 60504

M. Phone No. (Business): 630-522-3958 (Home) _____

N. Fax No. (Business): _____ (Mobile) _____

O. E-Mail Address of Property Owner: _____

**II. SUBMISSION REQUIRMENTS**

1. Application Fee - $250.00
2. Application Form
3. Cover Letter describing the project.
4. Plats of Survey or Existing Conditions Plan showing any existing buildings and associated setbacks.
5. Concept Plan showing any proposed buildings and associated setbacks, parking lot dimensions and all landscape/impervious surface setbacks.
6. Preliminary Building Elevations
7. Preliminary Sign Plan and Elevations
8. Any other plans or information for which preliminary feedback is requested.

Signature: _____ Date: 11/7/2022

WOOLPERT
ARCHITECTURE | ENGINEERING | GEOSPATIAL

# Project Cover Letter

**Project: Proposed Popeyes Development - 750 Roosevelt Road, Glen Ellyn, IL**

Dear Ms. Atrian Fard,

On behalf of Aby Groups, Woolpert is submitting a pre-application for commission review for a proposed Popeyes restaurant development at the address of 750 Roosevelt Road in Glen Ellyn. This submittal is to have the project be introduced at the commission meeting on December 8th, 2022. The project will consist of demolition of an existing 3,831 square foot restaurant, parking lot, and utilities. Then there will be construction of a 3,050 square foot restaurant building with a drive through. The project will consist of a new parking lot and underground utilities. A new driveway access is being proposed from the site to Taylor Avenue and the Roosevelt Road site access is proposed to be modified to be right-in right-out entrance/exit.

Sincerely,

**Woolpert, Inc.**



**Jacob P. Cooke, PE**
Woolpert, Inc.
Civil Engineering Design
D: 630.693.6339
jacob.cooke@woolpert.com




## SITE MAP

NOT TO SCALE

## LEGEND:

- SURVEYED BOUNDARY
- LOT/PARCEL LINE
- RIGHT OF WAY LINE
- SETBACK LINE
- EXISTING EASEMENT LINE
- SECTION LINES
- SET R.R. SPIKE/NAIL IN ASPHALT OR IRON PIN W/CAP IN SOIL OR CUT CROSS IN CONCRETE
- REBAR FOUND
- IRON PIPE FOUND
- PK NAIL FOUND
- MAG NAIL FOUND
- SPIKE FOUND
- CHISELED CROSS FOUND
- GPS MONUMENT FOUND
- STONE FOUND
- MONUMENT FOUND
- R/W MONUMENT FOUND
- BRASS PLUG FOUND
- BENCH MARK FOUND/SET
- POST
- FLAG POLE
- MAILBOX
- SIGN
- SOIL BORING
- MONITOR WELL
- BOLLARD
- SATELLITE DISH
- DECIDUOUS TREE
- CONIFEROUS TREE
- SHRUB
- RR CONTROL BOX
- SANITARY MANHOLE
- CLEANOUT
- LIFT STATION
- STORM MANHOLE
- INLET
- CURB INLET
- DOUBLE CURB INLET
- END SECTION
- GAS MANHOLE
- GAS VALVE
- GAS METER
- GAS REGULATOR
- ELECTRIC MANHOLE
- PULL BOX
- TRANSFORMER
- GROUND LIGHT
- ELECTRIC METER
- ELECTRIC PEDESTAL
- HANDHOLE
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- CABLE TV PEDESTAL
- FIRE HYDRANT
- WATER VALVE
- PIV VALVE
- METER PIT
- SIAMESE CONNECTION
- FIRE DEPARTMENT CONNECTION
- WATER SPIGOT/HOSE BIBB
- WATER METER
- WATER MANHOLE
- WELL
- SPRINKLER HEAD
- SPRINKLER CONTROL VAVLE
- POWER POLE
- TELEPHONE POLE
- LIGHT POLE
- TRAFFIC SIGNAL POLE
- GUY POLE
- GUY WIRE
- AIR CONDITIONING UNIT
- TRAFFIC CONTROL BOX
- TRAFFIC PULL BOX
- TRAFFIC MANHOLE
- WATER LINE MARKER/PAINT/FLAG
- TELEPHONE LINE MARKER/PAINT/FLAG
- FIBER OPTIC LINE MARKER/PAINT/FLAG
- CABLE TV LINE MARKER/PAINT/FLAG
- ELECTRIC LINE MARKER/PAINT/FLAG
- GAS LINE MARKER/PAINT/FLAG
- P.O.B. POINT OF BEGINNING
- P.O.C. POINT OF COMMENCEMENT
- R.O.W. RIGHT-OF-WAY
- TC TOP OF CASTING
- INV INVERT
- RCP REINFORCED CONCRETE PIPE
- PVC PVC PIPE
- CPP CORRUGATED PLASTIC PIPE
- VCP VITRIFIED CLAY PIPE
- HDPE HIGH-DENSITY POLYETHYLENE PIPE
- DIP DUCTILE IRON PIPE
- T/P TOP OF PIPE
- F/F FINISHED FLOOR
- B/C BACK OF CURB
- PARKING COUNT

- GUARDRAIL
- WOOD FENCE
- IRON FENCE
- CHAIN LINK FENCE
- OE OVERHEAD ELECTRIC
- OT OVERHEAD TELEPHONE
- OC OVERHEAD CABLE
- UE UNDERGROUND ELECTRIC
- UT UNDERGROUND TELEPHONE
- UC UNDERGROUND CABLE
- UF UNDERGROUND FIBER OPTIC
- G UNDERGROUND GAS
- WTR WATER LINE
- FP FIRE PROTECTION LINE
- SAN SANITARY LINE
- SD STORM LINE
- RAILROAD
- TREE LINE
- EDGE OF POND
- CREEK

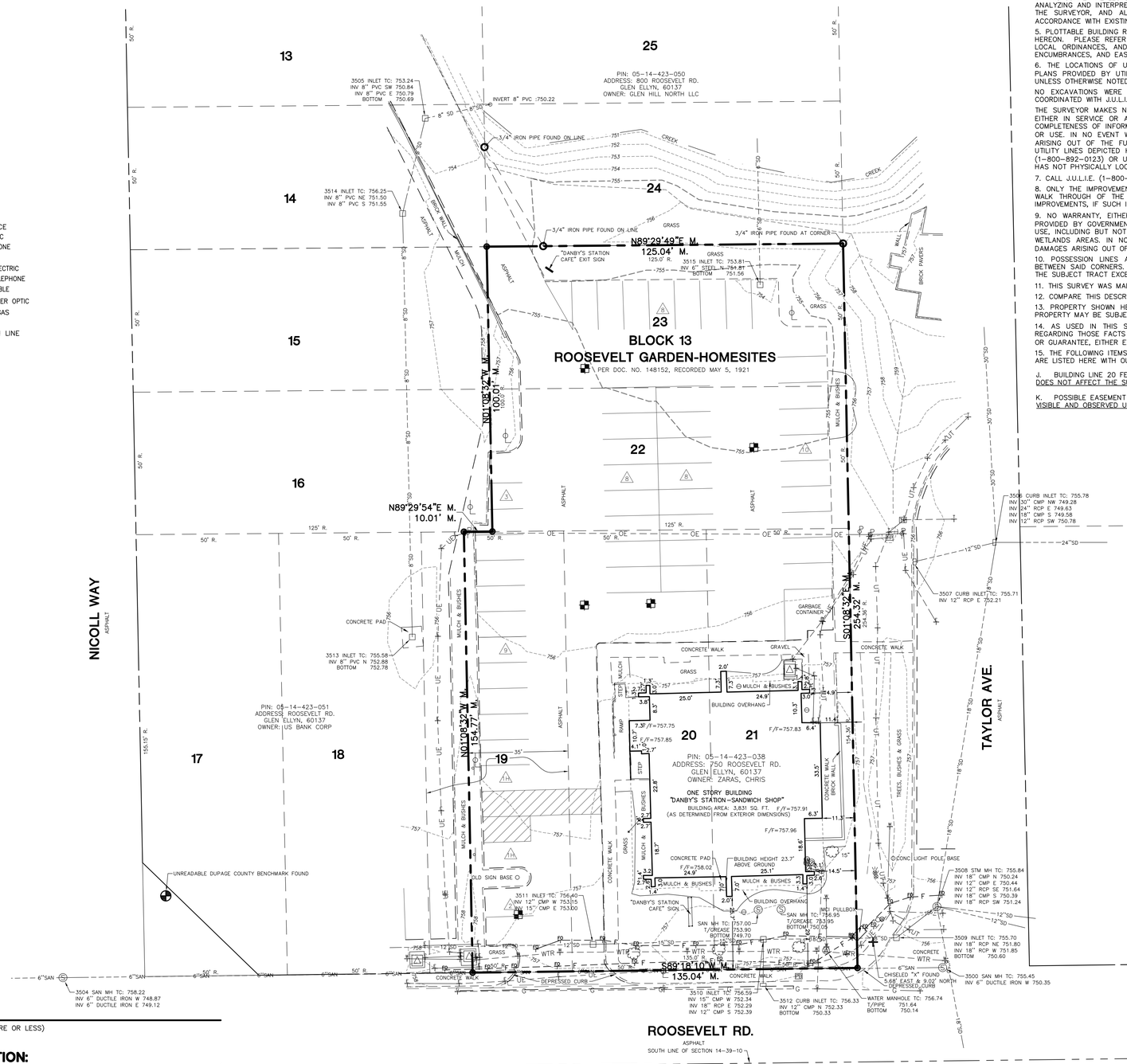
NORTH

0 20 40 60

GRAPHIC SCALE IN FEET

## PROPERTY DESCRIPTION:

THE EAST 35 FEET OF LOT 19, ALL OF LOTS 20, 21, 22 AND 23 IN BLOCK 13 IN ROOSEVELT GARDEN–HOMESITES, BEING A SUBDIVISION IN THE SOUTHWEST 1/4 OF SECTION 13 AND IN THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148152, IN DU PAGE COUNTY, ILLINOIS.




## AREA SCHEDULE:

33,374 S.F. OR 0.766 ACRES (MORE OR LESS)

## ZONING INFORMATION:

NO ZONING INFORMATION WAS PROVIDED BY THE CLIENT.

## BENCHMARK:

THE BASIS OF ELEVATIONS HEREON IS NAVD 88 PER OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.
IRON ROD SET – SEE VICINITY MAP FOR LOCATION.

ELEVATION = 765.46'

## FLOOD ZONE INFORMATION:

I, FURTHER CERTIFY THAT ACCORDING TO THE FLOOD INSURANCE RATE MAP – MAP NUMBER 17043C0156J, PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITH AN EFFECTIVE DATE OF AUGUST 1, 2019, WHICH IS THE MOST CURRENT FLOOD INSURANCE RATE MAP AVAILABLE ON FEMA'S WEBSITE, THIS SITE IS LOCATED IN ZONE " X " (NO SHADING) – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN OR IN ZONE " D " (NO SHADING) – AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE, TO THE BEST OF MY KNOWLEDGE AND BELIEF. THE SURVEYOR UTILIZED THE ABOVE REFERENCED FLOODPLAIN MAP FOR THIS DETERMINATION; FURTHERMORE, THE SURVEYOR DOES NOT CERTIFY THAT REVISED FLOODPLAIN INFORMATION HAS NOT BEEN PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY OR SOME OTHER SOURCE.

## NOTES:

1. "M." DESIGNATES MEASURED DIMENSION/BEARING, "R." DESIGNATES RECORD DIMENSION/BEARING.
2. DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
3. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
4. THE SUBJECT PROPERTY CONTAINS 50 PARKING STALLS (48 STANDARD, 2 HANDICAP).
5. THE OWNERSHIP INFORMATION WAS OBTAINED FROM DUPAGE COUNTY GIS WEBSITE.

## SURVEYOR'S NOTES:

1. THE BASIS OF MEASURED BEARINGS AND HORIZONTAL DATUM SHOWN HEREON IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD 83). SAID BEARINGS ORIGINATED FROM SAID COORDINATE SYSTEM BY GPS OBSERVATIONS AND OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.

2. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY THE SURVEYOR. ALL INFORMATION REGARDING RECORD EASEMENTS, ADJOINERS, AND OTHER DOCUMENTS THAT MIGHT AFFECT THE QUALITY OF THE TITLE TO THE TRACT DEPICTED HEREON WAS APPLIED FROM CHICAGO TITLE INSURANCE COMPANY, ALTA COMMITMENT FOR TITLE INSURANCE ORDER NO. CCHI2202422LD, WITH A COMMITMENT DATE OF APRIL 8, 2022.

3. SURVEY AS SHOWN WAS PREPARED FROM THE LEGAL DESCRIPTION, TOGETHER WITH SCHEDULE B, CONTAINED IN THE COMMITMENT REFERENCED ABOVE. THE DESCRIPTION SHOWN HEREON DOES CONFORM TO THE LEGAL DESCRIPTION CONTAINED THEREIN.

4. THIS SURVEY REFLECTS THE SURVEYOR'S OPINION AS TO THE LOCATIONS OF THE PARCEL LINES. THIS OPINION IS BASED UPON ANALYZING AND INTERPRETING ALL RECORDED AND NON–RECORDED INFORMATION FURNISHED TO THE SURVEYOR, OR ACQUIRED BY THE SURVEYOR, AND ALL FIELD DATA THAT WAS COLLECTED BY THE SURVEYOR. ALSO, THIS SURVEY WAS PERFORMED IN ACCORDANCE WITH EXISTING, APPLICABLE A.L.T.A./N.S.P.S. REQUIREMENTS, AND STATE STATUTES.

5. PLOTTABLE BUILDING RESTRICTIONS, ENCUMBRANCES, AND EASEMENTS WHICH ARE LISTED IN THE TITLE COMMITMENT ARE SHOWN HEREON. PLEASE REFER TO YOUR TITLE ABSTRACT, DEED, GUARANTEE POLICY, TITLE COMPANY, LOCAL GOVERNMENTAL BODIES, LOCAL ORDINANCES, AND OTHERS, IN ORDER TO DETERMINE IF ANY ADDITIONAL AGREEMENTS, LIENS, WAIVERS, RESTRICTIONS, ENCUMBRANCES, AND EASEMENTS EXIST.

6. THE LOCATIONS OF UTILITY LINES SHOWN HEREON ARE BASED UPON FIELD LOCATIONS OF PHYSICAL STRUCTURES OR PER PLANS PROVIDED BY UTILITY COMPANIES AND CONFORMS TO ASCE STANDARD CI/ASCE 38–02, SUE QUALITY LEVEL C AND D UNLESS OTHERWISE NOTED HEREON.

NO EXCAVATIONS WERE MADE TO VERIFY UNDERGROUND UTILITY LOCATIONS. UNDERGROUND EXCAVATION WILL NEED TO BE COORDINATED WITH J.U.L.I.E. AT THE TIME OF EXCAVATION.

THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. NO WARRANTY, EITHER EXPRESSED OR IMPLIED, IS MADE AS TO THE ACCURACY AND/OR COMPLETENESS OF INFORMATION PRESENTED ON UNDERGROUND UTILITIES, OR AS TO ITS FITNESS FOR ANY PARTICULAR PURPOSE OR USE. IN NO EVENT WILL WOOLPERT, INC., ITS EMPLOYEES, AGENTS, AND/OR ASSIGNS BE HELD LIABLE FOR ANY DAMAGES ARISING OUT OF THE FURNISHING AND/OR USE OF SUCH INFORMATION. THE UNDERGROUND UTILITIES AND THE PATH OF THE UTILITY LINES DEPICTED HEREON SHOULD BE CONSIDERED APPROXIMATE UNTIL THEY ARE EITHER LOCATED BY CALLING J.U.L.I.E. (1–800–892–0123) OR UNTIL THEY ARE EXCAVATED TO VERIFY THE LOCATION AND PATH OF THE UTILITY LINES. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

7. CALL J.U.L.I.E. (1–800–892–0123) FOR EXACT LOCATION OF UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.

8. ONLY THE IMPROVEMENTS THAT WERE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE, ARE SHOWN ON THE FACE OF THIS PLAT. THIS SURVEY MAY NOT REFLECT ALL UTILITIES OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING, OR ARE COVERED BY SUCH THINGS AS DUMPSTERS, TRAILERS ETC.

9. NO WARRANTY, EITHER EXPRESSED OR IMPLIED, IS MADE AS TO THE ACCURACY AND/OR COMPLETENESS OF INFORMATION PROVIDED BY GOVERNMENTAL AUTHORITIES AND/OR THIRD PARTIES, OR AS TO ITS FITNESS FOR ANY PARTICULAR PURPOSE OR USE, INCLUDING BUT NOT LIMITED TO INFORMATION PRESENTED ON ZONING, SETBACK REQUIREMENTS, FLOOD HAZARD ZONES, AND WETLANDS AREAS. IN NO EVENT WILL WOOLPERT INC., ITS EMPLOYEES, AGENTS, AND/OR ASSIGNS BE HELD LIABLE FOR ANY DAMAGES ARISING OUT OF THE FURNISHING AND/OR USE OF SUCH INFORMATION.

10. POSSESSION LINES ARE REFERENCED AT MONUMENTED CORNERS OR AS SHOWN HEREON. POSSESSION LINES MAY VARY BETWEEN SAID CORNERS. NO PHYSICAL EVIDENCE OF OWNERSHIP SUCH AS FENCES OR WALLS WAS FOUND ALONG THE LINES OF THE SUBJECT TRACT EXCEPT AS SHOWN HEREON.

11. THIS SURVEY WAS MADE IN ACCORDANCE WITH THE LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF ILLINOIS.

12. COMPARE THIS DESCRIPTION AND POINTS, BEFORE BUILDING, AND REPORT ANY DISCREPANCIES AT ONCE TO THE SURVEYOR.

13. PROPERTY SHOWN HEREON MAY BE SUBJECT TO RIGHTS OR CLAIMS OF PARTIES IN POSSESSION UNKNOWN TO SURVEYOR. PROPERTY MAY BE SUBJECT TO UNRECORDED AGREEMENTS OR LEASES, IF ANY.

14. AS USED IN THIS SURVEY, CERTIFY IS DEFINED AS: "TO STATE OR DECLARE A PROFESSIONAL OPINION OF CONDITIONS REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED".

15. THE FOLLOWING ITEMS WERE LISTED IN SCHEDULE B OF THE COMMITMENT NOTED IN NOTE 2, AND THE SURVEY RELATED ITEMS ARE LISTED HERE WITH OUR COMMENTS UNDERLINED.

J. BUILDING LINE 20 FEET AS SHOWN ON THE PLAT OF ARTHUR DUNAS' SECOND ADDITION TO TUXEDO PARK, AFORESAID. DOES NOT AFFECT THE SUBJECT PROPERTY.

K. POSSIBLE EASEMENT OF ANY PUBLIC SERVICE CORPORATION AS DISCLOSED BY SERVICE POLES ON THE REAR OF THE LAND. VISIBLE AND OBSERVED UTILITIES ARE SHOWN HEREON.

## SURVEYOR'S CERTIFICATE:

STATE OF ILLINOIS )
) SS
COUNTY OF DUPAGE )

TO:

ABYGROUPS, INC., AN ILLINOIS CORPORATION
NICK ZARAS AND ANDY LEO ZARAS, AS TENANTS IN COMMON AND CHRIS ZARAS AND TINA ZARAS AS CO–TRUSTEES OF THE ZARAS FAMILY REVOCABLE TRUST DATED JANUARY 23, 2018
CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS:

– 1, 2, 3, 4, 6(A), 7(A), 7(B1), 7(C), 8, 9 AND 14.

OF TABLE "A" THEREOF. THE FIELDWORK WAS COMPLETED ON 05/11/22. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY AND TOPOGRAPHIC SURVEYS.

STEPHEN R. KREGER
ILLINOIS PROFESSIONAL LAND SURVEYOR #35–002985
LICENSE EXPIRES 11/30/22

DATE:_____

WOOLPERT, INC.
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184–001393

PROFESSIONAL LAND SURVEYOR
STEPHEN R. KREGER
OAKBROOK TERRACE
ILLINOIS
035-002985
STATE OF ILLINOIS

WARNING
CALL BEFORE YOU DIG
800-892-0123

| NO. | DATE | REVISION |
|---|---|---|
| | | |

PROJECT NO.: 83213
DATE 05/17/22
SCALE AS SHOWN
DES. SRK
DR. ACZ
CKD. SRK

WOOLPERT, INC.
1815 South Meyers Road
Suite 950
Oakbrook Terrace, IL 60181
630.424.9080
FAX: 630.495.3731

WOOLPERT
DESIGN | GEOSPATIAL | INFRASTRUCTURE

# POPEYES, GLEN ELLYN IL

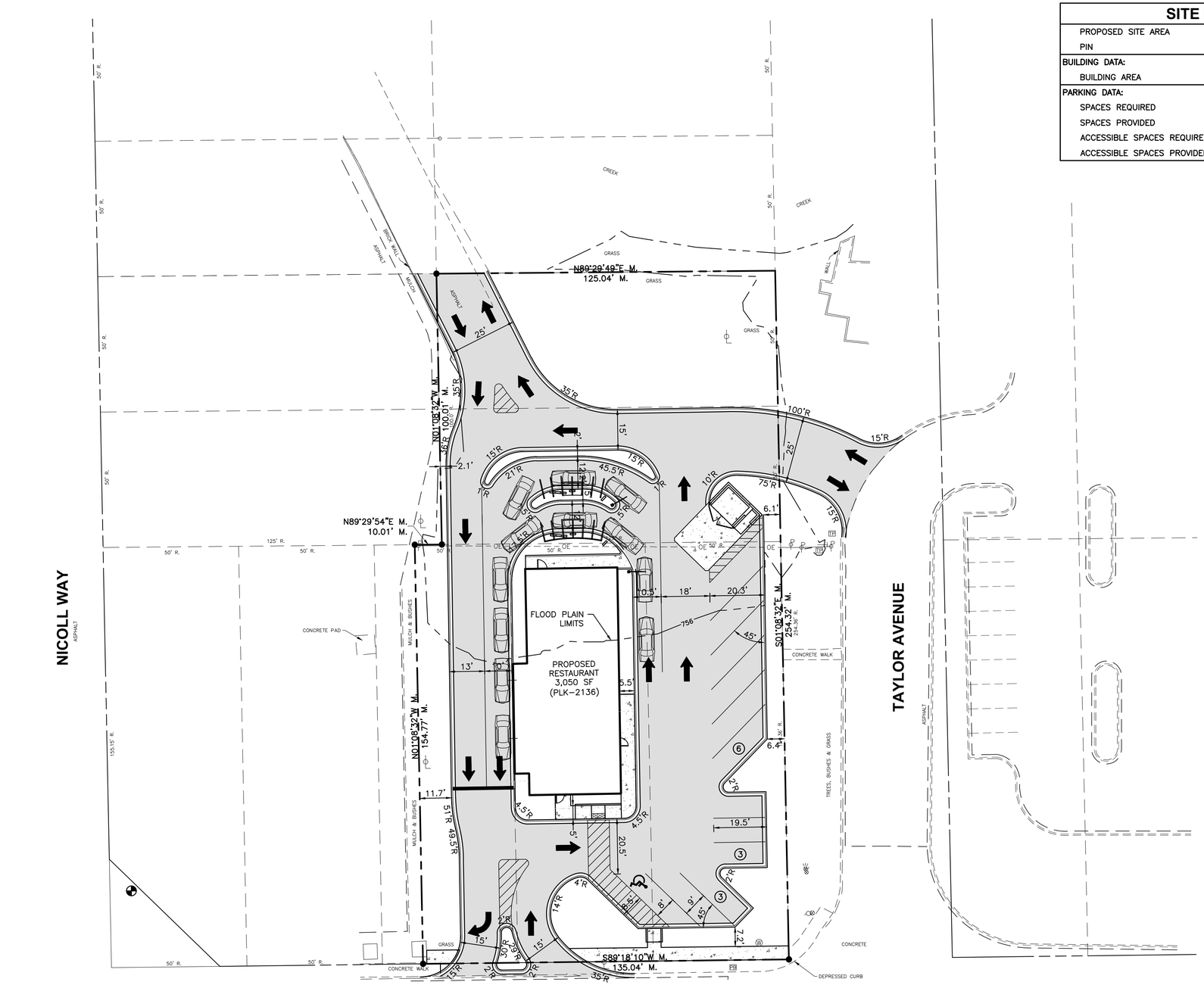
A PART OF THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY

SHEET NO.

1 of 1

G:\CS\Projects\Various\83213 – Popeyes Glen Ellyn\Drawings\83213 – AltaTopo.dwg, Plotted By: Calle–Zaczek, Plotted: May 19, 2022 – 8:27am




## SITE DATA

| | |
|---|---|
| PROPOSED SITE AREA | 0.766 ACRES |
| PIN | 05-14-423-038 |
| **BUILDING DATA:** | |
| BUILDING AREA | 3,050 SQ. FT. |
| **PARKING DATA:** | |
| SPACES REQUIRED | 12 (1 SPACE/3 SEATS) |
| SPACES PROVIDED | 12 |
| ACCESSIBLE SPACES REQUIRED | 1 |
| ACCESSIBLE SPACES PROVIDED | 1 |

## SITE LEGEND

- INDICATES LIGHT DUTY PAVEMENT–SEE DETAILS FOR PAVEMENT COMPOSITION
- INDICATES HEAVY DUTY PAVEMENT–SEE DETAILS FOR PAVEMENT COMPOSITION
- INDICATES NEW CONCRETE PAVEMENT/SIDEWALK–SEE DETAILS FOR PAVEMENT COMPOSITION
- LIGHT POLES
- EXISTING CURB AND GUTTER
- POSITIVE SLOPED CURB
- NEGATIVE SLOPED CURB
- (10) INDICATES ROW PARKING COUNT
- 100 SPACES INDICATES PARKING TOTAL FOR SURROUNDING AREA
- PROPERTY BOUNDARY

N

## SITE NOTES

1. ALL DIMENSIONS, RADII AND COORDINATES ARE TO BACK OF CURB WHERE APPLICABLE. ALL RADII SHALL BE 4' UNLESS INDICATED OTHERWISE.
2. ALL PAVEMENT MARKING SHALL BE YELLOW IN COLOR UNLESS INDICATED OTHERWISE.
3. ALL CURB & GUTTER SHALL BE B6.12, "POSITIVE", UNLESS NOTED OTHERWISE (SEE DETAILS).
4. ADA DETECTABLE WARNINGS/TRUNCATED DOMES TO BE PROVIDED AT SIDEWALKS ON EITHER SIDE OF EACH DRIVEWAY CROSSING.
5. SEE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS.
6. WHERE NEW PAVEMENT IS TO BE PLACED OVER CURBED ISLANDS THAT HAVE BEEN REMOVED, CONTRACTOR TO PROVIDE AGGREGATE BASE & BINDER COURSE MATCHING THE EXISTING PAVEMENT SECTIONS PRIOR TO PLACEMENT OF SURFACE COURSE.
7. CONTRACTOR TO PERFORM PAVEMENT RESTORATION FOR ALL BUILDING FOOTINGS AND UTILITY INSTALLATIONS. CONTRACTOR TO PROVIDE 8" AGGREGATE BASE, 3" BINDER COURSE, AND 1.5" SURFACE COURSE OR MATCH THE EXISTING PAVEMENT SECTION, WHICHEVER IS GREATER.
8. AREAS OF PAVEMENT RESTORATION SHALL BE PROOF ROLLED TO DETERMINE IF FULL DEPTH RESTORATION IS REQUIRED OR IF ONLY THE BITUMINOUS MATERIAL IS TO BE REPLACED.

## BENCHMARK:

THE BASIS OF ELEVATIONS HEREON IS NAVD 88 PER OBSERVATIONS OF SELECTED STATIONS IN THE NATIONAL GEODETIC SURVEY CONTINUOUSLY OPERATING REFERENCE STATION (NGS CORS) NETWORK.
IRON ROD SET – SEE VICINITY MAP FOR LOCATION.
ELEVATION = 765.46'

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
Simply Call 811

0 20 40 60
GRAPHIC SCALE IN FEET

| No. | DATE | REVISION |
|---|---|---|
| | | |

PROJECT No: 083213
DATE 11/08/22
DES. JC
DR. DH
CKD. CP


1815 South Meyers Road
Suite 950
Oakbrook Terrace, IL 60181
630.424.9080
FAX: 630.495.3731
WOOLPERT
ARCHITECTURE | ENGINEERING | LANDSCAPE

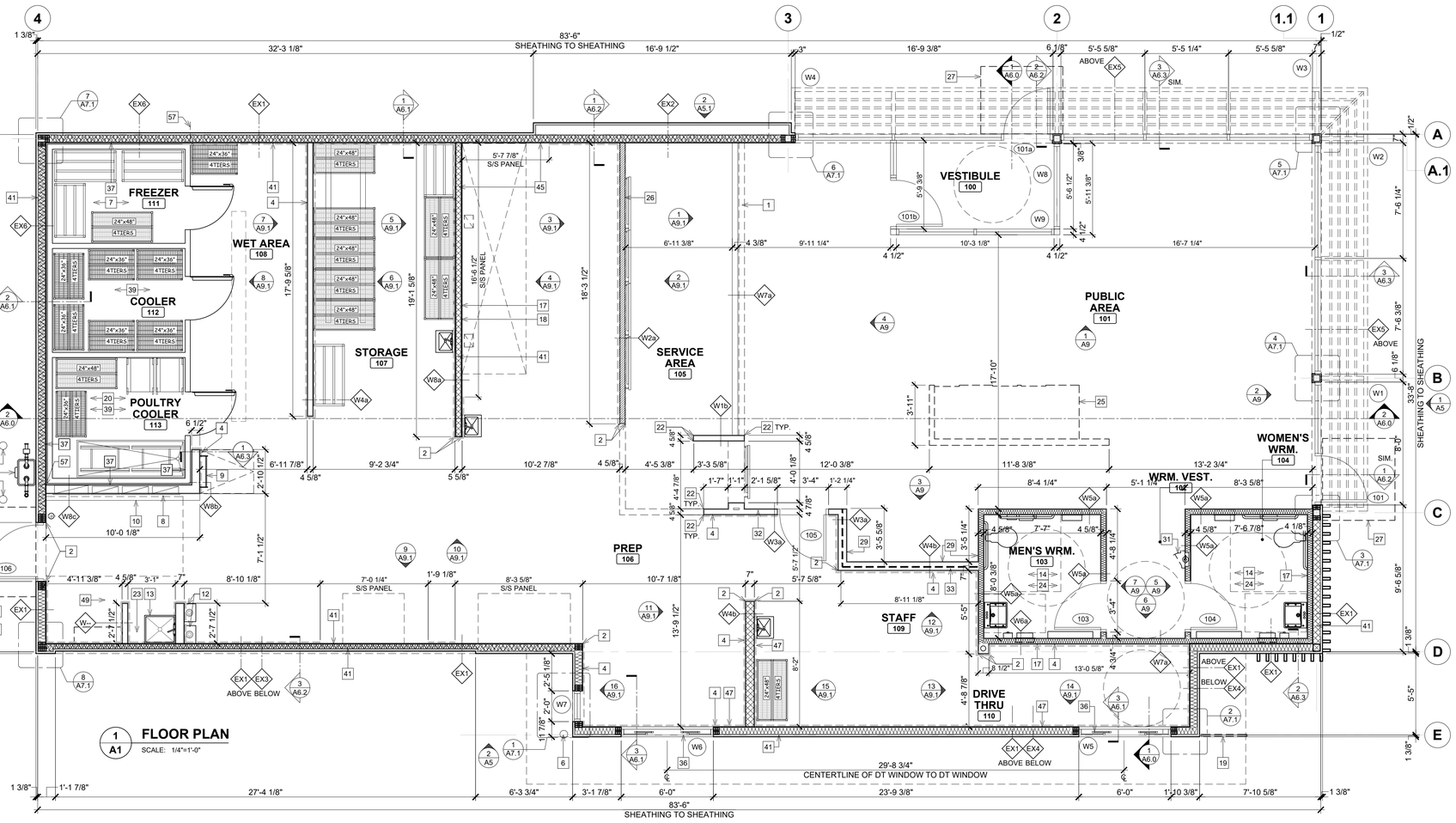

SEAL

# SITE IMPROVEMENT PLANS
# POPEYES RESTAURANT
750 ROOSEVELT ROAD
GLEN ELLYN, ILLINOIS

## SITE PLAN

SHEET NO.
C200


Layout Tab Name: C200 SITE PLAN, Images: glen ellyn aerial.jpg: . Xrefs: 083213-X.dwg; 083213-P.dwg; 083213-TBLK.dwg; 083213-X-DIGI.dwg
Last Saved By:Hadley, 11/8/2022 4:36:45 PM
G:\DE\Clients\Bay Groups\083213 - Glen Ellyn, IL\4.0 Disciplines\Civil\Cadd\Cd\083213-C200-SIT.dwg Plotted By:Hadley, Dennis Plotted:November 8, 2022, 4:55:51 PM




1 **FLOOR PLAN**
A1 SCALE: 1/4"=1'-0"

# FLOOR PLAN NOTES

1. APPROXIMATE LOCATION OF FRONT COUNTER. CONSULT MILLWORK DRAWINGS FOR ACTUAL LOCATION. G.C TO ENSURE FLOOR TILE TRANSITION FALLS UNDERNEATH MILLWORK COUNTERS. G.C TO COORDINATE WITH MILLWORK COMPANY FOR ACTUAL LOCATION.
2. G.C TO PROVIDE AND INSTALL 2" X 2" (4FT LIGHT DUTY 20 GAUGE "#4 BRUSHED") S/S CORNER GUARDS FROM 6" A.F.F AND 1 1/2" X 1 1/2" PLASTIC CORNER GUARDS (FROM FRP SUPPLIER) FROM 4'-6" TO U/S OF CEILINGS AND BULKHEADS ON ALL OUTSIDE CORNERS.
3. G.C TO COORDINATE WITH UTILITY COMPANIES FOR PLACEMENT / LOCATION OF BOLLARDS . G.C TO PROVIDE 6" DIA. METAL BOLLARD FILL W/ CONCRETE AND PAINTED. REFER TO DETAIL 1/A7.1 & EXTERIOR ELEVATIONS A5/A5.1.
4. PROVIDE PLYWOOD BACKING / BLOCKING IN WALL AS REQUIRED TO SUPPORT WALL MOUNTED ITEM.
5. N/A
6. 6" DIA. METAL BOLLARD FILL W/ CONCRETE AND PAINTED. REFER TO DETAIL 1/A7.1 & EXTERIOR ELEVATIONS A5/A5.1.
7. NO TILE REQUIRED ON FLOOR AT FREEZER. FREEZER TO HAVE INSULATED FLOOR. G.C TO PROVIDE & INSTALL 2" RIGID INSULATION UNDER SLAB FOR ENTIRE AREA OF COOLER / FREEZER. G.C TO COORDINATE SIZE WITH WALK-IN MANUFACTURER.
8. PROVIDE ½" PLYWOOD FROM FINISHED FLOOR TO 8'-0" BEHIND ELECTRICAL PANEL. PAINT PLYWOOD W/ 1 COAT OF PRIMERX PEEL BONDING PRIMER & 2 FINISH COATS OF WHITE LATEX PAINT W/ CLASS A RATING (BY SHERWIN WILLIAMS).
9. INTERIOR ROOF ACCESS LADDER AND ROOF HATCH. LADDER TO BE CENTERED ON WIDTH OF WALL. REFER TO WALL SECTIONS.
10. 8" DEEP x 6" HIGH CONCRETE HOUSE KEEPING PAD @ LOCATION OF ELECTRICAL PANELS. PROVIDE TILE FINISH ON HORIZONTAL & VERTICAL SURFACES.
11. N/A
12. HOT WATER TANK C/W EXPANSION TANK (IF REQUIRED) MOUNTED ABOVE MOP SINK. REFER TO MECHANICAL DRAWINGS.
13. G.C TO PROVIDE AND INSTALL SURFACE MOUNTED MOP SINK. WALLS AROUND MOP SINK TO RECEIVE ½" CEMENTITIOUS BACKER BOARD FROM FLOOR TO 4'-0" A.F.F. REFER TO MECHANICAL DWGS.
14. G.C. TO SUPPLY AND INSTALL SOUND BATT INSULATION ON ALL PUBLIC WASHROOM WALLS.
15. GAS METER. REFER TO MECHANICAL DRAWINGS. COORDINATE LOCATION WITH CIVIL DRAWINGS AND LOCAL UTILITY COMPANY.
16. FURR OUT WALL W/ 1 LAYER ½" PLYWOOD SHEATHING ON 2"X6" WOOD STUDS @ 16" O.C. CARRY STUDS & PLYWOOD SHEATHING TO 6" ABOVE CEILING.
17. WALL TO BE COMPLETE W/ 1 LAYER ½" DUROCK NEXT GEN CEMENT BOARD ON 2"X4" METAL STUDS @ 16" O.C. CARRY STUDS & CEMENT BOARD TO 6" ABOVE CEILING.
18. PROVIDE PROPER NON-COMBUSTIBLE SUPPORT IN WALL AS REQUIRED TO SUPPORT EXHAUST HOOD.
19. METAL RAILING SUPPLIED AND INSTALLED BY G.C (ONLY IF REQUIRED) ARCHITECT TO COORDINATE WITH CIVIL ENGINEER ON THE SITE PLAN. REFER TO DETAIL 9a/A8.
20. INSTALL FLOOR TILE AFTER INSTALLATION OF COOLER UNIT. G.C TO COORDINATE WITH COOLER/ FREEZER MANUFACTURER.
21. N/A
22. PROVIDE & INSTALL SCHLUTER STRIP AT TILED CORNERS. REFER TO SHEET A10 FOR SPECIFICATIONS.
23. WATER FILTRATION SYSTEM BY EQUIPMENT SUPPLIER. REFER TO MEP DRAWINGS. WATER FILTRATION SYSTEM TO BE INSTALLED TIGHT AGAINST THE CORNER.
24. REFER TO SHEET A9.3 FOR WASHROOM ELEVATIONS.
25. DASHED LINE INDICATES LOCATION OF FIXED SEATING AND LOW WALL. REFER TO MILLWORK DRAWINGS.
26. PROVIDE BACKING/BLOCKING IN WALL AS REQUIRED TO SUPPORT WALL MOUNTED LED SCREENS.
27. DASHED LINE INDICATES LOCATION OF FROST SLAB (FOR COLDER CLIMATE REGIONS). REFER TO STRUCTURAL DRAWINGS FOR SIZE.
28. N/A
29. G.C TO PROVIDE LEVEL 5 DRYWALL FINISH (AT A LOCATION BEHIND WALL GRAPHIC) C/W 2 COATS OF PRIMER OR 1 COAT OF LATEX PAINT. REFER TO FINISH SCHEDULE.
30. N/A
31. WALL MOUNTED FIRE EXTINGUISHER TO BE SUPPLIED BY TIM HORTONS AND INSTALLED BY G.C. GC TO VERIFY LOCATION WITH FIRE MARSHALL.
32. SEMI- RECESSED FIRE EXTINGUISHER AND CABINET.
33. PROVIDE PLYWOOD BEHIND PORTAL OFFICE CABINET.
34. N/A
35. N/A
36. DRIVE THRU WINDOW SUPPLY AND INSTALL BY G.C.
37. PROVIDE MIN. 2" AIR SPACE BETWEEN COOLER / FREEZER AND FACE OF WALL.
38. N/A
39. COOLER / FREEZER UNIT PROVIDED & INSTALLED BY MANUFACTURER. G.C TO COORDINATE.
40. 6" METAL STUD @ 16" O.C. FURR-OUT WALL COMPLETE WITH 1/2" CEMENT BOARD EXTEND 24" A.F.F. AND 1/2" GWB EXTEND TO 6" ABOVE CEILING. PROVIDE PLYWOOD SHEATHING IN BETWEEN STUDS.
41. CROSS HATCH INDICATES LOCATION OF SHEAR WALLS. REFER TO STRUCTURAL DRAWINGS.
42. 3 5/8" METAL STUD @ 16" O.C. FURR-OUT WALL COMPLETE WITH 1/2" CEMENT BOARD EXTEND 24" A.F.F. AND 1/2" GWB EXTEND TO 6" ABOVE CEILING. PROVIDE PLYWOOD SHEATHING IN BETWEEN STUDS.
43. N/A
44. N/A
45. G.C TO PROVIDE AND INSTALL S/S PANELS BEHIND AND BESIDE FRY STATION AS INDICATED. REFER TO DETAIL 4/A8 AND INTERIOR ELEVATIONS 6/A9 AND 8/A9.
46. G.C TO PROVIDE AND INSTALL (2'-0" WIDE X 4'-0" HIGH) @ 2'-0" A.F.F S/S PANELS BEHIND BAGEL TOASTER AS INDICATED. REFER TO DETAIL 5/A8 AND INTERIOR ELEVATION11/A9.
47. TELEPHONE PANEL BOARD. REFER TO ELECTRICAL DRAWINGS.
48. WATER METER. REFER TO PLUMBING DRAWINGS. EXACT LOCATION OF WATER METER TO BE COORDINATED WITH CIVIL PLANS.
49. WATER METER AND BACK FLOW PREVENTER. REFER TO PLUMBING DRAWINGS. EXACT LOCATION OF WATER METER TO BE COORDINATED WITH CIVIL PLANS.
50. N/A
51. FURR-OUT WALL WITH 1 LAYER OF 1/2" DUROCK NEXT GEN CEMENT BOARD UP TO 4'-0" FROM FINISHED FLOOR AND 1 LAYER OF 1/2" GYPSUM BOARD FROM 4'-0" TO U/S OF CEILING ON 2" X 4" WOOD STUDS @ 24" O.C. CARRY STUDS AND GYPSUM BOARD TO 4" ABOVE CEILING.
52. N/A
53. HOSE BIB. REFER TO EXTERIOR ELEVATIONS AND MECHANICAL DRAWINGS.
54. G.C. TO PROVIDE FIRE ALARM ANNUNCIATOR PANEL ONLY IF REQUIRED BY AUTHORITY HAVING JURISDICTION. REFER TO ELECTRICAL DRAWINGS.
55. G.C TO PROVIDE AND INSTALL WOOD BLOCKING BEHIND THE MILLWORK COUNTER. REFER TO INTERIOR ELEVATION ON A9, A9.1 AND DETAIL A8.
56. WALL COVERING ON ALL WALLS IN WASHROOM VESTIBULE. GC TO SUPPLY AN DINSTALL THROUGH MAXXIT SYSTEMS. GC TO ENSURE TO PROVIDE LEVEL 5 DRYWALL FINISH. REFER TO INTERIOR ELEVATIONS ON SHEET A9.1 AND FINISH SCHEDULE ON SHEET A10.
57. EXTENT OF WALL TYPE EX6 ADJACENT TO WALK-IN FREEZER/COOLER. REFER TO WALL SECTION 2/A6.1.

# GENERAL NOTES:

1. ALL INTERIOR NON-STRUCTURAL PARTITION SHALL BE 2 X 4 METAL STUDS @ 16" O.C. FROM SLAB TO 6" ABOVE FINISHED CEILING, UNLESS NOTED OTHERWISE. DIAGONALLY BRACE TOP OF WALL TO ROOF STRUCTURE AS REQUIRED TO SUPPORT ADDITIONAL LOADS.
2. REFER TO SITE PLAN FOR LOCATION & EXTENTS OF SIDEWALKS ETC.
3. ALL EXTERIOR WALLS SHALL BE FRAMED WITH 2 X6 STUDS @ 16" O.C. REFER TO STRUCTURAL DRAWINGS AND SPECIFICATIONS FOR LAYOUT, DIMENSIONS, DETAILS, MATERIAL INFORMATION & SPECIFIC STRUCTURAL DESIGN REQUIREMENTS.
4. G.C TO PROVIDE SOLID WOOD BLOCKING BEHIND ALL WALL MOUNTED FIXTURES AND ACCESSORIES.
5. FOR ANOMALIES, REFER TO WALL SECTIONS REFERENCE KEYED ON PLANS.
6. LOCATION OF CEMENTITIOUS BACKER BOARD INDICATES LOCATION OF WALL TILE FINISH. VERIFY WITH INT. ELEVATIONS ON SHEET A9 & A9.1 FOR WALL TILE LOCATIONS.
7. GYPSUM BOARD, PLYWOOD & CEMENTITIOUS BACKER BOARD TO EXTEND TO 4" ABOVE T-BAR CEILING & TO U/S OF CEILING IN LOCATIONS WITH GYPSUM BOARD CEILING.
8. REFER TO MANUFACTURE SPECIFICATIONS FOR ALL INSTALLATION PROCEDURE.
9. G.C TO PERFORM AN AIR BARRIER TEST (LEAKAGE TEST) ON THE BUILDING ENVELOPE PRIOR TO THE COMPLETION OF CONSTRUCTION, IN ACCORDANCE WITH THE NYS ENERGY CODE.
10. G.C TO SEAL/CAULK ALL BUILDING PENETRATIONS PRIOR TO PERFORMING AN AIR BARRIER TEST.
11. PROVIDE FIRE CAULKING ALL PIPES, CONDUITS, WIRES AND FRAMING PENETRATIONS THROUGH FIRE RATED SEPARATIONS. FIRE CAULK TOP & BOTTOM OF FIRE RATED SEPARATIONS. HILTI USA FS-ONE MAX FIRESTOP INTUMESCENT SEALANT, HILTI USA 1-800-879-8000 FIRE CAULK TOP & BOTTOM OF FIRE RATED SEPARATIONS.
12. G.C TO PROVIDE & INSTALL 1/2" CEMENTITIOUS BACKER BOARD INSTEAD OF GYPSUM BOARD TO 2-0" ABOVE FLOOR SLAB ( FOR ALL INTERIOR PARTITIONS).
13. REFER TO STRUCTURAL DRAWINGS FOR SHEAR WALL LOCATIONS.

NOTE:

1. PROVIDE FULL PLYWOOD BACKING INSTEAD OF DRYWALL IN BACK OF HOUSE WHERE PERMITTED BY CODE.
2. G.C TO ENSURE THE FOLLOWING SHOP DRAWINGS ARE SUBMITTED:
- BULKHEADS (FRONT COUNTER, MENU SCREEN & PUBLIC AREA SUSPENDED GB CEILING) (P. ENG. STAMPED)
- ROOF ACCESS LADDER/CAGE/ROOF HATCH (P. ENG. STAMPED)
- CURTAIN WALL (P. ENG. STAMPED)
- LIST OF HARDWARE / DOORS
- DRIVE THRU WINDOW
- ROOFING MATERIALS

REFER ALSO TO SPECIFICATION SECTIONS FOR SHOP DRAWINGS REQUIREMENTS.
3. PRIME CONSULTANT TO REQUEST THE FOLLOWING SHOP DRAWINGS TO THE RELATED VENDOR FOR REVIEW:
- REFRIGERATION BOXES
- MILLWORK
- GRAPHICS
4. REFER TO MECHANICAL, ELECTRICAL AND STRUCTURAL DRAWINGS FOR MECHANICAL, ELECTRICAL AND STRUCTURAL REQUIREMENTS.

ISSUE TABLE

| No. | Date (mm/dd/yy) | Description |
|---|---|---|
| 01 | 10-27-21 | 2136 PROTOTYPE DOCUMENTS |

REVISIONS

| No. | Date | Description |
|---|---|---|

DRAWINGS REVISED AS PER DESIGN BULLETIN

| No. | Date | Description |
|---|---|---|

N
PROJECT NORTH

THIS DRAWING IS OWNED BY OR LICENSED FOR USE BY POPEYES LOUISIANA KITCHEN ( OR ITS AFFILIATED OR RELATED COMPANIES) AND MAY NOT BE REPRODUCED, USED, DOWNLOADED, DISSEMINATED, PUBLISHED, OR TRANSFERRED IN ANY FORM OR BY ANY MEANS, EXCEPT WITH THE PRIOR WRITTEN CONSENT OF POPEYES LOUISIANA KITCHEN . COPYRIGHT INFRINGEMENT IS A VIOLATION OF FEDERAL LAW SUBJECT TO CRIMINAL AND CIVIL PENALTIES.

THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE POPEYES LOUISIANA KITCHEN REPRESENTATIVE PRIOR TO COMMENCING WORK. THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS INDICATED BY POPEYES LOUISIANA KITCHEN AS "ISSUED FOR CONSTRUCTION".

DESIGN GUIDELINE ONLY - NOT FOR PERMIT OR CONSTRUCTION

THESE DOCUMENTS MUST BE COMPLETED AND / OR MODIFIED BY A LICENSED ARCHITECT AND ENGINEER TO CONFORM TO ALL APPLICABLE CODES, AND SPECIFIC SITE CONDITIONS. THERE IS NO WARRANTY, WHETHER IMPLIED OR EXPRESSED THAT THESE DOCUMENTS MEET THE APPLICABLE CODE REQUIREMENTS. LIABILITY FOR THE DESIGN AND ANY USE OF THE DOCUMENTS IS THE SOLE RESPONSIBILITY OF THE ARCHITECT AND ENGINEER OF RECORD.

Company Logo

Project

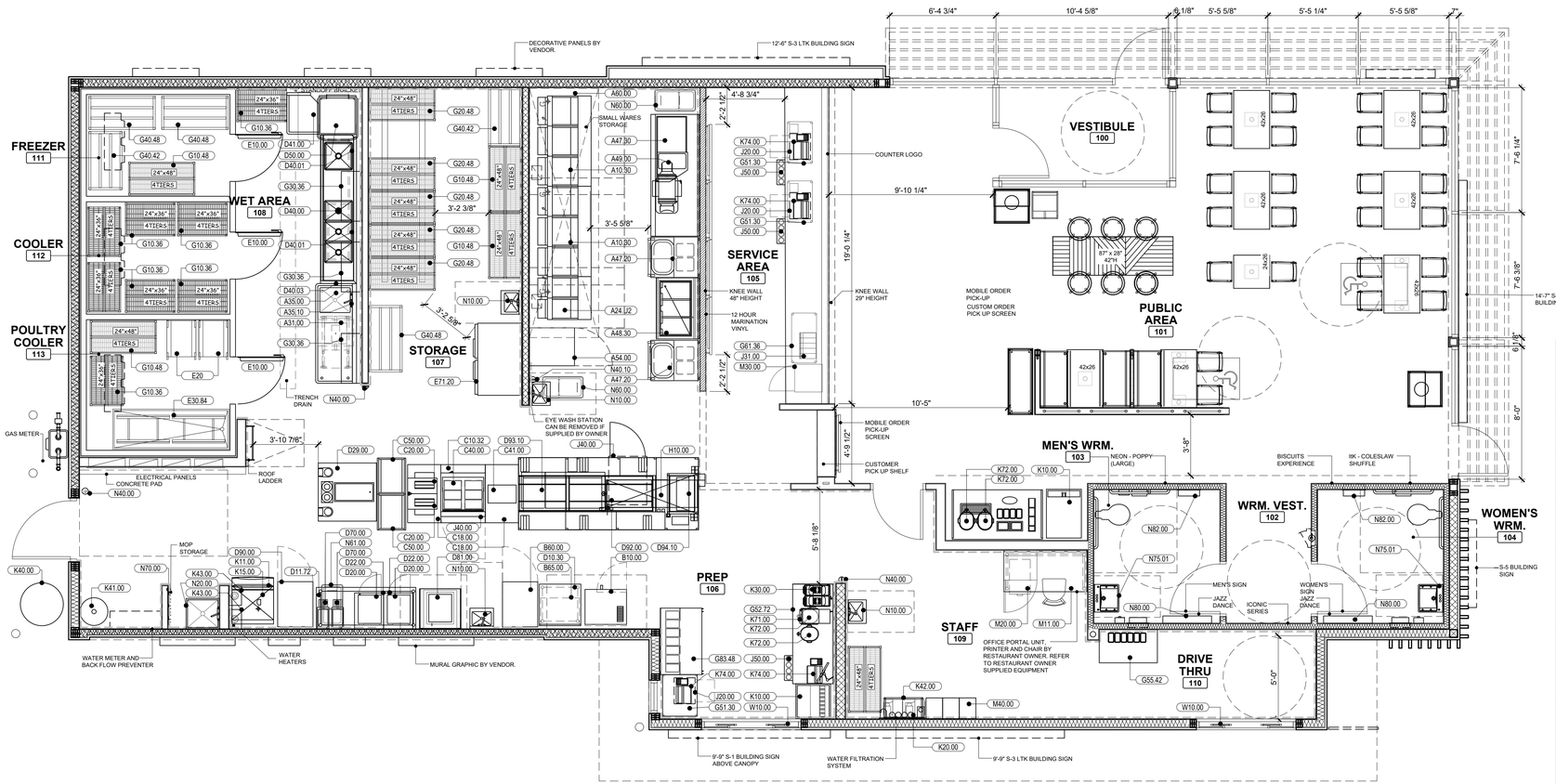
Store Type
US 2136 MODEL
2136-21

Location
PROTOTYPE
2136 (U.S.)
CITY, STATE

Drawing Title
FLOOR PLAN

| Drawn | Checked |
|---|---|
| XX | XX |
| Scale | Date |
| 1/4"=1'-0" | OCT 2021 |
| Project No. | Drawing No. |
| XX | A1 |

POPEYES LOUISIANA KITCHEN MODEL 2136, ADDRESS, CITY, STATE: 2136 PROTOTYPE DOCUMENTS (OCTOBER 27, 2021) STORE NO. XXXXX




# NOTE

1. IT IS RESPONSIBILITY OF THE G.C. TO COORDINATE DELIVERY, UNCRATING, POSITIONING, FINAL HOOK UP AND REMOVAL OF TRASH OF ALL OWNER SUPPLIED KITCHEN EQUIPMENT.

2. ALL KITCHEN EQUIPMENT TO BE INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS.

3. DECOR ITEMS SUPPLIED BY OWNER AND INSTALLED BY GENERAL CONTRACTOR.

4. FOR DINING ROOM FURNITURE, SEE DECOR PACKAGE, CONTACT DECOR VENDOR FOR DETAILS.

5. ARCHITECT OF RECORD TO ENSURE AND COORDINATE THAT ALL INTERIOR AND EXTERIOR COMPLIES WITH ADA REQUIREMENTS AS WELL AS LOCAL JURISDICTIONS.

# NEW KITCHEN EQUIPMENT SCHEDULE

NOTE:
CONTRACTOR SHOULD REFER TO MANUFACTURER SPECIFICATIONS FOR ALL SERVICE REQUIREMENTS AND PROPER CONNECTIONS.

| ITEMNO | QTY | CATEGORY | MFR | MODEL | EQUIPMENT REMARKS |
|---|---|---|---|---|---|
| A10.30 | 2 | MULTIPLE FRYER SYSTEM, GAS | ULTRAFRYER | BP20203 UCP | |
| A10.40 | 2 | SHORTENING DISPOSAL UNIT | ULTRAFRYER | DISPOSAL | NOT SHOWN IN PLAN |
| A10.50 | 2 | BOILOUT HOSE | ULTRAFRYER | BOILOUT | NOT SHOWN IN PLAN |
| A24.U2 | 1 | MULTIPLE FRYER SYSTEM, GAS | ULTRAFRYER | BP30142UCP | |
| A31.00 | 1 | MARINATOR | AYRKING | M101-110 | |
| A35.00 | 1 | ONE COMPARTMENT SINK | WINHOLT | 1143828 | |
| A35.10 | 1 | PRE-RINSE FAUCET ASSEMBLY | T & S | B2180 | |
| A45.40 | 1 | PROTEIN RAIL FOR 4 PAN BATTER STATIO | AYRKING | PSR581410 | |
| A47.20 | 2 | BATTER STATION 29" | AYRKING | BBSUL2934P | |
| A47.30 | 1 | BATTER STATION 86" | KES | CUSTOM | |
| A48.30 | 1 | 3-PAN ICE BATH TABLE FABRICATION | KES | CUSTOM | |
| A49.00 | 1 | DRUMROLL | AYRKING | DRUF120TPR 8POP | |
| A54.00 | 1 | REACH-IN FREEZER | DELFIELD | GBF1P-S | |
| A60.00 | 1 | 15' HOOD | FRANKE | 3347 FR-BD-2 | |
| B10.00 | 1 | CONVECTION OVEN, DOUBLE STACKED | BLODGETT OVEN | CTB DBL | |
| B60.00 | 1 | REACH-IN REFRIGERATOR | DELFIELD | GBR1P-S | |
| B65.00 | 1 | BISCUIT HOLDING UNIT | NWS | D328530400N | |
| C10.32 | 1 | POPEYES DUAL SIDE SANDWICH PREP | NWS | F775670100N | |
| C18.00 | 2 | POPEYES 24" X 42" TOASTER TABLE | NWS | F775680100N | |
| C20.00 | 2 | TOASTER | ANTUNES | VCT-2 | |
| C40.00 | 1 | PRODUCT HOLDING UNIT | PRINCE CASTLE | EHBP23 | |
| C41.00 | 1 | PROTEIN HOLDING UNIT | PRINCE CASTLE | PHB41F | |
| C50.00 | 2 | BUN / SHEET PAN RACK | CAMBRO | UPR1826F20580 | |
| D10.30 | 1 | WORK TABLE | NWS | D202070400N | |
| D11.54 | 1 | WORK TABLE | KES | CUSTOM | |
| D11.72 | 1 | WORK TABLE | KES | CUSTOM | |
| D20.00 | 2 | MICROWAVE OVEN | PANASONIC | NE-17523 | |
| D22.00 | 2 | MICROWAVE SHELF | NWS | D413310300N | |
| D29.00 | 1 | PACKING TABLE, DOUBLE SIDED | NWS | F775690100N | |
| D40.00 | 1 | 3-BOWL SINK | NWS | F775660100N | |
| D40.03 | 1 | SPLASH DIVIDER | NWS | F367400100N | |
| D41.00 | 1 | CLEAN DISHTABLE | ADVANCE TABCO | DTC-S60-24R | |
| D50.00 | 1 | DISHWASHER | HOBART | AM-15VLT-2 | |
| D70.00 | 2 | HOT WATER DISPENSER | BUNN | H5XEL | |
| D81.00 | 1 | RETHERMALIZER, WATER TANK, ELECTRIC | ULTRAFRYER | REO-1620-X | |
| D90.00 | 1 | PROOFER CABINET, MOBILE | WINSTON | HA4522 | |
| D92.00 | 1 | HOLDING BINS | PRINCE CASTLE | PHB21N2 | |
| D93.10 | 1 | HOLDING BINS | PRINCE CASTLE | DHB2PT-60P | |
| D94.00 | 1 | PROTIEN HOLDING BIN | PRINCE CASTLE | PHB34R2 | |
| D94.10 | 1 | BISCUIT HOLDING BIN | PRINCE CASTLE | PHB21N1 | |
| E10.00 | 3 | WALK-IN COOLER / FREEZER | KOLPAK | WICF A185891 | |
| E20.00 | 2 | CHICKEN RACKS | SPG | 4H1286 | |
| E30.84 | 1 | CHICKEN CRATE | NWS | D125050500N | |
| E71.20 | 1 | DOUBLE EVEN-THAW REFRIGERATOR | TRAULSEN | RE232N-1 | |
| G10.36 | 8 | COATED WIRE SHELVING - 4 TIERS | METRO | 2436NK3 | |
| G10.48 | 5 | COATED WIRE SHELVING - 4 TIERS | METRO | 2448NK3 | |
| G20.48 | 5 | WIRE SHELVING | METRO | 2448NK3 | |
| | 1 | TRACK SHELVING KIT | METRO | TTE24C | |
| | 3 | TRACK SHELVING KIT | METRO | TTM24C | |
| | 1 | TRACK SHELVING SECTION | METRO | TTS10NA | |
| G30.36 | 3 | WIRE SHELVING WALL MOUNTED - 2 TIERS | METRO | 1436NK3 | |
| G40.42 | 2 | DUNNAGE RACK | NWS | DUN240842 | |
| G40.48 | 3 | DUNNAGE RACK | NWS | DUN240848 | |
| G51.30 | 2 | POS TABLE | METRO | | |
| G52.72 | 1 | DRIVE THRU TABLE | KES | CUSTOM | |
| G55.42 | 1 | WORK TABLE W/UNDERSHELF | KES | CUSTOM | |
| G83.48 | 1 | EXPEDITE TABLE | KES | CUSTOM | |
| H10.00 | 1 | MODULAR PRODUCTION COUNTER - DUAL LINE | KES | CUSTOM | |
| J20.00 | 3 | CASH CONTROLLER | NKL INDUSTRIES | W-101 | |
| J31.00 | 1 | CONDIMENT ORGANIZER BIN RACK | CAMBRO | 12RS12 | |
| J40.00 | 2 | UNDERCOUNTER REFRIGERATOR | SILVER KING | SKRS28 | |
| J50.00 | 3 | DISPOSABLE CUP DISPENSER | DISPENSE-RITE | WR-CC-22-POP | |
| K10.00 | 2 | ICE MAKER, CUBE-STYLE | MANITOWOC | IBF0620C | |
| K11.00 | 1 | ICE MAKER, CUBE-STYLE | MANITOWOC | IYF0900N | |
| K15.00 | 1 | ICE BIN | MANITOWOC | D570 8POP | |
| K20.00 | 1 | WATER FILTER SYSTEM | EVERPURE | EV943710 | |
| K30.00 | 1 | FROZEN LEMONADE | BUNN | 34000.0012 | |
| K40.00 | 1 | GREASE TANK | | | |
| K41.00 | 1 | CO2 TANK | | | |
| K42.00 | 1 | BAG N BOX | | | BY OTHERS |
| K43.00 | 2 | WATER HEATERS | | | BY OTHERS |
| K71.00 | 1 | TEA BREWER | BUNN | ITCB | |
| K72.00 | 4 | TEA DISPENSER | BUNN | TDO40 | |
| K74.00 | 4 | POS | | | BY OTHERS |
| L20.00 | 3 | TRASH BINS | | | |
| LP45.00 | 1 | OUTSIDE TRASH RECEPTACLE | WAUSAU | TF1015 | |
| LP46.00 | 1 | OUTSIDE TRASH RECEPTICAL | WAUSAU | TF1021 | |
| M11.00 | 1 | MANAGERS DESK | NWS | F367310100N | |
| M20.00 | 1 | OFFICE SUPPLIES | WASSER | 106053 | |
| M30.00 | 1 | SAFE | FIRE KING | BSD2920 | |
| M40.00 | 1 | LOCKERS W/ 6 HIGH UNIT | KELMAX | EL SERIES | |
| N10.00 | 4 | HAND SINK | KROWNE | HS-68 | |
| N40.00 | 3 | FIRE EXTINGUISHER | ACTION | 436500 | CLASS K |
| N40.10 | 1 | FIRE EXTINGUISHER | ACTION | 434909 | |
| N60.00 | 2 | INGREDIENTS BIN | RUBBERMAID | FG360288WHT | |
| N61.00 | 1 | INGREDIENTS BIN | RUBBERMAID | FG360288WHT | |
| N70.00 | 1 | MOP & BROOM HAGER | ADVANCED | K42 | |
| N75.01 | 2 | FAUCET | KROWNE | 16-197 | |
| W10.00 | 2 | DRIVE THROUGH WINDOW | QUICKSERV | BP-72x | |

## 1 A2 EQUIPMENT PLAN

SCALE: 1/4"=1'-0"

ISSUE TABLE

| No. | Date (mm/dd/yy) | Description |
|---|---|---|
| 01 | 10-27-21 | 2136 PROTOTYPE DOCUMENTS |

REVISIONS

| No. | Date | Description |
|---|---|---|

DRAWINGS REVISED AS PER DESIGN BULLETIN

| No. | Date | Description |
|---|---|---|

PROJECT NORTH

THIS DRAWING IS OWNED BY OR LICENSED FOR USE BY POPEYES LOUISIANA KITCHEN ( OR ITS AFFILIATED OR RELATED COMPANIES) AND MAY NOT BE REPRODUCED, USED, DOWNLOADED, DISSEMINATED, PUBLISHED, OR TRANSFERRED IN ANY FORM OR BY ANY MEANS, EXCEPT WITH THE PRIOR WRITTEN CONSENT OF POPEYES LOUISIANA KITCHEN . COPYRIGHT INFRINGEMENT IS A VIOLATION OF FEDERAL LAW SUBJECT TO CRIMINAL AND CIVIL PENALTIES.

THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE POPEYES LOUISIANA KITCHEN REPRESENTATIVE PRIOR TO COMMENCING WORK. THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS INDICATED BY POPEYES LOUISIANA KITCHEN AS "ISSUED FOR CONSTRUCTION".

DESIGN GUIDELINE ONLY - NOT FOR PERMIT OR CONSTRUCTION

THESE DOCUMENTS MUST BE COMPLETED AND / OR MODIFIED BY A LICENSED ARCHITECT AND ENGINEER TO CONFORM TO ALL APPLICABLE CODES, AND SPECIFIC SITE CONDITIONS. THERE IS NO WARRANTY, WHETHER IMPLIED OR EXPRESSED THAT THESE DOCUMENTS MEET THE APPLICABLE CODE REQUIREMENTS. LIABILITY FOR THE DESIGN AND ANY USE OF THE DOCUMENTS IS THE SOLE RESPONSIBILITY OF THE ARCHITECT AND ENGINEER OF RECORD.

Company Logo

Project

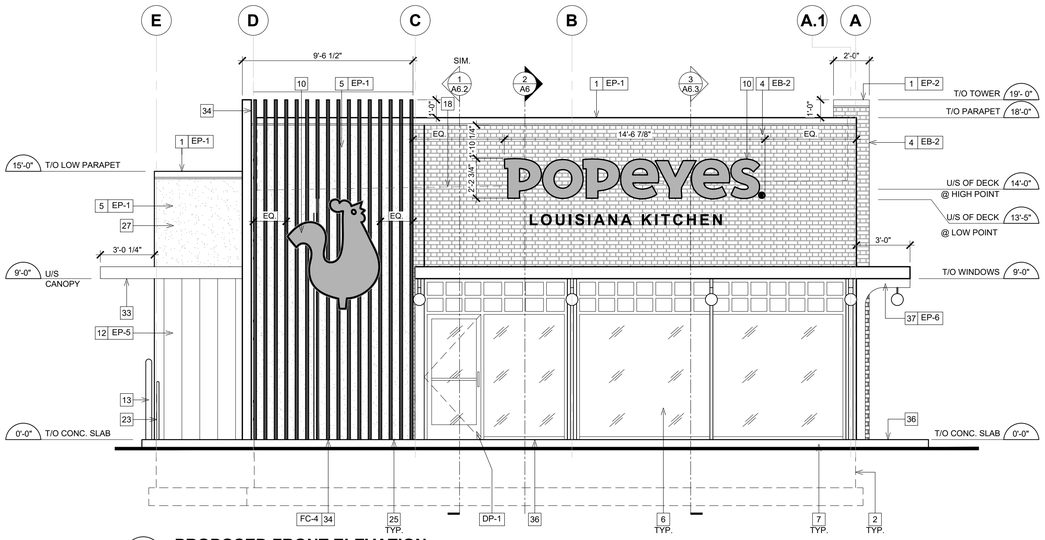
Store Type
US 2136 MODEL
2136-21

Location
PROTOTYPE
2136 (U.S.)
CITY, STATE

Drawing Title
EQUIPMENT PLAN AND SCHEDULE

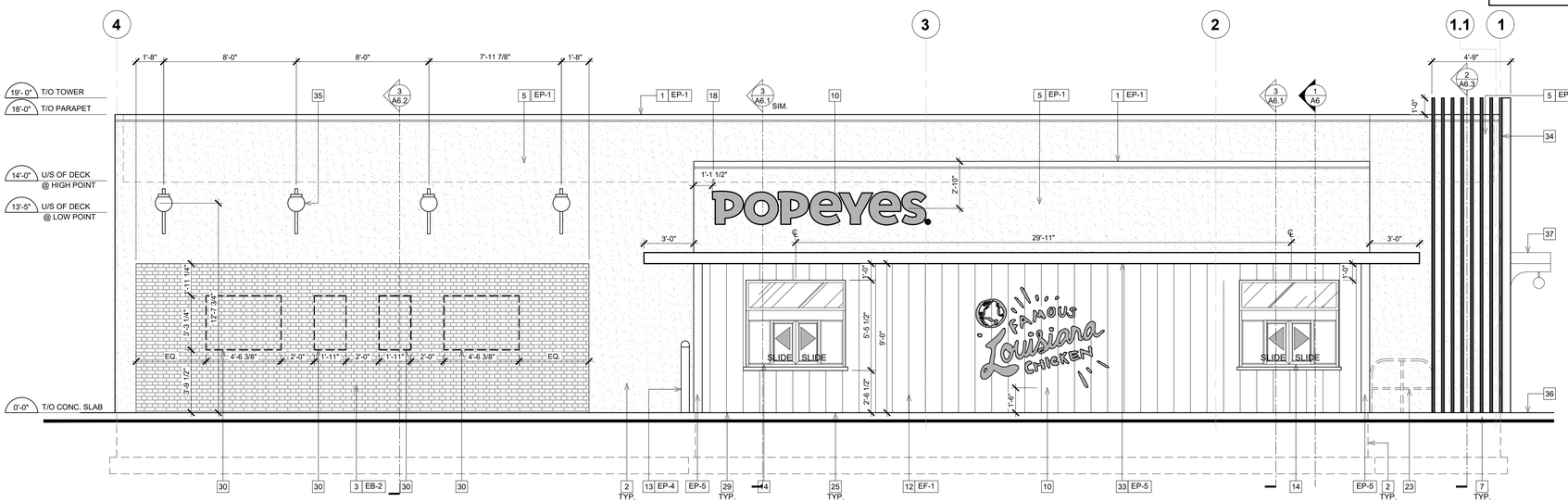
| Drawn | Checked |
|---|---|
| XX | XX |
| Scale: 1/4"=1'-0" | Date: OCT 2021 |
| Project No.: XX | Drawing No.: A2 |

POPEYES LOUISIANA KITCHEN MODEL 2136, ADDRESS, CITY, STATE: 2136 PROTOTYPE DOCUMENTS (OCTOBER 27, 2021) STORE NO. XXXXX




1 A5 **PROPOSED FRONT ELEVATION**

SCALE: 1/4"=1' - 0"




2 A5 **PROPOSED DT ELEVATION**

SCALE: 1/4"=1' - 0"

# EXTERIOR ELEVATION NOTES

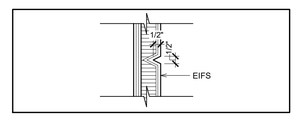
1. PRE-FINISHED METAL CAP FLASHING C/W DRIP.
2. G.C TO PROVIDE AND INSTALL DOUBLE LAYER OF REINFORCING MESH TO MIN. 2'-2" ABOVE GRADE AT ALL EIFS LOCATIONS (TYP.) IN ORDER TO ATTAIN ABUSE RESISTANCE STUCCO SYSTEM.
3. NICHIHA VINTAGEBRICK, COLOR: ALEXANDRIA BUFF. REFER TO POPEYES MASTER SCHEDULE.
4. NICHIHA VINTAGEBRICK, COLOR: WHITE WASH. REFER TO POPEYES MASTER SCHEDULE.
5. EIFS. REFER TO POPEYES MASTER SCHEDULE.
6. PRE-FINISHED 'BLACK ANODIZED' ALUMINUM STOREFRONT SYSTEM WITH INSULATED GLAZING.
7. EXPOSED FOUNDATION TO BE PARGED AND FREE OF IMPERFECTIONS.
8. GAS UTILITY METER.
9. REFER TO STRUCTURAL DRAWINGS FOR FOUNDATION WALL AND FOOTING DETAILS.
10. INTERNALLY ILLUMINATED BUILDING SIGNAGE PROVIDED AND INSTALLED BY SIGN COMPANY. G.C TO PROVIDE AND INSTALL ¾" EXTERIOR GRADE PRESSURE TREATED PLYWOOD BACKING AND ALL FINAL ELECTRICAL CONNECTION. SIGN MANUFACTURER SHALL OBTAIN STRUCTURALLY SEALED DRAWINGS AND SIGNAGE PERMITS FROM THE CITY BASED ON LOCAL REQUIREMENTS. G.C SHALL VERIFY ACTUAL LOCATION & SIZE OF SIGNS WITH SIGN MANUFACTURER'S APPROVED DRAWINGS AND COORDINATE LOCATIONS OF BLOCKING AND UTILITIES. G.C TO COORDINATE WITH SIGN INSTALLER TO USE VHM DRILL BIT WHILE DRILLING FOR ELECTRICAL FEED LINES AND SIGNAGE FASTENERS. ALL ELEMENTS PROVIDED BY SIGNAGE FABRICATOR TO BE REVIEWED AND APPROVED BY POPEYES PRIOR TO PRODUCTION
11. NON-ILLUMINATED BUILDING SIGNAGE PROVIDED AND INSTALLED BY SIGN COMPANY. G.C TO PROVIDE AND INSTALL ¾" EXTERIOR GRADE PRESSURE TREATED PLYWOOD BACKING.. SIGN MANUFACTURER SHALL OBTAIN STRUCTURALLY SEALED DRAWINGS AND SIGNAGE PERMITS FROM THE CITY BASED ON LOCAL REQUIREMENTS. G.C SHALL VERIFY ACTUAL LOCATION & SIZE OF SIGNS WITH SIGN MANUFACTURER'S APPROVED DRAWINGS AND COORDINATE LOCATIONS OF BLOCKING AND UTILITIES. G.C TO COORDINATE WITH SIGN INSTALLER TO USE VHM DRILL BIT WHILE DRILLING FOR ELECTRICAL FEED LINES AND SIGNAGE FASTENERS. ALL ELEMENTS PROVIDED BY SIGNAGE FABRICATOR TO BE REVIEWED AND APPROVED BY POPEYES PRIOR TO PRODUCTION
12. NICHIHA VINTAGE WOOD, COLOR: CEDAR. REFER TO POPEYES MASTER SCHEDULE.
13. PROVIDE & INSTALL 6" DIAMETER STEEL PIPE BOLLARD TOP AT 4'-6" A.F.F. G.C. TO PAINT "SAFETY YELLOW". REFER TO POPEYES MASTER SCHEDULE.
14. DRIVE-THRU WINDOW. REFER TO DRIVE-THRU WINDOW SCHEDULE ON SHEET A11.
15. N/A.
16. PRE-FINISHED GALVANIZED STEEL DOWNSPOUT & COLLECTOR BOX. G.C. TO COORDINATE WITH CIVIL ENGINEERS TO CONFIRM IF DOWNSPOUTS ARE SPLASHING ON CONCRETE PAD OR TIED TO THE STORM SEWER LINE. REFER TO MECHANICAL DRAWINGS.
17. N/A.
18. DASHED LINE INDICATES T/O OF ROOF BEHIND PARAPET.
19. C/T CABINET AND METER.
20. LINE OF PARAPET WALLS BEYOND.
21. GENERAL PURPOSE EXTERIOR LIGHTING FIXTURES.
22. WALK-IN COOLER/FREEZER FINISH TO BE COMPLETED BY MANUFACTURER.
23. METAL RAILING SUPPLIED AND INSTALLED BY G.C (ONLY IF REQUIRED). ARCHITECT TO COORDINATE WITH CIVIL ENGINEER ON THE SITE PLAN. PAINT FINISH 'BLACK'.
24. PRE-FINISHED GALVANIZED STEEL DOWNSPOUT & COLLECTOR BOX. G.C. TO COORDINATE CIVIL ENGINEERS TO CONFIRM IF DOWNSPOUTS ARE SPLASHING ON CONCRETE PAD OR TIED TO THE STORM SEWER LINE. REFER TO MECHANICAL DRAWINGS.
25. ALL BASE FLASHING TO MATCH ADJACENT MATERIAL COLORS.
26. HOSE BIB. G.C. TO PAINT. COLOUR TO MATCH ADJACENT STUCCO COORDINATE EXACT LOCATION WITH G.C. REFER TO MECHANICAL DRAWINGS.
27. ½" X ½" REVEAL LINE IN STUCCO FINISH. REFER TO DETAIL 3/A5.
28. DECORATIVE PANELS SUPPLY AND INSTALL BY SIGN COMPANY.
29. G.C TO PROVIDE CONCRETE CURB ALONG DRIVE-THRU LANE. CURB TO PROJECT 8" FROM FACE OF PANELS AND LENGTH OF CURB IS EXTENT OF FEATURE WALL.
30. MURAL GRAPHIC SUPPLY AND INSTALL BY SIGN COMPANY.
31. REAR EXIT DOOR TO BE PAINT WHITE.
32. WALL SCONCE SUPPLY AND INSTALL BY SIGN COMPANY.
33. PRE-FABRICATED CANOPIES W/ PRE-WIRED RECESSED LIGHTS ABOVE DRIVE-THRU SUPPLY BY SIGN COMPANY AND INSTALL BY G.C. ALL CANOPIES IN WALL SUPPORT BY G.C. REFER TO STRUCTURAL DRAWINGS.
34. VERTICAL SIMULATED WOOD SLATS. REFER TO POPEYES MASTER SCHEDULE.
35. WALL SCONCE LIGHTING. REFER TO ELECTRICAL SCHEDULE.
36. CONCRETE SIDEWALK (BY G.C). REFER TO SITE PLAN.
37. HORIZONTAL WOOD GRAIN ENTRANCE CANOPY W/ TEAL VERTICAL & HORIZONTAL SUPPORTS SUPPLY BY SIGN COMPANY AND INSTALL BY G.C. PRE-WIRED LED LIGHT GLOBE FIXTURE.

# GENERAL NOTES

1. SEALANT / CAULKING AROUND DOOR / WINDOW FRAMES. COLOUR: TO MATCH WINDOW / DOOR FRAMES.
2. THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DRAWINGS AND SPECIFICATIONS.

# SYMBOL LEGEND

| | |
|---|---|
| 1 | NOTE REFERENCE<br>REFER TO ELEVATION NOTES |
| FN# | FINISH TYPE |




3 A5 **SECTION DETAIL @ TYPICAL EIFS REVEAL**

SCALE: 2 ½"=1'-0"

ISSUE TABLE

| No. | Date (mm/dd/yy) | Description |
|---|---|---|
| 01 | 10-27-21 | 2136 PROTOTYPE DOCUMENTS |
| | | |
| | | |
| | | |
| | | |

REVISIONS

| No. | Date | Description |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

DRAWINGS REVISED AS PER DESIGN BULLETIN

| No. | Date | Description |
|---|---|---|
| | | |
| | | |
| | | |
| | | |

THIS DRAWING IS OWNED BY OR LICENSED FOR USE BY POPEYES LOUISIANA KITCHEN ( OR ITS AFFILIATED OR RELATED COMPANIES) AND MAY NOT BE REPRODUCED, USED, DOWNLOADED, DISSEMINATED, PUBLISHED, OR TRANSFERRED IN ANY FORM OR BY ANY MEANS, EXCEPT WITH THE PRIOR WRITTEN CONSENT OF POPEYES LOUISIANA KITCHEN . COPYRIGHT INFRINGEMENT IS A VIOLATION OF FEDERAL LAW SUBJECT TO CRIMINAL AND CIVIL PENALTIES.

THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE POPEYES LOUISIANA KITCHEN REPRESENTATIVE PRIOR TO COMMENCING WORK. THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS INDICATED BY POPEYES LOUISIANA KITCHEN AS "ISSUED FOR CONSTRUCTION".

DESIGN GUIDELINE ONLY - NOT FOR PERMIT OR CONSTRUCTION

THESE DOCUMENTS MUST BE COMPLETED AND / OR MODIFIED BY A LICENSED ARCHITECT AND ENGINEER TO CONFORM TO ALL APPLICABLE CODES, AND SPECIFIC SITE CONDITIONS. THERE IS NO WARRANTY, WHETHER IMPLIED OR EXPRESSED THAT THESE DOCUMENTS MEET THE APPLICABLE CODE REQUIREMENTS. LIABILITY FOR THE DESIGN AND ANY USE OF THE DOCUMENTS IS THE SOLE RESPONSIBILITY OF THE ARCHITECT AND ENGINEER OF RECORD.

Company Logo

Project

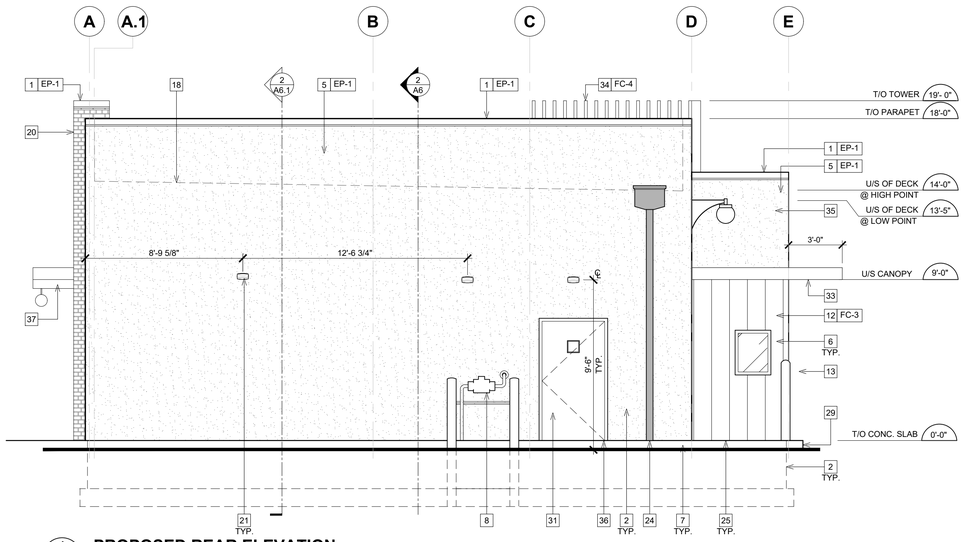
Store Type
US 2136 MODEL
2136-21

Location
PROTOTYPE
2136 (U.S.)
CITY, STATE

Drawing Title
EXTERIOR ELEVATIONS

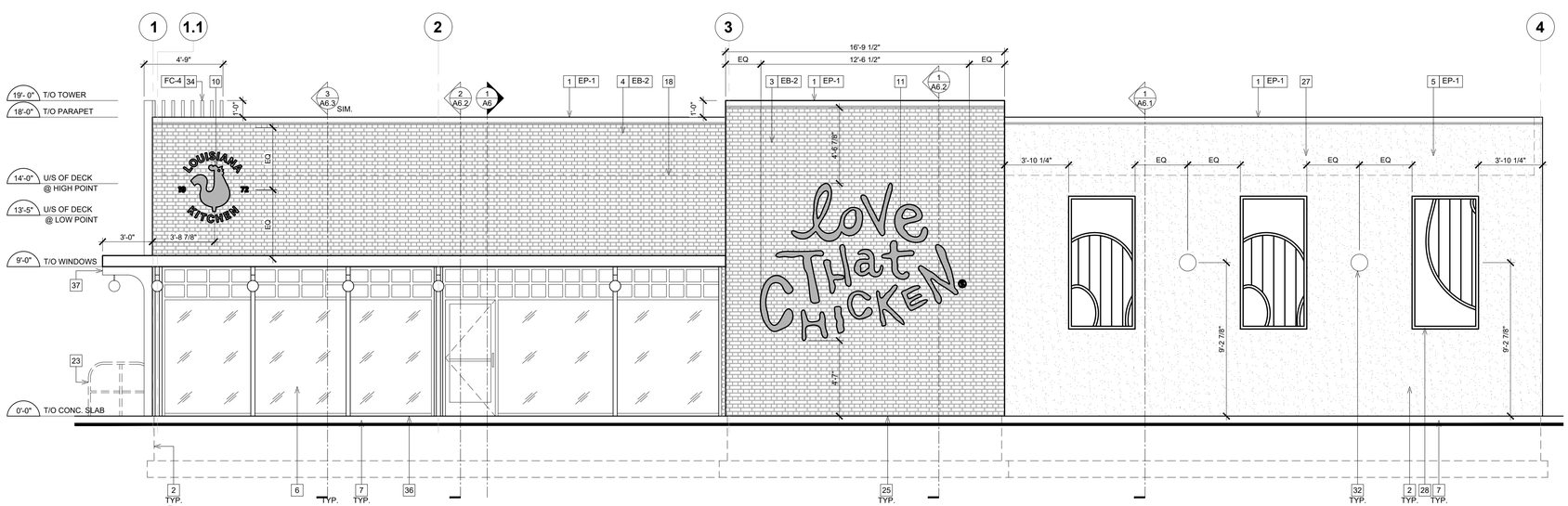
| Drawn | Checked |
|---|---|
| XX | XX |
| Scale | Date |
| 1/4"=1'-0" | OCT 2021 |
| Project No. | Drawing No. |
| XX | A5 |

POPEYES LOUISIANA KITCHEN MODEL 2136, ADDRESS, CITY, STATE: 2136 PROTOTYPE DOCUMENTS (OCTOBER 27, 2021) STORE NO. XXXXX




1 A5.1 **PROPOSED REAR ELEVATION**

SCALE: 1/4"=1' - 0"




2 A5.1 **PROPOSED SIDE ELEVATION**

SCALE: 1/4"=1' - 0"

# EXTERIOR ELEVATION NOTES

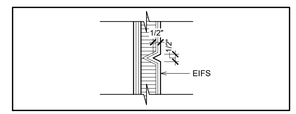
1. PRE-FINISHED METAL CAP FLASHING C/W DRIP.
2. G.C TO PROVIDE AND INSTALL DOUBLE LAYER OF REINFORCING MESH TO MIN. 2'-2" ABOVE GRADE AT ALL EIFS LOCATIONS (TYP.) IN ORDER TO ATTAIN ABUSE RESISTANCE STUCCO SYSTEM.
3. NICHIHA VINTAGEBRICK, COLOR: ALEXANDRIA BUFF. REFER TO POPEYES MASTER SCHEDULE.
4. NICHIHA VINTAGEBRICK, COLOR: WHITE WASH. REFER TO POPEYES MASTER SCHEDULE.
5. EIFS. REFER TO POPEYES MASTER SCHEDULE.
6. PRE-FINISHED 'BLACK ANODIZED' ALUMINUM STOREFRONT SYSTEM WITH INSULATED GLAZING.
7. EXPOSED FOUNDATION TO BE PARGED AND FREE OF IMPERFECTIONS.
8. GAS UTILITY METER.
9. REFER TO STRUCTURAL DRAWINGS FOR FOUNDATION WALL AND FOOTING DETAILS.
10. INTERNALLY ILLUMINATED BUILDING SIGNAGE PROVIDED AND INSTALLED BY SIGN COMPANY. G.C TO PROVIDE AND INSTALL ¾" EXTERIOR GRADE PRESSURE TREATED PLYWOOD BACKING AND ALL FINAL ELECTRICAL CONNECTION. SIGN MANUFACTURER SHALL OBTAIN STRUCTURALLY SEALED DRAWINGS AND SIGNAGE PERMITS FROM THE CITY BASED ON LOCAL REQUIREMENTS. G.C SHALL VERIFY ACTUAL LOCATION & SIZE OF SIGNS WITH SIGN MANUFACTURER'S APPROVED DRAWINGS AND COORDINATE LOCATIONS OF BLOCKING AND UTILITIES. G.C TO COORDINATE WITH SIGN INSTALLER TO USE VHM DRILL BIT WHILE DRILLING FOR ELECTRICAL FEED LINES AND SIGNAGE FASTENERS. ALL ELEMENTS PROVIDED BY SIGNAGE FABRICATOR TO BE REVIEWED AND APPROVED BY POPEYES PRIOR TO PRODUCTION
11. NON-ILLUMINATED BUILDING SIGNAGE PROVIDED AND INSTALLED BY SIGN COMPANY. G.C TO PROVIDE AND INSTALL ¾" EXTERIOR GRADE PRESSURE TREATED PLYWOOD BACKING.. SIGN MANUFACTURER SHALL OBTAIN STRUCTURALLY SEALED DRAWINGS AND SIGNAGE PERMITS FROM THE CITY BASED ON LOCAL REQUIREMENTS. G.C SHALL VERIFY ACTUAL LOCATION & SIZE OF SIGNS WITH SIGN MANUFACTURER'S APPROVED DRAWINGS AND COORDINATE LOCATIONS OF BLOCKING AND UTILITIES. G.C TO COORDINATE WITH SIGN INSTALLER TO USE VHM DRILL BIT WHILE DRILLING FOR ELECTRICAL FEED LINES AND SIGNAGE FASTENERS. ALL ELEMENTS PROVIDED BY SIGNAGE FABRICATOR TO BE REVIEWED AND APPROVED BY POPEYES PRIOR TO PRODUCTION
12. NICHIHA VINTAGE WOOD, COLOR: CEDAR. REFER TO POPEYES MASTER SCHEDULE.
13. PROVIDE & INSTALL 6" DIAMETER STEEL PIPE BOLLARD TOP AT 4'-6" A.F.F. G.C. TO PAINT "SAFETY YELLOW". REFER TO POPEYES MASTER SCHEDULE.
14. DRIVE-THRU WINDOW. REFER TO DRIVE-THRU WINDOW SCHEDULE ON SHEET A11.
15. N/A.
16. PRE-FINISHED GALVANIZED STEEL DOWNSPOUT & COLLECTOR BOX. G.C. TO COORDINATE WITH CIVIL ENGINEERS TO CONFIRM IF DOWNSPOUTS ARE SPLASHING ON CONCRETE PAD OR TIED TO THE STORM SEWER LINE. REFER TO MECHANICAL DRAWINGS.
17. N/A.
18. DASHED LINE INDICATES T/O OF ROOF BEHIND PARAPET.
19. C/T CABINET AND METER.
20. LINE OF PARAPET WALLS BEYOND.
21. GENERAL PURPOSE EXTERIOR LIGHTING FIXTURES.
22. WALK-IN COOLER/FREEZER FINISH TO BE COMPLETED BY MANUFACTURER.
23. METAL RAILING SUPPLIED AND INSTALLED BY G.C (ONLY IF REQUIRED). ARCHITECT TO COORDINATE WITH CIVIL ENGINEER ON THE SITE PLAN. PAINT FINISH 'BLACK'.
24. PRE-FINISHED GALVANIZED STEEL DOWNSPOUT & COLLECTOR BOX. G.C. TO COORDINATE CIVIL ENGINEERS TO CONFIRM IF DOWNSPOUTS ARE SPLASHING ON CONCRETE PAD OR TIED TO THE STORM SEWER LINE. REFER TO MECHANICAL DRAWINGS.
25. ALL BASE FLASHING TO MATCH ADJACENT MATERIAL COLORS.
26. HOSE BIB. G.C. TO PAINT. COLOUR TO MATCH ADJACENT STUCCO COORDINATE EXACT LOCATION WITH G.C. REFER TO MECHANICAL DRAWINGS.
27. ½" X ½" REVEAL LINE IN STUCCO FINISH. REFER TO DETAIL 3/A5.
28. DECORATIVE PANELS SUPPLY AND INSTALL BY SIGN COMPANY.
29. G.C TO PROVIDE CONCRETE CURB ALONG DRIVE-THRU LANE. CURB TO PROJECT 8" FROM FACE OF PANELS AND LENGTH OF CURB IS EXTENT OF FEATURE WALL.
30. MURAL GRAPHIC SUPPLY AND INSTALL BY SIGN COMPANY.
31. REAR EXIT DOOR TO BE PAINT WHITE.
32. WALL SCONCE SUPPLY AND INSTALL BY SIGN COMPANY.
33. PRE-FABRICATED CANOPIES W/ PRE-WIRED RECESSED LIGHTS ABOVE DRIVE-THRU SUPPLY BY SIGN COMPANY AND INSTALL BY G.C. ALL CANOPIES IN WALL SUPPORT BY G.C. REFER TO STRUCTURAL DRAWINGS.
34. VERTICAL SIMULATED WOOD SLATS. REFER TO POPEYES MASTER SCHEDULE.
35. WALL SCONCE LIGHTING. REFER TO ELECTRICAL SCHEDULE.
36. CONCRETE SIDEWALK (BY G.C). REFER TO SITE PLAN.
37. HORIZONTAL WOOD GRAIN ENTRANCE CANOPY W/ TEAL VERTICAL & HORIZONTAL SUPPORTS SUPPLY BY SIGN COMPANY AND INSTALL BY G.C. PRE-WIRED LED LIGHT GLOBE FIXTURE.

# GENERAL NOTES

1. SEALANT / CAULKING AROUND DOOR / WINDOW FRAMES. COLOUR: TO MATCH WINDOW / DOOR FRAMES.
2. THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DRAWINGS AND SPECIFICATIONS.

# SYMBOL LEGEND

| | |
|---|---|
| 1 | NOTE REFERENCE<br>REFER TO ELEVATION NOTES |
| FN# | FINISH TYPE |




3 A5 **SECTION DETAIL @ TYPICAL EIFS REVEAL**

SCALE: 2 ½"=1'-0"

ISSUE TABLE

| No. | Date (mm/dd/yy) | Description |
|---|---|---|
| 01 | 10-27-21 | 2136 PROTOTYPE DOCUMENTS |

REVISIONS

| No. | Date | Description |
|---|---|---|

DRAWINGS REVISED AS PER DESIGN BULLETIN

| No. | Date | Description |
|---|---|---|

THIS DRAWING IS OWNED BY OR LICENSED FOR USE BY POPEYES LOUISIANA KITCHEN ( OR ITS AFFILIATED OR RELATED COMPANIES) AND MAY NOT BE REPRODUCED, USED, DOWNLOADED, DISSEMINATED, PUBLISHED, OR TRANSFERRED IN ANY FORM OR BY ANY MEANS, EXCEPT WITH THE PRIOR WRITTEN CONSENT OF POPEYES LOUISIANA KITCHEN . COPYRIGHT INFRINGEMENT IS A VIOLATION OF FEDERAL LAW SUBJECT TO CRIMINAL AND CIVIL PENALTIES.

THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE POPEYES LOUISIANA KITCHEN REPRESENTATIVE PRIOR TO COMMENCING WORK. THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS INDICATED BY POPEYES LOUISIANA KITCHEN AS "ISSUED FOR CONSTRUCTION".

DESIGN GUIDELINE ONLY - NOT FOR PERMIT OR CONSTRUCTION

THESE DOCUMENTS MUST BE COMPLETED AND / OR MODIFIED BY A LICENSED ARCHITECT AND ENGINEER TO CONFORM TO ALL APPLICABLE CODES, AND SPECIFIC SITE CONDITIONS. THERE IS NO WARRANTY, WHETHER IMPLIED OR EXPRESSED THAT THESE DOCUMENTS MEET THE APPLICABLE CODE REQUIREMENTS. LIABILITY FOR THE DESIGN AND ANY USE OF THE DOCUMENTS IS THE SOLE RESPONSIBILITY OF THE ARCHITECT AND ENGINEER OF RECORD.

Company Logo

Project

Store Type
US 2136 MODEL
2136-21

Location
PROTOTYPE
2136 (U.S.)
CITY, STATE

Drawing Title
EXTERIOR
ELEVATIONS

| Drawn | Checked |
|---|---|
| XX | XX |
| **Scale** | **Date** |
| 1/4"=1'-0" | OCT 2021 |
| **Project No.** | **Drawing No.** |
| XX | A5.1 |

POPEYES LOUISIANA KITCHEN MODEL 2136, ADDRESS, CITY, STATE: 2136 PROTOTYPE DOCUMENTS (OCTOBER 27, 2021) STORE NO. XXXXX


popeyes
LOUISIANA KITCHEN
CH
CKEN


CHICKEN
POPEYES
FAMOUS
Louisiana
CHICKEN
POPEYES
LOUISIANA KITCHEN


LOUISIANA
KITCHEN
love
That
Chicken®


Sandwiches
Classic Chicken
Spicy Chicken
Beverages
Desserts
Family Meals
Chicken Combos
Tenders
Seafood
Sides
Sauces

POPEYES

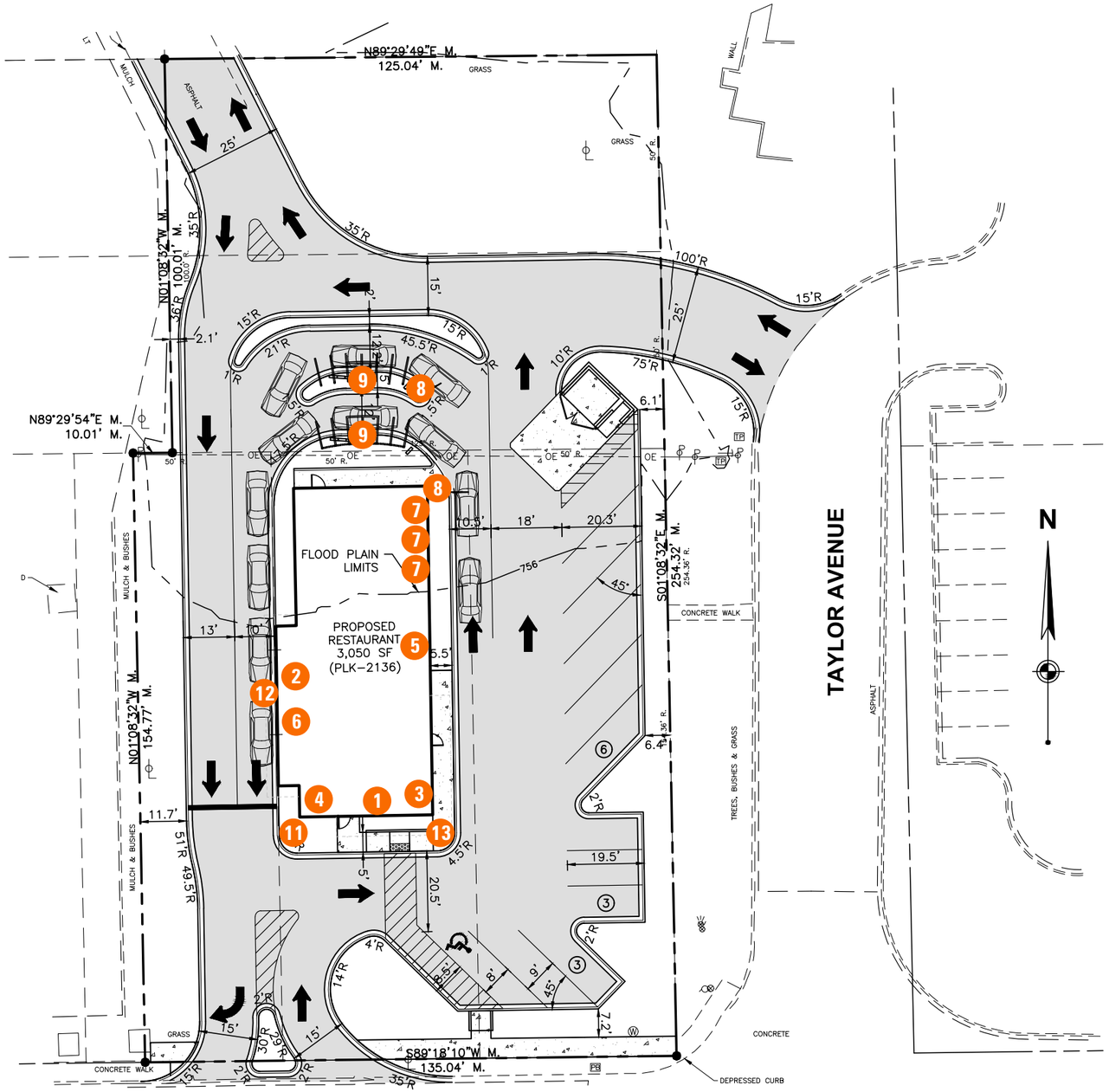
**POPEYES**
**E4056/P119121**
**Glen Ellyn, IL**
**October 25, 2022**

Allen Industries
YOUR BRAND AT ITS BEST™

1-800-967-2553
www.allenindustries.com

| Customer Approval / Signature |
| --- |
| Signature:_____ Date:_____ |

# Site Map




**WEST ROOSEVELT ROAD (ILLINOIS 38)**

ASPHALT

1. (1) POP22-IL27.LK.WW
2. (1) POP22-IL24.NTL
3. (1) POP22-S60.PUSHTHRU
4. (1) POP22-POPPY-TWR-6.6
5. (1) POP22.LTC.FCO
6. (1) POP22-FLC.FCO
7. (3) POP22-WG8X4-SH-A, B, C
8. (2) POP22-CB
9. (2) POP22-DTC.WG
10. (1) POP22-MON8X2.VERT (Placement To Be Determined)
11. (1) Trellis
12. (1) POP22.OC-21
13. (1) POP22.TEAL-3CNPY,
14. (8) POP22.TEAL-CS-3 (Placement To Be Determined)
15. (9) POP22.GLOBE-LITE (Placement To Be Determined)
16. (3) POP22-D3-3.8X2.6 (Placement To Be Determined)


Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com



**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.


| | |
|---|---|
| Client: | **POPEYES** Series 2100 |
| Address: | **750 Roosevelt Road Glen Ellyn, IL 60137** |
| Issue Date: | **10/25/22** |
| Page #: | **2 of 19** |
| File Name: | **POP-E4056_Glen Ellyn, IL_101** |
| Sales: | **House** |
| Design: | **NM** |
| PM: | **NS** |

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | 11/30/22 | add new site plan | NM |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

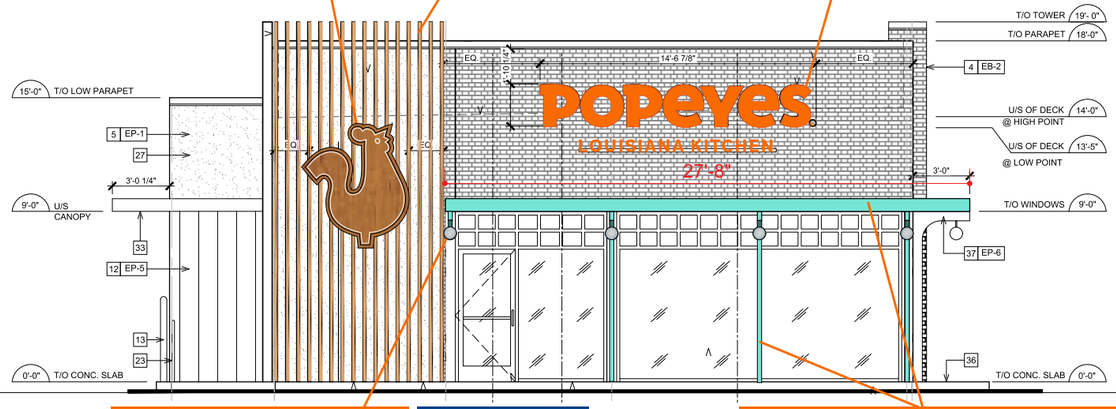
Client Signature:

Approval Date:

POP22-POPPY-TWR-6.6

TRELLIS

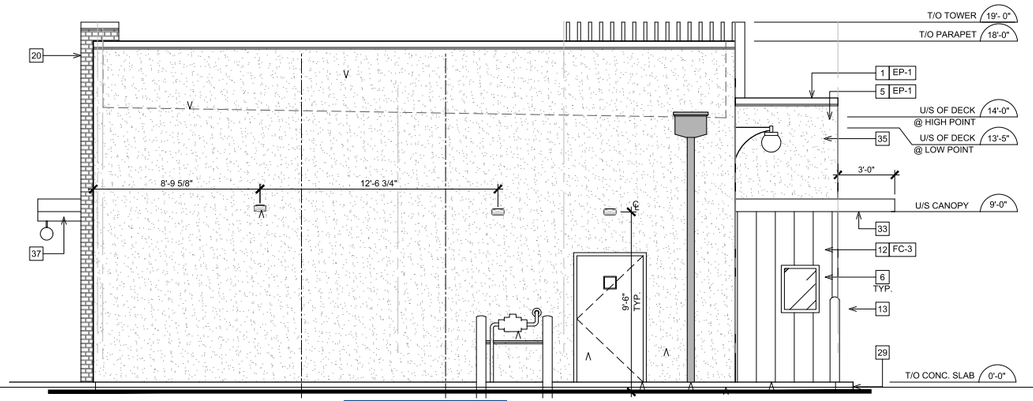
POP22-IL27.LK.WW




POP22.GLOBE-LITE

**Front Elevation**
Scale: 1/8"=1'-0"

POP22.TEAL-3CNPY, POP22.TEAL-CS-3




**Rear Elevation**
Scale: 1/8"=1'-0"

Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com

**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.

Client: **POPEYES**
Series 2100

Address: **750 Roosevelt Road**
**Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **3 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

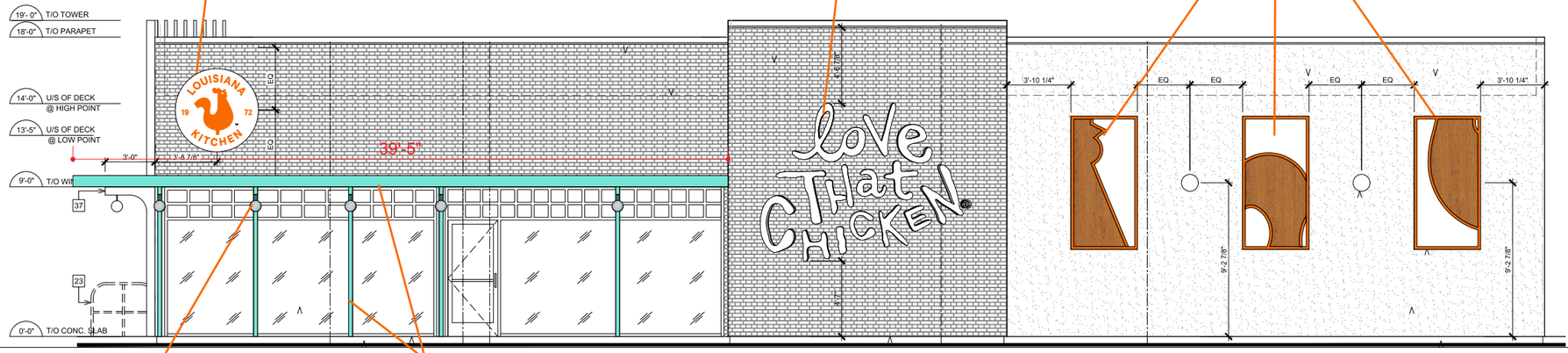
**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

Client Signature:
Approval Date:

POP22-S60.PUSHTHRU

POP22.LTC.FCO

POP22-WG8X4-SH-A, B, C




POP22.GLOBE-LITE

POP22.TEAL-3CNPY, POP22.TEAL-CS-3

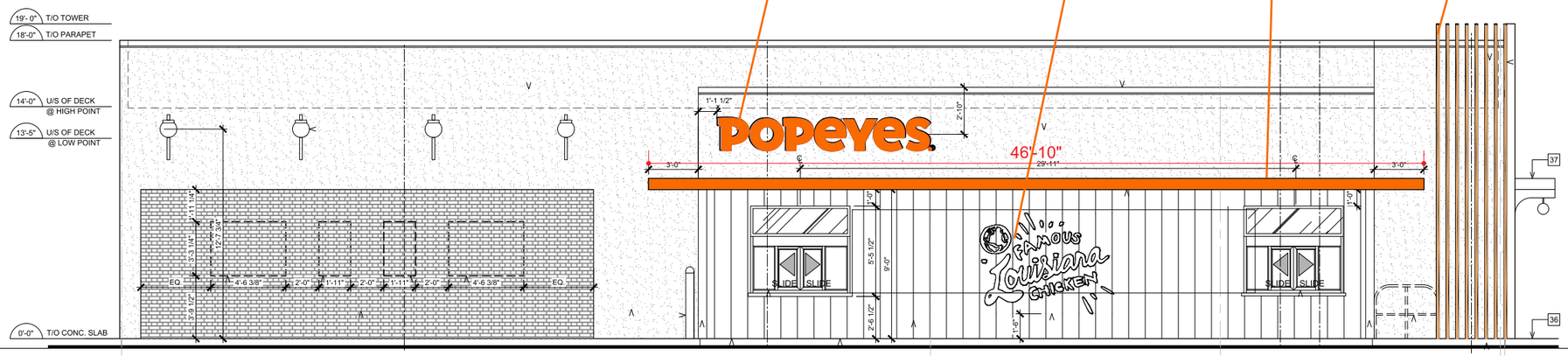
**Main Entrance Elevation**
Scale: 1/8"=1'-0"

POP22-IL24.NTL

POP22.FLC.FCO

POP22.OC-21

TRELLIS




**Drive-Thru Elevation**
Scale: 1/8"=1'-0"

Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com

**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.

Client:
**POPEYES**
Series 2100

Address:
**750 Roosevelt Road**
**Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **4 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

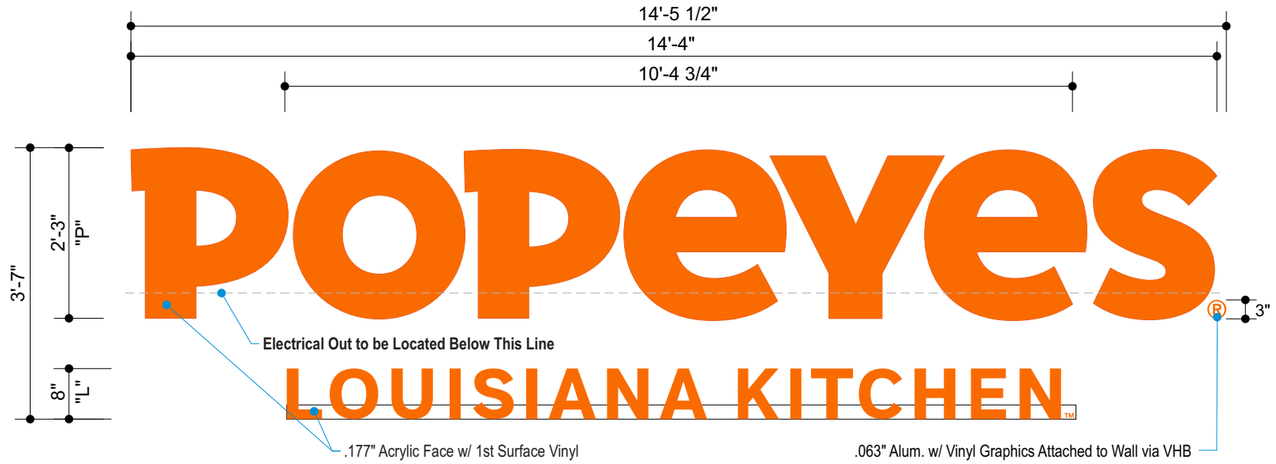
Client Signature:
Approval Date:

**Warranty Information:**
1.) 10 Year Warranty on GE 7100K LED Lighting
2.) 5 Year Warranty on GE Power Supplies
3.) 9 Year Warranty on 3M Vinyl mounted Second Surface
4.) 6 Year Warranty on 3M Vinyl mounted First Surface

# 27" Popeyes Channel Letters w/ Tagline

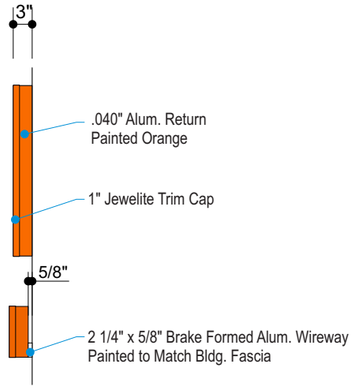
## LED Internally-Illuminated

**POP22-IL27.LK.WW**

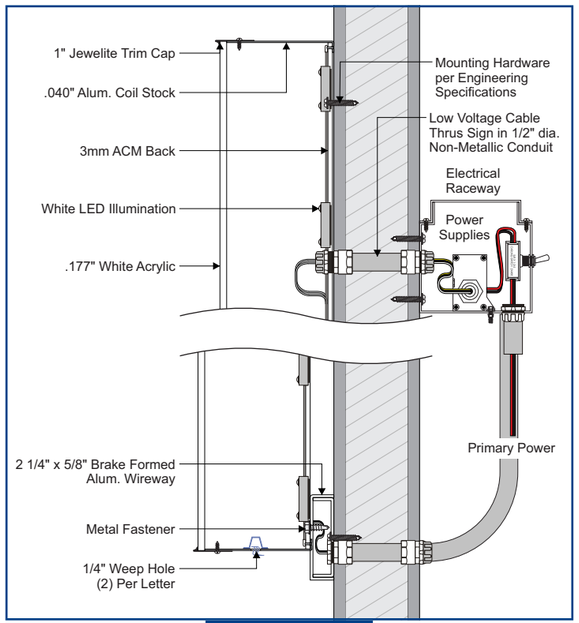



**Front View**
Scale: 1/2"=1'-0"

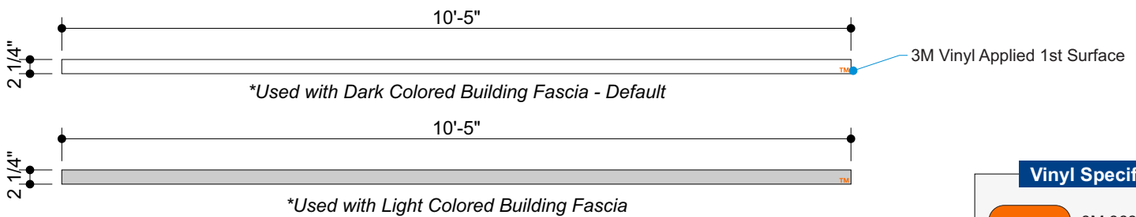
**52.30 Sq Ft**




**Side View**
Scale: 1/2"=1'-0"




**Section Detail**
Scale: 3"=1'-0"




**Wireway Backer Detail**
Scale: 1/2"=1'-0"

| Hardware Mounting Chart | | | |
|---|---|---|---|
| **Note**: Threaded Rod will be Provided Standard for All. Other Hardware Is to be Provided by the Installer As Req. | Masonry | Wood | Metal |
| **Signs** | | | |
| 1/4" Zinc Plated Steel Threaded Rod Thru Wall | ● | ● | ● |
| 3/8" Lags with Shields | ● | | |
| 3/8" Lag Bolts | | ● | |
| 3/8" Toggle Bolts | | | ● |
| **Letters** | | | |
| 1/4" x 2-1/4" Tapcons | ● | | |
| Flathead Stainless Screws | | ● | ● |

**Vinyl Specifications**
3M 3630-84 Tangerine

**Paint Specifications**
Paint to Match Pantone 3564C - Orange
Building Fascia BM-OC125 Moonlight White
**All paint finishes to be Satin unless otherwise specified**

**Color Specifications**
#7328 White Acrylic
Orange Jewelite Trim Cap
Bare Aluminum

**General Specifications:**

| | |
|---|---|
| **Face:** | .177" #7328 White Acrylic w/ 1st Surface 3M Vinyl & 1" Jewelite Trim Cap |
| **Returns:** | .040" Alum. Coil Painted Tangerine |
| **Backs:** | 3mm White ACM |
| **Wireway:** | Brake Formed .063" Alum. Painted to Match Bldg. Fascia |
| **Illum:** | White LEDs as Required per Manufacturer, Remote Power Supplies |
| **Electrical:** | Actual Number of Circuits to be Determined by Licensed Electrical Contractor (1) 20 AMP Circuit, 120 Volts - All Wiring Shall be 12 GA |
| **Quantity:** | (1) ONE |

Allen Industries — FILE NUMBER: E212503 | Listed MET E212503 | Electric Sign Complies with UL48

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF **ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE** AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

GROUNDED ELECTRICAL CONNECTIONS


Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com



**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.


Client: **POPEYES** Series 2100

Address: **750 Roosevelt Road Glen Ellyn, IL 60137**

Issue Date: **10/25/22**

Page #: **5 of 19**

File Name: **POP-E4056_Glen Ellyn, IL_100**

Sales: **House** | Design: **NM** | PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

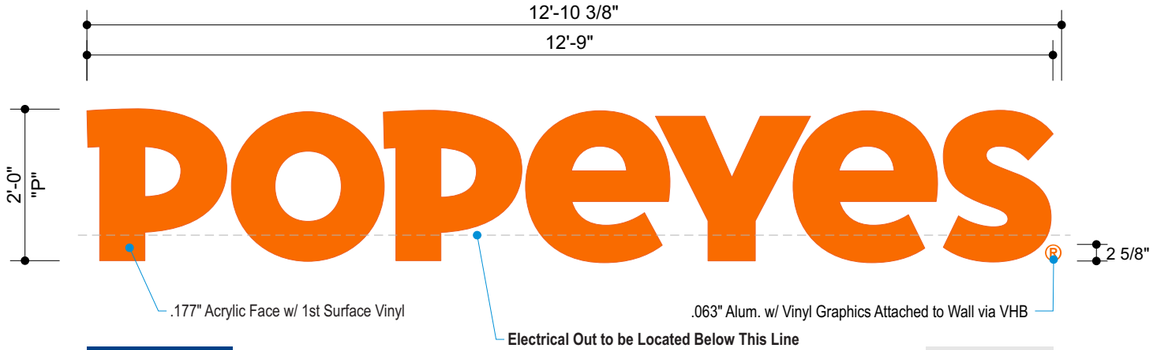
Client Signature: | Approval Date:

**Warranty Information:**
1.) 10 Year Warranty on GE 7100K LED Lighting
2.) 5 Year Warranty on GE Power Supplies
3.) 9 Year Warranty on 3M Vinyl mounted Second Surface
4.) 6 Year Warranty on 3M Vinyl mounted First Surface

# 24" Popeyes Channel Letters

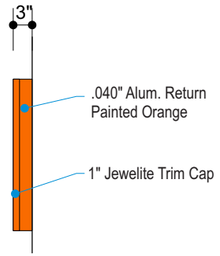
## LED Internally-Illuminated

**POP22-IL24.NTL**

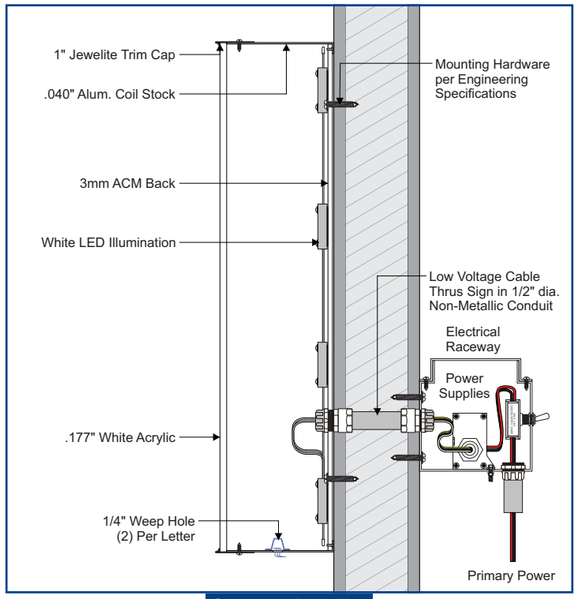



**Front View**
Scale: 1/2"=1'-0"

**25.73 Sq Ft**




**Side View**
Scale: 1/2"=1'-0"




**Section Detail**
Scale: 3"=1'-0"

**Hardware Mounting Chart**

| **Note**: Threaded Rod will be Provided Standard for All. Other Hardware Is to be Provided by the Installer As Req. | Masonry | Wood | Metal |
|---|---|---|---|
| **Letters** | | | |
| 1/4" x 2-1/4" Tapcons | ● | | |
| Flathead Stainless Screws | | ● | ● |

**Paint Specifications**
Paint to Match
Pantone 3564C - Orange
**All paint finishes to be Satin unless otherwise specified**

**Vinyl Specifications**
3M 3630-84 Tangerine

**Color Specifications**
#7328 White Acrylic
Orange Jewelite Trim Cap

**General Specifications:**

| | |
|---|---|
| **Face:** | .177" #7328 White Acrylic w/ 1st Surface 3M Vinyl & 1" Jewelite Trim Cap |
| **Returns:** | .040" Alum. Coil Painted Tangerine |
| **Backs:** | 3mm White ACM |
| **Illum:** | White LEDs as Required per Manufacturer, Remote Power Supplies |
| **Electrical:** | Actual Number of Circuits to be Determined by Licensed Electrical Contractor (1) 20 AMP Circuit, 120 Volts - All Wiring Shall be 12 GA |
| **Quantity:** | (1) ONE |

Allen Industries FILE NUMBER: E212503 | Listed MET E212503 | Electric Sign Complies with UL48 | THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF **ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE** AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN. | GROUNDED ELECTRICAL CONNECTIONS

Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com

**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.

Client: **POPEYES** Series 2100
Address: **750 Roosevelt Road Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **6 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** | Design: **NM** | PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

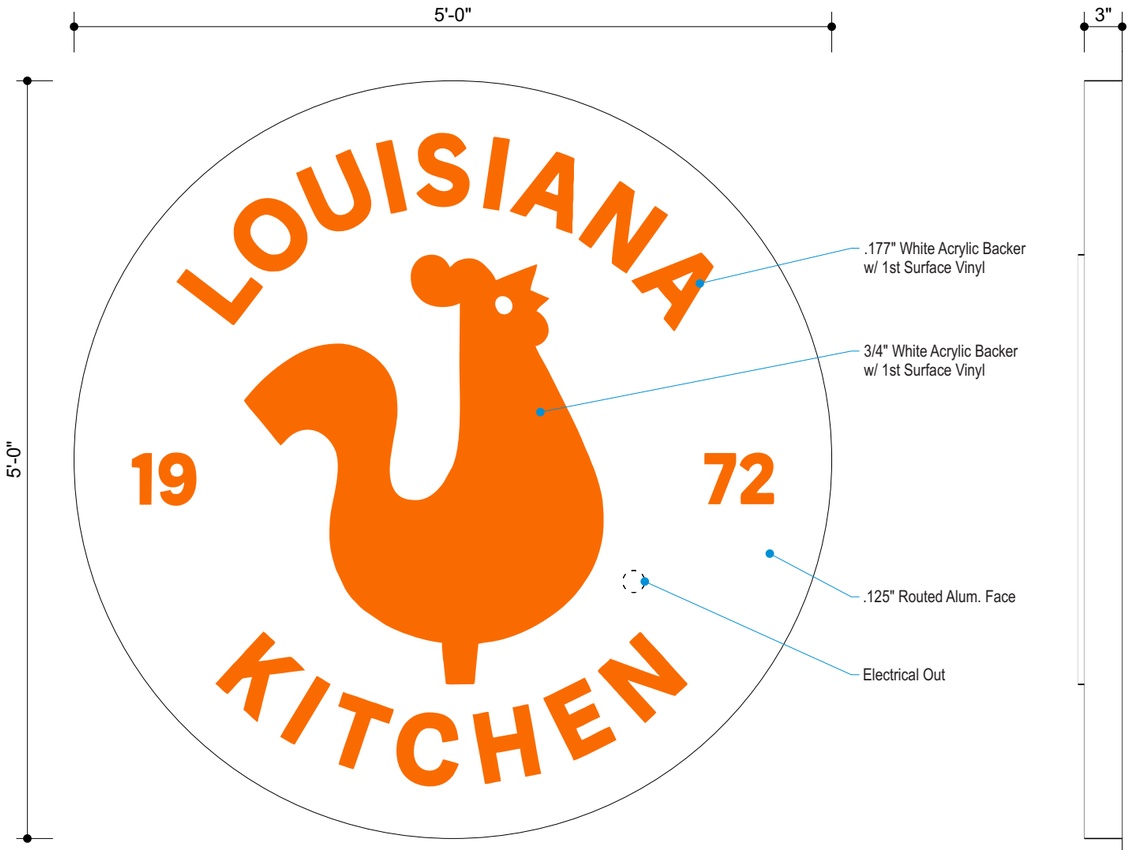
**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.
Client Signature: | Approval Date:

**Warranty Information:**
1.) 10 Year Warranty on GE 7100K LED Lighting
2.) 5 Year Warranty on GE Power Supplies
3.) 9 Year Warranty on 3M Vinyl mounted Second Surface
4.) 6 Year Warranty on 3M Vinyl mounted First Surface

# Popeyes - 60" Seal Sign

## LED Internally-Illuminated

**POP22-S60.PUSHTHRU**

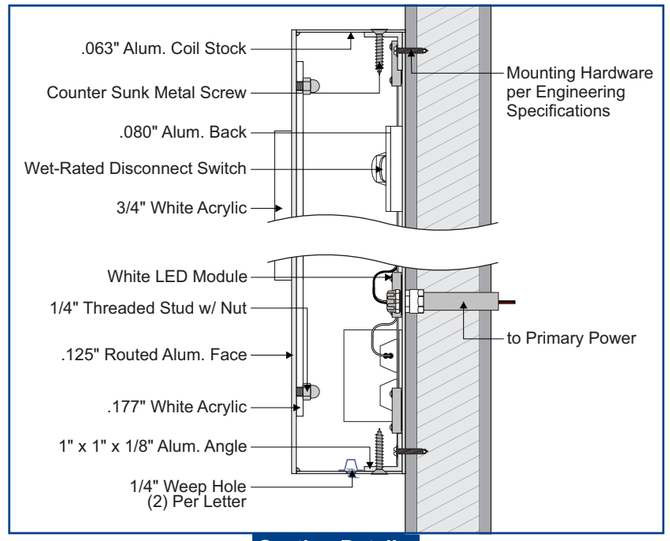



**Front View**
Scale: 1"=1'-0"

**25.00 Sq Ft**




**Side View**
Scale: 1"=1'-0"




**Section Detail**
Scale: 3"=1'-0"

| Hardware Mounting Chart | | | |
|---|---|---|---|
| **Note**: Threaded Rod will be Provided Standard for All. Other Hardware Is to be Provided by the Installer As Req. | Masonry | Wood | Metal |
| **Signs and Raceways** | | | |
| 3/8" Zinc Plated Steel Threaded Rod Thru Wall | ● | ● | ● |
| 3/8" Lags with Shields | ● | | |
| 3/8" Lag Bolts | | ● | |
| 3/8" Toggle Bolts | | | ● |

**Vinyl Specifications**
3M 3630-84 Tangerine

**Paint Specifications**
Building Fascia
BM-OC125 Moonlight White

**All paint finishes to be Satin unless otherwise specified**

**General Specifications:**

| | |
|---|---|
| **Faces:** | .125" Routed Alum. Face w/ Clear Acrylic Backer |
| **Backer:** | "Letters" - .177" White Acrylic w/ 1st Surface Vinyl<br>"Poppy" - 3/4" White Acrylic w/ 1st Surface Vinyl |
| **Returns:** | 3" x .063" Alum. Coil - Painted Moonlight White |
| **Back:** | .080" Alum. - Pre-Finished White |
| **Illum:** | White LEDs as Required per Manufacturer, Self-Contained Power Supplies |
| **Electrical:** | Actual Number of Circuits to be Determined by Licensed Electrical Contractor<br>(1) 20 AMP Circuit, 120 Volts - All Wiring Shall be 12 GA |
| **Quantity:** | (1) ONE |

Allen Industries FILE NUMBER: E212503 | Listed MET E212503 Electric Sign Complies with UL48 | THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF **ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE** AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN. | GROUNDED ELECTRICAL CONNECTIONS


Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com



**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.


Client: **POPEYES** Series 2100
Address: **750 Roosevelt Road Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **7 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

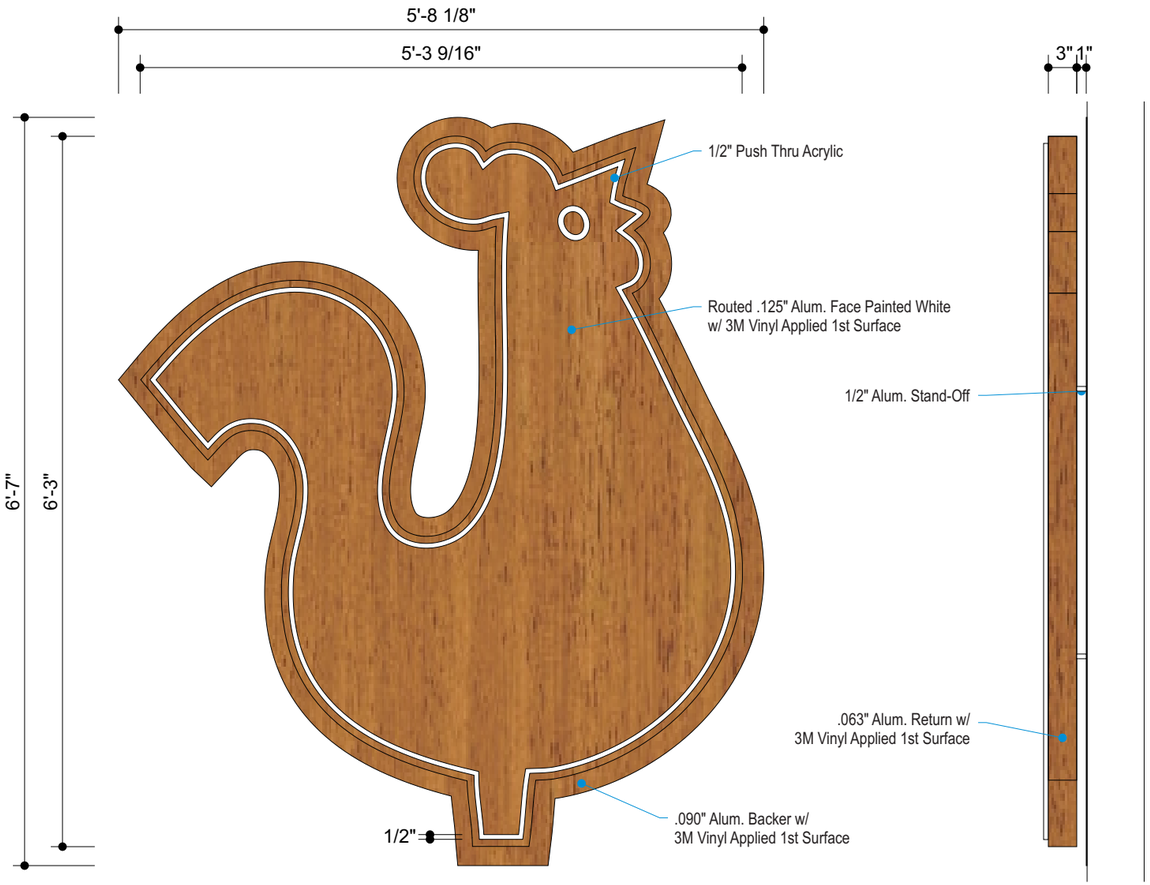
**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.
Client Signature: | Approval Date:

**Warranty Information:**
1.) 10 Year Warranty on GE 7100K LED Lighting
2.) 5 Year Warranty on GE Power Supplies
3.) 6 Year Warranty on 3M Vinyl mounted First Surface

# Poppy Logo Cabinet

## Halo-Lit Internally - LED Illuminated

**POP22-POPPY-TWR-6.6**



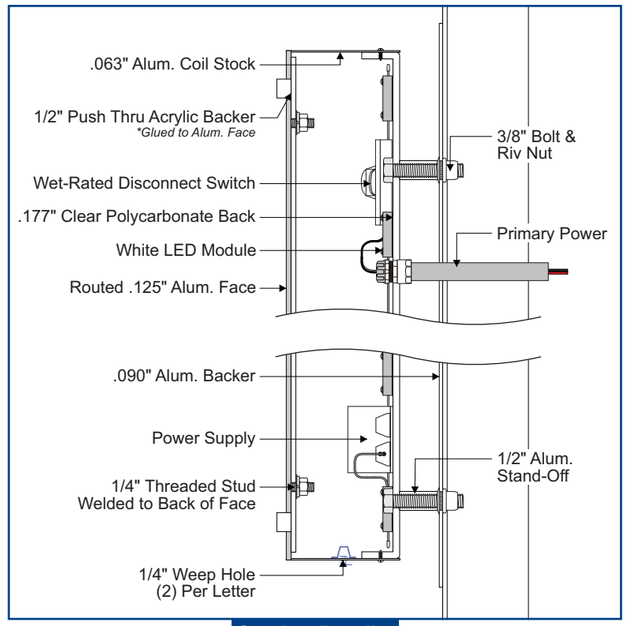

**Front View**
Scale: 3/4"=1'-0"

**37.40 Sq Ft**

**Side View**
Scale: 3/4"=1'-0"



**Night View**
Scale: 3/8"=1'-0"




**Section Detail**
Scale: 3"=1'-0"

**Vinyl Specifications**

3M DI-NOC WG-1142
3M ID 7000090788

**Color Specifications**

#7328 White Acrylic

**General Specifications:**

| | |
|---|---|
| **Face:** | Routed .125" Alum. w/ 1/2" Push Thru Acrylic Backer; Wood Grain Vinyl Applied 1st Surface |
| **Returns:** | .063" Alum. Wrapped w/ 3M Vinyl |
| **Backs:** | .177" Clear Polycarbonate |
| **Backer:** | .090" Alum. Mounted to Slats w/ Cabinet |
| **Illum:** | White LEDs as Required per Manufacturer, Self Contained Power Supplies |
| **Electrical:** | Actual Number of Circuits to be Determined by Licensed Electrical Contractor (1) 20 AMP Circuit, 120 Volts - All Wiring Shall be 12 GA |
| **Quantity:** | (1) ONE |

Allen Industries FILE NUMBER: E212503 | Listed MET E212503 | Electric Sign Complies with UL48 | THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF **ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE** AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN. | GROUNDED ELECTRICAL CONNECTIONS


Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com



**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.


Client: **POPEYES** Series 2100
Address: **750 Roosevelt Road Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **8 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

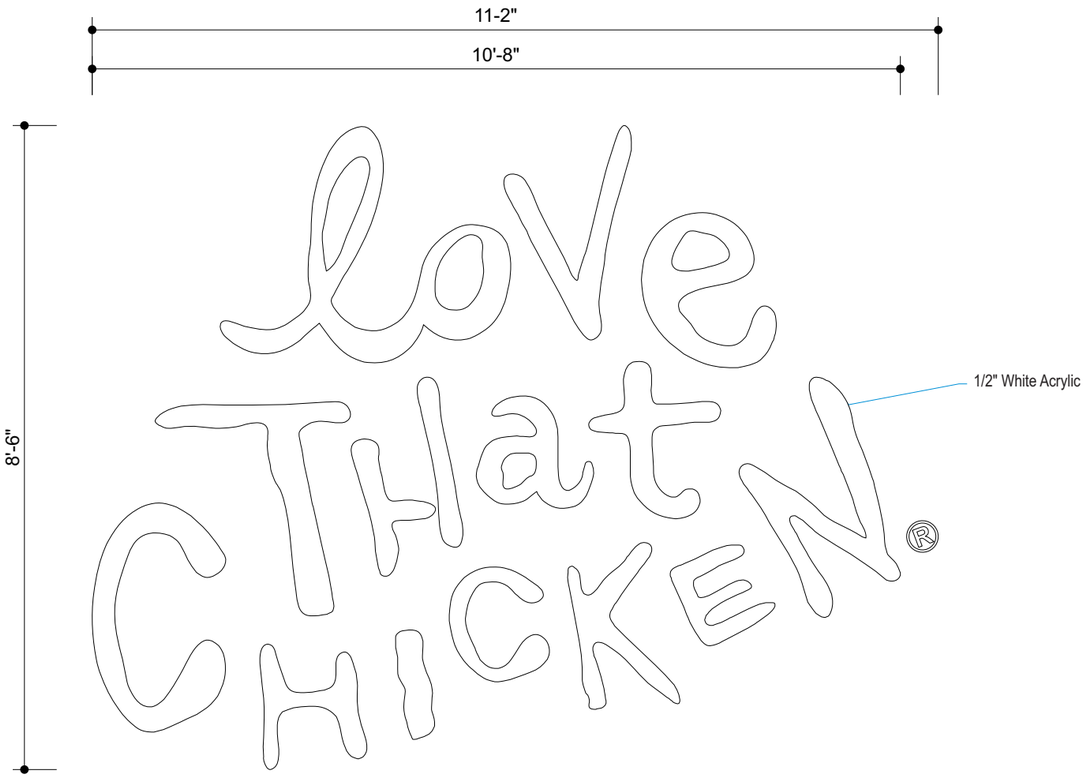
| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.
Client Signature:
Approval Date:

# "Love That Chicken" Letters

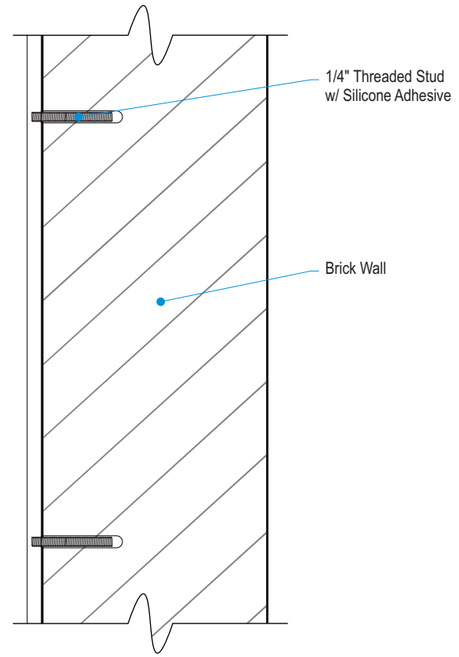
## Non-Illuminated FCO Letters

**POP22-LTC.FCO**




**Front View**
Scale: 1/2"=1'-0"

**90.66 Sq Ft**




**Section Detail**
Scale: 3"=1'-0"

**Color Specifications**

White Acrylic

**General Specifications:**

| | |
|---|---|
| **Letters:** | 1/2" White Acrylic Stud Mounted Letter |
| **Wall:** | Brick |
| **Quantity:** | (1) ONE |

Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com

**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.

Client: **POPEYES**
Series 2100

Address: **750 Roosevelt Road**
**Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **9 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

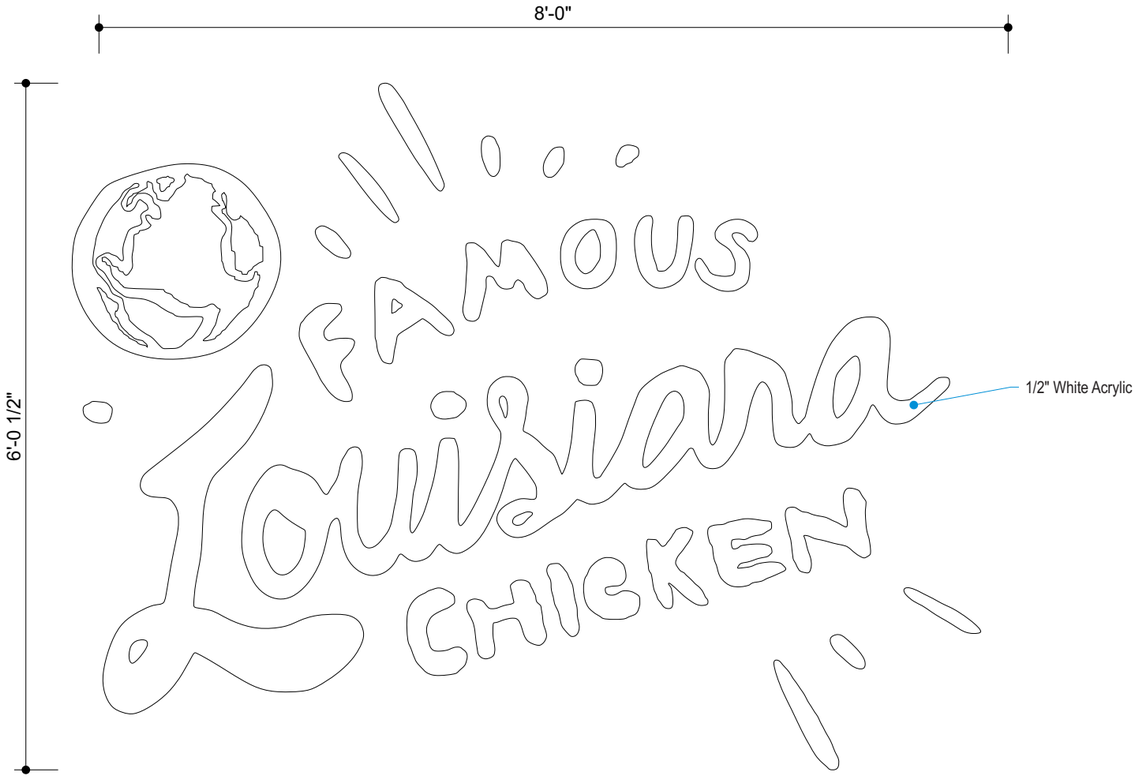
**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

Client Signature:
Approval Date:

# "Famous Louisiana Chicken" Letters

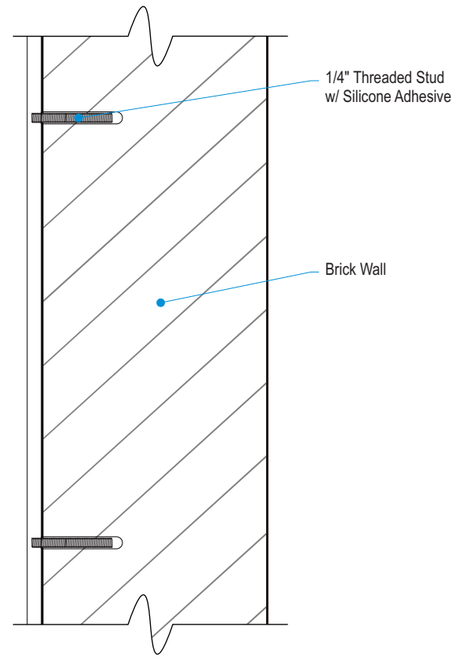
## Non-Illuminated FCO Letters

**POP22-FLC.FCO**




**Front View**
Scale: 3/4"=1'-0"

**48.33 Sq Ft**




**Section Detail**
Scale: 3"=1'-0"

**Color Specifications**

White Acrylic

**General Specifications:**

| | |
|---|---|
| **Letters:** | 1/2" White Acrylic Stud Mounted Letter |
| **Wall:** | Brick |
| **Quantity:** | (1) ONE |


Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com



**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.


Client: **POPEYES**
Series 2100

Address: **750 Roosevelt Road**
**Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **10 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

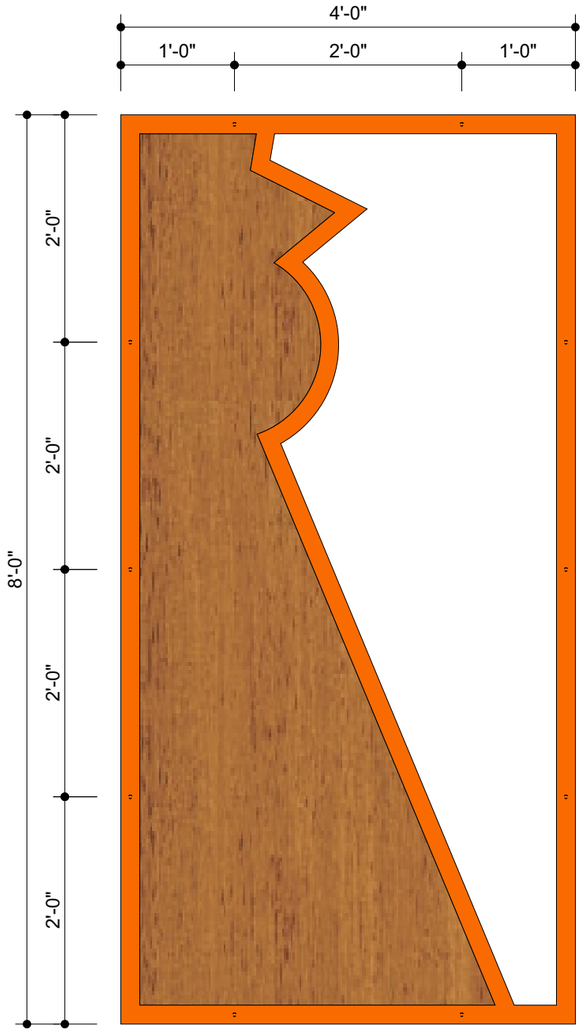
**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

Client Signature:
Approval Date:

**Warranty Information:**
1.) 6 Year Warranty on 3M Vinyl mounted First Surface

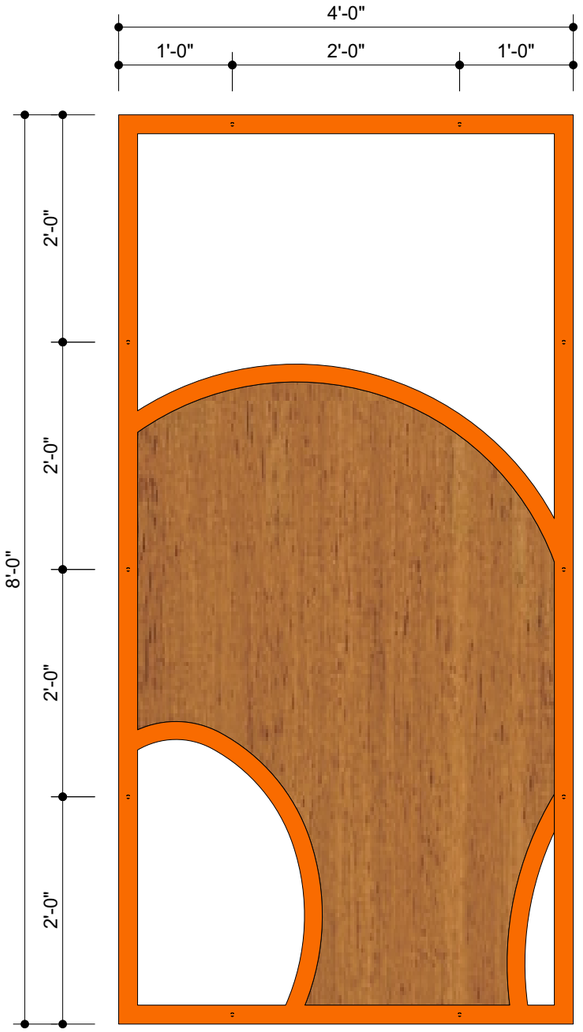
# Decorative Shutters

## Fabricated Aluminum Shutters



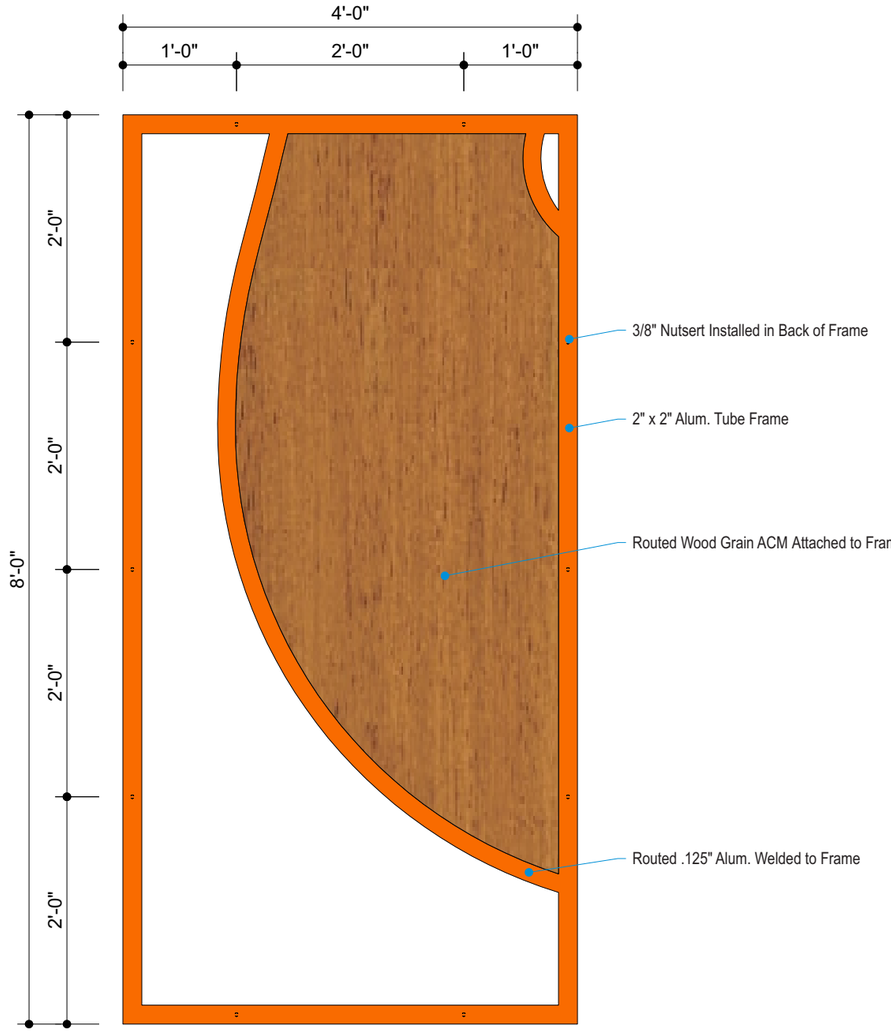

**Front View**
Scale: 3/4"=1'-0"

**32.00 Sq Ft**
**POP22-WG8X4-SH-A**




**Front View**
Scale: 3/4"=1'-0"

**32.00 Sq Ft**
**POP22-WG8X4-SH-B**




**Front View**
Scale: 3/4"=1'-0"

**32.00 Sq Ft**
**POP22-WG8X4-SH-C**

**Color Specifications**
Reynobond Duragloss
5000 French Walnut

**Paint Specifications**
Paint to Match
Pantone 3564C - Orange

**All paint finishes to be Satin unless otherwise specified**

**General Specifications:**

| | |
|---|---|
| **Frame:** | Fabricated 2" x 2" Alum. Tube & Angle Frame |
| **Graphic:** | Routed 4mm Wood Grain ACM Panel Attached to Frame |
| **Wall:** | Stucco |
| **Quantity:** | SEE BUILDING LAYOUT |


Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com



**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.


Client:
**POPEYES**
Series 2100

Address:
**750 Roosevelt Road**
**Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **11 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

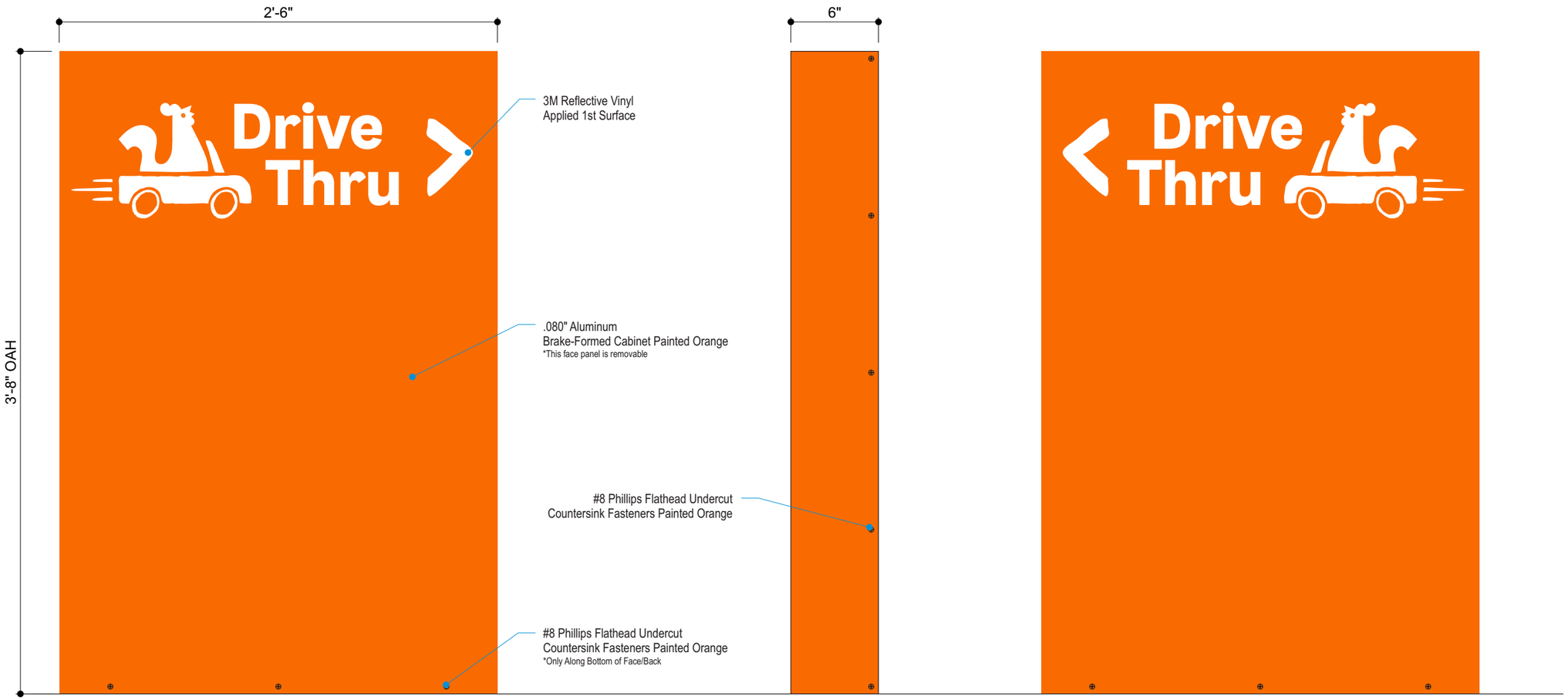
Client Signature:
Approval Date:

**Warranty Information:**
1.) 6 Year Warranty on 3M Vinyl mounted First Surface

# Drive Thru Directional Sign

## Non-Lit Aluminum Cabinet

**POP22-D3-3.8X2.6**




**Front View**
Scale: 1 1/2"=1'-0"

**9.17 Sq Ft**

**Side View**
Scale: 1 1/2"=1'-0"

**Back View**
Scale: 1 1/2"=1'-0"

**Vinyl Specifications**

3M 680-10 White
Reflective Vinyl

**Paint Specifications**

Paint to Match
Pantone 3564C - Orange

**All paint finishes to be Satin unless otherwise specified**

**General Specifications:**

| | |
|---|---|
| **Face:** | Removable .080 Brake Formed Alum. w/ 1st 3M Reflective White Vinyl |
| **Back:** | Fixed .080 Brake Formed Alum. w/ 1st 3M Reflective White Vinyl |
| **Quantity:** | (3) THREE |


Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com



**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.


Client:
**POPEYES**
Series 2100

Address:
**750 Roosevelt Road**
**Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **12 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House**
Design: **NM**
PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

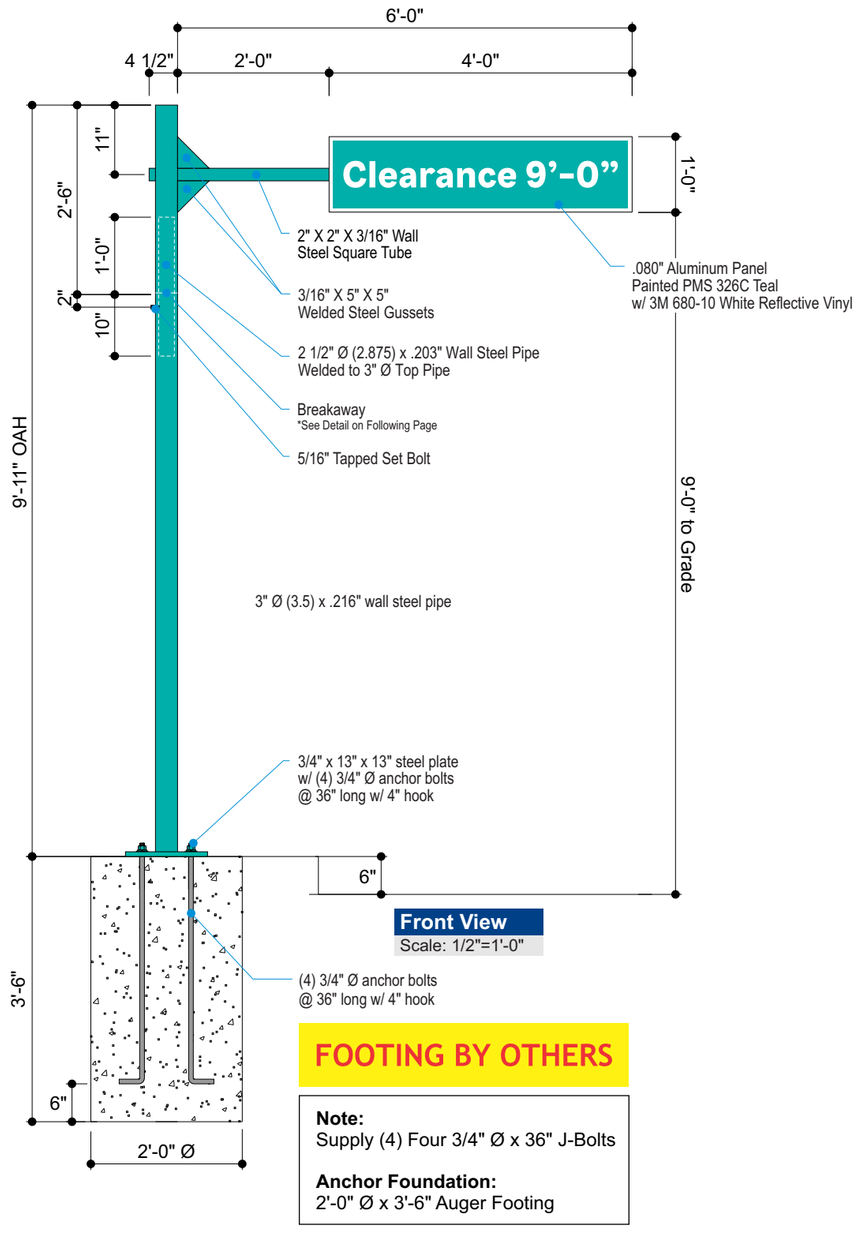
Client Signature:
Approval Date:

**Warranty Information:**
1.) 6 Year Warranty on 3M Vinyl mounted First Surface

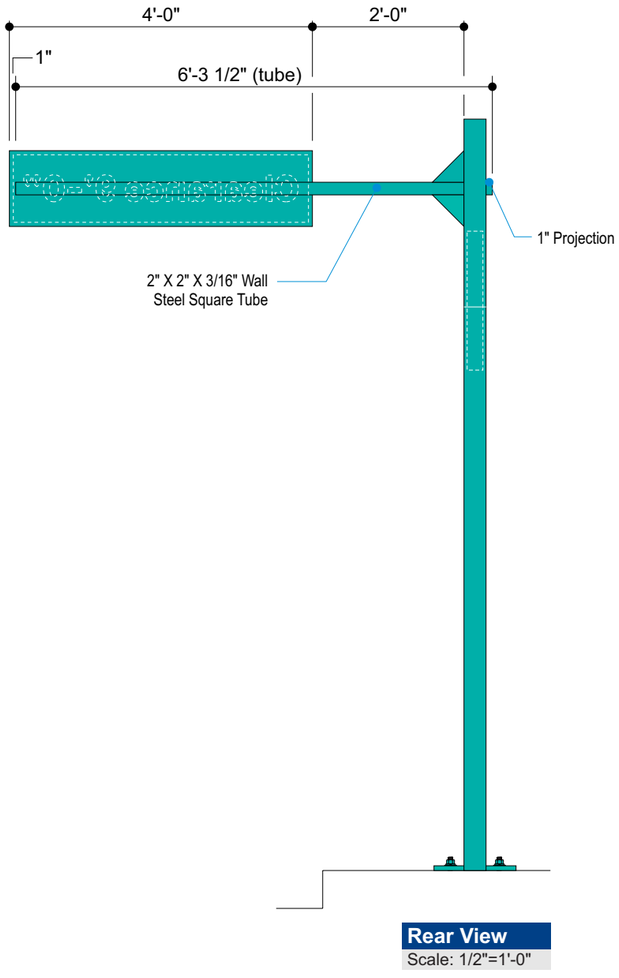
# Single Drive Thru Clearance Bar

**Proposed**
**POP22-CB**

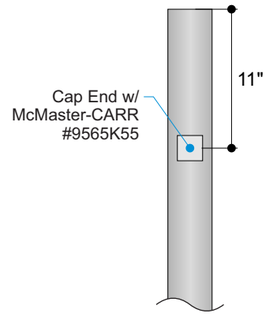
**DESIGN INTENT ONLY**
**Engineering Required to Determine Actual Production & Installation Requirements**



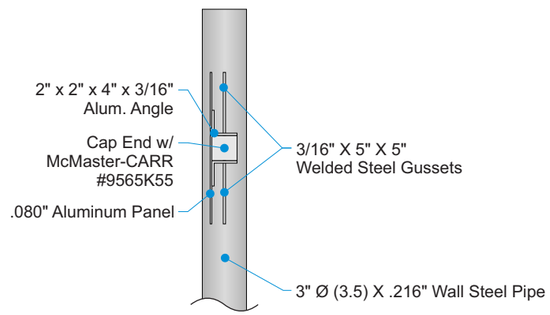

**Front View**
Scale: 1/2"=1'-0"



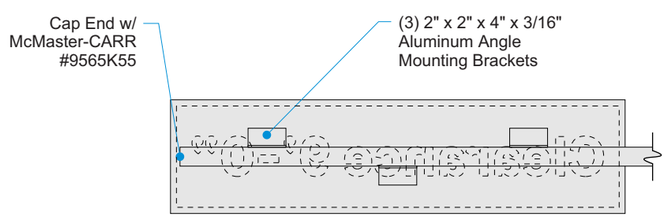

**Rear View**
Scale: 1/2"=1'-0"




**Side View**
Scale: 1"=1'-0"




**Side "Clearance" View**
Scale: 1"=1'-0"




**Clearance Panel Mounting View**
Scale: 3/4"=1'-0"

**FOOTING BY OTHERS**

**Note:**
Supply (4) Four 3/4" Ø x 36" J-Bolts

**Anchor Foundation:**
2'-0" Ø x 3'-6" Auger Footing

**Vinyl Specifications**
3M 680-10 White Reflective Vinyl

**Paint Specifications**
Paint to Match Pantone 326C - Teal

**All paint finishes to be Satin unless otherwise specified**

**General Specifications:**

| | |
|---|---|
| **Panel:** | .080 Alum. Painted Teal w/ 3M Reflective Vinyl Applied 1st Surface |
| **Pole:** | Steel Construction Clearance Bar w/ Breakaway |
| **Quantity:** | (2) TWO |

Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com

**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.

Client: **POPEYES** Series 2100
Address: **750 Roosevelt Road Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **13 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

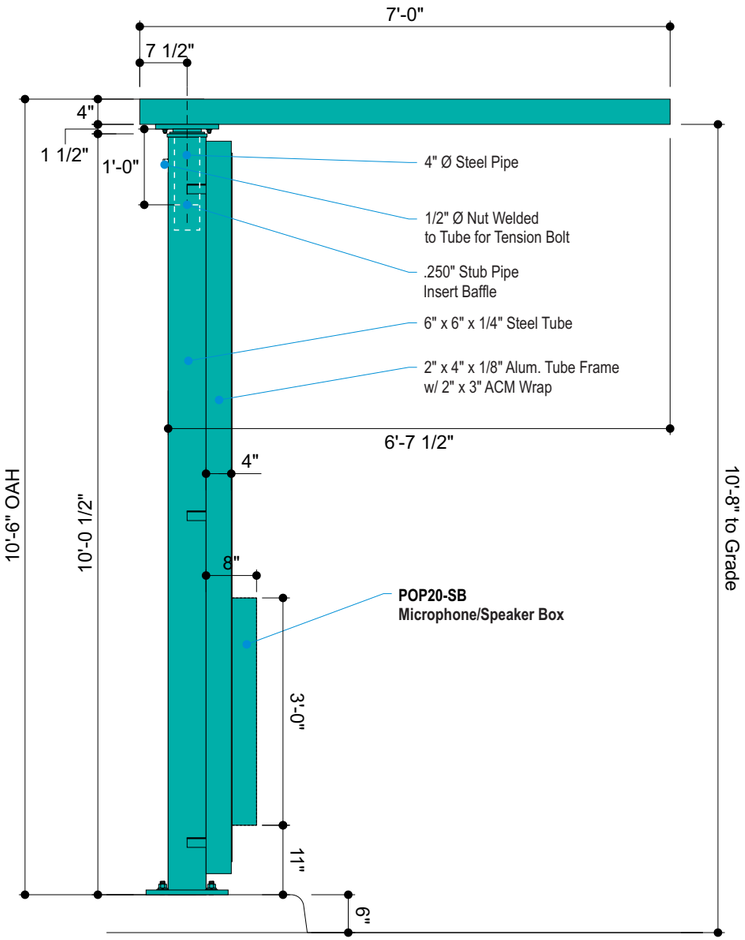
**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.
Client Signature:
Approval Date:

**Warranty Information:**
1.) 10 Year Warranty on GE 7100K LED Lighting
2.) 5 Year Warranty on GE Power Supplies

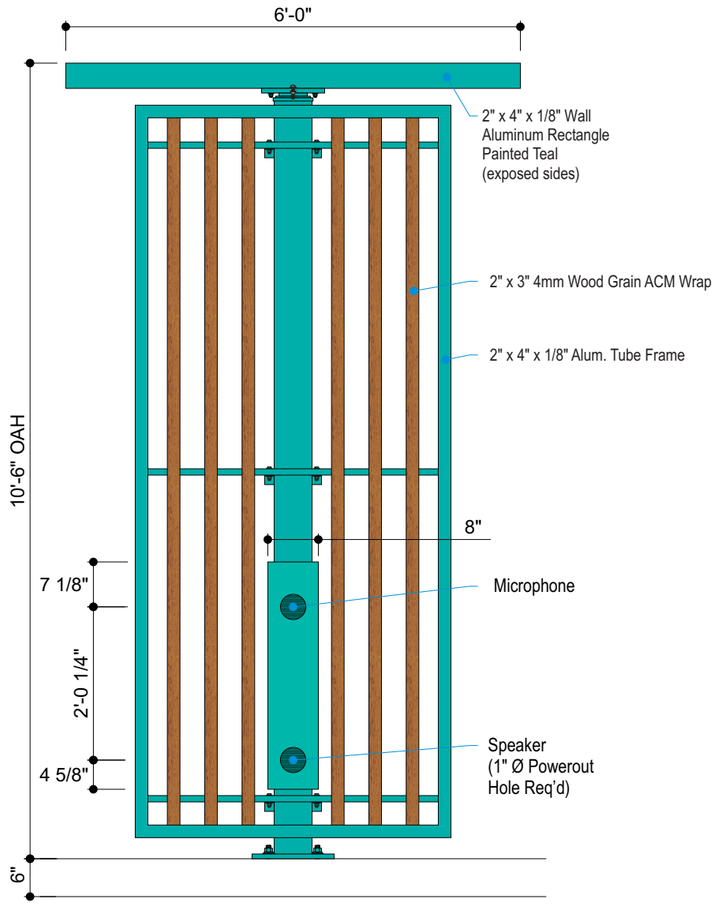
# Drive Thru Order Canopy

**Proposed**
**POP22-DTC.WG**

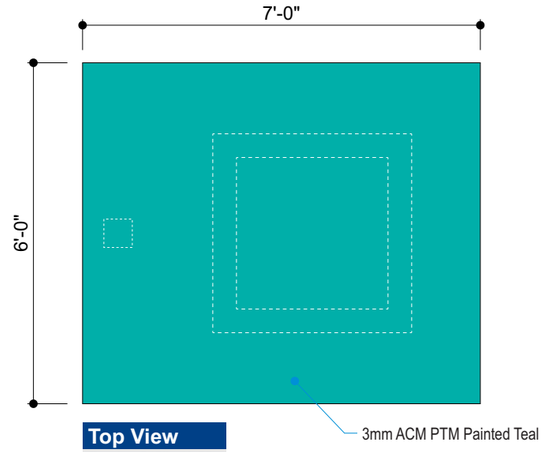
**DESIGN INTENT ONLY**
**Engineering Required to Determine Actual Production & Installation Requirements**



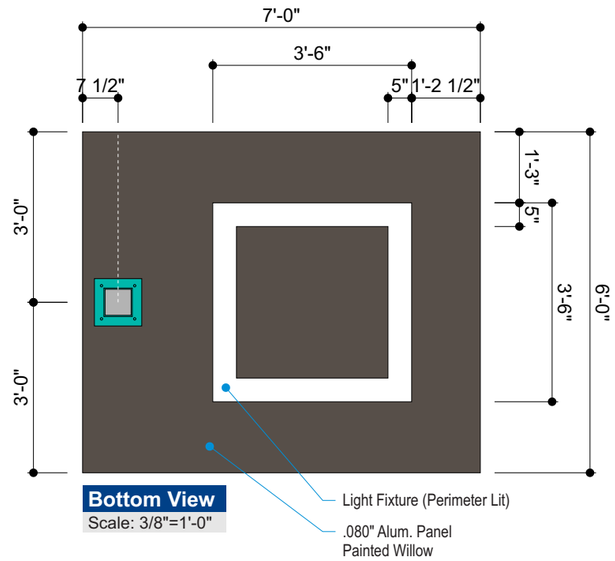

**Front (Entrance) View**
Scale: 1/2"=1'-0"




**Side View**
Scale: 1/2"=1'-0"




**Top View**
Scale: 3/8"=1'-0"




**Bottom View**
Scale: 3/8"=1'-0"

**Color Specifications**
Reynobond Duragloss 5000 French Walnut

**Paint Specifications**
Paint to Match Pantone 326C - Teal
BM CC-542 Willow

**All paint finishes to be Satin unless otherwise specified**

**General Specifications:**

| | |
|---|---|
| **Canopy:** | Fabricated Aluminum & ACM Structure w/ Steel Tube Support. |
| **Electrical:** | Actual Number of Circuits to be Determined by Licensed Electrical Contractor (1) 20 AMP Circuit, 120 Volts - All Wiring Shall be 12 GA |
| **Quantity:** | (2) TWO |

Allen Industries — FILE NUMBER: E212503
Listed MET E212503 — Electric Sign Complies with UL48
THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF **ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE** AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.
GROUNDED ELECTRICAL CONNECTIONS


Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com



**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.


Client: **POPEYES** Series 2100
Address: **750 Roosevelt Road Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **14 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.
Client Signature:
Approval Date:

**Warranty Information:**
1.) 10 Year Warranty on GE 7100K LED Lighting
2.) 5 Year Warranty on GE Power Supplies
3.) 9 Year Warranty on 3M Vinyl mounted Second Surface



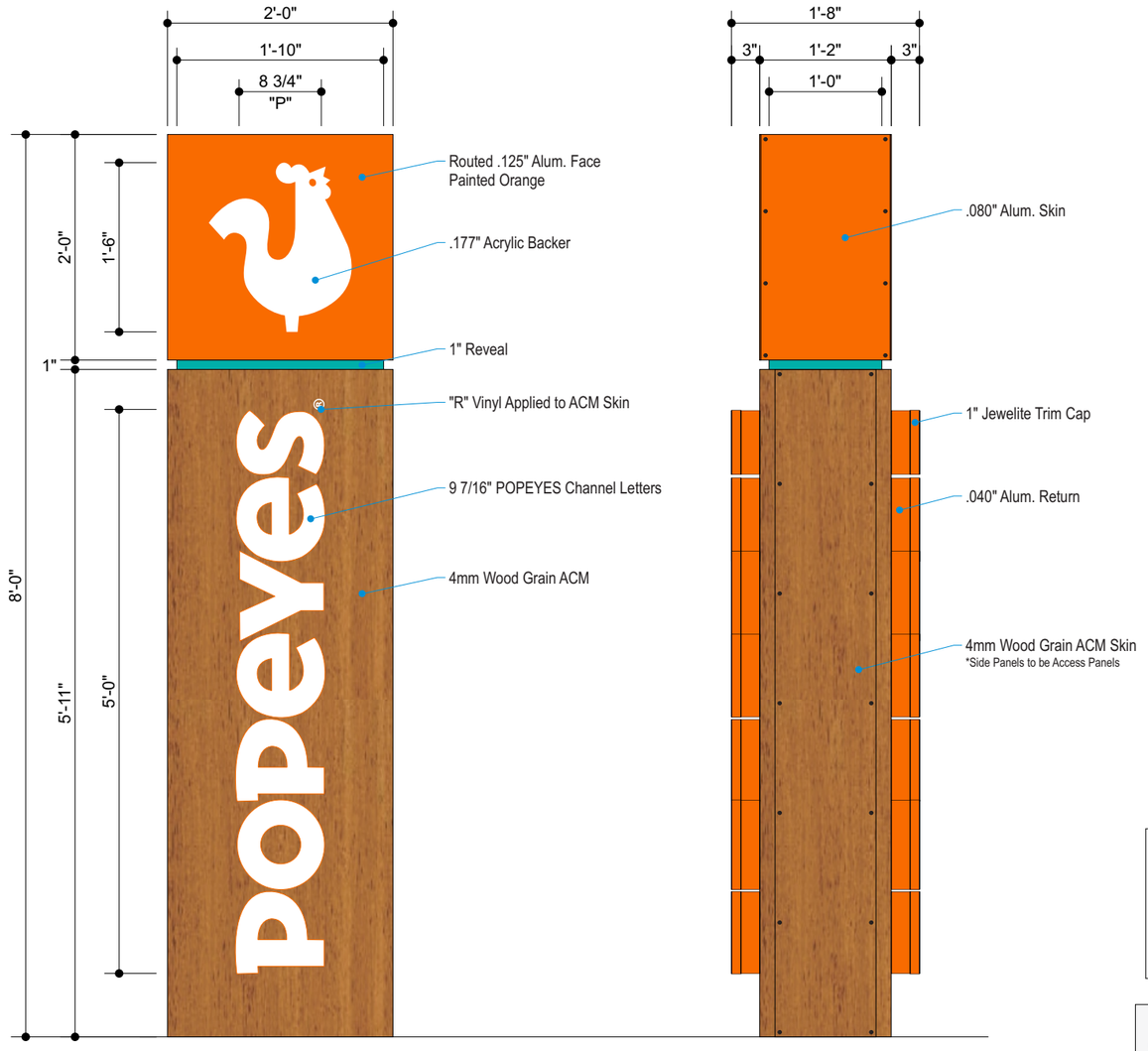

**Notes:**
Install toggle switch to operate (ON/OFF)
in the horizontal position

# Popeyes - 8'-0" Monument Sign - Vertical

## LED Internal Illumination

**POP22-MON8X2.VERT**

**DESIGN INTENT ONLY**
**Engineering Required to Determine Actual Production & Installation Requirements**




**Front View**
Scale: 3/4"=1'-0"
**16.00 Sq Ft**




**Side View**
Scale: 3/4"=1'-0"

**Color Specifications**
- Orange Jewelite Trim Cap
- #7328 White Acrylic
- Reynobond Duragloss 5000 French Walnut

**Paint Specifications**
- Paint to Match Pantone 326C - Teal
- Paint to Match Pantone 3564C - Orange

**All paint finishes to be Satin unless otherwise specified**

**General Specifications:**

| | |
|---|---|
| **Cabinet:** | Alum. Angle/Tube Construction w/ .080 Alum. & 4mm ACM Skin |
| **Poppy:** | .125" Routed Alum. w/ Acrylic Backer |
| **POPEYES:** | Face: .177" #7328 White Acrylic w/ 1" Jewelite Trim Cap<br>Returns: .040" Alum. Coil Stock Painted Orange<br>Backs: 3mm ACM - White |
| **Illum:** | White LEDs as Required per Manufacturer, Self Contained Power Supplies |
| **Electrical:** | Actual Number of Circuits to be Determined by Licensed Electrical Contractor<br>(1) 20 AMP Circuit, 120 Volts - All Wiring Shall be 12 GA |
| **Quantity:** | (1) ONE |

Allen Industries FILE NUMBER: E212503 | Listed MET E212503 | Electric Sign Complies with UL48 | THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF **ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE** AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN. | GROUNDED ELECTRICAL CONNECTIONS

Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com

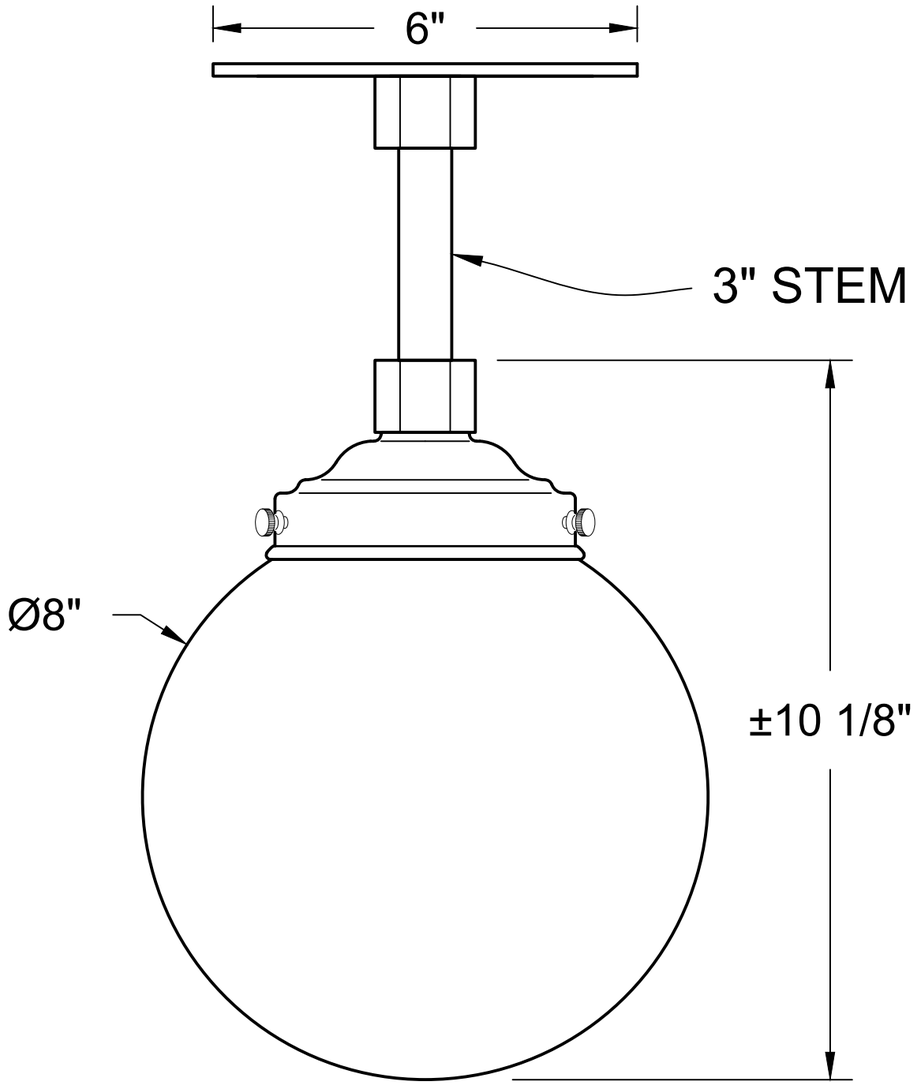
**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.

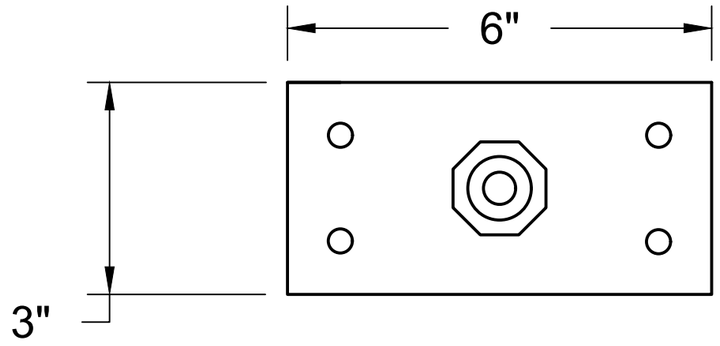
Client: **POPEYES** Series 2100
Address: **750 Roosevelt Road Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **15 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** | Design: **NM** | PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.
Client Signature: | Approval Date:




**MOUNTING PLATE**

| Mounting | Lamp/Socket | Wattage | Voltage |
|---|---|---|---|
| Stem Mount | 1-Medium Base INC | 60W | 120V |

Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com

**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.

Client: **POPEYES**
Series 2100

Address: **750 Roosevelt Road Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **16 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.
Client Signature:
Approval Date:

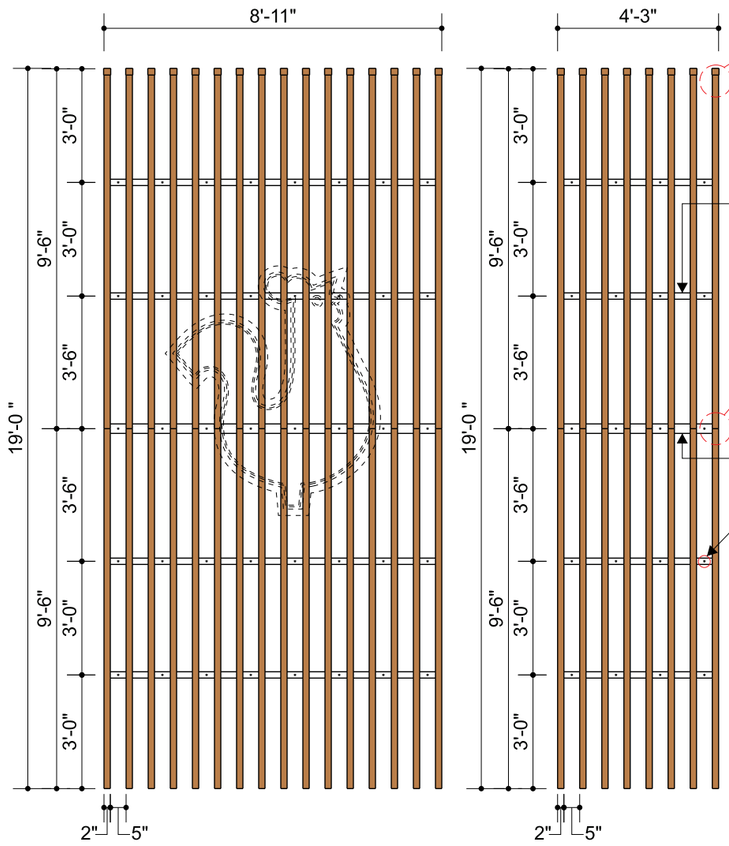
# 2100 Trellis

Trellis

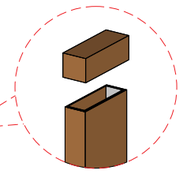
**TECHNICAL SITE SURVEY REQUIRED**

**FIELD SURVEY REQUIRED**
**Prior to Release to Production**

**DESIGN INTENT ONLY**
**Engineering Required to Determine Actual Production & Installation Requirements**

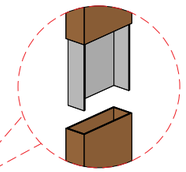



**Front Elevation**
Scale: 1/4"=1'-0"



Fabricated support A
Inserted 12" into top and section of ACM
for stability and Top Cap attachment
-Countersunk Screws painted to match ACM

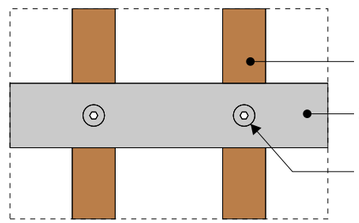
2"x2" Alum. Tubing

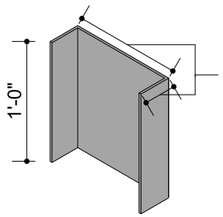


Fabricated support B
Inserted 12" into top and bottom ACM tube for attachment and stability
-Countersunk Screws painted to match ACM

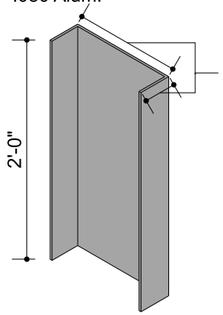
2"x3" Alum. Tubing in center of ACM Split for stability

3/8" Lag Bolt Connections Through front of tubing into wall surface

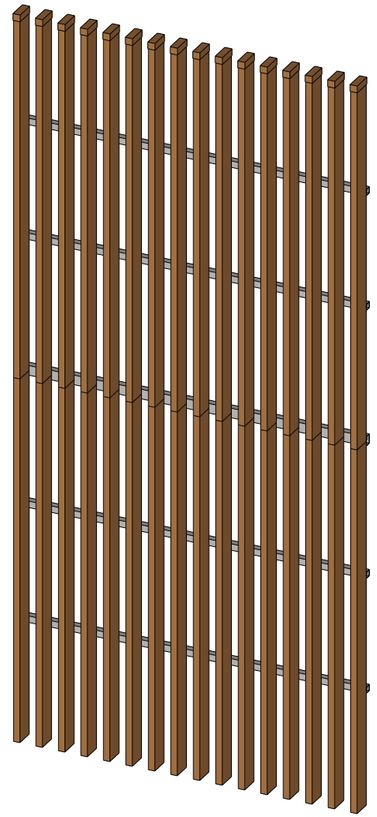


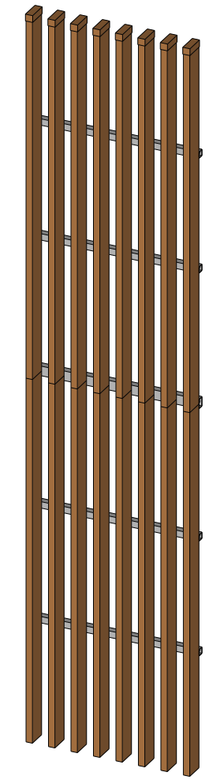

**Fabricated Support A**
.080 Alum.

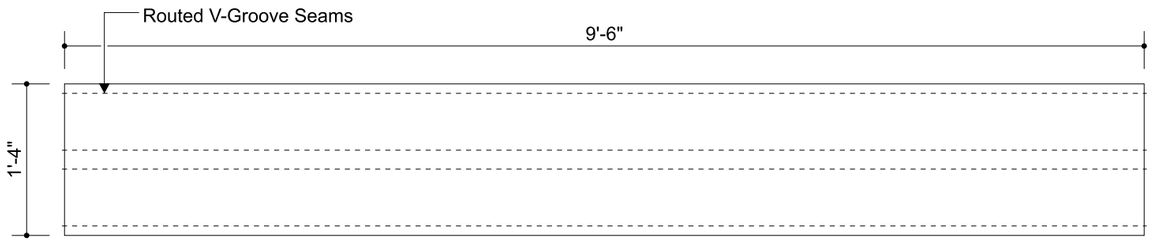



**Fabricated Support B**
.080 Alum.

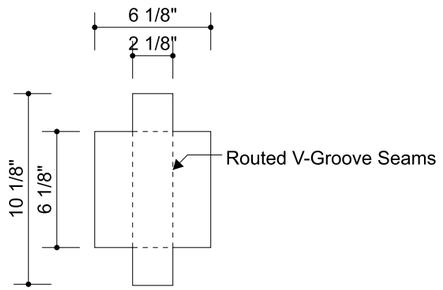


**Isometric View**






**ACM Vertical Profiles**
Scale: 3/4"=1'-0"




**Top Cap Profiles**
Scale: 3/4"=1'-0"

**Color Specifications**

TimberTech ACM - TBD


Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com

**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.


Client: **POPEYES**
Series 2100

Address: **750 Roosevelt Road**
**Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **17 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House**
Design: **NM**
PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

Client Signature:
Approval Date:

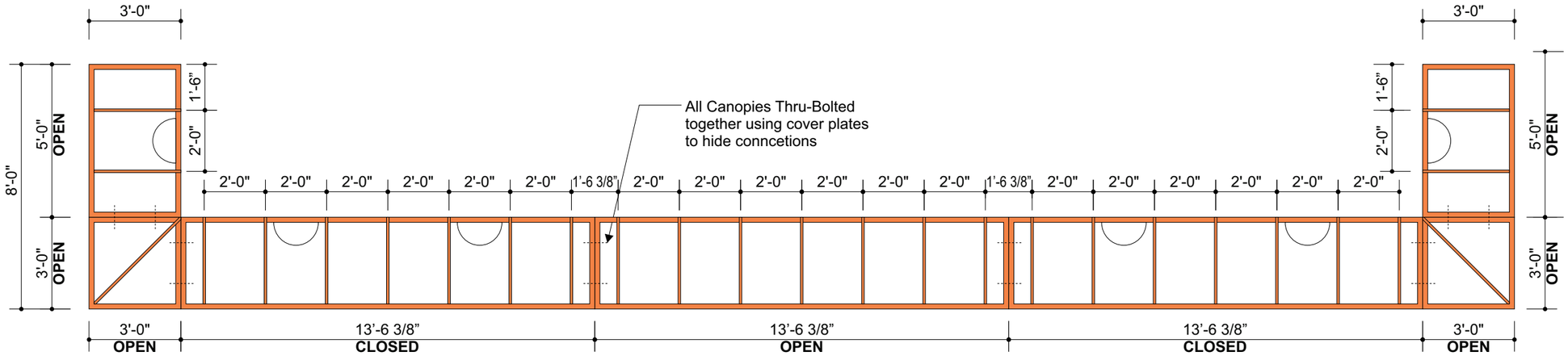
# Open / Closed Drive-Thru Canopy's

POP22.OC-21

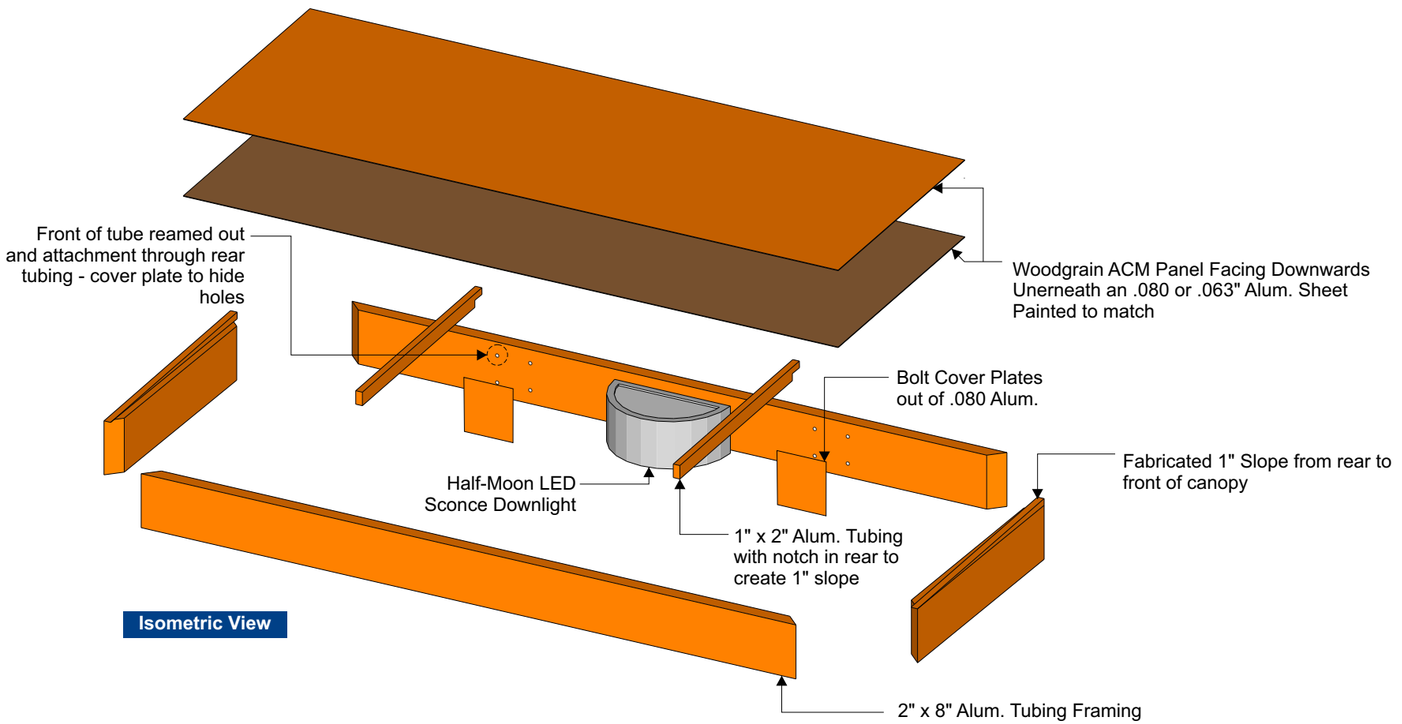
**TECHNICAL SITE SURVEY REQUIRED**

**FIELD SURVEY REQUIRED**
**Prior to Release to Production**

**DESIGN INTENT ONLY**
**Engineering Required to Determine Actual Production & Installation Requirements**




**Top Elevation**
Scale: 1/4"=1'-0"




**Isometric View**

| Product Type: | Radius Half Moon Wall Sconce - IP65 |
|---|---|
| Part no.:KON-WS-60-XX | 60W Half Moon Wall Sconce |
| Product Image |  |
| LED Source | Philips Lumiled Led Chip |
| Power consumption: | 60W |
| Dimmability: | No |
| Beam Angles: | 140° |
| Dimensions W/H: | 18 1/8"X7" |
| Operation Conditions: | -20°C to 40°C |
| Lumen Output: | 5400lm @ 5000K |
| Life time: | 35000hrs |
| CRI: | 75 |
| Warranty: | 5 year |

**Color Specifications**

- Pantone 3564 C - Tangerine
- Reynobond Duragloss 5000 French Walnut


Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com



**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.


Client: **POPEYES**
Series 2100

Address: **750 Roosevelt Road Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **18 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House** Design: **NM** PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

Client Signature:
Approval Date:

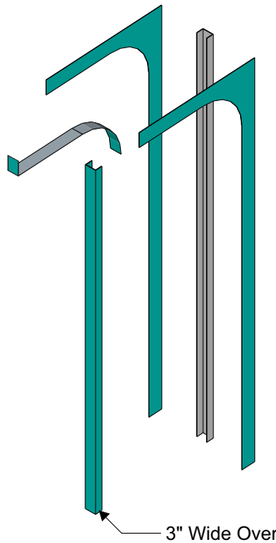
# Open / Closed Entrance Canopy's

POP22.TEAL-3CNPY, POP22.TEAL-CS-3

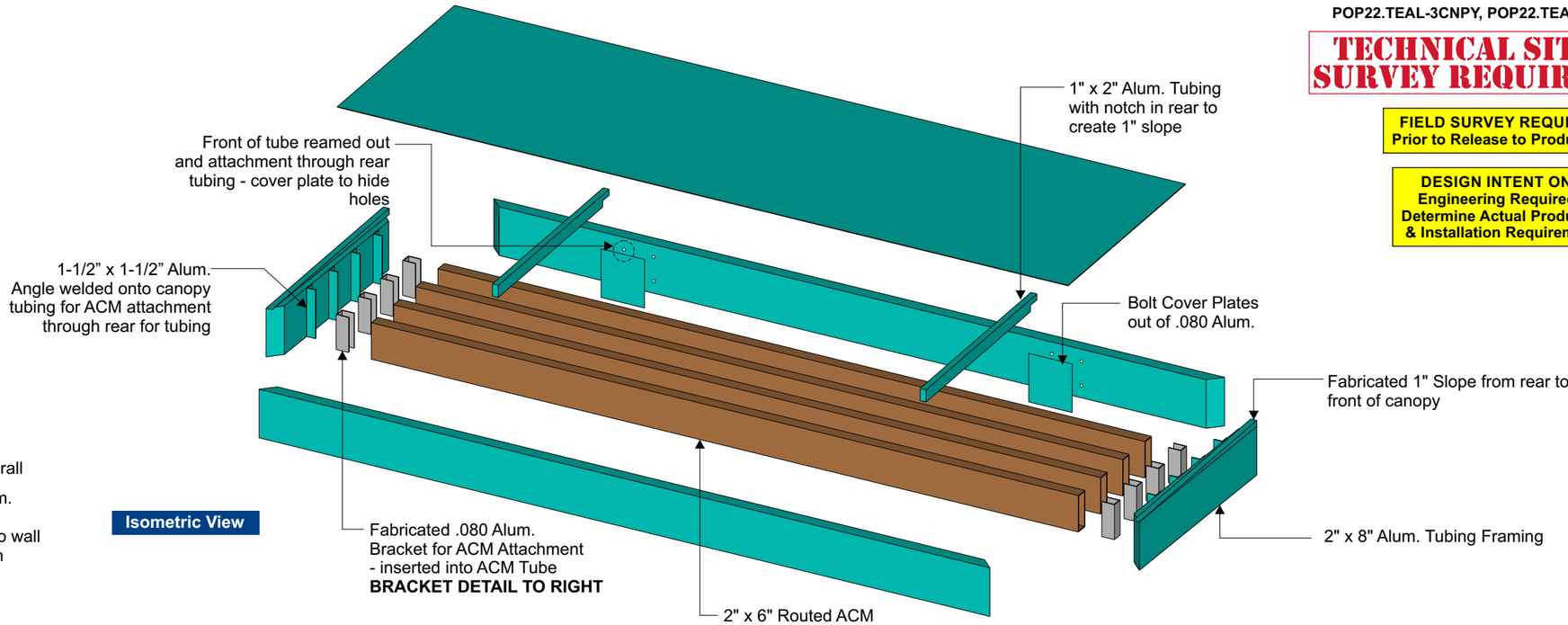
**TECHNICAL SITE SURVEY REQUIRED**

**FIELD SURVEY REQUIRED**
**Prior to Release to Production**

**DESIGN INTENT ONLY**
**Engineering Required to Determine Actual Production & Installation Requirements**



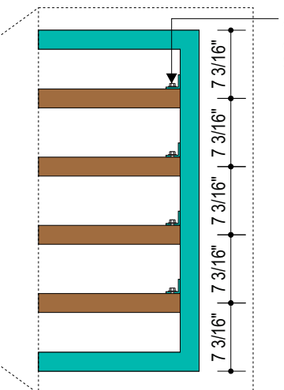

Fabricated From .080 Alum.
- Front panel removable
- Rear Channel attached to wall
- Front panel replaced with countersunk screws

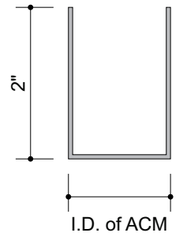



**Isometric View**




**Top Elevation**
Scale: 3/16"=1'-0"




**Bracket**
Scale: 1:2

**Color Specifications**

Paint to Match
Pantone 326C - Teal
Reynobond Duragloss
5000 French Walnut

Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com

**Copyright © 2022 Allen Industries, Inc.**
This is an original, unpublished drawing, created by Allen Industries, Inc. This drawing is submitted to you in confidence for your use solely in connection with the project being planned for you by Allen Industries, Inc. and is not to be shown to anyone outside your organization, nor used, reproduced, copied or exhibited in any fashion whatsoever. The designs shown on the drawing (except for any registered trademarks that may belong to a client of Allen Industries, Inc.) remain the property of Allen Industries, Inc.

Client: **POPEYES**
Series 2100

Address: **750 Roosevelt Road**
**Glen Ellyn, IL 60137**

Issue Date: **10/25/22**
Page #: **19 of 19**
File Name: **POP-E4056_Glen Ellyn, IL_100**
Sales: **House**
Design: **NM**
PM: **NS**

| # | Date | Description | Initial |
|---|---|---|---|
| 1 | - | - | - |
| 2 | - | - | - |
| 3 | - | - | - |
| 4 | - | - | - |
| 5 | - | - | - |
| 6 | - | - | - |

**Client Review Status**
Allen Industries, Inc. requires that an approved drawing be obtained from the client prior to any production release or production release revision.

Client Signature:
Approval Date:

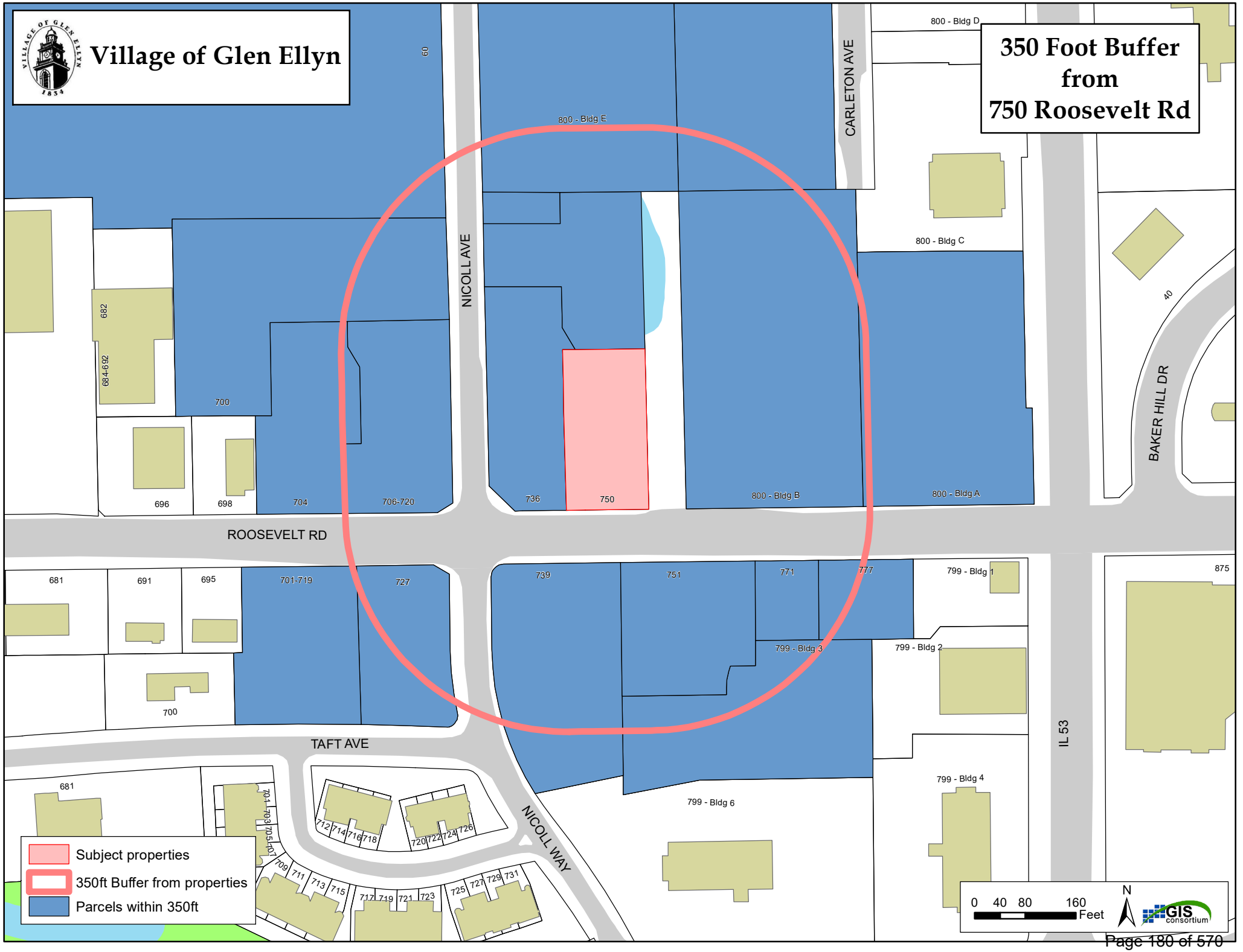
# NOTICE OF PRE-APPLICATION MEETING

Aby Groups is requesting a pre-application meeting with the Glen Ellyn Plan Commission to obtain preliminary feedback on a Popeyes Restaurant development for the property located at 750 Roosevelt Road. The subject property is currently zoned C4 Office District and is proposed to be rezoned to C3 Service Commercial District. The applicant is also proposing to demolish the existing 3,831 square foot building and construct a new 3,050 square foot restaurant with a drive-through. The Glen Ellyn Plan Commission will conduct a pre-application meeting on **Thursday, December 8, 2022 at 7:00 p.m.,** in the Galligan Board Room on the third floor of the Glen Ellyn Civic Center, 535 Duane Street, Glen Ellyn, Illinois.

No formal application for this project has been submitted to the Village and the purpose of the pre-application meeting is to give the petitioner an opportunity to receive informal feedback from the Plan Commission on a conceptual proposal prior to designing detailed plans for formal review by the Village. After hearing the input of the Plan Commission on the concept plans, the developer will decide whether or not to proceed with preparing a full, formal application requesting consideration of their prospective development for consideration by the Village.

All persons who are interested are invited to attend the pre-application meeting to listen and be heard. Plans related to the proposed development are available for public review at any time prior to or after the Plan Commission meeting in the Planning and Development Department of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois. Questions related to the project should be directed to Atrian Fard, Senior Planner, (630) 547-5249.

Individuals with disabilities who plan to attend the meeting and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact Brian Baltudis at (630) 547-5209 at least 24 hours in advance of the meeting.


Village of Glen Ellyn
350 Foot Buffer from 750 Roosevelt Rd
NICOLL AVE
CARLETON AVE
BAKER HILL DR
ROOSEVELT RD
TAFT AVE
NICOLL WAY
IL 53
800 - Bldg D
800 - Bldg E
800 - Bldg C
800 - Bldg B
800 - Bldg A
799 - Bldg 1
799 - Bldg 2
799 - Bldg 3
799 - Bldg 4
799 - Bldg 6
682
684-692
700
696
698
704
706-720
736
750
681
691
695
701-719
727
739
751
771
777
875
Subject properties
350ft Buffer from properties
Parcels within 350ft
0 40 80 160
Feet
N
GIS consortium

## *Improvement and Development Guidelines*

Roosevelt Road should be upgraded as an attractive and convenient mixed-use corridor that serves and supports the Glen Ellyn community and the surrounding region. It should be improved as a major traffic carrier, a site for a wide range of land uses, a shopping and business areas for nearby residents, an employment center, and a more safe and convenient area for pedestrians and cyclists.

The image and appearance of Roosevelt Road should continue to be improved. Since it carries large numbers of motorists on a daily basis, it is perhaps the most highly visible part of the Village. It serves as the "front door" to the Village and several neighborhoods.

Too often, major traffic corridors create physical barriers and become obstacles to community life and activity. Corridors usually function as "separators" between neighborhoods and land-use districts. However, Roosevelt Road should become a "connector" which links together and unites the north and south sides of Glen Ellyn, as well as the neighborhoods east and west of the I-355 expressway.

Improvement and development recommendations for Roosevelt Road are described below and highlighted in Figures 16 through 19. Recommendations relate to: a) land-use, b) sites and buildings, c) traffic circulation, d) parking, and e) streetscape.

***LAND-USE:***

- Roosevelt Road should continue to be the site of a wide range of retail stores, business and personal services, restaurants, and offices. It should accommodate both community-wide and highway-oriented commercial uses, and many of the businesses should continue to be oriented to motorists utilizing this important regional route.
- The basic land-use pattern and development character of Roosevelt Road is essentially established. Most existing buildings are in adequate structural condition and major land-use changes are unlikely. However, the Village should encourage the enhancement of existing businesses and the improvement of properties in decline, and promote high-quality new development and redevelopment in selected locations.
- Office uses should continue to be promoted, particularly in the blocks near the existing office parks and along Taft and Pershing on the southern edge of the commercial area. Office uses are appropriate in the blocks east of I-355.
- The Market Plaza and Pickwick Place shopping centers should be maintained and should continue to be improved and upgraded as focal points along the corridor. These centers are quite important in terms of the services they offer and the revenues they generate for the Village. Store mix, the appearance of buildings and parking lots, commercial signage, and site landscaping should continue to be addressed.
- While Roosevelt Road will continue to be oriented to auto traffic, there are several blocks with concentrations of retail and service establishments where the pedestrian environment should be improved. In particular, the blocks between Market Plaza and Pickwick Place should be better connected and made more convenient for pedestrians. Possible improvements include special sidewalk treatment, small-scale street furniture, pedestrian-scale lighting, pedestrian crosswalks, and related projects.
- Opportunities for new development and redevelopment along Roosevelt Road include vacant parcels and vacant buildings, and marginal and low-intensity uses. Since many of these properties occupy very small sites, the combination and consolidation of multiple properties should be encouraged in order to create more attractive redevelopment sites for contemporary commercial uses. Specific redevelopment sites are highlighted in a following section.
- While retail and commercial uses that serve the needs of nearby neighborhoods and the surrounding community are preferred for most commercial blocks along Roosevelt Road, many of the small sites may prove to be more marketable for uses that require less parking and customer access, such as free-standing office/research or "high-tech" businesses. These uses should be considered for the blocks along the north side of Roosevelt Road between Main Street and Newton Avenue, and for blocks just east of I-355.
- Several of the multi-family residential properties located north and south of the commercial area are characterized by deferred maintenance, excessive land coverage, a lack of open space, physical separation from other residential areas, and other

# Roosevelt Road Corridor



## Vision for Roosevelt Road

The Roosevelt Road corridor is a significant economic engine for the Village and serves as a major east-west corridor for both Glen Ellyn and the surrounding region. The corridor includes a mix of retail, service, office, medical, lodging, and residential uses. As a heavily traveled arterial and prominent access point, Roosevelt Road has a significant influence on the image of the community and a variety of improvements should be made to better reflect the character of Glen Ellyn. While vacancies exist in some areas, the corridor has also witnessed redevelopment of aging properties and renovation and reuse of existing development. The subarea plan identifies strategies to maintain this reinvestment momentum and strengthen the corridor's position as an economic asset and source of community pride.

## Maximizing Development Potential

Most properties along Roosevelt Road are impacted by limited lot depth and abutting residential areas with limited or no screening and buffering. Roosevelt Road is also under the jurisdiction of the Illinois Department of Transportation (IDOT) which means the Village does not control decisions regarding property access or use of adjacent right-of-way. Within this constrained context, it is important that the Village and property owners work together to make strategic improvements to reposition outmoded commercial properties. This should include strategies that increase buildable area and enable the Village to increase the tax base on existing commercial properties.

*Roosevelt Road is Glen Ellyn's main commercial corridor and the Village should seek opportunities to maximize development potential, improve multi-modal access, and promote public realm and private on-site improvements to beautify the corridor.*

### Promote Lot Consolidation & Cohesive Redevelopment

Development along the Roosevelt Road corridor primarily consists of one- and two-story structures with surface parking. Shopping centers such as Baker Hill, Market Plaza, and Pickwick Plaza are interwoven with older, freestanding businesses that often make inefficient use of the underlying parcels. These properties are typically sited to accommodate single-sided, front-loaded parking with multiple access drives and poorly located service/loading areas that impact productive use of the site. While it is desired that commercial uses remain the predominant land use along the corridor, the Village should promote the consolidation and comprehensive redevelopment of older commercial properties to accommodate larger scale development and more efficient site layouts. The Village could also consider reducing setback requirements to accommodate redevelopment provided that adequate landscaping and pedestrian amenities can also be provided.

### Site Constraints

In some instances, inefficient development is related to site constraints that should be addressed as redevelopment occurs. The presence of a utility line that bisects commercial properties south of Roosevelt Road and west of Main Street pushes development to occupy either the northern or southern portions of a parcel, with the utility lines marking transition to parking lots. In addition, adjacent but divided parking lots increase the land area needed to accommodate access lanes and parking that could be utilized by multiple businesses. The Village should coordinate with property owners and developers to bury utility lines and develop shared parking arrangements.

### Low Impact Development

The DuPage County Stormwater and Floodplain Ordinance and Village amendments currently mandate the type of low impact development (LID) techniques required when there is an increase in impervious area with redevelopment.

While Lambert Lake and Panfish Park serve as regional stormwater facilities for the Roosevelt Road corridor, the LID approach could be used to minimize stormwater flow to these facilities. This includes incorporating permeable pavers in parking areas to feed underground detention areas or stormwater chambers. As a result, the need for detention ponds is minimized or eliminated, which would otherwise consume areas adjacent to the building and parking areas.

Similarly, landscaped areas, including perimeter landscaping, parking lot islands, and medians can be designed to include rain gardens and bioswales. Such techniques enable development to capture and retain stormwater on-site and either allow for that stormwater to naturally filter into the ground or control its release to the Village's storm sewer.

The Roosevelt Road corridor, however, currently consists of mostly impervious surfaces, and as a result LID techniques are not often required by the ordinance for redevelopment. The Village should consider an additional stormwater ordinance or zoning code amendments to require LID measures and/or green space requirements along the Roosevelt Road corridor during redevelopment (and other areas, such as Downtown) to reduce runoff, as well as improve aesthetics.

### Multi-family Reinvestment

Roosevelt Road is a desirable location for multi-family development that places residents in proximity to retail areas, transit, and several parks and natural areas. Several of the multi-family residential properties adjacent to Roosevelt Road's commercial areas are characterized by deferred maintenance, excessive land coverage, a lack of open space, and physical separation from other residential areas. These properties should either be substantially improved or redeveloped.

## Corridor Image

The Village has made many improvements along Roosevelt Road to improve pedestrian infrastructure, streetscaping, and wayfinding along public rights-of-way. Complementary improvements are needed on privately owned commercial properties to ensure that Glen Ellyn's heavily traveled corridors reflect positively on the image of the community. Existing development can be enhanced through the consolidation of access drives, use of cross-access easements and shared parking, and installation of landscaping and pedestrian amenities. In addition, 360-degree architecture that complements surrounding building designs should be promoted to reflect existing quality neighborhoods and provide for a positive community image.



DRAFT
FOR PUBLIC HEARING

## Reducing Local Traffic

Some portions of Roosevelt Road are characterized by several small, isolated commercial uses that are separated from one another by landscaping, curbs, or parking lot striping. This configuration requires that businesses have separate parking lots and often multiple access drives, which increases the need for curb cuts. This has negative impacts on pedestrian mobility and safety and on-site circulation, forcing business patrons to use the heavily traveled Roosevelt Road even for short trips between adjacent properties.

Where possible, access drives should be consolidated to reduce curb cuts. This will likely require cross-access easements between neighboring property owners. The Village should work with property owners to facilitate cross-access agreements and consider incentives (such as reduced parking requirements) or requirements to provide cross-access easements as part of new developments. Where possible, redevelopment should include the creation of rear access drives that are accessible via side streets. Rear access drives facilitate shared access and curb cut reduction by providing an off-street connection between adjacent parking areas, loading zones, and storefronts.

## Shared Parking

To reduce the number of access points along a corridor, the Village should consider permitting shared parking agreements between adjacent and complementary uses along Roosevelt Road. Neighboring businesses with differing peak demand times for parking or businesses with a low volume of customers are best suited to enter into a shared parking agreement.

The Village currently permits shared parking, but the current code (Code of Ordinances Chapter 10-5-8 (B)) does not define how required parking should be calculated or provide guidance on the required instrument of record if multiple parcels are involved. A common challenge in promoting shared parking is negotiating an agreement between adjacent property owners. The Village should consider developing a model agreement for property owners to utilize. An amendment to the zoning ordinance should also be considered to provide guidance regarding required parking calculations which are typically less than what would otherwise be required if uses provided independent parking facilities.

## Potential Redevelopment Sites

The following list identifies redevelopment opportunities within the Roosevelt Road subarea as labeled in the following subarea framework maps. These underutilized or disinvested sites have the potential to act as catalysts for additional quality development and improvements along the corridor if redeveloped.

1. **Haggerty Chevrolet.** This is an important and viable use and the Village should continue to work with Haggerty to improve, enhance and expand their facilities. The area to the north is used for outside storage and parking. This area could be used for the expansion of the business or sold for redevelopment. Multi-family or commercial development would be appropriate. Landscape buffering between the commercial and residential development should be improved either way.

2. **Dreisilker Electric Motors.** This site includes a dated office/warehouse building and a parking field/outside storage for Dreisilker Electric. Should redevelopment occur on this site, it could make way for a larger commercial development. In that case, the Village should consider vacating the Hillcrest right-of-way between the rear parcels.

3. **Sunset Cove Apartment Buildings.** These are older single story apartment buildings, which could be redeveloped into an updated multi-story apartment complex. Buffering between the residential and commercial uses should be improved.

4. **ATI Physical Therapy.** This is a viable business and the building is in good shape. This block has a number of commercial and office uses including a physical therapy office, an automotive use, a restaurant and a bank. The area has some buildings and sites that could use improvement. If redeveloped in combination or in part, buffering to the north, parking areas and landscaping should all be improved. Similar office and service commercial type uses would be appropriate for these sites.

5. **Wintrust Bank.** This site includes a business on an improved site. Unless needed for redevelopment with the adjacent properties to the west, this is a viable business with appropriate landscaping and buffering that should remain.

6. **Advance Foreign Car Repair** This site includes a vacant building, a large parking field, and Motor World, both of which could benefit from reinvestment. The two properties could be redeveloped together for a new office or service commercial use.

7. **Malloy's Liquor, Burger King, Bank of America (vacant), and a restaurant.** This section consists of mostly viable businesses that could use site improvements and façade updates. Either individually or in some combination these sites could be redeveloped for office and service commercial uses.

8. **Dated office buildings, vacant land, and a large parking field.** These sites could be redeveloped in whole or in part to accommodate a larger office or service use. Special attention should be paid to stormwater management on these sites as they are in or near floodplain.

9. **Mix of small commercial buildings and strip commercial.** These sites could be redeveloped in whole or in part to include similar commercial uses. The utility lines bisecting the sites should be removed to accommodate new development.

10. **Outmoded retail structures and strip development.** The majority of this site is under common ownership. While individual development might take place on a few of the lots, this area has excellent visibility and should be looked at holistically for redevelopment. The building at the northeast corner of the development area toward the interior of the site should be maintained and enhanced.

11. **Auto parts store and an optometrist's office.** These lots should be consolidated and the site should be redeveloped with a commercial use.

12. **US Bank Site and Danby Station Café.** US Bank is a viable business, the site and building are in good condition and should be maintained or enhanced. Danby Café is in fair to poor condition and the site could use façade and site improvements. If redevelopment is to occur, both sites should be included in the project if feasible.

13. **Retail in poor condition of vacant.** Redevelopment of all sites is recommended. Retail, service, and office uses should be maintained on the Roosevelt Road frontage.



DRAFT
FOR PUBLIC HEARING

# Subarea Framework

## ROOSEVELT ROAD - CENTRAL

The Central section of Roosevelt Road generally has deeper lots which has allowed for more intense development behind the buildings fronting the corridor. Two catalyst sites are located within this section (the Exmoor Avenue and Nicoll Way sites), which are discussed directly after the framework plan. The East Branch DuPage River Greenway Trail is proposed to intersect the eastern end, which underscores the need for enhancing pedestrian and bicycle infrastructure leading up to the trail system.

## Legend

**Key Intersections.** *Continue to enhance these intersections by incorporating wayfinding signage, landscaping, high visibility crosswalks, and decorative lighting.*

**Gateway Features.** *Install gateway signs at prominent entry points into the Village to reinforce a sense of identity. Such signs should be complemented by streetscape components such as intersection treatments and landscape features.*

**Bike Path/Trail Improvements.** *Construct bike and pedestrian infrastructure to improve non-vehicular connectivity along Roosevelt Road and expand the Village's trail network. Provide access to natural assets such as the DuPage River by establishing connections to the proposed East Branch DuPage River Greenway Trail. Bike path and trail improvements are discussed in further detail in Chapter 5: Transportation.*

**Bus Shelter Improvement/Installations.** *Coordinate with Pace to provide additional bus stops at key locations to limit distance between bus stops to near a quarter mile (or five-minute walk). Identify high-frequency stops for the installation of new bus shelters with real-time timetables and provide benches at all stops.*

**Onsite Landscaping.** *The installation of interior landscaped parking islands and foundation landscaping should be encouraged on properties with large parking lots to enhance the area's aesthetic, foster a welcoming pedestrian environment, and provide opportunities for improved stormwater management. Lots should be landscaped with local or native species of shade trees, evergreens, shrubs, grasses, and flowers to beautify sites and connect them to adjacent parkways.*

**Pedestrian Infrastructure.** *Upgrade deteriorating sidewalks and where narrow, work with current property owners to increase sidewalk width to at least five feet. Provide landscape buffers between sidewalks and traffic as well as high visibility crosswalks at curb cuts and intersections to increase sense of comfort and safety for pedestrians.*

**Residential Screening/Buffering.** *Screen commercial, parking, loading, and utility areas from adjacent residential properties and public right-of-ways. Apply 'Dark Sky' Village lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family residential areas.*

**Redevelopment Opportunities.** *These sites represent dated or poorly laid out parcels that can be consolidated with adjacent properties to facilitate more intense redevelopment that is in line with the community's vision of Roosevelt Road as a vibrant commercial corridor.*

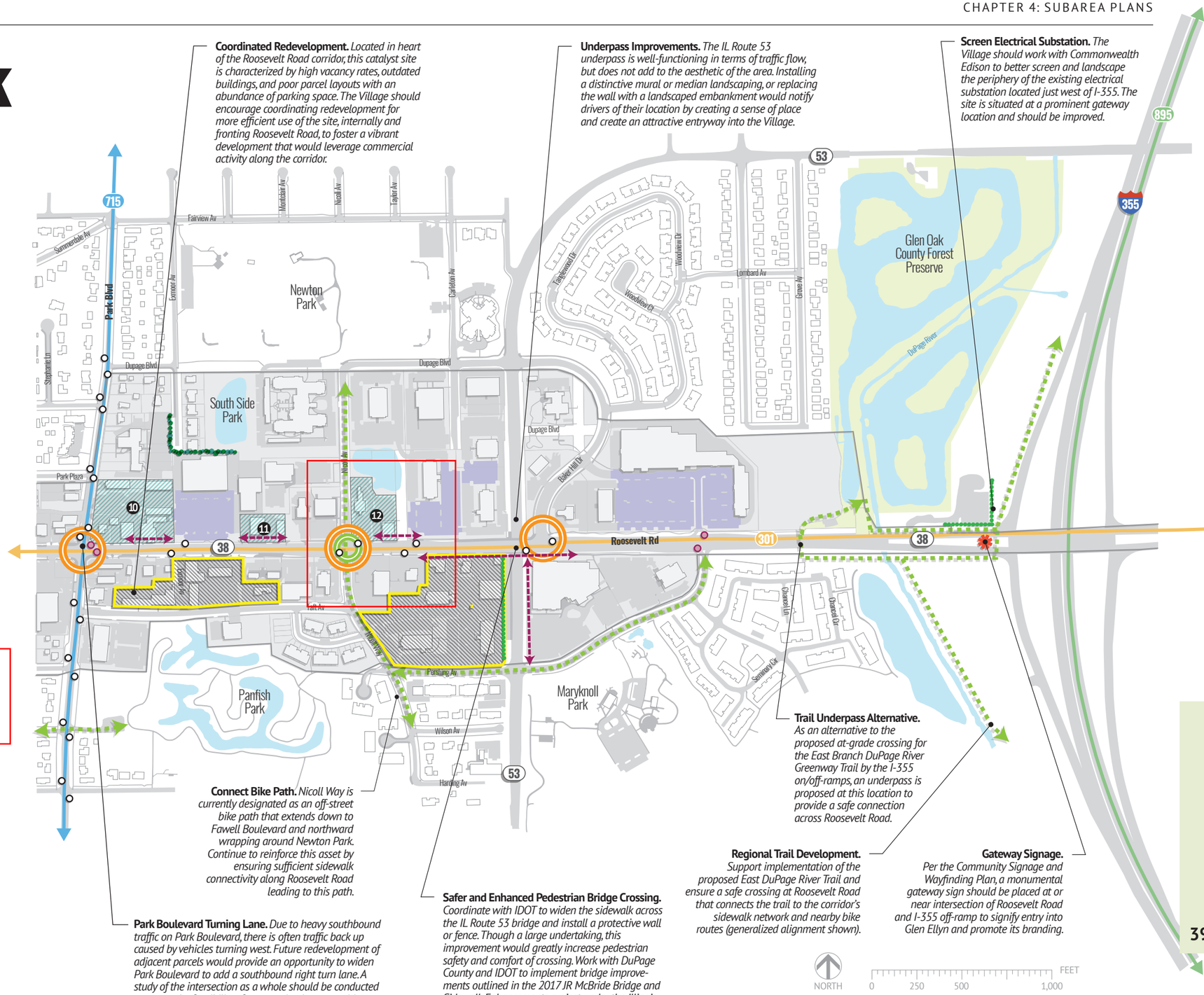
**Perimeter Landscaping.** *Provide landscaping and decorative, low-profile fencing or knee walls to delineate public rights-of-way and screen parking areas. Perimeter landscaping should be designed to maximize stormwater management and improve water quality through the implementation of BMPs, such as bioretention areas. Screening should also be used to enclose or conceal necessary, but unsightly service areas and utilities/mechanical systems.*

**Catalyst Sites.** *Redevelop these underutilized sites to act as catalysts for further development and investment along Roosevelt Road.*

**Pace Bus Route 715**

**Pace Bus Route 301**

**Pace Bus Route 895**




DRAFT
FOR PUBLIC HEARING

# GISConsortium | 750 Roosevelt Aerial Map



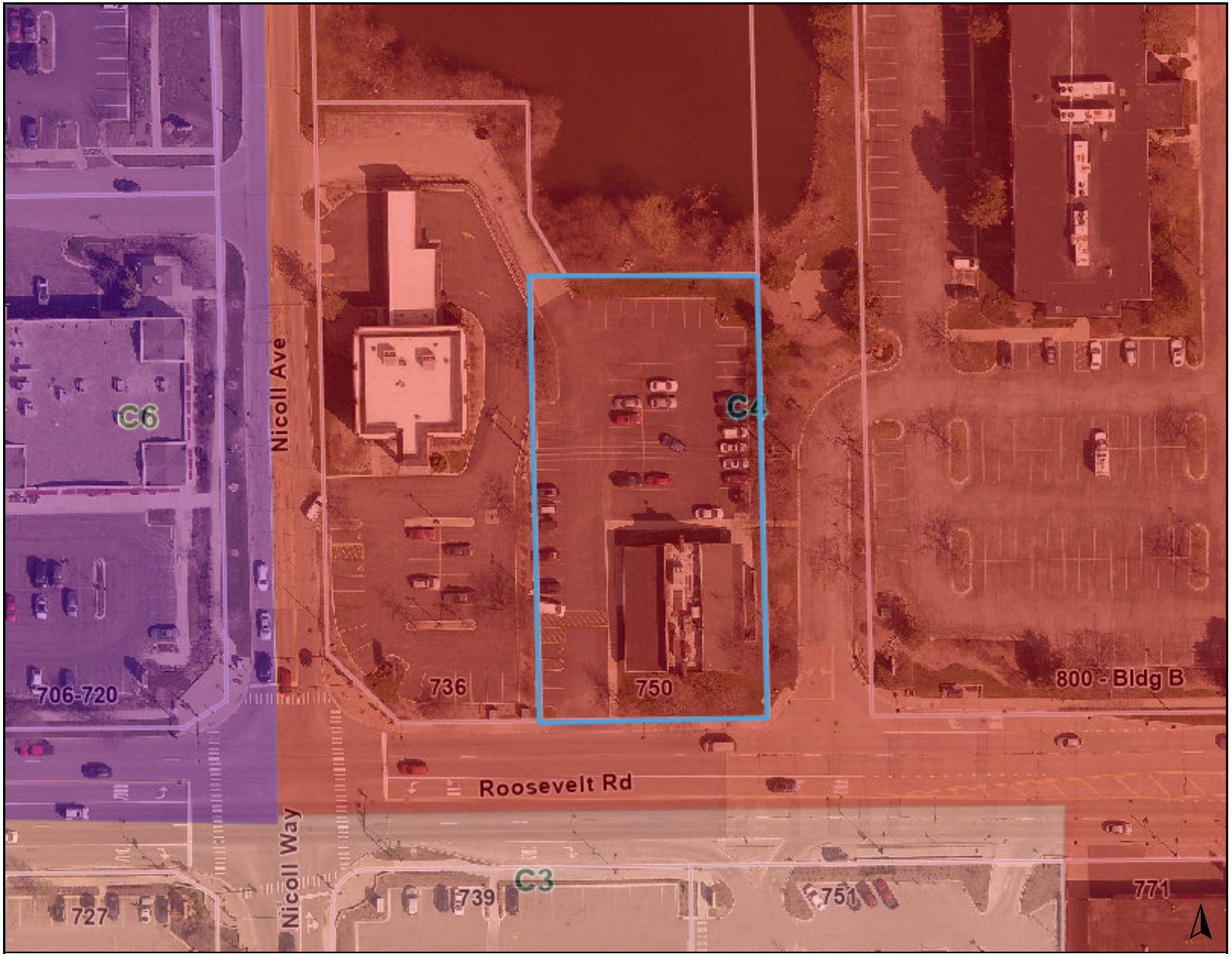

0 100 200 ft

**Print Date: 11/18/2022**

**Notes**

*Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.*

# GISConsortium | 750 Roosevelt Zoning Map




**Legend**

Zoning and Development

Zoning

- C3: Service Commercial District
- C4: Office District
- C6: Commerical/Multi-Use Planned Development District

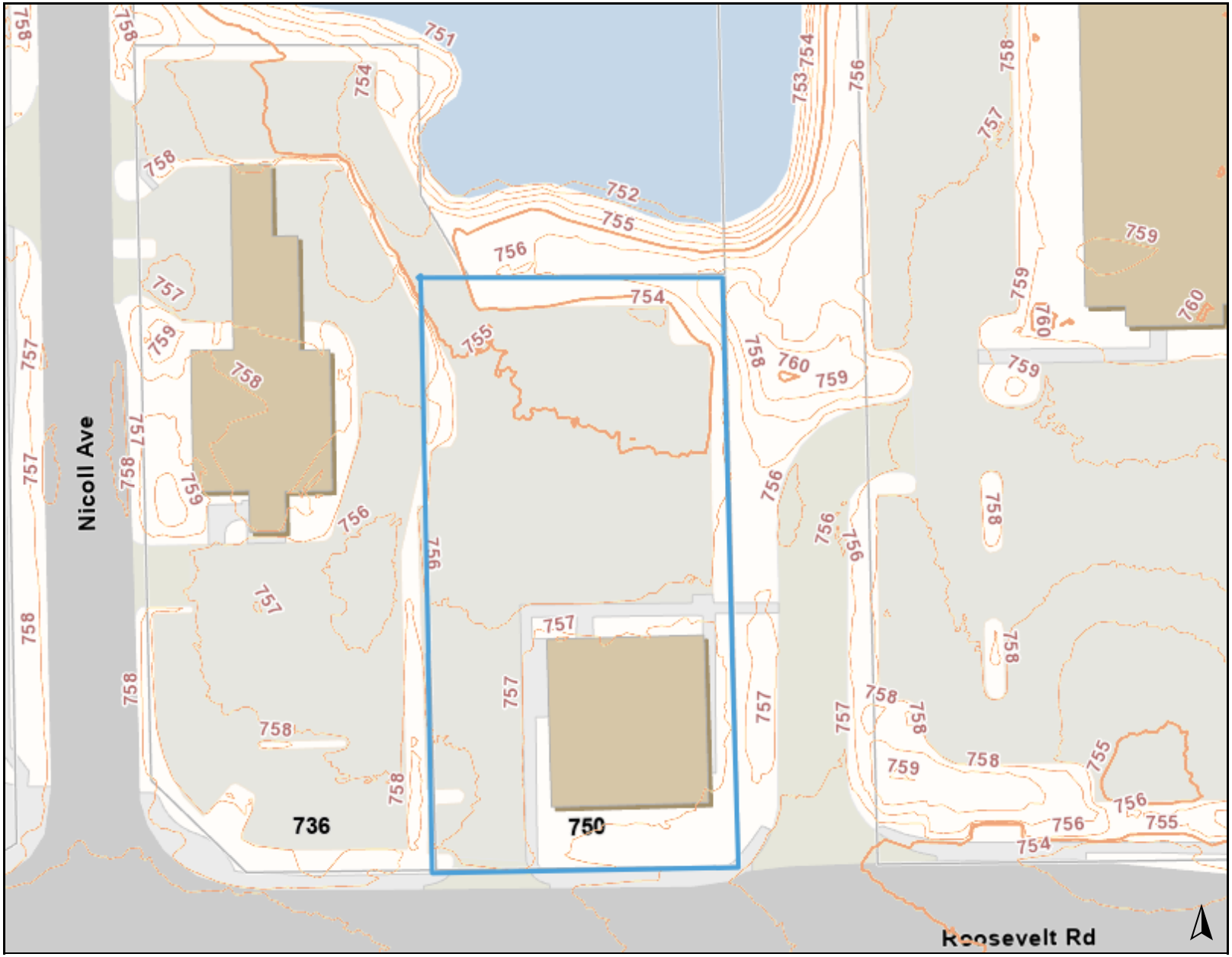
0 150 300 ft

**Print Date: 11/18/2022**

**Notes**

*Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.*

# GISConsortium | 750 Roosevelt 1' Contour Map




**Legend**

DuPage County

DuPage County 1' 2017 Contours

Contour Line, Intermediate

Contour Line, Major

0 100 200 ft

**Print Date: 11/18/2022**

**Notes**

*Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.*

**Glen Ellyn Plan Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 12/8/2022 7:00 PM
Department: Community Development
Department Head: Marty Scott
Category: Public Hearing
Prepared By: Atrin Fard

**AGENDA ITEM (ID # 2022-2948)**

**DOC ID: 2022-2948**

# Public Hearing – 375 Roosevelt Road & 401 Taft Avenue: JB Development, Inc. is requesting approval of Amendments to the Preliminary Planned Unit Development with deviations, Final Planned Unit Development, a Zoning Code Text Amendment, Special Use Permits, and variations from the Sign Code to accommodate the redevelopment and operation of a new car wash at 375 Roosevelt Road and an accessory parking lot equipped with vacuum stalls at 401 Taft Avenue – Lots 4 and 5 of the 375-395 Roosevelt Road Subdivision.

**Statement of the Issue:**
Please see attached staff report.

**Analysis:**
Please see attached staff report.

**Budget Impact:**
N/A

**Contribution to Strategic Plan (if applicable)**

**Action Requested:**
Please see attached staff report.

**Attachments:**
1. PC Staff Report - Jet Brite
2. 1. Aerial Map
3. 2. Zoning Map
4. 3. Public Hearing Notice
5. 4. Certificate of Publication
6. 5. Buffer Map for Public Hearing Notice
7. 6. Excerpts from 2001 Comprehensive Plan

8. 7. Excerpts from the 2023 Draft Comprehensive Plan
9. 8.1. Narrative Statement
10. 8.2. Application Form for a Zoning Text Amendment
11. 8.3. Application Forms for Amendments to a Preliminary PUD and a Final PUD
12. 8.4. Application Form for a Special Use Permit for Lot 4
13. 8.5. Application Form for a Special Use Permit for Lot 5
14. 8.6. Application Form for Sign Variations
15. 8.7. ALTA-NPS Land Title Surveys
16. 8.8. Preliminary Planned Unit Development Amendment Plan
17. 8.9. Final Planned Unit Development Site Plan
18. 8.10. Landscape Plan
19. 8.11. Tree Survey Plan
20. 8.12. Photometric Plan
21. 8.13. Light Fixture Cut-sheets
22. 8.14. Impervious and Pervious Plan
23. 8.15. Floor Plan
24. 8.16. Color Building Elevations
25. 8.17. 3D Renderings
26. 8.18. Signage Plans
27. 8.19. Final Site Improvement Plan
28. 8.20. Traffic Impact Study
29. 8.21. Truck Turn Exhibit
30. 9. Ordinance No. 6546
31. 10. Ordinance No. 6610
32. 11. Ordinance No. 6611
33. 12. Ordinance No. 6771
34. 13. Draft Findings of Fact
35. 14. Draft Motion to Approve

# STAFF REPORT

**TO**: Glen Ellyn Plan Commission

**FROM**: Atrian Fard, Senior Planner

**DATE**: November 18, 2022

**FOR:** December 8, 2022 Plan Commission Meeting

**SUBJECT:** Public Hearing – 375 Roosevelt Road and 401 Taft Avenue – Jet Brite Car Wash – Zoning Text Amendment, Preliminary Planned Unit Development Amendment with Associated Deviations, Final Planned Unit Development, Special Use Permits, and Sign Variations

---

–

**PETITIONER:** The petitioner is JB Development, Inc. on behalf of MIKI Properties, LLC – Roselle, an Illinois limited liability company, represented by Dave Dalesandro, Sam Youssef, and Professional Engineer Lauren Kucinski from Veenstra & Kimm Inc.

**REQUEST:** The petitioner is requesting approval of Amendments to the Preliminary Planned Unit Development with deviations, Final Planned Unit Development, a Zoning Code Text Amendment, Special Use Permits, and variations from the Sign Code to accommodate the redevelopment and operation of a new car wash at 375 Roosevelt Road and an accessory parking lot equipped with vacuum stalls at 401 Taft Avenue – Lots 4 and 5 of the 375-395 Roosevelt Road Subdivision. In order to proceed with the project as proposed, the petitioner will need approval of the following:

1. A Zoning Text Amendment in accordance with Section 10-10-13 of the Glen Ellyn Zoning Code to amend Section 10-4-16(B)(2) automobile repair to add "and services" under the Special Uses in the C4 Office District.

2. Amendments to the Preliminary Planned Unit Development Plan for the entire site and Final Planned Unit Development Plan for Lots 4 and 5, in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code, including the following deviations from the Zoning Code:

    a. Sections 10-4-16(D)(1) and 10-4-16(G)(1) to allow the parking lot on Lot 5 to be 8.5 feet from the front property line where an unobstructed/unpaved front setback of 10 feet shall be reserved for open space and landscaping.
    b. Section 10-4-16(D)(6) to allow improvements on a nonconforming lot (Lot 5) with a depth of 132 feet where a minimum depth of 140 feet is required for lots within C4 Zoning District.

c. Section 10-5-4(A)-4(a) to allow pay booths with canopy to be located closer to Taft Avenue than the principal building on Lot 4 where accessory structures shall be located no closer to the front property line than the principal structure on the lot.
d. Section 10-5-4(A)-4(a) and Table 10-5-5(B)4#40 to allow a trash enclosure to be located in the front of the building, closer to the Taft Avenue than the building on Lot 4 where trash enclosures are not permitted obstructions in the required front yard and shall not be closer to the street than the principal structure on the lot.
e. Section 10-5-5(C)(1) to allow an impervious surface setback of one (1) foot along the west interior side lot line on Lot 4 where approximately 7.44 feet is required.
f. Section 10-5-5(C)(1) to allow an impervious surface setback of 11 feet along the rear lot line on Lot 5 where approximately 13.87 feet is required.
g. Section 10-5-9(G) to allow a loading space on Lot 4 to be visible from Roosevelt Road where off-street loading spaces shall be so located not to be visible from any public right-of-way.
h. Section 10-5-8(H) to allow no landscaped island at the south end of the parking row on Lot 4 where a landscaped island shall be provided at the end of every row of parking stalls with a minimum width and length equal to the size of the parking spaces in the subject lot.
i. Section 10-5-11(J) to allow the driveway approach on Roosevelt Road for Lot 4 to have approximately 150 feet of spacing from the driveway approach to the west and approximately 153 feet from Lot 3's driveway approach to the east where a minimum of 185 feet of separation is required between driveway approaches located on arterials with 35 mph speed limit.

3. A Special Use Permit for Lot 4 in accordance with Section 10-4-15(B)(1) of the Glen Ellyn Zoning Code to allow an "automobile car wash" in the C3 Service Commercial District.

4. A Special Use Permit for Lot 5 in accordance with Section 10-4-16(B)(2) of the Glen Ellyn Zoning Code to allow an "automobile repair and services" in the C4 Office District.

5. The following variations from the Glen Ellyn Sign Code:

   a. Section 4-5-10(A)(4) to allow a secondary wall sign for a 5,262 square-foot establishment on Lot 4 where only establishments of 15,000 square feet or more are permitted to have secondary wall signage.
   b. Section 4-5-10(A) to allow a total combined sign area of 198.4 square feet on Lot 4 where the total square footage of signage permitted on the site is 120 square feet.

6. Exterior Appearance to be reviewed and approved by the Architectural

Appearance Commission and Village Board.

**LOCATION/ ZONING:** The subject property is comprised of two lots for a total area of 75,111 square feet and is part of the 5-lot commercial development at 375-395 Roosevelt Road. The subject site is located between Lambert Road and Main Street along Roosevelt Road and Taft Avenue. The northern parcel at 375 Roosevelt Road is in the C3 Service Commercial District and the southern parcel at 401 Taft Avenue is in the C4 Office District. The surrounding zoning and land uses are as follows:

| Surrounding Land Uses | | Surrounding Zoning Districts |
|---|---|---|
| North: | Commercial (Taco Bell) | C3 Service Commercial |
| South: | Village Links Golf Course | CR Conservation Recreation |
| East: | Commercial (Buona Restaurant) | C3 Service Commercial and |
| | Commercial (Sign Identity) | C4 Office |
| West: | Commercial (Mattress Firm) | C3 Service Commercial and |
| | Village Links Golf Course | CR Conservation Recreation |




**REVIEW PROCESS:** In order to proceed with the project, the petitioner will need to receive approval of a Zoning Code Text Amendment, a Special Use Permit for a Preliminary and Final Planned Unit Development for Lots 4 and 5 with deviations from the Zoning Code, a Special Use Permit for Lot 4 to allow a car wash, a Special Use Permit for Lot 5 to allow automobile services, and variations from the Sign Code. Of further note, the Preliminary Planned Unit

Development for the entire development site expired in November of 2021, and as part of the entitlement process, an extension needs to be granted by the Village Board. The petitioner will also need to receive Exterior Appearance approval. This will be reviewed and discussed by the Architectural Appearance Commission (AAC) at their December 14, 2022 public meeting.

**PUBLIC NOTICE:** Notice of the public hearing was published in the November 19, 2022 edition of the Daily Herald. Property owners within 250 feet of the property were notified by mail of the public hearing and a placard was placed on the property.

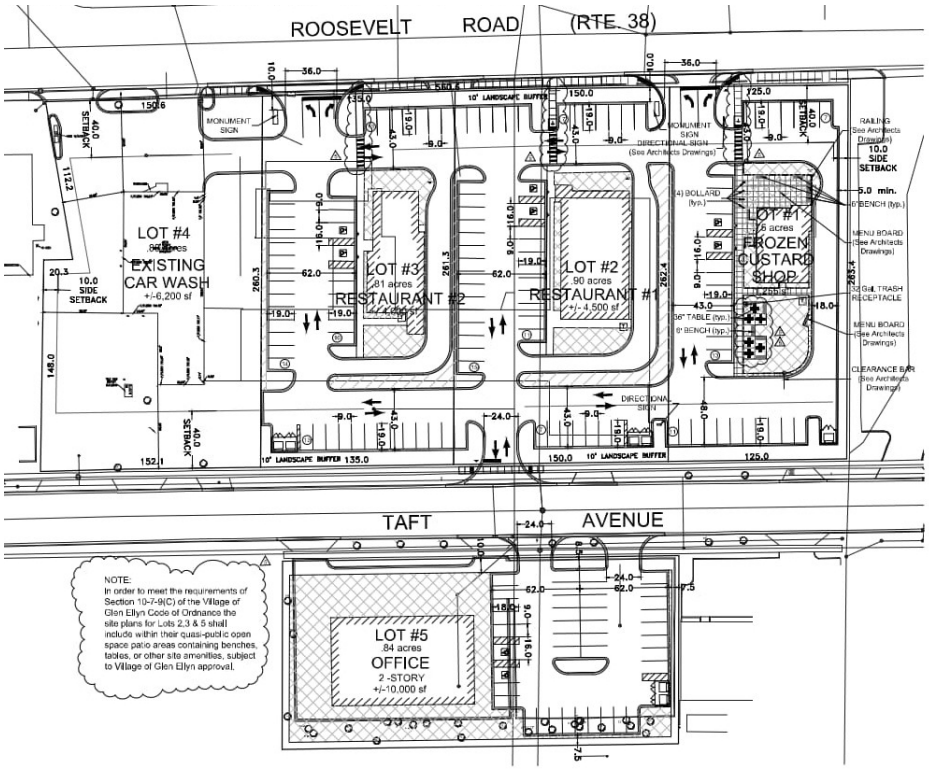
**COMP PLANS:** The 2001 Comprehensive Plan shows commercial use of Lot 4 and office use of Lot 5 and recommends that this area continue to be developed with retail and service uses (Page 65).

The 2023 draft Comprehensive Plan also identifies Lots 4 and 5 as appropriate for corridor commercial and office clusters in the Future Land Use Plan, respectively (Page 15). On Page 23 of the draft plan, both lots are highlighted as part of Roosevelt Road Corridor. The plan indicates that the subject site highlights opportunities to promote reinvestment along Glen Ellyn's main commercial corridor by maximizing development potential to boost the corridor's economic vitality and improve the Village's image.

The Plan Commission unanimously recommended approval of the draft Comprehensive Plan on March 11, 2021, but the plan is yet to be officially adopted by the Village Board. Noted sections of the 2001 Comprehensive Plan and the 2023 draft Comprehensive Plan are attached.

**STRATEGIC PLAN:** The 2020-2022 Strategic Plan identifies the Roosevelt Road retail corridor as a strength with an attractive brand that would leverage future opportunities. The 2020-2022 plan also indicates threats such as maintaining safe and accessible businesses along Roosevelt Road and anticipates aesthetic improvements to be challenging along this corridor.

**HISTORY:** The entire development site is made up of 4.19 acres, which was formerly used for Leslie Car Wash and Enterprise Rent-A-Car rental service. On November 14, 2017, the Village Board adopted Ordinance No. 6546, which granted approval for a Major Subdivision to re-subdivide the property to create five new lots and a Preliminary PUD to redevelop three restaurant establishments on Lots 1-3 and an office building on Lot 5. The western parcel on the site, Lot 4, was occupied by Leslie Car Wash at the time and intended to remain an ongoing business until its redevelopment.




Ordinance No. 6546 also approved a Final PUD to Lot 1 in addition to a Special Use Permit, variations from the Sign Code, and Exterior Appearance to construct an Andy's Frozen Custard with a drive-through. It should be noted that Condition (F) in Section Seven of Ordinance No. 6546 states that applications for Final PUD Plans for Lots 2, 3, and 5 are to be submitted for review and approval within two years from the date of the Preliminary PUD Approval, or November 13, 2019.

Lot 2, located between Andy's Frozen Custard and Buona Beef, is currently undeveloped and anticipated to be used as a restaurant with a drive-through, though no Final PUD application nor plans have been submitted.

On June 25, 2018, Ordinance No. 6610 granted approval of a Final PUD Plan, a Special Use Permit, variations from the Sign Code, and Exterior Appearance to construct a Buona Beef restaurant with a drive-through on Lot 3.

On May 10, 2020, the Village Board approved Ordinance No. 6771, extending the expiration date of Ordinance No. 6546, by which Final PUD Plan applications for Lots 2 and 5 must be filed from November 13, 2019, to November 13, 2021. As Ordinance No. 6771 has also expired, in order to utilize the approved Preliminary PUD, granted by No. 6546, and to accommodate future redevelopments of Lots 2, 4, and 5 with Final PUD Plan approvals, a new ordinance will need to be adopted by the Village Board

to extend the expiration date of Ord. 6546 and 6771 to November 13, 2023.

**PROJECT SUMMARY:**

The subject property was previously owned by LM Commercial Development and is recently purchased by MIKI Properties, LLC that operates Jet Brite Car Wash facilities throughout Illinois. The petitioner is proposing to demolish the existing Leslie Car Wash on Lot 4 (approximately 0.88 acres), which is currently leased by Budget Truck Rental, to construct a new 5,262 square foot (35.7' by 150.7') 1-story car wash establishment with vacuum stations, automated pay stations, and designated stacking lanes. The proposal also calls for improvement of the existing parking lot on Lot 5 (approximately 0.84 acres), which is in disrepair, to accommodate a new parking lot with additional off-site vacuum stalls and several employee parking spaces. More information on the project is below.

**Zoning Text Amendment.** The petitioner is proposing vacuum station services on Lot 5, located in the C4 Office District, in association with the proposed car wash on Lot 4, located in the C3 Service Commercial District. Currently, automobile services are not listed as either a permitted or special use in the C4 District, and only auto repair uses are allowed through a Special Use Permit. Therefore, the petitioner is requesting approval of a Zoning Text Amendment to amend C4 District's Special Use Permit list, Section 10-4-16(B)(2) automobile repair to add "and services." It is worth noting that automobile services are permitted by right in the C3 District, and no text amendments to this district are proposed.

**Special Uses.** Lot 4 will be used for a car wash, which is only allowed in the C3 District with the approval of a Special Use Permit. Supplementary vacuum stalls will be proposed on Lot 5 located in the C4 District. As C4 District does not regulate automobile services such as vacuum stalls, a text amendment to the list of special uses in the C4 District will be required to accommodate the standalone vacuum operations on Lot 5. This leads to two Special Use Permit requests for a car wash in C3 District and automobile services in C4 District.

**Operations.** As indicated on the plans, customers will enter the car wash establishment on Lot 4 from the three north-south lanes proposed on the west side of the building, where three separate pay booth stations are located under a canopy. Once payment is completed, staff will guide customers onto the car wash entrance on the south side of the building. The Jet Brite facility will offer an express wash that allows customers to remain in their vehicles as cars enter a 150-foot-long conveyorized car wash tunnel, where cars are cleaned and heat dried. Cleaned vehicles will exit the tunnel from the north end of the building, where customers can turn left and leave the site or turn right to either go to Lot 3 (Buona Beef) or loop around to the east side of the car wash building to use the available vacuum station. The vacuum station on Lot 4 will be sourced from a central vacuum system located inside the car wash building. If all vacuum stalls on Lot 4 were in use, customers would be

directed south across Taft Avenue to use the additional vacuums available on Lot 5. Vacuum stations on Lot 5 will be serviced by enclosed freestanding vacuum stations on-site.

The proposed car wash facility and associated vacuum stalls would operate from 7:00 AM to 9:00 PM seven days a week. The facility would be staffed at any given time with 2 to 3 employees. At maximum capacity, the facility would serve up to 5 cars. It is estimated that the car wash and pay stations could service 140 cars per hour.




**Lot Depth.** While Lot 4 complies with the minimum lot requirements in the C3 District, Lot 5, with a depth of 132', is considered shallow and does not comply with the C4 District's minimum lot depth requirement of 140'. Therefore, a deviation from the C4 District's lot depth regulation will be required to allow improvements on a nonconforming lot.

**Building/Accessory Structures Setbacks.** Accessory structures serving Lot 4 include three pay booth stations west of the car wash building with an arched canopy (15' by 48'), an arched vacuum canopy (7' by 153') east of the building, and a combined vending/trash enclosure (15' by 22') at the southeast corner of the building. There will be no principal building on Lot 5 but three arched vacuum canopies: at the center of the lot (22' by 115'); along the south property line (12' by 115'); and along the east property line (12' by 85'), a combined vending/vacuum mechanical enclosure (10' by 26') on the central island, a vacuum mechanical enclosure (10' by 15') on the south of the lot, and a combined trash/vacuum/electrical enclosure (13' by 39') on the southeast of the lot. The accessory enclosures proposed on both lots will be constructed with the same type and color materials as the car wash building. Portions of these enclosures that will be used for keeping refuse containers will be open on top.

Per Section 10-5-4(A)(4)(a) of the Zoning Code, an accessory structure shall

be located no closer to the front property line than the principal structure on the lot. Lot 4 is considered a through lot with two front yards fronting Roosevelt Road and Taft Avenue. According to the PUD Plans, the pay booths, their canopy, and the vending/trash enclosure on Lot 4 will be located closer to Taft Avenue than the car wash building. Therefore, deviations from this Section of the Zoning Code will be required. Furthermore, the trash enclosure encroaches 15' into the required front yard setback of 40', where trash enclosures are not permitted obstructions in the required front yard. Therefore, an additional deviation will be required from Table 10-5-5(B)4#40 for the location of the trash enclosure on Lot 4.

The proposed car wash building itself complies with the setback requirements of the C3 District.

**Impervious Surface/Landscape Setback Requirements.** The Zoning Code requires an impervious surface setback of 7.44' around all sides of Lot 4. The petitioner is requesting approval of a zoning deviation to allow an impervious surface setback of as little as 1 foot from the western property line to allow for as much vehicular maneuvering area as possible.

The petitioner is also requesting a deviation to allow an impervious surface setback of 11' along the southern property line on Lot 5 in lieu of the minimum 13.87' required along all lot lines. The C4 District further requires a minimum of a 10-foot landscape setback along any adjacent roadway. An 8.5-foot setback is proposed along Taft Avenue on Lot 5 that will require approval of a deviation. Given Lot 5's limited (nonconforming) lot depth, the petitioner had to modify the plans several times to achieve compliant drive isle and parking space dimensions, resulting in the reduction of southern impervious surface setback and northern landscape setback.

**Parking & Loading.** The Zoning Code requires one space for each two employees, plus reservoir parking space or stacking space equal to five times the maximum capacity of the washing unit. According to the petitioner's narrative statement, the maximum capacity of the washing unit is four cars, translating to a 20 parking spaces requirement, plus two spaces needed for car wash employees. The petitioner plans to construct ten parking spaces on Lot 4 and 42 on Lot 5, totaling 52 parking spaces on the subject property. Unlike Lots 1-3, the car wash will not share parking with the other uses in the development. 49 of 52 parking spaces will be covered by canopies and equipped with vacuums, including two accessible parking spaces on each lot. Three regular employee parking spaces will be located on Lot 5. This exceeds the minimum number of 22 parking stalls required for a car wash.

The net area of the principal building on Lot 4 requires one 12' by 50' loading area. The petitioner is proposing a loading space at the northwest corner of the car wash building on Lot 4. The proposed loading space will comply with the number, size, and setback requirements outlined in Section 10-5-9 of the Zoning Code. However, a deviation will be required as the

loading zone will be visible from the public right-of-way (Roosevelt Road).

**Access.** Currently, three curb cuts provide access to/from Lot 4, including one full access on Roosevelt Road and two full accesses on Taft Avenue with one cross connection to the retail development to the east (Lot 3 – Buona Beef) permitted by way of a cross access agreement established as part of the Preliminary PUD in 2017. As proposed, the cross-access will remain unchanged while other access points are reconstructed and realigned. Access to Lot 4 and the car wash facility will be provided via a full three-lane access off Roosevelt Road and outbound-only access to Taft Avenue. The Illinois Department of Transportation (IDOT) has jurisdiction over Roosevelt Road, and any redevelopments in the IDOT Right-of-Way will require a Permit from IDOT. The petitioner has indicated that the permit has been requested from IDOT and is currently under their review. The Plan Commission may wish to consider a condition requiring IDOT approval of the proposed Roosevelt Road access prior to issuing any building permit for Lot 4. No new points of access are proposed for Lot 5, and the two existing access drives along Taft Avenue will be redeveloped and continue to operate as full access drives.

The petitioner has commissioned Knight Engineers & Architects, Inc. to conduct a traffic impact study (TIS), the results of which have been shared with the Village's Traffic Consultant. The TIS indicates that the impact of the proposed car wash on the roadway network is small and that levels of service at the nearby intersections of Roosevelt with Lambert, Main, Hillcrest, and Greenwood, as well as Taft's intersection with Lambert and Main, will remain acceptable and adequately accommodate the projected traffic volume. TIS states that the use of Lot 5 as a supplemental space for the car wash vacuums will result in various routes for ingress and egress, minimize turning movement conflicts, and further disperse traffic, which limits the development's impact on the area. Based upon the information provided in TIS, the Village's Traffic Consultant does not have an issue with the proposed development.

As part of the project, the petitioner is requesting approval of a Zoning deviation to allow the Roosevelt Road access drive to be located approximately 153' and 150' of spacing from the adjacent drive to the east and west, respectively, in lieu of the 185 feet required between driveway approaches located on arterials with 35 mph speed limit.

**Drive-Through.** Three queueing lanes to car wash will be located on the west of the building, with three pay booth stations at the southwest corner of the building. Section 10-5-10(A) of the Zoning Code requires five (5) 8' x 18' stacking spaces per drive-through. The proposed 22 stacking spaces will be compliant with this requirement and configured so that vehicle stacking will not occur off-site nor interfere with internal circulation.



**Landscape Islands.** The petitioner is requesting approval of a deviation to allow the absence of a landscape island at the southern end of the parking row on Lot 4, where a landscaped island shall be provided at the end of every row of parking stalls with a minimum width and length equal to the size of the parking spaces in the subject lot. Other landscaped islands proposed throughout the subject site will comply with the Zoning Code.

**Landscaping.** As part of the Preliminary PUD approval for the entire site, landscaping has been installed along Roosevelt Road and Taft Avenue. The petitioner is providing a significant amount of landscaping throughout Lots 4 and 5 with a mixture of shrubs, ornamental trees, deciduous plants, and evergreens. The proposed landscaping complies with all the regulations of the Zoning Code. Further review of the Landscape Plan will be done by the Architectural Appearance Commission (AAC) at their December 14, 2022, meeting.

**Lighting.** The petitioner has submitted a photometric plan indicating that the maximum illumination levels at all property lines will be compliant with Section 10-5-13(M)2(a) of the Zoning Code. All light fixtures will be fully shielded in accordance with Section 10-5-13(M)1(C) of the Zoning Code. The mounting height of the light poles is 22', less than the overall height of the building, in accordance with Section 10-5-13(M)2(c), and are spaced at least 30' apart from one another, in accordance with Section 10-5-13(M)2(b)1.

Section 10-5-4(A)-4(a) and Table 10-5-5(B)4#40 to allow a trash enclosure to be located in the front of the building, closer to the Taft Avenue than the building on Lot 4 where trash enclosures are not permitted obstructions in the required front yard and shall not be closer to the street than the principal structure on the lot.

**Common Open Space.** The entire 5-lot PUD is required to provide 15% of the total development area as open space. Of the 15% being provided as open space, 10% of this amount must be provided for quasi-public open space. A condition was placed on the Preliminary PUD requiring each individual lot to provide the required amount of open space and quasi-public open space as they are developed. The total area of Lot 4 is 38,489 square feet which requires 5,773 square feet of open space. Of this amount, 577 square feet must be developed as quasi-public open space. The petitioner is providing a total of 9,655 square feet of open space, or 25.1% of the lot area, and 2,322 square feet of quasi-public open space, or 40.2% of the required open space. As a public amenity in the quasi-public open space, the petitioner is proposing a patio northeast of the building and two separate public sitting areas on the northeast and southwest corners of the lot.

A similar approach will be applied to Lot 5, with 36,622 square feet in the lot area. The proposal calls for 34.7 % of open space on Lot 5, where 15% is required, and 79% of quasi-public open spaces, where 10% is required. The quasi-public areas will be used for a courtyard along the east property line and a seating area on the central island near vending/vacuum enclosure. Both lots comply with PUD open space regulations.

**Overhead Utilities.** Per the requirements for both a PUD and subdivision, all overhead utility lines on the property and in the adjacent Right-Of-Ways shall be undergrounded. On June 25, 2018, at the request of LM Commercial Development, Village Board approved Ordinance No. 6611, amending Ordinance No. 6546 to allow existing overhead ComEd utility lines to remain above ground on the subject property and adjacent Right-Of-Ways except overhead utilities running east-west on Lot 4 that shall be buried at the time of redevelopment. As indicated in the Engineering Plans, the petitioner agrees to bury the existing east-west overhead power line on Lot 4 as well as the utility pole located east of the car wash building.

**Engineering/Stormwater Review.** The Village Stormwater Engineer has reviewed the plans and indicated that the petitioner should be able to comply with the Stormwater Ordinance and that they are comfortable addressing any outstanding engineering issues as part of the building permit process. The Plan Commission may wish to consider a condition requiring all remaining engineering issues to be finalized and approved prior to the issuance of any building permit.

**Signage.** Several signs are proposed for Jet Brite Car Wash on Lots 4 and 5, including:

1. Two (2) internally illuminated wall signs will be located on the building:

    a. The north elevation along Roosevelt Road will have one (1) 104.8 square foot, slightly tilted, sign reading "Jet Brite" with a canopy

atop the lettering in yellow.

b. The east elevation facing Buona Beef restaurant will have one (1) 93.6 square foot sign, reading "Car Wash" and "Free Vacuums" in yellow with a white "$3" element on a round dark green background, all in one line.

2. One (1) 20.42 square foot, double-faced, internally illuminated, freestanding monument sign located at the northeast corner of Lot 5. The monument sign base will be 1.4' and constructed with the same material and color to match the accessory structures and retaining wall on Lot 5. The freestanding sign will meet all requirements, including number, setback, height, base height, and landscaping around the base. The sign reads "Jet Brite" and "Customer" "Vacuums" in three lines with white lettering on a light green background. The sign features a dark green canopy element atop the sign cabinet.

3. Three (3) illuminated directional signs with white lettering on a light green background with a dark green canopy element atop the sign message board, each 3.94 square feet in area and 4' in height:

   a. Single-faced, located on Lot 4, on the northeast end of the building, reading "Entrance" with an arrow directing cars.

   b. Single-faced, located on Lot 4, along north access drive, reading "Free" "Vacuums" and "Exit" in three lines, accompanied with three small arrows showing directions.

   c. Double-faced, located on Lot 5, on the northwest corner of the lot near the entrance, reading "Free" "Vacuums" in two lines with an arrow directing cars on both faces.

   The following variations are being requested from the Sign Code for the proposed signage:

   a. A variation from Section 4-5-10(A)(4) to allow a secondary wall sign for a 5,262 square-foot establishment on Lot 4 where only establishments of 15,000 square feet or more are permitted to have secondary wall signage.

   b. A variation from Section 4-5-10(A) to allow a total combined sign area of 198.4 square feet on Lot 4 where the total square footage of signage permitted on the site is 120 square feet.

   **Exterior Appearance.** As part of the PUD process, the Architectural Appearance Commission will review the exterior appearance of the project and landscaping against the Appearance Review Guidelines at a public meeting on December 14, 2022, before

making a recommendation to the Village Board.

**PLAN COMMISSION ACTION:**

The Plan Commission is being asked to conduct a public hearing on the requests for approval of a Zoning Text Amendment, Preliminary Planned Unit Development Amendment, Final PUD, deviations from the Zoning Code, a Special Use Permit for a car wash, a Special Use Permit for automobile repair and service, and variations from the Sign Code to accommodate new Jet Brite Car Wash. The Plan Commission should consider the petitioner's requests and make a recommendation to the Village Board for approval, approval with conditions or denial. In reviewing the applications, the Commission should consider the following criteria:

- Section 10-7-7 of the Zoning Code for the Evaluation Factors for a Planned Unit Development
- Section 10-10-15 of the Zoning Code for the Amendments to the Preliminary PUD and the Final PUD
- Section 10-10-14(E) of the Zoning Code for the Special Use Permit for a car wash for Lot 4
- Section 10-10-14(E) of the Zoning Code for the Special Use Permit for an automobile repair and service for Lot 5
- Section 4-5-18(G)3 of the Sign Code for the Sign Variations

The Plan Commission may wish to consider that the following conditions be placed on the recommendation to the Village Board:

1. That the petitioner construct, maintain, and operate the development in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees.
2. That Village Board approves an ordinance extending the expiration date of Ordinance No. 6546 and 6771 to November 13, 2023.
3. That no work on the project should commence until an IDOT right-of-way permit has been issued for the project.
4. That a stormwater management information and Stormwater Certification Application shall be submitted with permit plans for the project.
5. Any other conditions recommended by the Plan Commission.

**ATTACHMENTS:**

1. Aerial Map
2. Zoning Map
3. Public Hearing Notice
4. Certificate of Publication
5. Buffer Map for Public Hearing Notice
6. Excerpts from 2001 Comprehensive Plan
7. Excerpts from the 2023 Draft Comprehensive Plan
8. Petitioner's Application Packet
    - Narrative Statement
    - Application Form for a Zoning Text Amendment
    - Application Forms for Amendments to a Preliminary PUD and a Final PUD
    - Application Form for a Special Use Permit for Lot 4
    - Application Form for a Special Use Permit for Lot 5
    - Application Form for Sign Variations
    - ALTA/NPS Land Title Surveys
    - Preliminary Planned Unit Development Amendment Plan
    - Final Planned Unit Development Site Plan
    - Landscape Plan
    - Tree Survey Plan
    - Photometric Plan
    - Light Fixture Cut Sheets
    - Impervious and Pervious Plan
    - Floor Plan
    - Color Building Elevations
    - 3D Renderings
    - Signage Plans
    - Final Site Improvement Plan
    - Traffic Impact Study
    - Truck Turn Exhibit
9. Ordinance No. 6546
10. Ordinance No. 6610
11. Ordinance No. 6611
12. Ordinance No. 6771
13. Draft Findings of Fact
14. Draft Motion to Approve

cc: Martin Scott, Community Development Director
Amy McKenna, Civil Engineer Consultant
Alicia Burchacki, Environmental Consultant
Dave Dalesandro, JB Development, Inc., Petitioner
Sam Youssef, JB Development, Inc., Petitioner
Lauren Kucinski, Veenstra & Kimm Inc., Petitioner

# GISConsortium | Map Title



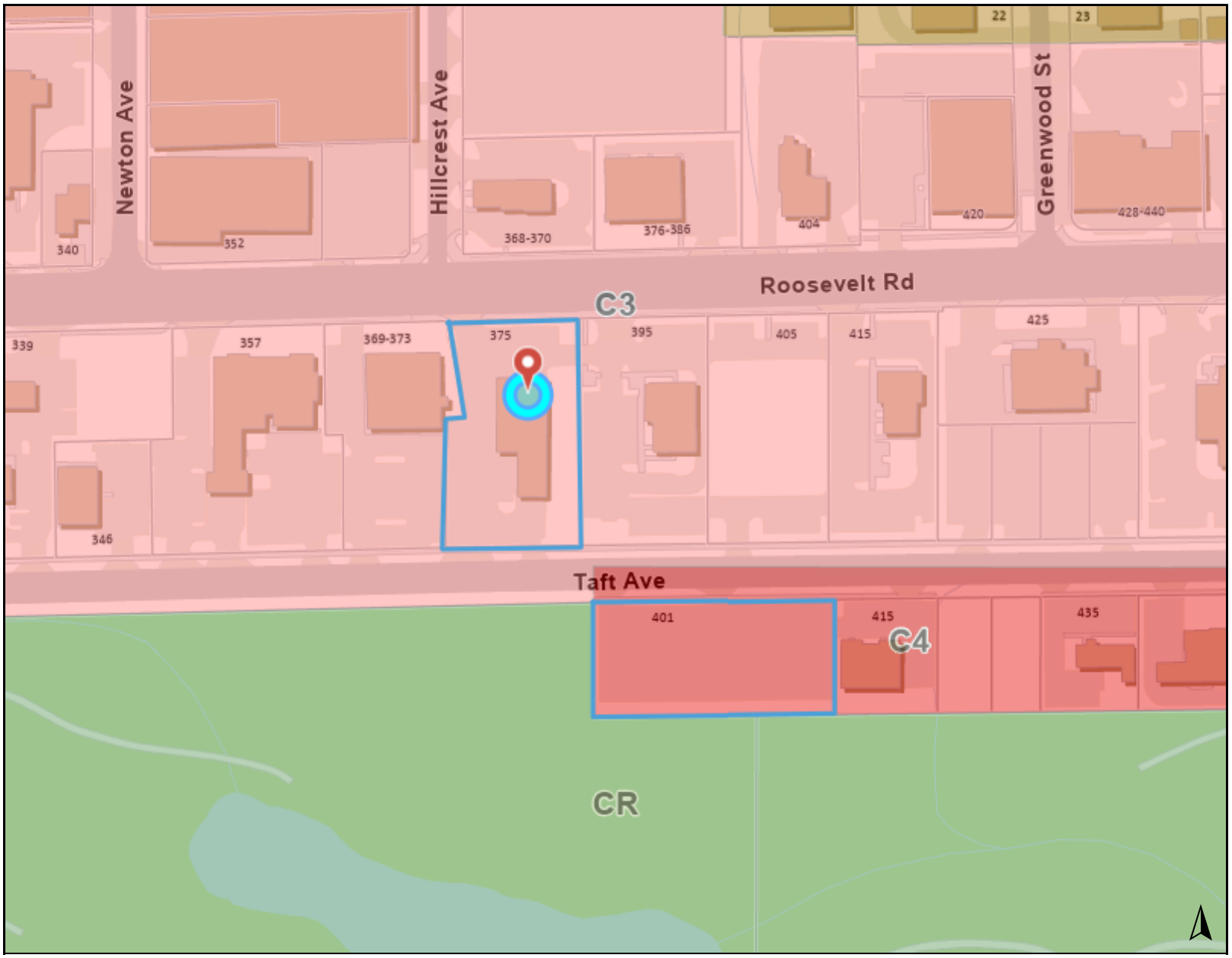

0 150 300 ft

**Print Date: 11/17/2022**

**Notes**

*Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.*

# GISConsortium | Zoning Map: 375 Roosevelt & 401 Taft




**Legend**

Zoning and Development

Zoning

- C3: Service Commercial District
- C4: Office District
- CR: Conservation/Recreation District
- R4: Multi-Family Residential District

0 300 600 ft

**Print Date: 11/17/2022**

**Notes**

*Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.*

# NOTICE OF PUBLIC HEARING

JB Development, Inc., on behalf of MIKI Properties, LLC – Roselle, is requesting approval of an Amendment to the Preliminary Planned Unit Development for 375-395 Roosevelt Road 5-lot Subdivision approved on November 14, 2017, by Ordinance No. 6546 with associated deviations, a Final Planned Unit Development, a Zoning Text Amendment, a Special Use Permit for car wash on Lot 4, a Special Use Permit for automobile services on Lot 5, and Sign Variations all to accommodate the construction of a 5,262 square foot 1-story car wash at 375 Roosevelt Road, known as Lot 4 and supplementary vacuum stalls to the car wash at 401 Taft Avenue, known as Lot 5. The subject property is comprised of two lots located between Lambert Road and Main Street along Roosevelt Road and Taft Avenue. The northern parcel at 375 Roosevelt Road is in the C3 Service Commercial District, and the southern parcel at 401 Taft Avenue is in the C4 Office District.

Before the Glen Ellyn Village Board can consider the requests, the Plan Commission must conduct a public hearing. The Plan Commission will consider the request for a Preliminary Planned Unit Development Amendment with deviations, a Final Planned Unit Development, a Zoning Text Amendment, Special Use Permits, and Sign Variations on **Thursday, December 8, 2022 at 7:00 p.m.** in the Galligan Board Room on the 3rd floor of the Glen Ellyn Civic Center, 535 Duane Street, Glen Ellyn, Illinois, 60137.

The petitioner is specifically requesting approval of the following:

1. A Zoning Text Amendment in accordance with Section 10-10-13 of the Glen Ellyn Zoning Code to amend Section 10-4-16(B)(2) automobile repair to add “and services” under the Special Uses in the C4 Office District.

2. Amendments to the Preliminary Planned Unit Development Plan for the entire site and Final Planned Unit Development Plan for Lots 4 and 5, in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code, including the following deviations from the Zoning Code:

    a. Sections 10-4-16(D)(1) and 10-4-16(G)(1) to allow the parking lot on Lot 5 to be 8.5 feet from the front property line where an unobstructed/unpaved front setback of 10 feet shall be reserved for open space and landscaping.
    b. Section 10-4-16(D)(6) to allow improvements on a nonconforming lot (Lot 5) with a depth of 132 feet where a minimum depth of 140 feet is required for lots within C4 Zoning District.
    c. Section 10-5-4(A)-4(a) to allow pay booths with canopy to be located closer to Taft Avenue than the principal building on Lot 4 where accessory structures shall be located no closer to the front property line than the principal structure on the lot.
    d. Section 10-5-4(A)-4(a) and Table 10-5-5(B)4#40 to allow a trash enclosure to be located in the front of the building, closer to the Taft Avenue than the building on Lot 4 where trash enclosures are not permitted obstructions in the required front yard and shall not be closer to the street than the principal structure on the lot.

e. Section 10-5-5(C)(1) to allow an impervious surface setback of one (1) foot along the west interior side lot line on Lot 4 where approximately 7.44 feet is required.
f. Section 10-5-5(C)(1) to allow an impervious surface setback of 11 feet along the rear lot line on Lot 5 where approximately 13.87 feet is required.
g. Section 10-5-9(G) to allow a loading space on Lot 4 to be visible from Roosevelt Road where off-street loading spaces shall be so located not to be visible from any public right-of-way.
h. Section 10-5-8(H) to allow no landscaped island at the south end of the parking row on Lot 4 where a landscaped island shall be provided at the end of every row of parking stalls with a minimum width and length equal to the size of the parking spaces in the subject lot.
i. Section 10-5-11(J) to allow the driveway approach on Roosevelt Road for Lot 4 to have approximately 150 feet of spacing from the driveway approach to the west and approximately 153 feet from Lot 3's driveway approach to the east where a minimum of 185 feet of separation is required between driveway approaches located on arterials with 35 mph speed limit.

3. A Special Use Permit for Lot 4 in accordance with Section 10-4-15(B)(1) of the Glen Ellyn Zoning Code to allow an "automobile car wash" in the C3 Service Commercial District.

4. A Special Use Permit for Lot 5 in accordance with Section 10-4-16(B)(2) of the Glen Ellyn Zoning Code to allow an "automobile repair and services" in the C4 Office District.

5. The following variations from the Glen Ellyn Sign Code:

    a. Section 4-5-10(A)(4) to allow a secondary wall sign for a 5,262 square-foot establishment on Lot 4 where only establishments of 15,000 square feet or more are permitted to have secondary wall signage.
    b. Section 4-5-10(A) to allow a total combined sign area of 198.4 square feet on Lot 4 where the total square footage of signage permitted on the site is 120 square feet.

The subject property is legally described as follows:

PARCEL 1:
LOT 4 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.

P.I.N: 05-22-203-006

PARCEL 2:
LOT 5 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.

P.I.N: 05-22-207-006

All persons in the Village of Glen Ellyn who are interested are invited to attend the public hearing to listen and be heard. To view plans related to the proposed project, please visit the Village website here: http://www.glenellyn.org/246/Public-Notice-Portal. Information related to the request is also available for public review in the Community Development Department at the Civic Center, 535 Duane Street, Glen Ellyn, Illinois. Questions related to the request should be directed to Atrian Fard, Senior Planner, at (630) 547-5249.

Individuals with disabilities who plan to attend the hearing and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village 24 hours in advance of the meeting.

**NOTICE OF PUBLIC HEARING**

JB Development, Inc., on behalf of MIKI Properties, LLC – Roselle, is requesting approval of an Amendment to the Preliminary Planned Unit Development for 375-395 Roosevelt Road 5-lot Subdivision approved on November 14, 2017, by Ordinance No. 6546 with associated deviations, a Final Planned Unit Development, a Zoning Text Amendment, a Special Use Permit for car wash on Lot 4, a Special Use Permit for automobile services on Lot 5, and Sign Variations all to accommodate the construction of a 5,262 square foot 1-story car wash at 375 Roosevelt Road, known as Lot 4 and supplementary vacuum stalls to the car wash at 401 Taft Avenue, known as Lot 5. The subject property is comprised of two lots located between Lambert Road and Main Street along Roosevelt Road and Taft Avenue. The northern parcel at 375 Roosevelt Road is in the C3 Service Commercial District, and the southern parcel at 401 Taft Avenue is in the C4 Office District.

Before the Glen Ellyn Village Board can consider the requests, the Plan Commission must conduct a public hearing. The Plan Commission will consider the request for a Preliminary Planned Unit Development Amendment with deviations, a Final Planned Unit Development, a Zoning Text Amendment, Special Use Permits, and Sign Variations on **Thursday, December 8, 2022 at 7:00 p.m.** in the Galligan Board Room on the 3rd floor of the Glen Ellyn Civic Center, 535 Duane Street, Glen Ellyn, Illinois, 60137.

The petitioner is specifically requesting approval of the following:

1. A Zoning Text Amendment in accordance with Section 10-10-13 of the Glen Ellyn Zoning Code to amend Section 10-4-16(B)(2) automobile repair to add "and services" under the Special Uses in the C4 Office District.
2. Amendments to the Preliminary Planned Unit Development Plan for the entire site and Final Planned Unit Development Plan for Lots 4 and 5, in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code, including the following deviations from the Zoning Code:
   a. Sections 10-4-16(D)(1) and 10-4-16(G)(1) to allow the parking lot on Lot 5 to be 8.5 feet from the front property line where an unobstructed/unpaved front setback of 10 feet shall be reserved for open space and landscaping.
   b. Section 10-4-16(D)(6) to allow improvements on a non conforming lot (Lot 5) with a depth of 132 feet where a minimum depth of 140 feet is required for lots within C4 Zoning District.
   c. Section 10-5-4(A)-4(a) to allow pay booths with canopy to be located closer to Taft Avenue than the principal building on Lot 4 where accessory structures shall be located no closer to the front property line than the principal structure on the lot.
   d. Section 10-5-4(A)-4(a) and Table 10-5-5(B)4#40 to allow a trash enclosure to be located in the front of the building, closer to the Taft Avenue than the building on Lot 4 where trash enclosures are not permitted obstructions in the required front yard and shall not be closer to the street than the principal structure on the lot.
   e. Section 10-5-5(C)(1) to allow an impervious surface set back of one (1) foot along the west interior side lot line on Lot 4 where approximately 7.44 feet is required.
   f. Section 10-5-5(C)(1) to allow an impervious surface set back of 11 feet along the rear lot line on Lot 5 where approximately 13.87 feet is required.
   g. Section 10-5-9(G) to allow a loading space on Lot 4 to be visible from Roosevelt Road where off-street loading spaces shall be so located not to be visible from any public right-of-way.
   h. Section 10-5-8(H) to allow no landscaped island at the south end of the parking row on Lot 4 where a landscaped island shall be provided at the end of every row of parking stalls with a minimum width and length equal to the size of the parking spaces in the subject lot.
   i. Section 10-5-11(J) to allow the driveway approach on Roosevelt Road for Lot 4 to have approximately 150 feet of spacing from the driveway approach to the west and approximately 153 feet from Lot 3's driveway approach to the east where a minimum of 185 feet of separation is required between driveway approaches located on arterials with 35 mph speed limit.
3. A Special Use Permit for Lot 4 in accordance with Section 10-4-15(B)(1) of the Glen Ellyn Zoning Code to allow an "automobile car wash" in the C3 Service Commercial District.
4. A Special Use Permit for Lot 5 in accordance with Section 10-4-16(B)(2) of the Glen Ellyn Zoning Code to allow an "automobile repair and services" in the C4 Office District.
5. The following variations from the Glen Ellyn Sign Code:
   a. Section 4-5-10(A)(4) to allow a secondary wall sign for a 5,262 square-foot establishment on Lot 4 where only establishments of 15,000 square feet or more are permitted to have secondary wall signage.
   b. Section 4-5-10(A) to allow a total combined sign area of 198.4 square feet on Lot 4 where the total square footage of signage permitted on the site is 120 square feet.

The subject property is legally described as follows:

PARCEL 1:
LOT 4 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.
P.I.N: 05-22-203-006

PARCEL 2:
LOT 5 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.
P.I.N: 05-22-207-006

All persons in the Village of Glen Ellyn who are interested are invited to attend the public hearing to listen and be heard. To view plans related to the proposed project, please visit the Village website here: http://www.glenellyn.org/246/Public-Notice-Portal. Information related to the request is also available for public review in the Community Development Department at the Civic Center, 535 Duane Street, Glen Ellyn, Illinois. Questions related to the request should be directed to Atrian Fard, Senior Planner, at (630) 547-5249.

Individuals with disabilities who plan to attend the hearing and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village 24 hours in advance of the meeting.

Published in Daily Herald November 19, 2022 (4591605)

# 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 11/21/2022
in said DuPage County DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

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

Control # 4591605

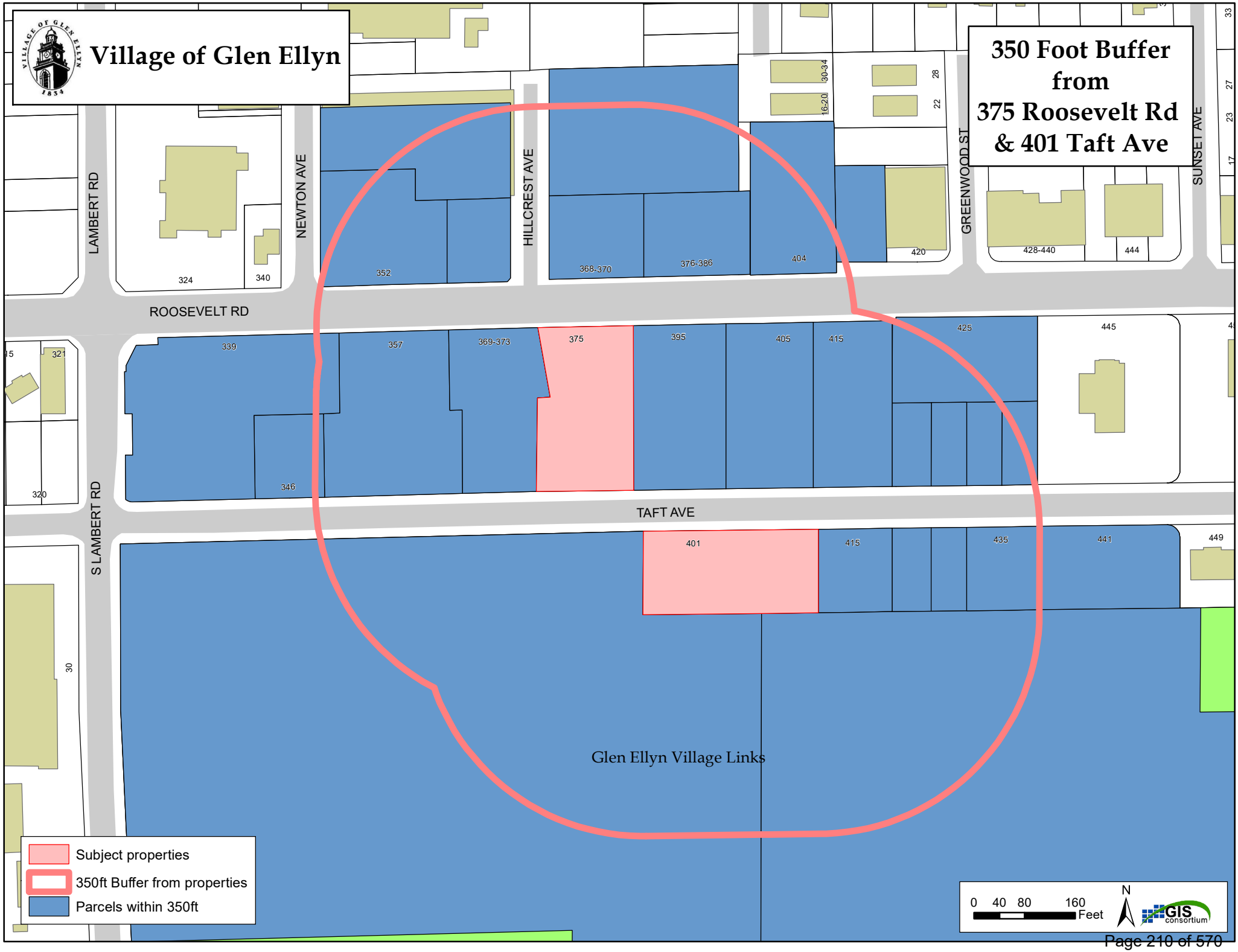

Village of Glen Ellyn
350 Foot Buffer from 375 Roosevelt Rd & 401 Taft Ave
LAMBERT RD
NEWTON AVE
HILLCREST AVE
GREENWOOD ST
SUNSET AVE
ROOSEVELT RD
TAFT AVE
S LAMBERT RD
324
340
352
368-370
376-386
404
420
428-440
444
339
357
369-373
375
395
405
415
425
445
321
320
346
401
435
441
449
Glen Ellyn Village Links
Subject properties
350ft Buffer from properties
Parcels within 350ft
0 40 80 160
Feet
N
GIS consortium

*Figure 17*

# Roosevelt Road:
## *Improvement Guidelines*

### *Improvement Guidelines:*

*Maintain Roosevelt Road as a major arterial route.*

*Combine and consolidate access drives to enhance traffic flow.*

*Continue streetscape improvements along the full length of Roosevelt as it passes through the Village, including the area east of the I-355 expressway.*

*Provide more extensive "gateway" design treatments where Roosevelt Road enters the Glen Ellyn community.*

*Provide additional design enhancements at major intersections along the corridor.*

*Maintain and enhance the existing office parks located near Route 53 and Nicoll Avenue/Nicoll Way.*

*Upgrade the major portion of the corridor for retail and service use, including the blocks east of I-355. Encourage property owners to improve buildings, sites and parking lots.*

*Improve pedestrian linkages between the commercial area and nearby parks.*

*Preserve and protect adjacent residential neighborhoods.*

*Maintain multi-family uses as a transition between the commercial area and nearby single-family areas.*

*(See text for additional improvement and development guidelines).*

### *Improvement Sites:*

*Projects either underway or being discussed (see accompanying text).*

*Vacant buildings and land parcels should be reused or redeveloped.*

*Marginal and underutilized properties should be replaced with new development.*

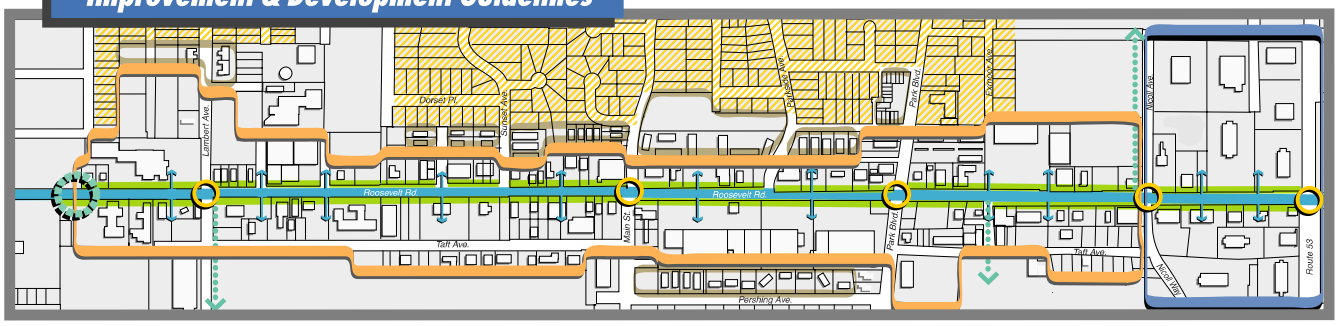
*Shopping centers should be maintained and enhanced; explore opportunities for long-term revitalization.*

*Sound and viable businesses that would benefit from building or site improvements.*

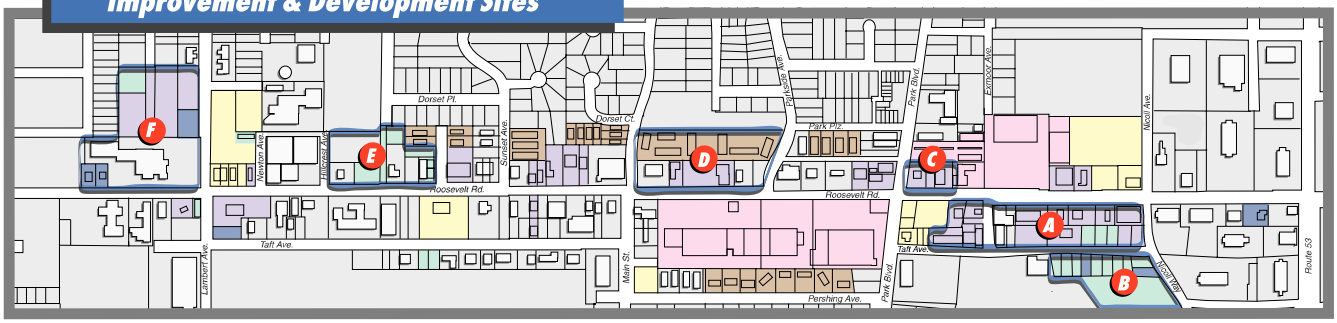
*Residential properties that should be improved and upgraded.*

*Properties that may represent special opportunities for improvement or development (see text).*

**Improvement & Development Guidelines**




**Improvement & Development Sites**















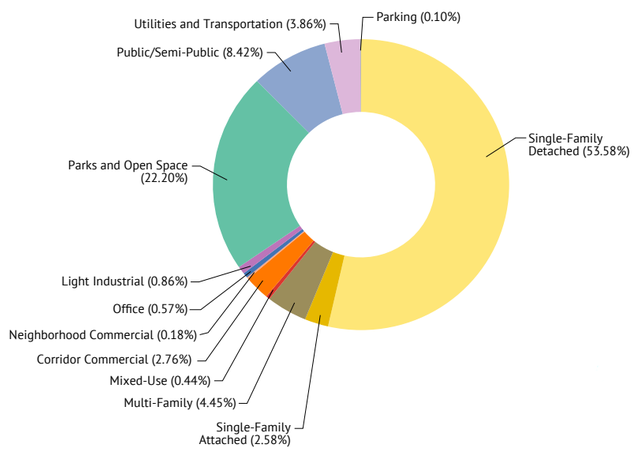

## Future Land Use Plan Distribution

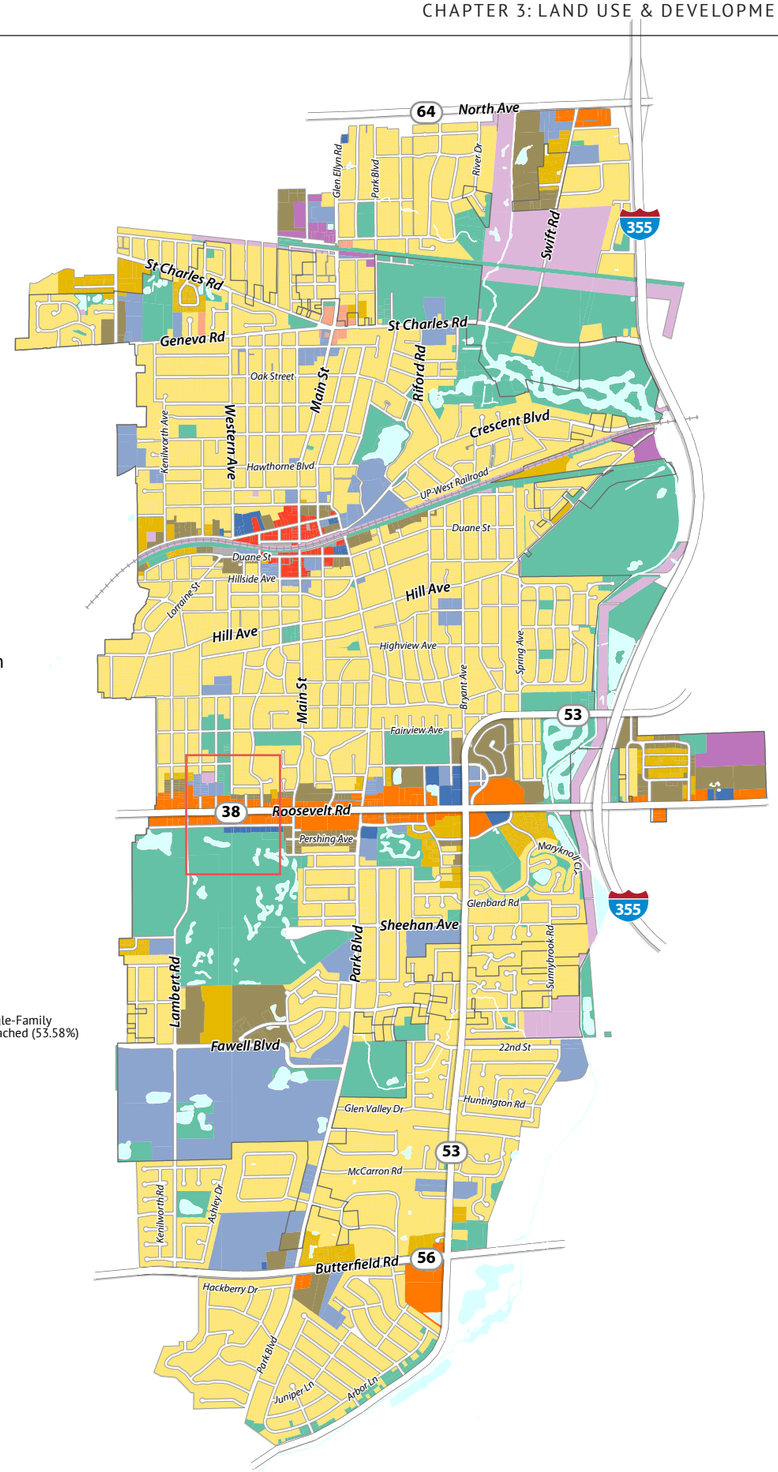
The recommendations outlined in the Land Use Plan focuses on the diversification of housing options by increasing single-family attached and multi-family uses. The accompanying Future Land Use Distribution graph displays the projected composition of future land use based on the Plan. Like the existing land use distribution, single-family detached housing will continue to be the predominant use within Glen Ellyn, comprising over 50 percent of the Village's land area (51 percent existing compared to 54 percent proposed). Commercial uses are projected to make up approximately three percent of the Village's area, and mixed-use development is expected to increase through the intensification of Downtown as a mixed-use district. Other land use categories are projected to remain relatively the same.

## Future Land Use Plan

- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Mixed-Use
- Neighborhood Commercial
- Corridor Commercial
- Office
- Light Industrial
- Parks and Open Space
- Public/Semi-Public
- Utilities and Transportation
- Parking

## Future Land Use Plan Distribution



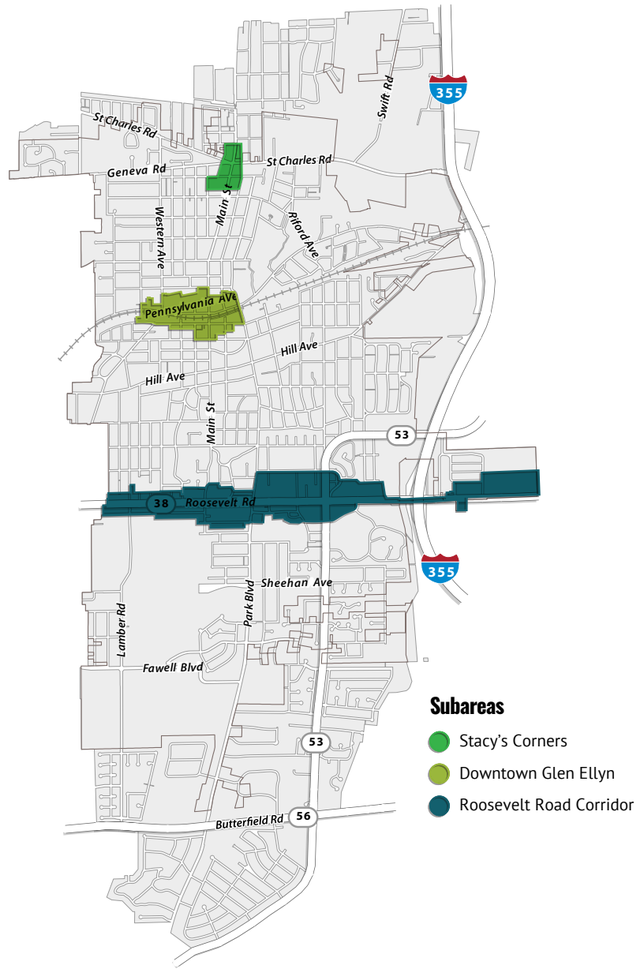




DRAFT
FOR PUBLIC HEARING

CHAPTER 4

# SUBAREA PLANS

This chapter of the Comprehensive Plan includes subarea plans for three areas of the Glen Ellyn community. The subarea plans provide more specific recommendations for target areas in the Village that are most susceptible to redevelopment and have the potential to greatly impact the character of the community. These plans address the desired mix of land uses, access and mobility, as well as image and character. The following target areas are included in the subarea plans.






## Stacy's Corners

This subarea plan highlights opportunities to further the development of the intersection as an attractive neighborhood commercial center and northern gateway into the Village.



## Downtown Glen Ellyn

This subarea plan highlights opportunities to provide additional amenities that enhance the pedestrian experience while promoting development that expands Downtown Glen Ellyn as a mixed use district with activity throughout the day and evening. The plan also provides illustrative concepts for several sites to demonstrate how subarea plan recommendations could be accommodated within new development.



## Roosevelt Road Corridor

This subarea plan highlights opportunities to promote reinvestment along Glen Ellyn's main commercial corridor by maximizing development potential, providing multi-modal access and mobility, and promoting public realm and private on-site improvements to beautify the corridor. The plan strives to boost the corridor's economic vitality and improve the Village's image. The plan also provides illustrative concepts for several sites to demonstrate how subarea plan recommendations could be accommodated within new development.

DRAFT
FOR PUBLIC HEARING

February 13, 2022

To: Community Development, Village of Glen Ellyn

Re: Explanation of Car Wash Operation

To Whom It May Concern:
We currently own the properties known as 375 Roosevelt Road, and 401 Taft Avenue. We are applying for a permit to build an Exterior Only Car Wash, like our 11 other existing facilities in Western Suburbs. The car wash facility would consist of a 150' long building (please refer to color renderings). We feel that facility appearance is important to the success of the business as well as the success of the Village and neighboring businesses. Therefore, we have incurred great expense in designing a facility that will meet this objective.

The name of our company is Jet Brite Car Wash. We have been leaders in the Chicago Area Car Wash Industry since 1984. We are also the largest supplier of car wash equipment in the Chicago area. In other words, we sell and install car wash equipment to many of the other car washes in the area.

In 2004 we have helped pioneer in the Express Wash Concept with our first Jet Brite Car Wash in Addison. Since then, we have built new facilities in Villa Park, Aurora, Chicago, Carol Stream, Bolingbrook, Northlake, Roselle, and Naperville. We pride ourselves on keeping our locations fully staffed, and operational, at all times. This includes continually cleaning and maintaining our facilities. This is a family business, and we live and die with our reputation. Owners, and family members, are on site most of the time. In addition, we staff our facilities with polite, clean-cut employees, that are required to always wear their Green Uniforms, to remain visible to the customers.

**JET BRITE CAR WASH INC**
590 Kildeer Drive, Bolingbrook, IL 60440
O: 630.312.8844 | F: 630.410.8521

The type of car wash operation we are proposing is the same as our existing facilities, and is referred to, in the industry, as an Express Wash. An Express Wash operates in the following way:

- The customers will remain in their vehicle as they enter the property and pull up to one of four automated pay stations. These are touch screen machines that take cash and credit cards, much like you see at Grocery Stores, Banks, and Airports.
- After paying for the wash, the customer then proceeds to the entrance of the 150' long, conveyorized car wash tunnel, where the customer, is guided onto the conveyor, by the wash attendant.
- The vehicle is then pulled through the wash tunnel where the car is completely cleaned and dried by the most advanced equipment available in the industry. This wash system features a heated drying chamber that dries the vehicle without the need for towel dyers. The 180hp / 3,000,000btu drying system will remove 99% of the water from the vehicle. This mostly eliminates the problem of icing at the exit end.
- The wash system also includes the ability to apply additional services such as tire dressing to the vehicle.
- Once the wash is completed, the customer then has the option to exit the property or loop around to the East Side of the building to use one of our 12 Vacuum Stalls. The East Vacuum Area will feature a central vacuum system that will be located inside the car wash building. As the 12 vacuums stalls become busy, the customers will be directed across Taft Avenue to use the additional vacuums stalls located at 401 Taft. All customers will have the ability to utilize the one-way drive on the East side of the building to exit the property. This will significantly reduce the traffic exiting onto Roosevelt Road.
- The Taft Vacuum Area will consist of approximately 39 additional vacuum stalls and 4 employee parking. The Central Vacuum Producers will be enclosed within free-standing enclosures, constructed with the same materials as the main car wash building (all other items on the site that are not visually appealing will be enclosed or shielded with landscaping). This




includes all transformers, meters, and floor mat machines. The vacuum canopies & pay station canopies will be lit with Highly Efficient LED light fixtures. The vacuum columns will be wrapped with a masonry block to match the building.

- The Car Wash will be staffed at all times with two to three employees and will remain open 7 days a week from 7am – 9pm. The purpose of the employees is as follows:
    1. To guide the customers onto the conveyor
    2. Continually clean and monitor the vacuum area
    3. Guide traffic and assist customers with questions
- The maximum capacity of the wash unit is 4 vehicles being washed plus one in the loading area. This can be interpreted as a total of 4 or 5 vehicles. The current amount of stacking with 3-Lanes, is 27 vehicles.
- The actual production capability of the car wash and pay stations is 140 cars per hour.
- Since we are a service business, there are no large size deliveries other than the drums of soap. Jet Brite is contracted with our suppliers to delivery twice a month, early mornings before the opening. Delivery drivers will park along the North roadway, and enter the North, or West Equipment Room Door.

In addition, I would like to add that we have hired the best professionals available in the design of the facility to ensure that the traffic flows on and off the property in a safe and efficient manner.

Thank you for your time.

Dave Dalesandro
President Jet Brite Car Wash, Inc.
Cell Phone – 708-417-0005
Email – dave@jetbritecarwash.com

CLEAR PAGE

# APPLICATION FOR ZONING CODE TEXT AMENDMENT

**You may attach separate sheets as needed to answer any of the following questions.**

The undersigned petitions the President and Village Board Trustees of the Village of Glen Ellyn, Illinois, to consider the Zoning Code Text Amendment described in this application.

Date Filed: _____ Application No: _____

**Name of Applicant:** **JB DEVELOPMENT, INC.**

Address of Applicant: **590 KILDEER AVENUE, BOLINGBROOK, IL 60440**

Business Phone No.: **708-417-0005** Home Phone No.: _____

Mobile Phone No.: _____ Fax No.: _____

Proposed Amendment:

**TO ADD "AUTOMOBILE SERVICES" TO THE LIST OF SPECIAL USES WITHIN THE C-4 OFFICE DISTRICT.**

Will an existing Section of the Zoning Code be replaced/changed? **CHANGED**

Section Reference: **10-4-16-B**

CLEAR PAGE

**Narrative Statement** of how the proposed Text Amendment relates to the Comprehensive Plan of the Village of Glen Ellyn, or otherwise promotes the public health, safety and general welfare:

**THE DEVELOPMENT CONSISTS OF 2 PARCELS-**

**LOT 4, LOCATED ALONG ROOSEVELT ROAD CURRENTLY CONTAINS AN EXISTING CARWASH FACILITY AND IS ZONED AS C-3, SERVICE COMMERCIAL, WITHIN THE OVERALL PUD.**

**LOT 5, LOCATED ALONG TAFT AVENUE JUST SOUTHEAST OF LOT 4 CURRENTLY CONSTAINS AN EXISTING PARKING FACILITY AND IS ZONED C-4-OFFICE DISTRICT WITHIN THE OVERALL AND WILL BE REDEVELOPED WITH ADDITIONAL VACUUM STALLS TO MEET THE DEMAND OF THE COMMUNITY.**

**THE ADDITION OF AUTOMOBILE SERVICES TO THE SPECAL USE WILL ALLOW THIS DEVELOPMENT TO MEETS THE COMPREHENSIVE PLAN'S GOALS BY UPGRADING THE IMAGE AND APPEARANCE OF THESE EXSTING COMMERCIAL LOTS, INCREASING THE OVERALL GREEN SPACE WITHIN THE COMMUNITY, AND MINIMIZING THE VISUAL IMPACT OF SURFACE PARKING AREAS WITH BOTH PERIMETER AND INTERIOR LANDSCAPE PLANTINGS.**

I (We) certify that all of the statements and documents submitted as part of this application are true to the best of my (our) knowledge and belief.

I (We) consent to pay the Village of Glen Ellyn all costs incurred for transcribing the public hearing on this application.

I (We) understand that no final action shall be taken by the Village Board subsequent to the public hearing until and upon payment of transcribing fees.

| Date | Print Name | Signature of Applicant |
|---|---|---|
| 08/03/22 | DAVE DALESANDRO | Da D - President |
| Date | Print Name | Signature of Applicant |
| Date | Print Name | Signature of Applicant |

**APPLICATION FOR APPROVAL OF**
**PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN** CLEAR PAGE

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider this Application for approval of a Preliminary Planned United Development Plan (PUD), as described below.

Date Filed: **06/28/22** Application No. _____

Type of PUD: **Commercial**
(Residential, Commercial, Other)

Name of Applicant: **JB DEVELOPMENT INC**

Address of Applicant: **590 Kildeer Drive, Bolingbrook, IL 60440**

Business Phone: **708-417-0005** (Mobile): _____

Email: **dave@jetbritecarwash.com** (Fax): _____

Property Interest of Applicant: **Owner's Development Company**
(Owner, Owner Representative, Contract Purchaser, etc.)

Name of Owner(s): **MIKE PROPERTIES LLC-ROSELLE**

Address: **590 Kildeer Drive, Bolingbrook, IL 60440**

Legal Description of Property:

**See Attachment A**
**Lot 4 and Lot 5**

Zoning Classification: **C-3 and C-4** Property Size/Area: **0.88 ac (Lot 4)/0.84 ac (Lot 5)**

Present Use: **Car Wash (Lot 4) and parking lot (Lot 5)**

Requested Use/Construction:

**Car Wash (Lot 4) and automobile service/parking lot equipped with vacuum stalls accessory to the car wash (Lot 5).**

Estimated Date to Start Construction: **09/01/22**

CLEAR PAGE

***(You may attach separate sheets as needed to answer any of the following questions)***

**Narrative Statement** evaluating the economic effects of adjoining property, the effect of such elements as noise, glare, odor, fumes, and vibration on adjoining property, a discussion of the general compatibility with the adjacent and other properties in the district, the effect of traffic, the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of paragraph (E) of Section 10-10-14 of the Zoning Code:

**See Attachment B-Lot 4 and Lot 5**

**Describe How the PUD:**

1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or this Zoning Code:

   **See Attachment C-Lot 4 and Attachment C-Lot 5**

CLEAR PAGE

2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area:

**See Attachment C-Lot 4 and Attachment C-Lot 5**

3. Will not be hazardous or disturbing to existing or future neighborhood uses:

**See Attachment C-Lot 4 and Attachment C-Lot 5**

4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services:

**See Attachment C-Lot 4 and Attachment C-Lot 5**

5. Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village:

**See Attachment C-Lot 4 and Attachment C-Lot 5**

CLEAR PAGE

6. Will not involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors:

**See Attachment C-Lot 4 and Attachment C-Lot 5**

7. Will have vehicular approaches to the property which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads:

**See Attachment C-Lot 4 and Attachment C-Lot 5**

8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief:

**See Attachment C-Lot 4 and Attachment C-Lot 5**

9. Will not result in destruction, loss or damage of natural, scenic or historical features of major importance to the community:

**See Attachment C-Lot 4 and Attachment C-Lot 5**

I (We) certify that all of the statements and documents submitted as part of this application are true to the best of my (our) knowledge and belief.

I (We) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Glen Ellyn for the purpose of inspection.

I (We) consent to pay the Village of Glen Ellyn all costs incurred for transcribing the public hearing on this application.

| Date | Print Name | Signature of Applicant |
|---|---|---|
| 02/03/22 | | Da Dirks - President |
| Date | Print Name | Signature of Applicant |
| Date | Print Name | Signature of Applicant |

**THE BEST INTERESTS OF THE APPLICANT WILL BE SERVED BY COMPLETING THIS APPLICATION IN DETAIL**

**APPLICATION FOR APPROVAL OF**
**FINAL PLANNED UNIT DEVELOPMENT PLAN**

CLEAR PAGE

Date filed: **06/28/22** Application No. _____

**Common Name of PUD: Jet Brite Final PUD-375 Roosevelt Rd and 401 Taft Ave.**

Type of PUD: **Commercial**
(Residential, Commercial, Other)

**Name of Applicant: JB DEVELOPMENT INC**

Address of Applicant: **590 Kildeer Drive, Bolingbrook, IL 60440**

Business Phone: **708-417-0005** (Mobile): _____

Email: **dave@jetbritecarwash.com** (Fax): _____

Property Interest of Applicant: **Owner's Development Company**
(Owner, Owner Representative, Contract Purchaser, etc.)

**Name of Owner(s): MIKAS PROPERTIES LLC**

Address: **590 Kildeer Drive, Bolingbrook, IL 60440**

Legal Description of Property:

**See Attachment A-Lot 4 and Lot 5**

Zoning Classification: **C-3 and C-4** Property Size/Area: **0.84 Ac (Lot 4) and 0.88 ac (Lot 5)**

Requested Use/Construction:

**Car wash (Lot 4) and automobile service/parking lot equipped with vacuum stalls accessory to the car wash (Lot 5)**

Date of Preliminary PUD Plan Approval: **11/13/17**

(Amendment to the Preliminary PUD is requested)

Estimated Date to Start Construction: **09/01/22**

02/03/22
Date

Dan D... -President
Signature of Applicant

# ATTACHMENT A

Legal Description

LOT 4 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.

Common address: 375 ROOSEVELT ROAD, GLEN ELLYN, ILLINOIS

Legal Description

LOT 5 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.

Common address: 401 Taft Avenue, GLEN ELLYN, ILLINOIS

# ATTACHMENT B

We are requesting an amendment to the approved Preliminary PUD for the demolition of the existing Leslie Car Wash located on Lot 4 and of the existing parking lot on Lot 5 of the Roosevelt Road Subdivision for the construction of the proposed a Jet Brite Car Wash. As we are not modifying the use on Lot 4, the use for Lot 5 will be modified from a parking lot to an automobile service/parking lot with vacuum stalls. This amendment to the approved PUD for the proposed development will only benefit the economic effects of the adjoining property by providing a modernized more efficient facility. The new facility located on Lot 4 will have automated pay stations, designated stacking lanes, improved site lighting, improved entrances on Roosevelt Road and Taft Avenue, updated parking lot configuration, and reduced impervious area. The improvements of Lot 5 will consist of two improved entrances on Taft Avenue, new asphalt paving and curbing for additional offsite vacuum stalls and employee parking, three accessory structures to enclose mechanical equipment and garbage, improved site lighting, and reduced impervious area. The overall site improvements to both Lot 4 and Lot 5 will increase the effectiveness of the site circulation not only on-site, but within the overall planned unit development. We feel the proposed commercial use meets the intent of the Village's comprehensive plan and that this request meets the general intent of the Plan Commission.

# ATTACHMENT C-LOT 4

Response to "Describe How the PUD/Special Use":

1. The proposed PUD amendment and Special Use request will be harmonious with and in accordance with the general objectives of the Village's Comprehensive Plan. The Comprehensive Plan shows this area's future land use as Service Commercial. No changes have been made to the land use designation on Lot 4 and the construction of a new car wash facility meets the redevelopment objectives of the Roosevelt Corridor to support the Village's community and surrounding neighbors.
2. The existing/current land use for Lot 4 is a car wash which contains a one-story building. The redevelopment of this site as proposed will also be a one-story building with building materials as well as architectural elevations that are consistent with other commercial properties located the general vicinity of the site. Construction will be completed in a safe and timely manner. The operation of a car wash facility along the Roosevelt Road Corridor is an appropriate use with the intended character of the area.
3. The redevelopment of the existing car wash facility will not be hazardous or disturbing to the existing or future neighborhood areas as the use of the property is not being modified. The new facility will not contain hazardous materials onsite or increase the noise levels higher than what would be generally acceptable for a commercial site.
4. The proposed facility will not experience any lack in essential public facilities and services. The required utilities to the site and all other services provided by the Village are in place. The owner will be responsible for refuse disposal through a private carrier.
5. The proposed facility will not create excessive additional requirements at the expense of the public for public facilities and services. The property is currently served by public services.
6. The excessive production of smoke, fumes, glare or noise is not anticipated from the proposed facility and therefore it shall be presumed that the use of this facility will not be detrimental to any person, property or the general welfare of the community.
7. The proposed design of the vehicular access to the site on Lot 4 is not anticipated to interfere with traffic on the surrounding streets since the both the existing and proposed use of the site will operate as a car wash facility. Compared to the existing site layout, the entrance design, staking lanes, and vehicle movements have been modified to increase onsite circulation and to provide for a more efficient transition into and out if the site. One modification is to provide perpendicular alignment of the main inbound entrance lane to the site and left and right outbound lanes to Roosevelt Road. The site will also maintain the current cross access connection to the east but has added a one-way drive aisle for access to the onsite vacuum stations and to Taft Avenue.

8. The proposed development on Lot 4 will reduce the amount of runoff generated in a storm event due to the reduced amount of impervious area on the site as compared to the current conditions. The runoff that is generated will flow into the onsite storm sewer and will discharge through the storm sewer system for the overall planned unit development. Therefore, there is no increase in the potential for flood damage to the adjacent properties or the any additional public expense for flood protection will be required.
9. There does not appear to be any significant historical features or buildings located on the subject property.

# ATTACHMENT C-LOT 5

Response to "Describe How the PUD/Special Use":

1. The proposed PUD amendment/Special Use request for Lot 5 from a parking lot use to an automobile/service parking lot with vacuum stalls will be harmonious with and in accordance with the general objectives of the Village's Comprehensive Plan. The Comprehensive Plan shows this area's future land use as Service Commercial which meets the overall intent of the requested modification. In addition, the construction of a new carwash facility on Lot 4 and Lot 5 meets the redevelopment objectives of the Roosevelt Corridor to support the Village's community and surrounding neighbors.
2. The existing land use of Lot 5 is a parking lot. The proposed use of the site will be identified as automobile services-parking lot with vacuum stalls. The redevelopment of this site as proposed will consist of a new curbed asphalt parking lot containing additional offsite vacuum stalls and accessory structures. The construction of Lot 5 will be consistent with the design of the car wash located on Lot 4. All building materials as well as architectural elevations will be appropriate in appearance with other commercial properties located the general vicinity of the site. Construction will be completed in a safe and timely manner. The operation of a car wash with offsite vacuums on Lot 5 is an appropriate use with the intended character of the area.
3. The redevelopment of the existing parking lot on Lot 5 will not be hazardous or disturbing to the existing or future neighborhood areas. The new facility will not contain hazardous materials onsite or increase the noise levels higher than what would be generally acceptable for a commercial site.
4. The proposed facility will not experience any lack in essential public facilities and services. The required utilities to the site and all other services provided by the Village are in place. The owner will be responsible for refuse disposal through a private carrier.
5. The proposed facility will not create excessive additional requirements at the expense of the public for public facilities and services. The property is currently served by public services.
6. The excessive production of smoke, fumes, glare or noise is not anticipated from the proposed facility and therefore it shall be presumed that the use of this facility will not be detrimental to any person, property or the general welfare of the community.
7. The proposed design of the vehicular access to Lot 5 is not anticipated to interfere with traffic on the surrounding streets. The existing site has two inbound/outbound entrances along Taft Avenue. The proposed site configuration has maintained two entrances with slightly adjusted locations to provide additional site access visibility and to increase onsite circulation.

8. The proposed development will reduce the amount of runoff generated in a storm event due to the reduced amount of impervious area on the site as compared to the current conditions. The runoff that is generated will flow into the onsite storm sewer and will discharge through the storm sewer system for the overall planned unit development. Therefore, there is no increase in the potential for flood damage to the adjacent properties or the any additional public expense for flood protection will be required.
9. There does not appear to be any significant historical features or buildings located on the subject property.

## APPLICATION FOR SPECIAL USE PERMIT

CLEAR PAGE

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider the Special Use described in this application.

Date Filed: **06/28/22** Application No: _____

**Name of Applicant:** **JB DEVELOPMENT, INC.**

Address of Applicant: **590 KILDEER DR, BOLINGBROOK, IL 60440**

Business Phone: **708-417-0005** Fax: _____

Home Phone: _____ Mobile Phone: _____

Email: **dave@jetbritecarwash.com**

Property Interest of Applicant: **OWNER'S DEVELOPMENT COMPANY**

(Owner, Contract Purchaser, Owner Representative)

**Name of Owner:** **MIKI PROPERTIES LLC - ROSELLE**

Address of Owner: **590 KILDEER DR, BOLINGBROOK, IL 60440**

Business Phone: **708-417-0005** Fax: _____

Home Phone: _____ Mobile Phone: _____

Email: **dave@jetbritecarwash.com**

**Property Address:** **375 Roosevelt Road**

Legal Description of Property:

**See Attachment A-Lot 4 and Lot 5**

Permanent Index No. (PIN): **05-22-203-006** Zoning: **C-3**

Lot Dimensions: **APPROX. 154.15' X 260.12'** Lot Area: **0.88 acres**

Present Use:

**Car Wash**

Requested Use/Construction:

**New Car Wash**

Estimated Date to Begin New Use/Construction: **09/01/22**

Name(s), Address(es) and Phone No(s). of Experts (architects, engineers, etc.): CLEAR PAGE

**Knight E/A, Inc.**
**631 E Boughton Road**
**Suite 205**
**Bolingbrook, IL 60440**
**708-342-1250**

**Narrative Statement** evaluating the economic effects on adjoining property, the effect of such elements as noise, glare, odor, fumes and vibration on adjoining property, a discussion of the general compatibility with the adjacent and other properties in the district, the effect of traffic, and the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of paragraph (E) of Section 10-10-14 of the Zoning Code:

**See Attachment B-Lot 4 and Lot 5**

**Describe How the Special Use:**

1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or this Zoning Code:

   **See Attachment C-Lot 4**

2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area:

   **See Attachment C-Lot 4**

3. Will not be hazardous or disturbing to existing or future neighborhood uses:

   **See Attachment C-Lot 4**

CLEAR PAGE

4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services:

**See Attachment C-Lot 4**

5. Will not create excessive additional requirements at public cost for public facilities and services, and will not be detrimental to the economic welfare of the Village:

**See Attachment C-Lot 4**

6. Will not involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors:

**See Attachment C-Lot 4**

7. Will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads:

**See Attachment C-Lot 4**

8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief:

**See Attachment C-Lot 4**

9. Will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community:

**See Attachment C-Lot 4**

CLEAR PAGE

I (We) certify that all of the statements and documents submitted as part of this application are true to the best of my (our) knowledge and belief.

I (We) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Glen Ellyn for the purpose of inspection.

I (We) consent to pay the Village of Glen Ellyn all costs incurred for transcribing the public hearing on this application.

I (We) understand that no final action shall be taken by the Village Board subsequent to the public hearing until and upon payment of transcribing fees.

| Date | Print Name | Signature of Applicant |
|---|---|---|
| 08/06/19 | | Dave Dalesandro |
| | | |
| | | |

**THE BEST INTERESTS OF THE APPLICANT WILL BE SERVED BY COMPLETING THIS APPLICATION IN DETAIL**

# ATTACHMENT A

Legal Description

LOT 4 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.

Common address: 375 ROOSEVELT ROAD, GLEN ELLYN, ILLINOIS

Legal Description

LOT 5 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.

Common address: 401 Taft Avenue, GLEN ELLYN, ILLINOIS

# ATTACHMENT C-LOT 4

Response to "Describe How the PUD/Special Use":

1. The proposed PUD amendment and Special Use request will be harmonious with and in accordance with the general objectives of the Village's Comprehensive Plan. The Comprehensive Plan shows this area's future land use as Service Commercial. No changes have been made to the land use designation on Lot 4 and the construction of a new car wash facility meets the redevelopment objectives of the Roosevelt Corridor to support the Village's community and surrounding neighbors.
2. The existing/current land use for Lot 4 is a car wash which contains a one-story building. The redevelopment of this site as proposed will also be a one-story building with building materials as well as architectural elevations that are consistent with other commercial properties located the general vicinity of the site. Construction will be completed in a safe and timely manner. The operation of a car wash facility along the Roosevelt Road Corridor is an appropriate use with the intended character of the area.
3. The redevelopment of the existing car wash facility will not be hazardous or disturbing to the existing or future neighborhood areas as the use of the property is not being modified. The new facility will not contain hazardous materials onsite or increase the noise levels higher than what would be generally acceptable for a commercial site.
4. The proposed facility will not experience any lack in essential public facilities and services. The required utilities to the site and all other services provided by the Village are in place. The owner will be responsible for refuse disposal through a private carrier.
5. The proposed facility will not create excessive additional requirements at the expense of the public for public facilities and services. The property is currently served by public services.
6. The excessive production of smoke, fumes, glare or noise is not anticipated from the proposed facility and therefore it shall be presumed that the use of this facility will not be detrimental to any person, property or the general welfare of the community.
7. The proposed design of the vehicular access to the site on Lot 4 is not anticipated to interfere with traffic on the surrounding streets since the both the existing and proposed use of the site will operate as a car wash facility. Compared to the existing site layout, the entrance design, staking lanes, and vehicle movements have been modified to increase onsite circulation and to provide for a more efficient transition into and out if the site. One modification is to provide perpendicular alignment of the main inbound entrance lane to the site and left and right outbound lanes to Roosevelt Road. The site will also maintain the current cross access connection to the east but has added a one-way drive aisle for access to the onsite vacuum stations and to Taft Avenue.

8. The proposed development on Lot 4 will reduce the amount of runoff generated in a storm event due to the reduced amount of impervious area on the site as compared to the current conditions. The runoff that is generated will flow into the onsite storm sewer and will discharge through the storm sewer system for the overall planned unit development. Therefore, there is no increase in the potential for flood damage to the adjacent properties or the any additional public expense for flood protection will be required.
9. There does not appear to be any significant historical features or buildings located on the subject property.

## APPLICATION FOR SPECIAL USE PERMIT

CLEAR PAGE

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider the Special Use described in this application.

Date Filed: **06/28/22** Application No: _____

**Name of Applicant:** **JB DEVELOPMENT, INC.**

Address of Applicant: **590 Kildeer Drive, Bolingbrook, IL 60440**

Business Phone: **708-417-0005** Fax: _____

Home Phone: _____ Mobile Phone: _____

Email: **dave@jetbritecarwash.com**

Property Interest of Applicant: **Owner's development company**

(Owner, Contract Purchaser, Owner Representative)

**Name of Owner:** **MIKE PROPERTIES, LLC-ROSELLE**

Address of Owner: **590 Kildeer Drive, Bolingbrook, IL 60440**

Business Phone: **708-417-0005** Fax: _____

Home Phone: _____ Mobile Phone: _____

Email: **dave@jetbritecarwash.com**

**Property Address:** **401 Taft Avenue**

Legal Description of Property:

**See Attachment A-Lot 4 and Lot 5**

Permanent Index No. (PIN): **05-22-207-006** Zoning: **C-4 Office District**

Lot Dimensions: **APPROX. 132.04' X 277.49'** Lot Area: **0.84 acres**

Present Use:

**Parking lot**

Requested Use/Construction:

**Automobile services for additional vacuum stalls for car wash located at on Lot 4.**

Estimated Date to Begin New Use/Construction: **09/01/22**

Name(s), Address(es) and Phone No(s). of Experts (architects, engineers, etc.): CLEAR PAGE

**Knight E/A, Inc.**
**631 E Boughton Road**
**Suite 205**
**Bolingbrook, IL 60440**
**708-342-1250**

**Narrative Statement** evaluating the economic effects on adjoining property, the effect of such elements as noise, glare, odor, fumes and vibration on adjoining property, a discussion of the general compatibility with the adjacent and other properties in the district, the effect of traffic, and the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of paragraph (E) of Section 10-10-14 of the Zoning Code:

**See Attachment B-Lot 4 and Lot 5**

**Describe How the Special Use:**

1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or this Zoning Code:

   **See Attachment C-Lot 5**

2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area:

   **See Attachment C-Lot 5**

3. Will not be hazardous or disturbing to existing or future neighborhood uses:

   **See Attachment C-Lot 5**

CLEAR PAGE

4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services:

**See Attachment C-Lot 5**

5. Will not create excessive additional requirements at public cost for public facilities and services, and will not be detrimental to the economic welfare of the Village:

**See Attachment C-Lot 5**

6. Will not involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors:

**See Attachment C-Lot 5**

7. Will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads:

**See Attachment C-Lot 5**

8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief:

**See Attachment C-Lot 5**

9. Will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community:

**See Attachment C-Lot 5**

CLEAR PAGE

I (We) certify that all of the statements and documents submitted as part of this application are true to the best of my (our) knowledge and belief.

I (We) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Glen Ellyn for the purpose of inspection.

I (We) consent to pay the Village of Glen Ellyn all costs incurred for transcribing the public hearing on this application.

I (We) understand that no final action shall be taken by the Village Board subsequent to the public hearing until and upon payment of transcribing fees.

| Date | Print Name | Signature of Applicant |
|---|---|---|
| 08/06/19 | | Dave Dalesandro |
| | | |
| | | |

**THE BEST INTERESTS OF THE APPLICANT WILL BE SERVED BY COMPLETING THIS APPLICATION IN DETAIL**

# ATTACHMENT A

Legal Description

LOT 4 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.

Common address: 375 ROOSEVELT ROAD, GLEN ELLYN, ILLINOIS

Legal Description

LOT 5 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.

Common address: 401 Taft Avenue, GLEN ELLYN, ILLINOIS

# ATTACHMENT C-LOT 5

Response to "Describe How the PUD/Special Use":

1. The proposed PUD amendment/Special Use request for Lot 5 from a parking lot use to an automobile/service parking lot with vacuum stalls will be harmonious with and in accordance with the general objectives of the Village's Comprehensive Plan. The Comprehensive Plan shows this area's future land use as Service Commercial which meets the overall intent of the requested modification. In addition, the construction of a new carwash facility on Lot 4 and Lot 5 meets the redevelopment objectives of the Roosevelt Corridor to support the Village's community and surrounding neighbors.
2. The existing land use of Lot 5 is a parking lot. The proposed use of the site will be identified as automobile services-parking lot with vacuum stalls. The redevelopment of this site as proposed will consist of a new curbed asphalt parking lot containing additional offsite vacuum stalls and accessory structures. The construction of Lot 5 will be consistent with the design of the car wash located on Lot 4. All building materials as well as architectural elevations will be appropriate in appearance with other commercial properties located the general vicinity of the site. Construction will be completed in a safe and timely manner. The operation of a car wash with offsite vacuums on Lot 5 is an appropriate use with the intended character of the area.
3. The redevelopment of the existing parking lot on Lot 5 will not be hazardous or disturbing to the existing or future neighborhood areas. The new facility will not contain hazardous materials onsite or increase the noise levels higher than what would be generally acceptable for a commercial site.
4. The proposed facility will not experience any lack in essential public facilities and services. The required utilities to the site and all other services provided by the Village are in place. The owner will be responsible for refuse disposal through a private carrier.
5. The proposed facility will not create excessive additional requirements at the expense of the public for public facilities and services. The property is currently served by public services.
6. The excessive production of smoke, fumes, glare or noise is not anticipated from the proposed facility and therefore it shall be presumed that the use of this facility will not be detrimental to any person, property or the general welfare of the community.
7. The proposed design of the vehicular access to Lot 5 is not anticipated to interfere with traffic on the surrounding streets. The existing site has two inbound/outbound entrances along Taft Avenue. The proposed site configuration has maintained two entrances with slightly adjusted locations to provide additional site access visibility and to increase onsite circulation.

8. The proposed development will reduce the amount of runoff generated in a storm event due to the reduced amount of impervious area on the site as compared to the current conditions. The runoff that is generated will flow into the onsite storm sewer and will discharge through the storm sewer system for the overall planned unit development. Therefore, there is no increase in the potential for flood damage to the adjacent properties or the any additional public expense for flood protection will be required.
9. There does not appear to be any significant historical features or buildings located on the subject property.

**VILLAGE OF GLEN ELLYN**
**535 Duane Street**
**Glen Ellyn, Illinois 60137**
**(630) 547-5250**

# APPLICATION FOR SIGN VARIATION

---

**Note to the Applicant:** This application should be filed with, and any questions regarding it, should be directed to the Director of the Village Planning and Development Department.

**You may attach separate sheets as needed to answer any of the following questions.**

---

The undersigned hereby petitions the Village of Glen Ellyn, Illinois, for one or more variations from the Glen Ellyn Sign Code, as described in this application.

CLEAR PAGE

I. APPLICANT INFORMATION

Name: **JB Development, Inc.**

Address: **590 Kildeer Avenue, Bolingbrook**

Phone No.: **708-417-0005** Fax No.: _____

E-mail: **dave@jetbritecarwash.com**

Ownership Interest in the Property in Question: **Owner's Development Company**

Name and address of the legal owner of the property (if other than the applicant):

**MIKE Properties, LLC-Roselle**
**590 Kildeer Drive**
**Bolingbrook IL 60440**

II. PROPERTY INFORMATION

Common address: **375 Roosevelt Road**

Permanent tax index number: **05-22-203-006** Zoning classification: **C-3**

Present use: **Car Wash**

## III. INFORMATION REGARDING THE VARIATION(S) REQUESTED

CLEAR PAGE

List of the variation(s) requested, including identification of the Sign Code provisions from which the variation is sought:

**1. Variation request from Section 4-5-10(A) to allow an establishment of less than 15,000 sf to have secondary wall signage.**

## IV. EVIDENCE RELATING TO SIGN CODE STANDARDS FOR A VARIATION

The following items are intended to elicit information to support conclusions by the Plan Commission and the Village Board that the required findings/standards for a variation have been established and met. Therefore, please complete these items carefully.

Please note that a showing that granting the requested variation would be more profitable to the applicant or that the sign would be more valuable is not grounds for granting approval for a variation (Section 4-5-17(G)3(c) of the Sign Code).

### A. Standards Applicable to All Variations Requested

1. Indicate how you believe the requested variation(s) complies with the Statement of Purpose in Section 4-5-2 of the Sign Code (attached):

**The Statement of Purpose calls for effective communication, which is the intent of the variation. The secondary wall signage being requested is to clearly and efficiently identify and classify the facility that is available to the community at this location.**

CLEAR PAGE

2. Provide evidence that the practical difficulties or hardship in complying with the Sign Code is based on unique circumstances due to an unusual physical limitation, such as an irregular lot shape, substantial lot depth, unusual geographic location, exceptional topographic feature, or other condition, that is peculiar to the subject property or establishment. Also share how the conditions upon which the request is based are not generally applicable to other property within the same zoning district:

**With the high traffic volumes of Roosevelt Road and the use of multi tenant monument signage, additional wall signage is a necessary to provide motorists ample time to locate the building and safefy maneuver into the site.**

3. Provide evidence that the variation(s), if granted, would have no adverse impact on property values in the surrounding area or be injurious to other property or improvements in the neighborhood in which the property is located:

**Granting of the variation will have no adverse impact to any of the businesses in the area nor will it be injurious to other properties or improvements as it is aesthestically pleasing, well constructed, and within the character typical of the Roosevelt Road Corridor.**

4. Provide evidence that the variation(s), if granted, would have no adverse impact on the existing or desired character of the surrounding area:

**The granting of the variation will have no adverse effects on the existing or desired character of the surrounding area because the signage design provides a simple and clear message which will not adversely conflict with the signage efforts of neighboring properties.**

CLEAR PAGE

5. Provide evidence that the variation(s), if granted, would not endanger the public health, safety, or welfare:

**The granting of the variance would not endanger the public health, safety, or welfare of the surrounding area, but instead would increase safety along the Roosevelt Road corridor by providing motorists more time to identify the building and entrances and safely enter the development.**

B. For the purpose of supplementing the above standards, the PC, in making its recommendation that there are practical difficulties or particular hardships, may also take into consideration the extent to which the evidence establishes or fails to establish the following facts favorably to the applicant:

1. Provide evidence that the purpose of the variation(s) is not based exclusively upon a desire to make more money out of the property:

**The granting of the variance to allow the additonal wall signage will increase the buidling's visibility and provide motorists traveling along Roosevelt Road ample time to safely maneuver into the site.**

2. Provide evidence that the alleged difficulty or particular hardship has not been created by any person presently having an interest in the property or by the applicant:

**The physical surroundings of the property were not created by any person having ownership of the property. The requested variance is to provide signage on the propoerty that will safely and clearly identify the car wash location.**

CLEAR PAGE

3. Provide evidence that the requested variation(s) is/are the minimum variation(s) necessary.

**The proposed wall sign is within the allowable code limits of secondary wall signage.**

4. Provide evidence that the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located:

**Jet Brite's branding and signage is an intergral part of a successful business. Without the additonal signage, the business potential would be significantly compromised.**

Please add any additional comments which you believe may assist the PC in reviewing this application:

**Jet Brite Car Wash operates 10 Locations in the Chicago Area. We operate our car washes in a safe and responsible manor, at all times.**

**The current car wash facility will be demolished and updated with a new, modern facility designed with the standard franchise branding and signage that will meet or exceed the Village's current building codes. The finished development will improve traffic circulation, both onsite and offsite pedestrian and motorist's safety, and will strongly enhance the appearance of the Roosevelt Road corridor. The new facility, including the services that will be provided, will be an added ammentiy to the community and the surrounding areas.**

CLEAR PAGE

## VIII. CERTIFICATIONS, CONSENT AND SIGNATURE(S)

I (We) certify that all of the statements and documents submitted as part of this application are true and complete to the best of my (our) knowledge and belief.

I (We) consent to the entry in or upon the premises described in the application by any authorized official of the Village of Glen Ellyn.

I (We) certify that I (we) have carefully reviewed the Glen Ellyn Sign Variation Request Package and applicable provisions of the Glen Ellyn Sign Code.

I (We) understand that this application will not be submitted to the Review Boards and Commissions until all items on the attached list are reviewed by Village staff.

| Date | Print Name | Signature of Applicant |
|---|---|---|
| 8/18/22 | DAVE DALESANDRO | Dan Dalesandro - President - |
| 8/18/22 | SAM YOUSSEF | VICE PRESIDENT |
| | | |

## OWNERSHIP BY A CORPORATION

CLEAR PAGE

Date: 8/18/22

Address: 375 ROOSEVELT RD, GLEN ELLYN, IL 60137

Legal Description:

LIST ALL SHAREHOLDERS AND OFFICERS/DIRECTORS (AND % OF INTEREST OWNED IN EXCESS OF 5% OF STOCK)

Name: DAVE DALESANDRO Address: 590 KILDEER DR, BOLINGBROOK, IL 60440 % 50%

Name: SAM YOUSSEF Address: 590 KILDEER DR, BOLINGBROOK, IL 60440 % 50%

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

Name: _____ Address: _____ %_____

CLEAR PAGE

# AFFIDAVIT OF AUTHORIZATION

I, DAVE DALESANDRO OF MIKI PROPERTIES LLC-ROSELLE owner of the property described as

375 ROOSEVELT RD, GLEN ELLYN, IL 60137

verify that JB DEVELOPMENT INC

is duly authorized to apply and represent my interests before the Glen Ellyn, Plan Commission, Zoning Board of Appeals and/or Village Board. Owner acknowledges that any notice given applicant is actual notice to owner.

Official Seal
Kathleen Lindquist
Notary Public State of Illinois
My Commission Expires 7/1/2026

VICE PRESIDENT
Owner Signature

Subscribed and sworn to before me this
19 day of August, 2022
Kathleen Lindquist
Notary Public

# SIGNAGE WORKSHEET

**List all proposed new, and existing signs to remain, on the establishment, building and property for the specific type of facility**

CLEAR PAGE

**FACILITY TYPES:**

- ◉ **NONRESIDENTIAL ESTABLISHMENT** *(For one establishment in one building on one property)*
- ○ **NONRESIDENTIAL ESTABLISHMENT** *(For one establishment if more than one establishment is in the building or on the property)*
- ○ **MULTI-TENANT DEVELOPMENT** *(For a development with more than two establishments on one property)*
- ○ **OFFICE COMPLEX** *(For a development with more than one business office on one property)*
- ○ **RESIDENTIAL DEVELOPMENT** *(For a development with more than twenty dwelling units on one property*
- ○ **MULTI-FAMILY DWELLING** (*For a development with more than three dwelling units on one property)*
- ○ **PARK OR PUBLIC RECREATION FACILITY**
- ○ **OTHER FACILITY - *DESCRIBE:*** _____

**SIGN TYPES:** ***(*Please specify one of the following sign types)***
Awning, Breezeway, Common Program, Drive-thru Canopy, Freestanding, Indexing, Marquee, Menu Board, Message Board, Nameplate, Off-premises, Office Directory, Order Confirmation, Political Campaign, Portable, Private Parking Lot, Traffic Directional, Wall, Video Display, and Window Sign. *(Sign Definitions Section 4-5-3)*

| Sign | New | Existing | Sign Type * | Dimensions (Length x Width) | Sign Area | Height |
|---|---|---|---|---|---|---|
| 1 | ◉ | ○ | **Secondary Wall** | **31'-2 3/8" x 3'-0"** | **93.6 sf** | **3'-0"** |
| | **Words/Symbols:** | | | | | |
| **Sign** | **New** | **Existing** | **Sign Type *** | **Dimensions (Length x Width)** | **Sign Area** | **Height** |
| 2 | ◉ | ○ | **Building** | **14'-8" x 7'-1 3/4"** | **104.8 sf** | **7'-1 3/4"** |
| | **Words/Symbols:** | | | | | |
| **Sign** | **New** | **Existing** | **Sign Type *** | **Dimensions (Length x Width)** | **Sign Area** | **Height** |
| 3 | ◉ | ○ | **Single-Faced Directional** | **2'-6" x 4'-0"** | **10 sf** | **4'** |
| | **Words/Symbols:** | | | | | |
| **Sign** | **New** | **Existing** | **Sign Type *** | **Dimensions (Length x Width)** | **Sign Area** | **Height** |
| 4 | ◉ | ○ | **Double-Faced Directional** | **2'-6" x 4'-0"** | **10 sf** | **4'** |
| | **Words/Symbols:** | | | | | |
| **Sign** | **New** | **Existing** | **Sign Type *** | **Dimensions (Length x Width)** | **Sign Area** | **Height** |
| 5 | ◉ | ○ | **Monument** | **7'-1" x 5'-0 1/2"** | **20.42 sf** | **5'-0 1/2"** |
| | **Words/Symbols:** | | | | | |
| **Sign** | **New** | **Existing** | **Sign Type *** | **Dimensions (Length x Width)** | **Sign Area** | **Height** |
| 6 | ○ | ○ | | | | |
| | **Words/Symbols:** | | | | | |
| **Sign** | **New** | **Existing** | **Sign Type *** | **Dimensions (Length x Width)** | **Sign Area** | **Height** |
| 7 | ○ | ○ | | | | |
| | **Words/Symbols:** | | | | | |
| **Sign** | **New** | **Existing** | **Sign Type *** | **Dimensions (Length x Width)** | **Sign Area** | **Height** |
| 8 | ○ | ○ | | | | |
| | **Words/Symbols:** | | | | | |

## REIMBURSEMENT OF FEES AGREEMENT

CLEAR PAGE

Village of Glen Ellyn Acct: # _____

Initial Deposit Amount: _____

I. DESCRIPTION OF PROJECT: **Jet Brite Car Wash**

II.

III. OWNER:

A. Owner of Property: **MIKE Properties, LLC-Roselle**

B. Owner's Address: **590 Kildeer DriveBolingbrook IL 60440**

C. Owner's Home Phone Number: **N/A** Fax: _____

D. Owner's Work Phone Number: **708-417-0005**

E. Owner's E-mail: **dave@jetbritecarwash.com**

F. If Owner is a Land Trust or Corporation, the attached disclosures of interest should be filled out.

IV. PERSON MAKING REQUEST (Petitioner):

A. Name of Petitioner: **JB Development, Inc.**

B. Petitioner's Address: **590 Kildeer DriveBolingbrook IL 60440**

C. Petitioner's Home Phone Number: **N/A**

D. Petitioner's Work Number: **708-417-0005**

E. Petitioner's E-mail: **dave@jetbritecarwash.com**

V. LOCATION OF PROPERTY:

A. General Location of Property: **375 Roosevelt Road**

B. Acreage of Parcel: **1**

C. Permanent Index Number(s): **05-22-203-006**

D. Legal Description (Please attach)

VI. REIMBURSEMENT OF FEES:

The Ordinances of the Village require the owners of property, or individuals seeking to utilize property, to receive approval by ordinance or the issuance of a permit to undertake various uses or improvements of property in the Village. These uses can include requests for textual or map changes in the Zoning Ordinance, applications for building permits, requests for zoning relief and other similar requests. The Village has established a fee schedule for the anticipated use of staff time in processing such petitions or applications. In many cases, however the Village cannot reasonably evaluate the validity or compliance of the petition or application with the Ordinances of the Village

without the use of reports from various consultants. In some cases, the application or petition requires among other things, public hearings and associated public notice costs, preparation of minutes or transcripts from the public hearing or meeting, recording costs of Ordinances and the preparation of reports by consultants whose services require the payment of out-of-pocket expenses by the Village. These expenses would not have been incurred but for the petition or application. The Village does not intend to seek to make a profit on its utilization of such consultants, but requires that the applicant, or the person receiving benefit, shall be obligated to reimburse the out-of-pocket expenses incurred by the Village. The Village shall seek to employ consultants who shall charge rates consistent with those paid by private parties who seek similar consulting services. The Village intends, through this Agreement, to cause the payment of out-of-pocket expenses and to require the creation of an escrow fund to guarantee that the petition or application will not result in the citizens of the Village being required to pay for costs incurred at the request of the owner or applicant.

This document shall constitute a contract when an application is made for a license, permit, request for zoning relief or other approval involving the use of real property. Should the Village, in its sole and exclusive discretion, determine that it is necessary or desirable for the Village to obtain professional services, including, but not limited to, attorneys, engineers, planners, architects, surveyors, court reporters, traffic, drainage or other consultants, including full and/or part time site inspection services during the actual construction of any required improvements, and/or to incur costs related to any required notices or recordations, in connection with any application or petition filed by the petitioner then the petitioner and owner shall be jointly and severally liable for the payment of such professional fees and costs, as shall actually be incurred by the Village. The Planning and Development Director is hereby authorized to assign the above described services to the Village staff or to consultants, as the Director deems appropriate and without prior notification to the petitioner.

Any application or petition to be reviewed by the Planning and Development Department or by the Plan Commission shall require the petitioner to establish an escrow account with the Village in an amount determined by the Planning and Development Director to reimburse the Village for all out of pocket costs associated with the request. These out of pocket costs will cover such things as services provided by the Village's consulting engineer, consulting attorney, consulting planner, traffic consultant, wetland consultant, landscape consultant, architectural consultant, appraiser and transcriber, among others, as well as reproduction costs, public hearing notice costs, recording costs, etc. Along with the application the petitioner shall also submit a signed copy of this agreement thereby acknowledging and agreeing to reimburse the Village for all out of pocket costs associated with the application or petition.

This agreement shall be accompanied by an initial deposit in an amount to be determined by the Director of Planning and Development but shall be no less than $500. The Village will provide an itemized list of Village expenses incurred related to any charge to the escrow account, and the petitioner shall deposit funds to reimburse the Village for those expenses upon notice from the Village that the deposit has dropped below $300. If the expenses are not reimbursed, then reviews meetings and permits associated with out of pocket costs will cease, and the request will not be moved forward through the review process. At the completion of the review process, and development of the project, if appropriate, any remaining balance from the deposit will be returned to the petitioner, without interest, after all expenses have been paid.

The Village shall deduct the incurred expenditures and costs from the funds deposited. If the remaining deposit balance falls below $300.00, the petitioner, upon notice by the Village, shall be required to replenish the deposit to its initial amount. The Village shall mail the petitioner regular invoices for the

fees and costs incurred. The petitioner shall replenish the deposit amount within thirty (30) days of issuance of each such invoice directing replenishment of the deposit.

A petitioner who withdraws his or her petition may apply in writing to the Planning and Development Director for a refund of his or her remaining escrow balance. The Planning and Development Director may, at his or her discretion, approve such refund less any actual fees and costs, which the Village has already paid or incurred relative to the application.

Upon the failure of the petitioner or owner to reimburse the Village in accordance with this Agreement, no further action shall be undertaken on the application by the Village President and Board of Trustees, or by any other official or quasi-official individual or body thereunder, including the conduct of any hearings or deliberations, reviews of any plans or applications, the granting of any relief or approvals, issuance of any permits or occupancies, performance of inspections and the execution or recording of any documents, until all such outstanding fees are paid in full and/or the initial deposit is restored to its full amount. Upon any failure to reimburse the Village in accordance with this Section, the Village may in its discretion, apply any or all of the initial deposit to the outstanding balance due.

The remedies available to the Village as set forth hereinabove are non-exclusive and nothing herein shall be deemed to limit or waive the Village's right to seek relief of such fees against any or all responsible parties in a court of competent jurisdiction.

Any remaining balance of any funds deposited pursuant to this Agreement shall be refunded at such time as the completion of Village deliberation on the petition or application, recordation of all necessary documents associated with the petition or application, issuance of a building permit, approval of a final inspection, or issuance of a final certificate of occupancy upon the real property in question whichever occurs later.

BY SIGNING BELOW, THE PETITIONER AND OWNER ACKNOWLEDGE THAT EACH OF THEM HAS READ THE FOREGOING PARAGRAPHS AND EACH OF THEM FULLY UNDERSTANDS AND AGREES TO COMPLY WITH THE TERMS SET FORTH HEREIN. FURTHER, BY SIGNING BELOW, EACH SIGNATORY WARRANTS THAT HE/SHE/IT POSSESSES FULL AUTHORITY TO SO SIGN.

THE PETITIONER AND OWNER AGREE THAT PETITIONER AND OWNER SHALL BE JOINTLY AND SEVERALLY LIABLE FOR PAYMENT OF FEES REFERRED TO IN APPLICABLE SECTIONS OF THE ORDINANCES OF THE VILLAGE OF GLEN ELLYN, AND THE OBLIGATIONS FOR PAYMENT RELATING TO THE FILING OF PETITION OR APPLICATION, AS SET FORTH HEREIN.

Dan Dinsmore - President
Petitioner

Dan Dinsmore - President
Owner

Date: 8/18/22

Village of Glen Ellyn

By: _____
Planning and Development Director

Date: _____

# WOLF PACK CONSULTING, LLC
# ALTA/NSPS "LAND TITLE SURVEY"

LOT 4 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS.

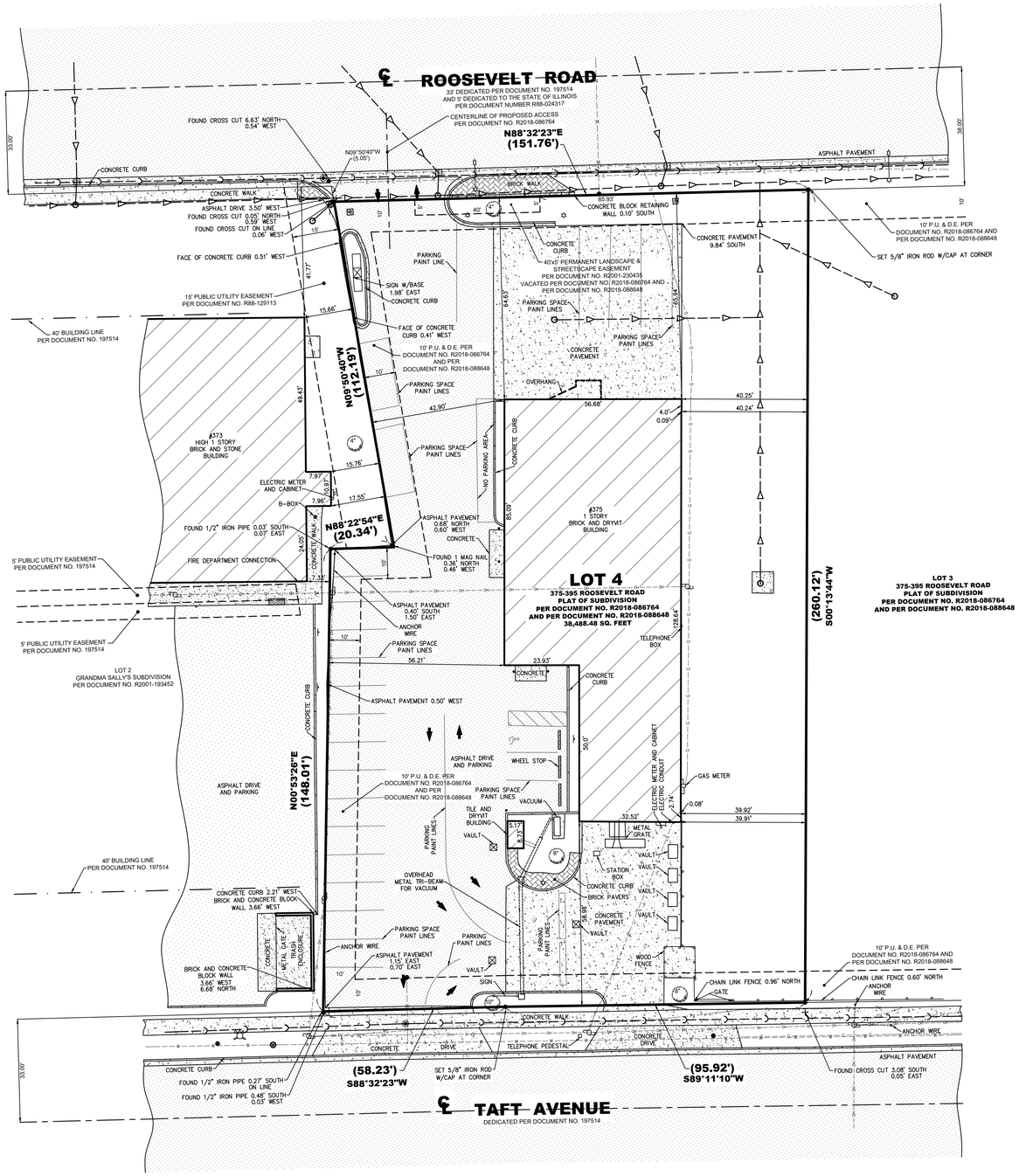
COMMON ADDRESS: 375 ROOSEVELT ROAD, GLEN ELLYN, ILLINOIS

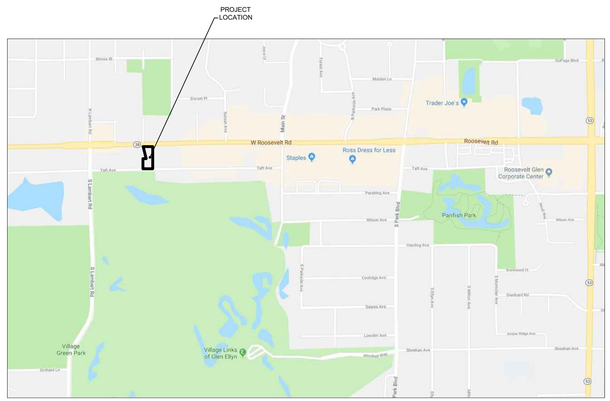

Wolf Pack CONSULTING, LLC
418 South Cass Avenue, Westmont, IL 60559
Office: (815) 436-8520 ● wolfpackdg.com
Illinois Professional Design Firm No. 184-007246


LEGEND

- MONUMENT FOUND
- (50.0') RECORD DIMENSION
- P.U. & D.E. PUBLIC UTILITY AND DRAINAGE EASEMENT
- DE. DRAINAGE EASEMENT
- STORM SEWER INLET
- STORM SEWER MANHOLE-INLET
- SANITARY MANHOLE
- COMBINATION MANHOLE
- FIRE HYDRANT
- WATERMAIN VALVE VAULT MANHOLE
- WATERMAIN VALVE BOX
- WATERMAIN B-BOX
- CONCRETE LIGHT POLE BASE
- LIGHT POLE
- CONCRETE LIGHT POLE BASE W/STREET LIGHT
- UTILITY POLE
- STORM SEWERLINE
- SANITARY SEWERLINE
- COMBINATION SEWERLINE
- WATERMAIN LINE
- OHW OVERHEAD WIRES
- T TELEPHONE LINE
- E ELECTRIC LINE
- TV CABLE TV. LINE
- G GAS LINE
- STORM SEWER FLARED END-SECTION
- BOLLARD
- ELECTRIC OUTLET BOX
- MONITORING WELL
- SIGN
- TRAFFIC CONTROL VAULT
- TRAFFIC CONTROL SIGNAL
- TRAFFIC CONTROL SIGNAL/ARM
- GAS PIPELINE MARKER
- G GAS VALVE
- T AMERITECH MANHOLE
- E ELECTRIC VAULT
- 10" TREE AND SIZE

BASIS OF BEARINGS = THE WEDT LINE OF LOT 4 IN 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION= S00°13'44"W




VICINITY MAP
(NOT TO SCALE)

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

TABLE "A" NOTES:

ITEM 2: 375 ROOSEVELT ROAD, GLEN ELLYN, ILLINOIS.

ITEM 3: I CERTIFY THAT BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAPS COMMUNITY PANEL 17043C0509H AND FLOOD INSURANCE RATE MAPS COMMUNITY PANEL 17043C0506H WITH AN EFFECTIVE DATE OF DECEMBER 16, 2004, IT IS MY OPINION THAT THE PROPERTY PLATTED HEREON IS SITUATED IN ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS DESIGNATED BY FLOOD INSURANCE RATE MAP

ITEM 4: TOTAL AREA = 38,488.48 SQ. FEET OR 0.8835 ACRES.

ITEM 8: SUBSTANTIAL FEATURES ARE AS SHOWN ON THE FACE OF PLAT.

ITEM 9: 23 REGULAR ON-SITE PARKING SPACES AND 1 HANDICAPPED PARKING SPACE AT THE TIME OF THIS SURVEY.

SCHEDULE B PART II SURVEY RELATED ITEMS

PER CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO: 18NW7136445NP DATED OCTOBER 23, 2018.

ITEM 22: GRANT TO CHICAGO TELEPHONE COMPANY PER DOCUMENT NO. 131351 FOR PUBLIC UTILITY PURPOSES IN, ALONG, UPON AND UNDER ROADS, STREET AND HIGHWAYS ADJOINING PROPERTY IN THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10. (NOT PLOTTABLE).

ITEM 24: PERMANENT LANDSCAPE AND STREETSCAPE EASEMENT PER DOCUMENT NO. R2001-230435. (SHOWN HEREON).

ITEM 26: ENCROACHMENT OF A BUILDING ONTO EASEMENTS RECORDED AS DOCUMENT NO R64-10262 AND EASEMENT AS SHOWN PER DOCUMENT NO. R25-197514. SAID BUILDING HAS BEEN REMOVED AND DOES NOT EXIST AT THE TIME OF THIS SURVEY.

ITEM 27: TERMS AND PROVISIONS OF THE VILLAGE OF GLEN ELLYN ORDINANCE ATTACHED TO SUBDIVISION DOCUMENT R2018-088648 AND RECORDED SEPTEMBER 14, 2018 DOCUMENT R2018-086769. (SEE DOCUMENT FOR PARTICULARS)

ITEM 28: EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE, AND THE EASEMENT PROVISIONS AND GRANTEES AS SET FORTH ON THE PLAT OF 375-395 ROOSEVELT ROAD SUBDIVISION RECORDED AS DOCUMENT R2018-088648, OVER THE WESTERLY, NORTH AND SOUTH 10 FEET OF LOT 4. (SHOWN HEREON)

ITEM 29: NOTES AS SHOWN ON THE PLAT OF 375-395 ROOSEVELT ROAD SUBDIVISION RECORDED AS DOCUMENT NO. R2018-088647 AS FOLLOWS:

INGRESS, EGRESS AND PARKING IS GRANTED ACROSS ALL LOTS IN THIS SUBDIVISION FOR VEHICULAR AND PEDESTRIAN TRAFFIC AS PROVIDED FOR IN THE ACCESS AND PARKING AGREEMENT RECORDED THE 20TH DAY OF SEPTEMBER, 2018 AS DOCUMENT NUMBER R2018-088647. (SEE DOCUMENT FOR PARTICULARS)

PRIVATE STORM SEWER UTILITY EASEMENTS ARE GRANTED OF LOTS 2, 3, AND 4 IN THIS SUBDIVISION AS PROVIDED FOR IN THE PRIVATE STORM SEWER EASEMENTS AND MAINTENANCE AGREEMENT RECORDED THE 14TH DAY OF SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088642. (SEE DOCUMENT FOR PARTICULARS)

THERE SHALL BE AT MOST THREE (3) DIRECT ACCESS POINTS TO IL 38(ROOSEVELT ROAD) SERVING THE 375-395 DEVELOPMENT AS DEPICTED HEREON:

ACROSS THE PROPERTY LINE ON LOT 4. (SHOWN HEREON)

ITEM 30: TERMS AND PROVISIONS OF THE DECLARATION OF EASEMENTS, COVENANTS & RESTRICTIONS; ACCESS AND PARKING AGREEMENT; AND PRIVATE STORMWATER SEWER UTILITY EASEMENTS AND MAINTENANCE AGREEMENT RECORDED SEPTEMBER 14, 2018 DOCUMENT R2018-086764 AND RECORDED SEPTEMBER 20, 2018 AS DOCUMENT R2018-088647 AS TO USES, BUILDINGS, COMMON AREAS, EXPENSES, UTILITIES, EASEMENTS, INGRESS AND EGRESS AND OTHER MATTERS. (SEE DOCUMENT FOR PARTICULARS).

ITEM 31: TERMS AND PROVISIONS OF ORDINANCES OF THE VILLAGE OF GLEN ELLYN RECORDED SEPTEMBER 14, 2018 DOCUMENT R2018-086770 AS TO PLANNED UNIT DEVELOPMENT, ZONING, VARIATIONS, ETC. AND R2018-086771 AS TO SPECIAL USE, DRIVE THRU ON LOT 3 AND OTHER MATTERS. (SEE DOCUMENT FOR PARTICULARS).

MICHAEL J. NELSON
035-3095
PROFESSIONAL
LAND SURVEYOR
STATE OF
ILLINOIS
WESTMONT, ILLINOIS

MY LICENSE EXPIRES NOVEMBER 30, 2020

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS.

CERTIFIED TO:

CHICAGO TITLE INSURANCE COMPANY
MIKI PROPERTIES, LLC-ROSELLE, AN ILLINOIS LIMITED LIABILITY COMPANY
LM VALUE DEVELOPMENT I, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1,2,3,4,7(a),8,9 AND 11 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON NOVEMBER 3, 2018.

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

WESTMONT, ILLINOIS. SEPTEMBER 9, 2022

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3095
PROFESSIONAL DESIGN FIRM LICENSE NO. 184.007246-0010 EXPIRES 04/30/2019

SEPTEMBER 9, 2022 REV. VACATED EASE. TEXT ONLY
DECEMBER 31, 2018 REV. CERT TO
NOVEMBER 3, 2018 ALTA SURVEY
JUNE 26, 2017 BOUNDARY/TOPOGRAPHIC SURVEY

| | | | |
|---|---|---|---|
| PREPARED FOR: | CIVWORKS CONSULTING | | |
| DATE: | SEPTEMBER 9, 2022 | | |
| SCALE: | 1"=20' | DRAWN BY: | JJN/MJN. |
| JOB# | 17-112-4 | FLD. BK/PG: | 100/6-15 |

# WOLF PACK CONSULTING, LLC

# ALTA/NSPS "LAND TITLE SURVEY"

LOT 5 OF 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION OF PART OF SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 14, 2018 AS DOCUMENT NUMBER R2018-086764 AND PER THE PLAT THEREOF RE-RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NUMBER R2018-088648, IN DUPAGE COUNTY, ILLINOIS

COMMON ADDRESS: 401 TAFT AVENUE, GLEN ELLYN, ILLINOIS 60137


Wolf Pack CONSULTING, LLC
418 South Cass Avenue, Westmont, IL 60559
Office: (815) 436-8520 ● wolfpackclg.com
Illinois Professional Design Firm No. 184-007246

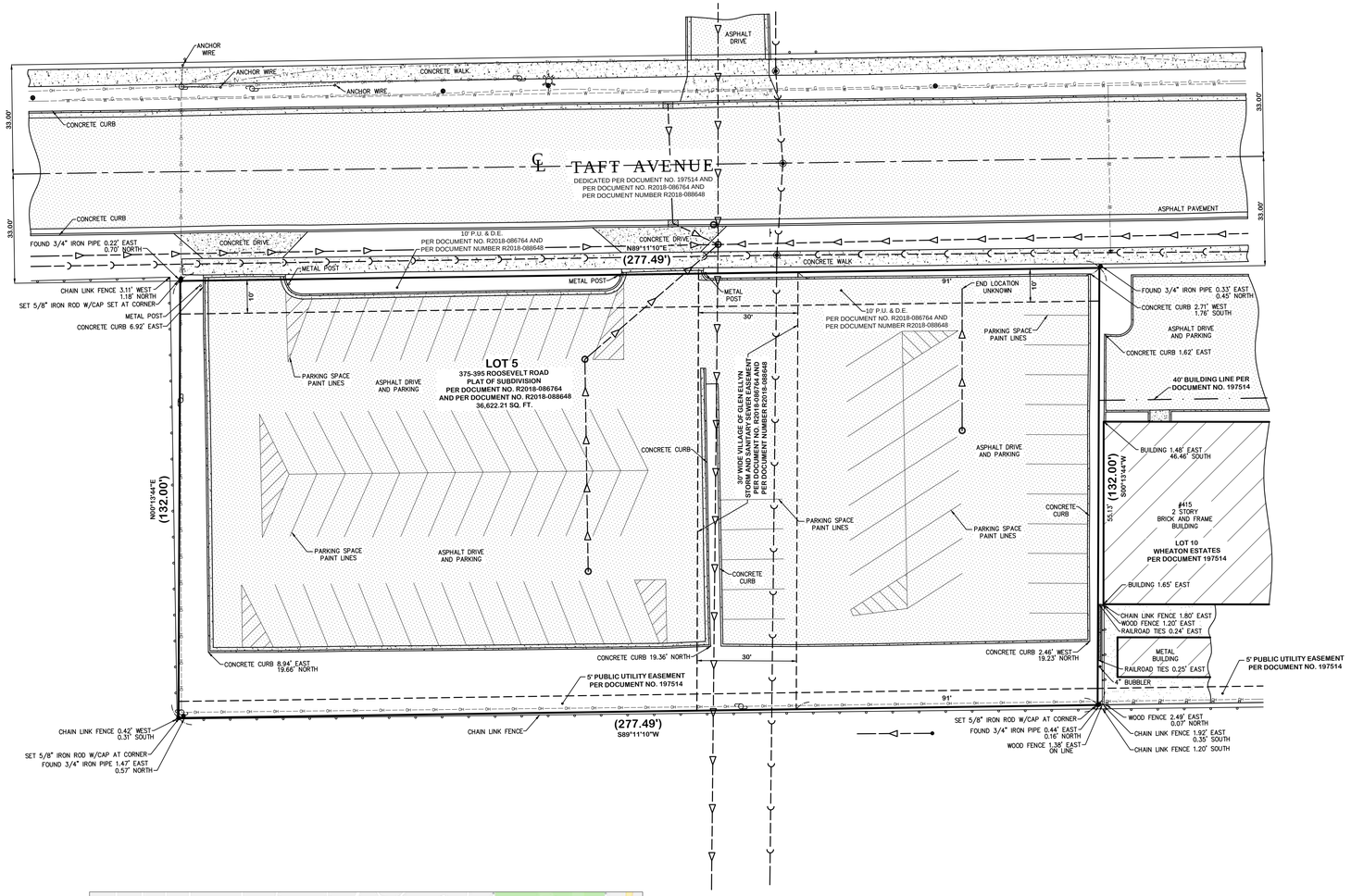

LEGEND

- MONUMENT FOUND
- (50.0') RECORD DIMENSION
- P.U. & D.E. PUBLIC UTILITY AND DRAINAGE EASEMENT
- DE. DRAINAGE EASEMENT
- STORM SEWER INLET
- STORM SEWER MANHOLE-INLET
- SANITARY MANHOLE
- COMBINATION MANHOLE
- FIRE HYDRANT
- WATERMAIN VALVE VAULT MANHOLE
- WATERMAIN VALVE BOX
- WATERMAIN B-BOX
- CONCRETE LIGHT POLE BASE
- LIGHT POLE
- CONCRETE LIGHT POLE BASE W/STREET LIGHT
- UTILITY POLE
- STORM SEWERLINE
- SANITARY SEWERLINE
- COMBINATION SEWERLINE
- WATERMAIN LINE
- OVERHEAD WIRES
- TELEPHONE LINE
- ELECTRIC LINE
- CABLE TV. LINE
- GAS LINE
- STORM SEWER FLARED END-SECTION
- BOLLARD
- ELECTRIC OUTLET BOX
- MONITORING WELL
- SIGN
- TRAFFIC CONTROL VAULT
- TRAFFIC CONTROL SIGNAL
- TRAFFIC CONTROL SIGNAL/ARM
- GAS PIPELINE MARKER
- GAS VALVE
- AMERITECH MANHOLE
- ELECTRIC VAULT

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.




BASIS OF BEARINGS = THE WEST LINE OF LOT 5 IN 375-395 ROOSEVELT ROAD PLAT OF SUBDIVISION= N00°13'44"E

SCHEDULE B PART II SURVEY RELATED ITEMS

PER CHICAGO TITLE INSURANCE COMPANY ORDER NO: 21NW714566NP DATED AUGUST 11, 2021.

ITEM 16: GRANT TO CHICAGO TELEPHONE COMPANY MADE BY MRS. CLARA C. WAGNER, BY INSTRUMENT DATED NOVEMBER 1, 1917 AND RECORDED NOVEMBER 2, 1917 AS DOCUMENT NO. 131351, FOR PUBLIC UTILITY PURPOSES IN, ALONG, UPON AND UNDER THE ROADS, STREETS AND HIGHWAYS ADJOINING THE PROPERTY OWNED BY HER IN THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10. (AFFECTS OTHER PROPERTIES)

ITEM 17: TERMS AND PROVISIONS OF THE VILLAGE OF GLEN ELLYN ORDINANCE ATTACHED AND AS TO SUBDIVISION DOCUMENT NO. R2018-088648 AND RECORDED SEPTEMBER 14, 2018 DOCUMENT R2018-086769. (SEE DOCUMENT FOR PARTICULARS)

ITEM 18: EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE, AND THE EASEMENT PROVISIONS AND GRANTEES AS SET FORTH ON THE PLAT OF 375-395 ROOSEVELT ROAD SUBDIVISION RECORDED AS DOCUMENT R2018-088648, OVER THE FOLLOWING: THE NORTH 10 FEET OF LOT 5. (SHOWN HEREON).

ITEM 19: VILLAGE OF GLEN ELLYN EASEMENT FOR STORM AND SANITARY SEWER, AND THE EASEMENT PROVISIONS AND GRANTEES AS SET FORTH ON THE PLAT OF 375-395 ROOSEVELT ROAD SUBDIVISION RECORDED AS DOCUMENT NO. R2018-088648, OVER THE FOLLOWING: THE WEST 30 FEET OF THE EAST 121.00 FEET OF LOT 5. (SHOWN HEREON)

ITEM 20: NOTES AS SHOWN ON THE PLAT OF 375-395 ROOSEVELT ROAD SUBDIVISION RECORDED AS DOCUMENT AS FOLLOWS:

INGRESS, EGRESS AND PARKING IS GRANTED ACROSS ALL LOTS IN THIS SUBDIVISION FOR VEHICULAR AND PEDESTRIAN TRAFFIC AS PROVIDED FOR IN THE ACCESS AND PARKING AGREEMENT RECORDED THE 20TH DAY OF SEPTEMBER, 2018 AS DOCUMENT NO. R2018-088647. (SEE DOCUMENT FOR PARTICULARS)

PRIVATE STORM SEWER UTILITY EASEMENTS ARE GRANTED OF LOTS 2, 3, AND 4 IN THIS SUBDIVISION AS PROVIDED FOR IN THE PRIVATE STORM SEWER EASEMENTS AND MAINTENANCE AGREEMENT RECORDED THE 20TH DAY OF SEPTEMBER, 2018 AS DOCUMENT NO. R2018-088647.(AFFECTS OTHER PROPERTIES, SEE DOCUMENT FOR PARTICULARS)

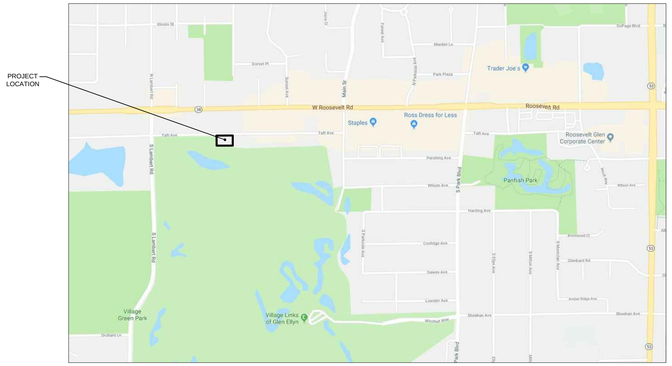
THERE SHALL BE AT MOST THREE (3) DIRECT ACCESS POINTS TO IL 38 (ROOSEVELT ROAD) SERVING THE 375-395 DEVELOPMENT AS DEPICTED HEREON:

ACROSS THE WESTERNMOST PROPERTY LINE OF LOT 4; ACROSS THE PROPERTY LINE BETWEEN LOT 3 AND 4; AND ACROSS THE PROPERTY LINE BETWEEN LOT 1 AND 2. (AFFECTS OTHER PROPERTIES)

ITEM 21: TERMS AND PROVISIONS OF THE DECLARATION OF EASEMENTS, COVENANTS & RESTRICTIONS; ACCESS AND PARKING AGREEMENT; AND PRIVATE STORMWATER SEWER UTILITY EASEMENTS AND MAINTENANCE AGREEMENT RECORDED SEPTEMBER 14, 2018 DOCUMENT NO. R2018-086764 AND RECORDED SEPTEMBER 20, 2018 AS DOCUMENT NO. R2018-088647 AS TO USES, BUILDINGS, COMMON AREAS, EXPENSES, UTILITIES, EASEMENTS, INGRESS AND EGRESS AND OTHER MATTERS. FIRST AMENDMENT TO DECLARATION RECORDED JANUARY 25, 2019 AS DOCUMENT NO. R2019-005919. (SEE DOCUMENT FOR PARTICULARS)

ITEM 22: TERMS AND PROVISIONS OF ORDINANCE OF THE VILLAGE OF GLEN ELLYN RECORDED SEPTEMBER 14, 2018 DOCUMENT R2018-086770 AS TO PLANNED UNIT DEVELOPMENT, ZONING, VARIATIONS, ETC. (SEE DOCUMENT FOR PARTICULARS).

ITEM 24: ENCROACHMENT OF THE CONCRETE CURB LOCATED MAINLY ON THE LAND ONTO THE PROPERTY NORTH AND ADJOINING BY AN UNDISCLOSED AMOUNT, AS SHOWN ON PLAT OF SURVEY NUMBER 23979 PREPARED BY GREELEY-HOWARD-NORLINE & SMITH DATED MAY 14, 2017. (COPY OF PRIOR SURVEY NOT PROVIDED)




VICINITY MAP
(NOT TO SCALE)

TABLE "A" NOTES:

ITEM 2: 401 TAFT AVENUE, GLEN ELLYN, ILLINOIS 60137

ITEM 3: I CERTIFY THAT BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAPS COMMUNITY PANEL 17043C0505H AND FLOOD INSURANCE RATE MAPS COMMUNITY PANEL 17043C0152J WITH AN EFFECTIVE DATE OF AUGUST 1, 2019, IT IS MY OPINION THAT PART OF THE PROPERTY PLATTED HEREON IS SITUATED IN ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, IN ZONE "X", AREAS IN THE 0.2% ANNUAL CHANCE FLOOD HAZARD AND IN ZONE "AE", A SPECIAL FLOOD HAZARD AREA WITH A BASE FLOOD ELEVATION AS DESIGNATED BY FLOOD INSURANCE RATE MAP

ITEM 4: TOTAL AREA = 36,622.21 SQ. FEET OR 0.84 ACRES.

ITEM 8: SUBSTANTIAL FEATURES ARE AS SHOWN ON THE FACE OF PLAT.

ITEM 9: 88 REGULAR ON-SITE PARKING SPACES AND NO HANDICAPPED PARKING SPACE AT THE TIME OF THIS SURVEY.

ITEM 11: EXISTING UNDERGROUND UTILITIES ARE SHOWN AS OBSERVED EVIDENCE ONLY. A UTILITY ATLAS SHOWING SANITARY SEWER, STORM SEWER AND WATERMAIN HAS BEEN PROVIDED BY THE VILLAGE OF GLEN ELLYN. NO REPORTS HAVE BEEN PROVIDED TO THE SURVEYOR. A UTILITY LOCATE MARKINGS REQUEST HAD NOT BEEN PERFORMED FOR THIS SITE AT THE TIME OF THE SURVEY.

MICHAEL J. NELSON
035-3095
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
WESTMONT, ILLINOIS

MY LICENSE EXPIRES NOVEMBER 30, 2022

STATE OF ILLINOIS) SS.
COUNTY OF DUPAGE)

CERTIFIED TO:

CHICAGO TITLE INSURANCE COMPANY
MIKI PROPERTIES LLC-ROSELLE, AN ILLINOIS LIMITED LIABILITY COMPANY, OR ITS ASSIGNEE
LM VALUE DEVELOPMENT I, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1,2,3,4,7(a),8,9 AND 11 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 14, 2021.

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

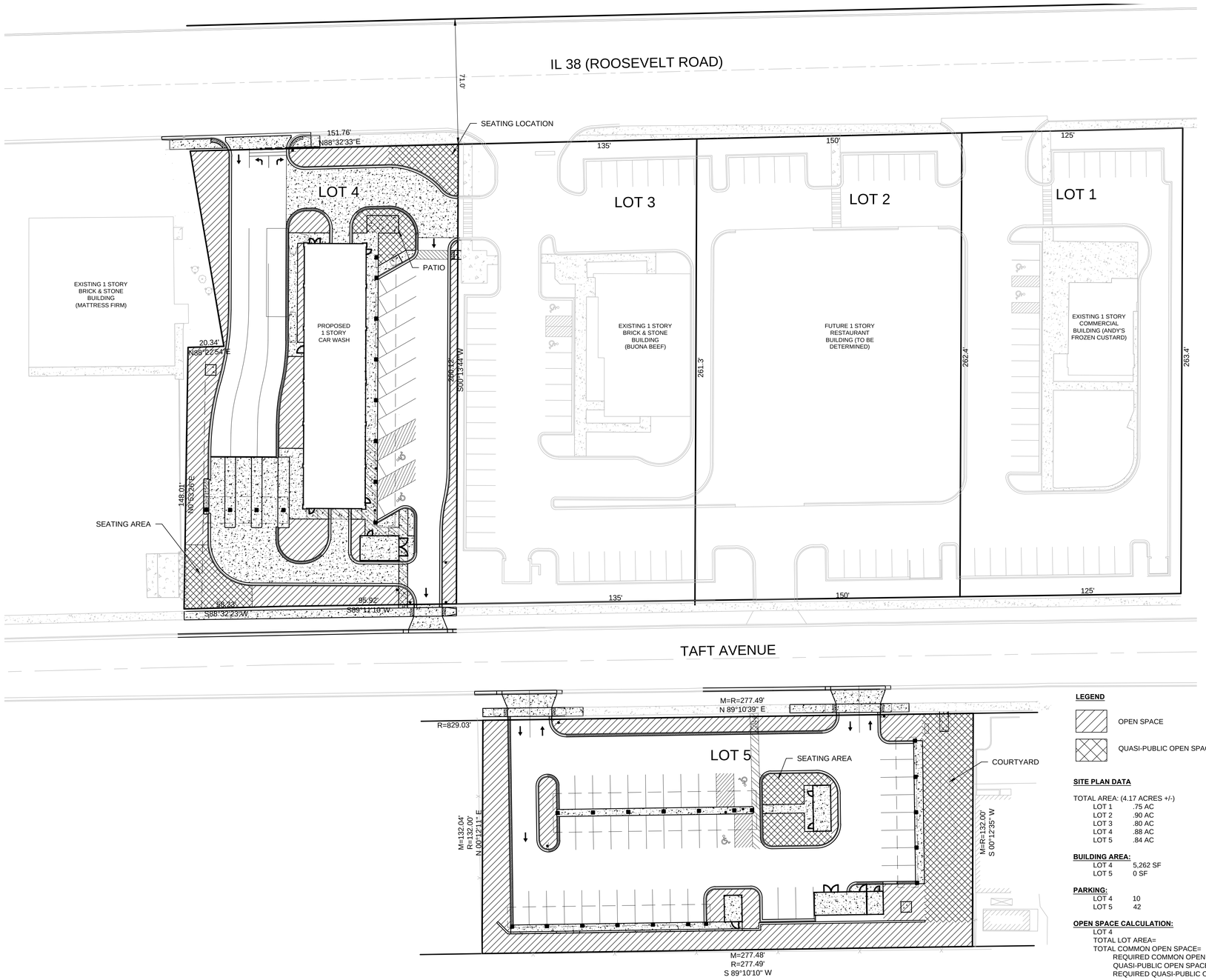
WESTMONT, ILLINOIS. SEPTEMBER 14, 2021

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3095
PROFESSIONAL DESIGN FIRM LICENSE NO. 184.007246-0010 EXPIRES 04/30/2023

SEPTEMBER 14, 2021 ALTA SURVEY
MAY 13, 2020 ALTA SURVEY

| | | | |
|---|---|---|---|
| PREPARED FOR: | CIVWORKS | | |
| DATE: | SEPTEMBER 14, 2021 | | |
| SCALE: | 1"=20' | DRAWN BY: | MJN. |
| JOB# | 17-112-5 | FLD. BK/PG: | 1/80 |

# PRELIMINARY
# PLANNED UNIT DEVELOPMENT
# PLAN AMENDMENT
# FOR
# 375 - 395 ROOSEVELT ROAD




**LEGEND**

- OPEN SPACE
- QUASI-PUBLIC OPEN SPACE

**SITE PLAN DATA**

TOTAL AREA: (4.17 ACRES +/-)

| | |
|---|---|
| LOT 1 | .75 AC |
| LOT 2 | .90 AC |
| LOT 3 | .80 AC |
| LOT 4 | .88 AC |
| LOT 5 | .84 AC |

**BUILDING AREA:**

| | |
|---|---|
| LOT 4 | 5,262 SF |
| LOT 5 | 0 SF |

**PARKING:**

| | |
|---|---|
| LOT 4 | 10 |
| LOT 5 | 42 |

**OPEN SPACE CALCULATION:**

LOT 4
- TOTAL LOT AREA= 38,488 SF
- TOTAL COMMON OPEN SPACE= 9,655 SF (25.1%)
  - REQUIRED COMMON OPEN SPACE= 5,773 SF (15.0% OF TOTAL LOT AREA)
  - QUASI-PUBLIC OPEN SPACE= 2,322 SF (40.2%)
  - REQUIRED QUASI-PUBLIC OPEN SPACE= 966 SF (10% OF REQUIRED OPEN SPACE)

LOT 5
- TOTAL LOT AREA= 36,627 SF
- TOTAL COMMON OPEN SPACE= 12,705 SF (34.7%)
  - REQUIRED COMMON OPEN SPACE= 5,494 SF (15.1% OF TOTAL LOT AREA)
  - QUASI-PUBLIC OPEN SPACE= 4,343 SF (79.0%)
  - REQUIRED QUASI-PUBLIC OPEN SPACE= 549 SF (10% OF REQUIRED OPEN SPACE)

N

30 0 30 60

SCALE: 1" = 30'


VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034


PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

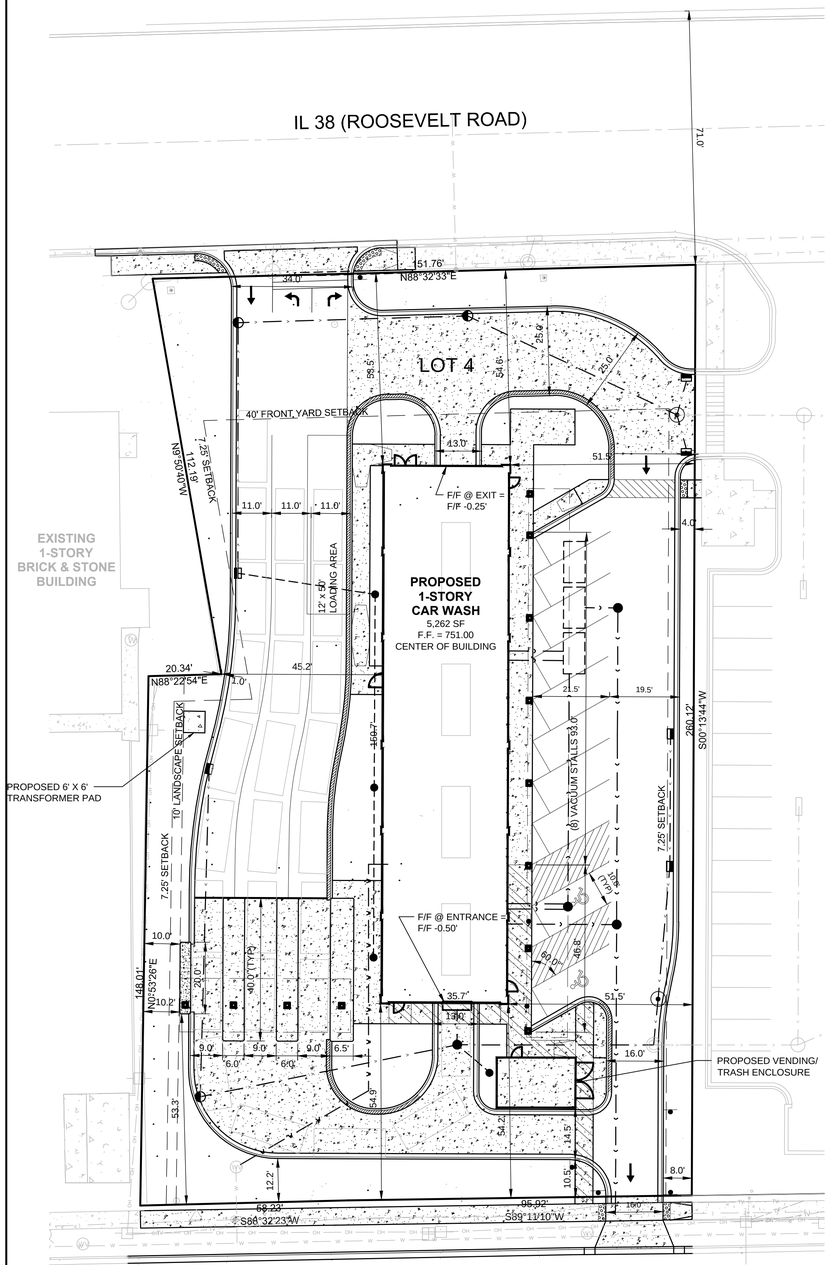
| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

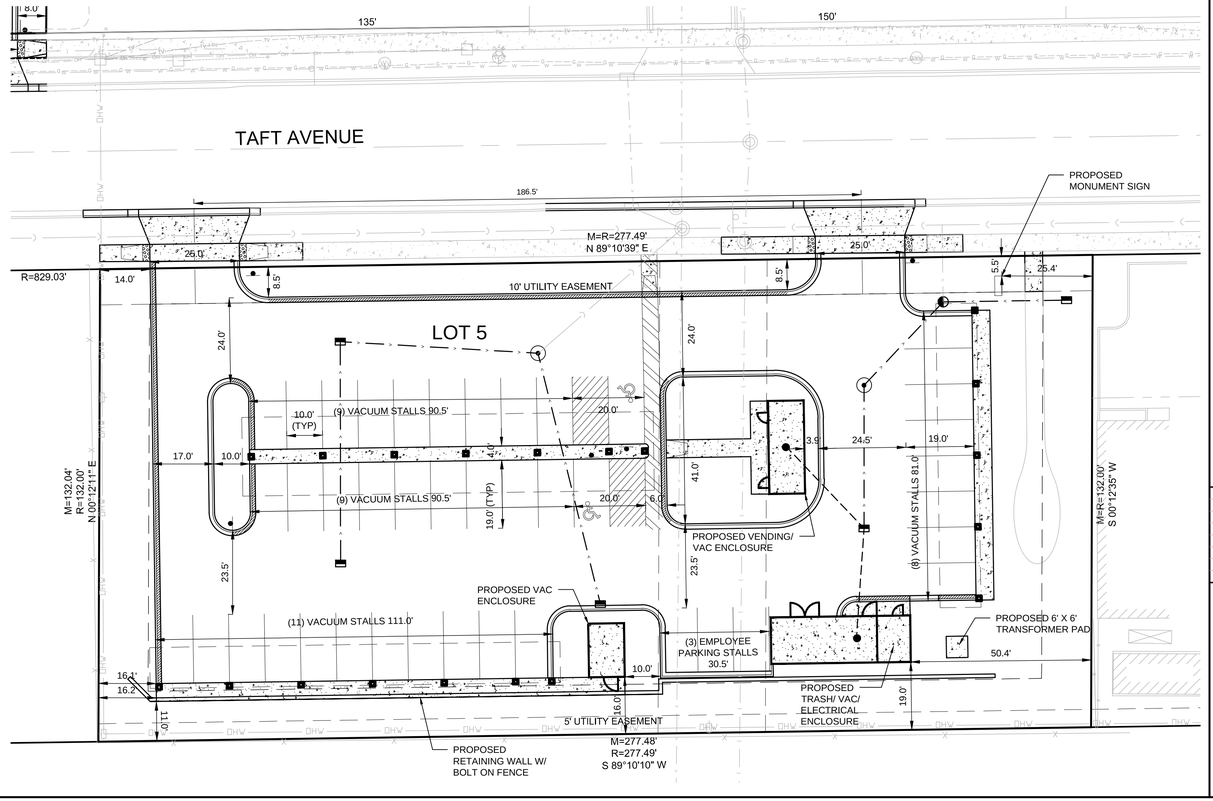
PRELIMINARY
PUD PLAN
AMENDMENT

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |


B:\7600\669 Jet Brite Services, Inc\669 Jet Brite, Glen Ellyn Car Wash\CADD\CAD-cad Files Previous Design\Sheets\Cad\ProjEngineering\7579_EXHIBITS.dwg 1-14-22

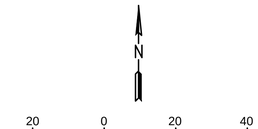
# PRELIMINARY
# PLANNED UNIT DEVELOPMENT
# PLAN AMENDMENT
# FOR
# LOT 4 & LOT 5




## LEGEND

| EXISTING | PROPOSED | DESCRIPTION |
|---|---|---|
| W | W | WATER MAIN |
| G | G | GAS MAIN |
| > | > | STORM SEWER |
| ) | ) | SANITARY SEWER |
| | | UNDERDRAIN |
| OH | OH | OVERHEAD UTILITY |
| | | STORM CATCH BASIN |
| | | B-BOX |
| | | STORM INLET |
| | | MANHOLE - OPEN LID |
| | | MANHOLE - CLOSED LID |
| | | FIRE HYDRANT |
| | | UTILITY POLE |
| | | STREET SIGN |
| | | CURB & GUTTER |
| | | CONCRETE PAVEMENT |




## SITE DATA

| | |
|---|---|
| **375 ROOSEVELT ROAD** | |
| ZONING: | C-3 SERVICE COMMERCIAL |
| OVERALL LOT AREA: | 38,488 SF = 0.88 AC |
| OVERALL LOT COVERAGE: | |
| EX PERVIOUS: | 1,969 SF = 0.04 AC |
| EX IMPERVIOUS: | 36,519 SF = 0.84 AC |
| PR PERVIOUS: | 9,373 SF = 0.22 AC |
| PR IMPERVIOUS: | 29,115 SF = 0.67 AC |
| PARKING REQUIRED: | 20 (5X WASH CAPACITY)<br>2 (1 SPACE / 2 EMPLOYEES) |
| PARKING PROVIDED: | 10 VACUUM SPACES (INC. ADA PARKING)<br>0 EMPLOYEE SPACES |
| WASH CAPACITY: | 4 |
| STACKING REQUIRED: | 20 (5X WASH CAPACITY) |
| STACKING PROVIDED: | 27 |
| **401 TAFT AVENUE** | |
| ZONING: | C4 = OFFICE DISTRICT |
| OVERALL LOT AREA: | 36,627 SF = 0.84 AC |
| OVERALL LOT COVERAGE: | |
| EX PERVIOUS: | 7,448 SF = 0.17 AC |
| EX IMPERVIOUS: | 29,179 SF = 0.67 AC |
| PR PERVIOUS: | 12,819 SF = 0.29 AC |
| PR IMPERVIOUS: | 23,819 SF =0.55 AC |
| PARKING REQUIRED: | ACCESSORY LOT - NO PARKING REQ. |
| PARKING PROVIDED: | 39 VACUUM SPACES (INC. ADA PARKING)<br>3 EMPLOYEE SPACES |


VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034


PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

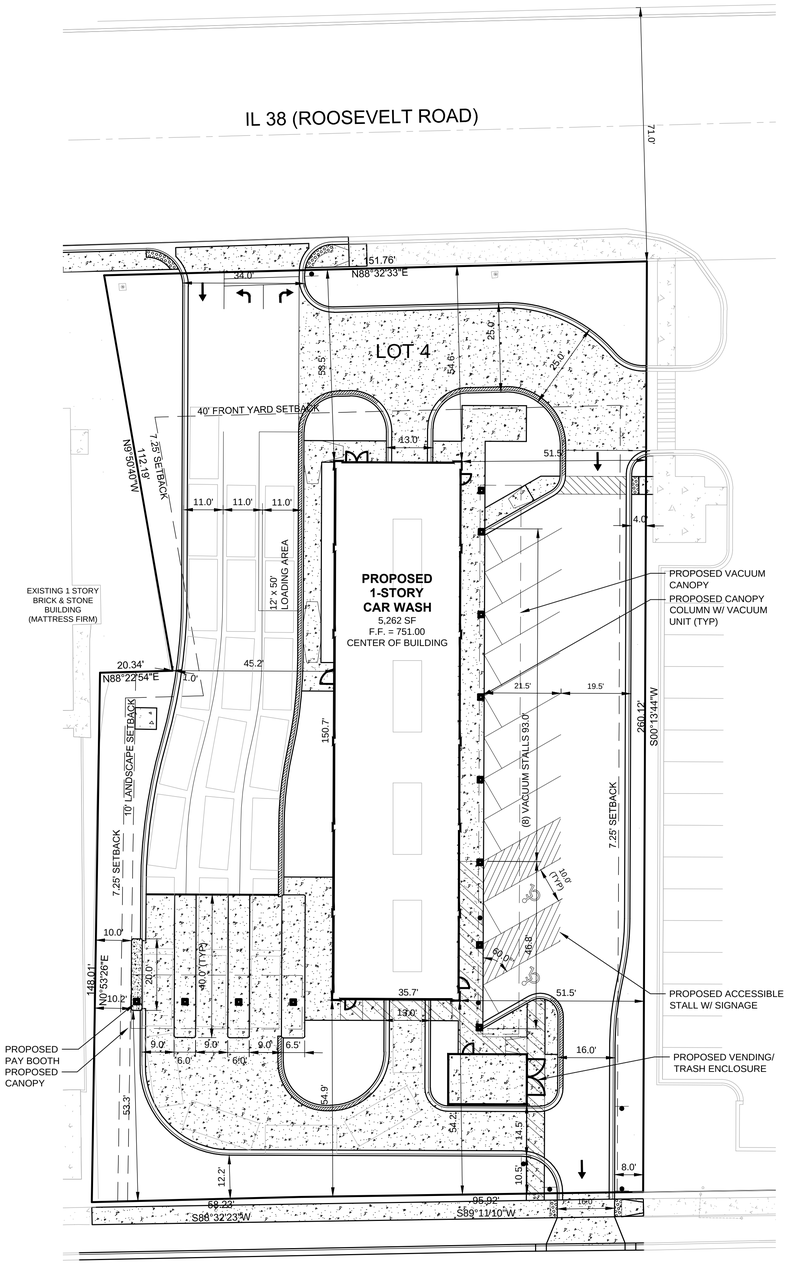
PRELIMINARY PUD AMENDMENT LOT 4 & LOT 5

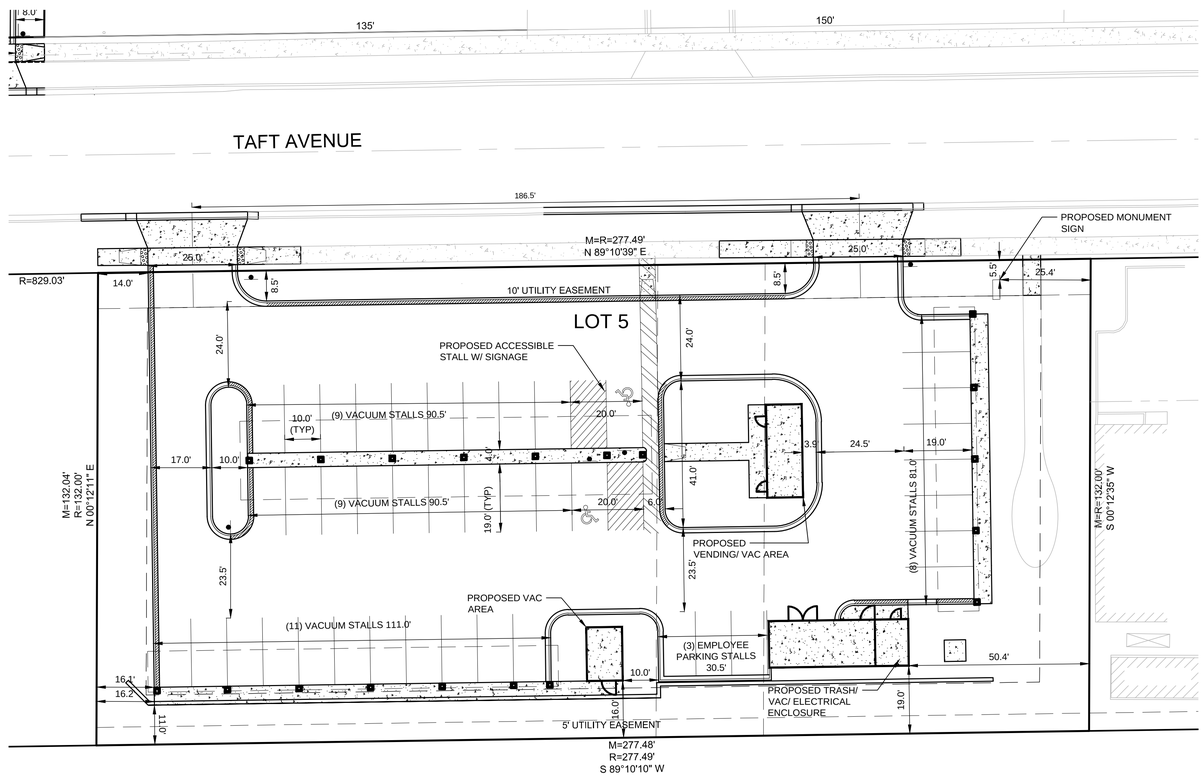
| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

1 OF 1


B:\2600\669 Jet Brite Services, Inc\669A Jet Brite, Glen Ellyn Car Wash\CADD\CAD-dd Files Previous Design\Sheets\Civil\FinalEngineering\7579_EXHIBITS.dwg 1-14-22

# FINAL PUD SITE PLAN
# FOR
# LOT 4 & LOT 5




SCALE: 1" = 20'


VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034


PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

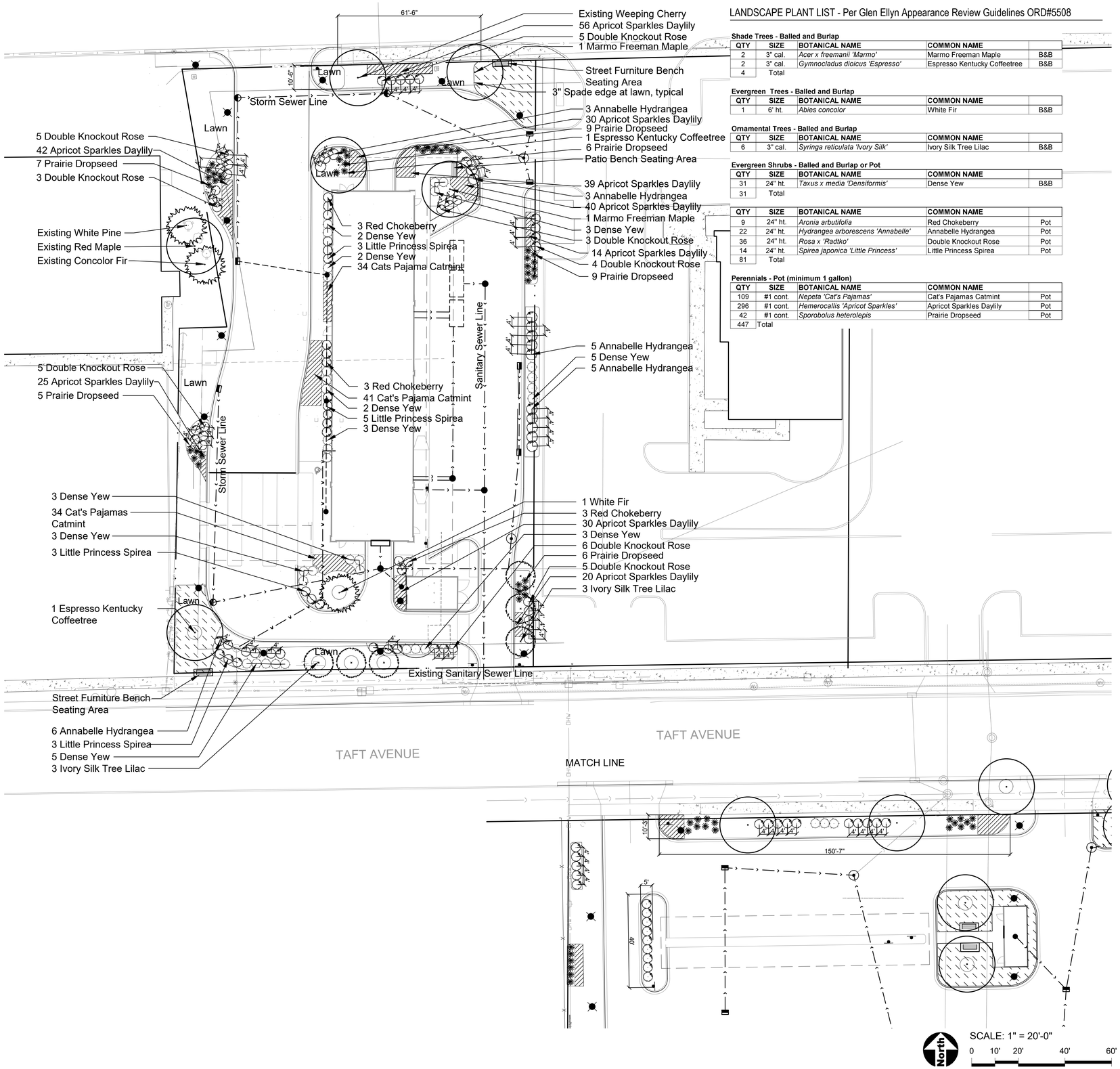
| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

FINAL PUD SITE PLAN LOT 4 & LOT 5

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

1 OF 1

E:\2020\469 Jet Brite Services, Inc\4694 Jet Brite, Glen Ellyn Car Wash\2020_CAD--dt Files Previous Dwgs\1Sheets\Dwfx\FinalEngineering\7579_ID0BITS.dwg 1-14-22




## LANDSCAPE PLANT LIST - Per Glen Ellyn Appearance Review Guidelines ORD#5508

**Shade Trees - Balled and Burlap**

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 2 | 3" cal. | *Acer x freemanii 'Marmo'* | Marmo Freeman Maple | B&B |
| 2 | 3" cal. | *Gymnocladus dioicus 'Espresso'* | Espresso Kentucky Coffeetree | B&B |
| 4 | Total | | | |

**Evergreen Trees - Balled and Burlap**

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 1 | 6' ht. | *Abies concolor* | White Fir | B&B |

**Ornamental Trees - Balled and Burlap**

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 6 | 3" cal. | *Syringa reticulata 'Ivory Silk'* | Ivory Silk Tree Lilac | B&B |

**Evergreen Shrubs - Balled and Burlap or Pot**

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 31 | 24" ht. | *Taxus x media 'Densiformis'* | Dense Yew | B&B |
| 31 | Total | | | |

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 9 | 24" ht. | *Aronia arbutifolia* | Red Chokeberry | Pot |
| 22 | 24" ht. | *Hydrangea arborescens 'Annabelle'* | Annabelle Hydrangea | Pot |
| 36 | 24" ht. | *Rosa x 'Radtko'* | Double Knockout Rose | Pot |
| 14 | 24" ht. | *Spirea japonica 'Little Princess'* | Little Princess Spirea | Pot |
| 81 | Total | | | |

**Perennials - Pot (minimum 1 gallon)**

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 109 | #1 cont. | *Nepeta 'Cat's Pajamas'* | Cat's Pajamas Catmint | Pot |
| 296 | #1 cont. | *Hemerocallis 'Apricot Sparkles'* | Apricot Sparkles Daylily | Pot |
| 42 | #1 cont. | *Sporobolus heterolepis* | Prairie Dropseed | Pot |
| 447 | Total | | | |

## GENERAL NOTES: LANDSCAPE

1. Notes indicated on grading plans shall pertain to landscape plans. Final grade of planting beds shall be as per grading plan.
2. The landscape contractor shall be responsible for making themselves familiar with all underground utilities and structures.
3. All existing plant material and trees shall be saved and protected unless otherwise noted. Contractor to protect new and existing trees and landscaping from damage and shall restore all areas disturbed as a result of construction.
4. Plant material shall be supplied from Northern Illinois nursery stock, shall be dug the planting season it is installed, and shall conform to the American Association of Nurseryman's standards.
5. Plant material shall be size and type specified. Substitution of plant material shall be on a case by case basis and approved in writing by the Owner's Representative. In no case shall plant material be smaller than indicated in the plans.
6. Do not willfully proceed with plantings as designed when it is obvious that obstructions and/or grade differences exist that may not have been known during the design process. Such conditions shall be immediately brought to the attention of the Owner's Representative.
7. All plant material shall be inspected and approved by the Owner's Representative prior to the installation of any and all plant material.
8. Plant locations shall be flagged in field with Owner's Rep. Final location of all plant material shall be subject to approval of the Owner's Representative prior to digging any holes. The landscape contractor is responsible for providing Owner's Representative with 48 hour minimum advance notice prior to planting.
9. Plants shall be watered on the day they are planted and maintained with watering until final acceptance of the project.
10. Apply a pre-emergent as per manufacturer's specification prior to installing mulch.
11. Beds and tree rings (6' diameter) shall have 3" of hardwood shredded mulch applied and a 4" deep spade edge at lawn. Trees that are not located in beds, shall have a tree ring.
12. Landscape plant material shall be guaranteed for 12 months from final acceptance. Any plant 1/3 dead or more shall be replaced under the guarantee.
13. Contractor to prepare landscape beds by roto-tilling 2" of Mushroom Compost into new beds. Do not add compost nor roto-till within drip line of existing trees.
14. Lawn Seeding shall be under favorable weather conditions, and shall follow dates in specification.
15. Turf mixes shall be installed and lawn established at all disturbed areas.
16. Do not overseed into mulch beds, and paving.
17. Contractor shall restore all areas disturbed as a result of construction.

## LEGEND

- Shade Tree
- Evergreen Tree
- Ornamental Tree
- Shrub
- Perennial and Groundcover (hatch symbol varies)
- Quasi-open Space

## REQUIREMENT CHART: Per Glen Ellyn Zoning Code and Appearance Review Guidelines

The following landscape meets the landscape ordinance Section 10-5-13(L)

**Glen Ellyn, IL**
**C3- Service Commercial**

**Sec. 10-5-13 (L)1.(a) Trees**

Minimum of 24 trees per acre of green space
Distribution: Deciduous shade, ornamental, and evergreen trees

| Location | Site | Ordinance Requirement | Proposed Trees |
|---|---|---|---|
| Entire Site | 0.12 Acres | 0.12*24=2.88 Trees | 3 Existing Trees<br>2 Deciduous<br>2 Ornamental<br>1 Evergreen |

**Appearance Review Guidelines 1.1.1**

| Location | Site | Ordinance Requirement | Proposed Plants |
|---|---|---|---|
| Parking Lot | | Perimeter landscaping used to screen views of parking lots | 106 Shrubs |

**Appearance Review Guidelines 2.1.2: Parking Lots**

| Location | Site | Ordinance Requirement | Proposed Plants |
|---|---|---|---|
| Parking Lot | | Perimeter landscaping used to screen views of parking lots | 106 Shrubs |

**Appearance Review Guidelines 2.3.1**

| Location | Site | Ordinance Requirement | Proposed Plants |
|---|---|---|---|
| Trash Enclosure | | All trash enclosures should be surrounded by landscaping | 7 Shrubs |

**Appearance Review Guidelines 2.4.4**

| Location | Site | Ordinance Requirement | Proposed Plants |
|---|---|---|---|
| Advertising Sign | | Landscape the base of free standing signs...avoid plant materials which might obscure the sign message | 16 Daylily<br>28 Perwinkle (groundcover) |

| | | |
|---|---|---|
| **Proposed Totals** | **3** | **Deciduous Shade Trees** |
| | **1** | **Evergreen Trees** |
| | **113** | **Shrubs** |
| | **23** | **Groundcover** |


Jet Brite
590 Kildeer Dr.
Bolingbrook, IL


PROJECT

# Jet Brite

**375 Roosevelt Road**
**Glen Ellyn, Illinois 60137**


uplandDesign ltd
Park Planning and Landscape Architecture
24042 Lockport St, Plainfield, Illinois 60544
815-254-0091 www.uplanddesign.com


SHEET TITLE

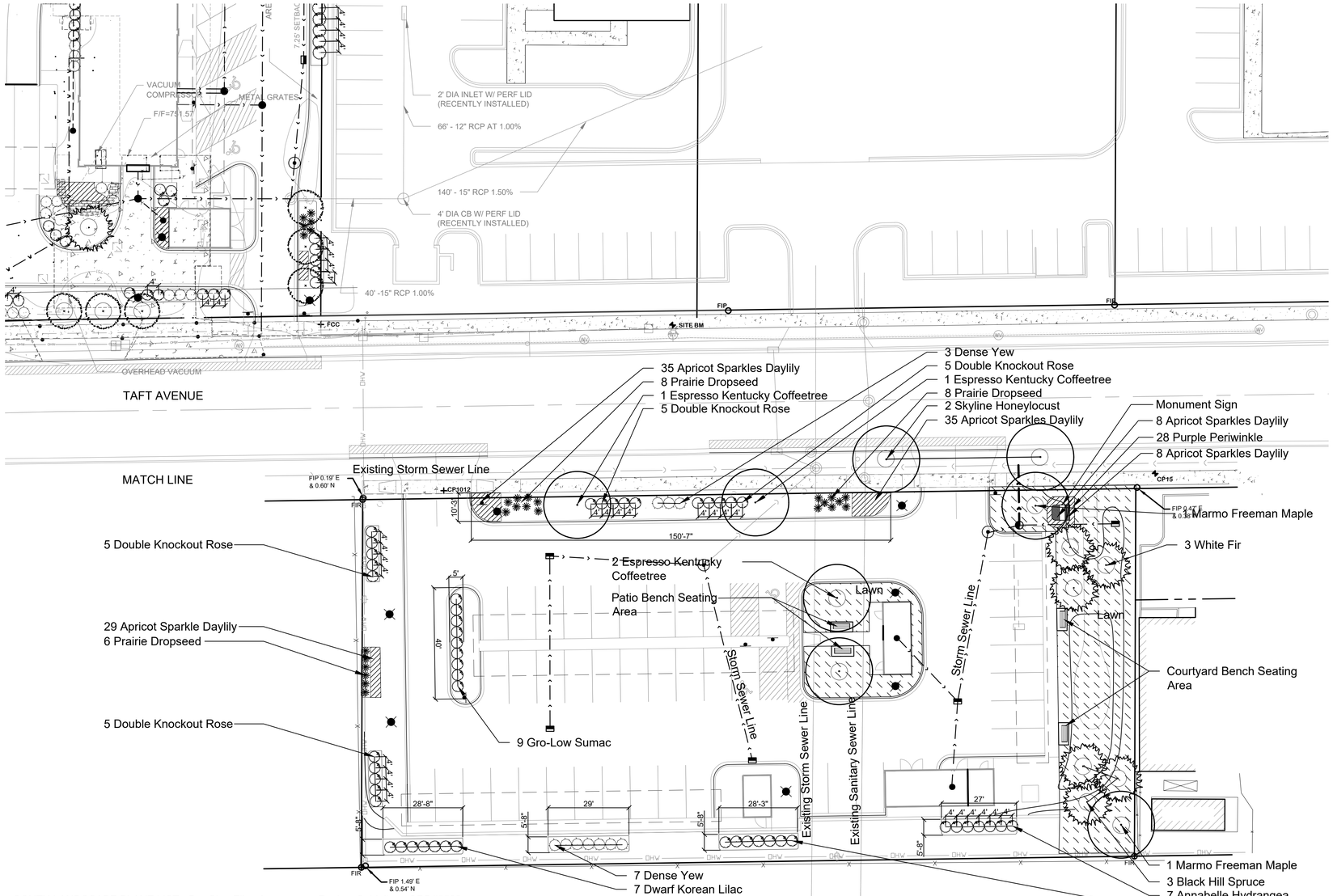
# Landscape Plan North

**SHEET NUMBER** **L1.0**

**DRAW / REVISION**

| | | |
|---|---|---|
| LD/TD | Permit Submittal | 14MAR2019 |
| LD/TD | Permit Resubmittal | 22AUG2019 |
| LD/TD/BL | Permit Resubmittal | 13JAN2022 |
| LD/TD/BL | Permit Resubmittal | 27JAN2022 |
| LD/DW | Permit Resubmittal | 09AUG2022 |
| LD/DW | Permit Resubmittal | 29SEPT2022 |
| LD/DW | Permit Resubmittal | 25OCT2022 |

Project Number 713
Copyright 2022 Upland Design Ltd.




## SOUTH LANDSCAPE PLANT LIST - Per Glen Ellyn Appearance Review Guidelines ORD#5508

**Shade Trees - Balled and Burlap**

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 2 | 3" cal. | *Acer x freemanii 'Marmo'* | Marmo Freeman Maple | B&B |
| 2 | 3" cal. | *Gleditsiac triacanthos inermis 'Skyline'* | Skyline Honeylocust | B&B |
| 4 | 3" cal. | *Gymnocladus dioicus 'Epsresso'* | Espresso Kentucky Coffeetree | B&B |
| 8 | Total | | | |

**Evergreen Trees - Balled and Burlap**

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 3 | 6' ht. | *Abies concolor* | White Fir | B&B |
| 3 | 6' ht. | *Picea glauca var. densata* | Black Hills Spruce | B&B |
| 6 | Total | | | |

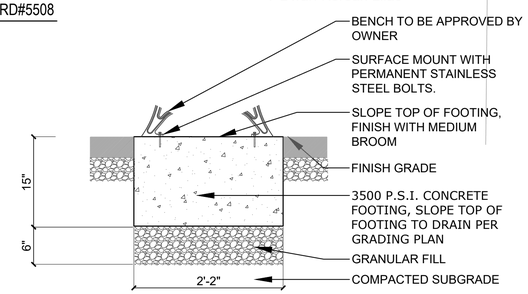
**Evergreen Shrubs - Balled and Burlap or Pot**

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 10 | 24" ht. | *Taxus x media 'Densiformis'* | Dense Yew | B&B |
| 10 | Total | | | |

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 7 | 24" ht. | *Hydrangea arborescens 'Annabelle'* | Annabelle Hydrangea | Pot |
| 9 | 24" ht. | *Rhus aromatica 'Gro-Low'* | Gro-Low Sumac | Pot |
| 20 | 24" ht. | *Rosa x 'Radtko'* | Double Knockout Rose | Pot |
| 14 | 24" ht. | *Syringa meyeri 'Palibin'* | Dwarf Korean Lilac | Pot |
| 50 | Total | | | |

**Perennials - Pot (minimum 1 gallon)**

| QTY | SIZE | BOTANICAL NAME | COMMON NAME | |
|---|---|---|---|---|
| 28 | #1 cont. | *Vinca minor ' Atropurpurea'* | Purple Periwinkle | Pot |
| 115 | #1 cont. | *Hemerocallis 'Apricot Sparkles'* | Apricot Sparkles Daylily | Pot |
| 22 | #1 cont. | *Sporobolus heterolepis* | Prairie Dropseed | Pot |
| 165 | Total | | | |




NOTES:
1. LENGTH OF FOOTING TO BE 73".
2. CENTER BENCH ON CONCRETE FOOTING.

## Bench Footing

SCALE: 1"=1'-0" x-landscapeplan-713.dwg

SCALE: 1" = 20'-0"

0 10' 20' 40' 60'

## GENERAL NOTES: LANDSCAPE

1. Notes indicated on grading plans shall pertain to landscape plans. Final grade of planting beds shall be as per grading plan.
2. The landscape contractor shall be responsible for making themselves familiar with all underground utilities and structures.
3. All existing plant material and trees shall be saved and protected unless otherwise noted. Contractor to protect new and existing trees and landscaping from damage and shall restore all areas disturbed as a result of construction.
4. Plant material shall be supplied from Northern Illinois nursery stock, shall be dug the planting season it is installed, and shall conform to the American Association of Nurseryman's standards.
5. Plant material shall be size and type specified. Substitution of plant material shall be on a case by case basis and approved in writing by the Owner's Representative. In no case shall plant material be smaller than indicated in the plans.
6. Do not willfully proceed with plantings as designed when it is obvious that obstructions and/or grade differences exist that may not have been known during the design process. Such conditions shall be immediately brought to the attention of the Owner's Representative.
7. All plant material shall be inspected and approved by the Owner's Representative prior to the installation of any and all plant material.
8. Plant locations shall be flagged in field with Owner's Rep. Final location of all plant material shall be subject to approval of the Owner's Representative prior to digging any holes. The landscape contractor is responsible for providing Owner's Representative with 48 hour minimum advance notice prior to planting.
9. Plants shall be watered on the day they are planted and maintained with watering until final acceptance of the project.
10. Apply a pre-emergent as per manufacturer's specification prior to installing mulch.
11. Beds and tree rings (6' diameter) shall have 3" of hardwood shredded mulch applied and a 4" deep spade edge at lawn. Trees that are not located in beds, shall have a tree ring.
12. Landscape plant material shall be guaranteed for 12 months from final acceptance. Any plant 1/3 dead or more shall be replaced under the guarantee.
13. Contractor to prepare landscape beds by roto-tilling 2" of Mushroom Compost into new beds. Do not add compost nor roto-till within drip line of existing trees.
14. Lawn Seeding shall be under favorable weather conditions, and shall follow dates in specification.
15. Turf mixes shall be installed and lawn established at all disturbed areas.
16. Do not overseed into mulch beds, and paving.
17. Contractor shall restore all areas disturbed as a result of construction.

## LEGEND

Shade Tree

Evergreen Tree

Ornamental Tree

Shrub

Perennial and Groundcover (hatch symbol varies)

Quasi-open Space

## REQUIREMENT CHART: Per Glen Ellyn Zoning Code and Appearance Review Guidelines

The following landscape meets the landscape ordinance Section 10-5-13(L)

**Glen Ellyn, IL**
**C3- Service Commercial**

| **Sec. 10-5-13 (L)1.(a) Trees** | | | |
|---|---|---|---|
| Minimum of 24 trees per acre of green space | | | |
| Location | Site | Ordinance Requirement | Proposed Trees |
| Entire Site | 0.09 Acres | 0.09*24=2.16 Trees | 4 Deciduous 3 Evergreen |
| **Appearance Review Guidelines 2.1.2: Parking Lots** | | | |
| Location | Site | Ordinance Requirement | Proposed Plants |
| Parking Lot | | Perimeter landscaping used to screen views of parking lots | 48 Shrubs |
| **Appearance Review Guidelines 2.3.1** | | | |
| Location | Site | Ordinance Requirement | Proposed Plants |
| Trash Enclosure | | All trash enclosures should be surrounded by landscaping | 3 Evergreen Trees |
| | | **Proposed Totals** | **4 Deciduous Shade Trees** |
| | | | **3 Evergreen Trees** |
| | | | **48 Shrubs** |


Jet Brite
590 Kildeer Dr.
Bolingbrook, IL


PROJECT

# Jet Brite

**375 Roosevelt Road**
**Glen Ellyn, Illinois 60137**


uplandDesign ltd
Park Planning and Landscape Architecture
24042 Lockport St, Plainfield, Illinois 60544
815-254-0091 www.uplanddesign.com


SHEET TITLE

# Landscape Plan South

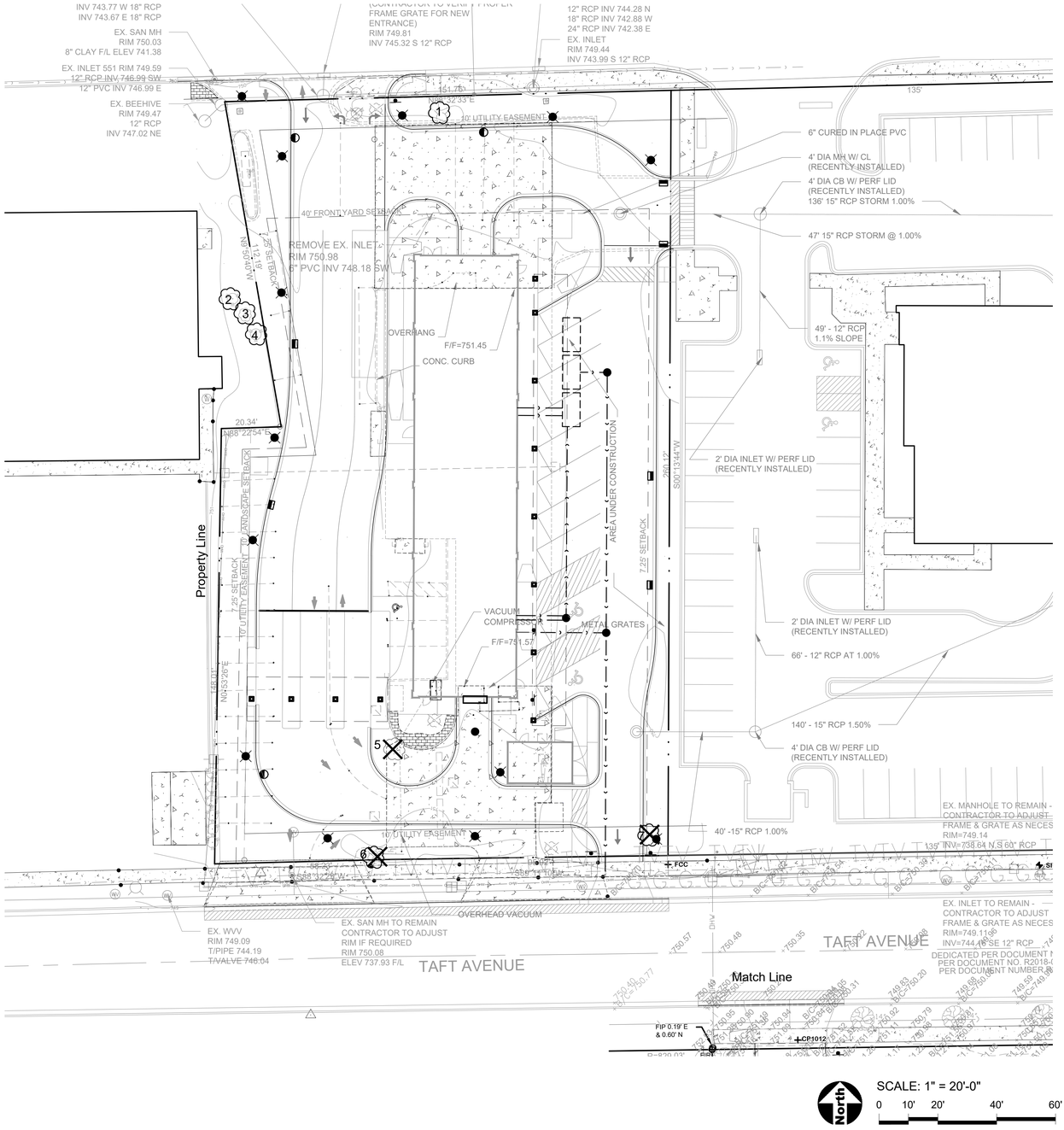
SHEET NUMBER **L1.1**

**DRAW / REVISION**

| | | |
|---|---|---|
| LD/TD | Permit Submittal | 14MAR2019 |
| LD/TD | Permit Resubmittal | 22AUG2019 |
| LD/TD/BL | Permit Resubmittal | 13JAN2022 |
| LD/TD/BL | Permit Resubmittal | 27JAN2022 |
| LD/DW | Permit Resubmittal | 09AUG2022 |
| LD/DW | Permit Resubmittal | 29SEPT2022 |
| LD/DW | Permit Resubmittal | 25OCT2022 |

Project Number 713


Copyright 2022 Upland Design Ltd.




Remove and properly dispose of trees, stump, and grind root mass to a depth of 18" below existing grade or proposed grade which ever is lowest unless otherwise noted on plan.

| Number | Common Name | Scientific Name | Rating | Size | Removals |
|---|---|---|---|---|---|
| 1 | Grafted Weeping Cherry | *Prunus subhirtella pendula* | Good | 6" | |
| 2 | White Pine | *Pinus strobus* | Good | 14' | |
| 3 | Red Maple | *Acer rubrum* | Good | 5" | |
| 4 | Concolor Fir | *Abies concolor* | Good | 9' | |
| 5 | River Birch | *Betula nigra* | Good | Clump 8", 10", 3" | x |
| 6 | Thornless Honeylocust | *Gleditsia triacanthos* | Good | 10" | x |
| 7 | Red Maple | *Acer rubrum* | Good | 10" | x |
| 8 | Buckthorn | *Rhamnus frangula* | Good | Clump 4", 2" | x |
| 9 | Buckthorn | *Rhamnus frangula* | Good | Clump 5", 3" | x |
| 10 | Silver Maple | *Acer saccharinum* | Poor | 12" | |
| 11 | Box Elder | *Acer negundo* | Fair | 16" | x |
| 12 | Dead | | Dead | | x |
| 13 | Buckthorn | *Rhamnus frangula* | Good | 5" | x |
| 14 | Black Walnut | *Juglans nigra* | Good | 3" | x |
| 15 | Buckthorn | *Rhamnus frangula* | Good | Clump 4", 7", 3" | x |
| 16 | Black Walnut | *Juglans nigra* | Good | 8" | x |
| 17 | Buckthorn | *Rhamnus frangula* | Good | 6" | x |
| 18 | Dead | | Dead | | x |
| 19 | Dead | | Dead | | x |
| 20 | Mulberry | *Morus alba* | Good | Clump 6", 8" | x |
| 21 | Dead | | Dead | | x |
| 22 | Mulberry | *Morus alba* | Good | 8" | x |
| 23 | Box Elder | *Acer negundo* | Good | 12" | x |
| 24 | Buckthorn | *Rhamnus frangula* | Good | 6" | x |
| 25 | Siberian Elm | *Ulmus pumila* | Fair | 14" | x |
| 26 | Mulberry | *Morus alba* | Good | 9" | x |
| 27 | Siberian Elm | *Ulmus pumila* | Good | Clump 16", 14", 8" | x |
| 28 | Mulberry | *Morus alba* | Good | 6" | x |
| 29 | Black Locust | *Robinia pseudoacacia* | Good | 14" | x |
| 30 | Black Locust | *Robinia pseudoacacia* | Good | 8" | x |
| 31 | Black Locust | *Robinia pseudoacacia* | Good | 7" | x |
| 32 | Hackberry | *Celtis occidentalis* | Good | 14" | x |
| 33 | Dead | | Dead | | x |
| 34 | Black Locust | *Robinia pseudoacacia* | Fair | Multi 12", 12", 8" | x |
| 35 | Buckthorn | *Rhamnus frangula* | Fair | 6" | x |
| 36 | Buckthorn | *Rhamnus frangula* | Good | 6" | x |
| 37 | Box Elder | *Acer negundo* | Fair | 3", 4", 2" | x |
| 38 | Ash | *Fraxinus americana* | Good | 18" | x |
| 39 | Ash | *Fraxinus americana* | Good | 22" | x |
| 40 | Thornless Honeylocust | *Gleditsia triacanthos* | Good | 24" | |
| 41 | Thornless Honeylocust | *Gleditsia triacanthos* | Good | 15" | |
| 42 | Thornless Honeylocust | *Gleditsia triacanthos* | Good | 14" | |

Total Number of Trees: 42

Tree Preservation Plan Notes:

1. Trees that are in excellent, good or fair condition are to be saved and protected during construction unless it is an undesirable species.

Tree Survey and Rating Assignment Limitations/Definitions:

1. Unless otherwise stated all trees are surveyed from ground level using non-invasive visual observation. The disclosure of hidden crown and stem defects, in particular where they may be above a reachable height or covered in ivy or in areas of ground vegetation, or deep snow cannot therefore be expected. The absence of foliage due to fall/winter weather or storm damage may limit the available information.
2. Where trees are located wholly or partially on neighboring private land then said land is not accessed and our inspection is therefore restricted to what can reasonably be seen from within the site. Stem diameters of trees located on such land are estimated.
3. Where poison ivy is attached to the tree trunk, stem diameters will be estimated.
4. Diameter measurements are made at 4.5 feet above the ground (DBH) unless local ordinance requirements dictate different procedures.

Explanation of tree ratings

Good (G)The tree is typical of the species and may have 1 or 2 minor problems that are not imminently lethal to the tree, and no significant decay or structural problems. The tree may need care in order to minimize the impact of future stress and to ensure continued health. Invasive species will not be graded Good, regardless of their current health or structureFair (F)The tree is not typical of the species and/or is an invasive species and/or has significant problems such as ≥ 20 percent deadwood in the crown, serious decay or structural defect, insects, disease or other problems that can be imminently lethal to the tree or create a hazardous tree if not corrected in a short period of time or if the tree is subjected to additional stress.Poor (P)The tree is not typical of the species and/or has over 50 percent deadwood in the crown, major decay or structural problems, is hazardous or is severely involved with insects, disease, or other problems that even if aggressively corrected would not result in the long term survival.Dead (D)The tree is 90 percent or more dead. A scratch test of under bark areas might be performed where branches can be reached. Stumps with live sprouts up to 3" diameter are graded Dead or not included on the mapping.

Jet Brite
590 Kildeer Dr.
Bolingbrook, IL

PROJECT

# Jet Brite

**375 Roosevelt Road**
**Glen Ellyn, Illinois 60137**

uplandDesign ltd
Park Planning and Landscape Architecture
24042 Lockport St, Plainfield, Illinois 60544
815-254-0091 www.uplanddesign.com

SHEET TITLE

# Tree Survey - North Plan

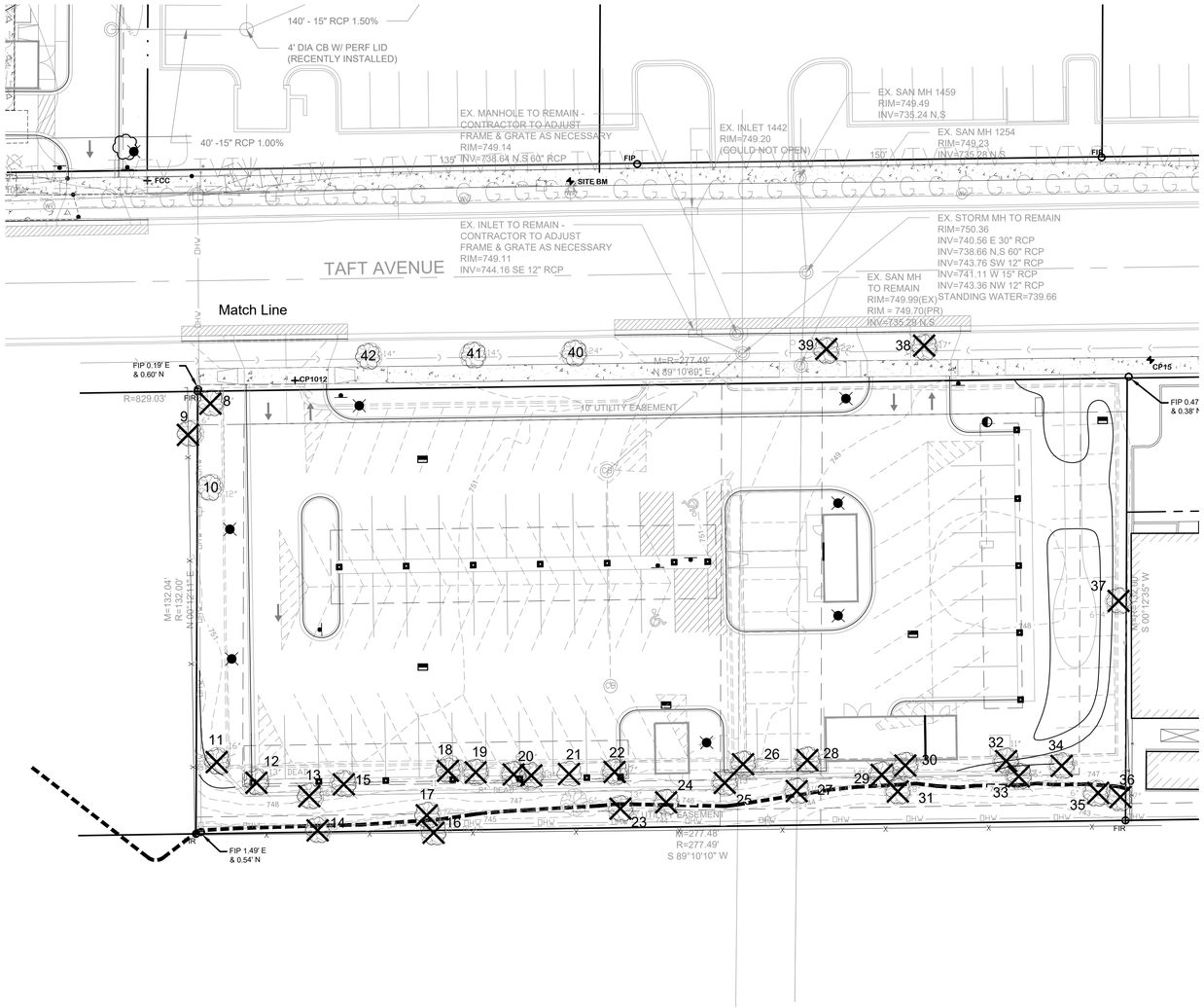
SHEET NUMBER **L0.1**

**DRAW / REVISION**

| | | |
|---|---|---|
| LD/TD | Permit Submittal | 14MAR2019 |
| LD/TD | Permit Resubmittal | 22AUG2019 |
| LD/TD/BL | Permit Resubmittal | 13JAN2022 |
| LD/TD/BL | Permit Resubmittal | 27JAN2022 |
| LD/DW | Permit Resubmittal | 09AUG2022 |
| LD/DW | Permit Resubmittal | 29SEPT2022 |
| LD/DW | Permit Resubmittal | 25OCT2022 |

Project Number 713
Copyright 2022 Upland Design Ltd.

Remove and properly dispose of trees, stump, and grind root mass to a depth of 18" below existing grade or proposed grade which ever is lowest unless otherwise noted on plan.




SCALE: 1" = 20'-0"
0 10' 20' 40' 60'


Jet Brite
590 Kildeer Dr.
Bolingbrook, IL


PROJECT

# Jet Brite

**375 Roosevelt Road**
**Glen Ellyn, Illinois 60137**


uplandDesign ltd
Park Planning and Landscape Architecture
24042 Lockport St, Plainfield, Illinois 60544
815-254-0091 www.uplanddesign.com


SHEET TITLE

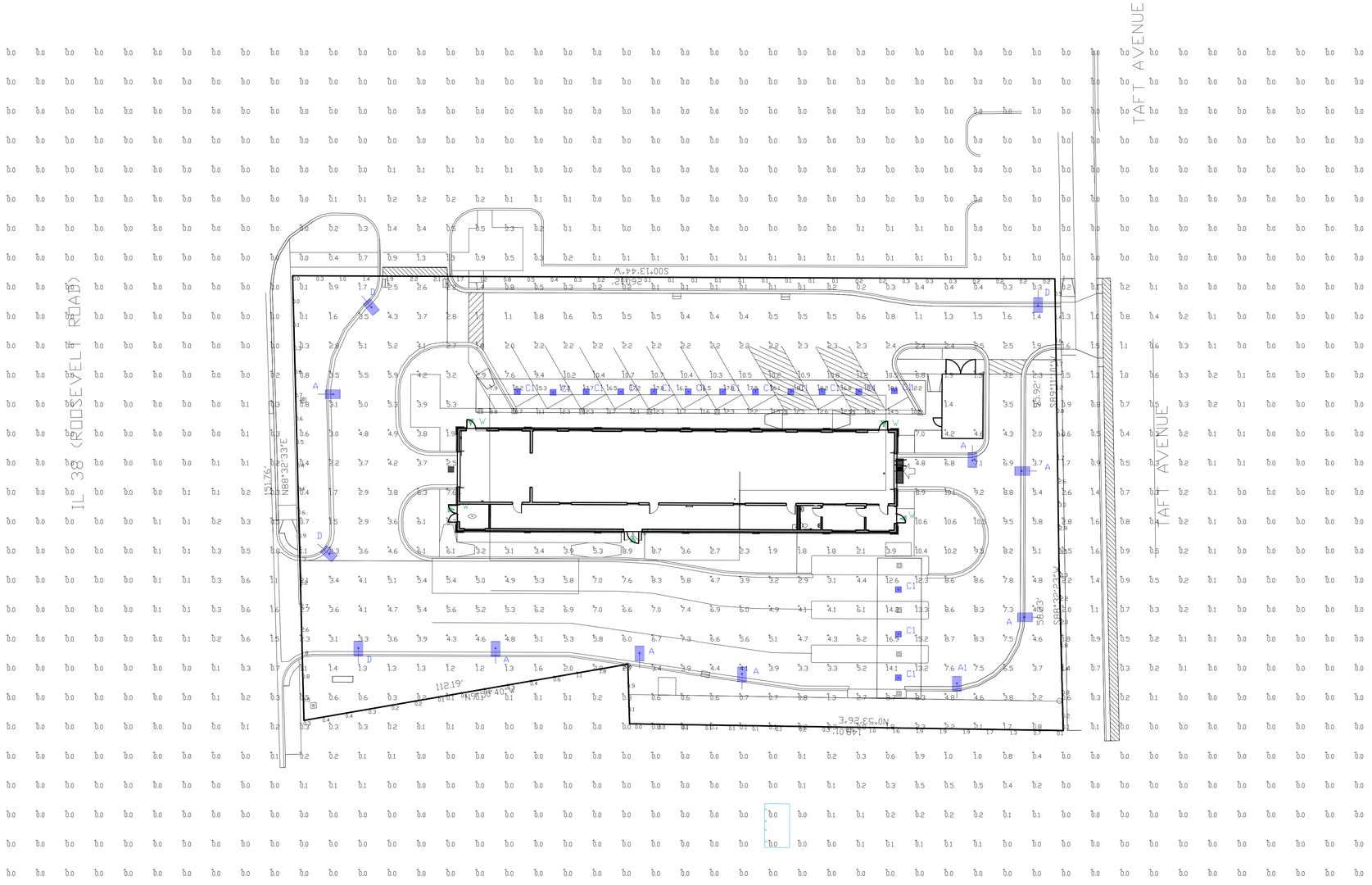
# Tree Survey - South Plan

**SHEET NUMBER L0.2**

**DRAW / REVISION**

| | | |
|---|---|---|
| LD/TD | Permit Submittal | 14MAR2019 |
| LD/TD | Permit Resubmittal | 22AUG2019 |
| LD/TD/BL | Permit Resubmittal | 13JAN2022 |
| LD/TD/BL | Permit Resubmittal | 27JAN2022 |
| LD/DW | Permit Resubmittal | 09AUG2022 |
| LD/DW | Permit Resubmittal | 29SEPT2022 |
| LD/DW | Permit Resubmittal | 25OCT2022 |

Project Number 713
Copyright 2022 Upland Design Ltd.













| Luminaire Schedule | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Arrangement | Description | LLF | Lumens/Lamp | Arr. Lum. Lumens | Arr. Watts |
| | 7 | A | SINGLE | SLM-LED-36L-SIL-FT-40-70CRI-IL-SINGLE-22'POLE+2'BASE DIMMED 50% | 0.500 | N.A. | 23720 | 286 |
| | 1 | A1 | SINGLE | SLM-LED-36L-SIL-FT-40-70CRI-IL-SINGLE-22'POLE+2'BASE DIMMED 60% | 0.400 | N.A. | 23720 | 286 |
| | 15 | C1 | SINGLE | SCV-LED-10L-SC-40 MTD @ 10' PAY & VACUUM DIMMED 60% | 0.400 | N.A. | 9928 | 67 |
| | 4 | D | SINGLE | SLM-LED-36L-SIL-FT-40-70CRI-IL-SINGLE-22'POLE+2'BASE DIMMED 80% | 0.200 | N.A. | 23720 | 286 |
| | 5 | W | SINGLE | XPWS3-FT-LED-28-350-NW-UE-8' MH | 1.000 | N.A. | 2919 | 34 |

| Calculation Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| Label | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
| ALL CALC POINTS | Illuminance | Fc | 1.10 | 16.9 | 0.0 | N.A. | N.A. |
| PROPERTY LINE | Illuminance | Fc | 0.84 | 3.0 | 0.0 | N.A. | N.A. |
| VACUUM CANOPY | Illuminance | Fc | 14.27 | 19.6 | 7.9 | 1.81 | 2.48 |
| INSIDE CURB | Illuminance | Fc | 4.76 | 11.2 | 0.4 | 11.90 | 28.00 |
| PAY CANOPY | Illuminance | Fc | 12.88 | 16.9 | 8.3 | 1.55 | 2.04 |

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Total Project Watts
Total Watts = 4607

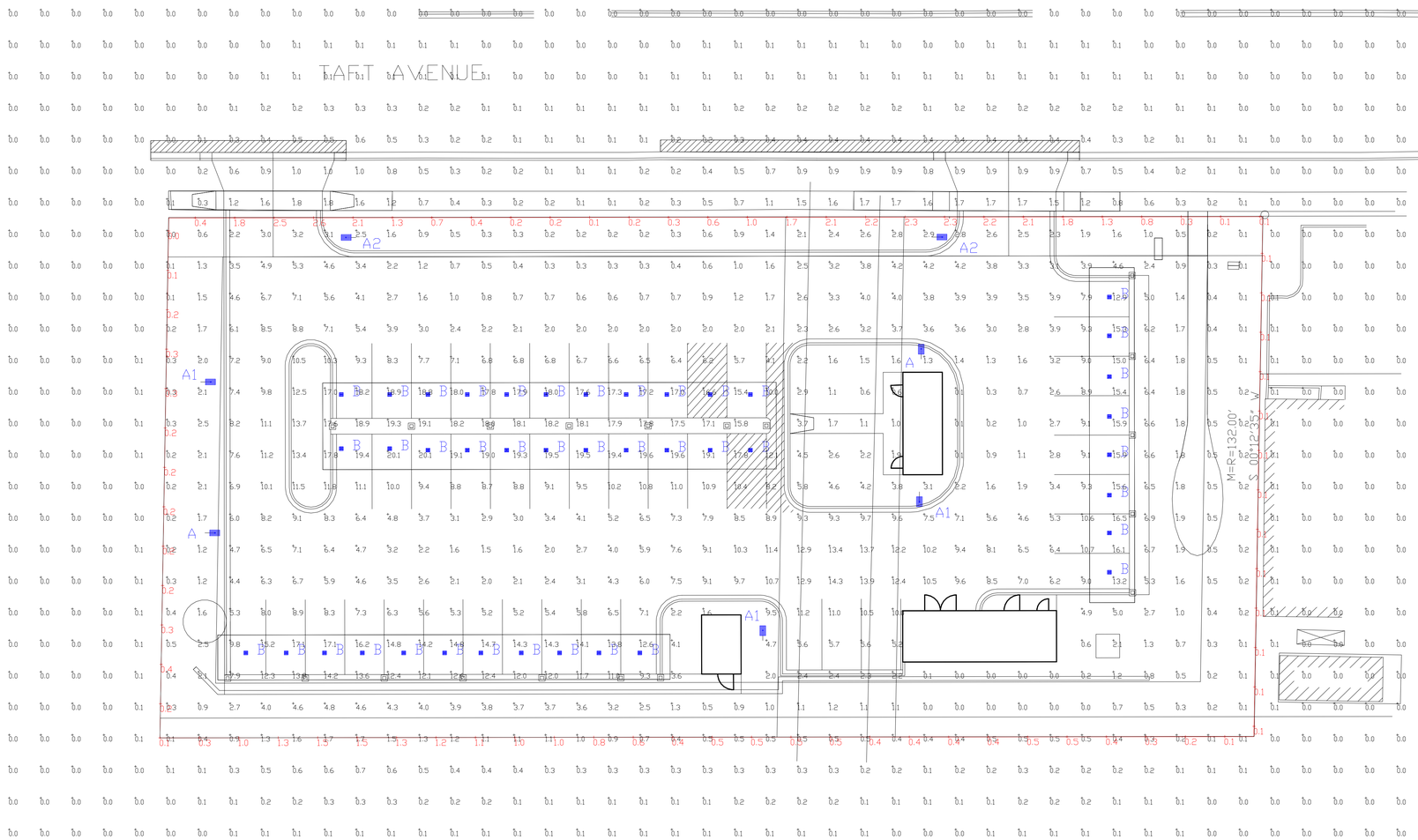
1000 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3200 • FAX (513) 793-4003

LIGHTING PROPOSAL LD-148678-10

JET BRITE
375 ROOSEVELT RD
GLEN ELLYN, IL

| BY:MWE | DATE:8/12/19 | REV:11-09-22 | SHEET 1 OF 1 |
|---|---|---|---|

SCALE: 1"=20' 0 20










Luminaire Schedule

| Symbol | Qty | Label | Arrangement | Description | LLD | LDD | LLF | Arr. Lum. Lumens | Arr. Watts |
|---|---|---|---|---|---|---|---|---|---|
| | 2 | A | SINGLE | SLM-LED-36L-SIL-FT-40-70CRI-IL-SINGLE-22'POLE+2'BASE DIMMED 50% | 0.500 | 1.000 | 0.500 | 23720 | 286 |
| | 3 | A1 | SINGLE | SLM-LED-36L-SIL-FT-40-70CRI-IL-SINGLE-22'POLE+2'BASE ON FULL | 1.000 | 1.000 | 1.000 | 23720 | 286 |
| | 2 | A2 | SINGLE | SLM-LED-36L-SIL-FT-40-70CRI-IL-SINGLE-22'POLE+2'BASE TURNED OFF | 1.000 | 1.000 | 1.000 | 23720 | 286 |
| + | 41 | B | SINGLE | SCV-LED-10L-SC-40 MTD @ 10' DIMMED 70% | 1.000 | 1.000 | 0.300 | 9928 | 67 |

Calculation Summary

| Label | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
|---|---|---|---|---|---|---|---|
| ALL CALC POINTS | Illuminance | Fc | 2.72 | 20.1 | 0.0 | N.A. | N.A. |
| PROPERTY LINE | Illuminance | Fc | 0.69 | 2.6 | 0.0 | N.A. | N.A. |
| BOTTOM VACUUM STALLS | Illuminance | Fc | 13.23 | 17.1 | 7.9 | 1.67 | 2.16 |
| CENTER VACUUM STALLS | Illuminance | Fc | 17.93 | 20.1 | 10.0 | 1.79 | 2.01 |
| INSIDE CURB | Illuminance | Fc | 5.43 | 14.3 | 0.2 | 27.15 | 71.50 |
| RIGHT VACUUM STALLS | Illuminance | Fc | 15.18 | 16.5 | 12.9 | 1.18 | 1.28 |

# PHOTOMETRIC EVALUATION
# NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Total Project Watts
Total Watts = 4177


10000 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3200 • FAX (513) 793-4600


LIGHTING PROPOSAL LO-155083-5

JET BRITE CAR WASH
401 TAFT AVENUE
GLEN ELLYN,IL

| BY:MWE | DATE:01-10-22 | REV:11-09-22 | SHEET 1 OF 1 |
|---|---|---|---|

SCALE: 1"=16' 0 16

Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

# Scottsdale Vertex™ (SCV)

## Petroleum Canopy LED Luminaire



IP66

| OVERVIEW | |
|---|---|
| Lumen Package | 9,000 - 23,000 |
| Wattage Range | 67 - 188 |
| Efficacy Range (LPW) | 109 - 154 |
| Weight lbs(kg) | 18.5 (8.4) |

## QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

## FEATURES & SPECIFICATIONS

### Construction

- Rugged low-profile die-cast aluminum housing, optical unit, and driver cover.
- Below canopy access to optical chamber and driver housing for serviceability.
- IP66 rated luminaire protects integral components from dust and water.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.
- Four fasteners secure the door frame to housing. Door frame also provides quick and easy access to the electrical compartment for servicing.
- Shipping weight: 18.5 lbs in carton.

### Optical System

- Symmetrical distribution utilizes a clear tempered flat glass lens to uniformly illuminate the area under the gas canopy.
- Combination Forward Throw distribution uses clear tempered flat glass and optical grade PMMA acrylic lens to create an industry leading unique distribution pattern to illuminate the area under the gas canopy and the area between the gas canopy and convenience store eliminating the need for extra floodlights.
- Available in 5000K, 4000K and 3000K color temperatures.
- Minimum CRI of 80.

### Electrical

- High-performance programmable driver features over-voltage, under-voltage, short-circuit and over temperature protection. Custom lumen and wattage packages available.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 2)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F) when mounted to Steel/ Aluminum surfaces for 10L, 13L, & 15L Lumen Packages, +45°C for 20L Lumen Package, and +35°C for 23L Lumen Package. If mounted to a non-metallic surface, reduce ambient by 5°C.
- Power factor: >0.90
- Field replaceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs are mounted to (4) circuit boards to maximize heat dissipation
- Driver components are fully encased in potting material for moisture resistance. Driver complies with FCC standards.

### Hazardous Location

- Designed for lighter than air fuel applications. Product is suitable for Class 1 Division 2 with all lumen packages and distributions only when properly installed per LSI installation instructions. Models with optional controls are not approved for Class 1, Division 2 applications.
  **Gas Groups A,B,C, and D** – Group A: Acetylene / Group B: Hydrogen / Group C: Propane and Ethylene / Group D: Benzene, Butane, Methane & Propane.

### Installation

- Installs in a 12" or 16" deck pan.
- Four fasteners are provided for use in single deck steel canopies. Other suitable fasteners may be required and provided by others.
- Unit is designed to quickly retrofit into existing Scottsdale (4") hole.
- Aluminum locking collar and gasket are included and required for complete seal and support of canopy deck.
- Retrofit panels are available for existing Encores, Richmond, 2x2 Universal, and more.
- Direct mount to surface or recessed J box with hardware bracket kit ordered separately as an accessory.

### Warranty

- LSI LED Fixtures carry a 5-year warranty or 10-year warranty with registration for petroleum applications only (contact your LSI representative for details).

### Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- State of California Title 24 Compliant with IMSBT or ALSC/ALSCS option.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- IDA compliant with 3000K or lower color temperature.

©2020 LSI Industries Inc. All Rights Reserved. Specifications subject to change without notice.

# Scottsdale Vertex SCV Petroleum

## ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: **SCV LED 13L SC UNV DIM 50 WHT IMSBT2**

| Family / Size | LED Gen | Lumen Package | Distribution | Voltage | Driver | Color Temperature | Finish | Options |
|---|---|---|---|---|---|---|---|---|
| **SCV** - Petroleum Canopy Luminaire | **LED** | **10L** - 10000 Lumens<br>**13L** - 13000 Lumens<br>**15L** - 15000 Lumens<br>**20L** - 20000 Lumens<br>**23L** - 23000 Lumens<br>**Custom Lumen Packages**[4] | **SC** - Standard Symmetric | **UNV** - 120-277V<br>**HV** - 347-480V | **DIM** - Dims to 10% (0 to 10V dimming) | **50** - 5,000K<br>**40** - 4,000K<br>**30** - 3,000K | **WHT** - White<br>**BLK** - Black<br>**BRZ** - Bronze | **Blank** - NONE<br>**ALSC** - AirLink Synapse Wireless Control System<br>**ALSCS** - AirLink Synapse Wireless Control System with Sensor<br>**ALBCS1** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' mounting height)<br>**ALBCS2** - AirLink Blue Wireless Motion & Photo Sensor Controller (25-40' mounting height)<br>**IMSBT1** - Integral Bluetooth™ Motion and Photocell Sensor 8 - 24' mounting height [1]<br>**IMSBT2** - Integral Bluetooth™ Motion and Photocell Sensor 25 - 40' mounting height [1]<br>**HL** - Hazardous Location Class 1 Div 2[5] |
| | | **23L** - 23000 Lumens | **SCFT** - Combination Standard Symmetric and Forward Throw[5] | | | | | |

### Accessory Ordering Information

| Description | Part Number |
|---|---|
| Retrofit Panel Kit - EC / ECTA / SCF to SCV, for 16" Deck Panel with larger openings[2] | 673425R2 |
| Retrofit Panel Kit - EC / ECTA / SCF to SCV, for 12" Deck Panel[3] | 676011R2 |
| Retrofit Panel Kit - RECU Richmond to SCV | 673426R2 |
| Retrofit Panel Kit - UNV Universal 2x2 to SCV | 673427R2 |
| Retrofit 2x2 Cover Panel Blank (no holes) | 357282 |
| Retrofit RIC Cover Panel Blank (no holes) | 354702 |
| 26" X 26" Beauty Plate Kit (with 4" Center hole) | 557193WHT |
| 26" X 32" Beauty Plate Kit (with 4" Center hole) | 564160WHT |

| Description | Part Number |
|---|---|
| Junction Box | 687461 |
| Kit - Hole Plugs and Sealant (enough for 25 retrofits) | 1320540 |
| Rectangular Top Plate Kit (includes top plate and sealant) | 678291R2WHT |
| Surface Mount Box | 673433R2 |
| Retrofit Kit - CRU/CRUS to SCV | 687462R2 |
| Retrofit Kit for SCM/SCV to upgrade SC/SCF/EC/ECTA White | 744333 |
| BRKT SCM / SCV DIRECT MNT W/ HDWR | 752172R2 |

FOOTNOTES:
1 - IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store.
2 - Ideal for 9" to 12" openings.
3 - Ideal for 9" openings.
4 -Custom lumen and wattage packages available consult factory. Values are within industry standard tolerances but not DLC listed.
5 - HL not compatible with AirLink or IMSBT controls or 3000K color temperature.

©2020 LSI Industries Inc. All Rights Reserved. Specifications subject to change without notice.

## PERFORMANCE

### DELIVERED LUMENS*

| Drive Current | 3000K CCT | | | 4000K CCT | | | 5000K CCT | | | Wattage |
|---|---|---|---|---|---|---|---|---|---|---|
| | Delivered Lumens | Efficiency | BUG Ratings | Delivered Lumens | Efficiency | BUG Ratings | Delivered Lumens | Efficiency | BUG Ratings | |
| 10L | 9652 | 144 | B3-U0-G1 | 9928 | 148 | B3-U0-G1 | 10317 | 154 | B3-U0-G1 | 67 |
| 13L | 12567 | 140 | B3-U0-G1 | 12927 | 144 | B3-U0-G1 | 13443 | 149 | B3-U0-G1 | 90 |
| 15L | 13999 | 137 | B3-U0-G1 | 14399 | 141 | B3-U0-G1 | 14963 | 147 | B3-U0-G1 | 102 |
| 20L | 18755 | 141 | B4-U0-G1 | 19598 | 147 | B4-U0-G1 | 20234 | 152 | B4-U0-G1 | 133 |
| 23L | 21783 | 141 | B4-U0-G2 | 22406 | 145 | B4-U0-G2 | 23284 | 150 | B4-U0-G2 | 155 |
| 23L (SCFT) | 20886 | 111 | B3-U0-G3 | 23187 | 123 | B4-U0-G3 | 23101 | 123 | B3-U0-G3 | 188 |

*LEDs are frequently updated therefore values are nominal.

### ELECTRICAL DATA - Current draw in AMPS*

| Lumen Level | Wattage | 120V | 208V | 240V | 277V | 347V | 480V |
|---|---|---|---|---|---|---|---|
| 10L | 67 | 0.56 | 0.32 | 0.28 | 0.24 | 0.19 | 0.14 |
| 13L | 90 | 0.75 | 0.43 | 0.37 | 0.32 | 0.26 | 0.19 |
| 15L | 102 | 0.85 | 0.49 | 0.42 | 0.37 | 0.29 | 0.21 |
| 20L | 133 | 1.1 | 0.64 | 0.55 | 0.48 | 0.38 | 0.28 |
| 23L (SC) | 155 | 1.29 | 0.75 | 0.65 | 0.56 | 0.45 | 0.32 |
| 23L (SCFT) | 188 | 1.57 | 0.9 | 0.78 | 0.68 | 0.54 | 0.39 |

*Electrical data at 25˚C (77F). Actual wattage may differ by +/-10%.

### RECOMMENDED LUMEN MAINTENANCE - SCV 15L SC[1]

| Ambient Temperature C | Lumen Multiplier | | | | |
|---|---|---|---|---|---|
| | Initial [2] | 25k hr [2] | 50k hr [2] | 75k hr [3] | 100k hr [3] |
| 25 | 102% | 97% | 92% | 88% | 84% |
| 30 | 102% | 97% | 92% | 88% | 84% |
| 35 | 102% | 97% | 92% | 88% | 84% |
| 40 | 102% | 97% | 92% | 88% | 84% |
| 45 | 101% | 95% | 91% | 86% | 81% |
| 50 | 101% | 95% | 90% | 85% | 80% |

### RECOMMENDED LUMEN MAINTENANCE - SCV 23 SC[1]

| Ambient Temperature C | Lumen Multiplier | | | | |
|---|---|---|---|---|---|
| | Initial [2] | 25k hr [2] | 50k hr [2] | 75k hr [3] | 100k hr [3] |
| 25 | 102% | 97% | 92% | 88% | 84% |
| 30 | 102% | 97% | 92% | 88% | 84% |
| 35 | 102% | 97% | 92% | 88% | 84% |
| 40 | 101% | 96% | 91% | 86% | 82% |

### RECOMMENDED LUMEN MAINTENANCE - SCV 23 SCFT[1]

| Ambient Temperature C | Lumen Multiplier | | | | |
|---|---|---|---|---|---|
| | Initial [2] | 25k hr [2] | 50k hr [2] | 75k hr [3] | 100k hr [3] |
| 25 | 105% | 88% | 73% | 61% | 51% |
| 30 | 105% | 80% | 61% | 47% | 36% |
| 35 | 105% | 70% | 47% | 32% | 21% |

1. Lumen maintenance values at 25˚C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
2. In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
3. In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

## PHOTOMETRICS

Back to Quick Links

Luminaire photometry has been conducted by an accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See http://www.lsi-industries.com/products/led-lighting-solutions.aspx for detailed photometric data.

### SCV-LED-15L-SC-50

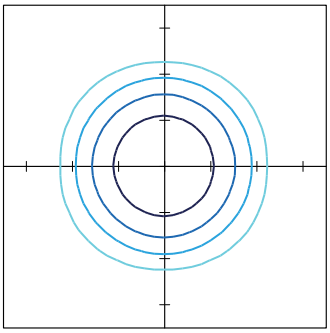
#### Luminaire Data

| Wide Distribution | |
|---|---|
| Description | 5000 Kelvin, 80 CRI |
| Delivered Lumens | 15,410 |
| Watts | 103 |
| Efficacy | 150 |
| IES Type | Type VS - Very Short |
| BUG Rating | B3-U0-G1 |

#### Zonal Lumen Summary

| Zone | Lumens | %Luminaire |
|---|---|---|
| Low (0-30)° | 4101.6 | 26.6% |
| Medium (30-60)° | 8386.4 | 54.4% |
| High (60-80)° | 2748.8 | 17.8% |
| Very High (80-90)° | 173.4 | 1.1% |
| Uplight (90-180)° | 0.0 | 0.0% |
| Total Flux | 15410.2 | 100% |

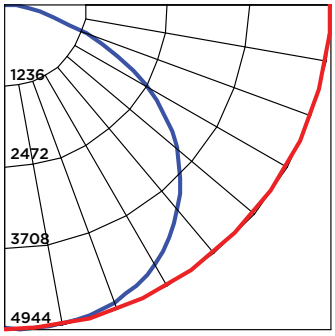
#### ISOFOOT CANDLE PLOT



15' Mounting Height / 15' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

#### POLAR CURVE




### SCV-LED-23L-SCFT-50

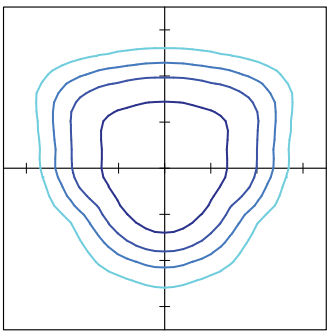
#### Luminaire Data

| Wide Distribution | |
|---|---|
| Description | 5000 Kelvin, 80 CRI |
| Delivered Lumens | 24,361 |
| Watts | 191.5 |
| Efficacy | 127 |
| IES Type | Type IV - Short |
| BUG Rating | B3-U0-G3 |

#### Zonal Lumen Summary

| Zone | Lumens | %Luminaire |
|---|---|---|
| Low (0-30)° | 4368.4 | 17.9% |
| Medium (30-60)° | 12592.5 | 51.7% |
| High (60-80)° | 6960.6 | 28.6% |
| Very High (80-90)° | 439.5 | 1.8% |
| Uplight (90-180)° | 0.0 | 0.0% |
| Total Flux | 24361.0 | 100% |

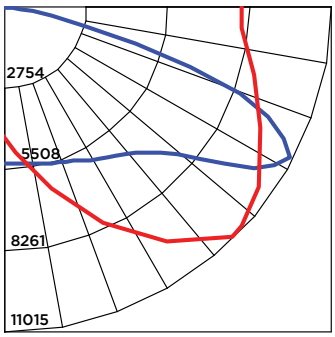
#### ISOFOOT CANDLE PLOT



15' Mounting Height / 15' Grid Spacing

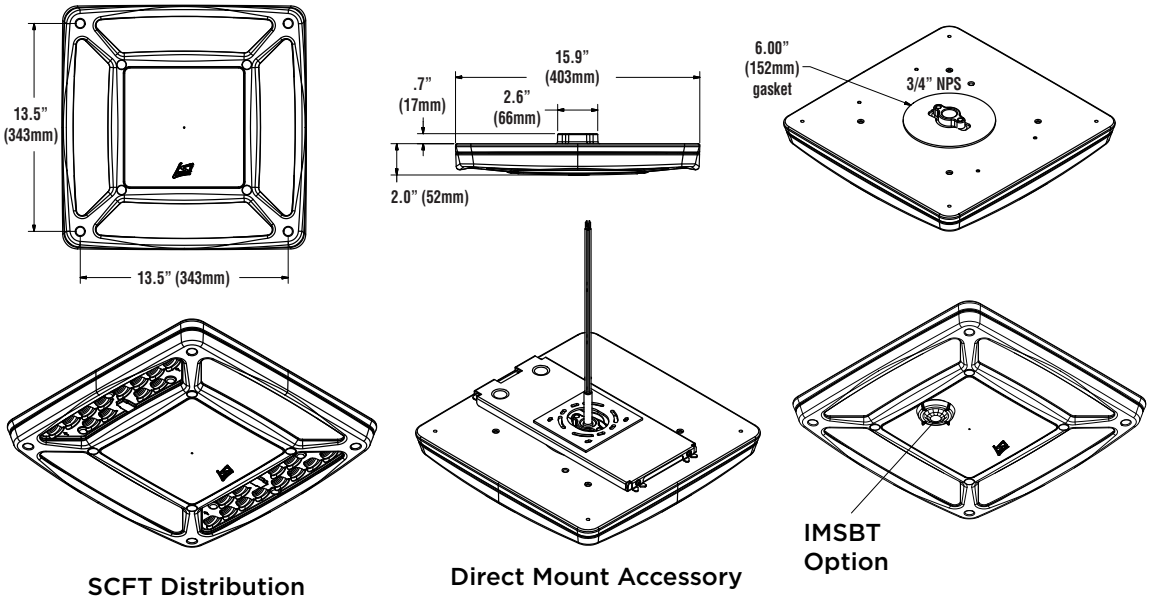
5 FC 2 FC 1 FC 0.5 FC

#### POLAR CURVE



## PRODUCT DIMENSIONS

Back to Quick Links




SCFT Distribution

Direct Mount Accessory

## CONTROLS

### AirLink Wireless Lighting Controller

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system.

The wireless integrated controller is compatible with this fixture.

Click the link below to learn more details about AirLink.

https://www.lsicorp.com/wp-content/uploads/documents/products/airlink-outdoor-specsheet.pdf

### Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30° C to 70° C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click the link below to learn more details about IMSBT.

https://www.lsicorp.com/wp-content/uploads/documents/products/imsbt-specsheet.pdf

### AirLink™ Blue

Wireless Bluetooth Mesh Lighting Control System that provides energy savings, code compliance and enhanced safety/security. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into luminaires.

Click the link below to learn more details about AirLink Blue.

https://www.lsicorp.com/product/airlink-blue/

## RETROFIT KITS

LSI Industries offers a full line of Retrofit Kits for existing Encore, Richmond, 2x2 Universal and many more older canopy luminaires.

Click the link below to see more details on all our Retrofit Kits.

https://www.lsicorp.com/wp-content/uploads/all/scv-petro-retrofit-specsheet.pdf

Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

# Slice Medium (SLM)

## Outdoor LED Area Light

IP66 IK08



| OVERVIEW | |
|---|---|
| Lumen Package | 9,000 - 48,000 |
| Wattage Range | 63 - 401 |
| Efficacy Range (LPW) | 112 - 156 |
| Weight lbs(kg) | 30 (13.6) |

## QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

## FEATURES & SPECIFICATIONS

### Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 37 lbs in carton.

### Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3, 5W, FT, FTA and AM.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, and 3000K color temperatures per ANSI C78.377. Also available in phosphor converted amber with peak intensity at 610nm.
- Minimum CRI of 70
- Integral louver (IL) and house-side shield (IH) options available for improved backlight control without sacrificing street side performance. See page 3 for more details.

### Electrical

- High-performance driver features overvoltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 5)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L and 48L lumen packages rated to +40ºC.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

### Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7.

### Installation

- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional B3 drill pattern. (See drawing on page 9)

### Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsiindustries.com/resources/terms-and-warranty.aspx for more information.

### Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applicationsapplicationsare qualified.
- IK08 rated luminiare per IEC 66262 mechanical impact code.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- Patented Silicone Optics (US Patent NO. 10,816,165 B2)

©2020 LSI Industries Inc. All Rights Reserved. Specifications subject to change without notice.

Type: _____

# Slice Medium Outdoor LED Area Light

## ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: **SLM LED 36L SIL FTA UNV DIM 50 70CRI ALSCS04 BRZ IL**

| Luminaire Prefix | Light Source | Lumen Package | Light Output | Distribution | Orientation[2] | Voltage | Driver |
|---|---|---|---|---|---|---|---|
| **SLM** - Slice Medium | **LED** | **9L** - 9,000 lms<br>**12L** - 12,000 lms<br>**18L** - 18,000 lms<br>**24L** - 24,000 lms<br>**30L** - 30,000 lms<br>**36L** - 36,000 lms<br>**42L** - 42,000 lms<br>**48L** - 48,000 lms<br>**Custom Lumen Packages**[1] | **SIL** - Silicone | **2** - Type 2<br>**3** - Type 3<br>**5W** - Type 5 Wide<br>**FT** - Forward Throw<br>**FTA** - Forward Throw Automotive<br>**AM** - Automotive Merchandise | **(blank)** - standard (no rotation)<br>**L**- Optics rotated left 90°<br>**R** - Optics rotated right 90° | **UNV** - Universal Voltage (120-277V)<br>**HV** - High Voltage (347-480V) | **DIM** - 0-10V Dimming (0-10%) |

| Color Temp | Color Rendering | Controls (Choose One) | Finish | Options |
|---|---|---|---|---|
| **50** - 5,000 CCT<br>**40** - 4,000 CCT<br>**30** - 3,000 CCT<br>**AMB** - Phosphor Converted Amber[11] | **70CRI** - 70 CRI | **(Blank)** - None<br><br>**Wireless Controls System**<br>**ALSC** - AirLink Synapse Control System<br>**ALSCS02** - AirLink Synapse Control System with 12-20' Motion Sensor<br>**ALSCS04** - AirLink Synapse Control System with 20-40' Motion Sensor<br>**ALBCS1** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' mounting height)<br>**ALBCS2** - AirLink Blue Wireless Motion & Photo Sensor Controller (25-40' mounting height)<br>**Stand-Alone Controls**<br>**EXT** - 0-10V Dimming leads extended to housing exterior<br>**CR7P** - 7 Pin Control Receptacle ANSI C136.41[5]<br>**IMSBT1-** Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH)[4]<br>**IMSBT2-** Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH)[4]<br>**Button Type Photocells**<br>**PCI120** - 120V<br>**PCI208-277** - 208 -277V<br>**PCI347** - 347V | **BLK -** Black<br>**BRZ -** Dark Bronze<br>**GMG -** Gun Metal Gray<br>**GPT -** Graphite<br>**MSV -** Metallic Silver<br>**PLP -** Platinum Plus<br>**SVG -** Satin Verde Green<br>**WHT -** White | **(Blank)** - None<br>**IH -** Integral Houseside Shield[2]<br>**IL** - Integral Louver (Sharp Spill Light Cutoff)[2] |

## Accessories Ordering Information[6]

### Controls Accessories

| Description | Order Number |
|---|---|
| Twist Lock Photocell (120V) for use with CR7P[7] | 122514 |
| Twist Lock Photocell (208-277) for use with CR7P[7] | 122515 |
| Twist Lock Photocell (347V) for use with CR7P[7] | 122516 |
| Twist Lock Photocell (480V) for use with CR7P[7] | 1225180 |
| AirLink 5 Pin Twist Lock Controller[7] | 61409 |
| AirLink 7 Pin Twist Lock Controller[7] | 661410 |
| Pole-Mounted Occupancy Sensor (24V) | 663284CLR [8] |
| Shorting Cap for use with CR7P[7] | 14932 |

### Fusing Options[10]

| Description | Order Number |
|---|---|
| Single Fusing (120V) | See Fusing Accessory Guide |
| Single Fusing (277V) | |
| Double Fusing (208V, 240V) | |
| Double Fusing (480V) | |
| Double Fusing (347V) | |

### Shielding Options

| | |
|---|---|
| Mirada Small | See Shielding Guide |
| Mirada Medium | |
| Mirada Large | |
| Zone Medium | |
| Zone Large | |
| Slice Medium | |

### Mounting Accessories[8]

| Description | Order Number |
|---|---|
| Round Pole Adapter (3" Round/Tapered Poles) | 408273CLR |
| Round Pole Adapter (4" Round Poles) | 379967CLR |
| Round Pole Adapter (5" Round Poles) | 379968CLR |
| Universal Mounting Bracket | 684616CLR |
| Adjustable Slip Fitter (2" - 2 3/8" Tenon) | 688138CLR |
| Quick Mount Pole Bracket (Square Pole) | 687073CLR |
| Quick Mount Pole Bracket (4-5" Round Pole) | 689903CLR |
| 15 Tilt Quick Mount Pole Bracket (Square Pole) | 688003CLR |
| 15 Tilt Quick Mount Pole Bracket (4-5" Round Pole) | 689905CLR |
| Wall Mount Bracket | 382132CLR |
| Wood Pole Bracket (6" Minimum Pole Diameter) | 751219CLR |

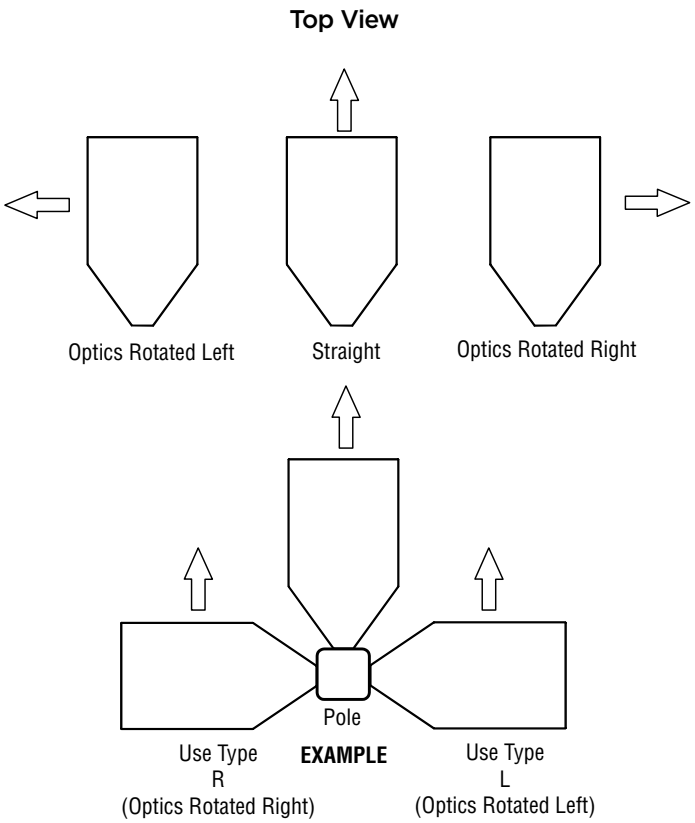
### Shielding & Miscellaneous Accessories

| Description | Order Number |
|---|---|
| Integral Louver/Shield | 684812 |
| Internal Houseside Shield | 743414 |
| 10' Linear Bird Spike Kit (6' Recommended per Luminaire) | 751632 |

FOOTNOTES:
1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2. Not available on "Type 5W" distribution.
3. Consult factory for availability.
4. IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store.
5. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
6. Accessories are shipped separately and field installed.
7. Fusing must be located in hand hole of pole.
8. "CLR" denotes finish. See Finish options.
9. Only available with ALSC/ALSCH control options.
10. Fusing must be located in hand hole of pole. See Fusing Accessory Guide for compatability.
11. Only available in 9L and 12L Lumen Packages. Consult factory for lead time and availability.

# Slice Medium Outdoor LED Area Light

## OPTICS ROTATION




## ACCESSORIES/OPTIONS

### Integral Louver (IL) and House-Side Shield (IH)

Accessory louver and shield available for improved backlight control without sacrificing street side performance. LSI's Integral Louver (L) and Integral House-Side Shield (IH) options deliver backlight control that significantly reduces spill light behind the poles for applications with pole locations close to adjacent properties. The design maximizes forward reflected light while reducing glare, maintaining the optical distribution selected, and most importantly eliminating light trespass. Both options rotate with the optical distribution.

**Luminaire Shown with Integral Loxquver (IL)**



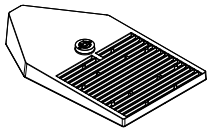
**Luminaire Shown with IMSBT Option**




### 7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

**Fixture Shown with CR7P**



# Slice Medium Outdoor LED Area Light

## PERFORMANCE

Back to Quick Links

**Delivered Lumens***

| Lumen Package | Distribution | CRI | 3000K CCT | | | 4000K CCT | | | 5000K CCT | | | Wattage |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Delivered Lumens | Efficacy | BUG Rating | Delivered Lumens | Efficacy | BUG Rating | Delivered Lumens | Efficacy | BUG Rating | |
| 9L | 2 | 70 | 9411 | 149 | B2-U0-G2 | 9603 | 152 | B2-U0-G2 | 9603 | 152 | B2-U0-G2 | 63 |
| | 3 | | 9548 | 152 | B2-U0-G2 | 9743 | 155 | B2-U0-G2 | 9743 | 155 | B2-U0-G2 | |
| | 5W | | 9261 | 147 | B3-U0-G2 | 9450 | 150 | B3-U0-G2 | 9450 | 150 | B3-U0-G2 | |
| | FT | | 9464 | 150 | B2-U0-G2 | 9657 | 153 | B2-U0-G2 | 9657 | 153 | B2-U0-G2 | |
| | FTA | | 9531 | 151 | B2-U0-G2 | 9725 | 154 | B2-U0-G2 | 9725 | 154 | B2-U0-G2 | |
| | AM | | 9649 | 153 | B2-U0-G1 | 9845 | 156 | B2-U0-G1 | 9845 | 156 | B2-U0-G1 | |
| 12L | 2 | 70 | 12533 | 147 | B3-U0-G2 | 12788 | 150 | B3-U0-G2 | 12788 | 150 | B3-U0-G2 | 85 |
| | 3 | | 12714 | 150 | B2-U0-G2 | 12974 | 153 | B2-U0-G2 | 12974 | 153 | B2-U0-G2 | |
| | 5W | | 12333 | 145 | B4-U0-G2 | 12584 | 148 | B4-U0-G2 | 12584 | 148 | B4-U0-G2 | |
| | FT | | 12603 | 148 | B2-U0-G2 | 12861 | 151 | B2-U0-G2 | 12861 | 151 | B2-U0-G2 | |
| | FTA | | 12692 | 149 | B3-U0-G2 | 12950 | 152 | B3-U0-G2 | 12950 | 152 | B3-U0-G2 | |
| | AM | | 12848 | 151 | B3-U0-G1 | 13111 | 154 | B3-U0-G2 | 13111 | 154 | B3-U0-G2 | |
| 18L | 2 | 70 | 18421 | 136 | B3-U0-G3 | 18797 | 139 | B3-U0-G3 | 18797 | 139 | B3-U0-G3 | 135 |
| | 3 | | 18691 | 138 | B3-U0-G3 | 19072 | 141 | B3-U0-G3 | 19072 | 141 | B3-U0-G3 | |
| | 5W | | 18128 | 134 | B4-U0-G2 | 18498 | 137 | B4-U0-G2 | 18498 | 137 | B4-U0-G2 | |
| | FT | | 18526 | 137 | B3-U0-G3 | 18904 | 140 | B3-U0-G3 | 18904 | 140 | B3-U0-G3 | |
| | FTA | | 18656 | 138 | B3-U0-G3 | 19037 | 141 | B3-U0-G3 | 19037 | 141 | B3-U0-G3 | |
| | AM | | 18886 | 140 | B3-U0-G2 | 19271 | 143 | B3-U0-G2 | 19271 | 143 | B3-U0-G2 | |
| 24L | 2 | 70 | 24847 | 141 | B4-U0-G3 | 25354 | 144 | B4-U0-G3 | 25354 | 144 | B4-U0-G3 | 176 |
| | 3 | | 25210 | 143 | B3-U0-G4 | 25724 | 146 | B3-U0-G4 | 25724 | 146 | B3-U0-G4 | |
| | 5W | | 24451 | 139 | B5-U0-G3 | 24950 | 142 | B5-U0-G3 | 24950 | 142 | B5-U0-G3 | |
| | FT | | 24987 | 142 | B3-U0-G4 | 25497 | 145 | B3-U0-G4 | 25497 | 145 | B3-U0-G4 | |
| | FTA | | 25162 | 143 | B4-U0-G3 | 25676 | 146 | B4-U0-G3 | 25676 | 146 | B4-U0-G3 | |
| | AM | | 25473 | 145 | B3-U0-G2 | 25993 | 148 | B3-U0-G2 | 25993 | 148 | B3-U0-G2 | |
| 30L | 2 | 70 | 31109 | 134 | B4-U0-G3 | 31743 | 137 | B4-U0-G3 | 31743 | 137 | B4-U0-G3 | 232 |
| | 3 | | 31562 | 136 | B4-U0-G4 | 32206 | 139 | B4-U0-G4 | 32206 | 139 | B4-U0-G4 | |
| | 5W | | 30612 | 132 | B5-U0-G3 | 31237 | 135 | B5-U0-G3 | 31237 | 135 | B5-U0-G3 | |
| | FT | | 31283 | 135 | B4-U0-G4 | 31921 | 138 | B4-U0-G4 | 31921 | 138 | B4-U0-G4 | |
| | FTA | | 31503 | 136 | B4-U0-G3 | 32146 | 139 | B4-U0-G3 | 32146 | 139 | B4-U0-G3 | |
| | AM | | 31892 | 137 | B3-U0-G3 | 32543 | 140 | B4-U0-G3 | 32543 | 140 | B4-U0-G3 | |
| 36L | 2 | 70 | 36846 | 129 | B4-U0-G3 | 37597 | 131 | B4-U0-G3 | 37597 | 131 | B4-U0-G3 | 286 |
| | 3 | | 37383 | 131 | B4-U0-G4 | 38146 | 133 | B4-U0-G4 | 38146 | 133 | B4-U0-G4 | |
| | 5W | | 36258 | 127 | B5-U0-G4 | 36998 | 129 | B5-U0-G4 | 36998 | 129 | B5-U0-G4 | |
| | FT | | 37052 | 130 | B4-U0-G4 | 37808 | 132 | B4-U0-G4 | 37808 | 132 | B4-U0-G4 | |
| | FTA | | 37313 | 130 | B4-U0-G4 | 38075 | 133 | B4-U0-G4 | 38075 | 133 | B4-U0-G4 | |
| | AM | | 37774 | 132 | B4-U0-G3 | 38545 | 135 | B4-U0-G3 | 38545 | 135 | B4-U0-G3 | |
| 42L | 2 | 70 | 42623 | 121 | B5-U0-G4 | 43492 | 124 | B5-U0-G4 | 43492 | 124 | B5-U0-G4 | 352 |
| | 3 | | 43245 | 123 | B4-U0-G5 | 44127 | 125 | B4-U0-G5 | 44127 | 125 | B4-U0-G5 | |
| | 5W | | 41943 | 119 | B5-U0-G4 | 42799 | 122 | B5-U0-G4 | 42799 | 122 | B5-U0-G4 | |
| | FT | | 42863 | 122 | B4-U0-G5 | 43737 | 124 | B4-U0-G5 | 43737 | 124 | B4-U0-G5 | |
| | FTA | | 43163 | 123 | B5-U0-G4 | 44044 | 125 | B5-U0-G4 | 44044 | 125 | B5-U0-G4 | |
| | AM | | 43696 | 124 | B4-U0-G3 | 44588 | 127 | B4-U0-G3 | 44588 | 127 | B4-U0-G3 | |
| 48L | 2 | 70 | 45975 | 114 | B5-U0-G4 | 46914 | 116 | B5-U0-G4 | 46914 | 116 | B5-U0-G4 | 401 |
| | 3 | | 46646 | 115 | B4-U0-G5 | 47598 | 118 | B4-U0-G5 | 47598 | 118 | B4-U0-G5 | |
| | 5W | | 45243 | 112 | B5-U0-G4 | 46166 | 114 | B5-U0-G4 | 46166 | 114 | B5-U0-G4 | |
| | FT | | 46235 | 114 | B4-U0-G5 | 47178 | 116 | B4-U0-G5 | 47178 | 116 | B4-U0-G5 | |
| | FTA | | 46559 | 115 | B5-U0-G4 | 47509 | 117 | B5-U0-G4 | 47509 | 117 | B5-U0-G4 | |
| | AM | | 47134 | 116 | B4-U0-G3 | 48096 | 119 | B4-U0-G3 | 48096 | 119 | B4-U0-G3 | |

## PERFORMANCE (CONT.)

| ELECTRICAL DATA (AMPS)* | | | | | | |
|---|---|---|---|---|---|---|
| **Lumens** | **120V** | **208V** | **240V** | **277V** | **347V** | **480V** |
| 9L | 0.53 | 0.30 | 0.26 | 0.23 | 0.18 | 0.13 |
| 12L | 0.71 | 0.41 | 0.35 | 0.31 | 0.24 | 0.18 |
| 18L | 1.13 | 0.65 | 0.56 | 0.49 | 0.39 | 0.28 |
| 24L | 1.47 | 0.85 | 0.73 | 0.64 | 0.51 | 0.37 |
| 30L | 1.93 | 1.12 | 0.97 | 0.84 | 0.67 | 0.48 |
| 36L | 2.38 | 1.38 | 1.19 | 1.03 | 0.82 | 0.60 |
| 42L | 2.93 | 1.69 | 1.47 | 1.27 | 1.01 | 0.73 |
| 48L | 3.4 | 1.9 | 1.7 | 1.5 | 1.2 | .8 |

*Electrical data at 25°C (77°F). Actual wattage may differ by +/-10%

**FOOTNOTES:**
1. Lumen maintenance values at 25C are calculated per TM-21 based on LM-80 data and in-situ testing.
2. In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times the IESNA LM-80-08 total test duration for the device under testing.
3. In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times the IESNA LM-80-08 total test duration for the device under testing.

| RECOMMENDED LUMEN MAINTENANCE[1] (9-18L) | | | | | |
|---|---|---|---|---|---|
| **Ambient** | **Intial[2]** | **25h[2]** | **50hr[2]** | **75hr[2]** | **100hr[2]** |
| 0 C | 100% | 97% | 94% | 90% | 87% |
| 10 C | 100% | 97% | 94% | 90% | 87% |
| 20 C | 100% | 97% | 94% | 90% | 87% |
| 25 C | 100% | 97% | 93% | 90% | 86% |
| 30 C | 100% | 97% | 93% | 89% | 86% |
| 40 C | 100% | 97% | 92% | 88% | 84% |
| 50 C | 100% | 96% | 91% | 87% | 83% |

| RECOMMENDED LUMEN MAINTENANCE[1] (24-48L) | | | | | |
|---|---|---|---|---|---|
| **C** | **0 hrs.[2]** | **25 hrs.[2]** | **50 hrs.[2]** | **75 hrs.[2]** | **100 hrs.[2]** |
| 0 C - 25 C | 100% | 95% | 89% | 84% | 79% |
| 40 C | 100% | 94% | 87% | 80% | 74% |

## PHOTOMETRICS

Back to Quick Links

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See http://www.lsicorp.com/products/led-lighting-solutions.aspx for detailed photometric data.

### SLM-LED-30L-SIL-2-40-70CRI

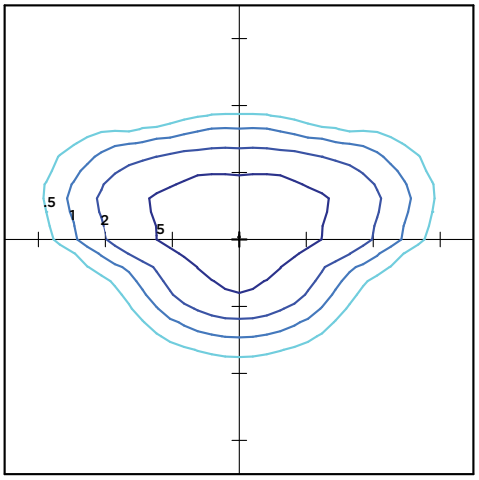
#### LUMINAIRE DATA

| **Type 2 Distribution** | |
|---|---|
| Description | 4000 Kelvin, 70 CRI |
| Delivered Lumens | 31,743 |
| Watts | 232 |
| Efficacy | 137 |
| IES Type | Type II - Short |
| BUG Rating | B4-U0-G3 |

#### Zonal Lumen Summary

| **Zone** | **Lumens** | **%Luminaire** |
|---|---|---|
| Low (0-30)° | **4953** | **16%** |
| Medium (30-60)° | **19157** | **60%** |
| High (60-80)° | **7350** | **23%** |
| Very High (80-90)° | **284** | **1%** |
| Uplight (90-180)° | **0** | **0%** |
| Total Flux | **31743** | **100%** |

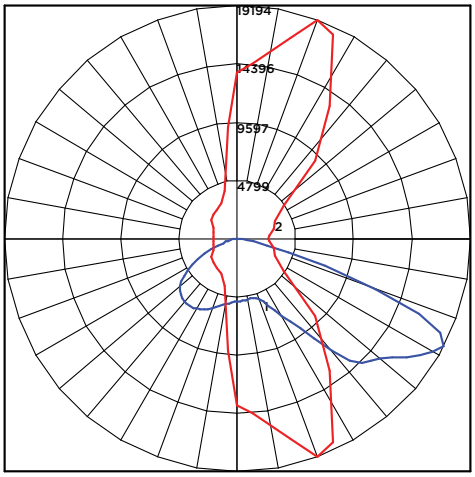
#### ISO FOOTCANDLE




**25' Mounting Height/ 25' Grid Spacing**

**5 FC** **2 FC** **1 FC** **0.5 FC**

#### POLAR CURVE



# Slice Medium Outdoor LED Area Light

## PHOTOMETRICS (CONT.)

### SLM-LED-30L-SIL-3-40-70CRI

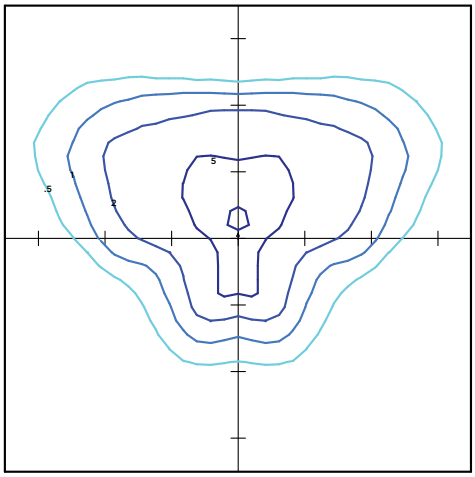
#### LUMINAIRE DATA

| Type 3 Distribution | |
|---|---|
| Description | 4000 Kelvin, 70 CRI |
| Delivered Lumens | 32,206 |
| Watts | 232 |
| Efficacy | 139 |
| IES Type | Type III - Short |
| BUG Rating | B4-U0-G4 |

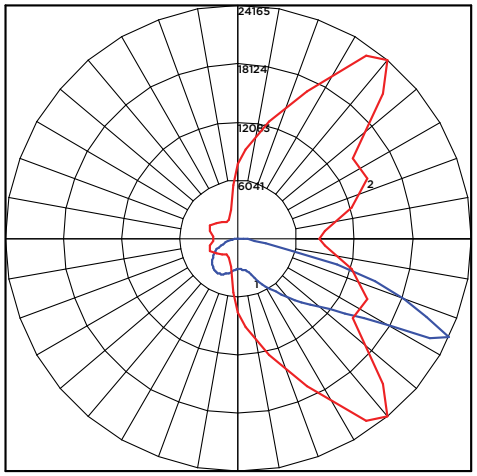
#### Zonal Lumen Summary

| Zone | Lumens | %Luminaire |
|---|---|---|
| Low (0-30)° | 3408 | 11% |
| Medium (30-60)° | 16397 | 51% |
| High (60-80)° | 11868 | 37% |
| Very High (80-90)° | 533 | 2% |
| Uplight (90-180)° | 0 | 0% |
| Total Flux | 32206 | 100% |

ISO FOOTCANDLE



POLAR CURVE




**25' Mounting Height/ 25' Grid Spacing**

**5 FC** **2 FC** **1 FC** **0.5 FC**

### SLM-LED-30L-SIL-FT-40-70CRI

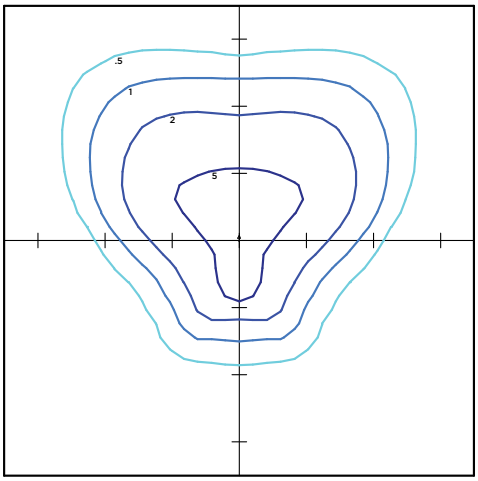
#### LUMINAIRE DATA

| Type FT Distribution | |
|---|---|
| Description | 4000 Kelvin, 70 CRI |
| Delivered Lumens | 31,921 |
| Watts | 232 |
| Efficacy | 138 |
| IES Type | Type IV - Short |
| BUG Rating | B4-U0-G4 |

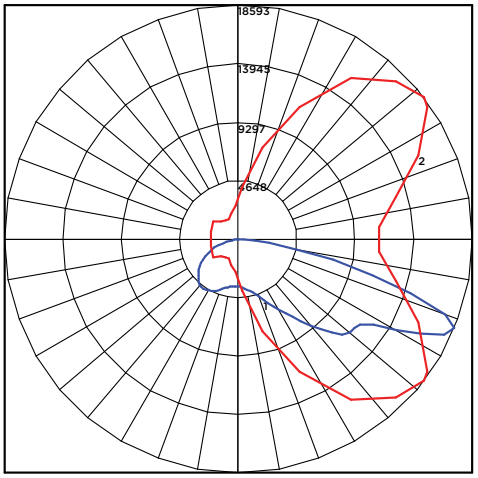
#### Zonal Lumen Summary

| Zone | Lumens | %Luminaire |
|---|---|---|
| Low (0-30)° | 3874 | 12% |
| Medium (30-60)° | 15694 | 49% |
| High (60-80)° | 11696 | 37% |
| Very High (80-90)° | 657 | 12% |
| Uplight (90-180)° | 0 | 0% |
| Total Flux | 31921 | 100% |

ISO FOOTCANDLE



POLAR CURVE




**25' Mounting Height/ 25' Grid Spacing**

**5 FC** **2 FC** **1 FC** **0.5 FC**

## PHOTOMETRICS (CONT.)

### SLM-LED-30L-SIL-5W-40-70CRI

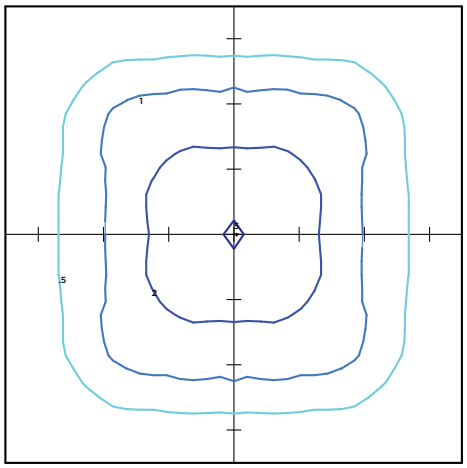
#### LUMINAIRE DATA

| Type 5W Distribution | |
|---|---|
| Description | 4000 Kelvin, 70 CRI |
| Delivered Lumens | 31,237 |
| Watts | 232 |
| Efficacy | 135 |
| IES Type | Type IV - Short |
| BUG Rating | B5-U0-G3 |

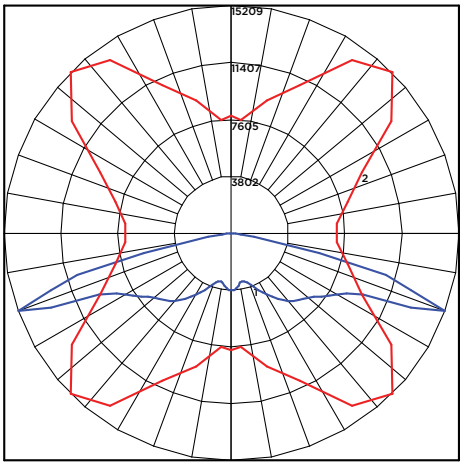
#### Zonal Lumen Summary

| Zone | Lumens | %Luminaire |
|---|---|---|
| Low (0-30)° | 3186 | 10% |
| Medium (30-60)° | 13594 | 44% |
| High (60-80)° | 14195 | 45% |
| Very High (80-90)° | 261 | 1% |
| Uplight (90-180)° | 0 | 0% |
| Total Flux | 31237 | 100% |

ISO FOOTCANDLE



POLAR CURVE




**25' Mounting Height/ 25' Grid Spacing**

**5 FC** **2 FC** **1 FC** **0.5 FC**

### SLM-LED-30L-SIL-FTA-40-70CRI

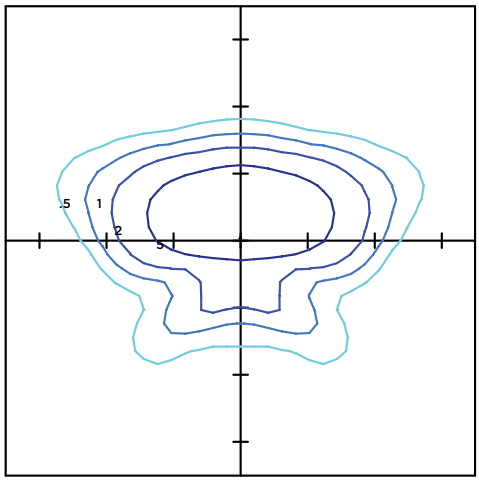
#### LUMINAIRE DATA

| Type FTA Distribution | |
|---|---|
| Description | 4000 Kelvin, 70 CRI |
| Delivered Lumens | 32,146 |
| Watts | 232 |
| Efficacy | 139 |
| IES Type | Type I - Very Short |
| BUG Rating | B4-U0-G3 |

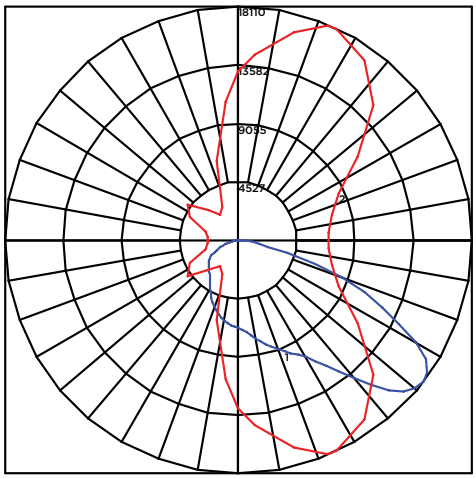
#### Zonal Lumen Summary

| Zone | Lumens | %Luminaire |
|---|---|---|
| Low (0-30)° | 7371 | 23% |
| Medium (30-60)° | 18710 | 58% |
| High (60-80)° | 5624 | 17% |
| Very High (80-90)° | 441 | 1% |
| Uplight (90-180)° | 0 | 0% |
| Total Flux | 32146 | 100% |

ISO FOOTCANDLE



POLAR CURVE




**25' Mounting Height/ 25' Grid Spacing**

**5 FC** **2 FC** **1 FC** **0.5 FC**

## PHOTOMETRICS (CONT.)

### SLM-LED-30L-SIL-AM-40-70CRI

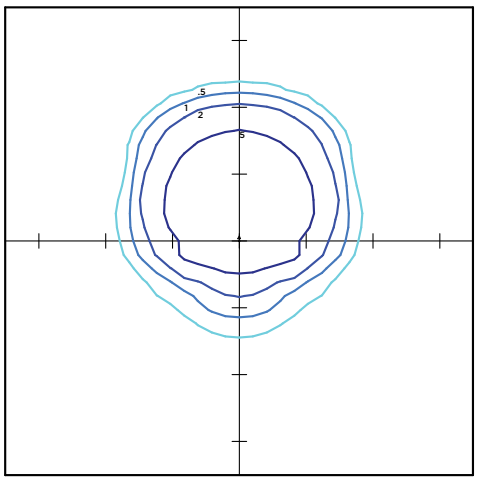
#### LUMINAIRE DATA

| Type AM Distribution | |
|---|---|
| Description | 4000 Kelvin, 70 CRI |
| Delivered Lumens | 32,543 |
| Watts | 232 |
| Efficacy | 140 |
| IES Type | Type III - Very Short |
| BUG Rating | B4-U0-G3 |

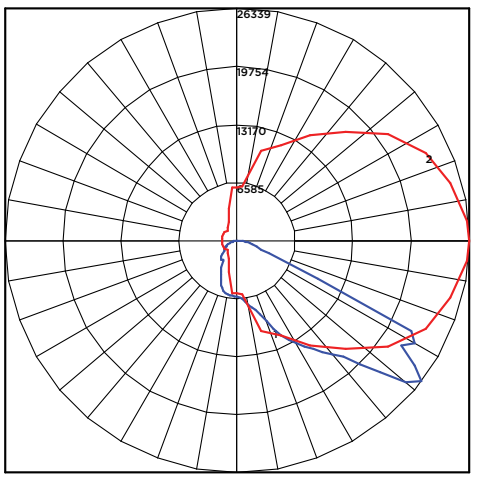
#### Zonal Lumen Summary

| Zone | Lumens | %Luminaire |
|---|---|---|
| Low (0-30)° | 6390 | 9% |
| Medium (30-60)° | 20951 | 43% |
| High (60-80)° | 4838 | 48% |
| Very High (80-90)° | 365 | 1% |
| Uplight (90-180)° | 0 | 0% |
| Total Flux | 32543 | 100% |

#### ISO FOOTCANDLE




#### POLAR CURVE

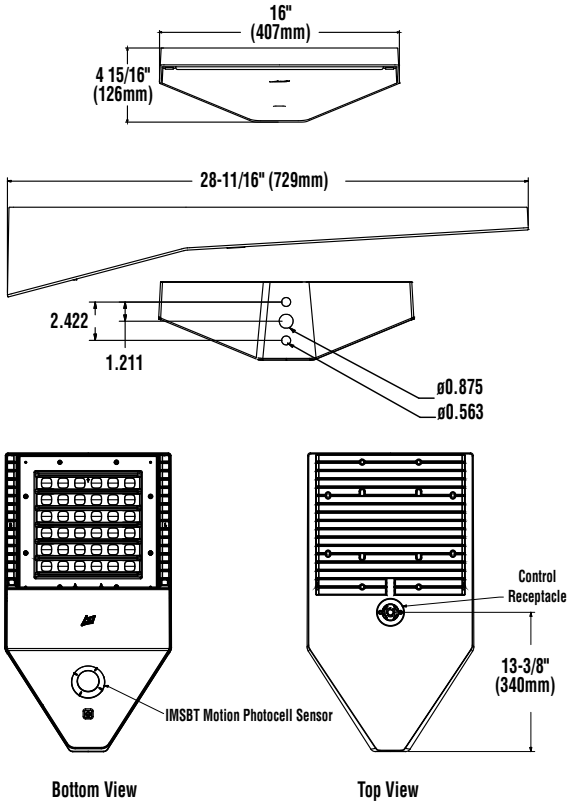



**25' Mounting Height/ 25' Grid Spacing**

**5 FC** **2 FC** **1 FC** **0.5 FC**

## PRODUCT DIMENSIONS

Back to Quick Links




**LUMINAIRE EPA CHART - SLM**

| Tilt Degree | | 0° | 30° | 45° | Tilt Degree | | 0° | 30° | 45° |
|---|---|---|---|---|---|---|---|---|---|
| | Single | 0.5 | 2.1 | 2.6 | | T90° | 1.2 | 2.9 | 3.6 |
| | D180° | 1.1 | 2.1 | 2.6 | | TN120° | 1.3 | 4.4 | 5.4 |
| | D90° | 0.9 | 2.5 | 3.1 | | Q90° | 1.2 | 2.9 | 3.6 |

## CONTROLS

### AirLink Wireless Lighting Controller

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system.

The wireless integrated controller is compatible with this fixture.

Click the link below to learn more details about AirLink.

https://www.lsicorp.com/documents/datasheets/airlink-outdoor-specsheet.pdf

### Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30° C to 70° C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click the link below to learn more details about IMSBT.

https://www.lsicorp.com/documents/datasheets/imsbt-specsheet.pdf

### AirLink Blue

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click the link below to learn more details about AirLink Blue.

https://www.lsi-airlink.com/airlink-blue/

## POLES & BRACKETS

LSI offers a full line of poles and mounting accessories to complete your lighting assembly. Aluminum and steel in both square and round shafts. In addition, LSI offers round tapered, fluted and hinge based poles. Designed and engineered for durability and protected with our oven baked DuraGrip Protection System. Also available with our DuraGrip+ Protection system for unmatched corrosion resistance and an extended warranty. American made in our Ohio facility with industry leading lead times.

Click the link below to learn more details about poles & brackets.

https://www.lsicorp.com/products/poles-and-brackets-area-street.aspx



**BKA UMB CLR**

The 3G rated UMB allows for seamless integration of LSI luminaires onto existing/ retrofit or new construction poles. The UMB was designed for square or round (tapered or straight) poles with two mounting hole spacings between 3.5” – 5”.



**BKA ASF CLR**

The adjustable Slip Fitter is a 3G rated rugged die cast aluminum adapter to mount LSI luminaires onto a onto a 2” iron pipe , 2 3/8 OD tenon. The Adjustable Slip Fitter can be rotated 180° allowing for tilting LSI luminaires up to 45° and 90° when using a vertical tenon.



**BKS PQM15 CLR**

The Pole Quick Mount Bracket allows for preset 15° uptilt of LSI luminaires for greater throw of light and increased vertical illumination as well as fast installation onto poles with LSI’s 3” or 5” bolt pattern.



**BKS PQMH CLR**

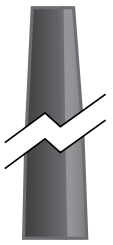
The Pole Quick Mount Bracket allows for lightning fast installation of LSI luminaires onto existing and new construction poles with LSI’s B3 or B5 standard pole bolt patterns.



Square Pole
14′-39′



Round Pole
10′-30′



Tapered Pole
20′-39′

Catalog # : _____ Project : _____

Prepared By : _____ Date : _____

# Steel Poles

## Square Straight



### QUICK LINKS

Ordering Guide | Configurations | Dimensions | EPA

## FEATURES & SPECIFICATIONS

### Pole Shaft

- Straight poles are 4”, 5”, or 6” square.
- Pole shaft is electro-welded ASTM-A500 Grade C steel tubing with a minimum yield strength of 50,000 psi.
- On Tenon Mount steel poles, tenon is 2-3/8” O.D. high-strength pipe. Tenon is 4-3/4” in length.

### Hand-Hole

- Standard hand-hole location is 12” above pole base.
- Poles 22’ and above have a 3” x 6” reinforced hand-hole. Shorter poles have a 2” x 4” non-reinforced hand-hole.

### Base

- Pole base is ASTM-A36 hot-rolled steel plate with a minimum yield strength of 36,000 psi.
- Two-piece square base cover is optional.

### Anchor Bolts

- Poles are furnished with anchor bolts featuring zinc-plated double nuts and washers. Galvanized anchor bolts are optional.
- Anchor bolts conform to ASTM F 1554-07a Grade 55 with a minimum yield strength of 55,000 psi.

### Ground Lug

- Ground lug is standard.

### Duplex Receptacle

- Weatherproof duplex receptacle is optional.

### Ground Fault Circuit Interrupter

- Self-testing Ground fault circuit interrupter is optional.

### Finishes

- Every pole is provided with the DuraGrip® Protection System and a 5-year limited warranty:
- When the top-of-the line DuraGrip® Plus Protection System is selected, in addition to the DuraGrip® Protection System, a non-porous, automotive-grade corrosion coating is applied to the lower portion of the pole interior, sealing and further protecting it from corrosion. This option extends the limited warranty to 7 years.

### Determining The Luminaire/Pole Combination For Your Application:

- Select luminaire from luminaire ordering information
- Select bracket configuration if required
- Determine EPA value from luminaire/bracket EPA chart
- Select pole height
- Select MPH to match wind speed in the application area (See windspeed maps).
- Confirm pole EPA equal to or exceeding value of luminaire/bracket EPA
- Consult factory for special wind load requirements and banner brackets

### Pole Vibration Damper

- A pole vibration damper is recommended in open terrain areas of the country where low steady state winds are common.
- Non-tapered poles and lightly loaded poles are more susceptible to destructive vibration if a damper is not installed.

### Listings

- UL Listed
- BAA/TAA Compliant

©2020 LSI Industries Inc. All Rights Reserved. Specifications subject to change without notice.

## ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: **4SQ B3 S11G 24 S PLP DGP**

| Pole Series | Mounting Method | Material | Height [2] | Mounting Configuration | Pole Finish | Options |
|---|---|---|---|---|---|---|
| **4SQ -** 4" x 4" Square Straight Pole<br>**5SQ -** 5" x 5" Square Straight Pole<br>**6SQ -** 6" x 6" Square Straight Pole | **Bolt-On Mount**[1] - See pole selection guide for patterns and fixture matches.<br>**B5 -** 5" Traditional Drilling Pattern<br>**B3 -** 3" Reduced Drilling Pattern<br>**B2 -** 2" Reduced Drilling Pattern<br><br>**T -** Tenon Mount - See pole selection guide for tenon and fixture/bracket matches.<br><br>**I -** No Mounting Holes[1] - Use with:<br>• BKA 4ISF & BKA 5ISF<br>• BKA X4ISF & BKA X5ISF | S11G – 11 Ga. Steel (4SQ and 5SQ only)<br>S07G – 07 Ga. Steel | 8'<br>10'<br>12'<br>13'<br>14'<br>15'<br>16'<br>17'<br>17' 6"<br>18'<br>20'<br>22'<br>22' 6"<br>23'<br>24'<br>25'<br>26'<br>27'<br>28'<br>30'<br>32'<br>35'<br>39'<br><br>Height Restriction, Consult Pole Selection Chart on opposite page | S – Single/Parallel<br>D180 – Double<br>D90 – Double<br>DN90 – Double<br>T90 – Triple<br>TN120 – Triple<br>Q90 – Quad<br>QN90 – Quad<br><br>N – Tenon Mount (Standard tenon size is 2-3/8" O.D.) | BRZ – Bronze<br>BLK – Black<br>PLP – Platinum Plus<br>WHT – White<br>SVG – Satin Verde Green<br>GPT – Graphite<br>MSV – Metallic Silver<br>BZA – Alternate Bronze | GA – Galvanized Anchor Bolts<br>SF – Single Flood [3]<br>DF – Double Flood [3]<br>DGP – DuraGrip® Plus<br>LAB – Less Anchor Bolts<br>CRXX - Conduit Raceway[4]<br><br>Standard SF and DF pole preparations are located 3/4 of the height of the pole from the base, except on 20' poles. Maximum height for SF and DF pole preparations on 20' poles is 13' from the base. |

## Accessory Ordering Information

| Description | Order Number |
|---|---|
| 4BC – 4" Square Base Cover | 122559CLR |
| 5BC – 5" Square Base Cover | 122561CLR |
| 6BC – 6" Square Base Cover | 122563CLR |
| ER2 – Weatherproof Duplex Receptacle | 122566CLR |
| GFI – Ground Fault Circuit Interrupter | 122567CLR |
| MH5 - mounting Hole Plugs for use with 5" traditional drill pattern (3 set of 3 plugs) | 132336 |
| MH3 - mounting Hole Plugs for use with 3" reduced drill pattern (3 set of 3 plugs) | 681126 |
| MH2 - Mounting Hole Plugs for use with 2" reduced drill pattern (3 sets of 3 plugs) | 725841 |

| Description | Order Number |
|---|---|
| Vibration Damper - 4" Square Pole (bolt-on mount only) | 172539 |
| Vibration Damper - 5" Square Pole (bolt-on mount only) | 172538 |
| Vibration Damper - 6" Square Pole (bolt-on mount only) | 178361 |

**FOOTNOTES:**

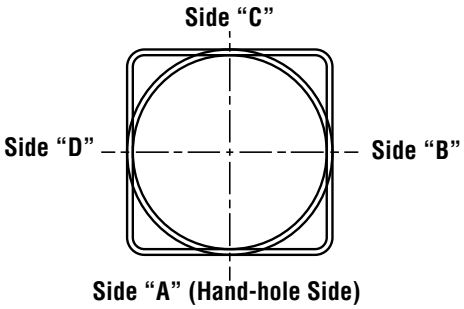
1 - See Area Light Brackets - 3" Reduced Drill Pattern and Area Light Brackets - 5" Traditional DrIll Pattern spec sheets.
2 - Pole heights will have +/- 1/2" tolerance.
3 - See Flood Lighting Brackets section for choice of FBO brackets.
4 - CR selection must indicate required height and side of pole mounting location. Mounting template required at time of order.

©2020 LSI Industries Inc. All Rights Reserved. Specifications subject to change without notice.

## DRILLING LOCATIONS

Back to Quick Links

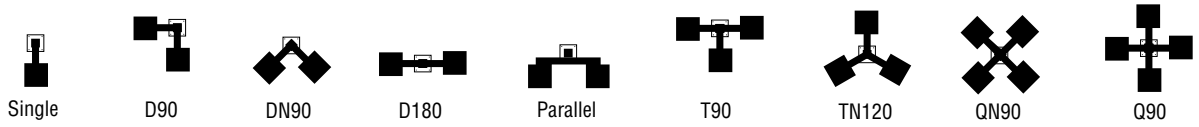
| Sides | A | B | C | D |
|---|---|---|---|---|
| Hand-hole | X | | | |
| Single | X | | | |
| D180 | | X | | X |
| D90 | X | | | X |
| DN90[1] | | | | |
| T90 | X | X | | X |
| TN120[2] | | | | |
| Q90 | X | X | X | X |
| QN90[3] | | | | |
| Single FBO | X | | | |
| Double FBO | | X | | X |



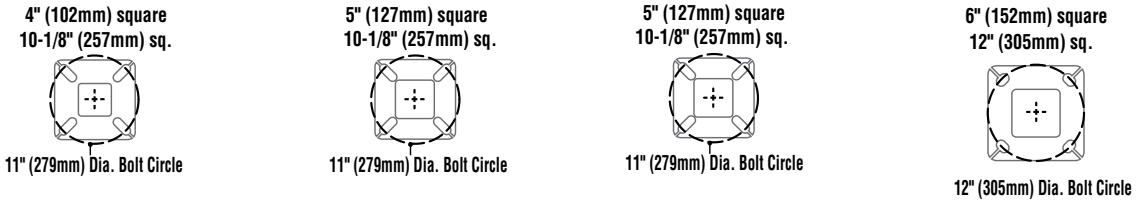

NOTES:
1 - Two locations will be 45° to the left and right of Side A.
2 - Other two locations will be 120° to the left and right of Side A.
3 - Two locations will be 45° to the left and right of Side A and two locations will be 135° to the left and right of Side A.

Consult factory for custom variations. Standard SF and DF pole preparations are located 3/4 of the height of the pole from the base, except on 20’ poles. Maximum height for SF and DF pole preparations on 20’ poles is 13’ from the base.

## FIXTURE CONFIGURATIONS




## BOLT CIRCLE

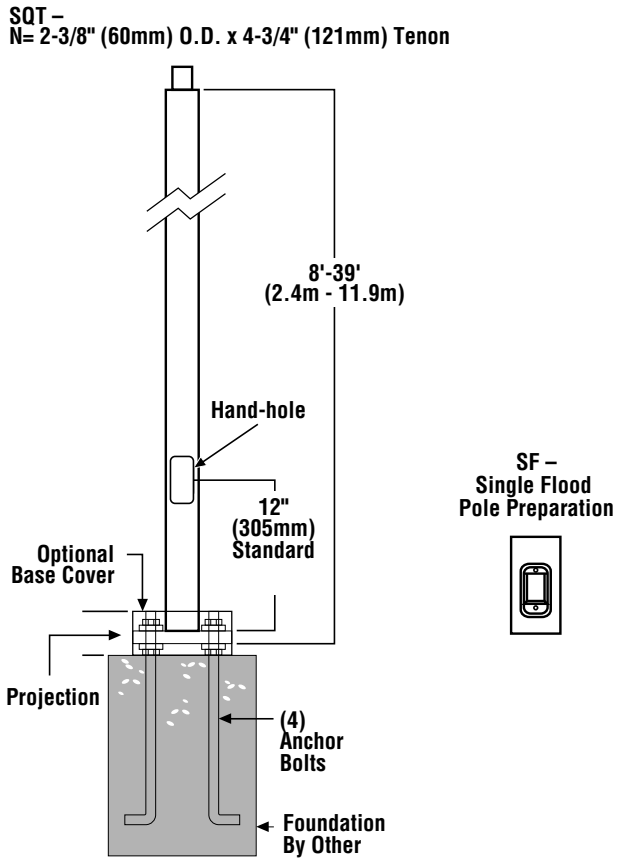



| Bolt Circle Designator | B | C | D | J |
|---|---|---|---|---|
| Bolt Circle | Slotted 8”-11" (203mm-279mm) | Slotted 9”-11" (229mm-279mm) | Slotted 9”-11" (229mm-279mm) | Slotted 12" (305mm) |
| Anchor Bolt Size | 3/4" x 30" (19mm x 762mm) | 3/4" x 30" (19mm x 762mm) | 1" x 36" (25mm x 914mm) | 1" x 36" (25mm x 914mm) |
| Anchor Bolt Projection | 3-1/4" (83mm) | 3-1/4" (83mm) | 4" (102mm) | 4" (102mm) |
| Base Plate Opening for Wireway Entry | 3-5/8" (92mm) | 4-3/4" (121mm) | 4-5/8" (117mm) | 5-5/8" (143mm) |
| Base Plate Dimensions | 10-1/8" sq. x 3/4" thk. (257mm x 19mm) | 10-1/8" sq. x 3/4" thk. (257mm x 19mm) | 10-1/8" sq. x 1" thk. (257mm x 25mm) | 12" sq. x 1-1/8" thk. (305mm x 29mm) |
| Pole Gauge | 11 | 11 | 7 | 7 |

Note: Base plate illustrations may change without notice. Do not use for setting anchor bolts. Consult factory for the appropriate anchor bolt template.

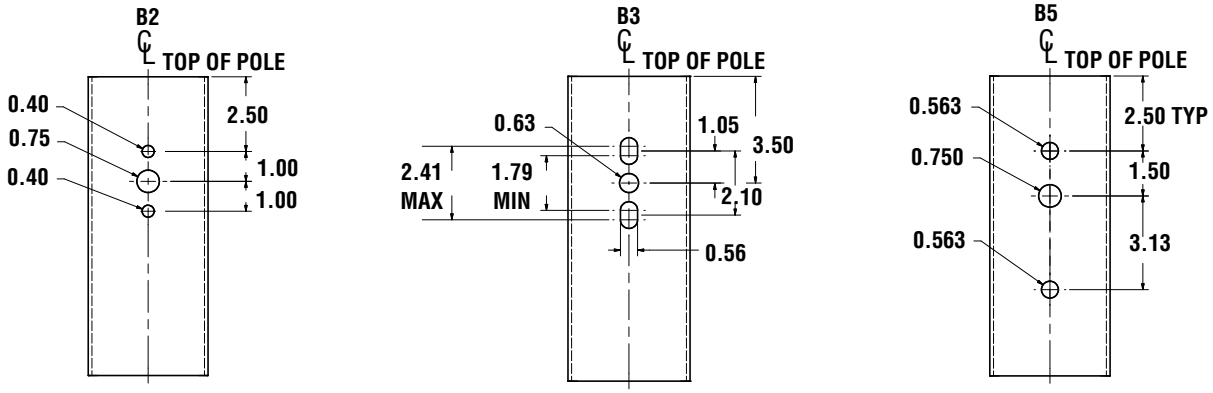
## PRODUCT DIMENSIONS

Back to Quick Links




| SHIPPING WEIGHTS | |
|---|---|
| 4"(102mm) sq. 11 Ga. is approximately | 7.50 lbs./ft. |
| 4"(102mm) sq. 07 Ga. is approximately | 10.00 lbs./ft. |
| 5"(127mm) sq. 11 Ga. is approximately | 9.00 lbs./ft. |
| 5"(127mm) sq. 07 Ga. is approximately | 12.50 lbs./ft. |
| 6"(152mm) sq. 07 Ga. is approximately | 15.40 lbs./ft. |
| Anchor Bolts (3/4" x 30")(19mm x 762mm) | 15 lbs. (7kg)/set |
| Anchor Bolts (1" x 36")(25mm x 914mm) | 30 lbs. (14kg)/set |

### Bolt-On Mount 2-Bolt Pattern



## WIND SPEED

Back to Quick Links

**EPA Information**
All LSI Industries' poles are guaranteed to meet the EPA requirements listed. LSI Industries is not responsible if a pole order has a lower EPA rating than the indicated wind-loading zone where the pole will be located.
CAUTION: This guarantee does not apply if the pole/bracket/fixture combination is used to support any other items such as flags, pennants, or signs, which would add stress to the pole. LSI Industries cannot accept responsibility for harm or damage caused in these situations.

**NOTE:** Pole calculations include a 1.3 gust factor over steady wind velocity. Example: poles designed to withstand 80 MPH steady wind will withstand gusts to 104 MPH. EPAs are for locations 100 miles away from hurricane ocean lines. Consult LSI for other areas. Note: Hurricane ocean lines are the Atlantic and Gulf of Mexico coastal areas. For applications in Florida or Canada, consult factory.

### Use ONLY with "Wind Speed Map for ASCE 7-10

| POLE[1] | Mtg. Height Length (ft) | Wall Thick (ga) | BOLT CIRCLE | | | EPA | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Designator | Dia. (in) | Anchor bolt Dia (in) | 110 MPH | 115 MPH | 120 MPH | 130 MPH | 140 MPH | 150 MPH | 160 MPH | 170 MPH | 180 MPH |
| 4" x 11-ga x 12' | 12 | 11 | B | 8" - 11" | 0.75 | 13.9 | 12.5 | 11.3 | 9.2 | 7.6 | 6.3 | 5.2 | 4.3 | 3.6 |
| 4" x 11-ga x 14' | 14 | 11 | B | 8" - 11" | 0.75 | 10.7 | 9.5 | 8.5 | 6.8 | 5.4 | 4.4 | 3.5 | 2.7 | 2.1 |
| 4" x 11-ga x 16' | 16 | 11 | B | 8" - 11" | 0.75 | 8.2 | 7.2 | 6.4 | 4.9 | 3.8 | 2.9 | 2.1 | 1.5 | 1.0 |
| 4" x 11-ga x 18' | 18 | 11 | B | 8" - 11" | 0.75 | 6.3 | 5.4 | 4.7 | 3.4 | 2.4 | 1.6 | 1.0 | 0.4 | n/a |
| 4" x 11-ga x 20' | 20 | 11 | B | 8" - 11" | 0.75 | 4.6 | 3.9 | 3.2 | 2.1 | 1.2 | 0.6 | n/a | n/a | n/a |
| 4" x 11-ga x 22' | 22 | 11 | B | 8" - 11" | 0.75 | 7.6 | 6.6 | 5.7 | 4.2 | 3.0 | 2.0 | 1.2 | 0.5 | n/a |
| 4" x 11-ga x 24' | 24 | 11 | B | 8" - 11" | 0.75 | 6.0 | 5.1 | 4.3 | 2.9 | 1.8 | 0.9 | n/a | n/a | n/a |
| 4" x 11-ga x 26' | 26 | 11 | B | 8" - 11" | 0.75 | 4.6 | 3.7 | 3.0 | 1.7 | 0.7 | n/a | n/a | n/a | n/a |
| 4" x 7-ga x 14' | 14 | 7 | B | 8" - 11" | 0.75 | 18.3 | 16.4 | 14.9 | 12.2 | 10.2 | 8.5 | 7.1 | 5.9 | 5.0 |
| 4" x 7-ga x 16' | 16 | 7 | B | 8" - 11" | 0.75 | 14.7 | 13.2 | 11.8 | 9.6 | 7.8 | 6.3 | 5.2 | 4.2 | 3.4 |
| 4" x 7-ga x 18' | 18 | 7 | B | 8" - 11" | 0.75 | 11.9 | 10.5 | 9.3 | 7.4 | 5.9 | 4.6 | 3.6 | 2.8 | 2.1 |
| 4" x 7-ga x 20' | 20 | 7 | B | 8" - 11" | 0.75 | 9.6 | 8.4 | 7.4 | 5.7 | 4.3 | 3.2 | 2.3 | 1.6 | 0.9 |
| 4" x 7-ga x 22' | 22 | 7 | B | 8" - 11" | 0.75 | 7.7 | 6.6 | 5.7 | 4.2 | 3.0 | 2.0 | 1.2 | 0.5 | n/a |
| 4" x 7-ga x 24' | 24 | 7 | B | 8" - 11" | 0.75 | 6.0 | 5.1 | 4.3 | 2.9 | 1.8 | 0.9 | n/a | n/a | n/a |
| 4" x 7-ga x 26' | 26 | 7 | B | 8" - 11" | 0.75 | 4.6 | 3.7 | 3.0 | 1.7 | 0.7 | n/a | n/a | n/a | n/a |
| 4" x 7-ga x 28'[2] | 28 | 7 | B | 8" - 11" | 0.75 | 3.3 | 2.5 | 1.8 | 0.7 | n/a | n/a | n/a | n/a | n/a |
| 4" x 7-ga x 30'[2] | 30 | 7 | B | 8" - 11" | 0.75 | 2.2 | 1.4 | 0.8 | n/a | n/a | n/a | n/a | n/a | n/a |
| 5" x 11-ga x 14' | 14 | 11 | C | 9" - 11" | 0.75 | 17.4 | 15.7 | 14.1 | 11.5 | 9.3 | 7.7 | 6.3 | 5.2 | 4.2 |
| 5" x 11-ga x 16' | 16 | 11 | C | 9" - 11" | 0.75 | 13.8 | 12.3 | 10.9 | 8.7 | 6.9 | 5.5 | 4.3 | 3.3 | 2.5 |
| 5" x 11-ga x 18' | 18 | 11 | C | 9" - 11" | 0.75 | 10.8 | 9.6 | 8.4 | 6.5 | 4.9 | 3.7 | 2.6 | 1.8 | 1.1 |
| 5" x 11-ga x 20' | 20 | 11 | C | 9" - 11" | 0.75 | 8.5 | 7.3 | 6.3 | 4.6 | 3.2 | 2.1 | 1.2 | 0.5 | n/a |
| 5" x 11-ga x 22' | 22 | 11 | C | 9" - 11" | 0.75 | 10.9 | 9.5 | 8.3 | 6.2 | 4.5 | 3.2 | 2.1 | 1.2 | 0.5 |
| 5" x 11-ga x 24' | 24 | 11 | C | 9" - 11" | 0.75 | 8.8 | 7.5 | 6.4 | 4.5 | 3.0 | 1.8 | 0.8 | n/a | n/a |
| 5" x 11-ga x 26' | 26 | 11 | C | 9" - 11" | 0.75 | 6.8 | 5.7 | 4.6 | 3.0 | 1.6 | 0.6 | n/a | n/a | n/a |
| 5" x 11-ga x 28' | 28 | 11 | C | 9" - 11" | 0.75 | 5.2 | 4.1 | 3.2 | 1.6 | 0.4 | n/a | n/a | n/a | n/a |
| 5" x 11-ga x 30' | 30 | 11 | C | 9" - 11" | 0.75 | 3.6 | 2.7 | 1.8 | 0.4 | n/a | n/a | n/a | n/a | n/a |
| 5" x 7-ga x 20' | 20 | 7 | D | 9" - 11" | 1.00 | 21.6 | 19.3 | 17.3 | 14.0 | 11.3 | 9.2 | 7.4 | 6.0 | 4.8 |
| 5" x 7-ga x 22' | 22 | 7 | D | 9" - 11" | 1.00 | 20.7 | 18.6 | 16.6 | 13.3 | 10.7 | 8.5 | 6.8 | 5.4 | 4.2 |
| 5" x 7-ga x 24' | 24 | 7 | D | 9" - 11" | 1.00 | 17.7 | 15.6 | 13.8 | 10.8 | 8.5 | 6.6 | 5.0 | 3.7 | 2.6 |
| 5" x 7-ga x 26' | 26 | 7 | D | 9" - 11" | 1.00 | 14.9 | 13.1 | 11.4 | 8.8 | 6.6 | 4.9 | 3.5 | 2.3 | 1.3 |
| 5" x 7-ga x 28' | 28 | 7 | D | 9" - 11" | 1.00 | 12.5 | 10.9 | 9.4 | 6.9 | 4.9 | 3.4 | 2.1 | 1.0 | n/a |
| 5" x 7-ga x 30' | 30 | 7 | D | 9" - 11" | 1.00 | 10.3 | 8.9 | 7.5 | 5.2 | 3.4 | 2.0 | 0.8 | n/a | n/a |
| 5" x 7-ga x 35' | 35 | 7 | D | 9" - 11" | 1.00 | 6.0 | 4.8 | 3.6 | 1.8 | n/a | n/a | n/a | n/a | n/a |
| 6" x 7-ga x 24' | 24 | 7 | J | 12" | 1.00 | 18.6 | 16.4 | 14.3 | 11.2 | 8.6 | 6.5 | 4.8 | 3.4 | 2.2 |
| 6" x 7-ga x 26' | 26 | 7 | J | 12" | 1.00 | 15.6 | 13.4 | 11.7 | 8.8 | 6.5 | 4.6 | 3.0 | 1.8 | 0.7 |
| 6" x 7-ga x 28' | 28 | 7 | J | 12" | 1.00 | 12.9 | 10.9 | 9.3 | 6.7 | 4.6 | 2.8 | 1.5 | n/a | n/a |
| 6" x 7-ga x 30' | 30 | 7 | J | 12" | 1.00 | 10.4 | 8.8 | 7.3 | 4.8 | 2.9 | 1.3 | n/a | n/a | n/a |
| 6" x 7-ga x 32' | 32 | 7 | J | 12" | 1.00 | 8.3 | 6.8 | 5.5 | 3.1 | 1.3 | n/a | n/a | n/a | n/a |
| 6" x 7-ga x 34' | 34 | 7 | J | 12" | 1.00 | 6.5 | 5.0 | 3.7 | 1.6 | n/a | n/a | n/a | n/a | n/a |
| 6" x 7-ga x 35' | 35 | 7 | J | 12" | 1.00 | 5.5 | 4.2 | 2.9 | 0.9 | n/a | n/a | n/a | n/a | n/a |
| 6" x 7-ga x 39' | 39 | 7 | J | 12" | 1.00 | 2.3 | 1.0 | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

All LSI Industries' poles are guaranteed to meet the EPA requirements listed. LSI Industries is not responsible if a pole order has a lower EPA rating than the indicated wind-loading zone where the pole will be located.
**CAUTION:** This guarantee does not apply if the pole/bracket/fixture combination is used to support any other items such as flags, pennants, or signs, which would add stress to the pole. LSI Industries cannot accept responsibility for harm or damage caused in these situations.

**Note:**
1- Poles shorter than these listed here in for each gauge have EPA rating equal to or greater than what is provided in this table. To Confirm EPA ratings on shorter poles, contact LSI Industries.
2- LSI Industries recommends a vibration damper be ordered with this length.

Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

# Patriot Wall Sconce (XPWS3)

## Outdoor Wall Sconce

RoHS COMPLIANT | Intertek | MANUFACTURED IN THE USA | IP65



| OVERVIEW | |
|---|---|
| Lumen Package | 3,000 - 6,000 |
| Wattage Range | 34 - 72 |
| Efficacy Range (LPW) | 79 - 95 |
| Weight lbs (kg) | 30 (13.6) |

### QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

## FEATURES & SPECIFICATIONS

### Construction

- One-piece die-cast aluminum housing is smoothly contoured rectangular shape.
- Mounting hardware is stainless steel or electro-zinc plated.
- Housing and optical unit are sealed with extruded silicone gasket; supply conductors with molded EPDM bushing.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 30 lbs in carton.

### Optical System

- Clear tempered optical-grade flat glass lens sealed to the aluminum optic housing creates an IP65 rated optical assembly.
- Pressure stabilizing breather allows super-tight protection while preventing cycling from building up internal pressures and vacuums that can stress optical unit seals.
- Three distribution choices: Wide Throw (WT), Forward Throw (FT) and Wall Wash (WW).
- Zero uplight.
- Available in 5000K and 4000K color temperatures per ANSI C78.377.
- Minimum CRI of 70.

### Electrical

- Driver is fully encased in potting material for IP65 moisture and complies with IEC and FCC standards. Driver can be easily accessed.
- Drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature.
- Available with universal voltage power supply 120-277VAC (50/60Hz input) or 347-480VAC.
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C.
- Prewired leads extended out the back of the unit through a rubber grommet eliminating the need to open the fixture to make wiring connections.
- Optional integral emergency battery-backup options are available. BB option operates in 0°C to 60°C ambient temperature and CWBB operates in -20°C to 60°C ambient temperature. When primary AC power failure occurs, both options operate 10 LEDs for minimum of 90 minutes.

### Controls

- DIM- 0-10 volt dimming enabled with controls by others.

### Installation

- Galvanized-steel universal wall mounting plate easily mounts directly to 4" octagonal or square junction box.
- EPDM gasket is supplied to be installed between mounting plate and junction box, sealing junction box from entrance of water.
- Universal plate permits fixture to be mounted in uplighting (indoor only) or downlighting position.
- XPMA (for square) or XPMAR (for round) allows mounting to poles in single and D180 configurations. Use LSI B3 drilling pattern.

### Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

### Listings

- Listings
- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- Suitable for wet locations (down position only).
- IP65 rated luminaire
- Optional Class 1 Division 2 (groups A, B, C &D) hazardous location rating is available (select HL option)

# Patriot Wall Sconce

## ORDERING GUIDE

Back to Quick Links

**TYPICAL ORDER EXAMPLE:** **XPWS3 FT LED 48 450 CW UE WHT BB**

| Prefix | Distribution | Technology | Output | Color Temp | Voltage | Finish | Controls | Options |
|---|---|---|---|---|---|---|---|---|
| **XPWS3** - Patriot Wall Sconce | **FT** - Forward Throw<br>**WT** - Wide Throw<br>**WW** - Wall Wash | **LED** | **28 -350** - 28 LEDs & 350mA (3,000 lms)<br>**28-450** - 28 LEDs & 450mA (4,000 lms)<br>**48-350** - 48 LEDs & 350mA (5,000 lms)<br>**48-350** - 48 LEDs & 450mA (6,000 lms) | **CW** - 5,000K CCT - 70 CRI<br>**NW** - 4,000K CCT - 70 CRI | **UE** - Universal Voltage (120-277V)<br>**347-480** - High Voltage | **BLK** - Black<br>**BRZ** - Bronze<br>**GMG** - Gun Metal Gray<br>**GPT** - Graphite<br>**MSV** - Metallic<br>**PLP** - Platinum Plus<br>**SVG** - Satin Verde Green<br>**WHT** - White | **DIM** - 0-10v Dimming leads extended to housing exterior [1]<br>**PCI120** - 120V Button-Type Photocell [2]<br>**PCI208** - 208V Button-Type Photocell [2]<br>**PCI240** - 240V Button-Type Photocell [2]<br>**PCI277** - 277V Button-Type Photocell [2]<br>**PCI347** - 347V Button-Type Photocell [2] | **(Blank)** - None<br>**BB** - Battery Backup (0°C) [3]<br>**CWBB** - Cold Weather Battery Backup (-20°C) [3]<br>**HL** - Class 1, Division 2 Hazardous Location Rating, ETL Listed to UL8448 [4]<br>**XPMA** - Pole Mounting Adaptor w/ Fixture Back Plate for Use with Square Poles [5]<br>**XPMAR4** - Pole Mounting Adaptor w/ Fixture Back Plate for Use with 4" O.D. Round Poles [5]<br>**XPMAR5** - Pole Mounting Adaptor w/ Fixture Back Plate for Use with 5" O.D. Round Poles [5] |

## Accessory Ordering Information

| Description | Order Number |
|---|---|
| XPWS3 Polycarbonate Shield | 244657 |
| XPWS3 SW BLK - Surface Wiring Box (Available in black only) | 356915BLK |
| FK120 - Single Fusing | FK120 [7] |
| FK277 - Single Fusing | FK277 [7] |
| FK208, 240 - Double Fusing | FK208,240 [7] |
| FK480 - Double Fusing | FK480 [7] |
| FK347 - Single Fusing | FK347 [7] |

**FOOTNOTES:**

1 - DIM and IMS options are not compatible.
2 - Not compatible with ERM2 or HL option.
3 - Available with UE voltage only. Not compatible with HL option.
4 - Not available with battery back-up or photocell options.
5 - Designed for 3" reduced drilling pattern. For S or D180 mounting configuration only.
6 - Accessories are field installed.
7 - Fusing to be installed in a compatible junction box supplied by contractor.

# Patriot Wall Sconce

## PERFORMANCE

Back to Quick Links

**DELIVERED LUMENS**

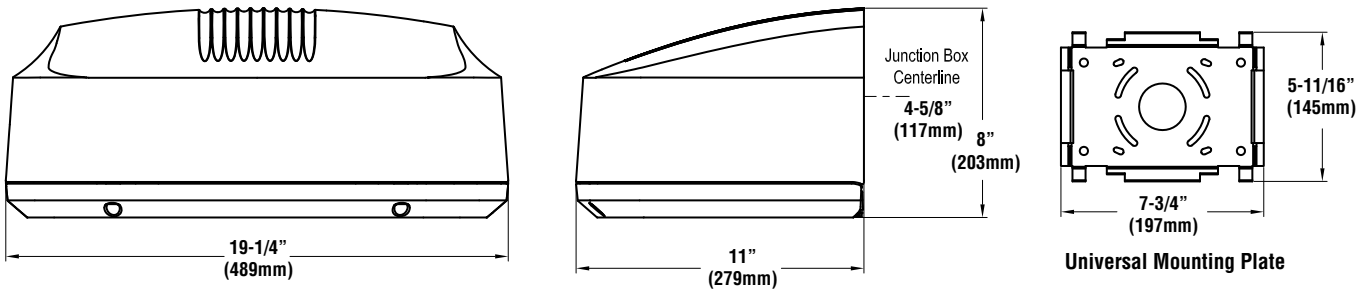
| LEDs - Drive Current | Distribution | CRI | 4000K CCT | | | 5000K CCT | | | Wattage |
|---|---|---|---|---|---|---|---|---|---|
| | | | Delivered Lumens | Efficacy | BUG Rating | Delivered Lumens | Efficacy | BUG Rating | |
| 28 - 350mA | FT | 70 | 2919 | 86 | B1-U0-G1 | 3055 | 90 | B1-U0-G1 | 34 |
| | WT | | 2873 | 86 | B1-U0-G1 | 2977 | 88 | B1-U0-G1 | |
| | WW | | 3074 | 90 | B1-U0-G0 | 3161 | 93 | B2-U0-G0 | |
| 28 - 450mA | FT | | 3529 | 80 | B1-U0-G1 | 3730 | 85 | B1-U0-G1 | 44 |
| | WT | | 3465 | 79 | B1-U0-G1 | 3636 | 83 | B1-U0-G1 | |
| | WW | | 3708 | 84 | B2-U0-G0 | 3844 | 87 | B2-U0-G0 | |
| 48 - 350mA | FT | | 4863 | 88 | B1-U0-G1 | 5094 | 93 | B1-U0-G1 | 55 |
| | WT | | 4791 | 87 | B1-U0-G1 | 5095 | 93 | B2-U0-G1 | |
| | WW | | 4881 | 89 | B2-U0-G0 | 5209 | 95 | B2-U0-G0 | |
| 48 - 450mA | FT | | 5775 | 80 | B1-U0-G1 | 6159 | 86 | B2-U0-G1 | 72 |
| | WT | | 5678 | 79 | B2-U0-G1 | 6144 | 85 | B2-U0-G1 | |
| | WW | | 5751 | 81 | B2-U0-G0 | 5315 | 88 | B2-U0-G0 | |

**ELECTRICAL DATA***

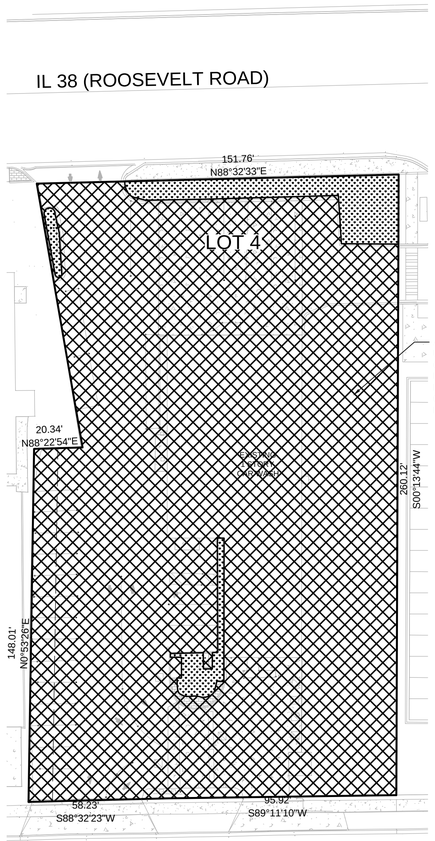
| Output | 120V | 208V | 240V | 277V | 347V | 480V |
|---|---|---|---|---|---|---|
| 28 - 350mA | 0.28 | 0.16 | 0.14 | 0.12 | 0.10 | 0.07 |
| 28 - 450mA | 0.37 | 0.21 | 0.18 | 0.16 | 0.13 | 0.09 |
| 48 - 350mA | 0.46 | 0.26 | 0.23 | 0.20 | 0.16 | 0.11 |
| 48 - 450mA | 0.60 | 0.35 | 0.30 | 0.26 | 0.21 | 0.15 |

## PRODUCT DIMENSIONS

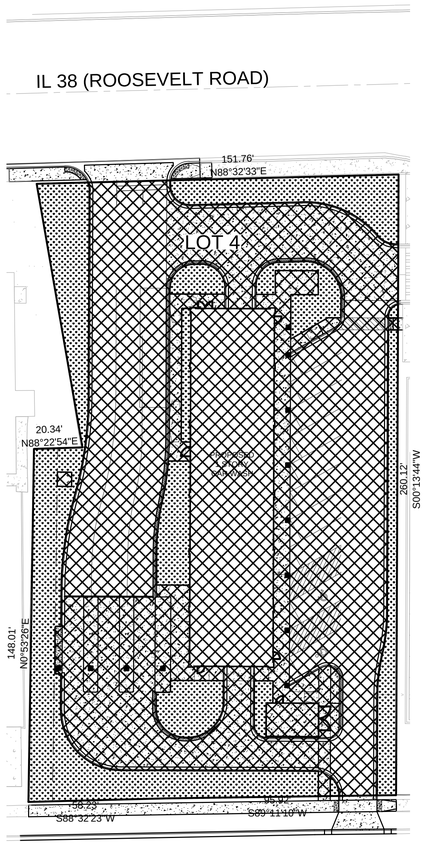
Back to Quick Links




Universal Mounting Plate




**EXISTING CONDITIONS**




**PROPOSED CONDITIONS**

## PERVIOUS/IMPERVIOUS AREAS

**LOT 4**
TOTAL DISTURBED SITE AREA = 38,488 SF = 0.88 AC
EXISTING CONDITIONS:

EXISTING PERVIOUS AREA = 1,969 SF = 0.04 AC

EXISTING IMPERVIOUS AREA = 36,519 SF = 0.84 AC

PROPOSED CONDITIONS:

PROPOSED PERVIOUS AREA = 9,373 SF = 0.22 AC

PROPOSED IMPERVIOUS AREA = 29,115 SF = 0.67 AC

**LOT 5**
TOTAL DISTURBED SITE AREA = 36,627 SF = 0.84 AC
EXISTING CONDITIONS:

EXISTING PERVIOUS AREA = 7,448 SF = 0.17 AC

EXISTING IMPERVIOUS AREA = 29,179 SF = 0.67 AC

PROPOSED CONDITIONS:

PROPOSED PERVIOUS AREA = 12,819 SF = 0.29 AC

PROPOSED IMPERVIOUS AREA = 23,808 SF = 0.55 AC

## STORMWATER SUMMARY

EXISTING WETLANDS ONSITE = NO

EXISTING FLOODPLAIN ONSITE = YES (LOT 5)

DISTURBED AREA = 75,115 SF = 1.72 AC

EXISTING IMPERVIOUS AREA: 65,698 SF = 1.51 AC

PROPOSED IMPERVIOUS AREA: 52,923 SF = 1.21 AC

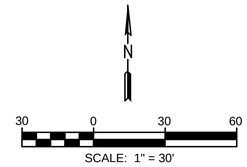
DIFFERENCE IN IMPERVIOUS AREA = 12,775 SF = 0.28 AC
REDUCTION IN NEW IMPERVIOUS AREA

ONSITE DETENTION STORAGE PROVIDED = 0 AC-FT

ONSITE DETENETION STORAGE REQUIRED = 0 AC-FT

DETENTION STORAGE WOULD BE REQUIRED IF MORE THAN 25,000 SF OF NEW IMPERVIOUS IS CREATED BY THE PROPOSED IMPROVEMENTS. SINCE THE PROPOSED IMPROVEMENTS RESULT IN A REDUCTION OF 12,403 SF IN THE AMOUNT OF IMPERVIOUS, NO ADDITIONAL DEVELOPMENTAL STORAGE IS REQUIRED PER THE DUPAGE COUNTY STORMWATER & FLOODPLAIN ORDINANCE & THE VILLAGE OF GLEN ELLYN STORMWATER & FLOODPLAIN MANAGEMENT ORDINANCE REQUIREMENTS.

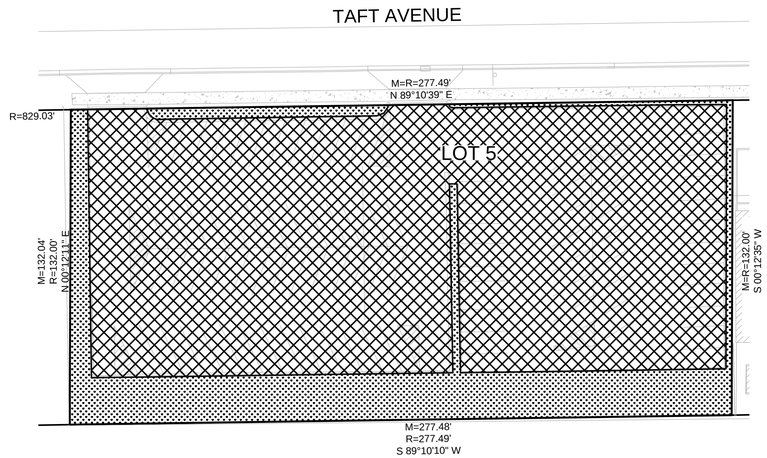
PER CURRENT DUPAGE COUNTY AND GLEN ELLYN STORMWATER ORDINANCES, POST CONSTRUCTION BMPS (PCBMPS) ARE REQUIRED IF THE PROJECT CREATES 2,500 SF OF NEW IMPERVIOUS AREA. SINCE THE PROPOSED IMPROVEMENTS RESULT IN A REDUCTION 129403SF IN THE AMOUNT OF IMPERVIOUS, NO ADDITIONAL PCBMPS OR VOLUME CONTROL STORAGE IS REQUIRED.



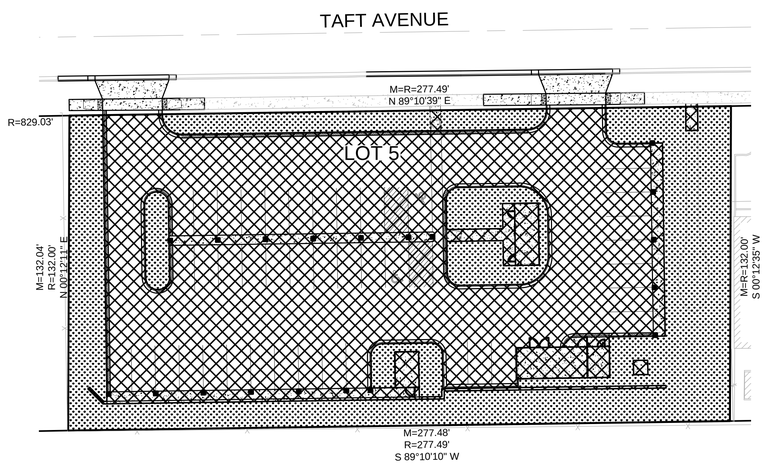

## ENGINEER'S STATEMENT

PURSUANT TO ARTICLE IV SECTION 15-36 OF THE "DUPAGE COUNTY COUNTYWIDE STORMWATER AND FLOODPLAIN ORDINANCE" WITH LATEST EFFECTIVE DATE OF 4-23-2013 (THE ORDINANCE) AS IT APPLIES TO THE ABOVE MENTIONED PROJECT, AS A PROFESSIONAL ENGINEER, IT IS MY PROFESSIONAL OPINION THAT: 1) THE PROPOSED DEVELOPMENT MEETS THE MINIMUM CRITERIA FOR STORMWATER MANAGEMENT IN ACCORDANCE WITH THE ORDINANCE AND WITH THE REQUIREMENTS OF THE VILLAGE OF GLEN ELLYN STORM WATER AND FLOODPLAIN MANAGEMENT ORDINANCE. 2) THERE ARE NO WETLANDS AND WETLAND BUFFERS ON THE SUBJECT PROPERTY AND THE DEVELOPMENT IS THEREFORE EXEMPT FROM ARTICLE XI OF THE ORDINANCE AS IT PERTAINS TO WETLANDS AND WETLAND BUFFERS PERFORMANCE STANDARDS. 3) THE PROJECT IS NOT REQUIRED TO PROVIDE POST CONSTRUCTION BEST MANAGEMENT PRACTICES (PCBMP'S) AND IS THEREFORE EXEMPT FROM THE MINIMUM CRITERIA FOR PCBMP'S IN ACCORDANCE WITH ARTICLE VIII OF THE ORDINANCE. 4) THERE IS NO EXISTING REGULATORY FLOOD PLAIN ON THE SUBJECT PROPERTY BEING IMPACTED.

PROFESSIONAL ENGINEER LICENSE # 062-056226




**EXISTING CONDITIONS**




**PROPOSED CONDITIONS**

VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034

PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

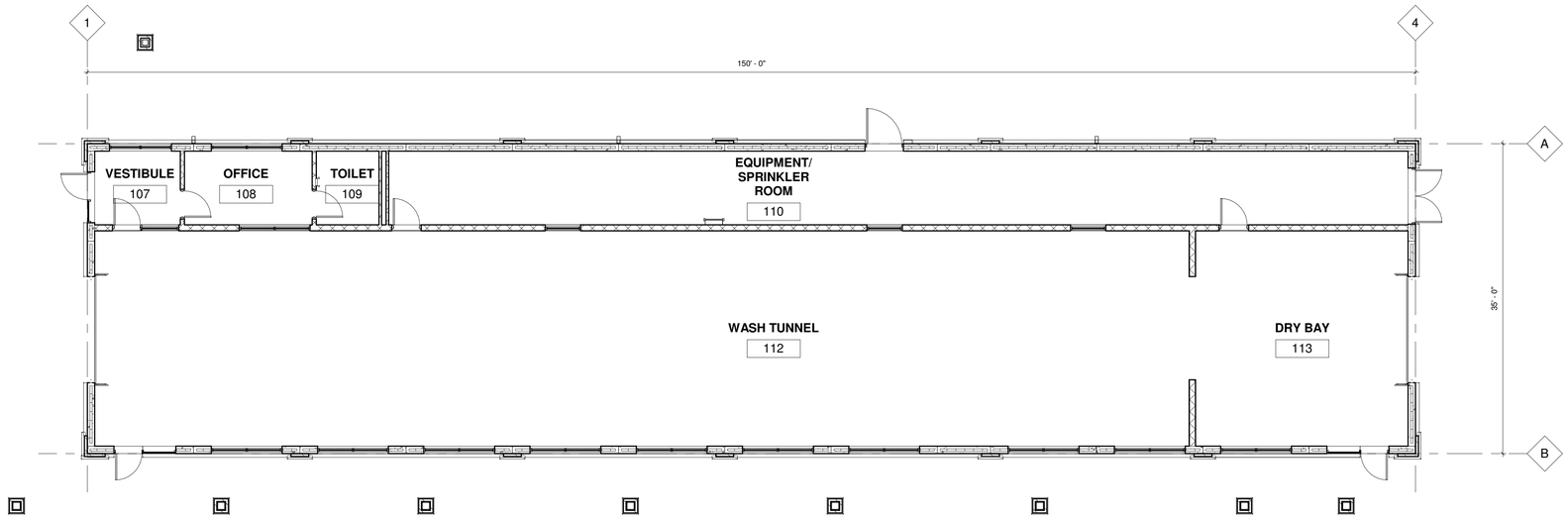
CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

# IMPERVIOUS & PERVIOUS AREAS

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

B:\7500\7579 Jet Brite Services, Inc\7579 Jet Brite, Glen Ellyn Car Wash\CADD\CAD-cal Files Previous Design\Sheets\Civil\FinalEngineering\7579_EXHIBITS.dwg 1-14-22




# 1 FLOOR PLAN

1/8" = 1'-0"

NORTH

NOT FOR CONSTRUCTION

KNIGHT
Engineers & Architects
Knight E/A, Inc.
631 E. Boughton Road
Suite 205
Bolingbrook, IL 60440
Phone: (708) 342-1250
knightea.com
PROFESSIONAL DESIGN FIRM
ILLINOIS LICENSE NUMBER 184-002141
DATE OF EXPIRATION: 4-30-2023

PROJECT:
**CAR WASH**
375 ROOSEVELT ROAD
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
**JB DEVELOPMENT, INC.**
590 KILDEER DR.
BOLINGBROOK, IL 60440

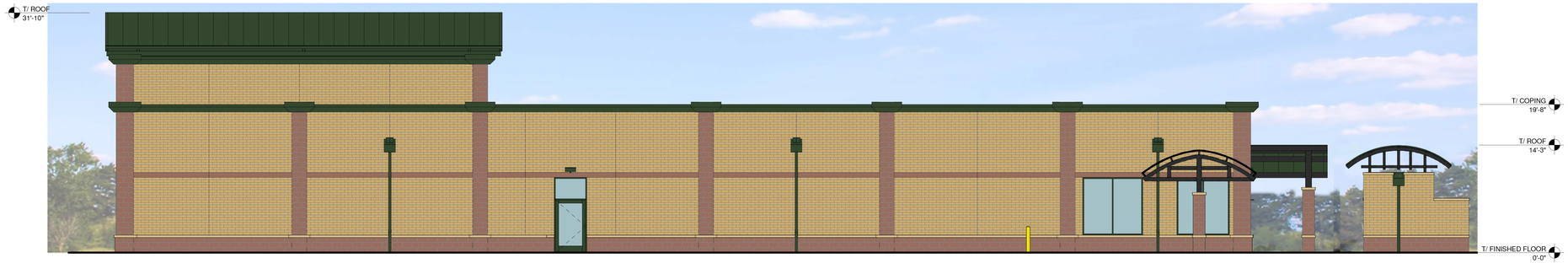
| | |
|---|---|
| 7/15/22 | PER VILLAGE REVIEW UPDATE |
| 1/14/22 | PER VILLAGE REVIEW |

FLOOR PLAN

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 7-15-22 |

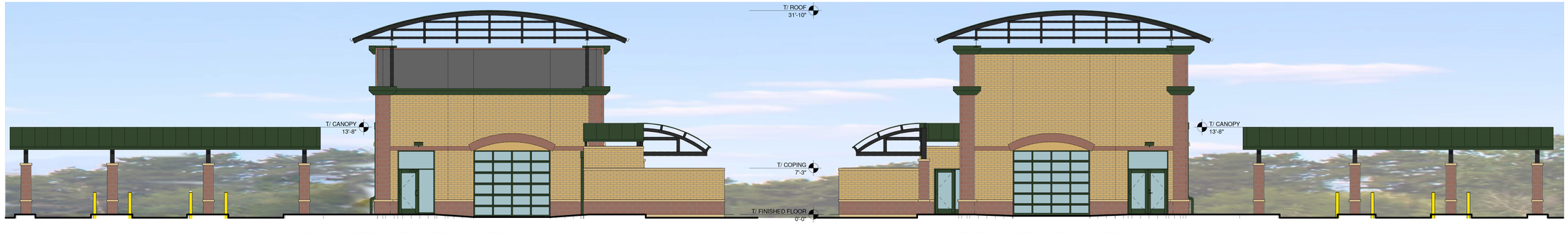
**FP-1**

© COPYRIGHT 2022 KNIGHT E/A INC. ALL RIGHTS RESERVED




## 5 WEST ELEVATION

1/8" = 1'-0"




## 4 SOUTH ELEVATION

1/8" = 1'-0"

## 3 NORTH ELEVATION

1/8" = 1'-0"




## 2 EAST ELEVATION

VAC CANOPY NOT SHOWN FOR CLARITY

1/8" = 1'-0"




## 1 EAST ELEVATION

1/8" = 1'-0"

NOTE:
ELEVATION HEIGHTS BASED UPON AVERAGE EXISTING GRADE OF: 751.00' = 0'-0"

NOT FOR CONSTRUCTION

KNIGHT
Engineers & Architects
Knight E/A, Inc.
631 E. Boughton Road
Suite 205
Bolingbrook, IL 60440
Phone: (708) 342-1250
knightea.com
PROFESSIONAL DESIGN FIRM
ILLINOIS REGISTRATION NO. 184-002141
DATE OF EXPIRATION: 4-30-2023

PROJECT:
**CAR WASH**
375 ROOSEVELT ROAD
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
**JB DEVELOPMENT, INC.**
590 KILDEER DR.
BOLINGBROOK, IL 60440

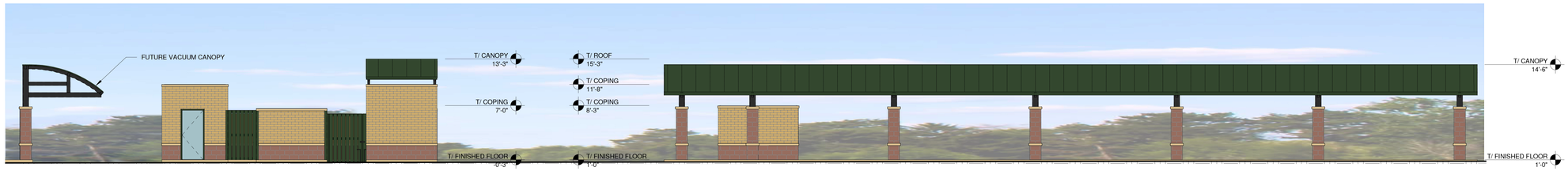
| | |
|---|---|
| 1/14/22 | PER VILLAGE REVIEW |

# 2D RENDERED ELEVATIONS

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 5-14-22 |

**R-3**

© COPYRIGHT 2022 KNIGHT E/A INC. ALL RIGHTS RESERVED



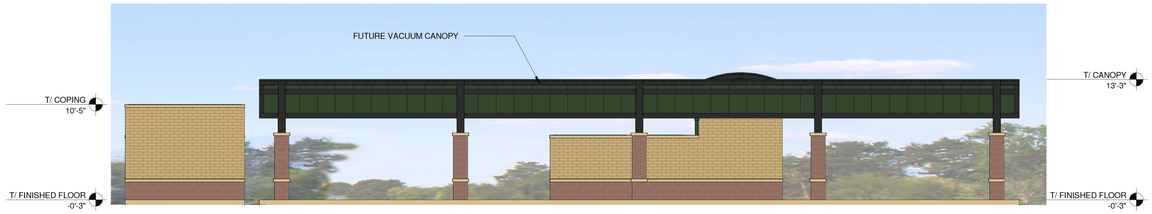

# VACUUM CANOPY NORTH ELEVATION

4 1/8" = 1'-0"




# VACUUM CANOPY WEST ELEVATION

3 1/8" = 1'-0"




# VACUUM CANOPY EAST ELEVATION

2 1/8" = 1'-0"




# VACUUM CANOPY SOUTH ELEVATION

1 1/8" = 1'-0"

NOTE:
ELEVATION HEIGHTS BASED UPON AVERAGE EXISTING GRADE OF: 749.75' = 0'-0"

NOT FOR CONSTRUCTION


Engineers & Architects
Knight E/A, Inc.
631 E. Boughton Road
Suite 205
Bolingbrook, IL 60440
Phone: (708) 342-1250
knightea.com
PROFESSIONAL DESIGN FIRM
ILLINOIS REGISTRATION NO. 184-002141
DATE OF EXPIRATION: 4-30-2023


PROJECT:
**CAR WASH**
375 ROOSEVELT ROAD
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
**JB DEVELOPMENT, INC.**
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | | |
|---|---|---|
| 1/14/22 | PER VILLAGE REVIEW |

## 401 TAFT AVE. ELEVATIONS

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 5-14-22 |

**R-4**


© COPYRIGHT 2022 KNIGHT E/A INC. ALL RIGHTS RESERVED



KNIGHT
Engineers & Architects
Knight E/A, Inc.
631 E. Boughton Road
Suite 205
Bolingbrook, IL 60440
Phone: (708) 342-1250
knightea.com

PROJECT:
**CAR WASH**
375 ROOSEVELT ROAD
GLEN ELLYN, IL 60137

CLIENT:
**JB DEVELOPMENT, INC.**
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 5-18-22 | PER VILLAGE REVIEW |

# 3D RENDERING

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 5-18-22 |

**R-1**

© COPYRIGHT KNIGHT E/A INC. ALL RIGHTS RESERVED




KNIGHT
Engineers & Architects
Knight E/A, Inc.
631 E. Boughton Road
Suite 205
Bolingbrook, IL 60440
Phone: (708) 342-1250
knighttea.com

PROJECT:
**CAR WASH**
375 ROOSEVELT ROAD
GLEN ELLYN, IL 60137

CLIENT:
**JB DEVELOPMENT, INC.**
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 5-18-22 | PER VILLAGE REVIEW |

# 3D RENDERING
# 401 TAFT AVENUE SITE

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 5-18-22 |

**R-2**

© COPYRIGHT KNIGHT E/A INC. ALL RIGHTS RESERVED

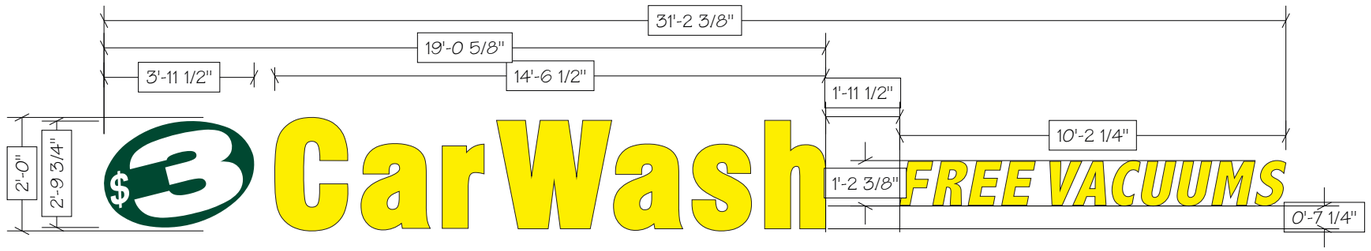
© Aurora Sign Co.,Inc 2019

AURORA SIGN CO.

All Signs Shall Be Installed In Accordance With N.E.C. Article 600

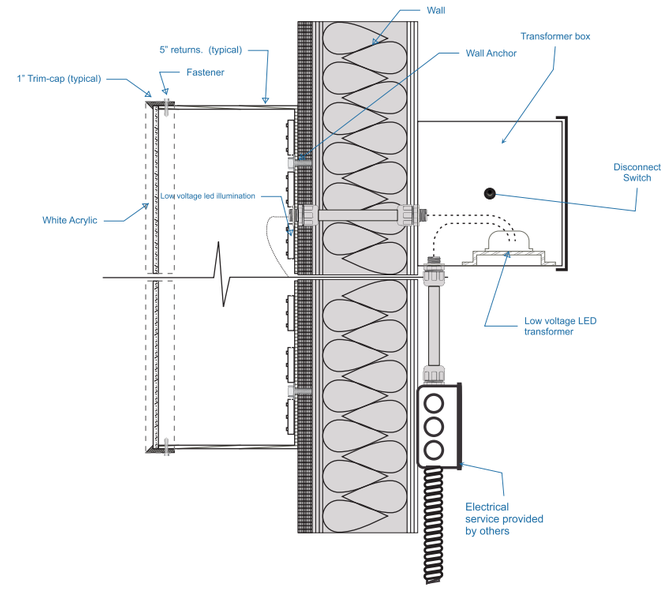
| Engineering Specifications | Electrical Specifications |
|---|---|
| All Signs Fabricated as per A.S.A Specifications & 2014 I.B.C. | All Signs Fabricated as per 2015 N.E.C. Specifications |

Sign sq. ft. = 93.6



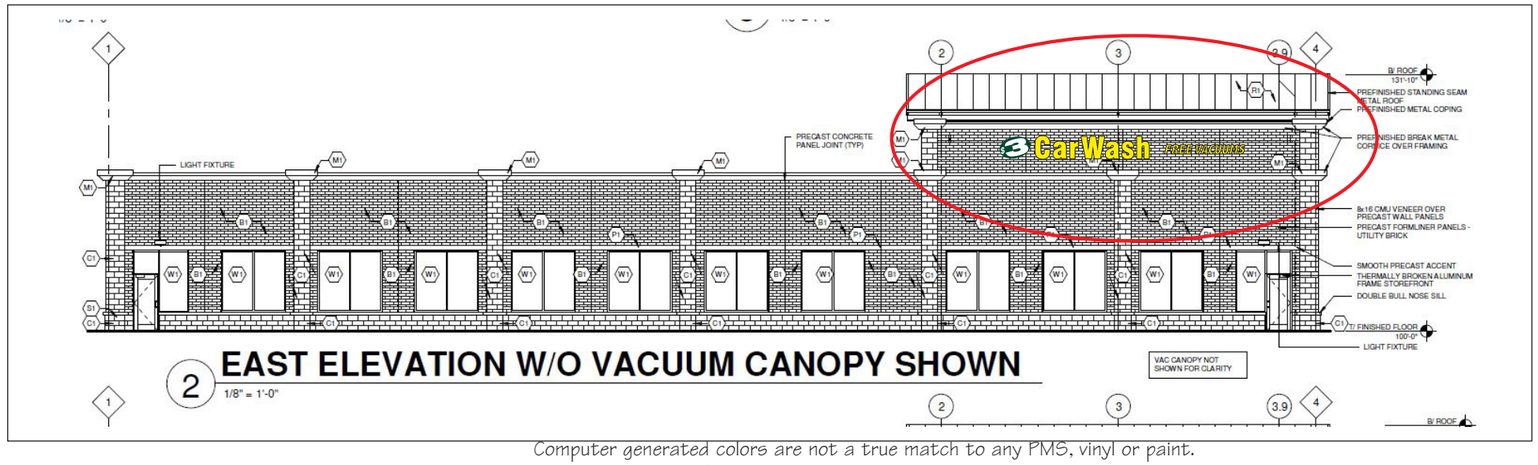

## INDIVIDUAL ILLUMINATED LETTERS

FABRICATE AND INSTALL LETTERS OF ALUMINUM AND ACRYLIC.
FACES TO BE ACRYLIC TRIMCAP TO BE BLACK.
$3 FACE TO BE WHITE ACRYLIC WITH COPY APPLIED FIRST SURFACE.
ALL RETURNS TO BE PAINTED BLACK.
ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.
INTERNAL ILLUMINATION TO BE WHITE LEDS.
SCALE - 1/4" = 1'




## INSTALLATION INSTRUCTIONS

CENTER COPY ON AREAS AS SHOWN ABOVE ROOFLINE.
CONNECT TO ELECTRICAL SERVICE
TO BE PROVIDED BY OTHERS
PRIOR TO INSTALL.




| | | |
|---|---|---|
| | YELLOW-CHEMCAST 2037 | VINYL |
| | DARK GREEN: 3630-76 | VINYL |
| | LETTERCOIL RETURNS | PAINT |
| | TRIM-CAP BLACK | STOCK |

Computer generated colors are not a true match to any PMS, vinyl or paint.
Rendering shown is for concept only. Actual scale and placement shown are approximate.

1100 Route 34
Aurora, Illinois 60503
JC 630 898 5900 office
630 898 6091 fax

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Prepared For: JET BRITE | Address: 375 ROOSEVELT RD | Drwg: 191143 | Sheet: 3 | Design Date: 9/18/19 | LANDLORD APPROVAL SIGNATURE | TITLE: |
| Location Name: | City/State: GLEN ELLYN, IL | Rev 1: | | | PRINT | DATE: |
| | | Rev 2: | | | | |

NOTE: THIS DRAWING IS THE PROPERTY OF AURORA SIGN CO. IT IS NOT TO BE REPRODUCED, COPIED, OR EXHIBITED IN ANY FASHION WITHOUT WRITTEN CONSENT FROM AURORA SIGN CO. CHARGES OF UP TO $2000.00 WILL BE ASSESSED FOR ANY MIS-USE OF THESE DRAWINGS.

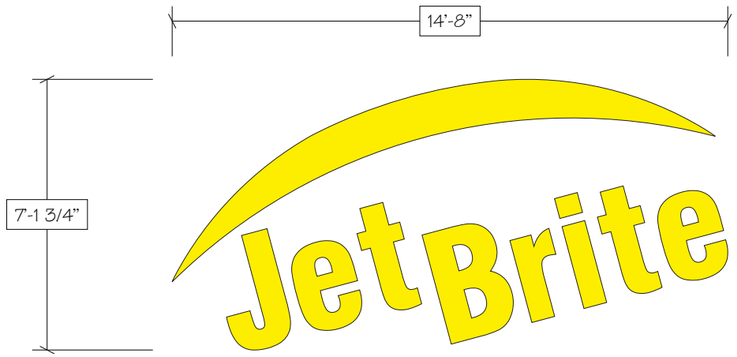
© Aurora Sign Co.,Inc 2019

AURORA SIGN CO.

All Signs Shall Be Installed In Accordance With N.E.C. Article 600

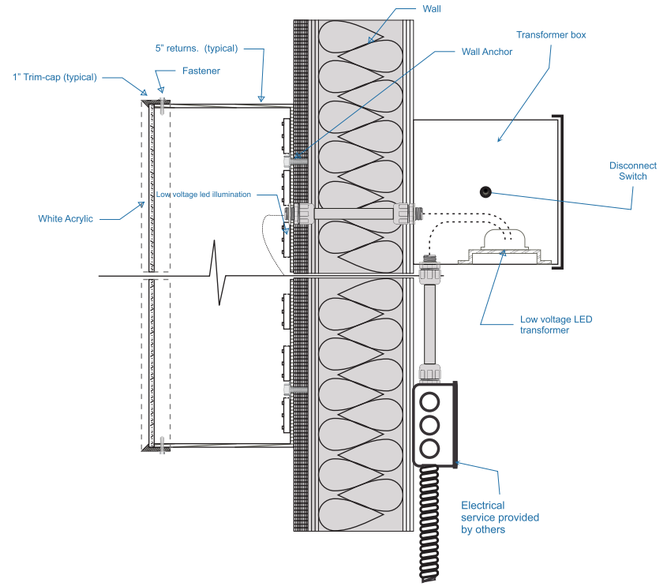
| Engineering Specifications | Electrical Specifications |
|---|---|
| All Signs Fabricated as per A.S.A Specifications & 2014 I.B.C. | All Signs Fabricated as per 2015 N.E.C. Specifications |

Sign sq. ft. = 104.8




## INSTALLATION INSTRUCTIONS

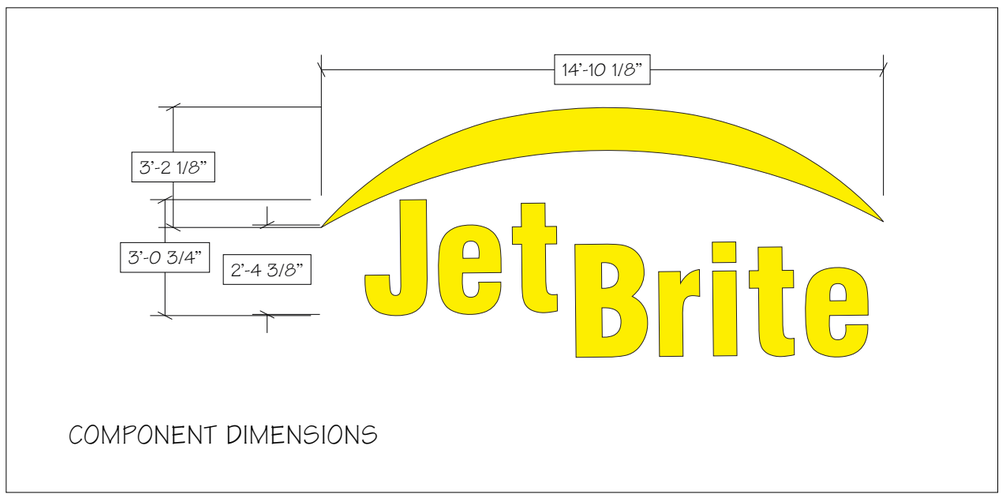
CENTER COPY ON FACADE AS SHOWN
ABOVE ROOFLINE.
CONNECT TO ELECTRICAL SERVICE
TO BE PROVIDED BY OTHERS
PRIOR TO INSTALL.



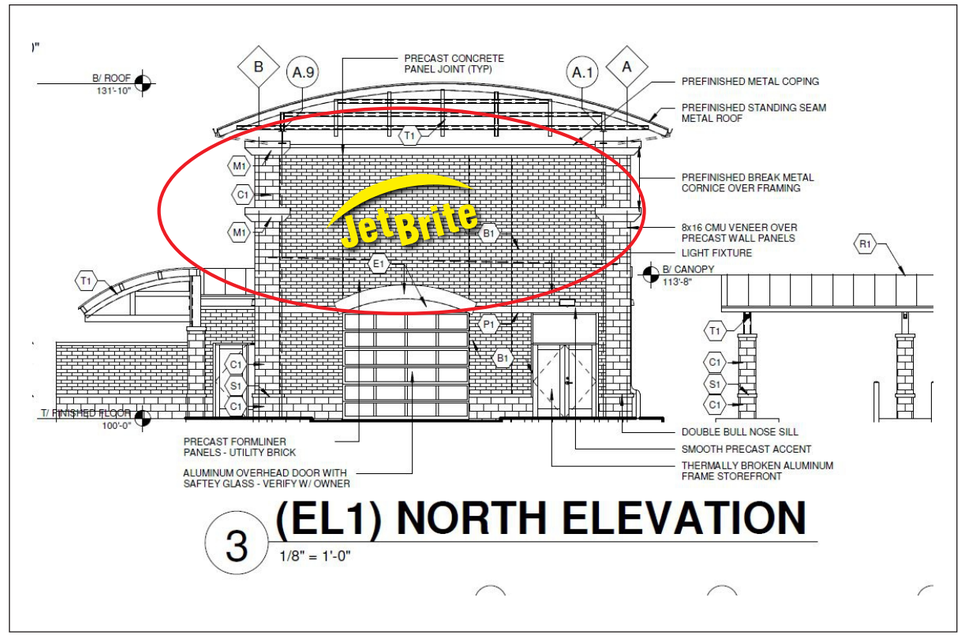

| | | |
|---|---|---|
| | YELLOW-CHEMCAST 2037 | VINYL |
| | LETTERCOIL RETURNS | PAINT |
| | TRIM-CAP BLACK | STOCK |

## INDIVIDUAL ILLUMINATED LETTERS

FABRICATE AND INSTALL LETTERS OF ALUMINUM AND ACRYLIC.
FACES TO BE YELLOW ACRYLIC. TRIMCAP TO BE BLACK.
ALL RETURNS TO BE PAINTED BLACK.
ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.
INTERNAL ILLUMINATION TO BE WHITE LEDS.
SCALE - 1/4" = 1'




COMPONENT DIMENSIONS




3 (EL1) NORTH ELEVATION
1/8" = 1'-0"

Computer generated colors are not a true match to any PMS, vinyl or paint.
Rendering shown is for concept only. Actual scale and placement shown are approximate.

1100 Route 34
Aurora, Illinois 60503
JC 630 898 5900 office
630 898 6091 fax

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Prepared For: JET BRITE | Address: 375 ROOSEVELT RD | Drwg: 191143 | Sheet: 4 | Design Date: 9/18/19 | LANDLORD APPROVAL SIGNATURE | TITLE: |
| Location Name: | City/State: GLEN ELLYN, IL | Rev 1: | | | PRINT | DATE: |
| | | Rev 2: | | | | |

NOTE: THIS DRAWING IS THE PROPERTY OF AURORA SIGN CO. IT IS NOT TO BE REPRODUCED, COPIED, OR EXHIBITED IN ANY FASHION WITHOUT WRITTEN CONSENT FROM AURORA SIGN CO. CHARGES OF UP TO $2000.00 WILL BE ASSESSED FOR ANY MIS-USE OF THESE DRAWINGS.

© Aurora Sign Co.,Inc 2019

# SINGLE-FACED SIGNS

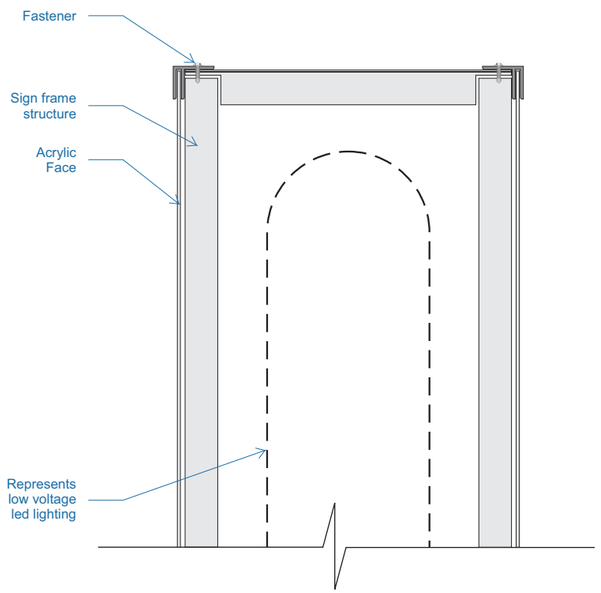
Sign Face = 3.94 SF

SIGN 1 SIGN 2




## ILLUMINATED DIRECTIONALS - 2 TOTAL REQUIRED

FABRICATE AND INSTALL SIGNS OF ALUMINUM AND ANGLE.
SIGN FACES TO BE WHITE ACRYLIC WITH COPY TO BE APPLIED FIRST SURFACE.
ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.
ARCH TO BE ILLUMINATED. 1" TRIM-CAP.
SCALE - 3/8" = 1'




## INSTALLATION INSTRUCTIONS

SET 2" STEEL ROUND PIPE IN CONCRETE FOOTING TO BE 10" ROUND BY 42" DEEP. CONNECT TO ELECTRICAL SERVICE TO BE PROVIDED BY OTHERS PRIOR TO INSTALL.

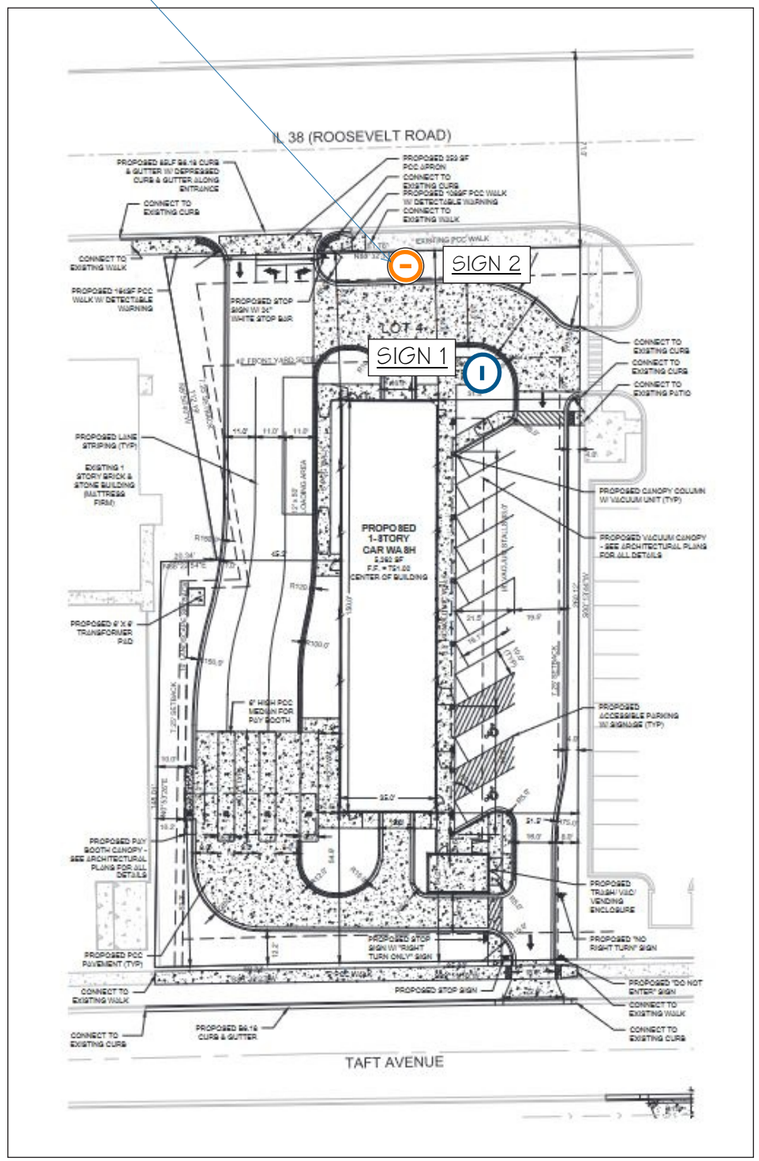
| | | |
|---|---|---|
| | 3630-136 LIGHT GREEN | VINYL |
| | PMS 361 | PAINT |
| | DARK GREEN: 3630-76 | VINYL |
| | DARK GREEN: MATCH 3630-76 | PAINT |
| | TRIM-CAP JEWELITE SOLID GREEN | STOCK |
| | BLACK | PAINT |

Sign 2 shall be located a minimum of 15' behind the Roosevelt Road face of curb to not impede vehicle site lines for the adjacent driveway

SINGLE-FACED SIGNS

SIGN 1 — Qty 1

SIGN 2 — Qty 1




Computer generated colors are not a true match to any PMS, vinyl or paint.
Rendering shown is for concept only. Actual scale and placement shown are approximate.

AURORA SIGN CO.

All Signs Shall Be Installed In Accordance With N.E.C. Article 600

Engineering Specifications: All Signs Fabricated as per A.S.A Specifications & 2014 I.B.C.

Electrical Specifications: All Signs Fabricated as per 2015 N.E.C. Specifications

1100 Route 34
Aurora, Illinois 60503
JC 630 898 5900 office
630 898 6091 fax

| | | | | | |
|---|---|---|---|---|---|
| Prepared For: JET BRITE | Address: 375 ROOSEVELT RD | Drwg: 191143 | Sheet: 5A | Design Date: 9/18/19 | LANDLORD APPROVAL SIGNATURE / TITLE: |
| Location Name: | City/State: GLEN ELLYN, IL | Rev 1: 2/9/2022 9/22/2022 10/20/2022 | | | PRINT / DATE: |
| | | Rev 2: | | | |

NOTE: THIS DRAWING IS THE PROPERTY OF AURORA SIGN CO. IT IS NOT TO BE REPRODUCED, COPIED, OR EXHIBITED IN ANY FASHION WITHOUT WRITTEN CONSENT FROM AURORA SIGN CO. CHARGES OF UP TO $2000.00 WILL BE ASSESSED FOR ANY MIS-USE OF THESE DRAWINGS.

© Aurora Sign Co.,Inc 2019

AURORA SIGN CO.

All Signs Shall Be Installed In Accordance With N.E.C. Article 600

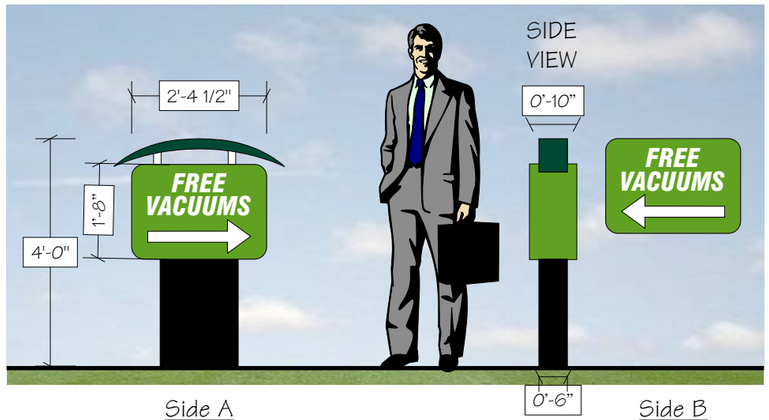
Engineering Specifications: All Signs Fabricated as per A.S.A Specifications & 2014 I.B.C.

Electrical Specifications: All Signs Fabricated as per 2015 N.E.C. Specifications

Sign Face = 3.94 SF

# DOUBLE-FACED SIGNS

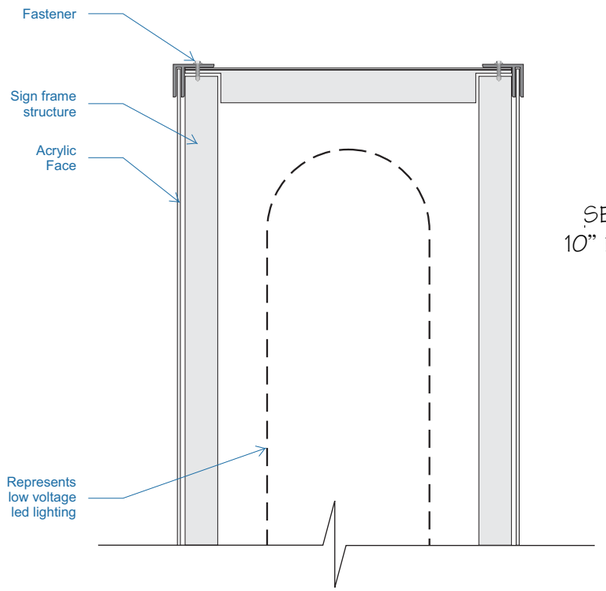
SIGN 3




Side A Side B

## ILLUMINATED DIRECTIONALS - 1 TOTAL REQUIRED

FABRICATE AND INSTALL SIGNS OF ALUMINUM AND ANGLE.
SIGN TO BE PERPENDICULAR TO TAFT AVE.
COPY TO BE APPLIED FIRST SURFACE.
ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.
SCALE - 3/8" = 1'



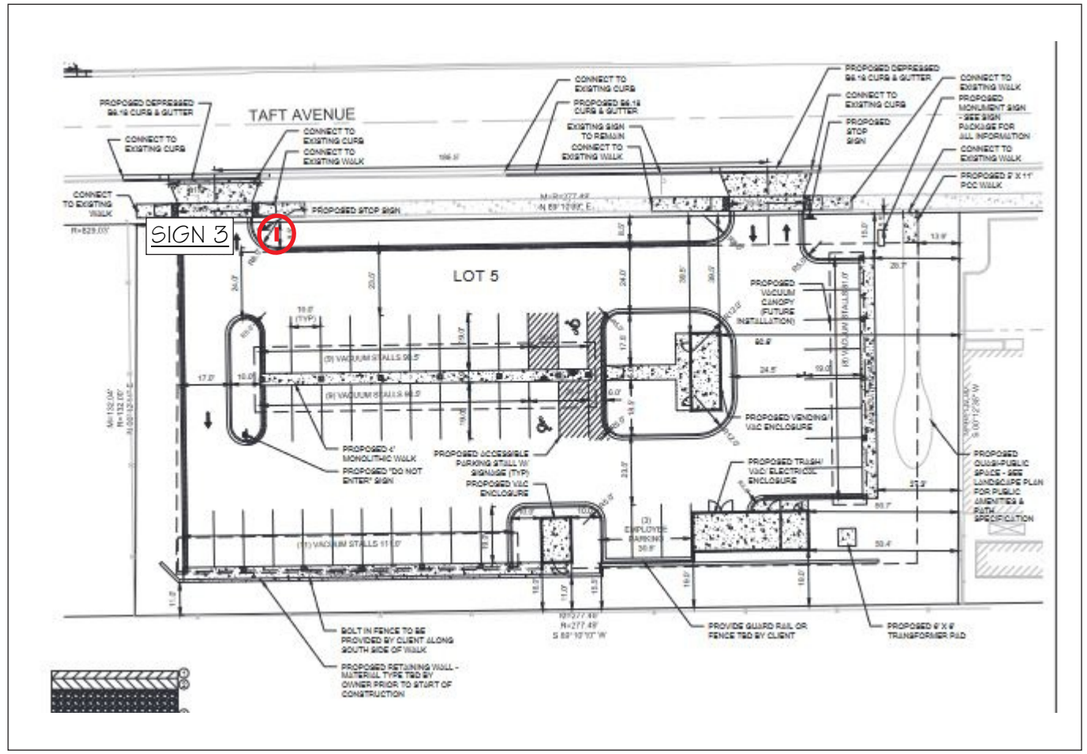

## INSTALLATION INSTRUCTIONS

SET 2" STEEL ROUND PIPE IN CONCRETE FOOTING TO BE 10" ROUND BY 42" DEEP. CONNECT TO ELECTRICAL SERVICE TO BE PROVIDED BY OTHERS PRIOR TO INSTALL.

DOUBLE-FACED SIGNS

SIGN 3 — Qty 1

| | | |
|---|---|---|
| | 3630-136 LIGHT GREEN | VINYL |
| | PMS 361 | PAINT |
| | DARK GREEN: 3630-76 | VINYL |
| | DARK GREEN: MATCH 3630-76 | PAINT |
| | TRIM-CAP JEWELITE SOLID GREEN | STOCK |
| | BLACK | PAINT |




Computer generated colors are not a true match to any PMS, vinyl or paint.
Rendering shown is for concept only. Actual scale and placement shown are approximate.

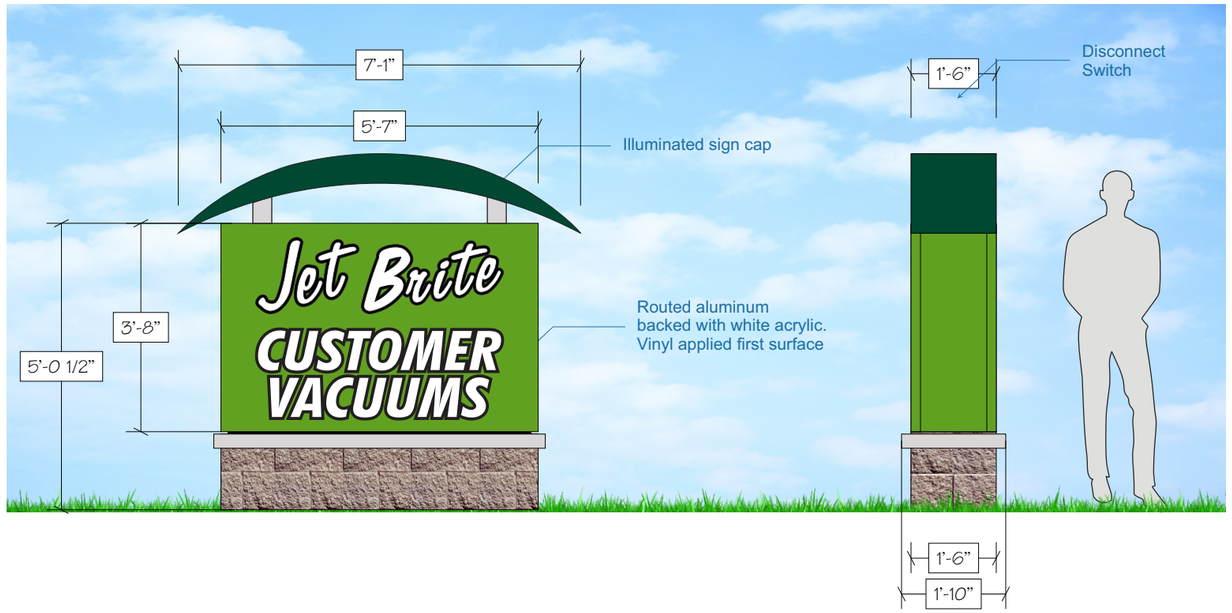
1100 Route 34
Aurora, Illinois 60503
JC 630 898 5900 office
630 898 6091 fax

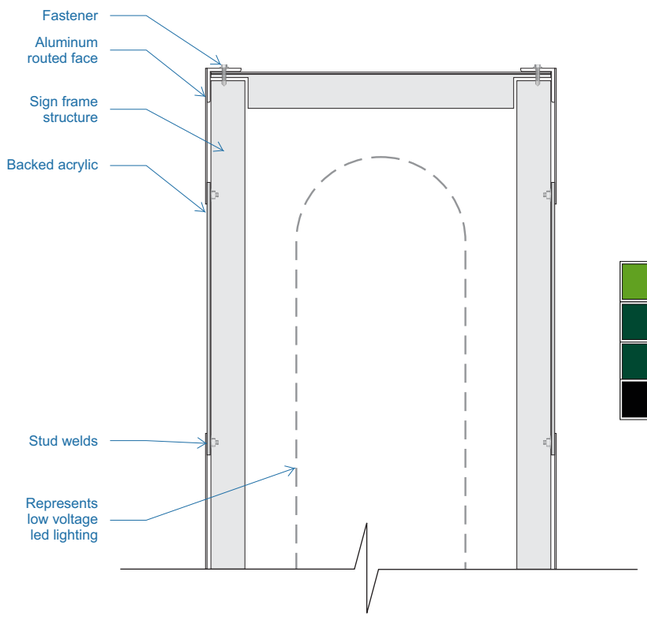
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Prepared For: JET BRITE | Address: 375 ROOSEVELT RD | Drwg: 191143 | Sheet: 7 | Design Date: 9/18/19 | LANDLORD APPROVAL SIGNATURE | TITLE: |
| Location Name: | City/State: GLEN ELLYN, IL | Rev 1: 2/9/2022 9/22/2022 | | | PRINT | DATE: |
| | | Rev 2: | | | | |

NOTE: THIS DRAWING IS THE PROPERTY OF AURORA SIGN CO. IT IS NOT TO BE REPRODUCED, COPIED, OR EXHIBITED IN ANY FASHION WITHOUT WRITTEN CONSENT FROM AURORA SIGN CO. CHARGES OF UP TO $2000.00 WILL BE ASSESSED FOR ANY MIS-USE OF THESE DRAWINGS.

© Aurora Sign Co.,Inc 2019

Sign sq. ft. = 20.42




| | | |
|---|---|---|
| | PMS 361 | PAINT |
| | DARK GREEN: 3630-76 | VINYL |
| | DARK GREEN: MATCH 3630-76 | PAINT |
| | 3M BLACK | VINYL |

AURORA SIGN CO.

All Signs Shall Be Installed In Accordance With N.E.C. Article 600

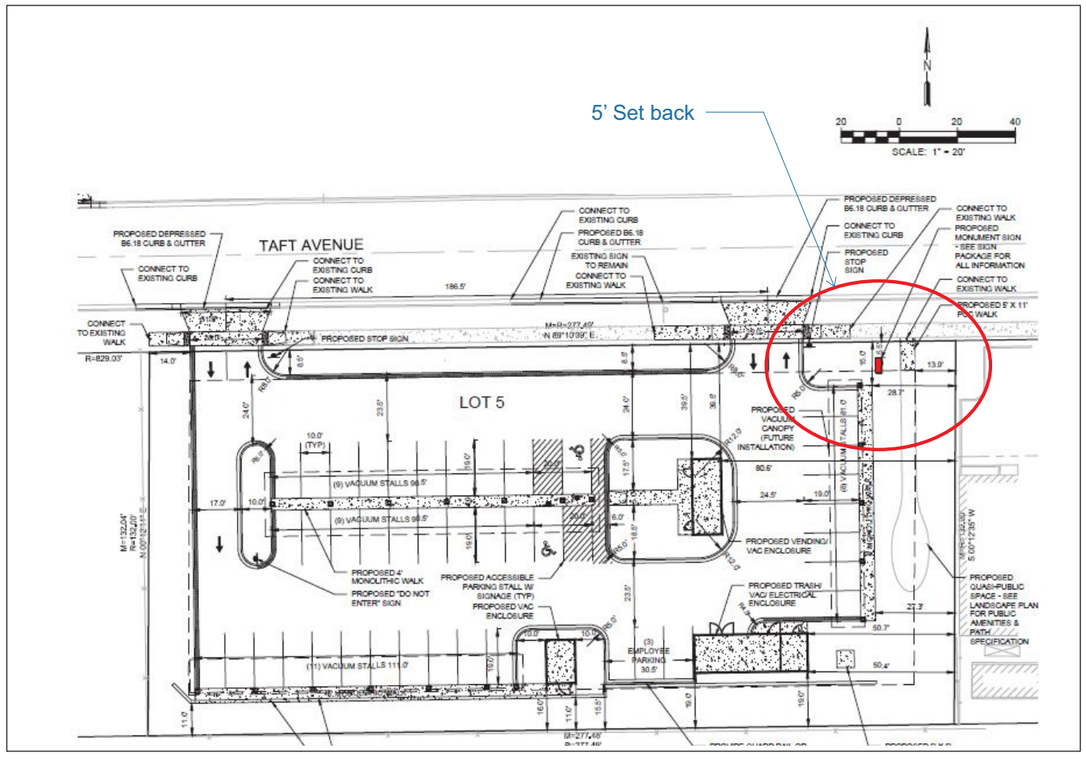
| Engineering Specifications | Electrical Specifications |
|---|---|
| All Signs Fabricated as per A.S.A Specifications & 2014 I.B.C. | All Signs Fabricated as per 2015 N.E.C. Specifications |

## DOUBLE-FACED ILLUMINATED

FABRICATE AND INSTALL SIGN OF ALUMINUM AND ANGLE.
FACES TO BE ALUMINUM ROUTED FOR COPY AND BACKED WITH WHITE ACRYLIC.
ALL EXPOSED METAL SURFACES TO BE COATED WITH ACRYLIC POLYURETHANE.
INTERNAL ILLUMINATION TO BE WHITE LEDS.
SCALE - 3/8" = 1'

## INSTALLATION INSTRUCTIONS

SET SET 4" STEEL PIPE IN 24" x 6' CONCRETE
FOOTINGS TO DEPTH OF 4'.
PERPENDICULAR TO TAFT AVENUE.
CONNECT TO ELECTRICAL SERVICE
TO BE PROVIDED BY OTHERS PRIOR TO INSTALL.




Computer generated colors are not a true match to any PMS, vinyl or paint.
Rendering shown is for concept only. Actual scale and placement shown are approximate.

1100 Route 34
Aurora, Illinois 60503
JC 630 898 5900 office
630 898 6091 fax

| | | | | | | |
|---|---|---|---|---|---|---|
| Prepared For: JET BRITE | Address: 375 ROOSEVELT RD | Drwg: 191143 | Sheet: 8 | Design Date: 9/18/19 | LANDLORD APPROVAL SIGNATURE | TITLE: |
| Location Name: | City/State: GLEN ELLYN, IL | Rev 1: 2/9/2022 | 8/8/2022 | | PRINT | DATE: |
| | | Rev 2: | | | | |

NOTE: THIS DRAWING IS THE PROPERTY OF AURORA SIGN CO. IT IS NOT TO BE REPRODUCED, COPIED, OR EXHIBITED IN ANY FASHION WITHOUT WRITTEN CONSENT FROM AURORA SIGN CO. CHARGES OF UP TO $2000.00 WILL BE ASSESSED FOR ANY MIS-USE OF THESE DRAWINGS.

# FINAL SITE IMPROVEMENT PLANS

FOR

# JET BRITE CAR WASH

## 375 ROOSEVELT ROAD &
## 401 TAFT AVENUE
## GLEN ELLYN, IL 60137
## DUPAGE COUNTY


VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440 • 888-630-2034
630-755-0293


INDEX


| Sheet Number | Sheet Title |
|---|---|
| CS | COVER SHEET |
| C-0.1 | GENERAL NOTES |
| C-1.0 | EXISTING SITE CONDITIONS |
| C-2.0 | DEMOLITION PLAN |
| C-3.0 | GEOMETRIC PLAN |
| C-4.0 | GRADING PLAN |
| C-5.0 | UTILITY PLAN |
| C-6.0 | SWPPP |
| C-6.1 | SWPPP |
| C-6.2 | SWPPP |
| C-9.0 | DETAILS |
| C-9.1 | DETAILS |
| C-9.2 | DETAILS |
| C-9.3 | DETAILS |
| C-9.4 | DETAILS |


**DEVELOPER**

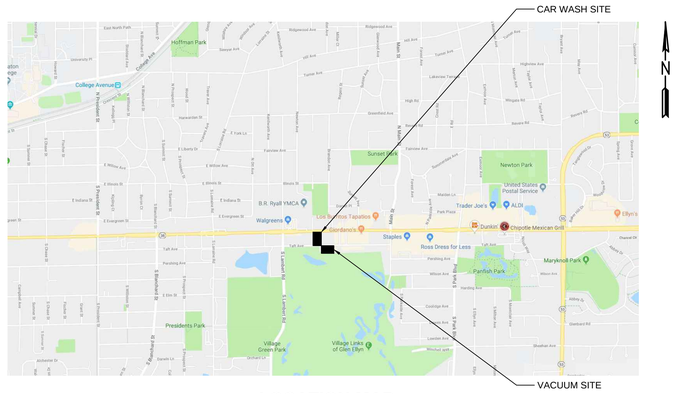
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

**CONSULTING ENGINEER**

VEENSTRA & KIMM, INC.
552 W. BOUGHTON ROAD
BOLINGBROOK, IL 60440
(T) 630-755-0293

**LEGEND**

| EXISTING | PROPOSED | DESCRIPTION |
|---|---|---|
| W W | W W | WATER MAIN |
| G G | G G | GAS MAIN |
| S S | S S | STORM SEWER |
| S S | S S | SANITARY SEWER |
| | | UNDERDRAIN |
| OH OH | OH OH | OVERHEAD UTILITY |
| | | FENCE |
| XX.XX | XX.XX | SPOT ELEVATIONS |
| 812 | 812 | CONTOUR |
| | | OVERFLOW ROUTE |
| | | VALVE VAULT |
| | | STORM CATCH BASIN |
| | | B-BOX |
| | | STORM INLET |
| | | MANHOLE - OPEN LID |
| | | MANHOLE - CLOSED LID |
| | | SPECIAL CATCH BASIN/ DRYWELL |
| | | TREE W/ SIZE |
| | | LIGHT POLE |
| | | BOLLARDS |
| | | FIRE HYDRANTS |
| | | UTILITY POLE |
| | | HAND HOLE |
| | | STREET SIGN |
| | | B6-12 CURB & GUTTER |
| | | REVERSE PITCH CURB & GUTTER |
| | XXX.XX / XXX.XX | TOP CURB ELEVATION / BOTTOM CURB ELEVATION |
| | TW | TOP WALL ELEVATION |
| | BW | BOTTOM WALL ELEVATION |
| | ME | MATCH EXISTING |
| | | CONCRETE PAVEMENT |




**LOCATION MAP**
N.T.S.

## BENCHMARKS

BENCHMARK ID #1: MI21001
DESCRIPTION: STATION IS LOCATED ALONG PRESIDENT STREET AT THE "T" INTERSECTION WITH TAFT AVENUE. STATION IS 316.0 FT SOUTH OF THE CENTERLINE OF ROUTE 38, 34.0 FT WEST OF THE CENTERLINE OF PRESIDENT STREET, AND 13.0 FT NORTH OF THE EXTENSION OF THE CENTERLINE OF TAFT AVENUE. MONUMENT IS 1.0 FT ABOVE STREET SURFACE IN THE EAST SIDE OF A 2.0 FT DIAMETER CONCRETE LIGHT POLE BASE.
N: 1890978
E: 1049980
ELEV = 761.61' (NAVD 88)

BENCHMARK ID #2: MI21002
DESCRIPTION: STATION IS LOCATED ALONG BLANCHARD ROAD JUST SOUTH OF THE INTERSECTION WITH PRESIDENT STREET. STATION IS 96.0 FT SOUTHWEST OF THE CENTERLINE OF LEYTON STONE DRIVE AND 24 FT SOUTHEAST OF THE CENTERLINE OF BLANCHARD ROAD. DISK IS SET IN THE NORTHWEST SIDE OF A 2.0 FT DIAMETER CONCRETE LIGHT POLE BASE. MONUMENT IS 1.0 FT ABOVE STREET SURFACE.
N: 1886261
E: 1049945
ELEV = 755.19' (NAVD 88)

SITE BENCHMARK (TAFT) CROSS CUT ON WALK BEHIND FIRE HYDRANT ON NORTH SIDE OF TAFT AVE. IN FRONT OF SUBJECT PROPERTY ELEV = 750.36' (NAVD 88)

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
1-800-892-0123

## SITE DATA

| | |
|---|---|
| **375 ROOSEVELT ROAD** (LOT 4) | |
| ZONING: | C-3 SERVICE COMMERCIAL |
| OVERALL LOT AREA: | 38,488 SF = 0.88 AC |
| OVERALL LOT COVERAGE: | |
| EX PERVIOUS: | 1,969 SF = 0.04 AC |
| EX IMPERVIOUS: | 36,519 SF = 0.84 AC |
| PR PERVIOUS: | 9,373 SF = 0.22 AC |
| PR IMPERVIOUS: | 29,115 SF = 0.67 AC |
| PARKING REQUIRED: | 20 (5X WASH CAPACITY)<br>2 (1 SPACE / 2 EMPLOYEES) |
| PARKING PROVIDED: | 10 VACUUM SPACES (INC. ADA PARKING)<br>0 EMPLOYEE SPACES |
| WASH CAPACITY: | 4 |
| STACKING REQUIRED: | 20 (5X WASH CAPACITY) |
| STACKING PROVIDED: | 27 |
| **401 TAFT AVENUE** (LOT 5) | |
| ZONING: | C4 - OFFICE DISTRICT |
| OVERALL LOT AREA: | 36,627 SF = 0.84 AC |
| OVERALL LOT COVERAGE: | |
| EX PERVIOUS: | 7,448 SF = 0.17 AC |
| EX IMPERVIOUS: | 29,179 SF = 0.67 AC |
| PR PERVIOUS: | 12,819 SF = 0.29 AC |
| PR IMPERVIOUS: | 23,808 SF =0.55 AC |
| PARKING REQUIRED: | ACCESSORY LOT - NO PARKING REQ. |
| PARKING PROVIDED: | 39 VACUUM SPACES (INC. ADA PARKING)<br>3 EMPLOYEE SPACES |

## NOTES

1. UPON COMPLETION OF IMPROVEMENTS, RECORD DRAWINGS ARE REQUIRED.

PROJECT: JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT: JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

COVER SHEET

PROJECT #: 7579.01
DATE: 1-14-22

CS

KNIGHT E/A, INC.
GENERAL NOTES AND SPECIFICATIONS
(IN THE EVENT OF A CONFLICT BETWEEN KNIGHT E/A, INC.
AND THE VILLAGE OF GLEN ELLYN'S GENERAL NOTES AND SPECIFICATIONS,
THE VILLAGE'S SPECIFICATIONS SHALL APPLY)

PART 1 - GENERAL NOTES

1.1 DEFINITION OF TERMS

A. THE CONTRACTOR IS THE INDIVIDUAL, FIRM, AND PARTNERSHIP, OR CORPORATION CONTRACTING WITH THE DEVELOPER/OWNER FOR PERFORMANCE OF THE PRESCRIBED WORK.

B. THE DEVELOPER/OWNER IS THE INDIVIDUAL, FIRM, PARTNERSHIP, OR CORPORATION HAVING THE AUTHORITY TO AWARD THE CONTRACT FOR THE PRESCRIBED WORK.

C. THE ENGINEER WHERE SPECIFICALLY REFERRED TO IN THE SPECIAL PROVISIONS SHALL BE THE OWNER'S REPRESENTATIVE.

1.2 QUALITY ASSURANCE

A. ALL CONTRACTORS SHALL BE RESPONSIBLE FOR THE FOLLOWING, WHICH SHALL ALSO BE INCIDENTAL TO THE COST OF THE CONSTRUCTION:

1. EXAMINATION OF THE ENGINEERING PLANS AND SPECIFICATIONS AND THE EXISTING SITE CONDITIONS PRIOR TO SUBMITTING A BID, AND NOTIFYING THE ENGINEER AT ONCE OF ANY DISCREPANCIES.
2. THE OBTAINING OF ANY NECESSARY PERMITS NOT PREVIOUSLY APPLIED FOR BY THE OWNERS, AND POSTING OF THE NECESSARY BONDS.
3. THE NOTIFICATION OF THE START OF CONSTRUCTION TO ALL JURISDICTIONAL AGENCIES, UTILITY COMPANIES, AND THE ENGINEER, AT LEAST TWO (2) WORKING DAYS PRIOR TO SAID START. ALL EXISTING UTILITIES MUST BE STAKED PRIOR TO CONSTRUCTION AND BE PROTECTED DURING CONSTRUCTION.
4. CALLING ATTENTION TO THE DEVELOPER/OWNER OF ANY ERRORS OR DISCREPANCIES WHICH MAY BE SUSPECTED IN LINES AND GRADES WHICH ARE ESTABLISHED BY THE DEVELOPER. THE CONTRACTOR SHALL NOT PROCEED WITH THE WORK UNTIL THE LINES AND GRADES WHICH ARE BELIEVED TO BE IN ERROR HAVE BEEN VERIFIED OR CORRECTED BY THE DEVELOPER. ADDITIONAL STAKING THAT MAY BE REQUIRED DUE TO CONTRACTOR NEGLIGENCE SHALL BE PAID FOR BY THE CONTRACTOR.
5. THE PROVIDING OF SAFE AND HEALTHFUL WORKING CONDITIONS THROUGHOUT THE PROSECUTION OF THE CONSTRUCTION WORK. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO: THE REMOVAL OF DEBRIS, THE PROTECTING OF CONSTRUCTION HAZARDS WITH BARRICADES AND THE KEEPING OF PUBLIC STREET PAVEMENTS CLEAN OF CONSTRUCTION DIRT AND DEBRIS.
6. THE RESTORATION TO THE ORIGINAL CONDITION OR BETTER OF ANY OFFSITE AREAS THAT ARE DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION.
7. THE TESTING OF MATERIALS, IF REQUIRED BY THE OWNER AND/OR THE JURISDICTIONAL AGENCIES.
8. THE GUARANTEE OF ALL MATERIALS AND WORKMANSHIP FOR A PERIOD OF TWO (2) YEARS UPON FINAL ACCEPTANCE BY THE OWNER AND THE JURISDICTIONAL AGENCIES.
9. THE TRAFFIC CONTROL AND PROTECTION OF ALL WORK CONDUCTED WITHIN PUBLIC RIGHTS-OF-WAY SHALL BE IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" CURRENT EDITION, SECTION 107, AND THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTED) AND "ILLINOIS SUPPLEMENT TO THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."
10. ALL WORK PERFORMED SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF THE OSHA. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A SAFE AND HEALTHFUL WORKING CONDITION THROUGHOUT THE CONSTRUCTION OF THE VARIOUS IMPROVEMENTS.
11. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING JULIE 1-800-892-0123 AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS. ALL UTILITIES MUST BE STAKED/LOCATED BEFORE CONSTRUCTION.
12. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE VILLAGE'S PUBLIC WORKS DEPARTMENT. A MINIMUM OF 48 HOURS BEFORE CONSTRUCTION ACTIVITIES. A 24-HOUR NOTICE MUST BE PROVIDED FOR INSPECTIONS AND TESTS.
13. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL SECTION/SUBSECTION MONUMENTS OR PROPERTY MONUMENTS UNTIL THE OWNER; THEIR AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
14. THE CONTRACTOR SHALL BE AWARE OF POTENTIAL CONFLICTS WITH EXISTING UTILITIES AS INDICATED ON THE PLANS. THESE AREAS SHALL BE EXCAVATED TO DETERMINE ELEVATIONS BEFORE BEGINNING CONSTRUCTION AND ANY IRREGULARITIES TURNED OVER TO THE DESIGN ENGINEER.
15. THE CONTRACTOR SHALL FURNISH ONE (1) SET OF RECORD DRAWINGS IN COMPLIANCE WITH VILLAGE STANDARDS UPON COMPLETION OF THE SITE IMPROVEMENTS FOR REVIEW AND APPROVAL BY THE OWNER AND ENGINEER. THE RECORD DRAWINGS SHOULD INCLUDE, AT A MINIMUM, THE LOCATION AND ELEVATION FOR ALL UTILITY STRUCTURES, INVERT ELEVATIONS FOR ALL UTILITY PIPING, BUILDING TIES AND FINISH FLOOR ELEVATIONS, PAVEMENT ELEVATIONS INCLUDING ACCESSIBLE STALLS AND ROUTES, AND FINISHED GRADE ELEVATIONS FOR STORMWATER MANAGEMENT AREAS INCLUDING YARD SWALES AND OVERFLOW ROUTES. ALL DETENTION FACILITIES OR VOLUME CONTROL UNITS DESIGNED AND/OR MODIFIED WITH THE DEVELOPMENT SHALL BE VERIFIED BY PROVIDING THE INCREMENTAL VOLUME AS CONSTRUCTED IN A STAGE VS. STORAGE TABLE INCORPORATED IN THE RECORD DRAWINGS.

B. THE DEVELOPER/OWNER SHALL BE RESPONSIBLE FOR THE FOLLOWING:

1. SCHEDULING THE NECESSARY PRE-CONSTRUCTION MEETING(S) WITH THE JURISDICTIONAL AGENCIES.

C. THE ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING:

1. TO PERIODICALLY VISIT THE CONSTRUCTION SITE IN ORDER TO BETTER CARRY THE DUTIES AND RESPONSIBILITIES ASSIGNED BY THE OWNER AND UNDERTAKEN BY THE ENGINEER.
2. THE ENGINEER SHALL NOT, DURING SUCH VISITS OR AS A RESULT OF SUCH OBSERVATIONS OF THE CONTRACTOR(S)' WORK IN PROGRESS, SUPERVISE, DIRECT, OR HAVE CONTROL OVER THE CONTRACTOR(S)' WORK, NOR SHALL THE ENGINEER HAVE AUTHORITY OVER OR RESPONSIBILITY FOR THE MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES OR CONSTRUCTION SELECTED BY THE CONTRACTOR(S), FOR SAFETY PRECAUTIONS AND PROGRAMS INCIDENT TO THE WORK OF THE CONTRACTOR(S), OR FOR ANY FAILURE OF THE CONTRACTOR(S) TO COMPLY WITH LAWS, RULES, REGULATIONS, ORDINANCES, CODES OR ORDERS APPLICABLE TO THE CONTRACTOR(S) FURNISHING AND PERFORMING THEIR WORK. ACCORDINGLY, THE ENGINEER CAN NEITHER GUARANTEE THE PERFORMANCE OF THE CONSTRUCTION CONTRACTS BY THE CONTRACTOR(S) NOR ASSUME RESPONSIBILITY FOR THE CONTRACTOR(S), FAILURE TO FURNISH AND PERFORM THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

PART 2 - STANDARD SPECIFICATIONS

2.1 ALL ITEMS OF THIS PROJECT SHALL BE GOVERNED BY SPECIFICATIONS INCLUDED IN THE DOCUMENTS LISTED BELOW:

A. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" PREPARED BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS AND ADOPTED BY SAID DEPARTMENT (LATEST REVISION) AND HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS".

B. "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (LATEST REVISION DATE).

C. ILLINOIS URBAN MANUAL - AN EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICE MANUAL. 2013

D. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" (LATEST REVISION).

E. "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS & HIGHWAYS" (CURRENT EDITION).

F. "GLENBARD WASTEWATER AUTHORITY STANDARD SPECIFICATIONS" (LATEST REVISION).

G. IN THE EVENT OF A CONFLICT BETWEEN THESE VARIOUS STANDARDS, THE VILLAGE STANDARDS SHALL APPLY.

PART 3 - SPECIAL PROVISIONS

3.1 EARTHWORK IMPROVEMENTS

A. GENERAL

1. ALL FILL PLACED UNDER THE PROPOSED PAVEMENT SHALL CONFORM TO SECTION 205 OF THE REFERENCED IDOT "STANDARD SPECIFICATIONS". THIS INCLUDES (BUT IS NOT LIMITED TO) THE REMOVAL OF TOPSOIL FROM FILL AREAS AND THE PROPER COMPACTION OF FILL.
2. ALL EARTHWORK SHALL RESULT IN A FINAL BLACK DIRT PLACEMENT WITHIN –0.10 FEET OF THE APPROVED PLAN AND SHALL BE DEPICTED ON THE RECORD "AS-BUILT" DRAWINGS (INCLUDING THE STAGE VS. STORAGE CALCULATIONS WHERE APPROPRIATE) FURNISHED BY THE CONTRACTOR AND SUBMITTED FOR OWNER/ENGINEER/VILLAGE REVIEW AND APPROVAL.
3. ALL TOPSOIL AND ORGANIC MATERIALS SHALL BE STRIPPED AND REMOVED BEFORE THE PLACEMENT OF FILL MATERIALS
4. THE CONTRACTOR SHALL USE CARE IN GRADING OPERATIONS AROUND TREES, SHRUBS, AND BUSHES, WHICH ARE TO BE SAVED SO AS NOT TO CAUSE INJURY TO THE ROOTS, TRUNKS, OR LIMBS. PROTECTIVE FENCING SHALL BE PLACED AROUND VEGETATION TO BE SAVED. ROOT SAWCUTTING SHALL BE AT THE DIRECTION OF THE VILLAGE ENGINEER.

B. TOPSOIL EXCAVATION INCLUDES

1. EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR COMPACTED EARTH FILL MATERIAL, IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS.
2. PLACEMENT OF THE EXCAVATED MATERIAL IN DEVELOPER/OWNER DESIGNATED AREAS FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED AND THOSE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL.
3. COMPACTION OF THE EXCAVATED MATERIAL WHERE PLACED IN AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL, SHALL BE MODERATE.
4. EXCESS MATERIALS, IF NOT UTILIZED AS FILL OR IF NOT STOCKPILED FOR FUTURE LANDSCAPING SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF BY THE CONTRACTOR.

C. EARTH EXCAVATION INCLUDES

1. EXCAVATION OF EARTH AND OTHER MATERIALS WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL. THE EXCAVATION SHALL BE TO WITHIN A TOLERANCE OF 0.10 FEET (±) OF THE PLAN SUBGRADE ELEVATIONS. THE (±) TOLERANCE WITHIN PAVEMENT AREAS SHALL BE SUCH THAT THE EARTH MATERIAL SHALL "BALANCE" AS PART OF THE FINE GRADING OPERATION.
2. PLACEMENT OF THE EARTH AND OTHER SUITABLE MATERIALS SHALL BE WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS TO WITHIN A TOLERANCE OF 0.10 FEET (±). THE FILL MATERIAL SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS, AND THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE THE REQUIRED COMPACTION. EARTH MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE BUILDING SITE NOT REQUIRING STRUCTURAL FILL, TO WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION. IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THE EARTH MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE DEVELOPER/OWNER.
3. COMPACTION OF THE EARTH AND OTHER SUITABLE MATERIALS SHALL BE TO AT LEAST 95% OF THE STANDARD PROCTOR DRY DENSITY, ASTM 698 WITHIN PROPOSED PAVEMENT, SIDEWALK AND BUILDING AREAS. MODERATE COMPACTION IS REQUIRED ELSEWHERE. TESTING FOR COMPACTION SHALL BE RESPONSIBILITY OF THE CONTRACTOR AND THE VILLAGE SHALL BE PROVIDED WITH A COPY OF THE TESTING REPORT.
4. EXCESS MATERIALS, IF NOT UTILIZED AS FILL, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE DIRECTED BY THE VILLAGE ENGINEER.

D. UNSUITABLE MATERIAL

1. UNSUITABLE MATERIAL SHALL BE CONSIDERED AS MATERIAL WHICH IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION THAT IS ENCOUNTERED BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SAID MATERIAL, AND TO WHAT EXTENT, SHALL BE MADE BY SOILS ENGINEER WITH THE CONCURRENCE OF THE DEVELOPER/OWNER.

E. GENERAL

1. THE GRADING CONTRACTOR SHALL:
   a. MAINTAIN PROPER SITE DRAINAGE AT ALL TIMES DURING THE COURSE OF CONSTRUCTION, AND PREVENT STORM WATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS.
   b. SPREAD AND COMPACT UNIFORMLY TO THE DEGREE SPECIFIED ALL EXCESS TRENCH SPOIL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS.
   c. SCARIFY AND COMPACT TO THE DEGREE SPECIFIED THE UPPER TWELVE (12) INCHES OF THE SUITABLE SUBGRADE MATERIAL IN ALL AREAS THAT MAY BE SOFT DUE TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.
   d. PROVIDE WATER TO ADD TO DRY MATERIAL IN ORDER TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION.
   e. BE RESPONSIBLE FOR IMPLEMENTATION OF THE "STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AS ASSIGNED TO THE GRADING CONTRACTOR ON THE ENGINEERING PLAN.

F. TESTING AND FINAL ACCEPTANCE

1. THE CONTRACTOR SHALL PROVIDE AS A MINIMUM, A FULLY LOADED SIX-WHEEL TRUCK FOR PROOF ROLLING THE PAVEMENT SUBGRADE PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND THE BASE MATERIAL. THE TRUCK SHALL BE DRIVEN SLOWLY OVER THE SUBGRADE AND THE VILLAGE ENGINEER OR THEIR DESIGNATED REPRESENTATIVE SHALL WITNESS ANY DEFLECTIONS/DEPRESSIONS EXCEEDING ONE (1") INCH IN DEPTH. THESE AREAS OF UNSUITABLE MATERIAL SHALL BE MARKED FOR REMOVAL AND REPLACEMENT WITH SUITABLE MATERIALS AS SPECIFIED BY THE "STANDARD SPECIFICATIONS". THE GRANULAR SUB-BASE SHALL BE SIMILARLY PROOF ROLLED FOR DEFLECTIONS/DEPRESSIONS EXCEEDING ONE-HALF (1/2") IN DEPTH.
2. SPECIFIC COMPACTION TESTING MAY BE REQUIRED BY THE DEVELOPER/OWNER IN SELECTED FILL AREAS. THE CONTRACTOR SHALL BEAR THE COST OF ANY COMPACTION TESTING WHICH DOES NOT MEET SPECIFICATION AS WELL AS THE RESPONSIBILITY AND COST FOR THE NECESSARY CORRECTION(S).
3. APPROVAL OF THE PAVEMENT SUBGRADE BY THE DEVELOPER/OWNER SHALL BE REQUIRED PRIOR TO THE PLACEMENT OF THE PAVEMENT MATERIALS.

G. BASIS OF PAYMENT

1. PAYMENT FOR ALL EARTHWORK SHALL BE "LUMP SUM". THE CONTRACTOR SHALL PROVIDE UNIT PRICING FOR EARTHWORK FOR THE PURPOSE OF CONTRACT ADJUSTMENT IF REQUIRED.
2. PAYMENT FOR THE REMOVAL OF UNSUITABLE MATERIAL SHALL BE BASED ON THE QUANTITIES AS FIELD MEASURED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE AS PART OF THE BID UNIT PRICE PER CUBIC YARD FOR THE REMOVAL OF UNSUITABLE MATERIAL. SAID UNIT PRICE SHALL INCLUDE THE COMPLETE REMOVAL OF THE MATERIAL, REPLACEMENT WITH A SUITABLE MATERIAL OBTAINED BY THE CONTRACTOR FROM A BORROW SOURCE, AND COMPACTION TO THE REQUIRED SPECIFICATIONS.

3.2 PAVING IMPROVEMENTS

A. FINE GRADING

1. PRIOR TO THE CONSTRUCTION OF THE CURB AND GUTTER AND THE PLACEMENT OF THE BASE MATERIAL, THE PAVEMENT AREAS SHALL BE FINE GRADED TO WITHIN 0.1 FEET± OF FINAL SUBGRADE ELEVATION, TO A POINT TWO (2) FEET BEYOND THE BACK OF THE PROPOSED CURB.

B. CURB AND GUTTER

1. THE CURB AND GUTTER SHALL BE THE TYPE AS DETAILED ON THE ENGINEERING PLANS.
2. THE CURBS SHALL BE BACKFILLED AFTER THEIR CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE.

C. PAVEMENT

1. THE PAVEMENT MATERIALS SHALL BE AS DETAILED ON THE ENGINEERING PLANS. THICKNESS SPECIFIED SHALL BE CONSIDERED TO BE THE MINIMUM COMPACTED THICKNESS.
2. BITUMINOUS MATERIALS (PRIME COAT) SHALL BE APPLIED TO THE SURFACE OF THE BASE COURSE AND THE SURFACE OF THE BINDER COURSE PRIOR TO THE PAVING OPERATIONS. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 402.09 OF THE STANDARD SPECIFICATIONS. THE BASE COURSE AND BINDER COURSE SHALL BE DRY AND FREE FROM ANY DUST PRIOR TO APPLYING THE PRIME COAT OF BITUMINOUS MATERIAL. THE COST OF SURFACE PREPARATION SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM OF WORK. THE APPLICATION RATE SHALL BE 0.25 GAL/S.Y.

D. GENERAL

1. THE PAVING CONTRACTOR SHALL:
   a. REPAIR ANY BASE COURSE AND BINDER COURSE FAILURES PRIOR TO THE INSTALLATION OF THE FINAL BITUMINOUS CONCRETE SURFACE COURSE.
   b. SWEEP CLEAN THE BINDER COURSE PRIOR TO THE INSTALLATION OF THE FINAL BITUMINOUS CONCRETE SURFACE COURSE. EXCESSIVE CLEANING OF THE BINDER COURSE THAT MAY BE REQUIRED, AND IS NOT THE FAULT OF THE PAVING CONTRACTOR, SHALL BE PAID FOR ON A TIME AND MATERIAL BASIS BY PRIOR AGREEMENT WITH THE DEVELOPER/OWNER.

E. TESTING AND FINAL ACCEPTANCE

1. PRIOR TO PLACEMENT OF THE BASE COURSE, THE SUBGRADE MUST BE APPROVED BY THE DEVELOPER/OWNER AND THE LOCAL JURISDICTIONAL AUTHORITY. (SEE "TESTING AND FINAL ACCEPTANCE FOR EARTHWORK").
2. PRIOR TO PLACEMENT OF THE HOT MIX ASPHALT SURFACE COURSE, THE CONTRACTOR IF REQUESTED BY THE DEVELOPER/OWNER, SHALL OBTAIN SPECIMENS OF THE BINDER COURSE WITH A CORE DRILL WHERE DIRECTED BY THE DEVELOPER/OWNER OR ENGINEER, FOR THE PURPOSE OF THICKNESS VERIFICATION. CORING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STANDARD SPECIFICATION ENTITLED "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". THE COST FOR OBTAINING CORES, WHICH ARE BY LESS THAN THE MINIMUM THICKNESS SPECIFIED, SHALL BE BORNE BY THE CONTRACTOR. THE COST FOR OBTAINING CORES WHICH MEET OR EXCEED THE SPECIFICATION SHALL BE COVERED BY THE DEVELOPER/OWNER.
3. DEFICIENCIES IN THE HOT MIX ASPHALT BINDER COURSE SHALL BE ADJUSTED FOR BY INCREASING THE PLAN THICKNESS OF THE SURFACE COURSE WITH NO ADDITIONAL COST TO THE DEVELOPER/OWNER
4. FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE TESTING AND CHECKING REQUIREMENTS CITED ABOVE.

3.3 UNDERGROUND IMPROVEMENTS

A. SANITARY SEWER CONSTRUCTION

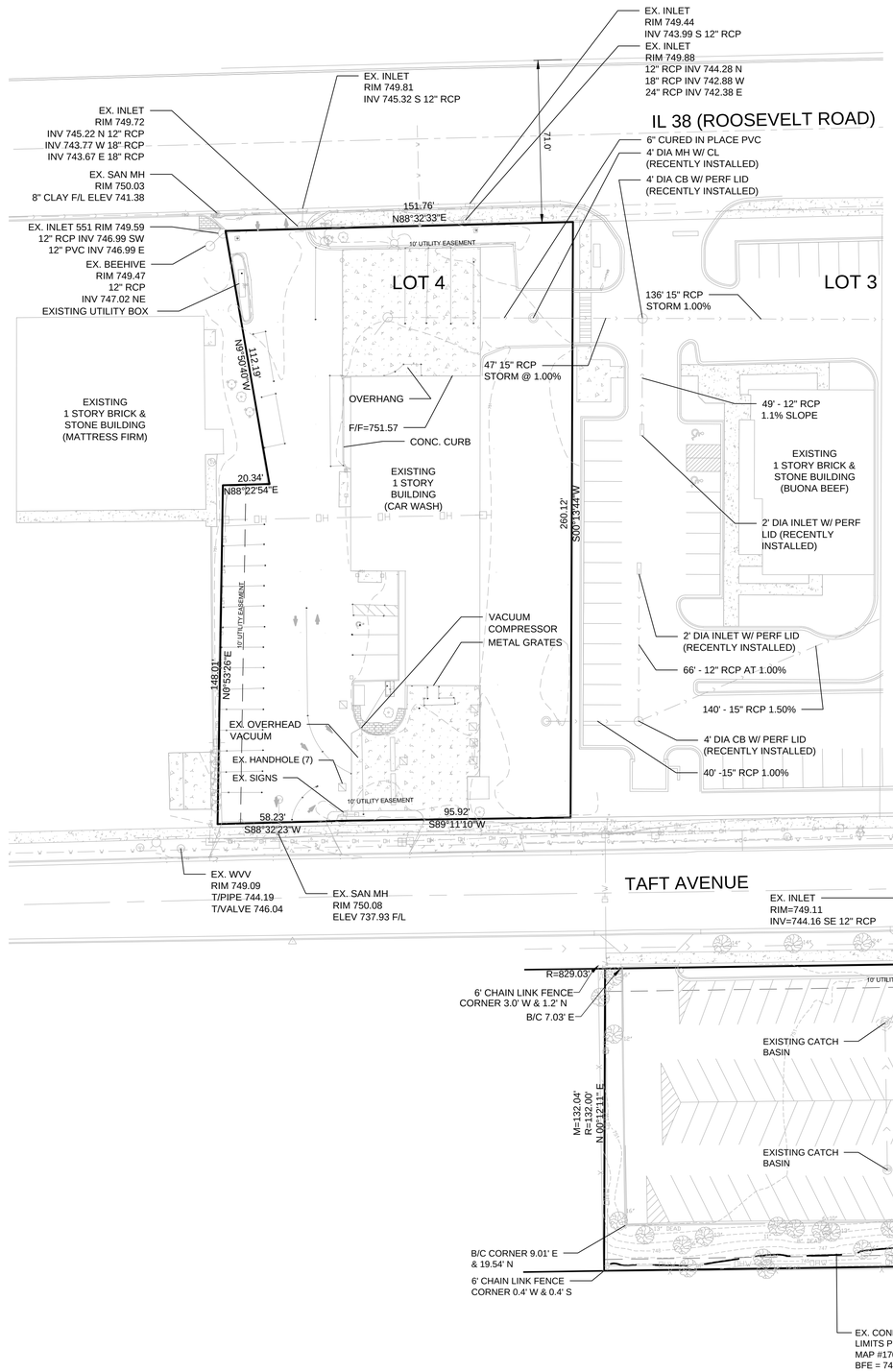
1. ALL SANITARY SEWER WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" LATEST EDITION.
2. ALL SANITARY SEWER CONSTRUCTION SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE VILLAGE AND THE LOCAL SANITARY DISTRICT.
3. SANITARY SEWER MAINS SHALL HAVE A MINIMUM COVER OF 5.5' AND SHALL BE INSTALLED IN A STRAIGHT ALIGNMENT UNLESS SPECIFICALLY SHOWN OTHERWISE ON THE APPROVED PLANS. MINIMUM COVER MAY BE REDUCED, AT THE DISCRETION OF THE VILLAGE ENGINEER, PROVIDED THAT SATISFACTORY MEASURES ARE TAKEN TO INSULATE AND PROTECT THE PIPE.
4. ALL EXISTING UTILITIES AND IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO WALKS, CURBS, PAVEMENT, LANDSCAPING, AND PARKWAYS, DAMAGED OR REMOVED BY CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR ORIGINAL (OR BETTER) CONDITION.
5. ALL NEW SANITARY SEWER MAINS SHALL HAVE WYES INSTALLED FOR PROPOSED BUILDING SERVICES. SAID WYES SHALL BE INSTALLED IN THE SAME DIRECTION AS THE MAIN FLOW DIRECTION. ALL SERVICE CONNECTIONS TO EXISTING SANITARY SEWER MAINS NOT HAVING WYES SHALL BE MADE WITH AND "INSERT-A-TEE" TYPE FITTING OR OTHER SIMILAR APPROVED EQUAL FITTING.
6. ALL TRENCHES UNDER OR WITHIN 2' OF A PROPOSED SIDEWALK, CURB, PATHWAY, OR ROADWAY MUST BE BACKFILLED WITH PROPERLY COMPACTED CA-7 TRENCH BACKFILL.
7. ALL TRENCHES UNDER OR WITHIN 2' OF AN EXISTING SIDEWALK, CURB, PATHWAY, OR ROADWAY MUST BE BACKFILLED WITH AND IDOT APPROVED MIX #2 DESIGN OF "CONTROLLED LOW STRENGTH MATERIAL" (I.E. CLSM OR FLOWABLE FILL) DISPENSE FROM A REDI MIX TRUCK UP TO THE SUB-GRADE LEVEL. SAID CLSM SHALL BE FLUID ENOUGH TO FILL ALL VOIDS AND UNDERMINES. UPON PLACEMENT OF THE CLSM, THE TRENCH SHALL BE PROPERLY PROTECTED WITH BARRICADES AND PLATED WITH APPROPRIATE STEEL PLATES TO MINIMIZE TRAFFIC DISRUPTION UNTIL THE CLSM HAS SUFFICIENTLY SET UP TO ALLOW FOR THE REMAINDER OF THE RESTORATION. ROADWAY RESTORATION SHALL BE COMPLETED IMMEDIATELY AFTER THE SETTING OF THE CLSM
8. MATERIALS PERMITTED FOR USE IN SANITARY SEWER MAINS AND SERVICES ARE PVC SDR 26 ASTM D-3034 WITH ASTM D-3212 JOINTS.
9. MANHOLES SHALL BE CONSTRUCTED OF PREFABRICATED CONCRETE SECTIONS MEETING THE REQUIREMENTS OF ASTM-C478. SECTIONS SHALL BE JOINED USING EITHER FLEXIBLE RUBBER GASKETS OR PREFORMED BITUMINOUS PLASTIC GASKETS. THE MANHOLE BOTTOM SHALL BE PRECAST WITH THE FIRST RISER SECTION. MANHOLES SHALL HAVE THE PIPE CAST IN PLACE THROUGH THE MANHOLE OR A WATERTIGHT JOINT CAST IN THE MANHOLE WALL TO RECEIVE THE PIPE. MANHOLE FRAMES AND LIDS SHALL BE OF SELF-SEALING TYPE NEENAH FOUNDRY COMPANY (CATALOG NO.R-1712) IN PAVEMENT, OR EQUAL WITH APPROVAL BY THE VILLAGE, AND TYPE B LAMP CONCEALED PICK-HOLE WITH THE WORD "SANITARY" CAST IN THE LID.
10. ALL SANITARY SEWERS SHALL BE TESTED USING SEVERAL METHODS. FILTRATION-EXFILTRATIONS SHALL NOT EXCEED 200-GALLONS/INCH DIAMETER/DAY/MILE OF PIPE. TESTING SHALL BE DONE AFTER THE SERVICE LINES HAVE BEEN INSTALLED AND CAPPED. TESTING PROCEDURES FOR WATER TIGHTNESS SHALL BE ESTABLISHED BY THE VILLAGE ENGINEER AND MAY INCLUDE INFILTRATION OR EXFILTRATION OR LOW PRESSURE AIR TESTING. MINIMUM TESTING PROCEDURE SHALL COMPLY WITH THE STANDARD SPECIFICATIONS FOR SEWER AND WATERMAIN CONSTRUCTION IN ILLINOIS SECTION 31-1-11. TESTING WILL ALSO INCLUDE A COLOR VIDEO (DIGITAL FORMAT TO BE SUBMITTED TO THE VILLAGE FOR REVIEW) AND VACUUM TESTING OF MANHOLE STRUCTURES.
11. ALL SANITARY SEWERS SHALL BE TESTED FOR DEFLECTION USING A RIGID BALL OR MANDREL HAVING A DIAMETER EQUAL TO 95% OF THE BASE DIAMETER OF THE PIPE AS ESTABLISHED IN PROPOSED ASTM-3034. THE TEST SHALL BE PERFORMED WITHOUT MECHANICAL PULLING DEVICES. THE INDIVIDUAL LINES TO BE TESTED SHALL BE SO TESTED NO SOONER THAN 30 DAYS AFTER THEY HAVE BEEN INSTALLED. WHENEVER POSSIBLE AND PRACTICAL, THE TESTING SHALL INITIATE AT THE DOWNSTREAM LINES AND PROCEED TOWARD THE UPSTREAM LINES. NO PIPE SHALL EXCEED A DEFLECTION OF 5% OF THE BASE INSIDE DIAMETER. WHERE DEFECTION IS FOUND TO BE IN EXCESS OF 5% OF THE ORIGINAL PIPE DIAMETER, THE CONTRACTOR SHALL EXCAVATE TO THE POINT OF EXCESS DEFLECTION AND CAREFULLY COMPACT AROUND THE POINT WHERE EXCESS DEFLECTION WAS FOUND. THE LINE SHALL THEN BE RE-TESTED FOR DEFLECTION. HOWEVER, SHOULD AFTER THE INITIAL TESTING THE DEFLECTED PIPE FAIL TO RETURN TO THE ORIGINAL SIZE (INSIDE DIAMETER), THE LINE SHALL BE REPLACED.
12. GRANULAR PIPE BEDDING AND COVER MATERIAL SHALL EXTEND 12" ABOVE THE CROWN OF THE SANITARY SEWER MAIN. THE GRANULAR PIPE BEDDING MATERIAL SHALL CONFORM TO ASTM SPECIFICATION 2321-89 (CL IB). SAID MATERIAL SHALL BE 100% CRUSHED STONE CA-7 GRADATION.
13. SLOPE FOR AN 8-INCH DIAMETER PIPE SHALL BE A MINIMUM OF 0.40%. FOR A 6-INCH DIAMETER PIPE, A MINIMUM OF 1.00%.
14. SIZES SHALL BE AS INDICATED ON THE ENGINEERING PLANS.

B. WATERMAIN CONSTRUCTION

1. ALL WATERMAIN WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" LATEST EDITION.
2. WATERMAINS SHALL HAVE A MINIMUM COVER OF 5.5' AND SHALL BE INSTALLED IN A STRAIGHT ALIGNMENT UNLESS SPECIFICALLY SHOWN OTHERWISE ON THE APPROVED PLANS. MINIMUM COVER MAY BE REDUCED, AT THE DISCRETION OF THE CITY/VILLAGE ENGINEER, PROVIDED THAT SATISFACTORY MEASURES ARE TAKEN TO INSULATE AND PROTECT THE PIPE.
3. ALL WATERMAINS SHALL BE CEMENT LINED DUCTILE IRON PIPE, CLASS 52 CONFORMING TO AWWA C-151 WITH PUSH-ON OR MECHANICAL JOINTS AND SHALL BE ENCASED IN POLYETHYLENE FILM IN ACCORDANCE WITH AWWA C-105-92. FITTINGS SHALL BE CEMENT LINED, TAR COATED CAST IRON WITH MECHANICAL JOINTS RATED 250 PSI PER AWWA C110/ANSI 21.20. WATERMAIN SERVICE MATERIAL SHALL BE "TYPE K" COPPER.
4. ALL PIPE AND FITTINGS SHALL BE MANUFACTURED IN THE UNITED STATES OR APPROVED EQUAL.
5. ALL MAIN LINE VALVES SHALL BE "AMERICAN FLOW CONTROL" TYPE GATE VALVES AND HOUSED IN A PRECAST CONCRETE VAULT OF THE APPROPRIATE SIZE.
6. ALL HYDRANTS SHALL BE "WATEROUS PACER" MODEL WB-67 -250 OR CLOW MEDALLION TYPE AND INCLUDE A GATE VALVE IN A METAL BOX WITH BRACING AND TRENCH ADAPTER. FIRE HYDRANTS SHOULD BE DAMAGED "NOT IN SERVICE" UNTIL ALL TESTING AND DISINFECTION HAS BEEN COMPLETED AND NEW WATERMAIN IS IN SERVICE.
7. ALL VALVE BOXES AND VAULTS SHALL NOT BE COVERED WITH CONSTRUCTION DEBRIS AND SHALL REMAIN ACCESSIBLE TO THE RESPECTIVE UTILITY COMPANY.
8. ALL CORPORATION STOPS SHALL BE "A Y MCDONALD" MODEL, COMPRESSION TYPE.
9. ALL CURB STOPS SHALL BE "A Y MCDONALD" MODEL.
10. ALL WATERMAINS SHALL BE PRESSURE TESTED AND DISINFECTED IN ACCORDANCE WITH THE STANDARDS AND PROCEDURES SET BY THE VILLAGE. MINIMUM TESTING PROCEDURE SHALL COMPLY WITH THE STANDARD SPECIFICATIONS FOR SEWER AND WATERMAIN CONSTRUCTION IN ILLINOIS SECTION 41-2.13 AND SECTION 41-2.14.
11. ONLY VILLAGE STAFF IS ALLOWED TO OPERATE VALVES AND HYDRANTS. A MINIMUM OF 24 HOURS ADVANCE NOTICE MUST BE GIVEN TO THE VILLAGE PUBLIC WORKS DEPARTMENT FOR THE OPERATION OF VALVES AND HYDRANTS.
12. SIZES SHALL BE AS INDICATED ON THE ENGINEERING PLANS.

C. STORM SEWER CONSTRUCTION

1. ALL STORM SEWER WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" LATEST EDITION.
2. ALL STORM SEWER STRUCTURE ADJUSTMENTS SHALL BE MADE WITH PRECAST CONCRETE ADJUSTING RINGS SET IN A FULL BED OF BUTYL ROPE JOINT SEALANT. THE RINGS MUST BE IN A GOOD SHAPE WITH NO VISIBLE CRACKS OR MISSING PIECES, AND NO MORE THAN 8" OF ADJUSTING RINGS MAY BE USED. NO MORE THAN 2" RINGS MAY BE USED.
3. ALL STORM SEWER STRUCTURES SHALL HAVE POURED INVERTS CONFORMING TO THE SHAPE OF THE PIPES.
4. ALL EXISTING FIELD DRAINAGE TILE ENCOUNTERED OR DAMAGED DURING UTILITY CONSTRUCTION OR MASS EARTHWORK MUST BE RESTORED TO THEIR ORIGINAL CONDITION, OR PROPERLY RE-ROUTED, OR IF FEASIBLE, CONNECTED INTO THE STORM SEWER SYSTEM. ALL LOCATIONS, SIZES, AND DEPTHS OF ENCOUNTER




NOTE:

1. THE EXISTING CONDITIONS HAVE BEEN PROVIDED BY THE ALTA SURVEY PREPARED BY WOLF PACK CONSULTANTS, LLC DATED 12/31/18 FOR 375 ROOSEVELT ROAD & 9/14/21 FOR 401 TAFT AVENUE & SUPPLEMENTAL ONSITE SURVEY INFORMATION PREPARED BY KNIGHT E/A INC.. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO THE START OF CONSTRUCTION. IF ANY DISCREPANCIES EXIST THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.

N

30 0 30 60

SCALE: 1" = 30'

VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034

PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

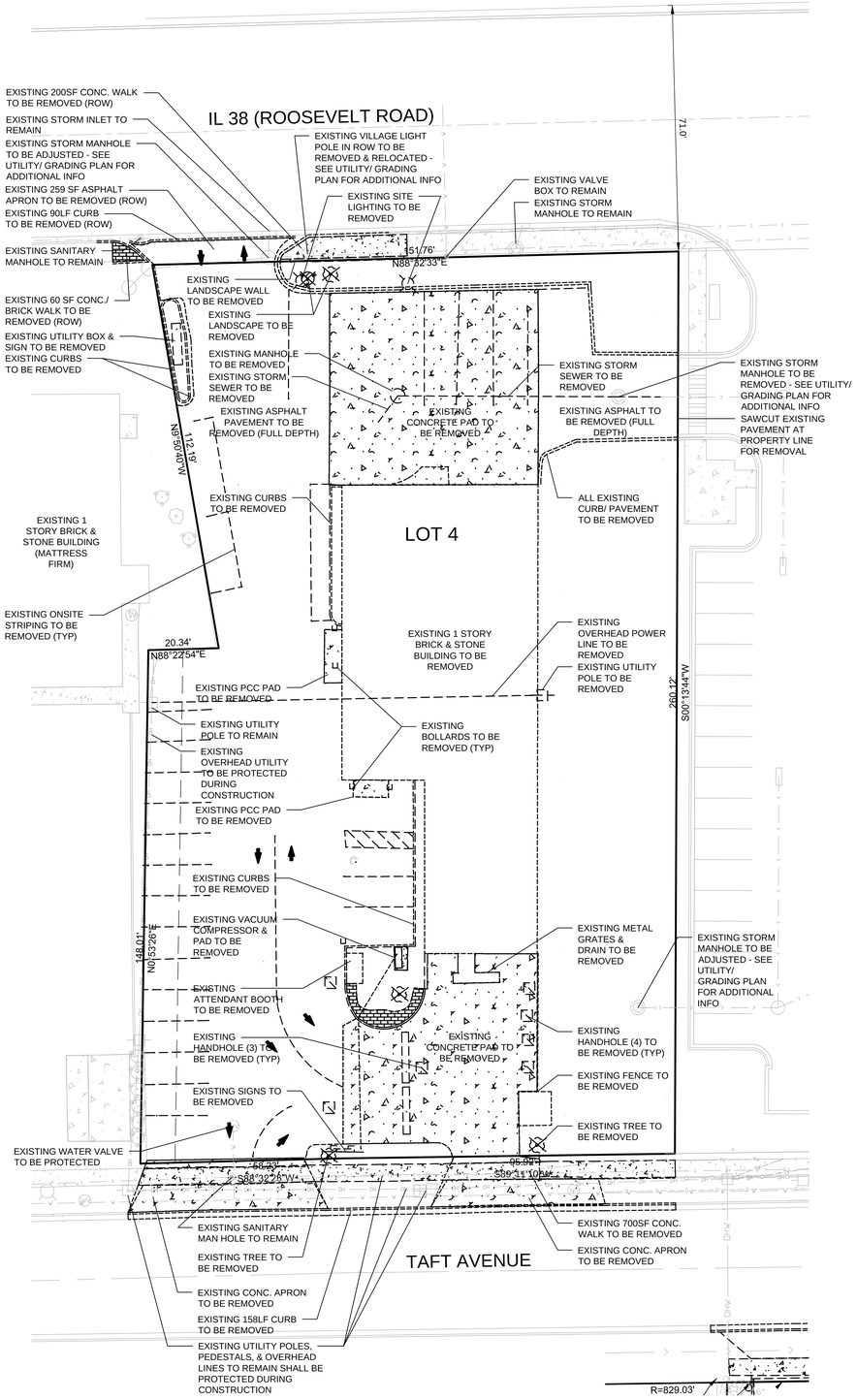
| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

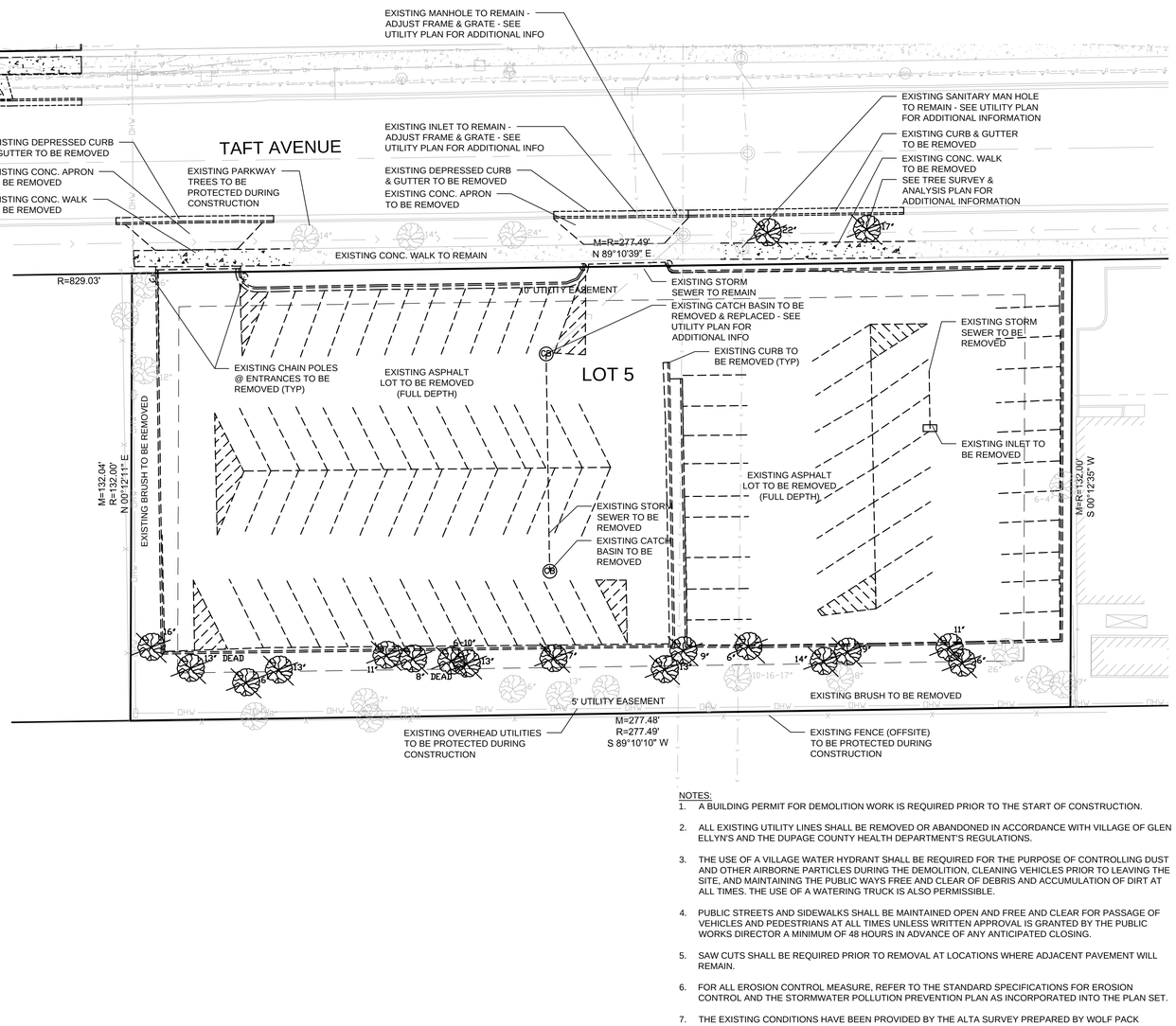
# EXISTING SITE CONDITIONS

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

C-1.0

B:\0600\069 Jet Brite Services, Inc\0694 Jet Brite, Glen Ellyn Car Wash\CAD\CAD--all Files Previous Design\Sheets\Civil\PlanEngineering\7579_C10.dwg 1-14-22







LEGEND

- ASPHALT PAVEMENT REMOVAL
- CONCRETE
- TO BE REMOVED
- TO BE REMOVED

NOTES:

1. A BUILDING PERMIT FOR DEMOLITION WORK IS REQUIRED PRIOR TO THE START OF CONSTRUCTION.
2. ALL EXISTING UTILITY LINES SHALL BE REMOVED OR ABANDONED IN ACCORDANCE WITH VILLAGE OF GLEN ELLYN'S AND THE DUPAGE COUNTY HEALTH DEPARTMENT'S REGULATIONS.
3. THE USE OF A VILLAGE WATER HYDRANT SHALL BE REQUIRED FOR THE PURPOSE OF CONTROLLING DUST AND OTHER AIRBORNE PARTICLES DURING THE DEMOLITION, CLEANING VEHICLES PRIOR TO LEAVING THE SITE, AND MAINTAINING THE PUBLIC WAYS FREE AND CLEAR OF DEBRIS AND ACCUMULATION OF DIRT AT ALL TIMES. THE USE OF A WATERING TRUCK IS ALSO PERMISSIBLE.
4. PUBLIC STREETS AND SIDEWALKS SHALL BE MAINTAINED OPEN AND FREE AND CLEAR FOR PASSAGE OF VEHICLES AND PEDESTRIANS AT ALL TIMES UNLESS WRITTEN APPROVAL IS GRANTED BY THE PUBLIC WORKS DIRECTOR A MINIMUM OF 48 HOURS IN ADVANCE OF ANY ANTICIPATED CLOSING.
5. SAW CUTS SHALL BE REQUIRED PRIOR TO REMOVAL AT LOCATIONS WHERE ADJACENT PAVEMENT WILL REMAIN.
6. FOR ALL EROSION CONTROL MEASURE, REFER TO THE STANDARD SPECIFICATIONS FOR EROSION CONTROL AND THE STORMWATER POLLUTION PREVENTION PLAN AS INCORPORATED INTO THE PLAN SET.
7. THE EXISTING CONDITIONS HAVE BEEN PROVIDED BY THE ALTA SURVEY PREPARED BY WOLF PACK CONSULTANTS, LLC DATED 12/31/18 FOR 375 ROOSEVELT ROAD & 9/14/21 FOR 401 TAFT AVENUE. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO THE START OF CONSTRUCTION. IF ANY DISCREPANCIES EXIST THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
8. PUBLIC WORKS DEPARTMENT SHALL BE CONSULTED REGARDING THE DISCONNECTION OF EXISTING UTILITY SERVICES AND INSTALLATION OF NEW SERVICES. PERMANENT DISCONNECTIONS OF THE EXISTING SERVICES AT THE MAINS SHALL BE PROVIDED.
9. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING SANITARY SEWER SERVICE(S) ONSITE. INFORMATION HAS BEEN PROVIDED BY THE VILLAGE THAT AN EXISTING SERVICE LINE IS LOCATED 85' EAST OF THE SANITARY MANHOLE AT THE SOUTHWEST CORNER OF LOT 4. IN ADDITION, THE VILLAGE HAS ALSO STATED THAT BASED ON TELEVISING RECORDS, A SECOND SERVICE IN THE ROOSEVELT ROAD RIGHT-OF-WAY MAY EXIST AS WELL.

VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034

PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

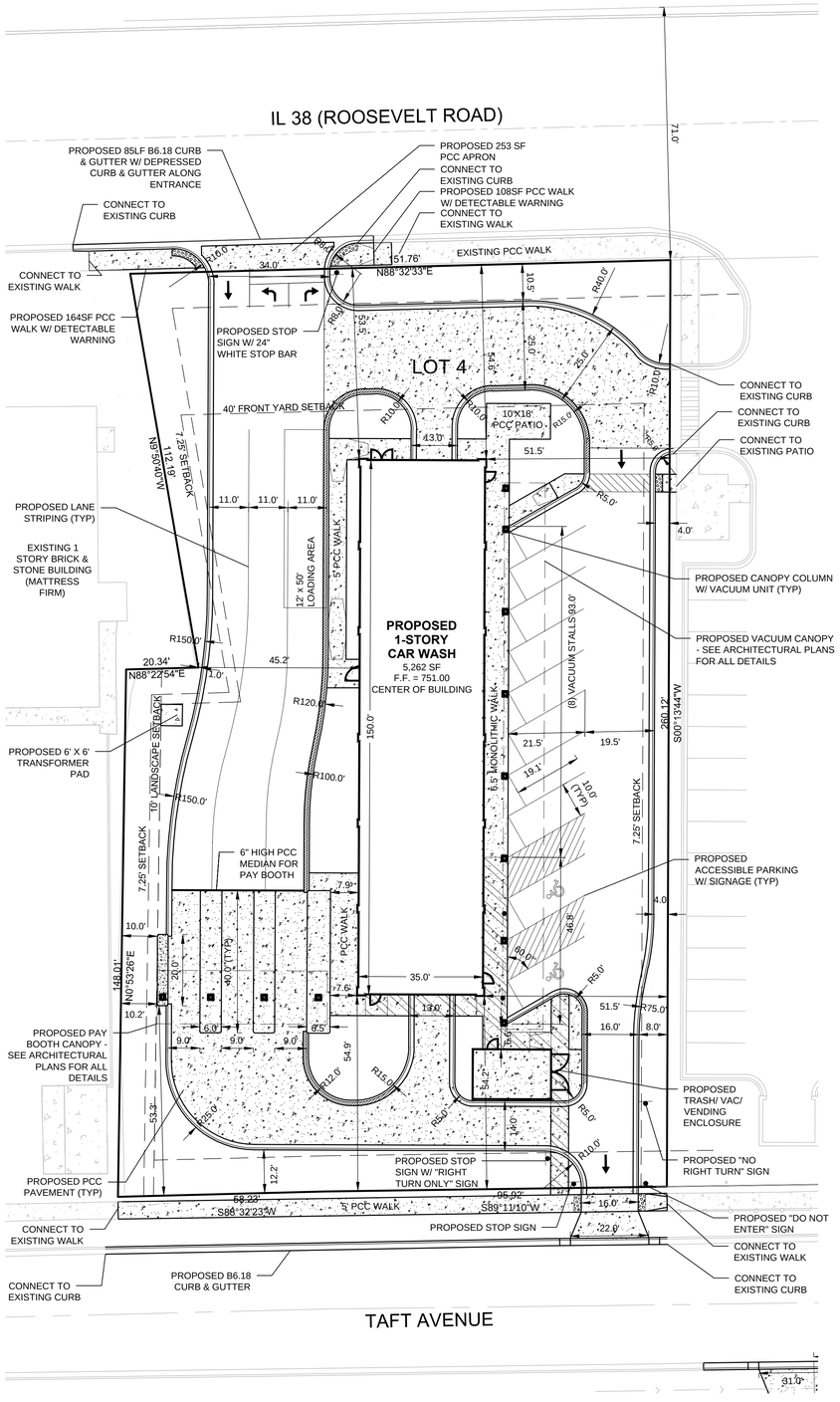
| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

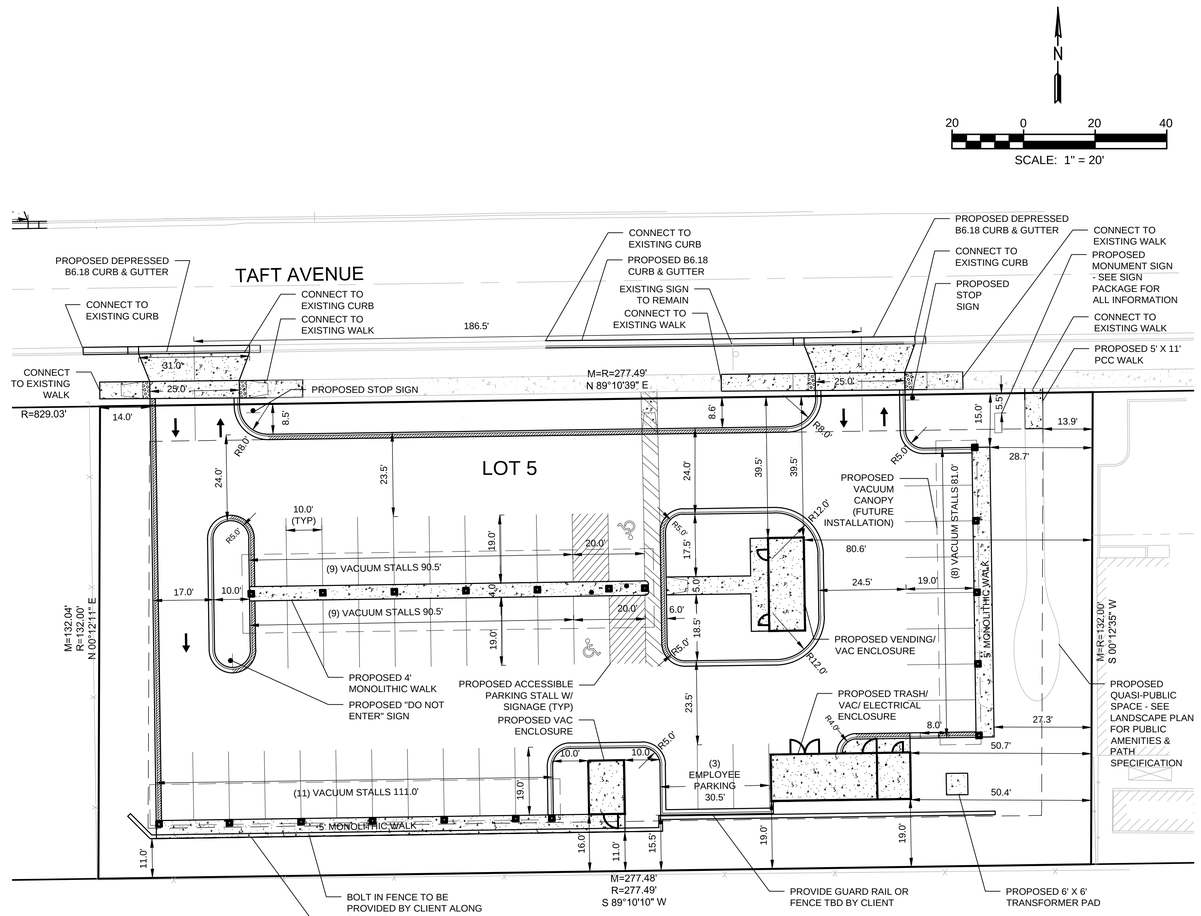
# DEMOLITION PLAN

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

C-2.0

B:\VDOC\684 Jet Brite Services, Inc\684 Jet Brite, Glen Ellyn Car Wash\VDOC\CAD-all Files Previous Design\Sheets\Cad\FinalEngineering\7579_C10.dwg 1-14-22




1. 2" BIT. SURFACE COURSE CL I
2. 3" BIT. BINDER COURSE CL I
3. 8" BASE COURSE, CA-6 COMPACTED TO 95% PROCTOR
4. COMPACTED SUBGRADE

FLEXIBLE (ON-SITE)

DESIGN CALCULATION:
(2")(.40)+(3")(.40)+(8")(.13)=3.04

1. 6" PCC CONCRETE PAVEMENT (W/ FIBER MESH)
2. 4" COMPACTED AGGREGATE SUBBASE, CA-6
3. COMPACTED SUBGRADE

RIGID (ON-SITE)

1. 8" PCC CONCRETE PAVEMENT (W/ 6"X6" WWM)
2. 4" COMPACTED AGGREGATE SUBBASE, CA-6
3. COMPACTED SUBGRADE

RIGID (ROW)

NOTES:

1. 6" PCC PAVEMENT TO BE REINFORCED WITH FIBER MESH PER MANUFACTURER SPECIFICATIONS (ONSITE ONLY)
2. MIX DESIGN SHALL COMPLY WITH IDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE SECTION 1020 FOR PC PAVEMENT
3. CONTRACTOR SHALL PROVIDE A JOINTING PLAN FOR ENGINEER APPROVAL
4. CONTRACTOR SHALL PROVIDE APPROPRIATE JOINT TYPE AND LOAD TRANSFER IN ACCORDANCE WITH ACI 330.2R-17
5. ALL PAVEMENT STRUCTURE ELEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH DOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

## PAVEMENT DETAIL

**RIGID SIDEWALK:**

1. 4" PCC CONCRETE PAVEMENT
2. 4" COMPACTED AGGREGATE SUBBASE, CA-6
3. COMPACTED SUBGRADE

NOTES:

1. CONCRETE SHALL BE IDOT CLASS SI.
2. MINIMUM SIDEWALK THICKNESS SHALL BE 4".
3. SIDEWALK THICKNESS ACROSS DRIVEWAYS SHALL BE AT A MINIMUM 6" FOR RESIDENTIAL DRIVEWAYS AND 8" FOR COMMERCIAL DRIVEWAYS.
4. MAXIMUM LONGITUDINAL SLOPE SHALL NOT EXCEED 5% (20:1). FOR ANY SLOPE IN EXCESS OF 5%, ALL REQUIREMENTS OF THE ILLINOIS ACCESSIBILITY CODE (LATEST EDITION) SHALL BE MET.
5. MINIMUM TRANSVERSE SLOPE SHALL BE 1.0% (1;100). MAXIMUM TRANSVERSE SLOPE SHALL BE 2.0% (1:50).
6. A MINIMUM 2" AGGREGATE SUBBASE (CA-6) SHALL BE PROVIDED, (4" THROUGH COMMERCIAL DRIVEWAYS).
7. AGGREGATE SUBBASE SHALL BE MECHANICALLY COMPACTED.
8. ALL SIDEWALKS SHALL BE PROMPTLY BACKFILLED AND PROTECTED FROM DAMAGE.
9. SIDEWALK CONSTRUCTION SHALL FOLLOW APPLICABLE IDOT STANDARDS.
10. SIDEWALKS SHALL FOLLOW CURRENT ADA GUIDELINES.

## SIDEWALK DETAIL

NOTES:

1. ALL BOUNDARY AND TOPOGRAPHICAL INFORMATION HAS BEEN TAKEN FROM THE ALTA SURVEYS. PLEASE REFER TO THESE DOCUMENTS FOR ACCURATE INFORMATION.
2. ALL DIMENSIONS ARE TO THE BACK OF CURB OR BUILDING CORNER UNLESS OTHERWISE NOTES.
3. ALL PERPENDICULAR VACUUM/PARKING SPACES ARE 10' WIDE (STRIPING TO STRIPING/FACE OF CURB) BY 18' LONG (BACK OF CURB TO STRIPING). ALL ANGULAR VACUUM/PARKING SPACES ARE 10' WIDE (STRIPING TO STRIPING/FACE OF CURB) BY 21.5' DEEP (STRIPING TO BACK OF CURB (MEASURE PERPENDICULAR TO BACK OF CURB)).
4. ALL STRIPING & DIRECTIONAL ARROWS SHALL BE 4" WIDE WHITE PAINT UNLESS OTHERWISE NOTED. ALL HANDICAP PARKING STALLS SHALL BE 4" WIDE YELLOW PAINT.
5. ALL PROPOSED CURB ONSITE IS B6.12 CURB AND GUTTER UNLESS OTHERWISE NOTED. ALL PROPOSED CURB ALONG ROOSEVELT ROAD SHALL BE B6.24 CURB AND GUTTER WITH DEPRESSED CURB WHERE NOTED. ALL PROPOSED CURB ALONG TAFT AVENUE SHALL BE B6.18 CURB AND GUTTER WITH DEPRESSED CURB WHERE NOTED. PROVIDE DEPRESSED CURB AND HANDICAP RAMP (WHERE REQUIRED) AT ALL SIDEWALK CROSSINGS. ALL WALKS PRIOR TO ENTERING THE CROSSWALK ARE TO HAVE A DETECTABLE WARNING STRIP (24" WIDE) INSTALLED.
6. FOR ALL LIGHTING INFORMATION, PLEASE REFER TO THE APPROVED PHOTOMETRIC PLAN PREPARED BY OTHERS. ALL LIGHT LOCATIONS SHALL BE COORDINATED WITH THE FINAL ENGINEERING PLANS, AND THE APPROVED PHOTOMETRIC PLAN PRIOR TO INSTALLATION.
7. FOR ALL SIGNAGE INFORMATION, PLEASE REFER TO THE APPROVED SIGN PACKAGE PREPARED BY OTHERS.
8. PROVIDE REVERSE PITCH CURB AND GUTTER WHERE NECESSARY.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF THE SIGN.
10. ALL INFORMATION REGARDING THE TRASH ENCLOSURE, VACUUM, AND VENDING AREAS, CANOPIES, AND PAYBOOTH ISLANDS PLEASE REFER TO THE APPROVED ARCHITECTURAL PLANS.

VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034

PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

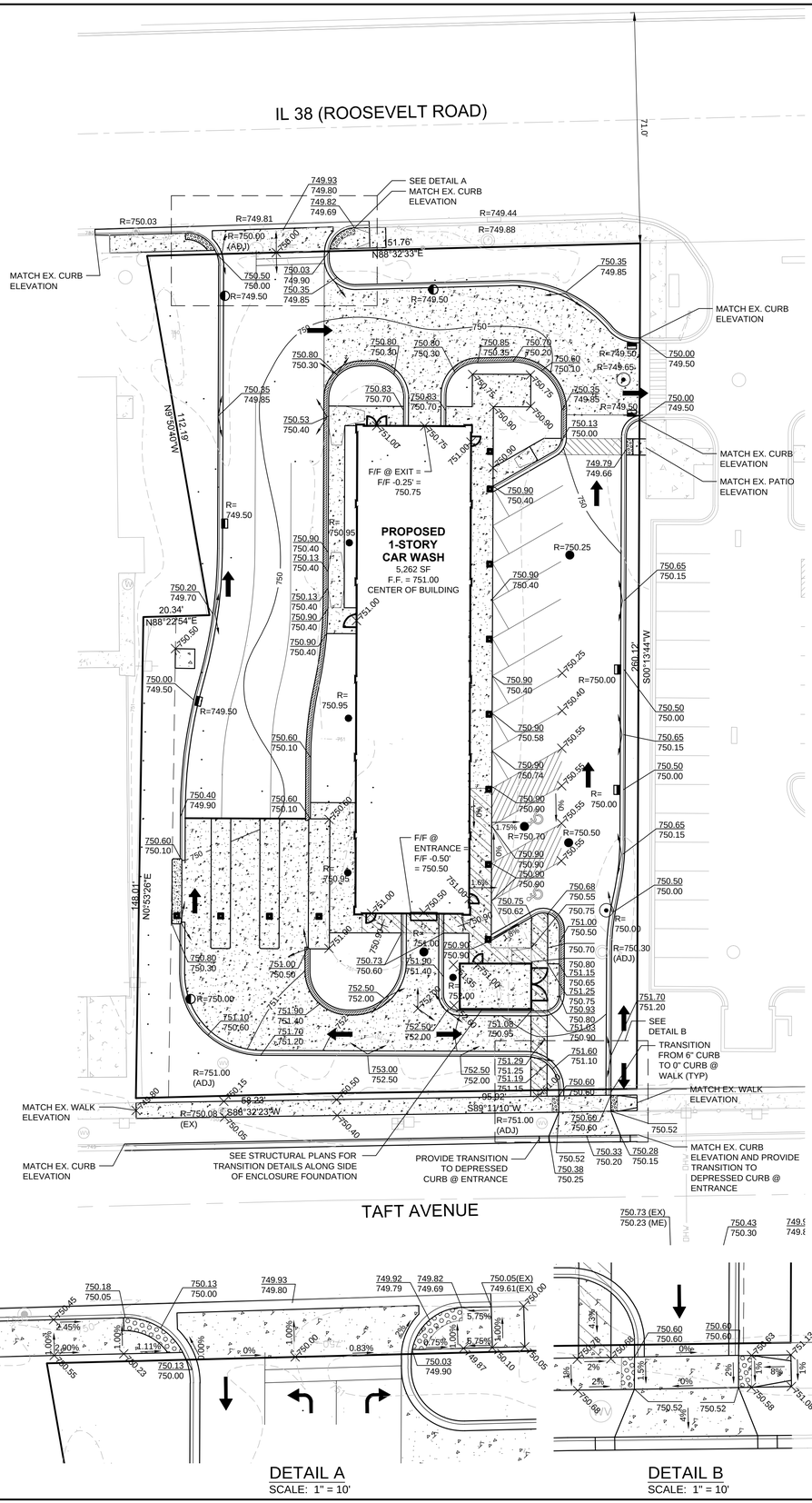
| | | |
|---|---|---|
| 5-12-22 | PER VILLAGE REVIEW (PARTIAL SUBMITTAL) |
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

# GEOMETRIC PLAN

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

# C-3.0

B:\0600\669 Jet Brite Services, Inc\669A Jet Brite, Glen Ellyn Car Wash\2020\CAD—all Files Previous Design\Sheets\Civil\ProjEngineering\7579_C10.dwg 1-14-22




ADA ACCESSIBLE ROUTE

N

20 0 20 40

SCALE: 1" = 20'

NOTES:

1. EXISTING GRADES AND IMPROVEMENTS ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES OCCUR.
2. ALL GRADES ARE FINISHED GRADE ELEVATIONS.
3. REVERSE PITCH CURB AND GUTTER AS NECESSARY TO PROVIDE PROPER DRAINAGE. FOR FURTHER INFORMATION REGARDING REVERSE PITCH GUTTER, PLEASE REFER TO THE CONCRETE CURB AND GUTTER DETAIL ENCLOSED.
4. QUANTITIES SHOWN HERE ON ARE FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR IS TO VERIFY ALL QUANTITIES RELATED TO CONSTRUCTION.
5. ALL RIMS AND INVERTS ARE TO BE FIELD VERIFIED PRIOR TO THE START OF CONSTRUCTION. IF ANY DISCREPANCIES APPEAR, THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY.
6. ALL SEWER AND WATER CROSSINGS ARE TO CONFORM TO EPA REGULATIONS FOR PROPER SEPARATION.
7. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATERMAINS, SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, ETC. AS SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. HOWEVER, THE ENGINEER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO THE START OF ANY WORK.
8. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL EXPOSE ANY UTILITIES OR OTHER OBSTRUCTIONS TO BE CROSSED BY THE PROPOSED SEWER, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS WITH THE PROPOSED SEWER GRADE.
9. ALL FACILITIES FOR THIS DEVELOPMENT SHALL CONFORM TO THE ILLINOIS ACCESSIBILITY CODE. ALL ADA RELATED ITEMS SHALL BE DESIGNED & INSTALLED IN ACCORDANCE WITH ADA/ PROWAG GUIDELINES & WITH THE "ADA STANDARDS FOR ACCESSIBLE DESIGN" GUIDEBOOK.
10. MINIMUM CURB GUTTER SLOPE SHALL BE 0.60%
11. PROVIDE DEPRESSED CURB & GUTTER AT ALL ACCESSIBLE RAMP LOCATIONS.
12. AVERAGE EXISTING ELEVATION OF LOT 4 IS 751.0. AVERAGE EXISTING ELEVATION OF LOT 5 IS 749.75.
13. * WALL HEIGHT GREATER THAN 3'. WALL CONTRACTOR TO PROVIDE SHOP DRAWINGS PREPARED BY A STRUCTURAL ENGINEER.
14. CONTRACTOR TO KEEP PAVEMENT CLEAN OF MUD & DEBRIS USING SWEEPING/ SCAPING EQUIPMENT STORED ONSITE.
15. CONTRACTOR SHALL PROVIDE VEHICLE WASHOUT FOR VEHICLES ENTERING THE SITE. WASHOUT SHALL BE LOCATED OUTSIDE OF THE STATE RIGHT OF WAY.


VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034


PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

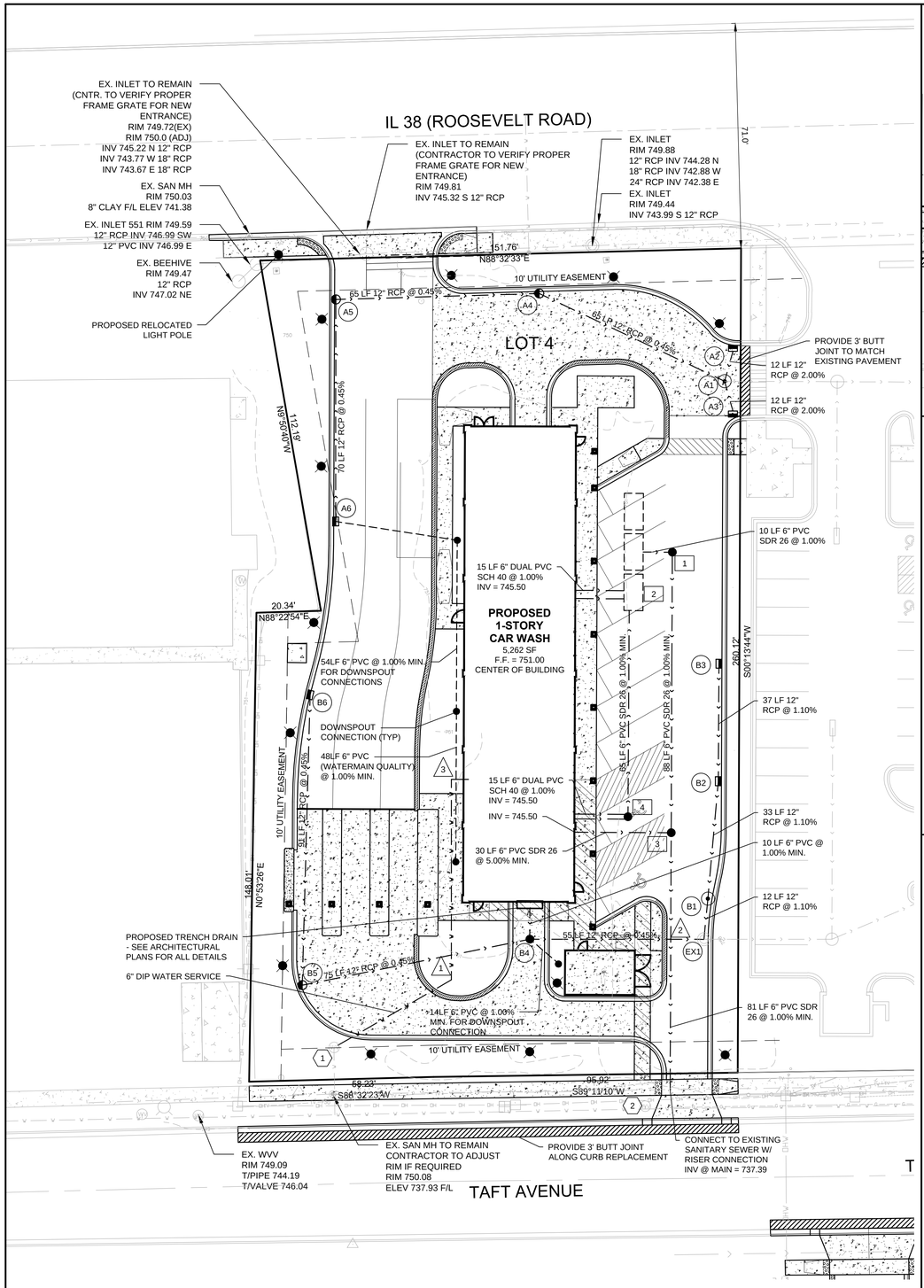
| | |
|---|---|
| 5-12-22 | PER VILLAGE REVIEW (PARTIAL SUBMITTAL) |
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

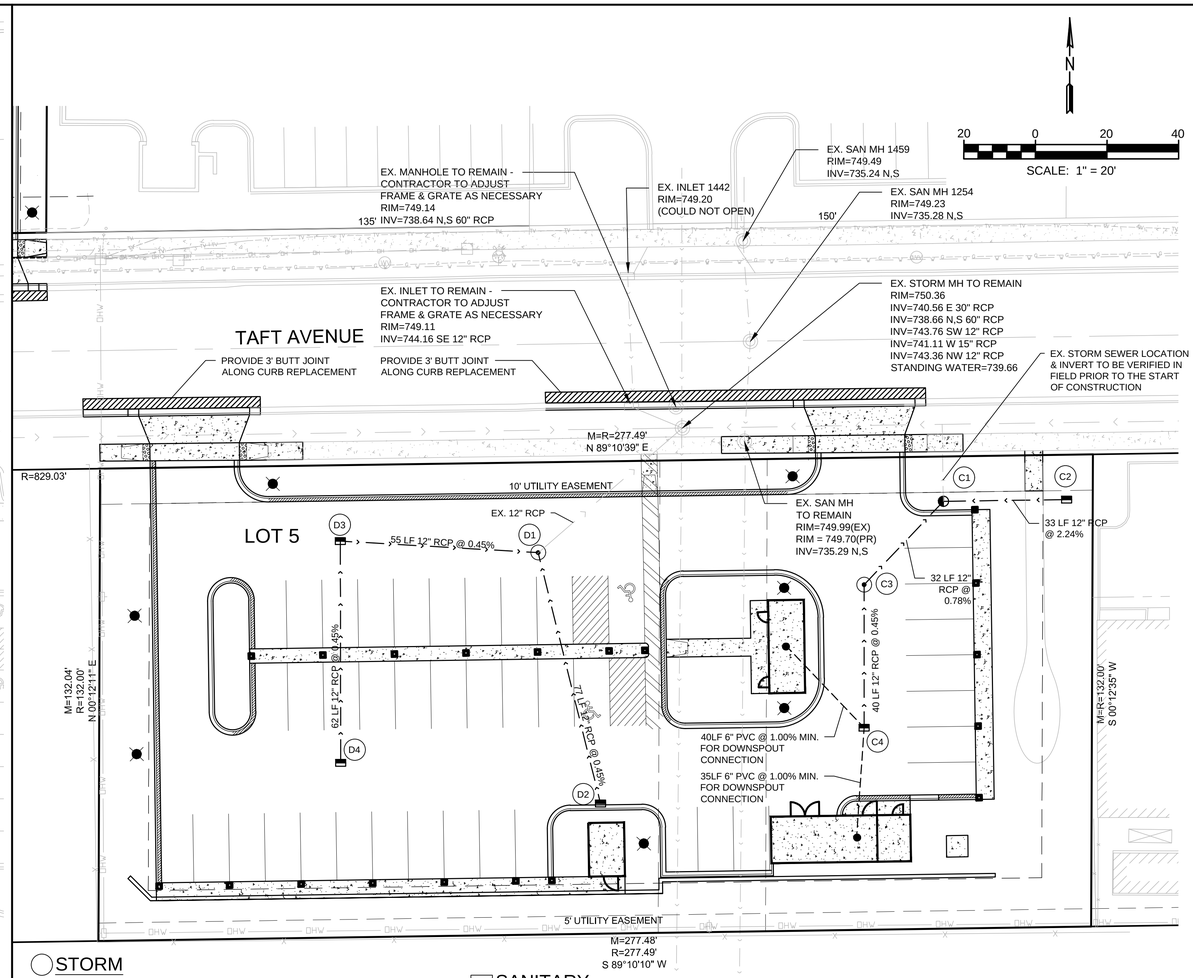
# GRADING PLAN

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

C-4.0


B:\2020\69 Jet Brite Services, Inc\4894 Jet Brite, Glen Ellyn, Cor Wash\CADD\CAD-cd Files Previous Design\Sheets\Civil\ProEngineering\7579_C10.dwg 1-14-22




## STORM

- EX1 — EX. STORM MANHOLE - CONTRACTOR TO VERIFY MANHOLE CONDITION AND REPLACE IF REQUIRED FOR PROPOSED CONNECTION
  RIM = 750.55 (EX)
  RIM = 750.30 (ADJ)
  INV = 745.05 (15" RCP E) (EX)
  INV = 745.05 (12" RCP W,N) (PR)
- A1 — 48" CATCH BASIN, C.L. TO BE INSTALLED ONLINE OF EX. STORM SEWER
  RIM = 749.50
  INV = 745.0 (E) APPROX.
  INV = 745.0 (W)
  INV = 746.26 (N,S)
- A2 — 24" INLET, O.L.
  RIM = 749.50
  INV = 746.50
- A3 — 24" INLET, O.L.
  RIM = 749.50
  INV = 746.50
- A4 — 48" MANHOLE, O.L.
  RIM = 749.50
  INV = 745.29
- A5 — 48" MANHOLE, O.L.
  RIM = 749.50
  INV = 745.59
- A6 — 24" INLET
  RIM = 749.50
  INV = 745.90
- B1 — 48" CATCH BASIN, O.L.
  RIM = 750.00
  INV = 745.15
- B2 — 24" INLET, O.L.
  RIM = 750.00
  INV = 745.51
- B3 — 24" INLET, O.L.
  RIM = 750.00
  INV = 745.92
- B4 — 48" MANHOLE, C.L.
  RIM = 751.00
  INV = 745.30
- B5 — 48" MANHOLE, O.L.
  RIM = 750.00
  INV = 745.64
- B6 — 24" INLET, O.L.
  RIM = 749.50
  INV = 746.04
- C1 — 48" MANHOLE, C.L. TO BE INSTALLED ONLINE OF EX. STORM SEWER
  RIM = 749.50
  INV = 744.76 (APPROX) (6"N)(EX)
  INV = 744.76 (E,W)
- C2 — 24" INLET, O.L.
  RIM = 748.90
  INV = 745.50
- C3 — 48" CATCH BASIN, O.L.
  RIM = 748.50
  INV = 745.01
- C4 — 24" INLET, O.L.
  RIM = 748.40
  INV = 745.19
- D1 — 48" CATCH BASIN, O.L.
  REPLACE EX. STRUCTURE & INSTALL ONLINE OF EX. SEWER
  RIM = 749.70
  INV = 743.99 (APPROX) (12" NE)(EX)
  INV = 744.10 (W,SE)
- D2 — 24" INLET, O.L.
  RIM = 749.20
  INV = 744.45
- D3 — 48" MANHOLE, O.L.
  RIM = 749.70
  INV = 744.35
- D4 — 24" INLET, O.L.
  RIM = 749.70
  INV = 744.63

## SANITARY

1. 48" SANITARY MH, CL
   RIM=750.25
   INV=744.53 (W)(S)
2. SOBRITE ERS 100 3-TANK - 2,000 GALLON RECLAIM SYSTEM
   RIM=750.30
   INV=745.35 (INFLOW) (W)
   INV=744.53 (E)
   INV=744.70 (S)
3. 48" SANITARY MH, CL
   RIM=750.50
   INV=743.65 (N)(S)
   INV=744.00 (W)
4. 48" SANITARY MH, CL
   RIM=750.70
   INV=745.35 (W)(N)

## WATER

1. CONTRACTOR TO VERIFY EXISTING VALVE & SERVICE SIZE IN FIELD & REPLACE IF NECESSARY. CONNECT PROPOSED 6" WATER SERVICE TO VALVE. FIRE/ DOMESTIC SERVICE LINES TO BE SPLIT INTERNAL TO THE BUILDING
   RIM=750.72 (EX)
   RIM=751.50 (ADJ)
2. EXISTING VALVE VAULT TO REMAIN
   RIM=751.00 (ADJUSTED)

## UTILITY CROSSINGS

(SEE NOTE #3)

| | | |
|---|---|---|
| 1 | INV STORM | = 745.41 |
| | T/ WATER | = 743.91 |
| 2 | INV STORM | = 745.10 |
| | T/ SANITARY | = 743.80 |
| 3 | INV DOWNSPOUT CONNECTION | = 748.95 |
| | T/ WATER | = 745.50 |

NOTES:

1. QUANTITIES SHOWN HEREON ARE FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR IS TO VERIFY ALL QUANTITIES RELATED TO CONSTRUCTION.
2. ALL RIMS AND INVERTS ARE TO BE FIELD VERIFIED PRIOR TO THE START OF CONSTRUCTION. IF ANY DISCREPANCIES APPEAR, THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY.
3. ALL SEWER AND WATER CROSSINGS ARE TO CONFORM TO EPA REGULATIONS FOR PROPER SEPARATION. FOR WATER MAIN BENEATH STORM SEWER CROSSINGS, CONTRACTOR TO PROVIDE MINIMUM 18" SEPARATION AND O-RINGED GASKETED PIPE STORM SEWER BETWEEN ADJACENT MANHOLES. IN WATERMAIN CROSSINGS BENEATH SANITARY SEWER, THE CONTRACTOR TO PROVIDE MINIMUM 18" SEPARATION AND BOTH PIPES SHALL BE WATERMAIN QUALITY PIPE. IF THE LINES (STORM OR SANITARY AND WATER) CANNOT MEET THE HORIZONTAL AND VERTICAL SEPARATION, THEN BOTH THE SEWER AND WATER LINES SHALL BE WATERMAIN QUALITY PIPE. THE SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING. SEE DETAIL, WATER AND SEWER SEPARATION REQUIREMENTS FOR ADDITIONAL INFORMATION.
4. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATERMAINS, SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, ETC. AS SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. HOWEVER, THE ENGINEER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO THE START OF ANY WORK.
5. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL EXPOSE ANY UTILITIES OR OTHER OBSTRUCTIONS TO BE CROSSED BY THE PROPOSED SEWER, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS WITH THE PROPOSED SEWER GRADE.
6. FOR ALL LIGHTING INFORMATION, PLEASE REFER TO THE APPROVED PHOTOMETRIC PLAN PREPARED BY OTHERS. ALL LIGHT LOCATIONS SHALL BE COORDINATED WITH THE FINAL ENGINEERING PLANS, AND THE APPROVED PHOTOMETRIC PLAN PRIOR TO INSTALLATION.
7. CONTRACTOR TO VERIFY SANITARY INVERTS AND PREPARE SHOP DRAWINGS FOR THE RECLAMATION TANK AND PIPING LAYOUT FOR REVIEW AND APPROVAL.
8. STORM STRUCTURE'S FRAMES AND GRATES SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED (OR APPROVED EQUAL):
   - OPEN SPACE AND PAVEMENT AREA (SOLID LID) : NEENAH R2502-A (EJIW 1022-2) WITH TYPE A GRATE; (LOCKING LID SHALL BE NEENAH R-1916-C)
   - OPEN SPACE (OPEN LID): NEENAH R-2502-A (EJIW 6527) WITH TYPE M1 GRATE
   - PAVEMENT AREA (OPEN LID): NEENAH R-2502-C
   - STANDARD CURB : NEENAH R3275 (EJIW 7000) WITH TYPE T1 BACK AND TYPE M1 GRATE
   - DEPRESSED CURB: EJIW 7000 WITH TYPE M3 FLAT GRATE
9. PROPOSED DOMESTIC WATER SERVICE SHALL BE TAPPED FROM THE NEW FIRE SERVICE INSIDE THE BUILDING.
10. ANY ABANDONED SANITARY SEWER SHALL BE PLUGGED WITH AT LEAST A 2' CONCRETE MORTAR PLUG.

VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034

PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

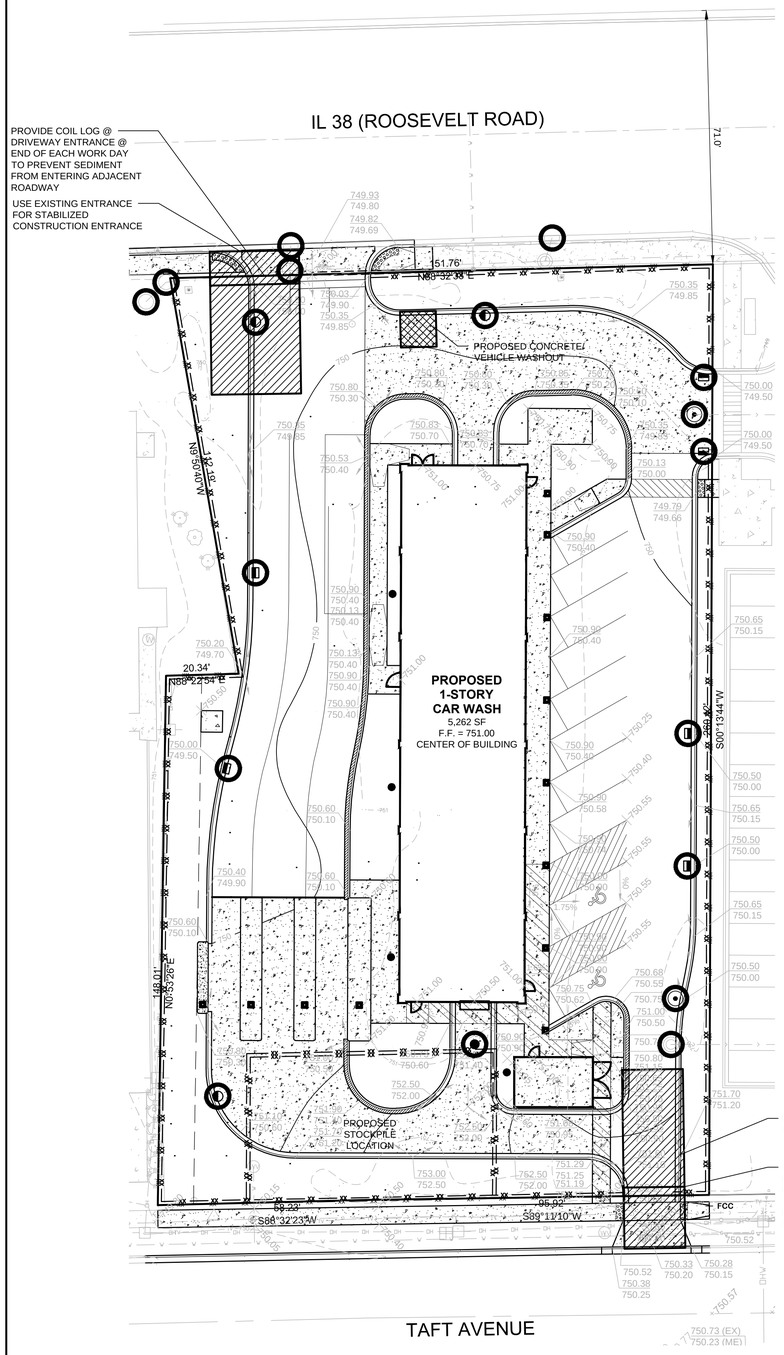
| | | |
|---|---|---|
| 5-12-22 | PER VILLAGE REVIEW (PARTIAL SUBMITTAL) |
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

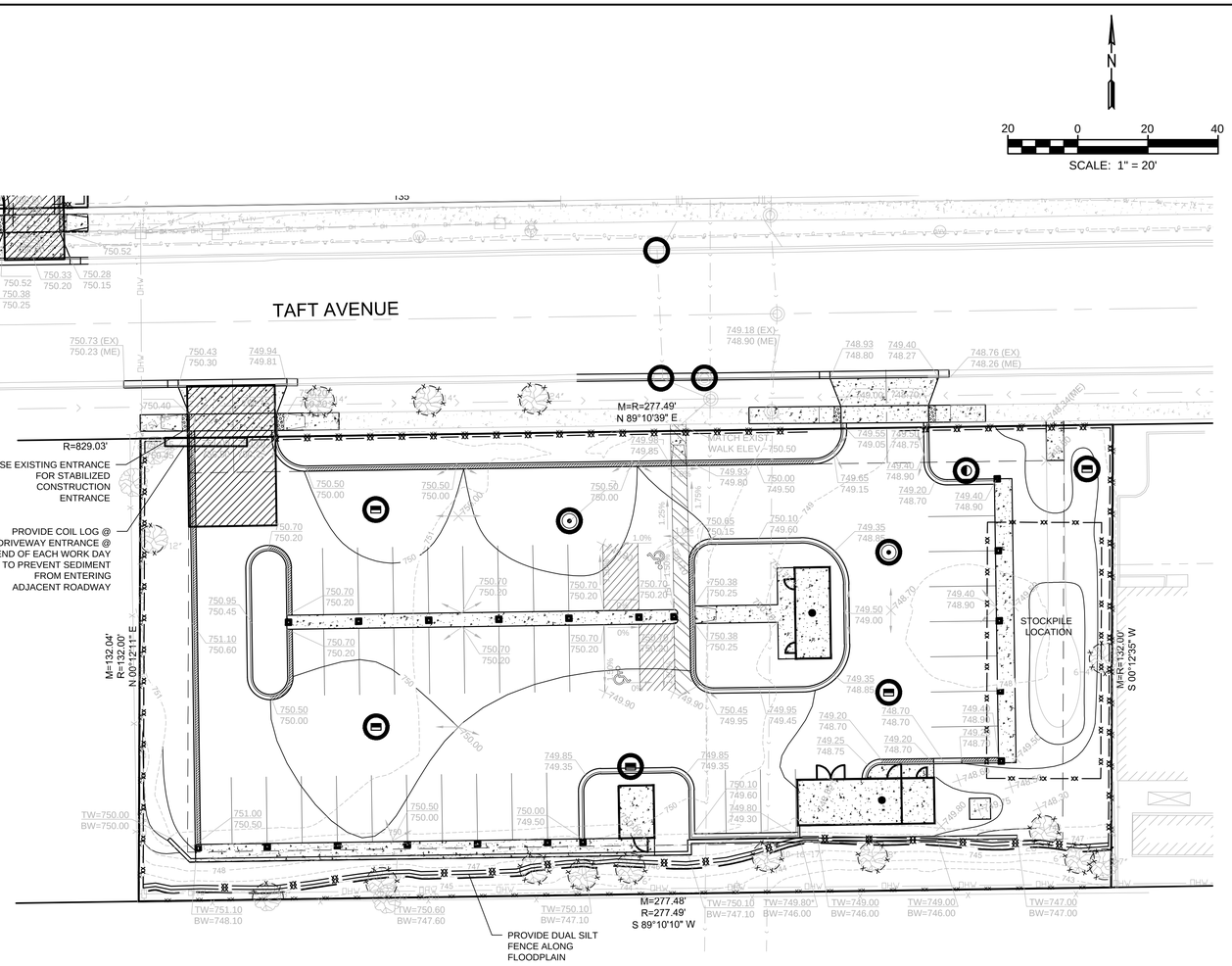
# UTILITY PLAN

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

C-5.0

B:\2600\(49 Jet Brite Services, Inc\4894 Jet Brite, Glen Ellyn Car Wash\CADD\CAD-cd Files Previous Design\Sheets\Civil\ProEngineering\7579_C10.dwg 1-14-22







LEGEND/ NOTES

- INLET PROTECTION (TEMPORARY)
- SILT FENCE - 1' INSIDE CONSTRUCTION FENCE
- CONCRETE WASHOUT
- TREE FENCING
- COIL LOG

NOTES:

1. THE SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE ANY LAND DISTURBANCE OCCURS.
2. SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR ANY SOIL STOCKPILE IF IT IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS.
3. PROPERTIES AND SPECIAL MANAGEMENT AREAS DOWNSTREAM FROM THE SITE SHALL BE PROTECTED FROM EROSION IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORALLY INCREASES DURING CONSTRUCTION.
4. ALL OPEN LID DRAINAGE STRUCTURES WILL HAVE INLET PROTECTION DURING CONSTRUCTION UNTIL SUCH TIME THAT THE LANDSCAPING IS IN PLACE AND EFFECTIVELY PREVENTING POTENTIAL SILTATION OF THESE STRUCTURES.
5. PAVEMENT STRUCTURES SHALL HAVE INLET FILTER BASKETS INSTALLED AND MAINTAINED FOR THE DURATION OF THE CONSTRUCTION PERIOD. STRUCTURES LOCATED IN NON-PAVED AREAS SHALL HAVE/BE 1)THE FOUR FOOT AREA SURROUNDING THE STRUCTURE GRADED ONE FOOT BELOW THE RIM TO SERVE AS A SEDIMENTATION BASIN DURING CONSTRUCTION WITH AN INLET FILTER BASKET IN THE STRUCTURE; 2)INLET SEDIMENT TRAP (SEE DETAIL)
6. FOR ALL LANDSCAPING INFORMATION, PLEASE REFER TO THE APPROVED LANDSCAPE PLANS PREPARED BY OTHERS.
7. WEEKLY AND AS-NEEDED SWPPP REPORTS SHALL BE PROVIDED TO THE OWNER/VILLAGE AS REQUESTED.
8. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
9. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
10. THE MAINTENANCE AND REPAIR OR REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE ENGINEER, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
11. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORKDAY BY SHOVELING AND/OR SWEEPING.
12. TEMPORARY EROSION CONTROL SEEDING MIXTURE WILL BE REQUIRED AND SHALL BE IN ACCORDANCE WITH ARTICLE 1081.15(G) OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. TEMPORARY SEEDING SHALL BE HAND SPREAD. STABILIZATION OF ALL AREAS DISTURBED BY CONSTRUCTION SHALL COMMENCE WITHIN 1 DAY AND BE COMPLETE WITHIN 14 DAYS FOR ANY PORTION OF THE SITE THAT WILL BE IDLE FOR MORE THAN 14 DAYS. IF THAT PORTION OF THE SITE WILL BECOME ACTIVE AGAIN AFTER 14 DAYS, TEMPORARY STABILIZATION MEASURES STILL MUST BE USED.
13. DUST CONTROL MEASURES WILL BE IMPLEMENTED IN ACCORDANCE WITH ARTICLE 107.36 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
14. TOPSOIL SHALL ONLY BE PLACED IN THE FINAL CONDITION, PRIOR TO SEEDING, CLASS 1. WHEN TEMPORARY SEEDING IS USED, NO TOPSOIL IS NECESSARY.

VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034

PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

SWPPP

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

C-6.0

B:\2600\669 Jet Brite Services, Inc\6894 Jet Brite, Glen Ellyn, Car Wash\2400\CAD-cad files Previous Design\Sheets\Civil\Prodigineering\7579_C10.dwg 1-14-22

STORMWATER POLLUTION PREVENTION PLAN
FOR
CONSTRUCTION ACTIVITIES
AT
375 ROOSEVELT ROAD & 401 TAFT AVENUE
GLEN ELLYN, ILLINOIS 60137

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE TERMS AND CONDITIONS OF THE MUNICIPALITY'S EROSION CONTROL ORDINANCE AND STANDARDS AND THE PROVISIONS OF THE NPDES GENERAL PERMIT NUMBER ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORMWATER DISCHARGE FROM CONSTRUCTION SITE ACTIVITIES.

THE PERMITTEE MUST COMPLY WITH ALL CONDITIONS OF THE GENERAL PERMIT. ANY PERMIT NON-COMPLIANCE CONSTITUTES A VIOLATION OF THE ILLINOIS ENVIRONMENTAL PROTECTION ACT AND THE CLEAN WATER ACT AND IS GROUNDS FOR ENFORCEMENT ACTION FOR PERMIT TERMINATION, REVOCATION AND RE ISSUANCE, OR MODIFICATION, OR FOR DENIAL OF A PERMIT RENEWAL APPLICATION.

**INTENT**

1. THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN TO MANAGE STORMWATER DISCHARGE RUNOFF AND SEDIMENT FROM THE SITE IN COMPLIANCE WITH NPDES.
2. THE PURPOSE OF THIS PLAN IS TO PREVENT / MINIMIZE SILTATION WITHIN THE CONSTRUCTION AREA AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION AREA BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE TIME.
3. TEMPORARY EROSION CONTROL MEASURES, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER OR MUNICIPALITY ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF THE YEAR, AND EXPECTED WEATHER CONDITIONS.
4. FINAL SITE STABILIZATION AND INSTALLATION OF ALL PERMANENT BMP'S SHALL OCCUR PRIOR TO COMPLETION OF THE SITE DEVELOPMENT. ALL DISTURBED AREAS HAVING HIGH POTENTIAL FOR EROSION, AS DETERMINED BY THE ENGINEER OR MUNICIPALITY SHALL BE PERMANENTLY SEEDED AS SOON AS POSSIBLE.
5. ESTABLISH BOTH TEMPORARY AND CONTINUING MAINTENANCE PROCEDURES AND INSPECTIONS FOR THE NEW DEVELOPMENT.

**REQUIREMENTS**

1. THE CONTRACTOR/DEVELOPER SHALL ABIDE TO ALL REQUIREMENTS WITHIN THIS PLAN AS PART OF THE CONTRACT.
2. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL IDENTIFY THE COMPANY NAME, ADDRESS, TELEPHONE NUMBER AND THE PERSON WHO WILL BE RESPONSIBLE FOR THE IMPLEMENTATION OF THE REQUIREMENTS OF THE IEPA AND SWPPP
3. THE DEVELOPER, CONTRACTOR, AND ALL SUBCONTRACTORS SHALL SIGN THE CERTIFICATION VERIFYING THAT THEY FULLY UNDERSTAND AND SHALL COMPLY WITH THE REQUIREMENTS OF THE IEPA GENERAL NPDES PERMIT ILR10 PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.
4. THE CONTRACTOR SHALL PROVIDE PERIODIC TRAINING TO ALL EMPLOYEES AT ALL LEVELS OF RESPONSIBILITY REGARDING THE STORM WATER POLLUTION PREVENTION PLAN. TOPICS SHOULD INCLUDE SPILL RESPONSE, MATERIALS/EQUIPMENT HANDLING PROCEDURES, AND GOOD HOUSEKEEPING STRATEGIES.
5. THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME; THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY EROSION CONTROL SYSTEMS AND TEMPORARY SEEDING. THE ENGINEER OR MUNICIPALITY WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE MODIFIED OR DELETED OR IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THIS PLAN. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN SPECIAL DETAILS PROVIDED, PER SECTION 280 OF IDOT HIGHWAY'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," OR AS DETAILED WITHIN THE ILLINOIS URBAN MANUAL, CURRENT EDITIONS.
6. THE CONTRACTOR SHALL USE THE SWPPP AS A WORKING DOCUMENT THROUGHOUT THE CONSTRUCTION ACTIVITY. SAID DOCUMENT SHALL BE AMENDED AS REQUIRED TO REFLECT ALL CURRENT SITE ACTIVITIES AND EROSION CONTROL MEASURE THAT HAVE BEEN IMPLEMENTED TO CONTROL POLLUTANT DISCHARGES FROM THE SITE. THE SWPPP SHALL BE MAINTAINED ONSITE AND READILY AVAILABLE ON REQUEST UNTIL SUCH TIME THAT A NOTICE OF TERMINATION (NOT) HAS BEEN SUBMITTED.
7. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE NPDES GENERAL PERMIT ILR10. SAID DOCUMENT CAN BE LOCATED AT THE FOLLOWING LINK: HTTPS://WWW2.ILLINOIS.GOV/EPA/DOCUMENTS/IEPA/PERMITS-FORMS-FEES/STORM-WATER/ILR10-GENERAL-PERMIT-08-03-2018.PDF
8. THE OWNER SHALL PROVIDE THE CONTRACTOR WITH THE APPROVED NOTICE OF INTENT (NOI). THE CONTRACTOR SHALL MAINTAIN A COPY OF THE NOTICE OF INTENT ONSITE AND READILY AVAILABLE ON REQUEST.
9. THE CONTRACTOR SHALL ENSURE THAT ALL: EROSION CONTROL MEASURES ARE IN PROPER WORKING ORDER AND OPERATIONAL TO ACHIEVE COMPLIANCE OF THE SWPPP.
10. THE CONTRACTOR/DEVELOPER SHALL BE RESPONSIBLE FOR PROVIDING A QUALIFIED INSPECTOR TO CONDUCT ALL INSPECTIONS AS REQUIRED BY THE SWPPP. ALL RECORDS SHALL BE SUBMITTED TO THE OWNER/MUNICIPALITY AND SHALL BE AVAILABLE AS REQUESTED BY THE IEPA OR AUTHORIZED REPRESENTATIVE AS REQUESTED.
11. THE CONTRACTOR SHALL ALLOW THE IEPA OR AUTHORIZED REPRESENTATIVE ON THE CONSTRUCTION SITE TO ENTER, INSPECT, MONITOR OR SAMPLE ANY FACILITIES, EQUIPMENT, PRACTICES, OR OPERATIONS AS REQUIRED UNDER THE NPDES PERMIT ILR10
12. UPON FINAL SITE STABILIZATION, THE CONTRACTOR/DEVELOPER SHALL SUBMIT A COMPLETED NOTICE OF TERMINATION IN ACCORDANCE WITH THE IEPA GENERAL NPDES PERMIT

**SITE DESCRIPTION**

A. NARRATIVE
   a. THE PROPOSED DEVELOPMENT INCLUDES THE DEMOLITION OF AN EXISTING CARWASH FACILITY AT 375 ROOSEVELT ROAD & THE EXISTING PARKING LOT AT 401 TAFT AVENUE IN GLEN ELLYN, ILLINOIS. THE TWO PARCELS WILL BE REDEVELOPED FOR THE CONSTRUCTION OF A CAR WASH BUILDING, COVERED VACUUM STALL BAYS, PAYBOOTH ISLANDS, PARKING LOT, TWO VOLUME CONTROL FACILITIES, NEW LANDSCAPING, AND ALL APPLICABLE SITE UTILITIES.

B. DESCRIPTION OF CONSTRUCTION ACTIVITY
   a. DEMOLITION
   b. SITE CLEARING OF TREES
   c. GRADING (EXCAVATION AND FILL)
   d. UTILITY INSTALLATION
   e. BUILDING CONSTRUCTION
   f. LIGHTING INSTALLATION
   g. PAVEMENT INSTALLATION
   h. LANDSCAPING

C. DESCRIPTION OF INTENDED SEQUENCE OF MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB EARTH AND LEAD TO POSSIBLE EROSION FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:
   a. INSTALL EROSION AND SEDIMENT CONTROL MEASURES (SILT FENCE, CONSTRUCTION ENTRANCE) (EARTHWORK CONTRACTOR) (SPRING 2022)
   b. DEMOLISH AND REMOVE EXISTING FACILITY (DEMOLITION CONTRACTOR) (SPRING 2022)
   c. CLEAR AND GRUB SITE. PROVIDE TREE AND TOPSOIL REMOVAL (EARTHWORK AND LANDSCAPE CONTRACTOR) (SPRING 2022)
   d. EARTHWORK OPERATIONS INCLUDING, EXCAVATION, AND FILL WILL BE COMPLETED AT LOCATIONS AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER. (EARTHWORK CONTRACTOR) (SPRING 2022)
   e. UTILITY LINES AND STRUCTURES WILL BE INSTALLED BEFORE AND/ OR DURING THE CONSTRUCTION OF THE FILL. (UNDERGROUND CONTRACTOR) (SPRING 2022)
   f. BUILDING CONSTRUCTION (BUILDING CONTRACTOR) (SUMMER 2022)
   g. FINE GRADING AND PAVING. (PAVING CONTRACTOR) (SUMMER 2022)
   h. TOPSOIL RESPREAD AND VEGETATIVE STABILIZATION (EARTHWORK AND LANDSCAPE CONTRACTOR) (FALL 2022)
   i. PERFORM CONTINUING MAINTENANCE (OWNER)

D. AREA OF DISTURBED GROUND:
   a. THE TOTAL AREA DISTURBED BY CONSTRUCTION ACTIVITIES IS APPROXIMATELY 1.72 ACRES.

E. PLAN VIEW:
   a. THESE PLAN DOCUMENTS CONTAIN SITE MAP(S) INDICATING THE DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER THE MAJOR GRADING ACTIVITIES, AREA OF MAJOR STRUCTURAL AND NONSTRUCTURAL CONTROLS IDENTIFIED ON THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS, AND LOCATIONS WHERE STORMWATER IS DISCHARGED.

F. DISCHARGE POINT
   a. THE NAME OF THE RECEIVING WATERS DOWNSTREAM OF THE PROJECT IS CRESS CREEK. NO WETLANDS, RIPARIAN AREAS OR OTHER BUFFERS ARE PRESENT ON THE SITE. FLOODPLAIN IS LOCATED ON 401 TAFT AVENUE. CONTRACTOR SHALL NOT PLACE ANY FILL WITHIN THE FLOODPLAIN LIMITS.

**CONTROLS**

THIS SECTION OF THE PLAN ADDRESSES THE VARIOUS CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED ABOVE. FOR EACH MEASURE DISCUSSED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS IMPLEMENTATION AS INDICATED AND HAS SIGNED THE REQUIRED CERTIFICATION AS PART OF THIS PLAN.

A. DESCRIPTION OF PRACTICES AT THE BEGINNING OF CONSTRUCTION (WHERE APPLICABLE)
   a. THE AREA WITHIN THE SITE BOUNDARIES WILL BE IMPROVED AND MANAGED FOR PURPOSES OF CONTROLLING EROSION WITHIN THE AREA, REDUCING WATER FLOW BY TEMPORARY DIVERSION AND MINIMIZING SILTATION INTO THE CONSTRUCTION ZONE, AND ESTABLISHING VEGETATIVE COVER WHICH WILL BECOME PERMANENT VEGETATION AND ACT AS AN EROSION BARRIER. WORK AT THE BEGINNING OF CONSTRUCTION WILL CONSIST OF THE FOLLOWING:
   b. AREAS OF EXISTING VEGETATION (WOODS AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION SLOPE.
   c. LIMITS SHALL BE IDENTIFIED FOR PRESERVING AND SHALL BE PROTECTED FROM MOWING, BRUSH CUTTING.
   d. TREE REMOVAL AND OTHER ACTIVITIES WHICH WOULD BE DETRIMENTAL TO THEIR MAINTENANCE AND DEVELOPMENT.
   e. DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH THE REQUIRED TREE REMOVAL.
   f. AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE EROSION CONTROL ITEMS SHALL BE PLACED.
   g. ALL ITEMS WILL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
   h. BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE IMMEDIATELY EXPECTED AS STATED IN THE SPECIAL PROVISION "TEMPORARY EROSION CONTROL SEEDING".
   i. IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED IN CERTAIN AREAS WHICH ARE HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER, THE AREAS SHALL BE TEMPORARILY SEEDED WHERE NO CONSTRUCTION ACTIVITIES ARE IMMEDIATELY EXPECTED.
   j. AT LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY EROSION CONTROL FENCE SHALL BE USED.
   k. ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/ MOWING AND OVERSEEDING CAN BE COMPLETE.

B. DESCRIPTION OF PRACTICES DURING CONSTRUCTION (WHERE APPLICABLE)
   a. DURING SITE WORK, LOCATIONS OUTSIDE THE CONSTRUCTION AREA AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED FROM DAMAGING EFFECTS OF CONSTRUCTION. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESIGNATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.
   b. WITHIN THE CONSTRUCTION AREA, CRITICAL LOCATIONS WHICH HAVE HIGH FLOWS OF WATER AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
   c. AS THE CONTRACTOR CONSTRUCTS A PORTION OF THE SITE, HE/SHE SHALL FOLLOW THE FOLLOWING STEPS AS DIRECTED BY THE ENGINEER.
      i. PLACE TEMPORARY EROSION CONTROL SYSTEMS AT LOCATIONS WHERE WATER LEAVES AND ENTERS THE CONSTRUCTION AREA.
      ii. TEMPORARY SEED HIGHLY ERODIBLE AREAS OUTSIDE THE CONSTRUCTION AREA.
   d. CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS, ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUN-OFF IN COMPLIANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
   e. SPILL PREVENTION - CONTRACTOR SHALL MAINTAIN GOOD HOUSEKEEPING PRACTICES FOR THE DURATION OF THE PROJECT.
      i. ALL SOLUBLE AND LIQUID MATERIALS STORED ON-SITE SHALL BE SUITABLY COVERED OR PLACED WITHIN AN ENCLOSURE. THE CONTENTS OF PARTIALLY USED CONTAINERS OF SUCH MATERIALS SHALL BE PLACED IN SEALABLE CONTAINERS TO AVOID SPILLS.
      ii. PETROLEUM PRODUCTS SHALL BE STORED IN TIGHTLY SEALED CONTAINERS THAT ARE CLEARLY LABELED.
      iii. CLEANUP MATERIAL, SUCH AS ABSORBENT PILLOWS AND TRASH CONTAINERS, SHALL BE MAINTAINED ON SITE.
      iv. INCIDENT SPILLS (LESS THAN 12.5 GALLONS OF GASOLINE AND 25 GALLONS OF DIESEL) SHALL BE CLEANED UP IMMEDIATELY UPON DISCOVERY. LARGER SPILLS SHALL BE RECOVERED ONLY BY QUALIFIED PERSONNEL AS DEFINED BY OSHA (29 CFR 1910.120).
      v. CONTRACTOR SHALL TAKE IMMEDIATE ACTION, HOWEVER, TO PREVENT SPILL FROM SPREADING OR DISCHARGING OFF SITE. SUCH ACTION MAY INCLUDE CONSTRUCTION OF EARTHEN DIKES AND PLUGGING CULVERTS.
      vi. ALL SPILLS SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE IN A PROMPT MANNER. THE OWNER'S REPRESENTATIVE SHALL REPORT SPILLS TO
      f. AS DIRECTED BY THE ENGINEER, A STORMWATER DETENTION FACILITY SHALL FUNCTION AS TEMPORARY SEDIMENT BASIN.
      g. ALL SITE RUNOFF SHALL BE FILTERED PRIOR TO DISCHARGING OFFSITE. THE RATE OF DISCHARGE SHALL BE MINIMIZED TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE DISCHARGE POINT TO THE RECEIVING STRUCTURE OR BODY OF WATER
      ii. SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING MEASURE PRIOR TO RELEASE FROM THE SITE.
      ij. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS (FILTER BASKETS, SEDIMENT TRAPS, ETC.) SHALL BE DISPOSED OF ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE WILL BE INCLUDED IN THE COST OF THE ASSOCIATED EROSION CONTROL MEASURE.
      ik. DUST CONTROL MEASURES WILL BE IMPLEMENTED IN ACCORDANCE WITH ARTICLE 107.36 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
      il. STOCKPILES SHALL BE SURROUNDED WITH PERIMETER EROSION BARRIER AND TEMPORARY SEEDED IF NOT TO BE RE-USED WITHIN 14 DAYS.
      im. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING.
      in. EXCAVATED AREAS AND EMBANKMENTS SHALL BE PERMANENTLY SEEDED UPON FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED.
      io. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY WILL NOT OCCUR FOR A PERIOD OF 21 DAYS OR MORE.
      ip. ALL WASTE DISPOSAL SHALL BE REMOVED FROM THE SITE PER THE LOCAL MUNICIPALITY REQUIREMENTS. NO SOLID MATERIALS SHALL BE DISCHARGED INTO WATERS OF THE STATE.

C. DESCRIPTION OF PRACTICES AFTER FINAL GRADING (WHERE APPLICABLE)
   a. TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED TO 70% COVERAGE.
   b. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL, AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.
   c. ALL PERMANENT SEEDING SHALL BE PER THE APPROVED LANDSCAPE PLAN

**MAINTENANCE**

A. DURING CONSTRUCTION (WHERE APPLICABLE) (BY CONTRACTOR/DEVELOPER)
   1. THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN IN GOOD AND EFFECTIVE OPERATING CONDITIONS, VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN.
      i. SILT FENCE/SILT SOCK: SHALL BE INSTALLED AND MAINTAINED. IF DAMAGED, SHALL BE RESTORED OR REPLACED.
      ii. STABILIZED CONSTRUCTION ENTRANCE: THE ENTRANCE SHALL BE MAINTAINED TO PREVENT TRACKING OF SEDIMENT ONTO PUBLIC STREETS. MUD TRACKED ONTO PUBLIC STREETS OR SEDIMENT WASHED INTO THE RIGHT-OF-WAY SHALL BE REMOVED IMMEDIATELY.
      iii. INLET PROTECTION: INLET PROTECTION SHALL BE INSPECTED FREQUENTLY, REPAIRED OR REMOVED AND REPLACED AS NEEDED.
      iv. VEGETATIVE EROSION CONTROL MEASURES: THE VEGETATIVE GROWTH OF TEMPORARY AND PERMANENT SEEDING, SODDING, VEGETATIVE CHANNELS, VEGETATIVE BUFFER STRIPS, ETC. SHALL BE MAINTAINED PERIODICALLY, ADEQUATELY WATERED AND FERTILIZED. THE VEGETATIVE COVER SHALL BE RESEEDED OR OVERSEEDED AS NECESSARY.

B. AFTER CONSTRUCTION (WHERE APPLICABLE) (BY OWNER)
   a. CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE IS RECEIVED AT THE FINAL INSPECTION.
   b. REGULAR INSPECTIONS AND ROUTINE MAINTENANCE OF GENERAL AREAS SHALL BE PERFORMED ON A MONTHLY OR AS-NEEDED BASIS. ITEMS TO BE ADDRESSED SHALL INCLUDE BUT NOT LIMITED TO THE FOLLOWING:
      i. LITTER AND DEBRIS SHALL BE CONTROLLED.
      ii. LANDSCAPED AREAS SHALL BE MAINTAINED WITH REGULAR MOWING AND RESTORED WITH SEEDING/VEGETATION AS NECESSARY.
      iii. ACCUMULATED SEDIMENT SHALL BE DISPOSED OF PROPERLY.
      iv. RIPRAP AREAS SHALL BE REPAIRED WITH ADDITION OF NEW RIP RAP AS NECESSARY.
      v. ROADS SHALL BE SWEPT, VACUUMED OR WASHED ON A REGULAR BASIS.
   c. ALL COMPONENTS OF THE STORMWATER MANAGEMENT FACILITY OR ABOVE GROUND VOLUME CONTROL UNIT SHALL BE CHECKED MONTHLY BETWEEN MARCH AND NOVEMBER AND MAINTAINED AS NECESSARY TO ENSURE PROPER PERFORMANCE.
      i. INFLOWS AND OUTFLOWS OF THE FACILITY SHALL BE CLEAN AND PERFORMING AS DESIGNED.
      ii. OUTLET CONTROL STRUCTURE AND RESTRICTOR OF THE FACILITY SHALL BE CLEAN AND PERFORMING AS DESIGNED.
      iii. SLOPES SHALL BE CHECKED FOR SETTLEMENT OR EROSION. REPAIRED IF NECESSARY.
      iv. DEBRIS, OBSTRUCTIONS OR WOODY GROWTH WITHIN THE FACILITY SHALL BE REMOVED.
      v. ERODED AREAS SHALL BE RESEEDED OR SODDED.
   d. REGULAR INSPECTIONS AND ROUTINE MAINTENANCE OF THE UNDERGROUND VOLUME CONTROL FACILITY SHALL BE PERFORMED ON A YEARLY OR AS-NEEDED BASIS. ITEMS TO BE ADDRESSED SHALL INCLUDE BUT NOT LIMITED TO THE FOLLOWING:
      i. WITH USE OF A MONITORING WELL, VERIFY THAT THE SYSTEM IS FUNCTIONING PROPERLY.
      ii. IF PERMEABLE PAVEMENT TYPE SYSTEM, THE SURFACE SHALL BE CLEANED WITH A LOW-PRESSURE POWER WASHER.
      iii. ACCUMULATED SEDIMENT FROM THE SURFACE SHALL BE VACUUMED OUT AND DISPOSED OF PROPERLY.
   e. ALL MANUFACTURE RED PERMANENT EROSION CONTROL MEASURES (FILTER BASKETS, SUMPS, SEDIMENT TRAPS, STORMWATER SEPARATORS, ETC.) SHALL BE CLEANED AND/OR REPLACED AS REQUIRED PER THE MANUFACTURER SPECIFICATIONS

**INSPECTIONS**

A. QUALIFIED PERSONNEL (PROVIDED BY THE PERMITTEE) SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL. QUALIFIED PERSONNEL MEANS A PERSON KNOWLEDGEABLE IN THE PRINCIPLES AND PRACTICE OF EROSION AND SEDIMENT CONTROLS, SUCH AS A LICENSED PROFESSIONAL ENGINEER OR OTHER KNOWLEDGEABLE PERSON WHO POSSESSES THE SKILLS TO ASSESS CONDITIONS AT THE CONSTRUCTION SITE THAT COULD IMPACT STORM WATER QUALITY AND TO ASSESS THE EFFECTIVENESS OF ANY SEDIMENT AND EROSION CONTROL MEASURES SELECTED TO CONTROL THE QUALITY OF STORM WATER DISCHARGES FROM THE CONSTRUCTION ACTIVITIES.

B. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED ON THE PLANS SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING.

C. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANTS AND POLLUTION PREVENTION MEASURES SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. ANY CHANGES TO THIS PLAN RESULTING FROM THE REQUIRED INSPECTION SHALL BE IMPLEMENTED WITHIN 7 CALENDAR DAYS FOLLOWING THE INSPECTION.

**DOCUMENTATION**

A. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME (S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTIONS, DATE(S) OF THE INSPECTIONS, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH SECTION 4.B. OF THE GENERAL NPDES PERMITS SHALL BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI.G OF THE GENERAL NPDES PERMIT.

B. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE ENGINEER OR OWNER SHALL COMPLETE AND FILE AN "INCIDENT OF NONCOMPLIANCE (ION)" REPORT FOR THE IDENTIFIED VIOLATIONS. THE ENGINEER OR OWNER SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH VI.G. OF THE GENERAL NPDES PERMIT.

C. THE REPORT OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND AVENUE EAST
POST OFFICE BOX 19276
SPRINGFIELD, IL 62794-9276

**NON-STORMWATER DISCHARGES**

A. FIRE-FIGHTING ACTIVITIES,

B. WATERMAIN HYDRANT FLUSHING,

C. WATERING FOR DUST CONTROL,

D. IRRIGATION FOR VEGETATIVE GROWTH,

E. OR WASH WATER WHERE DETERGENTS ARE NOT USED

SOURCES OF NON-STORM WATER SHALL NOT BE COMBINED WITH STORM WATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY ADDRESSED IN THIS PLAN

**OWNER CERTIFICATION STATEMENT**

PROJECT TITLE: _____
NOTICE TO PROCEED PERMIT # _____

I HEREBY CERTIFY UNDER PENALTY OF LAW THAT THIS SWPPP DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF IMPRISONMENT FOR KNOWING VIOLATIONS.

_____ _____ _____
SIGNATURE OF OWNER DATE

_____
PRINTED NAME OF OWNER

**CONTRACTOR CERTIFICATION STATEMENT**

THIS CERTIFICATION STATEMENT IS PART OF THE STORM WATER POLLUTION PLAN FOR THE PROJECT DESCRIBED HEREIN IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 _____, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY ON _____.

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE MUNICIPALITY'S EROSION CONTROL ORDINANCE AND STANDARDS AND OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT ILR10 THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY FROM THE DEVELOPMENT SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE _____
TITLE _____
NAME OF FIRM _____
STREET ADDRESS _____
CITY, STATE, ZIP _____
PHONE NUMBER _____
DATE _____

**SUBCONTRACTOR CERTIFICATION STATEMENT**

THIS CERTIFICATION STATEMENT IS PART OF THE STORM WATER POLLUTION PLAN FOR THE PROJECT DESCRIBED HEREON IN ACCORDANCE WITH NPDES PERMIT NO. ILR10_____, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY ON _____.

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE MUNICIPALITY'S EROSION CONTROL ORDINANCE AND STANDARDS AND OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT ILR10 THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY FROM THE DEVELOPMENT SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

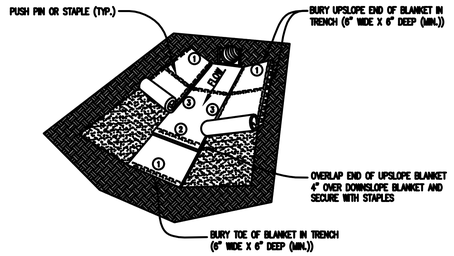
SIGNATURE _____
TITLE _____
NAME OF FIRM _____
STREET ADDRESS _____
CITY, STATE, ZIP _____
PHONE NUMBER _____
DATE _____

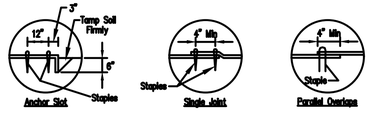
VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034

PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &

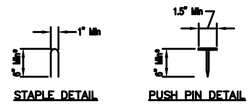
VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034

## EROSION CONTROL BLANKET - TURF REINFORCEMENT MAT (TRM)




DETAIL 1 DETAIL 2 DETAIL 3

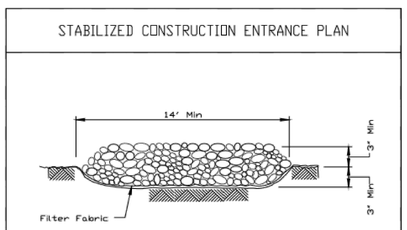



STAPLE DETAIL PUSH PIN DETAIL

Notes:
1. For sandy soil conditions, staple or push pin shall be a minimum 8 inches.

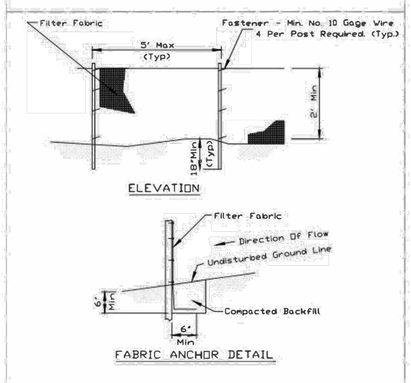
| REFERENCE | | STANDARD DWG. NO. |
|---|---|---|
| Project | | IUM-531 |
| Designed ____ Date ____ | | SHEET 1 OF 1 |
| Checked ____ Date ____ | | DATE 02-22-11 |
| Approved ____ Date ____ | | |

## STABILIZED CONSTRUCTION ENTRANCE PLAN




| REFERENCE | | STANDARD DWG. NO. |
|---|---|---|
| Project | NRCS Natural Resources Conservation Service | IL-630 |
| Designed ____ Date ____ | | SHEET 2 OF 2 |
| Checked ____ Date ____ | | DATE 8-18-94 |
| Approved ____ Date ____ | | |

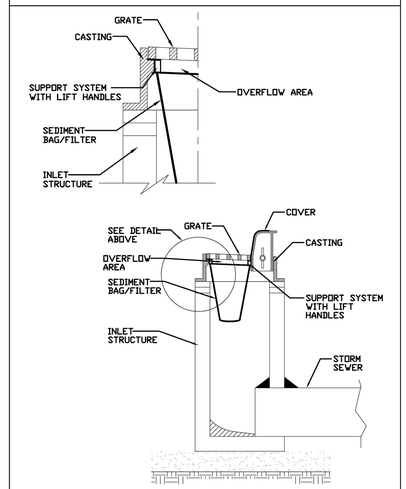
## SILT FENCE PLAN




NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 class 2
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 2" x 2" nominal size.

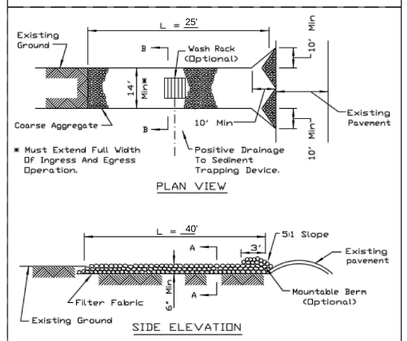
| REFERENCE | | STANDARD DWG. NO. |
|---|---|---|
| Project | | IUM-620 |
| Designed ____ Date ____ | | SHEET 1 OF 2 |
| Checked ____ Date ____ | | DATE 2-16-12 |
| Approved ____ Date ____ | | |

## INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION




| REFERENCE | | STANDARD DWG. NO. |
|---|---|---|
| Project | | IUM-561D |
| Designed ____ Date ____ | | SHEET 1 OF 1 |
| Checked ____ Date ____ | | DATE 01-11-11 |
| Approved ____ Date ____ | | |

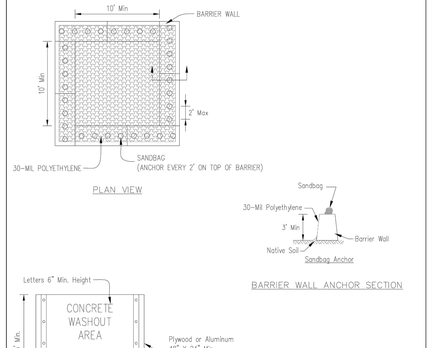
## STABILIZED CONSTRUCTION ENTRANCE PLAN




NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

| REFERENCE | | STANDARD DWG. NO. |
|---|---|---|
| Project | NRCS Natural Resources Conservation Service | IL-630 |
| Designed ____ Date ____ | | SHEET 1 OF 2 |
| Checked ____ Date ____ | | DATE 8-18-94 |
| Approved ____ Date ____ | | |

* STABILIZED CONSTRUCTION ENTRANCE TO BE USED IN THE EVENT THAT THE EXISTING PAVEMENT FOR THE SITE HAS BEEN REMOVED.



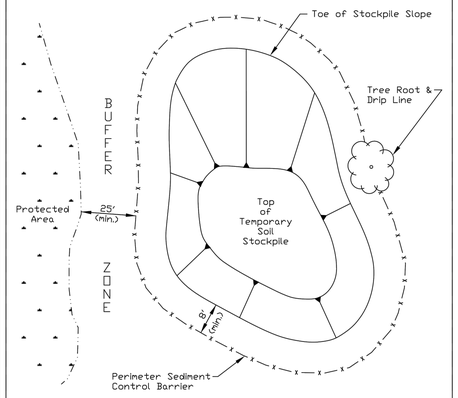

NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

| No. | Revision | Date |
|---|---|---|
| 1 | Add Notes | 02/16/12 |

TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL

| | |
|---|---|
| Designed | Date |
| Drawn By JOHNSON | 6/08 |
| Checked | |
| Approved | |

## TEMPORARY SOIL STOCKPILE DETAIL




NOTES:
1. Stockpile slopes should be based on angle of repose of the soil material to avoid potential sloughing of the slope.
2. Soil stockpile to be stabilized in accordance with practical standards.
3. Do not locate stockpile within overland drainage flow path, designated floodways, drip line or over the root crown of adjacent trees.
4. Provisions for sediment control practices may be required along haul roads and entrance/exit locations for access the soil stockpile that can create flow path for stormwater runoff.
5. Installation of benches, terraces, or slope interrupters should be considered.
6. Avoid building soil stockpiles on impervious surfaces.
7. Linear sediment trap surrounding the stockpile base may be used to control sediment.

| REFERENCE | | STANDARD DWG. NO. |
|---|---|---|
| Project | | IUM-627 |
| Designed ____ Date ____ | | SHEET 1 OF 1 |
| Checked ____ Date ____ | | DATE JANUARY 2017 |
| Approved ____ Date ____ | | |

PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

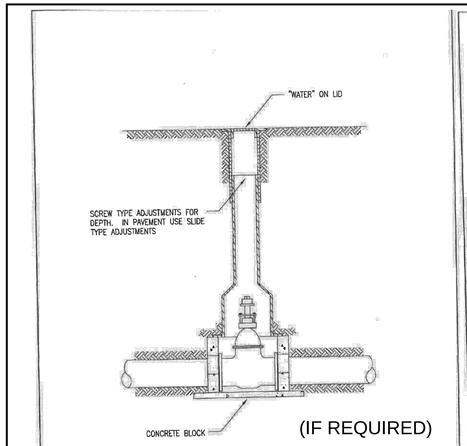
| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

SWPPP

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

C-6.2

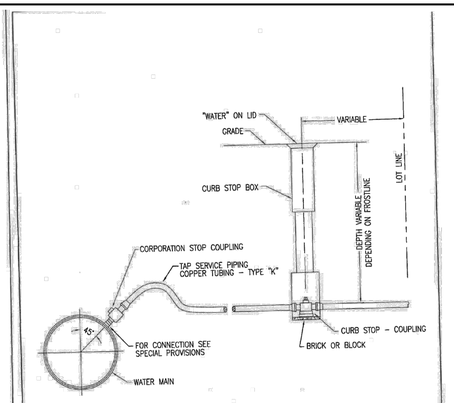
B:\0600\669 Jet Brite Services, Inc\669A Jet Brite, Glen Ellyn Car Wash\CAD\CAD-all Files Previous Design\Sheets\Civil\FinalEngineering\7579_C10.dwg 1-14-22




(IF REQUIRED)

TYPICAL VALVE BOX INSTALLATION

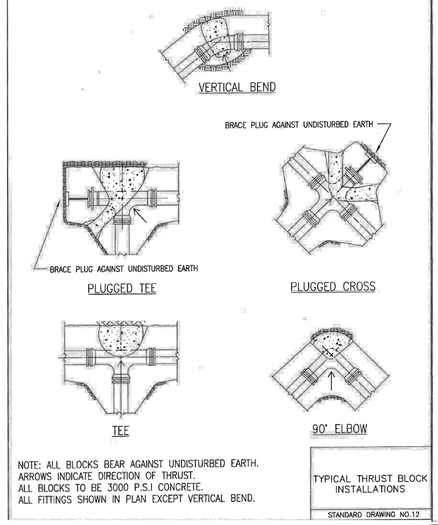
STANDARD DRAWING NO.14




(IF REQUIRED)

TYPICAL TAP SERVICE PIPING (COPPER)

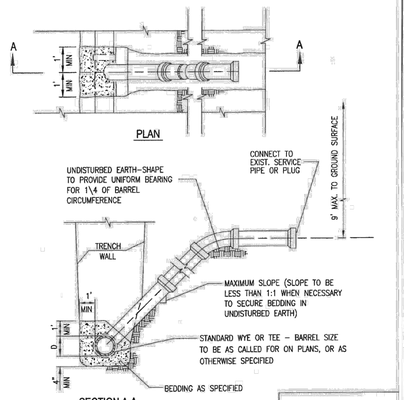
STANDARD DRAWING NO.17




NOTE: ALL BLOCKS BEAR AGAINST UNDISTURBED EARTH.
ARROWS INDICATE DIRECTION OF THRUST.
ALL BLOCKS TO BE 3000 P.S.I CONCRETE.
ALL FITTINGS SHOWN IN PLAN EXCEPT VERTICAL BEND.

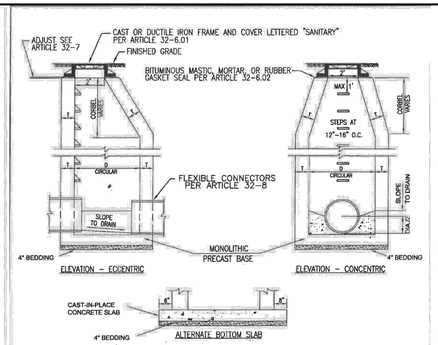
TYPICAL THRUST BLOCK INSTALLATIONS

STANDARD DRAWING NO.12




TYPICAL RISER FOR STORM SERVICE LATERAL

STANDARD DRAWING NO.7stm




| ALT. MATERIALS FOR WALLS | D | T (MIN.) |
|---|---|---|
| CONCRETE MASONRY UNITS. | 4 FEET | 5 IN |
| | 5 FEET | 5 IN |
| | 6 FEET | 5 IN |
| BRICK MASONRY | 4 FEET | 8 IN |
| | 5 FEET | 8 IN |
| | 6 FEET | 8 IN |
| PRECAST REIN. CONCRETE SECT. | 4 FEET | 4 IN |
| | 5 FEET | 5 IN |
| | 6 FEET | 6 IN |
| CAST-IN-PLACE CONCRETE. | 4 FEET | 6 IN |
| | 5 FEET | 6 IN |
| | 6 FEET | 6 IN |

NOTE: SANITARY MANHOLES SUBJECT TO SATURATED SOIL CONDITIONS OR SURFACE SUBMERGENCE SHALL BE EQUIPPED WITH CHIMNEY SEALS AND WATER TIGHT MANHOLE COVERS

NOTE: MANHOLE STEPS WHEN REQUIRED, SHALL BE FURNISHED AND INSTALLED AS SHOWN ON THE PLANS IN ACCORDANCE WITH ARTICLE 32-5

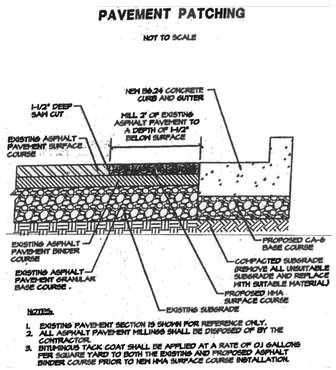
REFERENCE SECTION 32 FOR SANITARY SEWER MANHOLE SPECIFICATIONS

TYPICAL SANITARY MANHOLE "A"

STANDARD DRAWING NO.3san

## PAVEMENT PATCHING

NOT TO SCALE

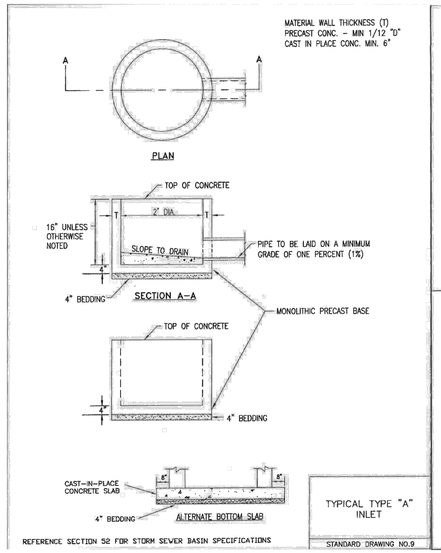



NOTES:

1. EXISTING PAVEMENT SECTION IS SHOWN FOR REFERENCE ONLY.
2. ALL ASPHALT PAVEMENT MILLINGS SHALL BE DISPOSED OF BY THE CONTRACTOR.
3. BITUMINOUS TACK COAT SHALL BE APPLIED AT A RATE OF .01 GALLONS PER SQUARE YARD TO BOTH THE EXISTING AND PROPOSED ASPHALT BINDER COURSE PRIOR TO NEW HMA SURFACE COURSE INSTALLATION.

## PAVEMENT SECTION DETAIL

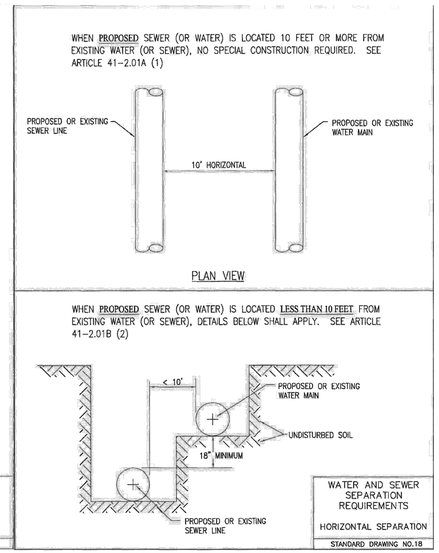
N.T.S.




REFERENCE SECTION 52 FOR STORM SEWER BASIN SPECIFICATIONS

TYPICAL TYPE "A" INLET

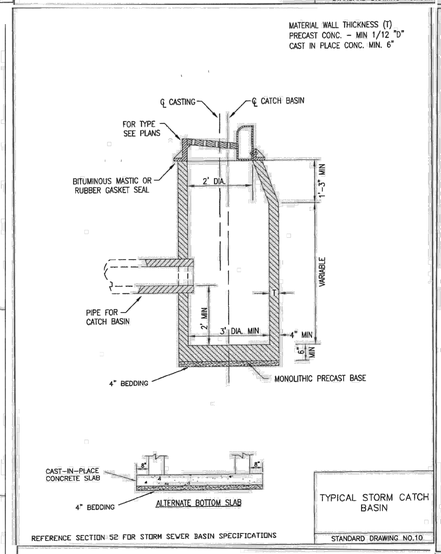
STANDARD DRAWING NO.9




WATER AND SEWER SEPARATION REQUIREMENTS

HORIZONTAL SEPARATION

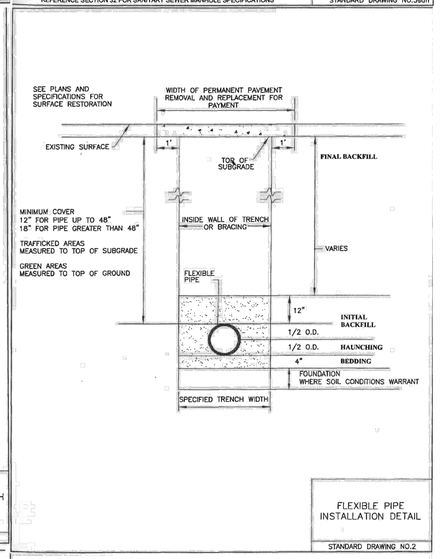
STANDARD DRAWING NO.18




REFERENCE SECTION 52 FOR STORM SEWER BASIN SPECIFICATIONS

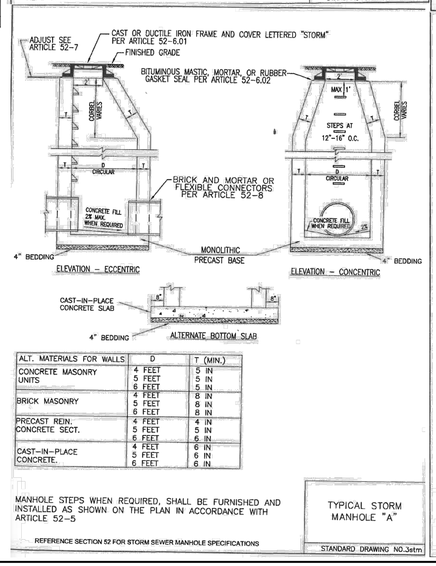
TYPICAL STORM CATCH BASIN

STANDARD DRAWING NO.10




FLEXIBLE PIPE INSTALLATION DETAIL

STANDARD DRAWING NO.2



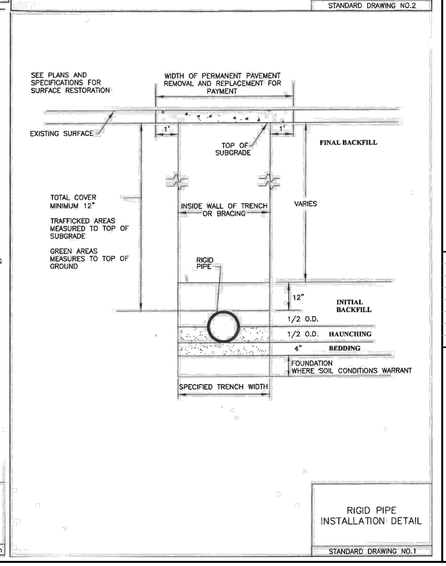

| ALT. MATERIALS FOR WALLS | D | T (MIN.) |
|---|---|---|
| CONCRETE MASONRY UNITS | 4 FEET | 5 IN |
| | 5 FEET | 5 IN |
| | 6 FEET | 5 IN |
| BRICK MASONRY | 4 FEET | 8 IN |
| | 5 FEET | 8 IN |
| | 6 FEET | 8 IN |
| PRECAST REIN. CONCRETE SECT. | 4 FEET | 4 IN |
| | 5 FEET | 5 IN |
| | 6 FEET | 6 IN |
| CAST-IN-PLACE CONCRETE. | 4 FEET | 6 IN |
| | 5 FEET | 6 IN |
| | 6 FEET | 6 IN |

MANHOLE STEPS WHEN REQUIRED, SHALL BE FURNISHED AND INSTALLED AS SHOWN ON THE PLAN IN ACCORDANCE WITH ARTICLE 52-5

REFERENCE SECTION 52 FOR STORM SEWER MANHOLE SPECIFICATIONS

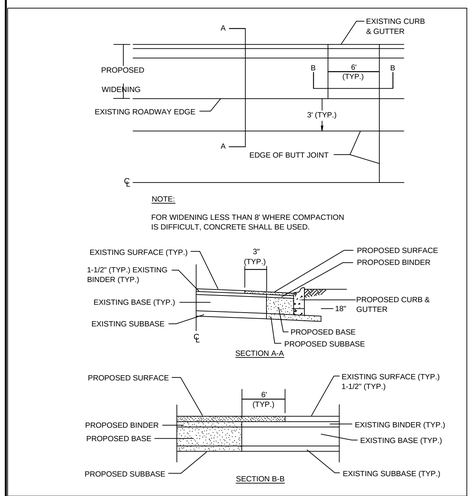
TYPICAL STORM MANHOLE "A"

STANDARD DRAWING NO.3stm



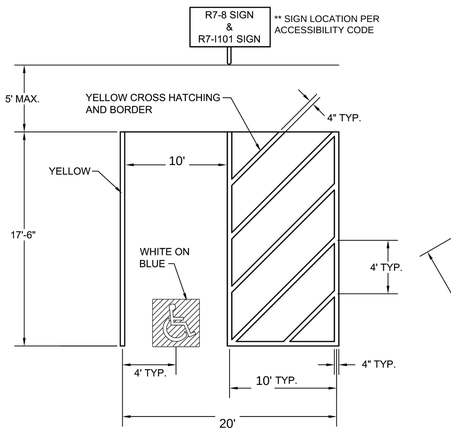

RIGID PIPE INSTALLATION DETAIL

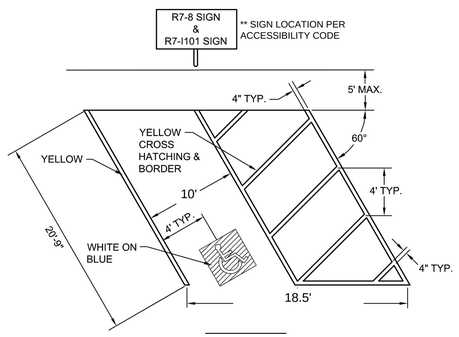
STANDARD DRAWING NO.1




## PAVEMENT BUTT JOINT DETAIL

N.T.S.




* ACCESSIBLE PARKING STALL SHALL BE 20' WIDE PER PLAN

## HANDICAP PARKING DETAIL

N.T.S.


VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034


PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

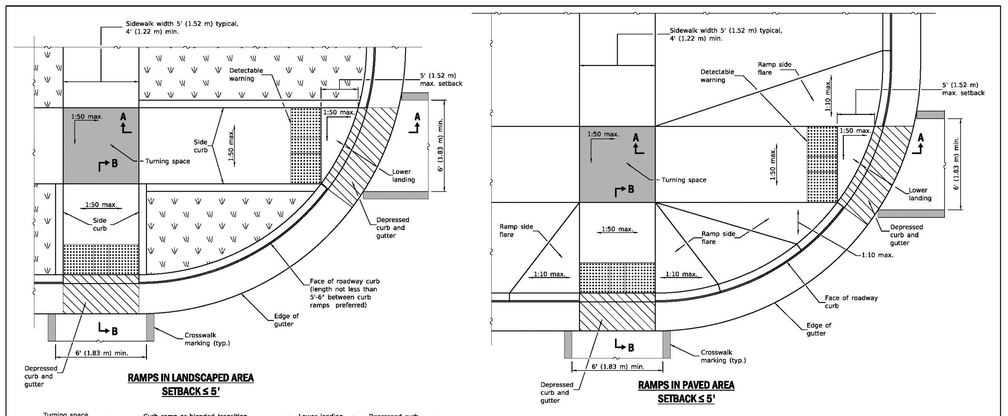
CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | | |
|---|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

DETAILS

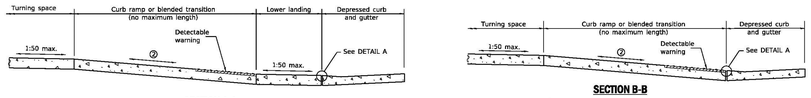
| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

C-9.0




**RAMPS IN LANDSCAPED AREA**
**SETBACK ≤ 5'**

**RAMPS IN PAVED AREA**
**SETBACK ≤ 5'**



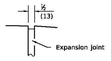

**SECTION A-A**

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

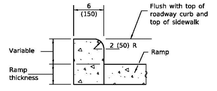



**SECTION B-B**

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.




**DETAIL A**




**SIDE CURB DETAIL**

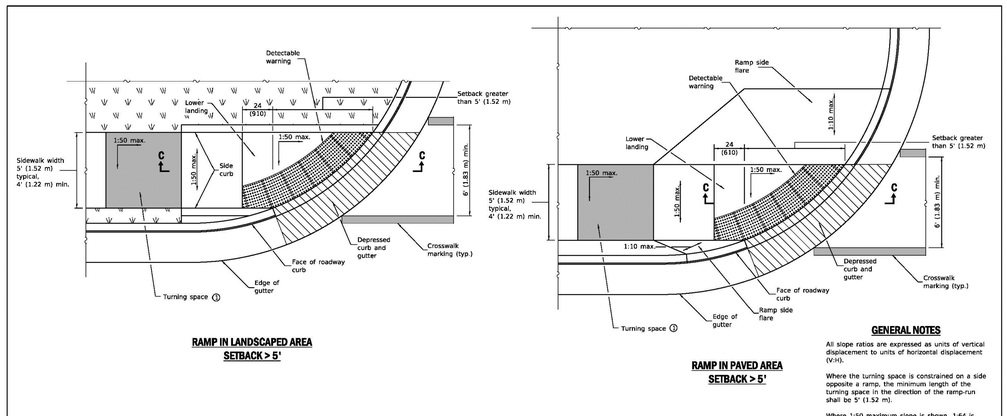
See Sheet 2 for GENERAL NOTES.

Illinois Department of Transportation
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT
D-1-97 D-SERIES

| DATE | REVISIONS |
|---|---|
| 1-1-19 | Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings. |
| 1-1-18 | Omitted diagonal slope at turning spaces and lower landings. |

**PERPENDICULAR CURB RAMPS FOR SIDEWALKS**
(Sheet 1 of 2)

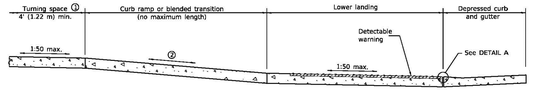
**STANDARD 424001-11**




**RAMP IN LANDSCAPED AREA**
**SETBACK > 5'**




**RAMP IN PAVED AREA**
**SETBACK > 5'**




**SECTION C-C**

① This turning space not required for blended transitions.

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

**GENERAL NOTES**

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

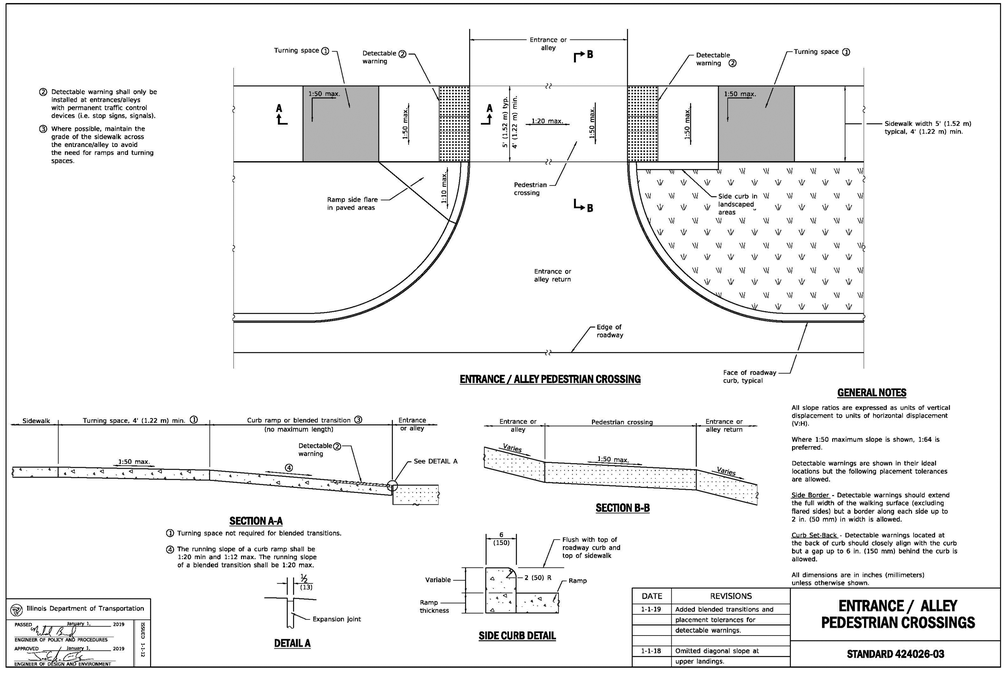
See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT
D-1-97 D-SERIES

**PERPENDICULAR CURB RAMPS FOR SIDEWALKS**
(Sheet 2 of 2)

**STANDARD 424001-11**




② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).

③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and turning spaces.

**ENTRANCE / ALLEY PEDESTRIAN CROSSING**




**SECTION A-A**

① Turning space not required for blended transitions.

④ The running slope of a curb ramp shall be 1:20 min and 1:12 max. The running slope of a blended transition shall be 1:20 max.




**SECTION B-B**




**DETAIL A**




**SIDE CURB DETAIL**

**GENERAL NOTES**

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT
D-1-97 D-SERIES

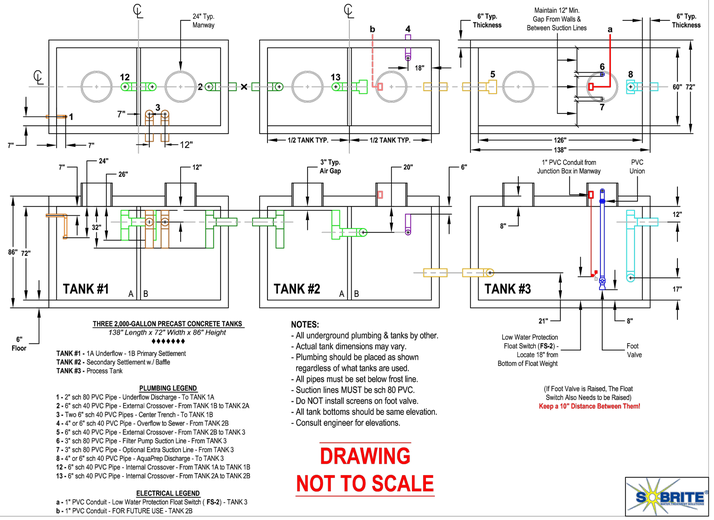
| DATE | REVISIONS |
|---|---|
| 1-1-19 | Added blended transitions and placement tolerances for detectable warnings. |
| 1-1-18 | Omitted diagonal slope at upper landings. |

**ENTRANCE / ALLEY PEDESTRIAN CROSSINGS**

**STANDARD 424026-03**

# SOBRITE ERS 100 3-TANK LAYOUT

## Three 2,000 Gallon Precast Concrete Tanks




**THREE 2,000-GALLON PRECAST CONCRETE TANKS**
*138" Length x 72" Width x 86" Height*

**TANK #1 -** 1A Underflow - 1B Primary Settlement
**TANK #2 -** Secondary Settlement w / Baffle
**TANK #3 -** Process Tank

**PLUMBING LEGEND**

**1 -** 2" sch 80 PVC Pipe - Underflow Discharge - To TANK 1A
**2 -** 6" sch 40 PVC Pipe - External Crossover - From TANK 1B to TANK 2A
**3 -** Two 6" sch 40 PVC Pipes - Center Trench - To TANK 1B
**4 -** 4" or 6" sch 40 PVC Pipe - Overflow to Sewer - From TANK 2B
**5 -** 6" sch 40 PVC Pipe - External Crossover - From TANK 2B to TANK 3
**6 -** 3" sch 80 PVC Pipe - Filter Pump Suction Line - From TANK 3
**7 -** 3" sch 80 PVC Pipe - Optional Extra Suction Line - From TANK 3
**8 -** 4" or 6" sch 40 PVC Pipe - AquaPrep Discharge - To TANK 3
**12 -** 6" sch 40 PVC Pipe - Internal Crossover - From TANK 1A to TANK 1B
**13 -** 6" sch 40 PVC Pipe - Internal Crossover - From TANK 2A to TANK 2B

**ELECTRICAL LEGEND**

**a -** 1" PVC Conduit - Low Water Protection Float Switch ( **FS-2** ) - TANK 3
**b -** 1" PVC Conduit - FOR FUTURE USE - TANK 2B

**NOTES:**
- All underground plumbing & tanks by other.
- Actual tank dimensions may vary.
- Plumbing should be placed as shown regardless of what tanks are used.
- All pipes must be set below frost line.
- Suction lines MUST be sch 80 PVC.
- Do NOT install screens on foot valve.
- All tank bottoms should be same elevation.
- Consult engineer for elevations.

**DRAWING NOT TO SCALE**

(If Foot Valve is Raised, The Float Switch Also Needs to be Raised)
**Keep a 10" Distance Between Them!**

9

SOBRITE


VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • • 888-630-2034


PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

DETAILS

PROJECT #: 7579.01
DATE: 1-14-22

C-9.1

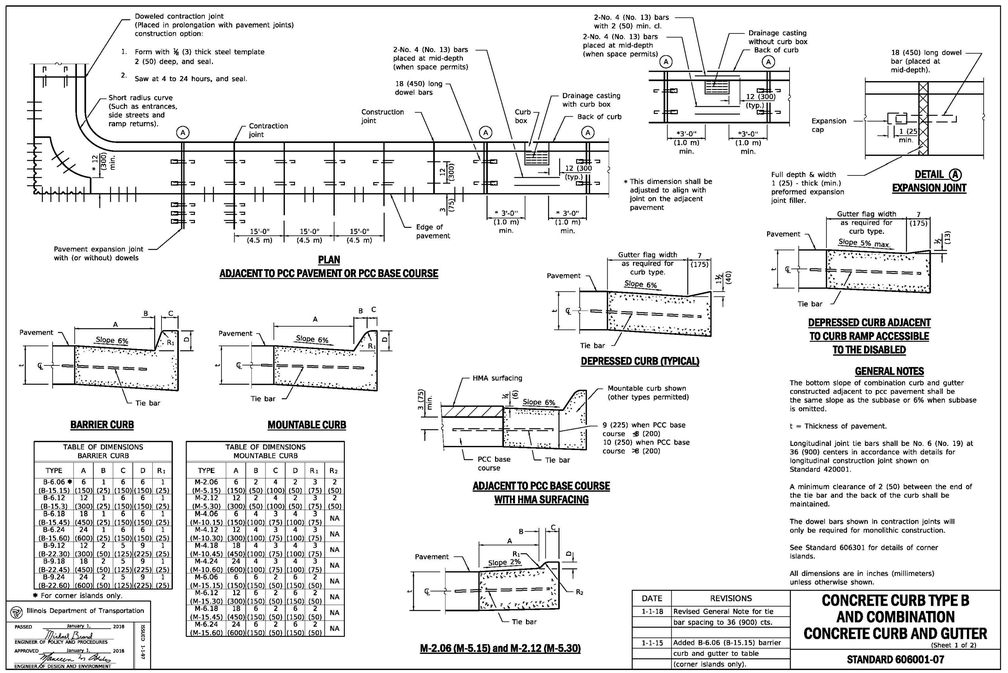



TABLE OF DIMENSIONS BARRIER CURB

| TYPE | A | B | C | D | R1 |
|---|---|---|---|---|---|
| B-6.06 * | 6 (150) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| B-6.12 (B-15.3) | 12 (300) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| B-6.18 (B-15.45) | 18 (450) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| B-6.24 (B-15.60) | 24 (600) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| B-9.12 (B-22.30) | 12 (300) | 2 (50) | 5 (125) | 9 (225) | 2 (50) |
| B-9.18 (B-22.45) | 18 (450) | 2 (50) | 5 (125) | 9 (225) | 2 (50) |
| B-9.24 (B-22.60) | 24 (600) | 2 (50) | 5 (125) | 9 (225) | 2 (50) |

* For corner islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB

| TYPE | A | B | C | D | R1 | R2 |
|---|---|---|---|---|---|---|
| M-2.06 (M-5.15) | 6 (150) | 2 (50) | 4 (100) | 2 (50) | 3 (75) | 2 (50) |
| M-2.12 (M-5.30) | 12 (300) | 2 (50) | 4 (100) | 2 (50) | 3 (75) | 2 (50) |
| M-4.06 (M-10.15) | 6 (150) | 4 (100) | 3 (75) | 4 (100) | 3 (75) | NA |
| M-4.12 (M-10.30) | 12 (300) | 4 (100) | 3 (75) | 4 (100) | 3 (75) | NA |
| M-4.18 (M-10.45) | 18 (450) | 4 (100) | 3 (75) | 4 (100) | 3 (75) | NA |
| M-4.24 (M-10.60) | 24 (600) | 4 (100) | 3 (75) | 4 (100) | 3 (75) | NA |
| M-6.06 (M-15.15) | 6 (150) | 6 (150) | 2 (50) | 6 (150) | 2 (50) | NA |
| M-6.12 (M-15.30) | 12 (300) | 6 (150) | 2 (50) | 6 (150) | 2 (50) | NA |
| M-6.18 (M-15.45) | 18 (450) | 6 (150) | 2 (50) | 6 (150) | 2 (50) | NA |
| M-6.24 (M-15.60) | 24 (600) | 6 (150) | 2 (50) | 6 (150) | 2 (50) | NA |

Illinois Department of Transportation
PASSED January 1, 2018 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018 — ENGINEER OF DESIGN AND ENVIRONMENT
D-01-1 (D0000)

| DATE | REVISIONS |
|---|---|
| 1-1-18 | Revised General Note for tie bar spacing to 36 (900) cts. |
| | |
| 1-1-15 | Added B-6.06 (B-15.15) barrier curb and gutter to table |
| | (corner islands only). |

**CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER**
(Sheet 1 of 2)
**STANDARD 606001-07**

**GENERAL NOTES**

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

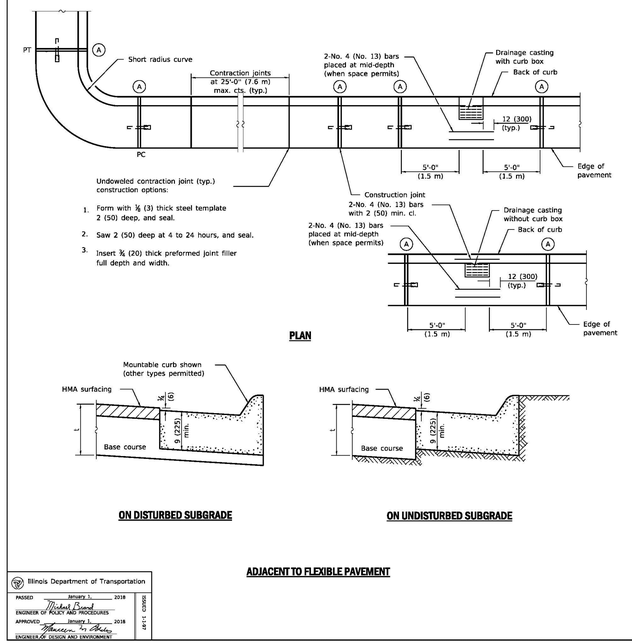
Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

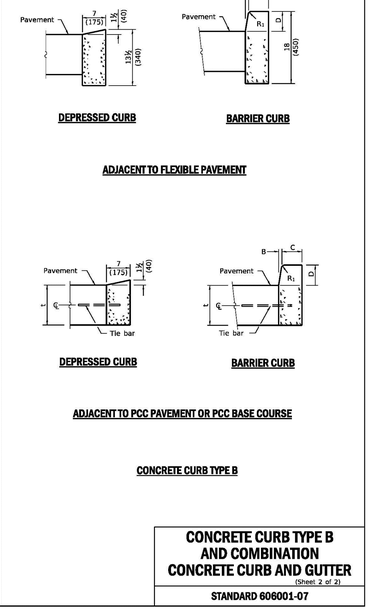
See Standard 606301 for details of corner islands.

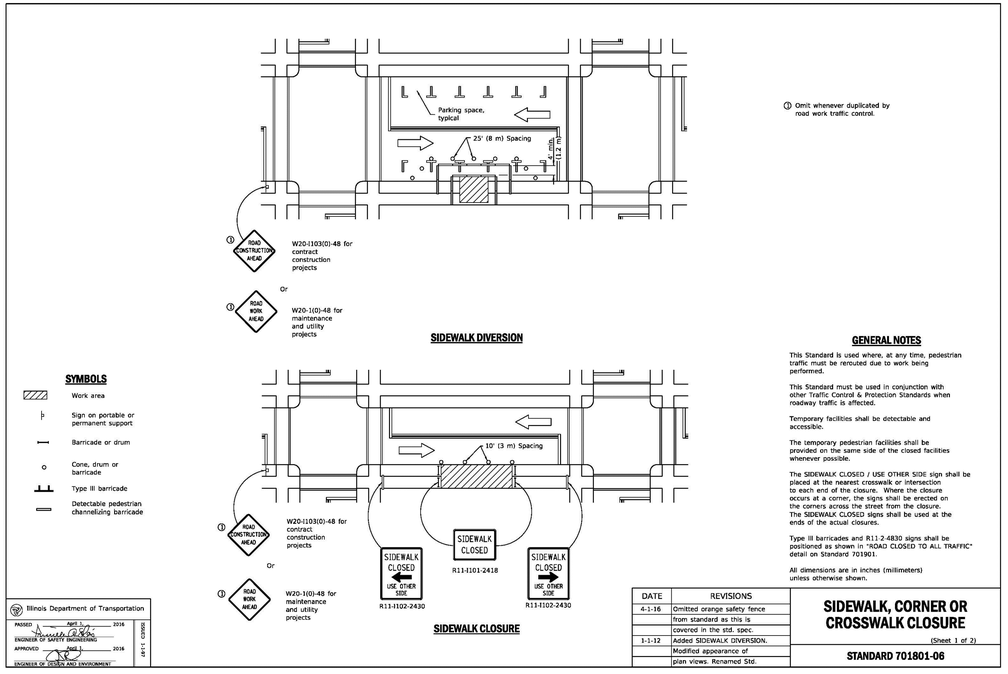
All dimensions are in inches (millimeters) unless otherwise shown.




Illinois Department of Transportation
PASSED January 1, 2018 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018 — ENGINEER OF DESIGN AND ENVIRONMENT
D-01-1 (D0000)

**CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER**
(Sheet 2 of 2)
**STANDARD 606001-07**

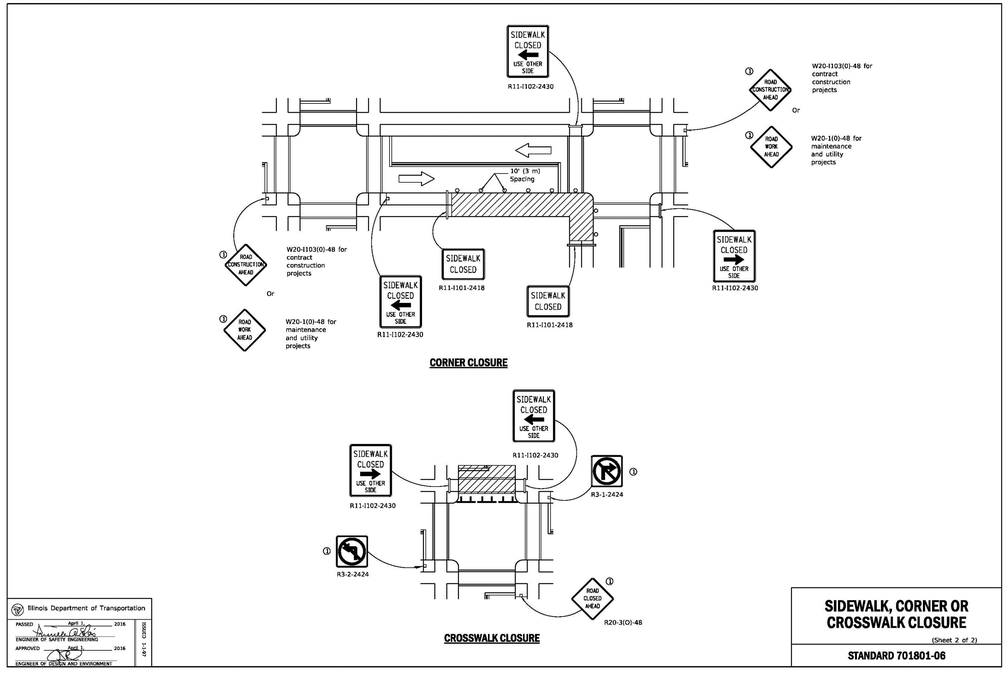



Illinois Department of Transportation
PASSED April 1, 2016 — ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016 — ENGINEER OF DESIGN AND ENVIRONMENT
D-01-1 (D0000)

| DATE | REVISIONS |
|---|---|
| 4-1-16 | Omitted orange safety fence |
| | from standard as this is |
| | covered in the std. spec. |
| 1-1-12 | Added SIDEWALK DIVERSION. |
| | Modified appearance of |
| | plan views. Renamed Std. |

**SIDEWALK, CORNER OR CROSSWALK CLOSURE**
(Sheet 1 of 2)
**STANDARD 701801-06**




Illinois Department of Transportation
PASSED April 1, 2016 — ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016 — ENGINEER OF DESIGN AND ENVIRONMENT
D-01-1 (D0000)

**SIDEWALK, CORNER OR CROSSWALK CLOSURE**
(Sheet 2 of 2)
**STANDARD 701801-06**


VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • • 888-630-2034


PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

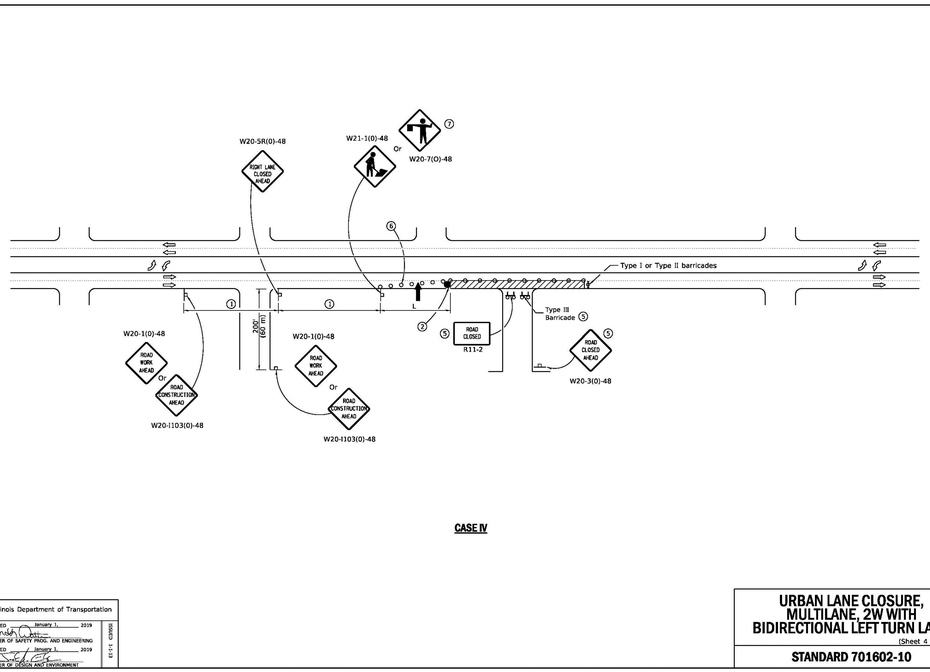
CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

DETAILS

PROJECT #: 7579.01
DATE: 1-14-22

C-9.2

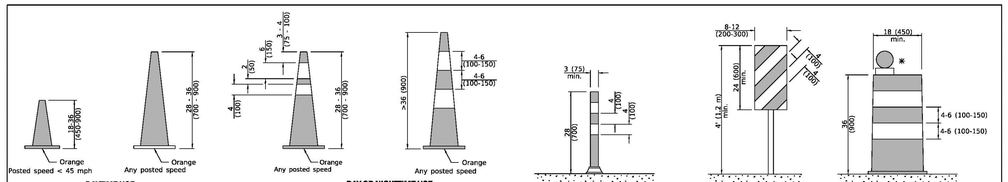


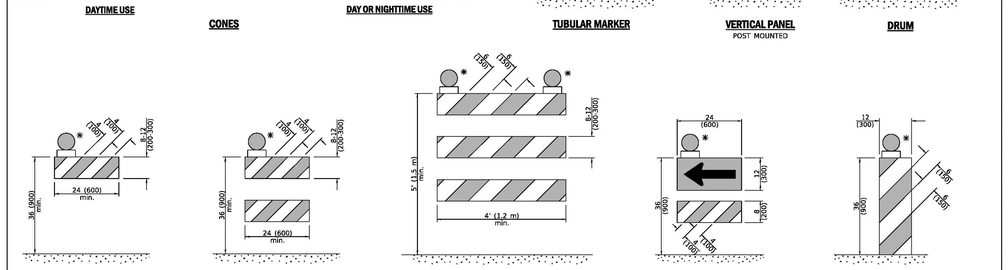

**CASE IV**

Illinois Department of Transportation
APPROVED January 1, 2019 — ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
D1-13 02003

**URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE**
(Sheet 4 of 4)

**STANDARD 701602-10**




✱ Warning lights (if required)

**GENERAL NOTES**

All heights shown shall be measured above the pavement surface.

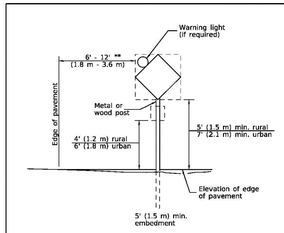
All dimensions are in inches (millimeters) unless otherwise shown.

| DATE | REVISIONS |
|---|---|
| 1-1-19 | Revised cone usage and added cones >36" (900 m) height. |
| 1-1-18 | Revised END WORK ZONE SPEED LIMIT sign from orange to white background. |

Illinois Department of Transportation
APPROVED January 1, 2019 — ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
D1-13 02003

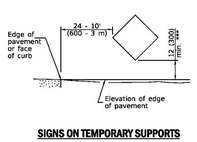
**TRAFFIC CONTROL DEVICES**
(Sheet 1 of 3)

**STANDARD 701901-08**



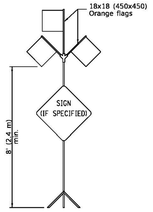

**POST MOUNTED SIGNS**

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.




**SIGNS ON TEMPORARY SUPPORTS**

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.




**HIGH LEVEL WARNING DEVICE**



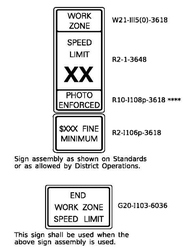

This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

**WORK LIMIT SIGNING**




Sign assembly as shown on Standards or as allowed by District Operations.

This sign shall be used when the above sign assembly is used.

**HIGHWAY CONSTRUCTION SPEED ZONE SIGNS**

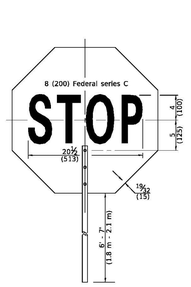
**** R10-I108p shall only be used along roadways under the jurisdiction of the State.

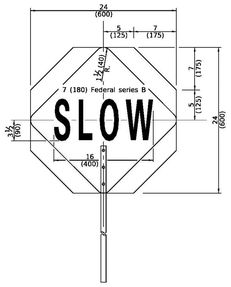



W12-I103-4848

**WIDTH RESTRICTION SIGN**

XX'-XX" width and X miles are variable.



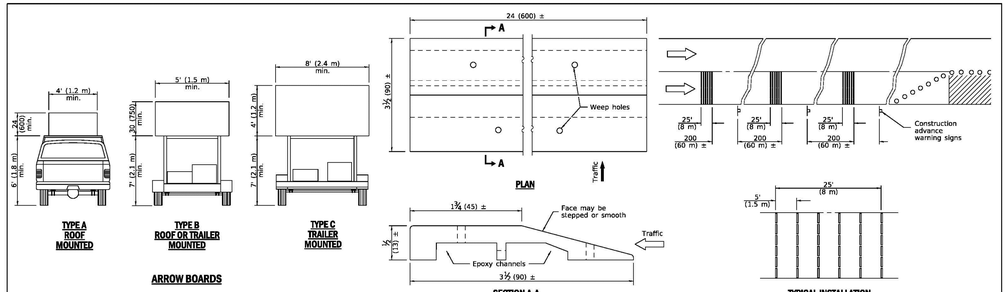




**FLAGGER TRAFFIC CONTROL SIGN**

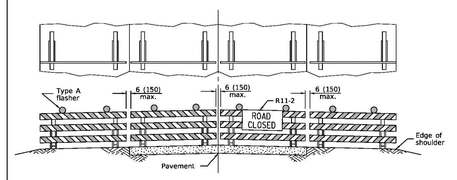
Illinois Department of Transportation
APPROVED January 1, 2019 — ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
D1-13 02003

**TRAFFIC CONTROL DEVICES**
(Sheet 2 of 3)

**STANDARD 701901-08**



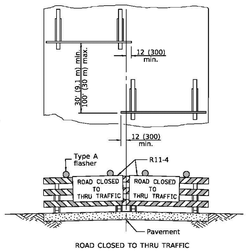

**TEMPORARY RUMBLE STRIPS**




ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.

**TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD**




ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

**TRAFFIC CONTROL DEVICES**
(Sheet 3 of 3)

**STANDARD 701901-08**


VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034


PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

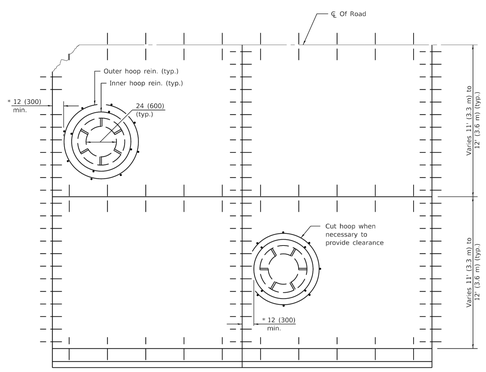
CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

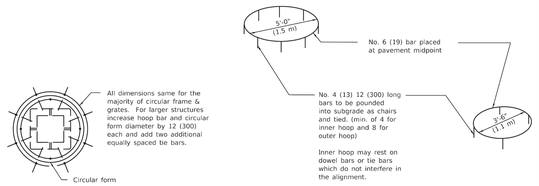
DETAILS

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

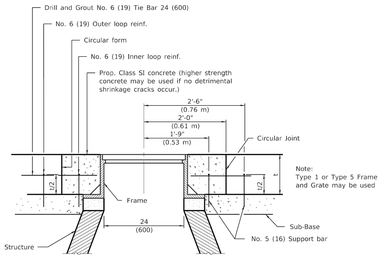
C-9.3




**CAST IN PLACE DETAIL**




**ROUNDOUT FOR SQUARE FRAME & GRATE AND MANHOLES**



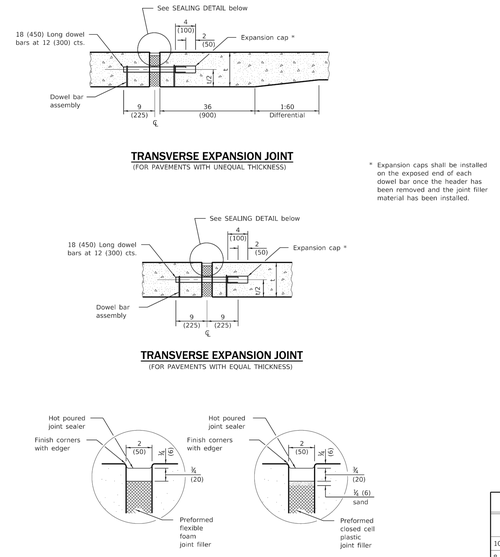

**DETAIL OF REINFORCEMENT FOR PAVEMENT ROUNDOUT**

Illinois Department of Transportation
PASSED January 1, 2018 — Michael Russell — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018 — Thomas J. Rickert — ENGINEER OF DESIGN AND ENVIRONMENT
BOARD 1-1-97

# PCC PAVEMENT ROUNDOUTS

(Sheet 2 of 2)

**STANDARD 420111-04**

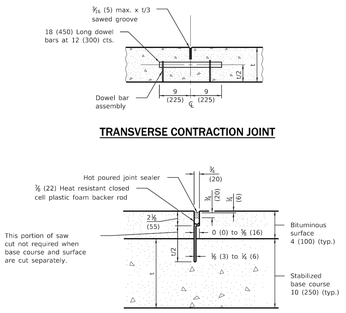



**TRANSVERSE EXPANSION JOINT**
(FOR PAVEMENTS WITH UNEQUAL THICKNESS)

* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.

**TRANSVERSE EXPANSION JOINT**
(FOR PAVEMENTS WITH EQUAL THICKNESS)

**SEALING DETAIL**




**TRANSVERSE CONTRACTION JOINT**

**TRANSVERSE CONTRACTION JOINT**
(FOR CAM. CFA AND LFA BASE COURSE MIXTURES)

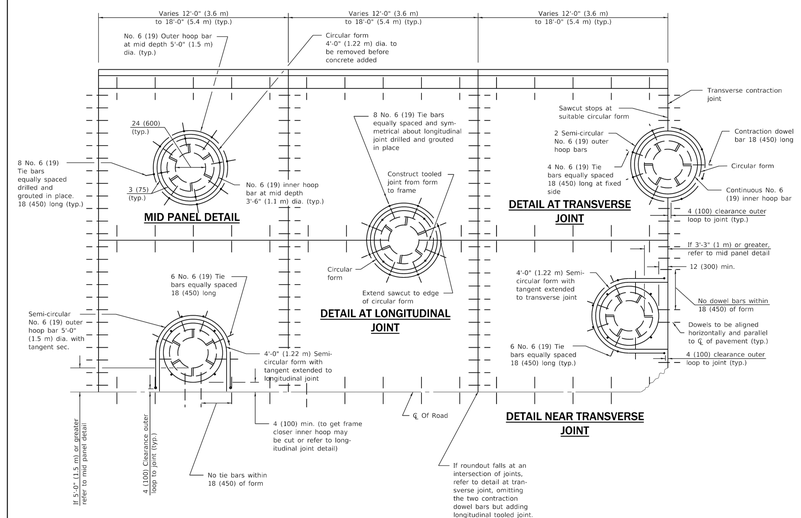
| DOWEL BAR TABLE | |
|---|---|
| PAVEMENT THICKNESS | DOWEL BAR DIAMETER |
| 10 (250) or greater | 1½ (38) |
| 8 (200) thru 9.99 (249) | 1¼ (32) |
| Less than 8 (200) | 1 (25) |

Illinois Department of Transportation
PASSED January 1, 2018 — Michael Russell — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018 — Thomas J. Rickert — ENGINEER OF DESIGN AND ENVIRONMENT
BOARD 1-1-97

# PAVEMENT JOINTS

(Sheet 2 of 2)

**STANDARD 420001-09**




## GENERAL NOTES

Transverse joints may be moved to accommodate roundout. Edge of circular joint shall be minimum 24 (600) from transverse joint. Relocated transverse joint shall be continuous from edge of pavement to edge of pavement.

The transverse joint spacing should be adjusted to use the DETAIL NEAR TRANSVERSE JOINT. If the joint cannot be adjusted to give the 12 (300) min. offset, use the DETAIL AT TRANSVERSE JOINT and ensure the joint is centered in the structure as shown.

Circular form shall be removed prior to drill and grout of tie bars.

Drill and grout is preferred, however tie bars can be poured in place if clearance is provided to outer edge of frame. Maximum 2 (50) clearance.

Shims shall be used to adjust all frames. After adjusting mortar has cured, the shims shall be removed and the voids under the frames filled with nonshrink grout.

Hoop reinforcement shall be one piece construction having a minimum lap length of 24 (600).

All situations not shown and may require combination of details.

WHEN USING CAST IN PLACE:
Frame shall be anchored to the structure to prevent movement during the paving operation.

All dimensions are in inches (millimeters) unless otherwise shown.

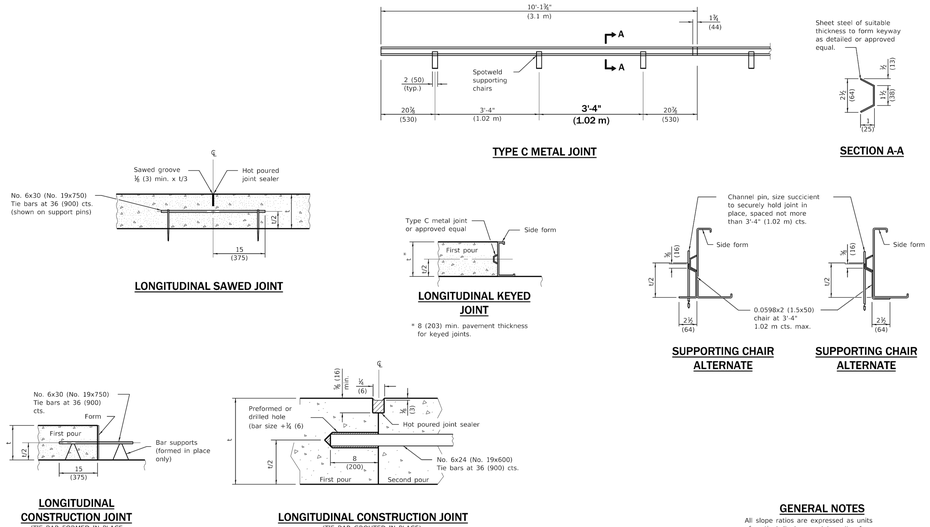
| DATE | REVISIONS |
|---|---|
| 1-1-18 | Revised standard for 36 (900) |
| | tie bar spacing. Revised |
| | General Notes. |
| 1-1-11 | Corrected "f/2" dim. on |
| | DETAIL OF REINFORCEMENT |
| | FOR PAVEMENT ROUNDOUT. |

Illinois Department of Transportation
PASSED January 1, 2018 — Michael Russell — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018 — Thomas J. Rickert — ENGINEER OF DESIGN AND ENVIRONMENT
BOARD 1-1-97

# PCC PAVEMENT ROUNDOUTS

(Sheet 1 of 2)

**STANDARD 420111-04**




**TYPE C METAL JOINT**

**SECTION A-A**

**LONGITUDINAL SAWED JOINT**

**LONGITUDINAL KEYED JOINT**

* 8 (203) min. pavement thickness for keyed joints.

**SUPPORTING CHAIR ALTERNATE**

**SUPPORTING CHAIR ALTERNATE**

**LONGITUDINAL CONSTRUCTION JOINT**
(TIE BAR FORMED IN PLACE OR MECHANICALLY INSERTED)

**LONGITUDINAL CONSTRUCTION JOINT**
(TIE BAR GROUTED IN PLACE)

## GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches (millimeters) unless otherwise shown.

| DATE | REVISIONS |
|---|---|
| 1-1-18 | Changed tie bar spacing |
| | to 36 (900) cts. Revised |
| | DOWEL BAR TABEL. |
| 1-1-08 | Switched units to |
| | English (metric). |

Illinois Department of Transportation
PASSED January 1, 2018 — Michael Russell — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018 — Thomas J. Rickert — ENGINEER OF DESIGN AND ENVIRONMENT
BOARD 1-1-97

# PAVEMENT JOINTS

(Sheet 1 of 2)

**STANDARD 420001-09**

VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • • 888-630-2034

PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

DETAILS

PROJECT #: 7579.01
DATE: 1-14-22

C-9.4

# JET BRITE CAR WASH
# 375 ROOSEVELT ROAD / 401 TAFT AVENUE
# GLEN ELLYN, ILLINOIS

Traffic Impact Study




Prepared for:

**April 2019**

**Revised February 2022**

KNIGHT
Engineers & Architects

Knight E/A, Inc.
221 North LaSalle Street
Suite 300
Chicago, IL 60601

**TABLE OF CONTENTS**

**EXECUTIVE SUMMARY** ..... **1**

**1 – INTRODUCTION** ..... **3**

**2 – EXISTING CONDITIONS** ..... **6**

**2.1 Study Area** ..... 6
**2.2 Existing Roadway Characteristics** ..... 6
**2.3 Traffic Count Data** ..... 8

**3 – PROPOSED REDEVELOPMENT AND PROJECTED CONDITIONS** ..... **10**

**3.1 Proposed Site and Redevelopment** ..... 10
**3.3 Trip Generation, Distribution and Assignment** ..... 11
**3.3 Projected Traffic Conditions** ..... 14

**4 – TRAFFIC ANALYSIS AND RECOMMENDATIONS** ..... **20**

**4.1 Analysis Procedure** ..... 20
**4.2 Discussion of Operations** ..... 26
**4.3 Proposed Site Access, Circulation, and Queuing** ..... 26

**5 – CONCLUSIONS AND RECOMMENDATIONS** ..... **27**

# EXECUTIVE SUMMARY

Knight E/A, Inc. (Knight) was retained by Jet Brite Services, Inc. to prepare a traffic impact study for a Jet Brite Car Wash to redevelop the parcels at 375 Roosevelt Road and 401 Taft Avenue in Glen Ellyn, Illinois. 375 Roosevelt Road (Lot 4) is bounded by Roosevelt Road to the north, a retail development to the east, Taft Avenue to the south, and the Mattress Firm/F45 Training Facility to the west. 401 Taft Avenue (Lot 5) is bounded by Taft Avenue to the north, an office building and parking lot to the east, and The Village Links of Glen Ellyn Golf Course to the south and west. The development is proposed to provide one car wash tunnel with three pay stations/queuing lanes able to accommodate at least 27 vehicles as well as provide 52 total vacuum parking spaces. Twelve of those vacuums will be provided on 375 Roosevelt Road (Lot 4) while the remaining 40 will be located at 401 Taft Avenue (Lot 5). Access to the car wash facility within Lot 4 will be provided via a full access driveway off Roosevelt Road to the north, an outbound-only access driveway off Taft Road to the south, and a cross-access driveway to the retail development to the east. Lot 5 will provide two full access driveways along Taft Avenue. The development will replace an existing Leslie Car Wash and Budget Rental facility on Lot 4 and an existing parking lot on Lot 5.

To understand and evaluate the traffic operations of the surrounding roadway network, the following intersections were included in the study area.

- Roosevelt Road with Lambert Road
- Roosevelt Road with Main Street
- Roosevelt Road with Hillcrest Avenue/Existing Leslie Car Wash and Budget Access Drive
- Roosevelt Road with Greenwood Street
- Taft Avenue with Lambert Road
- Taft Avenue with Main Street

Vehicular, pedestrian, and bicycle traffic counts were obtained, with Village permission, from a previous traffic impact study that used video data collection at the above intersections. Vehicle trips were estimated for the car wash and distributed over the roadway network in order to determine the projected traffic operations for the area.

The existing and projected traffic operations were analyzed using the Synchro/SimTraffic 10.0 traffic capacity analysis and simulation software. Based on the results of the analysis and observations of the study area, the following recommendations and conclusions were determined.

- The existing intersections operate at acceptable Levels of Service (LOS) and will adequately accommodate the projected traffic volumes in the area.

- The provision of the two-way left-turn lane and platooning of traffic due to the coordinated signal system along Roosevelt Road improve the operations of unsignalized intersections along Roosevelt Road under existing and projected conditions.

- Access to the site will be adequately accommodated by the proposed access points and access between the two sites will not significantly impact operations along Taft Avenue. 375 Roosevelt Road will benefit from dispersing the traffic between three access drives, including the full access driveway on Roosevelt Road, the outbound-only access driveway on Taft Avenue, and the cross-connection to the retail development to the east. 401 Taft Avenue will include two full access drives.

- Providing additional vacuums at 401 Taft Avenue will further disperse traffic and limit the development's impact on the area. Patrons may choose to enter the car wash facility before or after utilizing the off-site vacuums and therefore will result in various routes for ingress and egress.

- The access drives for the retail development east of the proposed car wash will continue to operate at acceptable levels of service with a minor increase in traffic resulting from the proposed car wash.

- When compared to the previous use at this site, the proposed plan removes one access drive from both Roosevelt Road and Taft Avenue. This will minimize turning movement conflicts and improve through traffic operation on both major roadways.

- The previous development on the proposed car wash site also included a truck rental facility, which will no longer exist. Truck traffic accessing the proposed site will be reduced to a negligible amount.

- 401 Taft Avenue was previously anticipated to be developed as a 10,000 square-foot commercial office building. The use of this lot as a supplemental space for the car wash instead of a new office building will limit future increases in traffic to the area.

- The site will accommodate approximately 27 vehicles on site prior to entering the car wash tunnel without impacting internal circulation or the operation of the access drive. The site's three pay stations/queuing lanes will provide adequate capacity to prevent queues from spilling out onto the adjacent area roadways. The storage provided is in compliance with the Village of Glen Ellyn Code that requires minimum storage for five times the capacity of the washing unit.

# 1 – INTRODUCTION

Knight E/A, Inc. was retained by Jet Brite Services, Inc. to prepare a traffic impact study for the proposed Jet Brite Car Wash to be located at 375 Roosevelt Road and 401 Taft Avenue in Glen Ellyn, Illinois. These parcels are Lot 4 and Lot 5, respectively, of the commercial redevelopment that include Andy's Custard (Lot 1), and Buona Beef (Lot 2), and a still-vacant retail/restaurant use on Lot 3. This redevelopment will provide one car wash tunnel with three pay stations/queuing lanes able to accommodate at least 27 vehicles and will also provide 12 vacuum parking spaces at 375 Roosevelt Road (Lot 4). 40 additional vacuum parking spaces and four standard parking spaces will be provided at 401 Taft Avenue (Lot 5) for use before or after the car wash.

Access to the car wash at 375 Roosevelt Road (Lot 4) will be provided via a full access driveway off Roosevelt Road to the north, an outbound-only access driveway to Taft Avenue, and cross-access to the retail development to the east located in the northeast corner of the site. The retail development (Lots 1, 2, and 3) have access to Roosevelt Road via two full access drives and to Taft Avenue via a single full access drive. Access to 401 Taft Avenue (Lot 5) will be provided via two full access drives along Taft Avenue. The proposed redevelopment will replace the existing Leslie Car Wash and Budget Truck Rental that currently occupies Lot 4 and parking lot at Lot 5.

The purpose of this study is to determine the projected impacts on traffic operations and identify any necessary improvements/modifications to the roadway network or traffic control. As a part of this study, the existing roadway network surrounding the site was observed, quantified, and analyzed to determine the operation at the study intersections during the weekday morning and evening and Saturday midday hourly peak traffic volumes. New trips generated based on the size and characteristics of the car wash were determined and assigned to the roadway network to evaluate future traffic conditions. This report presents and documents the existing data utilized for the analysis, summarizes the evaluation of traffic conditions on the surrounding roadway network, details the potential impact of the projected traffic on the adjacent roadway network, and identifies recommendations to mitigate operational issues.

A map of the study location is presented in **Exhibit 1.1** while **Exhibit 1.2** shows an aerial of study area and identifies the intersections included in the analysis.

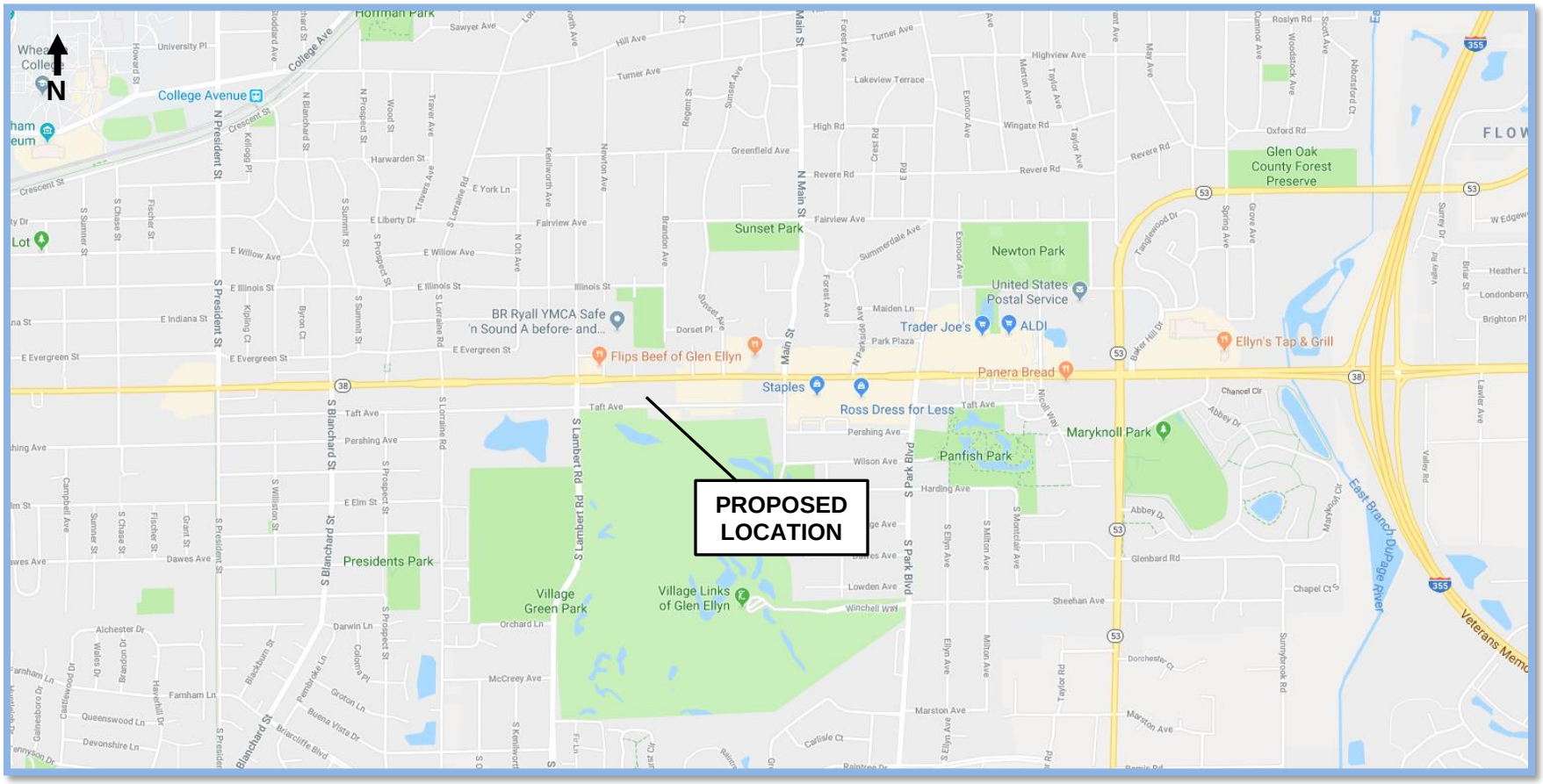



**Exhibit 1.1: Site Location Map**

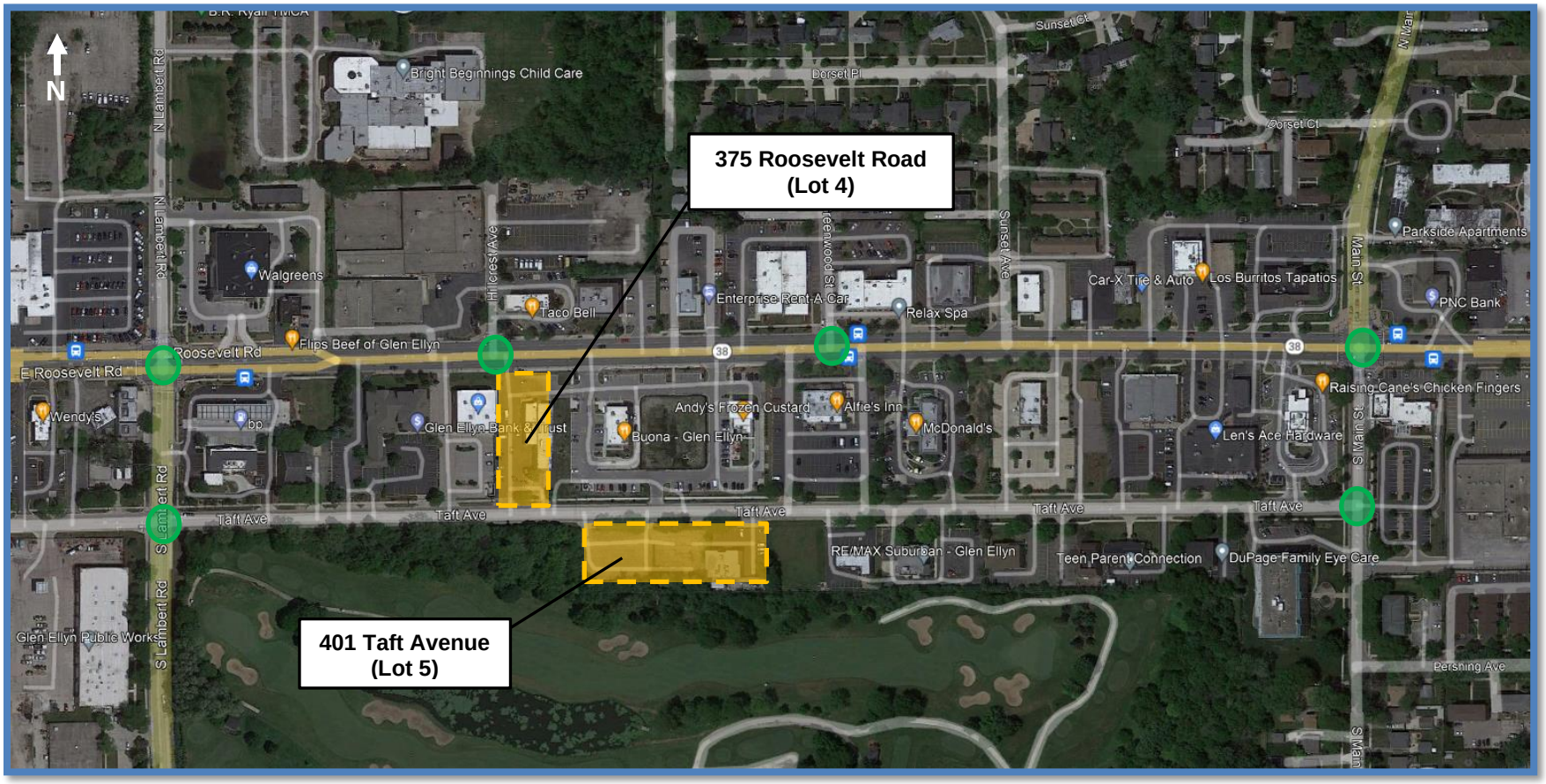



**Exhibit 1.2: Aerial of Study Area**

# 2 – EXISTING CONDITIONS

The study area and adjacent roadways were evaluated through field data collection and traffic counts. Information regarding the characteristics and operation are based on field investigation, observations, and published data. A detailed summary of the findings are as follows.

## 2.1 Study Area

The study area is located between Lambert Road and Main Street along Roosevelt Road and Taft Avenue in the Village of Glen Ellyn. A number of commercial and retail spaces are located along Roosevelt Road. Other major roadways in the vicinity include IL 53 and I-355 (Veterans Memorial Tollway), which are located approximately one and 1½ miles to the east, respectively. The Village Links of Glen Ellyn public golf course is located to the south of the site while the rest of the surrounding area is primarily residential. Immediately east of the site is a recently constructed retail development containing an Andy's Frozen Custard, Buona Beef, and a vacant space for an additional drive-through restaurant space. A traffic impact study for the adjacent parcels (395 Roosevelt Road) was provided to Knight from the Village. The report from August 2017 noted that cross access between the 395 Roosevelt Road retail development and the Jet Brite Car Wash parcel was planned when the subject parcel was to be redeveloped. For this study, 401 Taft Avenue was assumed to be a 10,000 square-foot office building as it was not included as part of the car wash development at that time.

## 2.2 Existing Roadway Characteristics

A description of the existing roadway system within the study area is explained below and is illustrated in **Exhibit 2.1**. It should be noted that all roads in the study area are under the jurisdiction of the Village of Glen Ellyn unless otherwise noted.

*Roosevelt Road (IL-38)* is an east-west arterial roadway generally providing two lanes in each direction separated by exclusive left-turn lanes or a continuous two-way left-turn lane. It is under traffic signal control at its intersections with Main Street and Lambert Road and has a posted speed limit of 35 mph. Roosevelt Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), which has designated it as a Strategic Regional Arterial (SRA). According to the 2017 data published by IDOT, it carries an Average Annual Daily Traffic (AADT) volume of nearly 41,900 vehicles. The existing signalized intersections along Roosevelt Road are part of a 14-signal interconnect system that extends from Carlton Avenue to the west and the I-355 ramps to the east.

*Taft Avenue* is an east-west local roadway generally providing one lane in each direction separated by a continuous two-way left-turn lane. At its intersection with Lambert Road and Main Street, Taft Avenue is under one-way stop sign control. Note that westbound through traffic is prohibited at Lambert Road and the intersection is striped and signed to discourage northbound vehicles from blocking the intersection. These countermeasures are in place because of the queues resulting from the Roosevelt Road traffic signal. It should be noted that Taft Avenue has a posted speed limit of 30 mph.

*Lambert Road* is a north-south roadway generally providing one lane in each direction. At its intersection with Roosevelt Road, exclusive northbound left-turn lanes are provided in both directions and an exclusive right-turn lane is provided for northbound traffic. Two northbound combined through/turn lanes are provided at its intersection with Taft Avenue. A bike lane is provided on Lambert Road south of Taft Avenue as well. Lambert Road carries an AADT of 11,400 vehicles (IDOT, 2016).

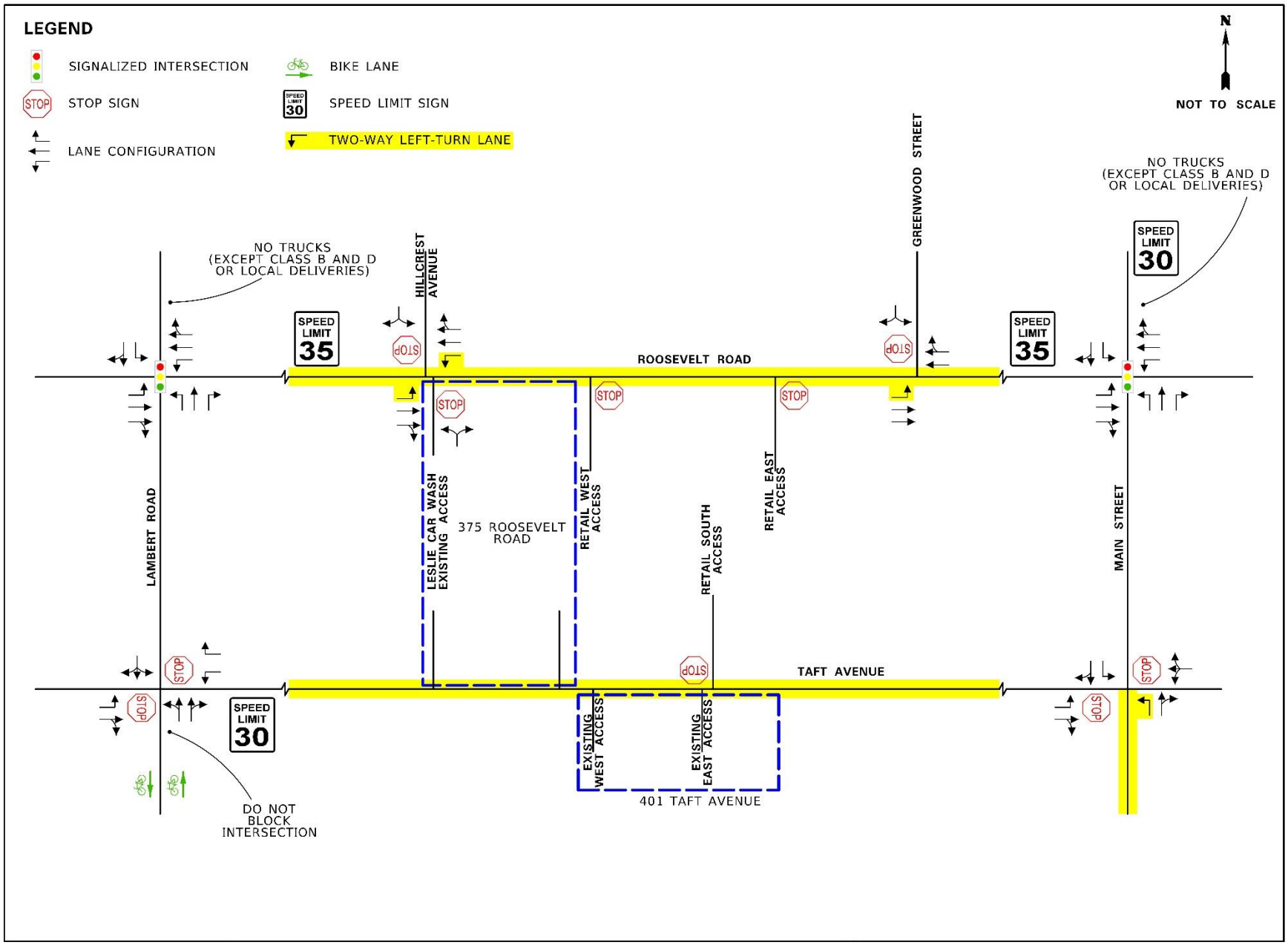



**Exhibit 2.1 – Existing Conditions**

*Main Street* is a north-south minor arterial roadway generally providing one lane in each direction. At its signalized intersection with Roosevelt Road, Main Street provides exclusive left-turn lanes in both directions as well as a northbound exclusive right-turn lane. It also provides an exclusive southbound left-turn lane and northbound continuous two-way left-turn lane at its intersection with Taft Avenue. Main Street carries an AADT of 6,450 vehicles (IDOT, 2016) and a 30 mph posted speed limit.

*Hillcrest Avenue* is located on the north side of Roosevelt Road across from the Jet Brite Car Wash full access driveway. It is a 350-foot long roadway that terminates into a dead-end at the service drive north of the Dreisilker Electric Motors building. At its intersection with Roosevelt Road, it provides one lane in each direction with outbound movements under one-way stop sign control. It also provides access to the existing fast-food restaurants (Taco Bell/KFC).

*Greenwood Street* is located on the north side of Roosevelt Road east of the site. It is a 350-foot roadway that terminates into a dead-end and serves multiple residential and commercial buildings. It provides one lane in each direction and is under stop sign control at its intersection with Roosevelt Road.

## 2.3 Traffic Count Data

Knight obtained permission from the Village of Glen Ellyn to utilize the existing traffic data obtained for the 2017 traffic impact study previously completed for the retail development for the three adjacent parcels located east of the proposed Jet Brite Car Wash. The rational for utilizing the 2017 existing traffic data is that it includes the additional background traffic for the adjacent parcels. Note that these parcels were occupied in 2017 and that these parcels are unoccupied and under construction currently.

In order to determine existing traffic operations, vehicle, pedestrian, and bicycle traffic counts were utilized for the following study area intersections. This data was collected by KLOA, Inc. on Tuesday, August 1, 2017 during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods as well as on Saturday, July 29, 2017 during the midday (12:00 to 2:00 P.M.) peak period using Miovision Scout Video Data Collection Units.

- Roosevelt Road with Lambert Road
- Roosevelt Road with Main Street
- Roosevelt Road with Hillcrest Avenue/Existing Leslie Car Wash and Budget Access Drive
- Roosevelt Road with Greenwood Street
- Taft Avenue with Lambert Road
- Taft Avenue with Main Street

The result of the traffic counts indicate that overall peak traffic conditions of the roadway network take place from 7:15 A.M. to 8:15 A.M. during the morning peak hour, 4:30 P.M. to 5:30 P.M. during the evening peak hour, and 12:30 P.M. to 1:30 P.M. during the Saturday midday peak hour. It should be noted that the pedestrian and bicycle traffic in the area was minimal.

Following the 2017 traffic counts, the intersection of Lamber Road and Taft Avenue was reconfigured to prohibit the westbound through movement. The existing traffic counted for this movement was reassigned across the existing roadway network in the following manner. Please see Section 3.3.1 for additional information and further discussion.

The existing weekday morning and evening and Saturday midday peak hour traffic volumes are illustrated in **Exhibit 2.2**.

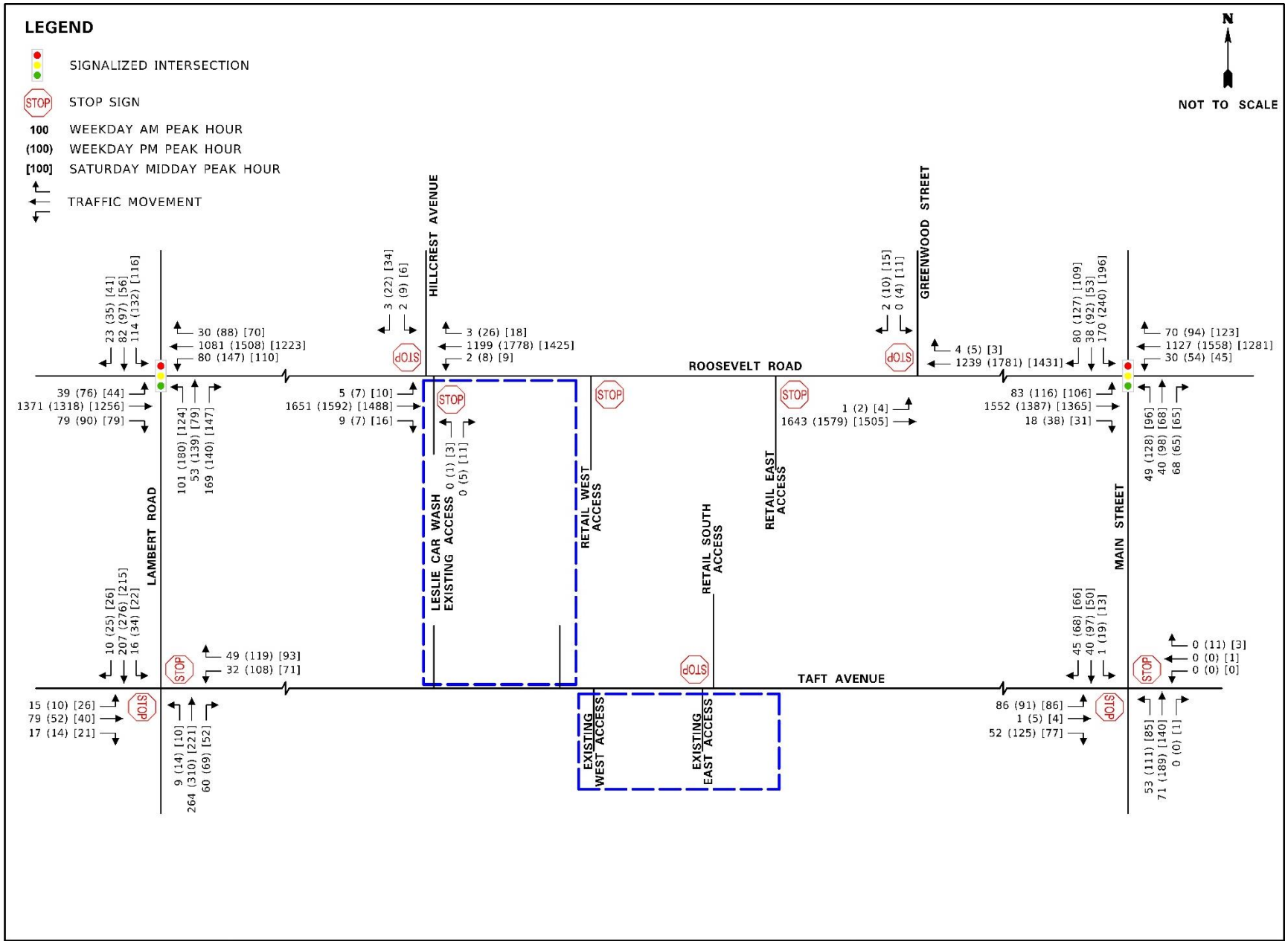



**Exhibit 2.2 – Existing Traffic Volumes**

# 3 – PROPOSED REDEVELOPMENT AND PROJECTED CONDITIONS

This section of the report outlines the proposed redevelopment, summarizes site-specific traffic characteristics, and identifies other characteristics impacting the analysis of future conditions.

## 3.1 Proposed Site and Redevelopment

The proposed car wash facility will occupy 375 Roosevelt Road (Lot 4), which is bounded by Roosevelt Road to the north, the retail development to the east, Taft Avenue to the south, and the Mattress Firm/F45 Training Facility to the west. It will replace the existing Leslie Car Wash and Budget Truck Rental. The existing site currently provides a single access drive off Roosevelt Road at the northwest corner of the site and two access drives to Taft Avenue at the southwest and southeast corners of the site.

Additional vacuum and parking spaces will occupy 401 Taft Avenue (Lot 5), which is bounded by Taft Avenue to the north, an office building and parking lot to the east, and The Village Links of Glen Ellyn to the south and west. The existing site provides a parking lot containing approximately 80 parking spaces. It currently has access to Taft Avenue via two access drives located near the northeast corner and center of the site.

As proposed, the site will be redeveloped to provide a Jet Brite Car Wash that is approximately 6,300 square feet, as illustrated in **Exhibit 3.1**. Lot 4 will contain the single-tunnel car wash with three pay station lanes located along the west side of the site. Prior to or following the car wash, patrons will be able to utilize one of the 12 vacuum parking spaces located along the east side of the building. Lot 5 will provide an additional 40 vacuum parking spaces with four standard parking spaces for employees, including two handicap-accessible parking spaces. Jet Brite Car Wash locations generally operate from 7:00 A.M. to 9:00 P.M. with a lower number of patrons during the early morning hours.

## 3.2 Site Access, Circulation, and Queuing

Access to Lot 4 will primarily be provided via a single full access driveway located in the northwest corner of the site from Roosevelt Road, which will be located immediately north of the proposed queuing lanes. In addition, an outbound-only access driveway to Taft Avenue will be located at the southeast corner of the site just south of the vacuum parking spaces. Both access drives will be under stop sign control. Additional cross-access will be allowed to the retail development to the east. Access to the adjacent retail center is provided via two full access driveways to Roosevelt Road and one full access driveway to Taft Avenue. Both Roosevelt Road driveways provide one inbound lane, an exclusive left-turn lane and right-turn lane under stop sign control while the Taft Avenue driveway provides one inbound and one outbound lane. Two-way left-turn lanes are provided on both Roosevelt Road and Taft Avenue.

Access to Lot 5 will be provided via two full access driveways providing one lane in each direction under stop sign control. The west access drive will be in the northwest corner of the site while the east access drive will be located near the center of the site approximately 50 feet east of the south retail access drive. As previously stated, Taft Avenue provides a two-way left turn lane at each driveway.

To minimize the impact of queued vehicles on the site and surrounding area, the entrance to the car wash tunnel will be provided on the south side of the site allowing for ample queuing space on site. Between the entrance of the tunnel and the three pay stations, approximately eight vehicles can queue without blocking the pay stations. Beyond the pay stations, a staging area providing three queuing lanes 150 to 175 feet each that will accommodate approximately 19 vehicles without interfering with internal access or conflicting with vehicles entering or exiting from Roosevelt Road. Overall, the car wash will provide queuing for five vehicles which have already paid, three vehicles at the pay stations, and approximately 19 additional vehicles queuing north of the pay stations for a total 27 total vehicles waiting to enter the car wash tunnel.

### 3.3 Trip Generation, Distribution and Assignment

In order to determine the number of vehicles that will be generated by the redevelopment of the site, data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, was utilized. The number of trips are estimated according to a vehicle trip generation rate based the use and size of the car wash. To generate trips for the site, the ITE land use for Automated Car Washes (Land Use Code [LUC] 948) was utilized based on the footprint of the car wash tunnel. However, since ITE does not provide a morning peak hour trip generation rate, the number of trips for the time period are based on one-half of the evening peak period rate.

Note that a number of the vehicle trips to and from the car wash will be from vehicles already traveling in the area, particularly on Roosevelt Road. These trips, known as pass-by trips, account for drivers attracted to the site while en route from one destination to another. They are particularly common during the morning and evening peak periods when most drivers are commuting between home and work and can stop at an additional destination without deviating from their existing route. Vehicle-related uses like gas stations can average 60 percent of higher pass-by trip percentages. Since ITE does not provide information for a car wash, a 50 percent pass-by reduction was assumed to account for these types of trips already within the roadway network.

**Table 3.1** summarizes the trip generation and pass-by traffic anticipated for the Jet Bright Car Wash facility.

**Table 3.1: Projected Trip Generation**

| | Morning Peak (7:15 – 8:15 A.M.) | | | Evening Peak (4:30 – 5:30 P.M.) | | | Saturday Midday (12:30 P.M. – 1:30 P.M.) | | |
|---|---|---|---|---|---|---|---|---|---|
| **Automated Car Wash (6,300 s.f.)** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| ***Driveway Trips*** | 23 | 22 | 45 | 45 | 44 | 89 | 96 | 96 | 192 |
| ***-50% Pass-By Traffic*** | -11 | -11 | -22 | -22 | -22 | -44 | -48 | -48 | -96 |
| **TOTAL NEW TRIPS** | **12** | **11** | **23** | **23** | **22** | **45** | **48** | **48** | **96** |

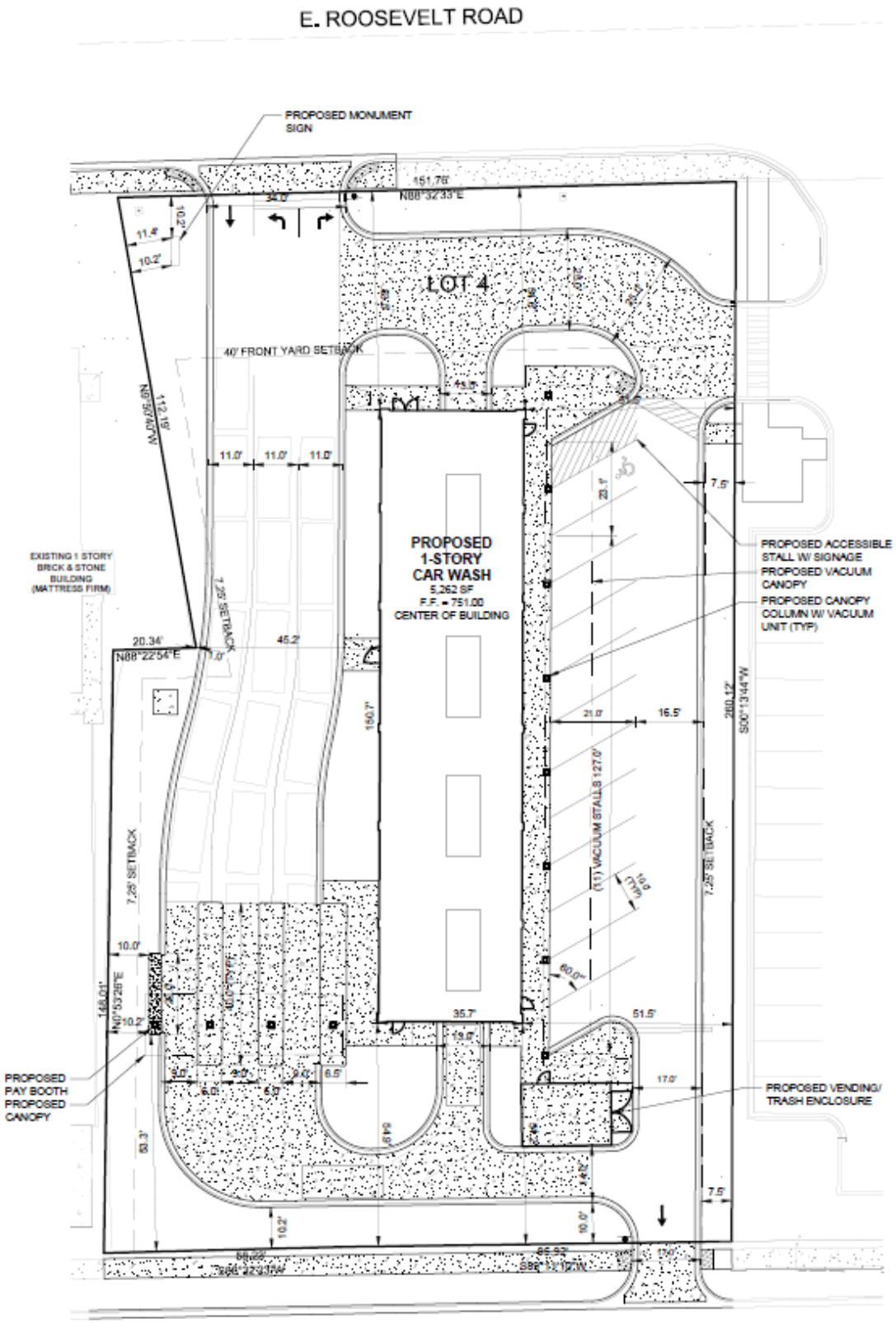



**Exhibit 3.1a – Proposed Site Plan for 375 Roosevelt Road (Lot 4)**

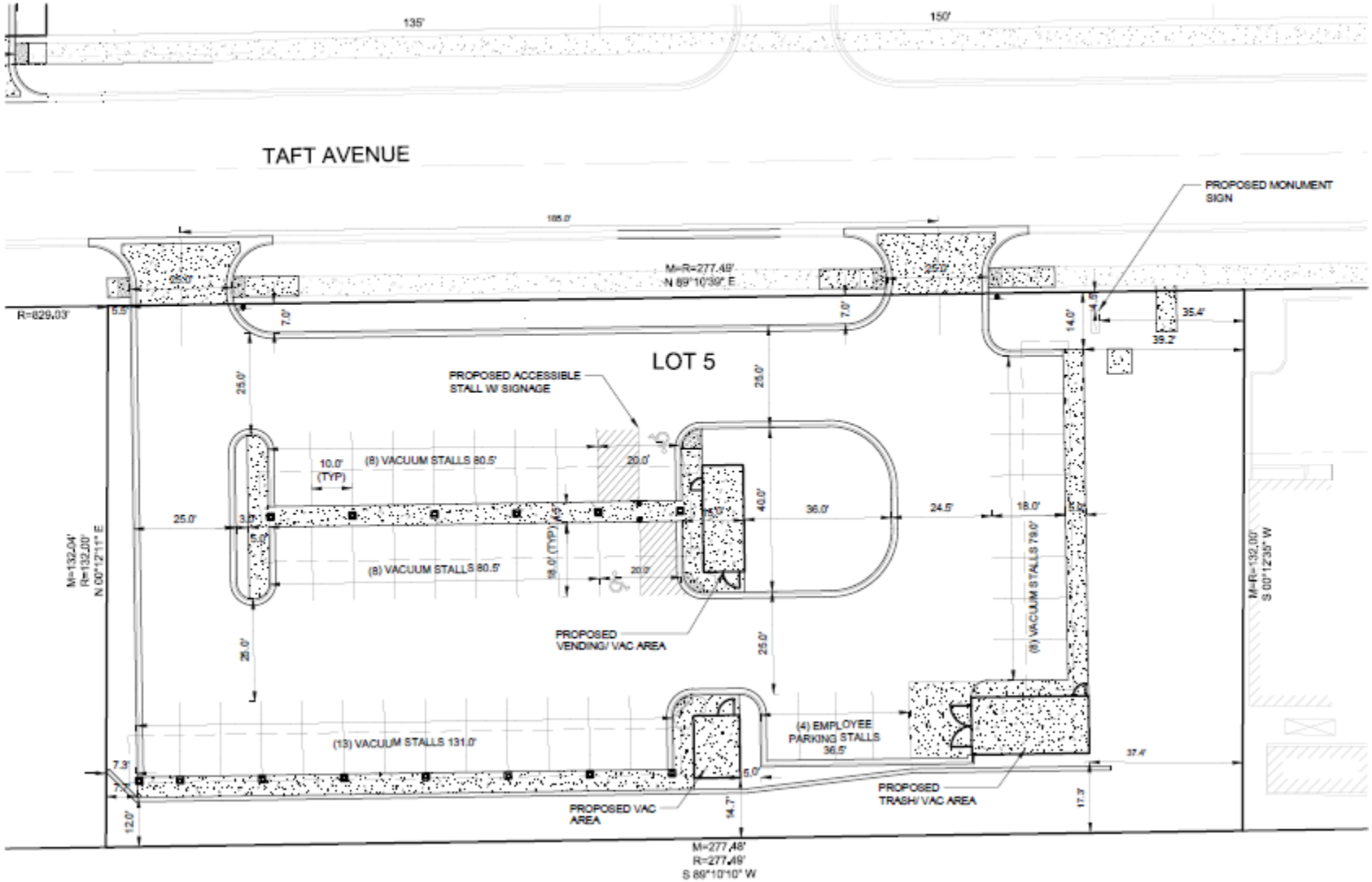



**Exhibit 3.1b – Proposed Site Plan for 401 Taft Avenue (Lot 5)**

The existing traffic counts and proposed roadway network were utilized to determine the trip distribution to and from the car wash for the projected trips, which can be seen in **Exhibit 3.2**. The new trips were then assigned to the study intersections in accordance with the trip distribution, as shown in **Exhibit 3.3**, while **Exhibit 3.4** illustrates the pass-by traffic for the site. To better represent real world conditions, traffic was assigned between the two lots, the following operational assumptions were made based on information provided by the car wash operator. Traffic between lots is shown as a new trip.

- 75% of car wash patrons will utilize the vacuums.
- Half of all vacuum trips will need to access Lot 5.
- 20% of vacuum trips will utilize the Lot 5 vacuum stations prior to entering the car wash tunnel. These vehicles then enter Lot 4 via the South Retail Access Drive and cross-access drive.

## 3.3 Projected Traffic Conditions

The following describes factors that will impact the traffic operations in the future and the modifications to the analysis to represent them under projected conditions.

### *3.3.1 Recent Traffic Modifications*

Recently, the westbound approach at the intersection of Taft Avenue with Lambert Road restricted through movements crossing Lambert Road. Previously, the two westbound travel lanes at the intersections were striped to provide an exclusive left-turn lane and combined through/right-turn lane. However, now the lanes are striped to provide exclusive left-turn and right-turn lanes only and flexible delineators and regulatory signage is located within the roadway to further discourage any through movements. Since the traffic counts were taken prior to the restriction, all westbound through movements reassigned as follows for both existing and projected conditions.

- 30% reassigned as westbound Roosevelt Road traffic between Greenwood and Main Street to account for exiting retail traffic.
- 30% rerouted to westbound right turn from Taft to northbound Lambert Road and then a left turn to westbound Roosevelt Road
- 30% rerouted from northbound left at Main/Taft to northbound through movement and then a left turn to westbound Roosevelt Road
- 10% reassigned to a left turn to southbound Lambert Road.

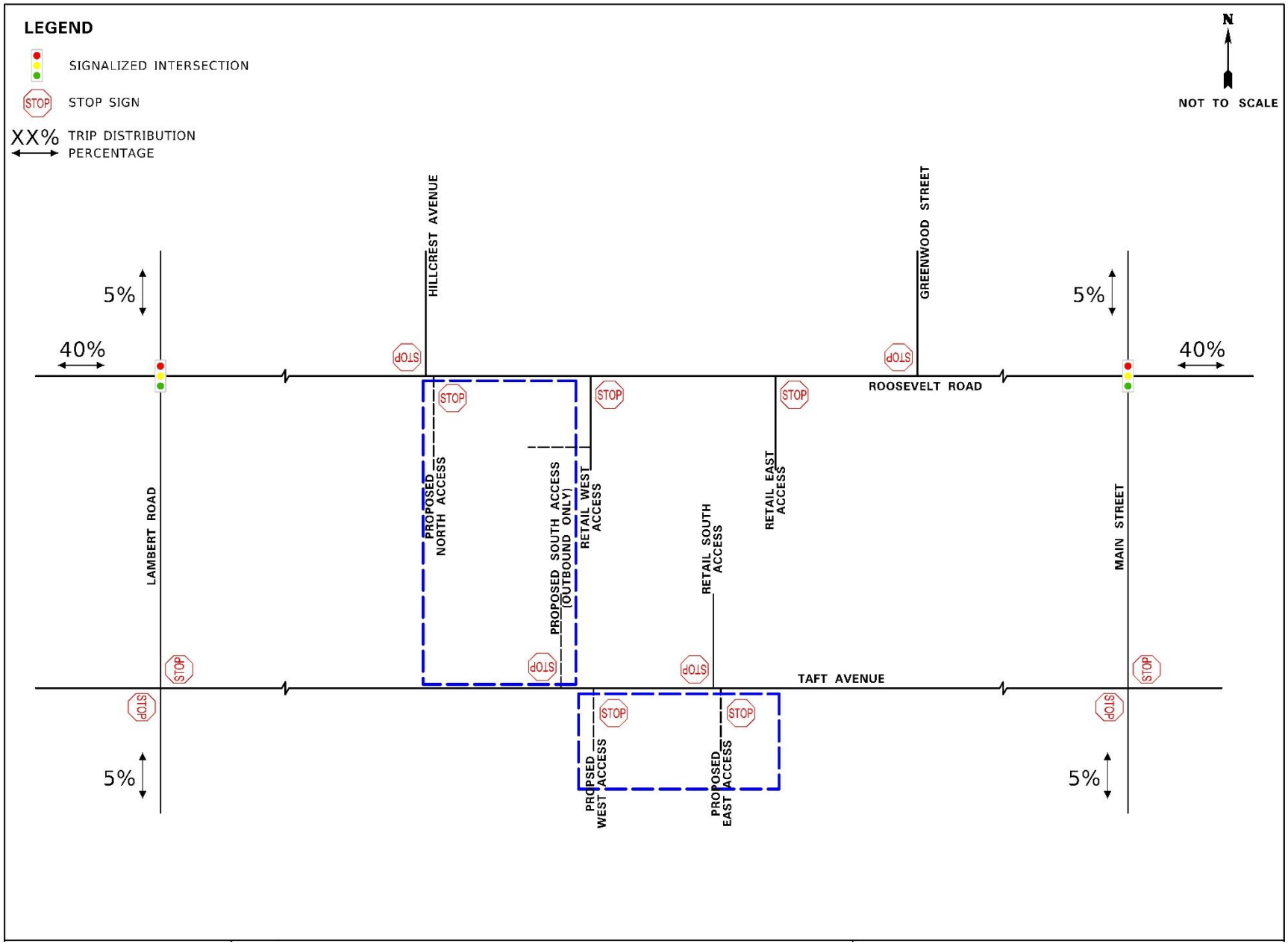



**Exhibit 3.2 – Trip Distribution**

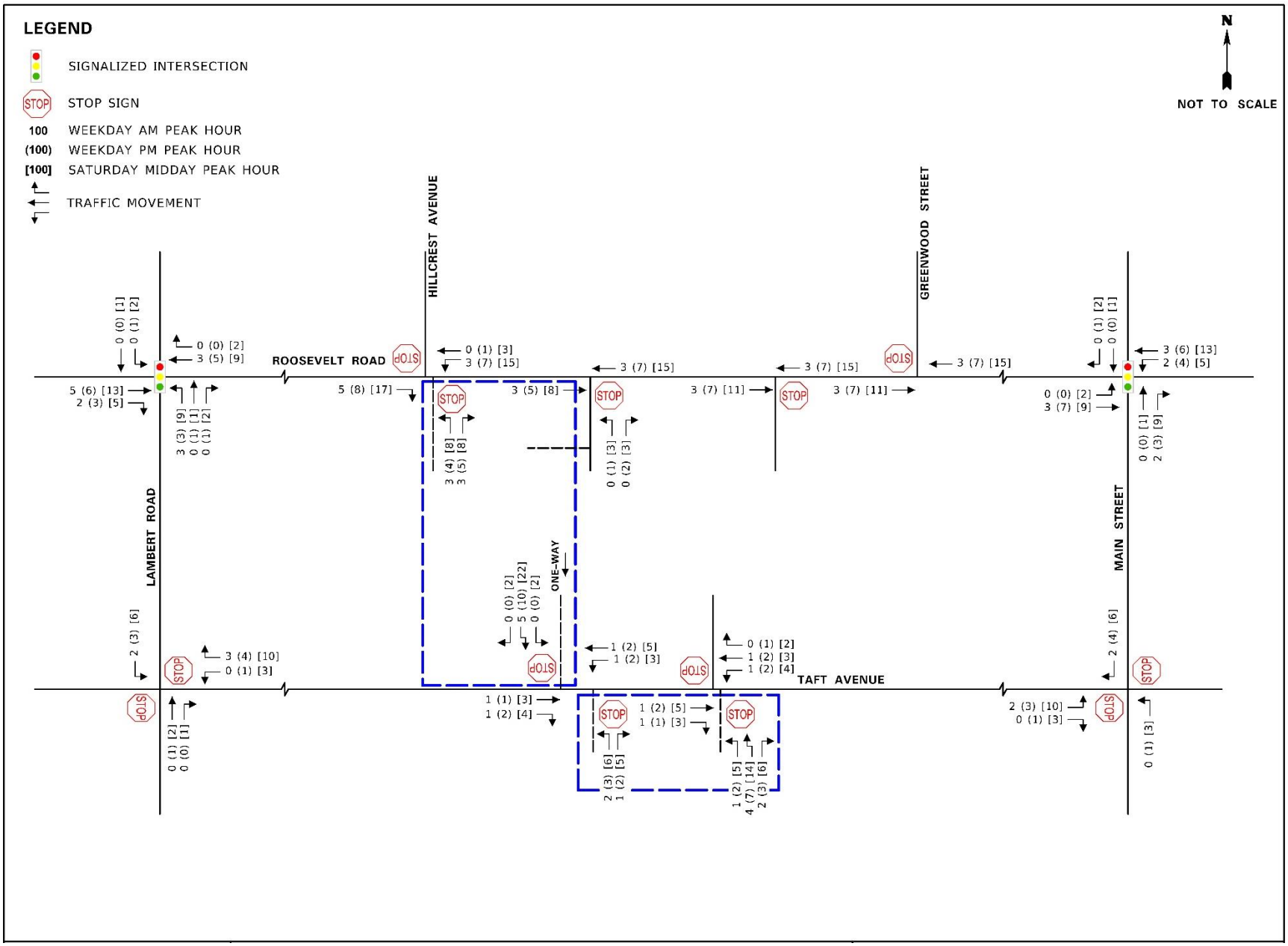



**Exhibit 3.3 – New Trip Assignment**

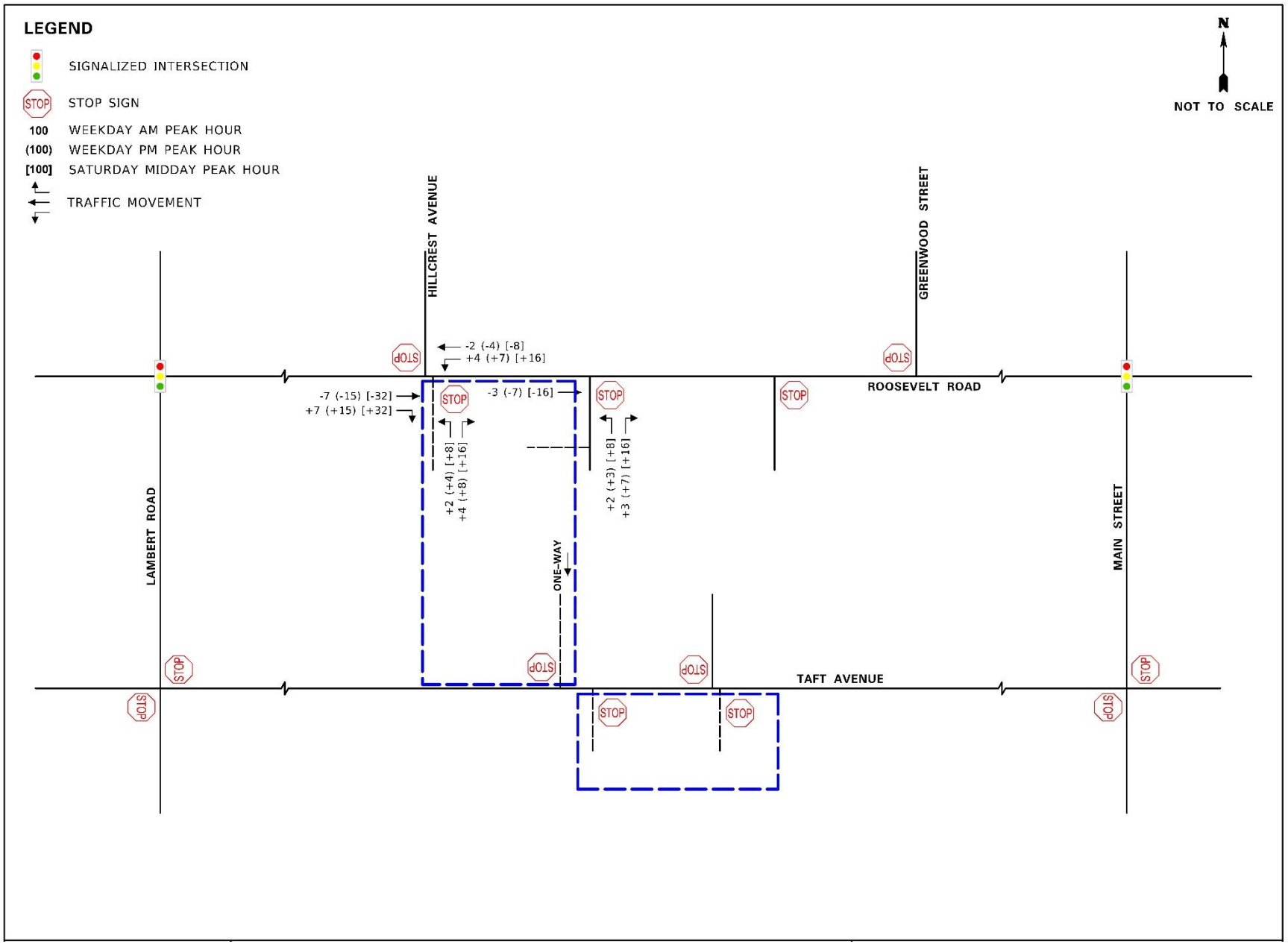



**Exhibit 3.4 – Pass-By Trip Assignment**

### *3.3.2 Adjacent Retail Development Access and Traffic Volumes*

In August 2017, a traffic impact study (prepared by KLOA, Inc.) was performed for the retail center immediately east of the proposed car wash at 395 Roosevelt Road. The recently-constructed development contains an Andy's Frozen Custard, Buona Beef, and vacant space for another drive-through restaurant space. The study analyzed the weekday morning, weekday evening and Saturday midday peak hours under existing and projected conditions. Future traffic volumes were projected to the year 2023 and incorporated traffic to and from the proposed retail center. Since the traffic counts utilized in this study were performed prior to the construction of the adjacent retail development, the 2023 projected volumes were assumed as the base volumes for the projected analysis of this traffic impact study. Overall, the traffic impact study concluded that no traffic control or roadway improvements were recommended for any existing intersection.

### *3.3.4 Background Traffic Increase*

In addition to utilizing the 2023 projected traffic volumes as the base for the projected analysis, an additional increase in traffic was added to project to the 2027 design year. Per standard practice, background traffic projections are to be developed for a "build plus five" design horizon year. To account for traffic increases outside the study area not attributed to any specific development, a growth factor of 0.5 percent per year was applied to the 2023 projected traffic volumes along all roadways within the study area. Therefore, traffic volumes were increased by a total of two percent.

### *3.3.5 Total Projected Volumes*

Overall, the projected volumes were determined by utilizing the 2023 projected traffic from the previous traffic study for the retail development, adding the car wash pass-by traffic and new car wash trips, and the addition of a two percent increase to account for the additional background traffic growth. **Exhibit 3.5** illustrates the 2027 total projected volumes.

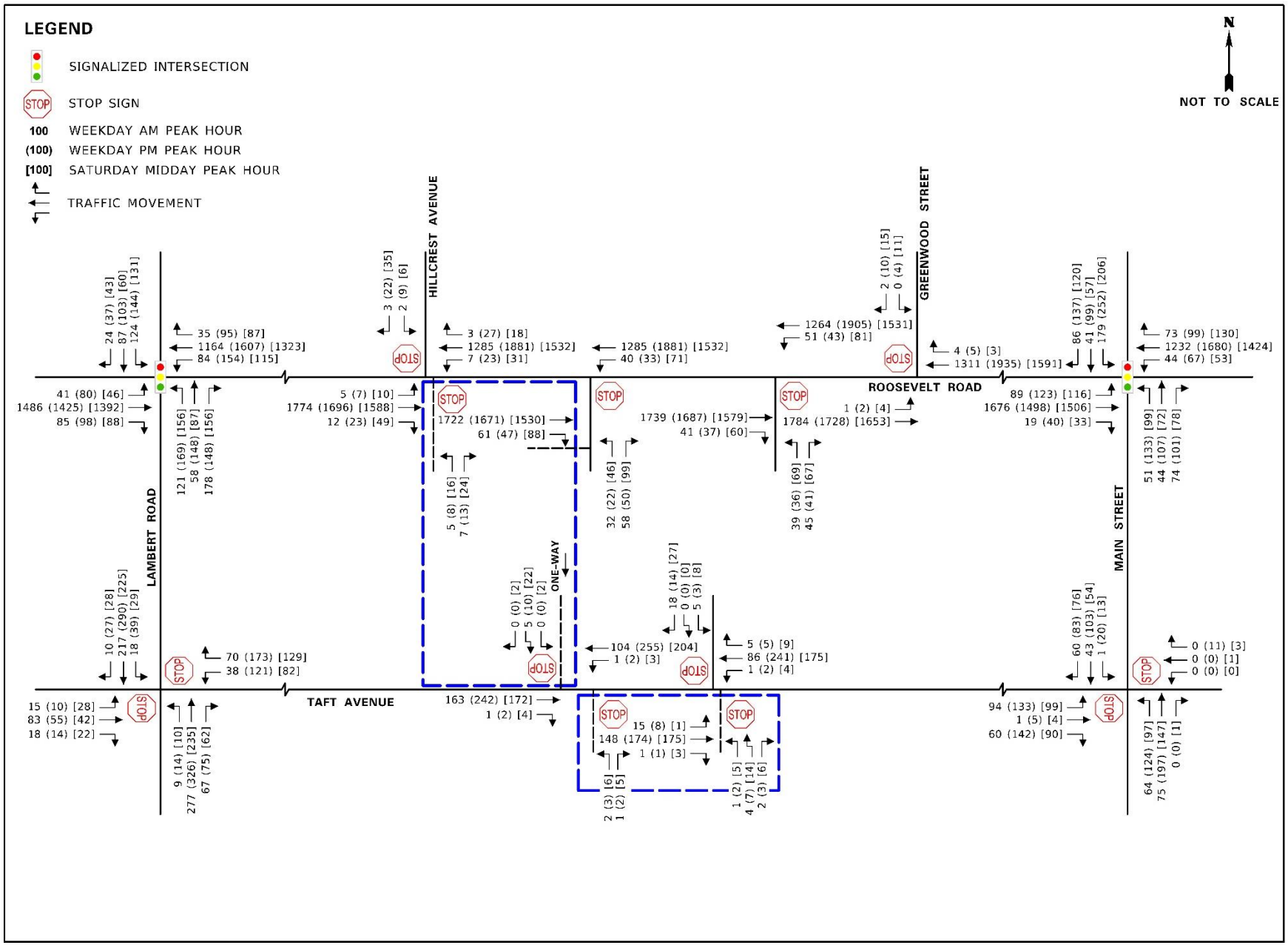



**Exhibit 3.5 – Projected Volumes**

# 4 – TRAFFIC ANALYSIS AND RECOMMENDATIONS

This section of the report summarizes the process and results of the traffic analysis for the existing and projected conditions during the weekday morning, evening peak hours and Saturday midday peak hour. It will also provide recommendations to mitigate/improve upon conditions in the future.

## 4.1 Analysis Procedure

Traffic volume data was analyzed with the Synchro/SimTraffic 10.0 traffic capacity analysis/simulation software in order to determine the quality of operation in the existing and proposed roadway networks. Operation is characterized according to the amount of control delay at each approach and quantified into a level of service (LOS). The LOS grades shown below, which are provided in the Transportation Research Board's *Highway Capacity Manual* (*HCM*), quantify and categorize a driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 4.1**. **Table 4.2** presents the range of control delay for each LOS rating as detailed in the *HCM*. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings. In order to accurately analyze the signalized intersection, signal timings for each intersection were acquired. Based on the *HCM* methodologies, capacity results for the existing and proposed signalized intersection are summarized in **Tables 4.3** and **4.4**. **Table 4.5** and **4.6** summarize the results for the unsignalized intersections.

**Table 4.1: Level of Service Descriptions[1]**

| Level of Service | Description |
|---|---|
| A | Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream. |
| B | Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream. |
| C | Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds. |
| D | Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease. |
| E | High control delay; average travel speed no more than 33 percent of free flow speed. |
| F | Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow. |

[1]Highway Capacity Manual

**Table 4.2: Level of Service Grading Criteria[1]**

| Level of Service | Control Delay per Vehicle (s/veh) at: | |
|---|---|---|
| | Unsignalized Intersections | Signalized Intersections |
| A | 0 – 10 | 0 – 10 |
| B | > 10 – 15 | > 10 – 20 |
| C | > 15 – 25 | > 20 – 35 |
| D | > 25 – 35 | > 35 – 55 |
| E | > 35 – 50 | > 55 – 80 |
| F[2] | > 50 | > 80 |

[1]Highway Capacity Manual

[2]All movements with a Volume to Capacity (v/c) ratio greater than 1.0 receive a rating of LOS F.

**Table 4.3: Signalized Intersection Capacity Analysis Results – Roosevelt Road with Lambert Road**

| Scenarios | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Overall |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| **Existing Conditions** | | | | | | | | | | | | | |
| **AM Peak Hour (7:15 A.M. – 8:15 A.M.)** | A 9.7 | C 27.2 | -- | C 28.6 | C 23.0 | -- | D 44.0 | E 57.1 | C 23.3 | D 43.9 | D 54.0 | -- | C 27.9 |
| | C – 26.7 | | | C – 23.4 | | | C – 35.3 | | | D – 48.7 | | | |
| **PM Peak Hour (4:30 P.M. – 5:30 P.M.)** | C 33.9 | D 40.8 | -- | E 63.3 | C 26.2 | -- | D 41.1 | D 53.9 | B 13.8 | D 39.0 | D 52.4 | -- | C 35.4 |
| | D – 40.4 | | | C – 29.3 | | | D – 36.7 | | | D – 45.7 | | | |
| **Saturday Midday Peak Hour (12:30 P.M. – 1:30 P.M.)** | B 11.2 | C 27.4 | -- | B 15.6 | C 20.9 | -- | C 35.5 | D 48.5 | B 10.0 | D 35.1 | D 37.9 | -- | C 24.9 |
| | C – 26.9 | | | C – 20.5 | | | C – 27.7 | | | D – 36.4 | | | |
| **Projected Conditions** | | | | | | | | | | | | | |
| **AM Peak Hour (7:15 A.M. – 8:15 A.M.)** | B 10.2 | C 31.1 | -- | D 36.4 | C 26.0 | -- | D 45.7 | E 57.7 | C 27.6 | D 44.4 | D 55.0 | -- | C 31.2 |
| | C – 30.6 | | | C – 26.6 | | | D – 38.6 | | | D – 49.4 | | | |
| **PM Peak Hour (3:30 P.M. – 4:30 P.M.)** | D 36.0 | D 48.2 | -- | E 62.5 | C 34.4 | -- | D 40.7 | D 54.6 | B 17.1 | D 40.0 | D 53.0 | -- | D 41.6 |
| | D – 47.6 | | | D – 36.7 | | | D – 37.6 | | | D – 46.4 | | | |
| **Saturday Midday Peak Hour (12:30 P.M. – 1:30 P.M.)** | B 12.3 | C 31.4 | -- | C 30.4 | C 22.0 | -- | D 37.2 | D 49.2 | B 14.0 | D 35.8 | D 39.7 | -- | C 27.8 |
| | C – 30.8 | | | C – 22.6 | | | C – 30.8 | | | D – 37.5 | | | |

**Table 4.4: Signalized Intersection Capacity Analysis Results – Roosevelt Road with Main Street**

| Scenarios | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Overall |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| **Existing Conditions** | | | | | | | | | | | | | |
| **AM Peak Hour (7:15 A.M. – 8:15 A.M.)** | A 9.3 | B 16.2 | -- | A 9.8 | B 19.7 | -- | D 45.5 | E 61.0 | B 18.0 | D 54.5 | C 34.8 | -- | C 20.8 |
| | B – 15.8 | | | B – 19.4 | | | D – 37.6 | | | D – 46.4 | | | |
| **PM Peak Hour (4:30 P.M. – 5:30 P.M.)** | C 33.0 | D 48.5 | -- | B 11.8 | C 31.4 | -- | E 55.8 | E 71.9 | A 9.8 | E 58.1 | E 63.7 | -- | D 42.1 |
| | D – 47.3 | | | C – 30.8 | | | D – 50.9 | | | E – 60.8 | | | |
| **Saturday Midday Peak Hour (12:30 P.M. – 1:30 P.M.)** | D 38.4 | B 11.4 | -- | B 12.8 | C 30.3 | -- | C 34.6 | D 51.7 | A 5.4 | D 37.5 | C 29.5 | -- | C 23.3 |
| | B – 13.3 | | | C – 29.7 | | | C – 31.4 | | | C – 33.9 | | | |
| **Projected Conditions** | | | | | | | | | | | | | |
| **AM Peak Hour (7:15 A.M. – 8:15 A.M.)** | B 12.2 | C 20.1 | -- | B 15.8 | C 21.3 | -- | D 45.6 | E 61.3 | C 23.7 | E 55.6 | D 37.6 | -- | C 23.6 |
| | B – 19.7 | | | C – 21.1 | | | D – 40.1 | | | D – 48.1 | | | |
| **PM Peak Hour (3:30 P.M. – 4:30 P.M.)** | C 32.9 | D 49.2 | -- | B 15.2 | D 36.5 | -- | E 60.0 | E 74.1 | B 19.8 | E 61.6 | E 68.6 | -- | D 45.0 |
| | D – 48.0 | | | D – 35.7 | | | D – 52.5 | | | E – 65.0 | | | |
| **Saturday Midday Peak Hour (12:30 P.M. – 1:30 P.M.)** | D 49.8 | B 15.8 | -- | B 17.2 | D 35.5 | -- | C 34.9 | D 52.2 | A 8.0 | D 38.1 | C 31.4 | -- | C 27.6 |
| | B – 18.2 | | | D – 34.9 | | | C – 31.4 | | | C – 35.0 | | | |

**Table 4.5: Unsignalized Intersection Capacity Analysis Results – Existing Conditions**

| | Morning Arrival Peak (7:30 to 8:30 A.M.) | | Evening Peak (5:00-6:00 P.M.) | | Saturday Midday Peak Hour (12:30 P.M. – 1:30 P.M.) | |
|---|---|---|---|---|---|---|
| | **LOS** | **Delay** | **LOS** | **Delay** | **LOS** | **Delay** |
| **Taft Avenue with Lambert Road (Two-Way Stop)** | | | | | | |
| Eastbound Approach | C | 16.6 | C | 18.6 | B | 14.2 |
| Westbound Approach | B | 14.0 | D | 23.6 | B | 14.0 |
| Northbound Left Turn | A | 0.1 | A | 0.1 | A | 0.1 |
| Southbound Left Turn | A | 0.1 | A | 0.3 | A | 0.2 |
| **Taft Avenue with Main Street (Two-Way Stop)** | | | | | | |
| Eastbound Approach | B | 10.1 | B | 11.5 | B | 10.7 |
| Westbound Approach | N/A | N/A | A | 9.3 | A | 9.6 |
| Northbound Left Turn | A | 7.5 | A | 7.8 | A | 7.6 |
| Southbound Left Turn | A | 7.4 | A | 7.6 | A | 7.5 |
| **Roosevelt Road with Hillcrest Avenue (Two-Way Stop)** | | | | | | |
| Southbound Approach | C | 19.8 | E | 35.1 | C | 20.1 |
| Eastbound Left Turn | B | 11.5 | C | 16.4 | B | 13.9 |
| **Roosevelt Road with Greenwood Street (One-Way Stop)** | | | | | | |
| Southbound Approach | B | 10.0 | C | 16.2 | B | 14.7 |
| Eastbound Left Turn | B | 10.7 | B | 14.5 | B | 10.9 |

**Table 4.6a: Unsignalized Intersection Capacity Analysis Results – Projected Conditions**

| | Morning Arrival Peak (7:30 to 8:30 A.M.) | | Evening Peak (5:00-6:00 P.M.) | | Saturday Midday Peak Hour (12:30 P.M. – 1:30 P.M.) | |
|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| **Taft Avenue with Lambert Road (Two-Way Stop)** | | | | | | |
| Eastbound Approach | C | 17.7 | C | 20.6 | B | 15.4 |
| Westbound Approach | B | 14.5 | D | 28.6 | B | 15.0 |
| Northbound Left Turn | A | 0.1 | A | 0.1 | A | 0.1 |
| Southbound Left Turn | A | 0.2 | A | 0.4 | A | 0.2 |
| **Taft Avenue with Main Street (Two-Way Stop)** | | | | | | |
| Eastbound Approach | B | 10.3 | B | 12.8 | B | 11.0 |
| Westbound Approach | N/A | N/A | A | 9.3 | A | 9.7 |
| Northbound Left Turn | A | 7.6 | A | 7.8 | A | 7.7 |
| Southbound Left Turn | A | 7.4 | A | 7.7 | A | 7.5 |
| **Roosevelt Road with Hillcrest Avenue/Proposed 375 Roosevelt Road North Access (Two-Way Stop)** | | | | | | |
| Northbound Approach | C | 21.7 | C | 20.5 | C | 20.8 |
| Southbound Approach | C | 21.9 | E | 43.0 | C | 23.1 |
| Eastbound Left Turn | B | 12.1 | C | 17.5 | B | 13.9 |
| Westbound Left Turn | C | 20.5 | B | 13.5 | B | 13.2 |
| **Roosevelt Road with Greenwood Street (One-Way Stop)** | | | | | | |
| Southbound Approach | B | 10.2 | C | 18.2 | C | 16.0 |
| Eastbound Left Turn | B | 11.0 | C | 16.2 | B | 11.6 |

**Table 4.6b: Unsignalized Intersection Capacity Analysis Results – Projected Conditions (Cont.)**

| | Morning Arrival Peak (7:30 to 8:30 A.M.) | | Evening Peak (5:00-6:00 P.M.) | | Saturday Midday Peak Hour (12:30 P.M. – 1:30 P.M.) | |
|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| **Roosevelt Road with West Retail Center Access (One-Way Stop)** | | | | | | |
| Northbound Approach | C | 19.6 | C | 17.2 | C | 18.2 |
| Westbound Left Turn | C | 15.8 | B | 13.7 | B | 13.8 |
| **Roosevelt Road with East Retail Center Access (One-Way Stop)** | | | | | | |
| Northbound Approach | C | 21.8 | B | 11.7 | B | 16.0 |
| Westbound Left Turn | C | 16.5 | B | 14.3 | B | 14.1 |
| **Taft Avenue with South Retail Access/Proposed 401 Taft Avenue East Access (Two-Way Stop)** | | | | | | |
| Northbound Approach | B | 10.0 | B | 10.8 | B | 10.4 |
| Southbound Approach | A | 9.1 | A | 9.9 | A | 9.7 |
| Eastbound Left Turn | A | 7.4 | A | 7.8 | A | 7.7 |
| Westbound Left Turn | A | 7.6 | A | 7.7 | A | 7.6 |
| **Taft Avenue with Proposed 375 Roosevelt Road South Access (One-Way Stop)** | | | | | | |
| Southbound Approach | A | 9.6 | B | 10.4 | B | 10.1 |
| **Taft Avenue with Proposed 401 Taft Avenue West Access (One-Way Stop)** | | | | | | |
| Northbound Approach | A | 9.4 | B | 10.1 | A | 9.7 |
| Eastbound Left Turn | A | 7.6 | A | 7.8 | A | 7.6 |

## 4.2 Discussion of Operations

The results of the capacity analysis for existing conditions in the study area show that all intersections operate at acceptable levels of service and observations in the area generally reaffirmed these results. However, some queuing was observed to occur along the Roosevelt Road intersections during peak periods, particularly at its signalized intersection with Lambert Road. In order to reduce the impact of queuing of the northbound approach from impacting the operation of traffic along this segment of roadway, 'Do Not Block Intersection' signage and striping is provided at the Taft Avenue intersection and southbound left-turn movements are restricted to the access drives on the east side of the road. In addition, some queuing occurs at the minor unsignalized roadways and access drives along Roosevelt Road, primarily due to the high volumes of eastbound and westbound traffic volumes. However, these movements greatly benefit from the two-way left-turn lane provided along this segment of Roosevelt Road.

Under projected conditions, delay and queuing in the area will not increase significantly with the addition of the proposed car wash and other increases in traffic. Both signalized intersections are projected to continue to operate with acceptable delay levels and will continue to promote the progression of eastbound and westbound traffic within the coordinated signal system along Roosevelt Road. The platooning created by these coordinated traffic signals also improves the operation of minor intersections along Roosevelt Road by providing gaps in mainline traffic, including the proposed car wash access drives.

## 4.3 Proposed Site Access, Circulation, and Queuing

375 Roosevelt Road will provide three access points including a full access driveway via Roosevelt Road, an outbound-only access driveway via Taft Avenue, and a cross-access connection to the retail development to the east. Overall, the proposed driveways will provide adequate access to the car wash site. The existing two-way left turn lane configurations on the north and south sides of the site provide adequate storage for entering, left-turning vehicles that prevent operational impacts to through traffic on both Roosevelt Road and Taft Avenue.

Furthermore, multiple points of access to the site are proposed to allow for alternative routing during peak periods. For example, exiting traffic desiring to travel west on Roosevelt Road could use the Taft Avenue driveway exit and proceed to Lambert Road to access the traffic signal at Roosevelt Road. This would reduce the amount of average vehicle delay for exiting vehicles during peak periods. The previous development on the proposed car wash site also included a truck rental facility, which will no longer exist. Truck traffic accessing the proposed site will be reduced to a negligible amount aiding in traffic operations within the study area.

As previously described, the development will provide queuing for five vehicles which have already paid, three vehicles at the pay stations, and approximately 19 additional vehicles queuing north of the pay stations. Overall, a total of 27 vehicles can be stored internally while waiting to enter the car wash. Adequate stacking for the car wash will be accommodated internally to the site without conflicting with the internal circulation or impacting operations on the surrounding public roadways. The Village of Glen Ellyn Code requires storage for five times the capacity of the washing unit. For this location, the washing unit capacity is 4 vehicles, which requires minimum storage for 20 vehicles. The provided storage exceeds the minimum threshold, and therefore provides adequate stacking space. The proposed site will not conflict with vehicles exiting the car wash or accessing the vacuum spaces along the east side of the building or within Lot 5. The proposed site will reduce the number of existing access drives on Roosevelt Road and Taft Avenue from two to one. Furthermore, the access drive to Taft Avenue will be limited to outbound movements only.

# 5 – CONCLUSIONS AND RECOMMENDATIONS

Based on Knight's review of the proposed Jet Brite Car Wash as well as the existing and future traffic conditions in the area, the following conclusions and recommendations are provided.

- The existing intersections operate at acceptable Levels of Service (LOS) and will adequately accommodate the projected traffic volumes in the area.

- The provision of the two-way left-turn lane and platooning of traffic due to the coordinated signal system along Roosevelt Road improve the operations of unsignalized intersections along Roosevelt Road under existing and projected conditions.

- Access to the site will be adequately accommodated by the proposed access points and access between the two sites will not significantly impact operations along Taft Avenue. 375 Roosevelt Road will benefit from dispersing the traffic between three access drives, including the full access driveway on Roosevelt Road, the outbound-only access driveway on Taft Avenue, and the cross-connection to the retail development to the east. 401 Taft Avenue will include two full access drives.

- Providing additional vacuums at 401 Taft Avenue will further disperse traffic and limit the development's impact on the area. Patrons may choose to enter the car wash facility before or after utilizing the off-site vacuums and therefore will result in various routes for ingress and egress.

- The access drives for the retail development east of the proposed car wash will continue to operate at acceptable levels of service with a minor increase in traffic resulting from the proposed car wash.

- When compared to the previous use at this site, the proposed plan removes one access drive from both on Roosevelt Road and Taft Avenue. This will minimize turning movement conflicts and improve through traffic operation on both major roadways.

- The previous development on the proposed car wash site also included a truck rental facility, which will no longer exist. Truck traffic accessing the proposed site will be reduced to a negligible amount.

- 401 Taft Avenue was previously anticipated to be developed as a 10,000 square-foot commercial office building. The use of this lot as a supplemental space for the car wash instead of a new office building will limit future increases in traffic to the area.

- The site will accommodate approximately 27 vehicles on site prior to entering the car wash tunnel without impacting internal circulation or the operation of the access drive. The site's three pay stations/queuing lanes will provide adequate capacity to prevent queues from spilling out onto the adjacent area roadways. The storage provided is in compliance with the Village of Glen Ellyn Code that requires minimum storage for five times the capacity of the washing unit.

# JET BRITE CAR WASH
# 375 ROOSEVELT ROAD / 401 TAFT AVENUE, GLEN ELLYN

Traffic Impact Study Appendix

## TRAFFIC COUNT DATA

## TRAFFIC CAPACITY ANALYSIS REPORTS

# JET BRITE CAR WASH
# 375 ROOSEVELT ROAD / 401 TAFT AVENUE, GLEN ELLYN

Traffic Impact Study Appendix

## TRAFFIC COUNT DATA

Roosevelt Road with Lambert Road

Roosevelt Road with Main Street

Roosevelt Road with Hillcrest Avenue/Existing Leslie Car Wash and Budget Access Drive

Roosevelt Road with Greenwood Street

Taft Avenue with Lambert Road

Taft Avenue with Main Street

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Lambert
Site Code:
Start Date: 07/29/2017
Page No: 1

# Turning Movement Data

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Lambert Road Northbound | | | | | | Lambert Road Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | |
| 12:00 PM | 0 | 5 | 298 | 12 | 0 | 315 | 0 | 26 | 285 | 11 | 0 | 322 | 0 | 34 | 16 | 47 | 0 | 97 | 0 | 47 | 10 | 10 | 0 | 67 | 801 |
| 12:15 PM | 1 | 11 | 303 | 20 | 0 | 335 | 0 | 27 | 308 | 15 | 0 | 350 | 0 | 33 | 14 | 34 | 0 | 81 | 0 | 30 | 26 | 5 | 1 | 61 | 827 |
| 12:30 PM | 0 | 6 | 320 | 12 | 2 | 338 | 0 | 28 | 304 | 18 | 0 | 350 | 0 | 23 | 16 | 30 | 0 | 69 | 0 | 24 | 15 | 6 | 0 | 45 | 802 |
| 12:45 PM | 0 | 12 | 306 | 31 | 1 | 349 | 0 | 31 | 288 | 9 | 0 | 328 | 0 | 25 | 23 | 47 | 0 | 95 | 0 | 30 | 13 | 12 | 0 | 55 | 827 |
| Hourly Total | 1 | 34 | 1227 | 75 | 3 | 1337 | 0 | 112 | 1185 | 53 | 0 | 1350 | 0 | 115 | 69 | 158 | 0 | 342 | 0 | 131 | 64 | 33 | 1 | 228 | 3257 |
| 1:00 PM | 0 | 13 | 285 | 21 | 0 | 319 | 0 | 25 | 304 | 23 | 0 | 352 | 0 | 34 | 19 | 37 | 1 | 90 | 0 | 25 | 17 | 11 | 1 | 53 | 814 |
| 1:15 PM | 0 | 13 | 345 | 15 | 0 | 373 | 0 | 26 | 277 | 20 | 0 | 323 | 0 | 17 | 21 | 33 | 0 | 71 | 0 | 37 | 11 | 12 | 0 | 60 | 827 |
| 1:30 PM | 0 | 14 | 284 | 7 | 0 | 305 | 0 | 25 | 257 | 12 | 0 | 294 | 0 | 23 | 22 | 26 | 1 | 71 | 0 | 35 | 8 | 11 | 1 | 54 | 724 |
| 1:45 PM | 0 | 10 | 287 | 13 | 0 | 310 | 0 | 25 | 284 | 13 | 0 | 322 | 0 | 24 | 19 | 22 | 0 | 65 | 0 | 21 | 8 | 13 | 1 | 42 | 739 |
| Hourly Total | 0 | 50 | 1201 | 56 | 0 | 1307 | 0 | 101 | 1122 | 68 | 0 | 1291 | 0 | 98 | 81 | 118 | 2 | 297 | 0 | 118 | 44 | 47 | 3 | 209 | 3104 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 4 | 363 | 24 | 0 | 391 | 0 | 17 | 189 | 9 | 4 | 215 | 0 | 24 | 11 | 32 | 0 | 67 | 0 | 25 | 9 | 9 | 1 | 43 | 716 |
| 7:15 AM | 0 | 8 | 364 | 19 | 1 | 391 | 0 | 14 | 226 | 5 | 1 | 245 | 0 | 20 | 10 | 39 | 1 | 69 | 0 | 30 | 21 | 5 | 1 | 56 | 761 |
| 7:30 AM | 0 | 8 | 338 | 24 | 0 | 370 | 0 | 21 | 295 | 7 | 1 | 323 | 0 | 26 | 12 | 47 | 0 | 85 | 0 | 24 | 23 | 5 | 0 | 52 | 830 |
| 7:45 AM | 0 | 12 | 343 | 20 | 0 | 375 | 0 | 20 | 295 | 11 | 0 | 326 | 0 | 23 | 20 | 44 | 0 | 87 | 0 | 28 | 22 | 5 | 0 | 55 | 843 |
| Hourly Total | 0 | 32 | 1408 | 87 | 1 | 1527 | 0 | 72 | 1005 | 32 | 6 | 1109 | 0 | 93 | 53 | 162 | 1 | 308 | 0 | 107 | 75 | 24 | 2 | 206 | 3150 |
| 8:00 AM | 0 | 11 | 326 | 16 | 0 | 353 | 0 | 25 | 247 | 7 | 0 | 279 | 0 | 23 | 11 | 39 | 0 | 73 | 0 | 32 | 16 | 8 | 0 | 56 | 761 |
| 8:15 AM | 0 | 6 | 299 | 14 | 0 | 319 | 0 | 15 | 264 | 9 | 0 | 288 | 0 | 26 | 17 | 29 | 0 | 72 | 0 | 29 | 12 | 8 | 0 | 49 | 728 |
| 8:30 AM | 0 | 12 | 297 | 33 | 0 | 342 | 0 | 25 | 268 | 20 | 0 | 313 | 0 | 27 | 12 | 28 | 0 | 67 | 0 | 34 | 24 | 10 | 0 | 68 | 790 |
| 8:45 AM | 0 | 18 | 270 | 24 | 0 | 312 | 0 | 14 | 281 | 4 | 0 | 299 | 0 | 30 | 17 | 36 | 0 | 83 | 0 | 43 | 17 | 10 | 0 | 70 | 764 |
| Hourly Total | 0 | 47 | 1192 | 87 | 0 | 1326 | 0 | 79 | 1060 | 40 | 0 | 1179 | 0 | 106 | 57 | 132 | 0 | 295 | 0 | 138 | 69 | 36 | 0 | 243 | 3043 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 16 | 317 | 16 | 0 | 349 | 0 | 32 | 316 | 15 | 2 | 363 | 0 | 23 | 26 | 28 | 2 | 77 | 0 | 19 | 16 | 10 | 2 | 45 | 834 |
| 4:15 PM | 0 | 12 | 342 | 21 | 0 | 375 | 0 | 31 | 356 | 16 | 1 | 403 | 0 | 33 | 36 | 30 | 0 | 99 | 0 | 39 | 20 | 10 | 0 | 69 | 946 |
| 4:30 PM | 0 | 15 | 323 | 24 | 0 | 362 | 0 | 31 | 358 | 21 | 1 | 410 | 0 | 34 | 30 | 41 | 0 | 105 | 0 | 30 | 24 | 4 | 0 | 58 | 935 |
| 4:45 PM | 0 | 18 | 339 | 25 | 0 | 382 | 0 | 34 | 333 | 16 | 1 | 383 | 0 | 34 | 35 | 33 | 0 | 102 | 0 | 34 | 17 | 8 | 0 | 59 | 926 |
| Hourly Total | 0 | 61 | 1321 | 86 | 0 | 1468 | 0 | 128 | 1363 | 68 | 5 | 1559 | 0 | 124 | 127 | 132 | 2 | 383 | 0 | 122 | 77 | 32 | 2 | 231 | 3641 |
| 5:00 PM | 0 | 21 | 336 | 22 | 0 | 379 | 0 | 43 | 361 | 28 | 0 | 432 | 0 | 48 | 38 | 23 | 0 | 109 | 0 | 28 | 28 | 7 | 2 | 63 | 983 |
| 5:15 PM | 0 | 22 | 320 | 19 | 0 | 361 | 0 | 39 | 394 | 23 | 1 | 456 | 0 | 33 | 36 | 43 | 0 | 112 | 0 | 40 | 28 | 16 | 3 | 84 | 1013 |
| 5:30 PM | 0 | 14 | 306 | 21 | 1 | 341 | 0 | 34 | 350 | 14 | 0 | 398 | 0 | 31 | 44 | 32 | 0 | 107 | 0 | 29 | 33 | 10 | 0 | 72 | 918 |
| 5:45 PM | 0 | 14 | 266 | 25 | 0 | 305 | 0 | 43 | 323 | 12 | 0 | 378 | 0 | 27 | 41 | 31 | 2 | 99 | 0 | 26 | 24 | 16 | 0 | 66 | 848 |
| Hourly Total | 0 | 71 | 1228 | 87 | 1 | 1386 | 0 | 159 | 1428 | 77 | 1 | 1664 | 0 | 139 | 159 | 129 | 2 | 427 | 0 | 123 | 113 | 49 | 5 | 285 | 3762 |
| Grand Total | 1 | 295 | 7577 | 478 | 5 | 8351 | 0 | 651 | 7163 | 338 | 12 | 8152 | 0 | 675 | 546 | 831 | 7 | 2052 | 0 | 739 | 442 | 221 | 13 | 1402 | 19957 |
| Approach % | 0.0 | 3.5 | 90.7 | 5.7 | - | - | 0.0 | 8.0 | 87.9 | 4.1 | - | - | 0.0 | 32.9 | 26.6 | 40.5 | - | - | 0.0 | 52.7 | 31.5 | 15.8 | - | - | - |
| Total % | 0.0 | 1.5 | 38.0 | 2.4 | - | 41.8 | 0.0 | 3.3 | 35.9 | 1.7 | - | 40.8 | 0.0 | 3.4 | 2.7 | 4.2 | - | 10.3 | 0.0 | 3.7 | 2.2 | 1.1 | - | 7.0 | - |
| Lights | 1 | 293 | 7391 | 471 | - | 8156 | 0 | 645 | 6993 | 333 | - | 7971 | 0 | 668 | 536 | 820 | - | 2024 | 0 | 729 | 437 | 216 | - | 1382 | 19533 |
| % Lights | 100.0 | 99.3 | 97.5 | 98.5 | - | 97.7 | - | 99.1 | 97.6 | 98.5 | - | 97.8 | - | 99.0 | 98.2 | 98.7 | - | 98.6 | - | 98.6 | 98.9 | 97.7 | - | 98.6 | 97.9 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buses | 0 | 0 | 16 | 0 | - | 16 | 0 | 0 | 12 | 1 | - | 13 | 0 | 0 | 1 | 4 | - | 5 | 0 | 2 | 0 | 1 | - | 3 | 37 |
| % Buses | 0.0 | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.2 | 0.3 | - | 0.2 | - | 0.0 | 0.2 | 0.5 | - | 0.2 | - | 0.3 | 0.0 | 0.5 | - | 0.2 | 0.2 |
| Single-Unit Trucks | 0 | 2 | 105 | 7 | - | 114 | 0 | 6 | 115 | 3 | - | 124 | 0 | 6 | 4 | 7 | - | 17 | 0 | 7 | 1 | 2 | - | 10 | 265 |
| % Single-Unit Trucks | 0.0 | 0.7 | 1.4 | 1.5 | - | 1.4 | - | 0.9 | 1.6 | 0.9 | - | 1.5 | - | 0.9 | 0.7 | 0.8 | - | 0.8 | - | 0.9 | 0.2 | 0.9 | - | 0.7 | 1.3 |
| Articulated Trucks | 0 | 0 | 65 | 0 | - | 65 | 0 | 0 | 43 | 1 | - | 44 | 0 | 1 | 0 | 0 | - | 1 | 0 | 1 | 0 | 2 | - | 3 | 113 |
| % Articulated Trucks | 0.0 | 0.0 | 0.9 | 0.0 | - | 0.8 | - | 0.0 | 0.6 | 0.3 | - | 0.5 | - | 0.1 | 0.0 | 0.0 | - | 0.0 | - | 0.1 | 0.0 | 0.9 | - | 0.2 | 0.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 4 | 0 | - | 4 | 9 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.9 | 0.0 | - | 0.2 | - | 0.0 | 0.9 | 0.0 | - | 0.3 | 0.0 |
| Pedestrians | - | - | - | - | 5 | - | - | - | - | - | 12 | - | - | - | - | - | 7 | - | - | - | - | - | 13 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Lambert
Site Code:
Start Date: 07/29/2017


## Turning Movement Peak Hour Data (12:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Lambert Road Northbound | | | | | | Lambert Road Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | |
| 12:30 PM | 0 | 6 | 320 | 12 | 2 | 338 | 0 | 28 | 304 | 18 | 0 | 350 | 0 | 23 | 16 | 30 | 0 | 69 | 0 | 24 | 15 | 6 | 0 | 45 | 802 |
| 12:45 PM | 0 | 12 | 306 | 31 | 1 | 349 | 0 | 31 | 288 | 9 | 0 | 328 | 0 | 25 | 23 | 47 | 0 | 95 | 0 | 30 | 13 | 12 | 0 | 55 | 827 |
| 1:00 PM | 0 | 13 | 285 | 21 | 0 | 319 | 0 | 25 | 304 | 23 | 0 | 352 | 0 | 34 | 19 | 37 | 1 | 90 | 0 | 25 | 17 | 11 | 1 | 53 | 814 |
| 1:15 PM | 0 | 13 | 345 | 15 | 0 | 373 | 0 | 26 | 277 | 20 | 0 | 323 | 0 | 17 | 21 | 33 | 0 | 71 | 0 | 37 | 11 | 12 | 0 | 60 | 827 |
| Total | 0 | 44 | 1256 | 79 | 3 | 1379 | 0 | 110 | 1173 | 70 | 0 | 1353 | 0 | 99 | 79 | 147 | 1 | 325 | 0 | 116 | 56 | 41 | 1 | 213 | 3270 |
| Approach % | 0.0 | 3.2 | 91.1 | 5.7 | - | - | 0.0 | 8.1 | 86.7 | 5.2 | - | - | 0.0 | 30.5 | 24.3 | 45.2 | - | - | 0.0 | 54.5 | 26.3 | 19.2 | - | - | - |
| Total % | 0.0 | 1.3 | 38.4 | 2.4 | - | 42.2 | 0.0 | 3.4 | 35.9 | 2.1 | - | 41.4 | 0.0 | 3.0 | 2.4 | 4.5 | - | 9.9 | 0.0 | 3.5 | 1.7 | 1.3 | - | 6.5 | - |
| PHF | 0.000 | 0.846 | 0.910 | 0.637 | - | 0.924 | 0.000 | 0.887 | 0.965 | 0.761 | - | 0.961 | 0.000 | 0.728 | 0.859 | 0.782 | - | 0.855 | 0.000 | 0.784 | 0.824 | 0.854 | - | 0.888 | 0.989 |
| Lights | 0 | 44 | 1242 | 78 | - | 1364 | 0 | 109 | 1161 | 69 | - | 1339 | 0 | 98 | 77 | 146 | - | 321 | 0 | 116 | 55 | 41 | - | 212 | 3236 |
| % Lights | - | 100.0 | 98.9 | 98.7 | - | 98.9 | - | 99.1 | 99.0 | 98.6 | - | 99.0 | - | 99.0 | 97.5 | 99.3 | - | 98.8 | - | 100.0 | 98.2 | 100.0 | - | 99.5 | 99.0 |
| Buses | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Buses | - | 0.0 | 0.2 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 8 | 1 | - | 9 | 0 | 1 | 11 | 0 | - | 12 | 0 | 1 | 0 | 1 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 23 |
| % Single-Unit Trucks | - | 0.0 | 0.6 | 1.3 | - | 0.7 | - | 0.9 | 0.9 | 0.0 | - | 0.9 | - | 1.0 | 0.0 | 0.7 | - | 0.6 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.7 |
| Articulated Trucks | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 1 | 1 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 6 |
| % Articulated Trucks | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.1 | 1.4 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 3 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 2.5 | 0.0 | - | 0.6 | - | 0.0 | 1.8 | 0.0 | - | 0.5 | 0.1 |
| Pedestrians | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Lambert
Site Code:
Start Date: 07/29/2017


## Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Lambert Road Northbound | | | | | | Lambert Road Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:15 AM | 0 | 8 | 364 | 19 | 1 | 391 | 0 | 14 | 226 | 5 | 1 | 245 | 0 | 20 | 10 | 39 | 1 | 69 | 0 | 30 | 21 | 5 | 1 | 56 | 761 |
| 7:30 AM | 0 | 8 | 338 | 24 | 0 | 370 | 0 | 21 | 295 | 7 | 1 | 323 | 0 | 26 | 12 | 47 | 0 | 85 | 0 | 24 | 23 | 5 | 0 | 52 | 830 |
| 7:45 AM | 0 | 12 | 343 | 20 | 0 | 375 | 0 | 20 | 295 | 11 | 0 | 326 | 0 | 23 | 20 | 44 | 0 | 87 | 0 | 28 | 22 | 5 | 0 | 55 | 843 |
| 8:00 AM | 0 | 11 | 326 | 16 | 0 | 353 | 0 | 25 | 247 | 7 | 0 | 279 | 0 | 23 | 11 | 39 | 0 | 73 | 0 | 32 | 16 | 8 | 0 | 56 | 761 |
| Total | 0 | 39 | 1371 | 79 | 1 | 1489 | 0 | 80 | 1063 | 30 | 2 | 1173 | 0 | 92 | 53 | 169 | 1 | 314 | 0 | 114 | 82 | 23 | 1 | 219 | 3195 |
| Approach % | 0.0 | 2.6 | 92.1 | 5.3 | - | - | 0.0 | 6.8 | 90.6 | 2.6 | - | - | 0.0 | 29.3 | 16.9 | 53.8 | - | - | 0.0 | 52.1 | 37.4 | 10.5 | - | - | - |
| Total % | 0.0 | 1.2 | 42.9 | 2.5 | - | 46.6 | 0.0 | 2.5 | 33.3 | 0.9 | - | 36.7 | 0.0 | 2.9 | 1.7 | 5.3 | - | 9.8 | 0.0 | 3.6 | 2.6 | 0.7 | - | 6.9 | - |
| PHF | 0.000 | 0.813 | 0.942 | 0.823 | - | 0.952 | 0.000 | 0.800 | 0.901 | 0.682 | - | 0.900 | 0.000 | 0.885 | 0.663 | 0.899 | - | 0.902 | 0.000 | 0.891 | 0.891 | 0.719 | - | 0.978 | 0.948 |
| Lights | 0 | 38 | 1310 | 78 | - | 1426 | 0 | 78 | 1002 | 30 | - | 1110 | 0 | 89 | 51 | 168 | - | 308 | 0 | 113 | 81 | 21 | - | 215 | 3059 |
| % Lights | - | 97.4 | 95.6 | 98.7 | - | 95.8 | - | 97.5 | 94.3 | 100.0 | - | 94.6 | - | 96.7 | 96.2 | 99.4 | - | 98.1 | - | 99.1 | 98.8 | 91.3 | - | 98.2 | 95.7 |
| Buses | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 11 |
| % Buses | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 1.9 | 0.0 | - | 0.3 | - | 0.0 | 0.0 | 4.3 | - | 0.5 | 0.3 |
| Single-Unit Trucks | 0 | 1 | 32 | 1 | - | 34 | 0 | 2 | 36 | 0 | - | 38 | 0 | 3 | 1 | 1 | - | 5 | 0 | 0 | 0 | 1 | - | 1 | 78 |
| % Single-Unit Trucks | - | 2.6 | 2.3 | 1.3 | - | 2.3 | - | 2.5 | 3.4 | 0.0 | - | 3.2 | - | 3.3 | 1.9 | 0.6 | - | 1.6 | - | 0.0 | 0.0 | 4.3 | - | 0.5 | 2.4 |
| Articulated Trucks | 0 | 0 | 23 | 0 | - | 23 | 0 | 0 | 22 | 0 | - | 22 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 46 |
| % Articulated Trucks | - | 0.0 | 1.7 | 0.0 | - | 1.5 | - | 0.0 | 2.1 | 0.0 | - | 1.9 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.9 | 0.0 | 0.0 | - | 0.5 | 1.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 1.2 | 0.0 | - | 0.5 | 0.0 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 2 | - | - | - | - | - | 1 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Lambert
Site Code:
Start Date: 07/29/2017


## Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Lambert Road Northbound | | | | | | Lambert Road Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | Int. Total |
| 4:30 PM | 0 | 15 | 323 | 24 | 0 | 362 | 0 | 31 | 358 | 21 | 1 | 410 | 0 | 34 | 30 | 41 | 0 | 105 | 0 | 30 | 24 | 4 | 0 | 58 | 935 |
| 4:45 PM | 0 | 18 | 339 | 25 | 0 | 382 | 0 | 34 | 333 | 16 | 1 | 383 | 0 | 34 | 35 | 33 | 0 | 102 | 0 | 34 | 17 | 8 | 0 | 59 | 926 |
| 5:00 PM | 0 | 21 | 336 | 22 | 0 | 379 | 0 | 43 | 361 | 28 | 0 | 432 | 0 | 48 | 38 | 23 | 0 | 109 | 0 | 28 | 28 | 7 | 2 | 63 | 983 |
| 5:15 PM | 0 | 22 | 320 | 19 | 0 | 361 | 0 | 39 | 394 | 23 | 1 | 456 | 0 | 33 | 36 | 43 | 0 | 112 | 0 | 40 | 28 | 16 | 3 | 84 | 1013 |
| Total | 0 | 76 | 1318 | 90 | 0 | 1484 | 0 | 147 | 1446 | 88 | 3 | 1681 | 0 | 149 | 139 | 140 | 0 | 428 | 0 | 132 | 97 | 35 | 5 | 264 | 3857 |
| Approach % | 0.0 | 5.1 | 88.8 | 6.1 | - | - | 0.0 | 8.7 | 86.0 | 5.2 | - | - | 0.0 | 34.8 | 32.5 | 32.7 | - | - | 0.0 | 50.0 | 36.7 | 13.3 | - | - | - |
| Total % | 0.0 | 2.0 | 34.2 | 2.3 | - | 38.5 | 0.0 | 3.8 | 37.5 | 2.3 | - | 43.6 | 0.0 | 3.9 | 3.6 | 3.6 | - | 11.1 | 0.0 | 3.4 | 2.5 | 0.9 | - | 6.8 | - |
| PHF | 0.000 | 0.864 | 0.972 | 0.900 | - | 0.971 | 0.000 | 0.855 | 0.918 | 0.786 | - | 0.922 | 0.000 | 0.776 | 0.914 | 0.814 | - | 0.955 | 0.000 | 0.825 | 0.866 | 0.547 | - | 0.786 | 0.952 |
| Lights | 0 | 76 | 1294 | 90 | - | 1460 | 0 | 147 | 1434 | 88 | - | 1669 | 0 | 148 | 136 | 138 | - | 422 | 0 | 128 | 96 | 34 | - | 258 | 3809 |
| % Lights | - | 100.0 | 98.2 | 100.0 | - | 98.4 | - | 100.0 | 99.2 | 100.0 | - | 99.3 | - | 99.3 | 97.8 | 98.6 | - | 98.6 | - | 97.0 | 99.0 | 97.1 | - | 97.7 | 98.8 |
| Buses | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Buses | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 16 | 0 | - | 16 | 0 | 0 | 9 | 0 | - | 9 | 0 | 1 | 2 | 2 | - | 5 | 0 | 4 | 0 | 1 | - | 5 | 35 |
| % Single-Unit Trucks | - | 0.0 | 1.2 | 0.0 | - | 1.1 | - | 0.0 | 0.6 | 0.0 | - | 0.5 | - | 0.7 | 1.4 | 1.4 | - | 1.2 | - | 3.0 | 0.0 | 2.9 | - | 1.9 | 0.9 |
| Articulated Trucks | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 8 |
| % Articulated Trucks | - | 0.0 | 0.4 | 0.0 | - | 0.3 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 2 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.7 | 0.0 | - | 0.2 | - | 0.0 | 1.0 | 0.0 | - | 0.4 | 0.1 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 5 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Main
Site Code:
Start Date: 07/29/2017
Page No: 1

## Turning Movement Data

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | |
| 12:00 PM | 0 | 17 | 342 | 7 | 1 | 366 | 0 | 13 | 323 | 20 | 5 | 356 | 0 | 9 | 17 | 13 | 1 | 39 | 0 | 42 | 19 | 31 | 4 | 92 | 853 |
| 12:15 PM | 0 | 23 | 346 | 4 | 0 | 373 | 0 | 11 | 323 | 27 | 0 | 361 | 0 | 23 | 17 | 12 | 1 | 52 | 0 | 47 | 8 | 24 | 1 | 79 | 865 |
| 12:30 PM | 0 | 20 | 338 | 8 | 0 | 366 | 0 | 14 | 329 | 35 | 3 | 378 | 0 | 22 | 22 | 15 | 0 | 59 | 0 | 47 | 7 | 32 | 1 | 86 | 889 |
| 12:45 PM | 0 | 29 | 339 | 9 | 0 | 377 | 0 | 6 | 332 | 30 | 2 | 368 | 0 | 20 | 15 | 20 | 0 | 55 | 0 | 48 | 18 | 24 | 2 | 90 | 890 |
| Hourly Total | 0 | 89 | 1365 | 28 | 1 | 1482 | 0 | 44 | 1307 | 112 | 10 | 1463 | 0 | 74 | 71 | 60 | 2 | 205 | 0 | 184 | 52 | 111 | 8 | 347 | 3497 |
| 1:00 PM | 0 | 31 | 315 | 7 | 0 | 353 | 0 | 11 | 330 | 32 | 0 | 373 | 0 | 17 | 19 | 18 | 0 | 54 | 0 | 48 | 15 | 30 | 0 | 93 | 873 |
| 1:15 PM | 0 | 26 | 373 | 7 | 0 | 406 | 0 | 14 | 290 | 26 | 1 | 330 | 0 | 12 | 12 | 12 | 0 | 36 | 0 | 53 | 13 | 23 | 2 | 89 | 861 |
| 1:30 PM | 0 | 23 | 329 | 8 | 0 | 360 | 0 | 12 | 275 | 23 | 0 | 310 | 0 | 13 | 21 | 7 | 0 | 41 | 0 | 37 | 8 | 31 | 0 | 76 | 787 |
| 1:45 PM | 0 | 16 | 318 | 4 | 0 | 338 | 0 | 7 | 275 | 25 | 1 | 307 | 0 | 20 | 11 | 16 | 0 | 47 | 0 | 44 | 10 | 34 | 0 | 88 | 780 |
| Hourly Total | 0 | 96 | 1335 | 26 | 0 | 1457 | 0 | 44 | 1170 | 106 | 2 | 1320 | 0 | 62 | 63 | 53 | 0 | 178 | 0 | 182 | 46 | 118 | 2 | 346 | 3301 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 8 | 400 | 2 | 0 | 410 | 0 | 1 | 201 | 21 | 0 | 223 | 0 | 6 | 7 | 12 | 0 | 25 | 0 | 36 | 2 | 10 | 0 | 48 | 706 |
| 7:15 AM | 0 | 22 | 408 | 1 | 0 | 431 | 0 | 5 | 238 | 16 | 2 | 259 | 0 | 10 | 9 | 19 | 0 | 38 | 0 | 47 | 8 | 14 | 0 | 69 | 797 |
| 7:30 AM | 0 | 19 | 367 | 4 | 0 | 390 | 0 | 7 | 302 | 19 | 0 | 328 | 0 | 8 | 10 | 16 | 0 | 34 | 0 | 51 | 12 | 18 | 0 | 81 | 833 |
| 7:45 AM | 0 | 24 | 398 | 6 | 1 | 428 | 0 | 10 | 324 | 20 | 0 | 354 | 0 | 10 | 8 | 14 | 0 | 32 | 0 | 33 | 10 | 24 | 0 | 67 | 881 |
| Hourly Total | 0 | 73 | 1573 | 13 | 1 | 1659 | 0 | 23 | 1065 | 76 | 2 | 1164 | 0 | 34 | 34 | 61 | 0 | 129 | 0 | 167 | 32 | 66 | 0 | 265 | 3217 |
| 8:00 AM | 0 | 18 | 379 | 7 | 0 | 404 | 0 | 8 | 263 | 15 | 0 | 286 | 0 | 12 | 13 | 19 | 0 | 44 | 0 | 39 | 8 | 24 | 0 | 71 | 805 |
| 8:15 AM | 0 | 17 | 349 | 2 | 0 | 368 | 0 | 7 | 270 | 25 | 1 | 302 | 0 | 6 | 10 | 12 | 0 | 28 | 0 | 50 | 11 | 12 | 0 | 73 | 771 |
| 8:30 AM | 0 | 18 | 337 | 3 | 0 | 358 | 0 | 5 | 334 | 35 | 0 | 374 | 0 | 8 | 7 | 13 | 1 | 28 | 0 | 34 | 12 | 21 | 0 | 67 | 827 |
| 8:45 AM | 0 | 29 | 301 | 4 | 0 | 334 | 0 | 12 | 266 | 23 | 0 | 301 | 0 | 9 | 7 | 9 | 1 | 25 | 0 | 57 | 13 | 23 | 0 | 93 | 753 |
| Hourly Total | 0 | 82 | 1366 | 16 | 0 | 1464 | 0 | 32 | 1133 | 98 | 1 | 1263 | 0 | 35 | 37 | 53 | 2 | 125 | 0 | 180 | 44 | 80 | 0 | 304 | 3156 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 23 | 336 | 4 | 3 | 363 | 0 | 10 | 315 | 20 | 0 | 345 | 0 | 21 | 27 | 13 | 0 | 61 | 0 | 68 | 18 | 26 | 1 | 112 | 881 |
| 4:15 PM | 0 | 24 | 358 | 13 | 0 | 395 | 0 | 8 | 388 | 23 | 2 | 419 | 0 | 20 | 24 | 12 | 0 | 56 | 0 | 54 | 22 | 21 | 0 | 97 | 967 |
| 4:30 PM | 0 | 27 | 344 | 9 | 1 | 380 | 0 | 15 | 374 | 21 | 0 | 410 | 0 | 27 | 28 | 14 | 0 | 69 | 0 | 57 | 25 | 30 | 1 | 112 | 971 |
| 4:45 PM | 0 | 28 | 354 | 9 | 1 | 391 | 0 | 12 | 372 | 27 | 0 | 411 | 0 | 21 | 18 | 14 | 1 | 53 | 0 | 58 | 20 | 28 | 0 | 106 | 961 |
| Hourly Total | 0 | 102 | 1392 | 35 | 5 | 1529 | 0 | 45 | 1449 | 91 | 2 | 1585 | 0 | 89 | 97 | 53 | 1 | 239 | 0 | 237 | 85 | 105 | 2 | 427 | 3780 |
| 5:00 PM | 0 | 24 | 324 | 11 | 1 | 359 | 0 | 19 | 416 | 27 | 3 | 462 | 0 | 24 | 30 | 21 | 0 | 75 | 0 | 62 | 20 | 37 | 1 | 119 | 1015 |
| 5:15 PM | 0 | 37 | 365 | 9 | 0 | 411 | 0 | 8 | 396 | 19 | 0 | 423 | 0 | 25 | 22 | 16 | 0 | 63 | 0 | 63 | 27 | 32 | 2 | 122 | 1019 |
| 5:30 PM | 0 | 30 | 321 | 11 | 0 | 362 | 0 | 13 | 384 | 22 | 1 | 419 | 0 | 22 | 27 | 11 | 0 | 60 | 0 | 52 | 11 | 23 | 0 | 86 | 927 |
| 5:45 PM | 0 | 26 | 275 | 9 | 0 | 310 | 0 | 12 | 373 | 30 | 0 | 415 | 0 | 15 | 17 | 8 | 0 | 40 | 0 | 50 | 19 | 33 | 0 | 102 | 867 |
| Hourly Total | 0 | 117 | 1285 | 40 | 1 | 1442 | 0 | 52 | 1569 | 98 | 4 | 1719 | 0 | 86 | 96 | 56 | 0 | 238 | 0 | 227 | 77 | 125 | 3 | 429 | 3828 |
| Grand Total | 0 | 559 | 8316 | 158 | 8 | 9033 | 0 | 240 | 7693 | 581 | 21 | 8514 | 0 | 380 | 398 | 336 | 5 | 1114 | 0 | 1177 | 336 | 605 | 15 | 2118 | 20779 |
| Approach % | 0.0 | 6.2 | 92.1 | 1.7 | - | - | 0.0 | 2.8 | 90.4 | 6.8 | - | - | 0.0 | 34.1 | 35.7 | 30.2 | - | - | 0.0 | 55.6 | 15.9 | 28.6 | - | - | - |
| Total % | 0.0 | 2.7 | 40.0 | 0.8 | - | 43.5 | 0.0 | 1.2 | 37.0 | 2.8 | - | 41.0 | 0.0 | 1.8 | 1.9 | 1.6 | - | 5.4 | 0.0 | 5.7 | 1.6 | 2.9 | - | 10.2 | - |
| Lights | 0 | 551 | 8131 | 155 | - | 8837 | 0 | 238 | 7526 | 571 | - | 8335 | 0 | 374 | 391 | 326 | - | 1091 | 0 | 1162 | 334 | 594 | - | 2090 | 20353 |
| % Lights | - | 98.6 | 97.8 | 98.1 | - | 97.8 | - | 99.2 | 97.8 | 98.3 | - | 97.9 | - | 98.4 | 98.2 | 97.0 | - | 97.9 | - | 98.7 | 99.4 | 98.2 | - | 98.7 | 97.9 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buses | 0 | 1 | 16 | 1 | - | 18 | 0 | 0 | 11 | 0 | - | 11 | 0 | 0 | 0 | 2 | - | 2 | 0 | 0 | 0 | 1 | - | 1 | 32 |
| % Buses | - | 0.2 | 0.2 | 0.6 | - | 0.2 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.6 | - | 0.2 | - | 0.0 | 0.0 | 0.2 | - | 0.0 | 0.2 |
| Single-Unit Trucks | 0 | 7 | 107 | 2 | - | 116 | 0 | 2 | 115 | 8 | - | 125 | 0 | 5 | 4 | 8 | - | 17 | 0 | 13 | 1 | 7 | - | 21 | 279 |
| % Single-Unit Trucks | - | 1.3 | 1.3 | 1.3 | - | 1.3 | - | 0.8 | 1.5 | 1.4 | - | 1.5 | - | 1.3 | 1.0 | 2.4 | - | 1.5 | - | 1.1 | 0.3 | 1.2 | - | 1.0 | 1.3 |
| Articulated Trucks | 0 | 0 | 60 | 0 | - | 60 | 0 | 0 | 41 | 2 | - | 43 | 0 | 1 | 1 | 0 | - | 2 | 0 | 2 | 0 | 2 | - | 4 | 109 |
| % Articulated Trucks | - | 0.0 | 0.7 | 0.0 | - | 0.7 | - | 0.0 | 0.5 | 0.3 | - | 0.5 | - | 0.3 | 0.3 | 0.0 | - | 0.2 | - | 0.2 | 0.0 | 0.3 | - | 0.2 | 0.5 |
| Bicycles on Road | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 1 | 1 | - | 2 | 6 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.5 | 0.0 | - | 0.2 | - | 0.0 | 0.3 | 0.2 | - | 0.1 | 0.0 |
| Pedestrians | - | - | - | - | 8 | - | - | - | - | - | 21 | - | - | - | - | - | 5 | - | - | - | - | - | 15 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Main
Site Code:
Start Date: 07/29/2017


## Turning Movement Peak Hour Data (12:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | Int. Total |
| 12:30 PM | 0 | 20 | 338 | 8 | 0 | 366 | 0 | 14 | 329 | 35 | 3 | 378 | 0 | 22 | 22 | 15 | 0 | 59 | 0 | 47 | 7 | 32 | 1 | 86 | 889 |
| 12:45 PM | 0 | 29 | 339 | 9 | 0 | 377 | 0 | 6 | 332 | 30 | 2 | 368 | 0 | 20 | 15 | 20 | 0 | 55 | 0 | 48 | 18 | 24 | 2 | 90 | 890 |
| 1:00 PM | 0 | 31 | 315 | 7 | 0 | 353 | 0 | 11 | 330 | 32 | 0 | 373 | 0 | 17 | 19 | 18 | 0 | 54 | 0 | 48 | 15 | 30 | 0 | 93 | 873 |
| 1:15 PM | 0 | 26 | 373 | 7 | 0 | 406 | 0 | 14 | 290 | 26 | 1 | 330 | 0 | 12 | 12 | 12 | 0 | 36 | 0 | 53 | 13 | 23 | 2 | 89 | 861 |
| Total | 0 | 106 | 1365 | 31 | 0 | 1502 | 0 | 45 | 1281 | 123 | 6 | 1449 | 0 | 71 | 68 | 65 | 0 | 204 | 0 | 196 | 53 | 109 | 5 | 358 | 3513 |
| Approach % | 0.0 | 7.1 | 90.9 | 2.1 | - | - | 0.0 | 3.1 | 88.4 | 8.5 | - | - | 0.0 | 34.8 | 33.3 | 31.9 | - | - | 0.0 | 54.7 | 14.8 | 30.4 | - | - | - |
| Total % | 0.0 | 3.0 | 38.9 | 0.9 | - | 42.8 | 0.0 | 1.3 | 36.5 | 3.5 | - | 41.2 | 0.0 | 2.0 | 1.9 | 1.9 | - | 5.8 | 0.0 | 5.6 | 1.5 | 3.1 | - | 10.2 | - |
| PHF | 0.000 | 0.855 | 0.915 | 0.861 | - | 0.925 | 0.000 | 0.804 | 0.965 | 0.879 | - | 0.958 | 0.000 | 0.807 | 0.773 | 0.813 | - | 0.864 | 0.000 | 0.925 | 0.736 | 0.852 | - | 0.962 | 0.987 |
| Lights | 0 | 106 | 1348 | 31 | - | 1485 | 0 | 44 | 1264 | 122 | - | 1430 | 0 | 71 | 68 | 63 | - | 202 | 0 | 196 | 52 | 109 | - | 357 | 3474 |
| % Lights | - | 100.0 | 98.8 | 100.0 | - | 98.9 | - | 97.8 | 98.7 | 99.2 | - | 98.7 | - | 100.0 | 100.0 | 96.9 | - | 99.0 | - | 100.0 | 98.1 | 100.0 | - | 99.7 | 98.9 |
| Buses | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Buses | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 1.5 | - | 0.5 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 10 | 0 | - | 10 | 0 | 1 | 15 | 1 | - | 17 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 29 |
| % Single-Unit Trucks | - | 0.0 | 0.7 | 0.0 | - | 0.7 | - | 2.2 | 1.2 | 0.8 | - | 1.2 | - | 0.0 | 0.0 | 1.5 | - | 0.5 | - | 0.0 | 1.9 | 0.0 | - | 0.3 | 0.8 |
| Articulated Trucks | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 6 |
| % Articulated Trucks | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.2 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Bicycles on Road | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 6 | - | - | - | - | - | 0 | - | - | - | - | - | 5 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

A - 12

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Main
Site Code:
Start Date: 07/29/2017
Page No: 4

## Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:15 AM | 0 | 22 | 408 | 1 | 0 | 431 | 0 | 5 | 238 | 16 | 2 | 259 | 0 | 10 | 9 | 19 | 0 | 38 | 0 | 47 | 8 | 14 | 0 | 69 | 797 |
| 7:30 AM | 0 | 19 | 367 | 4 | 0 | 390 | 0 | 7 | 302 | 19 | 0 | 328 | 0 | 8 | 10 | 16 | 0 | 34 | 0 | 51 | 12 | 18 | 0 | 81 | 833 |
| 7:45 AM | 0 | 24 | 398 | 6 | 1 | 428 | 0 | 10 | 324 | 20 | 0 | 354 | 0 | 10 | 8 | 14 | 0 | 32 | 0 | 33 | 10 | 24 | 0 | 67 | 881 |
| 8:00 AM | 0 | 18 | 379 | 7 | 0 | 404 | 0 | 8 | 263 | 15 | 0 | 286 | 0 | 12 | 13 | 19 | 0 | 44 | 0 | 39 | 8 | 24 | 0 | 71 | 805 |
| Total | 0 | 83 | 1552 | 18 | 1 | 1653 | 0 | 30 | 1127 | 70 | 2 | 1227 | 0 | 40 | 40 | 68 | 0 | 148 | 0 | 170 | 38 | 80 | 0 | 288 | 3316 |
| Approach % | 0.0 | 5.0 | 93.9 | 1.1 | - | - | 0.0 | 2.4 | 91.9 | 5.7 | - | - | 0.0 | 27.0 | 27.0 | 45.9 | - | - | 0.0 | 59.0 | 13.2 | 27.8 | - | - | - |
| Total % | 0.0 | 2.5 | 46.8 | 0.5 | - | 49.8 | 0.0 | 0.9 | 34.0 | 2.1 | - | 37.0 | 0.0 | 1.2 | 1.2 | 2.1 | - | 4.5 | 0.0 | 5.1 | 1.1 | 2.4 | - | 8.7 | - |
| PHF | 0.000 | 0.865 | 0.951 | 0.643 | - | 0.959 | 0.000 | 0.750 | 0.870 | 0.875 | - | 0.867 | 0.000 | 0.833 | 0.769 | 0.895 | - | 0.841 | 0.000 | 0.833 | 0.792 | 0.833 | - | 0.889 | 0.941 |
| Lights | 0 | 81 | 1500 | 17 | - | 1598 | 0 | 30 | 1067 | 67 | - | 1164 | 0 | 39 | 38 | 66 | - | 143 | 0 | 165 | 38 | 76 | - | 279 | 3184 |
| % Lights | - | 97.6 | 96.6 | 94.4 | - | 96.7 | - | 100.0 | 94.7 | 95.7 | - | 94.9 | - | 97.5 | 95.0 | 97.1 | - | 96.6 | - | 97.1 | 100.0 | 95.0 | - | 96.9 | 96.0 |
| Buses | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 8 |
| % Buses | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.3 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Single-Unit Trucks | 0 | 2 | 27 | 1 | - | 30 | 0 | 0 | 36 | 2 | - | 38 | 0 | 1 | 1 | 2 | - | 4 | 0 | 4 | 0 | 4 | - | 8 | 80 |
| % Single-Unit Trucks | - | 2.4 | 1.7 | 5.6 | - | 1.8 | - | 0.0 | 3.2 | 2.9 | - | 3.1 | - | 2.5 | 2.5 | 2.9 | - | 2.7 | - | 2.4 | 0.0 | 5.0 | - | 2.8 | 2.4 |
| Articulated Trucks | 0 | 0 | 20 | 0 | - | 20 | 0 | 0 | 21 | 1 | - | 22 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 43 |
| % Articulated Trucks | - | 0.0 | 1.3 | 0.0 | - | 1.2 | - | 0.0 | 1.9 | 1.4 | - | 1.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.6 | 0.0 | 0.0 | - | 0.3 | 1.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 2.5 | 0.0 | - | 0.7 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

A-13

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Main
Site Code:
Start Date: 07/29/2017
Page No: 5

## Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | |
| 4:30 PM | 0 | 27 | 344 | 9 | 1 | 380 | 0 | 15 | 374 | 21 | 0 | 410 | 0 | 27 | 28 | 14 | 0 | 69 | 0 | 57 | 25 | 30 | 1 | 112 | 971 |
| 4:45 PM | 0 | 28 | 354 | 9 | 1 | 391 | 0 | 12 | 372 | 27 | 0 | 411 | 0 | 21 | 18 | 14 | 1 | 53 | 0 | 58 | 20 | 28 | 0 | 106 | 961 |
| 5:00 PM | 0 | 24 | 324 | 11 | 1 | 359 | 0 | 19 | 416 | 27 | 3 | 462 | 0 | 24 | 30 | 21 | 0 | 75 | 0 | 62 | 20 | 37 | 1 | 119 | 1015 |
| 5:15 PM | 0 | 37 | 365 | 9 | 0 | 411 | 0 | 8 | 396 | 19 | 0 | 423 | 0 | 25 | 22 | 16 | 0 | 63 | 0 | 63 | 27 | 32 | 2 | 122 | 1019 |
| Total | 0 | 116 | 1387 | 38 | 3 | 1541 | 0 | 54 | 1558 | 94 | 3 | 1706 | 0 | 97 | 98 | 65 | 1 | 260 | 0 | 240 | 92 | 127 | 4 | 459 | 3966 |
| Approach % | 0.0 | 7.5 | 90.0 | 2.5 | - | - | 0.0 | 3.2 | 91.3 | 5.5 | - | - | 0.0 | 37.3 | 37.7 | 25.0 | - | - | 0.0 | 52.3 | 20.0 | 27.7 | - | - | - |
| Total % | 0.0 | 2.9 | 35.0 | 1.0 | - | 38.9 | 0.0 | 1.4 | 39.3 | 2.4 | - | 43.0 | 0.0 | 2.4 | 2.5 | 1.6 | - | 6.6 | 0.0 | 6.1 | 2.3 | 3.2 | - | 11.6 | - |
| PHF | 0.000 | 0.784 | 0.950 | 0.864 | - | 0.937 | 0.000 | 0.711 | 0.936 | 0.870 | - | 0.923 | 0.000 | 0.898 | 0.817 | 0.774 | - | 0.867 | 0.000 | 0.952 | 0.852 | 0.858 | - | 0.941 | 0.973 |
| Lights | 0 | 116 | 1357 | 37 | - | 1510 | 0 | 53 | 1548 | 93 | - | 1694 | 0 | 95 | 96 | 65 | - | 256 | 0 | 237 | 92 | 126 | - | 455 | 3915 |
| % Lights | - | 100.0 | 97.8 | 97.4 | - | 98.0 | - | 98.1 | 99.4 | 98.9 | - | 99.3 | - | 97.9 | 98.0 | 100.0 | - | 98.5 | - | 98.8 | 100.0 | 99.2 | - | 99.1 | 98.7 |
| Buses | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Buses | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 19 | 1 | - | 20 | 0 | 1 | 8 | 1 | - | 10 | 0 | 2 | 2 | 0 | - | 4 | 0 | 3 | 0 | 0 | - | 3 | 37 |
| % Single-Unit Trucks | - | 0.0 | 1.4 | 2.6 | - | 1.3 | - | 1.9 | 0.5 | 1.1 | - | 0.6 | - | 2.1 | 2.0 | 0.0 | - | 1.5 | - | 1.3 | 0.0 | 0.0 | - | 0.7 | 0.9 |
| Articulated Trucks | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 10 |
| % Articulated Trucks | - | 0.0 | 0.6 | 0.0 | - | 0.5 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.8 | - | 0.2 | 0.0 |
| Pedestrians | - | - | - | - | 3 | - | - | - | - | - | 3 | - | - | - | - | - | 1 | - | - | - | - | - | 4 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lambert/Taft
Site Code:
Start Date: 07/29/2017
Page No: 1

# Turning Movement Data

| Start Time | Taft Avenue Eastbound | | | | | | Taft Avenue Westbound | | | | | | Lambert Road Northbound | | | | | | Lambert Road Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 12:00 PM | 0 | 6 | 10 | 7 | 0 | 23 | 0 | 15 | 24 | 21 | 0 | 60 | 0 | 3 | 58 | 8 | 0 | 69 | 0 | 5 | 35 | 5 | 1 | 45 | 197 |
| 12:15 PM | 0 | 4 | 9 | 4 | 1 | 17 | 0 | 10 | 28 | 15 | 0 | 53 | 0 | 7 | 63 | 6 | 0 | 76 | 0 | 5 | 55 | 10 | 3 | 70 | 216 |
| 12:30 PM | 0 | 9 | 5 | 5 | 0 | 19 | 0 | 14 | 19 | 21 | 0 | 54 | 0 | 3 | 46 | 15 | 0 | 64 | 0 | 5 | 44 | 8 | 1 | 57 | 194 |
| 12:45 PM | 0 | 7 | 10 | 5 | 0 | 22 | 0 | 15 | 21 | 14 | 0 | 50 | 0 | 2 | 69 | 10 | 0 | 81 | 0 | 4 | 64 | 6 | 1 | 74 | 227 |
| Hourly Total | 0 | 26 | 34 | 21 | 1 | 81 | 0 | 54 | 92 | 71 | 0 | 217 | 0 | 15 | 236 | 39 | 0 | 290 | 0 | 19 | 198 | 29 | 6 | 246 | 834 |
| 1:00 PM | 0 | 6 | 14 | 6 | 1 | 26 | 0 | 19 | 17 | 19 | 0 | 55 | 0 | 4 | 63 | 12 | 0 | 79 | 0 | 7 | 59 | 5 | 3 | 71 | 231 |
| 1:15 PM | 0 | 4 | 11 | 5 | 0 | 20 | 0 | 14 | 25 | 14 | 0 | 53 | 1 | 0 | 43 | 15 | 0 | 59 | 0 | 6 | 48 | 7 | 0 | 61 | 193 |
| 1:30 PM | 0 | 5 | 6 | 4 | 1 | 15 | 0 | 13 | 17 | 16 | 0 | 46 | 0 | 2 | 45 | 8 | 0 | 55 | 0 | 4 | 31 | 7 | 1 | 42 | 158 |
| 1:45 PM | 0 | 2 | 12 | 3 | 0 | 17 | 0 | 14 | 20 | 13 | 0 | 47 | 0 | 1 | 44 | 11 | 0 | 56 | 0 | 1 | 40 | 6 | 4 | 47 | 167 |
| Hourly Total | 0 | 17 | 43 | 18 | 2 | 78 | 0 | 60 | 79 | 62 | 0 | 201 | 1 | 7 | 195 | 46 | 0 | 249 | 0 | 18 | 178 | 25 | 8 | 221 | 749 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 7 | 16 | 1 | 0 | 24 | 0 | 5 | 5 | 6 | 4 | 16 | 0 | 1 | 53 | 9 | 0 | 63 | 0 | 5 | 45 | 1 | 0 | 51 | 154 |
| 7:15 AM | 0 | 3 | 19 | 2 | 0 | 24 | 0 | 7 | 5 | 9 | 1 | 21 | 0 | 2 | 50 | 13 | 1 | 65 | 0 | 1 | 50 | 2 | 1 | 53 | 163 |
| 7:30 AM | 0 | 5 | 21 | 6 | 2 | 32 | 0 | 5 | 4 | 11 | 1 | 20 | 0 | 3 | 79 | 15 | 0 | 97 | 0 | 4 | 56 | 4 | 2 | 64 | 213 |
| 7:45 AM | 0 | 3 | 24 | 3 | 0 | 30 | 0 | 9 | 13 | 11 | 2 | 33 | 0 | 3 | 73 | 16 | 0 | 92 | 0 | 8 | 54 | 2 | 1 | 64 | 219 |
| Hourly Total | 0 | 18 | 80 | 12 | 2 | 110 | 0 | 26 | 27 | 37 | 8 | 90 | 0 | 9 | 255 | 53 | 1 | 317 | 0 | 18 | 205 | 9 | 4 | 232 | 749 |
| 8:00 AM | 0 | 4 | 15 | 6 | 0 | 25 | 0 | 8 | 7 | 9 | 1 | 24 | 0 | 1 | 62 | 16 | 0 | 79 | 0 | 3 | 47 | 2 | 1 | 52 | 180 |
| 8:15 AM | 0 | 4 | 12 | 3 | 0 | 19 | 0 | 11 | 7 | 6 | 0 | 24 | 0 | 3 | 65 | 7 | 0 | 75 | 0 | 2 | 39 | 2 | 0 | 43 | 161 |
| 8:30 AM | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 7 | 10 | 13 | 0 | 30 | 0 | 5 | 53 | 18 | 0 | 76 | 0 | 5 | 75 | 1 | 1 | 81 | 197 |
| 8:45 AM | 0 | 0 | 16 | 2 | 0 | 18 | 0 | 8 | 9 | 11 | 1 | 28 | 0 | 4 | 71 | 19 | 0 | 94 | 0 | 2 | 51 | 4 | 1 | 57 | 197 |
| Hourly Total | 0 | 9 | 52 | 11 | 0 | 72 | 0 | 34 | 33 | 39 | 2 | 106 | 0 | 13 | 251 | 60 | 0 | 324 | 0 | 12 | 212 | 9 | 3 | 233 | 735 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 8 | 14 | 2 | 0 | 24 | 0 | 13 | 23 | 15 | 0 | 51 | 0 | 1 | 64 | 9 | 0 | 74 | 0 | 3 | 57 | 5 | 1 | 65 | 214 |
| 4:15 PM | 0 | 2 | 19 | 8 | 0 | 29 | 0 | 13 | 23 | 25 | 0 | 61 | 0 | 2 | 72 | 19 | 0 | 93 | 0 | 5 | 62 | 5 | 2 | 72 | 255 |
| 4:30 PM | 0 | 0 | 11 | 2 | 0 | 13 | 0 | 23 | 21 | 19 | 0 | 63 | 0 | 4 | 72 | 19 | 0 | 95 | 0 | 6 | 63 | 7 | 1 | 76 | 247 |
| 4:45 PM | 0 | 4 | 16 | 3 | 0 | 23 | 0 | 24 | 29 | 25 | 0 | 78 | 0 | 3 | 70 | 15 | 0 | 88 | 0 | 15 | 59 | 3 | 2 | 77 | 266 |
| Hourly Total | 0 | 14 | 60 | 15 | 0 | 89 | 0 | 73 | 96 | 84 | 0 | 253 | 0 | 10 | 278 | 62 | 0 | 350 | 0 | 29 | 241 | 20 | 6 | 290 | 982 |
| 5:00 PM | 0 | 4 | 10 | 4 | 0 | 18 | 0 | 26 | 21 | 33 | 0 | 80 | 0 | 3 | 72 | 20 | 0 | 95 | 0 | 10 | 76 | 5 | 1 | 91 | 284 |
| 5:15 PM | 0 | 2 | 15 | 5 | 1 | 22 | 0 | 25 | 29 | 11 | 1 | 65 | 0 | 4 | 96 | 15 | 0 | 115 | 0 | 3 | 78 | 10 | 1 | 91 | 293 |
| 5:30 PM | 0 | 8 | 7 | 6 | 0 | 21 | 0 | 18 | 23 | 22 | 0 | 63 | 0 | 6 | 72 | 14 | 0 | 92 | 0 | 4 | 71 | 9 | 3 | 84 | 260 |
| 5:45 PM | 0 | 5 | 16 | 6 | 0 | 27 | 0 | 12 | 30 | 21 | 0 | 63 | 0 | 2 | 75 | 12 | 0 | 89 | 0 | 5 | 83 | 7 | 0 | 95 | 274 |
| Hourly Total | 0 | 19 | 48 | 21 | 1 | 88 | 0 | 81 | 103 | 87 | 1 | 271 | 0 | 15 | 315 | 61 | 0 | 391 | 0 | 22 | 308 | 31 | 5 | 361 | 1111 |
| Grand Total | 0 | 103 | 317 | 98 | 6 | 518 | 0 | 328 | 430 | 380 | 11 | 1138 | 1 | 69 | 1530 | 321 | 1 | 1921 | 0 | 118 | 1342 | 123 | 32 | 1583 | 5160 |
| Approach % | 0.0 | 19.9 | 61.2 | 18.9 | - | - | 0.0 | 28.8 | 37.8 | 33.4 | - | - | 0.1 | 3.6 | 79.6 | 16.7 | - | - | 0.0 | 7.5 | 84.8 | 7.8 | - | - | - |
| Total % | 0.0 | 2.0 | 6.1 | 1.9 | - | 10.0 | 0.0 | 6.4 | 8.3 | 7.4 | - | 22.1 | 0.0 | 1.3 | 29.7 | 6.2 | - | 37.2 | 0.0 | 2.3 | 26.0 | 2.4 | - | 30.7 | - |
| Lights | 0 | 97 | 312 | 91 | - | 500 | 0 | 326 | 429 | 379 | - | 1134 | 1 | 68 | 1516 | 319 | - | 1904 | 0 | 116 | 1329 | 118 | - | 1563 | 5101 |
| % Lights | - | 94.2 | 98.4 | 92.9 | - | 96.5 | - | 99.4 | 99.8 | 99.7 | - | 99.6 | 100.0 | 98.6 | 99.1 | 99.4 | - | 99.1 | - | 98.3 | 99.0 | 95.9 | - | 98.7 | 98.9 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buses | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 5 |
| % Buses | - | 1.0 | 0.0 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 2 | 5 | 3 | - | 10 | 0 | 2 | 1 | 1 | - | 4 | 0 | 1 | 5 | 0 | - | 6 | 0 | 2 | 8 | 5 | - | 15 | 35 |
| % Single-Unit Trucks | - | 1.9 | 1.6 | 3.1 | - | 1.9 | - | 0.6 | 0.2 | 0.3 | - | 0.4 | 0.0 | 1.4 | 0.3 | 0.0 | - | 0.3 | - | 1.7 | 0.6 | 4.1 | - | 0.9 | 0.7 |
| Articulated Trucks | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Articulated Trucks | - | 0.0 | 0.0 | 1.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 3 | 0 | 3 | - | 6 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 2 | - | 6 | 0 | 0 | 5 | 0 | - | 5 | 17 |
| % Bicycles on Road | - | 2.9 | 0.0 | 3.1 | - | 1.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.3 | 0.6 | - | 0.3 | - | 0.0 | 0.4 | 0.0 | - | 0.3 | 0.3 |
| Pedestrians | - | - | - | - | 6 | - | - | - | - | - | 11 | - | - | - | - | - | 1 | - | - | - | - | - | 32 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lambert/Taft
Site Code:
Start Date: 07/29/2017
Page No: 3

## Turning Movement Peak Hour Data (12:30 PM)

| Start Time | Taft Avenue Eastbound | | | | | | Taft Avenue Westbound | | | | | | Lambert Road Northbound | | | | | | Lambert Road Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | |
| 12:30 PM | 0 | 9 | 5 | 5 | 0 | 19 | 0 | 14 | 19 | 21 | 0 | 54 | 0 | 3 | 46 | 15 | 0 | 64 | 0 | 5 | 44 | 8 | 1 | 57 | 194 |
| 12:45 PM | 0 | 7 | 10 | 5 | 0 | 22 | 0 | 15 | 21 | 14 | 0 | 50 | 0 | 2 | 69 | 10 | 0 | 81 | 0 | 4 | 64 | 6 | 1 | 74 | 227 |
| 1:00 PM | 0 | 6 | 14 | 6 | 1 | 26 | 0 | 19 | 17 | 19 | 0 | 55 | 0 | 4 | 63 | 12 | 0 | 79 | 0 | 7 | 59 | 5 | 3 | 71 | 231 |
| 1:15 PM | 0 | 4 | 11 | 5 | 0 | 20 | 0 | 14 | 25 | 14 | 0 | 53 | 1 | 0 | 43 | 15 | 0 | 59 | 0 | 6 | 48 | 7 | 0 | 61 | 193 |
| Total | 0 | 26 | 40 | 21 | 1 | 87 | 0 | 62 | 82 | 68 | 0 | 212 | 1 | 9 | 221 | 52 | 0 | 283 | 0 | 22 | 215 | 26 | 5 | 263 | 845 |
| Approach % | 0.0 | 29.9 | 46.0 | 24.1 | - | - | 0.0 | 29.2 | 38.7 | 32.1 | - | - | 0.4 | 3.2 | 78.1 | 18.4 | - | - | 0.0 | 8.4 | 81.7 | 9.9 | - | - | - |
| Total % | 0.0 | 3.1 | 4.7 | 2.5 | - | 10.3 | 0.0 | 7.3 | 9.7 | 8.0 | - | 25.1 | 0.1 | 1.1 | 26.2 | 6.2 | - | 33.5 | 0.0 | 2.6 | 25.4 | 3.1 | - | 31.1 | - |
| PHF | 0.000 | 0.722 | 0.714 | 0.875 | - | 0.837 | 0.000 | 0.816 | 0.820 | 0.810 | - | 0.964 | 0.250 | 0.563 | 0.801 | 0.867 | - | 0.873 | 0.000 | 0.786 | 0.840 | 0.813 | - | 0.889 | 0.915 |
| Lights | 0 | 24 | 40 | 21 | - | 85 | 0 | 61 | 82 | 67 | - | 210 | 1 | 9 | 220 | 52 | - | 282 | 0 | 22 | 212 | 26 | - | 260 | 837 |
| % Lights | - | 92.3 | 100.0 | 100.0 | - | 97.7 | - | 98.4 | 100.0 | 98.5 | - | 99.1 | 100.0 | 100.0 | 99.5 | 100.0 | - | 99.6 | - | 100.0 | 98.6 | 100.0 | - | 98.9 | 99.1 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 1 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 4 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 1.6 | 0.0 | 1.5 | - | 0.9 | 0.0 | 0.0 | 0.5 | 0.0 | - | 0.4 | - | 0.0 | 0.5 | 0.0 | - | 0.4 | 0.5 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 2 | 0 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 4 |
| % Bicycles on Road | - | 7.7 | 0.0 | 0.0 | - | 2.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.9 | 0.0 | - | 0.8 | 0.5 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 5 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lambert/Taft
Site Code:
Start Date: 07/29/2017


## Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Taft Avenue Eastbound | | | | | | Taft Avenue Westbound | | | | | | Lambert Road Northbound | | | | | | Lambert Road Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:15 AM | 0 | 3 | 19 | 2 | 0 | 24 | 0 | 7 | 5 | 9 | 1 | 21 | 0 | 2 | 50 | 13 | 1 | 65 | 0 | 1 | 50 | 2 | 1 | 53 | 163 |
| 7:30 AM | 0 | 5 | 21 | 6 | 2 | 32 | 0 | 5 | 4 | 11 | 1 | 20 | 0 | 3 | 79 | 15 | 0 | 97 | 0 | 4 | 56 | 4 | 2 | 64 | 213 |
| 7:45 AM | 0 | 3 | 24 | 3 | 0 | 30 | 0 | 9 | 13 | 11 | 2 | 33 | 0 | 3 | 73 | 16 | 0 | 92 | 0 | 8 | 54 | 2 | 1 | 64 | 219 |
| 8:00 AM | 0 | 4 | 15 | 6 | 0 | 25 | 0 | 8 | 7 | 9 | 1 | 24 | 0 | 1 | 62 | 16 | 0 | 79 | 0 | 3 | 47 | 2 | 1 | 52 | 180 |
| Total | 0 | 15 | 79 | 17 | 2 | 111 | 0 | 29 | 29 | 40 | 5 | 98 | 0 | 9 | 264 | 60 | 1 | 333 | 0 | 16 | 207 | 10 | 5 | 233 | 775 |
| Approach % | 0.0 | 13.5 | 71.2 | 15.3 | - | - | 0.0 | 29.6 | 29.6 | 40.8 | - | - | 0.0 | 2.7 | 79.3 | 18.0 | - | - | 0.0 | 6.9 | 88.8 | 4.3 | - | - | - |
| Total % | 0.0 | 1.9 | 10.2 | 2.2 | - | 14.3 | 0.0 | 3.7 | 3.7 | 5.2 | - | 12.6 | 0.0 | 1.2 | 34.1 | 7.7 | - | 43.0 | 0.0 | 2.1 | 26.7 | 1.3 | - | 30.1 | - |
| PHF | 0.000 | 0.750 | 0.823 | 0.708 | - | 0.867 | 0.000 | 0.806 | 0.558 | 0.909 | - | 0.742 | 0.000 | 0.750 | 0.835 | 0.938 | - | 0.858 | 0.000 | 0.500 | 0.924 | 0.625 | - | 0.910 | 0.885 |
| Lights | 0 | 13 | 77 | 14 | - | 104 | 0 | 29 | 28 | 40 | - | 97 | 0 | 9 | 261 | 59 | - | 329 | 0 | 16 | 205 | 8 | - | 229 | 759 |
| % Lights | - | 86.7 | 97.5 | 82.4 | - | 93.7 | - | 100.0 | 96.6 | 100.0 | - | 99.0 | - | 100.0 | 98.9 | 98.3 | - | 98.8 | - | 100.0 | 99.0 | 80.0 | - | 98.3 | 97.9 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.4 | 0.0 | - | 0.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 1 | 2 | 3 | - | 6 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 2 | - | 3 | 11 |
| % Single-Unit Trucks | - | 6.7 | 2.5 | 17.6 | - | 5.4 | - | 0.0 | 3.4 | 0.0 | - | 1.0 | - | 0.0 | 0.4 | 0.0 | - | 0.3 | - | 0.0 | 0.5 | 20.0 | - | 1.3 | 1.4 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 1 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 4 |
| % Bicycles on Road | - | 6.7 | 0.0 | 0.0 | - | 0.9 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.4 | 1.7 | - | 0.6 | - | 0.0 | 0.5 | 0.0 | - | 0.4 | 0.5 |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | - | 5 | - | - | - | - | - | 1 | - | - | - | - | - | 5 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lambert/Taft
Site Code:
Start Date: 07/29/2017


## Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Taft Avenue Eastbound | | | | | | Taft Avenue Westbound | | | | | | Lambert Road Northbound | | | | | | Lambert Road Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 0 | 0 | 11 | 2 | 0 | 13 | 0 | 23 | 21 | 19 | 0 | 63 | 0 | 4 | 72 | 19 | 0 | 95 | 0 | 6 | 63 | 7 | 1 | 76 | 247 |
| 4:45 PM | 0 | 4 | 16 | 3 | 0 | 23 | 0 | 24 | 29 | 25 | 0 | 78 | 0 | 3 | 70 | 15 | 0 | 88 | 0 | 15 | 59 | 3 | 2 | 77 | 266 |
| 5:00 PM | 0 | 4 | 10 | 4 | 0 | 18 | 0 | 26 | 21 | 33 | 0 | 80 | 0 | 3 | 72 | 20 | 0 | 95 | 0 | 10 | 76 | 5 | 1 | 91 | 284 |
| 5:15 PM | 0 | 2 | 15 | 5 | 1 | 22 | 0 | 25 | 29 | 11 | 1 | 65 | 0 | 4 | 96 | 15 | 0 | 115 | 0 | 3 | 78 | 10 | 1 | 91 | 293 |
| Total | 0 | 10 | 52 | 14 | 1 | 76 | 0 | 98 | 100 | 88 | 1 | 286 | 0 | 14 | 310 | 69 | 0 | 393 | 0 | 34 | 276 | 25 | 5 | 335 | 1090 |
| Approach % | 0.0 | 13.2 | 68.4 | 18.4 | - | - | 0.0 | 34.3 | 35.0 | 30.8 | - | - | 0.0 | 3.6 | 78.9 | 17.6 | - | - | 0.0 | 10.1 | 82.4 | 7.5 | - | - | - |
| Total % | 0.0 | 0.9 | 4.8 | 1.3 | - | 7.0 | 0.0 | 9.0 | 9.2 | 8.1 | - | 26.2 | 0.0 | 1.3 | 28.4 | 6.3 | - | 36.1 | 0.0 | 3.1 | 25.3 | 2.3 | - | 30.7 | - |
| PHF | 0.000 | 0.625 | 0.813 | 0.700 | - | 0.826 | 0.000 | 0.942 | 0.862 | 0.667 | - | 0.894 | 0.000 | 0.875 | 0.807 | 0.863 | - | 0.854 | 0.000 | 0.567 | 0.885 | 0.625 | - | 0.920 | 0.930 |
| Lights | 0 | 10 | 51 | 13 | - | 74 | 0 | 98 | 100 | 88 | - | 286 | 0 | 14 | 309 | 68 | - | 391 | 0 | 34 | 275 | 25 | - | 334 | 1085 |
| % Lights | - | 100.0 | 98.1 | 92.9 | - | 97.4 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 99.7 | 98.6 | - | 99.5 | - | 100.0 | 99.6 | 100.0 | - | 99.7 | 99.5 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Single-Unit Trucks | - | 0.0 | 1.9 | 0.0 | - | 1.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 3 |
| % Bicycles on Road | - | 0.0 | 0.0 | 7.1 | - | 1.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 1.4 | - | 0.3 | - | 0.0 | 0.4 | 0.0 | - | 0.3 | 0.3 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 5 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main/Taft
Site Code:
Start Date: 07/29/2017
Page No: 1

# Turning Movement Data

| Start Time | Taft Avenue Eastbound | | | | | | Parking Lot Access Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 12:00 PM | 0 | 13 | 0 | 32 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 25 | 1 | 0 | 63 | 0 | 3 | 17 | 21 | 0 | 41 | 149 |
| 12:15 PM | 0 | 18 | 2 | 19 | 0 | 39 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 34 | 34 | 1 | 0 | 69 | 0 | 2 | 10 | 11 | 0 | 23 | 133 |
| 12:30 PM | 0 | 29 | 0 | 16 | 0 | 45 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 29 | 32 | 0 | 1 | 61 | 0 | 1 | 13 | 16 | 0 | 30 | 137 |
| 12:45 PM | 0 | 28 | 0 | 17 | 1 | 45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 27 | 25 | 1 | 0 | 53 | 0 | 4 | 13 | 15 | 0 | 32 | 130 |
| Hourly Total | 0 | 88 | 2 | 84 | 1 | 174 | 0 | 0 | 2 | 1 | 3 | 3 | 0 | 127 | 116 | 3 | 1 | 246 | 0 | 10 | 53 | 63 | 0 | 126 | 549 |
| 1:00 PM | 0 | 15 | 2 | 24 | 0 | 41 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 24 | 33 | 0 | 0 | 57 | 0 | 5 | 11 | 17 | 0 | 33 | 134 |
| 1:15 PM | 0 | 14 | 2 | 20 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 21 | 0 | 0 | 51 | 0 | 3 | 13 | 18 | 1 | 34 | 121 |
| 1:30 PM | 0 | 17 | 0 | 21 | 0 | 38 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 25 | 25 | 0 | 0 | 50 | 0 | 0 | 16 | 11 | 0 | 27 | 116 |
| 1:45 PM | 0 | 14 | 2 | 16 | 0 | 32 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 33 | 19 | 1 | 0 | 53 | 0 | 2 | 11 | 9 | 0 | 22 | 110 |
| Hourly Total | 0 | 60 | 6 | 81 | 0 | 147 | 0 | 0 | 0 | 7 | 1 | 7 | 0 | 112 | 98 | 1 | 0 | 211 | 0 | 10 | 51 | 55 | 1 | 116 | 481 |
| *** BREAK *** | - | - | - | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 15 | 0 | 17 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 10 | 0 | 0 | 25 | 0 | 0 | 3 | 0 | 2 | 3 | 60 |
| 7:15 AM | 0 | 24 | 0 | 11 | 0 | 35 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 13 | 0 | 0 | 24 | 0 | 0 | 3 | 7 | 0 | 10 | 69 |
| 7:30 AM | 0 | 20 | 0 | 11 | 0 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 17 | 0 | 0 | 36 | 0 | 0 | 11 | 12 | 1 | 23 | 90 |
| 7:45 AM | 0 | 18 | 1 | 22 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 14 | 0 | 0 | 36 | 0 | 1 | 10 | 13 | 0 | 24 | 101 |
| Hourly Total | 0 | 77 | 1 | 61 | 0 | 139 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 67 | 54 | 0 | 0 | 121 | 0 | 1 | 27 | 32 | 3 | 60 | 320 |
| 8:00 AM | 0 | 24 | 0 | 8 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 19 | 0 | 0 | 29 | 0 | 0 | 8 | 13 | 2 | 21 | 82 |
| 8:15 AM | 0 | 15 | 0 | 11 | 0 | 26 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 10 | 0 | 0 | 25 | 0 | 0 | 15 | 8 | 1 | 23 | 75 |
| 8:30 AM | 0 | 12 | 1 | 10 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 15 | 0 | 0 | 35 | 0 | 0 | 8 | 12 | 0 | 20 | 78 |
| 8:45 AM | 0 | 16 | 0 | 16 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 7 | 0 | 0 | 32 | 0 | 1 | 9 | 18 | 1 | 28 | 92 |
| Hourly Total | 0 | 67 | 1 | 45 | 0 | 113 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 70 | 51 | 0 | 0 | 121 | 0 | 1 | 40 | 51 | 4 | 92 | 327 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 16 | 2 | 21 | 0 | 39 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 42 | 41 | 2 | 0 | 85 | 0 | 5 | 17 | 12 | 0 | 34 | 163 |
| 4:15 PM | 0 | 22 | 0 | 30 | 0 | 52 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 27 | 39 | 0 | 0 | 66 | 0 | 1 | 29 | 14 | 0 | 44 | 164 |
| 4:30 PM | 0 | 21 | 1 | 31 | 0 | 53 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 30 | 42 | 0 | 0 | 72 | 0 | 4 | 26 | 18 | 2 | 48 | 175 |
| 4:45 PM | 0 | 22 | 1 | 30 | 0 | 53 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 42 | 27 | 0 | 0 | 69 | 0 | 5 | 29 | 10 | 2 | 44 | 166 |
| Hourly Total | 0 | 81 | 4 | 112 | 0 | 197 | 0 | 0 | 6 | 3 | 2 | 9 | 0 | 141 | 149 | 2 | 0 | 292 | 0 | 15 | 101 | 54 | 4 | 170 | 668 |
| 5:00 PM | 0 | 28 | 2 | 29 | 1 | 59 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 34 | 37 | 0 | 0 | 71 | 0 | 5 | 20 | 23 | 0 | 48 | 184 |
| 5:15 PM | 0 | 20 | 1 | 35 | 0 | 56 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 36 | 40 | 0 | 2 | 76 | 0 | 5 | 23 | 17 | 0 | 45 | 180 |
| 5:30 PM | 0 | 13 | 3 | 29 | 0 | 45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 34 | 41 | 0 | 0 | 75 | 0 | 7 | 17 | 12 | 0 | 36 | 156 |
| 5:45 PM | 0 | 15 | 2 | 27 | 0 | 44 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 35 | 23 | 1 | 0 | 59 | 0 | 4 | 22 | 15 | 0 | 41 | 147 |
| Hourly Total | 0 | 76 | 8 | 120 | 1 | 204 | 0 | 0 | 1 | 11 | 2 | 12 | 0 | 139 | 141 | 1 | 2 | 281 | 0 | 21 | 82 | 67 | 0 | 170 | 667 |
| Grand Total | 0 | 449 | 22 | 503 | 2 | 974 | 0 | 0 | 9 | 23 | 10 | 32 | 0 | 656 | 609 | 7 | 3 | 1272 | 0 | 58 | 354 | 322 | 12 | 734 | 3012 |
| Approach % | 0.0 | 46.1 | 2.3 | 51.6 | - | - | 0.0 | 0.0 | 28.1 | 71.9 | - | - | 0.0 | 51.6 | 47.9 | 0.6 | - | - | 0.0 | 7.9 | 48.2 | 43.9 | - | - | - |
| Total % | 0.0 | 14.9 | 0.7 | 16.7 | - | 32.3 | 0.0 | 0.0 | 0.3 | 0.8 | - | 1.1 | 0.0 | 21.8 | 20.2 | 0.2 | - | 42.2 | 0.0 | 1.9 | 11.8 | 10.7 | - | 24.4 | - |
| Lights | 0 | 440 | 20 | 498 | - | 958 | 0 | 0 | 5 | 23 | - | 28 | 0 | 653 | 597 | 7 | - | 1257 | 0 | 58 | 349 | 319 | - | 726 | 2969 |
| % Lights | - | 98.0 | 90.9 | 99.0 | - | 98.4 | - | - | 55.6 | 100.0 | - | 87.5 | - | 99.5 | 98.0 | 100.0 | - | 98.8 | - | 100.0 | 98.6 | 99.1 | - | 98.9 | 98.6 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buses | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 3 |
| % Buses | - | 0.2 | 0.0 | 0.0 | - | 0.1 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.2 | 0.0 | - | 0.1 | - | 0.0 | 0.3 | 0.0 | - | 0.1 | 0.1 |
| Single-Unit Trucks | 0 | 7 | 0 | 2 | - | 9 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 10 | 0 | - | 11 | 0 | 0 | 2 | 3 | - | 5 | 25 |
| % Single-Unit Trucks | - | 1.6 | 0.0 | 0.4 | - | 0.9 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.2 | 1.6 | 0.0 | - | 0.9 | - | 0.0 | 0.6 | 0.9 | - | 0.7 | 0.8 |
| Articulated Trucks | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Articulated Trucks | - | 0.2 | 0.0 | 0.0 | - | 0.1 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 2 | 3 | - | 5 | 0 | 0 | 4 | 0 | - | 4 | 0 | 2 | 1 | 0 | - | 3 | 0 | 0 | 2 | 0 | - | 2 | 14 |
| % Bicycles on Road | - | 0.0 | 9.1 | 0.6 | - | 0.5 | - | - | 44.4 | 0.0 | - | 12.5 | - | 0.3 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.6 | 0.0 | - | 0.3 | 0.5 |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | - | 10 | - | - | - | - | - | 3 | - | - | - | - | - | 12 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main/Taft
Site Code:
Start Date: 07/29/2017
Page No: 3

## Turning Movement Peak Hour Data (12:30 PM)

| Start Time | Taft Avenue Eastbound | | | | | | Parking Lot Access Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | |
| 12:30 PM | 0 | 29 | 0 | 16 | 0 | 45 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 29 | 32 | 0 | 1 | 61 | 0 | 1 | 13 | 16 | 0 | 30 | 137 |
| 12:45 PM | 0 | 28 | 0 | 17 | 1 | 45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 27 | 25 | 1 | 0 | 53 | 0 | 4 | 13 | 15 | 0 | 32 | 130 |
| 1:00 PM | 0 | 15 | 2 | 24 | 0 | 41 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 24 | 33 | 0 | 0 | 57 | 0 | 5 | 11 | 17 | 0 | 33 | 134 |
| 1:15 PM | 0 | 14 | 2 | 20 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 21 | 0 | 0 | 51 | 0 | 3 | 13 | 18 | 1 | 34 | 121 |
| Total | 0 | 86 | 4 | 77 | 1 | 167 | 0 | 0 | 1 | 3 | 3 | 4 | 0 | 110 | 111 | 1 | 1 | 222 | 0 | 13 | 50 | 66 | 1 | 129 | 522 |
| Approach % | 0.0 | 51.5 | 2.4 | 46.1 | - | - | 0.0 | 0.0 | 25.0 | 75.0 | - | - | 0.0 | 49.5 | 50.0 | 0.5 | - | - | 0.0 | 10.1 | 38.8 | 51.2 | - | - | - |
| Total % | 0.0 | 16.5 | 0.8 | 14.8 | - | 32.0 | 0.0 | 0.0 | 0.2 | 0.6 | - | 0.8 | 0.0 | 21.1 | 21.3 | 0.2 | - | 42.5 | 0.0 | 2.5 | 9.6 | 12.6 | - | 24.7 | - |
| PHF | 0.000 | 0.741 | 0.500 | 0.802 | - | 0.928 | 0.000 | 0.000 | 0.250 | 0.250 | - | 0.333 | 0.000 | 0.917 | 0.841 | 0.250 | - | 0.910 | 0.000 | 0.650 | 0.962 | 0.917 | - | 0.949 | 0.953 |
| Lights | 0 | 85 | 3 | 77 | - | 165 | 0 | 0 | 1 | 3 | - | 4 | 0 | 109 | 111 | 1 | - | 221 | 0 | 13 | 50 | 65 | - | 128 | 518 |
| % Lights | - | 98.8 | 75.0 | 100.0 | - | 98.8 | - | - | 100.0 | 100.0 | - | 100.0 | - | 99.1 | 100.0 | 100.0 | - | 99.5 | - | 100.0 | 100.0 | 98.5 | - | 99.2 | 99.2 |
| Buses | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | - | 1.2 | 0.0 | 0.0 | - | 0.6 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 2 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.9 | 0.0 | 0.0 | - | 0.5 | - | 0.0 | 0.0 | 1.5 | - | 0.8 | 0.4 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 25.0 | 0.0 | - | 0.6 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 3 | - | - | - | - | - | 1 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main/Taft
Site Code:
Start Date: 07/29/2017
Page No: 4

## Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Taft Avenue Eastbound | | | | | | Parking Lot Access Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | Int Total |
| 7:15 AM | 0 | 24 | 0 | 11 | 0 | 35 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 13 | 0 | 0 | 24 | 0 | 0 | 3 | 7 | 0 | 10 | 69 |
| 7:30 AM | 0 | 20 | 0 | 11 | 0 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 17 | 0 | 0 | 36 | 0 | 0 | 11 | 12 | 1 | 23 | 90 |
| 7:45 AM | 0 | 18 | 1 | 22 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 14 | 0 | 0 | 36 | 0 | 1 | 10 | 13 | 0 | 24 | 101 |
| 8:00 AM | 0 | 24 | 0 | 8 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 19 | 0 | 0 | 29 | 0 | 0 | 8 | 13 | 2 | 21 | 82 |
| Total | 0 | 86 | 1 | 52 | 0 | 139 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 62 | 63 | 0 | 0 | 125 | 0 | 1 | 32 | 45 | 3 | 78 | 342 |
| Approach % | 0.0 | 61.9 | 0.7 | 37.4 | - | - | NaN | NaN | NaN | NaN | - | - | 0.0 | 49.6 | 50.4 | 0.0 | - | - | 0.0 | 1.3 | 41.0 | 57.7 | - | - | - |
| Total % | 0.0 | 25.1 | 0.3 | 15.2 | - | 40.6 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 18.1 | 18.4 | 0.0 | - | 36.5 | 0.0 | 0.3 | 9.4 | 13.2 | - | 22.8 | - |
| PHF | 0.000 | 0.896 | 0.250 | 0.591 | - | 0.848 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.705 | 0.829 | 0.000 | - | 0.868 | 0.000 | 0.250 | 0.727 | 0.865 | - | 0.813 | 0.847 |
| Lights | 0 | 83 | 1 | 51 | - | 135 | 0 | 0 | 0 | 0 | - | 0 | 0 | 61 | 62 | 0 | - | 123 | 0 | 1 | 31 | 45 | - | 77 | 335 |
| % Lights | - | 96.5 | 100.0 | 98.1 | - | 97.1 | - | - | - | - | - | - | - | 98.4 | 98.4 | - | - | 98.4 | - | 100.0 | 96.9 | 100.0 | - | 98.7 | 98.0 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 3 | 0 | 1 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 6 |
| % Single-Unit Trucks | - | 3.5 | 0.0 | 1.9 | - | 2.9 | - | - | - | - | - | - | - | 0.0 | 1.6 | - | - | 0.8 | - | 0.0 | 3.1 | 0.0 | - | 1.3 | 1.8 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | - | - | 1.6 | 0.0 | - | - | 0.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.3 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main/Taft
Site Code:
Start Date: 07/29/2017
Page No: 5

## Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Taft Avenue Eastbound | | | | | | Parking Lot Access Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 0 | 21 | 1 | 31 | 0 | 53 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 30 | 42 | 0 | 0 | 72 | 0 | 4 | 26 | 18 | 2 | 48 | 175 |
| 4:45 PM | 0 | 22 | 1 | 30 | 0 | 53 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 42 | 27 | 0 | 0 | 69 | 0 | 5 | 29 | 10 | 2 | 44 | 166 |
| 5:00 PM | 0 | 28 | 2 | 29 | 1 | 59 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 34 | 37 | 0 | 0 | 71 | 0 | 5 | 20 | 23 | 0 | 48 | 184 |
| 5:15 PM | 0 | 20 | 1 | 35 | 0 | 56 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 36 | 40 | 0 | 2 | 76 | 0 | 5 | 23 | 17 | 0 | 45 | 180 |
| Total | 0 | 91 | 5 | 125 | 1 | 221 | 0 | 0 | 0 | 11 | 2 | 11 | 0 | 142 | 146 | 0 | 2 | 288 | 0 | 19 | 98 | 68 | 4 | 185 | 705 |
| Approach % | 0.0 | 41.2 | 2.3 | 56.6 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 49.3 | 50.7 | 0.0 | - | - | 0.0 | 10.3 | 53.0 | 36.8 | - | - | - |
| Total % | 0.0 | 12.9 | 0.7 | 17.7 | - | 31.3 | 0.0 | 0.0 | 0.0 | 1.6 | - | 1.6 | 0.0 | 20.1 | 20.7 | 0.0 | - | 40.9 | 0.0 | 2.7 | 13.9 | 9.6 | - | 26.2 | - |
| PHF | 0.000 | 0.813 | 0.625 | 0.893 | - | 0.936 | 0.000 | 0.000 | 0.000 | 0.458 | - | 0.458 | 0.000 | 0.845 | 0.869 | 0.000 | - | 0.947 | 0.000 | 0.950 | 0.845 | 0.739 | - | 0.964 | 0.958 |
| Lights | 0 | 90 | 5 | 122 | - | 217 | 0 | 0 | 0 | 11 | - | 11 | 0 | 142 | 143 | 0 | - | 285 | 0 | 19 | 97 | 66 | - | 182 | 695 |
| % Lights | - | 98.9 | 100.0 | 97.6 | - | 98.2 | - | - | - | 100.0 | - | 100.0 | - | 100.0 | 97.9 | - | - | 99.0 | - | 100.0 | 99.0 | 97.1 | - | 98.4 | 98.6 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.7 | - | - | 0.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 1 | 0 | 1 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 1 | 2 | - | 3 | 7 |
| % Single-Unit Trucks | - | 1.1 | 0.0 | 0.8 | - | 0.9 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 1.4 | - | - | 0.7 | - | 0.0 | 1.0 | 2.9 | - | 1.6 | 1.0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | 2 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Bicycles on Road | - | 0.0 | 0.0 | 1.6 | - | 0.9 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.3 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | 4 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Hillcrest
Site Code:
Start Date: 07/29/2017
Page No: 1

# Turning Movement Data

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Parking Lot Access Northbound | | | | | | Hillcrest Avenue Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 12:00 PM | 0 | 6 | 378 | 6 | 0 | 390 | 0 | 6 | 333 | 6 | 0 | 345 | 0 | 1 | 0 | 3 | 1 | 4 | 0 | 3 | 0 | 5 | 0 | 8 | 747 |
| 12:15 PM | 0 | 5 | 357 | 2 | 0 | 364 | 0 | 2 | 352 | 7 | 0 | 361 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 5 | 1 | 7 | 735 |
| 12:30 PM | 0 | 4 | 365 | 1 | 0 | 370 | 0 | 2 | 347 | 4 | 0 | 353 | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 1 | 0 | 12 | 0 | 13 | 742 |
| 12:45 PM | 0 | 2 | 367 | 7 | 0 | 376 | 0 | 2 | 339 | 3 | 1 | 344 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 8 | 0 | 9 | 731 |
| Hourly Total | 0 | 17 | 1467 | 16 | 0 | 1500 | 0 | 12 | 1371 | 20 | 1 | 1403 | 0 | 3 | 0 | 12 | 1 | 15 | 0 | 7 | 0 | 30 | 1 | 37 | 2955 |
| 1:00 PM | 0 | 2 | 343 | 5 | 0 | 350 | 0 | 4 | 362 | 6 | 0 | 372 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 7 | 1 | 9 | 734 |
| 1:15 PM | 0 | 2 | 413 | 3 | 0 | 418 | 0 | 1 | 327 | 5 | 1 | 333 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 7 | 0 | 9 | 763 |
| 1:30 PM | 0 | 0 | 323 | 5 | 0 | 328 | 0 | 4 | 309 | 5 | 0 | 318 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 3 | 0 | 4 | 0 | 7 | 656 |
| 1:45 PM | 0 | 3 | 328 | 7 | 0 | 338 | 0 | 1 | 333 | 3 | 0 | 337 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 3 | 0 | 7 | 685 |
| Hourly Total | 0 | 7 | 1407 | 20 | 0 | 1434 | 0 | 10 | 1331 | 19 | 1 | 1360 | 0 | 1 | 0 | 11 | 1 | 12 | 0 | 11 | 0 | 21 | 1 | 32 | 2838 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 2 | 416 | 2 | 0 | 420 | 0 | 0 | 213 | 3 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 637 |
| 7:15 AM | 0 | 2 | 432 | 1 | 0 | 435 | 0 | 0 | 241 | 0 | 0 | 241 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 678 |
| 7:30 AM | 0 | 2 | 404 | 0 | 0 | 406 | 0 | 0 | 333 | 2 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 743 |
| 7:45 AM | 0 | 0 | 418 | 4 | 0 | 422 | 0 | 1 | 327 | 1 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 752 |
| Hourly Total | 0 | 6 | 1670 | 7 | 0 | 1683 | 0 | 1 | 1114 | 6 | 0 | 1121 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | 2810 |
| 8:00 AM | 0 | 1 | 397 | 4 | 0 | 402 | 0 | 1 | 280 | 0 | 0 | 281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 683 |
| 8:15 AM | 0 | 1 | 366 | 0 | 0 | 367 | 0 | 2 | 303 | 0 | 0 | 305 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 673 |
| 8:30 AM | 0 | 2 | 361 | 3 | 0 | 366 | 0 | 0 | 331 | 1 | 0 | 332 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 700 |
| 8:45 AM | 0 | 0 | 342 | 3 | 0 | 345 | 0 | 1 | 298 | 2 | 0 | 301 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 648 |
| Hourly Total | 0 | 4 | 1466 | 10 | 0 | 1480 | 0 | 4 | 1212 | 3 | 0 | 1219 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 2704 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 1 | 359 | 2 | 0 | 362 | 0 | 1 | 348 | 8 | 0 | 357 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 11 | 0 | 13 | 733 |
| 4:15 PM | 0 | 0 | 395 | 2 | 0 | 397 | 0 | 1 | 423 | 6 | 0 | 430 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 4 | 0 | 9 | 0 | 13 | 842 |
| 4:30 PM | 0 | 1 | 393 | 2 | 0 | 396 | 0 | 3 | 401 | 6 | 0 | 410 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 8 | 0 | 9 | 817 |
| 4:45 PM | 0 | 1 | 410 | 1 | 0 | 412 | 0 | 2 | 401 | 6 | 0 | 409 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 826 |
| Hourly Total | 0 | 3 | 1557 | 7 | 0 | 1567 | 0 | 7 | 1573 | 26 | 0 | 1606 | 0 | 0 | 0 | 5 | 4 | 5 | 0 | 10 | 0 | 30 | 0 | 40 | 3218 |
| 5:00 PM | 0 | 3 | 390 | 0 | 0 | 393 | 0 | 1 | 460 | 8 | 0 | 469 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 4 | 2 | 7 | 870 |
| 5:15 PM | 0 | 2 | 399 | 4 | 0 | 405 | 0 | 2 | 454 | 6 | 0 | 462 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 8 | 0 | 10 | 880 |
| 5:30 PM | 0 | 3 | 361 | 0 | 0 | 364 | 0 | 0 | 399 | 7 | 0 | 406 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 7 | 779 |
| 5:45 PM | 0 | 3 | 316 | 0 | 0 | 319 | 0 | 0 | 386 | 8 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 719 |
| Hourly Total | 0 | 11 | 1466 | 4 | 0 | 1481 | 0 | 3 | 1699 | 29 | 0 | 1731 | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 10 | 0 | 20 | 2 | 30 | 3248 |
| Grand Total | 0 | 48 | 9033 | 64 | 0 | 9145 | 0 | 37 | 8300 | 103 | 2 | 8440 | 0 | 7 | 0 | 34 | 7 | 41 | 0 | 41 | 0 | 106 | 4 | 147 | 17773 |
| Approach % | 0.0 | 0.5 | 98.8 | 0.7 | - | - | 0.0 | 0.4 | 98.3 | 1.2 | - | - | 0.0 | 17.1 | 0.0 | 82.9 | - | - | 0.0 | 27.9 | 0.0 | 72.1 | - | - | - |
| Total % | 0.0 | 0.3 | 50.8 | 0.4 | - | 51.5 | 0.0 | 0.2 | 46.7 | 0.6 | - | 47.5 | 0.0 | 0.0 | 0.0 | 0.2 | - | 0.2 | 0.0 | 0.2 | 0.0 | 0.6 | - | 0.8 | - |
| Lights | 0 | 48 | 8841 | 62 | - | 8951 | 0 | 36 | 8120 | 99 | - | 8255 | 0 | 7 | 0 | 34 | - | 41 | 0 | 41 | 0 | 103 | - | 144 | 17391 |
| % Lights | - | 100.0 | 97.9 | 96.9 | - | 97.9 | - | 97.3 | 97.8 | 96.1 | - | 97.8 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 97.2 | - | 98.0 | 97.9 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buses | 0 | 0 | 20 | 0 | - | 20 | 0 | 0 | 10 | 0 | - | 10 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 30 |
| % Buses | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.2 |
| Single-Unit Trucks | 0 | 0 | 102 | 1 | - | 103 | 0 | 1 | 125 | 2 | - | 128 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 3 | - | 3 | 234 |
| % Single-Unit Trucks | - | 0.0 | 1.1 | 1.6 | - | 1.1 | - | 2.7 | 1.5 | 1.9 | - | 1.5 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 2.8 | - | 2.0 | 1.3 |
| Articulated Trucks | 0 | 0 | 70 | 0 | - | 70 | 0 | 0 | 45 | 2 | - | 47 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 117 |
| % Articulated Trucks | - | 0.0 | 0.8 | 0.0 | - | 0.8 | - | 0.0 | 0.5 | 1.9 | - | 0.6 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.7 |
| Bicycles on Road | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 1.6 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 7 | - | - | - | - | - | 4 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Hillcrest
Site Code:
Start Date: 07/29/2017
Page No: 3

## Turning Movement Peak Hour Data (12:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Parking Lot Access Northbound | | | | | | Hillcrest Avenue Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 12:30 PM | 0 | 4 | 365 | 1 | 0 | 370 | 0 | 2 | 347 | 4 | 0 | 353 | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 1 | 0 | 12 | 0 | 13 | 742 |
| 12:45 PM | 0 | 2 | 367 | 7 | 0 | 376 | 0 | 2 | 339 | 3 | 1 | 344 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 8 | 0 | 9 | 731 |
| 1:00 PM | 0 | 2 | 343 | 5 | 0 | 350 | 0 | 4 | 362 | 6 | 0 | 372 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 7 | 1 | 9 | 734 |
| 1:15 PM | 0 | 2 | 413 | 3 | 0 | 418 | 0 | 1 | 327 | 5 | 1 | 333 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 7 | 0 | 9 | 763 |
| Total | 0 | 10 | 1488 | 16 | 0 | 1514 | 0 | 9 | 1375 | 18 | 2 | 1402 | 0 | 3 | 0 | 11 | 0 | 14 | 0 | 6 | 0 | 34 | 1 | 40 | 2970 |
| Approach % | 0.0 | 0.7 | 98.3 | 1.1 | - | - | 0.0 | 0.6 | 98.1 | 1.3 | - | - | 0.0 | 21.4 | 0.0 | 78.6 | - | - | 0.0 | 15.0 | 0.0 | 85.0 | - | - | - |
| Total % | 0.0 | 0.3 | 50.1 | 0.5 | - | 51.0 | 0.0 | 0.3 | 46.3 | 0.6 | - | 47.2 | 0.0 | 0.1 | 0.0 | 0.4 | - | 0.5 | 0.0 | 0.2 | 0.0 | 1.1 | - | 1.3 | - |
| PHF | 0.000 | 0.625 | 0.901 | 0.571 | - | 0.906 | 0.000 | 0.563 | 0.950 | 0.750 | - | 0.942 | 0.000 | 0.375 | 0.000 | 0.688 | - | 0.583 | 0.000 | 0.750 | 0.000 | 0.708 | - | 0.769 | 0.973 |
| Lights | 0 | 10 | 1475 | 16 | - | 1501 | 0 | 9 | 1363 | 18 | - | 1390 | 0 | 3 | 0 | 11 | - | 14 | 0 | 6 | 0 | 33 | - | 39 | 2944 |
| % Lights | - | 100.0 | 99.1 | 100.0 | - | 99.1 | - | 100.0 | 99.1 | 100.0 | - | 99.1 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 97.1 | - | 97.5 | 99.1 |
| Buses | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Buses | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 10 | 0 | - | 10 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 19 |
| % Single-Unit Trucks | - | 0.0 | 0.5 | 0.0 | - | 0.5 | - | 0.0 | 0.7 | 0.0 | - | 0.7 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 2.9 | - | 2.5 | 0.6 |
| Articulated Trucks | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 5 |
| % Articulated Trucks | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

A - 27

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Hillcrest
Site Code:
Start Date: 07/29/2017


## Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Parking Lot Access Northbound | | | | | | Hillcrest Avenue Southbound | | | | | | Int Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | |
| 7:15 AM | 0 | 2 | 432 | 1 | 0 | 435 | 0 | 0 | 241 | 0 | 0 | 241 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 678 |
| 7:30 AM | 0 | 2 | 404 | 0 | 0 | 406 | 0 | 0 | 333 | 2 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 743 |
| 7:45 AM | 0 | 0 | 418 | 4 | 0 | 422 | 0 | 1 | 327 | 1 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 752 |
| 8:00 AM | 0 | 1 | 397 | 4 | 0 | 402 | 0 | 1 | 280 | 0 | 0 | 281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 683 |
| Total | 0 | 5 | 1651 | 9 | 0 | 1665 | 0 | 2 | 1181 | 3 | 0 | 1186 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 2856 |
| Approach % | 0.0 | 0.3 | 99.2 | 0.5 | - | - | 0.0 | 0.2 | 99.6 | 0.3 | - | - | NaN | NaN | NaN | NaN | - | - | 0.0 | 40.0 | 0.0 | 60.0 | - | - | - |
| Total % | 0.0 | 0.2 | 57.8 | 0.3 | - | 58.3 | 0.0 | 0.1 | 41.4 | 0.1 | - | 41.5 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | - | 0.2 | - |
| PHF | 0.000 | 0.625 | 0.955 | 0.563 | - | 0.957 | 0.000 | 0.500 | 0.887 | 0.375 | - | 0.885 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.500 | 0.000 | 0.375 | - | 0.625 | 0.949 |
| Lights | 0 | 5 | 1595 | 8 | - | 1608 | 0 | 1 | 1115 | 3 | - | 1119 | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 2 | - | 4 | 2731 |
| % Lights | - | 100.0 | 96.6 | 88.9 | - | 96.6 | - | 50.0 | 94.4 | 100.0 | - | 94.4 | - | - | - | - | - | - | - | 100.0 | - | 66.7 | - | 80.0 | 95.6 |
| Buses | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 8 |
| % Buses | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.3 |
| Single-Unit Trucks | 0 | 0 | 26 | 0 | - | 26 | 0 | 1 | 40 | 0 | - | 41 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 68 |
| % Single-Unit Trucks | - | 0.0 | 1.6 | 0.0 | - | 1.6 | - | 50.0 | 3.4 | 0.0 | - | 3.5 | - | - | - | - | - | - | - | 0.0 | - | 33.3 | - | 20.0 | 2.4 |
| Articulated Trucks | 0 | 0 | 24 | 0 | - | 24 | 0 | 0 | 24 | 0 | - | 24 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 48 |
| % Articulated Trucks | - | 0.0 | 1.5 | 0.0 | - | 1.4 | - | 0.0 | 2.0 | 0.0 | - | 2.0 | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 1.7 |
| Bicycles on Road | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 11.1 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Hillcrest
Site Code:
Start Date: 07/29/2017


## Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Parking Lot Access Northbound | | | | | | Hillcrest Avenue Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 0 | 1 | 393 | 2 | 0 | 396 | 0 | 3 | 401 | 6 | 0 | 410 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 8 | 0 | 9 | 817 |
| 4:45 PM | 0 | 1 | 410 | 1 | 0 | 412 | 0 | 2 | 401 | 6 | 0 | 409 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 826 |
| 5:00 PM | 0 | 3 | 390 | 0 | 0 | 393 | 0 | 1 | 460 | 8 | 0 | 469 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 4 | 2 | 7 | 870 |
| 5:15 PM | 0 | 2 | 399 | 4 | 0 | 405 | 0 | 2 | 454 | 6 | 0 | 462 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 8 | 0 | 10 | 880 |
| Total | 0 | 7 | 1592 | 7 | 0 | 1606 | 0 | 8 | 1716 | 26 | 0 | 1750 | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 9 | 0 | 22 | 2 | 31 | 3393 |
| Approach % | 0.0 | 0.4 | 99.1 | 0.4 | - | - | 0.0 | 0.5 | 98.1 | 1.5 | - | - | 0.0 | 16.7 | 0.0 | 83.3 | - | - | 0.0 | 29.0 | 0.0 | 71.0 | - | - | - |
| Total % | 0.0 | 0.2 | 46.9 | 0.2 | - | 47.3 | 0.0 | 0.2 | 50.6 | 0.8 | - | 51.6 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.2 | 0.0 | 0.3 | 0.0 | 0.6 | - | 0.9 | - |
| PHF | 0.000 | 0.583 | 0.971 | 0.438 | - | 0.975 | 0.000 | 0.667 | 0.933 | 0.813 | - | 0.933 | 0.000 | 0.250 | 0.000 | 0.625 | - | 0.500 | 0.000 | 0.750 | 0.000 | 0.688 | - | 0.775 | 0.964 |
| Lights | 0 | 7 | 1564 | 6 | - | 1577 | 0 | 8 | 1702 | 24 | - | 1734 | 0 | 1 | 0 | 5 | - | 6 | 0 | 9 | 0 | 22 | - | 31 | 3348 |
| % Lights | - | 100.0 | 98.2 | 85.7 | - | 98.2 | - | 100.0 | 99.2 | 92.3 | - | 99.1 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 98.7 |
| Buses | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Buses | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 18 | 1 | - | 19 | 0 | 0 | 11 | 2 | - | 13 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 32 |
| % Single-Unit Trucks | - | 0.0 | 1.1 | 14.3 | - | 1.2 | - | 0.0 | 0.6 | 7.7 | - | 0.7 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.9 |
| Articulated Trucks | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 11 |
| % Articulated Trucks | - | 0.0 | 0.5 | 0.0 | - | 0.5 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Greenwood
Site Code:
Start Date: 07/29/2017
Page No: 1

## Turning Movement Data

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Parking Lot Access Northbound | | | | | | Greenwood Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 12:00 PM | 0 | 6 | 375 | 1 | 0 | 382 | 0 | 5 | 357 | 0 | 0 | 362 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 6 | 751 |
| 12:15 PM | 0 | 1 | 373 | 2 | 0 | 376 | 0 | 2 | 335 | 5 | 0 | 342 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 6 | 724 |
| 12:30 PM | 0 | 2 | 356 | 1 | 0 | 359 | 0 | 2 | 364 | 3 | 0 | 369 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 5 | 0 | 4 | 0 | 9 | 739 |
| 12:45 PM | 0 | 0 | 365 | 0 | 0 | 365 | 0 | 2 | 358 | 0 | 0 | 360 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 7 | 0 | 11 | 738 |
| Hourly Total | 0 | 9 | 1469 | 4 | 0 | 1482 | 0 | 11 | 1414 | 8 | 0 | 1433 | 0 | 1 | 0 | 4 | 1 | 5 | 0 | 14 | 0 | 18 | 1 | 32 | 2952 |
| 1:00 PM | 0 | 0 | 368 | 1 | 0 | 369 | 0 | 1 | 345 | 0 | 0 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 717 |
| 1:15 PM | 0 | 2 | 416 | 0 | 0 | 418 | 0 | 1 | 314 | 0 | 0 | 315 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 4 | 739 |
| 1:30 PM | 0 | 1 | 342 | 0 | 0 | 343 | 0 | 2 | 322 | 2 | 0 | 326 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 673 |
| 1:45 PM | 0 | 2 | 340 | 0 | 0 | 342 | 0 | 0 | 296 | 3 | 0 | 299 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 5 | 647 |
| Hourly Total | 0 | 5 | 1466 | 1 | 0 | 1472 | 0 | 4 | 1277 | 5 | 0 | 1286 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 5 | 0 | 10 | 1 | 15 | 2776 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 0 | 0 | 405 | 0 | 0 | 405 | 0 | 0 | 217 | 0 | 0 | 217 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 622 |
| 7:15 AM | 0 | 0 | 435 | 0 | 0 | 435 | 0 | 0 | 254 | 1 | 0 | 255 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 691 |
| 7:30 AM | 0 | 0 | 402 | 1 | 0 | 403 | 0 | 0 | 359 | 0 | 0 | 359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 762 |
| 7:45 AM | 0 | 0 | 417 | 0 | 0 | 417 | 0 | 0 | 325 | 0 | 0 | 325 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 743 |
| Hourly Total | 0 | 0 | 1659 | 1 | 0 | 1660 | 0 | 0 | 1155 | 1 | 0 | 1156 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2818 |
| 8:00 AM | 0 | 0 | 389 | 0 | 0 | 389 | 0 | 0 | 283 | 3 | 0 | 286 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 677 |
| 8:15 AM | 0 | 0 | 373 | 0 | 0 | 373 | 0 | 0 | 320 | 1 | 1 | 321 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 4 | 699 |
| 8:30 AM | 0 | 1 | 356 | 0 | 0 | 357 | 0 | 1 | 332 | 1 | 0 | 334 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 693 |
| 8:45 AM | 0 | 1 | 344 | 0 | 0 | 345 | 1 | 0 | 271 | 0 | 0 | 272 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 619 |
| Hourly Total | 0 | 2 | 1462 | 0 | 0 | 1464 | 1 | 1 | 1206 | 5 | 1 | 1213 | 0 | 2 | 0 | 2 | 2 | 4 | 0 | 4 | 0 | 3 | 0 | 7 | 2688 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 1 | 377 | 1 | 0 | 379 | 0 | 1 | 361 | 3 | 0 | 365 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 0 | 6 | 752 |
| 4:15 PM | 0 | 2 | 391 | 2 | 0 | 395 | 0 | 2 | 430 | 2 | 0 | 434 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 3 | 833 |
| 4:30 PM | 0 | 1 | 392 | 2 | 0 | 395 | 0 | 1 | 426 | 0 | 0 | 427 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 826 |
| 4:45 PM | 0 | 1 | 397 | 0 | 0 | 398 | 0 | 2 | 394 | 3 | 0 | 399 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 801 |
| Hourly Total | 0 | 5 | 1557 | 5 | 0 | 1567 | 0 | 6 | 1611 | 8 | 0 | 1625 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 5 | 0 | 9 | 2 | 14 | 3212 |
| 5:00 PM | 0 | 0 | 398 | 3 | 0 | 401 | 0 | 4 | 471 | 0 | 0 | 475 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 879 |
| 5:15 PM | 0 | 0 | 392 | 2 | 0 | 394 | 0 | 2 | 428 | 2 | 0 | 432 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 5 | 0 | 6 | 833 |
| 5:30 PM | 0 | 0 | 341 | 6 | 0 | 347 | 0 | 2 | 408 | 0 | 0 | 410 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 761 |
| 5:45 PM | 0 | 0 | 328 | 4 | 0 | 332 | 0 | 5 | 426 | 1 | 0 | 432 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 2 | 0 | 2 | 0 | 4 | 771 |
| Hourly Total | 0 | 0 | 1459 | 15 | 0 | 1474 | 0 | 13 | 1733 | 3 | 0 | 1749 | 0 | 1 | 0 | 5 | 2 | 6 | 0 | 5 | 0 | 10 | 2 | 15 | 3244 |
| Grand Total | 0 | 21 | 9072 | 26 | 0 | 9119 | 1 | 35 | 8396 | 30 | 1 | 8462 | 0 | 5 | 1 | 19 | 9 | 25 | 0 | 33 | 0 | 51 | 6 | 84 | 17690 |
| Approach % | 0.0 | 0.2 | 99.5 | 0.3 | - | - | 0.0 | 0.4 | 99.2 | 0.4 | - | - | 0.0 | 20.0 | 4.0 | 76.0 | - | - | 0.0 | 39.3 | 0.0 | 60.7 | - | - | - |
| Total % | 0.0 | 0.1 | 51.3 | 0.1 | - | 51.5 | 0.0 | 0.2 | 47.5 | 0.2 | - | 47.8 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.0 | 0.2 | 0.0 | 0.3 | - | 0.5 | - |
| Lights | 0 | 20 | 8886 | 25 | - | 8931 | 1 | 35 | 8216 | 29 | - | 8281 | 0 | 4 | 1 | 18 | - | 23 | 0 | 32 | 0 | 47 | - | 79 | 17314 |
| % Lights | - | 95.2 | 97.9 | 96.2 | - | 97.9 | 100.0 | 100.0 | 97.9 | 96.7 | - | 97.9 | - | 80.0 | 100.0 | 94.7 | - | 92.0 | - | 97.0 | - | 92.2 | - | 94.0 | 97.9 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buses | 0 | 0 | 20 | 0 | - | 20 | 0 | 0 | 13 | 0 | - | 13 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 33 |
| % Buses | - | 0.0 | 0.2 | 0.0 | - | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.2 |
| Single-Unit Trucks | 0 | 1 | 100 | 1 | - | 102 | 0 | 0 | 118 | 1 | - | 119 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 3 | - | 4 | 225 |
| % Single-Unit Trucks | - | 4.8 | 1.1 | 3.8 | - | 1.1 | 0.0 | 0.0 | 1.4 | 3.3 | - | 1.4 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 3.0 | - | 5.9 | - | 4.8 | 1.3 |
| Articulated Trucks | 0 | 0 | 66 | 0 | - | 66 | 0 | 0 | 49 | 0 | - | 49 | 0 | 1 | 0 | 1 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 117 |
| % Articulated Trucks | - | 0.0 | 0.7 | 0.0 | - | 0.7 | 0.0 | 0.0 | 0.6 | 0.0 | - | 0.6 | - | 20.0 | 0.0 | 5.3 | - | 8.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.7 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 2.0 | - | 1.2 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 9 | - | - | - | - | - | 6 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Greenwood
Site Code:
Start Date: 07/29/2017
Page No: 3

## Turning Movement Peak Hour Data (12:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Parking Lot Access Northbound | | | | | | Greenwood Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 12:30 PM | 0 | 2 | 356 | 1 | 0 | 359 | 0 | 2 | 364 | 3 | 0 | 369 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 5 | 0 | 4 | 0 | 9 | 739 |
| 12:45 PM | 0 | 0 | 365 | 0 | 0 | 365 | 0 | 2 | 358 | 0 | 0 | 360 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 7 | 0 | 11 | 738 |
| 1:00 PM | 0 | 0 | 368 | 1 | 0 | 369 | 0 | 1 | 345 | 0 | 0 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 717 |
| 1:15 PM | 0 | 2 | 416 | 0 | 0 | 418 | 0 | 1 | 314 | 0 | 0 | 315 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 4 | 739 |
| Total | 0 | 4 | 1505 | 2 | 0 | 1511 | 0 | 6 | 1381 | 3 | 0 | 1390 | 0 | 2 | 0 | 4 | 2 | 6 | 0 | 11 | 0 | 15 | 1 | 26 | 2933 |
| Approach % | 0.0 | 0.3 | 99.6 | 0.1 | - | - | 0.0 | 0.4 | 99.4 | 0.2 | - | - | 0.0 | 33.3 | 0.0 | 66.7 | - | - | 0.0 | 42.3 | 0.0 | 57.7 | - | - | - |
| Total % | 0.0 | 0.1 | 51.3 | 0.1 | - | 51.5 | 0.0 | 0.2 | 47.1 | 0.1 | - | 47.4 | 0.0 | 0.1 | 0.0 | 0.1 | - | 0.2 | 0.0 | 0.4 | 0.0 | 0.5 | - | 0.9 | - |
| PHF | 0.000 | 0.500 | 0.904 | 0.500 | - | 0.904 | 0.000 | 0.750 | 0.948 | 0.250 | - | 0.942 | 0.000 | 0.500 | 0.000 | 0.500 | - | 0.750 | 0.000 | 0.550 | 0.000 | 0.536 | - | 0.591 | 0.992 |
| Lights | 0 | 4 | 1491 | 2 | - | 1497 | 0 | 6 | 1366 | 3 | - | 1375 | 0 | 2 | 0 | 4 | - | 6 | 0 | 11 | 0 | 14 | - | 25 | 2903 |
| % Lights | - | 100.0 | 99.1 | 100.0 | - | 99.1 | - | 100.0 | 98.9 | 100.0 | - | 98.9 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 93.3 | - | 96.2 | 99.0 |
| Buses | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 10 | 0 | - | 10 | 0 | 0 | 13 | 0 | - | 13 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 23 |
| % Single-Unit Trucks | - | 0.0 | 0.7 | 0.0 | - | 0.7 | - | 0.0 | 0.9 | 0.0 | - | 0.9 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.8 |
| Articulated Trucks | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 5 |
| % Articulated Trucks | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 6.7 | - | 3.8 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Greenwood
Site Code:
Start Date: 07/29/2017
Page No: 4

## Turning Movement Peak Hour Data (7:15 AM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Parking Lot Access Northbound | | | | | | Greenwood Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | |
| 7:15 AM | 0 | 0 | 435 | 0 | 0 | 435 | 0 | 0 | 254 | 1 | 0 | 255 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 691 |
| 7:30 AM | 0 | 0 | 402 | 1 | 0 | 403 | 0 | 0 | 359 | 0 | 0 | 359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 762 |
| 7:45 AM | 0 | 0 | 417 | 0 | 0 | 417 | 0 | 0 | 325 | 0 | 0 | 325 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 743 |
| 8:00 AM | 0 | 0 | 389 | 0 | 0 | 389 | 0 | 0 | 283 | 3 | 0 | 286 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 677 |
| Total | 0 | 0 | 1643 | 1 | 0 | 1644 | 0 | 0 | 1221 | 4 | 0 | 1225 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2873 |
| Approach % | 0.0 | 0.0 | 99.9 | 0.1 | - | - | 0.0 | 0.0 | 99.7 | 0.3 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | - |
| Total % | 0.0 | 0.0 | 57.2 | 0.0 | - | 57.2 | 0.0 | 0.0 | 42.5 | 0.1 | - | 42.6 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | - |
| PHF | 0.000 | 0.000 | 0.944 | 0.250 | - | 0.945 | 0.000 | 0.000 | 0.850 | 0.333 | - | 0.853 | 0.000 | 0.000 | 0.000 | 0.500 | - | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | - | 0.500 | 0.943 |
| Lights | 0 | 0 | 1590 | 0 | - | 1590 | 0 | 0 | 1153 | 4 | - | 1157 | 0 | 0 | 0 | 2 | - | 2 | 0 | 0 | 0 | 1 | - | 1 | 2750 |
| % Lights | - | - | 96.8 | 0.0 | - | 96.7 | - | - | 94.4 | 100.0 | - | 94.4 | - | - | - | 100.0 | - | 100.0 | - | - | - | 50.0 | - | 50.0 | 95.7 |
| Buses | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 8 |
| % Buses | - | - | 0.4 | 0.0 | - | 0.4 | - | - | 0.2 | 0.0 | - | 0.2 | - | - | - | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | 0.3 |
| Single-Unit Trucks | 0 | 0 | 21 | 1 | - | 22 | 0 | 0 | 41 | 0 | - | 41 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 64 |
| % Single-Unit Trucks | - | - | 1.3 | 100.0 | - | 1.3 | - | - | 3.4 | 0.0 | - | 3.3 | - | - | - | 0.0 | - | 0.0 | - | - | - | 50.0 | - | 50.0 | 2.2 |
| Articulated Trucks | 0 | 0 | 26 | 0 | - | 26 | 0 | 0 | 25 | 0 | - | 25 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 51 |
| % Articulated Trucks | - | - | 1.6 | 0.0 | - | 1.6 | - | - | 2.0 | 0.0 | - | 2.0 | - | - | - | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | 1.8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

**Kenig Lindgren O'Hara Aboona, Inc.**
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Roosevelt/Greenwood
Site Code:
Start Date: 07/29/2017
Page No: 5

## Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Parking Lot Access Northbound | | | | | | Greenwood Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | |
| 4:30 PM | 0 | 1 | 392 | 2 | 0 | 395 | 0 | 1 | 426 | 0 | 0 | 427 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 826 |
| 4:45 PM | 0 | 1 | 397 | 0 | 0 | 398 | 0 | 2 | 394 | 3 | 0 | 399 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 801 |
| 5:00 PM | 0 | 0 | 398 | 3 | 0 | 401 | 0 | 4 | 471 | 0 | 0 | 475 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 879 |
| 5:15 PM | 0 | 0 | 392 | 2 | 0 | 394 | 0 | 2 | 428 | 2 | 0 | 432 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 5 | 0 | 6 | 833 |
| Total | 0 | 2 | 1579 | 7 | 0 | 1588 | 0 | 9 | 1719 | 5 | 0 | 1733 | 0 | 0 | 0 | 4 | 1 | 4 | 0 | 4 | 0 | 10 | 2 | 14 | 3339 |
| Approach % | 0.0 | 0.1 | 99.4 | 0.4 | - | - | 0.0 | 0.5 | 99.2 | 0.3 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 28.6 | 0.0 | 71.4 | - | - | - |
| Total % | 0.0 | 0.1 | 47.3 | 0.2 | - | 47.6 | 0.0 | 0.3 | 51.5 | 0.1 | - | 51.9 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.0 | 0.1 | 0.0 | 0.3 | - | 0.4 | - |
| PHF | 0.000 | 0.500 | 0.992 | 0.583 | - | 0.990 | 0.000 | 0.563 | 0.912 | 0.417 | - | 0.912 | 0.000 | 0.000 | 0.000 | 0.500 | - | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | - | 0.583 | 0.950 |
| Lights | 0 | 2 | 1551 | 7 | - | 1560 | 0 | 9 | 1706 | 4 | - | 1719 | 0 | 0 | 0 | 3 | - | 3 | 0 | 4 | 0 | 9 | - | 13 | 3295 |
| % Lights | - | 100.0 | 98.2 | 100.0 | - | 98.2 | - | 100.0 | 99.2 | 80.0 | - | 99.2 | - | - | - | 75.0 | - | 75.0 | - | 100.0 | - | 90.0 | - | 92.9 | 98.7 |
| Buses | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 4 |
| % Buses | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 18 | 0 | - | 18 | 0 | 0 | 9 | 1 | - | 10 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 29 |
| % Single-Unit Trucks | - | 0.0 | 1.1 | 0.0 | - | 1.1 | - | 0.0 | 0.5 | 20.0 | - | 0.6 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 10.0 | - | 7.1 | 0.9 |
| Articulated Trucks | 0 | 0 | 7 | 0 | - | 7 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 11 |
| % Articulated Trucks | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | - | - | 25.0 | - | 25.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

# JET BRITE CAR WASH
# 375 ROOSEVELT ROAD / 401 TAFT AVENUE, GLEN ELLYN

Traffic Impact Study Appendix

## TRAFFIC CAPACITY ANALYSIS REPORTS

AM Existing

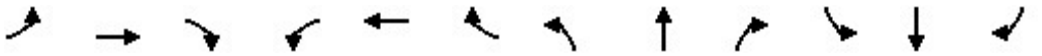
PM Existing

Saturday Midday Existing

AM Projected

PM Projected

Saturday Midday Projected



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 39 | 1371 | 79 | 80 | 1081 | 30 | 101 | 53 | 169 | 114 | 82 | 23 |
| Future Volume (vph) | 39 | 1371 | 79 | 80 | 1081 | 30 | 101 | 53 | 169 | 114 | 82 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.992 | | | 0.996 | | | | 0.850 | | 0.967 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3449 | 0 | 1770 | 3397 | 0 | 1752 | 1827 | 1599 | 1787 | 1788 | 0 |
| Flt Permitted | 0.177 | | | 0.078 | | | 0.665 | | | 0.671 | | |
| Satd. Flow (perm) | 327 | 3449 | 0 | 145 | 3397 | 0 | 1227 | 1827 | 1599 | 1262 | 1788 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 3 | | | | 96 | | 8 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 456 | | | 690 | | | 325 | | | 602 | |
| Travel Time (s) | | 8.9 | | | 13.4 | | | 7.4 | | | 13.7 | |
| 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 |
| Heavy Vehicles (%) | 3% | 4% | 1% | 2% | 6% | 0% | 3% | 4% | 1% | 1% | 1% | 9% |
| Adj. Flow (vph) | 41 | 1443 | 83 | 84 | 1138 | 32 | 106 | 56 | 178 | 120 | 86 | 24 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 41 | 1526 | 0 | 84 | 1170 | 0 | 106 | 56 | 178 | 120 | 110 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

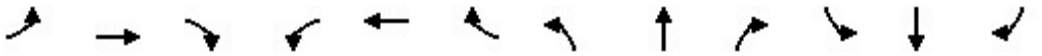
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | 9.5 | 9.5 | 22.5 | |
| Total Split (s) | 14.0 | 89.0 | | 15.0 | 90.0 | | 15.0 | 28.0 | 15.0 | 18.0 | 31.0 | |
| Total Split (%) | 9.3% | 59.3% | | 10.0% | 60.0% | | 10.0% | 18.7% | 10.0% | 12.0% | 20.7% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 5.5 | | 3.5 | 5.5 | | 3.5 | 5.5 | 3.5 | 3.5 | 5.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 95.5 | 86.8 | | 99.1 | 90.2 | | 37.2 | 24.6 | 38.2 | 40.8 | 26.4 | |
| Actuated g/C Ratio | 0.64 | 0.58 | | 0.66 | 0.60 | | 0.25 | 0.16 | 0.25 | 0.27 | 0.18 | |
| v/c Ratio | 0.15 | 0.76 | | 0.46 | 0.57 | | 0.31 | 0.19 | 0.37 | 0.31 | 0.34 | |
| Control Delay | 9.7 | 27.2 | | 28.6 | 23.0 | | 44.0 | 57.1 | 23.3 | 43.9 | 54.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 9.7 | 27.2 | | 28.6 | 23.0 | | 44.0 | 57.1 | 23.3 | 43.9 | 54.0 | |
| LOS | A | C | | C | C | | D | E | C | D | D | |
| Approach Delay | | 26.7 | | | 23.4 | | | 35.3 | | | 48.7 | |
| Approach LOS | | C | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 13 | 566 | | 42 | 316 | | 80 | 48 | 64 | 91 | 89 | |
| Queue Length 95th (ft) | 27 | 694 | | m94 | 435 | | 133 | 93 | 135 | 147 | 153 | |
| Internal Link Dist (ft) | | 376 | | | 610 | | | 245 | | | 522 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 315 | 1999 | | 221 | 2043 | | 351 | 299 | 512 | 406 | 321 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.13 | 0.76 | | 0.38 | 0.57 | | 0.30 | 0.19 | 0.35 | 0.30 | 0.34 | |

## Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 28 (19%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 27.9 Intersection LOS: C
Intersection Capacity Utilization 70.3% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Road & Roosevelt Road





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 83 | 1552 | 18 | 30 | 1127 | 70 | 49 | 40 | 68 | 170 | 38 | 80 |
| Future Volume (vph) | 83 | 1552 | 18 | 30 | 1127 | 70 | 49 | 40 | 68 | 170 | 38 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | 0.991 | | | | 0.850 | | 0.898 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3497 | 0 | 1805 | 3409 | 0 | 1770 | 1810 | 1568 | 1752 | 1650 | 0 |
| Flt Permitted | 0.146 | | | 0.070 | | | 0.677 | | | 0.620 | | |
| Satd. Flow (perm) | 272 | 3497 | 0 | 133 | 3409 | 0 | 1261 | 1810 | 1568 | 1144 | 1650 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 7 | | | | 55 | | 59 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1077 | | | 429 | | | 321 | | | 282 | |
| Travel Time (s) | | 21.0 | | | 8.4 | | | 7.3 | | | 6.4 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 2% | 3% | 6% | 0% | 5% | 4% | 2% | 5% | 3% | 3% | 0% | 5% |
| Adj. Flow (vph) | 88 | 1651 | 19 | 32 | 1199 | 74 | 52 | 43 | 72 | 181 | 40 | 85 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 88 | 1670 | 0 | 32 | 1273 | 0 | 52 | 43 | 72 | 181 | 125 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

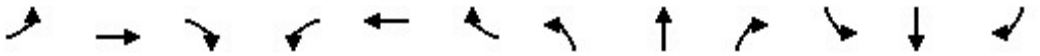
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | 9.5 | 9.5 | 22.5 | |
| Total Split (s) | 14.0 | 95.0 | | 14.0 | 95.0 | | 14.0 | 25.0 | 14.0 | 16.0 | 27.0 | |
| Total Split (%) | 9.3% | 63.3% | | 9.3% | 63.3% | | 9.3% | 16.7% | 9.3% | 10.7% | 18.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 103.5 | 93.2 | | 100.5 | 91.7 | | 30.2 | 19.1 | 31.4 | 37.0 | 24.8 | |
| Actuated g/C Ratio | 0.69 | 0.62 | | 0.67 | 0.61 | | 0.20 | 0.13 | 0.21 | 0.25 | 0.17 | |
| v/c Ratio | 0.33 | 0.77 | | 0.20 | 0.61 | | 0.18 | 0.19 | 0.19 | 0.55 | 0.39 | |
| Control Delay | 9.3 | 16.2 | | 9.8 | 19.7 | | 45.5 | 61.0 | 18.0 | 54.5 | 34.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 9.3 | 16.2 | | 9.8 | 19.7 | | 45.5 | 61.0 | 18.0 | 54.5 | 34.8 | |
| LOS | A | B | | A | B | | D | E | B | D | C | |
| Approach Delay | | 15.8 | | | 19.4 | | | 37.6 | | | 46.4 | |
| Approach LOS | | B | | | B | | | D | | | D | |
| Queue Length 50th (ft) | 20 | 292 | | 9 | 386 | | 40 | 38 | 13 | 149 | 58 | |
| Queue Length 95th (ft) | m36 | 421 | | 19 | 468 | | 78 | 78 | 58 | 226 | 128 | |
| Internal Link Dist (ft) | | 997 | | | 349 | | | 241 | | | 202 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 296 | 2173 | | 209 | 2086 | | 305 | 230 | 414 | 332 | 321 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.30 | 0.77 | | 0.15 | 0.61 | | 0.17 | 0.19 | 0.17 | 0.55 | 0.39 | |

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 38 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 20.8 Intersection LOS: C
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: 2: Main Street & Roosevelt Road

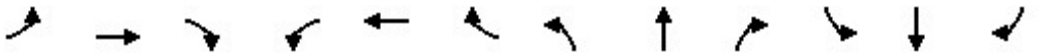




| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 15 | 79 | 17 | 32 | 0 | 49 | 9 | 264 | 60 | 16 | 207 | 10 |
| Future Volume (Veh/h) | 15 | 79 | 17 | 32 | 0 | 49 | 9 | 264 | 60 | 16 | 207 | 10 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 17 | 90 | 19 | 36 | 0 | 56 | 10 | 300 | 68 | 18 | 235 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 325 | |
| pX, platoon unblocked | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | | | | | |
| vC, conflicting volume | 502 | 664 | 240 | 694 | 636 | 184 | 246 | | | 368 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 445 | 617 | 168 | 648 | 586 | 184 | 174 | | | 368 | | |
| tC, single (s) | 7.6 | 6.6 | 7.3 | 7.5 | 6.6 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.5 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 96 | 76 | 97 | 86 | 100 | 93 | 99 | | | 99 | | |
| cM capacity (veh/h) | 420 | 372 | 755 | 265 | 387 | 833 | 1338 | | | 1202 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 17 | 109 | 36 | 56 | 160 | 218 | 264 |
| Volume Left | 17 | 0 | 36 | 0 | 10 | 0 | 18 |
| Volume Right | 0 | 19 | 0 | 56 | 0 | 68 | 11 |
| cSH | 420 | 408 | 265 | 833 | 1338 | 1700 | 1202 |
| Volume to Capacity | 0.04 | 0.27 | 0.14 | 0.07 | 0.01 | 0.13 | 0.01 |
| Queue Length 95th (ft) | 3 | 27 | 12 | 5 | 1 | 0 | 1 |
| Control Delay (s) | 13.9 | 17.0 | 20.7 | 9.6 | 0.5 | 0.0 | 0.7 |
| Lane LOS | B | C | C | A | A | | A |
| Approach Delay (s) | 16.6 | | 14.0 | | 0.2 | | 0.7 |
| Approach LOS | C | | B | | | | |

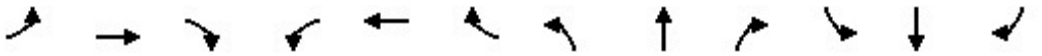
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.2 | | | |
| Intersection Capacity Utilization | 39.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 86 | 1 | 52 | 0 | 0 | 0 | 53 | 71 | 0 | 1 | 40 | 45 |
| Future Volume (Veh/h) | 86 | 1 | 52 | 0 | 0 | 0 | 53 | 71 | 0 | 1 | 40 | 45 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 101 | 1 | 61 | 0 | 0 | 0 | 62 | 84 | 0 | 1 | 47 | 53 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | None | |
| Median storage veh) | | | | | | | | 2 | | | | |
| Upstream signal (ft) | | | | | | | | | | | 321 | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 284 | 284 | 74 | 318 | 310 | 84 | 100 | | | 84 | | |
| vC1, stage 1 conf vol | 76 | 76 | | 208 | 208 | | | | | | | |
| vC2, stage 2 conf vol | 208 | 208 | | 110 | 102 | | | | | | | |
| vCu, unblocked vol | 284 | 284 | 74 | 318 | 310 | 84 | 100 | | | 84 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 86 | 100 | 94 | 100 | 100 | 100 | 96 | | | 100 | | |
| cM capacity (veh/h) | 727 | 675 | 988 | 691 | 660 | 981 | 1505 | | | 1526 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 101 | 62 | 0 | 62 | 84 | 1 | 100 |
| Volume Left | 101 | 0 | 0 | 62 | 0 | 1 | 0 |
| Volume Right | 0 | 61 | 0 | 0 | 0 | 0 | 53 |
| cSH | 727 | 981 | 1700 | 1505 | 1700 | 1526 | 1700 |
| Volume to Capacity | 0.14 | 0.06 | 0.00 | 0.04 | 0.05 | 0.00 | 0.06 |
| Queue Length 95th (ft) | 12 | 5 | 0 | 3 | 0 | 0 | 0 |
| Control Delay (s) | 10.7 | 8.9 | 0.0 | 7.5 | 0.0 | 7.4 | 0.0 |
| Lane LOS | B | A | A | A | | A | |
| Approach Delay (s) | 10.1 | | 0.0 | 3.2 | | 0.1 | |
| Approach LOS | B | | A | | | | |

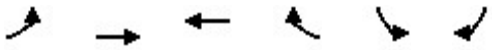
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.1 | | | |
| Intersection Capacity Utilization | 21.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 1651 | 9 | 2 | 1199 | 3 | 0 | 0 | 0 | 2 | 0 | 3 |
| Future Volume (Veh/h) | 5 | 1651 | 9 | 2 | 1199 | 3 | 0 | 0 | 0 | 2 | 0 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 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 |
| Hourly flow rate (vph) | 5 | 1738 | 9 | 2 | 1262 | 3 | 0 | 0 | 0 | 2 | 0 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh) | | 2 | | | 2 | | | | | | | |
| Upstream signal (ft) | | 690 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.66 | | | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | |
| vC, conflicting volume | 1265 | | | 1747 | | | 2390 | 3022 | 874 | 2146 | 3024 | 632 |
| vC1, stage 1 conf vol | | | | | | | 1752 | 1752 | | 1268 | 1268 | |
| vC2, stage 2 conf vol | | | | | | | 638 | 1269 | | 879 | 1757 | |
| vCu, unblocked vol | 1265 | | | 1101 | | | 2076 | 3033 | 0 | 1707 | 3037 | 632 |
| tC, single (s) | 4.1 | | | 5.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.6 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.7 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.6 |
| p0 queue free % | 99 | | | 99 | | | 100 | 100 | 100 | 99 | 100 | 99 |
| cM capacity (veh/h) | 556 | | | 272 | | | 136 | 138 | 720 | 170 | 138 | 355 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 5 | 1159 | 588 | 2 | 841 | 424 | 0 | 5 |
| Volume Left | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Volume Right | 0 | 0 | 9 | 0 | 0 | 3 | 0 | 3 |
| cSH | 556 | 1700 | 1700 | 272 | 1700 | 1700 | 1700 | 248 |
| Volume to Capacity | 0.01 | 0.68 | 0.35 | 0.01 | 0.49 | 0.25 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| Control Delay (s) | 11.5 | 0.0 | 0.0 | 18.4 | 0.0 | 0.0 | 0.0 | 19.8 |
| Lane LOS | B | | | C | | | A | C |
| Approach Delay (s) | 0.0 | | | 0.0 | | | 0.0 | 19.8 |
| Approach LOS | | | | | | | A | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.1 | | | |
| Intersection Capacity Utilization | 55.9% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |

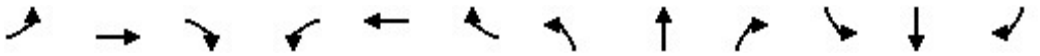


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1 | 1643 | 1239 | 4 | 0 | 2 |
| Future Volume (Veh/h) | 1 | 1643 | 1239 | 4 | 0 | 2 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 1 | 1748 | 1318 | 4 | 0 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh) | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1077 | | | |
| pX, platoon unblocked | 0.77 | | | | 0.77 | 0.77 |
| vC, conflicting volume | 1322 | | | | 2196 | 661 |
| vC1, stage 1 conf vol | | | | | 1320 | |
| vC2, stage 2 conf vol | | | | | 876 | |
| vCu, unblocked vol | 820 | | | | 1955 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 7.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.8 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 629 | | | | 232 | 729 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 1 | 874 | 874 | 879 | 443 | 2 |
| Volume Left | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 4 | 2 |
| cSH | 629 | 1700 | 1700 | 1700 | 1700 | 729 |
| Volume to Capacity | 0.00 | 0.51 | 0.51 | 0.52 | 0.26 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| Lane LOS | B | | | | | A |
| Approach Delay (s) | 0.0 | | | 0.0 | | 10.0 |
| Approach LOS | | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 55.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 76 | 1318 | 90 | 147 | 1508 | 88 | 180 | 139 | 140 | 132 | 97 | 35 |
| Future Volume (vph) | 76 | 1318 | 90 | 147 | 1508 | 88 | 180 | 139 | 140 | 132 | 97 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.990 | | | 0.992 | | | | 0.850 | | 0.960 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3508 | 0 | 1805 | 3548 | 0 | 1787 | 1863 | 1599 | 1752 | 1796 | 0 |
| Flt Permitted | 0.055 | | | 0.052 | | | 0.525 | | | 0.628 | | |
| Satd. Flow (perm) | 104 | 3508 | 0 | 99 | 3548 | 0 | 988 | 1863 | 1599 | 1158 | 1796 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 6 | | | | 95 | | 11 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 456 | | | 690 | | | 325 | | | 602 | |
| Travel Time (s) | | 8.9 | | | 13.4 | | | 7.4 | | | 13.7 | |
| 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 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 0% | 1% | 0% | 1% | 2% | 1% | 3% | 1% | 3% |
| Adj. Flow (vph) | 80 | 1387 | 95 | 155 | 1587 | 93 | 189 | 146 | 147 | 139 | 102 | 37 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 80 | 1482 | 0 | 155 | 1680 | 0 | 189 | 146 | 147 | 139 | 139 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

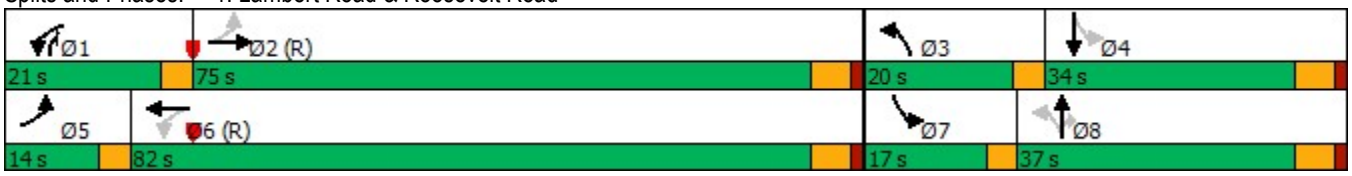


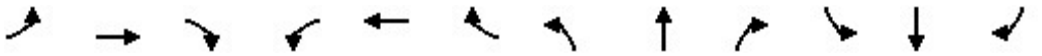
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 10.0 | 24.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 14.0 | 75.0 | | 21.0 | 82.0 | | 20.0 | 37.0 | 21.0 | 17.0 | 34.0 | |
| Total Split (%) | 9.3% | 50.0% | | 14.0% | 54.7% | | 13.3% | 24.7% | 14.0% | 11.3% | 22.7% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 84.0 | 73.2 | | 92.2 | 78.2 | | 49.8 | 32.1 | 51.4 | 44.2 | 29.3 | |
| Actuated g/C Ratio | 0.56 | 0.49 | | 0.61 | 0.52 | | 0.33 | 0.21 | 0.34 | 0.29 | 0.20 | |
| v/c Ratio | 0.53 | 0.86 | | 0.73 | 0.91 | | 0.46 | 0.37 | 0.24 | 0.36 | 0.39 | |
| Control Delay | 33.9 | 40.8 | | 63.3 | 26.2 | | 41.1 | 53.9 | 13.8 | 39.0 | 52.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 33.9 | 40.8 | | 63.3 | 26.2 | | 41.1 | 53.9 | 13.8 | 39.0 | 52.4 | |
| LOS | C | D | | E | C | | D | D | B | D | D | |
| Approach Delay | | 40.4 | | | 29.3 | | | 36.7 | | | 45.7 | |
| Approach LOS | | D | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 30 | 664 | | 117 | 280 | | 137 | 124 | 35 | 98 | 111 | |
| Queue Length 95th (ft) | 82 | 815 | | m154 | #745 | | 207 | 195 | 86 | 156 | 182 | |
| Internal Link Dist (ft) | | 376 | | | 610 | | | 245 | | | 522 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 178 | 1715 | | 260 | 1852 | | 418 | 399 | 652 | 403 | 360 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.45 | 0.86 | | 0.60 | 0.91 | | 0.45 | 0.37 | 0.23 | 0.34 | 0.39 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 43 (29%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.91 | | | |
| Intersection Signal Delay: 35.4 | | Intersection LOS: D | |
| Intersection Capacity Utilization 82.6% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

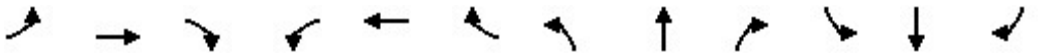
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Road & Roosevelt Road





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 116 | 1387 | 38 | 54 | 1558 | 94 | 128 | 98 | 65 | 240 | 92 | 127 |
| Future Volume (vph) | 116 | 1387 | 38 | 54 | 1558 | 94 | 128 | 98 | 65 | 240 | 92 | 127 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | 0.991 | | | | 0.850 | | 0.913 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3524 | 0 | 1770 | 3542 | 0 | 1770 | 1863 | 1615 | 1787 | 1725 | 0 |
| Flt Permitted | 0.045 | | | 0.104 | | | 0.451 | | | 0.505 | | |
| Satd. Flow (perm) | 86 | 3524 | 0 | 194 | 3542 | 0 | 840 | 1863 | 1615 | 950 | 1725 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 7 | | | | 73 | | 39 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1077 | | | 429 | | | 321 | | | 282 | |
| Travel Time (s) | | 21.0 | | | 8.4 | | | 7.3 | | | 6.4 | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 0% | 2% | 3% | 2% | 1% | 1% | 2% | 2% | 0% | 1% | 0% | 1% |
| Adj. Flow (vph) | 120 | 1430 | 39 | 56 | 1606 | 97 | 132 | 101 | 67 | 247 | 95 | 131 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 120 | 1469 | 0 | 56 | 1703 | 0 | 132 | 101 | 67 | 247 | 226 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

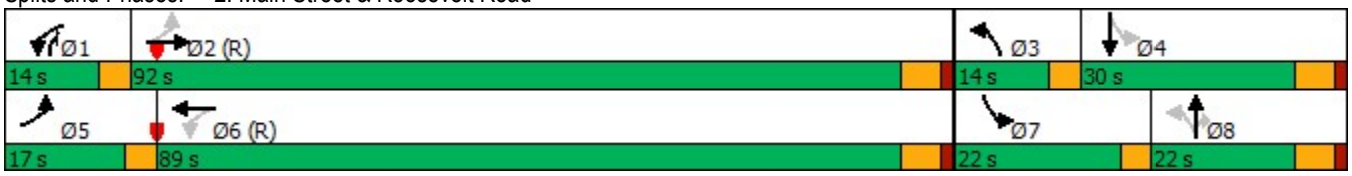


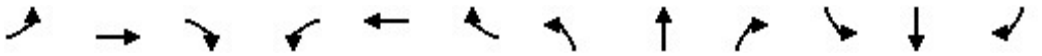
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 22.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 17.0 | 92.0 | | 14.0 | 89.0 | | 14.0 | 22.0 | 14.0 | 22.0 | 30.0 | |
| Total Split (%) | 11.3% | 61.3% | | 9.3% | 59.3% | | 9.3% | 14.7% | 9.3% | 14.7% | 20.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 101.7 | 89.5 | | 95.6 | 86.0 | | 29.4 | 16.6 | 29.7 | 40.5 | 24.2 | |
| Actuated g/C Ratio | 0.68 | 0.60 | | 0.64 | 0.57 | | 0.20 | 0.11 | 0.20 | 0.27 | 0.16 | |
| v/c Ratio | 0.67 | 0.70 | | 0.28 | 0.84 | | 0.58 | 0.49 | 0.18 | 0.70 | 0.73 | |
| Control Delay | 33.0 | 48.5 | | 11.8 | 31.4 | | 55.8 | 71.9 | 9.8 | 58.1 | 63.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 33.0 | 48.5 | | 11.8 | 31.4 | | 55.8 | 71.9 | 9.8 | 58.1 | 63.7 | |
| LOS | C | D | | B | C | | E | E | A | E | E | |
| Approach Delay | | 47.3 | | | 30.8 | | | 50.9 | | | 60.8 | |
| Approach LOS | | D | | | C | | | D | | | E | |
| Queue Length 50th (ft) | 88 | 739 | | 17 | 695 | | 103 | 95 | 0 | 206 | 178 | |
| Queue Length 95th (ft) | m95 | 860 | | 32 | 843 | | 165 | 160 | 38 | 299 | #280 | |
| Internal Link Dist (ft) | | 997 | | | 349 | | | 241 | | | 202 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 213 | 2102 | | 238 | 2034 | | 231 | 206 | 413 | 359 | 311 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.56 | 0.70 | | 0.24 | 0.84 | | 0.57 | 0.49 | 0.16 | 0.69 | 0.73 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 8 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.84 | | | |
| Intersection Signal Delay: 42.1 | | Intersection LOS: D | |
| Intersection Capacity Utilization 89.1% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Main Street & Roosevelt Road

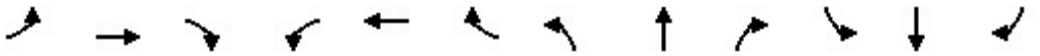




| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 52 | 14 | 108 | 0 | 119 | 14 | 310 | 69 | 34 | 276 | 25 |
| Future Volume (Veh/h) | 10 | 52 | 14 | 108 | 0 | 119 | 14 | 310 | 69 | 34 | 276 | 25 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 11 | 56 | 15 | 116 | 0 | 128 | 15 | 333 | 74 | 37 | 297 | 27 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 325 | |
| pX, platoon unblocked | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | | 0.91 | | | | | |
| vC, conflicting volume | 709 | 822 | 310 | 828 | 798 | 204 | 324 | | | 407 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 627 | 751 | 187 | 758 | 725 | 204 | 202 | | | 407 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 96 | 81 | 98 | 47 | 100 | 84 | 99 | | | 97 | | |
| cM capacity (veh/h) | 274 | 293 | 752 | 220 | 307 | 810 | 1252 | | | 1163 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 11 | 71 | 116 | 128 | 182 | 240 | 361 |
| Volume Left | 11 | 0 | 116 | 0 | 15 | 0 | 37 |
| Volume Right | 0 | 15 | 0 | 128 | 0 | 74 | 27 |
| cSH | 274 | 336 | 220 | 810 | 1252 | 1700 | 1163 |
| Volume to Capacity | 0.04 | 0.21 | 0.53 | 0.16 | 0.01 | 0.14 | 0.03 |
| Queue Length 95th (ft) | 3 | 20 | 69 | 14 | 1 | 0 | 2 |
| Control Delay (s) | 18.7 | 18.5 | 38.3 | 10.3 | 0.8 | 0.0 | 1.1 |
| Lane LOS | C | C | E | B | A | | A |
| Approach Delay (s) | 18.6 | | 23.6 | | 0.3 | | 1.1 |
| Approach LOS | C | | C | | | | |

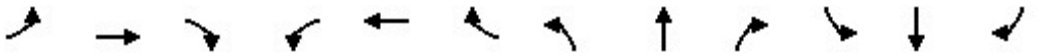
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.1 | | | |
| Intersection Capacity Utilization | 51.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 91 | 5 | 125 | 0 | 0 | 11 | 111 | 189 | 0 | 19 | 97 | 68 |
| Future Volume (Veh/h) | 91 | 5 | 125 | 0 | 0 | 11 | 111 | 189 | 0 | 19 | 97 | 68 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 95 | 5 | 130 | 0 | 0 | 11 | 116 | 197 | 0 | 20 | 101 | 71 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | None | |
| Median storage veh) | | | | | | | | 2 | | | | |
| Upstream signal (ft) | | | | | | | | | | | 321 | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 616 | 606 | 136 | 702 | 641 | 197 | 172 | | | 197 | | |
| vC1, stage 1 conf vol | 176 | 176 | | 429 | 429 | | | | | | | |
| vC2, stage 2 conf vol | 440 | 429 | | 274 | 212 | | | | | | | |
| vCu, unblocked vol | 616 | 606 | 136 | 702 | 641 | 197 | 172 | | | 197 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 81 | 99 | 86 | 100 | 100 | 99 | 92 | | | 99 | | |
| cM capacity (veh/h) | 498 | 493 | 915 | 434 | 484 | 849 | 1417 | | | 1388 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 95 | 135 | 11 | 116 | 197 | 20 | 172 |
| Volume Left | 95 | 0 | 0 | 116 | 0 | 20 | 0 |
| Volume Right | 0 | 130 | 11 | 0 | 0 | 0 | 71 |
| cSH | 498 | 887 | 849 | 1417 | 1700 | 1388 | 1700 |
| Volume to Capacity | 0.19 | 0.15 | 0.01 | 0.08 | 0.12 | 0.01 | 0.10 |
| Queue Length 95th (ft) | 17 | 13 | 1 | 7 | 0 | 1 | 0 |
| Control Delay (s) | 13.9 | 9.8 | 9.3 | 7.8 | 0.0 | 7.6 | 0.0 |
| Lane LOS | B | A | A | A | | A | |
| Approach Delay (s) | 11.5 | | 9.3 | 2.9 | | 0.8 | |
| Approach LOS | B | | A | | | | |

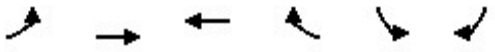
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.1 | | | |
| Intersection Capacity Utilization | 37.1% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 1592 | 7 | 8 | 1778 | 26 | 1 | 0 | 5 | 9 | 0 | 22 |
| Future Volume (Veh/h) | 7 | 1592 | 7 | 8 | 1778 | 26 | 1 | 0 | 5 | 9 | 0 | 22 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 7 | 1658 | 7 | 8 | 1852 | 27 | 1 | 0 | 5 | 9 | 0 | 23 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh) | | 2 | | | 2 | | | | | | | |
| Upstream signal (ft) | | 690 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.62 | | | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | |
| vC, conflicting volume | 1879 | | | 1665 | | | 2640 | 3570 | 832 | 2730 | 3560 | 940 |
| vC1, stage 1 conf vol | | | | | | | 1676 | 1676 | | 1882 | 1882 | |
| vC2, stage 2 conf vol | | | | | | | 965 | 1895 | | 848 | 1679 | |
| vCu, unblocked vol | 1879 | | | 851 | | | 2421 | 3919 | 0 | 2564 | 3902 | 940 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 98 | | | 99 | 100 | 99 | 87 | 100 | 91 |
| cM capacity (veh/h) | 324 | | | 495 | | | 142 | 93 | 678 | 71 | 98 | 269 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 7 | 1105 | 560 | 8 | 1235 | 644 | 6 | 32 |
| Volume Left | 7 | 0 | 0 | 8 | 0 | 0 | 1 | 9 |
| Volume Right | 0 | 0 | 7 | 0 | 0 | 27 | 5 | 23 |
| cSH | 324 | 1700 | 1700 | 495 | 1700 | 1700 | 417 | 151 |
| Volume to Capacity | 0.02 | 0.65 | 0.33 | 0.02 | 0.73 | 0.38 | 0.01 | 0.21 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 19 |
| Control Delay (s) | 16.4 | 0.0 | 0.0 | 12.4 | 0.0 | 0.0 | 13.8 | 35.1 |
| Lane LOS | C | | | B | | | B | E |
| Approach Delay (s) | 0.1 | | | 0.1 | | | 13.8 | 35.1 |
| Approach LOS | | | | | | | B | E |

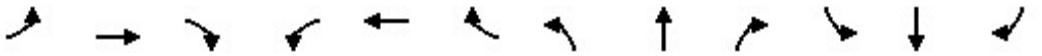
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.4 | | | |
| Intersection Capacity Utilization | 60.0% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 1579 | 1781 | 5 | 4 | 10 |
| Future Volume (Veh/h) | 2 | 1579 | 1781 | 5 | 4 | 10 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 2 | 1662 | 1875 | 5 | 4 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh) | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1077 | | | |
| pX, platoon unblocked | 0.58 | | | | 0.58 | 0.58 |
| vC, conflicting volume | 1880 | | | | 2712 | 940 |
| vC1, stage 1 conf vol | | | | | 1878 | |
| vC2, stage 2 conf vol | | | | | 835 | |
| vCu, unblocked vol | 1077 | | | | 2506 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 7.1 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.4 |
| p0 queue free % | 99 | | | | 97 | 98 |
| cM capacity (veh/h) | 382 | | | | 150 | 617 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 2 | 831 | 831 | 1250 | 630 | 15 |
| Volume Left | 2 | 0 | 0 | 0 | 0 | 4 |
| Volume Right | 0 | 0 | 0 | 0 | 5 | 11 |
| cSH | 382 | 1700 | 1700 | 1700 | 1700 | 337 |
| Volume to Capacity | 0.01 | 0.49 | 0.49 | 0.74 | 0.37 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 3 |
| Control Delay (s) | 14.5 | 0.0 | 0.0 | 0.0 | 0.0 | 16.2 |
| Lane LOS | B | | | | | C |
| Approach Delay (s) | 0.0 | | | 0.0 | | 16.2 |
| Approach LOS | | | | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 59.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 44 | 1256 | 79 | 110 | 1223 | 70 | 124 | 79 | 147 | 116 | 56 | 41 |
| Future Volume (vph) | 44 | 1256 | 79 | 110 | 1223 | 70 | 124 | 79 | 147 | 116 | 56 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.991 | | | 0.992 | | | | 0.850 | | 0.937 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3542 | 0 | 1787 | 3546 | 0 | 1787 | 1863 | 1599 | 1805 | 1760 | 0 |
| Flt Permitted | 0.127 | | | 0.093 | | | 0.684 | | | 0.705 | | |
| Satd. Flow (perm) | 241 | 3542 | 0 | 175 | 3546 | 0 | 1287 | 1863 | 1599 | 1340 | 1760 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 7 | | | | 122 | | 24 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 456 | | | 690 | | | 325 | | | 602 | |
| Travel Time (s) | | 8.9 | | | 13.4 | | | 7.4 | | | 13.7 | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 0% | 2% | 0% |
| Adj. Flow (vph) | 44 | 1269 | 80 | 111 | 1235 | 71 | 125 | 80 | 148 | 117 | 57 | 41 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 44 | 1349 | 0 | 111 | 1306 | 0 | 125 | 80 | 148 | 117 | 98 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 10.0 | 24.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 13.0 | 70.0 | | 16.0 | 73.0 | | 16.0 | 28.0 | 16.0 | 16.0 | 28.0 | |
| Total Split (%) | 10.0% | 53.8% | | 12.3% | 56.2% | | 12.3% | 21.5% | 12.3% | 12.3% | 21.5% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 76.7 | 67.5 | | 81.6 | 71.7 | | 37.2 | 23.6 | 38.6 | 36.8 | 23.4 | |
| Actuated g/C Ratio | 0.59 | 0.52 | | 0.63 | 0.55 | | 0.29 | 0.18 | 0.30 | 0.28 | 0.18 | |
| v/c Ratio | 0.20 | 0.73 | | 0.50 | 0.67 | | 0.30 | 0.24 | 0.26 | 0.28 | 0.29 | |
| Control Delay | 11.2 | 27.4 | | 15.6 | 20.9 | | 35.5 | 48.5 | 10.0 | 35.1 | 37.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 11.2 | 27.4 | | 15.6 | 20.9 | | 35.5 | 48.5 | 10.0 | 35.1 | 37.9 | |
| LOS | B | C | | B | C | | D | D | A | D | D | |
| Approach Delay | | 26.9 | | | 20.5 | | | 27.7 | | | 36.4 | |
| Approach LOS | | C | | | C | | | C | | | D | |
| Queue Length 50th (ft) | 13 | 444 | | 6 | 539 | | 78 | 59 | 16 | 73 | 55 | |
| Queue Length 95th (ft) | 28 | 568 | | m23 | 613 | | 130 | 108 | 66 | 123 | 110 | |
| Internal Link Dist (ft) | | 376 | | | 610 | | | 245 | | | 522 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 261 | 1843 | | 266 | 1957 | | 428 | 338 | 600 | 438 | 335 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.17 | 0.73 | | 0.42 | 0.67 | | 0.29 | 0.24 | 0.25 | 0.27 | 0.29 | |

## Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 46 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 24.9 Intersection LOS: C
Intersection Capacity Utilization 70.2% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Road & Roosevelt Road



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 106 | 1365 | 31 | 45 | 1281 | 123 | 96 | 68 | 65 | 196 | 53 | 109 |
| Future Volume (vph) | 106 | 1365 | 31 | 45 | 1281 | 123 | 96 | 68 | 65 | 196 | 53 | 109 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.997 | | | 0.987 | | | | 0.850 | | 0.899 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3564 | 0 | 1770 | 3528 | 0 | 1805 | 1900 | 1568 | 1805 | 1697 | 0 |
| Flt Permitted | 0.073 | | | 0.097 | | | 0.653 | | | 0.607 | | |
| Satd. Flow (perm) | 139 | 3564 | 0 | 181 | 3528 | 0 | 1241 | 1900 | 1568 | 1153 | 1697 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | 11 | | | | 84 | | 70 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1077 | | | 429 | | | 321 | | | 282 | |
| Travel Time (s) | | 21.0 | | | 8.4 | | | 7.3 | | | 6.4 | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 2% | 1% | 1% | 0% | 0% | 3% | 0% | 2% | 0% |
| Adj. Flow (vph) | 107 | 1379 | 31 | 45 | 1294 | 124 | 97 | 69 | 66 | 198 | 54 | 110 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 107 | 1410 | 0 | 45 | 1418 | 0 | 97 | 69 | 66 | 198 | 164 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

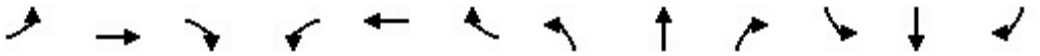
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 17.0 | 71.0 | | 14.0 | 68.0 | | 14.0 | 24.0 | 14.0 | 21.0 | 31.0 | |
| Total Split (%) | 13.1% | 54.6% | | 10.8% | 52.3% | | 10.8% | 18.5% | 10.8% | 16.2% | 23.8% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 80.7 | 70.6 | | 75.5 | 66.2 | | 32.3 | 20.3 | 33.0 | 41.5 | 26.0 | |
| Actuated g/C Ratio | 0.62 | 0.54 | | 0.58 | 0.51 | | 0.25 | 0.16 | 0.25 | 0.32 | 0.20 | |
| v/c Ratio | 0.52 | 0.73 | | 0.24 | 0.79 | | 0.28 | 0.23 | 0.14 | 0.45 | 0.42 | |
| Control Delay | 38.4 | 11.4 | | 12.8 | 30.3 | | 34.6 | 51.7 | 5.4 | 37.5 | 29.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 38.4 | 11.4 | | 12.8 | 30.3 | | 34.6 | 51.7 | 5.4 | 37.5 | 29.5 | |
| LOS | D | B | | B | C | | C | D | A | D | C | |
| Approach Delay | | 13.3 | | | 29.7 | | | 31.4 | | | 33.9 | |
| Approach LOS | | B | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 26 | 317 | | 14 | 490 | | 59 | 52 | 0 | 128 | 68 | |
| Queue Length 95th (ft) | m70 | 210 | | 29 | 634 | | 103 | 100 | 25 | 196 | 140 | |
| Internal Link Dist (ft) | | 997 | | | 349 | | | 241 | | | 202 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 260 | 1935 | | 238 | 1802 | | 362 | 296 | 503 | 455 | 395 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.41 | 0.73 | | 0.19 | 0.79 | | 0.27 | 0.23 | 0.13 | 0.44 | 0.42 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 98 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Main Street & Roosevelt Road

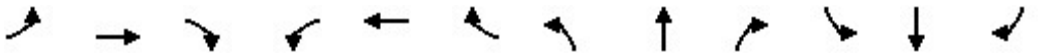




| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 26 | 40 | 21 | 71 | 0 | 93 | 10 | 221 | 52 | 22 | 215 | 26 |
| Future Volume (Veh/h) | 26 | 40 | 21 | 71 | 0 | 93 | 10 | 221 | 52 | 22 | 215 | 26 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 28 | 43 | 23 | 77 | 0 | 101 | 11 | 240 | 57 | 24 | 234 | 28 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 325 | |
| pX, platoon unblocked | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | 0.98 | | | | | |
| vC, conflicting volume | 539 | 615 | 248 | 631 | 600 | 148 | 262 | | | 297 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 515 | 593 | 217 | 609 | 578 | 148 | 231 | | | 297 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 93 | 89 | 97 | 76 | 100 | 88 | 99 | | | 98 | | |
| cM capacity (veh/h) | 378 | 400 | 774 | 322 | 408 | 871 | 1316 | | | 1276 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 28 | 66 | 77 | 101 | 131 | 177 | 286 |
| Volume Left | 28 | 0 | 77 | 0 | 11 | 0 | 24 |
| Volume Right | 0 | 23 | 0 | 101 | 0 | 57 | 28 |
| cSH | 378 | 481 | 322 | 871 | 1316 | 1700 | 1276 |
| Volume to Capacity | 0.07 | 0.14 | 0.24 | 0.12 | 0.01 | 0.10 | 0.02 |
| Queue Length 95th (ft) | 6 | 12 | 23 | 10 | 1 | 0 | 1 |
| Control Delay (s) | 15.3 | 13.7 | 19.6 | 9.7 | 0.7 | 0.0 | 0.8 |
| Lane LOS | C | B | C | A | A | | A |
| Approach Delay (s) | 14.2 | | 14.0 | | 0.3 | | 0.8 |
| Approach LOS | B | | B | | | | |

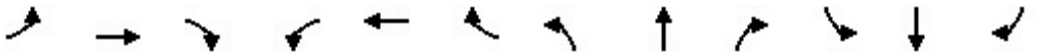
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.8 | | | |
| Intersection Capacity Utilization | 42.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 86 | 4 | 77 | 0 | 1 | 3 | 85 | 140 | 1 | 13 | 50 | 66 |
| Future Volume (Veh/h) | 86 | 4 | 77 | 0 | 1 | 3 | 85 | 140 | 1 | 13 | 50 | 66 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 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 |
| Hourly flow rate (vph) | 91 | 4 | 81 | 0 | 1 | 3 | 89 | 147 | 1 | 14 | 53 | 69 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | None | |
| Median storage veh) | | | | | | | | 2 | | | | |
| Upstream signal (ft) | | | | | | | | | | | 321 | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 444 | 442 | 88 | 490 | 476 | 148 | 122 | | | 148 | | |
| vC1, stage 1 conf vol | 116 | 116 | | 326 | 326 | | | | | | | |
| vC2, stage 2 conf vol | 328 | 326 | | 164 | 150 | | | | | | | |
| vCu, unblocked vol | 444 | 442 | 88 | 490 | 476 | 148 | 122 | | | 148 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 85 | 99 | 92 | 100 | 100 | 100 | 94 | | | 99 | | |
| cM capacity (veh/h) | 603 | 573 | 976 | 568 | 564 | 905 | 1472 | | | 1446 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 91 | 85 | 4 | 89 | 148 | 14 | 122 |
| Volume Left | 91 | 0 | 0 | 89 | 0 | 14 | 0 |
| Volume Right | 0 | 81 | 3 | 0 | 1 | 0 | 69 |
| cSH | 603 | 945 | 786 | 1472 | 1700 | 1446 | 1700 |
| Volume to Capacity | 0.15 | 0.09 | 0.01 | 0.06 | 0.09 | 0.01 | 0.07 |
| Queue Length 95th (ft) | 13 | 7 | 0 | 5 | 0 | 1 | 0 |
| Control Delay (s) | 12.0 | 9.2 | 9.6 | 7.6 | 0.0 | 7.5 | 0.0 |
| Lane LOS | B | A | A | A | | A | |
| Approach Delay (s) | 10.7 | | 9.6 | 2.9 | | 0.8 | |
| Approach LOS | B | | A | | | | |

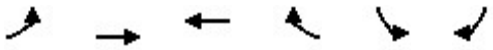
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.9 | | | |
| Intersection Capacity Utilization | 29.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 1488 | 16 | 9 | 1425 | 18 | 3 | 0 | 11 | 6 | 0 | 34 |
| Future Volume (Veh/h) | 10 | 1488 | 16 | 9 | 1425 | 18 | 3 | 0 | 11 | 6 | 0 | 34 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 10 | 1534 | 16 | 9 | 1469 | 19 | 3 | 0 | 11 | 6 | 0 | 35 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh) | | 2 | | | 2 | | | | | | | |
| Upstream signal (ft) | | 690 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.70 | | | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | |
| vC, conflicting volume | 1488 | | | 1550 | | | 2350 | 3068 | 775 | 2294 | 3066 | 744 |
| vC1, stage 1 conf vol | | | | | | | 1562 | 1562 | | 1496 | 1496 | |
| vC2, stage 2 conf vol | | | | | | | 788 | 1506 | | 798 | 1570 | |
| vCu, unblocked vol | 1488 | | | 933 | | | 2073 | 3097 | 0 | 1994 | 3095 | 744 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 98 | | | 98 | 100 | 99 | 95 | 100 | 90 |
| cM capacity (veh/h) | 458 | | | 520 | | | 158 | 131 | 765 | 123 | 133 | 355 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 10 | 1023 | 527 | 9 | 979 | 509 | 14 | 41 |
| Volume Left | 10 | 0 | 0 | 9 | 0 | 0 | 3 | 6 |
| Volume Right | 0 | 0 | 16 | 0 | 0 | 19 | 11 | 35 |
| cSH | 458 | 1700 | 1700 | 520 | 1700 | 1700 | 419 | 279 |
| Volume to Capacity | 0.02 | 0.60 | 0.31 | 0.02 | 0.58 | 0.30 | 0.03 | 0.15 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 13 |
| Control Delay (s) | 13.0 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 13.9 | 20.1 |
| Lane LOS | B | | | B | | | B | C |
| Approach Delay (s) | 0.1 | | | 0.1 | | | 13.9 | 20.1 |
| Approach LOS | | | | | | | B | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.4 | | | |
| Intersection Capacity Utilization | 51.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 1505 | 1431 | 3 | 11 | 15 |
| Future Volume (Veh/h) | 4 | 1505 | 1431 | 3 | 11 | 15 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Hourly flow rate (vph) | 4 | 1520 | 1445 | 3 | 11 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh) | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1077 | | | |
| pX, platoon unblocked | 0.68 | | | | 0.68 | 0.68 |
| vC, conflicting volume | 1448 | | | | 2214 | 724 |
| vC1, stage 1 conf vol | | | | | 1446 | |
| vC2, stage 2 conf vol | | | | | 768 | |
| vCu, unblocked vol | 704 | | | | 1838 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 95 | 98 |
| cM capacity (veh/h) | 610 | | | | 244 | 738 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 4 | 760 | 760 | 963 | 485 | 26 |
| Volume Left | 4 | 0 | 0 | 0 | 0 | 11 |
| Volume Right | 0 | 0 | 0 | 0 | 3 | 15 |
| cSH | 610 | 1700 | 1700 | 1700 | 1700 | 398 |
| Volume to Capacity | 0.01 | 0.45 | 0.45 | 0.57 | 0.29 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 5 |
| Control Delay (s) | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 |
| Lane LOS | B | | | | | B |
| Approach Delay (s) | 0.0 | | | 0.0 | | 14.7 |
| Approach LOS | | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 51.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 41 | 1486 | 85 | 84 | 1164 | 35 | 121 | 58 | 178 | 124 | 87 | 24 |
| Future Volume (vph) | 41 | 1486 | 85 | 84 | 1164 | 35 | 121 | 58 | 178 | 124 | 87 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.992 | | | 0.996 | | | | 0.850 | | 0.968 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3449 | 0 | 1770 | 3398 | 0 | 1752 | 1827 | 1599 | 1787 | 1791 | 0 |
| Flt Permitted | 0.152 | | | 0.053 | | | 0.645 | | | 0.668 | | |
| Satd. Flow (perm) | 280 | 3449 | 0 | 99 | 3398 | 0 | 1190 | 1827 | 1599 | 1257 | 1791 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 3 | | | | 84 | | 8 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 456 | | | 690 | | | 325 | | | 602 | |
| Travel Time (s) | | 8.9 | | | 13.4 | | | 7.4 | | | 13.7 | |
| 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 |
| Heavy Vehicles (%) | 3% | 4% | 1% | 2% | 6% | 0% | 3% | 4% | 1% | 1% | 1% | 9% |
| Adj. Flow (vph) | 43 | 1564 | 89 | 88 | 1225 | 37 | 127 | 61 | 187 | 131 | 92 | 25 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1653 | 0 | 88 | 1262 | 0 | 127 | 61 | 187 | 131 | 117 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

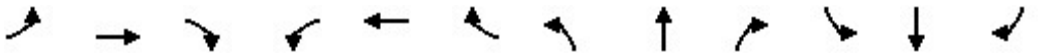
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | 9.5 | 9.5 | 22.5 | |
| Total Split (s) | 14.0 | 89.0 | | 15.0 | 90.0 | | 15.0 | 28.0 | 15.0 | 18.0 | 31.0 | |
| Total Split (%) | 9.3% | 59.3% | | 10.0% | 60.0% | | 10.0% | 18.7% | 10.0% | 12.0% | 20.7% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 5.5 | | 3.5 | 5.5 | | 3.5 | 5.5 | 3.5 | 3.5 | 5.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 94.9 | 86.2 | | 99.6 | 90.1 | | 37.2 | 24.2 | 38.5 | 40.8 | 26.0 | |
| Actuated g/C Ratio | 0.63 | 0.57 | | 0.66 | 0.60 | | 0.25 | 0.16 | 0.26 | 0.27 | 0.17 | |
| v/c Ratio | 0.18 | 0.83 | | 0.54 | 0.62 | | 0.38 | 0.21 | 0.40 | 0.34 | 0.37 | |
| Control Delay | 10.2 | 31.1 | | 36.4 | 26.0 | | 45.7 | 57.7 | 27.6 | 44.4 | 55.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 10.2 | 31.1 | | 36.4 | 26.0 | | 45.7 | 57.7 | 27.6 | 44.4 | 55.0 | |
| LOS | B | C | | D | C | | D | E | C | D | E | |
| Approach Delay | | 30.6 | | | 26.6 | | | 38.6 | | | 49.4 | |
| Approach LOS | | C | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 13 | 665 | | 53 | 386 | | 97 | 53 | 83 | 100 | 96 | |
| Queue Length 95th (ft) | 27 | 813 | | m97 | 502 | | 156 | 101 | 155 | 160 | 161 | |
| Internal Link Dist (ft) | | 376 | | | 610 | | | 245 | | | 522 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 287 | 1984 | | 194 | 2042 | | 341 | 294 | 499 | 404 | 317 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.15 | 0.83 | | 0.45 | 0.62 | | 0.37 | 0.21 | 0.37 | 0.32 | 0.37 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 28 (19%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 31.2 Intersection LOS: C
Intersection Capacity Utilization 74.5% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Road & Roosevelt Road





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 89 | 1676 | 19 | 44 | 1232 | 73 | 51 | 44 | 74 | 179 | 41 | 86 |
| Future Volume (vph) | 89 | 1676 | 19 | 44 | 1232 | 73 | 51 | 44 | 74 | 179 | 41 | 86 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | 0.992 | | | | 0.850 | | 0.899 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3497 | 0 | 1805 | 3412 | 0 | 1770 | 1810 | 1568 | 1752 | 1652 | 0 |
| Flt Permitted | 0.119 | | | 0.047 | | | 0.671 | | | 0.617 | | |
| Satd. Flow (perm) | 222 | 3497 | 0 | 89 | 3412 | 0 | 1250 | 1810 | 1568 | 1138 | 1652 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 7 | | | | 47 | | 58 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1077 | | | 429 | | | 321 | | | 282 | |
| Travel Time (s) | | 21.0 | | | 8.4 | | | 7.3 | | | 6.4 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 2% | 3% | 6% | 0% | 5% | 4% | 2% | 5% | 3% | 3% | 0% | 5% |
| Adj. Flow (vph) | 95 | 1783 | 20 | 47 | 1311 | 78 | 54 | 47 | 79 | 190 | 44 | 91 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 95 | 1803 | 0 | 47 | 1389 | 0 | 54 | 47 | 79 | 190 | 135 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

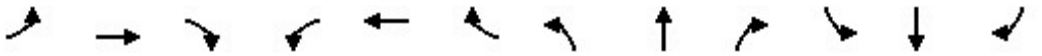
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | 9.5 | 9.5 | 22.5 | |
| Total Split (s) | 14.0 | 95.0 | | 14.0 | 95.0 | | 14.0 | 25.0 | 14.0 | 16.0 | 27.0 | |
| Total Split (%) | 9.3% | 63.3% | | 9.3% | 63.3% | | 9.3% | 16.7% | 9.3% | 10.7% | 18.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 103.3 | 92.7 | | 100.7 | 91.5 | | 30.2 | 19.0 | 31.8 | 36.9 | 24.7 | |
| Actuated g/C Ratio | 0.69 | 0.62 | | 0.67 | 0.61 | | 0.20 | 0.13 | 0.21 | 0.25 | 0.16 | |
| v/c Ratio | 0.40 | 0.83 | | 0.35 | 0.67 | | 0.19 | 0.21 | 0.21 | 0.57 | 0.42 | |
| Control Delay | 12.2 | 20.1 | | 15.8 | 21.3 | | 45.6 | 61.3 | 23.7 | 55.6 | 37.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 12.2 | 20.1 | | 15.8 | 21.3 | | 45.6 | 61.3 | 23.7 | 55.6 | 37.6 | |
| LOS | B | C | | B | C | | D | E | C | E | D | |
| Approach Delay | | 19.7 | | | 21.1 | | | 40.1 | | | 48.1 | |
| Approach LOS | | B | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 22 | 359 | | 13 | 446 | | 41 | 42 | 26 | 158 | 68 | |
| Queue Length 95th (ft) | m42 | 517 | | 31 | 542 | | 80 | 84 | 73 | 237 | 142 | |
| Internal Link Dist (ft) | | 997 | | | 349 | | | 241 | | | 202 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 264 | 2162 | | 182 | 2083 | | 303 | 229 | 406 | 331 | 320 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.36 | 0.83 | | 0.26 | 0.67 | | 0.18 | 0.21 | 0.19 | 0.57 | 0.42 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 38 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 83.5% ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Main Street & Roosevelt Road

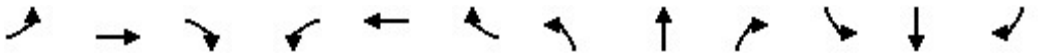




| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 15 | 83 | 18 | 38 | 0 | 70 | 9 | 277 | 67 | 18 | 217 | 10 |
| Future Volume (Veh/h) | 15 | 83 | 18 | 38 | 0 | 70 | 9 | 277 | 67 | 18 | 217 | 10 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 17 | 94 | 20 | 43 | 0 | 80 | 10 | 315 | 76 | 20 | 247 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 325 | |
| pX, platoon unblocked | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | 0.94 | | | | | |
| vC, conflicting volume | 550 | 704 | 252 | 732 | 671 | 196 | 258 | | | 391 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 490 | 653 | 173 | 684 | 618 | 196 | 179 | | | 391 | | |
| tC, single (s) | 7.6 | 6.6 | 7.3 | 7.5 | 6.6 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.5 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 95 | 73 | 97 | 82 | 100 | 90 | 99 | | | 98 | | |
| cM capacity (veh/h) | 375 | 351 | 745 | 242 | 368 | 819 | 1325 | | | 1179 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 17 | 114 | 43 | 80 | 168 | 234 | 278 |
| Volume Left | 17 | 0 | 43 | 0 | 10 | 0 | 20 |
| Volume Right | 0 | 20 | 0 | 80 | 0 | 76 | 11 |
| cSH | 375 | 387 | 242 | 819 | 1325 | 1700 | 1179 |
| Volume to Capacity | 0.05 | 0.29 | 0.18 | 0.10 | 0.01 | 0.14 | 0.02 |
| Queue Length 95th (ft) | 4 | 30 | 16 | 8 | 1 | 0 | 1 |
| Control Delay (s) | 15.1 | 18.1 | 23.1 | 9.9 | 0.5 | 0.0 | 0.7 |
| Lane LOS | C | C | C | A | A | | A |
| Approach Delay (s) | 17.7 | | 14.5 | | 0.2 | | 0.7 |
| Approach LOS | C | | B | | | | |

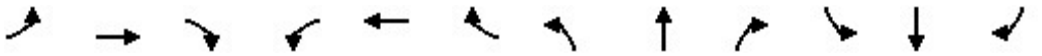
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.7 | | | |
| Intersection Capacity Utilization | 41.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 94 | 1 | 60 | 0 | 0 | 0 | 64 | 75 | 0 | 1 | 43 | 60 |
| Future Volume (Veh/h) | 94 | 1 | 60 | 0 | 0 | 0 | 64 | 75 | 0 | 1 | 43 | 60 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 111 | 1 | 71 | 0 | 0 | 0 | 75 | 88 | 0 | 1 | 51 | 71 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | None | |
| Median storage veh) | | | | | | | | 2 | | | | |
| Upstream signal (ft) | | | | | | | | | | | 321 | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 326 | 326 | 86 | 362 | 362 | 88 | 122 | | | 88 | | |
| vC1, stage 1 conf vol | 88 | 88 | | 238 | 238 | | | | | | | |
| vC2, stage 2 conf vol | 238 | 238 | | 124 | 124 | | | | | | | |
| vCu, unblocked vol | 326 | 326 | 86 | 362 | 362 | 88 | 122 | | | 88 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 84 | 100 | 93 | 100 | 100 | 100 | 95 | | | 100 | | |
| cM capacity (veh/h) | 692 | 647 | 972 | 652 | 627 | 976 | 1478 | | | 1520 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 111 | 72 | 0 | 75 | 88 | 1 | 122 |
| Volume Left | 111 | 0 | 0 | 75 | 0 | 1 | 0 |
| Volume Right | 0 | 71 | 0 | 0 | 0 | 0 | 71 |
| cSH | 692 | 965 | 1700 | 1478 | 1700 | 1520 | 1700 |
| Volume to Capacity | 0.16 | 0.07 | 0.00 | 0.05 | 0.05 | 0.00 | 0.07 |
| Queue Length 95th (ft) | 14 | 6 | 0 | 4 | 0 | 0 | 0 |
| Control Delay (s) | 11.2 | 9.0 | 0.0 | 7.6 | 0.0 | 7.4 | 0.0 |
| Lane LOS | B | A | A | A | | A | |
| Approach Delay (s) | 10.3 | | 0.0 | 3.5 | | 0.1 | |
| Approach LOS | B | | A | | | | |

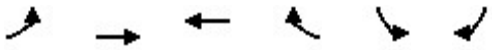
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.3 | | | |
| Intersection Capacity Utilization | 22.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 1774 | 12 | 7 | 1285 | 3 | 5 | 0 | 7 | 2 | 0 | 3 |
| Future Volume (Veh/h) | 5 | 1774 | 12 | 7 | 1285 | 3 | 5 | 0 | 7 | 2 | 0 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 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 |
| Hourly flow rate (vph) | 5 | 1867 | 13 | 7 | 1353 | 3 | 5 | 0 | 7 | 2 | 0 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh) | | 2 | | | 2 | | | | | | | |
| Upstream signal (ft) | | 690 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.60 | | | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | |
| vC, conflicting volume | 1356 | | | 1880 | | | 2577 | 3254 | 940 | 2319 | 3258 | 678 |
| vC1, stage 1 conf vol | | | | | | | 1884 | 1884 | | 1368 | 1368 | |
| vC2, stage 2 conf vol | | | | | | | 694 | 1370 | | 950 | 1890 | |
| vCu, unblocked vol | 1356 | | | 1127 | | | 2293 | 3424 | 0 | 1861 | 3432 | 678 |
| tC, single (s) | 4.1 | | | 5.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.6 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.7 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.6 |
| p0 queue free % | 99 | | | 97 | | | 96 | 100 | 99 | 99 | 100 | 99 |
| cM capacity (veh/h) | 514 | | | 239 | | | 119 | 120 | 653 | 144 | 117 | 330 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 5 | 1245 | 635 | 7 | 902 | 454 | 12 | 5 |
| Volume Left | 5 | 0 | 0 | 7 | 0 | 0 | 5 | 2 |
| Volume Right | 0 | 0 | 13 | 0 | 0 | 3 | 7 | 3 |
| cSH | 514 | 1700 | 1700 | 239 | 1700 | 1700 | 227 | 218 |
| Volume to Capacity | 0.01 | 0.73 | 0.37 | 0.03 | 0.53 | 0.27 | 0.05 | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 2 | 0 | 0 | 4 | 2 |
| Control Delay (s) | 12.1 | 0.0 | 0.0 | 20.5 | 0.0 | 0.0 | 21.7 | 21.9 |
| Lane LOS | B | | | C | | | C | C |
| Approach Delay (s) | 0.0 | | | 0.1 | | | 21.7 | 21.9 |
| Approach LOS | | | | | | | C | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.2 | | | |
| Intersection Capacity Utilization | 59.4% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1 | 1784 | 1311 | 4 | 0 | 2 |
| Future Volume (Veh/h) | 1 | 1784 | 1311 | 4 | 0 | 2 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 1 | 1898 | 1395 | 4 | 0 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh) | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1077 | | | |
| pX, platoon unblocked | 0.73 | | | | 0.73 | 0.73 |
| vC, conflicting volume | 1399 | | | | 2348 | 700 |
| vC1, stage 1 conf vol | | | | | 1397 | |
| vC2, stage 2 conf vol | | | | | 951 | |
| vCu, unblocked vol | 820 | | | | 2112 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 7.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.8 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 601 | | | | 215 | 696 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 1 | 949 | 949 | 930 | 469 | 2 |
| Volume Left | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 4 | 2 |
| cSH | 601 | 1700 | 1700 | 1700 | 1700 | 696 |
| Volume to Capacity | 0.00 | 0.56 | 0.56 | 0.55 | 0.28 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 11.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.2 |
| Lane LOS | B | | | | | B |
| Approach Delay (s) | 0.0 | | | 0.0 | | 10.2 |
| Approach LOS | | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 59.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1722 | 61 | 41 | 1263 | 32 | 58 |
| Future Volume (Veh/h) | 1722 | 61 | 41 | 1263 | 32 | 58 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 1813 | 64 | 43 | 1329 | 34 | 61 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | | TWLTL | | |
| Median storage veh) | 2 | | | 2 | | |
| Upstream signal (ft) | 864 | | | | | |
| pX, platoon unblocked | | | 0.60 | | 0.60 | 0.60 |
| vC, conflicting volume | | | 1877 | | 2596 | 938 |
| vC1, stage 1 conf vol | | | | | 1845 | |
| vC2, stage 2 conf vol | | | | | 750 | |
| vCu, unblocked vol | | | 1119 | | 2323 | 0 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 89 | | 78 | 91 |
| cM capacity (veh/h) | | | 377 | | 155 | 651 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 1209 | 668 | 43 | 664 | 664 | 34 | 61 |
| Volume Left | 0 | 0 | 43 | 0 | 0 | 34 | 0 |
| Volume Right | 0 | 64 | 0 | 0 | 0 | 0 | 61 |
| cSH | 1700 | 1700 | 377 | 1700 | 1700 | 155 | 651 |
| Volume to Capacity | 0.71 | 0.39 | 0.11 | 0.39 | 0.39 | 0.22 | 0.09 |
| Queue Length 95th (ft) | 0 | 0 | 10 | 0 | 0 | 20 | 8 |
| Control Delay (s) | 0.0 | 0.0 | 15.8 | 0.0 | 0.0 | 34.7 | 11.1 |
| Lane LOS | | | C | | | D | B |
| Approach Delay (s) | 0.0 | | 0.5 | | | 19.6 | |
| Approach LOS | | | | | | C | |

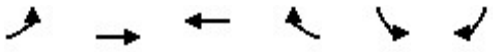
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 59.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1739 | 41 | 51 | 1264 | 39 | 45 |
| Future Volume (Veh/h) | 1739 | 41 | 51 | 1264 | 39 | 45 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 1850 | 44 | 54 | 1345 | 41 | 48 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | | TWLTL | | |
| Median storage veh) | 2 | | | 2 | | |
| Upstream signal (ft) | 1154 | | | 1317 | | |
| pX, platoon unblocked | | | 0.60 | | 0.73 | 0.60 |
| vC, conflicting volume | | | 1894 | | 2652 | 947 |
| vC1, stage 1 conf vol | | | | | 1872 | |
| vC2, stage 2 conf vol | | | | | 780 | |
| vCu, unblocked vol | | | 1164 | | 950 | 0 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 85 | | 75 | 93 |
| cM capacity (veh/h) | | | 366 | | 162 | 657 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 1233 | 661 | 54 | 672 | 672 | 41 | 48 |
| Volume Left | 0 | 0 | 54 | 0 | 0 | 41 | 0 |
| Volume Right | 0 | 44 | 0 | 0 | 0 | 0 | 48 |
| cSH | 1700 | 1700 | 366 | 1700 | 1700 | 162 | 657 |
| Volume to Capacity | 0.73 | 0.39 | 0.15 | 0.40 | 0.40 | 0.25 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 13 | 0 | 0 | 24 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 16.5 | 0.0 | 0.0 | 34.6 | 10.9 |
| Lane LOS | | | C | | | D | B |
| Approach Delay (s) | 0.0 | | 0.6 | | | 21.8 | |
| Approach LOS | | | | | | C | |

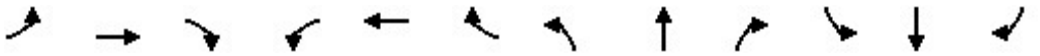
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 59.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑ | ↑ | | Y | |
| Traffic Volume (veh/h) | 0 | 164 | 106 | 0 | 5 | 0 |
| Future Volume (Veh/h) | 0 | 164 | 106 | 0 | 5 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 186 | 120 | 0 | 6 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh) | | 2 | 2 | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 120 | | | | 306 | 120 |
| vC1, stage 1 conf vol | | | | | 120 | |
| vC2, stage 2 conf vol | | | | | 186 | |
| vCu, unblocked vol | 120 | | | | 306 | 120 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | 5.4 | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 99 | 100 |
| cM capacity (veh/h) | 1480 | | | | 794 | 937 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 186 | 120 | 6 |
| Volume Left | 0 | 0 | 6 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 794 |
| Volume to Capacity | 0.11 | 0.07 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 9.6 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 9.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.2 | |
| Intersection Capacity Utilization | | 18.6% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 15 | 148 | 1 | 1 | 86 | 5 | 1 | 4 | 2 | 5 | 0 | 18 |
| Future Volume (Veh/h) | 15 | 148 | 1 | 1 | 86 | 5 | 1 | 4 | 2 | 5 | 0 | 18 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 17 | 168 | 1 | 1 | 98 | 6 | 1 | 5 | 2 | 6 | 0 | 20 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh) | | 2 | | | 2 | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 104 | | | 169 | | | 322 | 308 | 168 | 310 | 306 | 101 |
| vC1, stage 1 conf vol | | | | | | | 202 | 202 | | 103 | 103 | |
| vC2, stage 2 conf vol | | | | | | | 120 | 106 | | 206 | 203 | |
| vCu, unblocked vol | 104 | | | 169 | | | 322 | 308 | 168 | 310 | 306 | 101 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | 6.1 | 5.5 | | 6.1 | 5.5 | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 100 | 99 | 100 | 99 | 100 | 98 |
| cM capacity (veh/h) | 1500 | | | 1409 | | | 729 | 682 | 876 | 741 | 685 | 960 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 17 | 169 | 1 | 104 | 8 | 26 |
| Volume Left | 17 | 0 | 1 | 0 | 1 | 6 |
| Volume Right | 0 | 1 | 0 | 6 | 2 | 20 |
| cSH | 1500 | 1700 | 1409 | 1700 | 728 | 899 |
| Volume to Capacity | 0.01 | 0.10 | 0.00 | 0.06 | 0.01 | 0.03 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 1 | 2 |
| Control Delay (s) | 7.4 | 0.0 | 7.6 | 0.0 | 10.0 | 9.1 |
| Lane LOS | A | | A | | A | A |
| Approach Delay (s) | 0.7 | | 0.1 | | 10.0 | 9.1 |
| Approach LOS | | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.4 | | | |
| Intersection Capacity Utilization | 17.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

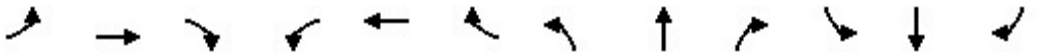


| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 163 | 6 | 1 | 104 | 2 | 1 |
| Future Volume (Veh/h) | 163 | 6 | 1 | 104 | 2 | 1 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 185 | 7 | 1 | 118 | 2 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | | TWLTL | | |
| Median storage veh) | 2 | | | 2 | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 192 | | 308 | 188 |
| vC1, stage 1 conf vol | | | | | 188 | |
| vC2, stage 2 conf vol | | | | | 120 | |
| vCu, unblocked vol | | | 192 | | 308 | 188 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | 5.4 | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1394 | | 792 | 859 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|
| Volume Total | 192 | 1 | 118 | 3 |
| Volume Left | 0 | 1 | 0 | 2 |
| Volume Right | 7 | 0 | 0 | 1 |
| cSH | 1700 | 1394 | 1700 | 813 |
| Volume to Capacity | 0.11 | 0.00 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 7.6 | 0.0 | 9.4 |
| Lane LOS | | A | | A |
| Approach Delay (s) | 0.0 | 0.1 | | 9.4 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 18.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 80 | 1425 | 98 | 154 | 1607 | 95 | 169 | 148 | 148 | 144 | 103 | 37 |
| Future Volume (vph) | 80 | 1425 | 98 | 154 | 1607 | 95 | 169 | 148 | 148 | 144 | 103 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.990 | | | 0.992 | | | | 0.850 | | 0.960 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3508 | 0 | 1805 | 3548 | 0 | 1787 | 1863 | 1599 | 1752 | 1797 | 0 |
| Flt Permitted | 0.055 | | | 0.052 | | | 0.518 | | | 0.593 | | |
| Satd. Flow (perm) | 104 | 3508 | 0 | 99 | 3548 | 0 | 974 | 1863 | 1599 | 1094 | 1797 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 6 | | | | 83 | | 11 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 456 | | | 690 | | | 325 | | | 602 | |
| Travel Time (s) | | 8.9 | | | 13.4 | | | 7.4 | | | 13.7 | |
| 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 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 0% | 1% | 0% | 1% | 2% | 1% | 3% | 1% | 3% |
| Adj. Flow (vph) | 84 | 1500 | 103 | 162 | 1692 | 100 | 178 | 156 | 156 | 152 | 108 | 39 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 84 | 1603 | 0 | 162 | 1792 | 0 | 178 | 156 | 156 | 152 | 147 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

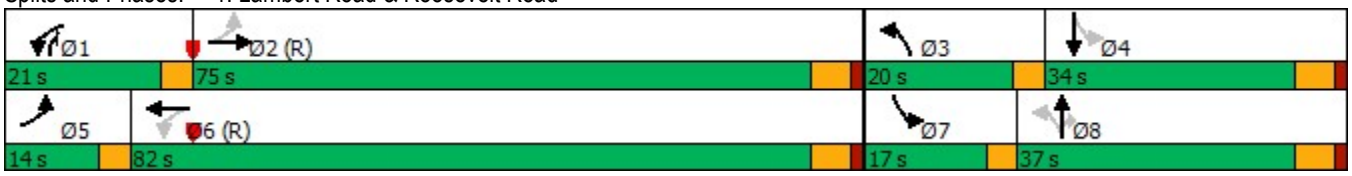


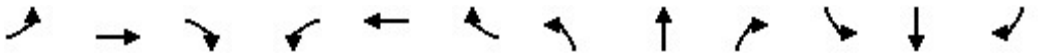
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 10.0 | 24.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 14.0 | 75.0 | | 21.0 | 82.0 | | 20.0 | 37.0 | 21.0 | 17.0 | 34.0 | |
| Total Split (%) | 9.3% | 50.0% | | 14.0% | 54.7% | | 13.3% | 24.7% | 14.0% | 11.3% | 22.7% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 83.8 | 72.9 | | 92.2 | 78.0 | | 49.3 | 31.9 | 51.5 | 44.7 | 29.6 | |
| Actuated g/C Ratio | 0.56 | 0.49 | | 0.61 | 0.52 | | 0.33 | 0.21 | 0.34 | 0.30 | 0.20 | |
| v/c Ratio | 0.55 | 0.94 | | 0.75 | 0.97 | | 0.44 | 0.39 | 0.26 | 0.40 | 0.41 | |
| Control Delay | 36.0 | 48.2 | | 62.5 | 34.4 | | 40.7 | 54.6 | 17.1 | 40.0 | 53.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 36.0 | 48.2 | | 62.5 | 34.4 | | 40.7 | 54.6 | 17.1 | 40.0 | 53.0 | |
| LOS | D | D | | E | C | | D | D | B | D | D | |
| Approach Delay | | 47.6 | | | 36.7 | | | 37.6 | | | 46.4 | |
| Approach LOS | | D | | | D | | | D | | | D | |
| Queue Length 50th (ft) | 32 | 769 | | 124 | 464 | | 128 | 134 | 49 | 108 | 119 | |
| Queue Length 95th (ft) | 87 | #986 | | m149 | #1076 | | 195 | 207 | 104 | 169 | 192 | |
| Internal Link Dist (ft) | | 376 | | | 610 | | | 245 | | | 522 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 178 | 1707 | | 260 | 1848 | | 415 | 395 | 642 | 391 | 362 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.47 | 0.94 | | 0.62 | 0.97 | | 0.43 | 0.39 | 0.24 | 0.39 | 0.41 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 43 (29%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.97 | | | |
| Intersection Signal Delay: 41.6 | | Intersection LOS: D | |
| Intersection Capacity Utilization 85.6% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

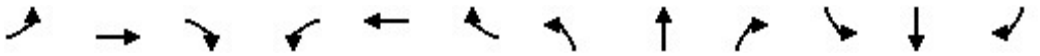
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Road & Roosevelt Road





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 123 | 1498 | 40 | 67 | 1680 | 99 | 133 | 107 | 101 | 252 | 99 | 137 |
| Future Volume (vph) | 123 | 1498 | 40 | 67 | 1680 | 99 | 133 | 107 | 101 | 252 | 99 | 137 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | 0.992 | | | | 0.850 | | 0.913 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3524 | 0 | 1770 | 3546 | 0 | 1770 | 1863 | 1615 | 1787 | 1725 | 0 |
| Flt Permitted | 0.045 | | | 0.079 | | | 0.392 | | | 0.472 | | |
| Satd. Flow (perm) | 86 | 3524 | 0 | 147 | 3546 | 0 | 730 | 1863 | 1615 | 888 | 1725 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 6 | | | | 73 | | 39 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1077 | | | 429 | | | 321 | | | 282 | |
| Travel Time (s) | | 21.0 | | | 8.4 | | | 7.3 | | | 6.4 | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 0% | 2% | 3% | 2% | 1% | 1% | 2% | 2% | 0% | 1% | 0% | 1% |
| Adj. Flow (vph) | 127 | 1544 | 41 | 69 | 1732 | 102 | 137 | 110 | 104 | 260 | 102 | 141 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 127 | 1585 | 0 | 69 | 1834 | 0 | 137 | 110 | 104 | 260 | 243 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

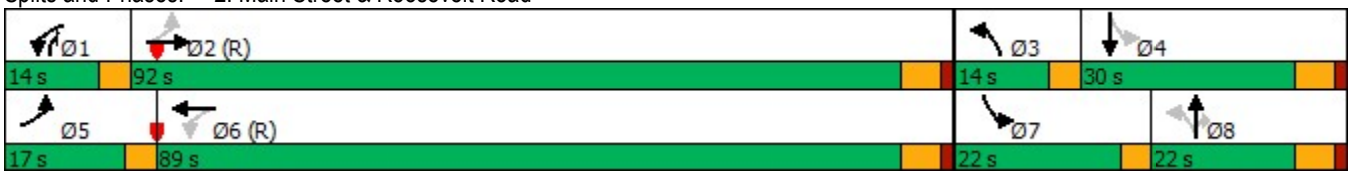


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 22.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 17.0 | 92.0 | | 14.0 | 89.0 | | 14.0 | 22.0 | 14.0 | 22.0 | 30.0 | |
| Total Split (%) | 11.3% | 61.3% | | 9.3% | 59.3% | | 9.3% | 14.7% | 9.3% | 14.7% | 20.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 101.7 | 89.0 | | 95.6 | 85.7 | | 29.2 | 16.4 | 29.9 | 40.5 | 24.2 | |
| Actuated g/C Ratio | 0.68 | 0.59 | | 0.64 | 0.57 | | 0.19 | 0.11 | 0.20 | 0.27 | 0.16 | |
| v/c Ratio | 0.70 | 0.76 | | 0.40 | 0.90 | | 0.64 | 0.54 | 0.27 | 0.75 | 0.78 | |
| Control Delay | 32.9 | 49.2 | | 15.2 | 36.5 | | 60.0 | 74.1 | 19.8 | 61.6 | 68.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 32.9 | 49.2 | | 15.2 | 36.5 | | 60.0 | 74.1 | 19.8 | 61.6 | 68.6 | |
| LOS | C | D | | B | D | | E | E | B | E | E | |
| Approach Delay | | 48.0 | | | 35.7 | | | 52.5 | | | 65.0 | |
| Approach LOS | | D | | | D | | | D | | | E | |
| Queue Length 50th (ft) | 82 | 804 | | 21 | 813 | | 107 | 104 | 25 | 219 | 196 | |
| Queue Length 95th (ft) | m92 | m907 | | 38 | 975 | | 169 | 173 | 79 | #314 | #327 | |
| Internal Link Dist (ft) | | 997 | | | 349 | | | 241 | | | 202 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 213 | 2093 | | 210 | 2027 | | 215 | 203 | 411 | 350 | 310 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.60 | 0.76 | | 0.33 | 0.90 | | 0.64 | 0.54 | 0.25 | 0.74 | 0.78 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 8 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 100 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.90 | | | |
| Intersection Signal Delay: 45.0 | | Intersection LOS: D | |
| Intersection Capacity Utilization 94.0% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

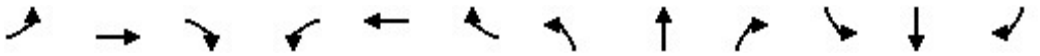
Splits and Phases: 2: Main Street & Roosevelt Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 55 | 14 | 121 | 0 | 173 | 14 | 326 | 75 | 39 | 290 | 27 |
| Future Volume (Veh/h) | 10 | 55 | 14 | 121 | 0 | 173 | 14 | 326 | 75 | 39 | 290 | 27 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 11 | 59 | 15 | 130 | 0 | 186 | 15 | 351 | 81 | 42 | 312 | 29 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 325 | |
| pX, platoon unblocked | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | 0.90 | | | | | |
| vC, conflicting volume | 802 | 872 | 326 | 876 | 846 | 216 | 341 | | | 432 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 724 | 802 | 195 | 807 | 773 | 216 | 211 | | | 432 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 95 | 78 | 98 | 33 | 100 | 77 | 99 | | | 96 | | |
| cM capacity (veh/h) | 210 | 270 | 737 | 195 | 284 | 795 | 1233 | | | 1138 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 11 | 74 | 130 | 186 | 190 | 256 | 383 |
| Volume Left | 11 | 0 | 130 | 0 | 15 | 0 | 42 |
| Volume Right | 0 | 15 | 0 | 186 | 0 | 81 | 29 |
| cSH | 210 | 310 | 195 | 795 | 1233 | 1700 | 1138 |
| Volume to Capacity | 0.05 | 0.24 | 0.67 | 0.23 | 0.01 | 0.15 | 0.04 |
| Queue Length 95th (ft) | 4 | 23 | 100 | 23 | 1 | 0 | 3 |
| Control Delay (s) | 23.1 | 20.2 | 53.9 | 10.9 | 0.7 | 0.0 | 1.2 |
| Lane LOS | C | C | F | B | A | | A |
| Approach Delay (s) | 20.6 | | 28.6 | | 0.3 | | 1.2 |
| Approach LOS | C | | D | | | | |

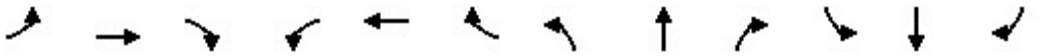
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 9.3 | | | |
| Intersection Capacity Utilization | 54.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 133 | 5 | 142 | 0 | 0 | 11 | 124 | 197 | 0 | 20 | 103 | 83 |
| Future Volume (Veh/h) | 133 | 5 | 142 | 0 | 0 | 11 | 124 | 197 | 0 | 20 | 103 | 83 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 139 | 5 | 148 | 0 | 0 | 11 | 129 | 205 | 0 | 21 | 107 | 86 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | None | |
| Median storage veh) | | | | | | | | 2 | | | | |
| Upstream signal (ft) | | | | | | | | | | | 321 | |
| pX, platoon unblocked | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | | | |
| vC, conflicting volume | 666 | 655 | 150 | 762 | 698 | 205 | 193 | | | 205 | | |
| vC1, stage 1 conf vol | 192 | 192 | | 463 | 463 | | | | | | | |
| vC2, stage 2 conf vol | 474 | 463 | | 300 | 235 | | | | | | | |
| vCu, unblocked vol | 665 | 654 | 149 | 762 | 697 | 205 | 192 | | | 205 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 70 | 99 | 84 | 100 | 100 | 99 | 91 | | | 98 | | |
| cM capacity (veh/h) | 469 | 469 | 900 | 395 | 458 | 841 | 1393 | | | 1378 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 139 | 153 | 11 | 129 | 205 | 21 | 193 |
| Volume Left | 139 | 0 | 0 | 129 | 0 | 21 | 0 |
| Volume Right | 0 | 148 | 11 | 0 | 0 | 0 | 86 |
| cSH | 469 | 874 | 841 | 1393 | 1700 | 1378 | 1700 |
| Volume to Capacity | 0.30 | 0.18 | 0.01 | 0.09 | 0.12 | 0.02 | 0.11 |
| Queue Length 95th (ft) | 31 | 16 | 1 | 8 | 0 | 1 | 0 |
| Control Delay (s) | 15.9 | 10.0 | 9.3 | 7.8 | 0.0 | 7.7 | 0.0 |
| Lane LOS | C | A | A | A | | A | |
| Approach Delay (s) | 12.8 | | 9.3 | 3.0 | | 0.8 | |
| Approach LOS | B | | A | | | | |

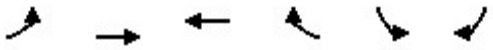
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.9 | | | |
| Intersection Capacity Utilization | 41.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 1696 | 23 | 23 | 1881 | 27 | 8 | 0 | 13 | 9 | 0 | 22 |
| Future Volume (Veh/h) | 7 | 1696 | 23 | 23 | 1881 | 27 | 8 | 0 | 13 | 9 | 0 | 22 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 7 | 1767 | 24 | 24 | 1959 | 28 | 8 | 0 | 14 | 9 | 0 | 23 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh) | | 2 | | | 2 | | | | | | | |
| Upstream signal (ft) | | 690 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.56 | | | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | |
| vC, conflicting volume | 1987 | | | 1791 | | | 2844 | 3828 | 896 | 2932 | 3826 | 994 |
| vC1, stage 1 conf vol | | | | | | | 1793 | 1793 | | 2021 | 2021 | |
| vC2, stage 2 conf vol | | | | | | | 1050 | 2035 | | 912 | 1805 | |
| vCu, unblocked vol | 1987 | | | 842 | | | 2721 | 4478 | 0 | 2879 | 4475 | 994 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 95 | | | 94 | 100 | 98 | 84 | 100 | 91 |
| cM capacity (veh/h) | 294 | | | 450 | | | 126 | 77 | 611 | 56 | 80 | 248 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 7 | 1178 | 613 | 24 | 1306 | 681 | 22 | 32 |
| Volume Left | 7 | 0 | 0 | 24 | 0 | 0 | 8 | 9 |
| Volume Right | 0 | 0 | 24 | 0 | 0 | 28 | 14 | 23 |
| cSH | 294 | 1700 | 1700 | 450 | 1700 | 1700 | 254 | 126 |
| Volume to Capacity | 0.02 | 0.69 | 0.36 | 0.05 | 0.77 | 0.40 | 0.09 | 0.25 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 4 | 0 | 0 | 7 | 24 |
| Control Delay (s) | 17.5 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | 20.5 | 43.0 |
| Lane LOS | C | | | B | | | C | E |
| Approach Delay (s) | 0.1 | | | 0.2 | | | 20.5 | 43.0 |
| Approach LOS | | | | | | | C | E |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.6 | | | |
| Intersection Capacity Utilization | 62.9% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 1728 | 1935 | 5 | 4 | 10 |
| Future Volume (Veh/h) | 2 | 1728 | 1935 | 5 | 4 | 10 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 2 | 1819 | 2037 | 5 | 4 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh) | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1077 | | | |
| pX, platoon unblocked | 0.51 | | | | 0.51 | 0.51 |
| vC, conflicting volume | 2042 | | | | 2953 | 1021 |
| vC1, stage 1 conf vol | | | | | 2040 | |
| vC2, stage 2 conf vol | | | | | 914 | |
| vCu, unblocked vol | 1106 | | | | 2907 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 7.1 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.4 |
| p0 queue free % | 99 | | | | 97 | 98 |
| cM capacity (veh/h) | 323 | | | | 127 | 535 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 2 | 910 | 910 | 1358 | 684 | 15 |
| Volume Left | 2 | 0 | 0 | 0 | 0 | 4 |
| Volume Right | 0 | 0 | 0 | 0 | 5 | 11 |
| cSH | 323 | 1700 | 1700 | 1700 | 1700 | 288 |
| Volume to Capacity | 0.01 | 0.54 | 0.54 | 0.80 | 0.40 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s) | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18.2 |
| Lane LOS | C | | | | | C |
| Approach Delay (s) | 0.0 | | | 0.0 | | 18.2 |
| Approach LOS | | | | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 63.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1671 | 47 | 34 | 1909 | 22 | 50 |
| Future Volume (Veh/h) | 1671 | 47 | 34 | 1909 | 22 | 50 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 1741 | 49 | 35 | 1989 | 23 | 52 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | | TWLTL | | |
| Median storage veh) | 2 | | | 2 | | |
| Upstream signal (ft) | 864 | | | | | |
| pX, platoon unblocked | | | 0.56 | | 0.56 | 0.56 |
| vC, conflicting volume | | | 1790 | | 2830 | 895 |
| vC1, stage 1 conf vol | | | | | 1766 | |
| vC2, stage 2 conf vol | | | | | 1064 | |
| vCu, unblocked vol | | | 843 | | 2697 | 0 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 92 | | 86 | 92 |
| cM capacity (veh/h) | | | 450 | | 165 | 612 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 1161 | 629 | 35 | 994 | 994 | 23 | 52 |
| Volume Left | 0 | 0 | 35 | 0 | 0 | 23 | 0 |
| Volume Right | 0 | 49 | 0 | 0 | 0 | 0 | 52 |
| cSH | 1700 | 1700 | 450 | 1700 | 1700 | 165 | 612 |
| Volume to Capacity | 0.68 | 0.37 | 0.08 | 0.58 | 0.58 | 0.14 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 6 | 0 | 0 | 12 | 7 |
| Control Delay (s) | 0.0 | 0.0 | 13.7 | 0.0 | 0.0 | 30.3 | 11.4 |
| Lane LOS | | | B | | | D | B |
| Approach Delay (s) | 0.0 | | 0.2 | | | 17.2 | |
| Approach LOS | | | | | | C | |

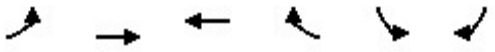
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 62.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1687 | 37 | 43 | 1905 | 36 | 41 |
| Future Volume (Veh/h) | 1687 | 37 | 43 | 1905 | 36 | 41 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 1776 | 39 | 45 | 2005 | 38 | 43 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | | TWLTL | | |
| Median storage veh) | 2 | | | 2 | | |
| Upstream signal (ft) | 1154 | | | 1317 | | |
| pX, platoon unblocked | | | 0.57 | | 0.73 | 0.57 |
| vC, conflicting volume | | | 1815 | | 2888 | 908 |
| vC1, stage 1 conf vol | | | | | 1796 | |
| vC2, stage 2 conf vol | | | | | 1092 | |
| vCu, unblocked vol | | | 903 | | 150 | 0 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 90 | | 93 | 93 |
| cM capacity (veh/h) | | | 430 | | 542 | 616 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 1184 | 631 | 45 | 1002 | 1002 | 38 | 43 |
| Volume Left | 0 | 0 | 45 | 0 | 0 | 38 | 0 |
| Volume Right | 0 | 39 | 0 | 0 | 0 | 0 | 43 |
| cSH | 1700 | 1700 | 430 | 1700 | 1700 | 542 | 616 |
| Volume to Capacity | 0.70 | 0.37 | 0.10 | 0.59 | 0.59 | 0.07 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 9 | 0 | 0 | 6 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 12.1 | 11.3 |
| Lane LOS | | | B | | | B | B |
| Approach Delay (s) | 0.0 | | 0.3 | | | 11.7 | |
| Approach LOS | | | | | | B | |

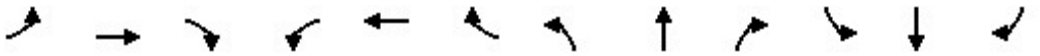
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 62.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 244 | 258 | 0 | 10 | 0 |
| Future Volume (Veh/h) | 0 | 244 | 258 | 0 | 10 | 0 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 0 | 262 | 277 | 0 | 11 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh) | | 2 | 2 | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 277 | | | | 539 | 277 |
| vC1, stage 1 conf vol | | | | | 277 | |
| vC2, stage 2 conf vol | | | | | 262 | |
| vCu, unblocked vol | 277 | | | | 539 | 277 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | 5.4 | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 98 | 100 |
| cM capacity (veh/h) | 1298 | | | | 673 | 767 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 262 | 277 | 11 |
| Volume Left | 0 | 0 | 11 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 673 |
| Volume to Capacity | 0.15 | 0.16 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 10.4 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | 0.0 | 10.4 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.2 | |
| Intersection Capacity Utilization | | 23.6% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 235 | 1 | 2 | 241 | 5 | 2 | 7 | 3 | 3 | 0 | 14 |
| Future Volume (Veh/h) | 8 | 235 | 1 | 2 | 241 | 5 | 2 | 7 | 3 | 3 | 0 | 14 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 9 | 253 | 1 | 2 | 259 | 5 | 2 | 8 | 3 | 3 | 0 | 15 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh) | | 2 | | | 2 | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 264 | | | 254 | | | 550 | 540 | 254 | 544 | 538 | 262 |
| vC1, stage 1 conf vol | | | | | | | 272 | 272 | | 266 | 266 | |
| vC2, stage 2 conf vol | | | | | | | 278 | 268 | | 278 | 272 | |
| vCu, unblocked vol | 264 | | | 254 | | | 550 | 540 | 254 | 544 | 538 | 262 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | 6.1 | 5.5 | | 6.1 | 5.5 | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 100 | 99 | 100 | 100 | 100 | 98 |
| cM capacity (veh/h) | 1312 | | | 1323 | | | 611 | 590 | 790 | 618 | 593 | 782 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 9 | 254 | 2 | 264 | 13 | 18 |
| Volume Left | 9 | 0 | 2 | 0 | 2 | 3 |
| Volume Right | 0 | 1 | 0 | 5 | 3 | 15 |
| cSH | 1312 | 1700 | 1323 | 1700 | 630 | 749 |
| Volume to Capacity | 0.01 | 0.15 | 0.00 | 0.16 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 2 | 2 |
| Control Delay (s) | 7.8 | 0.0 | 7.7 | 0.0 | 10.8 | 9.9 |
| Lane LOS | A | | A | | B | A |
| Approach Delay (s) | 0.3 | | 0.1 | | 10.8 | 9.9 |
| Approach LOS | | | | | B | A |

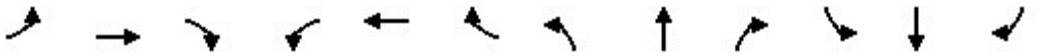
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.7 | | | |
| Intersection Capacity Utilization | 23.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 242 | 12 | 2 | 255 | 3 | 2 |
| Future Volume (Veh/h) | 242 | 12 | 2 | 255 | 3 | 2 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 260 | 13 | 2 | 274 | 3 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | | TWLTL | | |
| Median storage veh) | 2 | | | 2 | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 273 | | 544 | 266 |
| vC1, stage 1 conf vol | | | | | 266 | |
| vC2, stage 2 conf vol | | | | | 278 | |
| vCu, unblocked vol | | | 273 | | 544 | 266 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | 5.4 | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1302 | | 669 | 777 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|
| Volume Total | 273 | 2 | 274 | 5 |
| Volume Left | 0 | 2 | 0 | 3 |
| Volume Right | 13 | 0 | 0 | 2 |
| cSH | 1700 | 1302 | 1700 | 709 |
| Volume to Capacity | 0.16 | 0.00 | 0.16 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 7.8 | 0.0 | 10.1 |
| Lane LOS | | A | | B |
| Approach Delay (s) | 0.0 | 0.1 | | 10.1 |
| Approach LOS | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 23.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 46 | 1392 | 88 | 115 | 1323 | 87 | 156 | 87 | 156 | 131 | 60 | 43 |
| Future Volume (vph) | 46 | 1392 | 88 | 115 | 1323 | 87 | 156 | 87 | 156 | 131 | 60 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 140 | | 0 | 150 | | 0 | 0 | | 165 | 125 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 150 | | | 25 | | | 85 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.991 | | | 0.991 | | | | 0.850 | | 0.938 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3542 | 0 | 1787 | 3542 | 0 | 1787 | 1863 | 1599 | 1805 | 1762 | 0 |
| Flt Permitted | 0.097 | | | 0.060 | | | 0.658 | | | 0.700 | | |
| Satd. Flow (perm) | 184 | 3542 | 0 | 113 | 3542 | 0 | 1238 | 1863 | 1599 | 1330 | 1762 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 8 | | | | 105 | | 23 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 456 | | | 690 | | | 325 | | | 602 | |
| Travel Time (s) | | 8.9 | | | 13.4 | | | 7.4 | | | 13.7 | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 0% | 2% | 0% |
| Adj. Flow (vph) | 46 | 1406 | 89 | 116 | 1336 | 88 | 158 | 88 | 158 | 132 | 61 | 43 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 46 | 1495 | 0 | 116 | 1424 | 0 | 158 | 88 | 158 | 132 | 104 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

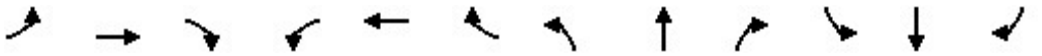
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 10.0 | 24.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 13.0 | 70.0 | | 16.0 | 73.0 | | 16.0 | 28.0 | 16.0 | 16.0 | 28.0 | |
| Total Split (%) | 10.0% | 53.8% | | 12.3% | 56.2% | | 12.3% | 21.5% | 12.3% | 12.3% | 21.5% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 76.2 | 67.0 | | 82.0 | 71.6 | | 37.5 | 23.2 | 38.8 | 36.5 | 22.7 | |
| Actuated g/C Ratio | 0.59 | 0.52 | | 0.63 | 0.55 | | 0.29 | 0.18 | 0.30 | 0.28 | 0.17 | |
| v/c Ratio | 0.24 | 0.82 | | 0.60 | 0.73 | | 0.39 | 0.27 | 0.29 | 0.32 | 0.32 | |
| Control Delay | 12.3 | 31.4 | | 30.4 | 22.0 | | 37.2 | 49.2 | 14.0 | 35.8 | 39.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 12.3 | 31.4 | | 30.4 | 22.0 | | 37.2 | 49.2 | 14.0 | 35.8 | 39.7 | |
| LOS | B | C | | C | C | | D | D | B | D | D | |
| Approach Delay | | 30.8 | | | 22.6 | | | 30.8 | | | 37.5 | |
| Approach LOS | | C | | | C | | | C | | | D | |
| Queue Length 50th (ft) | 14 | 534 | | 29 | 595 | | 100 | 65 | 33 | 83 | 60 | |
| Queue Length 95th (ft) | 29 | 672 | | m53 | 679 | | 161 | 117 | 87 | 136 | 117 | |
| Internal Link Dist (ft) | | 376 | | | 610 | | | 245 | | | 522 | |
| Turn Bay Length (ft) | 140 | | | 150 | | | | | 165 | 125 | | |
| Base Capacity (vph) | 230 | 1827 | | 232 | 1953 | | 415 | 332 | 584 | 431 | 327 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.20 | 0.82 | | 0.50 | 0.73 | | 0.38 | 0.27 | 0.27 | 0.31 | 0.32 | |

## Intersection Summary

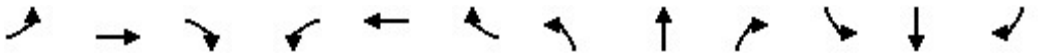
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 46 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 27.8 Intersection LOS: C
Intersection Capacity Utilization 76.3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lambert Road & Roosevelt Road





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 116 | 1506 | 33 | 53 | 1424 | 130 | 99 | 72 | 78 | 206 | 57 | 120 |
| Future Volume (vph) | 116 | 1506 | 33 | 53 | 1424 | 130 | 99 | 72 | 78 | 206 | 57 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 0 | 160 | | 0 | 110 | | 110 | 175 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 140 | | | 140 | | | 70 | | | 60 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.997 | | | 0.987 | | | | 0.850 | | 0.899 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 3564 | 0 | 1770 | 3528 | 0 | 1805 | 1900 | 1568 | 1805 | 1697 | 0 |
| Flt Permitted | 0.058 | | | 0.061 | | | 0.644 | | | 0.604 | | |
| Satd. Flow (perm) | 110 | 3564 | 0 | 114 | 3528 | 0 | 1224 | 1900 | 1568 | 1148 | 1697 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | 10 | | | | 84 | | 72 | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1077 | | | 429 | | | 321 | | | 282 | |
| Travel Time (s) | | 21.0 | | | 8.4 | | | 7.3 | | | 6.4 | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 2% | 1% | 1% | 0% | 0% | 3% | 0% | 2% | 0% |
| Adj. Flow (vph) | 117 | 1521 | 33 | 54 | 1438 | 131 | 100 | 73 | 79 | 208 | 58 | 121 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 117 | 1554 | 0 | 54 | 1569 | 0 | 100 | 73 | 79 | 208 | 179 | 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) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| 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 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |

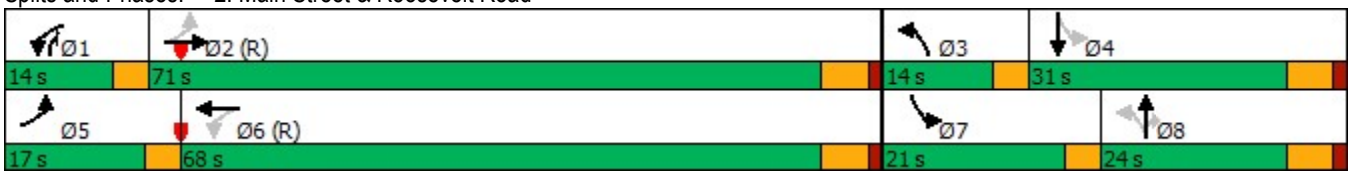


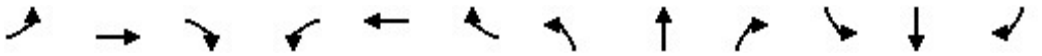
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 3.0 | 15.0 | | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 17.0 | 71.0 | | 14.0 | 68.0 | | 14.0 | 24.0 | 14.0 | 21.0 | 31.0 | |
| Total Split (%) | 13.1% | 54.6% | | 10.8% | 52.3% | | 10.8% | 18.5% | 10.8% | 16.2% | 23.8% | |
| Yellow Time (s) | 3.5 | 4.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | 3.5 | 3.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | | 0.0 | 1.5 | | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | 3.5 | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Act Effct Green (s) | 80.3 | 68.5 | | 75.4 | 65.8 | | 32.0 | 20.0 | 33.0 | 41.5 | 26.0 | |
| Actuated g/C Ratio | 0.62 | 0.53 | | 0.58 | 0.51 | | 0.25 | 0.15 | 0.25 | 0.32 | 0.20 | |
| v/c Ratio | 0.61 | 0.83 | | 0.35 | 0.88 | | 0.29 | 0.25 | 0.17 | 0.47 | 0.45 | |
| Control Delay | 49.8 | 15.8 | | 17.2 | 35.5 | | 34.9 | 52.2 | 8.0 | 38.1 | 31.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 49.8 | 15.8 | | 17.2 | 35.5 | | 34.9 | 52.2 | 8.0 | 38.1 | 31.4 | |
| LOS | D | B | | B | D | | C | D | A | D | C | |
| Approach Delay | | 18.2 | | | 34.9 | | | 31.4 | | | 35.0 | |
| Approach LOS | | B | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 49 | 441 | | 16 | 590 | | 61 | 56 | 0 | 135 | 79 | |
| Queue Length 95th (ft) | m84 | 397 | | 36 | #806 | | 106 | 105 | 37 | 206 | 155 | |
| Internal Link Dist (ft) | | 997 | | | 349 | | | 241 | | | 202 | |
| Turn Bay Length (ft) | 120 | | | 160 | | | 110 | | 110 | 175 | | |
| Base Capacity (vph) | 244 | 1878 | | 202 | 1791 | | 357 | 291 | 500 | 454 | 396 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.48 | 0.83 | | 0.27 | 0.88 | | 0.28 | 0.25 | 0.16 | 0.46 | 0.45 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 130 | | | |
| Actuated Cycle Length: 130 | | | |
| Offset: 98 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay: 27.6 | | Intersection LOS: C | |
| Intersection Capacity Utilization 84.7% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Main Street & Roosevelt Road

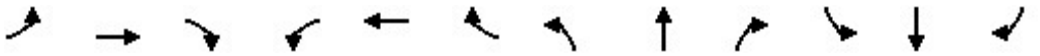




| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 28 | 42 | 22 | 82 | 0 | 129 | 10 | 235 | 62 | 29 | 225 | 28 |
| Future Volume (Veh/h) | 28 | 42 | 22 | 82 | 0 | 129 | 10 | 235 | 62 | 29 | 225 | 28 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 30 | 46 | 24 | 89 | 0 | 140 | 11 | 255 | 67 | 32 | 245 | 30 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 325 | |
| pX, platoon unblocked | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | | 0.97 | | | | | |
| vC, conflicting volume | 614 | 668 | 260 | 682 | 650 | 161 | 275 | | | 322 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 590 | 646 | 227 | 660 | 627 | 161 | 242 | | | 322 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 90 | 88 | 97 | 69 | 100 | 84 | 99 | | | 97 | | |
| cM capacity (veh/h) | 314 | 370 | 762 | 290 | 379 | 855 | 1301 | | | 1249 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 30 | 70 | 89 | 140 | 138 | 194 | 307 |
| Volume Left | 30 | 0 | 89 | 0 | 11 | 0 | 32 |
| Volume Right | 0 | 24 | 0 | 140 | 0 | 67 | 30 |
| cSH | 314 | 449 | 290 | 855 | 1301 | 1700 | 1249 |
| Volume to Capacity | 0.10 | 0.16 | 0.31 | 0.16 | 0.01 | 0.11 | 0.03 |
| Queue Length 95th (ft) | 8 | 14 | 32 | 15 | 1 | 0 | 2 |
| Control Delay (s) | 17.7 | 14.5 | 22.8 | 10.0 | 0.7 | 0.0 | 1.0 |
| Lane LOS | C | B | C | B | A | | A |
| Approach Delay (s) | 15.4 | | 15.0 | | 0.3 | | 1.0 |
| Approach LOS | C | | C | | | | |

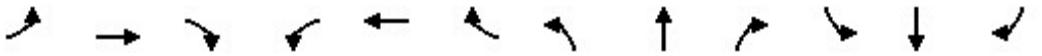
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.6 | | | |
| Intersection Capacity Utilization | 45.1% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 99 | 4 | 90 | 0 | 1 | 3 | 97 | 147 | 1 | 13 | 54 | 76 |
| Future Volume (Veh/h) | 99 | 4 | 90 | 0 | 1 | 3 | 97 | 147 | 1 | 13 | 54 | 76 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 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 |
| Hourly flow rate (vph) | 104 | 4 | 95 | 0 | 1 | 3 | 102 | 155 | 1 | 14 | 57 | 80 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | None | |
| Median storage veh) | | | | | | | | 2 | | | | |
| Upstream signal (ft) | | | | | | | | | | | 321 | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 488 | 485 | 97 | 542 | 524 | 156 | 137 | | | 156 | | |
| vC1, stage 1 conf vol | 125 | 125 | | 360 | 360 | | | | | | | |
| vC2, stage 2 conf vol | 362 | 360 | | 182 | 165 | | | | | | | |
| vCu, unblocked vol | 488 | 485 | 97 | 542 | 524 | 156 | 137 | | | 156 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 82 | 99 | 90 | 100 | 100 | 100 | 93 | | | 99 | | |
| cM capacity (veh/h) | 571 | 547 | 965 | 530 | 537 | 896 | 1453 | | | 1436 | | |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 104 | 99 | 4 | 102 | 156 | 14 | 137 |
| Volume Left | 104 | 0 | 0 | 102 | 0 | 14 | 0 |
| Volume Right | 0 | 95 | 3 | 0 | 1 | 0 | 80 |
| cSH | 571 | 936 | 767 | 1453 | 1700 | 1436 | 1700 |
| Volume to Capacity | 0.18 | 0.11 | 0.01 | 0.07 | 0.09 | 0.01 | 0.08 |
| Queue Length 95th (ft) | 17 | 9 | 0 | 6 | 0 | 1 | 0 |
| Control Delay (s) | 12.7 | 9.3 | 9.7 | 7.7 | 0.0 | 7.5 | 0.0 |
| Lane LOS | B | A | A | A | | A | |
| Approach Delay (s) | 11.0 | | 9.7 | 3.0 | | 0.7 | |
| Approach LOS | B | | A | | | | |

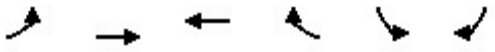
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.1 | | | |
| Intersection Capacity Utilization | 35.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 1588 | 49 | 31 | 1532 | 18 | 16 | 0 | 24 | 6 | 0 | 35 |
| Future Volume (Veh/h) | 10 | 1588 | 49 | 31 | 1532 | 18 | 16 | 0 | 24 | 6 | 0 | 35 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 10 | 1637 | 51 | 32 | 1579 | 19 | 16 | 0 | 25 | 6 | 0 | 36 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh) | | 2 | | | 2 | | | | | | | |
| Upstream signal (ft) | | 690 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.64 | | | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 | |
| vC, conflicting volume | 1598 | | | 1688 | | | 2572 | 3344 | 844 | 2516 | 3360 | 799 |
| vC1, stage 1 conf vol | | | | | | | 1682 | 1682 | | 1652 | 1652 | |
| vC2, stage 2 conf vol | | | | | | | 890 | 1662 | | 864 | 1708 | |
| vCu, unblocked vol | 1598 | | | 947 | | | 2330 | 3539 | 0 | 2243 | 3564 | 799 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | 6.5 | 5.5 | | 6.5 | 5.5 | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 93 | | | 88 | 100 | 96 | 94 | 100 | 89 |
| cM capacity (veh/h) | 415 | | | 468 | | | 137 | 107 | 697 | 94 | 105 | 326 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 10 | 1091 | 597 | 32 | 1053 | 545 | 41 | 42 |
| Volume Left | 10 | 0 | 0 | 32 | 0 | 0 | 16 | 6 |
| Volume Right | 0 | 0 | 51 | 0 | 0 | 19 | 25 | 36 |
| cSH | 415 | 1700 | 1700 | 468 | 1700 | 1700 | 269 | 241 |
| Volume to Capacity | 0.02 | 0.64 | 0.35 | 0.07 | 0.62 | 0.32 | 0.15 | 0.17 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 5 | 0 | 0 | 13 | 15 |
| Control Delay (s) | 13.9 | 0.0 | 0.0 | 13.2 | 0.0 | 0.0 | 20.8 | 23.1 |
| Lane LOS | B | | | B | | | C | C |
| Approach Delay (s) | 0.1 | | | 0.3 | | | 20.8 | 23.1 |
| Approach LOS | | | | | | | C | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.7 | | | |
| Intersection Capacity Utilization | 57.3% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 1653 | 1591 | 3 | 11 | 15 |
| Future Volume (Veh/h) | 4 | 1653 | 1591 | 3 | 11 | 15 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Hourly flow rate (vph) | 4 | 1670 | 1607 | 3 | 11 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh) | | 2 | 2 | | | |
| Upstream signal (ft) | | | 1077 | | | |
| pX, platoon unblocked | 0.60 | | | | 0.60 | 0.60 |
| vC, conflicting volume | 1610 | | | | 2452 | 805 |
| vC1, stage 1 conf vol | | | | | 1608 | |
| vC2, stage 2 conf vol | | | | | 843 | |
| vCu, unblocked vol | 693 | | | | 2090 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 95 | 98 |
| cM capacity (veh/h) | 549 | | | | 217 | 657 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 4 | 835 | 835 | 1071 | 539 | 26 |
| Volume Left | 4 | 0 | 0 | 0 | 0 | 11 |
| Volume Right | 0 | 0 | 0 | 0 | 3 | 15 |
| cSH | 549 | 1700 | 1700 | 1700 | 1700 | 354 |
| Volume to Capacity | 0.01 | 0.49 | 0.49 | 0.63 | 0.32 | 0.07 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 6 |
| Control Delay (s) | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 16.0 |
| Lane LOS | B | | | | | C |
| Approach Delay (s) | 0.0 | | | 0.0 | | 16.0 |
| Approach LOS | | | | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 55.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1530 | 88 | 71 | 1535 | 46 | 99 |
| Future Volume (Veh/h) | 1530 | 88 | 71 | 1535 | 46 | 99 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 1577 | 91 | 73 | 1582 | 47 | 102 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | | TWLTL | | |
| Median storage veh) | 2 | | | 2 | | |
| Upstream signal (ft) | 864 | | | | | |
| pX, platoon unblocked | | | 0.64 | | 0.64 | 0.64 |
| vC, conflicting volume | | | 1668 | | 2560 | 834 |
| vC1, stage 1 conf vol | | | | | 1622 | |
| vC2, stage 2 conf vol | | | | | 937 | |
| vCu, unblocked vol | | | 928 | | 2315 | 0 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 85 | | 74 | 85 |
| cM capacity (veh/h) | | | 479 | | 179 | 701 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 1051 | 617 | 73 | 791 | 791 | 47 | 102 |
| Volume Left | 0 | 0 | 73 | 0 | 0 | 47 | 0 |
| Volume Right | 0 | 91 | 0 | 0 | 0 | 0 | 102 |
| cSH | 1700 | 1700 | 479 | 1700 | 1700 | 179 | 701 |
| Volume to Capacity | 0.62 | 0.36 | 0.15 | 0.47 | 0.47 | 0.26 | 0.15 |
| Queue Length 95th (ft) | 0 | 0 | 13 | 0 | 0 | 25 | 13 |
| Control Delay (s) | 0.0 | 0.0 | 13.9 | 0.0 | 0.0 | 32.1 | 11.0 |
| Lane LOS | | | B | | | D | B |
| Approach Delay (s) | 0.0 | | 0.6 | | | 17.7 | |
| Approach LOS | | | | | | C | |

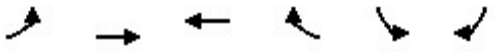
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 62.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1579 | 60 | 81 | 1531 | 69 | 67 |
| Future Volume (Veh/h) | 1579 | 60 | 81 | 1531 | 69 | 67 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Hourly flow rate (vph) | 1595 | 61 | 82 | 1546 | 70 | 68 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | | TWLTL | | |
| Median storage veh) | 2 | | | 2 | | |
| Upstream signal (ft) | 1154 | | | 1317 | | |
| pX, platoon unblocked | | | 0.66 | | 0.79 | 0.66 |
| vC, conflicting volume | | | 1656 | | 2562 | 828 |
| vC1, stage 1 conf vol | | | | | 1626 | |
| vC2, stage 2 conf vol | | | | | 937 | |
| vCu, unblocked vol | | | 958 | | 492 | 0 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | 5.8 | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 83 | | 73 | 91 |
| cM capacity (veh/h) | | | 478 | | 263 | 718 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 1063 | 593 | 82 | 773 | 773 | 70 | 68 |
| Volume Left | 0 | 0 | 82 | 0 | 0 | 70 | 0 |
| Volume Right | 0 | 61 | 0 | 0 | 0 | 0 | 68 |
| cSH | 1700 | 1700 | 478 | 1700 | 1700 | 263 | 718 |
| Volume to Capacity | 0.63 | 0.35 | 0.17 | 0.45 | 0.45 | 0.27 | 0.09 |
| Queue Length 95th (ft) | 0 | 0 | 15 | 0 | 0 | 26 | 8 |
| Control Delay (s) | 0.0 | 0.0 | 14.1 | 0.0 | 0.0 | 23.6 | 10.5 |
| Lane LOS | | | B | | | C | B |
| Approach Delay (s) | 0.0 | | 0.7 | | | 17.1 | |
| Approach LOS | | | | | | C | |

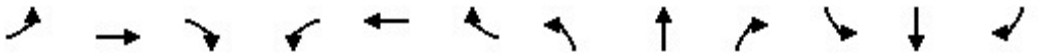
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 63.9% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 176 | 210 | 0 | 24 | 2 |
| Future Volume (Veh/h) | 0 | 176 | 210 | 0 | 24 | 2 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 191 | 228 | 0 | 26 | 2 |
| Pedestrians | | | 2 | | | |
| Lane Width (ft) | | | 12.0 | | | |
| Walking Speed (ft/s) | | | 3.5 | | | |
| Percent Blockage | | | 0 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | TWLTL | | | |
| Median storage veh) | | 2 | 2 | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 228 | | | | 421 | 228 |
| vC1, stage 1 conf vol | | | | | 228 | |
| vC2, stage 2 conf vol | | | | | 193 | |
| vCu, unblocked vol | 228 | | | | 421 | 228 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | 5.4 | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 96 | 100 |
| cM capacity (veh/h) | 1352 | | | | 731 | 816 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 191 | 228 | 28 |
| Volume Left | 0 | 0 | 26 |
| Volume Right | 0 | 0 | 2 |
| cSH | 1700 | 1700 | 737 |
| Volume to Capacity | 0.11 | 0.13 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 3 |
| Control Delay (s) | 0.0 | 0.0 | 10.1 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | 0.0 | 10.1 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.6 | |
| Intersection Capacity Utilization | | 21.1% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 175 | 3 | 4 | 175 | 9 | 5 | 14 | 6 | 8 | 0 | 27 |
| Future Volume (Veh/h) | 1 | 175 | 3 | 4 | 175 | 9 | 5 | 14 | 6 | 8 | 0 | 27 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 190 | 3 | 4 | 190 | 10 | 5 | 15 | 7 | 9 | 0 | 29 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh) | | 2 | | | 2 | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 200 | | | 193 | | | 420 | 402 | 192 | 410 | 398 | 195 |
| vC1, stage 1 conf vol | | | | | | | 194 | 194 | | 203 | 203 | |
| vC2, stage 2 conf vol | | | | | | | 227 | 208 | | 206 | 195 | |
| vCu, unblocked vol | 200 | | | 193 | | | 420 | 402 | 192 | 410 | 398 | 195 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | 6.1 | 5.5 | | 6.1 | 5.5 | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 98 | 99 | 99 | 100 | 97 |
| cM capacity (veh/h) | 1384 | | | 1380 | | | 673 | 651 | 850 | 687 | 652 | 851 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 1 | 193 | 4 | 200 | 27 | 38 |
| Volume Left | 1 | 0 | 4 | 0 | 5 | 9 |
| Volume Right | 0 | 3 | 0 | 10 | 7 | 29 |
| cSH | 1384 | 1700 | 1380 | 1700 | 698 | 806 |
| Volume to Capacity | 0.00 | 0.11 | 0.00 | 0.12 | 0.04 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 3 | 4 |
| Control Delay (s) | 7.6 | 0.0 | 7.6 | 0.0 | 10.4 | 9.7 |
| Lane LOS | A | | A | | B | A |
| Approach Delay (s) | 0.0 | | 0.1 | | 10.4 | 9.7 |
| Approach LOS | | | | | B | A |

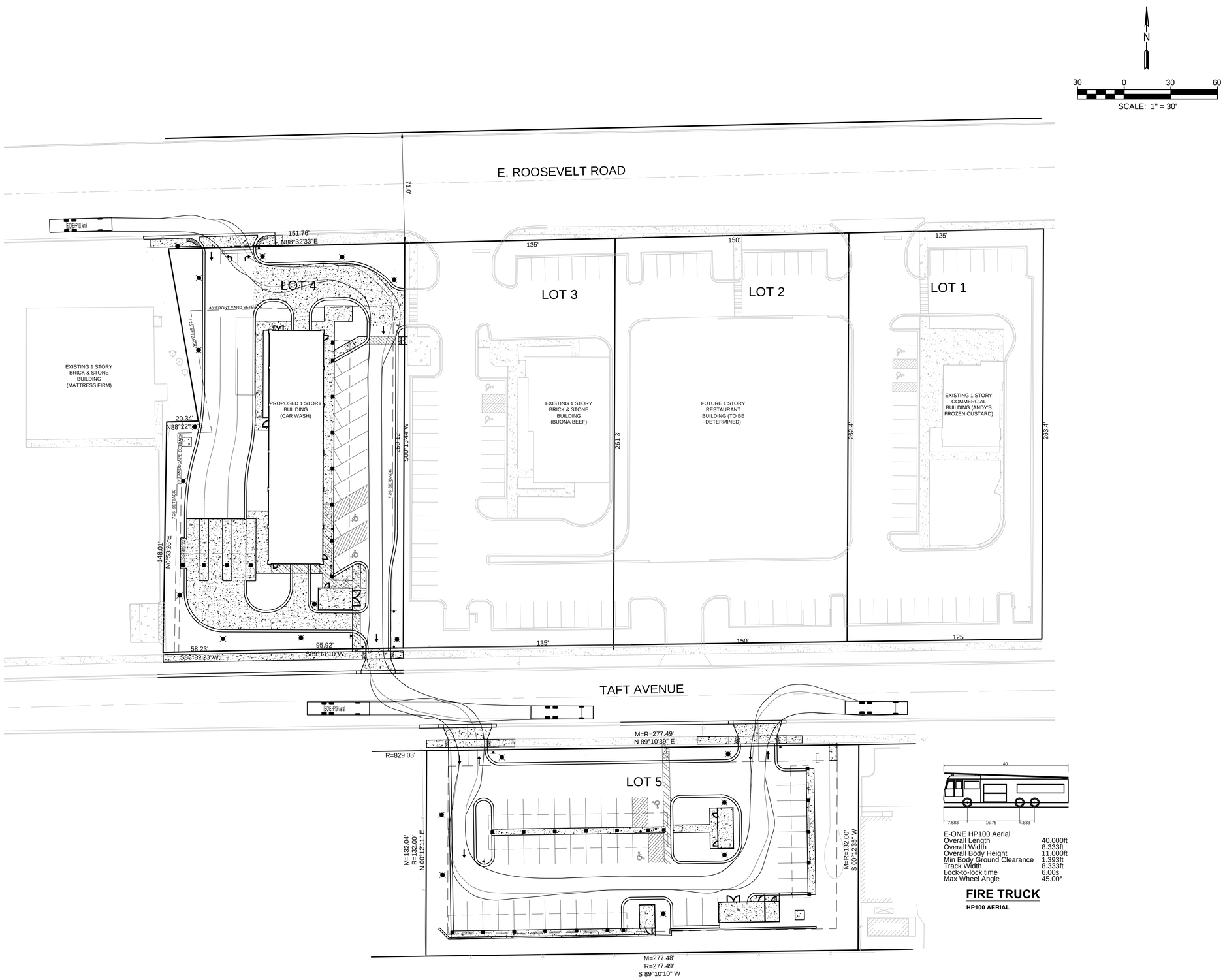
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.5 | | | |
| Intersection Capacity Utilization | 19.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 174 | 26 | 3 | 204 | 6 | 5 |
| Future Volume (Veh/h) | 174 | 26 | 3 | 204 | 6 | 5 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 189 | 28 | 3 | 222 | 7 | 5 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | | TWLTL | | |
| Median storage veh) | 2 | | | 2 | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 217 | | 431 | 203 |
| vC1, stage 1 conf vol | | | | | 203 | |
| vC2, stage 2 conf vol | | | | | 228 | |
| vCu, unblocked vol | | | 217 | | 431 | 203 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | 5.4 | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 99 | 99 |
| cM capacity (veh/h) | | | 1365 | | 726 | 843 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|
| Volume Total | 217 | 3 | 222 | 12 |
| Volume Left | 0 | 3 | 0 | 7 |
| Volume Right | 28 | 0 | 0 | 5 |
| cSH | 1700 | 1365 | 1700 | 771 |
| Volume to Capacity | 0.13 | 0.00 | 0.13 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 7.6 | 0.0 | 9.7 |
| Lane LOS | | A | | A |
| Approach Delay (s) | 0.0 | 0.1 | | 9.7 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 20.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |




N

30 0 30 60

SCALE: 1" = 30'

E-ONE HP100 Aerial

| | |
|---|---|
| Overall Length | 40.000ft |
| Overall Width | 8.333ft |
| Overall Body Height | 11.000ft |
| Min Body Ground Clearance | 1.393ft |
| Track Width | 8.333ft |
| Lock-to-lock time | 6.00s |
| Max Wheel Angle | 45.00° |

**FIRE TRUCK**

**HP100 AERIAL**


VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034


PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

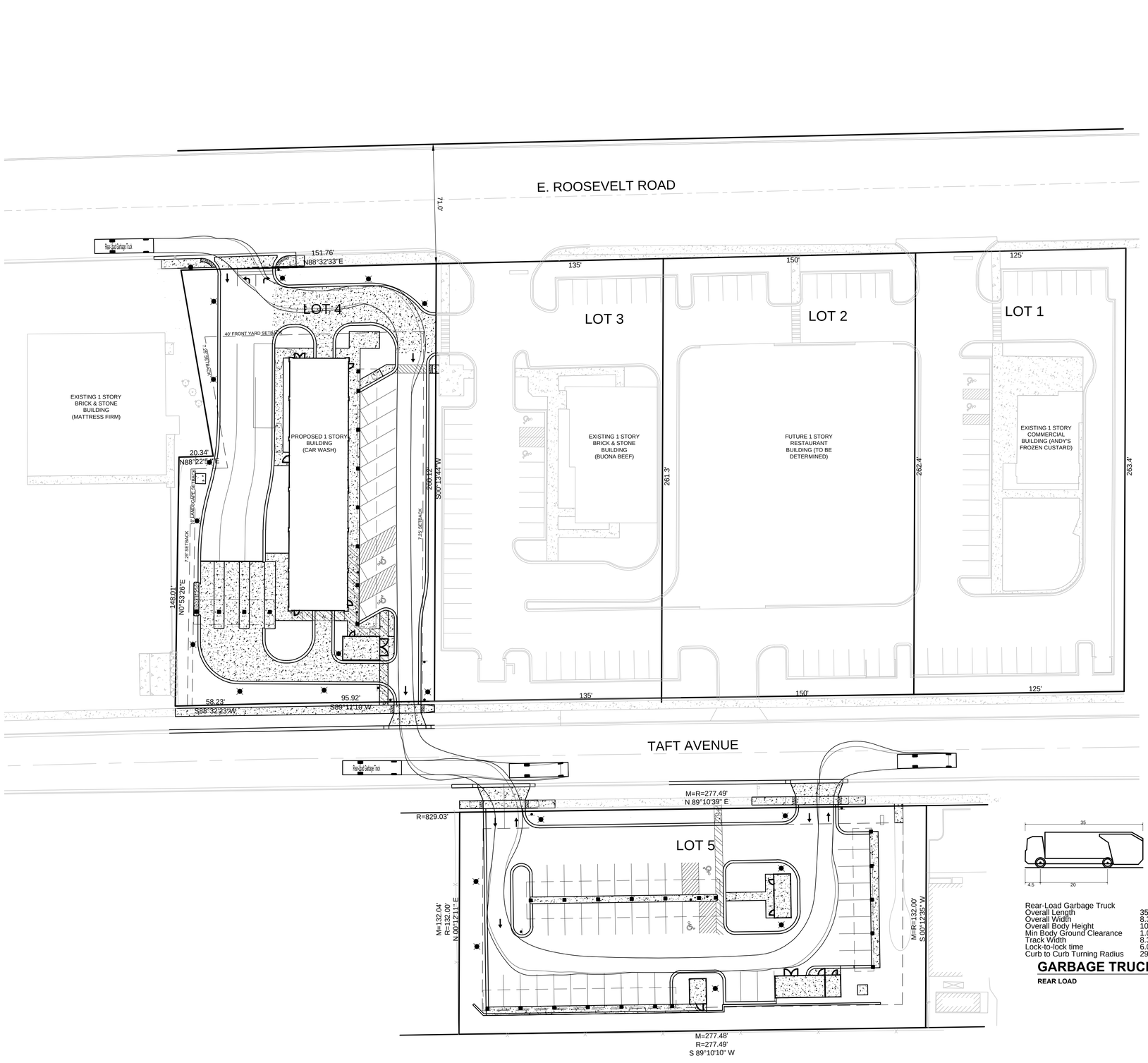
| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

# VEHICLE TRACKING - FIRE TRUCK

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

1 OF 2

B:\2600\669 Jet Brite Services, Inc\669A Jet Brite, Glen Ellyn Car Wash\CADD\CAD--all Files Previous Design\Sheets\Civil\FinalEngineering\7579_EXHIBITS.dwg 1-14-22







Rear-Load Garbage Truck

| | |
|---|---|
| Overall Length | 35.000ft |
| Overall Width | 8.375ft |
| Overall Body Height | 10.546ft |
| Min Body Ground Clearance | 1.000ft |
| Track Width | 8.375ft |
| Lock-to-lock time | 6.00s |
| Curb to Curb Turning Radius | 29.300ft |

**GARBAGE TRUCK**

**REAR LOAD**




VEENSTRA & KIMM INC.
552 W. Boughton Road • Bolingbrook, IL 60440
630-755-0293 • 888-630-2034

PROJECT:
JET BRITE CAR WASH
375 ROOSEVELT ROAD &
401 TAFT AVENUE
GLEN ELLYN, IL 60137

CLIENT:
JB DEVELOPMENT, INC.
590 KILDEER DR.
BOLINGBROOK, IL 60440

| | |
|---|---|
| 9-30-22 | PER VILLAGE REVIEW 9-06-22 |
| 7-15-22 | PER VILLAGE REVIEW UPDATE |
| 4-22-22 | PER VILLAGE REVIEW |
| 1-14-22 | PER VILLAGE REVIEW |
| 9-5-19 | |

# VEHICLE TRACKING - GARBAGE TRUCK

| PROJECT #: | DATE: |
|---|---|
| 7579.01 | 1-14-22 |

2 OF 2

B:\2600\669 Jet Brite Services, Inc\669 Jet Brite, Glen Ellyn Car Wash\2400\CAD-old Files Previous Design\Sheets\Civil\ProdEngineering\7579_EXHIBIT5.dwg 1-14-22

FRED BUCHOLZ
DUPAGE COUNTY RECORDER
SEP. 20, 2018 10:05 AM
PLAT $108.00 05-22-202-025
PLAT PAGE COUNT: 1
032 PAGES R2018-088648

Village Of Glen Ellyn

---

Ordinance No. 6546
An Ordinance Approving
A Preliminary Plat of Subdivision, A Final Plat of Subdivision, A Preliminary Planned Unit Development, A Final Planned Unit Development for Lot 1, A Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1
For the Construction and Operation of an Andy's Frozen Custard shop with a drive-thru
on Property Commonly Known as 375-395 Roosevelt Road & 681 Taft Avenue
Glen Ellyn, Illinois 60137

---

Adopted by the
President and the Board of Trustees
of the Village of Glen Ellyn
DuPage County, Illinois
This 13 Day of Nov, 2017.

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois,
this 14 day of Nov, 2017.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

Ordinance No. 6546
An Ordinance Approving
A Preliminary Plat of Subdivision, A Final Plat of Subdivision, A Preliminary Planned Unit Development, A Final Planned Unit Development for Lot 1, A Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1
For the Construction and Operation of an Andy's Frozen Custard shop with a drive-thru
on Property Commonly Known as 375-395 Roosevelt Road & 681 Taft Avenue
Glen Ellyn, Illinois 60137

**Whereas,** LM Commercial Development, owner of property commonly known as 375-395 Roosevelt Road and 681 Taft Avenue, has petitioned the Village President and Board of Trustees for approval of the following:

1. A Preliminary and Final Plat of Subdivision in accordance with Section 11-3-4 and Section 11-3-5, respectively, of the Glen Ellyn Subdivision Regulations Code.

2. A Preliminary Planned Unit Development Plan for the entire site and a Final Planned Unit Development Plan for Lot 1, in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code, including the following deviations from the Zoning Code:
   a. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 6 feet on Lot 1 along the east lot line, in lieu of the minimum impervious surface setback of 6.25 feet required.
   b. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 2 feet on Lot 1 along the west lot line, in lieu of the minimum impervious surface setback of 6.25 feet required.
   c. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 7 feet on Lot 2 along the east lot line, in lieu of the minimum impervious surface setback of 7.5 feet required.
   d. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 1 foot on Lot 2 along the west lot line, in lieu of the minimum impervious surface setback of 7.5 feet required.
   e. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 1.5 feet on Lot 3 along the east lot line, in lieu of the minimum impervious surface setback of 6.75 feet required.
   f. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 4 feet on Lot 3 along the west lot line, in lieu of the minimum impervious surface setback of 6.75 feet required.

3. A Special Use Permit for a drive-in commercial facility (i.e. drive-thru) for Lot 1 in accordance with Section 10-4-15(B)9 of the Zoning Code.

4. The following variations from the Glen Ellyn Sign Code:

a. A variation from Section 4-5-10(B)2 to allow eight (8) wall signs on Lot 1 of the development in lieu of the maximum one (1) wall sign permitted.

b. A variation from Section 4-5-10(B)2 to allow a total wall signage area of 288 square feet in lieu of the maximum 30 square feet permitted.

c. A variation from Section 4-5-5(G) to allow neon tube lighting on the north, east, and west elevations of the building which would otherwise be prohibited.

5. Exterior Appearance approval for Lot 1 in accordance with the Glen Ellyn Appearance Review Guidelines, Ordinance 5508.

All to accommodate the redevelopment of the subject property and a new Andy's Frozen Custard drive-thru on Lot 1 of the development; and

**Whereas,** the portion of the subject property at 375-395 Roosevelt Road is located in the C3 Service Commercial District and the portion of the property at 681 Taft Avenue is in the C4 Office District.; and

**Whereas,** the property is legally described as follows:

PARCEL 1:
LOTS 9 THROUGH 17, BOTH INCLUSIVE, (EXCEPT THE NORTH 5 FEET OF SAID LOTS) AND LOTS 18 THROUGH 26, BOTH INCLUSIVE, TOGETHER WITH THE WEST ½ OF VACATED ALLEY, (EXCEPT THE NORTH 5 FEET THEREOF) LYING EAST OF AND ADJACENT TO THE EAST LINE OF LOTS 9 AND 26, PER DOCUMENT NO. R84-59324, IN BLOCK 81 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTIONS 22 AND 23, TOWNSHIP 39 RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
LOTS 11 THROUGH 15, BOTH INCLUSIVE, IN BLOCK 79 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEROF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:
THE EAST HALF OF VACATED HILLCREST AVENUE (EXCEPT THE NORTH 5 FEET THEREOF) (VACATED PER PLAT OF VACATION RECORDED AS DOCUMENT R84-59323) TOGETHER WITH THAT PART OF THE WEST HALF OF VACATED HILLCREST AVENUE LYING SOUTH OF THE SOUTH LINE OF ROOSEVELT ROAD AND NORTH OF THE NORTH LINE OF TAFT AVENUE IN WHEATON ESTATES, VACATED BY

ORDINANCE RECORDED NOVEMBER 9, 1988 AS DOCUMENT R88-129113, WHICH IS LYING WITHIN LOT 1 IN GRANDMA SALLY'S ASSESSMENT PLAT RECORDED SEPTEMBER 12, 2001 AS DOCUMENT R2001-193452, ALL FALLING WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.
P.I.N.: 05-22-202-025, 05-22-203-004, 05-22-203-005, 05-22-207-005, 05-23-100-009, 05-23-100-023, 05-23-100-025, 05-23-100-026, 05-23-100-027, 05-23-102-001, and 05-23-102-002

**Whereas**, following due and proper publication of notice in The Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted a public hearing on October 12, 2017 at which hearing the Plan Commission considered the petitioner's request for approval of the Major Subdivision, Preliminary Planned Unit Development of the entire site with zoning deviations, Final Planned Unit Development for Lot 1, Special Use Permit for a drive-in commercial facility for an Andy's Frozen Custard on Lot 1, and variations from the Sign Code for Lot 1; and

**Whereas,** at the October 12, 2017 public hearing of the Plan Commission, the petitioner presented evidence, testimony, and exhibits in support of the requests and no members of the public spoke in opposition to or in favor of the proposal; and

**Whereas**, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings of fact and recommendations and by a vote of five (5) "yes" and two (2) "no", the Plan Commission recommended approval of the variations from the Sign Code as set forth in the October 12, 2017 minutes of the Plan Commission, a draft of which is attached hereto as Exhibit "A"; and

**Whereas**, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings of fact and recommendations and by a vote of seven (7) "yes" and zero (0) "no", the Plan Commission recommended approval of the Major Subdivision, Preliminary Planned Unit Development of the entire site with zoning deviations, Final

Planned Unit Development for Lot 1, and Special Use Permit for a drive-in commercial facility for an Andy's Frozen Custard on Lot 1 as set forth in the October 12, 2017 minutes of the Plan Commission, a draft of which is attached hereto as Exhibit "A"; and

**Whereas,** staff has performed the review of the application for Exterior Appearance and has determined the proposed exterior appearance is in substantial conformance with the Village's Appearance Review Guidelines and recommends approval of the proposed exterior appearance with the following conditions:

1. The Glen Gery brick be modified in color from Twilight to red; and
2. An architectural element be incorporated on both the east and west elevations of the building on the brick to break up the blank mass of the brick wall; and

**Whereas,** the Village President and Board of Trustees have reviewed the evidence, exhibits, and materials presented at the October 12, 2017 Plan Commission public hearing and have considered the recommendation of the Plan Commission; and

**Whereas,** the President and Board of Trustees have determined that granting the requested Preliminary and Final Plat of Subdivision is consistent with the goals of the Glen Ellyn Subdivision Regulations Code, that granting the requested Preliminary Planned Unit Development for the entire site, the Final Planned Unit Development and Special Use Permit for Lot 1 is consistent with the goals of the Glen Ellyn Zoning Code, that granting the Variations from the Sign Code for Lot 1 is consistent with the goals of the Glen Ellyn Sign Code, and that granting the Exterior Appearance for Lot 1 of the project is consistent with the objectives of the Glen Ellyn Appearance Review Guidelines.

**Now, Therefore, be it Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois**, in the exercise of its home rule powers, as follows:

**Section One:** The minutes from the October 12, 2017 Plan Commission public hearing, a draft of which is attached hereto as Exhibit "A", and the findings of fact contained in the petitioner's applications, as well as in the preambles above, are hereby adopted as the findings of fact of the Village President and Board of Trustees based upon their review of the evidence, exhibits, and materials presented at the October 12, 2017 public hearing of the Plan Commission.

**Section Two:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the proposed Final and Preliminary Plat of Subdivision.

**Section Three:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the proposed Preliminary Planned Unit Development for the entire site and the Final Planned Unit Development for Lot 1.

**Section Four:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Special Use Permit for a drive-thru facility to allow the construction of a drive-thru Andy's Frozen Custard on Lot 1.

**Section Five:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Variations from the Sign Code for Lot 1.

**Section Six:** Based upon the staff recommendation for Exterior Appearance approval, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Exterior Appearance for Lot 1.

**Section Seven:** The granting of the approvals for the Major Subdivision, Preliminary Planned Unit Development for the entire site, Final Planned Unit Development for Lot 1, Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1 is subject to the following conditions:

A. The project shall be constructed in substantial conformance with the plans submitted and the testimony presented at a draft of which is public hearing before the Plan Commission, with the exterior appearance plans recommended by staff, and with the petitioner's application packet including the following plans and documents referenced below, as though they were attached to this Ordinance:
    1. Application for a Major Subdivision stamped received October 6, 2017
    2. Application for Preliminary Planned Unit Development stamped received October 6, 2017
    3. Application for a Final Planned Unit Development stamped received October 6, 2017
    4. Application for a Special Use Permit stamped received October 6, 2017
    5. Application for Sign Variations stamped received October 6, 2017
    6. Application for Exterior Appearance Review stamped received October 6, 2017
    7. Narrative prepared by the petitioner dated October 6, 2017
    8. Plat of Subdivision prepared by Wolfpack Consulting, LLC dated October 5, 2017 attached hereto as Exhibit "B"
    9. Existing Conditions and Preliminary Site Demolition Plan prepared by Civworks Consulting, LLC dated October 5, 2017
    10. Preliminary Site Dimensional Plan and Paving Plan prepared by prepared by Civworks Consulting, LLC dated October 5, 2017 attached hereto as Exhibit "C"
    11. Final Site Plan prepared by Metz & Company dated October 21, 2017 attached hereto as Exhibit "D"
    12. Landscape Plan (2 pages) prepared by Metz & Company dated October 21, 2017 attached hereto as Exhibit "E"
    13. Preliminary Site Utility Plan prepared by Civworks Consulting, LLC dated October 5, 2017
    14. Preliminary Site Grading Plan prepared by Civworks Consulting, LLC dated October 5, 2017
    15. Pervious/Impervious Areas Exhibit prepared by Civworks Consulting, LLC dated October 5, 2017
    16. Site Improvement Phasing Diagram prepared by Civworks Consulting, LLC dated October 5, 2017 attached hereto as Exhibit "F"
    17. Photometric Plan prepared by Craig A Schneider Architects, dated August 21, 2017, attached hereto as Exhibit "G"
    18. Tree Preservation Plan prepared by Metz & Company dated July 20, 2017
    19. Trash Enclosure Plan prepared by Craig A. Schneider Architects dated October 9, 2017 attached hereto as Exhibit "H"
    20. Andy's Floor Plan prepared by Craig A. Schneider Architects dated September 21, 2017

21. Andy's Building Elevations (2 pages) prepared by Craig A. Schneider Architects dated September 13, 2017 attached hereto as Exhibit "I"
22. Andy's Sign Elevations (3 pages), stamped received October 6, 2017 attached hereto as Exhibit "J"

B. During the request for approval of a Final PUD for each of Lots 2, 3, and 5, details shall be provided, for review by Staff and recommendation by the Plan Commission, indicating that the quasi-public open space will provide a public amenity including providing benches, tables, and accessible routes to enter each seating area on Lots 2, 3, and 5.

C. Final IDOT approval of the two proposed Roosevelt Road accesses shall be obtained and submitted to the Village prior to the issuance of any building permit with the exception of a building permit for building demolition.

D. The cross access agreement for Lots 1-4 shall be finalized and recorded prior to the issuance of any building permits, except for a building demolition permit.

E. That the site is to be restored with sod groundcover within six (6) months after demolition of Phase I of the Enterprise building demolition takes place until such time that Lots 2 and 3 have received Final PUD approval.

F. The Final PUD for Lots 2, 3, and 5 to be submitted for review and approval within two years from the date of the Preliminary PUD approval.

G. That the shared interconnecting storm easements being provided throughout the lots be approved by the Village Engineer prior to the issuance of any building permit, except for a demolition permit.

H. That the Final Plat of Subdivision and Plats of Vacation be finalized and recorded prior to the issuance of any building permit with the exception of a building permit for building demolition.

I. The Glen Gery brick be modified in color from Twilight to red.

J. An architectural element be incorporated on both the east and west elevations of the building on the brick to break up the blank mass of the brick wall.

K. All exterior neon lighting shall be turned off when the store is closed for business.

**Section Eight**: The Building and Zoning Official is hereby authorized to issue all necessary building and occupancy permits pursuant to the Preliminary and Final Plat of Subdivision, Preliminary Planned Unit Development for the entire site, Final Planned Unit Development for Lot 1, Special Use Permit for Lot 1, Sign Variations for Lot 1, and Exterior Appearance for Lot 1

approved herein, provided that all the conditions set forth hereinabove have been met and that the applicant complies with all other applicable laws and ordinances of the Village of Glen Ellyn. This grant of approval of the aforementioned requests shall expire and become null and void within 24 months of the date of this Ordinance unless a temporary occupancy permit is applied for within said time period, provided, however, that the Village Board, by motion, may extend the period during which an occupancy permit must be applied for. Further, the Village Board may, for good cause shown, waive or modify any conditions set forth in this ordinance without requiring that the matter return for public hearing.

**Section Nine**: This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

**Section Ten**: Failure of the owners or other party in interest or a subsequent owner or other party in interest to comply with the terms of this Ordinance, after execution of such Ordinance, shall subject the owners or party in interest to the penalties set forth in Section 10-10-18 (A) and (B) of the Village of Glen Ellyn Zoning Code.

**Section Eleven**: The Village Clerk is hereby authorized to record this Ordinance with the DuPage County Recorder.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 13 day of Nov, 2017.

**Ayes:** Trustee Enright, Fasseler, Kenwood, Lidesic, Snyder, Senak

**Nays:** 0

**Absent:** 0

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this 13 day of Nov, 2017.

Village President

Attest:

Village Clerk

(Published in pamphlet form and posted on the 14 day of November 2017.)

# EXHIBIT "A"

DRAFT
PLAN COMMISSION
MINUTES
OCTOBER 12, 2017

The meeting was called to order by Acting Chairperson Tracy Heming-Littwin at 7:00 p.m. Plan Commissioners Angela Fanella, Phillip Hartweg, Terra Costa Howard, Tim Loftus, Mohammed Saeed and Jamie Vondruska were present. Plan Commissioners David Rodemann and Chairperson Mary Loch were excused. Also present were Village Director of Planning and Development Staci Hulseberg, Village Planner John Sterrett and Recording Secretary Barbara Utterback.

No general comments on non-agenda items were made by the public at this Plan Commission meeting.

Regarding the August 10, 2017 Plan Commission minutes, Plan Commissioner Hartweg stated he was at that meeting, however, was noted as being absent in the minutes. Plan Commissioner Howard also stated she was at that meeting and was noted as being absent in the minutes. Plan Commissioner Hartweg moved, seconded by Plan Commissioner Fanella, to approve the minutes with the above changes made. The motion carried by voice vote with one abstention.

Plan Commissioner Howard moved, seconded by Plan Commissioner Hartweg, to approve the minutes of the August 24, 2017 Plan Commission minutes. The motion carried by voice vote with one abstention.

On the agenda was a public hearing regarding 375-395 Roosevelt Road and 681 Taft Avenue for a major subdivision, planned unit development, special use permit and sign variations.

PUBLIC HEARING – 375-395 ROOSEVELT ROAD AND 681 TAFT AVENUE – LM COMMERCIAL DEVELOPMENT - MAJOR SUBDIVISION, PLANNED UNIT DEVELOPMENT, SPECIAL USE PERMIT AND SIGN VARIATIONS

DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING A REQUEST FOR APPROVAL OF A MAJOR SUBDIVISION, A PRELIMINARY PUD FOR THE ENTIRE DEVELOPMENT, A FINAL PUD FOR LOT 1 OF THE DEVELOPMENT, A SPECIAL USE PERMIT FOR A DRIVE-THRU RESTAURANT AND SIGN VARIATIONS FOR LOT 1 OF THE DEVELOPMENT TO ACCOMMODATE THE REDEVELOPMENT OF THE SITE AND THE CONSTRUCTION OF A PROPOSED DRIVE-THRU FOR ANDY'S FROZEN CUSTARD. THE SUBJECT PROPERTY IS LOCATED BETWEEN LAMBERT AVENUE AND MAIN STREET. THE PORTION OF THE PROPERTY ON ROOSEVELT ROAD IS LOCATED IN THE C3 SERVICE COMMERCIAL SERVICE DISTRICT AND THE PORTION ON TAFT AVENUE IS LOCATED IN THE C4 OFFICE DISTRICT.
(LM Commercial Development, owner)

Plan Commissioner Howard moved, seconded by Plan Commissioner Fanella, to open the public hearing. The motion carried unanimously by voice vote.

Staff Introduction

Village Director of Planning and Development Staci Hulseberg and Village Planner John Sterrett were present to speak on behalf of the subject requests. Mr. Sterrett stated that LM Commercial Development, represented by Ken Adams, is present at this meeting to request a planned unit development, a major subdivision, a special use permit and sign variations for the property at 375-395 Roosevelt Road and 681 Taft Avenue. Mr. Sterrett stated that the subject property is located on the south side of Roosevelt Road between Main Street on the east and Lambert Avenue on the west and that a parcel of property that is part of this development is on the south side of Taft Avenue just north of the Village Links Golf Course. Mr. Sterrett stated that the existing property consists of eleven (11) parcels and is slightly over four (4) acres in size. He stated that the property on Roosevelt Road is zoned C3 Service Commercial and the property located on Taft Avenue is C4 Office District. He stated that Leslie Car Wash and Enterprise Rent-a-Car currently exist on the subject site. He also stated that a portion of the property on the east side is located in a 100-year floodplain and the petitioners' engineer and the Village's stormwater engineer are working on providing compensatory storage on the property and added that this will not alter the proposed site plan. Mr. Sterrett stated that Enterprise has downsized and is moving across the street to 404 Roosevelt Road.

Mr. Sterrett stated that the existing Enterprise building will be demolished and subdivided into five (5) lots—four (4) along Roosevelt Road and one (1) on Taft Avenue. He stated that Leslie Car Wash will remain and the other 3 lots on Roosevelt Road will be developed for restaurant uses with Andy's Frozen Custard on one of those lots. He added that the property on Taft Avenue will be developed for office use. He also stated that the required approvals for this project include a preliminary PUD for the entire site, a final PUD for Lot 1, a major subdivision with five (5) lots being created, a special use permit for a drive-thru for the Andy's operation and variations from the sign code for the Andy's building and he displayed a layout of the subject property.

Mr. Sterrett stated there are two (2) existing access points onto the Enterprise property off of Roosevelt Road that will be relocated. He also stated that final approval for those access points has not yet been received from IDOT.

Mr. Sterrett displayed a landscape plan submitted by the petitioners. He stated that some revisions to that plan include adding landscaping along the east property line which is a recommendation by staff as well as adding an additional tree along the Roosevelt Road right-of-way. He stated there are currently 5 trees within the Roosevelt Road right-of-way that are in tree grates that are being required to be removed per IDOT so staff is recommending that one for one of the trees that are being removed be replaced along Roosevelt Road.

Mr. Sterrett stated that there are three (3) locations where the petitioners are proposing to add a streetscape element along Roosevelt Road in keeping with the streetscape plan for Roosevelt Road, and the streetscape element would be located directly in front of each one of the three commercial lots. He stated that that the streetscape element is intended to mirror the existing streetscape element that is located in front of Leslie Car Wash as recommended by Village staff.

Mr. Sterrett pointed out that because this project is a Planned Unit Development, one aspect to a PUD is that there has to be a requirement for quasi-public open space as an amenity. He stated that the petitioners are proposing that the amenity will be located on the south part of the Andy's building where there is a small landscaped area. He stated the petitioners are proposing to have three (3) tables, a park bench and trash receptacle in this area. He stated that staff is also recommending the addition of tables and benches in that area to add a public amenity for those visiting the site. Mr. Sterrett also stated that some landscaping will be added along the perimeter of the drive-thru for Andy's.

Mr. Sterrett stated that sign variations are being sought for this proposal, one of which deals with the amount of wall signage being proposed. He added there are four (4) wall signs on the current plan—two (2) on the east elevation and two (2) on the west elevation. He stated that two (2) signs are on a proposed blade wall in the front of the building on the north elevation and two (2) signs will be located toward the rear of the building, one on the east and one on the west. Mr. Sterrett stated that the two (2) wall signs placed on the blade wall are comprised of 110 square feet each on both sides and the two (2) wall signs in the rear are 18 square feet each. Mr. Sterrett stated that there is also neon tube lighting being proposed on the north, east and west elevations which is prohibited per the sign code and he added that some Plan Commissioners and staff were not in favor of the neon lighting as it is prohibited by the Sign Code. Mr. Sterrett stated there is also some directional signage that is being proposed on the building which could be interpreted as wall signage. He stated that four (4) signs are proposed on the building—one on the east elevation, one on the west elevation and two on the north elevation of the building. He added that a maximum of five (5) elevation signs are permitted on a property. He stated that a directional sign is being proposed for the entrance to the Andy's lot with a small SIGN that says "Drive-thru" with an arrow pointing to the drive-thru lane. He added that the directional signs put on the building exceed the allowable square feet, adding that the maximum is four (4) square feet per directional sign and these are just under eight (8) square feet. He added that typically directional signage is more on a stand-alone component and not connected to a building so there is a maximum of four (4) feet which is unique because the directional signage will be on the building so their height will be over 15 feet.

Mr. Sterrett recapped that the sign variations being requested are to allow four (4) establishment signs in lieu of the one (1) wall sign that is permitted, to allow a total wall signage area of 250 square feet in lieu of the maximum 30 square feet permitted, to allow the neon tube lighting on the north, west and east elevations and to allow the four (4) directional signs to each have 7.98 square feet with heights of 15.75 feet.

Mr. Sterrett stated that staff is recommending some conditions regarding these properties. He stated the first condition is to put landscaping throughout the east property line and added that the petitioner has made this change. He also stated that additional landscaping be added to the quasi-open area behind the Andy's building with tables and chairs. He added that when Lots 2 and 3 come in for their final PUD, the petitioner should provide the same public amenity somewhere on those sites with a seating area. He added that the petitioners added a tree along the Roosevelt Road right-of-way so that condition has been taken care of and they also modified the landscape plan to remove the five (5) existing trees from Roosevelt Road. He also stated they need final IDOT approval of the proposed Roosevelt Road accesses prior to issuance of a building permit outside of a demolition permit. Mr. Sterrett stated that the Village is also recommending that stop signs be placed just south of the entrance off of Roosevelt Road to avoid cars from blocking the intersection. Plan Commissioner Howard asked if the stop sign could block the other drive-thru as a car came around and Mr. Sterrett replied that it could on Lot 2 if cars are leaving the drive-thru and there is a line of cars stopped there. Mr. Sterrett added that the Village Traffic Engineer reviewed this situation and determined that this situation should not pose an operational conflict. Mr. Sterrett also stated that cross access agreements must be finalized and recorded prior to the issuance of a building permit. He added that ground cover be placed on Lots 2 and 3 for soil stabilization if they are not developed at the time when the Enterprise building is taken down. He also added that if nothing happens with Lots 2 and 3 for a number of years, they will need to return to the Village for approval. He also stated that shared interconnecting storm easements should be provided and finalized on the plat and approved before the plat is recorded and that the final plat of subdivision is recorded. Mr. Sterrett responded to Acting Chairperson Heming-Littwin that the petitioners would need to sod the property after six months if nothing was happening at that site.

Petitioner's Presentation

Ken Adams who represents LM Commercial Development, the owner of the property located at 375-395 Roosevelt Road and 681 Taft Avenue, stated his address is 1960 Lincoln Park West, Chicago, IL. Mr. Adams stated that the marketing on the subject property has gone very well and they may be returning before too long regarding Lots 2, 3 and 5.

Mr. Adams stated they would not need to take down the Enterprise building right away to put in Andy's because they can go to Taft Avenue for sewer and water. He also stated that the gas and electric that are currently running the Enterprise building are all on the east side of the building so they would have to put in temporary services if they chose to take down part of the building which is probably not a good economic idea. Mr. Adams stated that the main issue is getting the final approval for Andy's which is a unique building and he displayed some photos of that building.

Questions from the Plan Commission

Plan Commissioner Howard asked if there is an alternative to the neon signs. Mr. Adams stated they can take that issue under advisement with the COO and architect. Plan Commissioner Loftus asked if the petitioner could quantify the hardship if they did not get the neon approved. Mr. Adams responded that this image presents an old time ice cream store which he feels has been done well. He added that in terms of a hardship that diminishes their presentation. Plan Commissioner Saeed asked if the petitioner could reduce the number and size of their signs, however, Mr. Adams was unable to respond to that question at this time. Mr. Sterrett responded to Acting Chairperson Heming-Littwin that at the pre-application meeting, the petitioners were proposing menu board signs on the sides of the building which were eliminated. He stated they also were requesting to have a free-standing monument sign on the front, however, the Plan Commission felt that the monument sign was not needed because the blade sign was there which was similar to the monument sign. Mr. Sterrett responded to Plan Commissioner Fanella that the four wall signs were part of the pre-application conference. Mr. Adams responded to Plan Commissioner Fanella that a menu board is different from a drive-thru menu. Mr. Adams responded to Plan Commissioner Loftus that the store will be open year round. Acting Chairperson Heming-Littwin responded to Plan Commissioner Hartweg that neon signs were not allowed when the sign code was created. Planning and Development Director Hulseberg stated that when the sign code was created, there was some neon around some windows on Roosevelt Road which has remained. She added that neon has never been allowed since the sign code was developed. Plan Commissioner Hartweg felt that it is logical for the subject building to have neon and asked if that could be made to work. Mr. Sterrett responded that a variation is being requested for the neon and added that neon that is not allowed in outline features of a building.

Persons in Favor of or in Opposition to the Request

No persons spoke in favor of or in opposition to this request.

Plan Commissioner Howard moved, seconded by Plan Commissioner Loftus, to close the public hearing. The motion carried unanimously by voice vote.

Comments from the Plan Commission

Plan Commissioner Fanella stated she was fine with the Planned Unit Development, subdivision, permit for a drive-thru and the deviations for the impervious surface. She stated she would be fine with granting the sign variations, however, was not supportive of the neon.

Plan Commissioner Howard stated that neon is part of the character of the subject building and stated she can live with the sign given its location. She added that we would want this business

to succeed if we are taking away a characteristic of what the business is about. She felt an exception should be made for this small business.

Plan Commissioner Vondruska stated he was fine with the PUD and variations. He stated he likes what is being done to the building and that it looks good character-wise. He stated that neon helps with the old-school feel of the business, however, would we be opening the door to having others use neon if neon is approved for this business. He stated he is okay with the request with the exception of the neon.

Plan Commissioner Hartweg stated that Oberweis had a painted wall on their building that people objected to, however, now no one objects. He stated he feels the same about the neon signage at this building. He was in favor of the requests but was a bit concerned about the slope and the swampy area. Plan Commissioner Hartweg was pleased that the electrical lines will be buried.

Plan Commissioner Loftus stated that the site seems to work for all the different variations being requested. He stated that he agreed to the number of signs but was not in favor of the large signs on Roosevelt Road. He stated that the petitioner could get the same effect with more efficient LED lights than with neon, however, Mr. Sterrett added that the code also prohibits LED lighting.

Plan Commissioner Saeed stated he has no problem with the preliminary and final PUD. He also stated he had no problem with the neon sign. He stated that the wall signs and square footage bother him but otherwise the project is well done.

Acting Chairperson Heming-Littwin stated that she is fine with everything and appreciated that the petitioners had made changes per the Plan Commission's requests. She stated that she did not feel that the Andy's sign was too large because it is set far off of Roosevelt Road. She stated she is in favor of the neon as it represents the old time feel of the dairy and will not be on all night. She added she does not know why neon is prohibited in the sign code. She also stated that Malloy's on Roosevelt Road has had a neon sign for many, many years.

Motions

1. Plan Commissioner Howard moved, seconded by Plan Commissioner Vondruska, to recommend approval of the variations from the Sign Code at 375-395 Roosevelt Road and 681 Taft Avenue.

   The motion carried unanimously with five (5) yes votes and two (2) no votes as follows: Plan Commissioners Howard, Vondruska, Fanella, Hartweg and Acting Chairperson Heming-Littwin voted yes; Plan Commissioners Loftus and Saeed voted no.

2. Plan Commissioner Howard moved, seconded by Plan Commissioner Hartweg, to recommend approval of a preliminary planned unit development, a final planned unit development for Lot 1, a preliminary and final plat of subdivision and a special use to operate a drive-thru facility on Lot 1 for 375-395 Roosevelt Road and 681 Taft Avenue.

   Having considered the application of LM Commercial Development for approval of a preliminary planned unit development, a final planned unit development for Lot 1, a preliminary and final plat of subdivision and a special use to operate a drive-thru facility on Lot 1 for 375-395 Roosevelt Road and 681 Taft Avenue, the Plan Commission hereby adopts the findings of fact in the petitioner's application packet and accepted by the petitioner at the public hearing as well as the findings included in the deliberations of the Plan Commission and recommends approval of the request subject to the following conditions: 1. Additional landscaping shall be added to the 3,314 square foot landscaped area on Lot 1 behind the Andy's building to provide screening between the seating area and the drive-thru lane as well as additional tables and benches. The landscaped plans and development plans shall be amended to reflect this change prior to Village Board approval. 2. During the request for approval of the final PUD for each lot 2-5, details shall be provided for review by staff for recommendation by the Plan Commission indicating that the quasi-public open space will provide a public amenity including providing benches, tables and accessible routes to enter each seating area. 3. Final IDOT approval of the two proposed Roosevelt Road accesses shall be obtained and submitted to the Village prior to the issuance of any building permit with the exception of a building permit for the building demolition. 4. Stop signs shall be installed at the intersection on Lot 1 immediately south and to the east of Roosevelt Road access for eastbound, northbound and westbound onsite traffic. 5. The cross access agreement for Lots 1 – 4 shall be finalized and recorded prior to the issuance of any building permits except for a building demolition permit. 6. The site is to be restored with groundcover within six months after demolition of Phase 1 of the Enterprise building demolition takes place until such time that Lots 2 and 3 have received final PUD approval. 7. The final PUD for Lots 2 and 3 to be submitted for review and approval within two years from the date of preliminary PUD approval. 8. That the shared inter-connecting storm easements being provided throughout the lots be finalized and approved prior to the issuance of any building permit except for a demolition permit. 9. That the final plat of subdivision be finalized and recorded prior to the issuance of any building permit with the exception of a building permit for a building demolition.

   The motion carried unanimously with seven (7) yes votes and zero no votes as follows: Plan Commissioners Howard, Hartweg, Fanella, Loftus, Saeed, Vondruska and Acting Chairperson Heming-Littwin voted yes.

# EXHIBIT "A"



Trustee Report

Trustee Liaison Pryde was not present.

Chairperson's Report

Chairperson Loch was not present.

Staff Report

Mr. Sterrett stated that a pre-application meeting for properties to become an apartment building on Melrose Street will soon appear before the Plan Commission. He also stated that the next Plan Commission meeting is cancelled.

Plan Commissioner Saeed moved, seconded by Plan Commissioner Vondruska, to adjourn the meeting at 7:55 p.m. The motion carried unanimously by voice vote.

Prepared by:
Barbara Utterback
Recording Secretary

Reviewed by:
John Sterrett
Village Planner

GRAPHIC SCALE

( IN FEET )
1 inch = 40 ft.

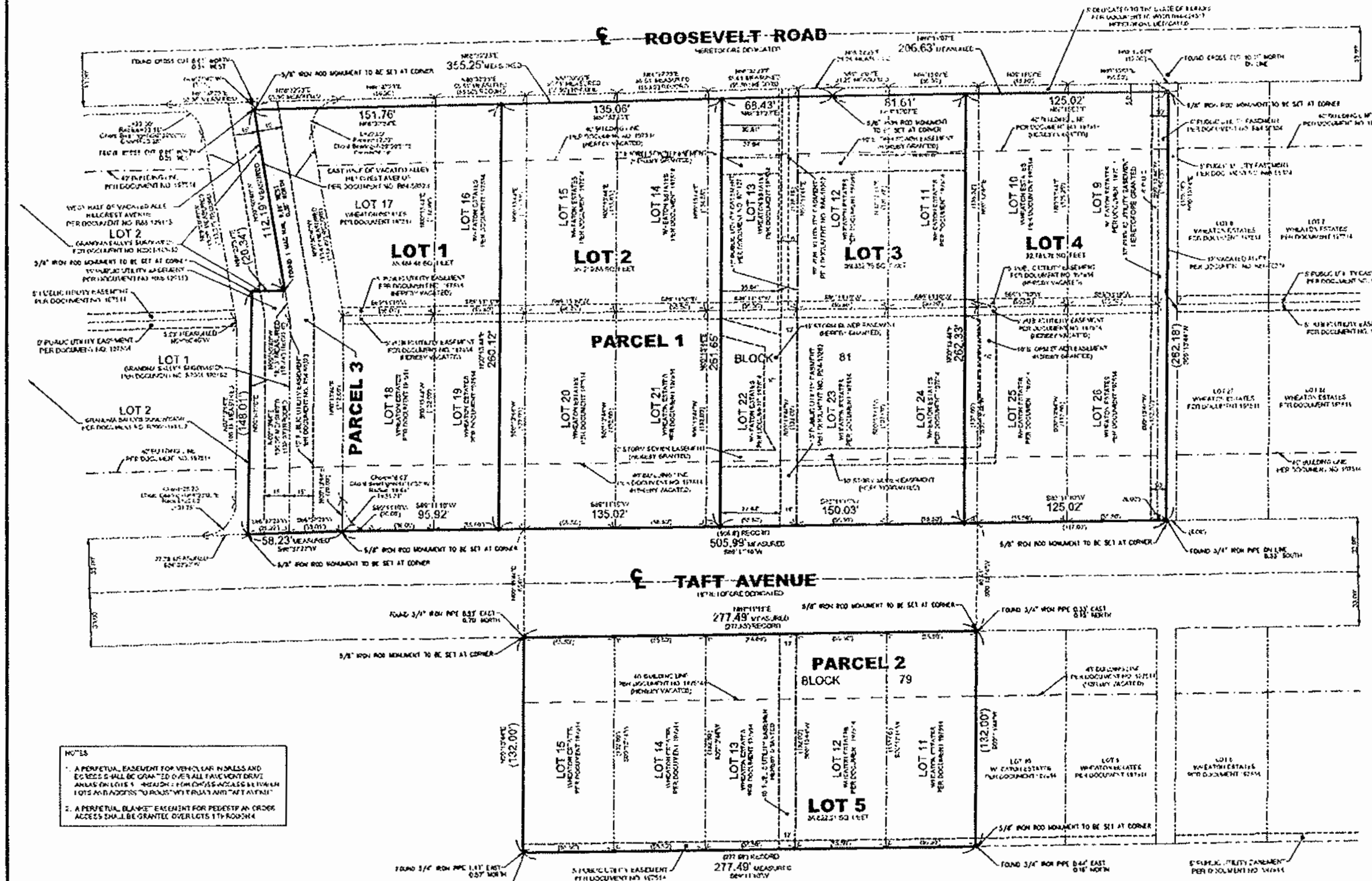
# 375-395 ROOSEVELT ROAD
## PLAT OF SUBDIVISION

OF PART OF SECTIONS 22 AND 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

COMMON ADDRESS: 375-395 ROOSEVELT ROAD, GLEN ELLYN, ILLINOIS

Wolf Pack Properties, LLC

# EXHIBIT "B"




NOTES

1. A PERPETUAL EASEMENT FOR VEHICULAR INGRESS AND EGRESS SHALL BE GRANTED OVER ALL PAVEMENT DRIVE AREAS ON LOTS 1 THROUGH 4 FOR CROSS ACCESS BETWEEN LOTS AND ACCESS TO ROOSEVELT ROAD AND TAFT AVENUE.
2. A PERPETUAL BLANKET EASEMENT FOR PEDESTRIAN CROSS ACCESS SHALL BE GRANTED OVER LOTS 1 THROUGH 4.

## OWNER'S CERTIFICATE

STATE OF ILLINOIS) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT ______________ IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND THAT THEY HAVE CAUSED THE SAME TO BE SURVEYED AND CONSOLIDATED, AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

HEREBY DEDICATE FOR PUBLIC USE THE LANDS SHOWN ON THE PLAT FOR THOROUGHFARES, STREETS, ALLEYS, AND FACILITIES; AND I HEREBY ALSO RESERVE FOR THAT COMPANY OF COMPANIES WHICH HAVE BEEN GRANTED BY THE VILLAGE OF OTHER ENTITIES WITH THE POWER TO DO SO, FRANCHISES WITHIN THE VILLAGE FOR UTILITY SERVICES, INCLUDING NATURAL GAS, ELECTRICITY, TELEPHONE, WATER, SEWER, CABLE AND OTHER SIMILAR ENTITIES THE EASEMENT PROVISIONS, WHICH ARE STATED ON THE STANDARD FORM, WHICH IS ATTACHED HERETO.

THIS IS TO CERTIFY, ______________, AS OWNER OF THE PROPERTY DESCRIBED HEREON AND LEGALLY DESCRIBED ON THE PLAT, THAT I HAVE DETERMINED TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE SUBJECT LOT LIES WITHIN THE BOUNDARIES OF THE DISTRICT 87 HIGH SCHOOL DISTRICT AND DISTRICT 89 ELEMENTARY SCHOOL DISTRICT, IN DUPAGE COUNTY, ILLINOIS.

BY:
OWNER

## NOTARY CERTIFICATE

STATE OF ILLINOIS) SS
COUNTY OF DUPAGE)

I, ______________, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT ______________ AS OWNER, IS PERSONALLY KNOWN BY ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AS OWNER, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE HAS SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS OWN FREE AND VOLUNTARY ACT, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL, THIS_____ DAY OF____________, A.D. 20____.

NOTARY PUBLIC

## CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS) SS.
COUNTY OF DUPAGE)

I, ______________, VILLAGE COLLECTOR OF THE VILLAGE OF GLEN ELLYN, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT. PLAT.

DATED AT GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, THIS ______ DAY OF ____________ A.D. 20____

VILLAGE COLLECTOR

## PLAN COMMISSION

STATE OF ILLINOIS) SS
COUNTY OF DUPAGE)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, THIS ______ DAY OF ____________, A.D. 20____

PLAN COMMISSION CHAIRMAN

ATTEST: ______________
RECORDING SECRETARY

## VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS) SS.
COUNTY OF DUPAGE)

APPROVED BY THE PRESIDENT AND VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, THIS ______ DAY OF ____________, A.D. 20____.

SIGNED ______ PRESIDENT ATTEST ______ VILLAGE CLERK

I, ______________, VILLAGE CLERK OF THE VILLAGE OF GLEN ELLYN, ILLINOIS, DO HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY ORDINANCE DULY APPROVED BY THE VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN AT ITS MEETING HELD ON______________, A.D. 20____, IN WITNESS WHEREOF I HAVE HEREUNTO SET THE SEAL OF THE VILLAGE OF GLEN ELLYN, ILLINOIS.

VILLAGE CLERK

## ILLINOIS DEPARTMENT OF TRANSPORTATION

STATE OF ILLINOIS) SS.
COUNTY OF DUPAGE)

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT TO C. 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS" AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

DATED THIS ______ DAY OF ____________, A.D. 20______.

DISTRICT ENGINEER

## VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS) SS.
COUNTY OF DUPAGE)

I, ______________, VILLAGE ENGINEER OF THE VILLAGE OF GLEN ELLYN, DO HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT ALL MATTERS PERTAINING TO PLAT REQUIREMENTS AS PRESCRIBED IN THE REGULATIONS GOVERNING PLATS ADOPTED BY THE VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN, ILLINOIS, INSOFAR AS THEY PERTAIN TO THE SUBJECT PLAT, HAVE BEEN COMPLIED WITH. I FURTHER CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE REQUIRED PER ORDINANCE SECURITY IS POSTED FOR THE COMPLETION OF THE IMPROVEMENTS COVERING SANITARY SEWERAGE SYSTEM AND DOMESTIC WATER SUPPLY AND TRANSMISSION SYSTEM UNDER THE JURISDICTION OF THE VILLAGE OF GLEN ELLYN, BASED ON ENGINEERING PLANS AND SPECIFICATIONS PREPARED BY A LICENSED ENGINEER AND APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION, EXCEPT: ______________ I FURTHER CERTIFY THAT THE STREET NAMES HAVE BEEN EXAMINED BY ME AND FOUND TO COMPLY WITH THE VILLAGE OF GLEN ELLYN REGULATIONS.

DATED AT GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, THIS_____DAY OF__________, A.D. 20______.

VILLAGE ENGINEER

## EASEMENT VACATION PROVISIONS

THE UNDERSIGNED HEREBY CERTIFY THAT THERE ARE NO EXISTING FACILITIES WITHIN THE DEPICTED EASEMENT TO BE VACATED, OR IF THERE ARE SUCH EXISTING FACILITIES THEY WILL BE REMOVED AND RELOCATED. THE UNDERSIGNED FURTHER CERTIFY AS AGENT FOR THEIR RESPECTIVE UTILITY, ALL RIGHTS AND EASEMENTS CURRENTLY EXISTING WITHIN SAID EASEMENTS ARE HEREBY RELINQUISHED AND VACATED.

SIGNED______________ COMMONWEALTH EDISON COMPANY

SIGNED______________ AT&T

SIGNED______________ NICOR

SIGNED______________ COMCAST CABLE

SIGNED: GLENBARD WASTEWATER AUTHORITY

SIGNED: VILLAGE OF GLEN ELLYN

## PUBLIC UTILITY AND DRAINAGE EASEMENT PROVISIONS

THE UNDERSIGNED OWNER OF RECORD ("GRANTOR") HEREBY GRANTS TO AND RESERVES NON-EXCLUSIVE, PERPETUAL EASEMENTS FOR THE VILLAGE OF GLEN ELLYN AND THE FOLLOWING PUBLIC UTILITY COMPANIES (COLLECTIVELY, "GRANTEE") OPERATING UNDER FRANCHISES FROM THE VILLAGE OF GLEN ELLYN: COMMONWEALTH EDISON COMPANY, AT&T, NICOR, COMCAST CABLE, OVER ALL AREAS ("EASEMENT AREAS") MARKED "PUBLIC UTILITIES AND DRAINAGE EASEMENT" AND THOSE AREAS DESIGNATED "P.U. & D.E." ON THE PLAT OF CONSOLIDATION FOR THE RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN, AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, INCLUDING OVER AND DRAINAGE, STORM AND/OR SANITARY SEWERS, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED REASONABLY NECESSARY GRANTEE, OVER, UPON, ALONG, UNDER AND THROUGH THE EASEMENT AREAS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY AS MAY BE REASONABLY AND TEMPORARILY NECESSARY FOR NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN AND TRIM OR REMOVE ANY FENCES, TEMPORARY STRUCTURES, TREES, SHRUBS, OR OTHER PLANTS AS MAY BE REASONABLY REQUIRED INCIDENT TO EXERCISE OF THE RIGHTS HEREIN GRANTED. ALL UTILITY FACILITIES INSTALLED PURSUANT TO THE FOREGOING GRANT SHALL BE UNDERGROUND. NO PERMANENT BUILDINGS OR STRUCTURES SHALL BE PLACED ON THE EASEMENT AREAS WHICH WOULD DIMINISH THE UTILITY OF THE EASEMENTS HEREIN GRANTED IN ANY MATERIAL RESPECT, BUT SAID EASEMENT AREAS MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, AND OTHER PURPOSES THAT DO NOT INTERFERE IN ANY MATERIAL RESPECT WITH THE EASEMENTS HEREIN GRANTED. THE UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF GLEN ELLYN AND TO VILLAGE APPROVAL AS TO DESIGN AND LOCATION.

GRANTOR ALSO GRANTS TO AND RESERVES NON-EXCLUSIVE PERPETUAL EASEMENTS FOR THE VILLAGE OF GLEN ELLYN OVER THE EASEMENT AREAS FOR INGRESS, EGRESS, AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES AND MAINTENANCE AND EMERGENCY AND ROUTINE POLICE, FIRE, AND OTHER PUBLIC SAFETY RELATED SERVICES AS MAY BE REASONABLY AND TEMPORARILY NECESSARY. GRANTEE SHALL PAY ALL COSTS AND EXPENSES OF ANY NATURE WHATSOEVER RELATING TO THE EXERCISE OF THE EASEMENT RIGHTS GRANTED HEREIN. THE EXERCISE OF THE EASEMENT RIGHTS GRANTED HEREIN SHALL BE PERFORMED IN SUCH A MANNER AND AT TIMES SO AS NOT TO INTERFERE WITH WORK BEING DONE AT THE PROPERTY OR WITH ANY BUSINESS BEING CONDUCTED THEREON. IN THE EVENT THE EXERCISE OF THE EASEMENT RIGHTS GRANTED HEREIN DETRIMENTALLY AFFECTS THE CONDITION OF THE PROPERTY OR ANY PART THEREOF, GRANTEE SHALL PROMPTLY RESTORE THE PROPERTY OR ANY PART THEREOF TO ITS ORIGINAL CONDITION INCLUDING, WITHOUT LIMITATION, ANY FILLING AND COMPACTING OF ALL EXCAVATION, REPAVING OF PAVED AREAS AND REPLACEMENT OF LANDSCAPING. GRANTEE SHALL CONSTRUCT AND INSTALL THE UTILITY FACILITIES IN A LIEN-FREE, GOOD AND WORKMANLIKE MANNER IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS, AND GRANTEE SHALL MAINTAIN THE FACILITIES IN GOOD ORDER, CONDITION AND REPAIR, IN COMPLIANCE WITH ALL APPLICABLE LAWS AND REGULATIONS. GRANTEE SHALL DEFEND, INDEMNIFY AND HOLD HARMLESS GRANTOR FROM AND AGAINST ALL CLAIMS, DAMAGES, LIABILITIES AND EXPENSES (INCLUDING REASONABLE ATTORNEYS' FEES, COURT COSTS AND EXPENSES) ARISING FROM OR RELATED TO EXERCISE OF THE EASEMENT RIGHTS GRANTED HEREIN. WITH RESPECT TO ANY INDEMNIFICATION PROVIDED HEREIN, GRANTEE SHALL IMMEDIATELY RESPOND AND TAKE OVER THE EXPENSE, DEFENSE, AND INVESTIGATION OF ALL CLAIMS ARISING UNDER THIS INDEMNITY. GRANTOR RESERVES THE RIGHT AT ANY TIME AND FROM TIME TO TIME TO RELOCATE ALL OR A PORTION OF THE EASEMENTS GRANTED BY GRANTOR HEREIN, PROVIDED THAT THE EASEMENTS SO RELOCATED WILL BE OF SUBSTANTIALLY EQUIVALENT USE UNLESS TO GRANTEE FOR THE PURPOSES STATED IN THIS AGREEMENT. GRANTEE AGREES THAT ALL EXISTING EASEMENTS AND BUILDING LINES ARE HEREBY VACATED AND OF NO FURTHER FORCE OR EFFECT, BY EXECUTION OF THIS PLAT OF CONSOLIDATION, GRANTEE AGREES AND ACKNOWLEDGES THAT EXERCISE OF THE EASEMENT RIGHTS GRANTED HEREIN ARE SUBJECT TO THE CONDITIONS HEREIN CONTAINED.

SIGNED ______________ COMMONWEALTH EDISON COMPANY

SIGNED ______________ AT&T

SIGNED ______________ NICOR

SIGNED COMCAST CABLE

SIGNED GLENBARD WASTEWATER AUTHORITY

## COUNTY CLERK

STATE OF ILLINOIS) SS.
COUNTY OF DUPAGE)

I, ______________, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THIS PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT WHEATON, DUPAGE COUNTY, ILLINOIS, THIS ______ DAY OF ____________, A.D. 20

COUNTY CLERK

## COUNTY RECORDER

STATE OF ILLINOIS) SS.
COUNTY OF DUPAGE)

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY ILLINOIS, ON THE ______ DAY OF ______ A.D. 20____, AT________O'CLOCK___M. AS DOCUMENT NUMBER__________

COUNTY RECORDER

MICHAEL J. NELSON 035-3095 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WESTMONT, ILLINOIS

## SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS) SS
COUNTY OF DUPAGE)

MY LICENSE EXPIRES NOVEMBER 30, 2018

THIS IS TO CERTIFY THAT I, MICHAEL NELSON, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3095, HAVE SURVEYED AND CONSOLIDATED THE FOLLOWING DESCRIBED PROPERTY AS SHOWN BY THE ANNEXED PLAT WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND CONSOLIDATION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE VILLAGE BOARD RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN THE PREPARATION OF THIS PLAT.

PARCEL 1: LOTS 9 THROUGH 17, BOTH INCLUSIVE, (EXCEPT THE NORTH 5 FEET OF SAID LOTS) AND LOTS 18 THROUGH 26, BOTH INCLUSIVE, TOGETHER WITH THE WEST 1/2 OF VACATED ALLEY, (EXCEPT THE NORTH 5 FEET OF SAID ALLEY) LYING EAST OF AND ADJACENT TO THE EAST LINE OF LOTS 9 AND 26, PER DOCUMENT NO. [illegible], IN BLOCK 81 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTIONS 22 AND 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1926 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: LOTS 11 THROUGH 15, BOTH INCLUSIVE, IN BLOCK 79 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1926 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3: THE EAST HALF OF VACATED HILLCREST AVENUE (EXCEPT THE NORTH 5 FEET THEREOF) (VACATED PER PLAT OF VACATION RECORDED AS DOCUMENT [illegible]), TOGETHER WITH THAT PART OF THE WEST 1/2 OF VACATED HILLCREST AVENUE LYING SOUTH OF THE SOUTH LINE OF ROOSEVELT ROAD AND NORTH OF THE NORTH LINE OF TAFT AVENUE IN ... VACATED BY ORDINANCE RECORDED NOVEMBER 6, 1985 AS DOCUMENT R85-[illegible], WHICH IS LYING WITHIN LOT 1 IN GRANDMA SALLY'S ASSESSMENT PLAT RECORDED SEPTEMBER 12, 2001 AS DOCUMENT R2001-[illegible], ALL FALLING IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1926 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT THE PROPERTY DESCRIBED HEREON CONTAINS 182,444.79 SQUARE FEET OR 4.188 ACRES, MORE OR LESS.

I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS SITUATED WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF GLEN ELLYN WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE II OF THE ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED AND BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAPS COMMUNITY PANEL 17043C0[illegible]H AND FLOOD INSURANCE RATE MAPS COMMUNITY PANEL 17043C0[illegible]H WITH AN EFFECTIVE DATE OF DECEMBER 16, 2004, IT IS MY OPINION THAT PORTIONS OF THE PROPERTY PLATTED HEREON IS SITUATED IN ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS DESIGNATED BY FLOOD INSURANCE RATE MAP AND SITUATED IN ZONE "A", AREAS NOTED AS A SPECIAL FLOOD HAZARD SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD.

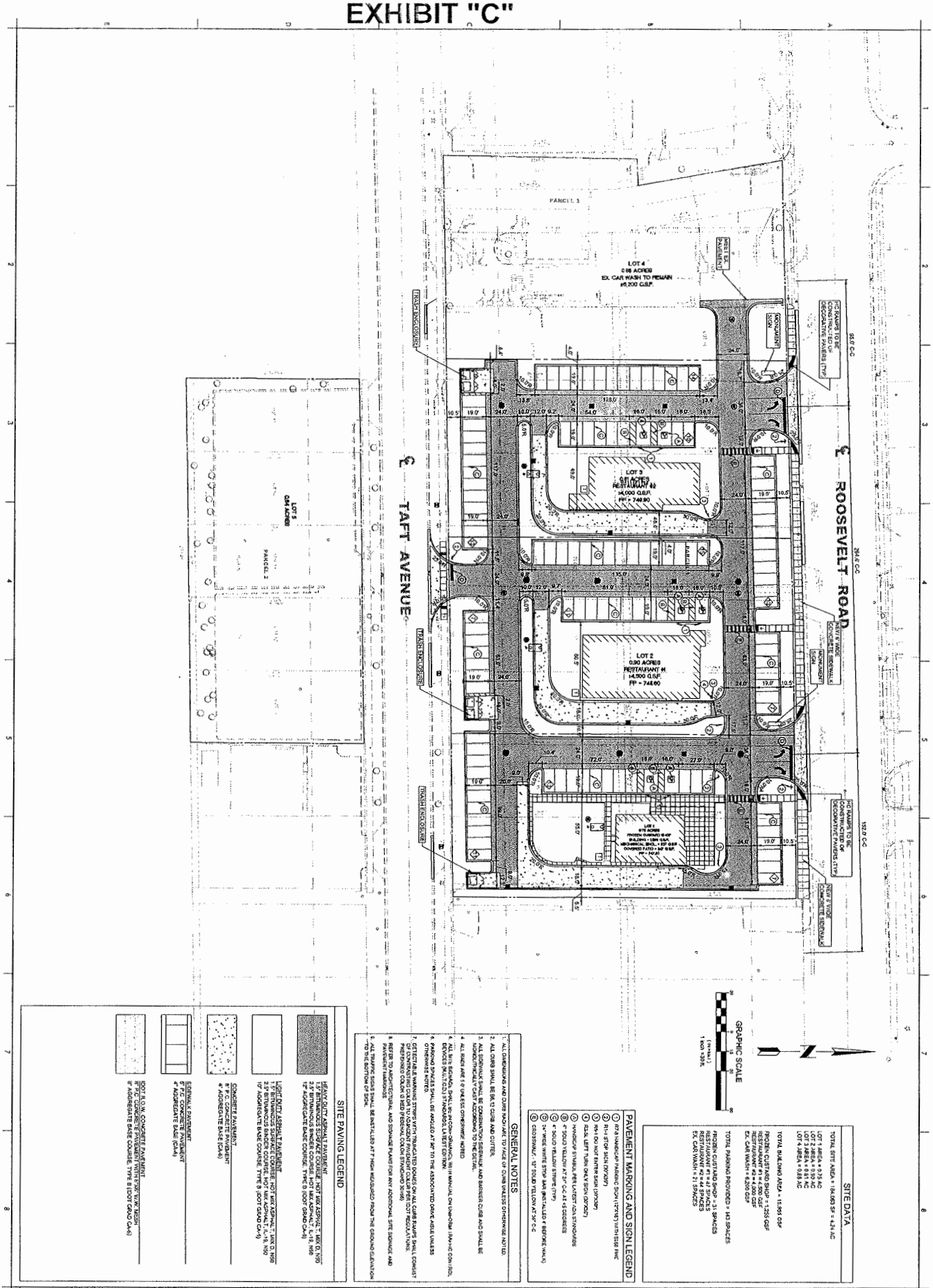
I HEREBY AUTHORIZE A REPRESENTATIVE FROM THE VILLAGE OF GLEN ELLYN TO RECORD THIS PLAT.

GIVEN UNDER MY HAND AND SEAL AT WESTMONT, ILLINOIS, THIS 18TH DAY OF JULY, 2017.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3095
MY LICENSE EXPIRES 11/30/2018
PROFESSIONAL DESIGN FIRM LICENSE NO. 184.007216-0010 EXPIRES 04/30/2019
REVISED AUGUST 25, 2017 PER EASE. LEADERS
REVISED OCTOBER 5, 2017 PER VILLAGE REVIEW

17 112

# EXHIBIT "C"




## SITE DATA

TOTAL SITE AREA = 184,063 SF = 4.24 AC

LOT 1 AREA = 0.75 AC
LOT 2 AREA = 0.90 AC
LOT 3 AREA = 0.91 AC
LOT 4 AREA = 0.88 AC

TOTAL BUILDING AREA = 15,995 GSF

PROPOSED LOT #3 = 4,000 GSF
RESTAURANT #1 = 4,000 GSF
RESTAURANT #2 = 4,000 GSF
EX. CAR WASH = 6,200 GSF

TOTAL PARKING PROVIDED = 143 SPACES

FROZEN CUSTARD SHOP = 31 SPACES
RESTAURANT #1 = 44 SPACES
RESTAURANT #2 = 44 SPACES
EX. CAR WASH = 21 SPACES

## PAVEMENT MARKING AND SIGN LEGEND

1. R7-8 HANDICAP PARKING SIGN (12"X18") WITH R7-8P PNC
2. R1-1 STOP SIGN (30"X30")
3. R5-1 DO NOT ENTER SIGN (30"X30")
4. R3-5L LEFT TURN ONLY SIGN (30"X36")
5. HANDICAP SYMBOL PER ILLINOIS ACCESSIBILITY CODE STANDARDS
6. 4" SOLID YELLOW AT 90° C-C AT 45 DEGREES
7. 24" WIDE WHITE STOP BAR (RECESSED 4' FROM PAVEMENT MARKING)
8. CROSSWALK - 12" SOLID YELLOW AT 24" C-C

## GENERAL NOTES

1. ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB SHALL BE BA 12 CURB AND GUTTER.
3. ALL SIDEWALK SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE HORIZONTALLY CAST ACCORDING TO THE DETAIL.
4. ALL RADII ARE 5' 0" UNLESS OTHERWISE NOTED.
5. ALL SITE SIGNAGE SHALL BE NON-ILLUMINATED, WHICH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 3TH STANDARDS, LATEST EDITION.
6. PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
7. DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON ALL CURB RAMPS SHALL CONSIST OF YELLOW COLOR (FEDERAL COLOR STANDARD 33538) UNLESS OTHERWISE NOTED BY LOCAL OR STATE REGULATIONS.
8. REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.

## SITE PAVING LEGEND

- HEAVY DUTY ASPHALT PAVEMENT
  1.5" BITUMINOUS SURFACE COURSE - HOT MIX ASPHALT, MIX D, N50
  2.5" BITUMINOUS BINDER COURSE - HOT MIX ASPHALT, IL-19, N50
  10" AGGREGATE BASE COURSE, TYPE B (6OOT GRAD CA-6)
- LIGHT DUTY ASPHALT PAVEMENT
  1.5" BITUMINOUS SURFACE COURSE - HOT MIX ASPHALT, MIX D, N50
  2.5" BITUMINOUS BINDER COURSE - HOT MIX ASPHALT, IL-19, N50
  10" AGGREGATE BASE COURSE, TYPE B (6OOT GRAD CA-6)
- CONCRETE PAVEMENT
  8" P.C. CONCRETE PAVEMENT
  4" AGGREGATE BASE (CA-6)
- SIDEWALK PAVEMENT
  4" P.C. CONCRETE PAVEMENT
  4" AGGREGATE BASE (CA-6)
- 6" P.C.C. CONCRETE PAVEMENT
  6" AGGREGATE BASE COURSE, TYPE B (6OOT GRAD CA-6)

# PRELIMINARY SITE DIMENSIONAL AND PAVING PLAN

## PROPOSED RETAIL DEVELOPMENT

## 395 ROOSEVELT ROAD, GLEN ELLYN, IL

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

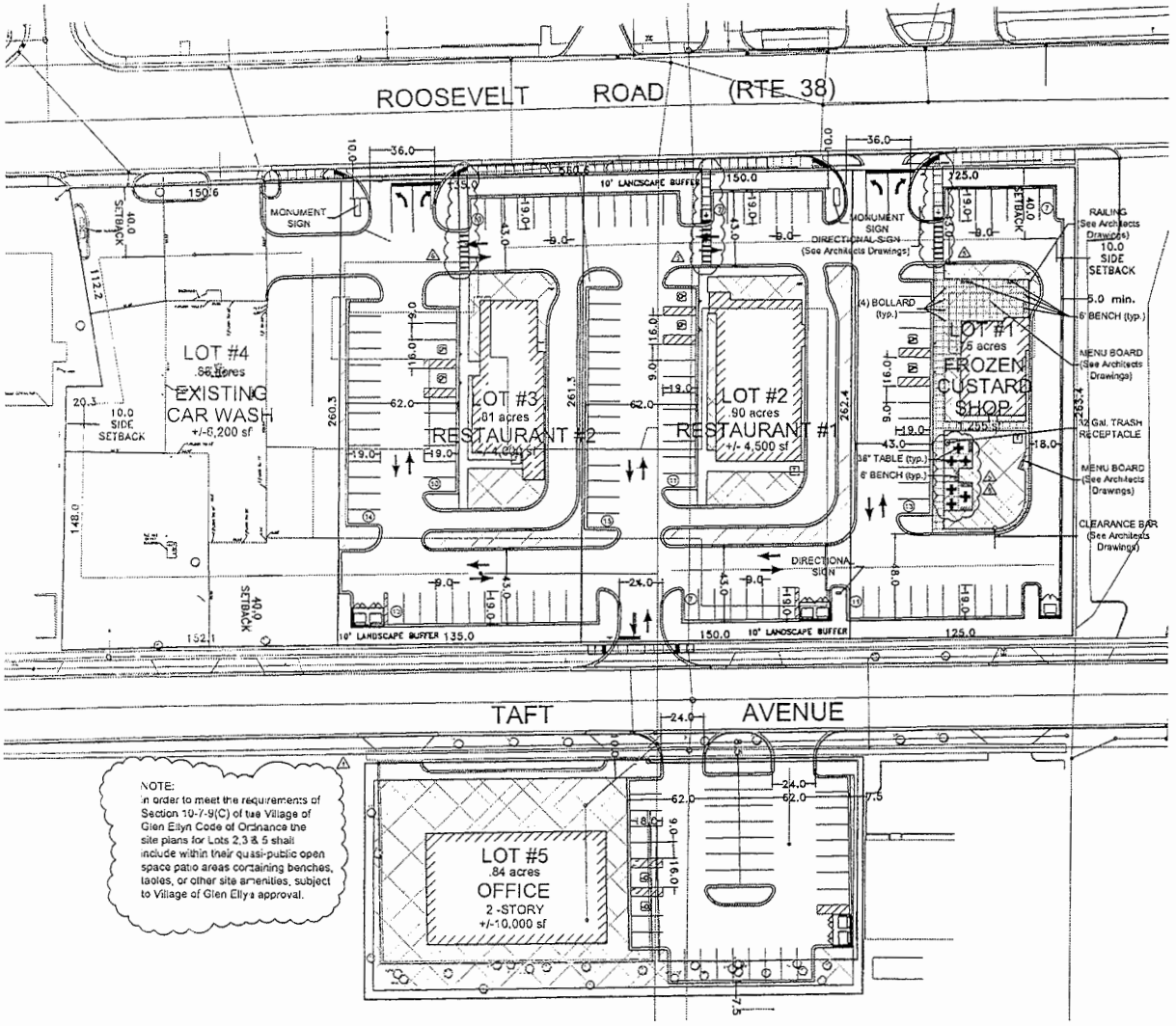

CIVWORKS Consulting, LLC
3543 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph. (312) 637-9570
Fax (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com


| REVISIONS | | |
|---|---|---|
| | | |
| | | |
| | | |
| 3 | 10-05-17 | REVISED PER VILLAGE REVIEW |
| 2 | 09-25-17 | REVISED PER VILLAGE REVIEW |
| 1 | 08-25-17 | REVISED PER VILLAGE REVIEW |

PROJ. MGR. CP
DRAWN BY CP
DATE 07.20.2017
SCALE 1"=30'
PROJ. NUMBER 17055
SHEET NO. C3.0

© CIVWORKS CONSULTING, LLC; THIS PLAN AND DESIGN ARE THE PROPERTY OF CIVWORKS CONSULTING, LLC. NO REPRODUCTION OF ANY PART OF THESE PLANS IS PERMITTED WITHOUT THE WRITTEN CONSENT OF CIVWORKS CONSULTING, LLC.

EXHIBIT "D"




NOTE:
In order to meet the requirements of Section 10-7-9(C) of the Village of Glen Ellyn Code of Ordinance the site plans for Lots 2,3 & 5 shall include within their quasi-public open space patio areas containing benches, tables, or other site amenities, subject to Village of Glen Ellyn approval.

## SITE PLAN DATA

| | |
|---|---|
| TOTAL AREA: | 4.17 Acres (More or Less) |
| LOT 1 | .75 Acers |
| LOT 2 | .90 Acres |
| LOT 3 | .80 Acres |
| LOT 4 | .88 Acres |
| LOT 5 | .84 Acres |
| TOTAL BUILDING AREA | 25,955 sf (More or Less) |
| FROZEN CUSTARD SHOP | 1,255 sf |
| RESTAURANT #1 | 4,500 sf |
| RESTAURANT #2 | 4,000 sf |
| EXISTING CAR WASH | 6,200 sf |
| OFFICE | 10,000 sf |
| PARKING: | 182 Spaces |
| FROZEN CUSTARD SHOP | 31 Spaces |
| RESTAURANT #1 | 46 Spaces |
| RESTAURANT #2 | 44 Spaces |
| EXISTING CAR WASH | 21 Spaces |
| OFFICE | 40 Spaces |

## OPEN SPACE CALCULATIONS

**LOTS #1 - #3 & #5**

| | |
|---|---|
| TOTAL LOT AREA | 106,722 Sq.Ft. |
| TOTAL COMMON OPEN SPACE | 28,756 Sq.Ft. (27%*) |
| Quasi-public Open Space | 24,234 Sq.Ft. (23%*) |
| * Percentage of Total Lot Area | |

**LOT #1**

| | |
|---|---|
| TOTAL LOT AREA | 32,670 Sq.Ft. |
| TOTAL COMMON OPEN SPACE | 4,943 Sq.Ft. (15%*) |
| Quasi-public Open Space | 4,653 Sq.Ft. (14%*) |
| Patio Area | 1,339 Sq.Ft. |
| Landscape Area | 3,314 Sq.Ft. |
| * Percentage of Total Lot Area | |

**LOT #2 ****

| | |
|---|---|
| TOTAL LOT AREA | 39,204 Sq.Ft. |
| TOTAL COMMON OPEN SPACE | 6,990 Sq.Ft. (18%*) |
| Quasi-public Open Space | 4,567 Sq.Ft. (12%*) |
| Patio Area | 388 Sq.Ft. |
| Landscape Area | 3,954 Sq.Ft. |
| * Percentage of Total Lot Area | |

**LOT #3 ****

| | |
|---|---|
| TOTAL LOT AREA | 34,848 Sq.Ft. |
| TOTAL COMMON OPEN SPACE | 5,560 Sq.Ft. (16%*) |
| Quasi-public Open Space | 3,751 Sq.Ft. (11%*) |
| * Percentage of Total Lot Area | |

**LOT #5 ****

| | |
|---|---|
| TOTAL LOT AREA | 36,590 Sq.Ft. |
| TOTAL COMMON OPEN SPACE | 11,283 Sq.Ft. (30%*) |
| Quasi-public Open Space | 11,283 Sq.Ft. (30%*) |
| * Percentage of Total Lot Area | |

** Square footages are subject to change pending final site planning as lots are developed.

KEY
Required Common Open Space
Quasi-public Open Space

NORTH

SCALE: 1"=30'

REVISIONS
8. Quasi-public Area 10-21-17
5. Village Review Comments #3 10-9-17
4. Village Review Comments #2 9-21-17
3. Village Review Comments #1 8-23-17
2. Final Plat 5-15-17
1. Commission comments 4-3-17

ROOSEVELT & TAFT AVE. PARCELS
Glen Ellyn, IL

LM Commercial Real Estate
a Lagestee-Mulder Company

SEAL:

MEITZ & COMPANY
ARCHITECTS • PLANNERS
816 East Maple Street
Lombard, Illinois 60148
Phone 630.261.0900
Email: jmeitz@MEITZandCOMPANY.com

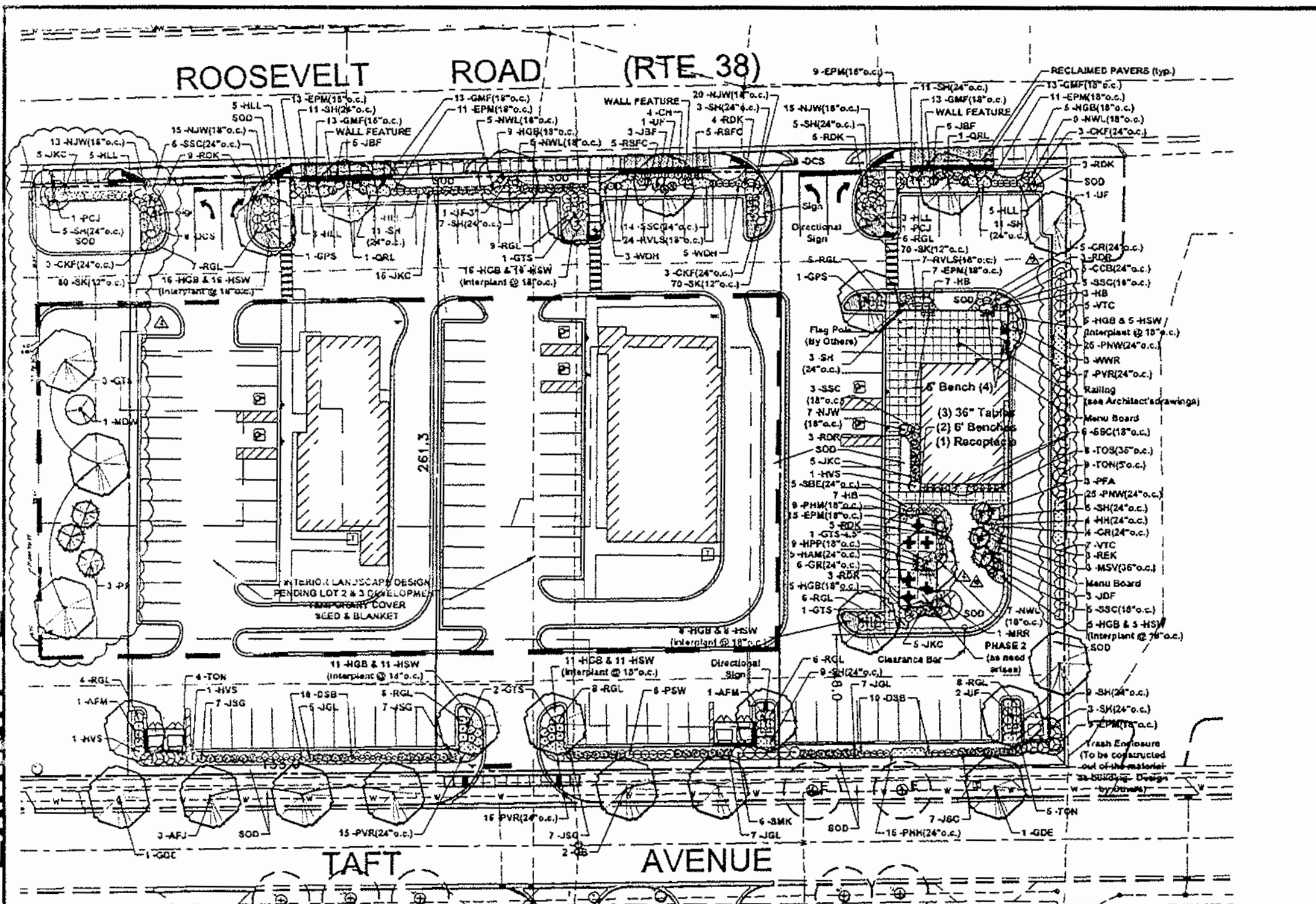
TITLE
SITE PLAN

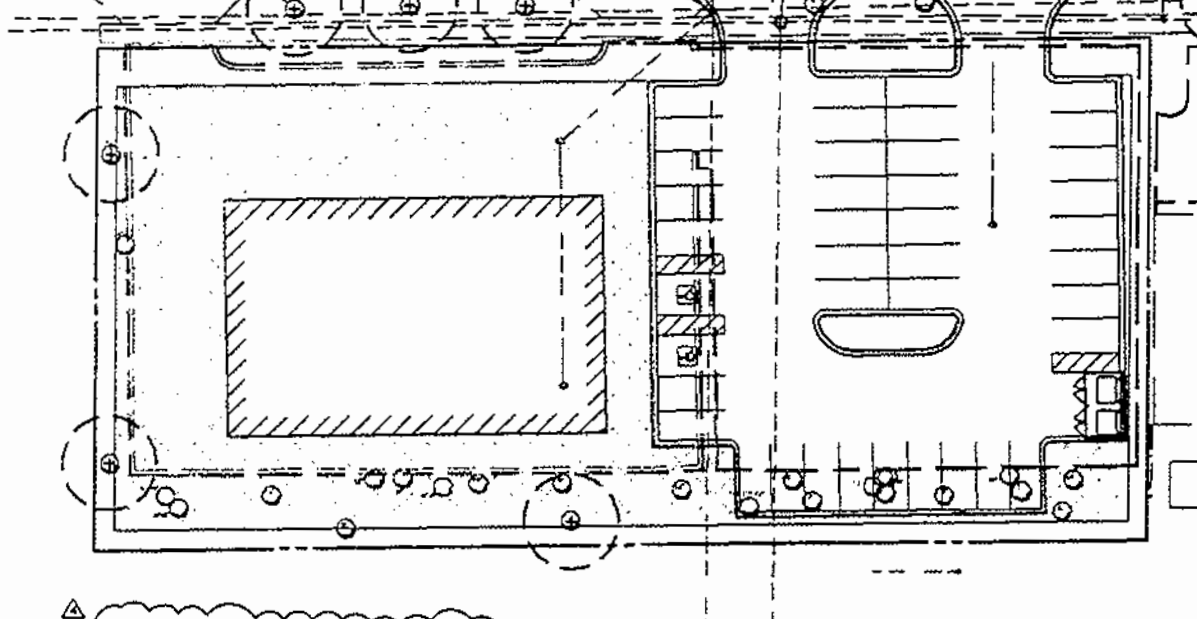
PROJECT NO.:
16-033
DATE: 4-2-2017
SCALE: 1"=30'

SHEET
SP-1

Copyright 2017 • All Rights Reserved • The designs and engineering ideas contained herein are the sole property of Meitz & Company. Any reproduction of the designs or ideas embodied herein in any form, in whole or in part without consent from Meitz & Company is prohibited.

# EXHIBIT "E"



NOTE:
In order to meet the requirements of Section 10-7-9(C) of the Village of Glen Ellyn Code of Ordinance the landscape plans for Lots 2,3 & 5 shall include within their quasi-public open space patio areas containing benches, tables, or other site amenities, subject to Village of Glen Ellyn approval.

LOT #1 4,932 sf of green space (0.20 acres)

| Type | Size | Required Number | Provided Number |
|---|---|---|---|
| Deciduous Shade | 2"-2.5" caliper | 9 x 0.20 = 2 | 5 |
| | 3"-4" caliper | 5 x 0.20 = 1 | 1 |
| | 4.5" caliper and larger | 3 x 0.20 = 1 | 1 |
| Ornamental | 6'-8' tall | 3 x 0.20 = 1 | 1 |
| | 8.5' tall | 2 x 0.20 = 1 | 1 |
| Evergreen | 6'-8' tall | 2 x 0.20 = 1 | 1 |
| | 8.5'-10' tall | 2 x 0.20 = 1 | 1 |
| | 10.5' tall and larger | 1 x 0.20 = 1 | 1 |
| Total | | 9 | 12 |

LOT #2 TOTAL AREA = 39,204 Sq.Ft. (0.90-acres)

| Type | Size | Required Number | Provided Number |
|---|---|---|---|
| Deciduous Shade | 2"-2.5" caliper | 6 x .90 = 5.4 | 6* |
| | 3"-4" caliper | 5 | |
| | 4.5" caliper and larger | 3 | |
| Ornamental | 6'-8' tall | 3 | |
| | 8.5' tall | 2 x .90 = 1.8 | 2* |
| Evergreen | 6'-8' tall | 2 x .90 = 1.8 | 2* |
| | 8.5'-10' tall | 2 | |
| | 10.5' tall and larger | 1 | |
| Total | | | 10* |

LOT #3 TOTAL AREA = 35,284 Sq.Ft. (0.81-acres)

| Type | Size | Required Number | Provided Number |
|---|---|---|---|
| Deciduous Shade | 2"-2.5" caliper | 6 x .81 = 4.9 | 5* |
| | 3"-4" caliper | 3 | |
| | 4.5" caliper and larger | 3 | |
| Ornamental | 6'-8' tall | 3 | |
| | 8.5' tall | 2 x .81 = 1.6 | 2* |
| Evergreen | 6'-8' tall | 2 x .81 = 1.6 | 2* |
| | 8.5'-10' tall | 2 | |
| | 10.5' tall and larger | 1 | |
| Total | | | 9* |

LOT #5 TOTAL AREA = 36,500 Sq.Ft. (0.88-acres)

| Type | Size | Required Number | Provided Number |
|---|---|---|---|
| Deciduous Shade | 2"-2.5" caliper | 6 x .88 = 5.3 | 6* |
| | 3"-4" caliper | 3 | |
| | 4.5" caliper and larger | 3 | |
| Ornamental | 6'-8' tall | 3 | |
| | 8.5' tall | 2 x .88 = 1.8 | 2* |
| Evergreen | 6'-8' tall | 2 x .88 = 1.8 | 2* |
| | 8.5'-10' tall | 2 | |
| | 10.5' tall and larger | 1 | |
| Total | | | 10* |

* Minimum number of trees, per type & size, required on each lot upon final development

## GENERAL NOTES:

Plant material shall be nursery grown and be either balled and bur-lapped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

Any materials with damaged or crooked/disfigured leaders, bark abrasion, sunscald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump (cl.).

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site, and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

Quantity lists are supplied as a convenience. However, Bidders and the installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consent of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements.

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123 and any other public or private agency necessary for utility location.

All perennial, ornamental grass, groundcover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennials & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch; Annuals & groundcovers shall be covered with an additional two inch (2") layer of mushroom compost.

All other planting beds and tree saucers shall be mulched with a minimum of three inches (3") of shredded wood mulch.

Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and other such areas which do not receive natural rainfall.

All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

Seed mixes shall be applied mechanically so that the seed is incorporated into the top one-half inch (1/2") of the seed bed. The seed shall then be covered with the specified blanket (installed per manufacturer's specs) or Hydro-mulch.

All plant material shall be guaranteed for one (1) year from the date of acceptance.

## PLANT LIST

| KEY | QTY | BOTANICAL NAME | COMMON NAME | SIZE/TYPE |
|---|---|---|---|---|
| | | DECIDUOUS SHADE TREES | | |
| AFJ | 3 | Acer f. 'Jeffersred' | Autumn Blaze Freeman Maple | 2.5"BB |
| AFM | 2 | Acer f. 'Marmo' | Marmo Freeman Maple | 2.5"BB |
| GPS | 2 | Ginkgo b. 'Princeton Sentry' | Princeton Sentry Ginkgo | 2.0"BB |
| GTS | 8 | Gleditsia t.i. 'Skyline' | Skyline Honeylocust | 2.5"BB |
| GTS | 1 | Gleditsia t.i. 'Skyline' | Skyline Honeylocust | 4.5"BB |
| GDE | 2 | Gymnocladus d. 'Espresso' | Espresso Kentucky Coffeetree | 2.5"BB |
| QB | 2 | Quercus bicolor | Swamp White Oak | 2.5"BB |
| QRL | 2 | Quercus r. 'Long' | Regal Prince English Oak | 3.0"BB |
| UF | 4 | Ulmus 'Frontier' | Frontier Elm | 2.5"BB |
| UF | 1 | Ulmus 'Frontier' | Frontier Elm | 3.0"BB |
| | | EVERGREEN TREES | | |
| PP | 3 | Picea pungens | Colorado Spruce | 6'BB |
| PFA | 1 | Picea p. 'Fat Albert' | Fat Albert Colorado Spruce | 7'BB |
| PFA | 1 | Picea p. 'Fat Albert' | Fat Albert Colorado Spruce | 9'BB |
| PFA | 1 | Picea p. 'Fat Albert' | Fat Albert Colorado Spruce | 11'BB |
| TON | 10 | Thuja o. 'Nigra' | Dark Green Arborvitae | 6'BB |
| TOS | 8 | Thuja o. 'Smaragd' | Emerald Green Arborvitae | 6'BB |
| | | DECIDUOUS ORNAMENTAL TREE | | |
| MDW | 1 | Malus 'Donald Wyman' | Donald Wyman Crabapple | 6'BB |
| MRR | 1 | Malus 'Royal Raindrops' | Royal Raindrops Crabapple | 9'BB |
| PCJ | 2 | Pyrus c. 'Jaczam' | Jack Pear | 2.0"BB |
| | | DECIDUOUS SHRUBS & SHRUB ROSES | | |
| CH | 4 | Cotoneaster hessei | Hesse Cotoneaster | 24"#5 |
| DSB | 24 | Diervilla s. 'Butterfly' | Butterfly Bush Honeysuckle | 24"#5 |
| DCS | 16 | Diervilla s. 'LPDC Podaras' | Cool Splash Bush Honeysuckle | 24"#5 |
| HB | 17 | Hydrangea p. 'ILVOBO' | Bobo Hydrangea | 24"#5 |
| HLL | 21 | Hydrangea p. 'Jane' | Little Lime Hydrangea | 24"#5 |
| HVS | 3 | Hydrangea p. 'Renhy' | Vanilla Strawberry Hydrangea | 24"#5 |
| PSW | 6 | Physocarpus o. 'Seward' | Summer Wine Ninebark | 30"#5 |
| RGL | 80 | Rhus a. 'Gro-Low' | Gro-Low Sumac | 24"#5 |
| RDR | 11 | Rosa 'Meigalpio' | Red Drift Rose | 24"#3 |
| REK | 3 | Rosa 'BAIrus' | Easy Elegance Kashmir Rose | 24"#3 |
| RDK | 27 | Rosa 'Radko' | Double Knockout Shrub Rose | 24"#3 |
| RSFC | 10 | Rosa 'NOA83100B' | Scarlet Flower Carpet Rose | 24"#3 |
| SMK | 6 | Syringa p. 'Miss Kim' | Miss Kim Lilac | 24"#5 |
| VTC | 12 | Viburnum t. 'Compacta' | Dwarf Cranberrybush | 24"#5 |
| WDH | 8 | Weigela x 'Dark Horse' | Dark Horse Weigela | 24"#3 |
| WAR | 3 | Weigela f. 'Alexandra' | Wine & Roses Weigela | 24"#5 |
| | | EVERGREEN SHRUBS | | |
| JOF | 3 | Juniperus x 'Daub's Frosted' | Daub's Frosted Juniper | 24"#5 |
| JGL | 19 | Juniperus c. 'Gold Lace' | Gold Lace Juniper | 24"#5 |
| JKC | 31 | Juniperus c. 'Kallay's' | Kallay's Compact Juniper | 24"#5 |
| JSG | 28 | Juniperus c. 'Sea Green' | Sea Green Juniper | 24"#5 |
| JBF | 13 | Juniperus s. 'Blue Forest' | Blue Forest Juniper | 24"#5 |
| | | ORNAMENTAL GRASS | | |
| CKF | 9 | Calamagrostis a. 'Karl Foerster' | Feather Reed Grass | #1 |
| MSV | 3 | Miscanthus s. 'Variegatus' | Variegated Silver Grass | #1 |
| PHH | 15 | Panicum v. 'Haense Herms' | Haense Herms Switch Grass | #1 |
| PHM | 9 | Panicum v. 'Heavy Metal' | Heavy Metal Switch Grass | #1 |
| PNW | 50 | Panicum v. 'Northwind' | Northwind Switch Grass | #1 |
| PVR | 37 | Panicum v. 'Rotstrahlbusch' | Red Switch Grass | #1 |
| SSC | 36 | Schizachyrium s. 'Carousel' | Carousel Little Bluestem | #1 |
| SH | 62 | Sporobolus heterolepis | Prairie Dropseed | #1 |
| | | PERENNIALS | | |
| CCB | 5 | Coreopsis 'Creme Brulee' | Creme Brulee Coreopsis | #1 |
| EPM | 75 | Echinacea x 'CBG Cone 2' | Pixie Meadowbrite Coneflower | #1 |
| GMF | 52 | Geranium s. 'Max Frei' | Max Frei Bloody Cranebill | #1 |
| GR | 15 | Geranium 'Gerwat' | Rozanne Geranium | #1 |
| HH | 4 | Heliopsis helianthoides | False Sunflower | #1 |
| HGB | 91 | Hemerocallis 'Going Bananas' | Going Bananas Daylily | #1 |
| HSW | 72 | Hemerocallis 'Summer Wine' | Summer Wine Daylily | #1 |
| HPP | 9 | Heuchera x 'Palace Purple' | Palace Purple Coral Bells | #1 |
| HAM | 5 | Hosta 'August Moon' | August Moon Hosta | #1 |
| NJW | 70 | Nepeta f. 'Novanepjun' | Junior Walker Catmint | #1 |
| NWL | 26 | Nepeta r. 'Walker's Low' | Walker's Low Catmint | #1 |
| RVLS | 31 | Rudbeckia f. 'Viette's Little Suzy' | Little Suzy Black-eyed Susan | #1 |
| SBE | 5 | Stachys b. 'Big Ear' | Lambs Ear | #1 |
| | | GROUNDCOVERS & VINES | | |
| SK | 22 | Sedum kamtschaticum | Russian Sedum (220 plants) | 10 flat |

MATERIAL & LABOR LIST:

| QTY | ITEM | DESCRIPTION |
|---|---|---|
| 5,100 SY | Seed w/ Straw Blanket | Kentucky Bluegrass Blend w/Perennial Rye; S75 by North American Green (or equal) |
| 1365 SY | Sod | Salt Sod; 40% 'Fults' Alkali Grass; 30% Creeping Red Fescue; 20% Kentucky Bluegrass; 10% Perennial Rye |
| 81 CY | Mulch | Shredded Hardwood Bark |
| 14 CY | Mulch | Compost (Yard Waste or Mushroom) |
| 120 LF | 2' H x 40' L Decorative Wall Feature | |
| 705 SF | Reclaimed on-site pavers including base, leveling sand & joining sand | |

CALL
**JULIE**
48 HOURS
BEFORE YOU DIG
1-800-892-0123
TOLL FREE
Operates 24 Hours Every Day

NORTH

0' 15' 30' 60'

(c) Copyright 2016 all rights reserved. The design and any and all ideas contained herein are the sole property of Metz & Company. Any reproduction of the design or the concept embodied herein in any form, in whole or in part, without consent from Metz & Company is prohibited.

If this plan is not 24" x 36" in size, then it is a reproduction that may not be to scale

REVISIONS

| No. | Description | Date |
|---|---|---|
| 6 | Quasi-public Area | 10-21-17 |
| 5 | East landscape buffer | 10-19-17 |
| 4 | Village Review Comments #3 | 10-5-17 |
| 3 | Lot 1 Tree Chart & Tree Sizes | 9-21-17 |
| 2 | Village Review #2 | 3-21-17 |
| 1 | Village Review | 6-24-17 |

395 ROOSEVELT
Glen Ellyn, IL

SEAL:
STATE OF ILLINOIS
RANDY F. METZ
LANDSCAPE ARCHITECT
no. 157-000422
REGISTERED LANDSCAPE ARCHITECT

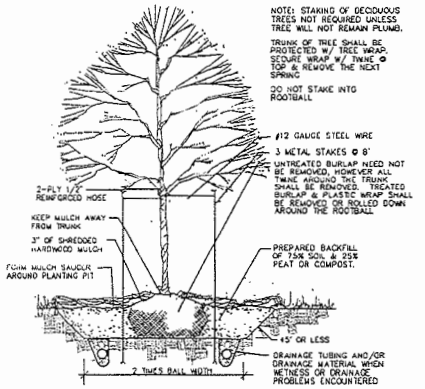
METZ & COMPANY
LANDSCAPE ARCHITECTURE/SITE PLANNING
826 East Maple Street
Lombard, Illinois 60148
PH: 630.561.3903
Email: metz_landarch@comcast.net

TITLE
LANDSCAPE PLAN

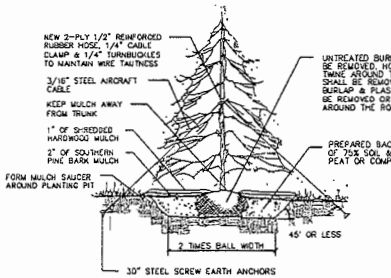
PROJECT NO.: 16-033
DATE: 7-20-2017
SCALE: 1"=30'

SHEET
L-1

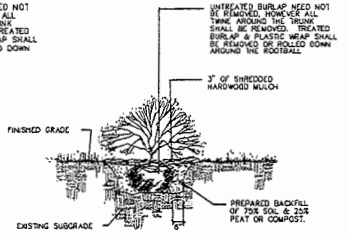
EXHIBIT "E"



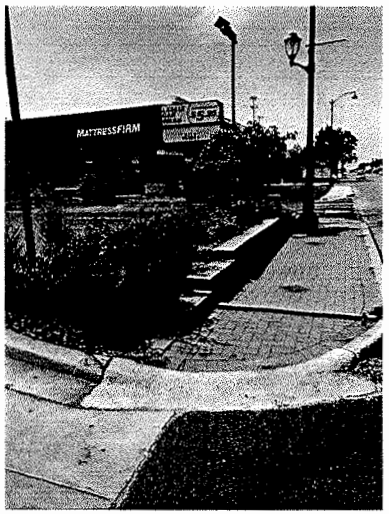

DECIDUOUS TREE NTS



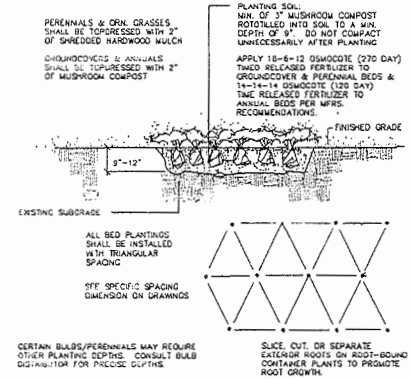

EVERGREEN TREE NTS



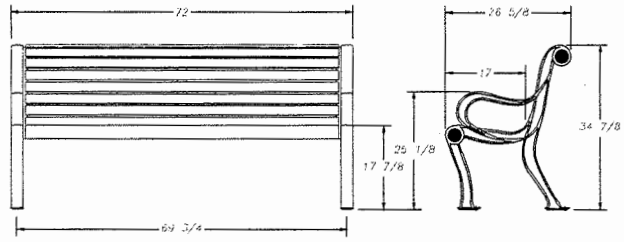

SHRUBS NTS



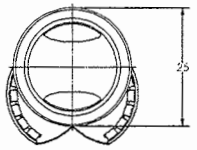

DECORATIVE WALL FEATURE

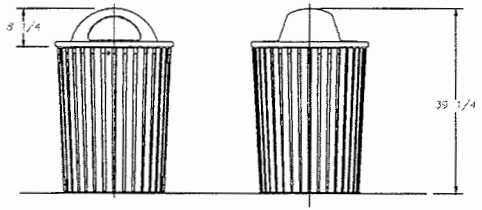



BED PLANTING DETAIL (PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVERS & ANNUALS) NTS

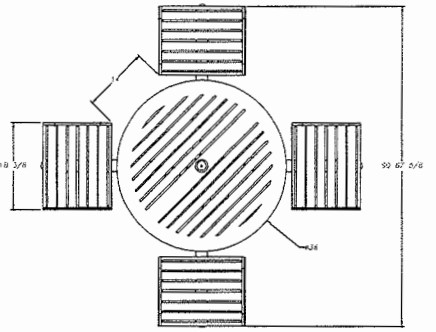


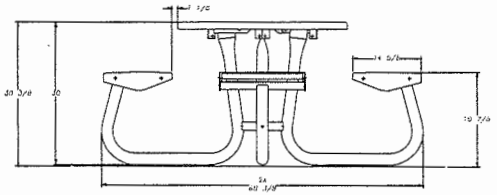

6' METAL BENCH 1"=1'-0"
By Wabash Valley Inc.
Model #: BU1113C; Color: Black
w/ optional center arm Model # BU6538N




36 Gal. TRASH RECEPTACLE 1"=1'-0"
By Wabash Valley Inc.
Model #: TG3033S; Color: Black
Surface Mount




36" PATIO TABLE 1"=1'-0"
By Wabash Valley Inc.
Model #: CAD423C; Color: Black

| REVISIONS | |
|---|---|
| 6. Quasi-public Area | 10-21-17 |
| 5. East landscape buffer | 10-10-17 |
| 4. Village Review Comments #3 | 10-5-17 |
| 3. Lot 1 Tree Chart & Tree Sizes | 9-27-17 |
| 2. Village Review #2 | 9-21-17 |
| 1. Village Review | 9-24-17 |

395 ROOSEVELT
Glen Ellyn, IL

SEAL: STATE OF ILLINOIS — RANDY F. METZ — LANDSCAPE ARCHITECT — no. 157-000422 — LICENSE EXPIRES

METZ & COMPANY
826 East Maple Street
Lombard, Illinois 60148
PH: 630.561.9903
Email: rmetz_landarch@comcast.net

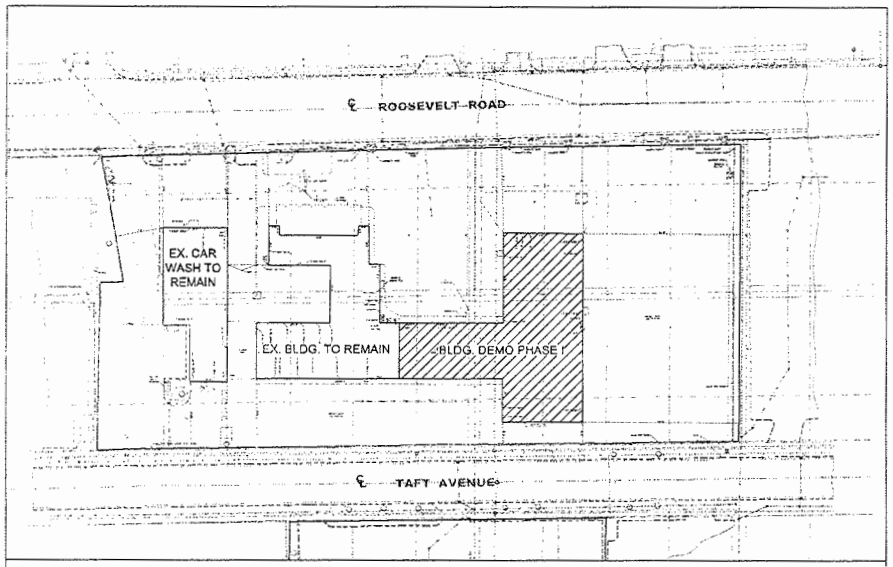
TITLE: LANDSCAPE PLAN

PROJECT NO.: 16-033
DATE: 7-20-2017
SCALE: 1"=30'

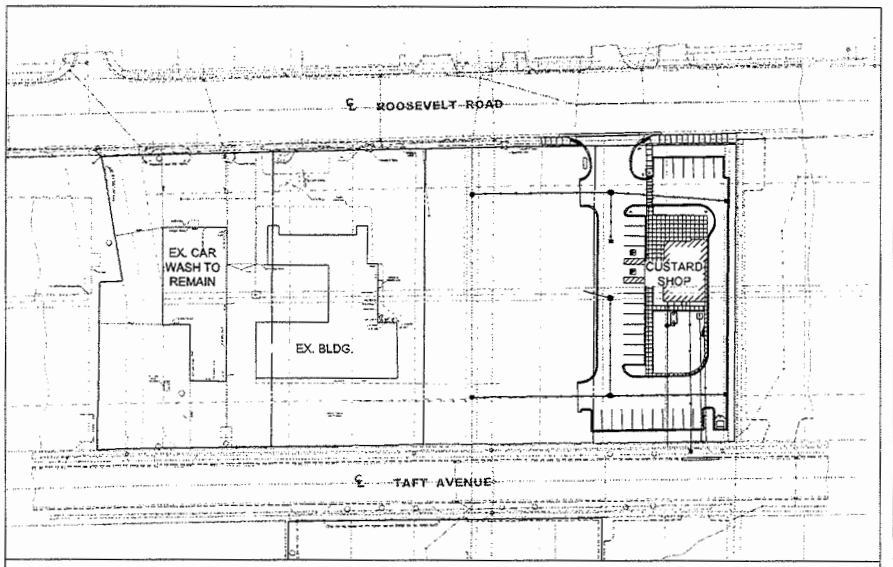
SHEET: L-2

© Copyright 2016 all rights reserved. This design and any and all ideas contained herein are the sole property of Metz & Company. Any reproduction of the design or the concept embodied herein in any form, in whole or in part, without consent from Metz & Company is prohibited. If this plan is not 24" x 36" in size, then it is a reproduction that may not be to scale

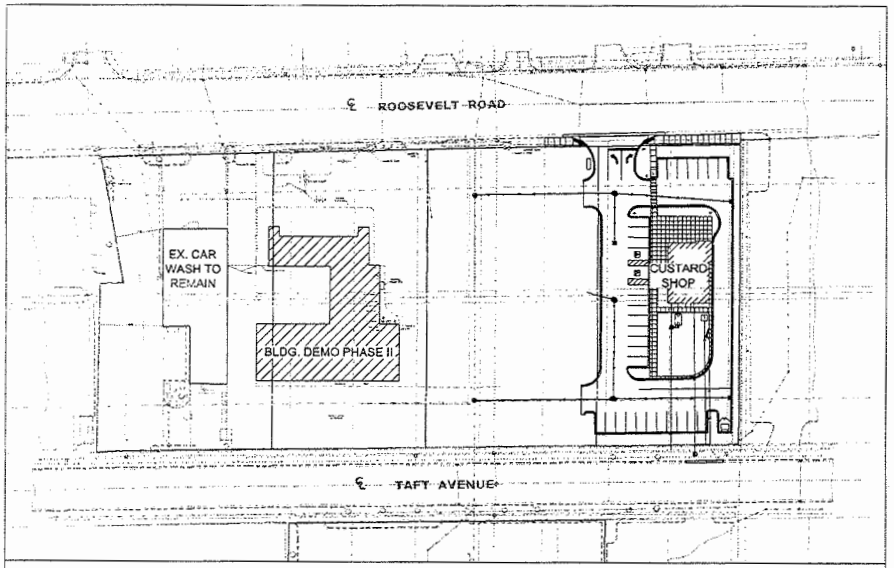
EXHIBIT "F"



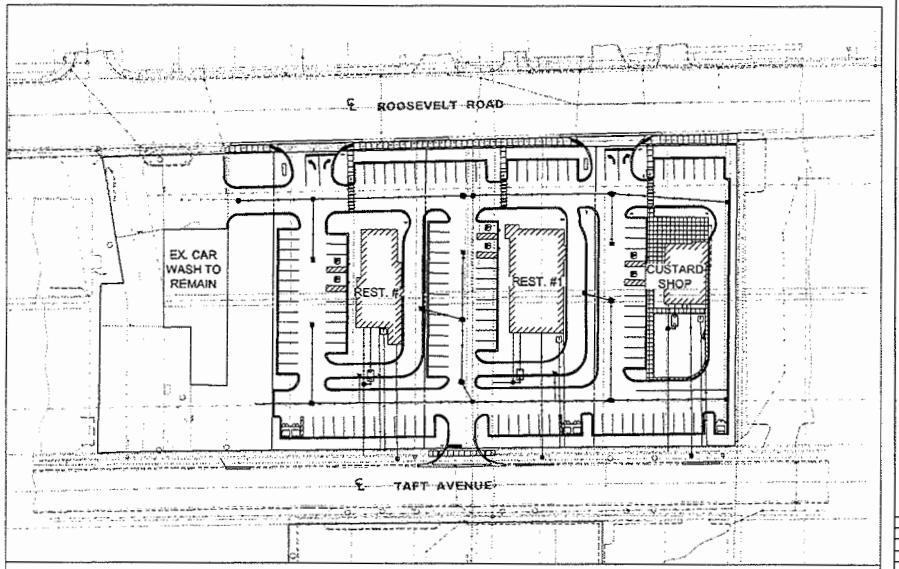

PHASE I - DEMOLITION
(FALL 2017)




PHASE I - CONSTRUCTION
CUSTARD SHOP BUILDING AND SITE DEVELOPMENT ONLY (WINTER 2017/ SPRING 2018)




PHASE II - DEMOLITION
(SPRING 2018)




PHASE II - CONSTRUCTION
RESTAURANT #1 & #2 AND BALANCE OF SITE DEVELOPMENT (SUMMER 2018)

REVISIONS

| | | |
|---|---|---|
| 3 | 10-03-17 | REVISED PER VILLAGE REVIEW |
| 2 | 09-22-17 | REVISED PER VILLAGE REVIEW |
| 1 | 08-29-17 | REVISED PER VILLAGE REVIEW |


CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
3340 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Phone: (312) 637-9454
Fax: (312) 637-9454
E-mail: info@civworks.com
www.civworks.com


SITE IMPROVEMENTS PHASING DIAGRAM

PROPOSED RETAIL DEVELOPMENT

395 ROOSEVELT ROAD, GLEN ELLYN, IL

PROJ. MGR.: CW
DRAWN BY: CW
DATE: 07.20.2017
SCALE: 1" = 50'

SHEET NO.
PH-1.0

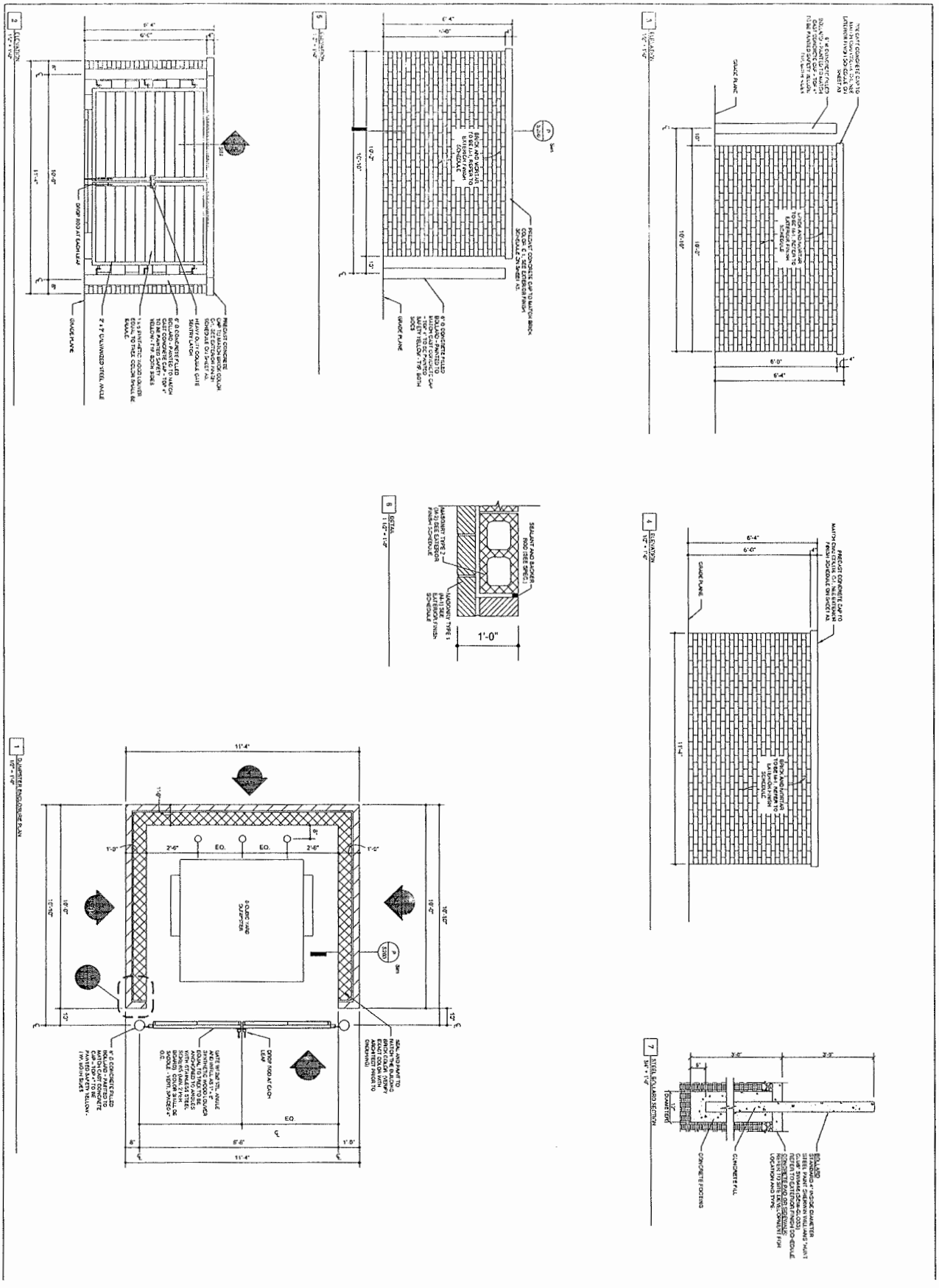
PROJ. NUMBER: 17006

© CIVWORKS CONSULTING, INC. | ANY RIGHT HEREIN HELD BY US ARE THE PROPERTY OF CIVWORKS CONSULTING, INC. | NO PART HEREOF MAY BE REPRODUCED OR USED IN ANY FORM WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CIVWORKS CONSULTING, INC.

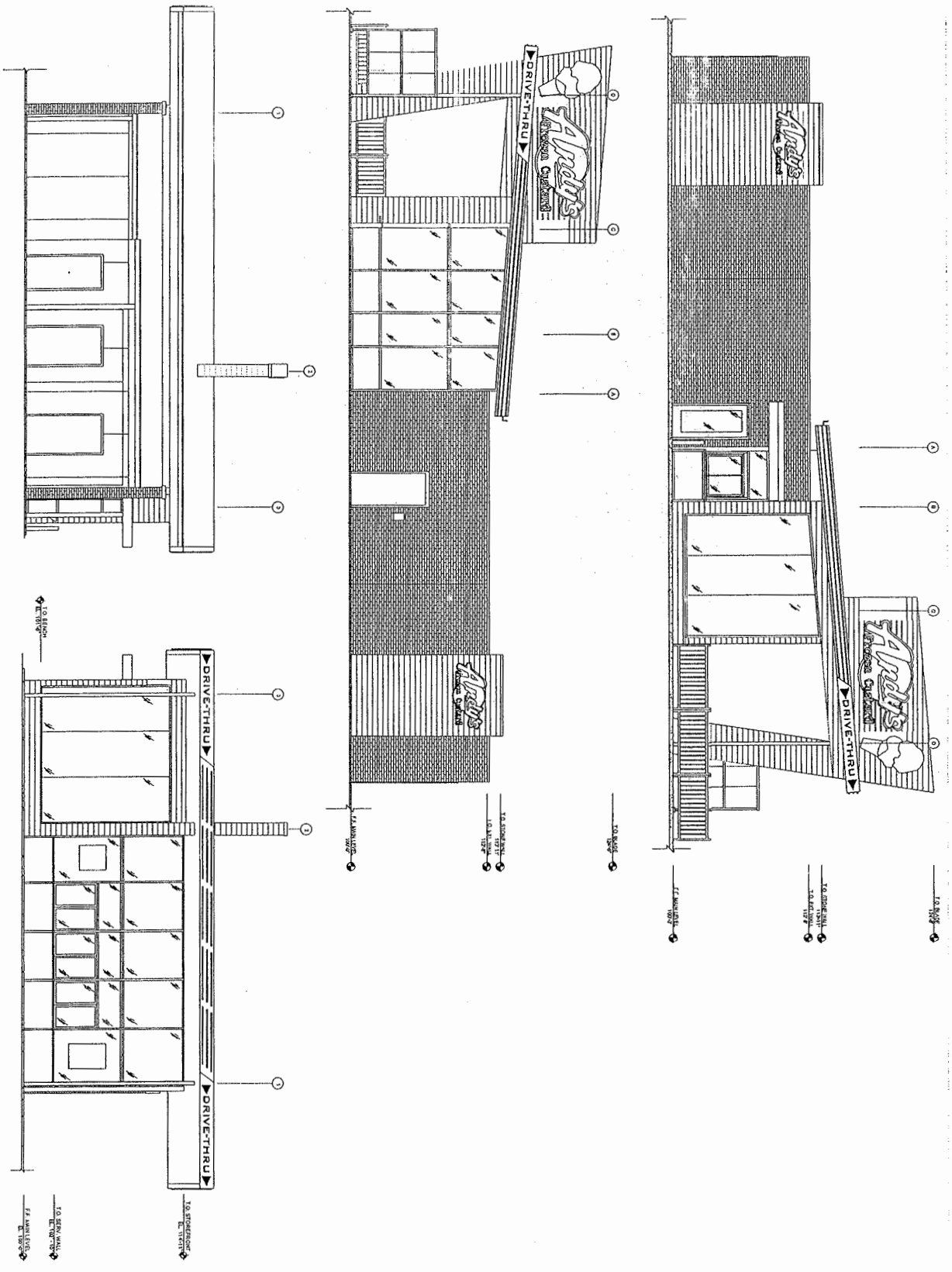
# EXHIBIT "G"


LIGHTING FIXTURE SCHEDULE
PHOTOMETRIC SITE PLAN
ROOSEVELT ROAD
TAFT AVENUE
COMMERCIAL PROPERTY
DEVELOPER: LAGESTEE MOLDER
ANDY'S FROZEN CUSTARD
ROOSEVELT RD.
GLEN ELLYN, IL
CRAIG A. SCHNEIDER, AIA
ARCHITECT
1736 East Sunshine, Suite 417
Springfield, Missouri 65804
417.862.0558
Fax: 417.862.3265
e-mail: architect@eiselfischneider.com
PHOTOMETRIC SITE PLAN
ME2

# EXHIBIT "H"


DEVELOPER: LAGESTEE MULDER
ANDY'S FROZEN CUSTARD
ROOSEVELT RD.
GLEN ELLYN, IL
CRAIG A. SCHNEIDER, AIA
ARCHITECT
1736 East Sunshine, Suite 417
Springfield, Missouri 65804
417.862.8558
Fax: 417.862.3265
e-mail: architect@estherlyschneider.com
SD1

# EXHIBIT "I"



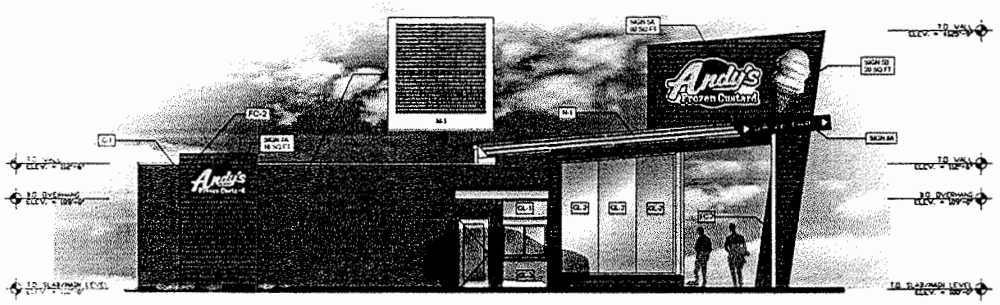

NOT FOR CONSTRUCTION

ELEV.

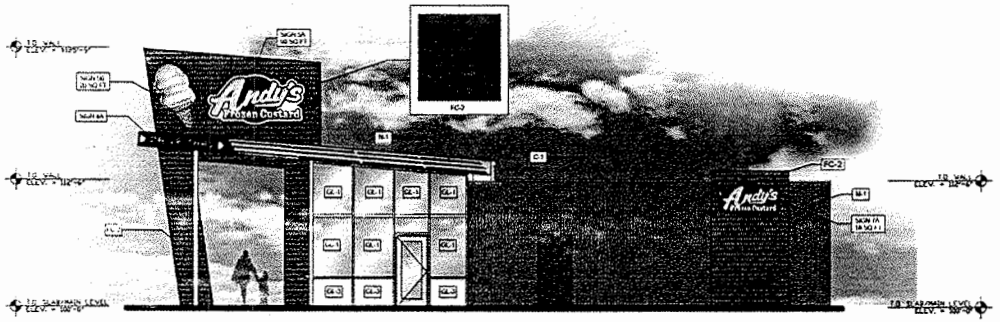
DEVELOPER: LAGESTEE MULDER
ANDY'S FROZEN CUSTARD
ROOSEVELT RD.
GLEN ELLYN, IL

CRAIG A. SCHNEIDER, AIA
ARCHITECT
1736 East Sunshine, Suite 417
Springfield, Missouri 65804
417.862.0558
Fax: 417.862.3245
e-mail: architect@sirect.schneider.com

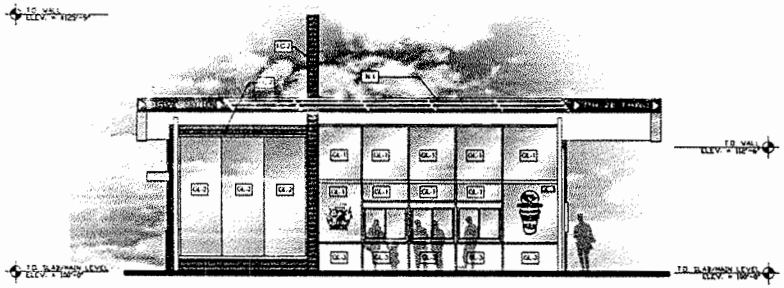
EXHIBIT "I"



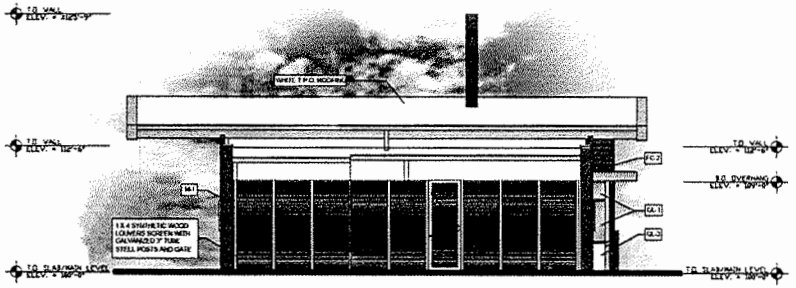
WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

**EXTERIOR FINISH SCHEDULE**

| # | DESCRIPTION |
|---|---|
| C-1 | **COPING TYPE 1:** PRECAST CONCRETE PARAPET CAP - COLOR TO MATCH MASONRY |
| FC-2 | **FIBER CEMENT PANEL TYPE 2:** NICHIHA 5.8" VINTAGE WOOD PANELS COLOR : CEDAR ON GALVANIZED STEEL FRAME |
| GL-1 | **GLAZING TYPE 1:** EFFCO 403 FRONT SET STOREFRONT WITH 1" INSULATED GLAZING, DOUBLE PANE, SOLARBAN 70XL CLEAR OVER CLEAR |
| GL-2 | **GLAZING TYPE 2:** EFCO 5500 STRUCTURAL GLAZED CURTAIN WALL WITH 1" INSULATED GLAZING, DOUBLE PANE, SOLARBAN 70XL CLEAR OVER CLEAR |
| GL-3 | **GLAZING TYPE 3:** EFCO 403 FRONT SET STOREFRONT WITH 1" INSULATED GLAZING, DOUBLE PANE, SOLARBAN 70XL CLEAR OVER CLEAR WITH WHITE VINYL APPLIED TO THE GLAZING |
| M-1 | **MASONRY TYPE 1:** GLEN GERY - TWILIGHT OR EQUAL. MORTAR COLOR BY SOLOMAN COLORS, LIGHT CHOCOLATE 80X |
| M-2 | **MASONRY TYPE 2:** MANUFACTURED STONE VENEER COLOR:TBD |
| N-1 | **NEON LIGHTING TYPE 1:** PERIMETER NEON LIGHTING BY OTHERS ON EXTENT OF ANODIZED ALUMINUM FASCIA. SEE SIGN 8B. |
| S-1 | **SOFFIT TYPE 1:** GOLD BOND EXTERIOR GYPSUM BOARD, WTH A STO DIRECT APPLIED FINISH, COLOR: WHITE |

1/4" = 1'-0" WHEN PRINTED ON 11 X 17

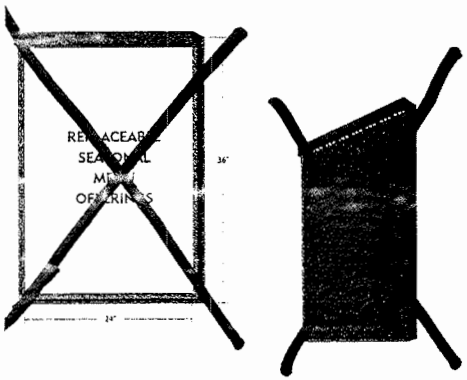
DOCUMENTS FOR:

**ANDY'S FROZEN CUSTARD**
PROTOTYPICAL
ROOSEVELT & TAFT AVE. - GLEN ELLYN, IL

Sheet Title:
ELEVATIONS

Sheet No:
A200

Exhibit "J"



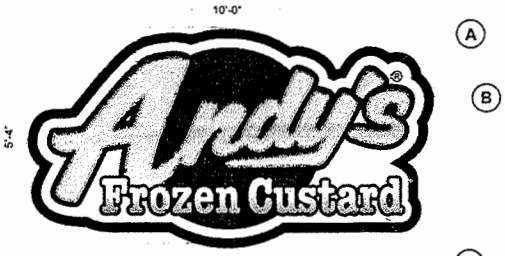

1. [redacted] CABINET (BY OTHERS)
2. [redacted]

~~SEASONAL MENU BOARD 6 SQ FT~~



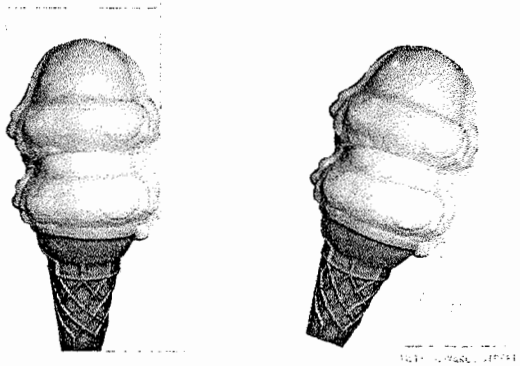

- (A) REVERSE CHANNEL CONTOUR CABINET W/RED LED HALO
- (B) ALUMINUM FACE W/VINYL GRAPHICS
- (C) NEON OVER TOP OF FACE
- (D) 3/16" CLEAR POLY CARBONATE TO COVER NEON FACE WITH MILL FINISHED STANDOFFS
1. ALUMINUM FACE
2. LED MODULES MOUNTED INTERNAL TO CLEAR POLY CARBONATE-FACING INSIDE CABINET

**7A** REVERSE CHANNEL CABINET WITH NEON HALO 18 SQ FT




- (A) LED INTERNALLY ILLUMINATED CONTOUR CABINET
- (B) MULTI-LEVEL, BACK SPRAYED PAN FACE
- (C) FLUSH MOUNTED

**5A** L.E.D INTERNALLY ILLUMINATED CABINET SIGN 90 SQ FT



1. 6' FIBERGLASS CONE (CUT IN HALF)
2. 1/2 ON ONE ELEVATION, 1/2 ON ANOTHER
3. FASTENERS TO BE COVERED OR PAINTED TO MATCH

**5B** FIBERGLASS HALF CONE 20 SQ FT

RECEIVED
OCT 06 2017
PLANNING DEPARTMENT
VILLAGE OF GLEN ELLYN

Andy's Frozen Custard SINCE 1986

DOCUMENTS FOR:

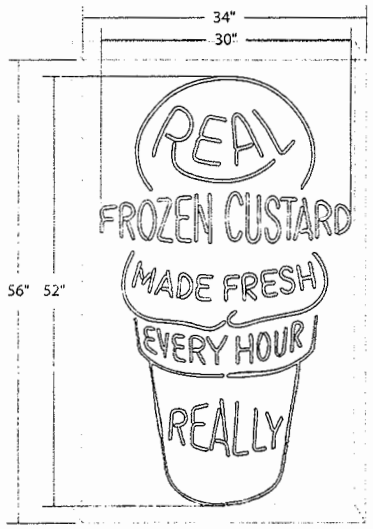
ANDY'S FROZEN CUSTARD
PROTOTYPICAL
ROOSEVELT & TAFT AVE. - GLEN ELLYN, IL

Sheet Title:
SIGNAGE

Sheet No:
A301

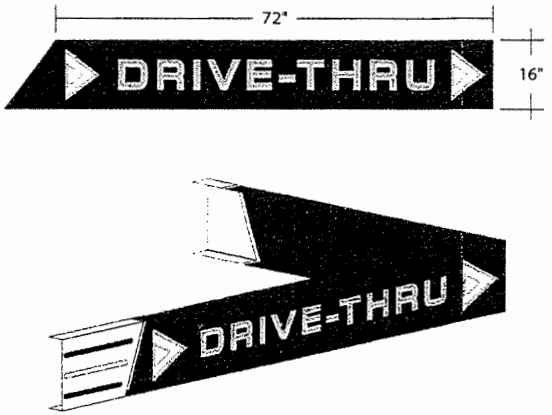
Exhibit "J"





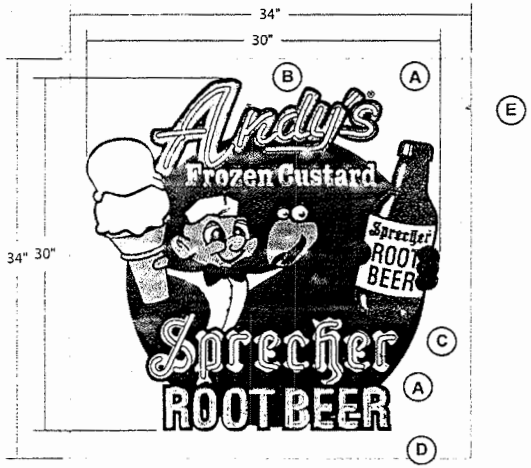

1. CHAIN TO CEILING-ADJUST TO MEASURE
2. 6' CORD TO 120V SERVICE (QTY=3)
3. ON/OFF SWITCH W/CHAIN
4. 3/16" CLEAR ACRYLIC, CUSTOM BENT TO SHAPE
5. ELECTRONIC TRANSFORMER
6. NEON
7. WINDOW
8. TRANSLUCENT VINYL APPLIED TO ACRYLIC BACKER TO ALLOW MORE VISUAL OF SHAPE
9. PERIMETER CUT SMOKED ACRYLIC

## A LARGE ANDY'S NEON WINDOW CONE SIGN




1. ARCHITECT SHALL COORDINATE ALL FLASHING DETAILS TO PROVIDE WEATHER TIGHT SEAL BETWEEN NEON FASCIA AND ROOF SYSTEM

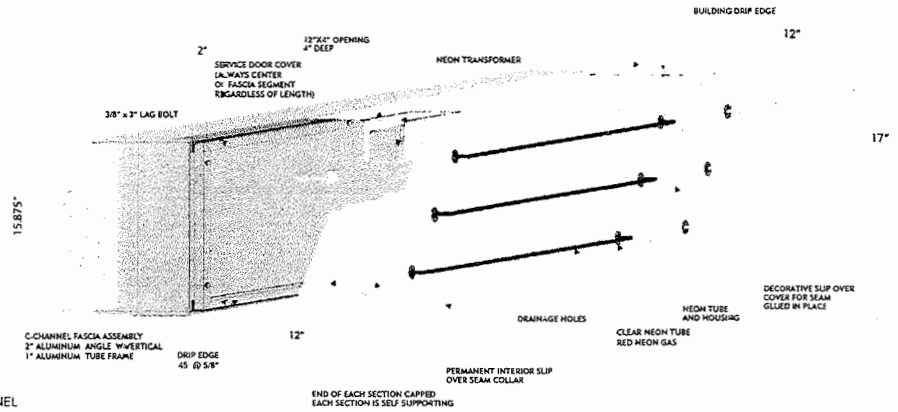
## 8A ANDY'S FASCIA




- (A) NEON
- (B) NON-ILLUMINATED ALUMINUM CABINET
- (C) VINYL GRAPHICS APPLIED TO FIRST SURFACE
- (D) YELLOW AND WHITE SKELETAL NEON
- (E) 3/16" CLEAR ACRYLIC, CUSTOM BENT TO SHAPE

1. CHAIN TO CEILING
2. 6' CORD TO 120V SERVICE
3. ON/OFF SWITCH
4. CONTOUR CUT ALUMINUM DOUBLE-SIDED BASE PANEL
5. ELECTRONIC TRANSFORMER

## 10A ANDY'S SPRECHER ROOT BEER SIGN




## 8B ILLUMINATED NEON FASCIA

RECEIVED
OCT 06 2017
PLANNING DEPARTMENT
VILLAGE OF GLEN ELLYN

Andy's Frozen Custard SINCE 1986

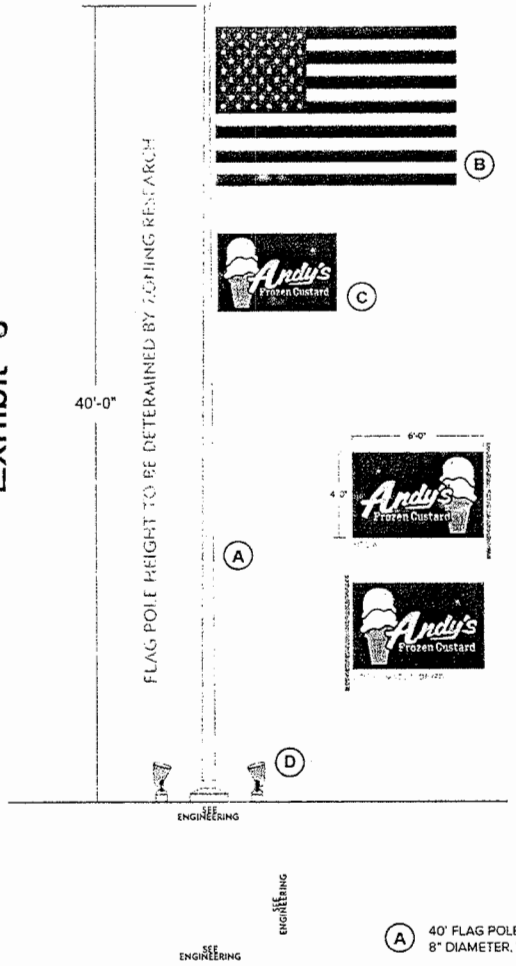
DOCUMENTS FOR:

ANDY'S FROZEN CUSTARD
PROTOTYPICAL
ROOSEVELT & TAFT AVE. - GLEN ELLYN, IL

Sheet Title:
SIGNAGE

Sheet No:
A302

Exhibit "J"




(A) 40' FLAG POLE (.156" WALL) STANDARD ALUMINUM FINISH 8" DIAMETER, WITH INTERNAL HALYARD

(B) 12' X 8' AMERICAN FLAG, HI-QUALITY-DOUBLE WEAVE

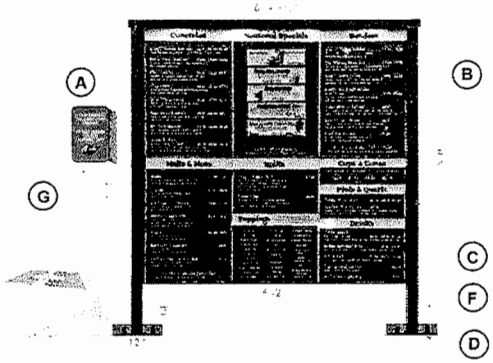
(C) 6' X 4' CUSTOM ANDY'S FLAG, HI-QUALITY-DOUBLE WEAVE (IMAGE FLOPPED ON REVERSE SIDE)

(D) 2 QTY, RAB LED UP LIGHTS, MODEL HSLED13B. COOL LED SPOT LT FX (DART #470-9262)

1. POWER RUN AND CONTROLLERS BY OTHERS

2. FOUNDATION TBD PER SITE SPECIFIC ENGINEERING

## 12A FLAG POLE




(A) 5" BY 2" C-CHANNEL W/LED'S FOR DOWNCAST LIGHTING WITH CLEAR LENS

(B) THIN GAUGE STEEL PLATE W/DIGITAL PRINTS ON MAGNETS (BY OTHERS)

(C) 3" X 3" ALUMINUM POST AND 12" BASE PLATE

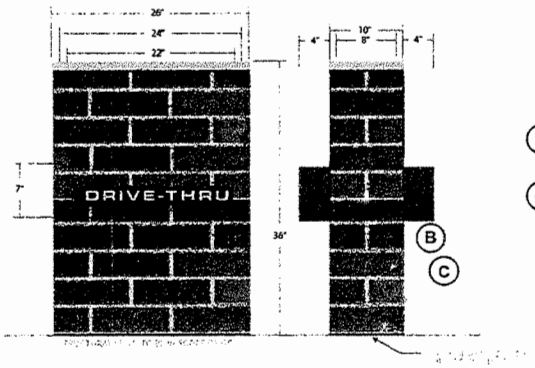
(D) INSTALLED WITH WEDGE ANCHORS INTO CONCRETE

(E) 2' X 4' ROUND PIERS

(F) BASE PLATE BOLT HEAD COVERS PAINTED TO MATCH (QTY: 1/FOOTING)

(G) 12" X 18" CUSTOM PRINT ON DOUBLE-SIDED BAKED ON BLACK ROUTED PANEL WITH 90° BENT ANGLE EDGE TO FLUSH MOUNT TO POST

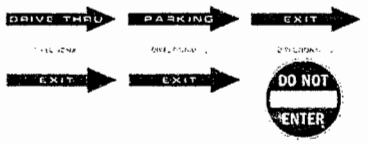
## 2A 6 PANEL MENU BOARD 40 SQ FT




(B) MATERIALS TO FAMILY WITH BUILDING MATERIALS PER LOCATION

(C) PRE-CAST CONCRETE CAP

1. STRUCTURAL BUILD TO BE IN SCOPE OF GC




## 3A LIGHTED DIRECTIONAL SIGN 7 SQ FT

RECEIVED
OCT 06 2017
PLANNING DEPARTMENT
VILLAGE OF GLEN ELLYN

Andy's Frozen Custard SINCE 1986

DOCUMENTS FOR:

ANDY'S FROZEN CUSTARD
PROTOTYPICAL
ROOSEVELT & TAFT AVE. - GLEN ELLYN, IL

Sheet Title:
SIGNAGE

Sheet No:
A303

# CERTIFICATION

I, John Chereskin, duly appointed Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6546, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Meeting of said Board held on the 13 day of November 2017, and that the same was signed and approved by the President of said Village on the 13 day of November 2017

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Deputy Village Clerk of said Village for safekeeping and that I am the lawful custodian and keep of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 13 day of November, 2017.

Village Clerk

CORPORATE SEAL

FRED BUCHOLZ
DUPAGE COUNTY RECORDER
SEP. 14, 2018 10:20 AM
OTHER $48.00 05-22-202-025
022 PAGES R2018-086771

Village of Glen Ellyn

---

Ordinance No. 6610

**An Ordinance Approving a Final Planned Unit Development, Special Use Permit for a Drive-thru, Variations from the Sign Code, and Exterior Appearance Review to construct a Buona Beef restaurant with a drive-thru on Lot 3 of the 375-395 Roosevelt Road and 681 Taft Avenue PUD Development Located at 395 Roosevelt Road Glen Ellyn, Illinois 60137**

---

Adopted by the
President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois
This 25 Day of June, 2018.

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this 26 day of June, 2018.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

Ordinance No. 6610

**An Ordinance Approving A Final Planned Unit Development, Special Use Permit for a Drive-thru, Variations from the Sign Code, and Exterior Appearance Review to construct a Buona Beef restaurant with a drive-thru on Lot 3 of the 375-395 Roosevelt Road and 681 Taft Avenue PUD Development Located at 395 Roosevelt Road Glen Ellyn, Illinois 60137**

**Whereas,** Keystone Ventures, LLC, developer for Buona Beef restaurants, has petitioned the Village President and Board of Trustees for approval of the following:

A. A Final PUD Plan for Lot 3, in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.

B. A Special Use Permit for a drive-in commercial facility (i.e. drive-thru) for Lot 3 in accordance with Section 10-4-15(B)9 of the Zoning Code

C. The following variations from the Glen Ellyn Sign Code:

1. A variation from Section 4-5-10(B) of the Sign Code to allow 4 wall signs in lieu of 1 sign permitted.
2. A variation from Section 4-5-10(B) of the Sign Code to allow a marquee sign in the C3 District, which is otherwise not permitted in the C3 District.
3. A variation from Section 4-5-5 of the Glen Ellyn Sign Code to allow lighting under the coping of the building to outline beneath the roofline of the north and east elevations of the building, which is otherwise prohibited.

D. Exterior Appearance approval in accordance with the Glen Ellyn Appearance Review Guidelines, Ordinance 5508.

all to accommodate the construction of a proposed Buona Beef restaurant with a drive-thru on Lot 3 of the 375-395 Roosevelt Road and 681 Taft Avenue PUD Development; and

**Whereas,** the subject property is located at 395 Roosevelt Road in the C3 Service Commercial District; and

**Whereas,** the property is legally described as follows:

PARCEL 1:
LOTS 9 THROUGH 17, BOTH INCLUSIVE, (EXCEPT THE NORTH 5 FEET OF SAID LOTS) AND LOTS 18 THROUGH 26, BOTH INCLUSIVE, TOGETHER WITH THE WEST ½ OF VACATED ALLEY, (EXCEPT THE NORTH 5 FEET THEREOF) LYING EAST OF

AND ADJACENT TO THE EAST LINE OF LOTS 9 AND 26, PER DOCUMENT NO. R84-59324, IN BLOCK 81 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTIONS 22 AND 23, TOWNSHIP 39 RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
LOTS 11 THROUGH 15, BOTH INCLUSIVE, IN BLOCK 79 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEROF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:
THE EAST HALF OF VACATED HILLCREST AVENUE (EXCEPT THE NORTH 5 FEET THEREOF) (VACATED PER PLAT OF VACATION RECORDED AS DOCUMENT R84-59323) TOGETHER WITH THAT PART OF THE WEST HALF OF VACATED HILLCREST AVENUE LYING SOUTH OF THE SOUTH LINE OF ROOSEVELT ROAD AND NORTH OF THE NORTH LINE OF TAFT AVENUE IN WHEATON ESTATES, VACATED BY ORDINANCE RECORDED NOVEMBER 9, 1988 AS DOCUMENT R88-129113, WHICH IS LYING WITHIN LOT 1 IN GRANDMA SALLY'S ASSESSMENT PLAT RECORDED SEPTEMBER 12, 2001 AS DOCUMENT R2001-193452, ALL FALLING WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.
P.I.N.: 05-22-202-025, 05-22-203-004, 05-22-203-005, 05-22-207-005, 05-23-100-009, 05-23-100-023, 05-23-100-025, 05-23-100-026, 05-23-100-027, 05-23-102-001, and 05-23-102-002

**Whereas**, following due and proper publication of notice in The Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted a public hearing on June 14, 2018 at which hearing the Plan Commission considered the petitioner's request for approval of a Final Planned Unit Development, Special Use Permit for a drive-thru, and Variations from the Glen Ellyn Sign Code to construct a Buona Beef restaurant with a drive-thru on Lot 3 of the 375-395 Roosevelt Road and 681 Taft Avenue PUD Development; and

**Whereas,** at the June 14, 2018 public hearing of the Plan Commission, the petitioner presented evidence, testimony, and exhibits in support of the requests and no members of the public spoke in opposition to or in favor of the proposal; and

**Whereas**, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings of fact and recommendations and by a vote of six (6) "yes" and zero (0) "no", the Plan Commission recommended approval of the requests as set forth in the June 14, 2018 minutes of the Plan Commission, a draft of which is attached hereto as Exhibit "A"; and

**Whereas,** the Village President and Board of Trustees have reviewed the evidence, exhibits, and materials presented at the June 14, 2018 Plan Commission public hearing and have considered the recommendation of the Plan Commission; and

**Whereas,** staff has performed the review of the application for Exterior Appearance and has determined the proposed exterior appearance is in substantial conformance with the Village's Appearance Review Guidelines and recommends approval of the proposed exterior appearance; and

**Whereas**, the President and Board of Trustees have determined that granting the requested Final Planned Unit Development and Special Use Permit for Lot 3 is consistent with the goals of the Glen Ellyn Zoning Code, that granting the Variations from the Sign Code for Lot 3 is consistent with the goals of the Glen Ellyn Sign Code, and that granting the Exterior Appearance for Lot 3 of the project is consistent with the objectives of the Glen Ellyn Appearance Review Guidelines.

**Now, Therefore, be it Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois**, in the exercise of its home rule powers, as follows:

**Section One:** The minutes from the June 14, 2018 Plan Commission public hearing, a draft of which is attached hereto as Exhibit "A", and the findings of fact contained in the petitioner's applications, as well as in the preambles above, are hereby adopted as the findings of fact of the Village President and Board of Trustees based upon their review of the evidence, exhibits, and materials presented at the June 14, 2018 public hearing of the Plan Commission.

**Section Two:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the proposed Final Planned Unit Development for Lot 3.

**Section Three:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Special Use Permit for a drive-thru facility for a Buona Beef restaurant on Lot 3.

**Section Four:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Variations from the Sign Code for Lot 3.

**Section Five:** Based upon the staff recommendation for Exterior Appearance approval, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Exterior Appearance for Lot 3.

**Section Six:** The granting of the approvals identified above is subject to the following conditions:

A. The project shall be constructed in substantial conformance with the plans submitted and the testimony presented at a draft of which is public hearing before the Plan Commission, with the exterior appearance plans recommended by staff, and with the petitioner's application packet including the following plans and documents referenced below, as though they were attached to this Ordinance:

1. Application for a Final Planned Unit Development stamped received April 3, 2018
2. Application for a Special Use Permit stamped received April 3, 2018
3. Application for Variations from the Sign Code stamped received April 3, 2018
4. Application for Exterior Appearance Review stamped received April 3, 2018
5. Narrative prepared by the petitioner dated March 29, 2018
6. Site Plan (Sheet A001), prepared by Hague Architecture, stamped received April 3, 2018, attached hereto as Exhibit "B"
7. Site Dimensional and Paving Plan (Sheet C4.0) prepared by CivWorks Consulting, LLC,

dated June 6, 2018, attached hereto as Exhibit "C"

8. Landscape Plan (Sheet L-1) prepared by Metz & Company, dated May 17, 2018, attached hereto as Exhibit "D"
9. Tree Preservation Plan (Sheet TP-1) prepared by Metz and Company, dated May 17, 2018, attached hereto as Exhibit "E"
10. Building Rendering (Sheet A002) prepared by Hague Architecture, received April 3, 2018
11. Building Elevations (Sheet A003 and Sheet A004) prepared by Hague Architecture, stamped received April 3, 2018, attached hereto as Exhibit "F"
12. Light Fixture Cut-sheets and Building Materials (Sheet A005) prepared by Hague Architecture, stamped received April 3, 2018
13. Floor Plan (Sheet A006) prepared by Hague Architecture, stamped received April 3, 2018
14. Trash Enclosure Plan (Sheet A007) prepared by Hague Architecture, stamped received April 3, 2018
15. Roof Plan (Sheet A008) prepared by Hague Architecture, stamped received April 3, 2018
16. Site Lines Plan for Mechanical Units (Sheet A009) prepared by Hague Architecture, stamped received April 3, 2018

B. No building permit, with the exception of a demolition permit, shall be issued until all outstanding conditions placed on Ordinance No. 6546, the Preliminary Planned Unit Development for the subject property, have been addressed.

C. Prior to the issuance of a final certificate of occupancy for Lot 3, the area along the west lot line of Lot 3 shall be sodded and maintained.

D. Landscaping, subject to review and approval by staff, shall be installed along the west lot line of Lot 3 at the time of redevelopment of Lot 4 but no later than four (4) years from the date of this ordinance approval.

**Section Seven**: The Building and Zoning Official is hereby authorized to issue all necessary building and occupancy permits pursuant to the Final Planned Unit Development, Special Use Permit, variations from the Sign Code, and Exterior Appearance for Lot 3 approved herein, provided that all the conditions set forth hereinabove have been met and that the applicant complies with all other applicable laws and ordinances of the Village of Glen Ellyn. This grant of approval of the aforementioned requests shall expire and become null and void within 24 months of the date of this Ordinance unless a temporary occupancy permit is applied for within said time period, provided, however, that the Village Board, by motion, may extend the period during which an occupancy permit must be applied for. Further, the Village Board may, for good cause shown, waive or modify any conditions set forth in this ordinance without requiring that the matter return for public hearing.

**Section Eight**: This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

**Section Nine**: Failure of the owners or other party in interest or a subsequent owner or other party in interest to comply with the terms of this Ordinance, after execution of such Ordinance, shall subject the owners or party in interest to the penalties set forth in Section 10-10-18 (A) and (B) of the Village of Glen Ellyn Zoning Code.

**Section Eleven**: The Village Clerk is hereby authorized to record this Ordinance with the DuPage County Recorder.

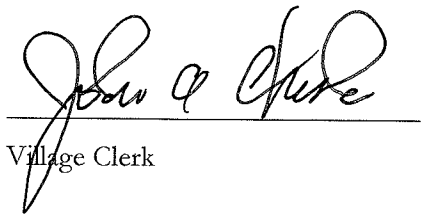
Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this 25 day of June 2018.

| | | | |
|---|---|---|---|
| Ayes: | ☐ Diane McGinley | ☒ Pete Ladesic | ☒ Mark Senak |
| | ☒ Craig Pryde | ☒ Bill Enright | ☐ Gary Fasules |
| | ☒ John Kenwood | | |
| Nays: | ☐ Diane McGinley | ☐ Pete Ladesic | ☐ Mark Senak |
| | ☐ Craig Pryde | ☐ Bill Enright | ☐ Gary Fasules |
| | ☐ John Kenwood | | |
| Absent: | ☐ Diane McGinley | ☐ Pete Ladesic | ☐ Mark Senak |
| | ☐ Craig Pryde | ☐ Bill Enright | ☒ Gary Fasules |
| | ☐ John Kenwood | | |

Approved by the Village President of the Village of Glen Ellyn, Illinois this 25 day of June 2018.

Diane McGinley
Village President

Attest:



Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the 26 day of June, 2018.)

2. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 256 linear feet of existing overhead ComEd utility lines running east-west to remain above ground, on the south side of Lot 5 of the development, in lieu of being buried.

3. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 71 linear feet of existing overhead ComEd utility lines running east-west to remain to remain above ground on Lot 4 of the development in lieu of being buried.

4. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 88 linear feet of existing overhead ComEd utility lines running north-south to remain to remain above ground on Lot 4 of the development in lieu of being buried.

C. An Amendment to the Planned Unit Development to allow certain Existing Overhead ComEd Utilities to remain above ground.

This recommendation is subject to the following condition: if or when the Leslie Car Wash does come down, the associated east-west utility lines in the middle of the lot will be buried.

The motion carried unanimously with six (6) yes votes and zero no votes as follows: Plan Commissioners Heming-Littwin, Hartweg, Rodemann, Vavra and Vondruska and Chairperson Loch voted "yes."

Chairperson Loch stated the Plan Commission is a recommending body to the Village Board. Village Planner Sterrett stated this item should come before the Village Board for approval on June 25, 2018.

Public Hearing – 395 Roosevelt Road – Buona Beef – Final Planned Unit Development (PUD), Special Use Permit and Sign Variations

On the agenda was a public hearing regarding a public hearing with discussion, consideration, and recommendation regarding a request for approval of the application of a Final Planned Unit Development (PUD), Special Use Permit, and Sign Variations to construct a Buona Beef restaurant with a drive-thru on Lot 3 of the 375-395 Roosevelt Road development. The property is located at 395 Roosevelt Road, within the C3 Service Commercial district.

PUBLIC HEARING –395 ROOSEVELT ROAD – BUONA BEEF – FINAL PLANNED UNIT DEVELOPMENT (PUD), SPEICAL USE PERMIT AND SIGN VARIATIONS
PUBLIC HEARING WITH DISCUSSION, CONSIDERATION, AND RECOMMENDATION REGARDING A AN APPLICATION FOR APPROVAL OF A FINAL PLANNED UNIT DEVELOPMENT (PUD), SPECIAL USE PERMIT, AND SIGN VARIATIONS TO CONSTRUCT A BUONA BEEF RESTAURANT WITH A DRIVE-THRU ON LOT 3 OF THE 375-395 ROOSEVELT ROAD DEVELOPMENT.

Commissioner Heming-Littwin moved, seconded by Commissioner Vondruska, to open the public hearing regarding at 7:35 p.m. The motion carried unanimously by voice vote.

Staff Introduction

Village Planner Sterrett was sworn in and stated petitioner Keystone Ventures, LLC, developer for Buona Beef, is requesting a public hearing regarding an application for approval of a Final Planned Unit Development (PUD), Special Use Permit, and Sign Variations to construct a Buona Beef restaurant with a drive-thru on Lot 3 of the 375-395 Roosevelt Road development.

Village Planner Sterrett stated that in order to construct the Buona Beef as proposed, the petitioner is specifically requesting approval of the following:

A. A Final PUD Plan for Lot 3, in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.
B. A Special Use Permit for a drive-in commercial facility (i.e. drive-thru) for Lot 3 in accordance with Section 10-4-15(B)9 of the Zoning Code
C. The following variations from the Glen Ellyn Sign Code:
    1. A variation from Section 4-5-10(B) of the Sign Code to allow 4 wall signs in lieu of 1 sign permitted.
    2. A variation from Section 4-5-10(B) of the Sign Code to allow a marquee sign in the C3 District, which is otherwise not permitted in the C3 District.
    3. A variation from Section 4-5-5 of the Glen Ellyn Sign Code to allow LED lighting to outline under the coping of the north elevation of the building which is otherwise prohibited.

Village Planner Sterrett showed an overview map of the property and stated the subject lot is part of the 5-lot commercial development at 375-395 Roosevelt Road. Village Planner Sterrett stated the entire development received Planned Unit Development (PUD) approval for the redevelopment of the site for three restaurant establishments and an office use as well as approval of a Major Subdivision to subdivide the site into 5 lots. Village Planner Sterrett stated

the petitioner is proposing the construction of a Buona Beef Restaurant which will contain a drive-thru as well as an outdoor eating area.

Village Planner Sterrett stated the surrounding land uses and zoning districts are as follows:

North: C3 Service Commercial District - Commercial (Retail/Restaurant uses)
South: CR Conservation District – Village Links Golf Course
East: C3 Service Commercial District – Commercial (Alfie's Inn)
West: C3 Service Commercial District – Commercial (Mattress Firm)

Village Planner Sterrett stated the restaurant will have 41 parking stalls, and the proposed restaurant is consistent with the preliminary PUD approved for the site. Village Planner Sterrett stated the drive-thru will be double-stacked and can hold up to 12 vehicles. Village Planner Sterrett stated staff has no concerns about the vehicles stacking up onto Roosevelt Road. Village Planner Sterrett stated as a part of the development of the entire site, two full access driveways off of Roosevelt Road will be installed on Lots 1 and 3, and this was approved by IDOT.

Village Planner Sterrett stated the staff does have some concern over the proposed 3 perpendicular stalls that will be to the north of the building and to be used as a pick-up area. Village Planner Sterrett stated staff is concerned with this configuration because vehicles entering and exiting these stalls may be inclined to drive on the wrong side of the drive aisle, and staff is also concerned as this pick-up area is also proposed to be in close proximity to the Roosevelt Road access.

Village Planner Sterrett showed a picture of the proposed building and stated the petitioner is also seeking variations from the Sign Code as they are requesting 4 signs in lieu of the maximum of 1 sign that is allowed. Village Planner Sterrett stated a marquee sign is not prohibited in the Sign Code, but also not listed as permitted. Village Planner Sterrett stated the petitioner is also proposing LED strip lighting.

Village Planner Sterrett stated the Plan Commission may want to consider the following conditions as a part of their recommendation:

1. No building permit, with the exception of a demolition permit, shall be issued until all outstanding conditions placed on Ordinance No. 6546 have been addressed.

2. Landscaping, as approved by staff, shall be installed along the western lot line of Lot 3 within six months of the date of the issuance of a temporary certificate of

occupancy unless a Final PUD application for the redevelopment of Lot 4 is submitted within this same time period.

3. Remove or relocate the proposed stalls to be used for a pick-up area for drive-thru vehicles.

4. Any other conditions recommended by the Plan Commission.

Commissioner Hartweg stated the it would be logical and practical to remove the leg on the west side of the pick-up area. Commissioner Vondruska stated that is proposed to be striping and not concrete.

Commissioner Rodemann asked if a landscaping plan will be submitted for the 6-month suggestion for any landscaping. Village Planner Sterrett answered yes and that the staff will review the landscaping plan. Commissioner Heming-Littwin stated this part could be a condition, but the petitioner would still need to come to the staff for Landscaping Approval. Village Planner Sterrett stated there are general landscaping options which the petitioner can choose from. Commissioner Heming-Littwin stated there would be a requirement to put landscaping in if the Leslie Car Wash is redeveloped.

Petitioner's Presentation

Sworn in for the petitioner were Tim Hague, President of Keystone Ventures, LLC, in River Forest, Illinois, John Hague, Architect with Hague Architecture in River Forest, Illinois and Ken Adams, Director of Retail Development at LM Commercial Development in Clarendon Hills, Illinois.

Mr. Tim Hague stated they are proposing to put a Buona Beef restaurant at 395 Roosevelt Road, and the Buona Beef restaurants are owned by the Buonavolanto Family. Mr. Tim Hague stated the Buona Beef restaurants started in Berwyn in the 1980's, and now there are 24 locations. Mr. Tim Hague stated the Buona Beef restaurants are brightly colored with a warm feel, and the kitchens are open so the patrons can see in. Mr. Tim Hague stated the drive-thru sales and carry-out sales do usually account for approximately 50% of the sales. Mr. Tim Hague stated the Buona Beef restaurants are committed to the communities they go into.

Mr. Tim Hague stated during a normal lunch hour, the drive-thru can usually have up to 50 vehicles an hour go through so they do use the 3 parking stalls if the cars become queued up. Mr. Tim Hague stated the proposed signage is used in several Buona Beef locations, and the 4 requested signs do communicate the Buona Beef brand.

Mr. John Hague stated they put the design of the building together with the proposed sign package to be seen from different orientations of the building. Mr. John Hague stated the tower on the building will have the Buona Beef logo and be visible to catch the traffic on Roosevelt Road, and the drive-thru sign will help to catch the Roosevelt Road traffic too.

Mr. Adams stated the area between the proposed Buona Beef restaurant and the Leslie Car Wash is a north/south area that is paved. Mr. Adams stated the lease with the Leslie Car Wash does have another 3 years on it so this site will not be redeveloped in the 6 months that was suggested by staff. Mr. Adams stated it might be good to leave this area paved as any landscaping that would be put in would be wasted if the site is redeveloped at some point.

Questions from the Plan Commission

There were no questions from the Plan Commissioners.

Persons in Favor of or in Opposition to the Request

No one spoke in favor or in opposition to this proposed request.

Comments from the Plan Commission

Commissioner Heming-Littwin thanked the petitioner for choosing Glen Ellyn. Commissioner Heming-Littwin stated she is fine with the proposed pick-up area parking stalls as she has seen this work well. Commissioner Heming-Littwin stated she is fine with the signage as it adds to what the building looks like and is tasteful, and the signage can be seen from the Roosevelt Road corridor. Commissioner Heming-Littwin stated she also has no problem with the proposed LED lighting. Commissioner Heming-Littwin stated she is fine with the condition about any outstanding conditions placed on Ordinance No. 6546 being addressed. Commissioner Heming-Littwin stated there is pavement now where the landscaping is proposed, and it would be crazy to ask for the petitioner to put landscaping in which will probably be disturbed; however, she would like a condition added to this ordinance that this will be addressed when the Leslie Car Wash site is redeveloped.

Commissioner Vondruska stated he agreed with Commissioner Heming-Littwin. Commissioner Vondruska stated he is fine with the proposed signage and the drive-thru. Commissioner Vondruska stated he is fine with the discussed area remaining paved, and he wants to ensure this area looks finished.

Commissioner Rodemann stated he thinks the proposed signage was done well, and the overall project is nice. Commissioner Rodemann stated he wants to ensure the paved area is maintained.

Commissioner Hartweg stated he is looking forward to this project, and he likes the design.

Commissioner Vavra stated this will be an attractive building, and he does want this business to be successful.

Chairperson Loch thanked the petitioner for coming to Glen Ellyn. Chairperson Loch stated she wants to ensure the discussed area looks nice and finished, and she thinks paving can age and take away from the aesthetics of the look.

Commissioner Vavra moved, seconded by Commissioner Hartweg, to close the public hearing at 8:05 p.m. The motion carried unanimously by voice vote.

Motion

Commissioner Heming-Littwin moved, seconded by Commissioner Vavra to recommend the following:

Having considered the application from Keystone Ventures, LLC, developer for Buona Beef, is requesting a public hearing regarding an application for approval of a Final Planned Unit Development (PUD), a Special Use Permit for a drive -thru, and Variations from the Sign Code to allow the construction of a proposed Buona Beef restaurant at 395 Roosevelt Road in the C3 Service Commercial District, the Plan Commission hereby adopts the findings of fact contained in the petitioner's application packets and the testimony presented by the petitioner at the public hearing as well as the findings included in the deliberations of the Plan Commission and recommends approval of the following variation conditions:

1. No building permit, with the exception of a demolition permit, shall be issued until all outstanding conditions placed on Ordinance No. 6546 have been addressed.

2. Prior to Lot 4 being redeveloped, the area along the Buona Beef western boundary should be maintained in a proper manner, either as sodded or paved, and kept clean and should look finished.

3. Any other conditions recommended by the Plan Commission.

The motion carried unanimously with six (6) yes votes and zero no votes as follows: Plan Commissioners Heming-Littwin, Vavra, Hartweg, Rodemann and Vondruska and Chairperson Loch voted "yes."

Chairperson Loch stated the Plan Commission is a recommending body to the Village Board. Village Planner Sterrett stated this item should come before the Village Board for approval on June 25, 2018.

Trustee's Report

Village Trustee Pryde stated the Village Board did pass the Zoning Text Amendments that the Plan Commission had worked on. Trustee Pryde stated the Village Board has been talking about a possible parking garage being built behind the Civic Center, and the Village Board is moving toward a consensus on how to pay for this proposed parking garage. Trustee Pryde stated he has no new news on developments.

Village Planner Sterrett stated they will be working to update the Village's Comprehensive Plan, and the Plan Commission will be involved in-depth with this.

Chairperson Loch asked about progress on the proposed True North gas station. Trustee Pryde stated there has not, but they are in Discovery at this point. Commissioner Heming-Littwin stated the Protect Glen Ellyn website has posted on its site all the motions that are a part of this.

Trustee Pryde stated they are moving forward with the first-floor renovation of the Civic Center, and additional renovations for the Civic Center's HVAC system and infrastructure items have been added, which may cost an additional $500,000 to $1,000,000.

Chairperson's Report

Chairperson Loch stated she did attend a TIF meeting in the past few days, and she is happy to see the monies going into the TIF are being used.

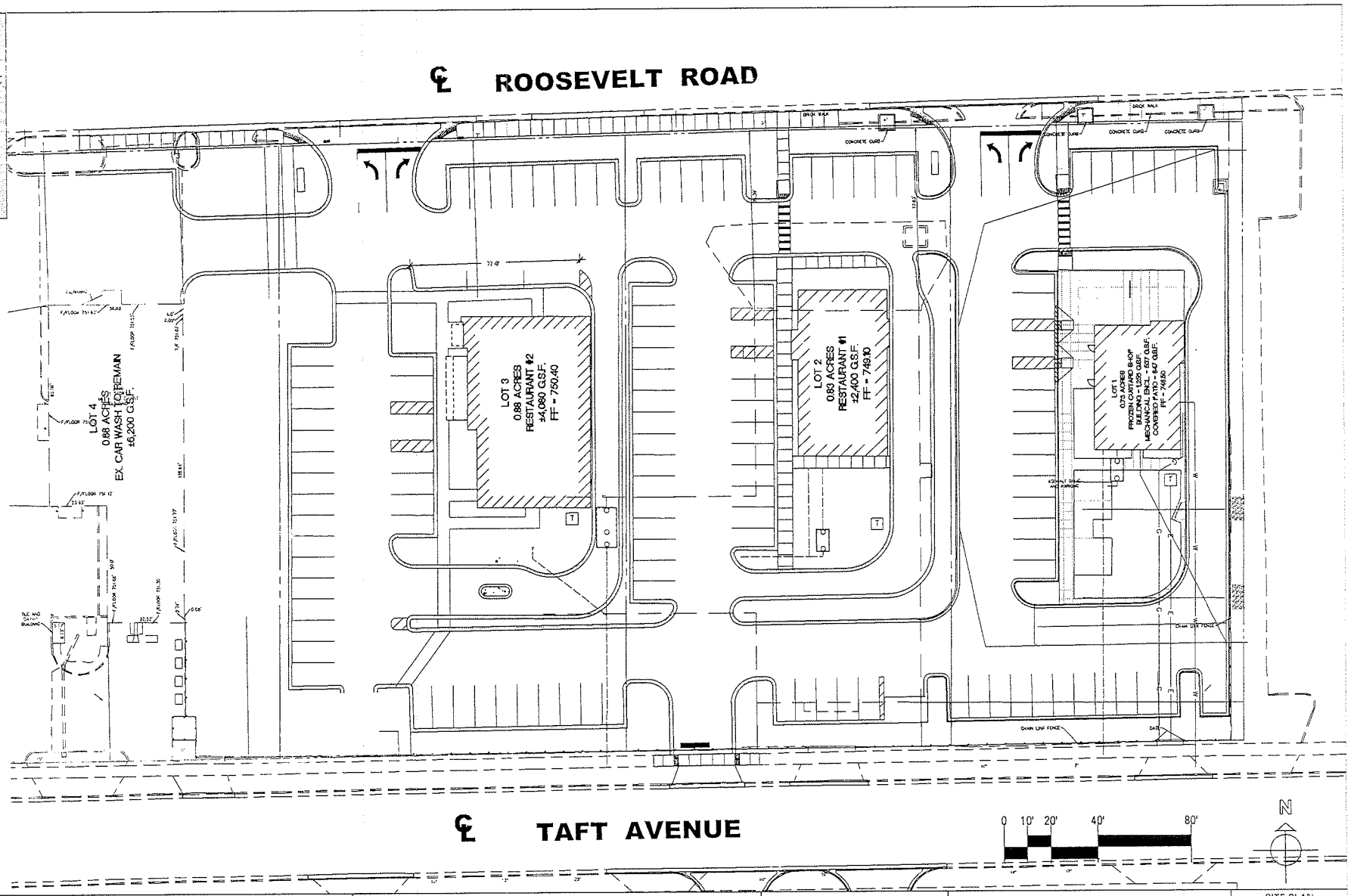
Staff Report

Village Planner Sterrett stated the Plan Commission will be working on a Sign Code update this summer. Village Planner Sterrett stated the staff has made a list of possible Sign Code changes as variations have come up.

SITE DATA
LOT AREA 37,836 SF
RESTAURANT BUILDING:
4,080 S.F.

PARKING:
43 SPACES
PARKING RATIO:
10.5/1000

EXHIBIT "B"




HAGUE ARCHITECTURE
420 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

KEYSTONE VENTURES
REAL ESTATE DEVELOPMENT

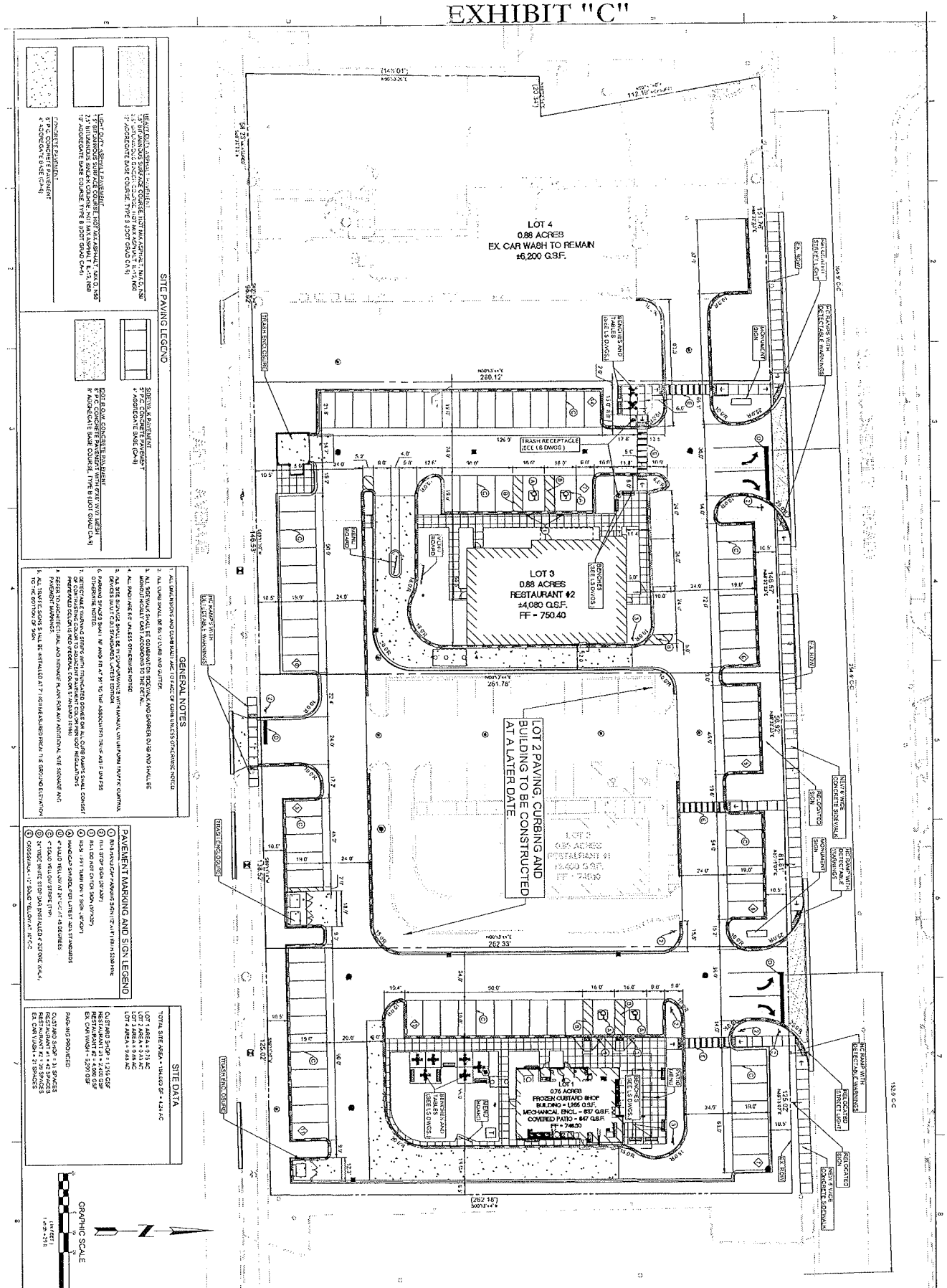
BUONA
THE ORIGINAL ITALIAN BEEF

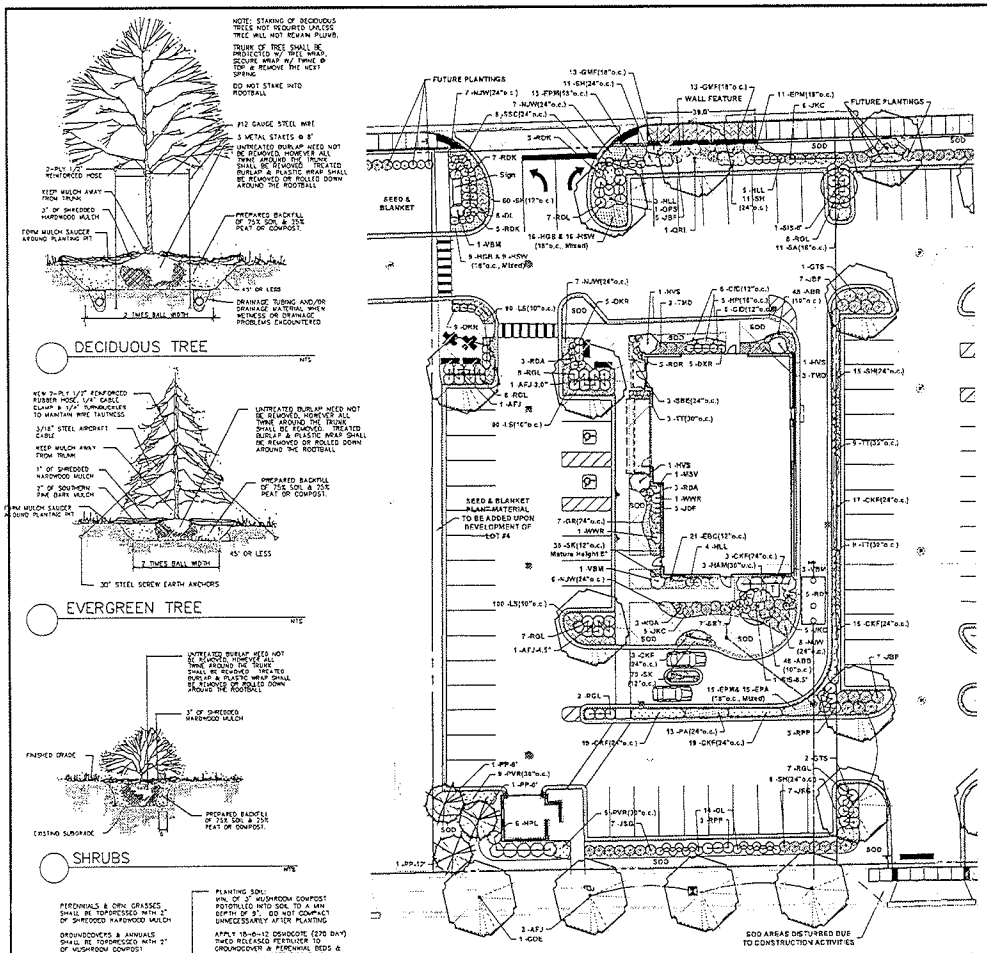
# BUONA - GLEN ELLYN

ROOSEVELT ROAD
GLEN ELLYN, ILLINOIS

SITE PLAN
A001

# EXHIBIT "C"


LOT 4
0.88 ACRES
EX. CAR WASH TO REMAIN
±6,200 G.S.F.
LOT 3
0.88 ACRES
RESTAURANT #2
±4,080 G.S.F.
FF = 750.40
LOT 2 PAVING, CURBING AND BUILDING TO BE CONSTRUCTED AT A LATER DATE.
LOT 1
0.76 ACRES
FROZEN CUSTARD SHOP
BUILDING = 1,265 G.S.F.
MECHANICAL ENCL. = 837 G.S.F.
COVERED PATIO = 847 G.S.F.
FF = 748.50
SITE PAVING LEGEND
GENERAL NOTES
PAVEMENT MARKING AND SIGN LEGEND
SITE DATA
GRAPHIC SCALE
SITE DIMENSIONAL AND PAVING PLAN
PROPOSED RETAIL DEVELOPMENT
395 ROOSEVELT ROAD, GLEN ELLYN, IL
SHEET NO. C4.0
CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
REVISIONS




DECIDUOUS TREE

EVERGREEN TREE

SHRUBS

BED PLANTING DETAIL
(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVERS & ANNUALS)

**OPEN SPACE CALCULATIONS**
Total Lot Area = 38,333 Sq.Ft.
Total Open Space = 8,310 Sq.Ft. (22%*)
Quasi Public Open Space = 3,050 Sq.Ft. (8%*, 37%**)

* Percent of Total Lot Area
** Percent of Total Open Space

Quasi Public Open Space

CALL JULIE 48 HOURS BEFORE YOU DIG 1-800-892-0123 TOLL FREE

NORTH

PLANT LIST

| KEY | QTY | BOTANICAL NAME | COMMON NAME | SIZE |
|---|---|---|---|---|
| DECIDUOUS SHADE TREES | | | | |
| AF | 2 | Acer Freemanii | Autumn Blaze Freemanii Maple | 2.5" BB |
| AFU | 1 | Acer Freemanii | Autumn Blaze Freemanii Maple | 3.5" BB |
| AF | 1 | Acer Freemanii | Autumn Blaze Freemanii Maple | 4.5" BB |
| GTH | 3 | Gleditsia Triacanthos Inermis | Thornless Honey Locust | 2.5" BB |
| GTS | 1 | Gleditsia tri. Sunburst | Sunburst Honey Locust | 2.5" BB |
| QRB | 1 | Quercus bicolor & Rubra* | Swamp White Oak & Red Oak | 2.5" BB |
| QRM | 1 | Quercus rubra 'Long' | Regal Prince Oak | 2.5" BB |
| EVERGREEN TREES | | | | |
| PIG | 1 | Picea glauca | White Spruce | 6' BB |
| PIP | 3 | Picea pungens | Colorado Green Spruce | 6' BB |
| PIP | 1 | Picea pungens | Colorado Blue Spruce | 6' BB |
| ORNAMENTAL TREES | | | | |
| SJC | 2 | Syringa j. 'Ivory Silk' | Ivory Silk Tree Lilac | 6' BB |
| SJS | 3 | Syringa j. 'Ivory Silk' | Ivory Silk Tree Lilac | 8' BB |
| DECIDUOUS SHRUBS & SHRUB ROSES | | | | |
| DK | 24 | Diervilla kosaiana | Dwarf Bush Honeysuckle | 5 |
| CMG | 19 | Cornus s. 'Isanti' | Isanti Dogwood | 5 |
| HP1 | 12 | Hydrangea p. 'Little Lime' | Little Lime Hydrangea | 5 |
| HP7 | 8 | Hydrangea p. 'Limelight' | Limelight Hydrangea | 5 |
| HPG | 4 | Hydrangea p. 'Pinky' | Pinky Winky Hydrangea | 5 |
| PVG | 49 | Physocarpus o. 'Dart's Gold' | Dart's Gold Ninebark | 5 |
| RDK | 9 | Rosa x 'Knockout' | Red Double Knockout Rose | #3 |
| RGM | 19 | Rosa 'Meipoulgo' | Red Drift Rose | #3 |
| RPK | 12 | Rosa x 'Purple Pavement' | Purple Pavement Rose | #3 |
| RPP | 4 | Rosa x 'Purple Pavement' | Purple Pavement Rose | #3 |
| SBS | 7 | Spiraea betulifolia 'Tor' | Birchleaf Spirea | #5 |
| VBM | 6 | Viburnum d. 'Chicago Lustre' | Blue Muffin Arrowwood Viburnum | 30"HT |
| WWM | 3 | Weigela f. 'Minuet' | Minuet Weigela | #5 |
| ORNAMENTAL GRASSES | | | | |
| CKF | 76 | Calamagrostis a. 'Karl Foerster' | Feather Reed Grass | #1 |
| CKS | 49 | Carex o. 'Ice Dance' | Ice Dance Sedge | #1 |
| MSC | 9 | Miscanthus s. 'Variegatus' | Variegated Silver Grass | #1 |
| PVR | 58 | Panicum v. 'Rehbraun' | Red Switch Grass | #1 |
| SSC | 8 | Schizachyrium s. 'Carousel' | Carousel Little Bluestem | #1 |
| SJS | 21 | Sesleria autumnalis | Autumn Moor Grass | #1 |
| VHA | 46 | Sporobolus heterolepis | Prairie Dropseed | #1 |
| EVERGREENS | | | | |
| EPA | 15 | Euonymus p. 'Paci' | Wintercreeper | #1 |
| EBC | 21 | Euonymus a. 'Coloratus' | Purple Wintercreeper | #1 |
| EPM | 59 | Euonymus a. 'Chiro Gaiety' | Pink Wintercreeper Euonymus | #1 |
| JSP | 7 | Juniperus c. 'Sea Spray' | Sea Spray Juniper | #3 |
| JSW | 26 | Juniperus c. 'Skyrocket' | Skyrocket Juniper | #3 |
| MPB | 75 | Mahonia aquifolium 'Compacta' | Compact Oregon Grape | #3 |
| MPM | 28 | Mahonia aquifolium 'Mist' | Mist Oregon Grape | #3 |
| MPM | 5 | Mahonia 'Argenteo-marginata' | Silver Margin Mahonia | #3 |
| MPP | 5 | Mahonia 'Prairie' | Prairie Mahonia | #3 |
| NWP | 10 | Nandina d. 'Nana Purpurea' | Dwarf Purple Nandina | #3 |
| PM | 53 | Pachistima myrsinites | Oregon Boxwood | #3 |
| SBB | 3 | Taxus x 'Big Band' | Big Band Spreading Yew | #5 |
| GROUNDCOVERS & VINES | | | | |
| ARB | 4 | Aquilegia 'Denver Blue Jay' | Denver Blue Columbine (#5 planting) | Form 24" Ht |
| LTB | 28 | Lonicera tellmaniana | Goldflame Honeysuckle (#2 planting) | Form 48 Ht |
| PVL | 28 | Parthenocissus tricuspidata 'Veitchii' | Boston Ivy (#2 planting) | Form 30 Ht |

MATERIAL & LABOR LIST:

| QTY | ITEM | DESCRIPTIONS |
|---|---|---|
| 797 SY | Sod | Kentucky Bluegrass Blend (Nursery Grown) |
| 93 CY | Mulch | Shredded Hardwood Bark |
| 1 Lot | Edging | Steel Edging |
| 24 CY | Mulch | Composted Chip Mulch |
| 26 LF | Boulder Retaining Wall | Clear Stone |
| 2,040 SF | Bioretention Basin Planting | Refer to Civil Engineering Plans |

GENERAL NOTES:

Plant material shall be nursery grown and be either balled and burlapped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and bail size shall conform to the latest edition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

Any materials with damaged or crooked/disfigured leaders, bark abrasion, sunscald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multistem or clump form.

If any mistakes, omissions, or discrepancies are found to exist with the work, contact the Landscape Architect staff so, promptly notified as that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is preliminary and should not be relied upon for construction purposes.

Quantities shown are given as a convenience. However, it is the installing Contractor's responsibility to verify quantities. The contractor shall base his bid on the plans. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consent of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements other than landscape improvements.

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123 and any other public or private agency necessary for utility location.

All perennial, ornamental grass, ground cover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennial & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch. Annuals & groundcovers shall be covered with an additional two inch (2") layer of mushroom compost.

All other planting beds and tree saucers shall be mulched with a minimum 3" (three inches) layer of shredded wood mulch.

Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and/or other such areas which do not receive natural rainfall.

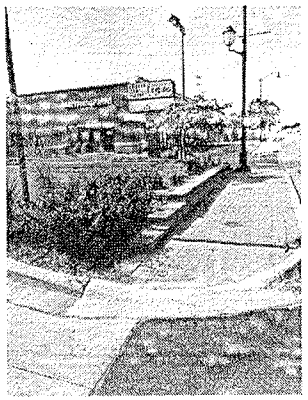
All sod lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

Seed mixes shall be applied mechanically so that the seed is incorporated into the top one-half inch (1/2") of the seed bed. The seed shall then be covered with the specified blanket (installed per manufacturer's specs) or Hydro-mulch.

All plant material shall be guaranteed for one (1) year from the date of acceptance.



DECORATIVE WALL FEATURE

| REVISIONS |
|---|
| 1 Village Review #1 5-17-17 |

BUONA BEEF
395 ROOSEVELT
Glen Ellyn, IL

EXHIBIT "D"

SEAL:

RANDY F. METZ LANDSCAPE ARCHITECT 001-001122

METZ & COMPANY
LANDSCAPE ARCHITECTURE AND PLANNING

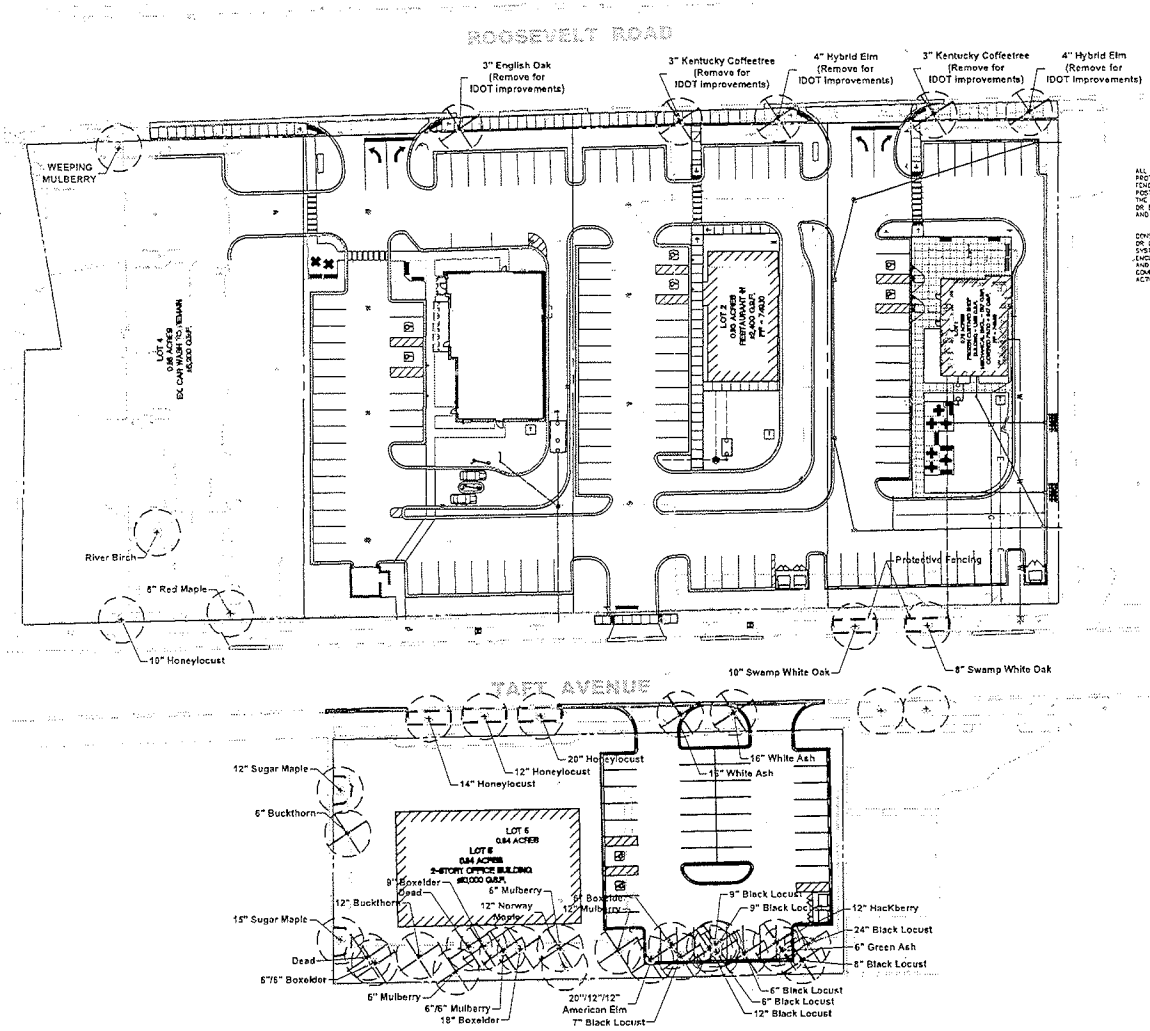
107 East Manila Street
Lombard, Illinois 60148
PH: 630.561.3903
Email: metz_landarch@comcast.net

TITLE
LANDSCAPE PLAN

PROJECT NO: 16-033
DATE: 2-28-2017
SCALE: 1"=20'

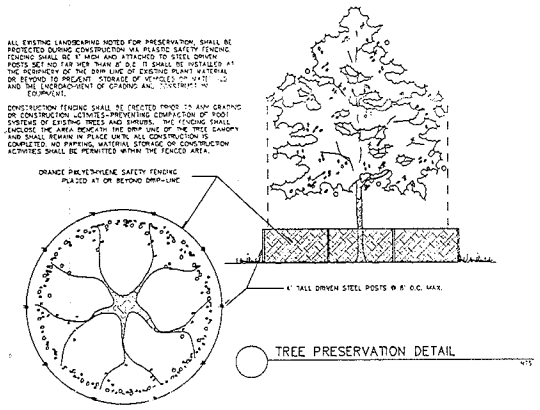
SHEET L-1

(c) Copyright reserved. This design and plan is and at all times remains the exclusive property of Metz & Company and cannot be used without the express written permission of Metz & Company.




ALL EXISTING LANDSCAPING NOTED FOR PRESERVATION, SHALL BE PROTECTED DURING CONSTRUCTION VIA PLASTIC SAFETY FENCING. FENCING SHALL BE 4' MIN. AND ATTACHED TO STEEL DRIVEN POSTS SET NO FARTHER THAN 8' O.C. IT SHALL BE INSTALLED AT THE PERIPHERY OF THE DRIP LINE OF EXISTING PLANT MATERIAL OR BEYOND TO PREVENT STORAGE OF VEHICLES OR WASTE AND THE ENCROACHMENT OF GRADING AND CONSTRUCTION EQUIPMENT.

CONSTRUCTION FENCING SHALL BE ERECTED PRIOR TO ANY GRADING OR CONSTRUCTION ACTIVITIES PREVENTING COMPACTION OF ROOT SYSTEMS OF EXISTING TREES AND SHRUBS. THE FENCING SHALL ENCLOSE THE AREA BENEATH THE DRIP LINE OF THE TREE CANOPY AND SHALL REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETED. NO PARKING, MATERIAL STORAGE OR CONSTRUCTION ACTIVITIES SHALL BE PERMITTED WITHIN THE FENCED AREA.




TREE PRESERVATION DETAIL

GENERAL NOTES:

Contractor shall verify location of all underground utilities prior to digging. For location outside the City of Chicago call "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123.

Prior to the issuance of a building permit, the protective fencing shall be reviewed and approved by the Forestry Consultant.

All work must be performed according to the approved Tree Preservation Plan.

An approved Tree Preservation Plan must be available on the construction site.

Stay within the designated work access areas shown on plan.

There shall be no grading or siting within the protected critical root zone.

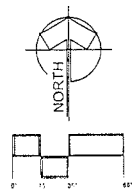
No equipment shall be driven over or material stored within the critical root zones of protected trees.

Tree fence and silt fence for all protected trees must be properly maintained throughout construction. Tree fence for unprotected trees should remain in place throughout construction, except when direct access is necessary. Before entering critical root zone area, check with Forestry Consultant.

All required tree and silt fencing shall remain in place until the time of finish and landscaping and can only be removed upon review and approval by the Forestry Consultant.

Attachments: wire, fence, etc.) other than those approved for guying, bracing or wrapping must not be attached to protected trees.

Contractor shall restore all construction access, yard and private improvements to rights from damage during construction. All restoration costs and repair costs for concrete work (if needed) shall be at the Contractors expense.




| REVISIONS | |
|---|---|
| 3. Board Resolution | 9-12-17 |
| 2. Village Revisions | 9-01-17 |
| 1. Village Review | 8-24-17 |

395 ROOSEVELT
Glen Ellyn, IL

EXHIBIT "E"

SEAL:


METZ & COMPANY
LANDSCAPE ARCHITECTURE PLANNING
926 Rose Meadow Road
Hinsdale, Illinois 60521
P / 312.203.0121
E-mail: randy.metz@comcast.net


TITLE
TREE PRESERVATION PLAN

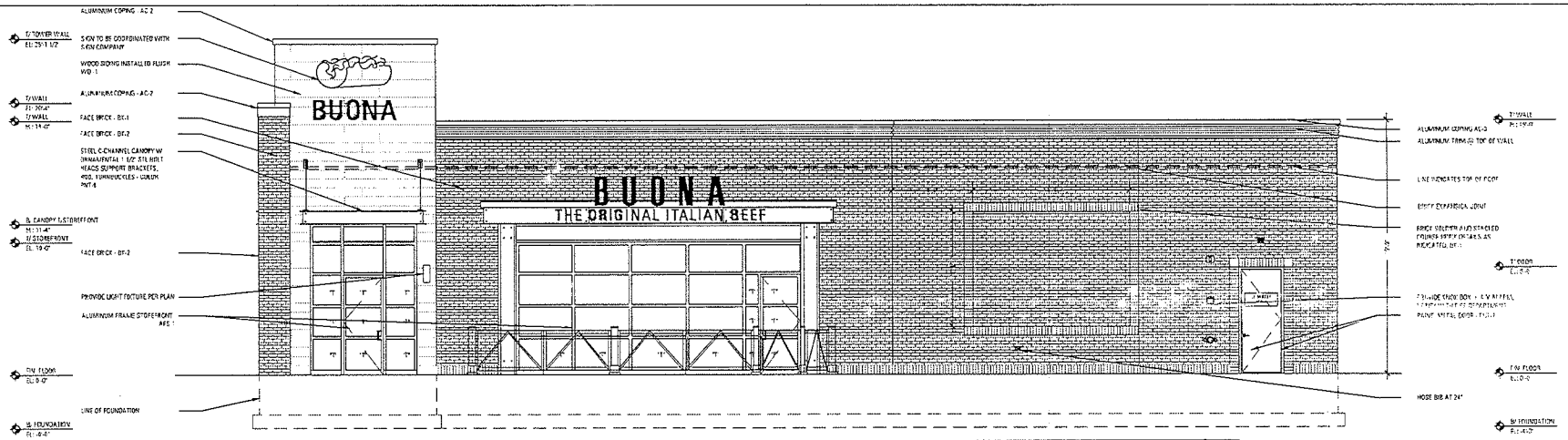
PROJECT NO.
16-033

DATE: 7-20-2017

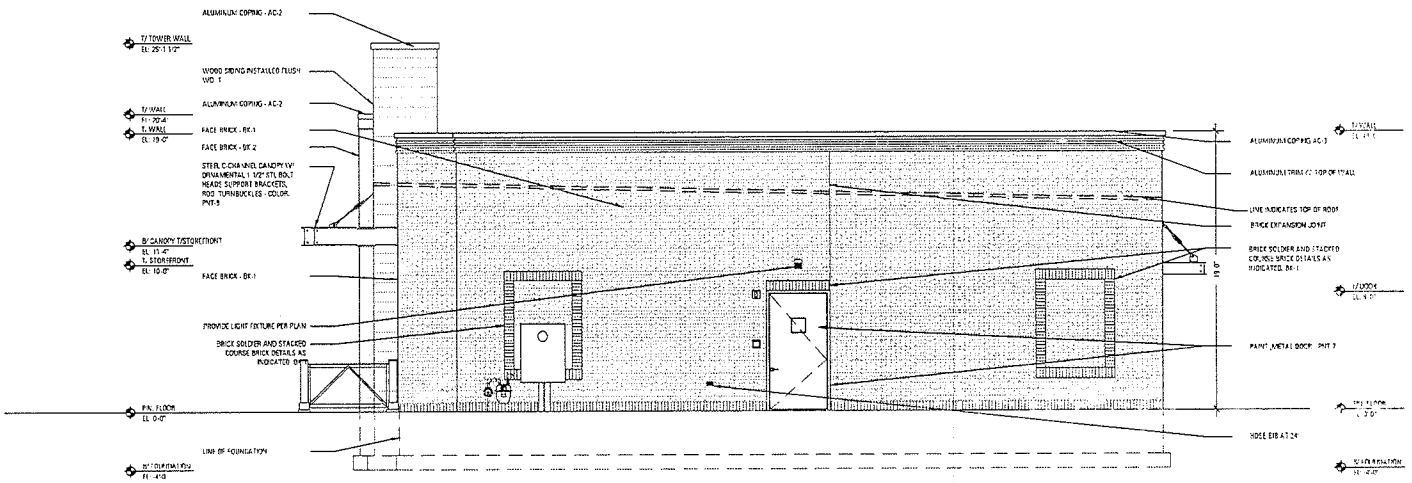
SCALE: 1"=30'

SHEET
TP-1


© The copyrights and other intellectual property rights to these plans and designs are owned by Metz & Company. Any reproduction of the designs or the concepts contained herein, in any form, or any alteration to the plans and designs, without the written consent of Metz & Company is prohibited.




A WEST ELEVATION
SCALE: 1/8" = 1'-0"




B SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

EXHIBIT "F"

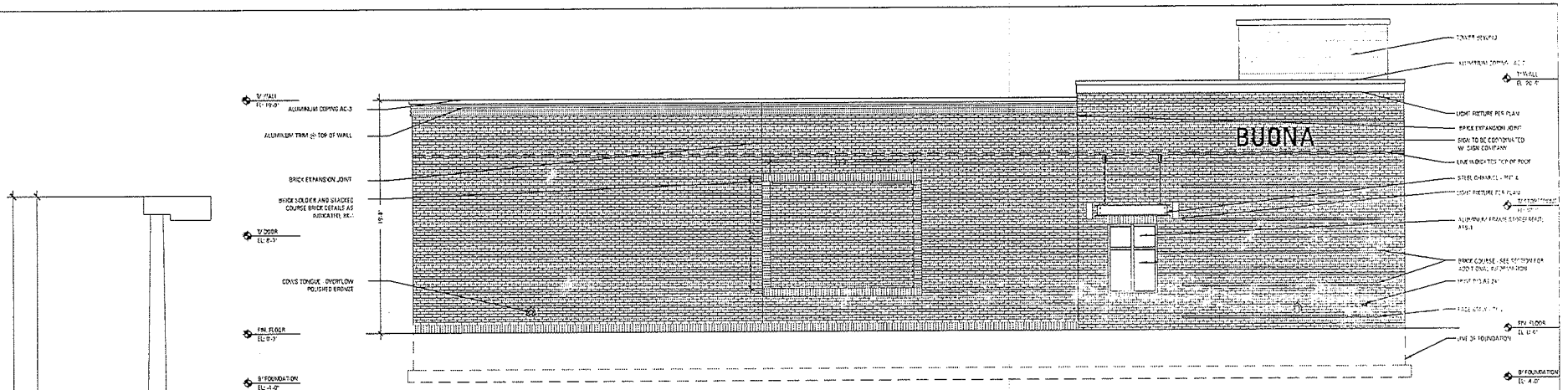
HAGUE ARCHITECTURE
420 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

KEYSTONE VENTURES
REAL ESTATE DEVELOPMENT

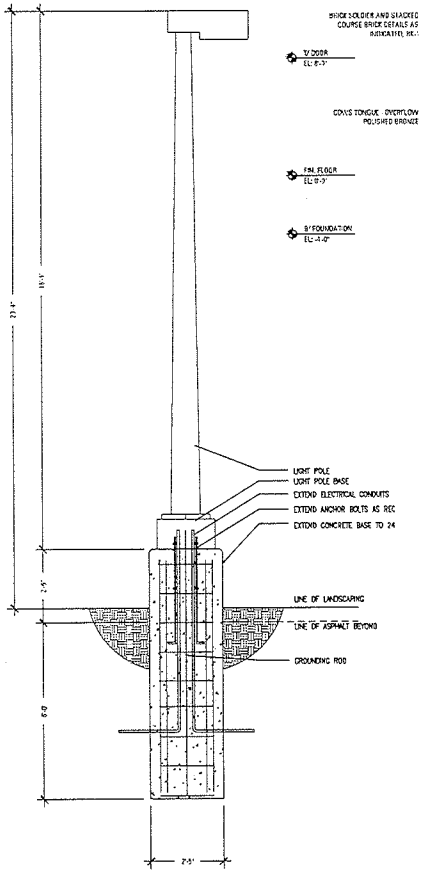
BUONA
THE ORIGINAL ITALIAN BEEF

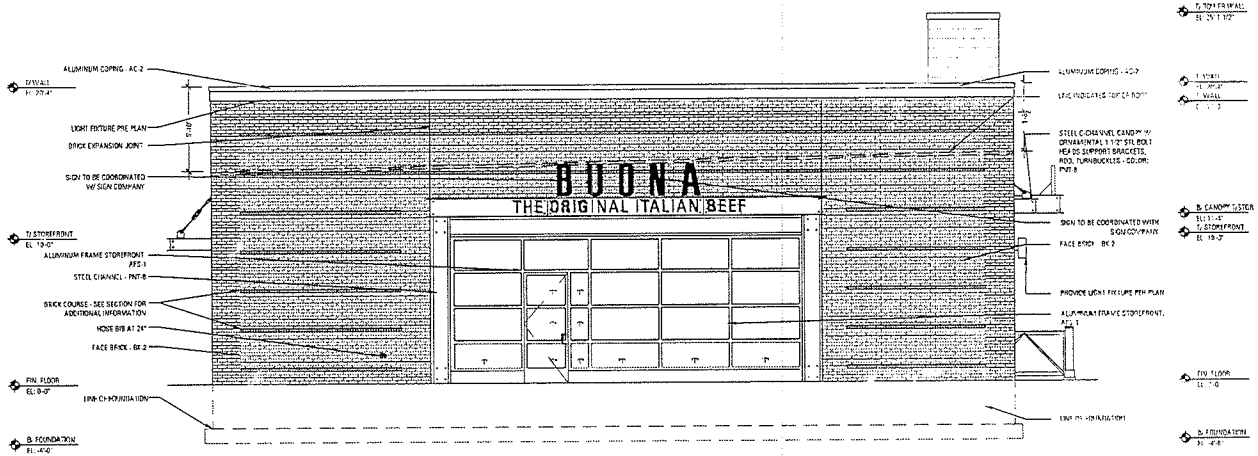
# BUONA - GLEN ELLYN
ROOSEVELT ROAD
GLEN ELLYN, ILLINOIS

ELEVATIONS
A003




C EAST ELEVATION
SCALE: 1/8" = 1'-0"




D NORTH ELEVATION
SCALE: 1/8" = 1'-0"

EXHIBIT "F"

HAGUE ARCHITECTURE
420 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

KEYSTONE VENTURES
REAL ESTATE DEVELOPMENT

BUONA
THE ORIGINAL ITALIAN BEEF

# BUONA - GLEN ELLYN

ROOSEVELT ROAD
GLEN ELLYN, ILLINOIS

ELEVATIONS

A004

# CERTIFICATION

I, John Chereskin, duly elected Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6610, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Meeting of said Board held on the 25 day of June 2018, and that the same was signed and approved by the President of said Village on the 25 day of June 2018.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Village Clerk of said Village for safekeeping and that I am the lawful custodian and keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 25 day of June, 2018.

Village Clerk

CORPORATE SEAL

FRED BUCHOLZ
DUPAGE COUNTY RECORDER
SEP. 14, 2018 10:20 AM
OTHER $56.00 05-22-202-025
030 PAGES R2018-086770

Village of Glen Ellyn

---

**Ordinance No. 6611**

**An Ordinance to Approve an Amendment to Ordinance No. 6546, the Preliminary Planned Unit Development for 375-395 Roosevelt Road and 681 Taft Avenue, Variations from the Subdivision Code, and Variations from the Zoning Code, To allow existing overhead ComEd utility lines to remain above ground on the subject Property and in the adjacent Taft Avenue right-of-way for the development located at 375-395 Roosevelt Road and 681 Taft Avenue Glen Ellyn, Illinois 60137**

---

**Adopted by the**
**President and the Board of Trustees**
**Of the Village of Glen Ellyn**
**DuPage County, Illinois**
**This 25 Day of June, 2018**

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this 26 day of June, 2018.

**PREPARED BY AND MAIL TO:**
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

**Ordinance No. 6611**

**An Ordinance to Approve an Amendment to Ordinance No. 6546, the Preliminary Planned Unit Development for 375-395 Roosevelt Road and 681 Taft Avenue, Variations from the Subdivision Code, and Variations from the Zoning Code, To allow existing overhead ComEd utility lines to remain above ground on the subject Property and in the adjacent Taft Avenue right-of-way for the development located at 375-395 Roosevelt Road and 681 Taft Avenue Glen Ellyn, Illinois 60137**

**Whereas**, on November 13, 2017, the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, passed Ordinance No. 6546, attached hereto as Exhibit "A", which granted approval of, among other things, a Preliminary Planned Unit Development and a Preliminary and Final Major Subdivision for the development of five (5) commercial lots to be located at 375-395 Roosevelt Road and 681 Taft Avenue; and

**Whereas**, the approval of the Planned Unit Development and Major Subdivision required the burying of all existing and proposed utility lines both on the development site as well as within the adjacent public rights-of-way; and

**Whereas**, LM Commercial Development, owner of the property located at 375-395 Roosevelt Road and 681 Taft Avenue, has determined the undergrounding of all existing utilities is cost prohibitive for the development and has petitioned the Village President and Board of Trustees for approval of the following:

A. An Amendment to the Planned Unit Development to allow certain existing overhead ComEd Utilities to remain aboveground.

B. The following variations from the Subdivision Regulations Code:

1. A Variation from Section 11-4-8 of the Glen Ellyn Subdivision Regulations Code to allow 215 linear feet of existing overhead ComEd utility lines to remain above ground

on the north side of the Taft Avenue right-of-way running east-west, adjacent to Lots 3 and 4 of the development, in lieu of being buried.

2. A Variation from Section 11-4-8 of the Glen Ellyn Subdivision Regulations Code to allow 58 linear feet of existing overhead ComEd utility lines to remain above ground in the Taft Avenue right-of-way running north-south, between the Lot 3 and Lot 5 of the development, in lieu of being buried.

C. The following variations from the Zoning Code:

1. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 130 linear feet of existing overhead ComEd utility lines running north-south to remain to remain above ground, on the west side of Lot 5 of the development, in lieu of being buried.

2. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 256 linear feet of existing overhead ComEd utility lines running east-west to remain above ground, on the south side of Lot 5 of the development, in lieu of being buried.

3. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 71 linear feet of existing overhead ComEd utility lines running east-west to remain to remain above ground on Lot 4 of the development in lieu of being buried.

4. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 88 linear feet of existing overhead ComEd utility lines running north-south to remain above ground on Lot 4 of the development in lieu of being buried.

**Whereas,** the property is legally described as follows:

PARCEL 1:
LOTS 9 THROUGH 17, BOTH INCLUSIVE, (EXCEPT THE NORTH 5 FEET OF SAID LOTS) AND LOTS 18 THROUGH 26, BOTH INCLUSIVE, TOGETHER WITH THE WEST ½ OF VACATED ALLEY, (EXCEPT THE NORTH 5 FEET THEREOF) LYING EAST OF AND ADJACENT TO THE EAST LINE OF LOTS 9 AND 26, PER DOCUMENT NO. R84-

59324, IN BLOCK 81 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTIONS 22 AND 23, TOWNSHIP 39 RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
LOTS 11 THROUGH 15, BOTH INCLUSIVE, IN BLOCK 79 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEROF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:
THE EAST HALF OF VACATED HILLCREST AVENUE (EXCEPT THE NORTH 5 FEET THEREOF) (VACATED PER PLAT OF VACATION RECORDED AS DOCUMENT R84-59323) TOGETHER WITH THAT PART OF THE WEST HALF OF VACATED HILLCREST AVENUE LYING SOUTH OF THE SOUTH LINE OF ROOSEVELT ROAD AND NORTH OF THE NORTH LINE OF TAFT AVENUE IN WHEATON ESTATES, VACATED BY ORDINANCE RECORDED NOVEMBER 9, 1988 AS DOCUMENT R88-129113, WHICH IS LYING WITHIN LOT 1 IN GRANDMA SALLY'S ASSESSMENT PLAT RECORDED SEPTEMBER 12, 2001 AS DOCUMENT R2001-193452, ALL FALLING WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 05-22-202-025, 05-22-203-004, 05-22-203-005, 05-22-207-005, 05-23-100-009, 05-23-100-023, 05-23-100-025, 05-23-100-026, 05-23-100-027, 05-23-102-001, and 05-23-102-002

**Whereas**, following due and proper publication of notice in The Daily Herald not less than fifteen (15) days nor more than thirty (30) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted a public hearing on June 14, 2018 at which hearing the Plan Commission considered the petitioner's request for approval of an amendment to the Preliminary Planned Unit Development, approval of variations from the Subdivision Regulations Code, and approval of variations from the Zoning Code, to allow existing overhead ComEd utility lines to remain above ground on the subject property and in the adjacent public right-of-way in lieu of burying all existing utility lines; and

**Whereas,** at the June 14, 2018 public hearing of the Plan Commission, the petitioner presented evidence, testimony, and exhibits in support of the requests and no one from the public spoke in favor of or in opposition to the proposal; and

**Whereas**, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its recommendations and by a vote of six (6) "yes" and zero (0) "no", the Plan Commission recommended approval of the requests with the condition that the existing overhead utility lines running east-west on Lot 4 be buried at the time of redevelopment of Lot 4, as set forth in the June 14, 2018 minutes of the Plan Commission, a draft of which is attached hereto as Exhibit "B"; and

**Whereas**, the President and Board of Trustees have determined that granting the requested amendment to Ordinance No. 6546, the Preliminary Planned Unit Development of 375-395 Roosevelt Road and 681 Taft Avenue, is consistent with the goals of the Glen Ellyn Zoning Code, that granting Variations from the Glen Ellyn Subdivision Regulations Code is consistent with the goals of the Glen Ellyn Subdivision Regulations Code, and that granting Variations from the Glen Ellyn Zoning Code is consistent with the goals of the Glen Ellyn Zoning Code.

**Now, Therefore, be it Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois**, in the exercise of its home rule powers, as follows:

**Section One:** The minutes from the June 14, 2018 Plan Commission public hearing, a draft of which is attached hereto as Exhibit "B", and the findings of fact contained in the petitioner's applications, as well as in the preambles above, are hereby adopted as the findings of fact of the Village President and Board of Trustees based upon their review of the evidence, exhibits, and materials presented at the June 14, 2018 public hearing of the Plan Commission.

**Section Two:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, the Village President and Board of Trustees hereby grant approval of the petitioners' requests for an amendment to the Planned Unit Development, variations from the Subdivision Regulations Code, and variations the Zoning Code to allow existing overhead ComEd utility lines to remain above ground on the subject property and in the adjacent public right-of-way in lieu of burying all utility lines, located at 375-395 Roosevelt Road and 681 Taft Avenue, Glen Ellyn, Illinois 60137.

**Section Three:** The granting of the aforementioned approvals is subject to the following conditions:

1. The project shall be constructed in substantial conformance with the plans submitted and the testimony presented at a draft of which is public hearing before the Plan Commission, with the exterior appearance plans recommended by staff, and with the petitioner's application packet including the following plans and documents referenced below, as though they were attached to this Ordinance:

    a. Application for Zoning Variations stamped received May 22, 2018
    b. Application for Subdivision Regulations Code Variation stamped received May 22, 2018
    c. Existing Overhead Lines Removal Plan (Sheet UT-1.0), prepared by CivWorks Consulting, LLC, dated June 12, 2018, attached hereto as Exhibit "C"

2. The existing overhead utilities running east-west on Lot 4 of the development be buried at the time of redevelopment of Lot 4.

**Section Four**: The Building and Zoning Official is hereby authorized to issue all necessary building and occupancy permits pursuant to the amendment to Ordinance No. 6546, the Preliminary Planned Unit Development of 375-395 Roosevelt Road and 681 Taft Avenue, the variations from the Subdivision Regulations Code, and the variations from the Zoning Code to allow certain existing overhead ComEd utility lines to remain above ground, provided that all the conditions set forth hereinabove have been met and that the applicant complies with all other applicable laws and ordinances of the Village of Glen Ellyn. This grant of approval of the aforementioned requests shall expire and become null and void within 24 months of the date of this Ordinance unless an

occupancy permit is applied for within said time period, provided, however, that the Village Board, by motion, may extend the period during which an occupancy permit must be applied for. Further, the Village Board may, for good cause shown, waive or modify any conditions set forth in this ordinance without requiring that the matter return for public hearing.

**Section Five**: This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

**Section Six**: Failure of the owners or other party in interest or a subsequent owner or other party in interest to comply with the terms of this Ordinance, after execution of such Ordinance, shall subject the owners or party in interest to the penalties set forth in Section 10-10-18 (A) and (B) of the Village of Glen Ellyn Zoning Code.

**Section Seven**: The Village Clerk is hereby authorized to record this Ordinance with the DuPage County Recorder.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this 25 day of June 2018.

| | | | |
|---|---|---|---|
| Ayes: | ☐ Diane McGinley | ☒ Pete Ladesic | ☒ Mark Senak |
| | ☒ Craig Pryde | ☒ Bill Enright | ☐ Gary Fasules |
| | ☒ John Kenwood | | |
| Nays: | ☐ Diane McGinley | ☐ Pete Ladesic | ☐ Mark Senak |
| | ☐ Craig Pryde | ☐ Bill Enright | ☐ Gary Fasules |
| | ☐ John Kenwood | | |
| Absent: | ☐ Diane McGinley | ☐ Pete Ladesic | ☐ Mark Senak |
| | ☐ Craig Pryde | ☐ Bill Enright | ☒ Gary Fasules |
| | ☐ John Kenwood | | |

Approved by the Village President of the Village of Glen Ellyn, Illinois this 25 day of June 2018.

Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the 26 day of June, 2018.)

EXHIBIT "A"

Village Of Glen Ellyn

---

Ordinance No. 6546
An Ordinance Approving
A Preliminary Plat of Subdivision, A Final Plat of Subdivision, A Preliminary Planned Unit Development, A Final Planned Unit Development for Lot 1, A Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1
For the Construction and Operation of an Andy's Frozen Custard shop with a drive-thru
on Property Commonly Known as 375-395 Roosevelt Road & 681 Taft Avenue
Glen Ellyn, Illinois 60137

---

Adopted by the
President and the Board of Trustees
of the Village of Glen Ellyn
DuPage County, Illinois
This 13 Day of Nov, 2017.

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois,
this 14 day of Nov, 2017.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

Ordinance No. 6546
An Ordinance Approving
A Preliminary Plat of Subdivision, A Final Plat of Subdivision, A Preliminary Planned Unit Development, A Final Planned Unit Development for Lot 1, A Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1
For the Construction and Operation of an Andy's Frozen Custard shop with a drive-thru
on Property Commonly Known as 375-395 Roosevelt Road & 681 Taft Avenue
Glen Ellyn, Illinois 60137

Whereas, LM Commercial Development, owner of property commonly known as 375-395 Roosevelt Road and 681 Taft Avenue, has petitioned the Village President and Board of Trustees for approval of the following:

1. A Preliminary and Final Plat of Subdivision in accordance with Section 11-3-4 and Section 11-3-5, respectively, of the Glen Ellyn Subdivision Regulations Code.

2. A Preliminary Planned Unit Development Plan for the entire site and a Final Planned Unit Development Plan for Lot 1, in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code, including the following deviations from the Zoning Code:
   a. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 6 feet on Lot 1 along the east lot line, in lieu of the minimum impervious surface setback of 6.25 feet required.
   b. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 2 feet on Lot 1 along the west lot line, in lieu of the minimum impervious surface setback of 6.25 feet required.
   c. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 7 feet on Lot 2 along the east lot line, in lieu of the minimum impervious surface setback of 7.5 feet required.
   d. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 1 foot on Lot 2 along the west lot line, in lieu of the minimum impervious surface setback of 7.5 feet required.
   e. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 1.5 feet on Lot 3 along the east lot line, in lieu of the minimum impervious surface setback of 6.75 feet required.
   f. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 4 feet on Lot 3 along the west lot line, in lieu of the minimum impervious surface setback of 6.75 feet required.

3. A Special Use Permit for a drive-in commercial facility (i.e. drive-thru) for Lot 1 in accordance with Section 10-4-15(B)9 of the Zoning Code.

4. The following variations from the Glen Ellyn Sign Code:

a. A variation from Section 4-5-10(B)2 to allow eight (8) wall signs on Lot 1 of the development in lieu of the maximum one (1) wall sign permitted.

b. A variation from Section 4-5-10(B)2 to allow a total wall signage area of 288 square feet in lieu of the maximum 30 square feet permitted.

c. A variation from Section 4-5-5(G) to allow neon tube lighting on the north, east, and west elevations of the building which would otherwise be prohibited.

5. Exterior Appearance approval for Lot 1 in accordance with the Glen Ellyn Appearance Review Guidelines, Ordinance 5508.

All to accommodate the redevelopment of the subject property and a new Andy's Frozen Custard drive-thru on Lot 1 of the development; and

**Whereas,** the portion of the subject property at 375-395 Roosevelt Road is located in the C3 Service Commercial District and the portion of the property at 681 Taft Avenue is in the C4 Office District.; and

**Whereas,** the property is legally described as follows:

PARCEL 1:
LOTS 9 THROUGH 17, BOTH INCLUSIVE, (EXCEPT THE NORTH 5 FEET OF SAID LOTS) AND LOTS 18 THROUGH 26, BOTH INCLUSIVE, TOGETHER WITH THE WEST ½ OF VACATED ALLEY, (EXCEPT THE NORTH 5 FEET THEREOF) LYING EAST OF AND ADJACENT TO THE EAST LINE OF LOTS 9 AND 26, PER DOCUMENT NO. R84-59324, IN BLOCK 81 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTIONS 22 AND 23, TOWNSHIP 39 RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
LOTS 11 THROUGH 15, BOTH INCLUSIVE, IN BLOCK 79 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEROF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:
THE EAST HALF OF VACATED HILLCREST AVENUE (EXCEPT THE NORTH 5 FEET THEREOF) (VACATED PER PLAT OF VACATION RECORDED AS DOCUMENT R84-59323) TOGETHER WITH THAT PART OF THE WEST HALF OF VACATED HILLCREST AVENUE LYING SOUTH OF THE SOUTH LINE OF ROOSEVELT ROAD AND NORTH OF THE NORTH LINE OF TAFT AVENUE IN WHEATON ESTATES, VACATED BY

ORDINANCE RECORDED NOVEMBER 9, 1988 AS DOCUMENT R88-129113, WHICH IS LYING WITHIN LOT 1 IN GRANDMA SALLY'S ASSESSMENT PLAT RECORDED SEPTEMBER 12, 2001 AS DOCUMENT R2001-193452, ALL FALLING WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.
P.I.N.: 05-22-202-025, 05-22-203-004, 05-22-203-005, 05-22-207-005, 05-23-100-009, 05-23-100-023, 05-23-100-025, 05-23-100-026, 05-23-100-027, 05-23-102-001, and 05-23-102-002

**Whereas**, following due and proper publication of notice in The Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted a public hearing on October 12, 2017 at which hearing the Plan Commission considered the petitioner's request for approval of the Major Subdivision, Preliminary Planned Unit Development of the entire site with zoning deviations, Final Planned Unit Development for Lot 1, Special Use Permit for a drive-in commercial facility for an Andy's Frozen Custard on Lot 1, and variations from the Sign Code for Lot 1; and

**Whereas,** at the October 12, 2017 public hearing of the Plan Commission, the petitioner presented evidence, testimony, and exhibits in support of the requests and no members of the public spoke in opposition to or in favor of the proposal; and

**Whereas**, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings of fact and recommendations and by a vote of five (5) "yes" and two (2) "no", the Plan Commission recommended approval of the variations from the Sign Code as set forth in the October 12, 2017 minutes of the Plan Commission, a draft of which is attached hereto as Exhibit "A"; and

**Whereas**, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings of fact and recommendations and by a vote of seven (7) "yes" and zero (0) "no", the Plan Commission recommended approval of the Major Subdivision, Preliminary Planned Unit Development of the entire site with zoning deviations, Final

Planned Unit Development for Lot 1, and Special Use Permit for a drive-in commercial facility for an Andy's Frozen Custard on Lot 1 as set forth in the October 12, 2017 minutes of the Plan Commission, a draft of which is attached hereto as Exhibit "A"; and

**Whereas,** staff has performed the review of the application for Exterior Appearance and has determined the proposed exterior appearance is in substantial conformance with the Village's Appearance Review Guidelines and recommends approval of the proposed exterior appearance with the following conditions:

1. The Glen Gery brick be modified in color from Twilight to red; and
2. An architectural element be incorporated on both the east and west elevations of the building on the brick to break up the blank mass of the brick wall; and

**Whereas,** the Village President and Board of Trustees have reviewed the evidence, exhibits, and materials presented at the October 12, 2017 Plan Commission public hearing and have considered the recommendation of the Plan Commission; and

**Whereas,** the President and Board of Trustees have determined that granting the requested Preliminary and Final Plat of Subdivision is consistent with the goals of the Glen Ellyn Subdivision Regulations Code, that granting the requested Preliminary Planned Unit Development for the entire site, the Final Planned Unit Development and Special Use Permit for Lot 1 is consistent with the goals of the Glen Ellyn Zoning Code, that granting the Variations from the Sign Code for Lot 1 is consistent with the goals of the Glen Ellyn Sign Code, and that granting the Exterior Appearance for Lot 1 of the project is consistent with the objectives of the Glen Ellyn Appearance Review Guidelines.

**Now, Therefore, be it Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois,** in the exercise of its home rule powers, as follows:

**Section One:** The minutes from the October 12, 2017 Plan Commission public hearing, a draft of which is attached hereto as Exhibit "A", and the findings of fact contained in the petitioner's applications, as well as in the preambles above, are hereby adopted as the findings of fact of the Village President and Board of Trustees based upon their review of the evidence, exhibits, and materials presented at the October 12, 2017 public hearing of the Plan Commission.

**Section Two:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the proposed Final and Preliminary Plat of Subdivision.

**Section Three:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the proposed Preliminary Planned Unit Development for the entire site and the Final Planned Unit Development for Lot 1.

**Section Four:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Special Use Permit for a drive-thru facility to allow the construction of a drive-thru Andy's Frozen Custard on Lot 1.

**Section Five:** Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Variations from the Sign Code for Lot 1.

**Section Six:** Based upon the staff recommendation for Exterior Appearance approval, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Exterior Appearance for Lot 1.

Section Seven: The granting of the approvals for the Major Subdivision, Preliminary Planned Unit Development for the entire site, Final Planned Unit Development for Lot 1, Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1 is subject to the following conditions:

A. The project shall be constructed in substantial conformance with the plans submitted and the testimony presented at a draft of which is public hearing before the Plan Commission, with the exterior appearance plans recommended by staff, and with the petitioner's application packet including the following plans and documents referenced below, as though they were attached to this Ordinance:
    1. Application for a Major Subdivision stamped received October 6, 2017
    2. Application for Preliminary Planned Unit Development stamped received October 6, 2017
    3. Application for a Final Planned Unit Development stamped received October 6, 2017
    4. Application for a Special Use Permit stamped received October 6, 2017
    5. Application for Sign Variations stamped received October 6, 2017
    6. Application for Exterior Appearance Review stamped received October 6, 2017
    7. Narrative prepared by the petitioner dated October 6, 2017
    8. Plat of Subdivision prepared by Wolfpack Consulting, LLC dated October 5, 2017 attached hereto as Exhibit "B"
    9. Existing Conditions and Preliminary Site Demolition Plan prepared by Civworks Consulting, LLC dated October 5, 2017
    10. Preliminary Site Dimensional Plan and Paving Plan prepared by prepared by Civworks Consulting, LLC dated October 5, 2017 attached hereto as Exhibit "C"
    11. Final Site Plan prepared by Metz & Company dated October 21, 2017 attached hereto as Exhibit "D"
    12. Landscape Plan (2 pages) prepared by Metz & Company dated October 21, 2017 attached hereto as Exhibit "E"
    13. Preliminary Site Utility Plan prepared by Civworks Consulting, LLC dated October 5, 2017
    14. Preliminary Site Grading Plan prepared by Civworks Consulting, LLC dated October 5, 2017
    15. Pervious/Impervious Areas Exhibit prepared by Civworks Consulting, LLC dated October 5, 2017
    16. Site Improvement Phasing Diagram prepared by Civworks Consulting, LLC dated October 5, 2017 attached hereto as Exhibit "F"
    17. Photometric Plan prepared by Craig A Schneider Architects, dated August 21, 2017, attached hereto as Exhibit "G"
    18. Tree Preservation Plan prepared by Metz & Company dated July 20, 2017
    19. Trash Enclosure Plan prepared by Craig A. Schneider Architects dated October 9, 2017 attached hereto as Exhibit "H"
    20. Andy's Floor Plan prepared by Craig A. Schneider Architects dated September 21, 2017

21. Andy's Building Elevations (2 pages) prepared by Craig A. Schneider Architects dated September 13, 2017 attached hereto as Exhibit "I"
22. Andy's Sign Elevations (3 pages), stamped received October 6, 2017 attached hereto as Exhibit "J"

B. During the request for approval of a Final PUD for each of Lots 2, 3, and 5, details shall be provided, for review by Staff and recommendation by the Plan Commission, indicating that the quasi-public open space will provide a public amenity including providing benches, tables, and accessible routes to enter each seating area on Lots 2, 3, and 5.

C. Final IDOT approval of the two proposed Roosevelt Road accesses shall be obtained and submitted to the Village prior to the issuance of any building permit with the exception of a building permit for building demolition.

D. The cross access agreement for Lots 1-4 shall be finalized and recorded prior to the issuance of any building permits, except for a building demolition permit.

E. That the site is to be restored with sod groundcover within six (6) months after demolition of Phase I of the Enterprise building demolition takes place until such time that Lots 2 and 3 have received Final PUD approval.

F. The Final PUD for Lots 2, 3, and 5 to be submitted for review and approval within two years from the date of the Preliminary PUD approval.

G. That the shared interconnecting storm easements being provided throughout the lots be approved by the Village Engineer prior to the issuance of any building permit, except for a demolition permit.

H. That the Final Plat of Subdivision and Plats of Vacation be finalized and recorded prior to the issuance of any building permit with the exception of a building permit for building demolition.

I. The Glen Gery brick be modified in color from Twilight to red.

J. An architectural element be incorporated on both the east and west elevations of the building on the brick to break up the blank mass of the brick wall.

K. All exterior neon lighting shall be turned off when the store is closed for business.

**Section Eight**: The Building and Zoning Official is hereby authorized to issue all necessary building and occupancy permits pursuant to the Preliminary and Final Plat of Subdivision, Preliminary Planned Unit Development for the entire site, Final Planned Unit Development for Lot 1, Special Use Permit for Lot 1, Sign Variations for Lot 1, and Exterior Appearance for Lot 1

approved herein, provided that all the conditions set forth hereinabove have been met and that the applicant complies with all other applicable laws and ordinances of the Village of Glen Ellyn. This grant of approval of the aforementioned requests shall expire and become null and void within 24 months of the date of this Ordinance unless a temporary occupancy permit is applied for within said time period, provided, however, that the Village Board, by motion, may extend the period during which an occupancy permit must be applied for. Further, the Village Board may, for good cause shown, waive or modify any conditions set forth in this ordinance without requiring that the matter return for public hearing.

**Section Nine:** This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

**Section Ten:** Failure of the owners or other party in interest or a subsequent owner or other party in interest to comply with the terms of this Ordinance, after execution of such Ordinance, shall subject the owners or party in interest to the penalties set forth in Section 10-10-18 (A) and (B) of the Village of Glen Ellyn Zoning Code.

**Section Eleven:** The Village Clerk is hereby authorized to record this Ordinance with the DuPage County Recorder.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 13 day of Nov, 2017.

Ayes: Trustee Knight, Fasules, Kenwood, Lidesic, Pyda, Senese

Nays: 0

Absent: 0

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this 13 day of Nov, 2017.

Village President

Attest:

Village Clerk

(Published in pamphlet form and posted on the 14 day of November 2017)

# CERTIFICATION

I, John Chereskin, duly appointed Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6546, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Meeting of said Board held on the 13 day of November 2017, and that the same was signed and approved by the President of said Village on the 13 day of November 2017

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Deputy Village Clerk of said Village for safekeeping and that I am the lawful custodian and keep of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 13 day of November, 2017.

Village Clerk

CORPORATE SEAL

# EXHIBIT "B"

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
JUNE 14, 2018

Call to Order

The regular meeting of the Plan Commission was called to order by Chairperson Mary Loch at 7:00 p.m. Plan Commissioners Phillip Hartweg, Tracy Heming-Littwin, David Rodemann, Bob Vavra and Jamie Vondruska were present. Plan Commissioners John Mulherin, Angela Fanella, and Mohammed Saeed were excused. Also present were Village Planner John Sterrett, Planning Intern Evan Clements, Recording Secretary Debbie Solomon and Village Trustee Craig Pryde.

A quorum was present.

Chairperson Loch welcomed new Commissioner Bob Vavra to the Plan Commission.

Public Comment

No general comments on non-agenda items were made by the public at this Plan Commission meeting.

Approval of May 10, 2018 Plan Commission Minutes

Commissioner Heming-Littwin moved, seconded by Commissioner Hartweg, to approve the minutes of the May 10, 2018 Plan Commission meeting. The motion carried unanimously by voice vote.

Public Hearing – 375-395 Roosevelt Road and 681 Taft Avenue – LM Commercial Development Variations from Subdivision Regulations Code and Zoning Code and PUD Amendment

On the agenda was a public hearing regarding petitioner LM Commercial Development's request for approval of variations from the Subdivision Regulations Code and Zoning Code and PUD Amendment.

PUBLIC HEARING – 375-395 ROOSEVELT ROAD AND 681 TAFT AVENUE – LM COMMERCIAL DEVELOPMENT VARIATIONS FROM SUBDIVISION REGULATIONS CODE AND ZONING CODE AND PUD AMENDMENT
PUBLIC HEARING WITH DISCUSSION, CONSIDERATION, AND RECOMMENDATION REGARDING A REQUEST FOR APPROVAL OF VARIATIONS FROM THE SUBDIVISION REGULATIONS CODE AND

ZONING CODE AND PUD AMENDMENT TO ALLOW EXISTING OVERHEAD COMED UTILITY LINES TO REMAIN ABOVE GROUND ON THE SUBJECT PROPERTY AND IN THE ADJACENT PUBLIC RIGHT-OF-WAY IN LIEU OF BURYING ALL UTILITY LINES.

Commissioner Heming-Littwin moved, seconded by Commissioner Vondruska, to open the public hearing at 7:01 p.m. The motion carried unanimously by voice vote.

Staff Introduction

Village Planner Sterrett was sworn in and showed a site plan overview of 375-395 Roosevelt Road and 681 Taft Avenue. Village Planner Sterrett stated the petitioner is LM Commercial Development, owner of these properties. Village Planner Sterrett stated the petitioner is requesting a public hearing regarding to allow existing overhead ComEd utility lines to remain above ground on the subject property and in the adjacent public right-of-way in lieu of burying all utility lines. Village Planner Sterrett stated the petitioner is requesting approval of the following:

A. The following variations from the Subdivision Regulations Code:

1. A Variation from Section 11-4-8 of the Glen Ellyn Subdivision Regulations Code to allow 215 linear feet of existing overhead ComEd utility lines to remain above ground on the north side of the adjacent Taft Avenue right-of-way running east-west, adjacent to Lots 3 of 4 of the development, in lieu of being buried.

2. A Variation from Section 11-4-8 of the Glen Ellyn Subdivision Regulations Code to allow 58 linear feet of existing overhead ComEd utility lines to remain above ground in the Taft Avenue right-of-way running north-south, between the Lot 3 and Lot 5 of the development, in lieu of being buried.

B. The following variations from the Zoning Code:

1. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 130 linear feet of existing overhead ComEd utility lines running north-south to remain to remain above ground, on the west side of Lot 5 of the development, in lieu of being buried.

2. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 256 linear feet of existing overhead ComEd utility lines running east-west to remain above ground, on the south side of Lot 5 of the development, in lieu of being buried.

3. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 71 linear feet of existing overhead ComEd utility lines running east-west to remain to remain above ground on Lot 4 of the development in lieu of being buried.

4. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 88 linear feet of existing overhead ComEd utility lines running north-south to remain to remain above ground on Lot 4 of the development in lieu of being buried.

C. An Amendment to the Planned Unit Development to allow certain Existing Overhead ComEd Utilities to remain above ground.

Village Planner Sterrett stated the subject property is made up on 4.11 acres and currently being used for Leslie Car Wash on the western portion of the property (Lot 4). Village Planner Sterrett stated the remainder of the site was previously used for Enterprise Rent-a-Car rental service which recently relocated to the property at 404 Roosevelt Road. Village Planner Sterrett stated the building on the property previously occupied by Enterprise is now vacant and will be demolished for future development. Village Planner Sterrett stated the portion of the property at 375-395 Roosevelt Road is located in the C3 Service Commercial District and a portion of the property at 681 Taft Avenue is in the C4 Office District.

Village Planner Sterrett stated the surrounding land uses and zoning districts are as follows:

North: C3 Service Commercial District - Commercial (Retail/Restaurant uses)
South: CR Conservation District – Village Links Golf Course
East: C3 Service Commercial District – Commercial (Alfie's Inn)
West: C3 Service Commercial District – Commercial (Mattress Firm)

Village Planner Sterrett stated the petitioner received several approvals from the Village Board on November 13, 2017 to redevelop the property for three drive-thru restaurants and a future undetermined use on the Taft Avenue parcel. Village Planner Sterrett stated these approvals included a Major Subdivision to divide the property into five lots, a Preliminary Planned Unit

Development (PUD) for the entire site, a Final PUD for Lot 1, and a Special Use Permit for Lot 1 to develop an Andy's Frozen Custard with a drive-thru. Village Planner Sterrett stated a future Buona Beef with a drive-thru is proposed for Lot 3, and no tenant has been secured for Lots 2 or 5 of the development. Village Planner Sterrett stated Leslie Car Wash will remain on Lot 4 and may undergo some site improvements.

Village Planner Sterrett stated as a PUD, the property is required to place all existing and proposed utility lines underground within the boundaries of the PUD, per Section 10-7-5(B) of the Zoning Code. Village Planner Sterrett stated as a Subdivision, the property is required to place all existing and proposed utilities in the adjacent rights-of-way underground, per Section 11-4-8 of the Subdivision Regulations Code, and this includes the existing overhead utilities located in the Taft Avenue right-of-way. Village Planner Sterrett stated at the time of Preliminary PUD approval, the petitioner proposed burying all existing and proposed utilities both within the boundaries of the PUD and in the adjacent Taft Avenue right-of-way. Village Planner Sterrett stated as part of the review process for the site development permit for the property, the petitioner has been working with the appropriate utility companies to relocate all existing above ground utilities underground, both on the property and the in the right-of-way. Village Planner Sterrett stated the petitioner is proposing to place all existing above ground utilities in the Taft Avenue right-of-way underground with the exception of a portion of the ComEd lines. Village Planner Sterrett stated the petitioner is now requesting that 215 linear feet of the existing overhead ComEd lines on the north side of Taft Avenue running east-west remain above ground as well as 58 linear feet of the existing overhead ComEd lines traveling north-south perpendicular to the Taft Avenue right-of-way be allowed to remain in the Taft Avenue right-of-way. Village Planner Sterrett stated the remaining 120 linear feet of the existing overhead ComEd lines in the Taft Avenue right-of-way are proposed to be buried.

Village Planner Sterrett stated the petitioner is proposing that all existing and proposed utilities on the property will be placed underground with the exception of the existing overhead ComEd lines located on Lot 4 and Lot 5 – 545 total linear feet. Village Planner Sterrett stated the petitioner is now requesting that these existing lines remain above ground and referred the Commissioners to the illustration in the packet which identifies the existing ComEd lines proposed to be buried and the lines requested to remain above ground.

Village Planner Sterrett stated over the last several months, the petitioner has discussed burying all existing overhead ComEd lines with ComEd. Village Planner Sterrett stated the petitioner has indicated to staff that burying all existing overhead ComEd lines would be cost prohibitive and would make the project financially unfeasible so the petitioner is then seeking a variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow the existing ComEd lines on Lot 4 and Lot 5 to remain above ground and a variation from Section 11-4-8 of the Glen Ellyn

Subdivision Regulations Code to allow a portion of the existing overhead ComEd lines in the adjacent Taft Avenue right-of-way to remain above ground.

Village Planner Sterrett stated since the proposed project did involve multiple approvals, Village Planner Sterrett wanted the Plan Commission to see what type of utility requirements would kick in based on the type of project. Village Planner Sterrett stated if the proposed project did not involve a PUD or a Subdivision, and was just a project done on one lot with one building on it, the petitioner would not be required to go through the PUD process and would only have to bury just one line. Village Planner Sterrett stated the reason for this is that these are not primary utility lines and are secondary lines. Village Planner Sterrett stated if this did not involve a PUD or a Subdivision, the only thing required to be buried would be anything considered as secondary lines. Village Planner Sterrett stated per the Zoning Code for new construction on a property that does not involve a PUD or a Subdivision, only requires secondary lines to be buried.

Commissioner Heming-Littwin asked if the building that was Grandma Sally's to the west and was rebuilt, these lines were not required to go underground because it was just building on the property. Village Planner Sterrett stated this is correct, and they did not have to bury were not as extensive as this projected project.

Commissioner Rodemann asked about the transformers if all the lines are to be buried. Village Planner Sterrett stated ComEd would have to engineer this in such a way that the transformers would still be required. Commissioner Rodemann stated there are quite a number of pole-mounted transformers and asked if those were remaining. Village Planner Sterrett stated he will defer to the petitioner on this as the petitioner has been have discussion with Com Ed, who has proposed a plan for this.

Commissioner Vondruska asked if the Leslie Car Wash was redeveloped, would this trigger something for the lines then to go underground. Village Planner Sterrett stated the lines coming to the site are servicing the building now, and any new construction does need to bury the lines.

Petitioner's Presentation

Ken Adams, Director of Retail Development at LM Commercial Development located at 115 W. 55th Street in Clarendon Hills, Illinois, was sworn in. Mr. Adams stated an additional pole is being added, and this will be the down-feed pole. Mr. Adams stated electricity will be sent to the down-feed pole which will then go underground to service each building. Mr. Adams stated they were hoping to bury all the lines, but the cost differential has made this infeasible.

Mr. Adams stated ComEd's alternative is to bury the electrical lines on the Roosevelt side which would go underground to Taft. Mr. Adams stated there would be a new pole added to bring up the electrical lines so three poles would go away and one would be added.

Mr. Adams stated they did not solve the notion of all the lines being buried as this would cost approximately $300,000. Mr. Adams stated they could not fully accomplish what the ordinance calls for so they called ComEd to see what the cost would be if all the lines on Roosevelt would be buried, which would be approximately another $150,000 for engineering and contingency.

Mr. Adams stated they believe they have met the criteria for no reasonable return, and this is not generally applicable to other non-PUD properties. Mr. Adams stated the variations give them the minimal use then, and the variations are due to an extraordinary hardship.

Questions from the Plan Commission

Commissioner Vondruska asked if it would be prohibitively expensive to relocate the transformers. Mr. Adams stated he is not sure on this, but from his understanding, the transformers will come off the poles and onto the ground.

Commissioner Heming-Littwin asked about the property on the south side of Taft Avenue. Mr. Adams stated nothing is happening with this property yet. Commissioner Heming-Littwin asked if the lines would be buried when something is done with this property. Mr. Adams stated the lines would stay above ground as the trees do hide the lines, and these lines do service other properties as well. Commissioner Heming-Littwin asked if the lines were buried, would the lines need to come back up to service the properties to the east to which Mr. Adams stated yes.

Commissioner Hartweg stated he has an office on Taft, and there are electrical service issues at times. Commissioner Hartweg stated he is suspicious of why ComEd cannot do this proposed work more economically due to the electrical service issues. Commissioner Hartweg stated he just wanted to warm the petitioner about this as they could lose time in the future.

Commissioner Rodemann asked what would tie the east and the west. Mr. Adams stated AT&T has done the engineering on this, but Mr. Adams has not seen this yet. Mr. Adams stated they will be providing underground sleeves for all the utilities on the properties. Commissioner Rodemann stated the ultimate goal should be to get all the above ground lines underground.

Commissioner Heming –Littwin stated the thought process seems to be that if the Leslie Car Wash site was redeveloped, the lines would go underground. Mr. Adams stated the middle lines where AT&T is would go underground.

Persons in Favor of or in Opposition to the Request

No one spoke in favor or in opposition to this proposed request.

Commissioner Hartweg moved, seconded by Commissioner Heming-Littwin, to close the public hearing at 7:28 p.m. The motion carried unanimously by voice vote.

Comments from the Plan Commission

Commissioner Vondruska stated he does not want to put the project in jeopardy just to ensure all the lines are underground. Commissioner Vondruska stated he understands the spirit of what the Village is trying to do by putting the lines underground to help with aesthetics and possible issues during storms and other things. Commissioner Vondruska stated he can support this project even though it is not ideal to him, but he does not want to hold up the project.

Commissioner Heming-Littwin stated she agrees with Commissioner Vondruska. Commissioner Heming-Littwin stated across the county, there has still been issues with buried lines even with storms and such. Commissioner Heming-Littwin stated the poles will be on Taft and not Roosevelt which is good so she is fine with this. Commissioner Heming-Littwin stated going forward, a pole or something may need to go back up on Taft.

Commissioner Rodemann stated he would like a condition added to the recommendation for this project that an effort is made to bury the lines when the Leslie Car Wash site is redeveloped. Commissioner Rodemann stated he is fine with this project.

Commissioner Hartweg stated he agrees with the Taft piece as no one knows the lines are there. Commissioner Hartweg stated the petitioner has done its due diligence and a good effort on trying to solve this problem.

Commissioner Vavra stated he is fine with this project. Commissioner Vavra stated this project should be a start at this point, and the lines running through the property should ideally be underground.

Chairperson Loch stated she is fine with this project. Chairperson Loch stated she does like the idea of adding a condition to the recommendation that when the Leslie Car Wash site is

redeveloped, the lines need to go underground. Village Planner Sterrett stated they will need to clarify which segment of lines for the condition.

Motion

Commissioner Heming-Littwin moved, seconded by Commissioner Hartweg to recommend the following:

Having considered the application from LM Commercial Development for the approval of variations from Subdivision Regulations Code and Zoning Code to amend the PUD development of 375-395 Roosevelt Road and 681 Taft Avenue development to allow certain existing overhead ComEd utility lines to remain above ground on the subject property and in the adjacent public right-of-way in lieu of burying all utility lines, located at 375-395 Roosevelt Road and 681 Taft Avenue in the C3 Service Commercial District and the C4 Office District, the Plan Commission hereby adopts the findings of fact contained in the petitioner's application packet and the testimony presented by the petitioner at the public hearing as well as the findings included in the deliberations of the Plan Commission and recommends approval of the following variation requests:

A. The following variations from the Subdivision Regulations Code:

1. A Variation from Section 11-4-8 of the Glen Ellyn Subdivision Regulations Code to allow 215 linear feet of existing overhead ComEd utility lines to remain above ground on the north side of the adjacent Taft Avenue right-of-way running east-west, adjacent to Lots 3 of 4 of the development, in lieu of being buried.

2. A Variation from Section 11-4-8 of the Glen Ellyn Subdivision Regulations Code to allow 58 linear feet of existing overhead ComEd utility lines to remain above ground in the Taft Avenue right-of-way running north-south, between the Lot 3 and Lot 5 of the development, in lieu of being buried.

B. The following variations from the Zoning Code:

1. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 130 linear feet of existing overhead ComEd utility lines running north-south to remain to remain above ground, on the west side of Lot 5 of the development, in lieu of being buried.

2. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 256 linear feet of existing overhead ComEd utility lines running east-west to remain above ground, on the south side of Lot 5 of the development, in lieu of being buried.

3. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 71 linear feet of existing overhead ComEd utility lines running east-west to remain to remain above ground on Lot 4 of the development in lieu of being buried.

4. A Variation from Section 10-7-5 of the Glen Ellyn Zoning Code to allow 88 linear feet of existing overhead ComEd utility lines running north-south to remain to remain above ground on Lot 4 of the development in lieu of being buried.

C. An Amendment to the Planned Unit Development to allow certain Existing Overhead ComEd Utilities to remain above ground.

This recommendation is subject to the following condition: if or when the Leslie Car Wash does come down, the associated east-west utility lines in the middle of the lot will be buried.

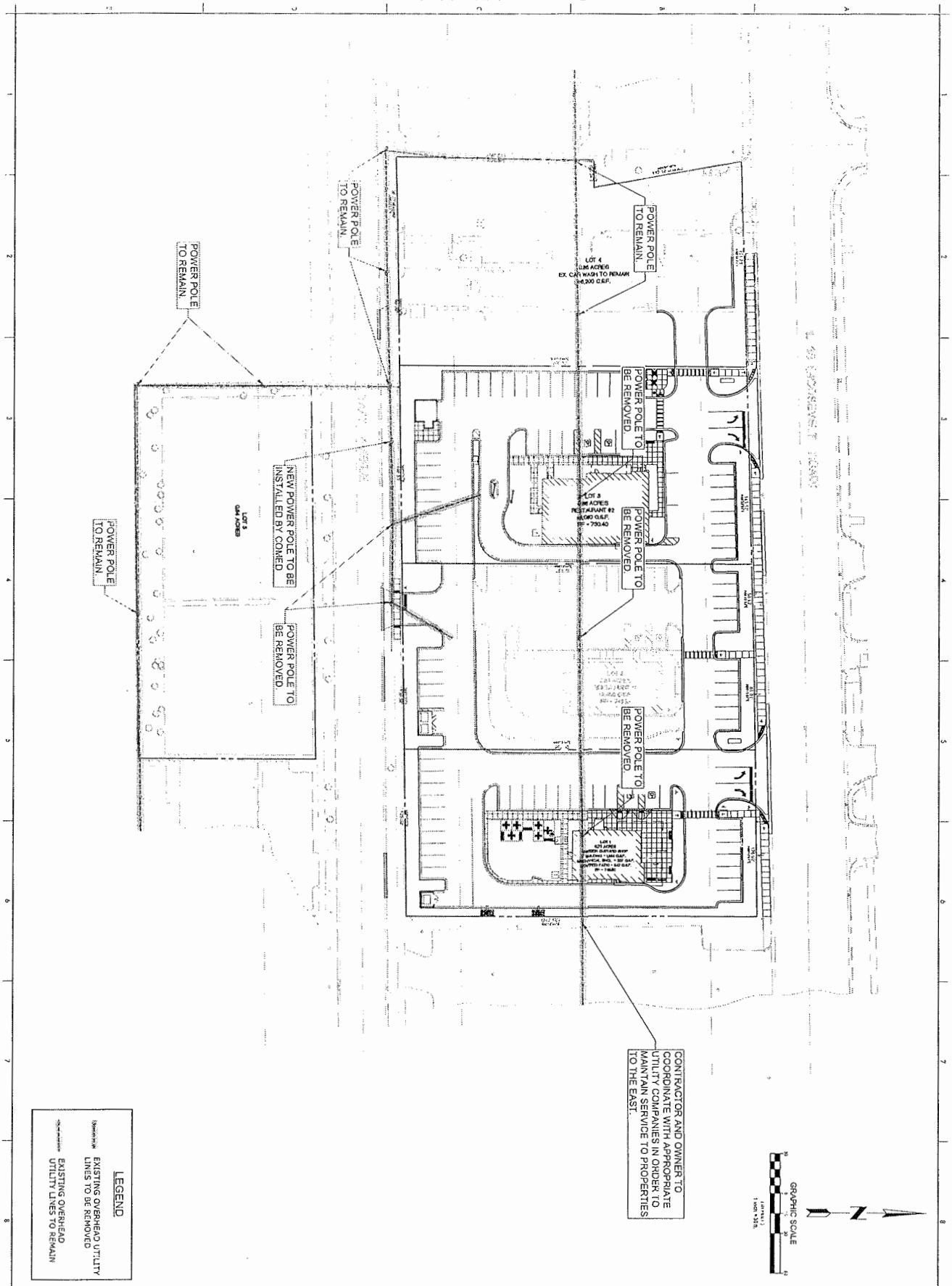
The motion carried unanimously with six (6) yes votes and zero no votes as follows: Plan Commissioners Heming-Littwin, Hartweg, Rodemann, Vavra and Vondruska and Chairperson Loch voted "yes."

Chairperson Loch stated the Plan Commission is a recommending body to the Village Board. Village Planner Sterrett stated this item should come before the Village Board for approval on June 25, 2018.

Public Hearing – 395 Roosevelt Road – Buona Beef – Final Planned Unit Development (PUD), Special Use Permit and Sign Variations

On the agenda was a public hearing regarding a public hearing with discussion, consideration, and recommendation regarding a request for approval of the application of a Final Planned Unit Development (PUD), Special Use Permit, and Sign Variations to construct a Buona Beef restaurant with a drive-thru on Lot 3 of the 375-395 Roosevelt Road development. The property is located at 395 Roosevelt Road, within the C3 Service Commercial district.

# EXHIBIT "C"




EXISTING OVERHEAD LINES REMOVAL EXHIBIT

PROPOSED RETAIL DEVELOPMENT

395 ROOSEVELT ROAD, GLEN ELLYN, IL

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

CIVWORKS Consulting, LLC

3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph. (312) 637-5570
Fax (312) 637-9454
E-mail: mike@civworks.com
Web: www.civworks.com

REVISIONS

| | | |
|---|---|---|
| 1 | 06.12.18 | ENLARGED NOTES AND LABEL POLES TO REMAIN |

PROJ. NUMBER 17061

SHEET NO. UT-1.0

PROJ. MGR.
DRAWN BY
SCALE 1"=30'
DATE 06.12.2018
QC

© CIVWORKS CONSULTING, LLC | THIS PLAN AND DESIGN ARE THE PROPERTY OF CIVWORKS CONSULTING, LLC AND NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF CIVWORKS CONSULTING, LLC

# CERTIFICATION

I, John Chereskin, duly elected Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6611, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Meeting of said Board held on the 25 day of June 2018, and that the same was signed and approved by the President of said Village on the 25 day of June 2018.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Village Clerk of said Village for safekeeping and that I am the lawful custodian and keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 25 day of June, 2018.

Village Clerk

CORPORATE SEAL

8 0 2 1 4 2 9 2
Tx:40122661

FRED BUCHOLZ, RECORDER
DUPAGE COUNTY ILLINOIS
03/27/2020 10:34 AM

DOCUMENT # R2020-030221

**Village of Glen Ellyn**

---

**Ordinance No. 6771**

**An Ordinance Extending the Expiration Date of Ordinance No. 6546 which Granted a Preliminary Plat of Subdivision, A Final Plat of Subdivision, A Preliminary Planned Unit Development, A Final Planned Unit Development for Lot 1, A Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1 For the Construction and Operation of an Andy's Frozen Custard shop with a drive-thru on Property Commonly Known as 375-395 Roosevelt Road & 681 Taft Avenue, Glen Ellyn, IL 60137**

---

**Adopted by the**
**President and the Board of Trustees**
**Of the Village of Glen Ellyn**
**DuPage County, Illinois**
**This 9 Day of MAR, 2020.**

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this 10 day of MAR, 2020.

**PREPARED BY AND MAIL TO:**
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

**Ordinance No. 6771**

**An Ordinance Extending the Expiration Date of Ordinance No. 6546 which Granted a Preliminary Plat of Subdivision, A Final Plat of Subdivision, A Preliminary Planned Unit Development, A Final Planned Unit Development for Lot 1, A Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1 For the Construction and Operation of an Andy's Frozen Custard shop with a drive-thru on Property Commonly Known as 375-395 Roosevelt Road & 681 Taft Avenue, Glen Ellyn, IL 60137**

**Whereas**, LM Value Commercial LLC, owner ("Owner") of property at 375-395 Roosevelt Road & 681 Taft Avenue, Glen Ellyn, Illinois, which is legally described as follows ("Property"):

PARCEL 1:
LOTS 9 THROUGH 17, BOTH INCLUSIVE, (EXCEPT THE NORTH 5 FEET OF SAID LOTS) AND LOTS 18 THROUGH 26, BOTH INCLUSIVE, TOGETHER WITH THE WEST ½ OF VACATED ALLEY, (EXCEPT THE NORTH 5 FEET THEREOF) LYING EAST OF AND ADJACENT TO THE EAST LINE OF LOTS 9 AND 26, PER DOCUMENT NO. R84-59324, IN BLOCK 81 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTIONS 22 AND 23, TOWNSHIP 39 RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
LOTS 11 THROUGH 15, BOTH INCLUSIVE, IN BLOCK 79 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEROF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:
THE EAST HALF OF VACATED HILLCREST AVENUE (EXCEPT THE NORTH 5 FEET THEREOF) (VACATED PER PLAT OF VACATION RECORDED AS DOCUMENT R84-59323) TOGETHER WITH THAT PART OF THE WEST HALF OF VACATED HILLCREST AVENUE LYING SOUTH OF THE SOUTH LINE OF ROOSEVELT ROAD AND NORTH OF THE NORTH LINE OF TAFT AVENUE IN WHEATON ESTATES, VACATED BY ORDINANCE RECORDED NOVEMBER 9, 1988 AS DOCUMENT R88-129113, WHICH IS LYING WITHIN LOT 1 IN GRANDMA SALLY'S ASSESSMENT PLAT RECORDED SEPTEMBER 12, 2001 AS DOCUMENT R2001-193452, ALL FALLING WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.s: 05-22-202-025, 05-22-203-004, 05-22-203-005, 05-22-207-005, 05-23-100-009, 05-23-100-023, 05-23-100-025, 05-23-100-026, 05-23-100-027, 05-23-102-001, and 05-23-102-002

requested approval of the following (collectively, the "Zoning Approval"):

1. A Preliminary and Final Plat of Subdivision in accordance with Section 11-3-4 and Section 11-3-5, respectively, of the Glen Ellyn Subdivision Regulations Code.

2. A Preliminary Planned Unit Development Plan for the entire site and a Final Planned Unit Development Plan for Lot 1, in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code, including the following deviations from the Zoning Code:

    a. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 6 feet on Lot 1 along the east lot line, in lieu of the minimum impervious surface setback of 6.25 feet required.

    b. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 2 feet on Lot 1 along the west lot line, in lieu of the minimum impervious surface setback of 6.25 feet required.

    c. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 7 feet on Lot 2 along the east lot line, in lieu of the minimum impervious surface setback of 7.5 feet required.

    d. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 1 foot on Lot 2 along the west lot line, in lieu of the minimum impervious surface setback of 7.5 feet required.

    e. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 1.5 feet on Lot 3 along the east lot line, in lieu of the minimum impervious surface setback of 6.75 feet required.

    f. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 4 feet on Lot 3 along the west lot line, in lieu of the minimum impervious surface setback of 6.75 feet required.

3. A Special Use Permit for a drive-in commercial facility (i.e. drive-thru) for Lot 1 in accordance with Section 10-4-15(B)9 of the Zoning Code.

4. The following variations from the Glen Ellyn Sign Code: A variation from Section 4-5-10(B)2 to allow eight (8) wall signs on Lot 1 of the development in lieu of the maximum one (1) wall sign permitted.

    a. A variation from Section 4-5-10(B)2 to allow a total wall signage area of 288 square feet in lieu of the maximum 30 square feet permitted.

    b. A variation from Section 4-5-5(G) to allow neon tube lighting on the north, east, and west elevations of the building which would otherwise be prohibited.

5. Exterior Appearance approval for Lot 1 in accordance with the Glen Ellyn Appearance Review Guidelines, Ordinance 5508.

All to accommodate the redevelopment of the Property and a new Andy's Frozen Custard drive-thru on Lot 1 of the development, at a duly noticed public hearing before the Glen Ellyn Plan Commission on October 12, 2017; and

**Whereas**, the Village President and Board of Trustees of the Village of Glen Ellyn passed Ordinance No. 6546 (Exhibit "A") on November 13, 2017, which granted the Zoning Approval; and

**Whereas**, Condition (F) in Section Seven of Ordinance No. 6546 states that applications for Final PUD Plans for Lots 2, 3, and 5 are to be submitted for review and approval within two years from the date of the Preliminary PUD Approval, or November 13, 2019, and such date has since passed; and

**Whereas**, a Pre-Application was filed for Lot 5 on December 2, 2019 to request informal comments of the Plan Commission regarding a prospective daycare facility; and

**Whereas**, the Plan Commission provided informal comments at a public meeting on January 9, 2020 as requested; and

**Whereas**, the Owner has requested an extension of the timeframe in which Final PUD Plan applications for Lots 2 and 5, must be filed from November 13, 2019 to November 13, 2021, as outlined in their letter dated February 5, 2020, which is attached hereto as Exhibit "B"; and

**Whereas**, the Village President and the Board of Trustees have considered said request and have determined good cause has been shown to grant an extension until November 13, 2021, and that it is in the best interest of the Village of Glen Ellyn that this extension be granted.

**Now, Therefore, Be It Ordained** by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in exercise of its home rule powers, as follows:

**Section One**: Final PUD Plan applications for Lots 2 and 5, as identified in Exhibits "C" and "D" of Ordinance No. 6546, be submitted for review and approval by November 13, 2021, four

years after the date of approval of this Ordinance No. 6546.

**Section Two**: In the event that Final PUD Plan applications for Lots 2 and 5, as identified in Exhibits "C" and "D" of Ordinance No. 6546, are not submitted for review and approval within the prescribed extended timeframe, the Preliminary PUD approval for the remaining undeveloped lots shall expire.

**Section Three**: This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this 9 day of MAR 2020.

| | | | | | | |
|---|---|---|---|---|---|---|
| **Ayes** | | Diane McGinley | X | Steve Thompson | X | Mark Senak |
| | X | Craig Pryde | X | Bill Enright | X | Gary Fasules |
| | X | Kelli Christiansen | | | | |
| | | | | | | |
| **Nays** | | Diane McGinley | | Steve Thompson | | Mark Senak |
| | | Craig Pryde | | Bill Enright | | Gary Fasules |
| | | Kelli Christiansen | | | | |
| | | | | | | |
| **Absent** | | Diane McGinley | | Steve Thompson | | Mark Senak |
| | | Craig Pryde | | Bill Enright | | Gary Fasules |
| | | Kelli Christiansen | | | | |

Approved by the Village President of the Village of Glen Ellyn, Illinois this 9 day of MAR 2020.

Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the 10 day of MAR, 2020.)

# EXHIBIT A
## Ordinance 6771

FRED BUCHOLZ
DUPAGE COUNTY RECORDER
SEP. 20, 2018 10:05 AM
PLAT $108.00 05-22-202-025
PLAT PAGE COUNT: 1
032 PAGES R2018-088648

Village Of Glen Ellyn

---

Ordinance No. 6546
An Ordinance Approving
A Preliminary Plat of Subdivision, A Final Plat of Subdivision, A Preliminary Planned Unit Development, A Final Planned Unit Development for Lot 1, A Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1
For the Construction and Operation of an Andy's Frozen Custard shop with a drive-thru
on Property Commonly Known as 375-395 Roosevelt Road & 681 Taft Avenue
Glen Ellyn, Illinois 60137

---

Adopted by the
President and the Board of Trustees
of the Village of Glen Ellyn
DuPage County, Illinois
This 13 Day of Nov, 2017.

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois,
this 14 day of Nov, 2017.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

Ordinance No. 6546

An Ordinance Approving

A Preliminary Plat of Subdivision, A Final Plat of Subdivision, A Preliminary Planned Unit Development, A Final Planned Unit Development for Lot 1, A Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1 For the Construction and Operation of an Andy's Frozen Custard shop with a drive-thru on Property Commonly Known as 375-395 Roosevelt Road & 681 Taft Avenue Glen Ellyn, Illinois 60137

Whereas, LM Commercial Development, owner of property commonly known as 375-395 Roosevelt Road and 681 Taft Avenue, has petitioned the Village President and Board of Trustees for approval of the following:

1. A Preliminary and Final Plat of Subdivision in accordance with Section 11-3-4 and Section 11-3-5, respectively, of the Glen Ellyn Subdivision Regulations Code.

2. A Preliminary Planned Unit Development Plan for the entire site and a Final Planned Unit Development Plan for Lot 1, in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code, including the following deviations from the Zoning Code:

   a. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 6 feet on Lot 1 along the east lot line, in lieu of the minimum impervious surface setback of 6.25 feet required.

   b. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 2 feet on Lot 1 along the west lot line, in lieu of the minimum impervious surface setback of 6.25 feet required.

   c. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 7 feet on Lot 2 along the east lot line, in lieu of the minimum impervious surface setback of 7.5 feet required.

   d. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 1 foot on Lot 2 along the west lot line, in lieu of the minimum impervious surface setback of 7.5 feet required.

   e. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 1.5 feet on Lot 3 along the east lot line, in lieu of the minimum impervious surface setback of 6.75 feet required.

   f. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 4 feet on Lot 3 along the west lot line, in lieu of the minimum impervious surface setback of 6.75 feet required.

3. A Special Use Permit for a drive-in commercial facility (i.e. drive-thru) for Lot 1 in accordance with Section 10-4-15(B)9 of the Zoning Code.

4. The following variations from the Glen Ellyn Sign Code:

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

a. A variation from Section 4-5 10(B)2 to allow eight (8) wall signs on Lot 1 of the development in lieu of the maximum one (1) wall sign permitted.

b. A variation from Section 4-5-10(B)2 to allow a total wall signage area of 288 square feet in lieu of the maximum 30 square feet permitted.

c. A variation from Section 4-5-5(G) to allow neon tube lighting on the north, east, and west elevations of the building which would otherwise be prohibited.

5. Exterior Appearance approval for Lot 1 in accordance with the Glen Ellyn Appearance Review Guidelines, Ordinance 5508.

All to accommodate the redevelopment of the subject property and a new Andy's Frozen Custard drive-thru on Lot 1 of the development; and

**Whereas,** the portion of the subject property at 375-395 Roosevelt Road is located in the C3 Service Commercial District and the portion of the property at 681 Taft Avenue is in the C4 Office District.; and

**Whereas,** the property is legally described as follows:

PARCEL 1:
LOTS 9 THROUGH 17, BOTH INCLUSIVE, (EXCEPT THE NORTH 5 FEET OF SAID LOTS) AND LOTS 18 THROUGH 26, BOTH INCLUSIVE, TOGETHER WITH THE WEST ½ OF VACATED ALLEY, (EXCEPT THE NORTH 5 FEET THEREOF) LYING EAST OF AND ADJACENT TO THE EAST LINE OF LOTS 9 AND 26, PER DOCUMENT NO. R84-59324, IN BLOCK 81 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTIONS 22 AND 23, TOWNSHIP 39 RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
LOTS 11 THROUGH 15, BOTH INCLUSIVE, IN BLOCK 79 IN WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEROF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:
THE EAST HALF OF VACATED HILLCREST AVENUE (EXCEPT THE NORTH 5 FEET THEREOF) (VACATED PER PLAT OF VACATION RECORDED AS DOCUMENT R84-59323) TOGETHER WITH THAT PART OF THE WEST HALF OF VACATED HILLCREST AVENUE LYING SOUTH OF THE SOUTH LINE OF ROOSEVELT ROAD AND NORTH OF THE NORTH LINE OF TAFT AVENUE IN WHEATON ESTATES, VACATED BY

ORDINANCE RECORDED NOVEMBER 9, 1988 AS DOCUMENT R88-129113, WHICH IS LYING WITHIN LOT 1 IN GRANDMA SALLY'S ASSESSMENT PLAT RECORDED SEPTEMBER 12, 2001 AS DOCUMENT R2001-193452, ALL FALLING WHEATON ESTATES, BEING A SUBDIVISION IN SECTION 22 AND SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 7, 1925 AS DOCUMENT 197514, IN DUPAGE COUNTY, ILLINOIS.
P.I.N.: 05-22-202-025, 05-22-203-004, 05-22-203-005, 05-22-207-005, 05-23-100-009, 05-23-100-023, 05-23-100-025, 05-23-100-026, 05-23-100-027, 05-23-102-001, and 05-23-102-002

Whereas, following due and proper publication of notice in The Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted a public hearing on October 12, 2017 at which hearing the Plan Commission considered the petitioner's request for approval of the Major Subdivision, Preliminary Planned Unit Development of the entire site with zoning deviations, Final Planned Unit Development for Lot 1, Special Use Permit for a drive-in commercial facility for an Andy's Frozen Custard on Lot 1, and variations from the Sign Code for Lot 1; and

**Whereas,** at the October 12, 2017 public hearing of the Plan Commission, the petitioner presented evidence, testimony, and exhibits in support of the requests and no members of the public spoke in opposition to or in favor of the proposal; and

**Whereas,** after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings of fact and recommendations and by a vote of five (5) "yes" and two (2) "no", the Plan Commission recommended approval of the variations from the Sign Code as set forth in the October 12, 2017 minutes of the Plan Commission, a draft of which is attached hereto as Exhibit "A"; and

**Whereas,** after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings of fact and recommendations and by a vote of seven (7) "yes" and zero (0) "no", the Plan Commission recommended approval of the Major Subdivision, Preliminary Planned Unit Development of the entire site with zoning deviations, Final

Planned Unit Development for Lot 1, and Special Use Permit for a drive-in commercial facility for an Andy's Frozen Custard on Lot 1 as set forth in the October 12, 2017 minutes of the Plan Commission, a draft of which is attached hereto as Exhibit "A"; and

Whereas, staff has performed the review of the application for Exterior Appearance and has determined the proposed exterior appearance is in substantial conformance with the Village's Appearance Review Guidelines and recommends approval of the proposed exterior appearance with the following conditions:

1. The Glen Gery brick be modified in color from Twilight to red; and
2. An architectural element be incorporated on both the east and west elevations of the building on the brick to break up the blank mass of the brick wall; and

Whereas, the Village President and Board of Trustees have reviewed the evidence, exhibits, and materials presented at the October 12, 2017 Plan Commission public hearing and have considered the recommendation of the Plan Commission; and

Whereas, the President and Board of Trustees have determined that granting the requested Preliminary and Final Plat of Subdivision is consistent with the goals of the Glen Ellyn Subdivision Regulations Code, that granting the requested Preliminary Planned Unit Development for the entire site, the Final Planned Unit Development and Special Use Permit for Lot 1 is consistent with the goals of the Glen Ellyn Zoning Code, that granting the Variations from the Sign Code for Lot 1 is consistent with the goals of the Glen Ellyn Sign Code, and that granting the Exterior Appearance for Lot 1 of the project is consistent with the objectives of the Glen Ellyn Appearance Review Guidelines.

**Now, Therefore, be it Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois,** in the exercise of its home rule powers, as follows:

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

Section One: The minutes from the October 12, 2017 Plan Commission public hearing, a draft of which is attached hereto as Exhibit "A", and the findings of fact contained in the petitioner's applications, as well as in the preambles above, are hereby adopted as the findings of fact of the Village President and Board of Trustees based upon their review of the evidence, exhibits, and materials presented at the October 12, 2017 public hearing of the Plan Commission.

Section Two: Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the proposed Final and Preliminary Plat of Subdivision.

Section Three: Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the proposed Preliminary Planned Unit Development for the entire site and the Final Planned Unit Development for Lot 1.

Section Four: Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Special Use Permit for a drive-thru facility to allow the construction of a drive-thru Andy's Frozen Custard on Lot 1.

Section Five: Based upon the findings of fact and recommendations of the Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Variations from the Sign Code for Lot 1.

Section Six: Based upon the staff recommendation for Exterior Appearance approval, and the findings of fact and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Exterior Appearance for Lot 1.

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

Section Seven: The granting of the approvals for the Major Subdivision, Preliminary Planned Unit Development for the entire site, Final Planned Unit Development for Lot 1, Special Use Permit for Lot 1, Variations from the Sign Code for Lot 1, and Exterior Appearance for Lot 1 is subject to the following conditions:

A. The project shall be constructed in substantial conformance with the plans submitted and the testimony presented at a draft of which is public hearing before the Plan Commission, with the exterior appearance plans recommended by staff, and with the petitioner's application packet including the following plans and documents referenced below, as though they were attached to this Ordinance:
   1. Application for a Major Subdivision stamped received October 6, 2017
   2. Application for Preliminary Planned Unit Development stamped received October 6, 2017
   3. Application for a Final Planned Unit Development stamped received October 6, 2017
   4. Application for a Special Use Permit stamped received October 6, 2017
   5. Application for Sign Variations stamped received October 6, 2017
   6. Application for Exterior Appearance Review stamped received October 6, 2017
   7. Narrative prepared by the petitioner dated October 6, 2017
   8. Plat of Subdivision prepared by Wolfpack Consulting, LLC dated October 5, 2017 attached hereto as Exhibit "B"
   9. Existing Conditions and Preliminary Site Demolition Plan prepared by Civworks Consulting, LLC dated October 5, 2017
   10. Preliminary Site Dimensional Plan and Paving Plan prepared by prepared by Civworks Consulting, LLC dated October 5, 2017 attached hereto as Exhibit "C"
   11. Final Site Plan prepared by Metz & Company dated October 21, 2017 attached hereto as Exhibit "D"
   12. Landscape Plan (2 pages) prepared by Metz & Company dated October 21, 2017 attached hereto as Exhibit "E"
   13. Preliminary Site Utility Plan prepared by Civworks Consulting, LLC dated October 5, 2017
   14. Preliminary Site Grading Plan prepared by Civworks Consulting, LLC dated October 5, 2017
   15. Pervious/Impervious Areas Exhibit prepared by Civworks Consulting, LLC dated October 5, 2017
   16. Site Improvement Phasing Diagram prepared by Civworks Consulting, LLC dated October 5, 2017 attached hereto as Exhibit "F"
   17. Photometric Plan prepared by Craig A Schneider Architects, dated August 21, 2017, attached hereto as Exhibit "G"
   18. Tree Preservation Plan prepared by Metz & Company dated July 20, 2017
   19. Trash Enclosure Plan prepared by Craig A. Schneider Architects dated October 9, 2017 attached hereto as Exhibit "H"
   20. Andy's Floor Plan prepared by Craig A. Schneider Architects dated September 21, 2017

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

21. Andy's Building Elevations (2 pages) prepared by Craig A. Schneider Architects dated September 13, 2017 attached hereto as Exhibit "I"
22. Andy's Sign Elevations (3 pages), stamped received October 6, 2017 attached hereto as Exhibit "J"

B. During the request for approval of a Final PUD for each of Lots 2, 3, and 5, details shall be provided, for review by Staff and recommendation by the Plan Commission, indicating that the quasi-public open space will provide a public amenity including providing benches, tables, and accessible routes to enter each seating area on Lots 2, 3, and 5.

C. Final IDOT approval of the two proposed Roosevelt Road accesses shall be obtained and submitted to the Village prior to the issuance of any building permit with the exception of a building permit for building demolition.

D. The cross access agreement for Lots 1-4 shall be finalized and recorded prior to the issuance of any building permits, except for a building demolition permit.

E. That the site is to be restored with sod groundcover within six (6) months after demolition of Phase I of the Enterprise building demolition takes place until such time that Lots 2 and 3 have received Final PUD approval.

F. The Final PUD for Lots 2, 3, and 5 to be submitted for review and approval within two years from the date of the Preliminary PUD approval.

G. That the shared interconnecting storm easements being provided throughout the lots be approved by the Village Engineer prior to the issuance of any building permit, except for a demolition permit.

H. That the Final Plat of Subdivision and Plats of Vacation be finalized and recorded prior to the issuance of any building permit with the exception of a building permit for building demolition.

I. The Glen Gery brick be modified in color from Twilight to red.

J. An architectural element be incorporated on both the east and west elevations of the building on the brick to break up the blank mass of the brick wall.

K. All exterior neon lighting shall be turned off when the store is closed for business.

**Section Eight**: The Building and Zoning Official is hereby authorized to issue all necessary building and occupancy permits pursuant to the Preliminary and Final Plat of Subdivision, Preliminary Planned Unit Development for the entire site, Final Planned Unit Development for Lot 1, Special Use Permit for Lot 1, Sign Variations for Lot 1, and Exterior Appearance for Lot 1

approved herein, provided that all the conditions set forth hereinabove have been met and that the applicant complies with all other applicable laws and ordinances of the Village of Glen Ellyn. This grant of approval of the aforementioned requests shall expire and become null and void within 24 months of the date of this Ordinance unless a temporary occupancy permit is applied for within said time period, provided, however, that the Village Board, by motion, may extend the period during which an occupancy permit must be applied for. Further, the Village Board may, for good cause shown, waive or modify any conditions set forth in this ordinance without requiring that the matter return for public hearing.

Section Nine: This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

Section Ten: Failure of the owners or other party in interest or a subsequent owner or other party in interest to comply with the terms of this Ordinance, after execution of such Ordinance, shall subject the owners or party in interest to the penalties set forth in Section 10-10-18 (A) and (B) of the Village of Glen Ellyn Zoning Code.

Section Eleven: The Village Clerk is hereby authorized to record this Ordinance with the DuPage County Recorder.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 13 day of Nov, 2017.

Ayes: Trustees Enright, Fasseas, Kenwood, Lidesic, Pyda, Senak

Nays: 0

Absent: 0

Approved by the Village President of the Village of Glen Ellyn, Illinois, this 13 day of Nov, 2017.

Village President

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

Attest:

Village Clerk

(Published in pamphlet form and posted on the 14 day of November 2017)

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

# EXHIBIT "A"

DRAFT
PLAN COMMISSION
MINUTES
OCTOBER 12, 2017

The meeting was called to order by Acting Chairperson Tracy Heming-Littwin at 7:00 p.m. Plan Commissioners Angela Fanella, Phillip Hartweg, Terra Costa Howard, Tim Loftus, Mohammed Saeed and Jamie Vondruska were present. Plan Commissioners David Rodemann and Chairperson Mary Loch were excused. Also present were Village Director of Planning and Development Staci Hulseberg, Village Planner John Sterrett and Recording Secretary Barbara Utterback.

No general comments on non-agenda items were made by the public at this Plan Commission meeting.

Regarding the August 10, 2017 Plan Commission minutes, Plan Commissioner Hartweg stated he was at that meeting, however, was noted as being absent in the minutes. Plan Commissioner Howard also stated she was at that meeting and was noted as being absent in the minutes. Plan Commissioner Hartweg moved, seconded by Plan Commissioner Fanella, to approve the minutes with the above changes made. The motion carried by voice vote with one abstention.

Plan Commissioner Howard moved, seconded by Plan Commissioner Hartweg, to approve the minutes of the August 24, 2017 Plan Commission minutes. The motion carried by voice vote with one abstention.

On the agenda was a public hearing regarding 375-395 Roosevelt Road and 681 Taft Avenue for a major subdivision, planned unit development, special use permit and sign variations.

PUBLIC HEARING – 375-395 ROOSEVELT ROAD AND 681 TAFT AVENUE – LM COMMERCIAL DEVELOPMENT - MAJOR SUBDIVISION, PLANNED UNIT DEVELOPMENT, SPECIAL USE PERMIT AND SIGN VARIATIONS

DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING A REQUEST FOR APPROVAL OF A MAJOR SUBDIVISION, A PRELIMINARY PUD FOR THE ENTIRE DEVELOPMENT, A FINAL PUD FOR LOT 1 OF THE DEVELOPMENT, A SPECIAL USE PERMIT FOR A DRIVE-THRU RESTAURANT AND SIGN VARIATIONS FOR LOT 1 OF THE DEVELOPMENT TO ACCOMMODATE THE REDEVELOPMENT OF THE SITE AND THE CONSTRUCTION OF A PROPOSED DRIVE-THRU FOR ANDY'S FROZEN CUSTARD. THE SUBJECT PROPERTY IS LOCATED BETWEEN LAMBERT AVENUE AND MAIN STREET. THE PORTION OF THE PROPERTY ON ROOSEVELT ROAD IS LOCATED IN THE C3 SERVICE COMMERCIAL SERVICE DISTRICT AND THE PORTION ON TAFT AVENUE IS LOCATED IN THE C4 OFFICE DISTRICT.
(LM Commercial Development, owner)

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

Plan Commissioner Howard moved, seconded by Plan Commissioner Fanella, to open the public hearing. The motion carried unanimously by voice vote.

Staff Introduction

Village Director of Planning and Development Staci Hulseberg and Village Planner John Sterrett were present to speak on behalf of the subject requests. Mr. Sterrett stated that LM Commercial Development, represented by Ken Adams, is present at this meeting to request a planned unit development, a major subdivision, a special use permit and sign variations for the property at 375-395 Roosevelt Road and 681 Taft Avenue. Mr. Sterrett stated that the subject property is located on the south side of Roosevelt Road between Main Street on the east and Lambert Avenue on the west and that a parcel of property that is part of this development is on the south side of Taft Avenue just north of the Village Links Golf Course. Mr. Sterrett stated that the existing property consists of eleven (11) parcels and is slightly over four (4) acres in size. He stated that the property on Roosevelt Road is zoned C3 Service Commercial and the property located on Taft Avenue is C4 Office District. He stated that Leslie Car Wash and Enterprise Rent-a-Car currently exist on the subject site. He also stated that a portion of the property on the east side is located in a 100-year floodplain and the petitioners' engineer and the Village's stormwater engineer are working on providing compensatory storage on the property and added that this will not alter the proposed site plan. Mr. Sterrett stated that Enterprise has downsized and is moving across the street to 404 Roosevelt Road.

Mr. Sterrett stated that the existing Enterprise building will be demolished and subdivided into five (5) lots—four (4) along Roosevelt Road and one (1) on Taft Avenue. He stated that Leslie Car Wash will remain and the other 3 lots on Roosevelt Road will be developed for restaurant uses with Andy's Frozen Custard on one of those lots. He added that the property on Taft Avenue will be developed for office use. He also stated that the required approvals for this project include a preliminary PUD for the entire site, a final PUD for Lot 1, a major subdivision with five (5) lots being created, a special use permit for a drive-thru for the Andy's operation and variations from the sign code for the Andy's building and he displayed a layout of the subject property.

Mr. Sterrett stated there are two (2) existing access points onto the Enterprise property off of Roosevelt Road that will be relocated. He also stated that final approval for those access points has not yet been received from IDOT.

Mr. Sterrett displayed a landscape plan submitted by the petitioners. He stated that some revisions to that plan include adding landscaping along the east property line which is a recommendation by staff as well as adding an additional tree along the Roosevelt Road right-of-way. He stated there are currently 5 trees within the Roosevelt Road right-of-way that are in tree grates that are being required to be removed per IDOT so staff is recommending that one for one of the trees that are being removed be replaced along Roosevelt Road.

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

Mr. Sterrett stated that there are three (3) locations where the petitioners are proposing to add a streetscape element along Roosevelt Road in keeping with the streetscape plan for Roosevelt Road, and the streetscape element would be located directly in front of each one of the three commercial lots. He stated that that the streetscape element is intended to mirror the existing streetscape element that is located in front of Leslie Car Wash as recommended by Village staff.

Mr. Sterrett pointed out that because this project is a Planned Unit Development, one aspect to a PUD is that there has to be a requirement for quasi-public open space as an amenity. He stated that the petitioners are proposing that the amenity will be located on the south part of the Andy's building where there is a small landscaped area. He stated the petitioners are proposing to have three (3) tables, a park bench and trash receptacle in this area. He stated that staff is also recommending the addition of tables and benches in that area to add a public amenity for those visiting the site. Mr. Sterrett also stated that some landscaping will be added along the perimeter of the drive-thru for Andy's.

Mr. Sterrett stated that sign variations are being sought for this proposal, one of which deals [redacted] He added there are four (4) wall signs on the current plan—two (2) on the east elevation and two (2) on the west elevation. He stated that two (2) signs are on a proposed blade wall in the front of the building on the north elevation and two (2) signs will be located toward the rear of the building, one on the east and one on the west. Mr. Sterrett stated that the two (2) wall signs placed on the blade wall are comprised of 110 square feet each on both sides and the two (2) wall signs in the rear are 18 square feet each. Mr. Sterrett stated that there is also neon tube lighting being proposed on the north, east and west elevations which is prohibited per the sign code and he added that some Plan Commissioners and staff were not in favor of the neon lighting as it is prohibited by the Sign Code. Mr. Sterrett stated there is also some directional signage that is being proposed on the building which could be interpreted as wall signage. He stated that four (4) signs are proposed on the building—one on the east elevation, one on the west elevation and two on the north elevation of the building. He added that a maximum of five (5) elevation signs are permitted on a property. He stated that a directional sign is being proposed for the entrance to the Andy's lot with a small SIGN that says "Drive-thru" with an arrow pointing to the drive-thru lane. He added that the directional signs put on the building exceed the allowable square feet, adding that the maximum is four (4) square feet per directional sign and these are just under eight (8) square feet. He added that typically directional signage is more on a stand-alone component and not connected to a building so there is a maximum of four (4) feet which is unique because the directional signage will be on the building so their height will be over 15 feet.

Mr. Sterrett recapped that the sign variations being requested are to allow four (4) establishment signs in lieu of the one (1) wall sign that is permitted, to allow a total wall signage area of 250 square feet in lieu of the maximum 30 square feet permitted, to allow the neon tube lighting on the north, west and east elevations and to allow the four (4) directional signs to each have 7.98 square feet with heights of 15.75 feet.

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

Mr. Sterrett stated that staff is recommending some conditions regarding these properties. He stated the first condition is to put landscaping throughout the east property line and added that the petitioner has made this change. He also stated that additional landscaping be added to the quasi-open area behind the Andy's building with tables and chairs. He added that when Lots 2 and 3 come in for their final PUD, the petitioner should provide the same public amenity somewhere on those sites with a seating area. He added that the petitioners added a tree along the Roosevelt Road right-of-way so that condition has been taken care of and they also modified the landscape plan to remove the five (5) existing trees from Roosevelt Road. He also stated they need final IDOT approval of the proposed Roosevelt Road accesses prior to issuance of a building permit outside of a demolition permit. Mr. Sterrett stated that the Village is also recommending that stop signs be placed just south of the entrance off of Roosevelt Road to avoid cars from blocking the intersection. Plan Commissioner Howard asked if the stop sign could block the other drive-thru as a car came around and Mr. Sterrett replied that it could on Lot 2 if cars are leaving the drive-thru and there is a line of cars stopped there. Mr. Sterrett added that the Village Traffic Engineer reviewed this situation and determined that this situation should not pose an operational conflict. Mr. Sterrett also stated that cross access agreements must be finalized and recorded prior to the issuance of a building permit. He added that ground cover be placed on Lots 2 and 3 for soil stabilization if they are not developed at the time when the Enterprise building is taken down. He also added that if nothing happens with Lots 2 and 3 for a number of years, they will need to return to the Village for approval. He also stated that shared interconnecting storm easements should be provided and finalized on the plat and approved before the plat is recorded and that the final plat of subdivision is recorded. Mr. Sterrett responded to Acting Chairperson Heming-Littwin that the petitioners would need to sod the property after six months if nothing was happening at that site.

Petitioner's Presentation

Ken Adams who represents LM Commercial Development, the owner of the property located at 375-395 Roosevelt Road and 681 Taft Avenue, stated his address is 1960 Lincoln Park West, Chicago, IL. Mr. Adams stated that the marketing on the subject property has gone very well and they may be returning before too long regarding Lots 2, 3 and 5.

Mr. Adams stated they would not need to take down the Enterprise building right away to put in Andy's because they can go to Taft Avenue for sewer and water. He also stated that the gas and electric that are currently running the Enterprise building are all on the east side of the building so they would have to put in temporary services if they chose to take down part of the building which is probably not a good economic idea. Mr. Adams stated that the main issue is getting the final approval for Andy's which is a unique building and he displayed some photos of that building.

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

Questions from the Plan Commission

Plan Commissioner Howard asked if there is an alternative to the neon signs. Mr. Adams stated they can take that issue under advisement with the COO and architect. Plan Commissioner Loftus asked if the petitioner could quantify the hardship if they did not get the neon approved. Mr. Adams responded that this image presents an old time ice cream store which he feels has been done well. He added that in terms of a hardship that diminishes their presentation. Plan Commissioner Saeed asked if the petitioner could reduce the number and size of their signs, however, Mr. Adams was unable to respond to that question at this time. Mr. Sterrett responded to Acting Chairperson Heming-Littwin that at the pre-application meeting, the petitioners were proposing menu board signs on the sides of the building which were eliminated. He stated they also were requesting to have a free-standing monument sign on the front, however, the Plan Commission felt that the monument sign was not needed because the blade sign was there which was similar to the monument sign. Mr. Sterrett responded to Plan Commissioner Fanella that the four wall signs were part of the pre-application conference. Mr. Adams responded to Plan Commissioner Fanella that a menu board is different from a drive-thru menu. Mr. Adams responded to Plan Commissioner Loftus that the store will be open year round. Acting Chairperson Heming-Littwin responded to Plan Commissioner Hartweg that neon signs were not allowed when the sign code was created. Planning and Development Director Hulseberg stated that when the sign code was created, there was some neon around some windows on Roosevelt Road which has remained. She added that neon has never been allowed since the sign code was developed. Plan Commissioner Hartweg felt that it is logical for the subject building to have neon and asked if that could be made to work. Mr. Sterrett responded that a variation is being requested for the neon and added that neon that is not allowed in outline features of a building.

Persons in Favor of or in Opposition to the Request

No persons spoke in favor of or in opposition to this request.

Plan Commissioner Howard moved, seconded by Plan Commissioner Loftus, to close the public hearing. The motion carried unanimously by voice vote.

Comments from the Plan Commission

Plan Commissioner Fanella stated she was fine with the Planned Unit Development, subdivision, permit for a drive-thru and the deviations for the impervious surface. She stated she would be fine with granting the sign variations, however, was not supportive of the neon.

Plan Commissioner Howard stated that neon is part of the character of the subject building and stated she can live with the sign given its location. She added that we would want this business

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

to succeed if we are taking away a characteristic of what the business is about. She felt an exception should be made for this small business.

Plan Commissioner Vondruska stated he was fine with the PUD and variations. He stated he likes what is being done to the building and that it looks good character-wise. He stated that neon helps with the old-school feel of the business, however, would we be opening the door to having others use neon if neon is approved for this business. He stated he is okay with the request with the exception of the neon.

Plan Commissioner Hartweg stated that Oberweis had a painted wall on their building that people objected to, however, now no one objects. He stated he feels the same about the neon signage at this building. He was in favor of the requests but was a bit concerned about the slope and the swampy area. Plan Commissioner Hartweg was pleased that the electrical lines will be buried.

Plan Commissioner Loftus stated that the site seems to work for all the different variations being requested. He stated that he agreed to the number of signs but was not in favor of the large signs on Roosevelt Road. He stated that the petitioner could get the same effect with more efficient LED lights than with neon, however, Mr. Sterrett added that the code also prohibits LED lighting.

Plan Commissioner Saeed stated he has no problem with the preliminary and final PUD. He also stated he had no problem with the neon sign. He stated that the wall signs and square footage bother him but otherwise the project is well done.

Acting Chairperson Heming-Littwin stated that she is fine with everything and appreciated that the petitioners had made changes per the Plan Commission's requests. She stated that she did not feel that the Andy's sign was too large because it is set far off of Roosevelt Road. She stated she is in favor of the neon as it represents the old time feel of the dairy and will not be on all night. She added she does not know why neon is prohibited in the sign code. She also stated that Malloy's on Roosevelt Road has had a neon sign for many, many years.

Motions

1. Plan Commissioner Howard moved, seconded by Plan Commissioner Vondruska, to recommend approval of the variations from the Sign Code at 375-395 Roosevelt Road and 681 Taft Avenue.

   The motion carried unanimously with five (5) yes votes and two (2) no votes as follows: Plan Commissioners Howard, Vondruska, Fanella, Hartweg and Acting Chairperson Heming-Littwin voted yes; Plan Commissioners Loftus and Saeed voted no.

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

2. Plan Commissioner Howard moved, seconded by Plan Commissioner Hartweg, to recommend approval of a preliminary planned unit development, a final planned unit development for Lot 1, a preliminary and final plat of subdivision and a special use to operate a drive-thru facility on Lot 1 for 375-395 Roosevelt Road and 681 Taft Avenue.

Having considered the application of LM Commercial Development for approval of a preliminary planned unit development, a final planned unit development for Lot 1, a preliminary and final plat of subdivision and a special use to operate a drive-thru facility on Lot 1 for 375-395 Roosevelt Road and 681 Taft Avenue, the Plan Commission hereby adopts the findings of fact in the petitioner's application packet and accepted by the petitioner at the public hearing as well as the findings included in the deliberations of the Plan Commission and recommends approval of the request subject to the following conditions: 1. Additional landscaping shall be added to the 3,314 square foot landscaped area on Lot 1 behind the Andy's building to provide screening between the seating area and the drive-thru lane as well as additional tables and benches. The landscaped plans and development plans shall be amended to reflect this change prior to Village Board approval. 2. During the request for approval of the final PUD for each lot 2-5, details shall be provided for review by staff for recommendation by the Plan Commission indicating that the quasi-public open space will provide a public amenity including providing benches, tables and accessible routes to enter each seating area. 3. Final IDOT approval of the two proposed Roosevelt Road accesses shall be obtained and submitted to the Village prior to the issuance of any building permit with the exception of a building permit for the building demolition. 4. Stop signs shall be installed at the intersection on Lot 1 immediately south and to the east of Roosevelt Road access for eastbound, northbound and westbound onsite traffic. 5. The cross access agreement for Lots 1 – 4 shall be finalized and recorded prior to the issuance of any building permits except for a building demolition permit. 6. The site is to be restored with groundcover within six months after demolition of Phase 1 of the Enterprise building demolition takes place until such time that Lots 2 and 3 have received final PUD approval. 7. The final PUD for Lots 2 and 3 to be submitted for review and approval within two years from the date of preliminary PUD approval. 8. That the shared inter-connecting storm easements being provided throughout the lots be finalized and approved prior to the issuance of any building permit except for a demolition permit. 9. That the final plat of subdivision be finalized and recorded prior to the issuance of any building permit with the exception of a building permit for a building demolition.

The motion carried unanimously with seven (7) yes votes and zero no votes as follows: Plan Commissioners Howard, Hartweg, Fanella, Loftus, Saeed, Vondruska and Acting Chairperson Heming-Littwin voted yes.

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

# EXHIBIT "A"



Trustee Report

Trustee Liaison Pryde was not present.

Chairperson's Report

Chairperson Loch was not present.

Staff Report

Mr. Sterrett stated that a pre-application meeting for properties to become an apartment building on Melrose Street will soon appear before the Plan Commission. He also stated that the next Plan Commission meeting is cancelled.

Plan Commissioner Saeed moved, seconded by Plan Commissioner Vondruska, to adjourn the meeting at 7:55 p.m. The motion carried unanimously by voice vote.

Prepared by:
Barbara Utterback
Recording Secretary

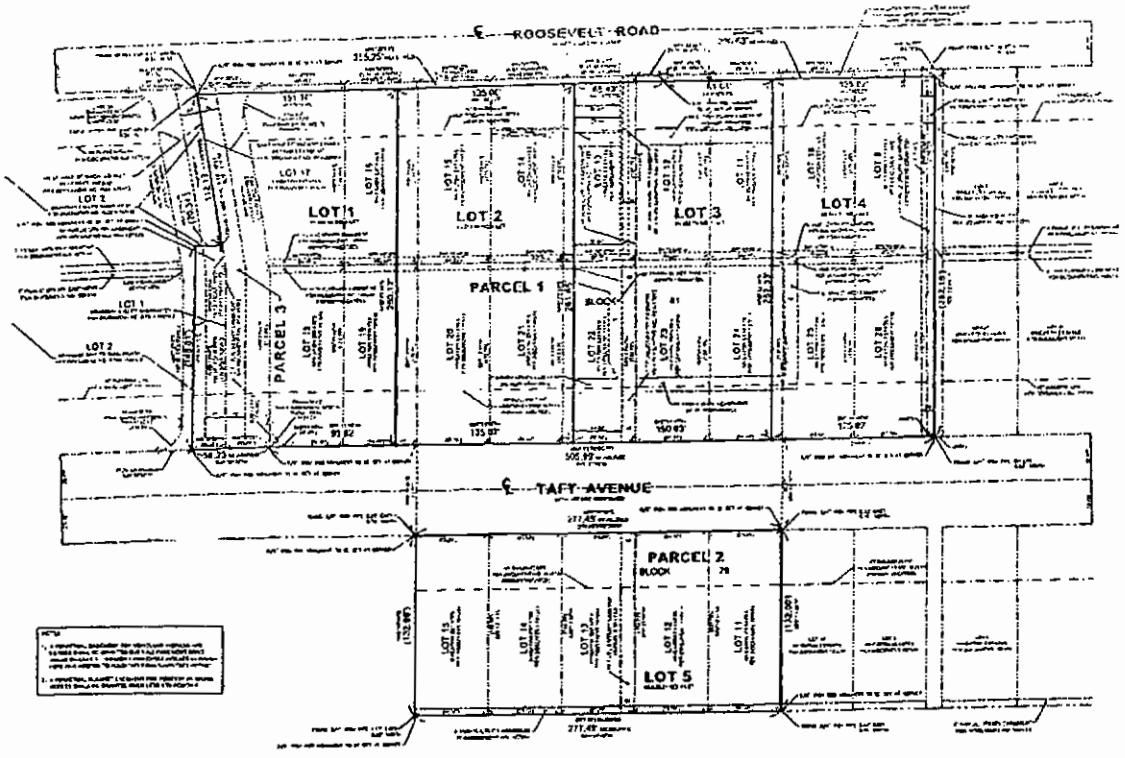
Reviewed by:
John Sterrett
Village Planner

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

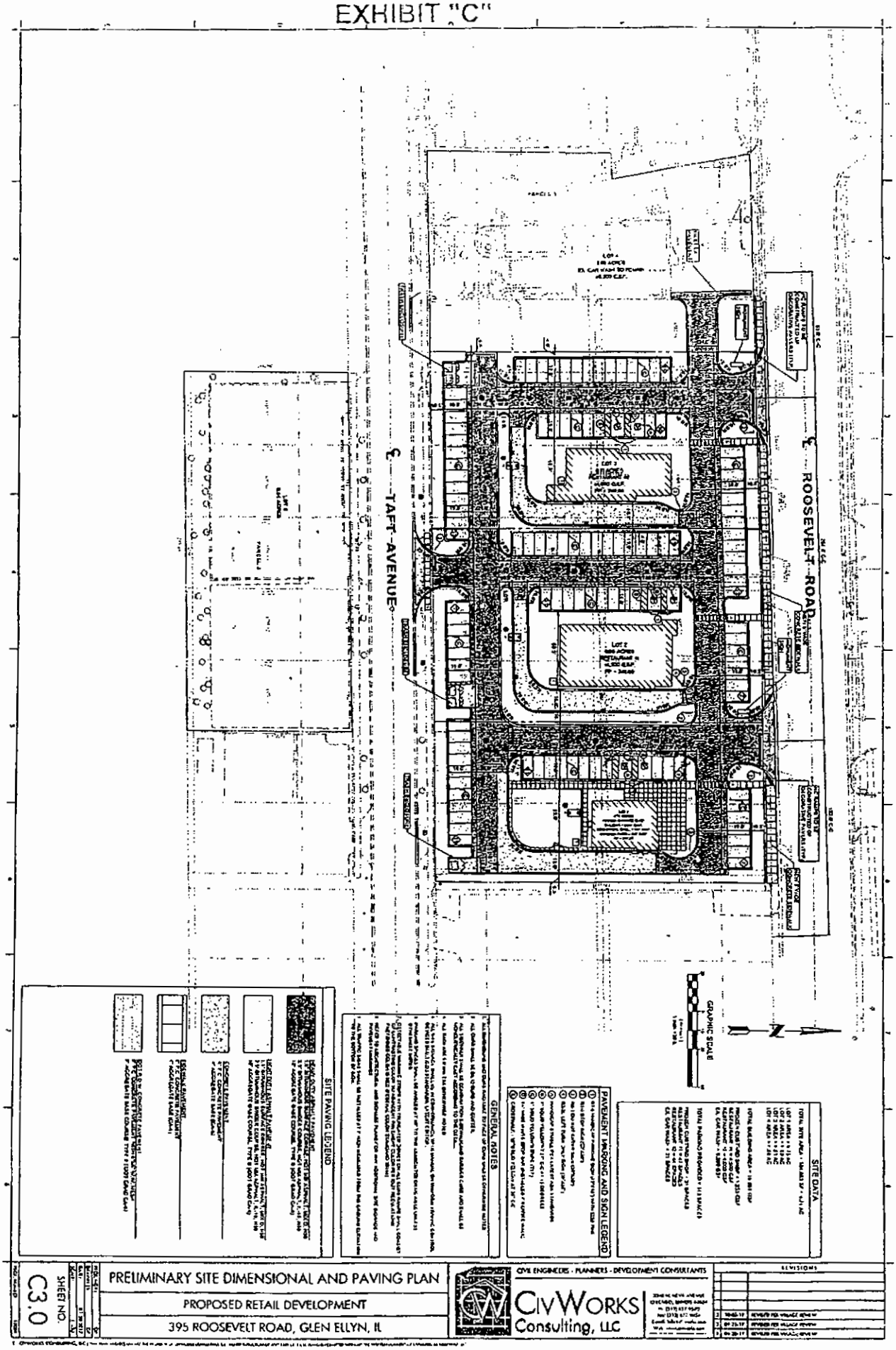
375-395 ROOSEVELT ROAD
PLAT OF SUBDIVISION

Wolf Pack

# EXHIBIT "B"

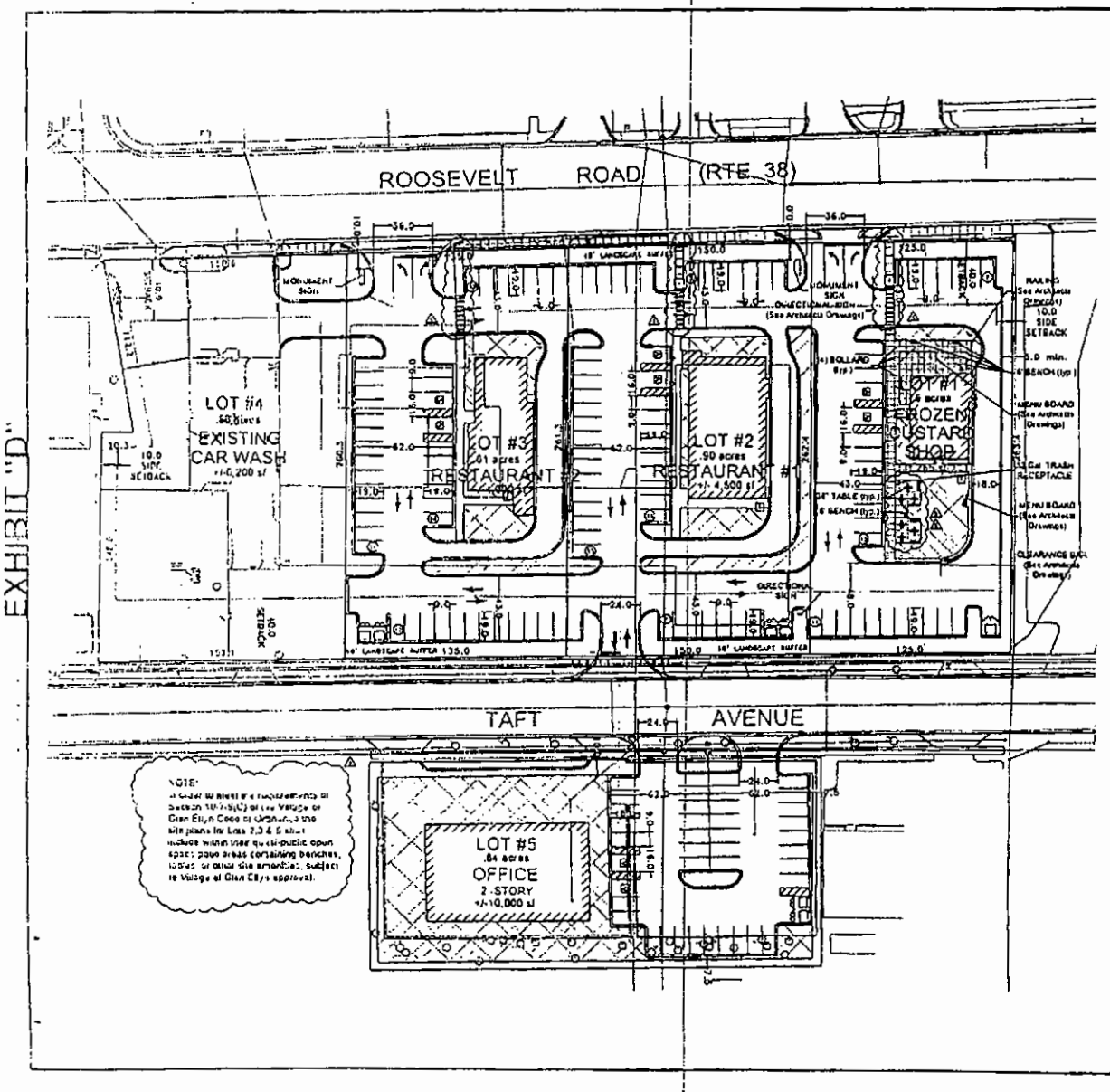


# EXHIBIT "C"




FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

EXHIBIT "D"




## SITE PLAN DATA

| | |
|---|---|
| TOTAL AREA: | 4.17 Acres (More or Less) |
| LOT 1 | .75 Acers |
| LOT 2 | .90 Acres |
| LOT 3 | .60 Acres |
| LOT 4 | .88 Acres |
| LOT 5 | .84 Acres |
| TOTAL BUILDING AREA | 25,955 sf (More or Less) |
| FROZEN CUSTARD SHOP | 1,255 sf |
| RESTAURANT #1 | 4,500 sf |
| RESTAURANT #2 | 4,000 sf |
| EXISTING CAR WASH | 6,200 sf |
| OFFICE | 10,000 sf |
| PARKING: | 182 Spaces |
| FROZEN CUSTARD SHOP | 31 Spaces |
| RESTAURANT #1 | 46 Spaces |
| RESTAURANT #2 | 44 Spaces |
| EXISTING CAR WASH | 21 Spaces |
| OFFICE | 40 Spaces |

## OPEN SPACE CALCULATIONS

LOTS #1 - #3 & #5

| | |
|---|---|
| TOTAL LOT AREA | 106,722 Sq.Ft. |
| TOTAL COMMON OPEN SPACE | 28,756 Sq.Ft. (27%*) |
| Quasi-public Open Space | 24,234 Sq.Ft. (23%*) |
| * Percentage of Total Lot Area | |

LOT #1

| | |
|---|---|
| TOTAL LOT AREA | 32,670 Sq.Ft. |
| TOTAL COMMON OPEN SPACE | 4,943 Sq.Ft. (15%*) |
| Quasi-public Open Space | 4,653 Sq.Ft. (14%*) |
| Patio Area | 1,339 Sq.Ft. |
| Landscape Area | 3,314 Sq.Ft. |
| * Percentage of Total Lot Area | |

LOT #2 **

| | |
|---|---|
| TOTAL LOT AREA | 39,204 Sq.Ft. |
| TOTAL COMMON OPEN SPACE | 8,880 Sq.Ft. (18%*) |
| Quasi-public Open Space | 4,587 Sq.Ft. (12%*) |
| Patio Area | 388 Sq.Ft. |
| Landscape Area | 3,954 Sq.Ft. |
| * Percentage of Total Lot Area | |

LOT #3 **

| | |
|---|---|
| TOTAL LOT AREA | 34,848 Sq.Ft. |
| TOTAL COMMON OPEN SPACE | 5,860 Sq.Ft. (16%*) |
| Quasi-public Open Space | 3,751 Sq.Ft. (11%*) |
| * Percentage of Total Lot Area | |

LOT #5 **

| | |
|---|---|
| TOTAL LOT AREA | 36,560 Sq.Ft. |
| TOTAL COMMON OPEN SPACE | 11,263 Sq.Ft. (30%*) |
| Quasi-public Open Space | 11,263 Sq.Ft. (30%*) |
| * Percentage of Total Lot Area | |

** Square footages are subject to change pending final site planning as lots are developed

KEY

Required Common Open Space

Quasi-public Open Space

NOTE:
A Waiver to Article 6 Requirements of Section 10-7-5(C) of the Village of Glen Ellyn Code of Ordinances the site plans for Lots 2,3 & 5 shall include within their quasi-public open space: patio areas containing benches, tables or other site amenities, subject to Village of Glen Ellyn approval.

NORTH

SCALE: 1"=30'

REVISIONS

1. Site Access 5-21 10-31-17
2. Water System Improvements 11-6-17
3. Sewer System Improvements 11-21-17
4. Offsite Grading Easements 12-22-17
5. Engineering 1-22-18
6. Site Plan 3-15-18
7. Site Plan Updates 4-2-18

ROOSEVELT & TAFT AVE. PARCELS
Glen Ellyn, IL

LM Commercial Real Estate

SEAL:

KLOZ & COMPANY

TITLE
SITE PLAN

PROJECT NO: 18-033

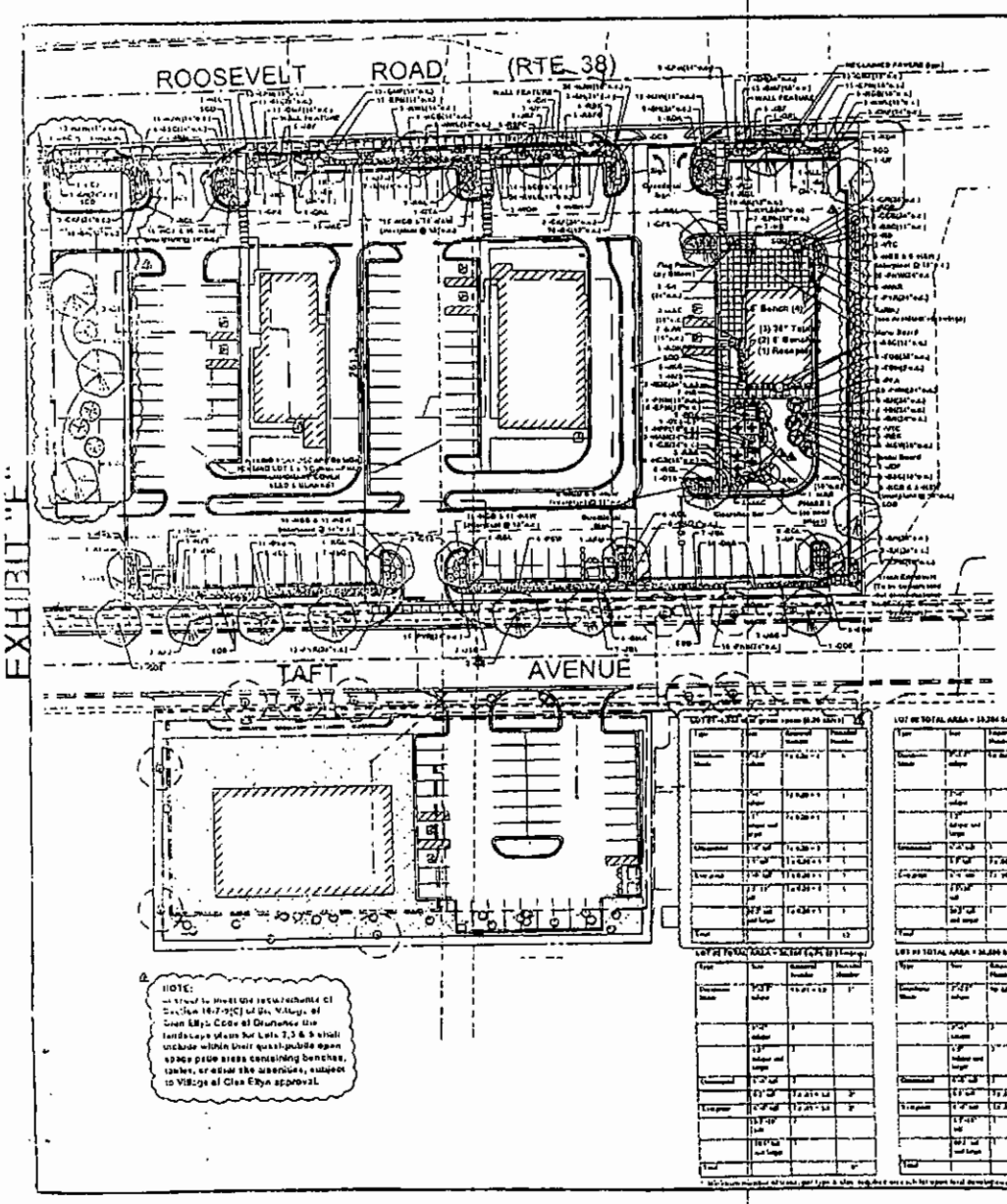
DATE: 4-2-2018

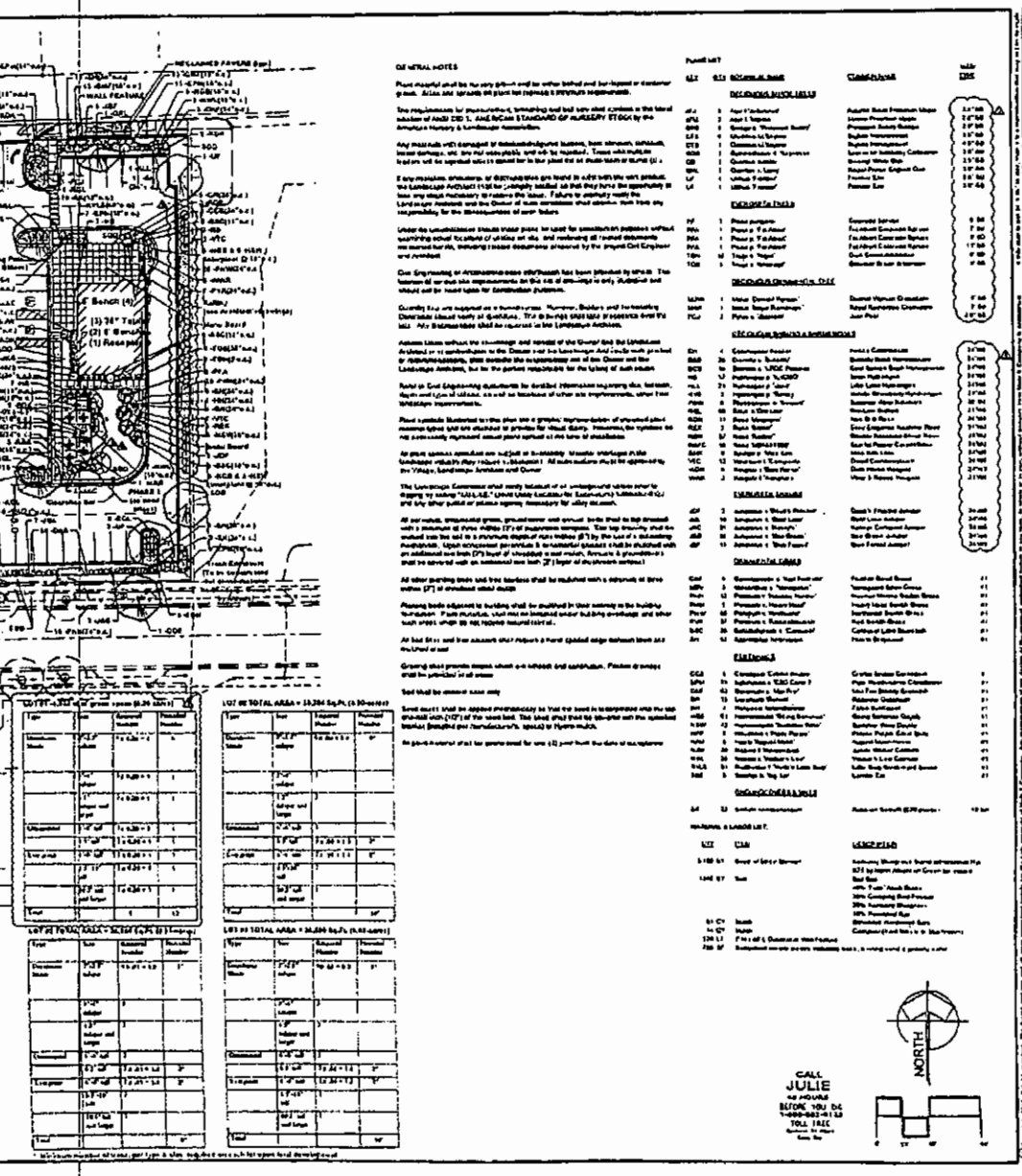
SCALE: 1"=30'

SHEET
SP-1

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

EXHIBIT "E"



395 ROOSEVELT
Glen Ellyn, IL

HETZ & COMPANY

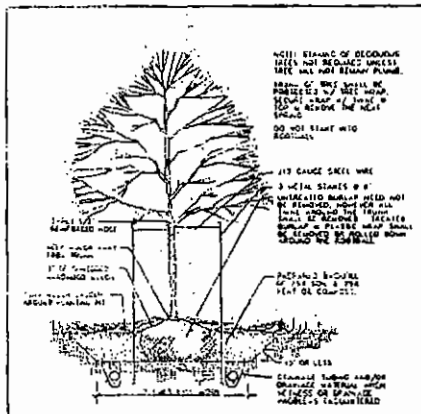
TITLE
LANDSCAPE PLAN

PROJECT NO: 16-033
DATE: 7-28-2017
SCALE: 1"=30'

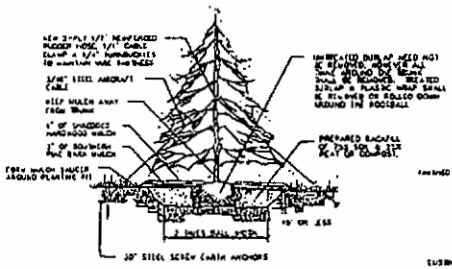
SHEET L-1

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

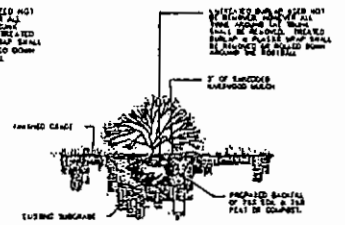
EXHIBIT "E"



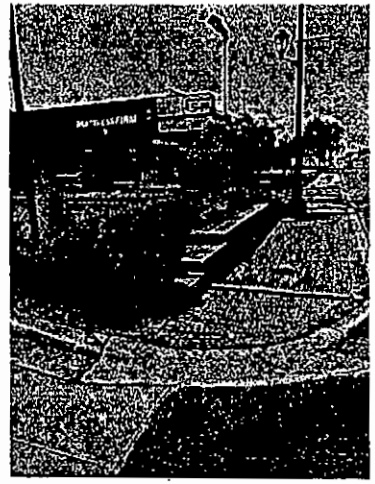
DECIDUOUS TREE



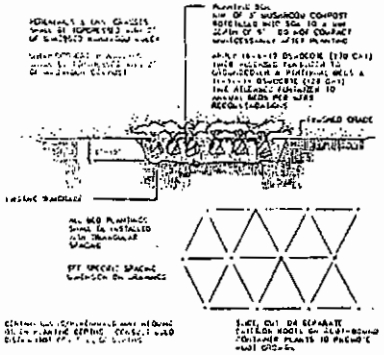
EVERGREEN TREE



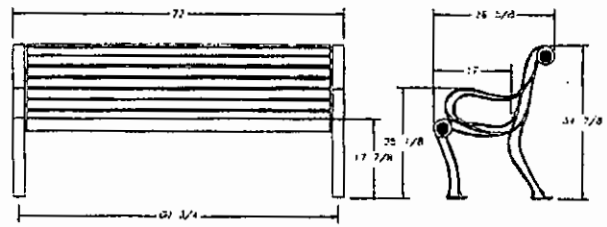
SHRUBS



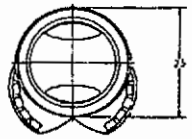
DECORATIVE WALL FEATURE

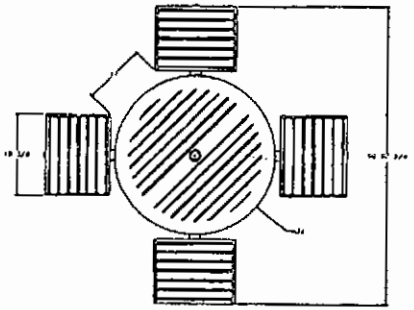


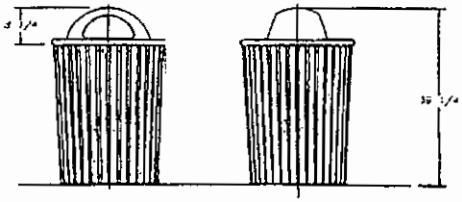
SED PLANTING DETAIL
(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVERS & ANNUALS)



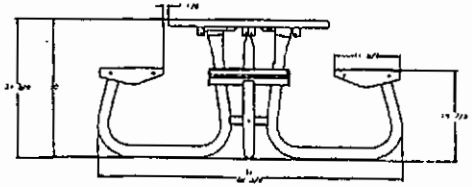
6' METAL BENCH
By Wabash Valley Inc.
Model #: BU5113Q; Color: Black
w/ optional center arm Model #: BU6538H







36 Gal. TRASH RECEPTACLE
By Wabash Valley Inc.
Model #: TC1033S; Color: Black
Surface Mount



36" PATIO TABLE
By Wabash Valley Inc.
Model #: CAD423C; Color: Black

REVISIONS

| | |
|---|---|
| 2. | 10-31-17 |
| 1. | 10-19-17 |
| * | 10-5-17 |
| 2. | 9-29-17 |
| 1. | 9-21-17 |
| * | 9-11-17 |

395 ROOSEVELT
Glen Ellyn, IL

SEAL:

METZ & COMPANY
LANDSCAPE ARCHITECT
336 Burnham Street
Lombard, Illinois 60148
PH: 630.561.2002
Email: mike_lombard@yahoo.com

TITLE
LANDSCAPE PLAN

PROJECT NO:
16-033

DATE: 7-20-2017

SCALE: 1"=10'

SHEET
L-2

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

# EXHIBIT "F"




SITE IMPROVEMENTS PHASING DIAGRAM

PROPOSED RETAIL DEVELOPMENT

395 ROOSEVELT ROAD, GLEN ELLYN, IL

SHEET NO. PH-1.0

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

CIVWORKS Consulting, LLC

REVISIONS

| | | |
|---|---|---|
| 3 | 10-05-17 | REVISED PER VILLAGE REVIEW |
| 2 | 09-25-17 | REVISED PER VILLAGE REVIEW |
| 1 | 08-25-17 | REVISED PER VILLAGE REVIEW |

FRED BUCHOLZ R2018-088648 DUPAGE COUNTY RECORDER

**EXHIBIT B**
Ordinance 6771

LM

**Lagestee-Mulder Realty & Investment Corp.**
**dba LM Commercial Real Estate**
**361 S. Frontage Road, Suite 126**
**Burr Ridge, IL 60527**

February 5, 2020

***Sent via Email to on the Above Date***

Staci Springer, AICP
Director, Community Development Department
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

Re: **Final PUD Approval for Lot 5, 401 Taft Road, Glen Ellyn, IL**

Dear Staci:

As you know, LM Value Development I LLC ("LM") is the owner of Lot 5 and developer of lots 1 through 5 under that certain development known as 375-395 Roosevelt Road Plat of Subdivision (the "Development"). The Village previously approved a Preliminary PUD for the Development on November 13, 2017. Pursuant to Condition F of the Preliminary Planned Unit Development Ordinance approving the Development, the Final PUD applications for lots 2, 3 and 5 were to be submitted to the Village for approval by November 13, 2019. Developer hereby request an extension of the two-year period to submit a Final PUD application under Condition F with the Village for both lots 2 and 5 of the Development to ***February 10, 2021***.

Very Truly Yours,

Tad A. Lagestee
Manager
LM Value Development I LLC
630-560-2800
TAD@LMTEAM.COM

# CERTIFICATION

I, John Chereskin, duly elected Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6771, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Meeting of said Board held on the 9 day of MARCH 2020, and that the same was signed and approved by the President of said Village on the 9 day of MARCH 2020.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Village Clerk of said Village for safekeeping and that I am the lawful custodian and keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 9 day of MARCH, 2020.

John G Chereskin
Village Clerk

CORPORATE SEAL

**(DRAFT) FINDINGS OF FACT TO SUPPORT A MOTION TO RECOMMEND APPROVAL OF AN AMENDMENT TO A PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN WITH ZONING DEVIATIONS, A FINAL PLANNED UNIT DEVELOPMENT PLAN, A CODE TEXT AMENDMENT, A SPECIAL USE PERMIT FOR A CAR WASH, A SPECIAL USE PERMIT FOR AUTOMOBILE SERVICES, AND SIGN VARIATIONS TO ALLOW A CAR WASH ESTABLISHMENT AND ACCESSORY VACUUM STATIONS AT PROPERTIES LOCATED AT 375 ROOSEVELT ROAD AND 401 TAFT AVENUE (JET BRITE)**

Related to the requests of the petitioner, JB Development, Inc. on behalf of MIKI Properties, LLC – Roselle, for approval of **an Amendment to the Preliminary PUD and Final PUD with the following zoning deviations:**

1. A deviation from Sections 10-4-16(D)(1) and 10-4-16(G)(1) to allow the parking lot on Lot 5 to be 8.5 feet from the front property line where an unobstructed/unpaved front setback of 10 feet shall be reserved for open space and landscaping.
2. A deviation from Section 10-4-16(D)(6) to allow improvements on a nonconforming lot (Lot 5) with a depth of 132 feet where a minimum depth of 140 feet is required for lots within C4 Zoning District.
3. A deviation from Section 10-5-4(A)-4(a) to allow pay booths with canopy to be located closer to Taft Avenue than the principal building on Lot 4 where accessory structures shall be located no closer to the front property line than the principal structure on the lot.
4. A deviation from Section 10-5-4(A)-4(a) and Table 10-5-5(B)4#40 to allow a trash enclosure to be located in the front of the building, closer to the Taft Avenue than the building on Lot 4 where trash enclosures are not permitted obstructions in the required front yard and shall not be closer to the street than the principal structure on the lot.
5. A deviation from Section 10-5-5(C)(1) to allow an impervious surface setback of one (1) foot along the west interior side lot line on Lot 4 where approximately 7.44 feet is required.
6. A deviation from Section 10-5-5(C)(1) to allow an impervious surface setback of 11 feet along the rear lot line on Lot 5 where approximately 13.87 feet is required.
7. A deviation from Section 10-5-9(G) to allow a loading space on Lot 4 to be visible from Roosevelt Road where off-street loading spaces shall be so located not to be visible from any public right-of-way.
8. A deviation from Section 10-5-8(H) to allow no landscaped island at the south end of the parking row on Lot 4 where a landscaped island shall be provided at the end of every row of parking stalls with a minimum width and length equal to the size of the parking spaces in the subject lot.
9. A deviation from Section 10-5-11(J) to allow the driveway approach on Roosevelt Road for Lot 4 to have approximately 150 feet of spacing from the driveway approach to the west and approximately 153 feet from Lot 3's driveway approach to the east where a minimum

of 185 feet of separation is required between driveway approaches located on arterials with 35 mph speed limit.

…and for approval of **a Special Use Permit for a car wash and a Special Use Permit for automobile services**, in accordance with Section 10-10-14(E) of the Glen Ellyn Zoning Code, the Plan Commission hereby makes the following Findings of Fact:

*(Draft reasons, taken partially from the petitioner's application packet, as to how the project may comply with the necessary findings have been drafted by Staff; the Commission may wish to consider the findings but should feel free to amend the below reasons to make your own findings of fact based upon information provided at the public hearing).*

1. The proposed development and associated uses will be harmonious and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or Zoning Code because the Comprehensive Plan envisions this area's future land use to be Service Commercial and encourages the development of retail, convenience and auto-oriented commercial uses along Roosevelt Road corridor as well as redevelopment and replacement of older, obsolete and marginal commercial properties. The proposed development will not change the land use designation on Lot 4 and will improve Lot 5. The construction of a new car wash facility with complementary vacuum stalls meets the redevelopment objectives of the Roosevelt Corridor to support the Village's community and surrounding neighbors.

2. The project will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area because the project will replace existing obsolete car wash building and parking lot with a new car wash building with more amenities and advanced services. The project will be designed to include new common open spaces, additional landscaping, and the construction materials, colors, and style will be harmonious and appropriate in appearance with the existing or intended character of the general vicinity.

3. The proposed development and associated uses will not be hazardous or disturbing to existing or future neighborhood uses of the property because the primary use of the site will remain unchanged, and car washes and auto-services are common uses along busy commercial corridors such as Roosevelt Road and Taft Avenue. The new facility will meet all building setback requirements of the Zoning Code and will not impair an adequate supply of light and air to the adjacent properties. The car wash facility and vacuum stalls will not contain hazardous materials onsite or increase the noise levels higher than what would be generally acceptable for a commercial site.

4. The proposed development and associated uses will be served adequately by existing public facilities and services such as highways, streets, police, fire protection, drainage structure, refuse

disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services because the site is already serviced by the standard utilities and the existing storm, sanitary and water services have sufficient capacity to serve the proposed development. The traffic impact study also indicates that the traffic generated by the development will not place special demands upon highways and streets. Refuse disposal shall be provided by a private carrier.

5. The proposed development and associated uses will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village because the site is currently served by public facilities and services. The new Jet Brite Car Wash will replace an obsolete car wash facility and a parking lot, which is currently in disrepair, that should have a positive impact on the economic welfare of the Village.

6. The proposed development and associated uses will not involve activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare and odors because the project will use standard materials and equipment for the car wash facility, will be designed to safely and efficiently handle the customer traffic on the subject site, and will comply with all applicable Building and Fire Codes.

7. The proposed development and associated uses will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads because the vehicular approaches are designed specifically to accommodate the needs of the development, and Traffic Impact Study did not indicate undue interference with traffic on surrounding public streets or roads, which was subsequently confirmed by the Village's traffic consultant.

8. The proposed development and associated uses will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief because the site is currently developed and new landscape improvements are planned. The site will be required to be constructed in conformance with the DuPage County and Glen Ellyn Stormwater Ordinance.

9. The proposed development and associated uses will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community because there are not any significant natural, scenic or historic features that will be impacted by this development.

The Plan Commission hereby makes the following findings in relation to the evaluation factors set forth in Section 10-7-7 of the Glen Ellyn Zoning Code for **a Planned Unit Development**:

*(Draft reasons, taken partially from the petitioner's application packet, as to how the project may comply with the necessary findings have been drafted by Staff; the Commission may wish to consider the findings but should feel free to amend the below reasons to make your own findings of fact based upon information provided at the public hearing).*

1. That the proposed development will not negatively affect the community as a whole because the car wash development proposed at this location is similar to the existing and consistent with the future land use designation and objectives of the 2001 Comprehensive Plan and Draft Comprehensive Plan. The proposed architectural style is typical for a car wash use along a commercial corridor and is in context with the neighborhood character. The project will handle the generated traffic within the subject site and will not overburden adjacent streets. No increase in noise or odor is anticipated.

2. That the proposed development will not negatively affect the neighborhood because the proposed project will replace an existing car wash facility and parking lot, which is currently in disrepair, that will have a positive impact on the property values of the surrounding properties. The project will meet the building height, density, and setback requirements of the Zoning Code. There will be additional landscaping throughout the site that will provide aesthetically pleasing scenes that will have a positive impact on the surrounding neighborhoods.

3. That the proposed development provides a new car wash development with ample vacuum stalls and is designed so that its size, bulk, and site design will complement the surrounding developments. The development will have various amenities for customers such as sitting areas and plenty of common, green open spaces.

4. That the proposed development will not negatively affect the development procedures, as this is a typical development along Roosevelt Road corridor that is not expected to negatively affect other developments or improvements planned in the area.

Related to the requests of the petitioner, JB Development, Inc. on behalf of MIKI Properties, LLC – Roselle, for approval of **Sign Variations** in accordance with 4-5-18(G)3 of the Sign Code, the Plan Commission hereby makes the following Findings of Fact:

*(Draft reasons, taken partially from the petitioner's application packet, as to how the project may comply with the necessary findings have been drafted by Staff; the Commission may wish to consider the findings but should feel free to amend the below reasons to make your own findings of fact based upon information provided at the public hearing).*

1. The requested variations comply with the Statement of Purpose in Section 4-5-2 of the Sign Code because the additional wall sign and increased sign surface area are necessary to easily communicate the business brand for motorist traveling on Roosevelt Road. The additional signage area offered at the site will neither obstruct vision or access to the site nor endanger public health, safety and welfare.

2. Evidence provided of practical difficulties or hardships in complying with the Sign Code that is based on unique circumstances due to an unusual physical limitation, such as an irregular lot shape, substantial lot depth, unusual geographic location, exceptional topographic feature, or other condition, that is peculiar to the subject property or establishment, and conditions upon which the request is based that are not generally applicable to other property within the same zoning district because the subject property is part of a larger development, which already has a maximum allowable two multitenant monument signs on the adjacent lots (Lots 2 and 3 in the 375-395 Roosevelt Rd Subdivision), restricting Lot 4 to have only one wall sign. Given the high traffic volume on Roosevelt Road and the lack of on-site freestanding signage, an additional wall sign and copy area are necessary to provide motorists ample time to locate the facility and safely enter the site.

3. The variations, if granted, would have no adverse impact on property values in the surrounding area or be injurious to other property or improvements in the neighborhood in which the property is located because the additional wall sign will be well-constructed and typical for Roosevelt Road commercial corridor.

4. The variations, if granted, would have no adverse impact on the existing or desired character of the surrounding area because the additional wall sign and excessive sign area associated to that will have a simple and clear message that will not adversely conflict with the signage efforts of neighboring properties.

5. The variations, if granted, would not endanger the public health, safety or welfare because the proposed signs should have little to no impact on the public facilities and services currently serving the site as they are not a traffic hazard and do not obstruct vision of the public. Additionally, the additional signage would provide motorists more time to navigate the car wash and safely enter the development.

6. The purpose of the variations is not based exclusively upon a desire to make more money out of the property because the signage does not provide any monetary value to the car wash facility and is only in keeping with Jet Brite's requisite image standards. The additional signage will increase the facility's visibility and provide motorists traveling along Roosevelt Road ample time to safely maneuver into the site.

7. The alleged difficulty or particular hardship has not been created by any person presently having an interest in the property or by the applicant because the presence of the other two monument signs on Lots 2 and 3 restrict Lot 4 to have a freestanding sign on Lot 4, which makes an additional wall sign necessary to help motorists safely and clearly navigate the car wash and enter the site.

8. The requested variations are the minimum variations necessary to adequately provide time for motorists passing by the property to view the facility and decide about entering the property before they reach the property.

9. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which is it located because identitying the car wash facility and making an easier access to the site would have a significant impact on the success and profitability of the business.

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Roosevelt\Roosevelt 375-395, 5 Lot PUD\Roosevelt 375, Jet Bright Car Wash\2022 New Submittal\6. Meeting Materials\PC 11-08-2022

**(DRAFT) MOTION TO RECOMMEND APPROVAL OF AN AMENDMENT TO A PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN WITH ZONING DEVIATIONS, A FINAL PLANNED UNIT DEVELOPMENT PLAN, A CODE TEXT AMENDMENT, A SPECIAL USE PERMIT FOR A CAR WASH, A SPECIAL USE PERMIT FOR AUTOMOBILE SERVICES, AND SIGN VARIATIONS TO ALLOW A CAR WASH ESTABLISHMENT AND ACCESSORY VACUUM STATIONS AT PROPERTIES LOCATED AT 375 ROOSEVELT ROAD AND 401 TAFT AVENUE (JET BRITE)**

After conducting a public hearing and deliberating on the requests of the petitioner, JB Development, Inc. on behalf of MIKI Properties, LLC – Roselle, for approval of Amendments to the Preliminary Planned Unit Development with deviations, Final Planned Unit Development, a Zoning Code Text Amendment, Special Use Permits, and variations from the Sign Code to accommodate the redevelopment and operation of a new car wash at 375 Roosevelt Road and an accessory parking lot equipped with vacuum stalls at 401 Taft Avenue – Lots 4 and 5 of the 375-395 Roosevelt Road Subdivision, the Plan Commission hereby recommends approval based on the findings of fact, as discussed or amended at the Plan Commission public hearing on December 8, 2022, which are hereby incorporated into the Motion by reference as though fully set forth herein, and a copy of which will be attached to the minutes of this meeting and kept on file as part of the permanent records of the Village. The Plan Commission makes this recommendation of approval with the following conditions:

1. That the petitioner construct, maintain, and operate the development in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees.

2. That Village Board approves an ordinance extending the expiration date of Ordinance No. 6546 and 6771 to November 13, 2023.

3. That no work on the project should commence until an IDOT right-of-way permit has been issued for the project.

4. That a stormwater management information and Stormwater Certification Application shall be submitted with permit plans for the project.

5. Any other conditions recommended by the Plan Commission.

Motion by: _____ Seconded by: _____

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Roosevelt\Roosevelt 375-395, 5 Lot PUD\Roosevelt 375, Jet Bright Car Wash\2022 New Submittal\6. Meeting Materials\PC 11-08-2022