VILLAGE OF OAK BROOK Illinois

ITEM 4.A.

HINES – OAK BROOK COMMONS

MCDONALD'S CORP

1120 22ND ST AND 2111 MCDONALD'S DR

Mixed Use Development – Planned Development

INDEX

PAGE	**VILLAGE MATERIAL and UPDATES**
14-14.n	Updated Staff Report dated March 21, 2019
13	Hines Response to Commission/Staff Concerns dated March 21, 2019 (Included – Not Attached)
12	**Revised Architectural and Plan Documents dated March 21, 2019 *SUPERSEDES Attachment B*** (Spiral Bound 11x17) (Included – Not Attached).
11-11.a	Apartment Parking Space Determination –Gewalt Hamilton Assoc. dated March 21, 2019
10-10.b	Site Traffic Review – Burns and McDonnell – Memo dated March 14, 2019
9-9.b	Projected Water Demand and Wastewater Flow – Report dated March 15, 2019
8-8.m	Planned Development Commission Minutes dated February 28, 2019
7-7i	Staff Report dated February 21, 2019
6	2007 Commercial Areas Revitalization Plan – Commerce Drive Subarea Plan (included –not attached)
5	Draft 2019 CRP Plan – McDonald's Plaza (included –not attached)
4	Certificate of Publication dated February 5, 2019
3	Village Board Meeting Minutes dated January 8, 2019
2	Referral for Hines Presentation to the Village Board dated January 8, 2019 – Includes the Presentation made to the Board
1-1.a	Zoning Ordinance Section 13-10B-1 – Permitted Uses – ORA-2 District Zoning Ordinance Section 13-10B-3A – Maximum Floor Area Ratio Zoning Ordinance Section 13-10B-3B – Maximum Structure Height Zoning Ordinance Section 13-10B-3C – Building Setbacks – 22nd Street/McDonald's Drive Zoning Ordinance Section 13-12-3C – Parking Stall Width and Parking Drive Aisle Width
0	Application Fee Receipt (unable to add to Application Materials)
0.a-0.e	Notice of Public Hearing Mailed Certified Mail to Village and Surrounding Property by Applicant

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A **PD APPLICATION and SUPPORTING DOCUMENTS – (Spiral Bound – 8-1/2x 11)**

- Tab 1 Introduction and Summary of Oak Brook Commons
- Tab 2 Consistency with Oak Brook Planned Development Standards
- Tab 3 Site Development Departures
- Tab 4 Fiscal Impact Analysis
- Tab 5 Comparative Traffic Analysis
- Tab 6 Environmental Impact Analysis
- Tab 7 Preliminary Stormwater Report
- Tab 8 Projected Water Demand and Wastewater Flow Calculations
- Tab 9 Village Plan Comments
- Tab 10 Hines Response to Village Plan Comments
- Tab 11 Property Owner Authorization
- Tab 12 Planned Development Application
- Tab 13 Affidavit of Service on Surrounding Properties and Mailing List
- Tab 14 Notice of Public Hearing

B **SUPERSEDED** **See Page 12** **ARCHITECTURAL and PLAN DOCUMENTS – (Spiral Bound – 11x17) dated February 22, 2019**

- Architectural
- Landscape
- Civil Engineering
- Survey

C Traffic Impact Study

VILLAGE OF OAK BROOK
Planned Development Commission

Revised Staff Report

DATE: March 21, 2019

CASE FILE NO: 2019-01-ZO-PUD

DESCRIPTION: Oak Brook Commons is a mixed-use redevelopment proposal for the McDonald's Plaza property consisting of retail, restaurant, multi-family residential, office and hotel uses on approximately 17.47-acres of property.

PETITIONER: Hines Interests Limited Partnership
444 West Lake Street, Suite 2400
Chicago, IL 60606

PROPERTY OWNER: McDonald's Corporation
110 N. Carpenter Street
Chicago, IL 60607

ADDRESS: 1120 22nd Street and 2111 McDonald's Drive

EXISTING ZONING/USE: ORA-2 Office Research and Assembly district consisting of a vacant 11-story office building and an ancillary off-street parking lot. The site is bisected in a north-south direction by McDonald Drive, a publicly dedicated street right-of-way.

ZONING/USE OF SURROUNDING PROPERTY:

North: **ORA-2** Office-Research-Assembly District and improved with the Commerce Plaza office buildings, a parking deck and surface parking lot.

South: **ORA-2** Office-Research-Assembly District and improved with the Oak Brook Gateway office building which includes Lewis University and a parking deck.

East: **ORA-1** Office-Research-Assembly District and improved with a 3-story professional office building.

West: **B-2** Regional Shopping Center District, improved with the Oakbrook Center shopping mall and **ORA-2** Office-Research-Assembly District, improved with the Gibson's restaurant.

LOCATION: The subject property is located at the northeast corner of Spring Road and 22nd Street. The property is bounded by Commerce Drive to the north, 22nd Street to the south, a professional office building to the east and Spring Road to the west. The Gibson's restaurant property at the southeast corner of Commerce Drive and Spring Road is not included as part of the redevelopment proposal.

1120 22nd Street and 2111 McDonald's Drive

CONTROLLING AGREEMENTS:

Ordinance 1958-S-5	Annexing Property
Ordinance 1971-S-242	Variation for Reduction in Parking (Enco)
Ordinance 1995-S-820	Traffic Infrastructure Agreement for McDonald's Plaza 1 and Plaza 2 Development
Ordinance 1997-S-880	Special Use for Heliport
Resolution 2004-R-885	Subdivision Plat for McDonald's Spring Road Resubdivision No. 2 and Variation to Subdivision Code
Ordinance 2004-S-1082	Special Use for Drive-Through and Outdoor Dining for a Restaurant
Ordinance 2009-S-1269	Variations to Parking and Landscaping Requirements

BACKGROUND:
The Hines Interests Limited Partnership ("Hines"), as contract purchaser, has submitted an application requesting approval of a Planned Development ("PD") to construct a mixed-use redevelopment project that will consist of a retail, restaurant, multi-family residential, office and hotel uses on approximately

17.47-acres of property. The multi-family components of the redevelopment proposal include an 18-story, 280-unit rental apartment building and two (2), 13-story residential condominium buildings with up to 96 for-sale units. The three (3) multi-family buildings will provide off-street parking in parking decks within each of the buildings.

A Preliminary Board Review of the application was conducted by the Village Board on January 8, 2019 as required in the Village's PD regulations. Section 13-15-5 Procedures of the PD regulations provides an applicant the opportunity to submit for Preliminary Board Review. The intent and purpose of this review is to provide the Village Board with an overview of a development project in the initial conceptual phases in order to provide preliminary comments, suggestions and recommendations to the applicant on the development project. The preliminary Board review is the first step in the process outlined in the PD regulations and is intended to provide an applicant with early feedback.

A separate neighborhood meeting was not required as part of the outreach for this redevelopment project. The neighborhood meeting is an optional element of the PD process and at the discretion of the Development Services Director. A determination as to whether the meeting is necessary and appropriate is based upon the nature and extent of the impact of the project, if any, on area residents. Since the 17.47-acre property is surrounded solely by non-residential land uses including Oakbrook Center, the Commerce Plaza office complex and other professional office buildings in and around the commercial corridor, it was determined that a public hearing before the Planned Development Commission would be adequate and provide the necessary and legally required forum for public feedback/ comment on the redevelopment project.

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

1. To stimulate creative approaches to commercial, nonsingle-family residential, and commercial/ mixed-use development of land;
2. To provide more efficient use of land;
3. To preserve natural features and provide open space areas and recreation in excess of those required under standard zoning regulations;
4. To develop and implement new approaches to the living environment through variety in type, design and layout of buildings, transportation systems, and public facilities;
5. To unify building and structures through design; and

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

Proposed Departures. Section 13-15-2.E of the PD regulations acknowledges that proposed planned developments need not comply with the density, dimension, area, bulk, use, and other zoning regulations that, but for the provisions of this chapter, would otherwise apply to the property on which the proposed planned development is intended. Modifications and departures from the standard provisions may be provided in accordance with the provisions of this chapter and to the extent that they will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare. The departures from standard being proposed as part of this PD application are identified under Tab No. 3 of the petitioner's binder and are as follows:

1. Permitted Uses. Section 13-10B-1 to permit and allow multi-family apartments and condominiums in the ORA-2 Office-Research-Assembly District. Residential and mixed use land uses are not currently identified as permitted or permitted special uses in this zoning district. *The other proposed land uses of restaurant, retail stores and shops, hotel and professional office uses are all permitted uses in the ORA-2 District.*

2. Maximum FAR. Section 13-10B-3A to increase the maximum permitted floor area ratio (FAR) from 1.2 to 1.60 for the 17.47-acre property. The FAR is the numerical value obtained by dividing the floor area within a building or buildings on a lot by the area of the lot. The FAR as designed in each district, when multiplied by the lot area in square feet, shall determine the maximum permissible floor area for the building or buildings on the lot. The FAR which has been calculated for the entire subdivision includes all of the proposed buildings in phases 1 and 2 of the redevelopment plan submitted by Hines.

3. Building Structure Height. Section 13-10B-3B to increase the structure height for the multi-family apartment building and condominium buildings. The maximum permitted building height in the ORA-2 district is 12-stories or 174 feet. The maximum height proposed for the multi-family apartment building is 18-stories and 192 feet and the maximum height proposed for the condominium buildings are 13-stories and 150 feet. Both buildings exceed the maximum height allowance in the district.

4. Building Setbacks. Section 13-10B-3C to reduce the building setbacks along perimeter streets as identified on the Plan Document Sheet A7.2. The pertinent setback departures are as follows: 1) reduction in building setback from 100 feet to 50 feet adjacent to 22nd Street, 2) reduction in building setback from 50 feet to 30 feet adjacent to Spring Road, 3) reduction in building setback from 50 feet to 15 feet adjacent to Commerce Drive; and 4) reduction in building setback from 50 feet to 5 feet adjacent to McDonald's Drive. *These are the building setbacks from the property line and not measured from the curb lines of any streets.*

5. Parking Space Dimensions. Section 13-12-3C to reduce the required parking stall dimensions for width, length and depth for surface and parking deck parking. Reducing the parking space

width from 9 feet to 8.5 feet for residential, retail and restaurant parking spaces is most noteworthy. *The code requirement for office and hotel parking space width is 8.5 feet and does not require a departure from the parking standard.*

6. End Product Size and Use. Section 13-15-8 of the PD regulations identifies the parameters for Amendments and Changes to a Planned Development. This request is for future flexibility in building sizes and heights that do not exceed the overall maximum building height specifications or maximum FAR for the development. *Subsection C of the PD regulations references that the corporate authorities have the ability to include specific provisions in a PD ordinance that may vary from the minor change provisions and relate more specifically to the development project.*

7. Building permit and construction timing. Section 13-15-7C-G identifies alternative phasing of the various site improvements and proposed buildings. Section 13-15-7 of the PD regulations is titled Effect of Approval or Denial and subsections C, D and G reference timing provisions for the approval(s) granted from a PD ordinance.

STAFF ANALYSIS:
In response to the comments and discussion from the February 28, 2019 PD Commission meeting, revised plans, a summary cover letter and other pertinent information has been provided to supplement the Oak Brook Commons PD project request and application. Staff intends to again provide an outline of the request below and also summarize revisions and changes that have been provided since the public hearing.

Planned Development Project. The proposed project is intended to redevelop the 17.47-acre McDonald's Plaza property to create a mixed-use environment within the property for living, working, dining, entertainment and recreation. The projects proximity to Oakbrook Center also makes it complementary to the mall and the variety of shopping, dining and entertainment options that the mall has to offer. The introduction of multi-family residential in the form of apartments and condominiums adds diversity to the housing stock which will benefit existing residents looking to downsize and also attract new residents interested in living near the office corridor and the other amenities Oak Brook has to offer.

The new residential land uses, increased building height and FAR, reduced building setbacks and reductions in parking space dimensions are being requested as part of the project's overall design and have been evaluated as part of the overall PD request. This project is being processed as a PD rather than a petition with multiple request(s) for variations and text amendments before the Plan Commission and Zoning Board of Appeals. This PD submittal incorporates all of these various elements into a single request that can be reviewed and evaluated as a unified development project.

Section 13-15-2(A) General Provisions of the PD regulations does allow new mixed use development construction within a planned development overlay district. Section 13-15-2(B) further indicates that each PD shall be presented and reviewed on its own merits. As such, a new land use can be introduced into a zoning district through a PD if it is not currently permitted but

the new use/project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

As such, a PD application has been submitted for this mixed-use project. The petition indicates that the developer expects to construct the project in two (2) separate phases as described and depicted in the **revised** application materials dated **March 21, 2019**. Page A7.5 Phasing Diagram of the revised submittal graphically depicts the proposed phasing of the PD project. An initial phase will consist of the demolition of the existing building and site improvements to the majority of the property including the perimeter areas along Spring Road, Commerce Drive and 22nd Street. The improvements will consist of grading, site preparation, utility work, parking, sidewalks, landscaping, and lighting. Phase 1 building construction will consist of the retail/restaurant, residential apartment building, a central park site and the 7-story professional office building/parking structure located immediately east of the park. The 8-story office building with parking structure, hotel building and residential condominium building(s) will also be included in the second phase of the project. The petitioner has indicated that Phase 2 construction will occur once financing has been achieved.

Consistency with the Planned Development Regulations. The applicant has provided a summary letter explaining revisions to the plans for the PD application. Staff has also received the traffic impact study dated February 25, 2019 prepared by Gewalt Hamilton Associates, Inc. (GHA) and the Village's traffic consultant has provided a review memorandum dated March 14, 2019 for your review and reference.

Planned Development Standards. The applicant has addressed and responded in detail to the Planned Development Standards as required in Section 13-15-3 of the Regulations.

Consistency with the Commercial Revitalization Plan. The Village of Oak Brook Commercial Areas Revitalization Plan ("Plan") dated December 2007 did not anticipate the redevelopment of the entire 17.47-acre McDonald's property because the corporate move was not known or a subject of discussion at that time. The Commerce Drive Subarea Plan did (on the other hand) discuss McDonald's surface parking lots as being an Opportunity Site and that the larger areas dedicated for surface parking by McDonald's Corporation were an underutilization of the land. The Plan recommendation was for the Village to promote and encourage the construction of parking decks for the office building and promote and encourage development of restaurants and retail uses west of McDonald's Drive. The Commerce Drive Subarea from the 2007 Plan has been provided for reference purposes on page 6 of the case file.

The 2007 Plan discusses mixed-use in the Commercial/Office Plan Policies and comments that "as residents in the community move into different stages of their lives, mixed use development can address their desire or need to downsize, while continuing to live within the Oak Brook community. Providing both shopping and residential opportunities, accommodating mixed use development should be a priority of the Village in the interest of long term vitality of Oak Brook's commercial areas".

Although not adopted at this time, the 2018 draft Commercial Areas Revitalization Plan Update ("Draft Plan") is proposing a mixed-use environment for the 17.47-acre McDonald's Plaza property including multi-family residential, retail, restaurants, office, hotel, parking decks and a central park

site. This concept is further detailed in the Draft Plan as McDonald's Plaza, Opportunity Site C and has been provided for reference purposes on page 5 of the case file.

Stormwater and Floodplain. The 17.47-acre property is not located in either the regulatory floodway or floodplain and any development proposal shall comply with the Village's adopted stormwater ordinance requirements. The existing site is divided into seven (7) separate drainage areas. The east half of the site discharges unrestricted into existing storm sewers on Commerce Drive and 22nd Street. The west half of the site drains into existing detention basins on the south side of the site, an existing detention basin at the southwest corner of Commerce Drive and McDonald's Drive, and also to an underground vault located on the Gibson's property. The proposed Stormwater Management Plan is included as pages C1 and C2 of the revised submittal (and dated February 22 and March 15 respectively). The new project will include the construction of a new native vegetated detention basin along the south perimeter of the site adjacent to 22nd Street as depicted on sheets C2, L4, L5 and L7. An existing Post Construction Best Management Practice (PCBMP) exists on the east half of the site. A new PCBMP will also need to be constructed.

Water and Sanitary Utilities. The Preliminary Utility Plan provided as page C4 has been revised. The project engineer has worked with the Village's Public Works Department to design a new water main configuration throughout the internal parking lots that is not looped and that will be served by existing water mains on Commerce Drive, 22nd Street and a new water main on McDonald's Drive. *A new upsized 12" water main will replace the 10" water main on McDonald's Drive and will be constructed by the developer at their cost as part of the public improvements.* The existing 10" water main is at least 50 years old and has been repaired twice in the last year because of water main breaks. It is prudent to replace the water main because of its age and condition. In addition, Hines is working with Public Works in an update to the Village's water model as it relates to project data for water capacity and fire pressure for the Oak Brook Commons project.

Sanitary service is provided by the Flagg Creek Water Reclamation District. Specific comments concerning utility design and location will be provided by Flagg Creek as the project progresses.

Site Lighting. The existing McDonald's parking lot has a large surface parking lot with significant parking lot lighting that has not been recently updated to current industry standards. This project will include multiple surface parking lots and parking decks and specific consideration will be given to the site lighting with emphasis on backlighting, up lighting and glare for energy efficiency, aesthetics and nuisance considerations.

Landscaping and Open Space. A 0.38-acre park is being proposed in the center of the mixed-use development for residents, retail customers, office workers, hotel guests and other visitors. The park will include a small pavilion, bench and picnic table seating areas and other landscaping amenities for a variety of recreational activities. The applicant has also provided an additional page A7.4 in the revised submittal showing the proposed central park and comparing it to the Village Green in Oakbrook Center.

The proposed preliminary landscape plan is generally well designed and provides landscaping for perimeter/buffer areas, parking lot islands, naturalized detention, parkway areas and foundation landscaping for buildings. In addition, several roof top gardens and amenity areas are proposed for the multi-family apartment building, condominium buildings and office building parking deck. This diversity and variety of landscaping reduces the urban heat island, assists in screening vehicles and services areas and generally improves the overall aesthetic of the project site.

Traffic and Access Considerations. Staff has received the traffic impact study dated February 25, 2019 prepared by Gewalt Hamilton Associates, Inc. (GHA) and the Village's traffic consultant has also provided a review memorandum dated March 14, 2019 (pages 10-10.b of the case file) for your review and reference. The Village's commentary concerning traffic has been prepared and provided as part of an inter-department review in cooperation with the Village traffic consultant.

The new site plan identifies full vehicle access points from McDonald's Drive at both 22nd Street and Commerce Drive with McDonald's Drive being maintained as a publicly dedicated street right-of-way. The 22nd Street access is a fully signalized intersection. The right-in right-out access onto Spring Road will be maintained to permit restricted ingress and egress to both Gibson's restaurant and the west side of the project site. Cross access will be maintained between Gibson's restaurant and the Oak Brook Commons development by way of cross access easements that will be dedicated with a plat of subdivision. The right-in right-out access on 22nd Street for the former McDonald's restaurant has been eliminated from the development site plan to prevent cut-through traffic and maintain a more pedestrian friendly environment within the development.

The inter-department review with the Village's traffic consultant has resulted in several traffic infrastructure recommendations for the mixed-use project. The first recommendation relates to traffic flow, vehicle queueing and left-turn movements at McDonald's Drive and the "intersection" just north of buildings D and F. The primary concern is vehicle queueing (or stacking) at the 22nd Street signal and potential conflict with left turn movements south bound from the eastern drive aisle. The concern is that the intersection would regularly be blocked because of the vehicle queueing at 22nd Street in this location.

Recommendation: The ingress-egress for the east leg of this intersection needs to be engineered and constructed to prevent left turns southbound onto McDonald's Drive. Staff recommends use of a 6" inch high island to deter left turns and the installation of signage.

The second recommendation relates to the Commerce Drive/McDonald's Drive intersection. Based upon the summary traffic report and the traffic impact study memorandum dated February 25, 2019 provided by GHA; the Oak Brook Commons project will "promote a significant opportunity for multi-purpose trips that means residents, employees, patrons and visitors will be able to park their vehicle once and not have to drive again throughout the day. It is probable that Oak Brook Commons will generate fewer trips than the McDonald's campus did".

As the development is constructed and buildings are occupied, it is important to understand the traffic patterns and traffic generation to determine if existing traffic control measures will be sufficient at the

Commerce Drive/McDonald's Drive intersection. Staff is recommending that traffic be monitored as the project evolves and develops. This approach ensures that if vehicle trips are produced at lower levels as discussed in the traffic report, a traffic signal will likely not be required. If on the other hand, vehicle trips are higher and specific warrant criteria are met, as described in the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), a traffic signal may be required to address the situation to assist traffic control in the development. Based upon a review of the GHA traffic report, staff does not anticipate that a traffic signal will be required immediately but a recommendation concerning annual traffic monitoring has been included in this report.

Recommendation: Traffic control at the intersection of McDonald's Drive and Commerce Drive be phased according to specific warrants determined by traffic counts. A traffic analysis should be conducted by a licensed traffic consultant a minimum of once per calendar year as the project is built-out and develops. If the 24-hour counts at the intersection meet certain criteria as set forth in the MUTCD, a traffic signal or other applicable traffic signal control measure may be required and paid for by the Developer.

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

The Oak Brook Commons plan identifies perimeter sidewalk connections along 22nd Street, Spring Road, Commerce Drive and McDonald's Drive. In response to a staff request, sidewalks have been added to both sides of McDonald's Drive from 22nd Street to Commerce Drive. This is especially important as McDonald's Drive is the main thoroughfare through the development and it allows for convenient access to the park for residents, office employees, customers and visitors. Stamped concrete intersections are being provided at the two (2) interior intersections along McDonald's Drive adjacent to the park. This defined (and textured) intersection improvement provides a more visible focal point for vehicles which encourages reduced speeds and promotes pedestrian safety in close proximity to the parking and crosswalk areas. Interior sidewalks and sidewalk connections are also identified to and from all eleven (11) buildings within the development with connections provided to all perimeter streets.

A new plan sheet A7.3 has been included in the resubmittal in response to comments from the PD Commission. This aerial photo plan identifies the pedestrian connections to Oakbrook Center from Commerce Drive and Spring Road including the sidewalks, cross walks and stairways within the mall property. This plan emphasizes the fact that safe pedestrian circulation is available within, to and from the development site.

Parking.
Additional parking data has been included in the resubmittal and in the revised staff report. Staff previously emphasized a concern related to the total number of parking spaces provided in phase 1 of the project for the apartment building. Staff understands and agrees that consideration should be given

to shared parking in this mixed-use environment. Staff also understands that the anticipated peak parking demand(s) for each individual land use will vary depending upon the land use and in some cases unnecessary surplus parking could be the end result if all required parking for each use is constructed in accordance with a strict interpretation of the code.

The parking data provided by the developer does show certain suburban apartment projects that have been constructed and are parked at a ratio of 1.50 parking spaces/dwelling unit or less. The developer's resubmittal also includes an analysis of the parking ratio for this project based upon bedroom counts and the blended parking ratio that results. This is certainly helpful and suggests that a parking ratio of less than 2.0 should be considered.

Staff has also conducted their own due diligence and has provided some comparable suburban apartment parking ratios below. The eleven (11) apartment projects that have been identified include parking ratios ranging from 1.38 to 2.53. This information does show us that the traditional 2.0 ratio is no longer the norm and that consideration should be given to alternative ratios on a case-by-case basis.

Apartment Parking Ratios

Project Name and Location	Total # of Units	Total # of Parking Spaces Provided	Total # of Parking Spaces per Unit
Proposed Oak Brook Commons Apts. (Oak Brook)	**280**	**420**	**1.5**
Riverview West (Warrenville)	364	684	1.88
The Preserve @ Cantera (Warrenville)	343	867	2.53
Avant @ the Arboretum (Lisle)	310	501	1.62
Woodview Apartments (Deerfield)	248	406	1.64
Tapestry Apartments (Glenview)	290	501	1.73
City View (Lombard)	403	685	1.70
Apex Apartments (Lombard)	181	286	1.58
Yorktown Commons (Lombard)	175	241	1.38

Project Name and Location	Total # of Units	Total # of Parking Spaces Provided	Total # of Parking Spaces per Unit
Springs @ Weber Road (Romeoville)	292	567	1.97
Village Place (Romeoville)	216	417	1.93
Axis (Westmont)	400	583	1.46

Staff has reviewed the development proposal and the shared parking arrangement that is being created and believes that a ratio of 1.60 would better serve the residential apartment building. This could be achieved in several ways including either adding parking spaces or reducing the number of units for the apartment building. If additional surplus parking in the apartment building does result with the 1.60 ratio after building occupancy, a portion of the ground floor of the parking deck could then be designated and utilized for additional public parking to supplement the 248 surface parking spaces that are being proposed in phase 1 for the restaurant/retail buildings. This additional public parking could accommodate guests that are visiting the apartment building or customers for the restaurants and retail.

Recommendation: A parking ratio of not less than 1.60 parking spaces per dwelling unit be provided for the residential apartment building.

In addition to the parking for the residential apartment buildings. It is also important to mention the restaurant/retail surface parking lot area that is proposed for 248 parking spaces. Staff once again acknowledges that the mixed-use environment lends itself to a shared parking arrangement and that it should not be necessary to provide all of the required parking for each land use because peak demands and usage are different for each land use. This arrangement has its limitations though and could be counterproductive to providing accessible and convenient parking for customers and patrons if an adequate number of parking spaces is not provided within close proximity of these commercial uses. Staff believes that a land use and building area limitation should be considered so that not more than 24,000 SF of restaurant and 18,000 SF of retail building area is constructed in phase 1. These building areas are currently identified on the proposed phase 1 site plan. Commentary has been made that additional parking will be made available in the H and J building parking decks and on-street parking will be available in phase 2 but it is unclear as to when that parking will be constructed and available for use by the public.

Recommendation: Not more than 24,000 SF of restaurant and 18,000 SF of retail building area can be constructed in phase 1 of the development. This land use and area limitation is based upon not less than 248 off-street parking spaces being constructed in phase 1 of the development.

Final Plat of Subdivision. Hines has not submitted a petition requesting approval of a final plat of subdivision. The petitioner intends to process the PD request to determine the approximate location of buildings, drive aisles and parking in order to better identify and delineate subdivided lots, cross

access/parking easements, stormwater easements, shared parking easements and other utility easements for the comprehensive redevelopment plan. The subdivision plat will be subject to final engineering review, Plan Commission review and recommendation and final approval by the Village Board of Trustees.

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

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

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

CONCLUSION:
Staff has reviewed the revised submittal for the Oak Brook Commons planned development and has prepared a list of eighteen (18) conditions as part of this report. As mentioned earlier, staff has concerns about the proposed parking for the residential apartment building and retail/ restaurant area in phase 1 of the project. Although the proposed shared parking arrangement has merit, staff does believe that increasing the parking ratio for the residential apartments and limiting the land use and building areas for the retail/restaurant area are necessary to maintain the long-term viability of the project and to ensure that a parking deficiency does not occur within the development that will impact the marketability of the mixed-use community and impact future occupancies. Staff believes that these parking concerns can be addressed without significant design changes being made to phase 1 of the project.

Along with these parking recommendations, a series of additional conditions have been included to ensure that traffic, infrastructure, long-term maintenance, cross-access and other considerations are memorialized for a 17.47-acre planned development that could be owned and operated by multiple property owners. This development proposal has the potential of making a lasting impression on Oak Brook economically, as well as visually and aesthetically and it is important to be sure that proper care

is taken in the details of the planned development approvals. The addition of residential multi-family in the form of rental and owner-occupied housing will also provide housing opportunities and options that have not been available before and help the community realize some of the fundamental goals of the Commercial Areas Revitalization Plan ("Plan") that were initially adopted in 2007 and currently being amended now in 2019.

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

1. Final approval of building elevations for individual buildings within the subdivision shall be subject to review and approval by the Village Board. Design and/or architectural guidelines may be provided for incorporation into the PD agreement that identify color palettes, building materials and other architectural features for a high-quality commercial redevelopment project.

2. Traffic control at the intersection of McDonald's Drive and Commerce Drive shall be phased in accordance with certain ***specific warrants*** as determined by traffic counts to be conducted by a licensed traffic consultant, chosen by the Village, and paid for by the Developer. A traffic signal will be required when the development generates enough traffic to warrant a signal.

    a. The existing stop sign at McDonald's Drive/Commerce Drive shall remain until such time as warrants are met for a traffic signal as specified in sub-condition b.

    b. Two (2), 24-hour traffic counts shall be conducted by the Village's chosen traffic consult a minimum of once per calendar year as mutually agreed upon by the Village and Developer. A traffic signal shall be warranted at this intersection if the 24-hour counts at the intersection meet certain criteria as set forth in the MUTCD. Developer will timely reimburse the Village for the costs of conducting these traffic counts.

    c. The cost for the design and installation of the traffic control signal required under this subsection shall be the responsibility of the Developer, and prior to any building permit being issued for the Development/Property, the Developer shall provide the Village a letter of credit in an amount equal to the cost of installing the traffic control signal, as determined by the Village Engineer, and in a form approved by the Village Attorney.

3. Final Subdivision Plat approval for the Development/Property shall be required prior to the issuance of any permits for the Development/Property. Said plat shall include all utility, stormwater, cross-access, shared parking and sidewalk easements to be dedicated for phases 1 and 2 of the development, and otherwise comply with the Village's Subdivision Regulations.

4. Individual property owners (including condominium associations) in the Oak Brook Commons development shall be jointly responsible for maintenance and upkeep of stormwater detention areas, underground detention areas and other stormwater related facilities through a master property owner's association.

5. Cross-access and shared parking easements shall be provided within the development's surface parking lots and parking structures/decks in consideration of the mixed-use nature of the development. It is further acknowledged that the use of the ground floor of parking deck for the office buildings H & J are available for overflow public parking for retail/restaurant employees, customers and valet parking services within the Oak Brook Commons development. The cross-access and shared parking easements must be in a form approved by the Village Attorney prior to recordation, and must be approved prior to approval of the final plat of subdivision for the Property.

6. Covenants. Covenants (including any condominium declarations) must be recorded against the Property in connection with the Development. The covenants and/or condominium declarations must address the stormwater, property maintenance, park maintenance, cross-access, and other conditions imposed by the Ordinance approving the planned development or any agreement associated with the same. The covenants and/or condominium declarations must be in a form approved by the Village Attorney prior to recordation. The covenants and/or condominium declarations may not be modified, removed, or released without the consent of the Corporate Authorities of the Village. The Village, as well as future owners of the Property or condominiums on the Property, must be authorized to enforce the covenants and/or condominium declarations. The covenants and/or condominium declarations must be approved by the Village Attorney prior to approval of the final plat of subdivision for the Property.

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

8. Final landscape plan approval shall be required prior to the issuance of the first building permit for the Development. Perimeter landscaping for phases 1 and 2 shall be planted within one-year of the date of the issuance of the site grading and utility permit for the Oak Brook Commons development.

9. Replacement and installation of the public water main in the McDonald's Drive right-of-way shall be required as part of the site improvements for the Oak Brook Commons development and paid for by the Developer.

10. In accordance with an approved planned development site plan, not more than 24,000 SF of restaurant and 18,000 SF of retail building area shall be constructed in phase 1 of the development. This land use and area limitation is based upon not less than 248 off-street surface parking spaces being constructed in phase 1 of the development.

11. Phasing Plan. The development shall be phased in accordance with the plan identified as page A7.5 and subject to specific agreed upon timelines identified in the approval ordinance.

12. Demolition of the McDonald's headquarters building, site restoration and establishment of ground cover shall be completed within 180 days from the date of approval of the Planned Development.

13. Outdoor dining area locations shall be approved in accordance with the approved site plan and shall not require a separate special use permit approval.

14. Floor Area Ratio Limitation: The floor area ration (FAR) approved for the Property will apply to all lots within any future subdivision of the Property (total of 17.47 acres) as a whole. The FAR calculation for the entire Property, even after subdivision, may not exceed 1.60.

15. Fire Department Utility Rooms: The developer will provide fire department utility rooms in the residential apartment buildings of the Development as the Village Fire Chief deems necessary.

16. Trash enclosures and other service areas shall be provided within individual buildings unless otherwise noted on the approved site plan.

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

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

Please contact me if you have any questions. I hope that this information is helpful.

Respectfully Submitted,

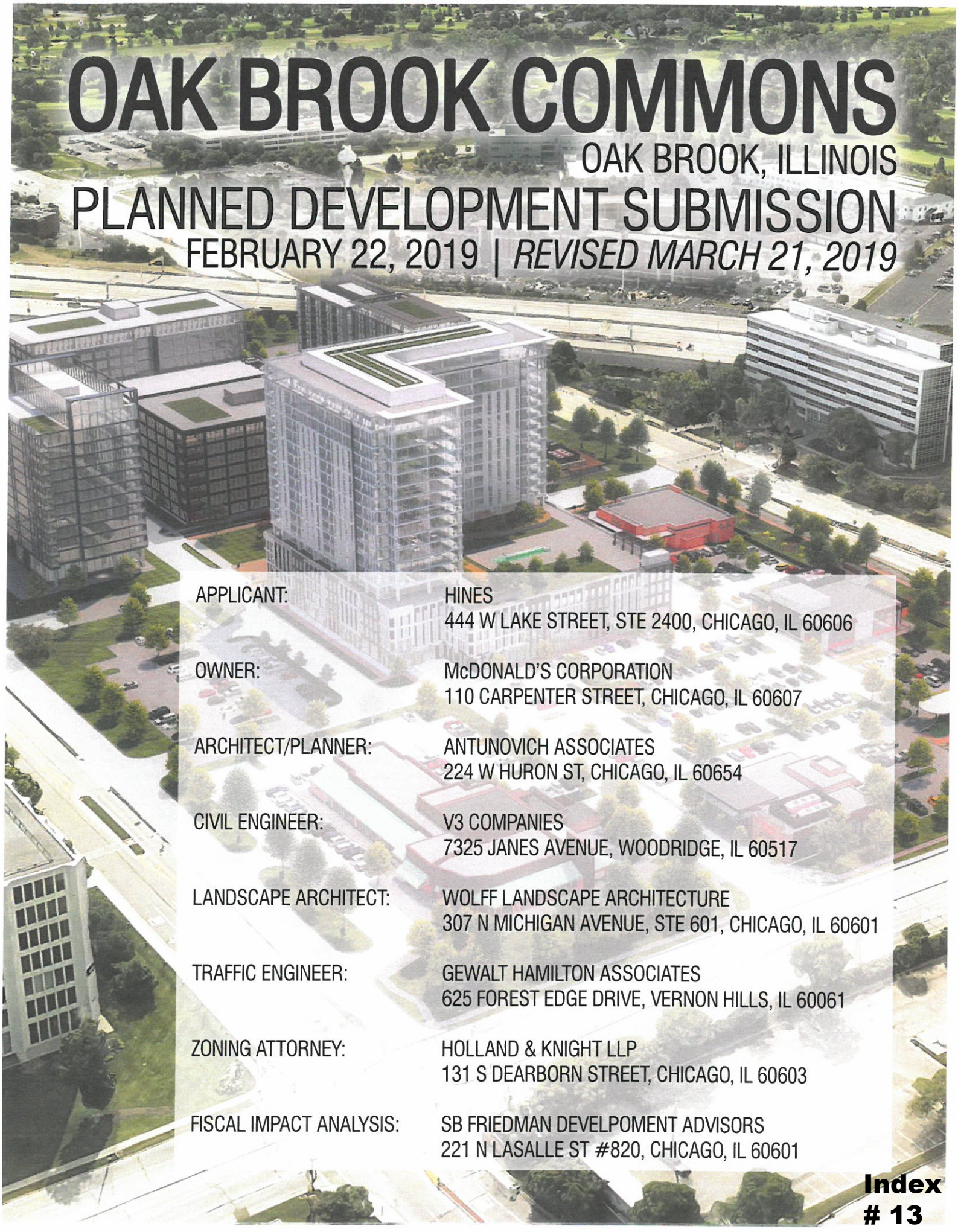
Tony Budzikowski, AICP
Development Services Director

OAK BROOK COMMONS

OAK BROOK, ILLINOIS

PLANNED DEVELOPMENT SUBMISSION

FEBRUARY 22, 2019 | *REVISED MARCH 21, 2019*



APPLICANT:	HINES 444 W LAKE STREET, STE 2400, CHICAGO, IL 60606
OWNER:	McDONALD'S CORPORATION 110 CARPENTER STREET, CHICAGO, IL 60607
ARCHITECT/PLANNER:	ANTUNOVICH ASSOCIATES 224 W HURON ST, CHICAGO, IL 60654
CIVIL ENGINEER:	V3 COMPANIES 7325 JANES AVENUE, WOODRIDGE, IL 60517
LANDSCAPE ARCHITECT:	WOLFF LANDSCAPE ARCHITECTURE 307 N MICHIGAN AVENUE, STE 601, CHICAGO, IL 60601
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FISCAL IMPACT ANALYSIS:	SB FRIEDMAN DEVELPOMENT ADVISORS 221 N LASALLE ST #820, CHICAGO, IL 60601

Index # 13

Hines

Planned Development
Hines – Oak Brook Commons
Planned Development Commission
Continued Public Hearing – March 28, 2019

I. Introduction

Hines Interests Limited Partnership ("***Hines***") is pleased to submit this additional information for its proposed Oak Brook Commons planned development ("***Project***") for review by the Oak Brook Planned Development Commission.

Hines is grateful for the Commission's comprehensive review and comments on February 28 and the attention to detail that the Village staff has provided in its review of the Project.

We have spent a considerable amount of time reviewing all of the comments and suggestions that have been provided to us regarding all aspects of the development.

II. Additional Information.

We have submitted a new bound set of Detailed Architectural drawings (Sheets A1 – A31), Landscape plans (Sheets L1 – L20), and Civil Engineering plans (Sheets C1 – C7-2) (collectively, "***Plan Documents***"). Attached to this document is a sheet-by-sheet summary of the changes made to the Architectural drawings. As part of our presentation on March 28, we will review the changes that have been made to the Project.

We have provided below additional information about key issues and key changes that we have made to the Project in response to the comments we have received from the Commission and Village Staff.

A. Timber Construction. We can now confirm that the office building to the immediate east of the public park on the Property (Building H) will be a state-of-the-art timber constructed structure using wood columns, beams, and floor joists. *This will be the first modern timber building constructed in the Chicago metropolitan area, including the City of Chicago.* Timber-framed buildings frequently outperform steel and concrete frames in lightness, strength, sustainable design, insulative properties, and speed of construction.

The design of this building will rely on exposed engineered wood components that convey organic warmth and beauty within the workplace environment, while being sustainable, renewable, and structurally predictable. Additional steel, masonry and accent materials will complement the wood to create an authentically tactile work environment evoking classic urban lofts, while modern building systems and technology infrastructures support the current and projected needs of hi-tech workforce members.

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The approval and construction of our Project, including this timber constructed building, will differentiate the Village of Oak Brook as a forward-thinking market leader in regards to sustainable next-generation office development.

B. Phasing of Timber Office Building. We have now added the timber office building and its related parking garage to Phase I of the Project. This is reflected on Sheet A7.5 of the Plan Documents. We believe this demonstrates the importance of this building to the development and our commitment to ensure that it is appropriately prioritized within the Project construction schedule. We agree that this should be added to the schedule of our Phase I building permits to be included as part of the ordinance approving the planned development.

C. Utilities. We have taken significant steps and committed to significant additional Project investments related to several aspects of the utility plan for the development, all of which are depicted on Sheet C4 of the Plan Documents.

- **Watermain.** We have agreed, at our cost, to replace the Village's 10 inch water main that runs under McDonald's Drive with a new 12 inch main that will be dedicated and owned by the Village.
- **Internal Water Service System.** In response to Village comments, we have completely re-worked the internal utility system for the project, eliminating the looped system and replacing it with a system that provides various individual service lines and that connects only to the public water main along Commerce Drive. We understand that this addresses the Village's concerns and that any additional issues can be resolved as part of final engineering review and approval.
- **Water Capacity.** We have provided the Village with additional requested information related to various elements of the Project's anticipated water demand on the Village's system. We have made additional revisions based on Village staff comments to our water demand assumptions. We are confident that our capacity analysis addresses Village concerns and that any additional issues can be resolved as part of final engineering review and approval.

D. Architecture and Site Elements. We have made changes and added additional detail relating to the following important architectural and site elements of the Project:

- **Elevations and Architectural Detail**. We have added significant new detail to the renderings for all of the non-retail buildings in the Project. We believe that these new architectural design and related elements demonstrate a very clean, modern look for these important buildings. Those renderings are included in the Plan Documents under the Architectural sheets. We have also agreed with the Village staff that it

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P 312 419 4900

would be acceptable for the final approval ordinance to contain language requiring Village Board approval for the final design of the buildings or if that final design is substantially different than the current renderings.

- **Public Park Detail**. As shown on Sheet L8 of the Plan Documents, we have provided additional detail on this key element of the project, including identifying the stamped concrete paving, specifying the pedestrian protection fence added to the perimeter of the landscape area, adding a significant tree to the center of the western parkway, and removing the pavement in the center of the western parkway.

Hines

- **Public Park Size.** We have provided an additional plan sheet to provide a better perspective on the size of the public park. We understand that it is sometimes difficult to get a feel for these types of public spaces by simply looking at a plan sheet. Sheet A4.7 more clearly shows the substantial size of the Park. It will be just shy of the length of a football field and more than twice the size of the park area that exists at the Village Green at Oakbrook Center. It is our understanding that our park will be the largest public park in the downtown core of Oak Brook.

- **Bike Facilities.** Plan Sheet A7.1 now more specifically shows the extensive bike paths, bike racks, and building bike amenities located at numerous locations in the Project. We believe that our project will be the most bike friendly development in the Village.

- **Loading Zones.** Plan Sheet A7-1 also now specifically identifies the loading zones provided for each of the retail buildings (A, B, C, D, and F), as well as for the Hotel building (G).

- **Outdoor Dining.** We have noted a specific location for an outdoor dining pad on the east side of the restaurant immediately south of Gibson's (Building A). See Sheets A6 and A7 of the Plan Documents.

- **McDonald's Drive / Commerce Drive Building Setbacks.** We have clarified that **no** building will sit just five feet from either McDonald's Drive or Commerce Drive. On Sheet A7.2 we show Building F 23'3" from McDonald's Drive and 72' from 22nd Street; Building D is 71'6" from 22nd Street; Building E is 20'1" from McDonald's Drive; Building K is 20'3" from McDonald's Drive and 28'6" from Commerce Drive; and Building L is 30'2" from Commerce Drive and 25' from the eastern drive of the Project.

- **Walkability.** Hines recognizes the importance of creating a walkable environment in downtown Oak Brook, and the provision of pedestrian-friendly sidewalks and human-scale landscaping throughout Oak Brook Commons will make the development one of the most walkable areas within the downtown core of Oak Brook. We have added a new plan Sheet A7.3 that shows the clear and easy pedestrian path from our project to the Oakbrook Center.

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P 312 419 4900

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E. Parking Ratio for Luxury Apartment Building. The Oak Brook Code does not contain a required parking ratio for multifamily buildings. As shown on Sheets A5 and A6 of the Plan Documents, we will provide a total of 420 parking spaces within the garage structure that will be built as part of the Phase One construction of the 280-unit luxury apartment building. This equates to a parking ratio of 1.5 spaces per unit. Hines is entirely confident that the 1.5 ratio will work perfectly well on the site and is justifiable in the context of both the specific elements of our Project and in the context of other codes and developments as well.

First, it is helpful to consider a more detailed analysis of how the parking ratio of 1.5 would, in practice, work within the context of the Oak Brook Commons development. We have provided below a matrix of how the parking could actually work in this building:

Parking Calculations

Unit Type	#	%	Stalls
Efficiency Units	42	15%	1.00
1B/1B	98	35%	1.25
1B/1B+Den	34	12%	1.25
2B/2B	50	18%	2.00
2B/2B+Den	42	15%	2.00
3B/3B	14	5%	2.00

Total Stalls	420
Units	280
Building Ratio	**1.50**

Total Stalls	420
Units (280 * 95% Occupancy)	266
True Occupied Ratio	**1.58**

If we assume 1.0 car for each efficiency unit, 1.25 cars for each 1 bedroom unit, and 2.0 cars for each 2 and 3 bedroom units – then we would be delivering exactly 1.50 on a blended basis using the current unit mix. This shows a logical buildup of stalls per unit type. This logic is enhanced further when you consider that the building will only be 95 percent occupied (as no luxury apartment building is ever, in fact, 100 percent occupied due to monthly lease turnovers). So, we are actually providing a 1.58 spaces/unit ratio to the occupied

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P 312 419 4900

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units. Thus, we are building a 1.5 spaces/unit ratio on a 100% occupied building using reasonable stalls/unit assumptions across the unit mix – but the actual ratio experienced by the residents will be more like 1.58 spaces/unit given the fact that the building will never be 100% full.

It is important to understand that the structured parking spaces carry a fully burdened cost of roughly $50,000 per stall and Hines needs to take all reasonable steps to limit our total number to the amount required for the 1.58 actual ratio reflected above. Otherwise, the project's financial viability becomes jeopardized, due to the additional cost load imposed on the project. The equity investors and lenders who will ultimately finance the building will scrutinize the parking stall count and ratio to an even greater extent than the Village, in order to ensure that their significant financial investment is not impaired by an inadequate parking count. We are committed to delivering at least 420 spaces. If very intelligent equity and debt investors with experience investing in apartment buildings and with significant financial commitment to the project believe that more parking is required for the apartment building, then more will be built, but as of now, we simply cannot commit to additional spaces.

We are aware, as Staff has pointed out, that there are examples of other towns and other developments that require more than a 1.5 ratio. It is just as important to note, however, that the standard 1.5 / unit ratio that we are proposing is not in any way an outlier for relevant comparisons.

For example, at the February 28 PDC public hearing, we noted that the Village of Schaumburg had a relevant similar parking ratio. We were not referring to the general zoning district requirements, but to the more applicable provisions of the special ND West Zoning District, which has its own separate chapter in the Schaumburg Zoning Code -- *Ordinance No. 18-, Chapter 154 of the Municipal Code, creating the North District West Zoning District "ND West"*. This district is specifically for mixed use developments similar to what we are proposing in Oak Brook. The parking requirements there use a blended system requiring *less* parking than the one we outlined above. The requirements there are 1.0 space/unit (for 0-800 sq ft units); 1.25 space/unit (for 801-1,500 sq ft units); and 1.5 space/unit (for over 1,500 sq ft units).

The following three developments are also examples of recent non-TOD Chicago suburban developments with parking ratios below, at, or just slightly above our proposed 1.5. None of these developments, it should be noted, can boast the 'quasi-urban' environment with the amount of walkable jobs and amenities included in the Hines development and surrounding property.

Northshore 770 - Northbrook
Parking: 505 total (437 residential stalls)
Units: 347
Total parking ratio: 1.46 spaces per unit (1.26 using just the residential stalls)

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P 312 419 4900

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Apex 41 – Lombard
Parking: 286 total
Units: 181
Total parking ratio: 1.58

Axis – Westmont
Parking: 583 total
Units: 400
Total parking ratio: 1.46

Greystar's Elan Yorktown project – Parcel 2 of the Yorktown Commons Planned Development -- that is under construction at Yorktown Center was approved by the Village of Lombard at 1.38 spaces/unit rather than the 1.5 spaces/unit set forth in the Lombard Zoning Code. This development is down 22nd street from Oak Brook and not a TOD development.

We understand and respect the Village Staff's recommendation that the required parking ratio be 1.6 rather than the 1.5 that we are proposing. The difference between the two is 28 spaces and a roughly $1.4 million cost increase to the project. Based on detailed market research and discussions with capital sources, that is not a cost that either Hines or its investors or lenders can justify. We ask that you keep an open mind on this very important issue and we look forward to discussing it with the Planned Development Commission in further detail on March 28.

Finally, under separate cover Gewalt Hamilton has provided the Commission a short report demonstrating further that a 1.5 / unit requirement is consistent with widely accepted national standards and other recent developments.

F. Parking Stall Width. As we noted in our initial submission, we are requesting a parking stall width for angled parking of 8'6", six inches less than the otherwise applicable requirement of 9'. We have studied this issue thoroughly and are confident that it is entirely appropriate for the project. It is also not out of line with other codes in suburban Chicago. Evanston and Des Plaines both have a minimum of 8'6" and Oak Park requires a minimum of 8'3" and as low as 7'3" for compact spaces. In the Village of Wilmette, all off-street parking spaces must have a minimum width of 8'6". It should also be noted that (i) our development will implement comprehensive valet programs for the restaurants on the site and (ii) our development will not include "heavy loading" uses similar to what the Oakbrook Center has. Both of these factors should ameliorate any need for spaces above 8'6". Finally, a 9' requirement would cause the loss of approximately 20 spaces.

G. Renaming Road. Hines has no objection to the possible change in name for the primary north-south Village road that intersects the Property, currently known as McDonald's Drive. Hines believes that Oak Brook Commons will be a transformational development for the Village and so it is appropriate to explore

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P 312 419 4900

new opportunities to modernize and reposition key aspects of the Property, including the re-branding of its primary internal road. Hines looks forward to working with the Village on this issue.

III. Commission Recommendation.

We are extremely grateful for the time and effort the Commission and the Village staff have dedicated to reviewing and commenting on our proposed development. Our entire team will be ready to answer and address any further questions or comments that the Commission may have on March 28.

Hines

In light of the dwindling time allowed under our purchase contract to close on the property, and thus on the time we have to obtain zoning approvals for the Project, we are hopeful to receive the Commission's positive recommendation on March 28.

To the extent that there are any remaining issues or further analysis necessary prior to final approval, we would respectfully request that the Commission include those in its recommendation to the Village Board. That will allow us to meet our time requirements but also ensure that the Commission's comments or questions are fully addressed before the Village Board takes final action on our proposed Project.

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Hines

Hines – Oak Brook Commons -- Planned Development Commission
Summary of Revisions to Architectural Sheets (Revision Date of March 21, 2019)

- Cover Sheet & Drawing Index – updated accordingly
- A3/A4 – Bldgs E, G, H, J, K, & L in Aerial Renderings updated
- A5 – Retail Surface Lot Parking Counts updated
- A6/A7 – Site Plans
- Parking configuration at Buildings H & J revised
- (2) Driveways to garage on Commerce Dr removed at Bldgs K & L
- (1) Driveway to garage added along south façade to internal street
- Access drive to retail parking shifted west to align with Gibsons drive
- Outdoor dining patio added to east side of Retail Bldg A
- A7.1 – Plan updated to include:
- Loading zones
- Bike Paths, Bike Racks, & Bldg Bike Amenities
- A7.2 – Setbacks dimensions revised to measure from building to edge of curb
- A7.3 – Sheet added showing the pedestrian path from the site to Oakbrook Center Mall
- A7.4 – Sheet added showing scale of Central Park to existing green space at Oakbrook Center Mall
- A7.5 – Sheet added showing phasing of project
- A8 – Retail plan updates per Site Plans (same as A6/A7)
- A9/A13 – MultiFamily Building E, Rendering & Elevations updated
- A14 – MultiFamily Building E, Parking configuration updated
- A15/A17 – Hotel Building G, Rendering & Elevations updated
- A18/A21 – Office Building H, Rendering & Elevations updated
- A19/A20 – Office Building H, Parking configuration revised
- A22 – Office Buildings H & J, Parking Configuration revised
- A23/A25 – Office Building J, Rendering & Elevations updated
- A24 – Office Building J, Parking configuration revised
- A26/A29 – Condo Buildings K & L, Rendering & Elevations updated
- A27/A28 – Condo Buildings K & L, Plans updates per Site Plans (same as A6/A7)

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OAK BROOK COMMONS

OAK BROOK, ILLINOIS

PLANNED DEVELOPMENT SUBMISSION

FEBRUARY 22, 2019 | *REVISED MARCH 21, 2019*

APPLICANT:	HINES 444 W LAKE STREET, STE 2400, CHICAGO, IL 60606
OWNER:	McDONALD'S CORPORATION 110 CARPENTER STREET, CHICAGO, IL 60607
ARCHITECT/PLANNER:	ANTUNOVICH ASSOCIATES 224 W HURON ST, CHICAGO, IL 60654
CIVIL ENGINEER:	V3 COMPANIES 7325 JANES AVENUE, WOODRIDGE, IL 60517
LANDSCAPE ARCHITECT:	WOLFF LANDSCAPE ARCHITECTURE 307 N MICHIGAN AVENUE, STE 601, CHICAGO, IL 60601
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FISCAL IMPACT ANALYSIS:	SB FRIEDMAN DEVELOPMENT ADVISORS 221 N LASALLE ST #820, CHICAGO, IL 60601

DRAWING INDEX

ARCHITECTURAL

SHEET A1*	COVER SHEET
SHEET A2*	DRAWING INDEX
SHEET A3*	AERIAL RENDERING
SHEET A4*	AERIAL RENDERING
SHEET A5*	PROJECT AREA SUMMARY
SHEET A6*	OVERALL PLAN - GROUND LEVEL
SHEET A7*	OVERALL PLAN - TYPICAL LEVEL
SHEET A7.1*	PARKING & PAVED STREET DIMENSIONED PLAN
SHEET A7.2*	MCDONALDS DR/COMMERCE DR SETBACK PLAN
SHEET A7.3+	PEDESTRIAN PATH TO MALL
SHEET A7.4+	CENTRAL PARK SCALE DIAGRAM
SHEET A7.5+	PHASING DIAGRAM
SHEET A8*	RETAIL - FLOOR PLANS
SHEET A9*	RESIDENTIAL APARTMENTS - BUILDING E
SHEET A10	RESIDENTIAL APARTMENTS BUILDING E - GROUND FLOOR PLAN
SHEET A11	RESIDENTIAL APARTMENTS BUILDING E - PARKING FLOOR PLAN
SHEET A12	RESIDENTIAL APARTMENTS BUILDING E - TYPICAL FLOOR PLAN
SHEET A13*	RESIDENTIAL APARTMENTS BUILDING E - BUILDING ELEVATIONS
SHEET A14*	RESIDENTIAL APARTMENTS BUILDING E - BUILDING SECTION
SHEET A15*	HOTEL - BUILDING G
SHEET A16	HOTEL BUILDING G - FLOOR PLANS
SHEET A17*	HOTEL BUILDING G - BUILDING ELEVATIONS
SHEET A18*	OFFICE - BLDG H
SHEET A19*	OFFICE BUILDING H - GROUND FLOOR PLAN
SHEET A20*	OFFICE BUILDING H - TYPICAL FLOOR PLAN
SHEET A21*	OFFICE BUILDING H - BUILDING ELEVATIONS
SHEET A22*	OFFICE BUILDING H & J - BUILDING SECTION
SHEET A23*	OFFICE - BUILDING J
SHEET A24*	OFFICE BUILDING J - FLOOR PLANS
SHEET A25*	OFFICE BUILDING J - BUILDING ELEVATIONS
SHEET A26*	CONDOMINIUM - BUILDINGS K & L
SHEET A27*	CONDOMINIUM BUILDING K - FLOOR PLANS
SHEET A28*	CONDOMINIUM BUILDING L - FLOOR PLANS
SHEET A29*	CONDOMINIUM BUILDINGS K & L - BUILDING ELEVATIONS
SHEET A30*	SIGNAGE
SHEET A31	SIGNAGE

LANDSCAPE

SHEET L1*	OVERALL LANDSCAPE PLAN
SHEET L2*	OVERALL LANDSCAPE KEY PLAN
SHEET L3*	DEVELOPMENT LANDSCAPE REQUIREMENTS
SHEET L4*	PLAN ENLARGEMENTS
SHEET L5	SITE SECTIONS
SHEET L6	SITE SECTIONS
SHEET L7	SITE BENCHMARK IMAGES
SHEET L8*	CENTRAL PARK ENLARGEMENT
SHEET L9	CENTRAL PARK SECTION/ELEVATIONS
SHEET L10*	CENTRAL PARK BENCHMARK IMAGERY
SHEET L11	SHADE TREES
SHEET L12	SHADE TREES
SHEET L13	ORNAMENTAL TREES
SHEET L14	EVERGREEN PLANTS
SHEET L15	SHRUBS
SHEET L16	MATERIAL PALETTE
SHEET L17	CONCEPTUAL LIGHTING PLAN
SHEET L18	CONCEPTUAL LIGHTING PALETTE
SHEET L19	PHOTOMETRICS PLAN
SHEET L20	PHOTOMETRICS PLAN

CIVIL

SHEET C1	EXISTING DRAINAGE AND STORMWATER MANAGEMENT PLAN
SHEET C2*	PROPOSED DRAINAGE AND STORMWATER MANAGEMENT PLAN
SHEET C3*	PRELIMINARY GRADING PLAN
SHEET C4*	PRELIMINARY UTILITY PLAN
SHEET C5	EXISTING PERVIOUS/IMPERVIOUS AREA EXHIBIT
SHEET C6*	PROPOSED PERVIOUS/IMPERVIOUS AREA EXHIBIT
SHEET C7-1*	FIRE TRUCK CIRCULATION AND MANEUVERABILITY EXHIBIT
SHEET C7-2*	FIRE TRUCK CIRCULATION AND MANEUVERABILITY EXHIBIT

SURVEY

ALTA / NSPS LAND TITLE SURVEY

* *DRAWINGS HAVE BEEN REVISED SINCE FEBRUARY 22ND SUBMISSION*
\+ *DRAWINGS HAVE BEEN ADDED SINCE FEBRUARY 22ND SUBMISSION*

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

AERIAL RENDERING

A3

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Oak Brook, Illinois | **March 21, 2019**

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

AERIAL RENDERING

A4

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RESIDENTIAL #1 - MARKET-RATE APARTMENT BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
192'-0"	**18**	**21**	**280**	**23,750 SF**	**350,000 SF**	**420**

RESIDENTIAL #2 - CONDOMINIUM BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
150'-0"	**13**	**4**	**48**	**10,060 SF**	**135,000 SF**	**100**

RESIDENTIAL #3 - CONDOMINIUM BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
150'-0"	**13**	**4**	**48**	**10,060 SF**	**135,000 SF**	**100**

OFFICE BUILDING #1				
HEIGHT	STORIES	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
95'-0"	**7**	**36,923 SF**	**240,000 SF**	**800**

OFFICE BUILDING #2				
HEIGHT	STORIES	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
95'-0"	**8**	**22,000 SF**	**110,000 SF**	**400**

HOTEL					
HEIGHT	STORIES	ROOMS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)
108'-0"	**8**	**37**	**252**	**25,000 SF**	**200,000 SF**

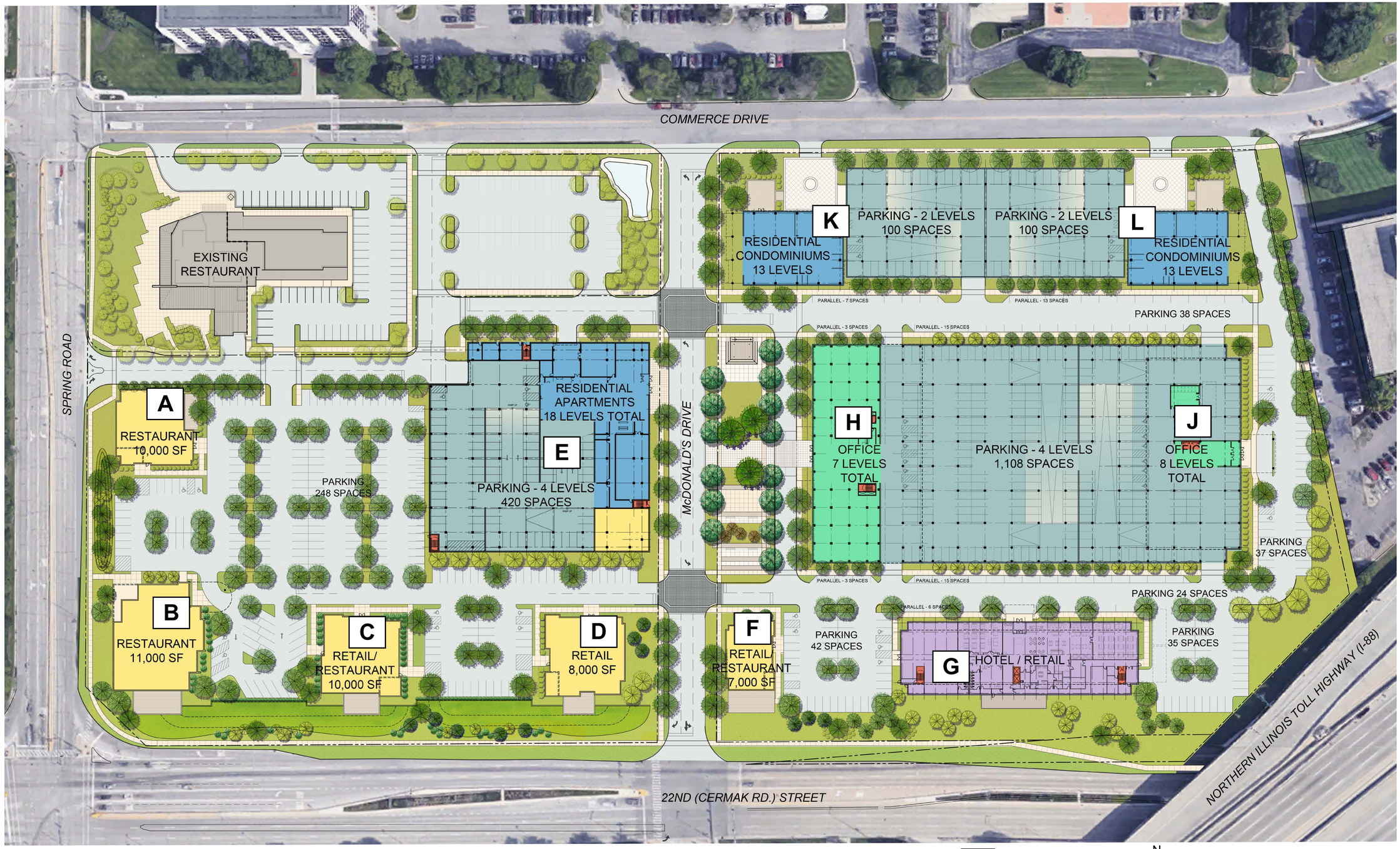
PARKING		
STRUCTURED	ON-GRADE	TOTAL PARKING
1,728	**434**	**2,162**

RETAIL				
HEIGHT	HEIGHT	STORIES	AREA (SF)	SURFACE PARKING
RETAIL A	20'-0"	1	UP TO 10,000 SF	
RETAIL B	20'-0"	1	UP TO 11,000 SF	
RETAIL C	20'-0"	1	UP TO 10,000 SF	
RETAIL D	20'-0"	1	UP TO 9,000 SF	
RETAIL E	20'-0"	1	3,000 SF	
RETAIL F	20'-0"	1	UP TO 7,000 SF	
TOTAL			**50,000 SF**	**248**

Project Summary

Site Area (Including McDonald's Drive):			761,071	SF
			17.47	Acres
Parking:	On-Grade	Up To	428	Spaces
	Structured	Up To	1,728	Spaces
	Total	Up To	2,156	Spaces

Residential Condominiums	Up To	96 Units	270,000	SF
Residential Market-Rate Apartments	Up To	280 Units	350,000	SF
Office			350,000	SF
Hotel			200,000	SF
Retail			50,000	SF
Total Building Area		Not To Exceed	1,220,000	SF



1 FIRST LEVEL PLAN
SCALE: 1"=50'

N

0 25' 50' 100'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OVERALL PLAN - GROUND LEVEL

A6

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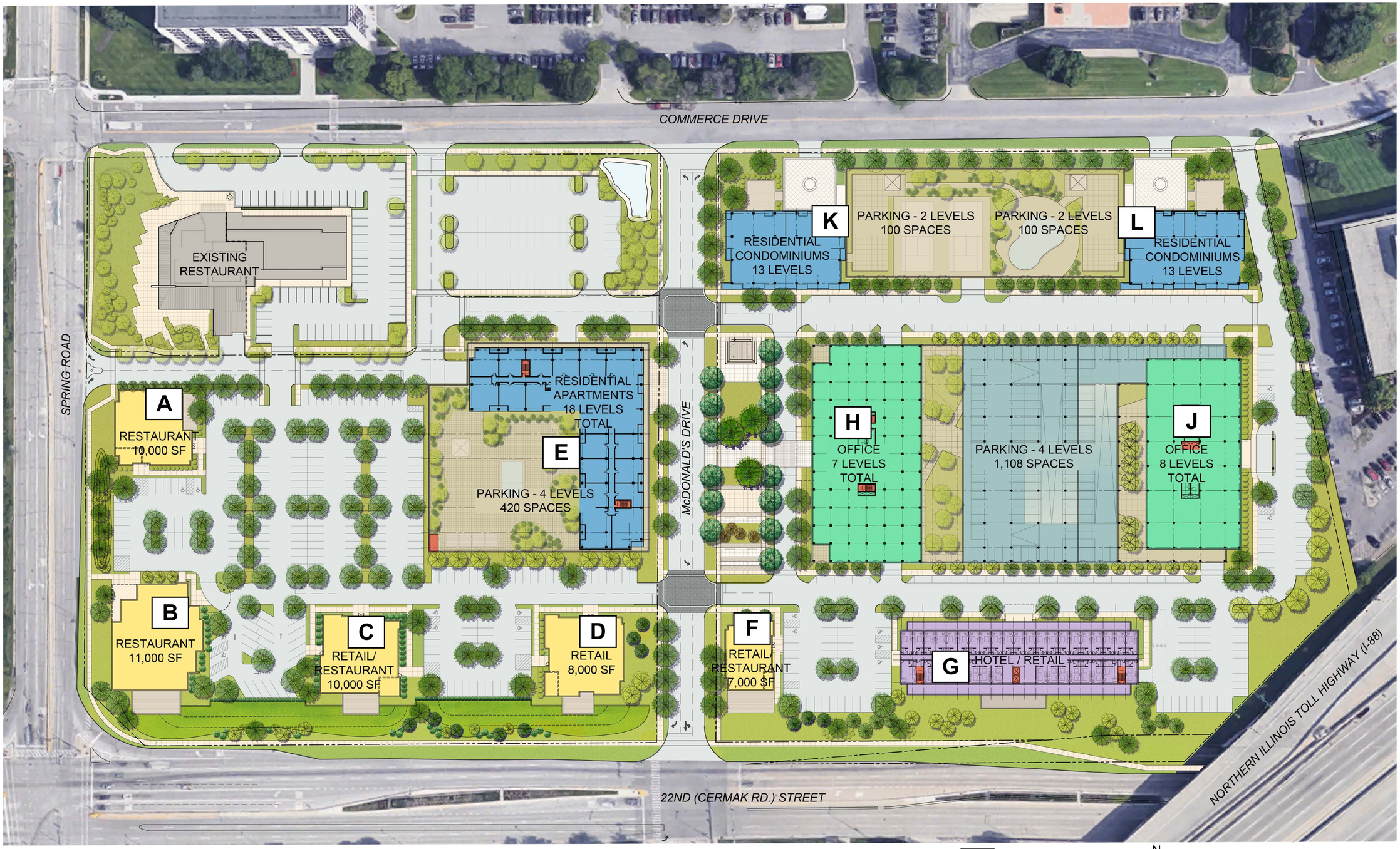
Oak Brook, Illinois | **March 21, 2019**



1 TYPICAL UPPER LEVEL PLAN
SCALE: 1"=50'

N

0 25' 50' 100'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OVERALL PLAN - TYPICAL LEVEL

A7

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Oak Brook, Illinois | **March 21, 2019**

COMMERCE DRIVE

SPRING ROAD

BIKE PATH

EXISTING RESTAURANT

A
RESTAURANT
10,000 SF
TRASH
LOADING
TRUCK LOADING
H.C. SPACES

RETAIL PARKING
248 SURFACE SPACES
(7) H.C. SPACES REQ

B
RESTAURANT
11,000 SF
TRASH
LOADING
H.C. SPACES

C
RETAIL/
RESTAURANT
10,000 SF
LOADING
TRASH
BIKE RACK
H.C. SPACES

D
RETAIL
8,000 SF
LOADING
TRASH
H.C. SPACES

E
RESIDENTIAL
APARTMENTS
18 LEVELS TOTAL
BIKE ROOM
H.C. SPACES

RESIDENTIAL PARKING
420 GARAGE SPACES
(9) H.C. SPACES REQ

McDONALD'S DRIVE

BIKE RACK
TRUCK LOADING

F
RETAIL/
RESTAURANT
7,000 SF
LOADING
H.C. SPACES

PARKING
42 SPACES

RETAIL/HOTEL PARKING
101 SURFACE SPACES
(5) H.C. SPACES REQ

G
HOTEL / RETAIL
H.C. SPACES

PARKING 24 SPACES
BIKE RACK
TRUCK LOADING
PARKING
35 SPACES
LOADING

BIKE PATH

22ND (CERMAK RD.) STREET

NORTHERN ILLINOIS TOLL HIGHWAY (I-88)

BIKE RACK

K
RESIDENTIAL
CONDOMINIUMS
13 LEVELS

RESIDENTIAL PARKING
100 GARAGE SPACES
(4) H.C. SPACES REQ
H.C. SPACES

L
RESIDENTIAL
CONDOMINIUMS
13 LEVELS

RESIDENTIAL PARKING
100 GARAGE SPACES
(4) H.C. SPACES REQ
H.C. SPACES

PARKING 38 SPACES

H
OFFICE
7 LEVELS
TOTAL
BIKE ROOM
H.C. SPACES

OFFICE PARKING
1,108 GARAGE SPACES
(22) H.C. SPACES REQ

J
OFFICE
8 LEVELS
TOTAL
LOADING
BIKE ROOM
H.C. SPACES

OFFICE PARKING
79 SURFACE SPACES
(4) H.C. SPACES REQ

PARKING
37 SPACES

PARALLEL - 7 SPACES
PARALLEL - 13 SPACES
PARALLEL - 3 SPACES
PARALLEL - 15 SPACES
PARALLEL - 6 SPACES

LEGEND
- *LOADING ZONES*
- *BICYCLE PATHS / STATIONS*
- *SECONDARY PEDESTRIAN CIRCULATION*

1 - - COMPOSITE PLAN
SCALE: 1"=50'
N
0 25' 50' 100'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

PARKING & PAVED STREET DIMENSIONED PLAN

A7.1

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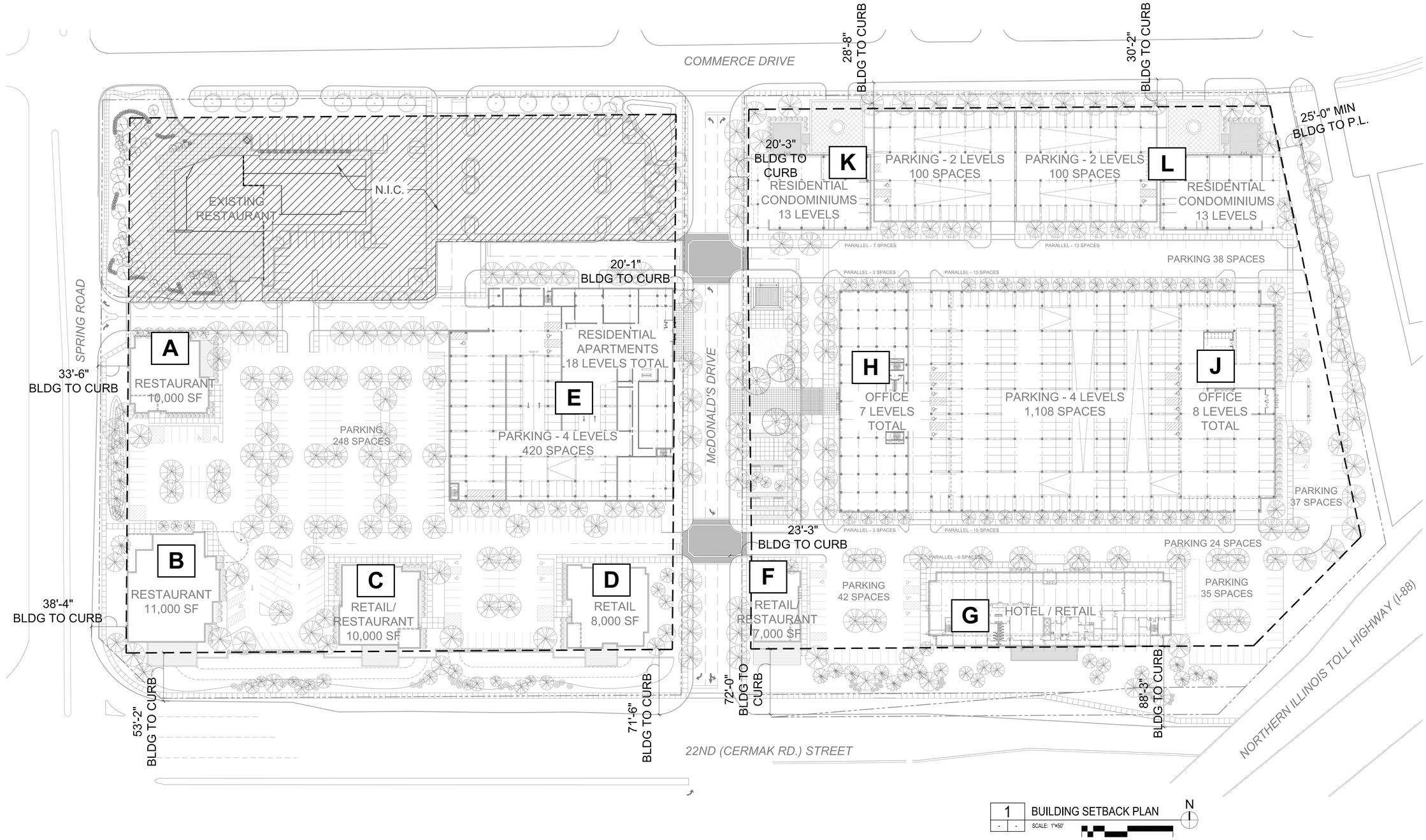

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

McDONALD'S DR/ COMMERCE DR SETBACK PLAN

A7.2

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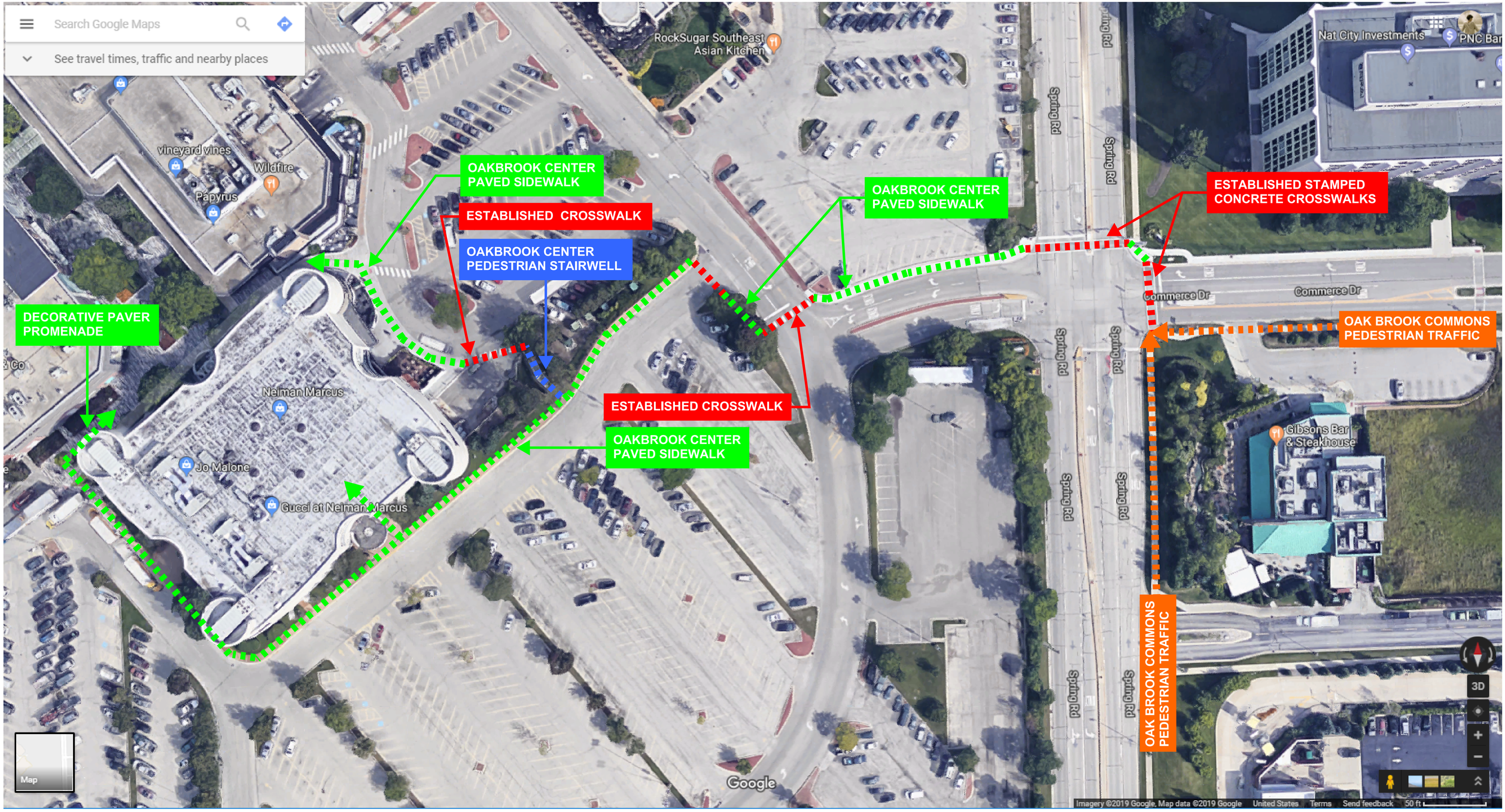

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

PEDESTRIAN PATH TO MALL

A7.3

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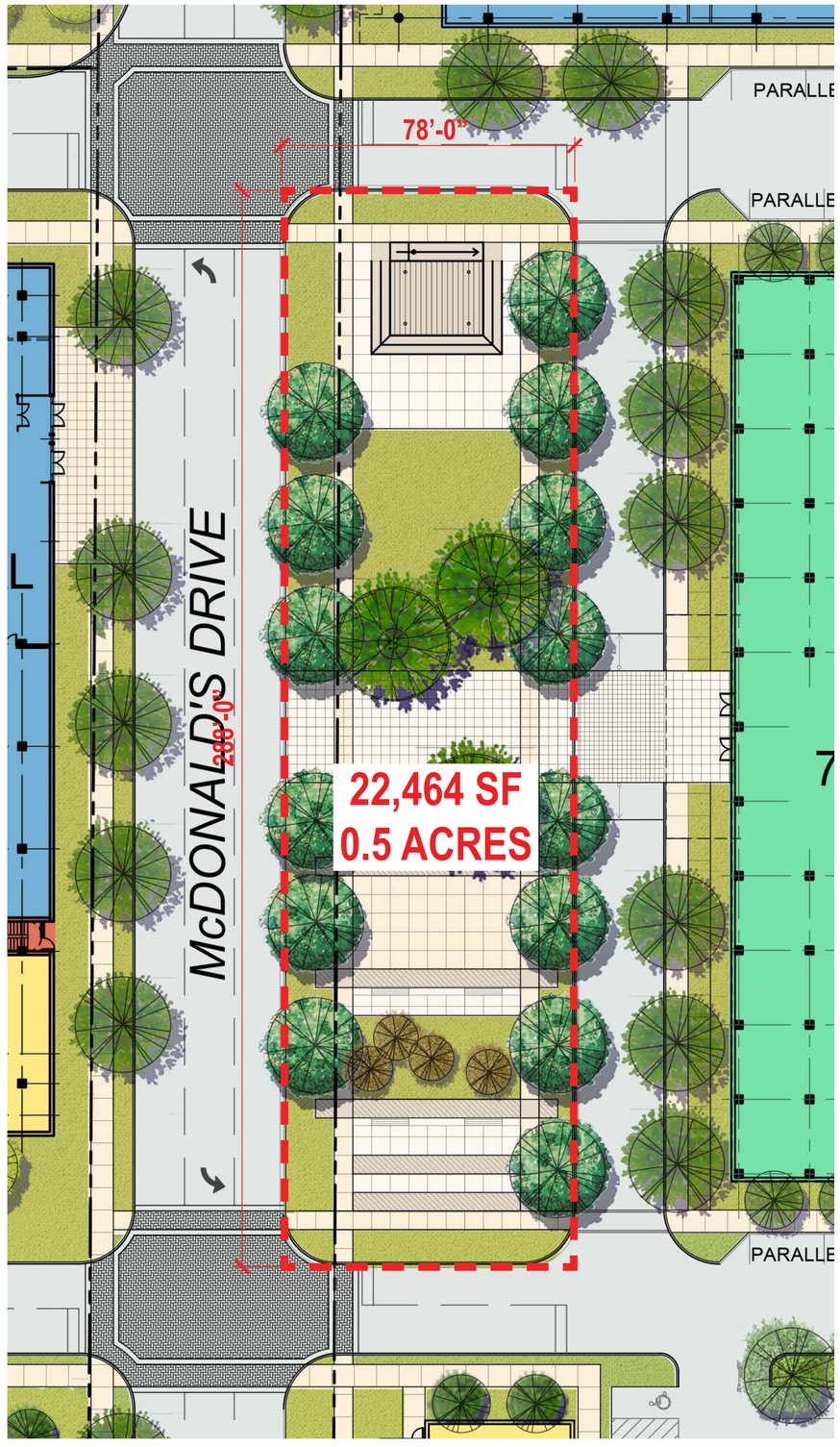
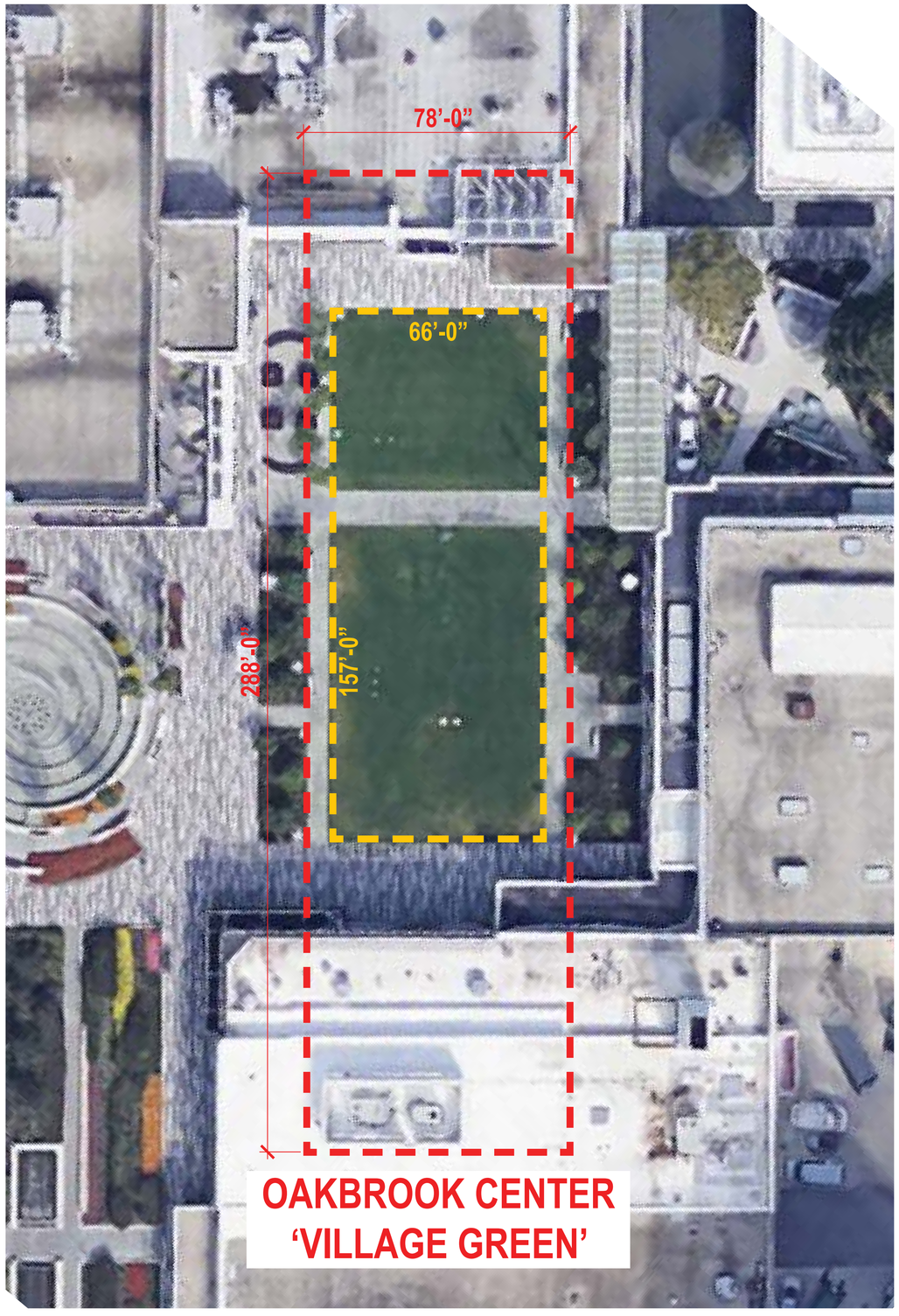
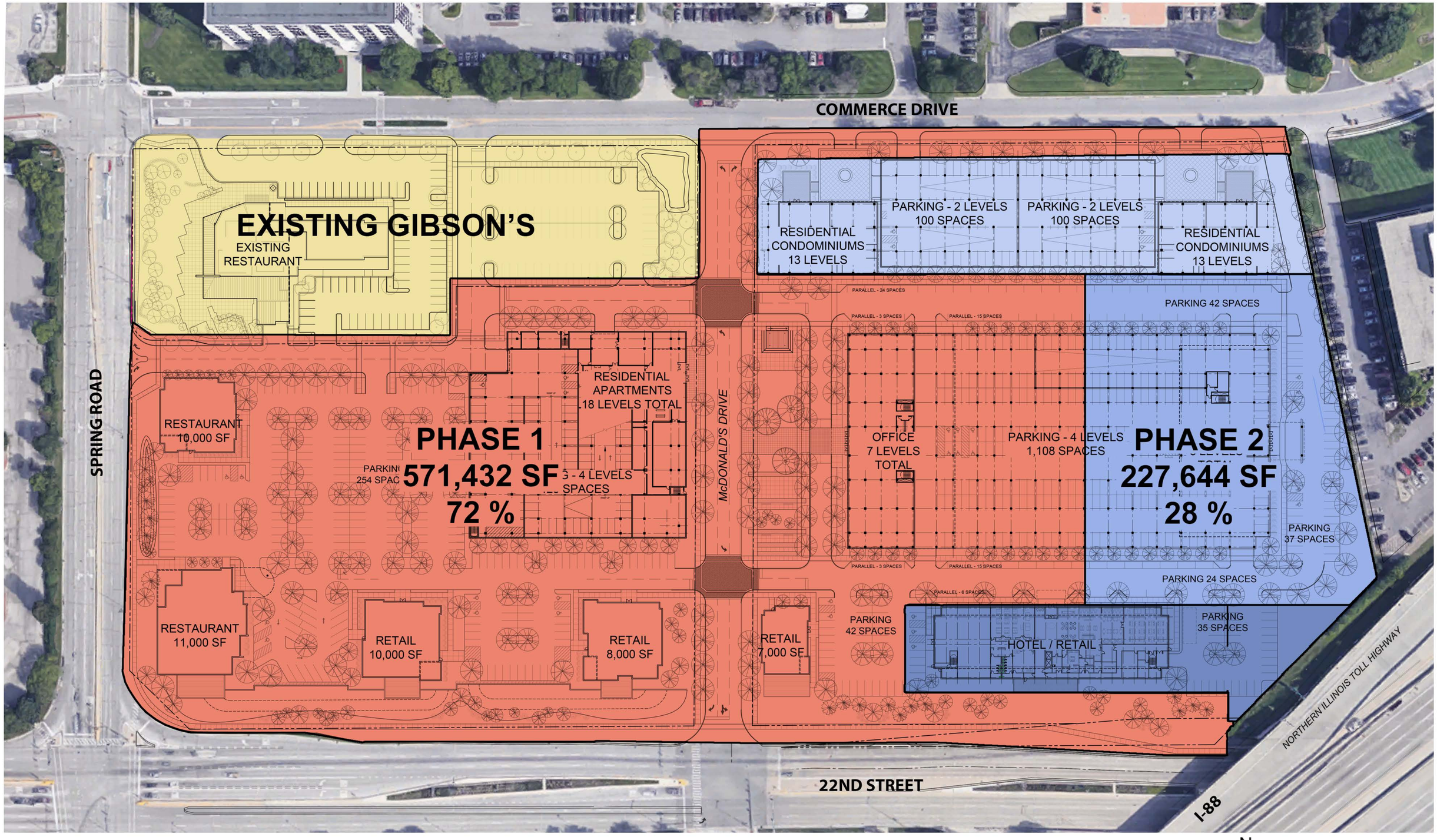




OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

CENTRAL PARK SCALE DIAGRAM

A7.4



OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

PHASING DIAGRAM

A7.5

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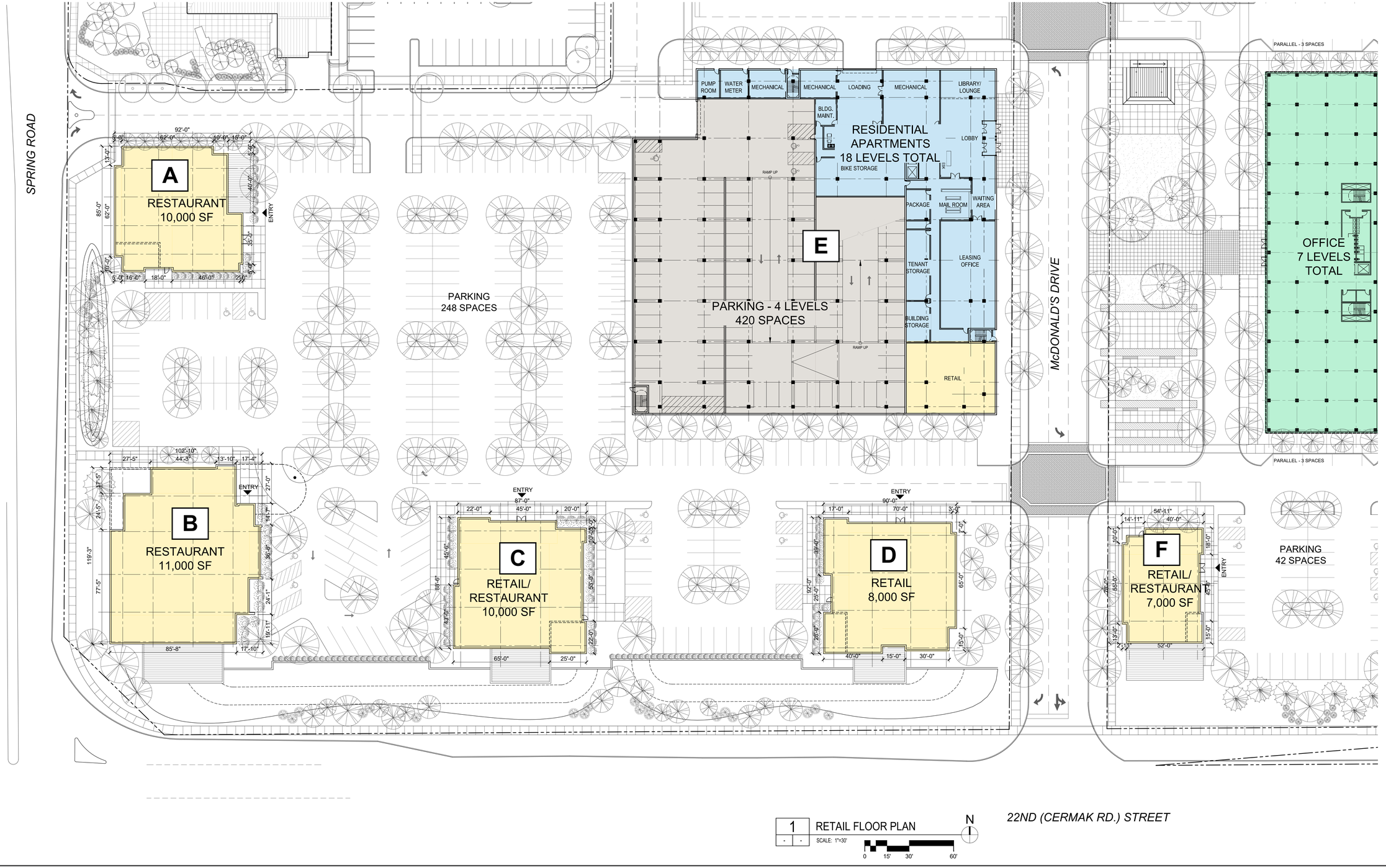

1 RETAIL FLOOR PLAN
SCALE: 1"=30'

N

0 15' 30' 60'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

RETAIL - FLOOR PLANS

A8

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OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

RESIDENTIAL APARTMENTS - BUILDING E

A9

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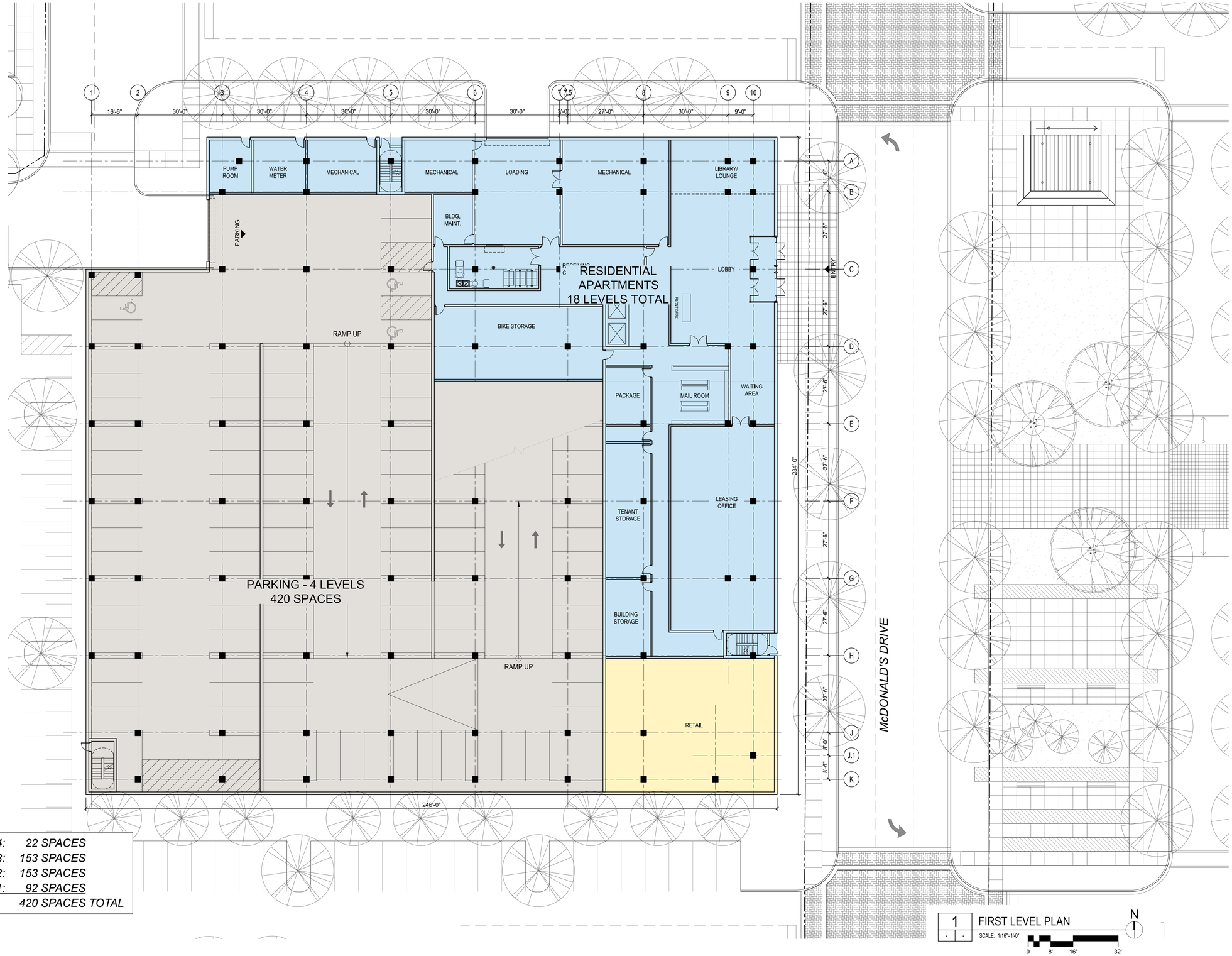
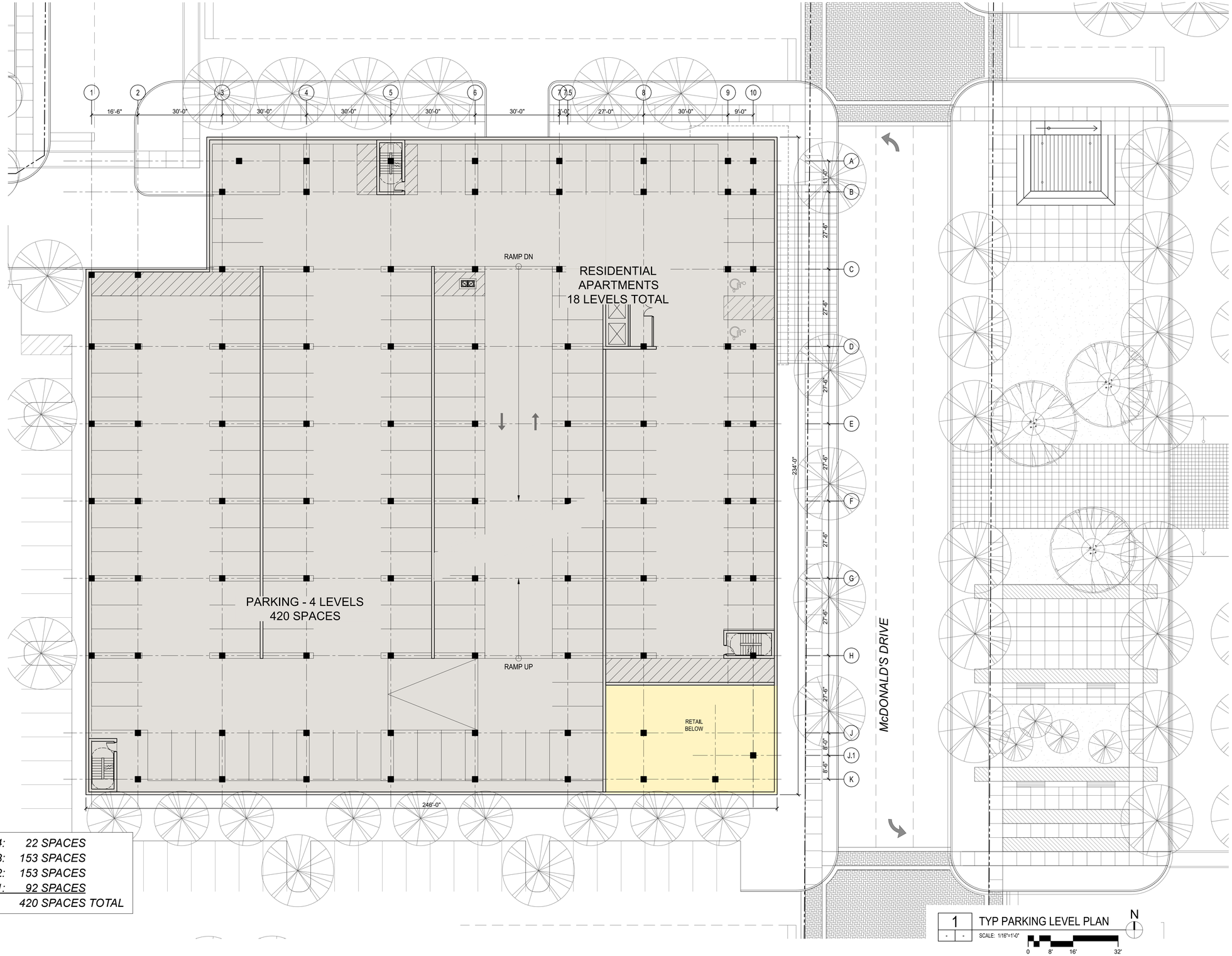


FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

APARTMENT BUILDING E - GROUND FLOOR PLAN

A10

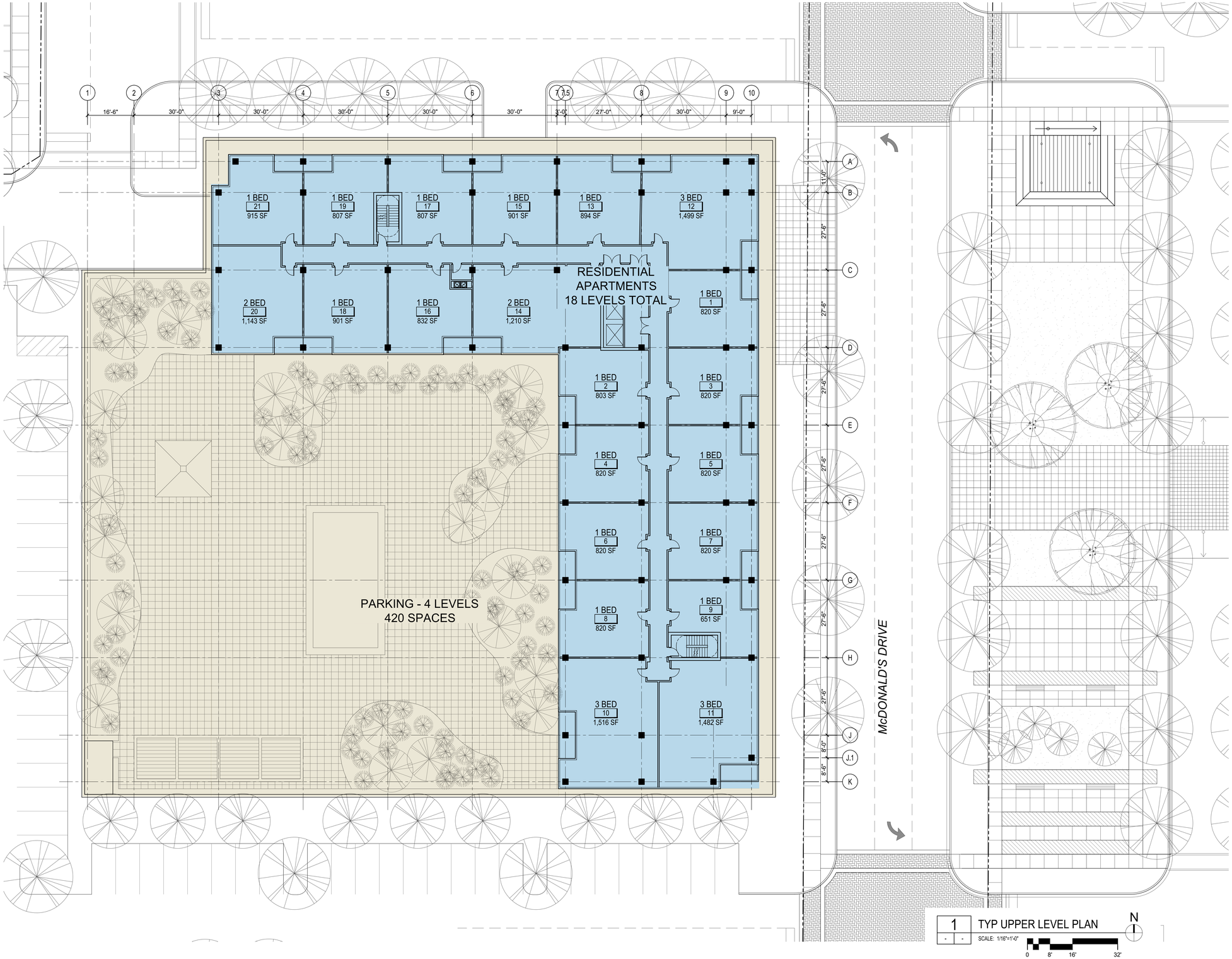


FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

APARTMENT BUILDING E - PARKING FLOOR PLAN

A11

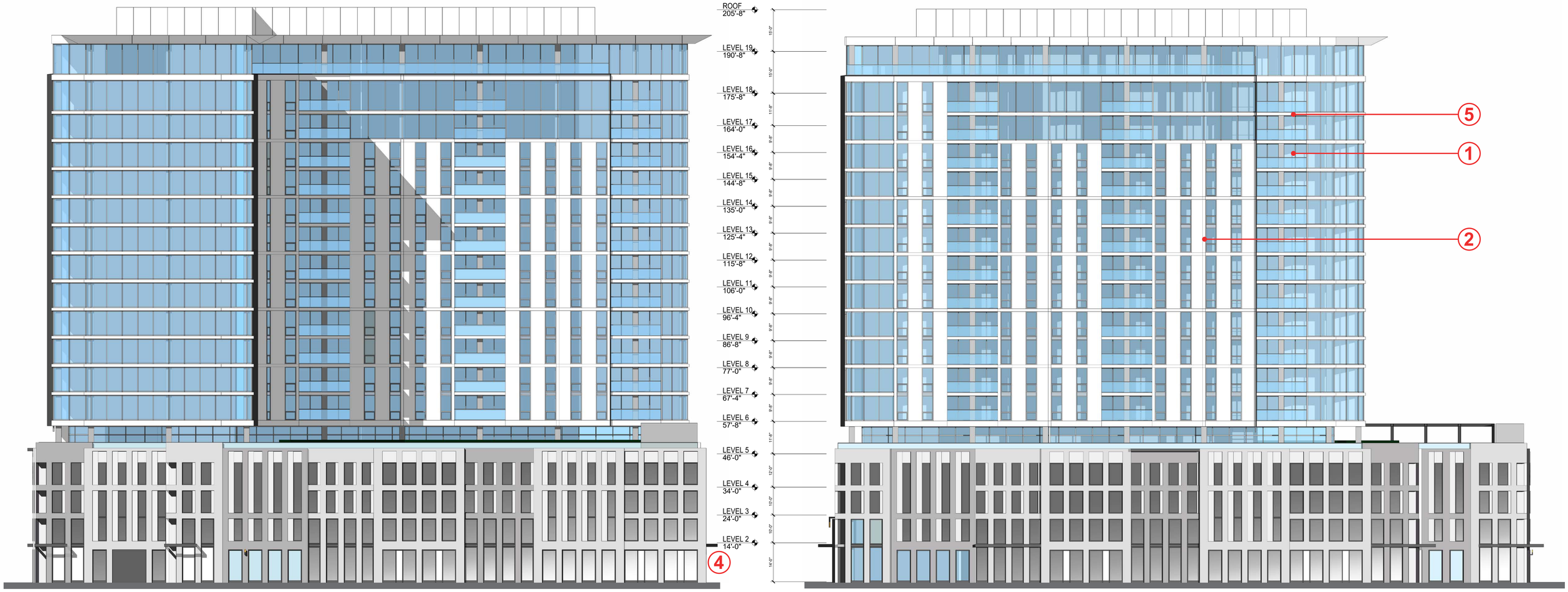


*FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

APARTMENT BUILDING E - TYPICAL FLOOR PLAN

A12

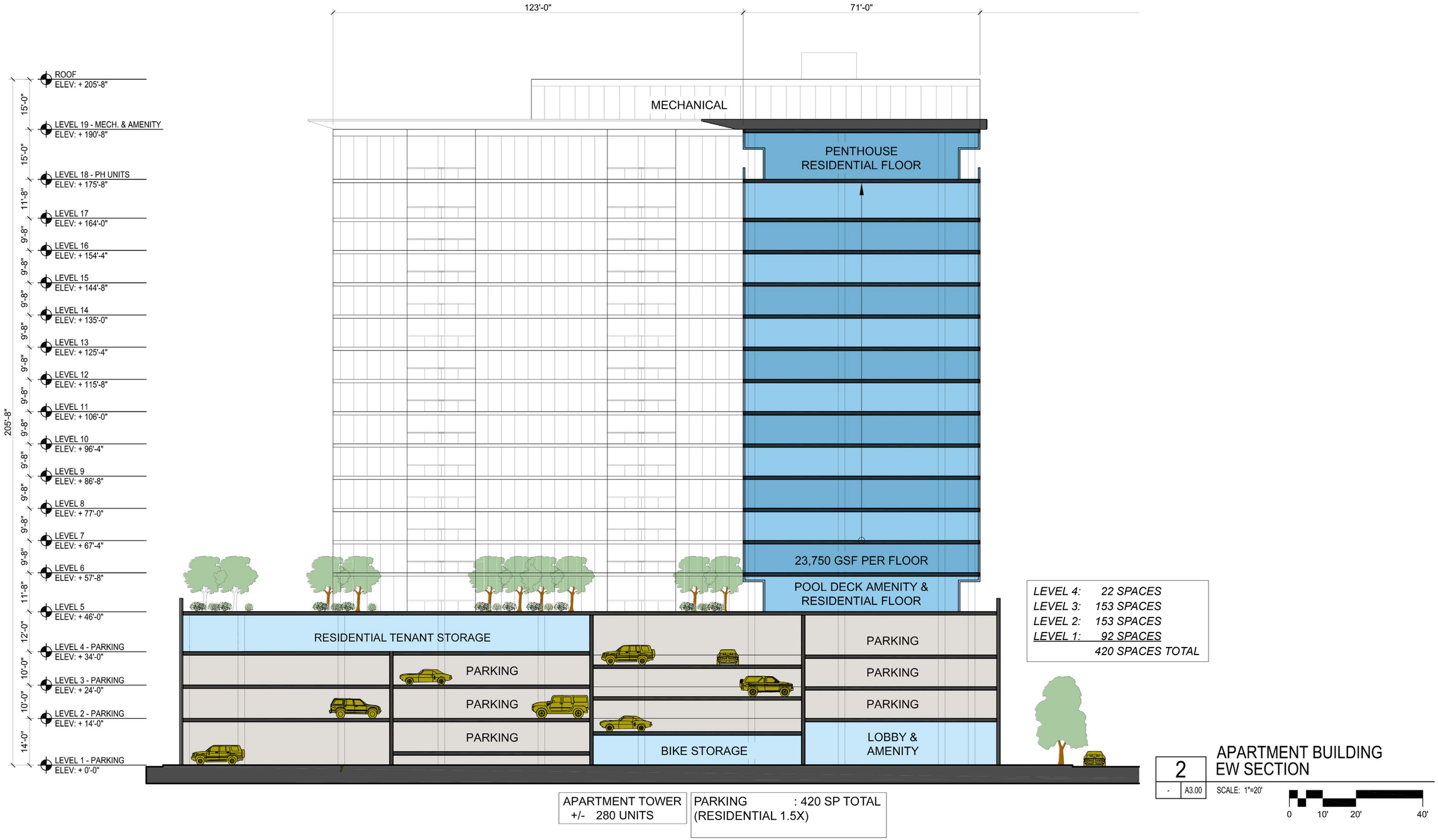


2 ELEVATION - NORTH
SCALE: 1/16"=1'-0"
0 8' 16' 32'

1 ELEVATION - EAST
SCALE: 1/16"=1'-0"
0 8' 16' 32'

EXTERIOR MATERIAL LEGEND

1. ALUM. WINDOW WALL GLAZING SYSTEM, TYP
2. PRE-FINISHED METAL PANELS (FIRE RATED CORE), TYP
3. METAL PANEL CLAD COLUMN
4. ENTRY CANOPY - SILVER FINISH
5. FORMED ALUMINUM SLAB EDGE COVER
6. METAL SCREEN



LEVEL 4:	*22 SPACES*
LEVEL 3:	*153 SPACES*
LEVEL 2:	*153 SPACES*
LEVEL 1:	*92 SPACES*
	420 SPACES TOTAL

APARTMENT TOWER	PARKING : 420 SP TOTAL
+/- 280 UNITS	(RESIDENTIAL 1.5X)

2 / - A3.00

APARTMENT BUILDING
EW SECTION

SCALE: 1"=20'

0 10' 20' 40'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

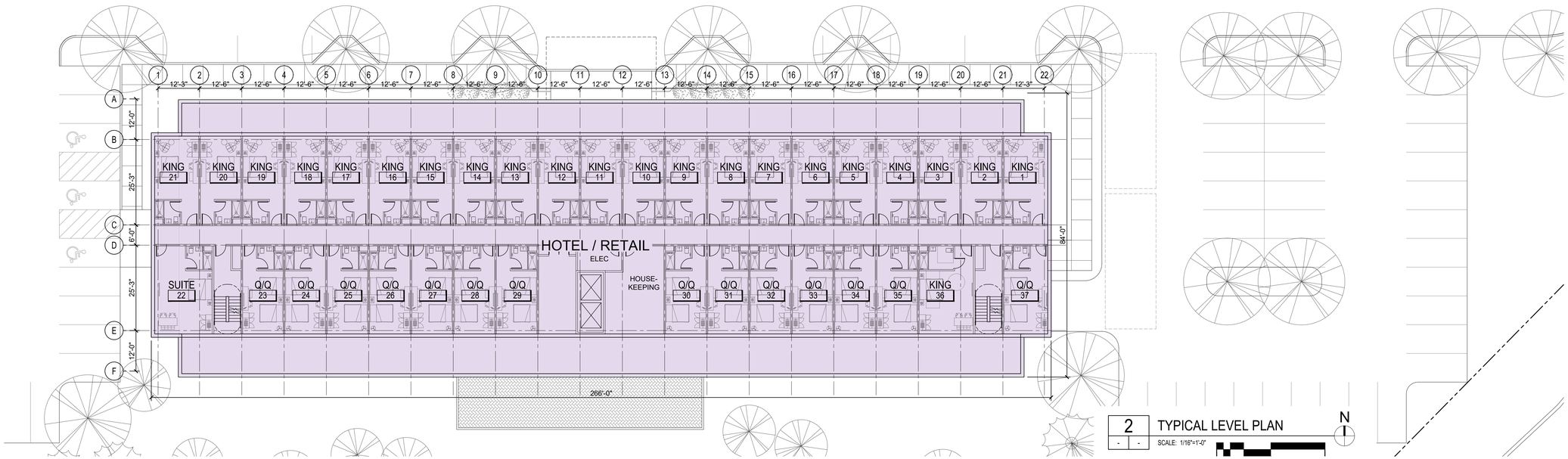
APARTMENT BUILDING E - BUILDING SECTION

A14

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

HOTEL - BUILDING G

A15

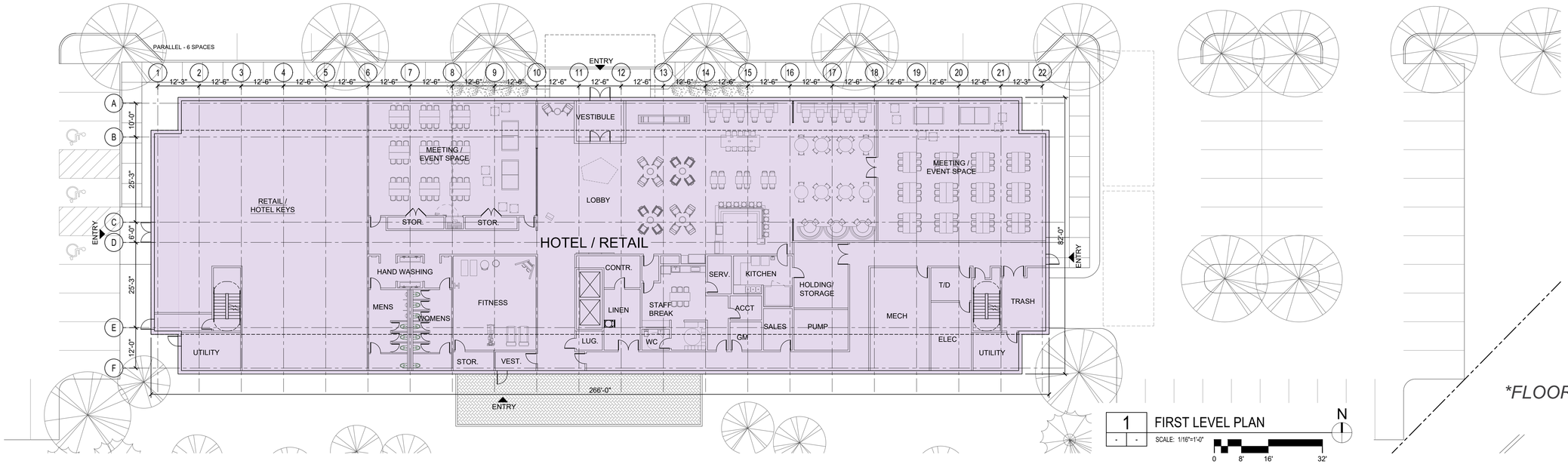


2 TYPICAL LEVEL PLAN

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

0 8' 16' 32'

N



1 FIRST LEVEL PLAN

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

0 8' 16' 32'

N

FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

HOTEL BUILDING G - FLOOR PLANS

A16

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Oak Brook, Illinois | **February 22, 2019**

2 ELEVATION - WEST
SCALE: 1/16"=1'-0"
0 8' 16' 32'

1 ELEVATION - SOUTH
SCALE: 1/16"=1'-0"
0 8' 16' 32'

EXTERIOR MATERIAL LEGEND

1. ALUM. WINDOW WALL GLAZING SYSTEM, TYP
2. PRE-FINISHED METAL PANELS (FIRE RATED CORE), TYP
3. METAL PANEL CLAD COLUMN
4. ENTRY CANOPY - SILVER FINISH
5. FORMED ALUMINUM SLAB EDGE COVER
6. METAL SCREEN

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE - BUILDING H

A18

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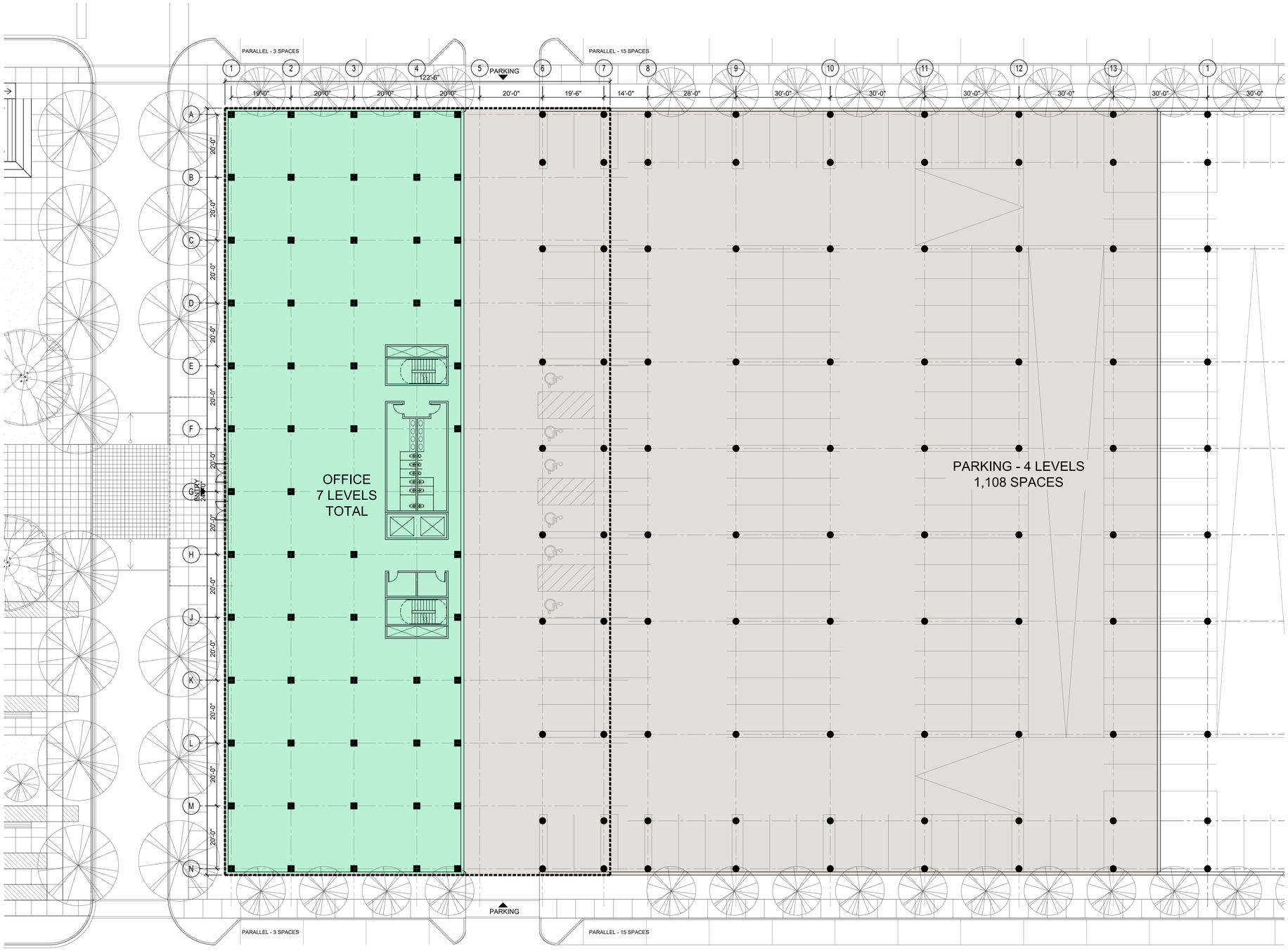
Oak Brook, Illinois | **March 21, 2019**



1 FIRST LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'
N

FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE BUILDING H - GROUND FLOOR PLAN

A19

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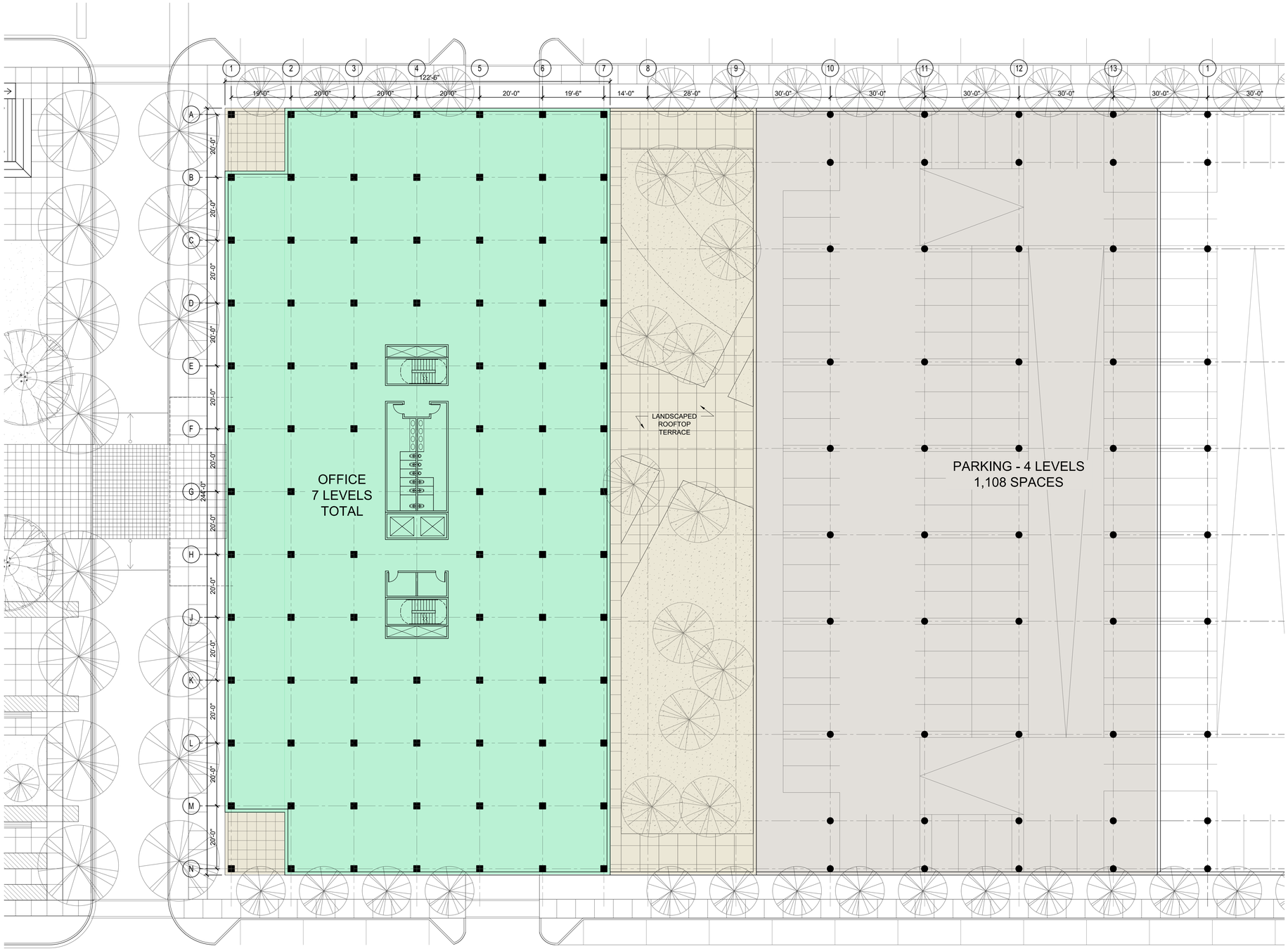

1 TYPICAL LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'

N

FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE BUILDING H - TYPICAL FLOOR PLAN

A20

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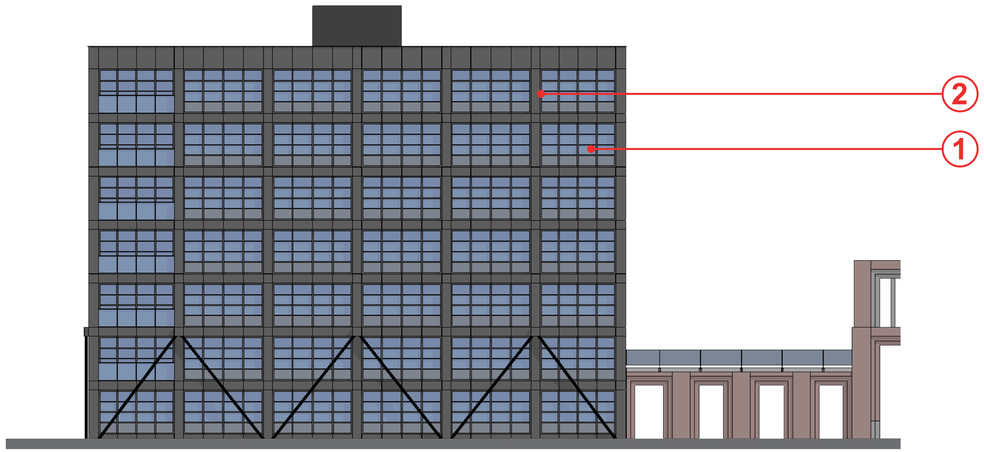
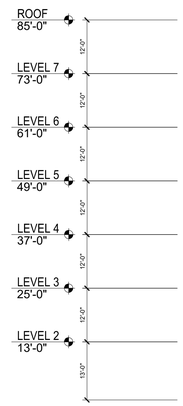
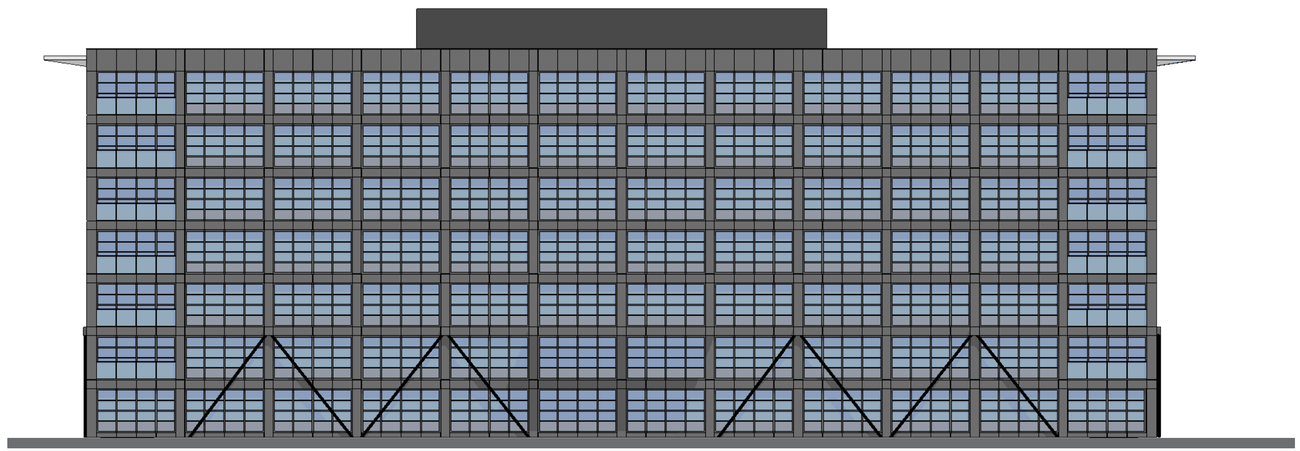
Oak Brook, Illinois | **March 21, 2019**





2 ELEVATION - EAST
SCALE: 1/16"=1'-0"
0 8' 16' 32'



1 ELEVATION - NORTH
SCALE: 1/16"=1'-0"
0 8' 16' 32'

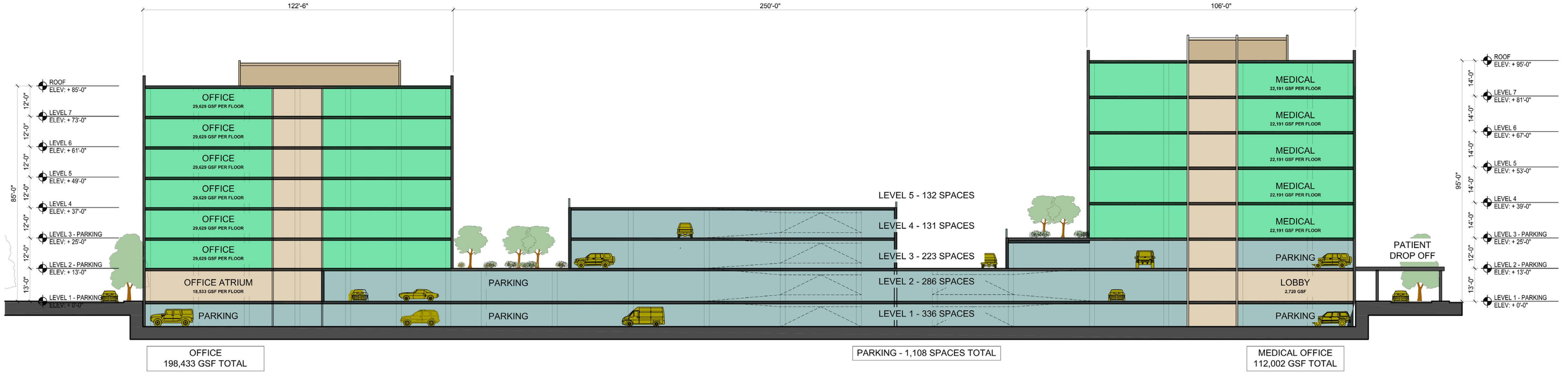
EXTERIOR MATERIAL LEGEND

1. ALUM. WINDOW WALL GLAZING SYSTEM, TYP
2. PRE-FINISHED METAL PANELS (FIRE RATED CORE), TYP
3. METAL PANEL CLAD COLUMN
4. ENTRY CANOPY - SILVER FINISH
5. FORMED ALUMINUM SLAB EDGE COVER
6. METAL SCREEN

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE BUILDING H - BUILDING ELEVATIONS

A21



1 - A3.00 OFFICE BUIDLING EW SECTION

SCALE: 1"=20'

0 10' 20' 40'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE BUILDINGS H & J - BUILDING SECTION

A22

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Oak Brook, Illinois | **March 21, 2019**

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE - BUILDING J

A23

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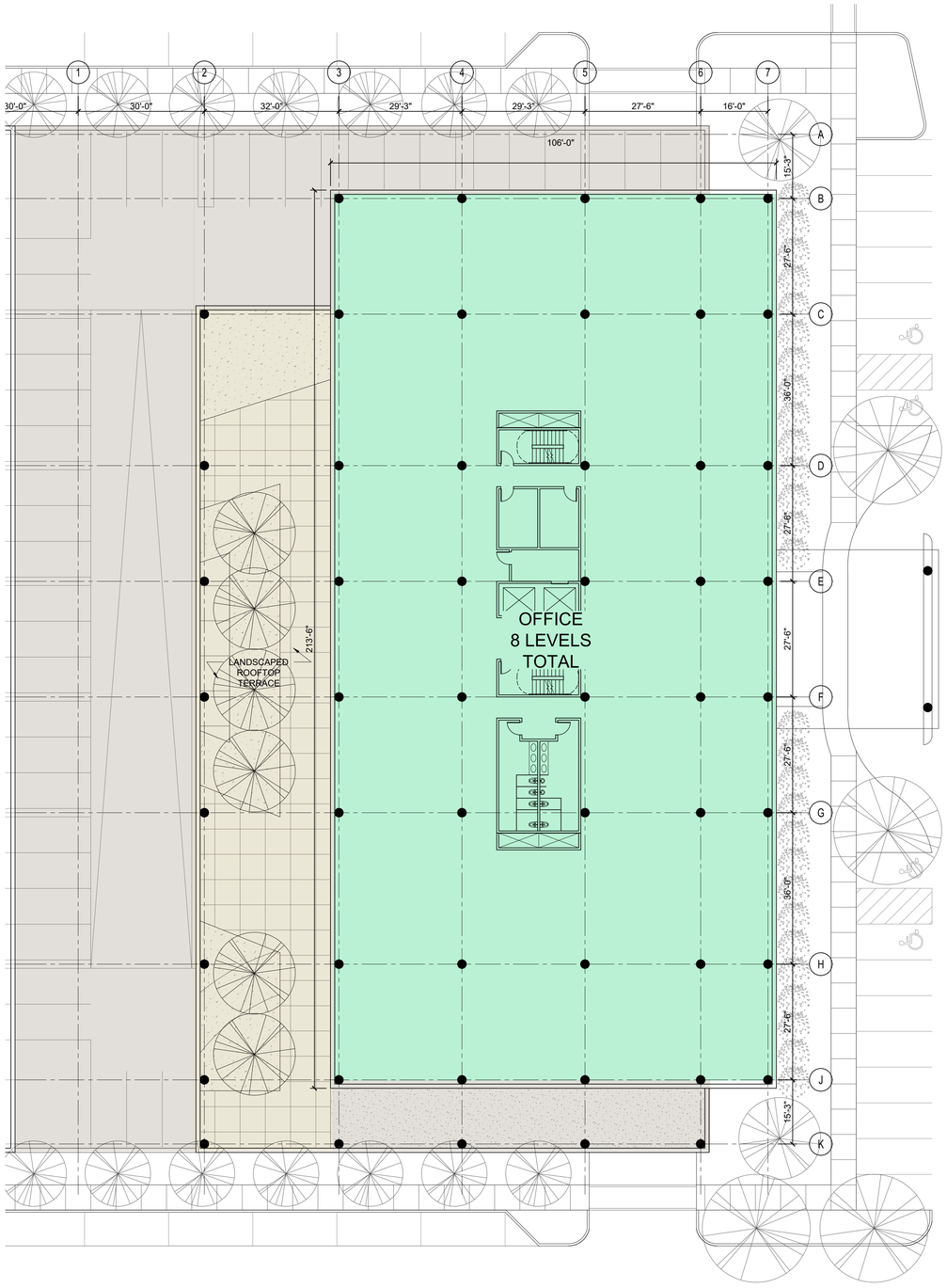
Oak Brook, Illinois | **March 21, 2019**

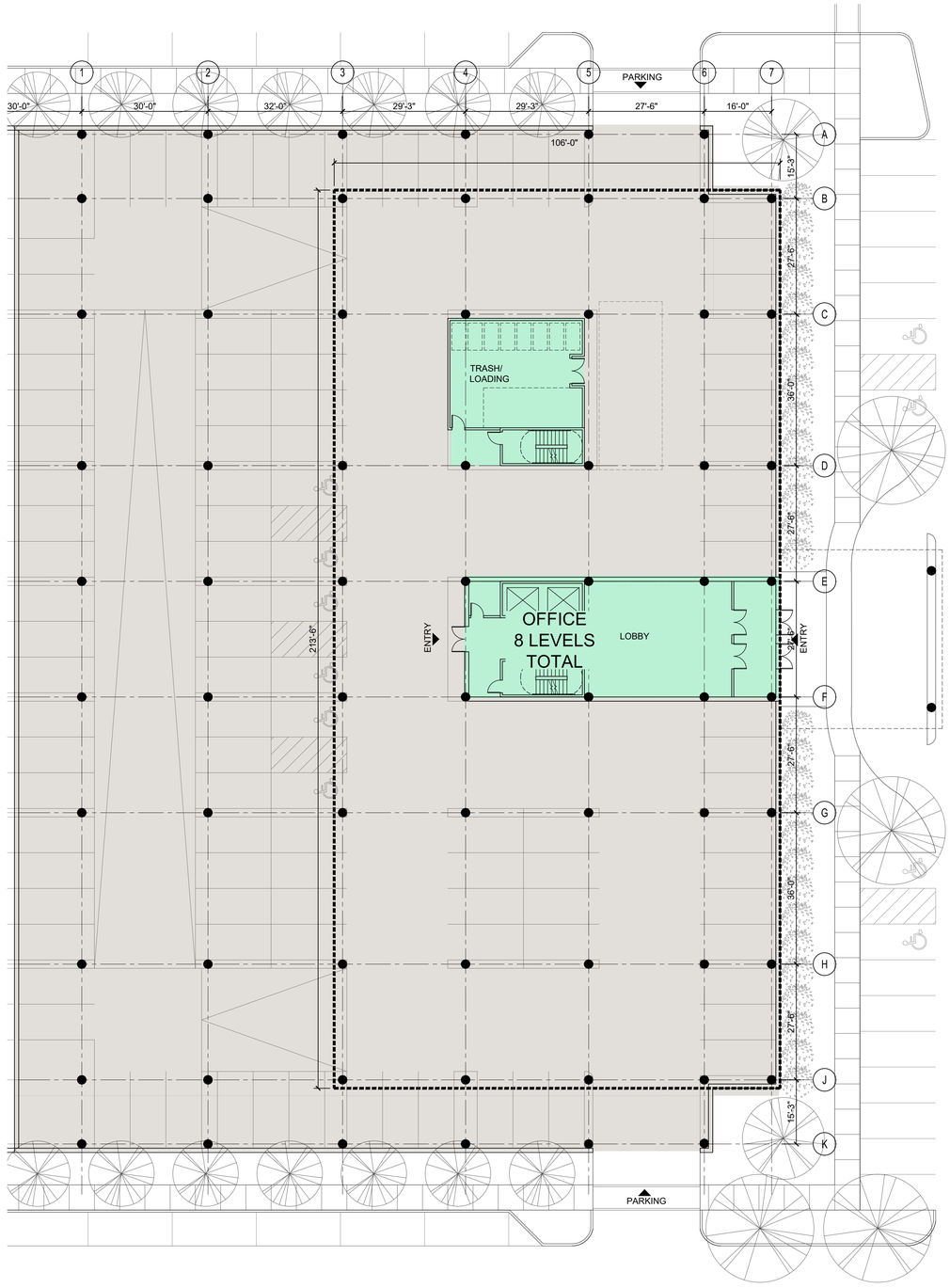


2 TYPICAL LEVEL PLAN

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

0 8' 16' 32'

N

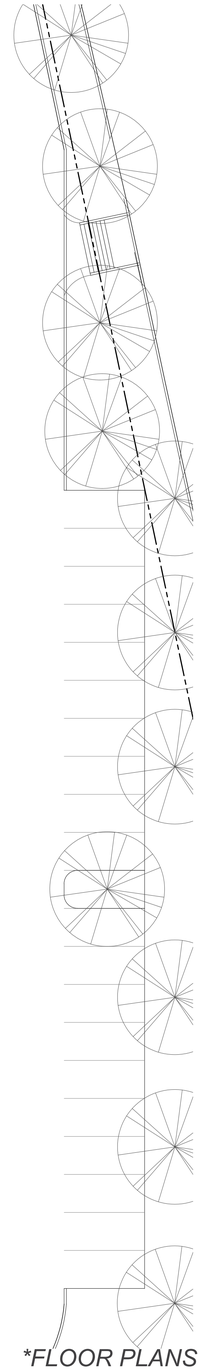


1 FIRST LEVEL PLAN

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

0 8' 16' 32'

N

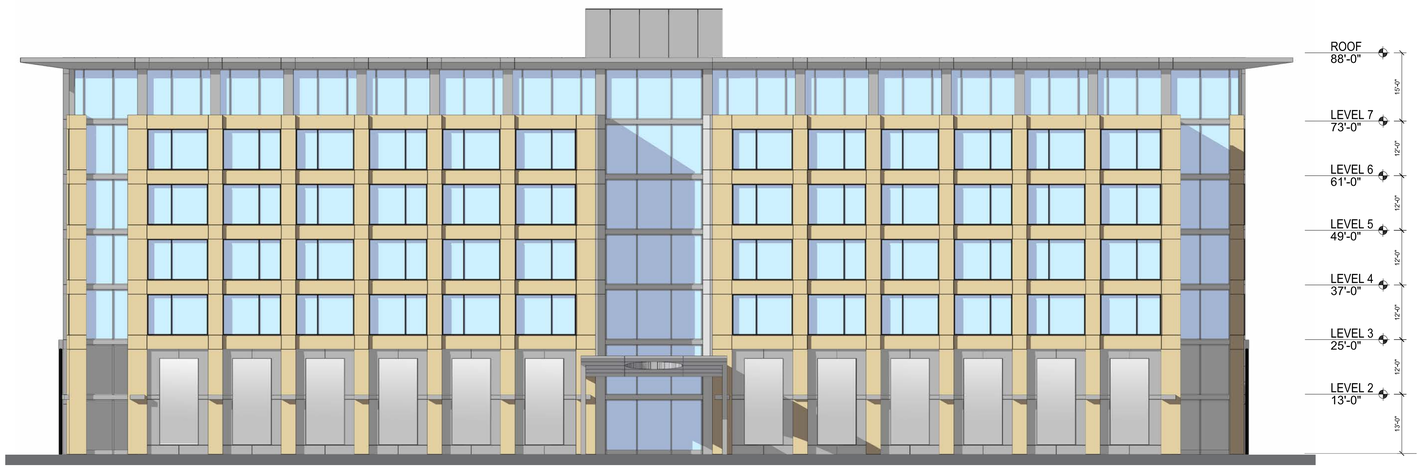


FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

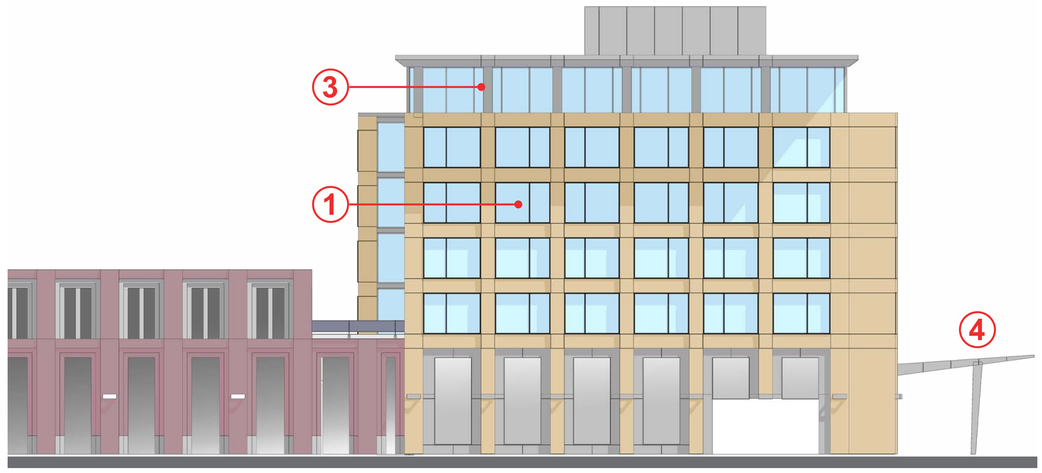
OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE BUILDING J - FLOOR PLANS

A24



2 ELEVATION - WEST
SCALE: 1/16"=1'-0"
0 8' 16' 32'



1 ELEVATION - NORTH
SCALE: 1/16"=1'-0"
0 8' 16' 32'

EXTERIOR MATERIAL LEGEND

1. ALUM. WINDOW WALL GLAZING SYSTEM, TYP
2. PRE-FINISHED METAL PANELS (FIRE RATED CORE), TYP
3. METAL PANEL CLAD COLUMN
4. ENTRY CANOPY - SILVER FINISH
5. FORMED ALUMINUM SLAB EDGE COVER
6. METAL SCREEN

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE BUILDING J - BUILDING ELEVATIONS

A25

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

CONDOMINIUM - BUILDINGS K & L

A26

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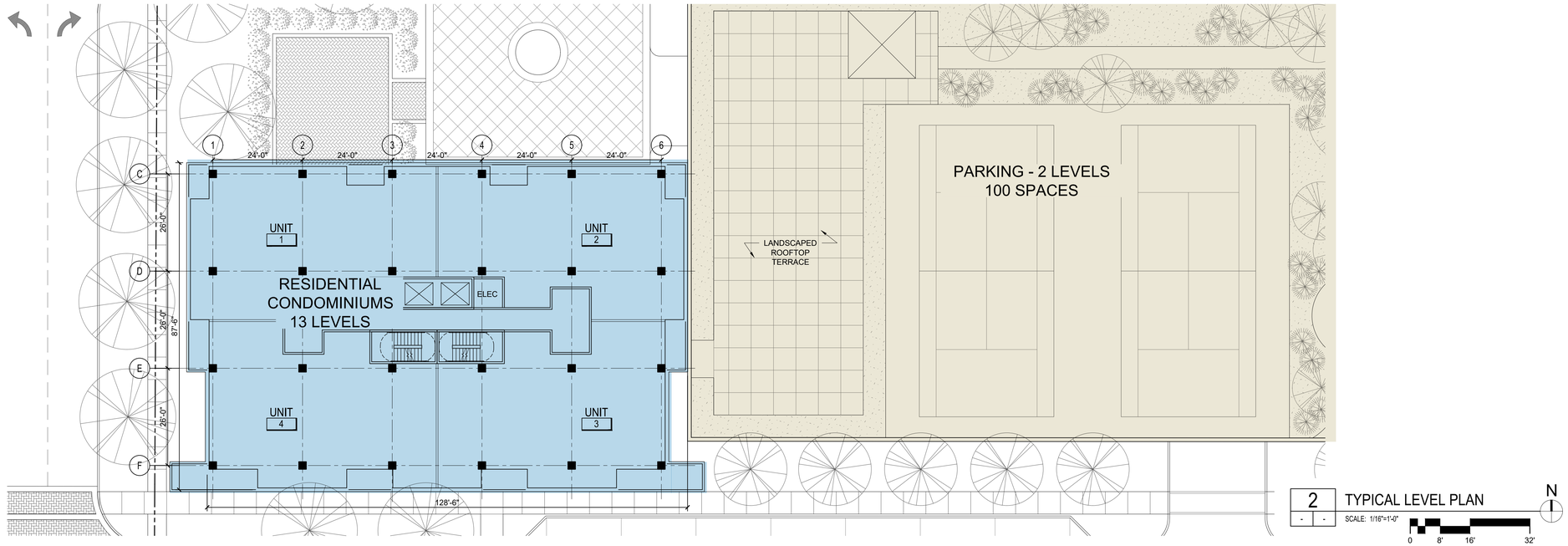
Oak Brook, Illinois | **March 21, 2019**

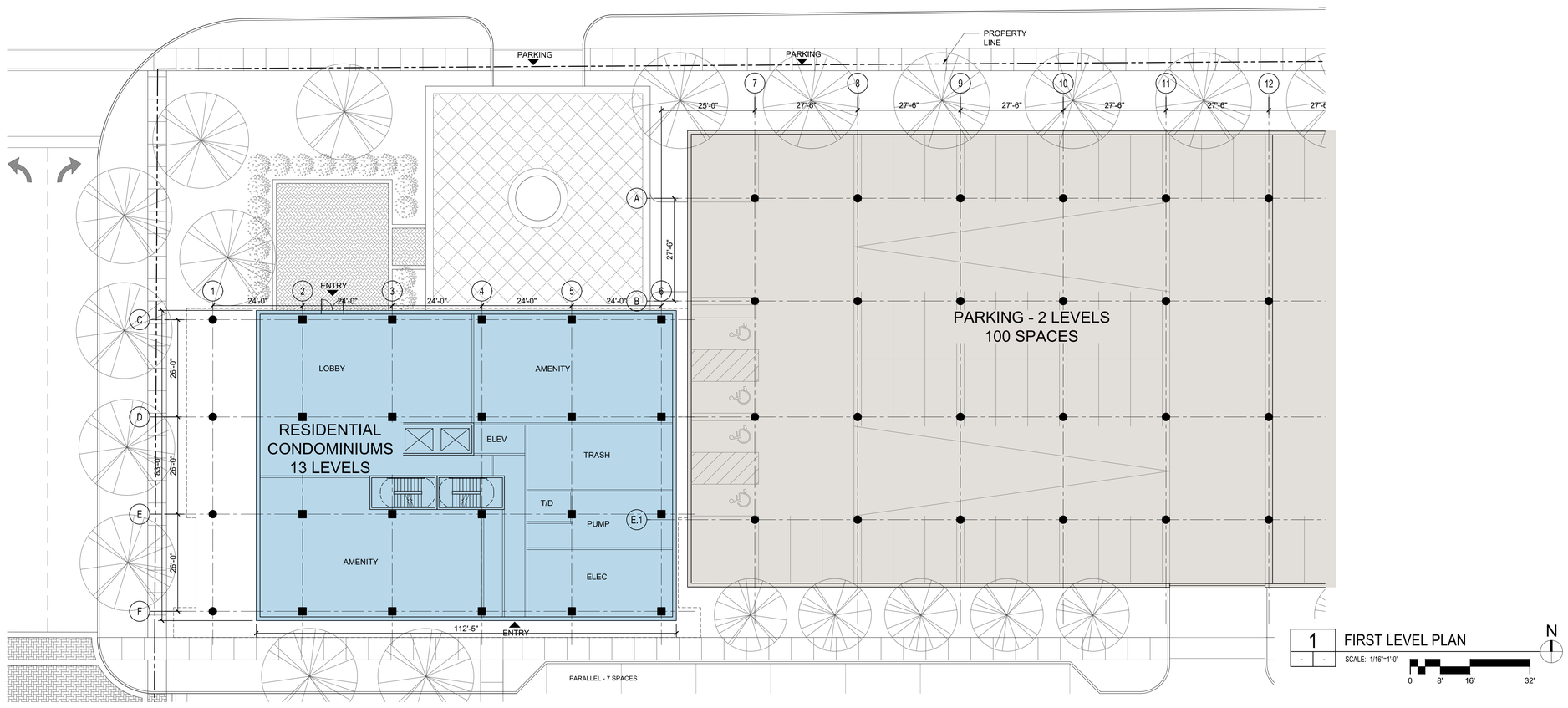


2 TYPICAL LEVEL PLAN

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

0 8' 16' 32'

N



1 FIRST LEVEL PLAN

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

0 8' 16' 32'

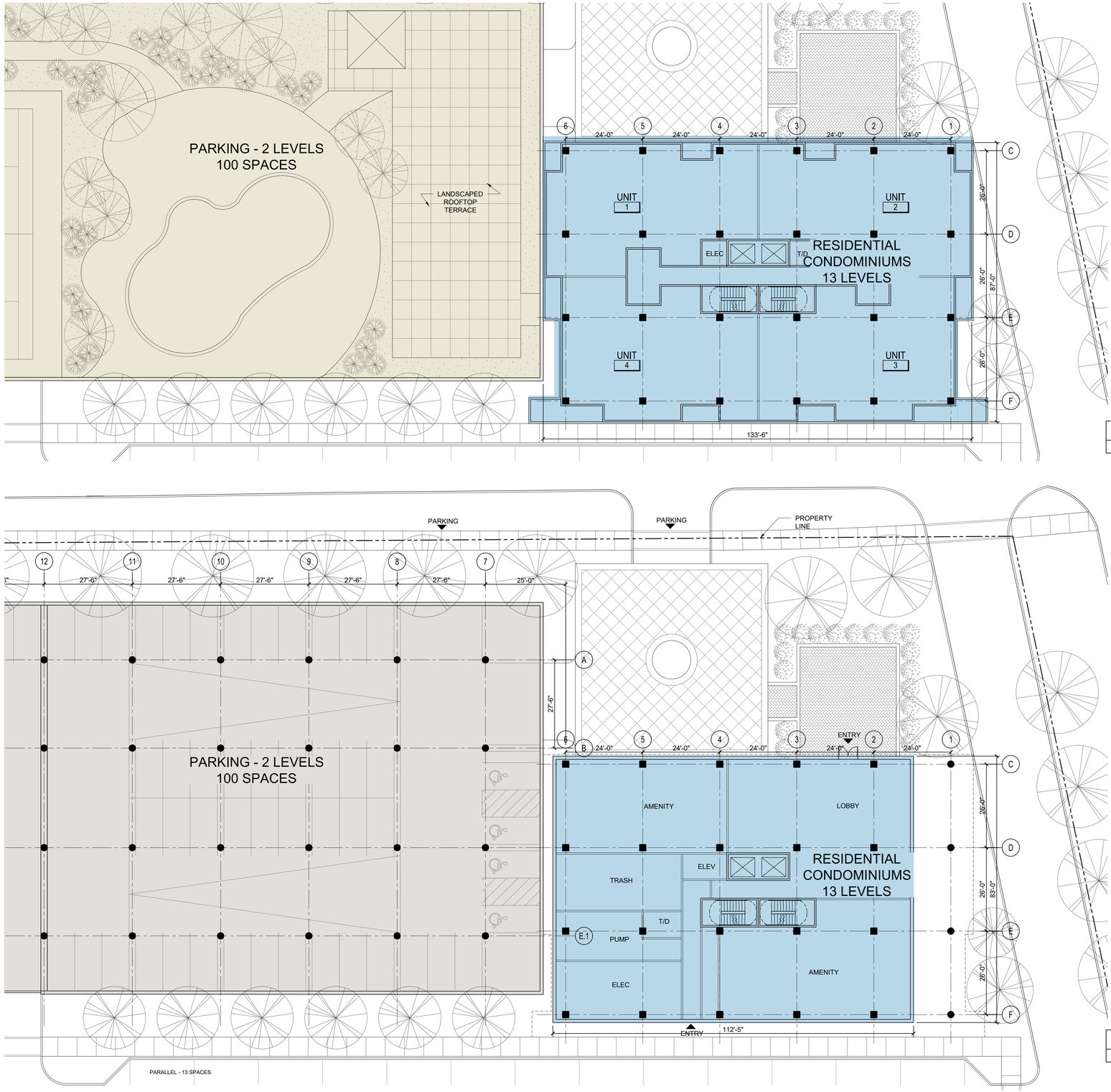
N

FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

CONDOMINIUM BUILDING K - FLOOR PLANS

A27



2 TYPICAL LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'
N

1 FIRST LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'
N

FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

CONDOMINIUM BUILDING L - FLOOR PLANS

A28

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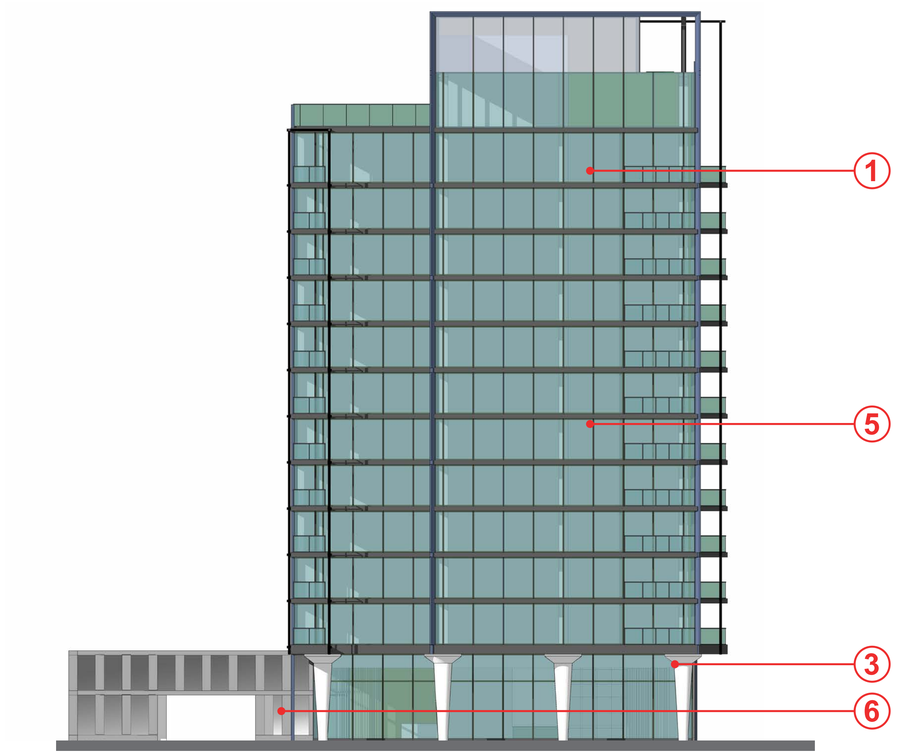
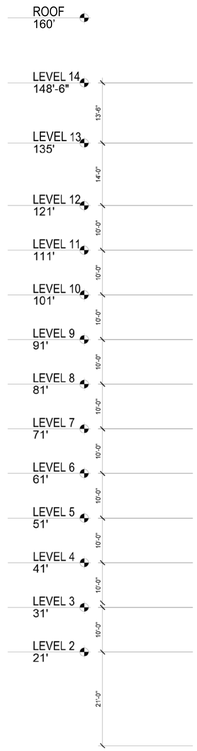
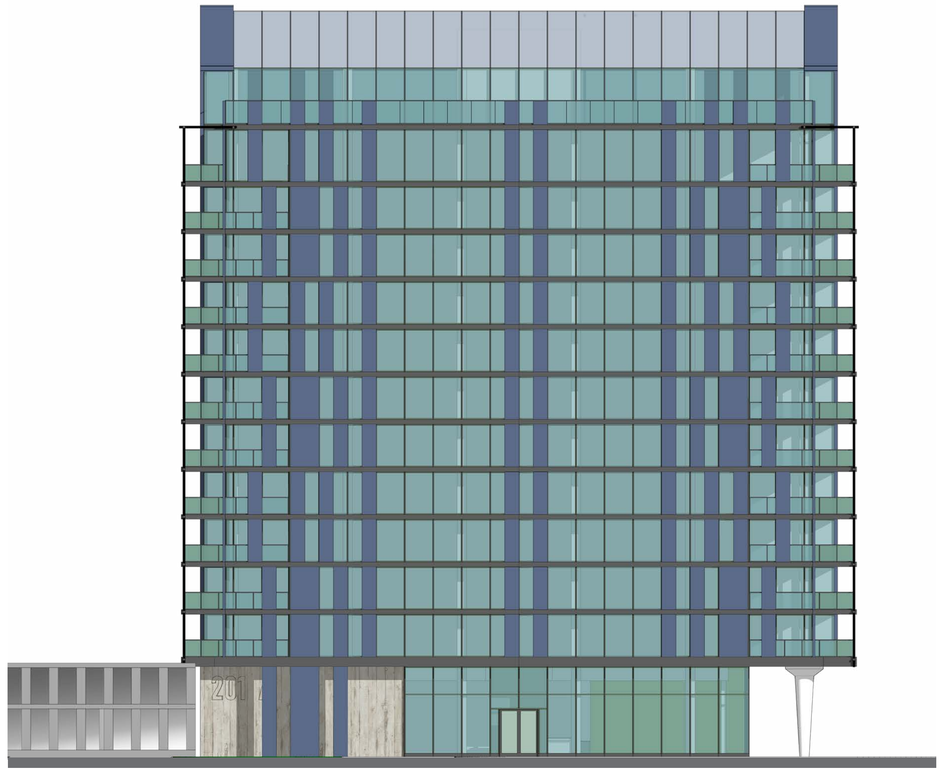






4 ELEVATION - WEST
SCALE: 1/16"=1'-0"
0 8' 16' 32'

3 ELEVATION - SOUTH
SCALE: 1/16"=1'-0"
0 8' 16' 32'

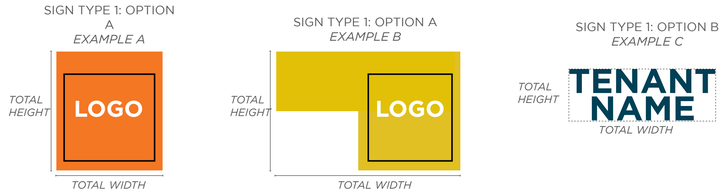
EXTERIOR MATERIAL LEGEND

1. ALUM. WINDOW WALL GLAZING SYSTEM, TYP
2. PRE-FINISHED METAL PANELS (FIRE RATED CORE), TYP
3. METAL PANEL CLAD COLUMN
4. ENTRY CANOPY - SILVER FINISH
5. FORMED ALUMINUM SLAB EDGE COVER
6. METAL SCREEN

SIGN MATRIX:

SIGN TYPE	FUNCTION	QUANTITY	MAXIMUM WIDTH	HEIGHT	MAXIMUM AREA	ILLUMINATION	
TYPE 1/OPTION A: *Building Storefront Wall Sign*	Primary Identification	1 (Corner tenants allowed 2nd sign on 2nd facade)	1/2 storefront lineal ft./ 2/3 storefront if < 15'-0"	Between 9'-0" and 20'-0" aff	1sf per 1 lineal ft. of storefront 200 sf maximun	Internal illum. or spot lit Restaurants allowed neon	*NOTE: Maintain 2'-0" from adjacent tenant's lease line*
TYPE 1/OPTION B: *Canopy (above or on) or Awning Sign (large angled face)*	Primary Identification	1 (Alternate to wall sign)	1/2 storefront lineal ft./ 2/3 storefront if < 15'-0"	Between 9'-0" and 20'-0" aff	1sf per 1 lineal ft. of storefront 200 sf maximum	Internal illum. or spot lit Restaurants allowed neon	*NOTE: Allowed a awning sign or canopy sign (not both)*
TYPE 2: *Awning Sign (On Valance)*	Secondary Identification	1 per awning	2/3 length of awning	6" high letters on valance, max.	5 sf maximum	Non-illuminated	
TYPE 3: *Blade Sign*	Secondary Identification	1 (Corner tenants 2 blade signs)	2'-9"	Between 9'-0" and 20'-0" aff	5 sf maximum	Internal illum. or spot lit	*NOTE: Blade signs are strongly encouraged*
TYPE 4: *Window Signs*	Tertiary Identification and/ or Informational	1/2 max (10%) of window area allowed (20%)	N/A	N/A	1/2 max. (10%) of window area allowed (20%)	Non-illuminated	
TYPE 5: *Window Graphics*	Pedestrian Wayfinding	20% max. of total window sf	N/A	N/A	20% max. of total window sf	Non-illuminated	
TYPE 6: *Plaques*	Pedestrian Level Identification	1	N/A	5'-0" aff	1.5 sf maximum	Illuminated w/concealed light source	
TYPE 7: *Hours of Operation Signs*	Pedestrian Level Identification	1	N/A	5'-0" aff	1.5 sf maximum	Non-illuminated	
TYPE 8: *Address Number (Provided by Landlord)*	Service	1	N/A	N/A 1.5 sf maximum		N/A	
TYPE 9: *Back of House (Provided by Landlord)*	Service	1	N/A	N/A	1.5 sf maximum	N/A	*NOTE: Rear entry door tenant name and suite number*
TYPE 10: *Menu Boards (For Restaurants Only)*	Pedestrian Level Identification	1	1'-0"	5'-0" aff	1.5 sf maximum	Illuminated w/concealed light source	*NOTE: Vertical format only*
TYPE 11: *Ground/Monument Sign*	Vehicular & Pedestrian Level Identification	1 if under 700' frontage; 2 if 700' or more frontage	30'-0"	10'-0"	100 sf per face 200 sf total	Illuminated w/concealed light source	

SIGN DIAGRAM: *HOW TO CALCULATE ALLOWABLE SQUARE FOOTAGE*



SIGN TYPE 1: OPTION A
Allowable square footage is the **total** height multiplied by the **total** width of the physical sign (Examples A and B). If the sign is on a background then the entire background is included in the calculation.

SIGN TYPE 1: OPTION B
1. If the sign consists of individual letters (engraved included) attached directly to the building or wall, the size is calculated by drawing a rectangle around all lines of copy (includes all spaces between letters and copy). (Example C)

Both Options A & B can be used for a single tenant, but must be within 1 sf sign area per linear foot of building facade, inclusive of both sign types.

FOR SIGNAGE ON UPPER FLOORS
While nearly all retail space is located on the first floor, retail space on the second floor may occur. All methods of determining location, area and position of signage are the same as the calculation used for first floor space. Any unique conditions that occur may require landlord review to ensure the best signage for the tenant and the project.

FOR SIGNAGE ON STAND ALONE BUILDINGS
Sign area for separate stand alone buildings is calculated the same way as all other retail, ie. 1 sf sign area per linear foot of building facade. For these buildings however, this area can only be used for 2 of the 4 facades. The other 2 facades are limited to .5 sf sign area per linear foot of building facade, this calculation is to be used for sign types 1, 2 and 3. Linear frontage of a building is calculated as the building is seen from the 4 main straight on elevations only. Any building or structure with more than 4 sides does not receive more signs or sign area than stated above.

BUILDING & STOREFRONT - TYPE A

Some select storefronts may extend above the second level finish floor. In these cases, it will be the tenant's responsibility to design all vertical structures with which to support their storefront system and façade materials, including but not limited to connection details for their material connecting to the podium edge, and all waterproofing needed

RETAIL STORE SIGNAGE

In order to create variety, a mixture of signs and graphic treatments will be encouraged per Storefront elevation, unless otherwise specified below. A graphic designer is to choose from the following list and create an overall package for the Tenant.

ENCOURAGED SIGN TYPES

TYPE 1 Option A - Storefront Fascia Sign
The primary storefront fascia sign is to be located in order to accent the main
entry to the store. These signs must be restrained and should not be the
dominant façade feature. One facia sign per Storefront elevation is allowed and does count towards the overall allowable signage square footage. Signs may be multi-layered using a combination of halo illuminated reverse channel letters, indirectly illuminated dimensional letters and other acceptable color and material treatments provided for in the general Criteria for Tenant signs.

Primary storefront signs must be positioned within the Landlord's designated sign area at a ratio of one (1) square foot per one linear foot of Tenant frontage.

Neon: open face channel letter or exposed neon signage will be strictly scrutinized and might be approved only when presented with a high level of quality and style. All neon signage must be reviewed and approved on a case by case basis by the Landlord.

TYPE 1 Option B - Canopy or Awning Sign
Canopies, awnings and awning graphics are encouraged. Dimensional or applied graphics are acceptable and incorporated into the canopy or awning. The Tenant may apply a painted, silk screened, etched or fabricated sign into the canopy, awning and/or valance itself.

The requirements for both elements are as follows:

- No part of a canopy or awning shall be permitted to block a neighbor's signage or storefront
- No sign is permitted to project from an awning
- Merchandising is not allowed on the canopies or awnings
- The sign is limited in width to 2/3 the length of the awning or canopy

Type 1 - Storefront Fascia Signs

Individual channel letters and logos shall be formed of welded aluminum, .036 minimum on sides and .080 minimum on backs with no exposed mounting hardware. Letter and logo faces shall be a minimum of 1/8" thick acrylic, non-yellowing material. Letters shall be internally illuminated. Transformers that ensure uniform lighting in cold temperatures shall be utilized.

Cast acrylic letters with embedded L.E.D. Lighting may be used if approved on an individual basis by the

F.C.O. letters must have a minimum depth of 4" and pegged off of the surface a minimum of 3/4". They may be externally illuminated with high quality designed down or up lights. Up lights must be shielded from glare to residents above and must be directed at building elements or signage.

TYPE 2 - Blade or Canopy Sign

Tenants are encouraged to provide blade signs identifying their place of business.

Each blade sign should conform with the following criteria:

- The signs shall be no larger than four (4) square feet
- Blade signs are limited to 1 per tenant
- The furthest edge of the sign shall be no more than 2'-9" from the face of the building
- Sign must be located no less than 9'-0" above grade mounted perpendicular to the face of the building and are not illuminated. Merchandising information is not allowed. Suitable materials consist of wood, painted metal, acrylic or other
- materials expressly approved, in writing, by the Landlord.

TYPE 3 - Storefront Window Signs

Signs behind the Storefront glazing systems are included as part of the Tenant's total graphics package. These signs are not to be illuminated, are to be placed on soffits behind the glass, wall or hung down to float behind the glass.

They must comply with the following guidelines:

- Signs mounted behind glass are to be no closer than twelve inches (12") from face of glass
- No exposed neon allowed behind the glass unless approved by Landlord
- Only Tenant's trade name or logo may be displayed in this location
- Window signs cannot exceed 10% of total aggregate signage permitted

TYPE 4 - Storefront Window Graphics

Small-scaled pedestrian level graphic designs may be incorporated into or applied to glazing, provided that visibility to merchandise is not obscured.

Signage and graphics that are applied to the storefront glazing system must comply with the following guidelines:

- Only Tenant's trade name or logo may be displayed in this location
- Store identification graphics shall be no more than 4" in height and may be located at any point on the window surface
- Graphics must be created from high-quality, durable materials and be professionally applied directly to the interior face of the glass storefront. Techniques include silk-screening, the application of pressure sensitive machine-cut vinyl, metal leaf/applique, and etching or sandblasting glass
- All signs applied with adhesive will be finished on both sides of the storefront glass with no visible mastic or adhesive
- Graphics cannot exceed 10% of the total aggregate signage permitted

TYPE 9 - Restaurant Menu Boards

Fast Casual or Fast Food Restaurants

For food service tenants where the customer walks into the space and up to a counter to order, illuminated and framed menu boards are permitted only at the back wall or soffit of the Tenant's space and are subject to the Landlord's approval.

The menu boards for these tenants are subject to the following criteria:

- Menu boards are permanent elements within the lease area. They are to be built into the wall surface and trimmed to enhance the finished appearance
- Text is to be permanently affixed to its backing through the use of hand lettered or silk-screened paint, individual die-cut vinyl letters or etching
- Some changeable word systems may be permitted with the Landlord's approval
- Acceptable backing materials include metal, wood, acrylic, glass and the limited use of seamless plastic laminates
- Maximum size - 48" high, for a total of 30% of total counter length. Subject to approval based on the proportion to the storefront

Table Service Restaurants

For food service tenants where the customer is either self-seated or seated by wait staff and then orders at the table, the limited use of "special" boards, with grease pencil or chalk applications, are acceptable when they are integral with and complementary to the entire storefront design.

"Special" boards are to comply with the following criteria:

- Illuminated and framed menu boards are not permitted on the exterior of the storefront.
- Food supplier names and advertisements are not permitted on menu boards
- Menu boards shall be in a vertical format, and shall not exceed 4 square feet

LANDSCAPE MATERIAL SIZING

Shade Tree Typical - 3” Caliper
Shade Tree Central Park - 4” Caliper
Shade Tree Specimen Central Park - 6” Caliper
Evergreen Tree - 8’ Height
Ornamental Tree Typical - 8’ Height or 3” Caliper
Ornamental Tree Cenral Park - 10’ Height

Deciduous Shrub - 3’ Height and Spread
Evergreen Shrub - 2’ Height and Spread
Ornamental Grass - #1
Herbaceous Perennial - #1
Groundcover - Quart
Retention Meadow - Plug 38/Flat

0 25'-0" 50'-0" 100'-0"

NORTH

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

OVERALL LANDSCAPE PLAN

L1

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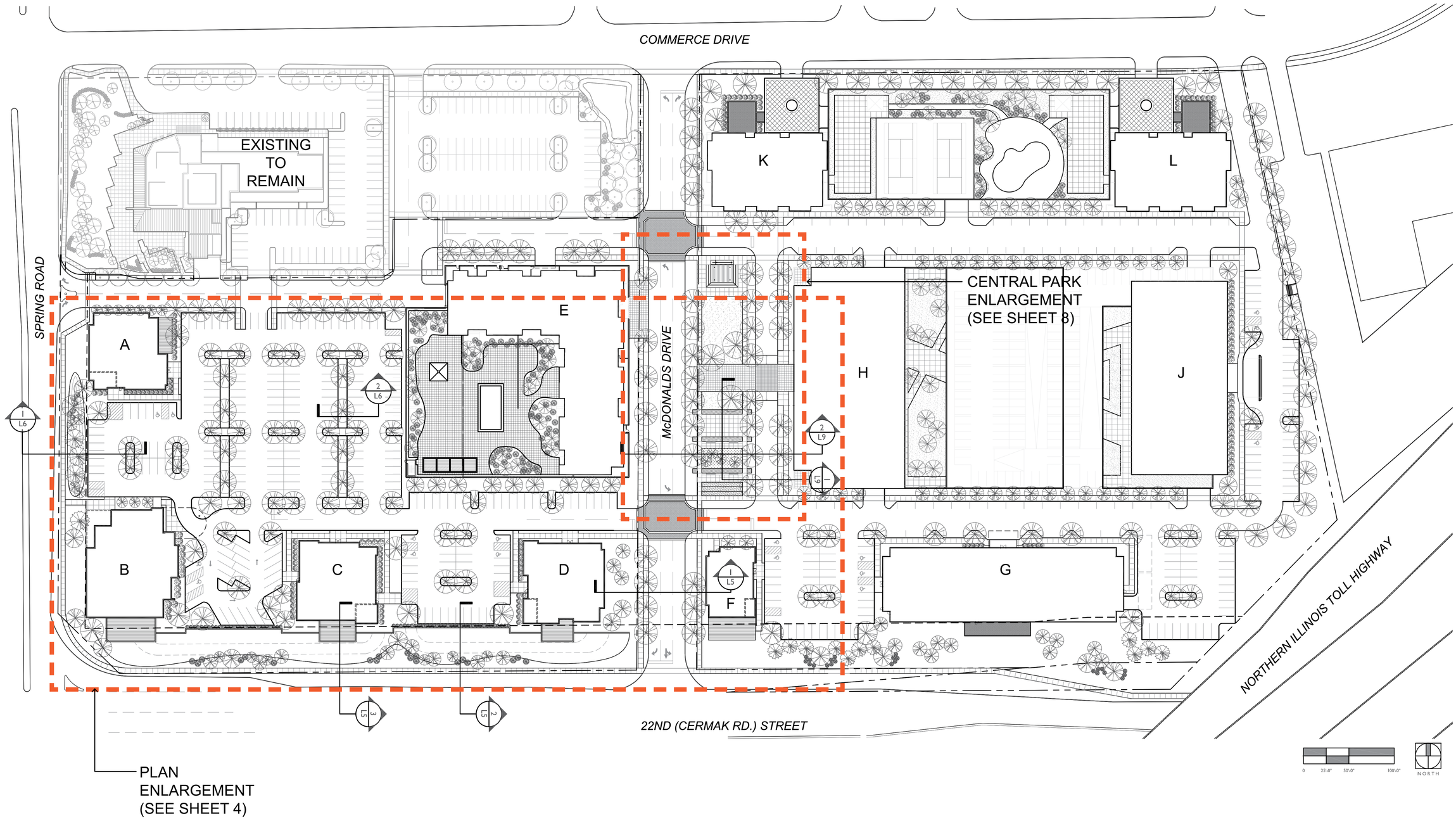
Oak Brook, Illinois | **March 15, 2019**



OAK BROOK COMMONS - A LUXURY DEVELOPMENT

OVERALL LANDSCAPE KEY PLAN

L2

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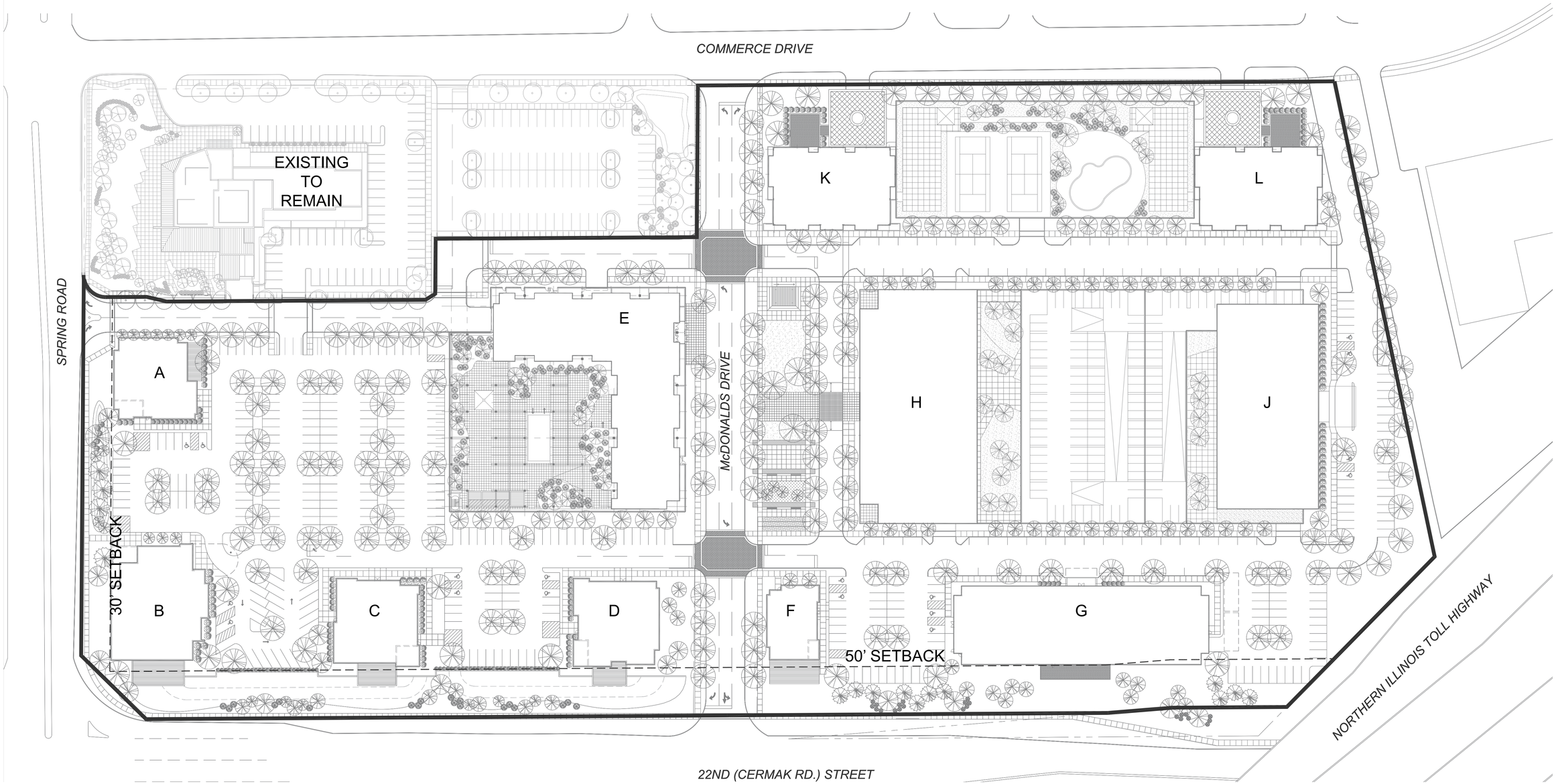

Site Area : 17.47 acres

Exclusions:

Building Footprints:	6.52 acres
Setback Areas:	1.69 acres
Total Lot Area Exclusions:	8.21 acres

TOTAL SITE AREA: (Site Area - Total Lot Exclusions) = 9.26 acres

x 10%: 0.93 acres

TOTAL LANDSCAPE REQUIRED: 0.93 acres
TOTAL LANDSCAPE PROVIDED: 2.46 acres

0 25'-0" 50'-0" 100'-0"

NORTH

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

DEVELOPMENT LANDSCAPE REQUIREMENTS

L3

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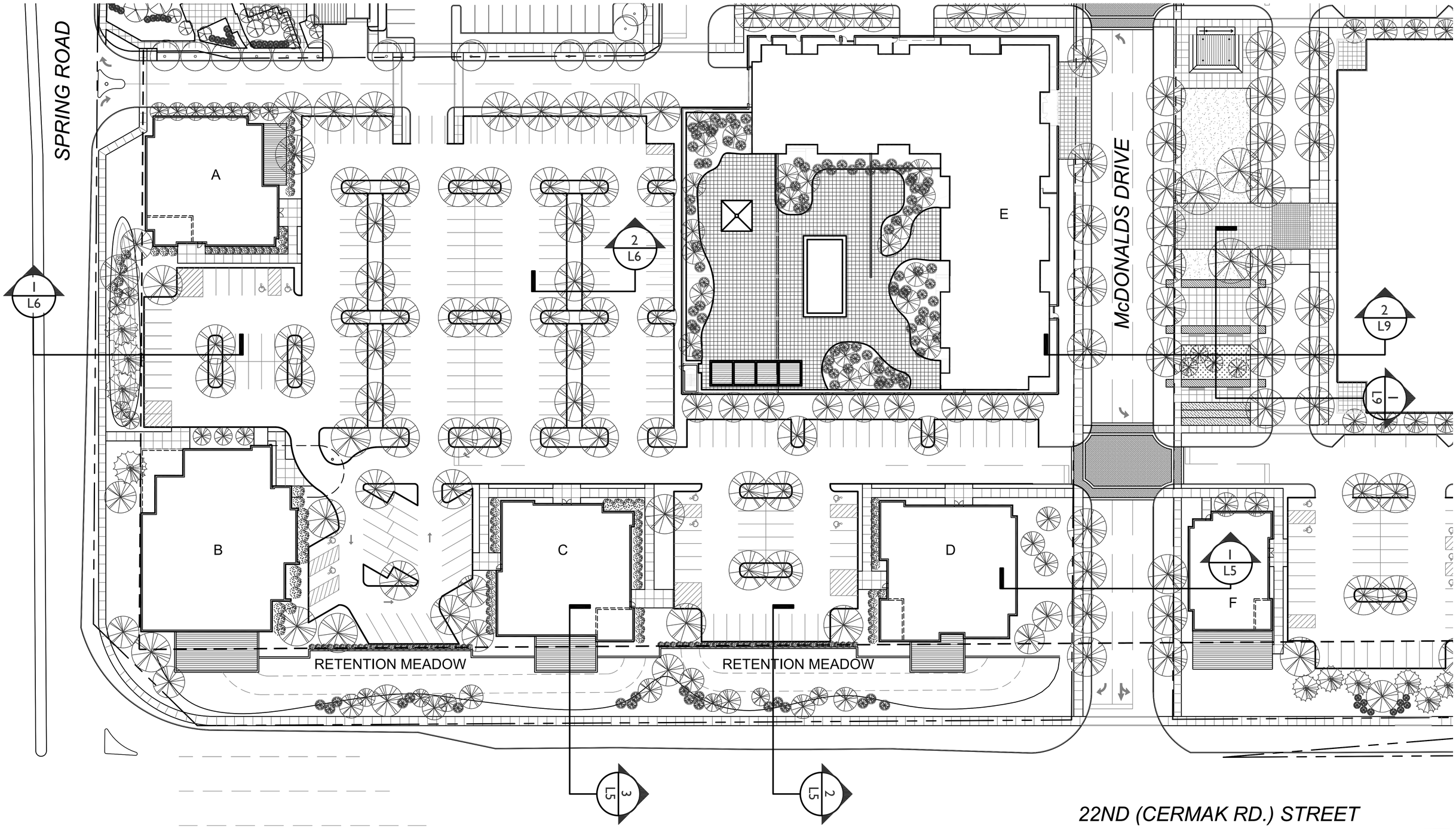

SCALE: NTS

NORTH

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

PLAN ENLARGEMENTS

L4

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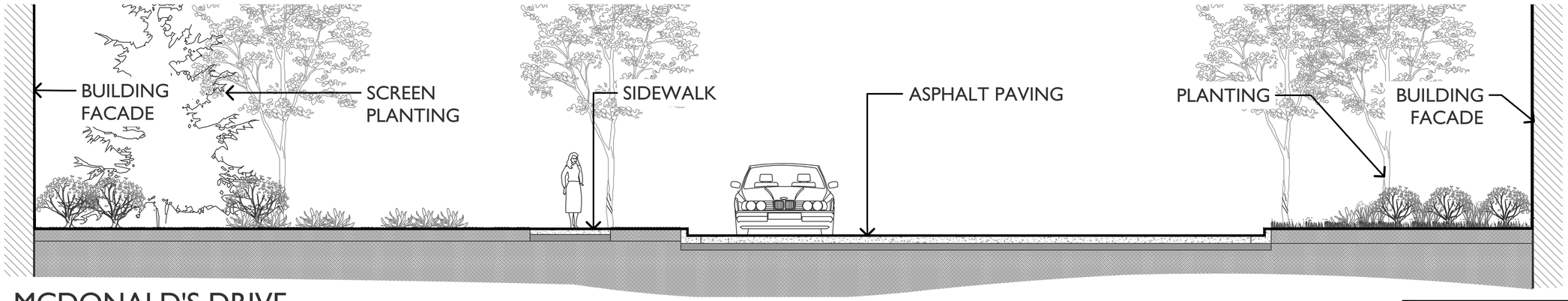
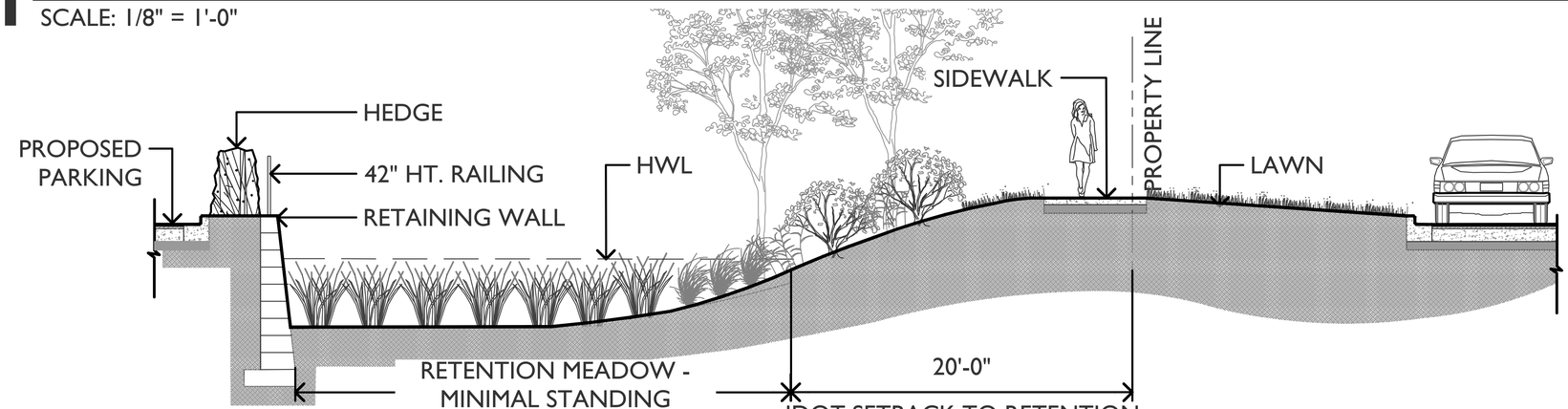


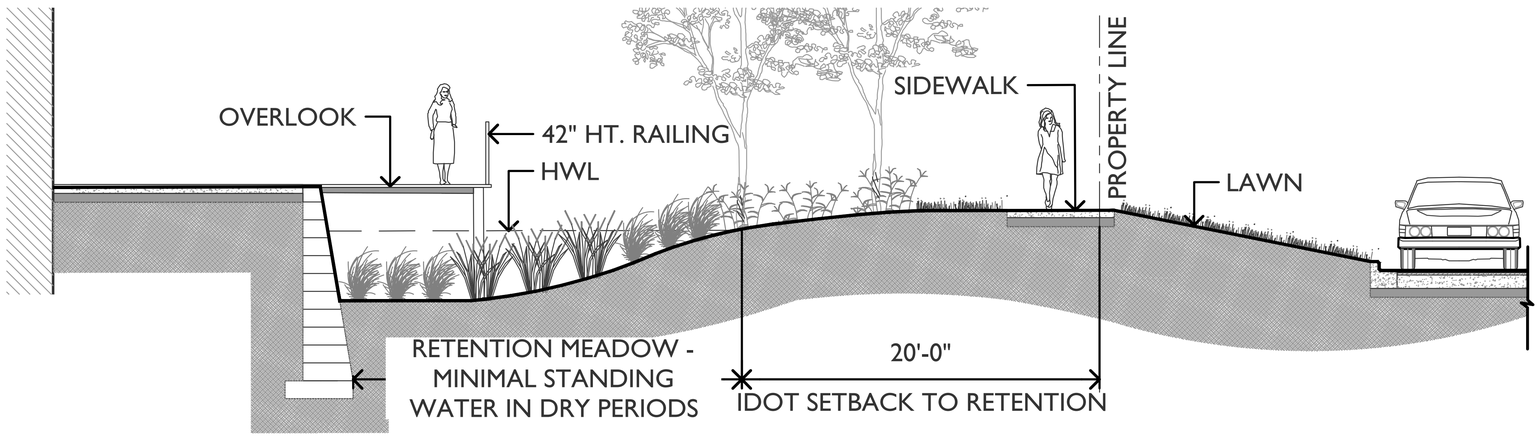
MCDONALD'S DRIVE

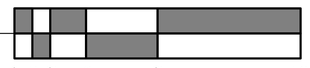
SCALE: 1/8" = 1'-0"



2 NATURAL RETENTION AREA AT PARKING

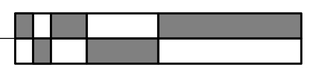
SCALE: 1/8" = 1'-0"

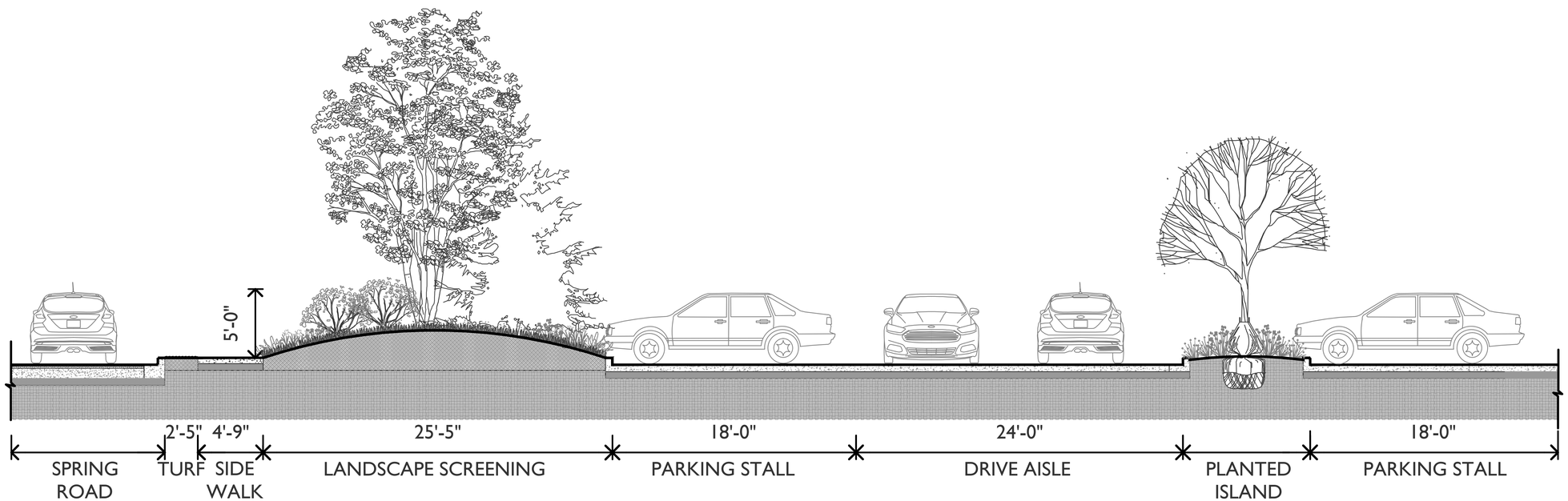




3 NATURAL RETENTION AREA AT LOOKOUT

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

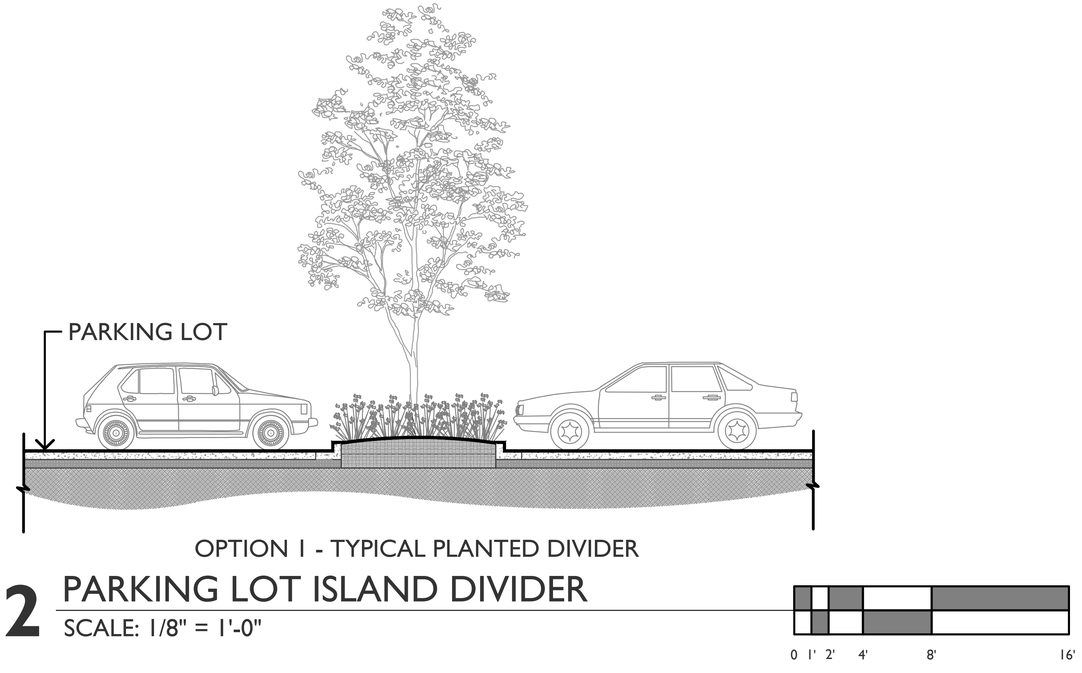




LANDSCAPE SCREENING

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

0 1' 2' 4' 8' 16'



OPTION 1 - TYPICAL PLANTED DIVIDER

2 PARKING LOT ISLAND DIVIDER

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

0 1' 2' 4' 8' 16'

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

SITE SECTIONS

L6

MODULAR RETAINING WALLS

PLANTING SCREEN

RETENTION MEADOW

PARKING ISLAND PLANTING

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

CENTRAL PARK ENLARGEMENT

L8

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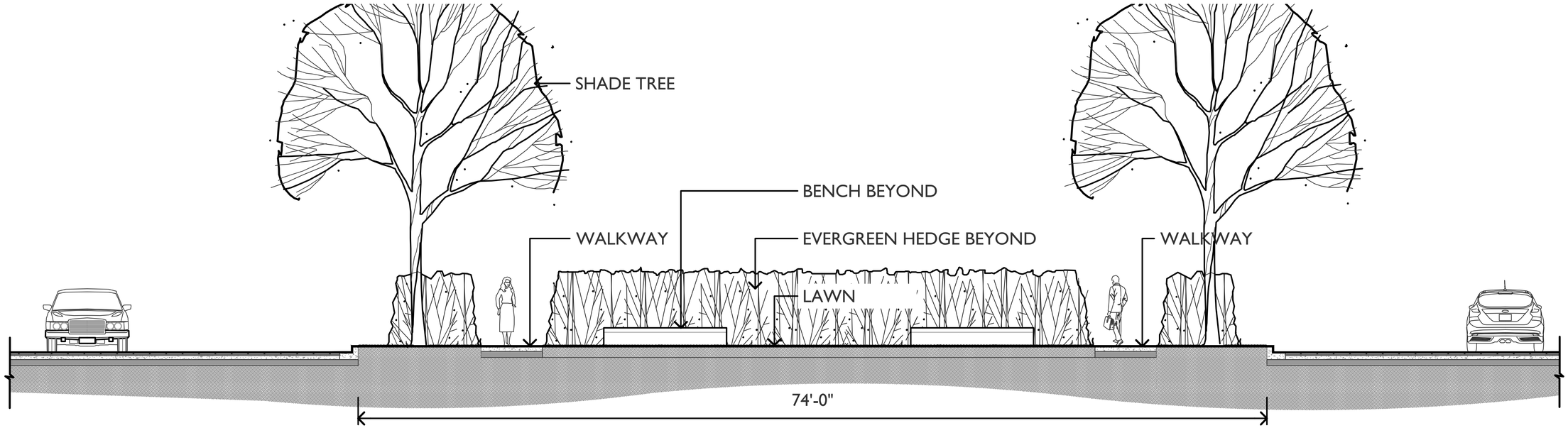
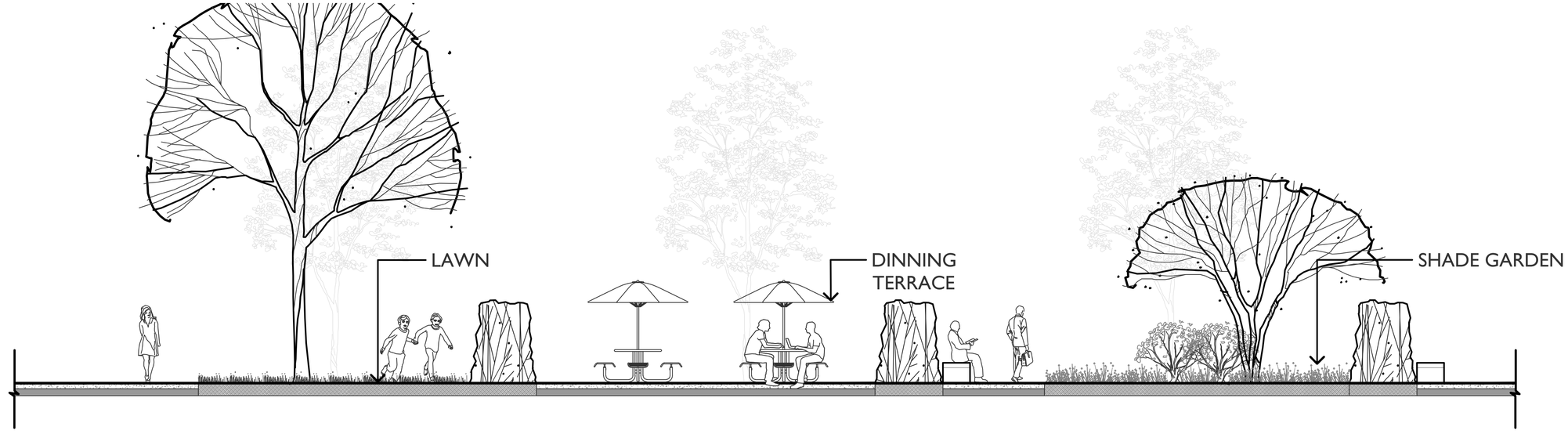


1 PARK

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

0 1' 2' 4' 8' 16'



2 GARDEN ROOMS

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

0 1' 2' 4' 8' 16'

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

CENTRAL PARK SECTION/ELEVATIONS

L9

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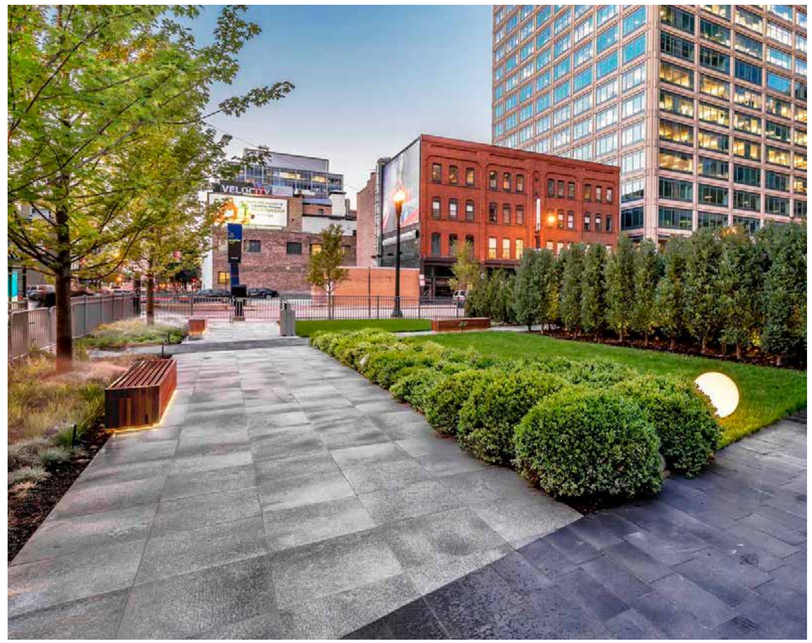
Oak Brook, Illinois | **February 22, 2019**

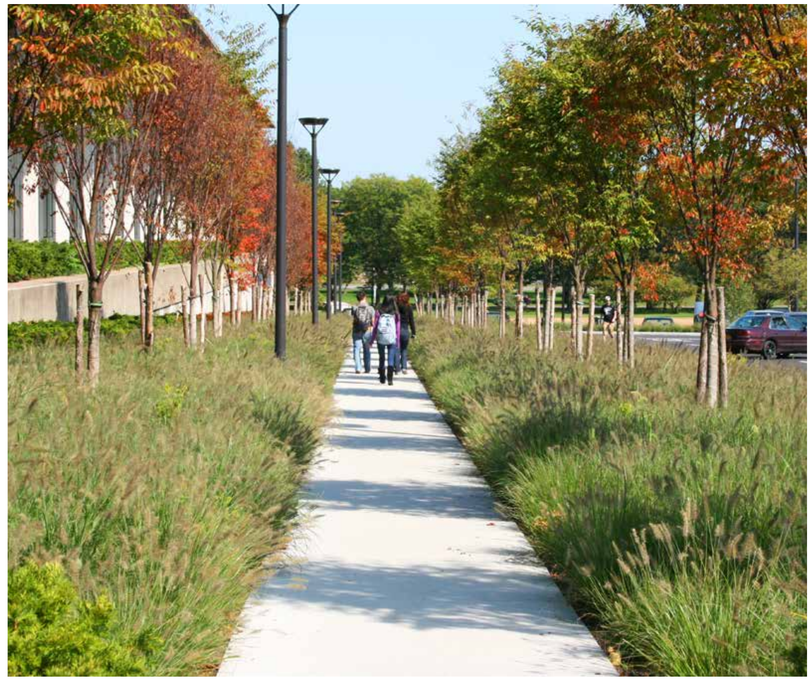
PAVILION

GARDEN ROOMS - VIEW FROM ABOVE



GARDEN ROOM

DINING TERRACE



ORNAMENTAL GRASSES AND SHADE TREES

LAWN WITH PEOPLE AND PERFORMANCE SPACE

PEDESTRIAN PROTECTION FENCE

SPRING | SUMMER | FALL | WINTER

ACER × FREEMANII ‘AUTUMN BLAZE’
AUTUMN BLAZE MAPLE

GLEDITSIA TRIACANTHOS
VAR. INERMIS ‘SKYLINE’
SKYLINE THORNLESS HONEYLOCUST

ACER MIYABEI ‘MORTON’
STATE STREET MAPLE

	SPRING	SUMMER	FALL	WINTER
ULMUS CARPINIFOLIA ‘MORTON GLOSSY’ TRIUMPH ELM				
QUERCUS BICOLOR SWAMP WHITE OAK				
CELTIS OCCIDENTALIS ‘CHICAGOLAND’ CHICAGOLAND COMMON HACKBERRY				

SPRING | SUMMER | FALL | WINTER

CRATAEGUS VIRIDIS ‘WINTER KING’
WINTER KING GREEN HAWTHORN

BETULA PLATYPHYLLA
VAR. JAPONICA ‘WHITESPIRE’
WHITESPIRE JAPANESE WHITE BIRCH

PICEA OMORIKA
SERBIAN SPRUCE

JUNIPERUS VIRGINIANA
EASTERN RED CEDAR

JUNIPERUS CHINENSIS VAR. SARGENTII ‘VIRIDIS’
GREEN SARGENT JUNIPER

TAXUS × MEDIA ‘HICKSII’
HICKS YEW

PICEA ABIES
NORWAY SPRUCE

PICEA PUNGENS
COLORADO GREEN SPRUCE

THUJA OCCIDENTALIS ‘TECHNY’
MISSION ARBORVITAE

JUNIPERUS HORIZONTALIS ‘PLUMOSA COMPACTA YOUNGSTOWN’
YOUNGSTOWN ANDORRA COMPACT JUNIPER

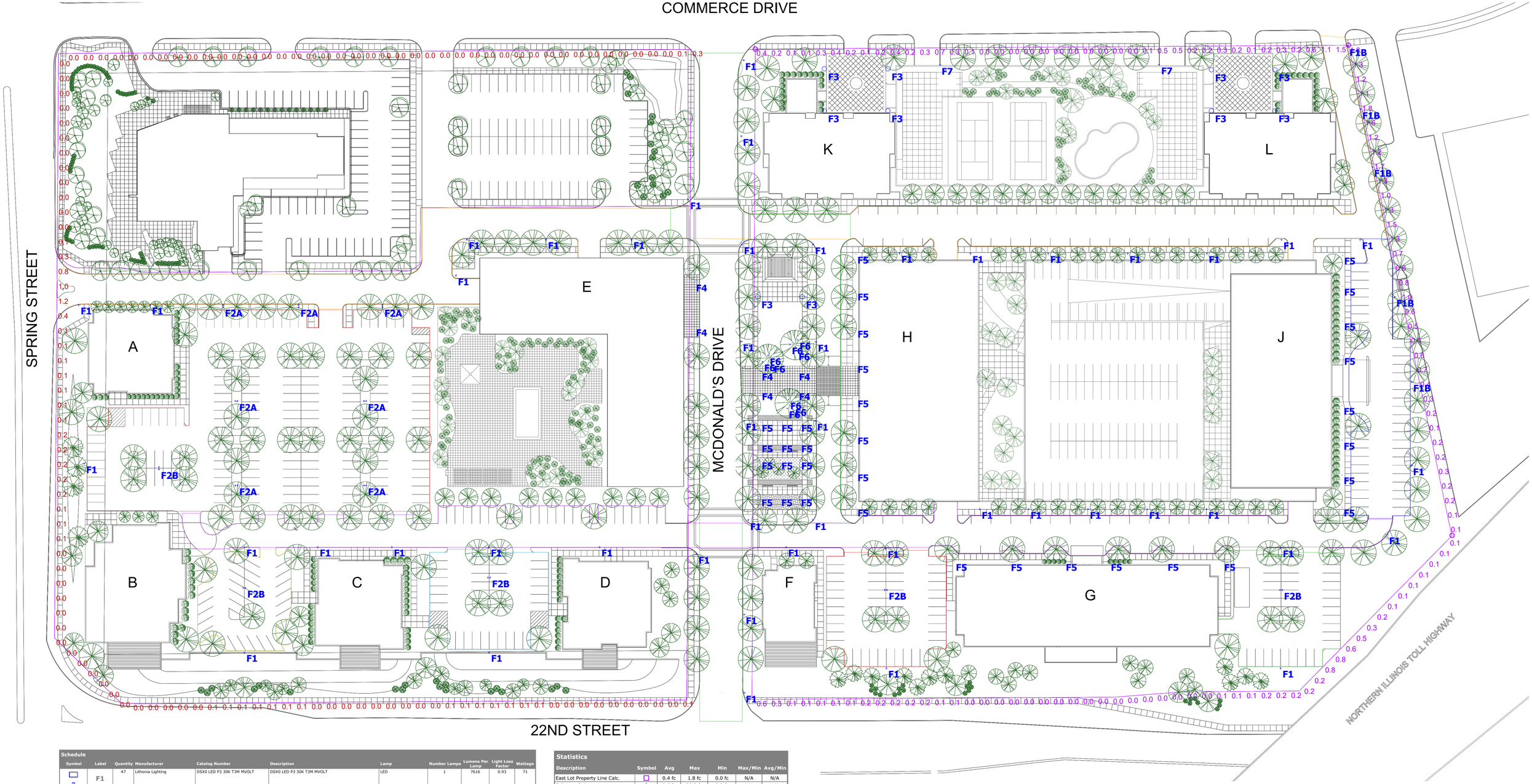
	SPRING	SUMMER	FALL	WINTER
ARONIA MELANOCARPA ‘MORTON’ IROQUOIS BEAUTY BLACK CHOKEBERRY				
HYDRANGEA PANICULATA ‘TARDIVA’ TARDIVA HYDRANGEA				
RHUS AROMATICA ‘GRO-LOW’ GRO-LOW FRAGRANT SUMAC				

BROOM FINISH CONCRETE PAVING

CONTEMPORARY BENCH

SPECIAL INTERSECTION PAVING

PRECAST PAVERS



Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	F1	47	Lithonia Lighting	DSX0 LED P3 30K T3M MVOLT	DSX0 LED P3 30K T3M MVOLT	LED	1	7616	0.93	71
	F1B	5	Lithonia Lighting	DSX0 LED P3 30K T3M MVOLT HS	DSX0 LED P3 30K T3M MVOLT with houseside shield	LED	1	6172	0.93	71
	F2A	7	Lithonia Lighting	DSX0 LED P3 30K TFTM MVOLT	DSX0 LED P3 30K TFTM MVOLT	LED	2	7841	0.93	142
	F2B	5	Lithonia Lighting	DSX0 LED P3 30K TFTM MVOLT	DSX0 LED P3 30K TFTM MVOLT	LED	2	7841	0.93	142
	F3	10	BEGA		84 121 K3	LED 23,6W	1	2297	0.93	28
	F4	6	BEGA		84 991	LED 46.8W	1	7353	0.93	54
	F5	34	Louis Poulsen Lighting		Flint Pullert 3000K - ny MC-Pet 21-05-14	LED 3000K	1	538	0.93	14
	F6	9	LUMENPULSE	LBIL-120/277-30K-FL-SL-DALI	LUMENBEAM INGROUND LARGE This file has been calculated by Lumenpulse to represent a different configuration.		1	3173	0.93	42
	F7	2	BEGA Converted by LUMCat V 15.03.2017 / M.S.		99 402 K3	LED 16W	1	1855	0.93	19

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
East Lot Property Line Calc.		0.4 fc	1.8 fc	0.0 fc	N/A	N/A
Full Area Calc.	+	0.6 fc	30.9 fc	0.0 fc	N/A	N/A
Main Parking Lot Calc.	+	2.8 fc	6.4 fc	0.9 fc	7.1:1	3.1:1
McDonald's Drive Calc.	+	1.4 fc	3.0 fc	0.3 fc	10.0:1	4.7:1
MOB Parking Calc.	+	1.0 fc	1.9 fc	0.1 fc	19.0:1	10.0:1
Roadway #1 Calc.	+	1.9 fc	3.5 fc	0.4 fc	8.8:1	4.8:1
Roadway #2 Calc.	+	1.7 fc	5.1 fc	0.2 fc	25.5:1	8.5:1
Small Parking #1 Calc.	+	2.7 fc	6.4 fc	1.3 fc	4.9:1	2.1:1
Small Parking #2 Calc.	+	2.2 fc	5.1 fc	0.9 fc	5.7:1	2.4:1
Small Parking #3 Calc.	+	2.1 fc	6.1 fc	0.8 fc	7.6:1	2.6:1
Small Parking #4 Calc.	+	2.2 fc	6.0 fc	0.9 fc	6.7:1	2.4:1
West Lot Property Line Calc.		0.1 fc	1.2 fc	0.0 fc	N/A	N/A

NOTES:
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**FIELD VERIFICATION REQUIRED.

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

CONCEPTUAL LIGHTING PLAN

L17

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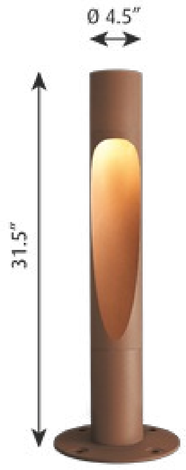
F1 & F2 LUMINAIRE - PARKING / ROADWAY

F1 & F2 WOOD POLE - PARKING / ROADWAY

F3 - RESIDENTIAL POLE LIGHT

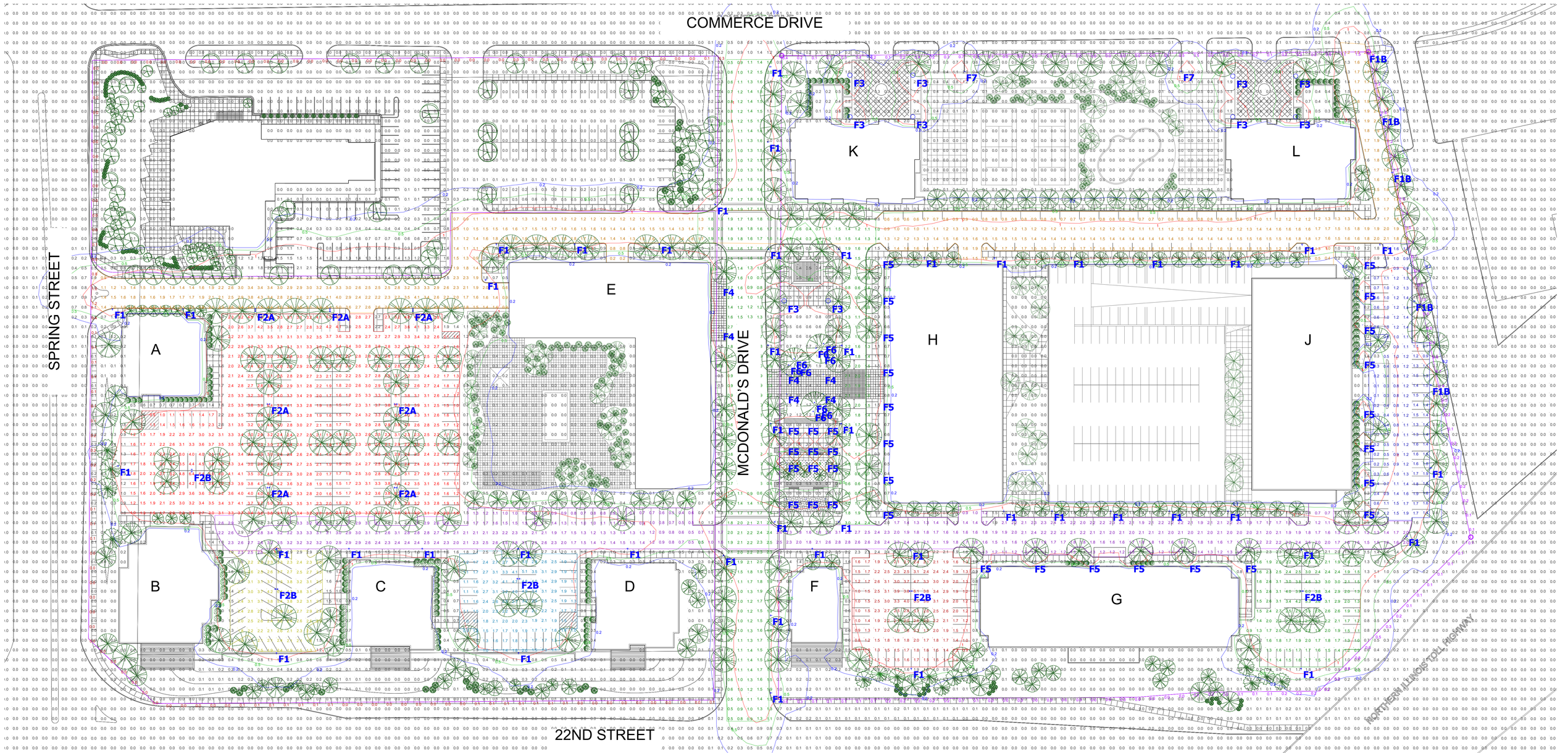
F4 - LIGHT COLUMN



F5 - BOLLARD LIGHT

F6 - FLUSH MOUNTED TREE LIGHTING IN PARK

F7 - DRIVEWAY POLE LIGHT



Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	F1	47	Lithonia Lighting	DSX0 LED P3 30K T3M MVOLT	DSX0 LED P3 30K T3M MVOLT	LED	1	7616	0.93	71
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	F2A	7	Lithonia Lighting	DSX0 LED P3 30K TFTM MVOLT	DSX0 LED P3 30K TFTM MVOLT	LED	2	7841	0.93	142
	F2B	5	Lithonia Lighting	DSX0 LED P3 30K TFTM MVOLT	DSX0 LED P3 30K TFTM MVOLT	LED	2	7841	0.93	142
	F3	10	BEGA		84 121 K3	LED 23,6W	1	2297	0.93	28
	F4	6	BEGA		84 991	LED 46.8W	1	7353	0.93	54
	F5	34	Louis Poulsen Lighting		Flint Pullert 3000K - ny MC-Pet 21-05-14	LED 3000K	1	538	0.93	14
	F6	9	LUMENPULSE	LBIL-120/277-30K-FL-SL-DALI	LUMENBEAM INGROUND LARGE This file has been calculated by Lumenpulse to represent a different configuration.		1	3173	0.93	42
	F7	2	BEGA Converted by LUMCat V 15.03.2017 / M.S.		99 402 K3	LED 16W	1	1855	0.93	19

Statistics

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McDonald's Drive Calc.		1.4 fc	3.0 fc	0.3 fc	10.0:1	4.7:1
MOB Parking Calc.		1.0 fc	1.9 fc	0.1 fc	19.0:1	10.0:1
Roadway #1 Calc.		1.9 fc	3.5 fc	0.4 fc	8.8:1	4.8:1
Roadway #2 Calc.		1.7 fc	5.1 fc	0.2 fc	25.5:1	8.5:1
Small Parking #1 Calc.		2.7 fc	6.4 fc	1.3 fc	4.9:1	2.1:1
Small Parking #2 Calc.		2.2 fc	5.1 fc	0.9 fc	5.7:1	2.4:1
Small Parking #3 Calc.		2.1 fc	6.1 fc	0.8 fc	7.6:1	2.6:1
Small Parking #4 Calc.		2.2 fc	6.0 fc	0.9 fc	6.7:1	2.4:1
West Lot Property Line Calc.		0.1 fc	1.2 fc	0.0 fc	N/A	N/A

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THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND IS NOT TO BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

PHOTOMETRICS PLAN

L19

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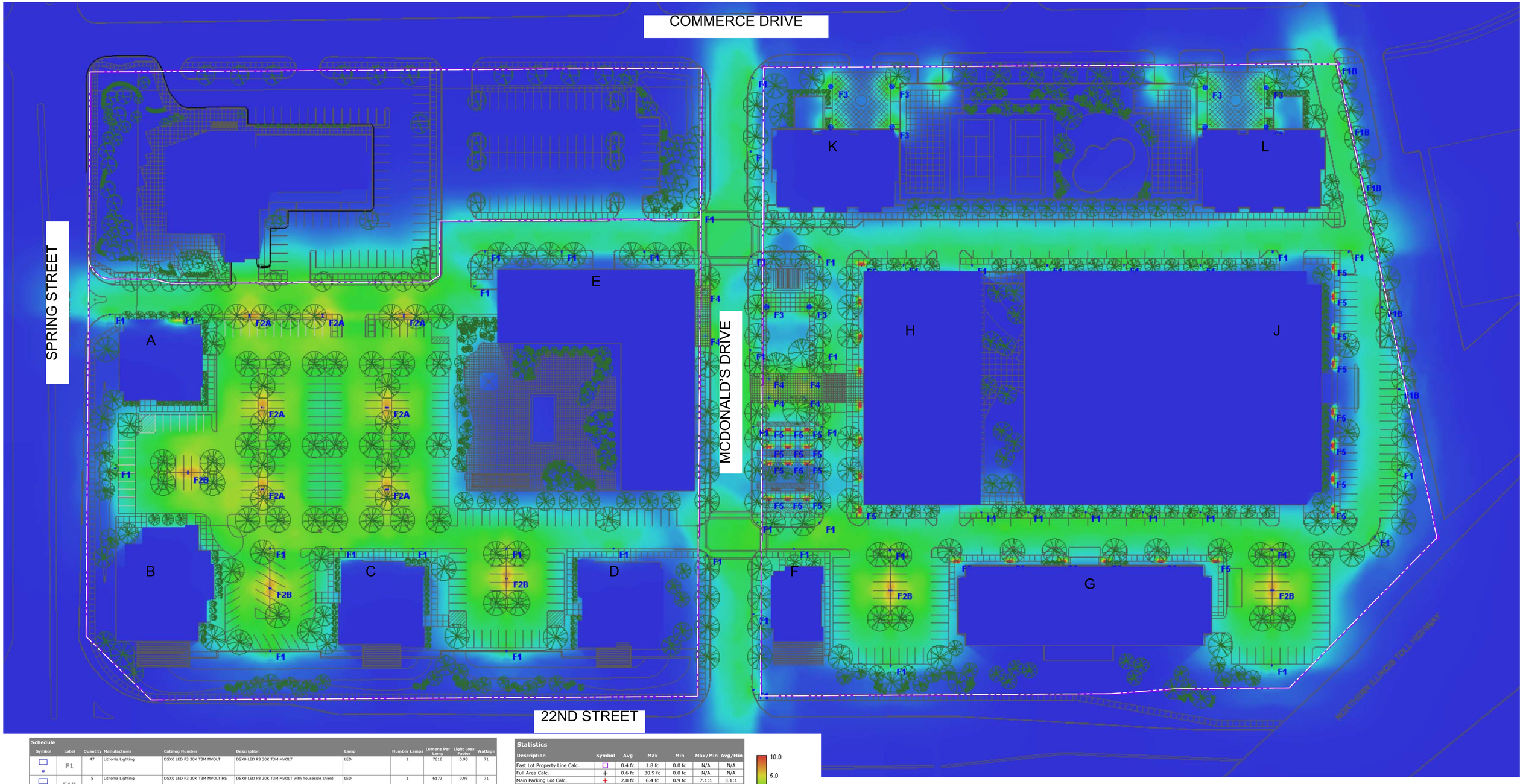

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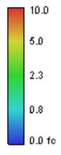
Small Parking #1 Calc.		2.7 fc	6.4 fc	1.3 fc	4.9:1	2.1:1
Small Parking #2 Calc.		2.2 fc	5.1 fc	0.9 fc	5.7:1	2.4:1
Small Parking #3 Calc.		2.1 fc	6.1 fc	0.8 fc	7.6:1	2.6:1
Small Parking #4 Calc.		2.2 fc	6.0 fc	0.9 fc	6.7:1	2.4:1
West Lot Property Line Calc.		0.1 fc	1.2 fc	0.0 fc	N/A	N/A



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OAK BROOK COMMONS - A LUXURY DEVELOPMENT

PHOTOMETRICS PLAN

L20

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Oak Brook, Illinois | **February 22, 2019**

CONNECTION FROM GIBSON'S UNDERGROUND VAULT TO GIBSON'S DETENTION POND

OFF SITE STORM CONNECTION TO 12" PIPE IE 661.65±

COMMERCE DRIVE OVERFLOW TO THE NORTH

OFF SITE STORM CONNECTION TO 30" PIPE IE 656.23

COMMERCE DRIVE

GIBSON'S UNDERGROUND DETENTION TO REMAIN. PERMITTED VOLUME = 2.94 AC-FT

DRAINAGE AREA = 0.10 AC

EXISTING GIBSON'S DETENTION BASIN TO REMAIN. PERMITTED VOLUME = 0.55 AC-FT

DRAINAGE DIVIDE (TYP)

DRAINAGE AREA = 4.76 AC

STORM CONNECTION TO GIBSON'S UNDERGROUND VAULT IE 666.32±

DRAINAGE DIVIDE (TYP)

SPRING ROAD

MCDONALD'S DRIVE

DRAINAGE AREA = 0.74 AC

DRAINAGE AREA = 3.76 AC

OFF SITE STORM CONNECTION OUTFALL 663.36 HWL 668.80

DRAINAGE AREA = 3.23 AC

OFF SITE STORM CONNECTION TO 36" PIPE IE 655.37±

DRAINAGE AREA = 2.81 AC

DRAINAGE AREA = 1.00 AC

NWL 670
HWL 673

ILLINOIS TOLLWAY 88

EXISTING SE DETENTION BASIN. PERMITTED VOLUME = 0.60 AC-FT

EXISTING SW DETENTION BASIN. PERMITTED VOLUME = 0.52 AC-FT

22ND STREET

OFF SITE STORM CONNECTION TO 24" PIPE IE 660.01±

OFF SITE STORM CONNECTION TO 15" PIPE IE 662.68±

EXISTING INFILTRATION BASINS. PERMITTED VOLUME = 299 CF

22ND STREET OVERFLOW TO THE EAST

GRAPHIC SCALE
50 25 0 50
1" = 50'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Existing Drainage and Stormwater Management Plan

C1

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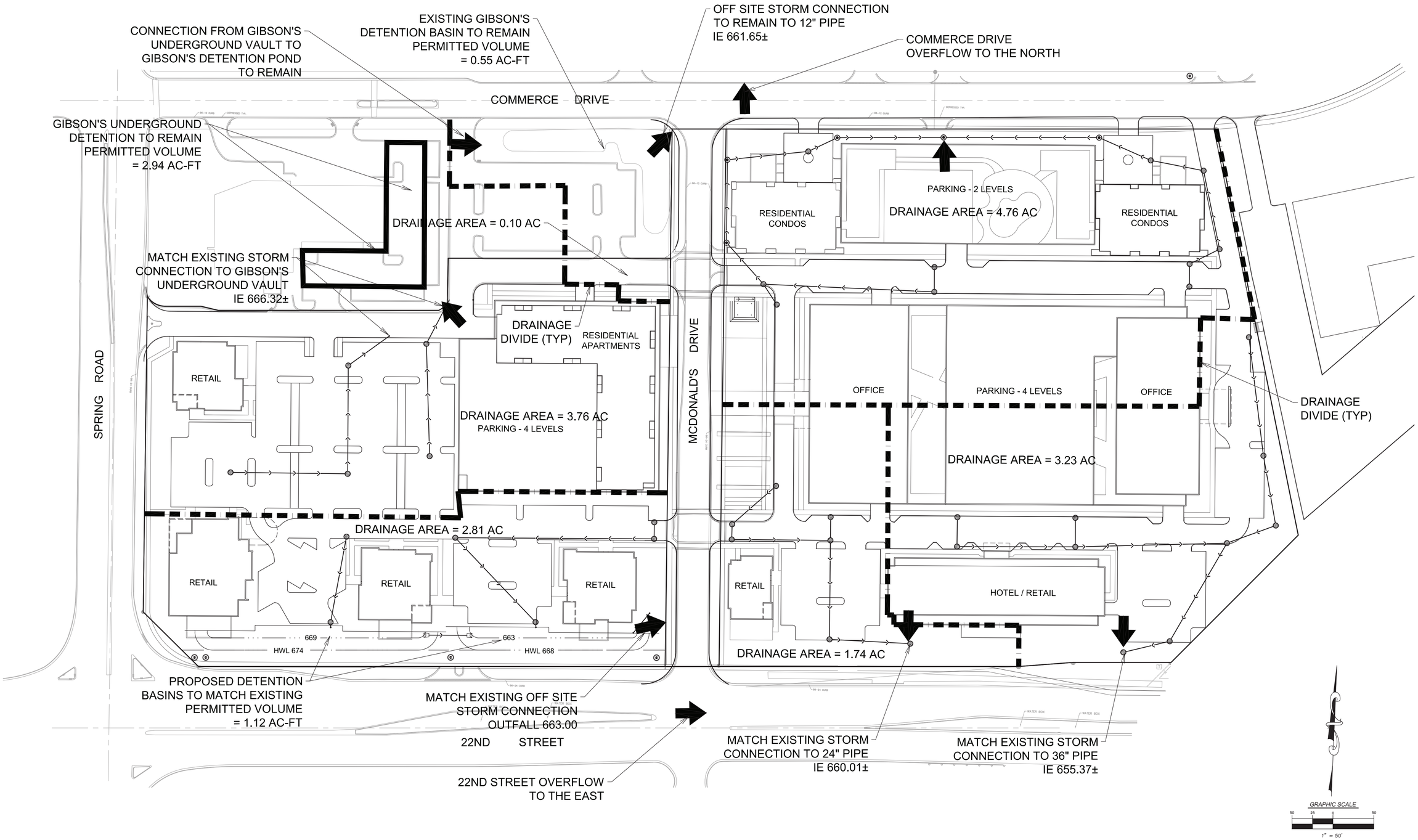
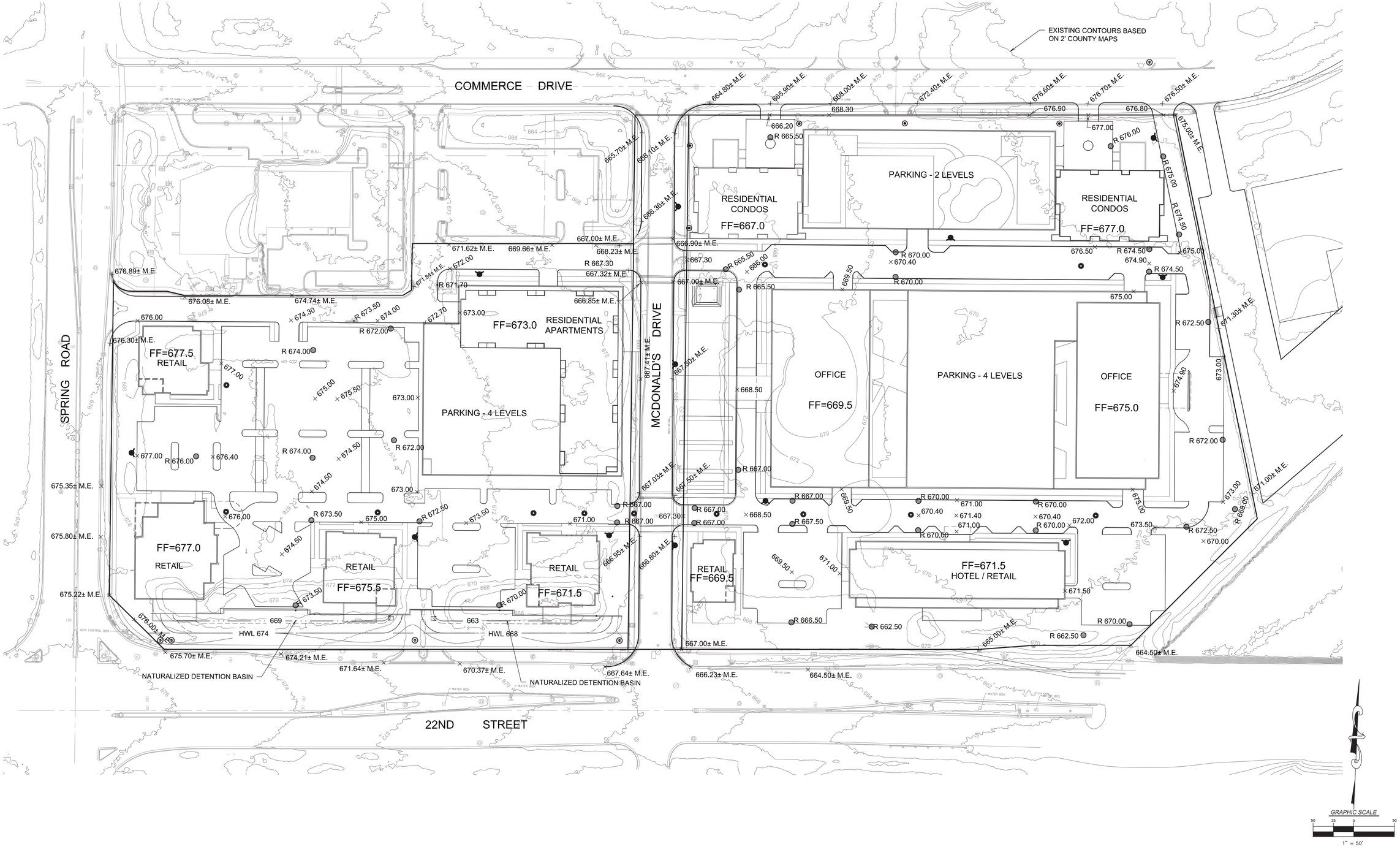


OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Proposed Drainage and Stormwater Management Plan

C2



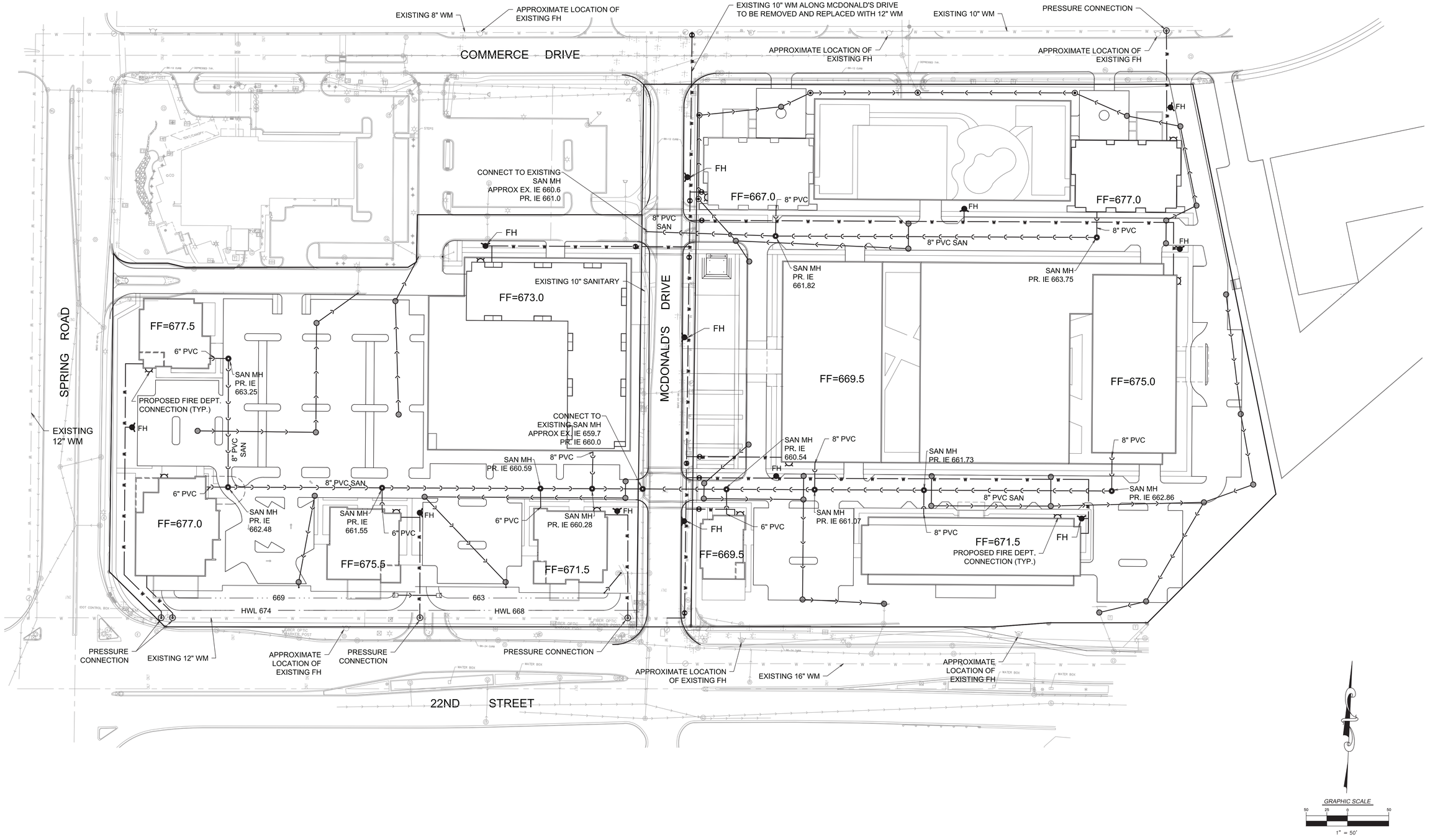
OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Preliminary Grading Plan

C3

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers © **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **March 15, 2019**



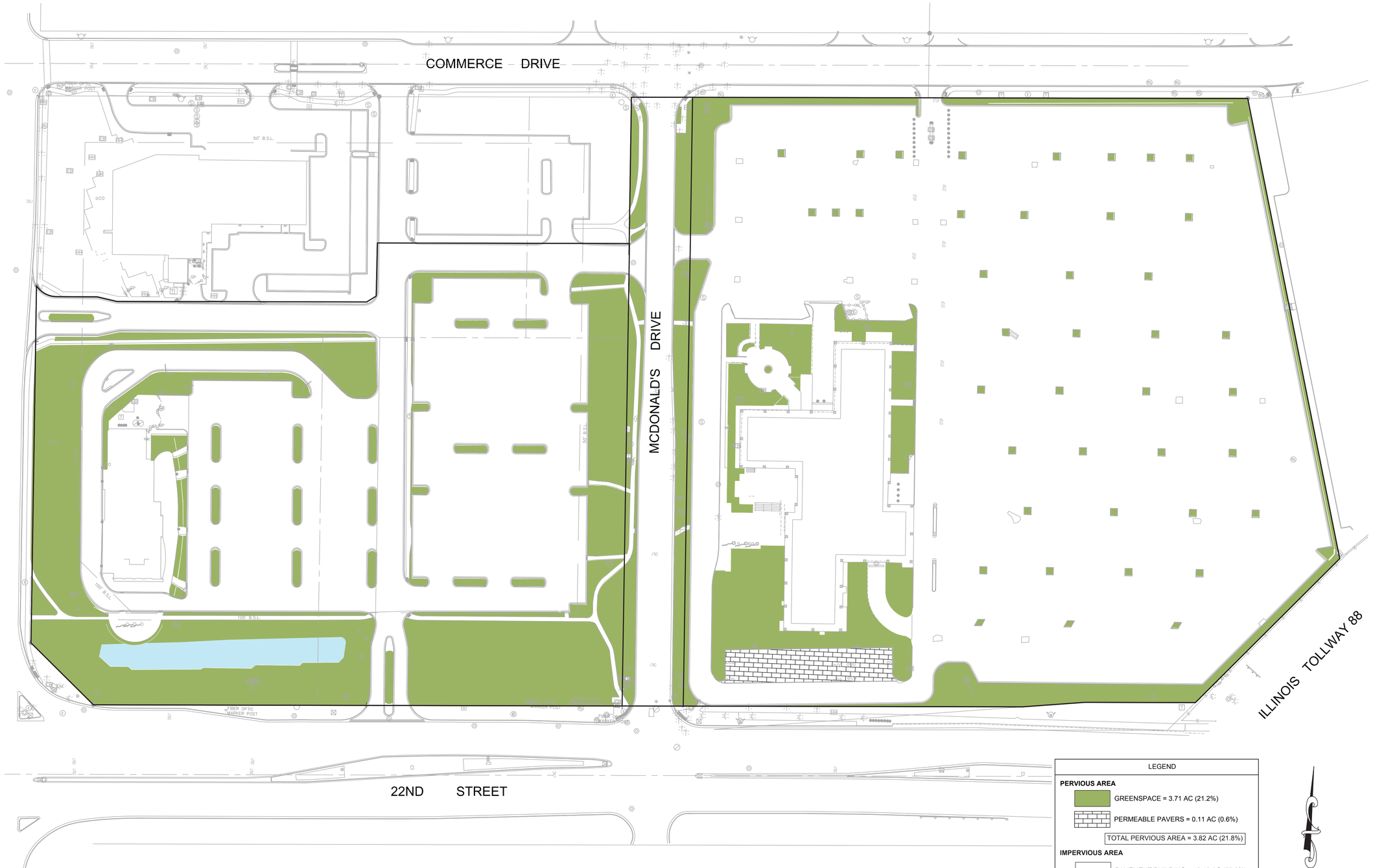
OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Preliminary Utility Plan

C4

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers © **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **March 15, 2019**



OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Existing Pervious/Impervious Area Exhibit

C5

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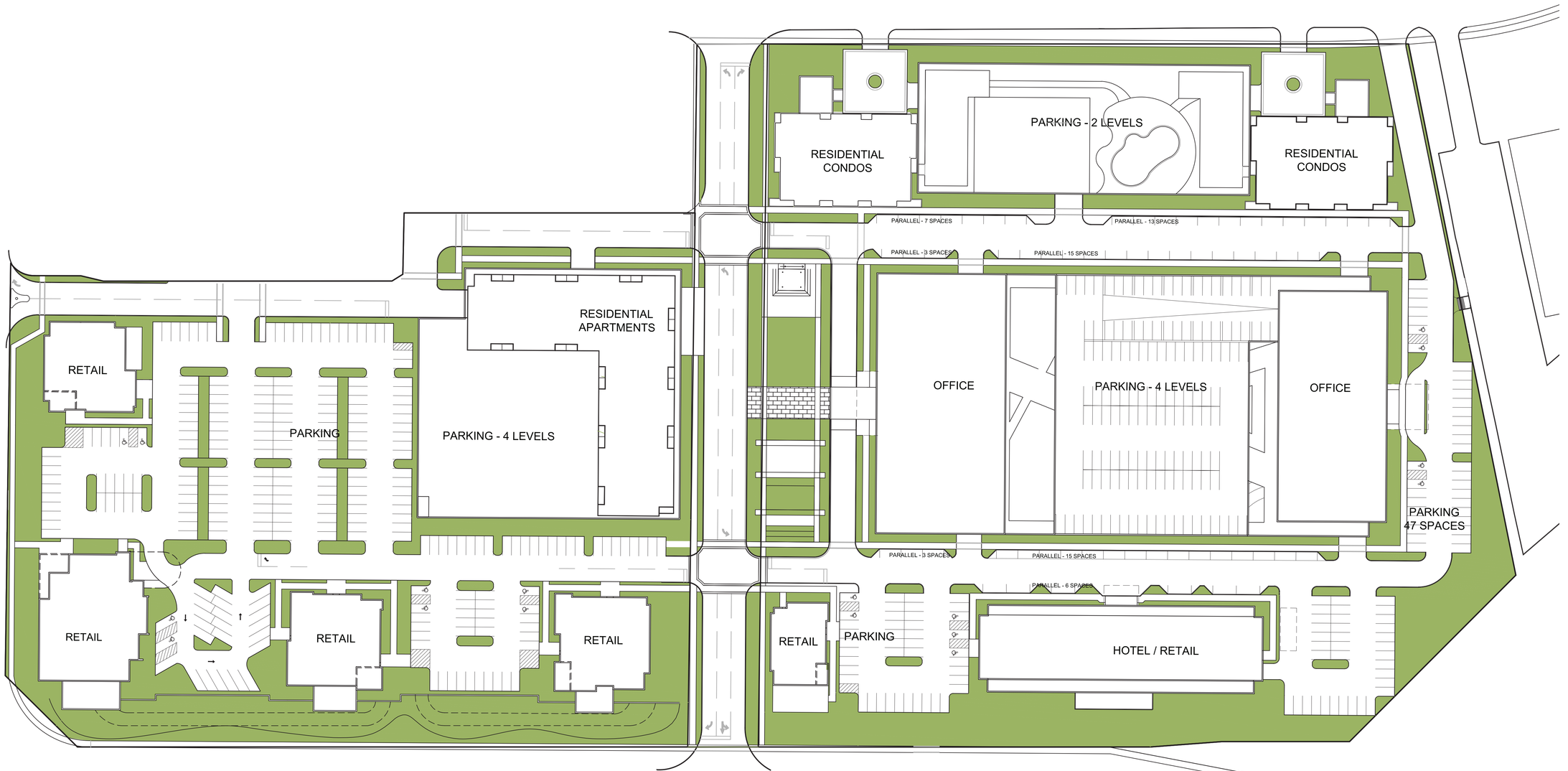

LEGEND	
PERVIOUS AREA	
GREENSPACE = 3.79 AC (21.7%)	
PERMEABLE PAVERS = 0.04 AC (0.2%)	
TOTAL PERVIOUS AREA = 3.83 AC (21.9%)	
IMPERVIOUS AREA	
PAVEMENT/BUILDING = 13.64 AC (78.1%)	
TOTAL IMPERVIOUS AREA = 13.64 AC (78.1%)	
PROJECT SITE CURVE NUMBER = 93	
PROJECT AREA = 17.47 AC	

GRAPHIC SCALE
50 25 0 50
1" = 50'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Previous Impervious Area Exhibit

C6

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Oak Brook, Illinois | **March 15, 2019**

COMMERCE DRIVE

SPRING ROAD

MCDONALD'S DRIVE

22ND STREET

RESIDENTIAL CONDOS

PARKING - 2 LEVELS

RESIDENTIAL CONDOS

RESIDENTIAL APARTMENTS

PARKING - 4 LEVELS

RETAIL

OFFICE

PARKING - 4 LEVELS

OFFICE

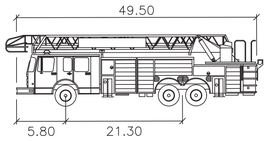
RETAIL

RETAIL

RETAIL

RETAIL

HOTEL / RETAIL



OAK BROOK LADDER

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

GRAPHIC SCALE

50 25 0 50

1" = 50'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Fire Truck Circulation and Maneuverability Exhibit

C7-1

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Oak Brook, Illinois | **March 15, 2019**

COMMERCE DRIVE

RESIDENTIAL CONDOS

PARKING - 2 LEVELS

RESIDENTIAL CONDOS

POND

RESIDENTIAL APARTMENTS

RETAIL

PARKING - 4 LEVELS

MCDONALD'S DRIVE

OFFICE

PARKING - 4 LEVELS

OFFICE

RETAIL

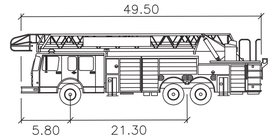
RETAIL

RETAIL

RETAIL

HOTEL / RETAIL

22ND STREET



OAK BROOK LADDER

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

GRAPHIC SCALE

50 25 0 50

1" = 50'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Fire Truck Circulation and Maneuverability Exhibit

C7-2

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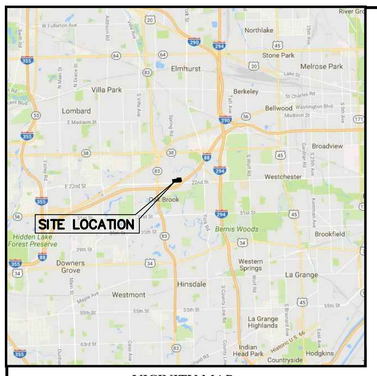
Oak Brook, Illinois | **March 15, 2019**

ALTA / NSPS LAND TITLE SURVEY



VICINITY MAP
NO SCALE

LEGAL DESCRIPTION

PARCEL 1:

LOT 4 IN OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION UNIT 1 (EXCEPT THAT PORTION FALLING WITHIN LOT 3 OF BUTLER COMPANY–M–1, INC. ASSESSMENT PLAT NO. 1, RECORDED JULY 8, 1964 AS DOCUMENT R64–24068), BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 12, 1968 AS DOCUMENT R68–30335, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
LOT 1 IN MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, BEING A RESUBDIVISION OF LOTS 1 AND 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2, BEING A RESUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 17, 2009 AS DOCUMENT R2009–111381, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:

THE PROPOSED LAND DESCRIBED AS FOLLOWS;

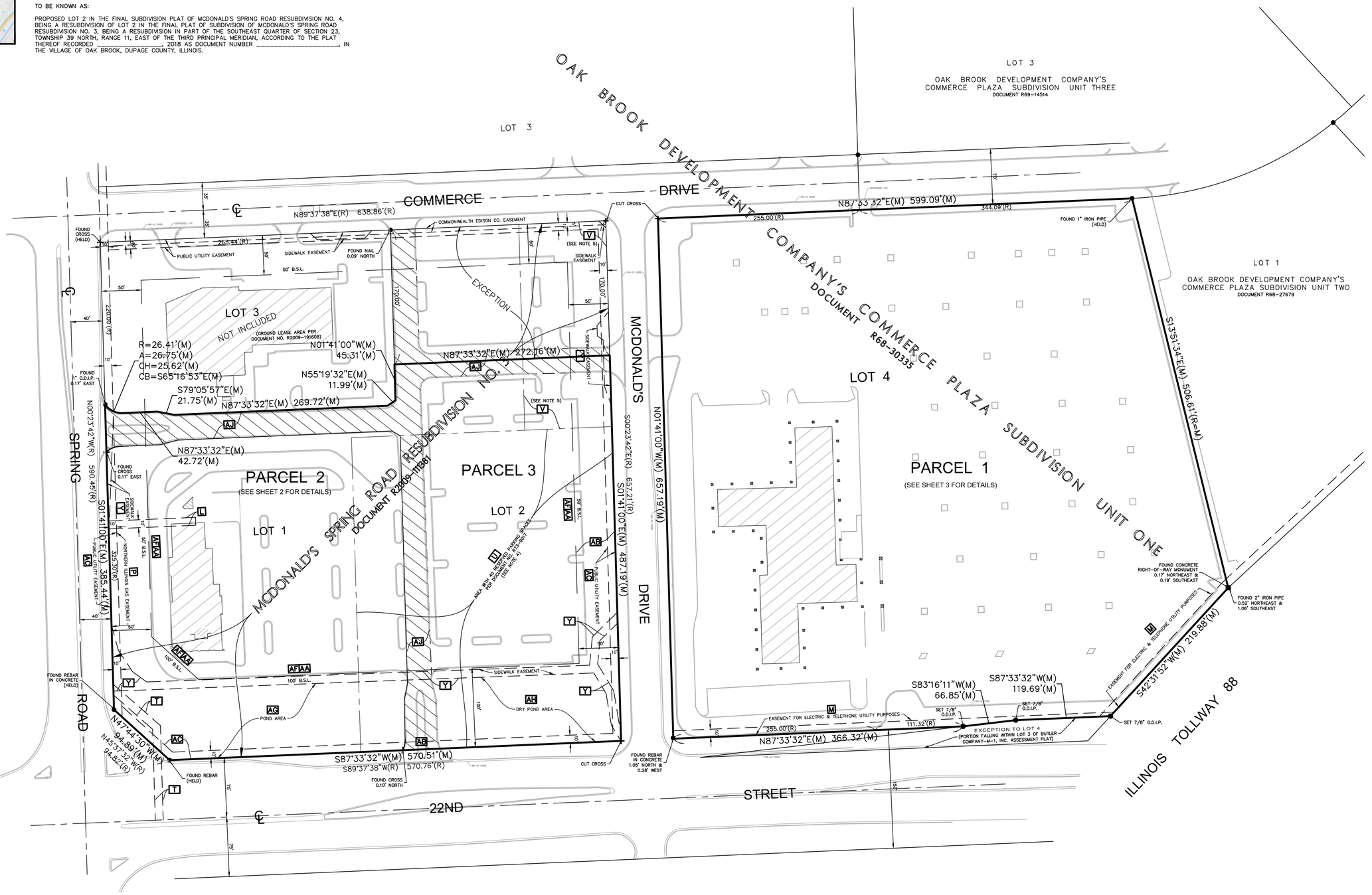
LOT 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3 (EXCEPT THE NORTH 170.00 FEET AS MEASURED ALONG THE EASTERLY LINE THEREOF), BEING A RESUBDIVISION IN PART OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 17, 2009 AS DOCUMENT NUMBER R2009–111381, IN THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS.

TO BE KNOWN AS:

PROPOSED LOT 2 IN THE FINAL SUBDIVISION PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 4, BEING A RESUBDIVISION OF LOT 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, BEING A RESUBDIVISION IN PART OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED _____, 2018 AS DOCUMENT NUMBER _____, IN THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS.

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

ASSUMED MERIDIAN



NOTES

1. THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION AND EASEMENTS OF RECORD AS IDENTIFIED IN TITLE COMMITMENT NUMBER 18008368NC ISSUED BY CHICAGO TITLE INSURANCE COMPANY HAVING AN EFFECTIVE DATE OF MAY 7, 2018.
2. THE BASIS OF BEARINGS FOR THIS SURVEY IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD 83 (2011), ZONE 1201 (ILLINOIS EAST).
3. THIS SITE FALLS WITHIN "OTHER AREAS ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 170214 0606 H, MAP NUMBER 17043C0606H HAVING AN EFFECTIVE DATE OF DECEMBER 16, 2004.

[K] 4. THE LAST EXTENTION TO THE LEASE REFERENCED IN DOCUMENT NO. R2004–084500 EXPIRED ON SEPTEMBER 30, 2006.

[U] 5. THE SURVEY SHOWS THE AFFECTED OFF–STREET PARKING AREA REFERENCED IN DOCUMENT NO. R73–9017, HOWEVER THE DOCUMENT DOES INDICATE THE LOCATION WITHIN THAT AREA OF THE 40 RESERVED PARKING SPACES.

[V] 6. THE EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED AS DOCUMENT NO. R83–118706 PERTAIN TO MAINTENANCE OF ON–SITE STORM SEWERS AND DETENTION FACILITIES AND GRANTS THE VILLAGE OF OAK BROOK RIGHT OF ACCESS TO PERFORM SAID MAINTENANCE OPERATIONS. THE AFFECTED AREA IS NOTED AS "AF" ON THE SURVEY.

LEGEND

- ● FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED (HELD LOCATION) (CONTROL POINT)
- ■ CONCRETE MONUMENT
- + CROSS IN CONCRETE
- MANHOLE
- STORM STRUCTURE
- SANITARY MANHOLE
- VALVE VAULT
- FIRE HYDRANT
- FLARED END SECTION
- UTILITY POLE
- UTILITY POLE W/LIGHT
- UTILITY POLE W/TSF
- GUY POLE
- OVERHEAD TRAFFIC SIGNAL
- TRAFFIC SIGNAL MANHOLE
- OHW OVERHEAD WIRES
- GAS METER
- ELECTRIC METER
- TRANSFORMER PAD
- TELEPHONE PEDESTAL
- ELECTRIC PEDESTAL
- TELEPHONE MANHOLE
- CABLE TELEVISION PEDESTAL
- ELECTRIC MANHOLE
- VALVE BOX
- B/BOX
- SIGN
- BOLLARD POLE
- LIGHT
- LIGHT POLE
- HAND HOLE
- MAILBOX
- GAS MARKER
- ELECTRIC MARKER
- TELEPHONE MARKER
- FLAG POLE
- POST INDICATOR VALVE
- GATE POST
- DS DOWN SPOUT
- TELEPHONE NETWORK INTERFACE
- IRRIGATION CONTROL VALVE
- ELECTRIC BOX
- SIAMESE WATER CONNECTION
- WATER MARKER
- BORING HOLE
- GAS VALVE
- SANITARY SEWER
- FLOW STORM SEWER
- W WATER MAIN
- G GAS MAIN
- E ELECTRIC LINE
- T TELEPHONE LINE
- CONIFEROUS TREE W/APPROX. DIAMETER
- DECIDUOUS TREE W/APPROX. DIAMETER MS=MULTI–STEM (DRIP LINE SHOWN IS APPROXIMATE)
- 18 ELEVATION
- BITUMINOUS PAVEMENT
- CONCRETE SURFACE
- DEPRESSED CURB
- GRAVEL SURFACE
- LANDSCAPE AREA
- STONE SURFACE
- DETECTABLE TACTILE WARNING SURFACE
- WOOD FENCE
- CHAIN LINK FENCE
- METAL FENCE
- METAL GUARDRAIL
- OVERHEAD TRAFFIC SIGNAL

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
TF = TOP OF FOUNDATION
FF = FINISHED FLOOR
FES = FLARED END SECTION
VCP = VITRIFIED CLAY PIPE
DIP = DUCTILE IRON PIPE
PVC = POLYVINYL CHLORIDE
RCP = REINFORCED CONCRETE PIPE
CMP = CORRUGATED METAL PIPE
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(D) = DEED BEARING OR DISTANCE
A = ARC LENGTH
R = RADIUS
CH = CHORD
CB = CHORD BEARING
B.S.L. = BUILDING SETBACK LINE
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND
- PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE

[AJ] ACCESS EASEMENT PER DOCUMENT NO. R2009–191608

SCHEDULE B EXCEPTIONS

*[K] LEASE MADE BY MCDONALD'S CORPORATION TO CHICAGO SMSA LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP DATED OCTOBER 30, 1991, A MEMORANDUM THEREOF WHICH WAS RECORDED DECEMBER 16, 1991 AS DOCUMENT R91–168363 AND RE–RECORDED JANUARY 9, 1992 AS DOCUMENT R92–005653, DEMISING THE LAND FOR A TERM OF YEARS BEGINNING OCTOBER 1, 1991 AND ENDING SEPTEMBER 30, 1996, AND ALL RIGHTS THEREUNDER OF, AND ALL ACTS DONE OR SUFFERED THEREUNDER BY, SAID LESSEE OR BY ANY PARTY CLAIMING BY, THROUGH, OR UNDER SAID LESSEE.

MEMORANDUM OF AGREEMENT TO EXTEND LEASE MADE BY MCDONALD'S CORPORATION, A DELAWARE CORPORATION (LANDLORD) AND CHICAGO SMSA LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP, D/B/A VERIZON WIRELESS (TENANT) RECORDED FEBRUARY 2, 2004 AS DOCUMENT R2004–084500, TO EXTEND LEASE FOR A TERM OF 3 YEARS BEGINNING OCTOBER 1, 2003 AND ENDING SEPTEMBER 30, 2006.

(AFFECTS PARCEL 1)

[L] RIGHT, TITLE AND INTEREST OF MCDONALD'S USA, LLC, A DELAWARE LIMITED LIABILITY COMPANY, IN AND TO THE LAND, AS DISCLOSED BY THEIR EXECUTION OF THE MEMORANDUM OF LEASE RECORDED AS DOCUMENT R2009–191608, AND OF ALL PARTIES CLAIMING THEREUNDER.

[M] PUBLIC UTILITY EASEMENT IN FAVOR OF ILLINOIS BELL AND COMMONWEALTH EDISON AS SHOWN AND SET FORTH IN THE GRANT OF EASEMENT RECORDED FEBRUARY 11, 1970 AS DOCUMENT R70–4217.

(AFFECTING A STRIP OF LAND 10 FEET IN WIDTH, WHICH IS LOCATED 352.23 FEET SOUTH OF THE NORTH LINE OF LOT 4 AND RUNS FROM THE WEST LINE OF LOT 4 TO A POINT 110 FEET EAST OF AND PARALLEL WITH THE WEST LINE)

(AFFECTS PARCEL 1)

[M] PUBLIC UTILITY EASEMENT 10 FEET IN WIDTH LYING NORTH OF AND ADJOINING THE NORTH RIGHT OF WAY LINE OF 22ND STREET, BEING A SOUTHERLY PORTION OF LOT 4 AFORESAID, WITH THE RIGHT TO USE THE SURFACE FOR PAVED ROADWAYS, PARKING AND LANDSCAPE PURPOSES AS SHOWN AND SET FORTH ON THE PLAT OF OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION UNIT ONE, RECORDED AS DOCUMENT R68–30335.

(AFFECTS PARCEL 1)

*[N] COVENANTS AND RESTRICTIONS CONTAINED IN THE DEED RECORDED SEPTEMBER 26, 1969 AS DOCUMENT R69–42735 RELATING TO APPROVAL OF PLANS AND SPECIFICATIONS AND LOCATION AND SPECIFICATIONS OF SIGNS ON THE LAND.

(AFFECTS PARCEL 1)

[P] GRANT DATED DECEMBER 27, 1960 AND RECORDED DECEMBER 27, 1960 AS DOCUMENT 991699 FROM BUTLER COMPANY TO NORTHERN ILLINOIS GAS COMPANY, A CORPORATION OF ILLINOIS, OF AN EASEMENT AND RIGHT TO CONSTRUCT, MAINTAIN, AND OPERATE A GAS MAIN AND NECESSARY APPURTENANCES THERETO BENEATH THE SURFACE OF THE FOLLOWING DESCRIBED PREMISES TOGETHER WITH PROVISIONS THEREIN CONTAINED:

A STRIP OF LAND 10 FEET IN WIDTH, IN THE EAST 1/2 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE SOUTH LINE OF THE SOUTH EAST 1/4 OF SAID SECTION 23 WHICH IS 45 FEET EAST OF THE SOUTHWEST CORNER OF SAID SOUTH EAST 1/4; THENCE NORTHERLY ALONG A LINE 45 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4 OF SECTION 23 TO THE NORTH LINE THEREOF; THENCE CONTINUING ALONG THE LAST DESCRIBED COURSE A DISTANCE OF 180 FEET, TO THE SOUTH BANK OF SALT CREEK; THENCE WESTERLY TO THE WEST LINE OF THE NORTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

(AFFECTS PARCEL 2, PARCEL 3 AND OTHER PROPERTY)

*[Q] COVENANTS AND RESTRICTIONS (BUT OMITTING ANY SUCH COVENANT OR RESTRICTION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID COVENANT (A) IS EXEMPT UNDER CHAPTER 42, SECTION 3607 OF THE UNITED STATES CODE OR (B) RELATES TO HANDICAP BUT DOES NOT DISCRIMINATE AGAINST HANDICAPPED PERSONS), CONTAINED IN DEED FROM CHICAGO TITLE AND TRUST COMPANY, A CORPORATION OF ILLINOIS, AS TRUSTEE UNDER TRUST AGREEMENT DATED OCTOBER 18, 1967 AND KNOWN AS TRUST NUMBER 51250, TO CASSU INVESTMENT GROUP, LTD., AN LIMITED PARTNERSHIP, DATED DECEMBER 22, 1970 AND RECORDED DECEMBER 24, 1970 AS DOCUMENT R70–146960, WHICH RELATES TO THE APPROVAL OF PLANS AND SPECIFICATIONS OF IMPROVEMENTS AND LOCATION OF SIGNS TO BE ERECTED ON THE LAND.

NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

*[R] COVENANTS AND RESTRICTIONS (BUT OMITTING ANY SUCH COVENANT OR RESTRICTION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID COVENANT (A) IS EXEMPT UNDER CHAPTER 42, SECTION 3607 OF THE UNITED STATES CODE OR (B) RELATES TO HANDICAP BUT DOES NOT DISCRIMINATE AGAINST HANDICAPPED PERSONS), CONTAINED IN THE TRUSTEE'S DEED RECORDED JULY 10, 1972 AS DOCUMENT R72–39059, RELATING TO THE APPROVAL OF PLANS AND SPECIFICATIONS OF BUILDINGS TO BE ERECTED ON THE PROPERTY IN QUESTION AND PROVIDING FOR NO ADVERTISING SIGNS EXCEPT THOSE DESIGNATED IN EXHIBIT A.

NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION.

(AFFECTS THAT PORTION OF PARCEL 2 FALLING WITHIN LOTS 1 AND 2 IN MCDONALD'S SPRING ROAD RESUBDIVISION NO. 1)

*[S] COVENANTS AND RESTRICTIONS (BUT OMITTING ANY SUCH COVENANT OR RESTRICTION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID COVENANT (A) IS EXEMPT UNDER CHAPTER 42, SECTION 3607 OF THE UNITED STATES CODE OR (B) RELATES TO HANDICAP BUT DOES NOT DISCRIMINATE AGAINST HANDICAPPED PERSONS), CONTAINED IN THE TRUSTEE'S DEED RECORDED APRIL 1, 1969 AS DOCUMENT R69–19514, RELATING TO THE APPROVAL OF PLANS AND SPECIFICATIONS OF BUILDINGS TO BE ERECTED ON THE PROPERTY IN QUESTION AND LOCATION OF SIGNS TO BE ERECTED ON THE PROPERTY.

(AFFECTS THAT PORTION OF PARCEL 2 FALLING WITHIN LOTS 1 AND 2 IN MCDONALD'S SPRING ROAD RESUBDIVISION NO. 1)

[T] PUBLIC UTILITY EASEMENT IN FAVOR OF NORTHERN ILLINOIS GAS AS SET FORTH IN THE GRANT RECORDED SEPTEMBER 4, 1962 AS DOCUMENT R62–30628

AFFECTS THE FOLLOWING DESCRIBED PROPERTY;
A STRIP OF LAND 10 FEET IN WIDTH BEGINNING AT A POINT IN THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, WHICH IS 98 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHEAST 1/4 A DISTANCE OF 117 FEET; THENCE NORTHWESTERLY AT AN ANGLE OF 45 DEGREES TO THE LAST DESCRIBED LINE TO A POINT WHICH IS 167 FEET NORTH OF THE SOUTH LINE OF SAID SOUTHEAST 1/4 AND 45 FEET EAST OF THE WEST LINE OF SAID SOUTHEAST 1/4 IN DUPAGE COUNTY, ILLINOIS.

(AFFECTS PARCEL 2, LOT 1)

[U] COVENANT FOR OFF–STREET PARKING RECORDED FEBRUARY 20, 1973 AS DOCUMENT R73–9017 GRANTING THE USE OF 40 PARKING SPACES ON THE LAND TO LOT 4 IN OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION.

(AFFECTS LOT 1 IN OAK BROOK INVESTMENT COMPANY ASSESSMENT PLAT NO. 2)

(AFFECTS UNDERLYING OF PARCEL 2 AND 3)

[V] DECLARATION OF EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS RELATING TO ON–SITE STORM SEWERS AND ON–SITE DETENTION FACILITIES, RECORDED MAY 26, 1993 AS DOCUMENT R93–118706.

(AFFECTS THAT PART OF LOT 2 OF PARCEL 2 FALLING WITHIN LOT 1 IN OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION UNIT 4)

[Y] EASEMENT IN FAVOR OF THE VILLAGE OF OAK BROOK, ILLINOIS, A MUNICIPAL CORPORATION, AND ITS/THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO RECONSTRUCT, OPERATE, REPAIR, REPLACE AND OTHERWISE MAINTAIN THE SIDEWALK, TOGETHER WITH THE RIGHT OF ACCESS THERETO, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT RECORDED MARCH 3, 2005 AS DOCUMENT NO. R2005–043463, AS AMENDED BY AMENDMENT RECORDED MARCH 1, 2006 AS DOCUMENT R2006–037564, AND AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381.

(AFFECTS PARCELS 2, 3 AND OTHER PROPERTY)

(FOR FURTHER PARTICULARS, SEE RECORD.)

*[Z] TERMS, PROVISIONS AND CONDITIONS CONTAINED IN:

RESOLUTION 2004–SD–FF+Zo–V–R–885 GRANTING APPROVAL OF THE FINAL PLAT OF SUBDIVISION FOR MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2 AND GRANTING A VARIATION FROM THE PROVISIONS OF SECTION 14–6–3K OF TITLE 14 ("SUBDIVISION REGULATIONS") OF THE VILLAGE CODE RELATIVE TO PUBLIC UTILITY EASEMENTS AND REQUIRING A COVENANT AS TO SETBACK ALONG COMMERCE DRIVE, A COPY OF WHICH WAS RECORDED JUNE 16, 2005 AS DOCUMENT R2005–126134.

ORDINANCE 2004–ZA–SU–S–1083 GRANTING SPECIAL USES TO MCDONALD'S RESTAURANT FOR A DRIVE–THROUGH AND OUTDOOR DINING AREA ADJACENT TO A RESTAURANT, A COPY OF WHICH WAS RECORDED JUNE 16, 2005 AS DOCUMENT R2005–126136.

ORDINANCE 2008–ZA–SU–S–1228 GRANTING A SPECIAL USE TO ALLOW OUTDOOR DINING AT THE PROPOSED GIBSON'S STEAKHOUSE AT THE SOUTHEAST CORNER OF SPRING ROAD AND COMMERCE DRIVE IN THE VILLAGE OF OAK BROOK, A COPY OF WHICH WAS RECORDED MAY 28, 2008 AS DOCUMENT R2008–087155.

RESOLUTION 2009–SD–FF+Zo–V–R–1045 APPROVING THE FINAL PLAT FOR THE MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3 AND A VARIATION FROM SECTION 14–6–3 ("SUBDIVISION REGULATIONS") OF THE VILLAGE CODE OF THE VILLAGE OF OAK BROOK, A COPY OF WHICH WAS RECORDED JULY 17, 2009 AS DOCUMENT R2009–111380.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

[AA] BUILDING SETBACK LINES, AND THE PROVISIONS RELATING THERETO, AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2 RECORDED JUNE 16, 2005 AS DOCUMENT R2005–126135.

REFERENCE IS MADE TO SAID PLAT FOR LOCATIONS.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

[AB] NOTES AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2 RECORDED AS DOCUMENT R2005–126135:

THERE SHALL BE ONLY ONE ACCESS DRIVEWAY TO 22ND STREET, LOCATED ON THE COMMON LOT LINE OF LOTS 1 AND 2.

NO PORTION OF LOT 2 LOCATED WITHIN 50 FEET OF COMMERCE DRIVE RIGHT–OF–WAY, AS SAID EXISTS AS OF THE DATE OF THIS PLAT OF SUBDIVISION, SHALL BE UTILIZED FOR A PARKING STRUCTURE OR FOR A SURFACE PARKING LOT UNLESS AND UNTIL A RELEASE OR MODIFICATION OF THE RESTRICTION IS AGREED TO BY MEANS OF A RESOLUTION BY THE BOARD OF TRUSTEES OF THE VILLAGE OF OAK BROOK.

BUILDING SET–BACKS SHALL BE GOVERNED BY THE THEN APPLICABLE PROVISIONS OF THE VILLAGE OF OAK BROOK ZONING ORDINANCES, SUBJECT TO THE VARIATION PROCEDURES SET FORTH THEREIN.

STORMWATER MANAGEMENT FACILITIES (INCLUDING DETENTION) THAT MEET THE REQUIREMENTS IN EFFECT AT THE TIME MUST BE CONSTRUCTED AT THE TIME OF DEVELOPMENT OF THESE LOTS, EVEN THOUGH SOME LOTS MAY BE BELOW THE DETENTION THRESHOLD, DETENTION IS REQUIRED SINCE THE SUBDIVISION IS GREATER THAN 1.0 ACRES.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

[AC] EASEMENT IN FAVOR OF THE VILLAGE OF OAK BROOK AND TO THOSE PUBLIC AND PRIVATE UTILITY COMPANIES OPERATING WITHIN THE VILLAGE OF OAK BROOK, INCLUDING BUT NOT LIMITED TO, HINSDALE SANITARY DISTRICT, AMERITECH, NORTHERN ILLINOIS GAS COMPANY, AND COMMONWEALTH EDISON COMPANY, AND ITS/THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE PLAT RECORDED JUNE 16, 2005 AS DOCUMENT NO. R2005–126135, AND IN THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381.

REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATIONS.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

*[AD] TERMS, PROVISIONS AND CONDITIONS CONTAINED IN THE LAWN SPRINKLER SYSTEM COVENANT RECORDED JULY 27, 2005 AS DOCUMENT R2005–162420.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

*[AE] ACCESS NOTE AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381:

THERE SHALL BE ONLY ONE ACCESS DRIVEWAY TO 22ND STREET, LOCATED ON LOT 2. EXISTING ACCESS TO REMAIN.

[AF] BUILDING SETBACK LINES AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381.

REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATIONS.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

[AG] POND AREA AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381.

(AFFECTS PARCEL 2 AND 3)

[AH] DRY POND AREA AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381.

(AFFECTS LOT 2 OF PARCEL 3)

*[AI] LAWN SPRINKLER SYSTEM COVENANT RUNNING WITH LAND RECORDED JULY 15, 2010 AS DOCUMENT R2010–090091.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

[AJ] EASEMENT FOR OVERFLOW PARKING AND ACCESS IN FAVOR OF GIBSON'S STEAKHOUSE – OAK BROOK, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, AS CONTAINED IN THE MEMORANDUM OF LEASE RECORDED AS DOCUMENT R2009–191608.

(AFFECTS LOT 2 OF PARCEL 3 AND OTHER PROPERTY)

SCHEDULE B EXCEPTIONS AK IS CIRCULAR IN NATURE IN THAT IT REFERENCES MATTERS SHOWN ON THIS SURVEY.

SCHEDULE B EXCEPTIONS A, C, J, D, E, F, AL, G, H, AO, O, W, X, AM AND AN ARE NOT SURVEY RELATED AND THEREFORE NOT SHOWN.

* NOT PLOTTABLE

STRIPED PARKING DATA
REGULAR SPACES = 1164
HANDICAPPED SPACES = 22
TOTAL SPACES = 1186

AREA SUMMARY

PARCEL 1	423,916 SQUARE FEET	OR	9.732 ACRES
PARCEL 2	146,672 SQUARE FEET	OR	3.367 ACRES
PARCEL 3	143,784 SQUARE FEET	OR	3.300 ACRES
TOTAL	714,372 SQUARE FEET (TO HEAVY LINES) (BASED ON MEASURED VALUES)	OR	16.400 ACRES

SURVEYOR'S CERTIFICATION

TO: HINES INTERESTS LIMITED PARTNERSHIP, A DELAWARE LIMITED PARTNERSHIP; CHICAGO TITLE INSURANCE COMPANY; AND THEIR SUCCESSORS AND/OR ASSIGNS.

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 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 07/03/2018.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184–002778
LICENSE EXPIRES 4/30/2019

DATE OF PLAT OR MAP: 07/12/2018

BY: _____
SCOTT C. KREBS
IL PROFESSIONAL LAND SURVEYOR NO. 3509
LICENSE EXPIRES 11/30/18

K:\Psdata\2018 Projects\18.0244\18.0244–LTS.dwg

PROJECT NO.: 18.0244 | 1 OF 3 | SCALE: 1" = 60'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT
The Plaza I & II
2111 McDonald's Drive

CLIENT
McDonald's Corporation
2111 McDonald's Drive - REF Accounting Dept. 212
Oak Brook IL 60523

DATE: 07–09–18 | PC TK | DRAWN BY RHM | CHECKED BY SK | BOOK 494 PG 8–10

NO.	REVISIONS	DATE	BY

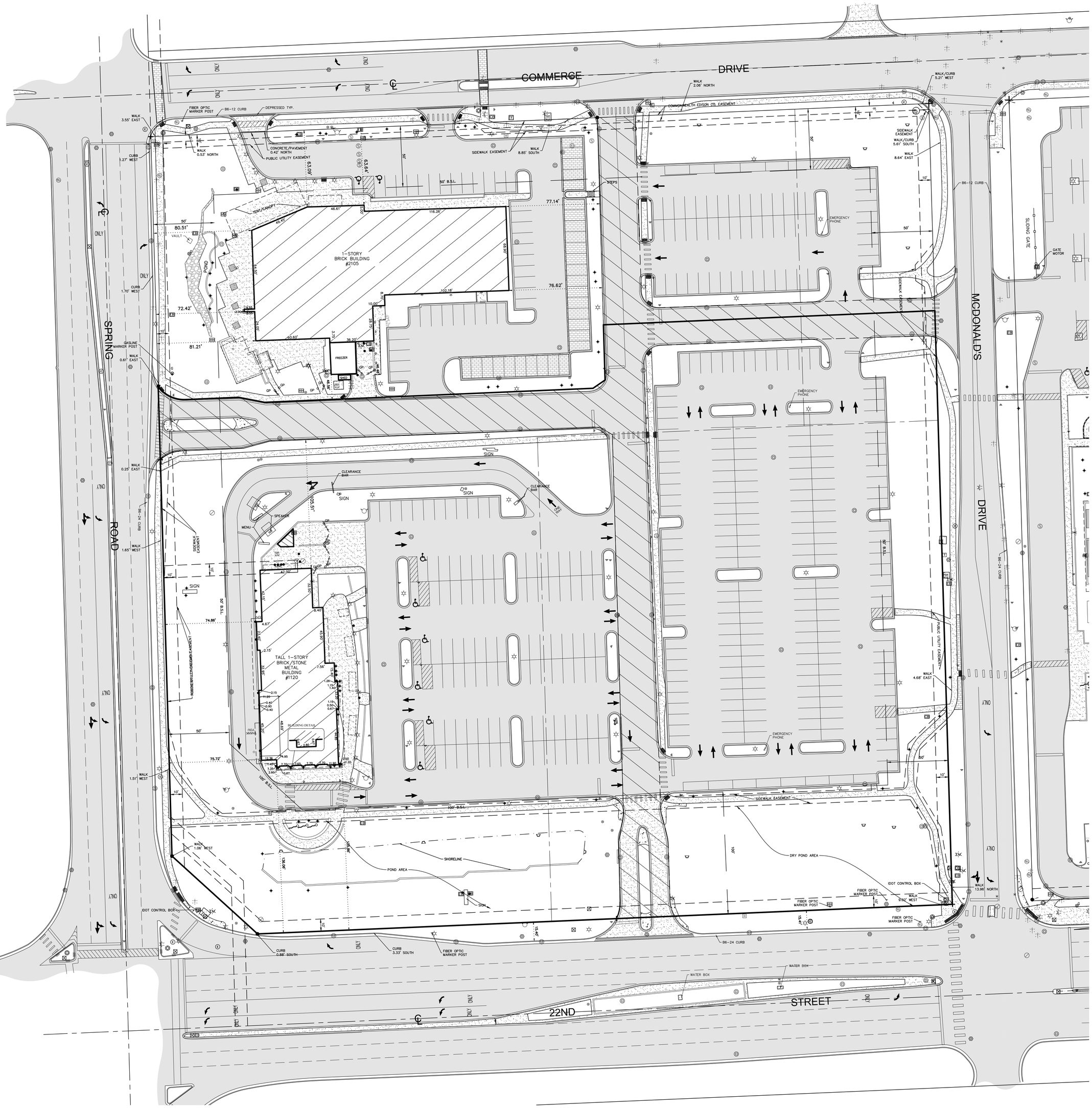
ALTA / NSPS LAND TITLE SURVEY

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

ASSUMED MERIDIAN



K:\Psdata\2018 Projects\18.0244-LTS.dwg

PROJ NO.: 18.0244

SCALE: 1" = 30'

2 OF 3

COMPASS SURVEYING LTD

ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING

2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT

The Plaza I & II
2111 McDonald's Drive

CLIENT

McDonald's Corporation
2111 McDonald's Drive - REF Accounting Dept. 212
Oak Brook IL 60523

DATE: 12-16-16	PC TK	DRAWN BY MRA	CHECKED BY SK	BOOK 494 PG 8-10

NO.	REVISIONS	DATE	BY

ALTA / NSPS LAND TITLE SURVEY

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

ASSUMED MERIDIAN

COMMERCE DRIVE

MCDONALD'S DRIVE

22ND STREET

ILLINOIS TOLLWAY 88

ALLEY

CUT CROSS

B6-12 CURB

WALL END 0.54' NORTH

DEPRESSED TYP. CURB 1.16' NORTH

CONCRETE 7.30' NORTH

WALK 1.09' EAST

WALK 0.97' SOUTH

WALK 6.58' WEST

CURB 7.50' SOUTH

CURB 7.36' SOUTH

CURB 7.47' SOUTH

CONCRETE 0.27' SOUTH

WALL 5.61' SOUTH

CONCRETE 0.18' SOUTH

WALL 5.06' SOUTH

WALL 1.73' WESTERLY

CAMERA

EMERGENCY PHONE

SLIDING GATE

GATE MOTOR

STOP

TRENCH DRAIN

STORM STRUCTURE

STAIRS W/ HANDRAIL

CURB 4.72' EAST

CURB 4.68' EAST

CURB 4.84' EAST

CURB 0.11 NORTH

CURB 2.90' NORTH

BENCH TYP.

METAL RAMP

MOTOR

STAIRS

8-STORY BUILDING

STAND PIPES

GRATE COVER TYP.

WATER BOX

WATER BOX

CONCRETE 6.48' SOUTH

EASEMENT FOR ELECTRIC & TELEPHONE UTILITY PURPOSES

SIGN

TEST STATION

FENCE 2.83' SOUTHEAST

FENCE 2.14' SOUTHEAST

FENCE 1.91' SOUTHEAST

CURB CORNER 7.91' NORTHWEST

CURB CORNER 7.71' NORTHWEST

WALL 3.13' WESTERLY

CONCRETE 2.93' WESTERLY

ALK 3.96' NORTH

FIBER OPTIC MARKER POST

DOT CONTROL BOX

50'

64.89'

64.93'

12.21'

100.02'

60.00'

47.00'

25.00'

75.00'

46.93'

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COMPASS SURVEYING LTD

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PROJECT

The Plaza I & II
2111 McDonald's Drive

CLIENT

McDonald's Corporation
2111 McDonald's Drive - REF Accounting Dept. 212
Oak Brook IL 60523

DATE: 12-16-16	PC TK	DRAWN BY MRA	CHECKED BY SK	BOOK 494 PG 8-10

NO.	REVISIONS	DATE	BY

PROJ. NO. 16-0244

3 OF 3

SCALE: 1" = 30'

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ▪ FAX 847.478.9701
www.gha-engineers.com

Parking Evaluation

To: **Greg VanSchaack, Greg McHenry, and David Bach**
Hines

From: Bill Grieve, P.E., PTOE
Senior Transportation Engineer

Date: March 21, 2019

Subject: ***Oak Brook Commons***

Gewalt Hamilton Associates, Inc. (GHA) has evaluated a parking concern raised by the Village with respect to the proposed Oak Brook Commons redevelopment of the former McDonald's campus. We offer the following information for your consideration regarding whether a parking supply ratio of 1.50 spaces per dwelling is appropriate for the apartment building.

Background Information

The Institute of Transportation Engineers (ITE) published the 5th Edition of *Parking Generation* in 2019. The land-uses for multi-family dwellings were previously defined by apartments and condominiums / townhouses. The latest data led to ITE combining the apartment and condominium / townhouse categories but defining multi-family residences by how many floors the buildings are.

- Low-Rise Multi-Family Housing, Land Use Code 220 applies to buildings with one or two levels (floors) of residences.
- Mid-Rise Multi-Family Housing, Land Use Code 221 applies to buildings between three and ten levels (floors) of residences.
- High-Rise Multi-Family Housing, Land Use Code 222 applies to buildings having more than ten levels (floors) of residences. *Note: The Oak Brook Commons apartment building is in this land-use category.*

The ITE information is also grouped by proximity to rail transit, within or not within ½ mail of the site, and by general urban / suburban or dense multi-use urban. For Oak Brook Commons, general urban / suburban was assumed with no nearby rail transit.

Analysis

Dwelling Units as the Variable

All three multi-family housing categories were tested for the proposed 280 apartments that will have 420 parking spaces for a ratio of 1.50 spaces per dwelling unit (DU). The results are summarized below.

- Low-Rise Multi-Family Housing
  - Fitted curve equation = 339 spaces required for a ratio of 1.21 spaces per DU
- Mid-Rise Multi-Family Housing
  - Fitted curve equation = 367 spaces required for a ratio of 1.31 spaces per DU
- High-Rise Multi-Family Housing
  - Fitted curve equation = 274 spaces required for a ratio of 0.98 spaces per DU

Key Finding. The prosed 420-space supply meets all three ITE category requirements using the number of dwelling units as the variable.

Bedrooms as the Variable

The 280 apartments will be comprised of 174 efficiency / 1-bedroom, 92-2 bedroom, and 14 3-bedroom dwelling units for a total of 410 bedrooms (174 + 184 + 52 = 410 bedrooms). ITE also has rate information using the number of bedrooms as the variable. The results are summarized below.

- Low-Rise Multi-Family Housing
  - Fitted curve equation = 271 spaces required for a ratio of 0.66 spaces per bedroom
- Mid-Rise Multi-Family Housing
  - Fitted curve equation = 316 spaces required for a ratio of 0.77 spaces per bedroom
- High-Rise Multi-Family Housing
  - Fitted curve equation = 201 spaces required for a ratio of 0.49 spaces per bedroom

Key Finding. The prosed 420-space supply meets all three ITE category requirements using the number of bedrooms as the variable.

Other Communities

Even within communities that have a higher parking requirement by code, officials are recognizing that mid-rise and high-rise multifamily projects can be appropriately parked using a ratio of 1.50 spaces per dwelling uint. For example, the Village of Northbrook generally requires 2.0 spaces per DU. But two recent multi-family projects have much lower parking ratios.

- NorthShore 770 on Skokie Boulevard north of Dundee Road has a structured parking ratio of 1.46 spaces per DU.
- Northbrook Court is working through the Village review process for a redevelopment of the western portion of the mall that will include multi-family dwellings with a structured parking supply of 1.37 spaces per DU.

Conclusion

Based on the above, we conclude that a parking ratio of 1.50 spaces per dwelling unit and the 420 parking space supply will comfortably accommodate the demands of the proposed 280 apartments at Oak Brook Commons. In fact, the parking supply will meet the calculated requirements for all three multi-family dwelling categories in the 5th edition of the ITE *Parking Generation* manual; low-rise, mid-rise, and high-rise, which is the category that the Oak Brook Commons apartment building is included in.

* * * * * * * * * * * * *

This parking evaluation conducted by:

Bill Grieve

William C. Grieve, P.E., PTOE
Senior Transportation Engineer
bgrieve@gha-engineers.com

11.a

BURNS McDONNELL

Technical Memorandum

Date: March 14, 2019

To: James Patterson, Burns & McDonnell (for the Village of Oak Brook)

From: Matt Papirnik, Burns & McDonnell

Project: "Oak Brook Commons" Development (Spring Road at 22nd Street)

Re: Hines Traffic Impact Study review

Cc: File

Burns & McDonnell has reviewed the Traffic Impact Study prepared by Gewalt Hamilton Associates for the Hines development company, concerning itself with a proposed mixed-use redevelopment of the former McDonald's Corporation office site northeast of the intersection of 22nd Street and Spring Road. The following notes comprise a summary of observations which Burns & McDonnell has concluded may be of value to the Village of Oak Brook in its evaluation of the study and of Hines' site development plans.

Reference is made to the Traffic Impact Study document, which is not copied here unless specifically noted.

Burns & McDonnell Observations

- We sought to focus primarily on impacts to Oak Brook streets: McDonald's Drive, Commerce Drive, and Spring Road. We note that, based on major movement volumes recorded between 4:15 and 5:30, 22nd Street appears to be at or over capacity.
- The TIS takes an optimistic view of site impacts in several ways:
  - Speculation that trip capture may be higher than similar site averages
  - Similar entering volumes during the AM peak for an office building nearly 20% larger than the pre-existing facility
  - Suggestion for installation of a 'do not block intersection' sign as a means of preventing queue-related issues
  - A plan to monitor actual volumes and to "consider" unspecified "additional operational measures" if traffic is worse than expected.

It is not prudent for the Village to depend on optimistic projections and good driver behavior – yet the operational effectiveness of the internal site street network does this to some extent.

- Were the 22nd Street intersections modeled individually, or as part of a system? Westbound queues at Spring Road have been observed to back up to the McDonald's Drive intersection (600' estimated queues in HCS substantiate this). Under those circumstances, it may be optimistic to claim that the 22nd/McDonald's Drive intersection will function as well as the HCS analysis suggests (since, for example, right turning vehicles may not be able to turn onto a queued 22nd Street).
- It is known that the Oak Brook Center site is in the process of redeveloping, with traffic likely to increase as those developments are occupied. Based on its own counts, the GHA analysis estimates southbound Spring Road operating at an LOS of E, with the through movement at capacity (v/c = 1.00). Was this timing optimized, or observed? Higher volumes on Spring Road (including those which might be generated by this Site) may justify seeking some re-timing of the Spring/22nd signal by IDOT – or the Village risks added congestion on Spring.
- The Village should look carefully at the GHA assessment of Commerce Drive at McDonald's Drive. While it may be true that a new full-stop may perform at a reasonable level of service, it is very important to note that this represents a significant deterioration from current conditions for east/west traffic. A traffic signal will mitigate this condition. It would be appropriate for the Village, as a condition of project approval, to require a commitment by the developer to install a signal at this location once certain traffic thresholds are met (for example, when volumes meet at least one MUTCD warrant).
- The GHA assumptions about trip capture (the idea of multiple uses encouraging non-vehicular trips) bear further consideration. It is not unreasonable to assume SOME trip capture from the mixed uses onsite, but additional support should be sought from GHA and Hines for their contention that the target markets for this development are consistent with high levels of active transportation.
- The GHA observation regarding higher trip capture on SRA routes is valid and well-informed, but the reason **why this is** can be debated. Is it due to the typically higher availability of through transit on SRAs? If so, that is not in itself sufficient justification to count on high trip capture here.
- The distance between intersections on McDonald's Drive will make provision for left-turn lanes difficult. The spacing between intersections is 150-200 feet – allowing for, at most, turn lanes of 50-75 feet and tapers 50 feet in length. This is very likely to be inadequate, as will the 150' of single-lane storage approaching 22nd southbound and Commerce Drive northbound. Alternative measures should be considered:

- Improved clearing of exit queues. The potential issues at McDonald's and 22nd have been discussed. The traffic signal we recommend for McDonald's and Commerce will allow traffic to leave the site more efficiently.
- Improved circulation (e.g. consider converting the internal 'circle' to one-way counterclockwise operation).
  Restricted-movement intersections. Adding a right-in, right-out control to the westbound entrance of the south interior intersection would reduce the risk of through movement blockage more effectively than a sign.
- Would it be possible to eliminate McDonald's Drive entirely between the two intersections and create a one-way loop for all traffic?

Projected Water Demand And Wastewater Flow

Oak Brook Commons, Oakbrook

V3 Project Number: **18203**
Date: Original: 01/28/2019
Revised: 03/15/2019

Preliminary Overall Development

SITE	BUILDING USE	BUILDING AREA (SF)	TOTAL # OF UNITS	UNIT TYPE	UNIT %	# UNITS	WATER USAGE RATE	UNITS	AVG. DAILY WATER DEMAND/WASTE WATER FLOW (GPD)	WASTE WATER FLOW (P.E.)	LENGTH OF "DAY" (HR)	AVERAGE DAILY WATER DEMAND (GPM)	FIRE FLOW DEMAND (GPM)	PEAK DEMAND (ADD+FIRE FLOW) (GPM)
A	Restaurant	10,000					1.0	GPD/ SF	10,000	100.0	12	14	1750	1764
B	Restaurant	11,000					1.0	GPD/ SF	11,000	110.0	12	15	2000	2015
C	Retail	10,000					0.1	GPD/ SF	1,000	10.0	12	1	1750	1751
D	Retail	9,000					0.1	GPD/ SF	900	9.0	12	1	1750	1751
E	Residential (Apt.)	350,000	280	Studio/ Convertible	15%	42	100	GPD/ UNIT	4,200	42.0	24	38	3000	3038
				1B	50%	140	150	GPD/ UNIT	21,000	210.0				
				2B	30%	84	300	GPD/ UNIT	25,200	252.0				
				3B	5%	14	300	GPD/ UNIT	4,200	42.0				
E	Retail	3,000					0.1	GPD/ SF	300	3.0	12			
F	Retail	7,000					0.1	GPD/ SF	700	7.0	12	1	1500	1501
G	Hotel	200,000				252	150	GPD/ ROOM	37,800	378.0	24	26	3000	3026
H	Office	240,000					0.10	GPD/ SF	24,000	240.0	12	33	8000	8033
J	Office	110,000					0.10	GPD/ SF	11,000	110.0	12	15	2750	2765
K	Residential (Condo)	135,000	48	3B	100%	48	300	GPD/ UNIT	14,400	144.0	24	10	1750	1760
L	Residential (Condo)	135,000	48	3B	100%	48	300	GPD/ UNIT	14,400	144.0	24	10	1750	1760
							TOTALS		180,100	1,801				

Notes:

1. The following table has been prepared to determine the anticipated water demand/sewer load. The estimated flows are based on building gross area and associated IEPA unit sewage flows.
2. Building area and unit counts are based on the Master Site Plan and Project Area Summary dated 02/22/19.
3. Fire flow values taken from table B105.1 of the 2009 International Fire Code.
4. Building areas are taken from the three largest successive floors for Type IA and IB construction.
5. Retail (A, B, C, D, F) will be Type V
6. Multi-Family (E) will be Type IA
7. Hotel (G) will be Type IA or IB (Same fire flow requirements)
8. Office (H) will be Type IV (Heavy Timber)
9. MOB (J) will be Type I
10. Condos (K/L) will be Type IA

Calculations for Design Max. Flow - Full Buildout

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

Max PE Flow = 1,801
Peaking Factor = 3.62
Design Max. Flow = 652,094 GPD

RESIDENTIAL #1 - MARKET-RATE APARTMENT BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
192'-0"	**18**	**21**	**280**	**23,750 SF**	**350,000 SF**	**420**

RESIDENTIAL #2 - CONDOMINIUM BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
150'-0"	**13**	**4**	**48**	**10,060 SF**	**135,000 SF**	**100**

RESIDENTIAL #3 - CONDOMINIUM BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
150'-0"	**13**	**4**	**48**	**10,060 SF**	**135,000 SF**	**100**

OFFICE BUILDING #1				
HEIGHT	STORIES	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
95'-0"	**7**	**36,923 SF**	**240,000 SF**	**800**

OFFICE BUILDING #2				
HEIGHT	STORIES	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
95'-0"	**8**	**22,000 SF**	**110,000 SF**	**400**

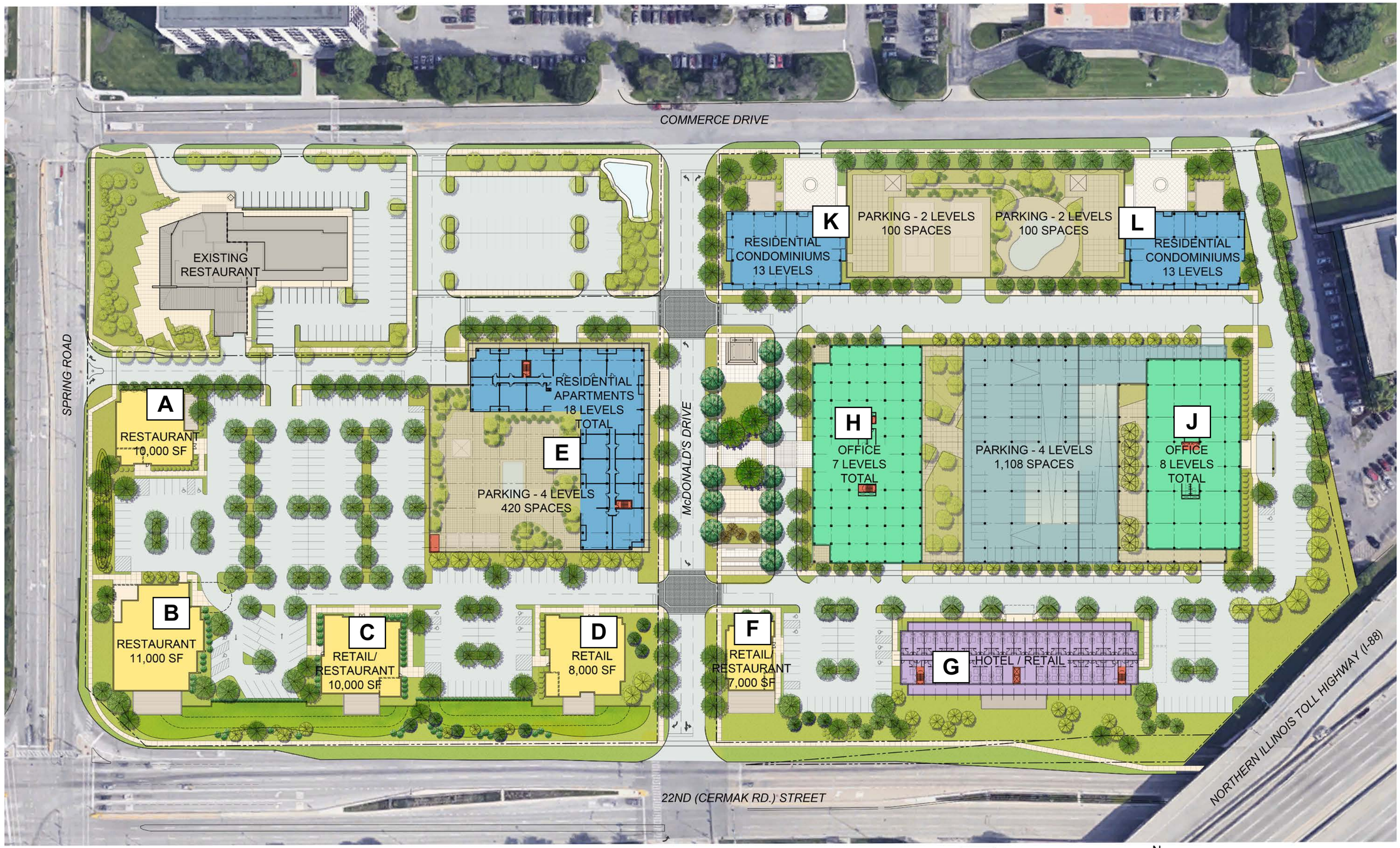
HOTEL					
HEIGHT	STORIES	ROOMS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)
108'-0"	**8**	**37**	**252**	**25,000 SF**	**200,000 SF**

PARKING		
STRUCTURED	ON-GRADE	TOTAL PARKING
1,728	**434**	**2,162**

RETAIL				
HEIGHT	HEIGHT	STORIES	AREA (SF)	SURFACE PARKING
RETAIL A	20'-0"	1	UP TO 10,000 SF	
RETAIL B	20'-0"	1	UP TO 11,000 SF	
RETAIL C	20'-0"	1	UP TO 10,000 SF	
RETAIL D	20'-0"	1	UP TO 9,000 SF	
RETAIL E	20'-0"	1	3,000 SF	
RETAIL F	20'-0"	1	UP TO 7,000 SF	
TOTAL			**50,000 SF**	**254**

Project Summary

Site Area (Including McDonald's Drive):			761,071	SF
			17.47	Acres
Parking:	On-Grade	Up To	434	Spaces
	Structured	Up To	1,728	Spaces
	Total	Up To	2,162	Spaces
Residential Condominiums	Up To 96	Units	270,000	SF
Residential Market-Rate Apartments	Up To 280	Units	350,000	SF
Office			350,000	SF
Hotel			200,000	SF
Retail			50,000	SF
Total Building Area	Not To Exceed		1,220,000	SF



1 TYPICAL UPPER LEVEL PLAN
SCALE: 1"=50'

N

0 25' 50' 100'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OVERALL PLAN - TYPICAL LEVEL

A7

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers © **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **March 15, 2019**

VILLAGE OF OAK BROOK Illinois

MINUTES OF THE FEBRUARY 28, 2019
REGULAR MEETING OF THE PLANNED
DEVELOPMENT COMMISSION OF THE
VILLAGE OF OAK BROOK
APPROVED AS AMENDED OR WRITTEN ON, 2018

1. CALL TO ORDER:

CALL TO ORDER

The Regular Meeting of the Planned Development Commission was called to order by Vice Chairman Wayne Ziemer in the Samuel E. Dean Board Room of the Butler Government Center at 7:02 p.m.

2. ROLL CALL:

ROLL CALL

Gail Polanek called the roll with the following persons
PRESENT: Vice Chairman Wayne Ziemer, Members Jeffrey Bulin, Natalie Cappetta, Thomas Doyle, Raju Iyer and Alfred Savino
ABSENT: Chairwoman Marcia Tropinski
IN ATTENDANCE: Trustees John Baar and Edward Tiesenga, Development Services Director Tony Budzikowski, Public Works Director Doug Patchin, Police Chief James Kruger, Fire Chief Barry Liss, Village Attorney Kurt Asprooth, Village Consultant Engineer James Patterson, Village Planner Rebecca Von Drasek, and Planning Technician Gail Polanek

3. APPROVAL OF MINUTES

MINUTES

SPECIAL MEETING OF THE PLANNED DEVELOPMENT COMMISSION OF NOVEMBER 12, 2018

NOVEMBER 12,2018

Motion by Member Bulin, seconded by Member Doyle to approve the minutes of the November 12, 2018 Special Planned Development Commission meeting as amended. VOICE VOTE: Motion Carried.

4. A. CASE NO: 2019-01-ZO-PUD – HINES OAK BROOK COMMONS – MCDONALD'S CORP. – 1120 22ND STREET AND 2111 MCDONALD'S DRIVE – PROPOSED MIXED USE DEVELOPMENT

HINES – 1120 22ND ST AND 2111 MCDONALD'S DRIVE– PUD

Vice Chairman Ziemer announced the public hearing for the requested planned development. All witnesses were sworn in.

Peter Friedman, attorney for the applicant, Holland & Knight LLP, 131 S. Dearborn Street, Chicago, Illinois, described the planned development as a premier mixed-use community of the highest quality. He stated the project will generate significant net revenues for the village from new residents, visitors and employees, with limited additional service costs. The proposed plan is less dense than the illustrious plan for the site as shown in the Commercial Areas Revitalization Plan which was recently recommended by the Plan Commission and will go before the village board in March.

The plan does not attempt to maximize FAR at the expense of amenities, character and functionality. Departures from the zoning ordinance include:

- FAR
- Height
- Setbacks
- Residential Use
- Parking Dimensions

All application and analysis materials have been provided; including fiscal and village services impacts, traffic, environmental, stormwater and lighting. Village staff comments were carefully viewed and addressed. He felt they were well prepared in their presentation and hoped the commission would grant a favorable recommendation.

Greg Van Schaack, Senior Managing Director with Hines (contract purchaser), 444 W. Lake Street, Suite 2400, Chicago, Illinois, stated that he leads development for Hines and has been employed with them for 33 years. He described the proposed Oak Brook Commons site as the premier location in all of Chicagoland. They envision Oak Brook Commons as a place to live, work, eat, play and shop without having to use your car.

Hines has several successful developments in Chicago. He believed the 20 year-old Hines development at 700 Commerce Drive is one of highest quality office buildings in Oak Brook. Hines is headquartered in Chicago in a building they developed and completed in 2017. It is 97% leased and one of the most valuable office buildings in Chicago. It was a very complicated project that took ten years to complete. The original site was a muddy river bank with trains going past. Today it is considered a premier location with a beautiful park and plaza that attracts many visitors.

Mr. Van Schaack presented a slide show of the Hines development Lincoln Commons. It was a project very similar to the proposed Oak Brook Commons in Lincoln Park on 6.5-acres. The apartments within that project are very high-end and cost approximately $500,000 per unit to build with a rent estimate of $3,000 per

month. The condominiums in Lincoln Commons will sell for between $3-9 million each. The rental buildings offer a variety of activities targeted for the rental community.

Greg Gorski, architect with Antunovich Associates, 224 W Huron Street, Chicago presented a PowerPoint of the planned development. Slides showed the current and proposed use. The illustrations showed the lower density buildings in the foreground with the higher density buildings placed in the middle of the site and further west towards Interstate 88.

The plan offers to widen McDonald's Drive in order to create a third lane which will act as a left turn lane. Road access within the site will connect all of the uses and ease accessibility to all of the parking decks.

Shade trees as well as lower grade plantings will be planted throughout the site to create a park-like atmosphere. The plan illustrates an actual park in the center to which was strategically located to separate the high densities.

He discussed possible ingress/egress of each parking garage to control the flow of traffic within the site and onto the major streets and would study the parking garage driveway access and Commerce Drive.

Several slides of the preliminary proposed buildings were reviewed. The intention was to create inviting modern buildings with a great sense of scale. Several of the raised platform decks would be dedicated amenity spaces. All buildings would be softened with appropriate landscaping.

He reviewed many of the landscape slides in greater detail. The Central Park setting will offer a pavilion, a lawn area, beautiful hardscape and seating to provide a welcome gathering space for all pedestrians.

He briefly described the stormwater management and preliminary utility plan.

Joe Endress, Vice President, McDonald's Corporation, 110 Carpenter Street, Chicago, Illinois, was in support of the project. He was responsible for the decision to relocate the McDonald's headquarters to Chicago after 48 wonderful years in Oak Brook. They felt it was important to take care of the McDonald's legacy and therefore worked with a team to create a special plan for the 17-acre property at Spring Road and 22nd Street. The plan presented by Hines really took into account what Oak Brook needed. They are a world class developer who will be hiring a world class architect. They are very proud of the proposed plan and felt this site would be in good hands with Hines.

John Minuitti, 3 Oak Brook Club Drive said that he would like to see a Trader Joes in the development.

Bill Huffman, Vice President Duchossois Group, 444 W Lake Street Chicago, was in support of the Oak Brook Commons project. The Chamberlain Group owned by Duchossois moved into Oak Brook with 550 employees in 2017. They recently bought the property at 2100 Swift Drive and plan to expand to up to 800 people. They have invested more than 100 million dollars in Oak Brook and view the Oak Brook Commons project as a great recruitment tool and asset to the community. He believed the project would help to increase local real estate values. He disclosed that Hines is the landlord for Duchossois Group in Chicago and believed they are a premier developer and project manager.

Sil Prassas, General Manager, Gibsons Oak Brook was excited about the project and can't wait for Hines to develop the site.

Jerry Wolin, 5 Oak Brook Club Drive was in support of the development with the exception of the apartment building. He would prefer to see condominiums exclusively in the development. He too felt a Trader Joes would be a welcome addition. He raised concerns about the cost of water distribution to so many high-rise buildings.

David Carlin, Greater Oak Brook Chamber of Commerce was in support of Hines and the development. He believed the plan meets the needs of Oak Brook's residents, the business community and the village's many visitors. The positive financial impact for the community cannot be overstated and makes additional taxes unnecessary. The project provides:

- Much needed high-end housing options for current residents and local professionals.
- Restaurants to provide more tax revenue and dining options.
- Green space and less surface parking.
- LEED Certified and esthetically pleasing construction.

Bill Elwood, Executive Vice President, CBRE, 700 Commerce Drive was in support of the development. He has been in Oak Brook for 32 years and his job is to place companies and people in office spaces. His office is a Hines development and he also leases space in a Hines development in Schaumburg that he believes is one of the nicest buildings in the area. The suburbs have a shortage of high-end office buildings. It is one of the biggest complaints they hear from potential office tenants. The potential tenants generally choose a more desirable live-work-play environment that is often seen in downtown Chicago. The proposed Hines development offers a

live-work-play environment that is also pedestrian friendly. Walkability provides increased success of the Oakbrook Mall and other local amenities.

Member Cappetta asked the Public Works director if the development provided data on water usage and if there was a potential water distribution issue.

Public Works Director Doug Patchin responded that in 2017 the firm Trotter and Associates was hired to create a CAD model for the village's water system. The model was completed in January, 2019. Any new developments are required to provide an estimate of their average daily usage and their worst case scenario usage. Trotter then runs the numbers through the CAD model at several points throughout the development process. The model helps determine how the development affects the surrounding area and if there would be a need to bring in additional water. At this time, the Hines Development has not provided the actual data on water usage.

Vice Chairman Ziemer questioned the old water main that was mentioned in the case file as needing to be replaced.

Director Patchin reported that the main is quite old. They have been in discussion with V3 regarding the age and issues of the main.

Director Budzikowski mentioned it would be practical to replace the water main at the time of development. There was a question as to whether or not the water main should be upsized from 10 inches to 12 inches to accommodate what is shown in the CAD water model.

Member Cappetta questioned the development plan for stamped concrete on McDonald's Drive as to whether it was allowed and could there be an issue when plowing snow on the village owned street.

Public Works Director Patchin replied that there were 5 pedestrian crossings around Oakbrook Center that are stamped concrete. He did not see a problem with stamped concrete as long as they are designed properly. Both engineering and public works would grant final approval.

Director Budzikowski mentioned stamped concrete was less maintenance than brick pavers. The stamped areas lead to park, are visually pleasing and perhaps make people want to slow down. The drive aisles would be the responsibility of the property owner.

Member Doyle commented that Hinsdale has been using pavers for years and he has not seen any damage from plowing and thought they should not be excluded due to the fact that they provide water permeability.

Director Patchin stated the right pavers in the right location with the right drainage can work. However, on higher traveled areas the pavers do deteriorate quicker.

Member Iyer believed the development was in sync with the Village's desires and long-term vitality. He questioned if it was aged restricted. If not, would there be school age children living in the development?

Mr. Von Schaak believed there would be school age children who would attend the Salt Creek School District and District 88 High School. Currently there is a small boundary that would have to be moved in order to ensure all students attend the same districts.

Member Iyer questioned if the site illustrations were a final representation. He believed the building models were not modern enough.

Mr. Von Schaak stated they were to show scale and were not the final representation of what would be constructed. The actual architecture will be much more detailed and modern upon final submission.

Member Iyer asked for more information on the traffic study.

Bill Grieve, Senior Transportation Engineer, Gewalt Hamilton Associates, Inc, 625 Forest Edge Drive, Vernon Hills, IL explained that the traffic study conducted followed the guidelines of the Illinois Department of Transportation (IDOT) since 22nd Street is their territory. It is considered a strategic regional arterial route (SRA Route) and receives the vast majority of signal green time. Having a work, play, live environment should minimize the impact at the gateway intersections of McDonald's Drive and 22nd Street and also at Spring Road and 22nd Street.

He believed the development would actually slow the amount of traffic in the area due to the live, work, play dynamic. People would be walking between buildings for lunch, dinner or to go to and from work. IDOT allows a new development to lower the estimated amount of traffic by no more than 20 percent and the development would lower the traffic amount by approximately 35 percent. McDonald's had approximately 1400 employees on the property that had to commute to and from the site during peak hours. The development would generate an additional 2 to 3 trips per minute during weekday evenings.

The current environment shows heavy traffic during evening peak hours from Commerce Drive going west to turn left on McDonald's Drive, and then east onto 22nd Street. Creating a left turn lane on Commerce Drive going onto McDonald's Drive and instituting a four-way stop sign at the intersection would accommodate the traffic problem in that location.

Member Iyer was concerned about the amount of traffic during the holiday season.

Mr. Grieve responded that their traffic study was conducted during the month of February, but they are confident the base traffic counts are appropriate. Residents and employees working within Oak Brook Commons will benefit from traffic issues during the holiday season since they can walk to Oakbrook Center.

Member Iyer raised concerns about the amount of truck traffic going east to west on 22nd Street and asked if Jorie Boulevard can be used as a bypass for truck traffic. He wondered if Jorie Boulevard would become crowded due to that issue.

Director Patchin responded that only local deliveries are allowed on Jorie Boulevard. Class C trucks are not allowed on boulevards.

Mr. Grieve believed the local traffic patterns would be the same as they were a few years ago.

Vice Chairman Ziemer wanted further details on the parking ratios. He mentioned that Oak Brook does not have a train that runs through town and wondered if Staff had concerns about the parking ratios.

Mr. Van Schaack stated that with mixed-use there will be various parking demands. The hotel parking demands will likely be in the evening where the office parking demands will be during the day. When the 1100 car office parking garage empties, the hotel and restaurant patrons can use those spaces. Some of the potential restaurants are only open at night. The plan is to provide 1.5 spaces per rental residential unit, which they believe is adequate. They believe they meet the Oak Brook standards in terms of the amount of spaces available for office, restaurant and retail.

There are five Pace bus stops in the vicinity to accommodate public transportation and they are comfortable with their entire parking plan. They are designing parking garages that can be converted in the future, as he believes there will be fewer cars on the road in the next ten years.

Director Budzikowski discussed changes made to the site plan due to staff comments regarding the parking ratio. Those changes were addressed in the restaurant/retail areas. The emphasis is now on the residential building since Oak Brook does not have a commuter train to lessen the amount of parking needed. He would like a better idea of the number of studio, one and two bedroom units anticipated along with comparable projects from other communities that do not have a commuter train in close proximity. He was not confident that the Pace bus lines are used often enough. Staff needs to be comfortable that the ratios presented will work in this project and market.

Member Cappetta was also concerned with the residential parking ratio since Oak Brook is a vehicle driven community.

Member Bulin asked about the absence of bike paths and racks.

Mr. Van Schaack agreed that bike paths were needed and said they will provide new drawings with either widened sidewalks or separate bike paths. The apartment building will have a large bike rack and possibly other bicyclist amenities.

Member Bulin asked who would be responsible for the improvements on Commerce Drive.

Mr. Van Schaack stated that the Village would do the work and they would work with the Village about how to pay for the improvements.

Member Cappetta was not able to find a loading dock or delivery truck parking on the site plan. She also asked if restaurants would have loading docks for food trucks.

Mr. Van Schaack stated those plans have been considered, but have not been detailed on all site plan drawings. He believed there were some drawings in one of the exhibits. He said food trucks would deliver after hours and pull up as close as possible to the restaurant for delivery. It is not possible to have a loading dock on the restaurants.

Member Cappetta replied that she was not looking for loading docks, but would like to see designated spaces between buildings for such uses.

Mr. Van Schaack agreed to show designated loading for each building on the site plan.

Member Iyer questioned the percentage of the apartment building that must be designated for Section 8 housing.

Mr. Van Schaack replied "zero percent".

Member Savino asked Director Budzikowski how they would go about eliminating the permission of the heliport on the McDonald's building.

Director Budzikowski replied that some special use permits are specific to the user. If this was not the case, they would revoke the special use permit if necessary.

Attorney Asprooth explained that language can be added to the ordinance that states the ordinance will supersede the prior special use permit as to the heliport.

Member Savino agreed. He questioned the possibility of any restaurants adding a drive-thru.

Director Budzikowski replied that based upon the site configuration, the plan could not accommodate any restaurant drive-thru. A major change would go before the Plan Development Commission for a recommendation to the Village Board. A minor change would be up to the discretion of the Village Manager.

Mr. Van Schaack stated that the development would not have any restaurants with drive-thru facilities. There may be a demand for a high-end pharmacy that may want to include a drive-thru, at which time they would come back to the village for comment.

Member Savino questioned if the parking garages were all in compliance with village code in terms of lighting and wanted more information about the parking screening referenced in the case file.

Mr. Van Schaack responded that they were fully aware of the code and were working with a lighting consultant who is very familiar with the ordinance. All lighting will meet or exceed standards. The parking screening will be customized by the architect to design a product that works best with each building. The goal would be to soften the surface without being able to view cars within the garage.

Member Savino was concerned with a couple of the requested building setbacks. He believed a 15-foot setback and a five-foot setback was extreme, would set a precedent and change the character of the area.

Mr. Van Schaack explained that many of the setbacks were for garage screening as opposed to the actual buildings. The five-foot setback along McDonald's Drive was from the property line and not a street or curb. They believed the spacing of the

buildings was comfortable. Without the setbacks, there would not be enough space for parking. All perimeters will be heavily, but tastefully landscaped.

Director Budzikowski referenced page A-7.2 of the exhibits showing an overhang on building K that requires the setback variation. Further clarification is needed to determine exactly what portions of each building require the setback variations.

Member Savino was very interested in seeing the revised plan with more detailed setback drawings and information.

Member Doyle was opposed to reducing the parking stall from 9-feet to 8.6-feet. The trend in the automobile industry is for larger SUVs. Having smaller outdoor parking spaces is not in the best interest of retail and restaurant patrons.

Director Budzikowski clarified that it is within code to have 8.5-foot parking for office and hotel parking. 9-foot is the standard for other uses.

Member Doyle referenced a memo from Chairwoman Tropinski who was unable to attend the meeting. She raised concerns about the building illustrations, stating that they look dated. He noted that he was underwhelmed by the site illustrations as there was no cohesiveness or unity in the architecture.

Mr. Van Schaack explained that it takes time to create great architecture and that they are still in the process of designing the final plan.

Member Doyle believed it would be difficult to rent office space in a seven-story building that only offered an obstructed view of an eighteen-story building. He was concerned that the tallest building was placed in what he believed was the most visual part of the development, and that it would block everything to the east of it. It was his opinion that the tallest building would be best suited at the furthest easterly pad and if they swapped the two proposed office buildings with the apartment building (tallest) it would unite all of the residential to one area of the development (page A7 of the exhibits). It would also bring the office tenants closer to the restaurants.

Mr. Van Schaack responded that the seven-story office building and the apartment building were actually 170-feet apart with a park placed between them. He was not concerned about the marketability of the office space. The goal was to soften the edges of Oak Brook Commons and keep the density in the center.

Member Bulin disagreed with Member Doyle and noted that the majority of people would view the development when driving westbound on I-88. The initial view will be the lower office building with the taller residential building behind them. He

questioned whether any consideration was given to raise the office buildings or apartment building an additional story to provide retail on the first floor.

Mr. Van Schaack responded that it had been considered, but the demand and ability to finance retail on the site is not there. The southeast corner of the apartment building facing McDonald's Drive is being considered as a coffee/café type of business as it may have a demand from the people that live there and the office employees, as well as being located next to the park. In the park there is an intent to have a stage for entertainment, movies, a farmer's market, etc.

Member Bulin questioned if, in the future, the first floor of the office building could allow retail or if an application would be required to modify the approved plan.

Director Budzikowski responded that a restaurant use in an office building would be appropriate and a nice amenity and would not require a change.

Member Bulin noted that the restaurant pads do not show any outdoor dining and questioned whether that would require a special use in the future.

Director Budzikowski responded that Building B, C and D have decks that identified an area and in Staff's opinion would allow an outdoor seating area without going through the special use process.

Member Bulin suggested that Building A should also be considered to have outdoor seating.

Mr. Van Schaack responded that the building pads are estimated square footages and the restaurants they have been talking to range from 7500 to 10,500 square feet. He agreed that outdoor seating should be included at Building A.

Member Cappetta questioned the light migration from the parking garages.

Mr. Van Schaack responded that at night it should just be a soft glow.

Member Cappetta questioned the construction timeline for the project with the 2 phases proposed.

Mr. Van Schaack responded that only the two condominium buildings, the two office buildings and hotel are part of the second phase and everything else has a strict timeline to follow. He explained that Hines as any other developer, depends on the market to provide a lot of the capital to construct the buildings. In order to construct an office building at least 40 percent must be preleased. As soon as that occurs they

intend to start building as soon as possible. They have a developer who may have a tenant that might buy the office building on site J. Hines controls the design, parking garage and maintenance, but someone else could own the building. The condominiums are the most difficult and the hardest to predict. It is a larger scale project than Jupiter and the financing they attract is institutional with rigid underwriting standards, unlike the private financing they believe the Jupiter project may have. A possible sunset provision might be considered. He noted that they have not gone through this effort to wait 6 years to build a building. They believe there is a demand for all of the proposed uses. However, the condo is the hardest.

Member Cappetta questioned what the Phase 2 area would look like during the development of Phase 1. She raised concerns that it would look like a concrete jungle and would prefer to see it removed and graded.

Mr. Van Shaack responded that it would look like a parking lot as it exists today.

Director Budzikowski noted that if the concrete is removed and depending on the length of time that it stayed green, the County Stormwater Ordinance may then require them to come back and provide detention on the site that would otherwise not be required and it would put the developer at a disadvantage.

Village Consultant Engineer James Patterson responded that it would be three years. A conversation could be had with the County regarding a possible variation to extend the time.

Member Doyle said that security should be provided on the site as part of the first phase of the development. As an example, all the lighting in place with security cameras.

Member Cappetta raised concerns with social events held in the park next to a public street and suggested a safety barrier be provided. She also questioned Fire Department access on the site.

Fire Chief Barry Liss responded that the applicant had softened the corners around the site to better accommodate their large apparatus, which was addressed as well as access to the buildings, alarm detection systems, Knox box entry systems, etc. The applicant was aware of providing fire department utility room access that would house some of their needed equipment in the high rise buildings.

Police Chief James Kruger noted that the police department was very comfortable with the traffic controls suggested and leaving the signal on McDonald's Drive and 22nd Street. One issue was eliminated from the plans where concerns were raised

regarding stacking to 22nd Street. The possibility of a 3-way stop sign on Commerce Drive was discussed. In response to the security on the site during construction, they have discussed it with Hines. From a law enforcement perspective, they prefer to be able to see into the parking garages and buildings especially as to activities that have occurred in other communities across the country.

Director Budzikowski noted that page C-7 also shows the fire department truck maneuverability throughout the site.

Vice Chairman Ziemer summarized that it was a very thoughtful development and noted that there was a lot of community support for the project. A wealth of information had been provided and it was understood that not everything has necessarily been thought out since it is a conceptual plan. All of that taken into consideration, there are concerns of the Commission that are appropriate and that the Traffic Impact Study was just received. The Commission did not have the opportunity to go through it as well as all of the other materials. The developer may be anxious to move forward, but there may be some concerns that may require the matter be continued.

Trustee John Baar commented that there was hope that some of the architectural quality shown to the Commission would be representative as to what would be brought to this site. It was confirmed that it would be a LEED development and noted attention be given to the lighting because it can make a huge difference as it sets an ordinary building apart and that lowering the lighting standards and using BUG standards are important. The parking structures should have the building materials integrated into the design and it should seem like a residential area at night. He questioned whether there would be services for the residents, such as a cleaner, mini-mart, etc., in the buildings so that people can walk to them. He noted that the Trustees were very impressed with Hines and the project but had a concern that the whole project would be completed.

Mr. Van Schaack thanked Trustee Baar and noted that they have the best relationships with lenders and investors and if they cannot do it, then no one can. They would do their best, as this was their mission and they do not make money by scraping the site clean and waiting for someone to come. They would make it happen and have a great track record of making things happen. He thought it impossible for a village to say that you must do this by this time, because you don't know what would happen. Should there be another Lehman collapse there wouldn't be any money for anything. However, that would not be likely to happen and the trends in real estate are coming back to places like Oak Brook. Although there has been a lot of flight downtown, the people they are talking to, are to be the first to catch this wave of quality developments coming back to key suburb locations. They have done

an extensive study that gives solid reasons why this project and all of its pieces should happen.

There was no other public comment.

Motioned by Member Doyle, seconded by Member Savino to continue the public hearing to the next Regular Planned Development Commission meeting on March 28, 2019. ROLL CALL VOTE:

Ayes: 6 – Members Bulin, Cappetta, Doyle, Doyle, Savino and Vice Chairman Ziemer
Nays: 0 –
Absent: 1 – Chairwoman Tropinski. Motion Carried.

4. OTHER BUSINESS

OTHER BUSINESS

There was no other business to discuss.

5. ADJOURNMENT:

ADJOURNMENT

Motion by Member Iyer, seconded by Member Bulin to adjourn the meeting at 9:38 p.m. VOICE VOTE: Motion carried

ATTEST:

_____

Tony Budzikowski
Development Services Director
Secretary

S.M.

Nicor Gas

Nitin Datt
Senior Counsel

1844 Ferry Road
Naperville, Illinois 60563
630 388 2041 tel
ndatt@southernco.com

February 28, 2019

VIA EMAIL

Planned Development Commission c/o Gail Polanek
Village of Oakbrook
1200 Oak Brook Road
Oak Brook, Illinois 60523

RE: Case Number 2019-01-Z0-PUD (Development of former McDonald's Property)

Dear Ms. Polanek,

Following up on your discussions with Don Gadzala with Nicor Gas Company, I am following up on the Notice of Public Hearing of the Village of Oak Brook Planned Development Commission for Thursday, February 28, relating to case number 2019-01-Z0-PUD, being the NE corner of Spring Road and 22nd Street.

Without knowing the magnitude of the proposed redevelopment and wanting to ensure public safety and the safety and integrity of our facilities, Nicor Gas Company wanted to make the Commission aware of critical gas main facilities in proximity to this planned redevelopment, including a main running within the right-of-way of McDonald's Drive, and a large diameter main within an easement along the easterly edge of Spring Road and northerly edge of 22nd Street.

We would ask that any review by the Commission takes these facilities into consideration, and request that Nicor Gas be kept advised of any activity that might impact these facilities. Any information or questions relating to this can best be directed to Manager – Land Services at Nicor Gas Company

Sincerely,

Nitin Datt

cc: Don Gadzala
Holland & Knight

8.n

Gail Polanek

From: Marcia Tropinski <mjtropinski@sbcglobal.net>
Sent: Thursday, February 28, 2019 3:18 PM
To: Gail Polanek
Subject: Hines Development for Mixed Use February 28, 2019 Meeting

Gail,

I am unable to attend tonight's meeting of the Planned Development Commission. I have read thru the file and would like my comments added to the file for tonight's discussion.

At previous discussions, it was mentioned that this development would be the "another gathering center" for Oak Brook. If the development is the intention to invite and welcome the public, it needs to develop the site to encourage safe, convenient and attractive pedestrian access, provide user friendly nodes for small gathering/meeting places and desirable destinations for refreshments/nourishments. This development must also tie into the adjoining Oak Brook Shopping Center.

If the drawings presented are preliminary schematics, I would like to see further development. Each of the buildings presented are isolated and limited to vehicle accessibility. There is no visible tie to the Shopping Center; there are no landscape nodes—the only outdoor gather is between the office and apartment building located at McDonald's Drive. This area appears to be typical of a small city plaza which would benefit the office building. The drawings must also include bike trail/accessibility.

The site plan presented appears to be divided into two zones: west of McDonald's Drive, the zone for a suburban residential tower bordered by perimeter restaurants and east of McDonald's drive a city development of commercial buildings. These two areas need to be married into a singular development that reads as an Oak Brook destination for all other than those who work or live there.

Again, I am hoping that the perspective and elevations of the buildings presented are schematic and it is the owner's intent to further develop them. The buildings presented look dated. Residential Apartment Building E is especially dated. Oak Brook residents expect quality and elegance. Office buildings' designs need to compete with the best of the City of Chicago in order to attract businesses.

I am in favor of this development, but would like to see further refinement in order to ensure that it becomes the "desired destination" benefiting the vision of the new comprehensive commercial revitalization plan for Oak Brook. This must be an inviting, user friendly destination and an elegant and attractive place to work and live. I am suggesting that further development needs to be refined before approval.

Marcia Tropinski
Planned Development Commission Chairwoman.

8.0.

VILLAGE OF OAK BROOK
Planned Development Commission

STAFF REPORT

DATE: February 21, 2019

CASE FILE NO: 2019-01-ZO-PUD

DESCRIPTION: Oak Brook Commons is a mixed-use redevelopment proposal for the McDonald's Plaza property consisting of retail, restaurant, multi-family residential, office and hotel uses on approximately 17.47-acres of property.

PETITIONER: Hines Interests Limited Partnership
444 West Lake Street, Suite 2400
Chicago, IL 60606

PROPERTY OWNER: McDonald's Corporation
110 N. Carpenter Street
Chicago, IL 60607

ADDRESS: 1120 22nd Street and 2111 McDonald's Drive

EXISTING ZONING/USE: ORA-2 Office Research and Assembly district consisting of a vacant 11-story office building and an ancillary off-street parking lot. The site is bisected in a north-south direction by McDonald Drive, a publicly dedicated street right-of-way.

ZONING/USE OF SURROUNDING PROPERTY:

North: **ORA-2** Office-Research-Assembly District and improved with the Commerce Plaza office buildings, a parking deck and surface parking lot.

South: **ORA-2** Office-Research-Assembly District and improved with the Oak Brook Gateway office building which includes Lewis University and a parking deck.

East: **ORA-1** Office-Research-Assembly District and improved with a 3-story professional office building.

West: **B-2** Regional Shopping Center District, improved with the Oakbrook Center shopping mall and **ORA-2** Office-Research-Assembly District, improved with the Gibson's restaurant.

LOCATION: The subject property is located at the northeast corner of Spring Road and 22nd Street. The property is bounded by Commerce Drive to the north, 22nd Street to the south, a professional office building to the east

and Spring Road to the west. The Gibson's restaurant property at the southeast corner of Commerce Drive and Spring Road is not included as part of the redevelopment proposal.

1120 22nd Street and 2111 McDonald's Drive

CONTROLLING AGREEMENTS:

Ordinance 1958-S-5	Annexing Property
Ordinance 1971-S-242	Variation for Reduction in Parking (Enco)
Ordinance 1995-S-820	Traffic Infrastructure Agreement for McDonald's Plaza 1 and Plaza 2 Development
Ordinance 1997-S-880	Special Use for Heliport
Resolution 2004-R-885	Subdivision Plat for McDonald's Spring Road Resubdivision No. 2 and Variation to Subdivision Code
Ordinance 2004-S-1082	Special Use for Drive-Through and Outdoor Dining for a Restaurant
Ordinance 2009-S-1269	Variations to Parking and Landscaping Requirements

BACKGROUND:

The Hines Interests Limited Partnership ("Hines"), as contract purchaser, has submitted an application requesting approval of a Planned Development ("PD") to construct a mixed-use redevelopment project that will consist of a retail, restaurant, multi-family residential, office and hotel uses on approximately 17.47-acres of property. The multi-family components of the redevelopment proposal include an 18-story, 280-unit rental apartment building and two (2), 13-story residential condominium buildings with

up to 96 for-sale units. The three (3) multi-family buildings will provide off-street parking in parking decks within each of the buildings.

A Preliminary Board Review of the application was conducted by the Village Board on January 8, 2019 as required in the Village's PD regulations. Section 13-15-5 Procedures of the PD regulations provides an applicant the opportunity to submit for Preliminary Board Review. The intent and purpose of this review is to provide the Village Board with an overview of a development project in the initial conceptual phases in order to provide preliminary comments, suggestions and recommendations to the applicant on the development project. The preliminary Board review is the first step in the process outlined in the PD regulations and is intended to provide an applicant with early feedback.

A separate neighborhood meeting was not required as part of the outreach for this redevelopment project. The neighborhood meeting is an optional element of the PD process and at the discretion of the Development Services Director. A determination as to whether the meeting is necessary and appropriate is based upon the nature and extent of the impact of the project, if any, on area residents. Since the 17.47-acre property is surrounded solely by non-residential land uses including Oakbrook Center, the Commerce Plaza office complex and other professional office buildings in and around the commercial corridor, it was determined that a public hearing before the Planned Development Commission would be adequate and provide the necessary and legally required forum for public feedback/ comment on the redevelopment project.

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

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

2. To provide more efficient use of land;

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

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

5. To unify building and structures through design; and

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

Proposed Departures. Section 13-15-2.E of the PD regulations acknowledges that proposed planned developments need not comply with the density, dimension, area, bulk, use, and other zoning regulations that, but for the provisions of this chapter, would otherwise apply to the property on which the proposed planned development is intended. Modifications and departures from the standard provisions may be provided in accordance with the provisions of this chapter and to the extent that they will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare. The departures from standard being proposed as part of this PD application are identified under Tab No. 3 of the petitioner's binder and are as follows:

1. Permitted Uses. Section 13-10B-1 to permit and allow multi-family apartments and condominiums in the ORA-2 Office-Research-Assembly District. Residential and mixed use land uses are not currently identified as permitted or permitted special uses in this zoning district.

2. Maximum FAR. Section 13-10B-3A to increase the maximum permitted floor area ratio (FAR) from 1.2 to 1.60 for the 17.47-acre property. The FAR is the numerical value obtained by dividing the floor area within a building or buildings on a lot by the area of the lot. The FAR as designed in each district, when multiplied by the lot area in square feet, shall determine the maximum permissible floor area for the building or buildings on the lot. The FAR which has been calculated for the entire subdivision includes all of the proposed buildings in phases 1 and 2 of the redevelopment plan submitted by Hines.

3. Building Structure Height. Section 13-10B-3B to increase the structure height for the multi-family apartment building and condominium buildings. The maximum permitted building height in the ORA-2 district is 12-stories or 174 feet. The maximum height proposed for the multi-family apartment building is 18-stories and 192 feet and the maximum height proposed for the condominium buildings are 13-stories and 150 feet. Both buildings exceed the maximum height allowance in the district.

4. Building Setbacks. Section 13-10B-3C to reduce the building setbacks along perimeter streets as identified on the Plan Document Sheet A7.2. The pertinent setback departures are as follows: 1) reduction in building setback from 100 feet to 50 feet adjacent to 22nd Street, 2) reduction in building setback from 50 feet to 30 feet adjacent to Spring Road, 3) reduction in building setback from 50 feet to 15 feet adjacent to Commerce Drive; and 4) reduction in building setback from 50 feet to 5 feet adjacent to McDonald's Drive.

5. Parking Space Dimensions. Section 13-12-3C to reduce the required parking stall dimensions for width, length and depth for surface and parking deck parking. Reducing the parking space width from 9 feet to 8.5 feet for residential, retail and restaurant parking spaces is most

noteworthy. The code requirement for office and hotel parking space width is 8.5 feet and does not require a departure from the parking standard.

6. End Product Size and Use. Section 13-15-8 of the PD regulations identifies the parameters for Amendments and Changes to a Planned Development. This request is for future flexibility in building sizes and heights that do not exceed the overall maximum building height specifications or maximum FAR for the development. Subsection C of the PD regulations references that the corporate authorities have the ability to include specific provisions in a PD ordinance that may vary from the minor change provisions and relate more specifically to the development project. *This request should be further vetted to understand the specifics in order to determine if the PD change provisions in the ordinance are appropriate and can adequately accommodate the request being made.*

7. Building permit and construction timing. Section 13-15-7C-G identifies alternative phasing of the various site improvements and proposed buildings. Section 13-15-7 of the PD regulations is titled Effect of Approval or Denial and subsections C, D and G reference timing provisions for the approval(s) granted from a PD ordinance.

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

Planned Development Project. The proposed project is intended to redevelop the 17.47-acre McDonald's Plaza property to create a mixed-use environment within the property for living, working, dining, entertainment and recreation. The projects proximity to Oakbrook Center also makes it complementary to the mall and the variety of shopping, dining and entertainment options that the mall has to offer. The introduction of multi-family residential in the form of apartments and condominiums adds diversity to the housing stock which will benefit existing residents looking to downsize and also attract new residents interested in living near the office corridor and the other amenities Oak Brook has to offer.

The new residential land uses, increased building height and FAR, reduced building setbacks and reductions in parking space dimensions are being requested as part of the project's overall design and will need to be evaluated as part of the overall PD request. Instead of processing this case with multiple request(s) for variations and text amendments before the Plan Commission and Zoning Board of Appeals, the planned development submittal incorporates all of these elements into a single request that can be reviewed and evaluated as a unified development project.

Section 13-15-2(A) General Provisions of the PD regulations does allow new mixed use development construction within a planned development overlay district. Section 13-15-2(B) further indicates that each PD shall be presented and reviewed on its own merits. As such, a new land use can be introduced into a zoning district through a PD if it is not currently permitted but the new use/project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

As such, a PD application has been provided for this mixed-use project. The petition indicates that the developer expects to construct the project in two (2) separate phases as described and depicted in the application material dated February 22, 2019. The first phase will consist of the demolition of the existing building and site improvements to the majority of the property including the perimeter areas along Spring Road, Commerce Drive and 22nd Street. The improvements will consist of grading, site preparation, utility work, parking, sidewalks, landscaping, and lighting. Phase 1 will also include the construction of the retail/ restaurant, residential apartment building and a central park site. The office, hotel, and condominium land uses will be included in the second phase of the project once financing is achieved.

Consistency with the Planned Development Regulations. The applicant has provided documentation, plans and other review materials for their PD application. *Staff has not received a professional traffic impact study as of the writing of this staff memorandum. More specific comments will be reserved until the Village's traffic consultant and other applicable staff have had an opportunity to review the report.*

Planned Development Standards. The applicant has addressed and responded in detail to the Planned Development Standards as required in Section 13-15-3 of the Regulations. In your materials, see Attachment A, Tab No. 2.

Consistency with the Commercial Revitalization Plan. The Village of Oak Brook Commercial Areas Revitalization Plan ("Plan") dated December 2007 did not anticipate the redevelopment of the entire 17.47-acre McDonald's property because the corporate move was not known or a subject of discussion at that time. The Commerce Drive Subarea Plan did (on the other hand) discuss McDonald's surface parking lots as being an Opportunity Site and that the larger areas dedicated for surface parking by McDonald's Corporation were an underutilization of the land. The Plan recommendation was for the Village to promote and encourage the construction of parking decks for the office building and promote and encourage development of restaurants and retail uses west of McDonald's Drive. The Commerce Drive Subarea from the 2007 Plan has been provided for reference purposes on page 6 of the case file.

The 2007 Plan discusses mixed-use in the Commercial/Office Plan Policies and comments that "as residents in the community move into different stages of their lives, mixed use development can address their desire or need to downsize, while continuing to live within the Oak Brook community. Providing both shopping and residential opportunities, accommodating mixed use development should be a priority of the Village in the interest of long term vitality of Oak Brook's commercial areas".

Although not adopted at this time, the 2018 draft Commercial Areas Revitalization Plan Update ("Draft Plan") is proposing a mixed-use environment for the 17.47-acre McDonald's Plaza property including multi-family residential, retail, restaurants, office, hotel, parking decks and a central park site. This concept is further detailed in the Draft Plan as McDonald's Plaza, Opportunity Site C and has been provided for reference purposes on page 5 of the case file.

Stormwater and Floodplain. The 17.47-acre property is not located in either the regulatory floodway or floodplain and any development proposal shall comply with the Village's adopted storm water ordinance requirements. The existing site is divided into seven (7) separate drainage areas. The east half of the site discharges into existing storm sewers on Commerce Drive and 22nd Street. The west half rest of the site drains into existing detention basins on the south side of the site, an existing detention basin at the southwest corner of Commerce Drive and McDonald's Drive, and also to an underground vault located on the Gibson's property. The new project will include the construction of a new native vegetated detention basin along the south perimeter of the site adjacent to 22nd Street as depicted on sheets C2, L4, L5 and L7.

Water and Sanitary Utilities. A looped water main system has been proposed on both the east and west sides of McDonald's Drive to serve the 11 buildings within the project. The looped water main will not be permitted based upon discussions with the Public Works Department and each proposed building shall be served with individual water services. The water main running north-south along McDonald's Drive will need to be replaced because of its age (nearing 50 years). The size of this main replacement has yet to be determined. In addition, Hines is working with Public Works in an update to the Village's water model as it relates to project data for water capacity and fire pressure purposes.

Sanitary service is provided by the Flagg Creek Water Reclamation District. Specific comment concerning utility design and location will be provided by Flagg Creek as the project progresses.

Site Lighting. The existing McDonald's parking lot has a large surface parking lot with significant parking lot lighting that has not been recently updated to current industry standards. This project will include multiple surface parking lots and parking decks and specific consideration will be given to the site lighting with emphasis on backlighting, up lighting and glare for energy efficiency, aesthetics and nuisance considerations.

Landscaping and Open Space. A 0.38-acre park is being proposed in the center of the mixed-use development for residents, retail customers, office workers, hotel guests and other visitors. The park will include a small pavilion, bench and picnic table seating areas and other landscaping amenities for a variety of recreational activities.

The proposed preliminary landscape plan is generally well designed and provides landscaping for perimeter/ buffer areas, parking lot islands, naturalized detention, parkway areas and foundation landscaping for buildings. In addition, several roof top gardens and amenity areas are proposed for the multi-family apartment building, condominium buildings and office building parking deck. This diversity and variety of landscaping reduces the urban heat island, assists in screening vehicles and services areas and generally improves the overall aesthetic of the project site.

Traffic and Access Considerations. *Staff has not received a professional traffic impact study as of the writing of this staff memorandum. More specific comments will be reserved until the Village's traffic consultant and other applicable staff have had an opportunity to review the report.*

The new site plan identifies full vehicle access points from McDonald's Drive at both 22nd Street and Commerce Drive with McDonald's Drive being maintained as a publicly dedicated street right-of-way. The 22nd Street access is a fully signalized intersection. The right-in right-out access onto Spring Road will be maintained to permit restricted ingress and egress to both Gibson's restaurant and the project site. Cross access will be maintained between Gibson's restaurant and the Hines development by way of cross access easements that will be dedicated by a plat of subdivision. The right-in right-out access from 22nd Street for the McDonald's restaurant has been eliminated from the site plan to prevent cut-through traffic and maintain a more pedestrian friendly environment within the development.

Multiple Village departments have expressed initial concerns about traffic flow, vehicle queueing and left-turn movements at McDonald's Drive and the "intersection" just north of buildings D and F. The primary concern is vehicle queueing (or stacking) at the 22nd Street signal and potential conflict with left turn movements south bound from the eastern drive aisle. The concern is that the "intersection" would regularly be blocked because of the vehicle queueing in this location. *This is an issue that should receive some attention in the traffic impact study and be further discussed. Initial recommendations by staff are as follows: 1) designate the east leg of the access drive (north of building F) as a right-in right-out access or 2) designate the east access aisle around buildings H and J as a one-way drive aisle (counter-clockwise). Staff believes both options have merit and would prevent left-turn conflicts in this location (and should be considered).*

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

The Hines' plan identifies perimeter sidewalk connections along 22nd Street, Spring Road, Commerce Drive and McDonald's Drive. In response to a staff request, sidewalks have been added to both sides of McDonald's Drive from 22nd Street to Commerce Drive. This is especially important as McDonald's Drive is the main thoroughfare through the development and it allows for convenient access to the park for residents, office employees, customers and visitors. Stamped concrete intersections are being provided at the two (2) interior intersections along McDonald's Drive adjacent to the park. This defined (and textured) intersection improvement provides a more visible focal point for vehicles which encourages reduced speeds and promotes pedestrian safety in close proximity to the parking and crosswalk areas. Interior sidewalks and sidewalk connections are also identified to and from all eleven (11) buildings within the development with connections provided to all perimeter streets.

Parking. *This is an issue that should receive some attention in the traffic impact study and be further discussed.* Staff provided a number of parking related comments and questions in a February 11, 2019 memorandum. Some of these comments have been satisfactorily addressed such as the 1) dimensioned site plan, 2) identification of handicapped accessible parking spaces, 3) confirmation that the location

of refuse/ trash enclosure areas will be located inside individual buildings rather than in the parking lots, 4) clarification on office parking ratio, and 5) clarification on the retail/ restaurant parking ratio. This additional information is helpful and important to accurately project the "proposed" number of parking spaces since parking is at a premium.

Additional questions still remain concerning the total number of parking spaces provided in phase 1 of the project for the apartment building. Staff understands and agrees that consideration should be given to shared parking in a mixed-use environment. The anticipated peak parking demand(s) for each individual land use will vary depending upon the use and in some cases unnecessary surplus parking is the end result if all required parking for each use is constructed in accordance with the code.

Staff still has questions/ concerns with the proposed parking ratio of 1.5 parking spaces per dwelling unit for the apartment building. Since Oak Brook does not have a parking standard for multi-family apartments currently codified in the zoning regulations, staff would like to see some rational and/or justification for the 1.5 parking spaces ratio being proposed. This could take the form of 1) anticipated bedroom counts estimating studio, one-bedroom and two-bedroom units and 2) providing data on "comparable" projects in the suburbs that are not considered transit oriented developments ("TOD"). Understanding that TOD's by nature and design warrant less parking because of their close proximity to train stations and other forms of public transportation.

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

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

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

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

CONCLUSION:
Staff would like the Planned Development Commission's feedback on the proposed petition and the departures from the standards that are being requested. Staff is not providing a recommendation at this time and would like additional time to review the traffic impact study (once submitted) to more thoroughly evaluate the overall site circulation and parking for the Oak Brook Commons project. In addition, staff believes it is appropriate to further evaluate the public and Planned Development Commission's comments in order to incorporate necessary changes and/or receive additional requested documentation prior to a Planned Development Commission recommendation being rendered.

As such, after review and discussion at the February 28, 2019 public hearing, staff is recommending that the Planned Development Commission continue the public hearing to a future Planned Development Commission meeting date in order to incorporate any necessary plan changes or receive additional information that has been requested at the public hearing. The next regularly scheduled meeting for the PDC is Thursday, March 28, 2019 if you concur and would like to continue the public hearing.

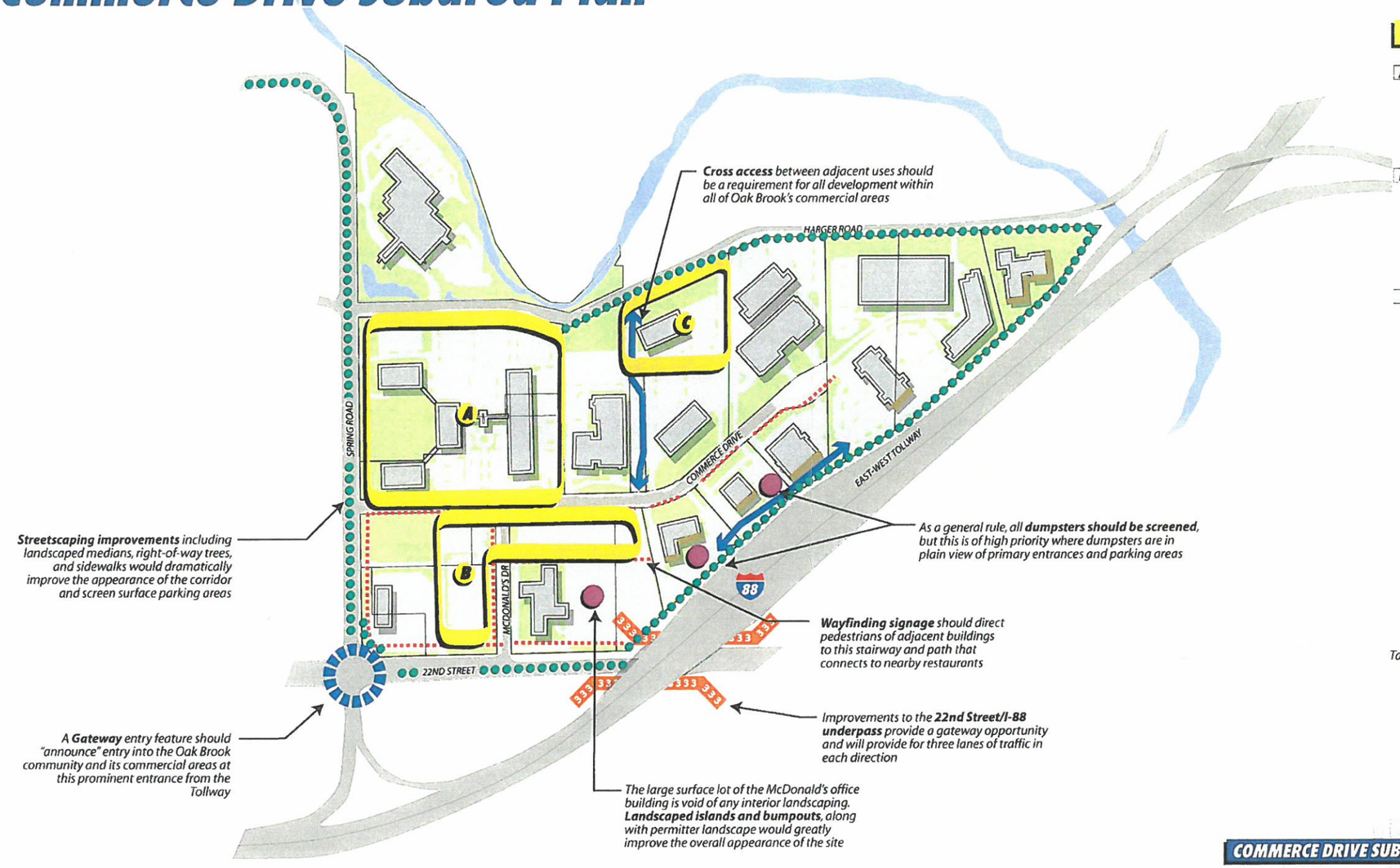
Please contact me if you have any questions.

Respectfully Submitted,

Tony Budzikowski, AICP
Development Services Director

Figure 17

Commerce Drive Subarea Plan



Cross access between adjacent uses should be a requirement for all development within all of Oak Brook's commercial areas

Streetscaping improvements including landscaped medians, right-of-way trees, and sidewalks would dramatically improve the appearance of the corridor and screen surface parking areas

As a general rule, all **dumpsters should be screened**, but this is of high priority where dumpsters are in plain view of primary entrances and parking areas

Wayfinding signage should direct pedestrians of adjacent buildings to this stairway and path that connects to nearby restaurants

Improvements to the **22nd Street/I-88 underpass** provide a gateway opportunity and will provide for three lanes of traffic in each direction

A **Gateway** entry feature should "announce" entry into the Oak Brook community and its commercial areas at this prominent entrance from the Tollway

The large surface lot of the McDonald's office building is void of any interior landscaping. **Landscaped islands and bumpouts**, along with permitter landscape would greatly improve the overall appearance of the site

Opportunity Sites

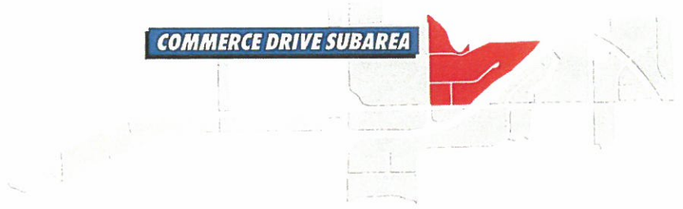
A As an active office building, Commerce Plaza should be considered an opportunity site because of its location and large acreage under unified ownership. The large site would be well suited for mixed use development or more coordinated and intensified office development.

B The larger areas dedicated for surface parking by McDonald's Corporation is an underutilization of land. The Village should promote and encourage the construction of parking decks for the office building and promote and encourage development of restaurants and retail uses west of McDonald's Drive.

C A dated office building situated on Harger Road lacks cross access with adjacent uses and is mostly isolated from other development in this subarea. The Village should encourage redevelopment of the building and site to take better advantage of its location.

Map Legend

- Community Gateway
- Streetscaping/Beautification
- Sidewalks & Paths
- Landscaping and/or Site Improvements
- Cross Access
- Taller Buildings & Improved Signage/Visibility
- Underpass Improvements



Commerce Drive Opportunity Site C

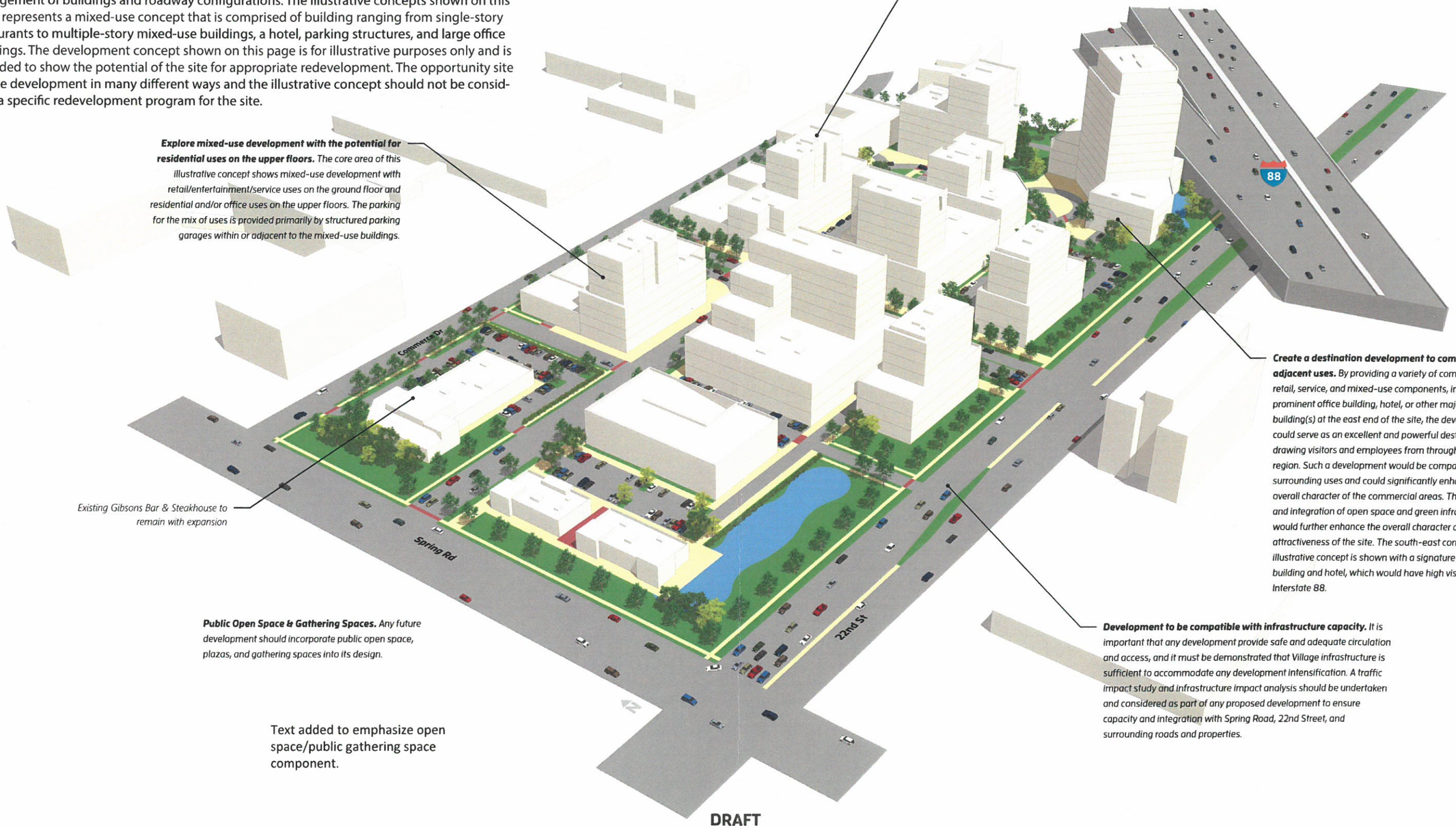
McDonald's Plaza

The former McDonald's Plaza site represents a significant development opportunity within the Village of Oak Brook. The site's size and location are such that it can appropriately accommodate a wide variety of development programs, mix of uses, open and public gathering places/plazas, and arrangement of buildings and roadway configurations. The illustrative concepts shown on this page represents a mixed-use concept that is comprised of building ranging from single-story restaurants to multiple-story mixed-use buildings, a hotel, parking structures, and large office buildings. The development concept shown on this page is for illustrative purposes only and is intended to show the potential of the site for appropriate redevelopment. The opportunity site can be development in many different ways and the illustrative concept should not be considered a specific redevelopment program for the site.

Text added to emphasize open space/public gathering space component.

Optimize land by increasing development density. *To increase the development density/intensity, areas previously occupied by large surface parking lots are planned for new mixed-use development with the parking for all uses provided by the multi-level structured parking. While there is some on-street parking for convenience and overall ambiance, parking is primarily provided within structures rather than surface lots.*

Explore mixed-use development with the potential for residential uses on the upper floors. *The core area of this illustrative concept shows mixed-use development with retail/entertainment/service uses on the ground floor and residential and/or office uses on the upper floors. The parking for the mix of uses is provided primarily by structured parking garages within or adjacent to the mixed-use buildings.*



Existing Gibsons Bar & Steakhouse to remain with expansion

Create a destination development to compliment adjacent uses. *By providing a variety of commercial, retail, service, and mixed-use components, including a prominent office building, hotel, or other major building(s) at the east end of the site, the development could serve as an excellent and powerful destination, drawing visitors and employees from throughout the region. Such a development would be compatible with surrounding uses and could significantly enhance the overall character of the commercial areas. The addition and integration of open space and green infrastructure would further enhance the overall character and attractiveness of the site. The south-east corner of the illustrative concept is shown with a signature office building and hotel, which would have high visibility from Interstate 88.*

Public Open Space & Gathering Spaces. *Any future development should incorporate public open space, plazas, and gathering spaces into its design.*

Development to be compatible with infrastructure capacity. *It is important that any development provide safe and adequate circulation and access, and it must be demonstrated that Village infrastructure is sufficient to accommodate any development intensification. A traffic impact study and infrastructure impact analysis should be undertaken and considered as part of any proposed development to ensure capacity and integration with Spring Road, 22nd Street, and surrounding roads and properties.*

Text added to emphasize open space/public gathering space component.

DRAFT
FOR PLAN COMMISSION REVIEW & DISCUSSION
FEBRUARY 7, 2019

HINES - POD

NOTICE IS HEREBY GIVEN that a public hearing before the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be held on Thursday, February 28, 2019 at 7:00 p.m. in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the Petitioners, McDonald's Corporation, 110 N. Carpenter St., Chicago, IL 60607 owner of the property, and Hines Interests Limited Partnership, 444 West Lake St., Suite 2400, Chicago, IL 60606, contract purchaser of the approximate 18-acre property at 1120 22nd St. and 2111 McDonald's Drive, Oak Brook, Illinois 60523, seeking a planned development as provided for under Chapter 15 of Title 13, the Zoning Ordinance of the Village of Oak Brook, Illinois, Ordinance G-60 as amended.

The Petitioners have submitted an application, case number 2019-01-ZO-PUD, seeking approval of a planned development to be located on the property encompassing 1120 22nd St. and 2111 McDonald's Drive, Oak Brook, Illinois 60523, Oak Brook, Illinois 60523 as described below.

Project Description: Petitioner has applied to the Village for Planned Development approval to allow for the development of a mixed used development to be known as Oak Brook Commons. The development will include the demolition of the existing McDonald's headquarters office building, to be replaced by a mixed-use ground-up redevelopment consisting of food and beverage and other retail uses, residential units, office, and hotel elements, plus a public green space amenity and associated parking and related facilities. In accordance with the zoning regulations, as part of the planned development, the Petitioners have requested modifications and departures from the standard zoning provisions.

The subject property may be generally described as 1120 22nd Street and 2111 McDonald's Drive, Oak Brook, Illinois 60523, with the legal description as follows:

PARCEL 1:
LOT 4 IN OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION UNIT 1 (EXCEPT THAT PORTION FALLING WITHIN LOT 3 OF BUTLER COMPANY-M-1, INC. ASSESSMENT PLAT NO. 1, RECORDED JULY 8, 1964 AS DOCUMENT R64-24068), BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 12, 1968 AS DOCUMENT R68-30335, IN DUPAGE COUNTY, ILLINOIS.
PARCEL 2:
LOT 1 IN MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, BEING A RESUBDIVISION OF LOTS 1 AND 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2, BEING A RESUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 17, 2009 AS DOCUMENT R2009-111381, IN DUPAGE COUNTY, ILLINOIS.
PARCEL 3:
LOT 2 IN THE FINAL SUBDIVISION PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 4, BEING A RESUBDIVISION OF LOT 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, BEING A RESUBDIVISION IN PART OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 1, 2018 AS DOCUMENT NUMBER R2018-071747 IN THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS.
2111 McDonald's Drive, Oak Brook, IL (Parcel 1) PIN 06-23-407-006 and 06-23-407-007
1120 22nd Street, Oak Brook, IL (Parcel 2 and Parcel 3) PINS 06-23-406-015 and 06-23-406-017

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

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

Charlotte Pruss
Village Clerk

Published at the direction of the Corporate Authorities and the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois.
Published in Daily Herald February 5, 2019 (4517737)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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County(ies) of Cook, DuPage, Kane, Lake, McHenry

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 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 05-FEB-19 in said 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
Authorized Agent

Control # 4517737

4

VILLAGE OF OAK BROOK Illinois

MINUTES OF THE JANUARY 8, 2019 REGULAR MEETING OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF OAK BROOK APPROVED AS WRITTEN ON JANUARY 22, 2019

1. CALL TO ORDER

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

2. ROLL CALL

Village Clerk Charlotte Pruss called the roll with the following persons
PRESENT: Trustees John Baar, Michael Manzo, Moin Saiyed, Edward Tiesenga, Asif Yusuf, President Gopal Lalmalani
ABSENT: None
IN ATTENDANCE: Village Manager Rick Ginex, Development Services Director Tony Budzikowski, Information Technology Director Jim Fox, Head Golf Professional Jeff Kawucha, Police Chief Jim Kruger, Fire Chief Barry Liss, Finance Director Jason Paprocki, Public Works Director Doug Patchin, Head Librarian Jacob Post, Human Resource Director/Deputy Clerk Kathy Vonachen, Village Attorney Greg Jones

3. PRESIDENT'S OPENING COMMENTS

President Lalmalani wished everyone a Happy New Year. He stated that he and Trustee Manzo met with the Presidents of the Homeowner Associations and discussed creating a Long Term Strategic Planning Advisory Board.

A. Hines Oak Brook Commons (McDonald's Plaza Property) – Preliminary Board Review of Planned Development for Mixed-Use Project

President Lalmalani asked Development Services Director, Tony Budzikowski to introduce the Hines Oak Brook Commons project.

Development Services Director Tony Budzikowski introduced the presentation and explained that is a preliminary review for the Board. Peter Friedman (Holland & Knight) came to the podium and gave a brief overview of the project. A PowerPoint presentation was provided by Greg Van Schaak (Hines) regarding the concept of the development. Joseph Antunovich (Antunovich Associates) presented the elevations and site plans of the conceptual proposal. Comments were made by the Board and questions were addressed by Mr. Van Schaak.

4. RESIDENT/VISITOR COMMENT

None presented at the time.

VILLAGE OF
OAK BROOK
Illinois

ITEM 3.A

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

AGENDA ITEM

Regular Board of Trustees Meeting
of
January 8, 2019

SUBJECT: Hines Oak Brook Commons – 2111 22nd Street – Preliminary Board Review of Planned Development for Mixed-Use Project

FROM: Tony Budzikowski, AICP, Development Services Director TB

BUDGET SOURCE/BUDGET IMPACT: N/A

RECOMMENDED MOTION: Provide comments, suggestions, and recommendations concerning the proposed Hines Oak Brook Commons Mixed-Use project to the applicant.

Background/History:
Section 13-15-5 Procedures of the Village's Planned Development regulations provides an applicant the opportunity to submit for ***Preliminary Board Review*** in accordance with Subsections A1, A2 and A3. The intent and purpose of this section of the Planned Development regulations is to provide the Village Board with an overview of a development project in the initial conceptual phases in order to provide preliminary comments, suggestions and recommendations to the applicant on the development project. The preliminary Board review is the first step in the four (4) step process outlined in the Planned Development regulations and is a very important step in providing an applicant with early feedback on a project.

Project Overview:
This project is being proposed at 2111 22nd Street, formerly the McDonald's Headquarters office building which is located at the northeast corner of 22nd Street and Spring Road. The 18-acre property currently contains an 11-story office building and a surface parking lot which is bisected by McDonald's Drive (a Village owned street).

The proposal recommends demolishing the existing office building and redeveloping the site with retail, restaurants, condominiums, rental apartments, office uses, parking decks, a park site and hotel.

Please see the narrative and plans provided by the applicant for additional information and the project details for Oak Brook Commons. Additional information concerning Hines and their other development projects can be reviewed on their website at https://www.hines.com.

Staff Comments:

1. The Village of Oak Brook Commercial Areas Revitalization Plan ("Plan") dated December 2007 did not anticipate the redevelopment of the entire 18-acre McDonald's property because the move was not being considered at the time. The Commerce Drive Subarea Plan did on the other hand discuss McDonald's surface parking lots as being an Opportunity Site and that the larger areas dedicated for surface parking by McDonald's Corporation were an underutilization of the land. The Plan recommendation was for the Village to promote and encourage the construction of parking decks for the office building and promote and encourage development of restaurants and retail uses west of McDonald's Drive.

2. The 2007 Plan discusses Mixed-Use in the Commercial/Office Plan Policies and comments that "as residents in the community move into different stages of their lives, mixed use development can address their desire or need to downsize, while continuing to live within the Oak Brook community. Providing both shopping and residential opportunities, accommodating mixed use development should be a priority of the Village in the interest of long term vitality of Oak Brook's commercial areas".

3. The 2018 Draft Commercial Areas Revitalization Plan ("Draft Plan") is proposing a Mixed-Use environment for the 18-acre McDonald's Plaza property including condominiums, rental apartments, retail, restaurants, office, hotel, parking decks and a park site. This concept is further detailed in the Draft Plan as Opportunity Site C for illustrative purposes.

4. A Planned Development application is required for the Mixed-Use project that is being proposed by Hines. The petition indicates that the developer also expects to construct the project in two (2) separate phases as described and depicted in the Proposal dated January 8, 2019. The first phase will consist of site improvements to the majority of the property including grading, site preparation, utility work, parking, sidewalks, landscaping, and lighting. Phase 1 will also include the completion of the retail, rental apartments and park site. The office, hotel, and condominium land uses will be included in the second phase of the project once financing is achieved.

5. The subject property is currently zoned ORA-2 Office, Research and Assembly District. Residential and mixed-use land uses are not currently identified as either permitted or permitted special uses in the ORA-2 District.

6. Section 13-15-2(A) General Provisions of the PD regulations does allow new mixed use development construction within a planned development overlay district. Section 13-15-2(B) further indicates that each PD shall be presented and reviewed on its own merits. As such, a new land use can be introduced into a zoning district through a PD if it is not currently permitted but the new use/project must still be reviewed on a case-by-case basis and provide tangible benefits to the community.

7. The ORA-2 District permits a floor area ratio (FAR) not to exceed 1.2. The FAR for the conceptual development plan for the 18-acre property is 1.19.

8. The structure height in the ORA-2 District permits a maximum building of 12 stories or 174 feet, whichever is less. The conceptual development plan for this project identifies one, 18-story (190') high apartment building and two, 13-story (150') high condominium buildings.

9. The 18-acre property is not located in either the regulatory floodway or regulatory floodplain and any development proposal shall comply with the Village's adopted stormwater ordinance requirements.

Recommendation:

Provide comments, suggestions and recommendations to the applicant concerning the proposed mixed-use project.

Chapter 15
PLANNED DEVELOPMENTS

13-15-1: INTENT AND PURPOSE:

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

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

B. To provide more efficient use of land.

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

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

E. To unify building and structures through design.

F. To promote long term planning pursuant to the village's commercial areas revitalization master plan, which will allow harmonious and compatible land uses or combination of uses with surrounding areas. (Ord. G-890, 7-14-2009)

13-15-2: GENERAL PROVISIONS:

A. Except as provided for in subsection 13-15-5E of this chapter, no new commercial, office, or mixed use development construction within the planned development overlay district shall be permitted except as approved as a planned development in accordance with this chapter; provided, however, that a stand alone project for construction of outdoor dining facilities or for drive-through facilities will not require a planned development under this chapter.

B. Each planned development shall be presented and reviewed on its own merits. It shall not be sufficient justification for approval of a planned development to rely on an already existing planned development, except to the extent that the existing planned development and the proposed planned development are part of an approved unified, phased, or master development plan.

C. The burden of providing evidence and persuasion that any planned development is necessary and desirable shall in every case rest with the applicant.

D. Buildings and uses or combinations of uses within a planned development shall be limited solely to those approved as part of the ordinance granting a planned development; provided, however, that any buildings and uses or combinations of uses in compliance with a unified, phased, or master development plan approved as part of the ordinance granting a planned development may be approved by the corporate authorities.

E. To the extent provided in the ordinance approving a proposed planned development, the proposed planned development need not comply with the density, dimension, area, bulk, use, and other zoning regulations that, but for the provisions of this chapter, would otherwise apply to the property on which the proposed planned development is intended. Modifications and departures from the standard zoning provisions may be provided in accordance with the provisions of this chapter and to the extent that they will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare. (Ord. G-890, 7-14-2009; Ord. G-904, 11-10-2009)

13-15-3: PLANNED DEVELOPMENT STANDARDS:

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

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

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

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

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

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

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

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

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

8. Signage: Signage on the site of the planned development shall generally be in conformity with the village's sign regulations (chapter 11 of this title), except as may otherwise be specifically provided in the ordinance approving a planned development.

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

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

11. Compliance With Subdivision Regulations And Plat Act: All planned developments, whether or not they are by definition subject to the village's subdivision regulations or the Illinois plat act, shall comply with all standards, regulations and procedures of the village's subdivision regulations and the plat act except as is expressly provided otherwise in this chapter, or as otherwise provided by the corporate authorities pursuant to the ordinance approving the planned development, or the applicable sections of the village's subdivision regulations.

12. Covenants And Restrictions To Be Enforceable By Village: All covenants, deed restrictions, easements, and similar restrictions to be recorded in connection with the planned development shall provide that they may not be modified, removed, or released without the express consent of the corporate authorities and that they may be enforced by the village as well as by future landowners within the proposed development.

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

C. Additional Standards: In addition to the standards required in subsection B of this section, the following standards shall be considered in reviewing all proposed and amended planned developments, particularly with regard to elements of planned development

proposals that do not satisfy the otherwise applicable provisions of the underlying zoning and subdivision regulations:

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

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

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

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

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

   d. Irregular or unusable narrow strips of land.

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

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

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

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

b. Having its application materials include a "LEED checklist" developed by the U.S. green building council indicating the credits pursued and total points anticipated for a project under the most appropriate LEED rating system, in consultation with the director of community development.

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

7. Surface Water Drainage: Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Surface water in all paved areas shall be collected at intervals so that it will not obstruct the flow of vehicular or pedestrian traffic. (Ord. G-890, 7-14-2009)

13-15-4: SITE DEVELOPMENT ALLOWANCES:

Proposed site development characteristics that are not consistent with the zoning regulations otherwise applicable to the property on which a planned development or planned development amendment is proposed, may be approved in accordance with this chapter as part of the ordinance approving the planned development or planned development amendment. The applicant shall specifically identify each site development departure and demonstrate how each departure will be compatible with surrounding development and is not inconsistent with the planned development standards set forth in section 13-15-3 of this chapter. Each departure shall be specifically stated and approved in the ordinance approving the planned development or planned development amendment. Any approved departures from the otherwise applicable zoning regulations shall not be deemed a nonconformity and shall not require a variation. (Ord. G-890, 7-14-2009)

13-15-5: PROCEDURES:

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

A. Preliminary Board Review:

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

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

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

B. Prefiling Review And Transmittal Of Application:

1. Conference:

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

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

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

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

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

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

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

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

C. Review And Action By The Planned Development Commission:

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

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

   a. The identification number designation of the application;

   b. The date and time of the public hearing;

   c. The location of the public hearing; and

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

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

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

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

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

commission shall recommend approval, approval with conditions, or disapproval of the proposed planned development.

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

D. Review And Action By The Corporate Authorities:

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

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

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

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

13-15-6: APPLICATION REQUIREMENTS:

A. Owner To File Application: The application for a planned development must be filed by the owner of the property on which the planned development is proposed to be located or any person or entity having a contractual interest in the property. If the application is not filed by the owner, the owner must, at a minimum, confirm to the village in writing that the owner has authorized the applicant to apply for the proposed planned development.

B. Information Required: Applications for a planned development shall be filed with the community development director in such form and accompanied by such information, with sufficient copies, as shall be established from time to time by the village. Every application shall contain, at a minimum, the following information and related data:

1. The names and addresses of the owner(s) of the subject property and the applicant(s).

2. A statement from the owner of the subject property, if not the applicant, approving of the filing of the application by the applicant.

3. A survey of, and legal description and street address for, the subject property.

4. A statement demonstrating compliance of the proposed planned development with the commercial areas revitalization master plan, and evidence of the proposed project's compliance in specific detail with each of the standards for planned developments provided in this chapter.

5. A scaled site plan showing the existing contiguous land uses, natural topographic features, zoning districts, public thoroughfares, and transportation and utilities.

6. A scaled site plan of the proposed planned development showing lot area, the required yards and setbacks, contour lines, common space, and the location, floor area ratio, lot area coverage and heights of buildings and structures, number of parking spaces and loading areas.

7. Schematic drawings illustrating the design and character of the building elevations, types of construction, and floor plans for all proposed buildings and structures. The

drawings shall also include a schedule showing the number, type, and floor area for all uses or combinations of uses, and the floor area for the entire proposed planned development.

8. A landscaping plan showing the location, size, character, and composition of vegetation and other material.

9. The substance of existing covenants, easements, and other restrictions, and any to be imposed, on the use of land, including common open space, and buildings or structures.

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

11. A professional traffic study acceptable to the village showing the proposed traffic circulation pattern within and in the vicinity of the area of the planned development, including the location and description of public improvements to be installed, and any streets and access easements.

12. A professional environmental impact study identifying and describing the nature and extent of noise, light, and other potential environmental impacts associated with the planned development and the property on which the planned development is located, and the plans necessary to address those impacts.

13. A professional economic analysis acceptable to the village, including the following:

a. The financial capability of the applicant to complete the proposed planned development;

b. Evidence of the project's economic viability; and

c. A comprehensive analysis summarizing the economic impact the proposed planned development will have upon the village.

14. Copies of all environmental impact studies as required by law.

15. An analysis setting forth the anticipated demand on all village services resulting from the proposed planned development.

16. A plan showing off site utility improvements required to serve the planned development, and a report showing the cost allocations and funding sources for those improvements.

17. A site drainage and stormwater detention and maintenance plan for the proposed planned development.

18. A photometric/lighting plan for the proposed planned development.

19. A written summary of residents' comments pertaining to the proposed application from any public meeting or hearing held pursuant to subsection 13-15-5B or C of this chapter.

20. Plans necessary to describe, establish, and maintain appropriate property and building security and site control measures for the planned development and the property on which the planned development is located. These plans shall also include measures to prevent adverse impacts on neighboring properties.

C. Fees:

1. General Fees: Each application for a planned development shall be accompanied by a fee in the amount established by the corporate authorities from time to time payable to the order of the village to defray the costs and expenses of the planned development procedures, and any other filing or other charges established pursuant to this subsection.

2. Additional Cost Recovery: Every application filed for a planned development pursuant to this chapter that requires the village to incur third party costs or expenses, including, without limitation, legal fees incurred by the office of the village attorney or any attorney or firm retained by the village, shall be subject to the cost recovery fee and lien provisions set forth in this subsection. The cost recovery fee shall be in addition to the general fees.

3. Responsibility For Payment: The owner of the property that is the subject of the application and, if different, the applicant, shall be jointly and severally liable for the payment of the general fees, the cost recovery fee, and for the cost recovery lien. By signing and authorizing the application, the owner or applicant shall be deemed to have agreed to pay, and to have consented to, the general fees and cost recovery fee, plus any costs of collection, that have not been paid within thirty (30) days following the mailing of a written demand for payment to the owner or applicant at the address set forth on the application, including any additional cost recovery fees assessed herein. Any lien filed pursuant to this subsection may be foreclosed in the manner provided for mortgages or mechanics' liens under Illinois law.

4. Recoverable Costs: For purposes of calculating the cost recovery fee and general fees, the costs incurred by the village with respect to the following items shall be deemed to be the "actual costs" incurred by the village in processing an application for a planned development:

   a. Publication and mailing of notices;

   b. Court reporter and recording secretarial services;

   c. Professional and technical consultant services;

   d. Village attorney, or other village related attorney or law firm, consultation, meeting attendance, document preparation, and review;

   e. Copy reproduction;

   f. Document recordation; and

g. Inspection fees.

5. Escrow: For each application filed and processed pursuant to this chapter that requires the village to incur third party costs or expenses, an application fee escrow account shall be established as provided below:

   a. Initial Deposit: Every petition filed that requires the village to incur third party costs or expenses shall be accompanied by an initial deposit for purposes of paying additional application fees. The amount of the initial deposit shall be determined by the village manager, and the initial deposit and any subsequent deposit shall be placed in an application fee escrow account. No interest shall be payable on any such escrow account.

   b. Draws From Escrow: From the date of filing of any application, the village shall maintain an accurate record of the actual costs of processing and reviewing the application. The village shall, from time to time, draw funds from the escrow account established to pay costs identified in subsection C4 of this section and shall transfer funds to the appropriate village accounts. The village shall maintain an accurate record of all draws.

   c. Additional Deposits: Should the village at any time determine that the escrow account established in connection with any application is, or is likely to become, insufficient to pay the actual costs of processing an application, the village shall inform the applicant of that fact in writing and demand an additional deposit in an amount deemed to be sufficient to cover foreseeable additional costs. Unless and until such additional amount is deposited by the applicant, the village may direct that processing of the application be suspended or terminated. Any termination shall be deemed a withdrawal of the application by the applicant.

   d. Final Settlement: As soon as reasonably feasible following final action on an application, the village shall cause a final accounting to be made of the escrow deposits made in connection with the application and the actual costs of processing the application and shall make a final charge of costs against the escrow deposit. A copy of the accounting shall be provided to the applicant. If the amount in the escrow is insufficient to pay the total actual costs, a written demand for payment of the balance due shall be mailed to the applicant. If any unused balance remains in the escrow account after paying the total actual costs, that amount shall be returned to the applicant.

6. Waiver For Specified Public And Charitable Bodies: The provisions of this subsection may be waived by the corporate authorities for fees applicable to any application filed by any public body, or any agency deriving the majority of its revenues from taxes levied within the village, or any charitable or eleemosynary organization.

7. Condition Of All Planned Development Applications And Approvals: No application filed pursuant to this chapter shall be considered complete unless and until all fees due pursuant to this subsection C have been paid. Every approval granted and every permit issued pursuant to this chapter shall, whether or not expressly so conditioned, be deemed to be conditioned upon payment of cost recovery fees as required by this subsection C.

8. Time Periods: Where this chapter provides that the passage of time without decision or action shall be deemed an approval or recommendation for approval, all time periods shall be tolled during any period of nonpayment, but shall otherwise continue to run.

9. Failure To Pay: The failure to fully pay cost recovery fees when due shall be grounds for refusing to process an application and for denying or revoking any planned development approval sought or issued with respect to the land or development to which the unpaid fee relates. (Ord. G-890, 7-14-2009)

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

A. Approval of the planned development by the corporate authorities authorizes the applicant to proceed with any necessary applications for building permits, certificates of occupancy, and other permits which the village may require for the proposed planned development. The village's community development director shall review applications for these permits for compliance with the terms of the planned development granted by the corporate authorities and other applicable requirements. No permit shall be issued for development which does not comply with the applicable requirements of law, including, without limitation, the terms and conditions of the planned development ordinance approved by the corporate authorities.

B. The village shall administratively revise the official zoning map to properly note the existence and boundaries of each approved planned development; provided, however, that any such notation of a planned development shall not constitute a map amendment to the official zoning map.

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

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

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

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

G. An extension of the time requirements provided pursuant to subsections C, D, E, and F of this section may be granted by the corporate authorities for good cause shown by the applicant, provided a written request is filed with the village at least four (4) weeks prior to the respective deadline.

H. The corporate authorities may declare the approval of a planned development null and void if the use or combination of uses for which the approval was granted ceases for a consecutive period of one year.

I. No application for a planned development which was previously denied by the corporate authorities shall be considered by the planned development commission or the corporate authorities if it is resubmitted in substantially the same form and content within one year of the date of such prior denial.

1. The community development director shall review the application for a planned development and determine if the application is or is not substantially the same as a previously denied application. An applicant has the right to request a meeting before the corporate authorities to appeal the determination of the community development director that the application is substantially the same, provided a petition for appeal is filed in writing with the village manager within ten (10) days after the community development director's determination.

2. The corporate authorities shall affirm or reverse the determination of the community development director, regarding whether the new application is substantially the same as a previous application, within forty five (45) days after receipt of the appeal.

3. If it is determined that the new application is not substantially the same, then the applicant shall be entitled to continue with the application process and have the application reviewed in accordance with the provisions of this chapter. (Ord. G-890, 7-14-2009)

13-15-8: AMENDMENTS AND CHANGES TO APPROVED PLANNED DEVELOPMENT PERMITS:

A. Except for "minor changes" as provided in subsection B of this section, any modifications to an approved planned development or any addition to or expansion of an existing planned development shall require separate review and approval under the provisions applicable to the initial approval of a planned development.

B. A "minor change" is any change in the site plan or design details of an approved planned development which is consistent with the standards and conditions applicable to the planned development and which does not alter the concept or intent of the planned development. A minor change shall not increase the planned development's density, add new uses, increase any applicable bulk regulation, reduce open space, modify the proportion of housing types, change or add new parking areas, alter alignment of roads, utilities or drainage, amend final development agreements, provisions or covenants, or provide any other change inconsistent with any standard or condition imposed by the corporate authorities in approving the planned development. A minor change may be approved by the village manager, following receipt of a recommendation of the community development director, without obtaining separate approval by the corporate authorities.

C. The provisions and limitations of subsections A and B of this section are subject to such additional conditions and provisions as the corporate authorities may include in the ordinance approving a planned development. (Ord. G-890, 7-14-2009)

Hines - Oak Brook Commons

Planned Development Proposal for the McDonald's Plaza Site

Oak Brook Village Board

Preliminary Board Review

January 8, 2019

Hines is pleased to submit Oak Brook Commons (the "Project" or "Site") for preliminary board review pursuant to Section 13-15-5 of the Village of Oak Brook Zoning Ordinance. Oak Brook Commons will represent the premier mixed-use community in suburban Chicago in regard to building quality, master plan execution, sustainability, and locational amenitization.

The Site has been identified as one of four prioritized Opportunity Sites within the Commerce Drive Subarea under the current draft of the Commercial Areas Revitalization Plan ("Plan"). The Plan recommends the demolition of the existing antiquated McDonalds Headquarters office building, to be replaced by a mixed-use ground-up redevelopment anchored by retail, residential, office, and hotel uses. The location and scale of the Site make it the most viable property in the Village of Oak Brook to be transformed into a mixed-use, town center environment.

Of particular note, the proposed Hines Oak Brook Commons development will be significantly ***less*** dense than the illustrative concepts included on page 25 of the current version of the Plan.

The Oak Brook Commons master plan represents the most financeable and actionable manifestation of the Plan vision for this property.

Integrated Development

Hines is the only contract purchaser of the Site and will have ownership of and manage the entire Site for the Project. Hines will ensure the construction, development, and maintenance of an integrated and cohesive development. Hines currently manages and maintains some of the premier residential and commercial buildings in Chicago. As set forth below and in the attached plan sheets, the Project intends to meet applicable Planned Development Standards set forth in Sections 13-15-1 and 13-15-3 of the Zoning Ordinance.

22nd Street Corridor: Retail & Hotel Activation

Oak Brook Commons will deliver retail offerings at the corner of Spring Road and 22nd Street, adding to the upscale food and beverage and retail options that currently exist in the Village. A high-end limited-service hotel will also line 22nd Street with strong I-88 visibility. These project components will visually activate the 22nd Street corridor and help to grow the tax base of the Village.

Public Green Space Amenity

Density and height increase towards the interior of the Site, with vertical density lining a centrally located urban public green space unlike any that exists in the Village today. The green space will be an activated and programmable amenity for retail customers, office workers, hotel guests, residents of the Project,

and residents of the broader Oak Brook community. The green space will serve as the central gathering spot for this integrated mixed-use community for all seasons.

Office

The office component of the Project will represent the first multi-tenant office property of scale to be built in the Village in two decades, since the last Hines office building delivery at 700 Commerce. Hines has developed a decades-long reputation for delivering office buildings of the highest quality throughout Chicago, and intends to elevate the standard for workplace environments in suburban Chicago. Hines' creative office product will offer timeless architecture, efficient floor plate design, and a suite of cutting edge amenities coveted by corporate tenants in their pursuit of attracting and retaining the modern workforce. Hines will use all efforts to attract notable corporate headquarters tenants to Oak Brook, and the Project proposes the flexibility to construct one or two office buildings as dictated by market demand.

Residential

Hines has planned and structured the residential components of the Project in a thoughtful and deliberate manner to ensure that they respond to the policies of the Village and to ensure that they successfully address the housing stock needs of the community. The residential components of the Project will provide the Village with a diversification of upscale housing stock that does not currently exist in the community. The proposed for-sale and luxury apartment vertical development will represent a new opportunity for current Oak Brook residents to stay in the Village after transitioning out of traditional single-family home living. The luxury apartment residences will represent an attractive entry point to the Village for affluent young professionals that ultimately want to purchase property in the community, and will support current and prospective commercial tenants in their efforts to attract and retain high-end professional talent. The luxury apartment units will (i) have average unit sizes larger than typical downtown apartment buildings, (ii) be constructed at "condo" quality with the highest quality finishes and amenities in the Chicago suburbs, (iii) will have average rents of approximately $2,700 per month (thus requiring an average annual income of approximately $130,000 to qualify), and (iv) will be valued at exit in excess of $550,000 per unit. The luxury apartment building will be developed with the infrastructure, amenities, and unit finish quality to enable a potential conversion to for-sale condominiums should market forces support this strategy in the future.

Proposed Uses

The planned program for Oak Brook Commons is outlined below, although proposed uses, with the exception of the luxury apartment residential building, are intended to be interchangeable based upon market demand.

- Upscale Food and Beverage / Other Retail: Up to 60,000 gross square feet (GSF)
- Modern Creative Office: Up to 450,000 GSF
- High-End Limited Service Hotel: Up to 250 keys
- Luxury Apartment Residential: Up to 280 units
- Distinguished For-Sale Residential: Up to 100 units

Positive Project Elements

Oak Brook Commons will compliment adjacent uses and benefit the Village by adding new workers, residents, and guests within walking proximity to Oakbrook Center, where they will shop and dine on a regular basis and directly augment the tax base of the Village. The master plan and development program also address concerns regarding traffic and drainage frequently raised by the Village. The diversity of product types and uses in the mixed-use development ensures that vehicular traffic will come and go from the site at a diversity of times throughout the day, rather than the monolithic traffic pattern imposed by the previous singular office use at the site that exacerbated peak rush hour traffic. The Site currently exists as one enormous, impervious asphalt parking lot and the development of thoughtful landscaping, green roofs, and significant public park area will increase the total amount of permeable ground cover at the Site.

Full Review of Project Impacts

Hines knows well and appreciates the Village's focus on how new developments may impact various elements of the Village. The Village's Planned Development regulations rightly require detailed information on traffic, environmental impacts, developer and project-specific economic viability, fiscal impacts on the Village and demand on Village services, utility and public improvements, drainage and storm water analysis, and lighting. Hines will have all of this information prepared for Village review as part of the formal Planned Development review process. The development team is particularly aware of concerns regarding new development impacts on Village services and will strive to minimize undue strain on the excellent services provided by the Village public works, public safety, and other Village departments.

Project Phasing

The first phase of the Project will consist of horizontal improvements to the majority of the Site, including grading, site prep, utility work, parking, sidewalks, landscaping, and lighting on the area identified as Phase 1 in Page 10 of the attached graphical exhibits. After the completion of horizontal improvements, Phase 1 would also include the vertical development of the retail and apartment components of the Project. Critically, Phase 1 will also include completion of the public central park amenity. The office, hotel, and condo components of the Project will be included in the secondary phase of development and launched as soon as capital market demand enables the financing of these projects.

The Oak Brook Commons Team

Hines has assembled a development team with the expertise, financial capability, Oak Brook-specific experience, and creativity to ensure a complete and successful Project.

- **Master Developer – Hines**

Hines is a privately owned global real estate investment, development and management firm, founded in 1957, with a presence in 207 cities in 24 countries and $116.4 billion of assets under management. Hines has 109 developments currently underway around the world, and historically, has developed, redeveloped or acquired 1,319 properties, totaling over 431 million square feet. With extensive experience in investments across the risk spectrum and all property types, and a pioneering commitment to sustainability, Hines is one of the largest and most respected real estate organizations in the world.

Hines is a global leader in environmentally sustainable development. In 1999, Hines became the first international and privately held real estate company in the world to commit to Energy Star, and in 2004 was the first commercial real estate firm to win the Energy Star Sustained Excellence Award. Hines will pursue sustainability accreditation throughout the Project, through incorporation of green roofs, permeable pavers, and other environmentally sensitive design and construction techniques.

Hines has been active in Chicago since 1981 and has delivered over 10 million square feet of commercial and residential developments in the city and suburbs. Hines has a history of successful development in the Village of Oak Brook, having delivered Oak Brook Pointe at 700 Commerce in 2000. Oak Brook Pointe represents an example of successful development execution, as it achieved fully leased status shortly after opening and remains a highly coveted office address nearly twenty years later.

- **Master Planner – Antunovich Associates**

Oak Brook Commons has been thoughtfully master planned by Antunovich Associates, an acclaimed Architectural, Planning and Interior Design firm with deep experience designing significant mixed-use projects in Illinois and across the country. Antunovich Associates is uniquely qualified to lead the visioning and design of Oak Brook Commons, as the Principals at the firm have worked within the Village of Oak Brook with the McDonald's Corporation since 1978. Joe Antunovich has been personally involved in the planning and design of the 1.0 million square foot McDonald's Corporation Office Campus on the former Butler Estate and the re-entitlement of the 35-acre Autumn Oaks property along Ginger Creek for 600,000 square feet of office space. More recently, Antunovich Associates prepared master plans for McDonald's properties in Oak Brook, including the 100-acre Office Campus Headquarters and its former 16-acre Headquarters site on 22nd Street in anticipation of McDonald's moving to the West Loop in Chicago. As a result of these efforts and the extensive coordination over the years with Village staff, Antunovich has developed an uncommon understanding of the site and the Village's priorities and concerns.

Antunovich also has a history of successful work with Hines, having led the design of the redevelopment of the former Children's Memorial Hospital site in Lincoln Park. The project, Lincoln Common, is a complex mixed-use development that will deliver a collection of new construction and renovated historic buildings consisting of 538 apartments, 32 condos, 150 senior living units, 100,000 square feet of retail, and 50,000 square feet of office space in one of Chicago's most historic and beloved neighborhoods.

- **Legal Counsel -- Holland & Knight, Peter Friedman**

Holland & Knight and Peter Friedman have extensive experience in zoning, entitlement, and land development matters. Having previously worked on the establishment of the Village's Planned Development regulations and having served for five years as Village Attorney, Mr. Friedman is uniquely able to guide the Project through the Village review process in accordance with all of the Village's planning and zoning regulations.

Village Review

Thank you for the opportunity to present this important development proposal to the Village Board for preliminary review at the Board's January 8, 2019 meeting. We will be prepared to make a presentation outlining the proposal and to address any questions, comments, or concerns that Board members may have. We are confident that our proposed Oak Brook Commons development will allow the Village to realize all of the benefits resulting from a full and complete development of this important gateway property in the Village.

OAK BROOK
COMMONS

EST.2020

Village of Oak Brook Preliminary Hearing Submission

Oak Brook Commons · A Luxury Mixed - Use Development

Hines · Antunovich Associates ©

Conceptual Rendering Looking Southeast

Oak Brook, Illinois | **November 26, 2018**

2

Oak Brook Commons • A Luxury Mixed - Use Development

Conceptual Rendering Looking Northeast

3

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Oak Brook Commons • A Luxury Mixed - Use Development

Hines · Antunovich Associates ©

Conceptual Rendering of Park Area

Oak Brook, Illinois | **November 26, 2018**

Oak Brook Commons • A Luxury Mixed - Use Development

Existing Conditions

5

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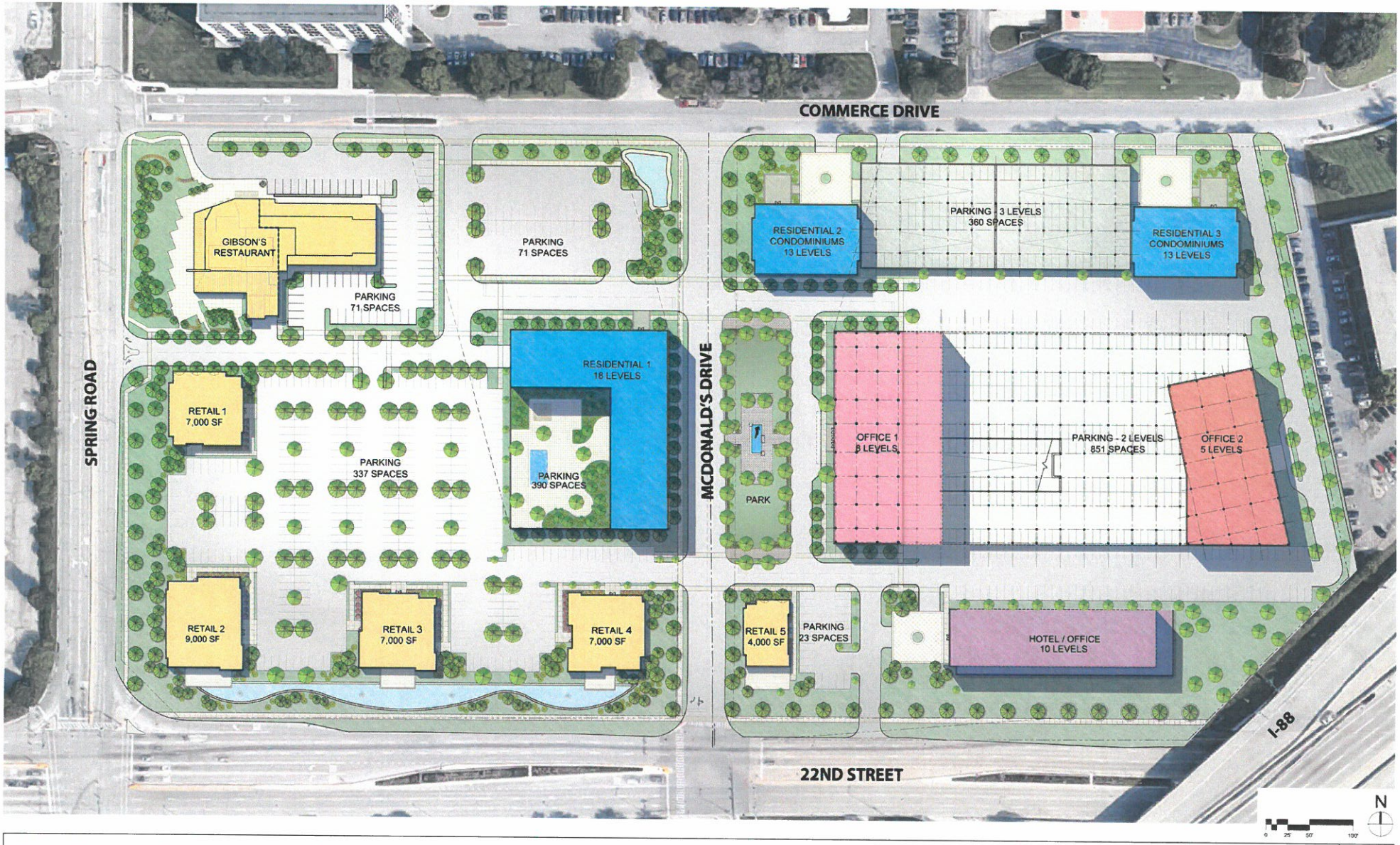
Oak Brook, Illinois | **November 26, 2018**



Oak Brook Commons • A Luxury Mixed - Use Development

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Master Plan | 6

Oak Brook, Illinois | November 26, 2018

RESIDENTIAL #1 - MARKET-RATE APARTMENT BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (RSF)	TOTAL AREA (RSF)	PARKING
190'-0"	18	19	280	18,525 SF	273,000 SF	390

RESIDENTIAL #2 - CONDOMINIUM BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (RSF)	TOTAL AREA (RSF)	PARKING
150'-0"	13	4	48	8,046 SF	96,552 SF	180

RESIDENTIAL #3 - CONDOMINIUM BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (RSF)	TOTAL AREA (RSF)	PARKING
150'-0"	13	4	48	8,046 SF	96,552 SF	180

OFFICE BUILDING #1				
HEIGHT	STORIES	AREA / FLOOR (RSF)	TOTAL AREA (RSF)	PARKING
110'-0"	8	27,433 SF	193,016 SF	851

OFFICE BUILDING #2			
HEIGHT	STORIES	AREA / FLOOR (RSF)	TOTAL AREA (RSF)
69'-6"	5	17,537 SF	83,185 SF

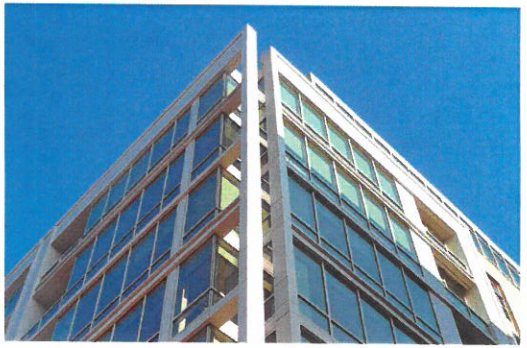
HOTEL					
HEIGHT	STORIES	ROOMS / FLOOR	TOTAL UNITS	AREA / FLOOR (RSF)	TOTAL AREA (RSF)
108'-0"	10	28	252	18,723 SF	182,730 SF

PARKING		
STRUCTURED	ON-GRADE	TOTAL PARKING
1,424	537	1,961

RETAIL				
HEIGHT	HEIGHT	STORIES	AREA (RSF)	SURFACE PARKING
RETAIL 1	20'-0"	1	7,000 SF	
RETAIL 2	20'-0"	1	9,000 SF	
RETAIL 3	20'-0"	1	7,000 SF	
RETAIL 4	20'-0"	1	7,000 SF	
RETAIL 5	20'-0"	1	4,000 SF	
TOTAL			34,000 SF	360

Project Summary

Site Area:		805,174	SF
		18.48	Acres
Parking:	On-Grade	537	Spaces
	Structured	1,424	Spaces
	Total	1,961	Spaces
Residential Condominiums	96 Units	193,104	RSF
Residential Market-Rate Apartments	280 Units	273,000	RSF
Office		276,201	RSF
Hotel		182,730	RSF
Retail		34,000	RSF
Total Building Area		959,035	RSF



Oak Brook Commons • A Luxury Mixed - Use Development

Hines · Antunovich Associates ©

Residential Character Study Images

Oak Brook, Illinois | **November 26, 2018**

Oak Brook Commons • A Luxury Mixed - Use Development

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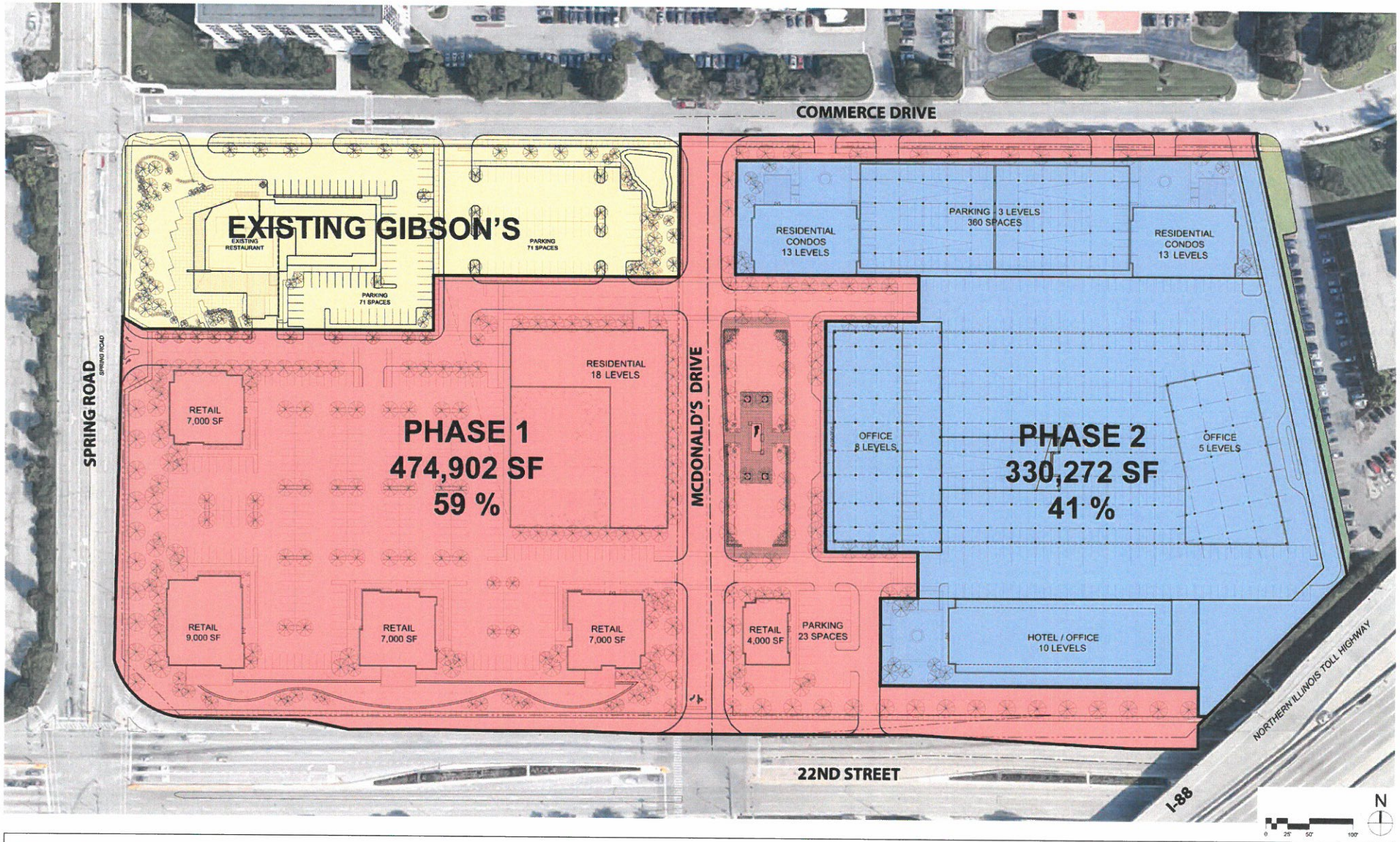
Office Character Study Images

Oak Brook, Illinois | **November 26, 2018**



Oak Brook Commons · A Luxury Mixed - Use Development

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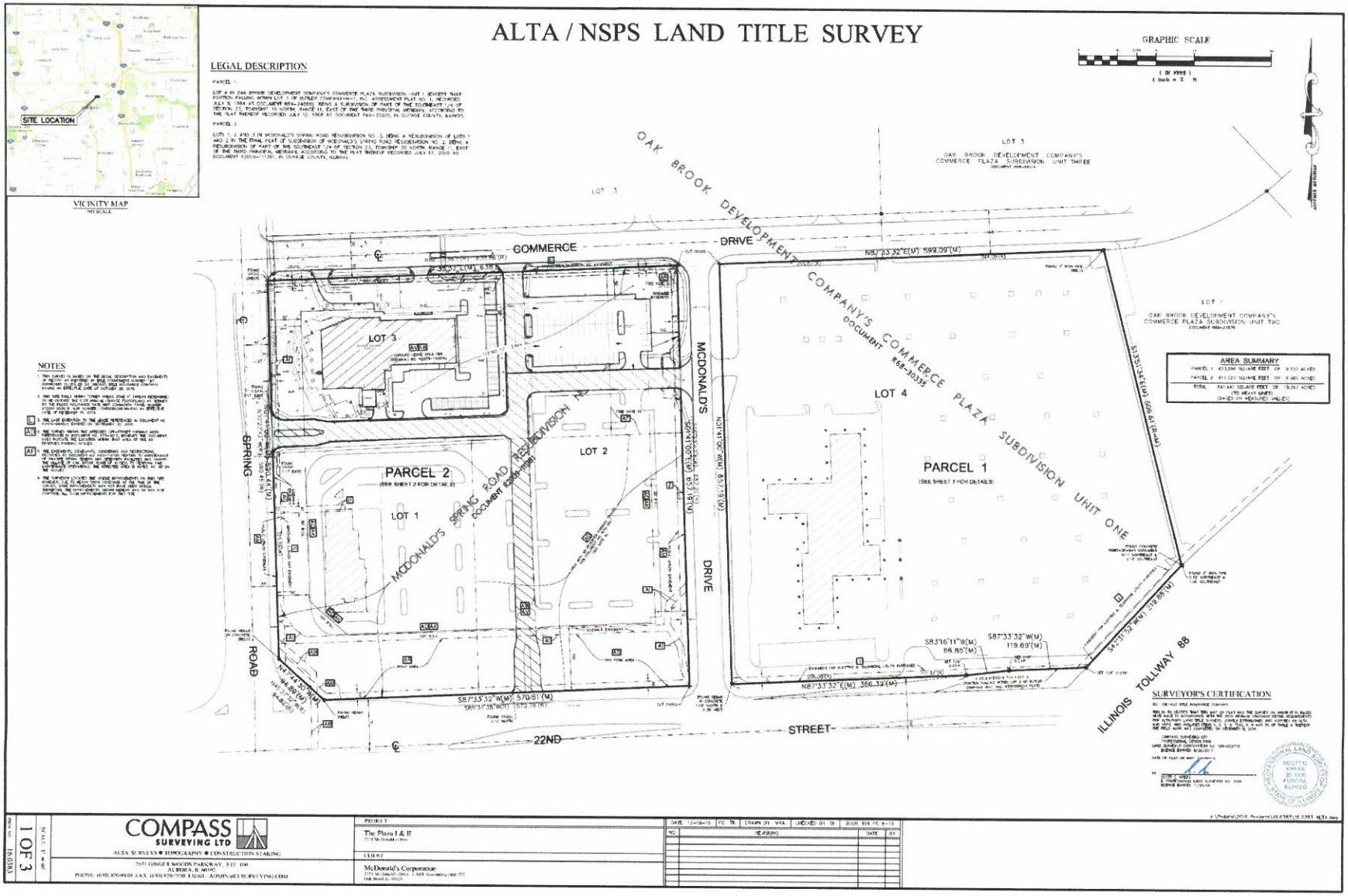
Phasing Diagram | 10

Oak Brook, Illinois | November 26, 2018



Oak Brook Commons • A Luxury Mixed - Use Development

Waivers and Variations

13-10B-1: PERMITTED USES:

Accessory uses and structures, including storage and service areas within the structures, garages for delivery trucks, off street parking, central heating and air conditioning plants, and storage areas, yards, shops, and similar facilities that are used solely for operating, servicing, or maintaining the activities and improvements within the district. Accessory structures and uses shall also include dwellings occupied by watchmen, janitors, maintenance and similar employees engaged upon the premises; but no dwelling shall be erected for any other purpose.

Permitted uses as allowed in the B2 regional shopping center district.

Permitted uses as allowed in the ORA1 office-research-assembly district. (Ord. G-60, 3-22-1966; Ord. G-758, 8-24-2004)

13-10B-3: LOT AREA REQUIREMENTS:

A. Floor Area Ratio: Not to exceed 1.2 for office uses, financial uses and accessory uses thereto; 0.8 for other uses permitted in the ORA1 district; and 0.3 for uses as permitted in the B2 regional shopping district.

B. Structure Height: Not more than twelve (12) stories or one hundred seventy-four feet (174'), whichever is less.

C. Yards:

1. Front: Not less than one hundred feet (100') in depth, except when adjacent to a residence district boundary line not less than one hundred fifty feet (150') in depth, provided that required front yards may be occupied by drives, sidewalks, landscaping and similar facilities.

2. Side: Not less than thirty feet (30') in depth, except: a) that portion of a side yard abutting a residence district shall be not less than one hundred fifty feet (150') in depth; b) a side yard abutting a street shall be not less than fifty feet (50') in depth; c) each interior side yard shall be increased by not less than one foot (1') for each one foot (1') of structure height over thirty two feet (32'); and d) side yards abutting 22nd Street and York Road shall have a depth of not less than one hundred feet (100'), provided that required side yards may be occupied by drives, vehicular parking, sidewalks, landscaping, and similar facilities provided that paved parking areas shall not be located closer than forty feet (40') to any lot in a residence district.

3. Rear: Not less than twenty feet (20') in depth, except that portion of a rear yard abutting a residence district shall be not less than one hundred feet (100') in depth, provided that required rear yards may be occupied by drives, vehicular parking, sidewalks, landscaping and similar facilities provided that paved parking areas shall not be located closer than forty feet (40') to any lot in a residence district. (Ord. G-60, 3-22-1966; Ord. G-213, 3-22-1977; Ord. G-557, 7-25-1995; Ord. G-758, 8-24-2004)

13-12-3: OFF STREET PARKING REGULATIONS:

C. Size and Aisles: Each required off street parking space shall have a width and length, exclusive of access drives or aisles, ramps, columns, or office and work areas in accordance with standards set forth below. Enclosed parking spaces shall have a vertical clearance of at least seven feet (7'). Each required off street parking space shall open directly upon an aisle or driveway of a width and design in accordance with standards set forth below:

MINIMUM STANDARDS OF PARKING SPACES, AISLES AND PARKING BAYS FOR PARKING ACCESSORY TO NONOFFICE USES

Minimum Space Per Car:	Width 9'0" Length 18'0"				
	Parking Space And Aisle Dimensions:			Width Of Parking Bays[1]	
Angle Of Parking	Width Of Space Feet And Inches	Width Of Space Parallel To Aisle, Feet And Inches	Depth Of Space Perpendicular To Aisle, Feet And Inches	Width Of Aisle Feet And Inches	Head-In To Curb Feet And Inches
45°	9'0"	12'9"	19'1"	12'0"	50'2"
60°	9'0"	10'5"	20'1"	17'0"	57'2"
75°	9'0"	9'4"	19'9"	22'0"	61'6"
90°	9'0"	9'0"	18'0"	27'0"	63'0"

MINIMUM STANDARDS OF PARKING SPACES, AISLES AND PARKING BAYS FOR PARKING ACCESSORY TO OFFICE AND HOTEL USES

Minimum Space Per Car:	Width 8'6" Length 17'6"				
	Parking Space And Aisle Dimensions:			Width Of Parking Bays[2]	
Angle Of Parking	Width Of Space Feet And Inches	Width Of Space Parallel To Aisle, Feet And Inches	Depth Of Space Perpendicular To Aisle, Feet And Inches	Width Of Aisle Feet And Inches	Head-In To Curb Feet And Inches
45°	8'6"	12'0"	18'5"	12'0"	48'10"
60°	8'6"	9'10"	19'5"	16'0"	54'10
75°	8'6"	8'10"	19'1"	20'0"	58'2"
90°	8'6"	8'6"	17'6"	24'0"	59'0"

Please Deposit Checks in: Zoning Account 10-4302

For:

Hines – McDonald's – Planned Development – With Waiver and Variations

Total: $ 4,500.00

MISCELLANEOUS PAYMENT RECPT#: 509804
VILLAGE OF OAK BROOK
1200 OAK BROOK ROAD
OAK BROOK IL 60523

DATE: 02/22/19 TIME: 10:24
CLERK: reception DEPT:
CUSTOMER#: 0

INFO: HINES MCDONALDS

4302 ZONING/SUBDIVIS 4500.00

AMOUNT PAID: 4500.00

PAID BY: HOLLAND & KNIGHT
PAYMENT METH: CHECK
7500904
REFERENCE:

AMT TENDERED: 4500.00
AMT APPLIED: 4500.00
CHANGE: .00

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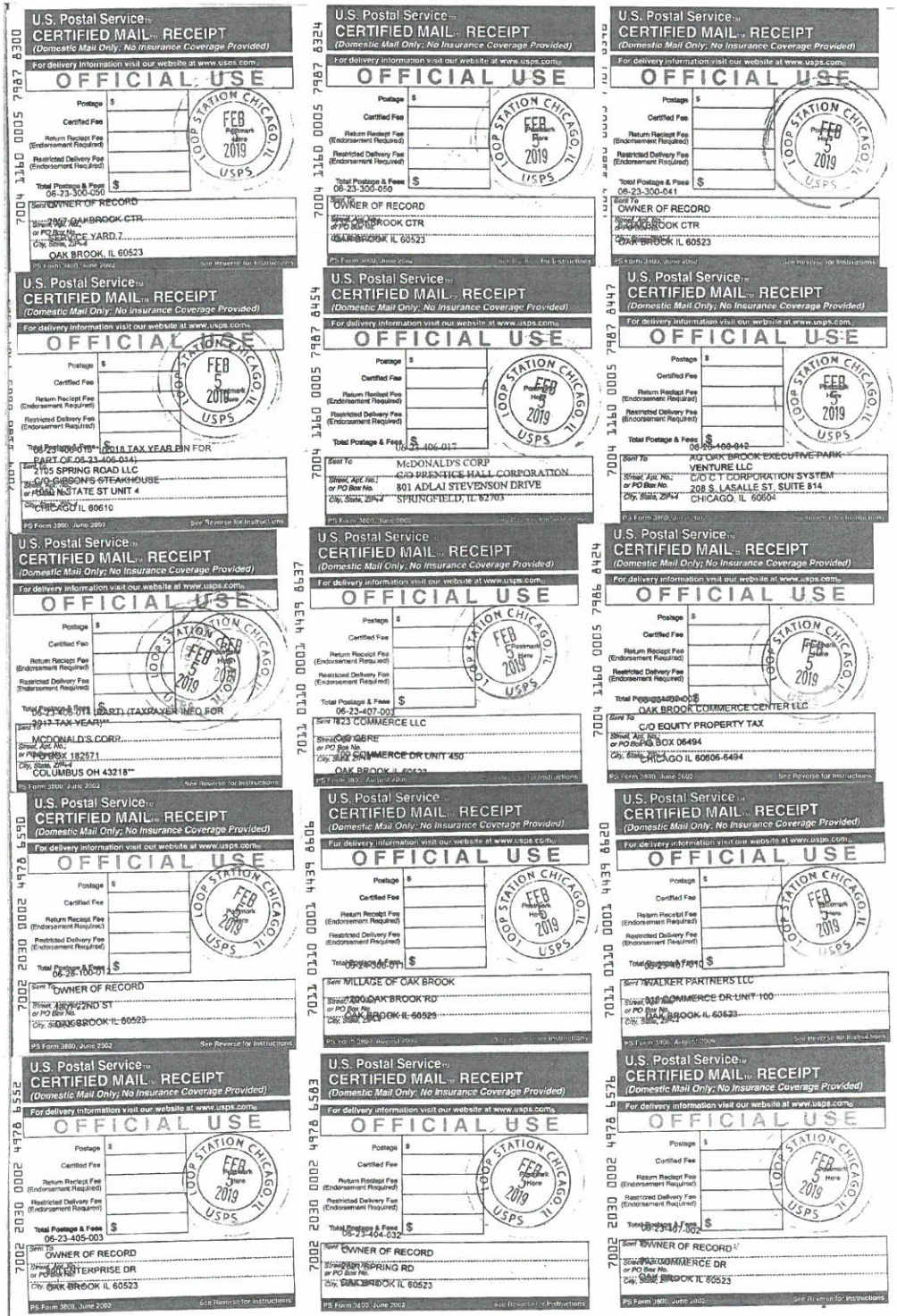

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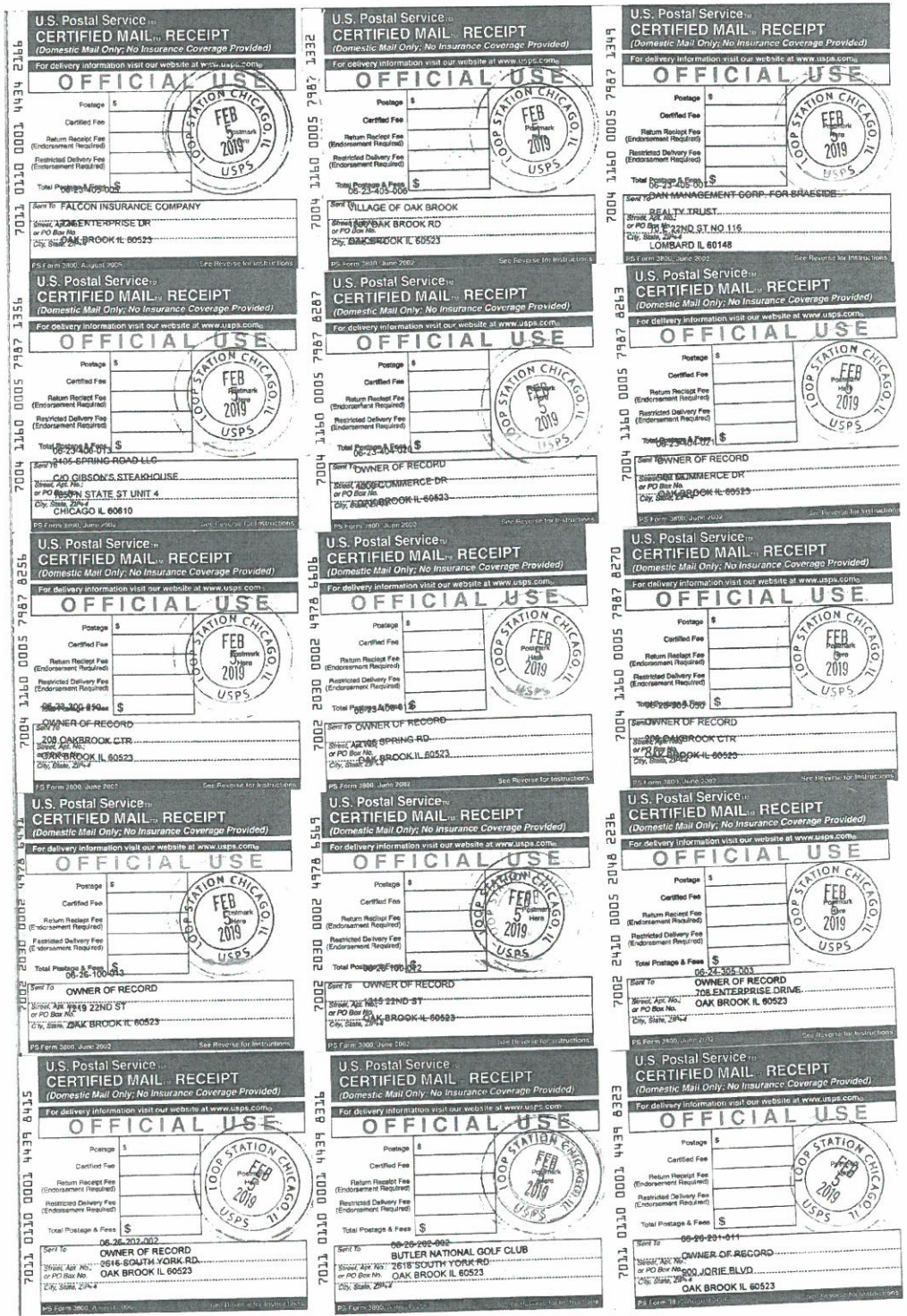

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Street, Apt. No.; or PO Box No. 2700 ENTERPRISE DR
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PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO, IL FEB 5 2019 USPS

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Total Postage & Fees $
06-23-405-006
Sent To VILLAGE OF OAK BROOK
Street, Apt. No.; or PO Box No. 1200 OAK BROOK RD
City, State, ZIP+4 OAK BROOK IL 60523
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06-23-405-007
Sent To DAN MANAGEMENT CORP. FOR BRAESIDE REALTY TRUST
Street, Apt. No.; or PO Box No. 22ND ST NO 116
City, State, ZIP+4 LOMBARD IL 60148
PS Form 3800, June 2002 See Reverse for Instructions
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-404-006
Sent To 9405 SPRING ROAD LLC
Street, Apt. No.; or PO Box No. C/O GIBSON'S STEAKHOUSE
City, State, ZIP+4 CHICAGO IL 60610
PS Form 3800, June 2002 See Reverse for Instructions
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Total Postage & Fees $
06-23-404-010
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 2200 COMMERCE DR
City, State, ZIP+4 OAK BROOK IL 60523
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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-404-011
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 2200 COMMERCE DR
City, State, ZIP+4 OAK BROOK IL 60523
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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-100-890
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 208 OAKBROOK CTR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-100-891
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 2100 SPRING RD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-030
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 208 OAKBROOK CTR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
LOOP STATION CHICAGO, IL FEB 5 2019 USPS

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-100-913
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 1219 22ND ST
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-100-912
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 1215 22ND ST
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-003
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 708 ENTERPRISE DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
LOOP STATION CHICAGO, IL FEB 5 2019 USPS

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-202-002
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 2616 SOUTH YORK RD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO, IL FEB 5 2019 USPS

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-202-002
Sent To BUTLER NATIONAL GOLF CLUB
Street, Apt. No.; or PO Box No. 2616 SOUTH YORK RD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
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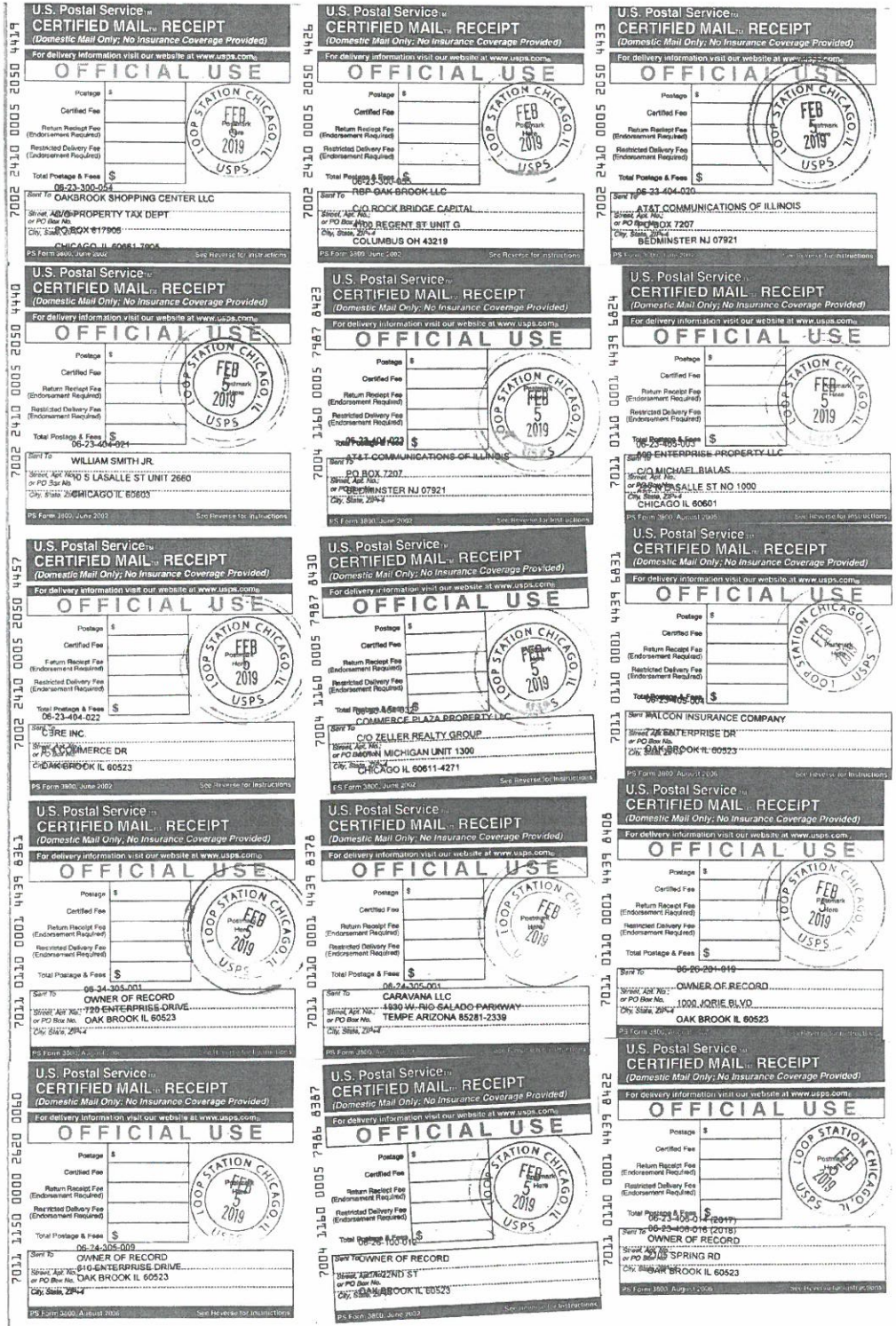
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-011
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 500 JORIE BLVD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
LOOP STATION CHICAGO, IL FEB 5 2019 USPS



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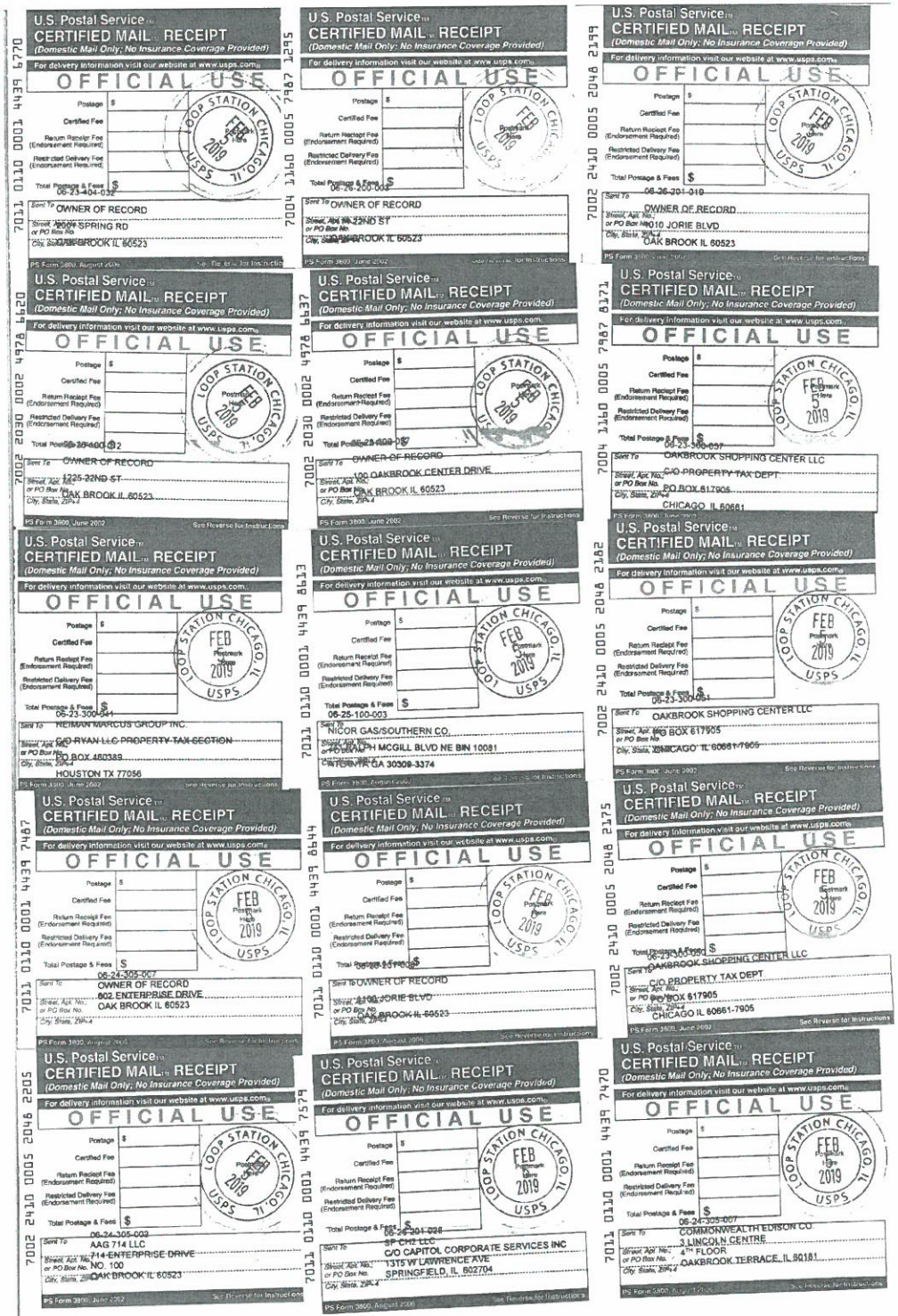
0.0



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Total Postage & Fees $
06-23-404-032
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1009 SPRING RD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 6720

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-25-200-003
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1225 22ND ST
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 1295

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-701-019
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 10 JORIE BLVD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2410 0005 2048 2199

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-404-032
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1225 22ND ST
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2030 0002 4978 4620

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-25-200-003
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 100 OAKBROOK CENTER DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2030 0002 4978 4637

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-306-037
Sent To OAKBROOK SHOPPING CENTER LLC
Street, Apt. No., or PO Box No. C/O PROPERTY TAX DEPT PO BOX 617905
City, State, ZIP+4 CHICAGO IL 60661
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 8171

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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-300-031
Sent To NEIMAN MARCUS GROUP INC.
Street, Apt. No., or PO Box No. C/O RYAN LLC PROPERTY TAX SECTION PO BOX 460389
City, State, ZIP+4 HOUSTON TX 77056
PS Form 3800, June 2002 See Reverse for Instructions
7002 2410 0005 2048 2182

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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-25-100-003
Sent To NICOR GAS/SOUTHERN CO.
Street, Apt. No., or PO Box No. ATTN: RALPH MCGILL BLVD NE BIN 10081
City, State, ZIP+4 ATLANTA GA 30309-3374
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 8633

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-300-031
Sent To OAKBROOK SHOPPING CENTER LLC
Street, Apt. No., or PO Box No. PO BOX 617905
City, State, ZIP+4 CHICAGO IL 60661-7905
PS Form 3800, June 2002 See Reverse for Instructions
7002 2410 0005 2048 2182

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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-007
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 802 ENTERPRISE DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7467

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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-038
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 10 JORIE BLVD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 8849

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Postage $
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-306-037
Sent To OAKBROOK SHOPPING CENTER LLC
Street, Apt. No., or PO Box No. C/O PROPERTY TAX DEPT PO BOX 617905
City, State, ZIP+4 CHICAGO IL 60661-7905
PS Form 3800, June 2002 See Reverse for Instructions
7002 2410 0005 2048 2175

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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-007
Sent To AAG 714 LLC
Street, Apt. No., or PO Box No. 714 ENTERPRISE DRIVE NO. 100
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2410 0005 2048 2205

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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-038
Sent To SP CH2 LLC C/O CAPITOL CORPORATE SERVICES INC
Street, Apt. No., or PO Box No. 1315 W LAWRENCE AVE
City, State, ZIP+4 SPRINGFIELD IL 602704
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7529

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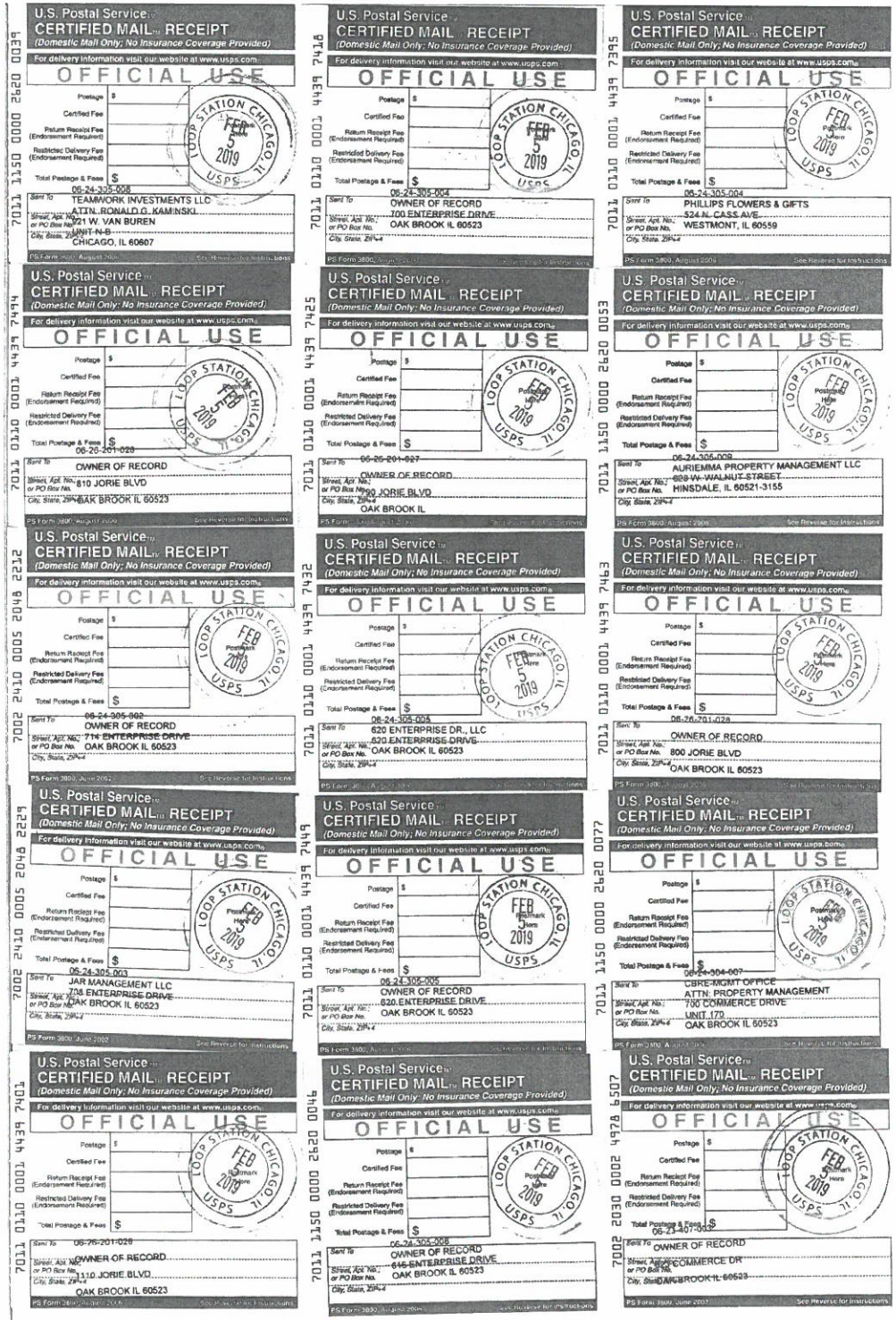
Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-007
Sent To COMMONWEALTH EDISON CO
Street, Apt. No., or PO Box No. 3 LINCOLN CENTRE 4TH FLOOR
City, State, ZIP+4 OAKBROOK TERRACE IL 60181
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7470



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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-008
Sent To TEAMWORK INVESTMENTS LLC
ATTN: RONALD G. KAMINSKI
Street, Apt. No., or PO Box No. 221 W. VAN BUREN
UNIT N-B
City, State, ZIP+4 CHICAGO, IL 60607
PS Form 3800, August 2006 See Reverse for Instructions
7011 1150 0000 2620 0039
LOOP STATION CHICAGO, IL FEB 5 2019 USPS

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-004
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 700 ENTERPRISE DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7418
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-004
Sent To PHILLIPS FLOWERS & GIFTS
Street, Apt. No., or PO Box No. 524 N. CASS AVE
City, State, ZIP+4 WESTMONT, IL 60559
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7395
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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-028
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 810 JORIE BLVD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7494
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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-027
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 800 JORIE BLVD
City, State, ZIP+4 OAK BROOK IL
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7425
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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-009
Sent To AURIEMMA PROPERTY MANAGEMENT LLC
Street, Apt. No., or PO Box No. 629 W. WALNUT STREET
City, State, ZIP+4 HINSDALE, IL 60521-3155
PS Form 3800, August 2006 See Reverse for Instructions
7011 1150 0000 2620 0053
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-002
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 710 ENTERPRISE DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2410 0005 2048 2212
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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-005
Sent To 620 ENTERPRISE DR., LLC
Street, Apt. No., or PO Box No. 620 ENTERPRISE DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7432
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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-028
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 800 JORIE BLVD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7463
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-003
Sent To JAR MANAGEMENT LLC
Street, Apt. No., or PO Box No. 708 ENTERPRISE DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2410 0005 2048 2229
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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-305-005
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 620 ENTERPRISE DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7449
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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-304-007
Sent To CBRE-MGMT OFFICE
ATTN: PROPERTY MANAGEMENT
Street, Apt. No., or PO Box No. 700 COMMERCE DRIVE
City, State, ZIP+4 UNIT 170
OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 1150 0000 2620 0077
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-028
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1110 JORIE BLVD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7401
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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-304-008
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 645 ENTERPRISE DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 1150 0000 2620 0046
LOOP STATION CHICAGO, IL FEB 5 2019 USPS

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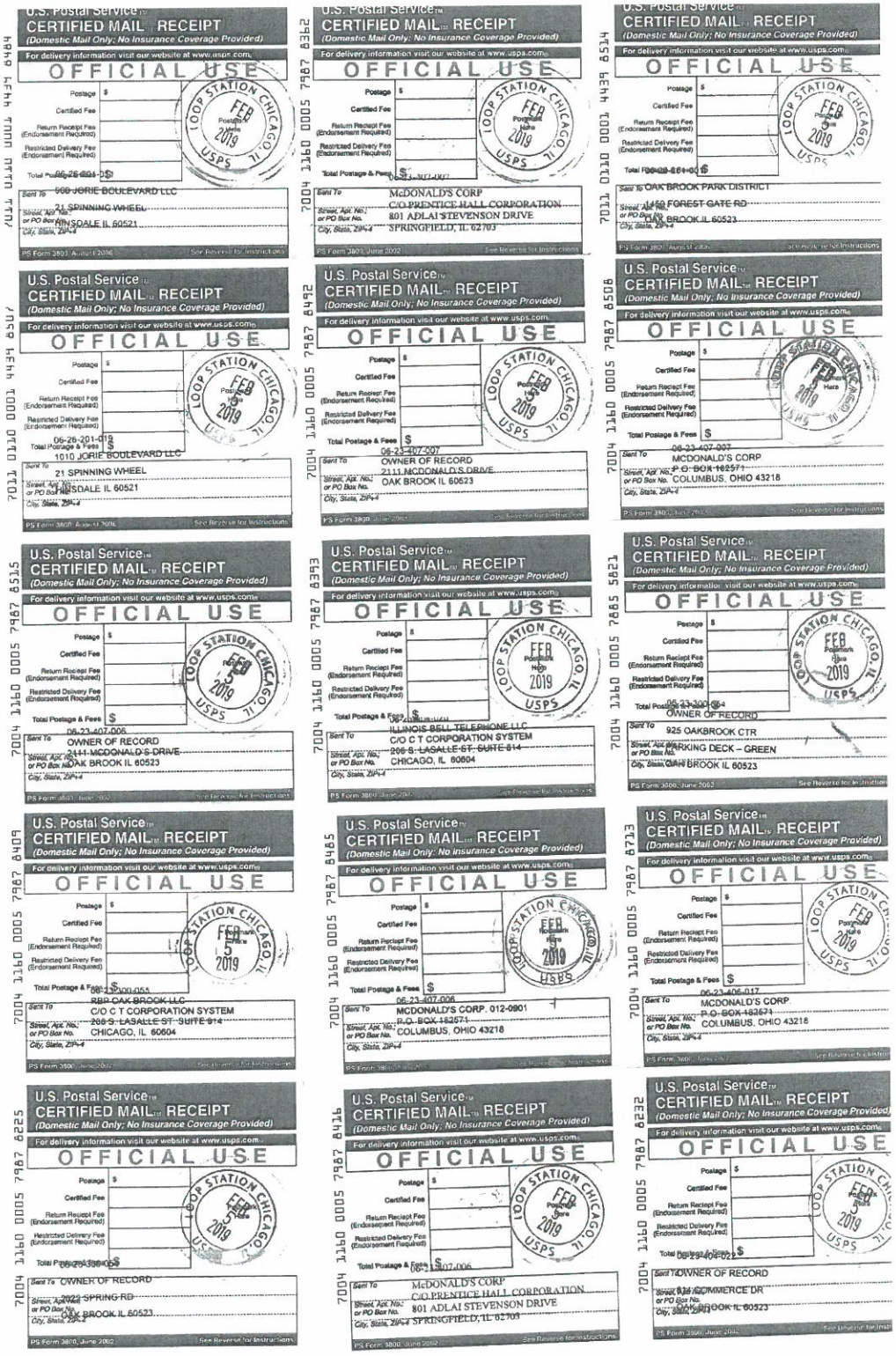
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-407-032
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 700 COMMERCE DR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2030 0002 4978 4507
LOOP STATION CHICAGO, IL FEB 5 2019 USPS

O.C



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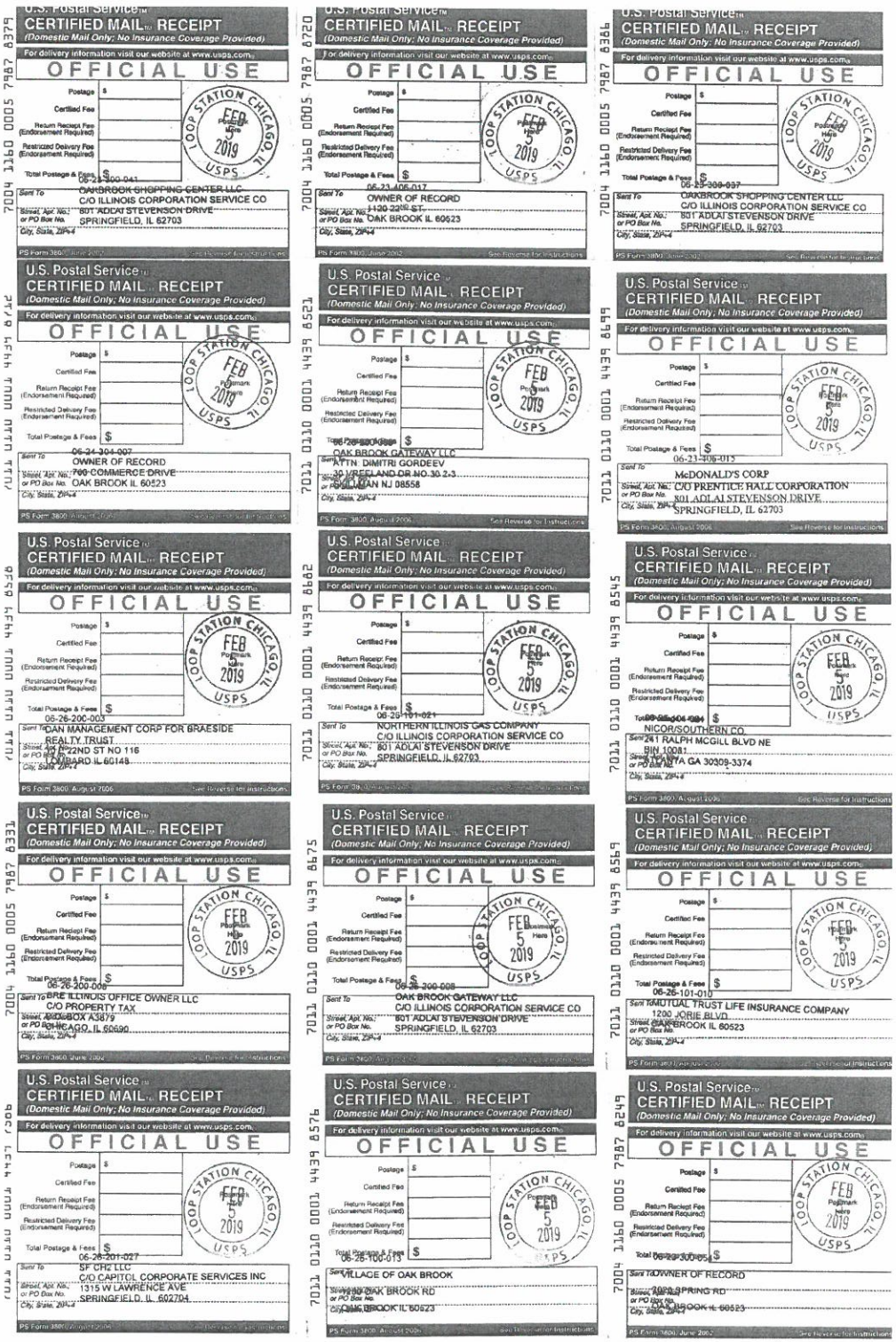

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-300-041
Sent To OAKBROOK SHOPPING CENTER LLC
C/O ILLINOIS CORPORATION SERVICE CO
Street, Apt. No.; or PO Box No. 801 ADLAI STEVENSON DRIVE
City, State, ZIP+4 SPRINGFIELD, IL 62703
PS Form 3800, June 2002 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7004 1160 0005 7987 8379

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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-304-007
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 700 COMMERCE DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7004 1160 0005 7987 8472

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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-200-003
Sent To DAN MANAGEMENT CORP FOR BRAESIDE REALTY TRUST
Street, Apt. No.; or PO Box No. 22ND ST NO 116
City, State, ZIP+4 LOMBARD IL 60148
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7004 1160 0005 7987 8458

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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-200-008
Sent To BRE ILLINOIS OFFICE OWNER LLC
C/O PROPERTY TAX
Street, Apt. No.; or PO Box No. BOX A3879
City, State, ZIP+4 CHICAGO, IL 60690
PS Form 3800, June 2002 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7004 1160 0005 7987 8331

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OFFICIAL USE
Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-027
Sent To SF CPE LLC
C/O CAPITOL CORPORATE SERVICES INC
Street, Apt. No.; or PO Box No. 1315 W LAWRENCE AVE
City, State, ZIP+4 SPRINGFIELD, IL 602704
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7004 1160 0005 7987 8256

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Postage $
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-406-017
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 1120 22ND ST
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7011 0110 0001 4439 8720

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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-24-304-006
Sent To OAK BROOK GATEWAY LLC
ATTN: DIMITRI GORDEEV
Street, Apt. No.; or PO Box No. 30 FREELAND DR NO 30 2-3
City, State, ZIP+4 FREEHOLD NJ 08558
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7011 0110 0001 4439 8521

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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-29-101-021
Sent To NORTHERN ILLINOIS GAS COMPANY
C/O ILLINOIS CORPORATION SERVICE CO
Street, Apt. No.; or PO Box No. 801 ADLAI STEVENSON DRIVE
City, State, ZIP+4 SPRINGFIELD, IL 62703
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7011 0110 0001 4439 8682

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-200-008
Sent To OAK BROOK GATEWAY LLC
C/O ILLINOIS CORPORATION SERVICE CO
Street, Apt. No.; or PO Box No. 801 ADLAI STEVENSON DRIVE
City, State, ZIP+4 SPRINGFIELD, IL 62703
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7011 0110 0001 4439 8675

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Postage $
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-100-013
Sent To VILLAGE OF OAK BROOK
Street, Apt. No.; or PO Box No. 1200 OAK BROOK RD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7011 0110 0001 4439 8576

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Postage $
Certified Fee
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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-300-037
Sent To OAKBROOK SHOPPING CENTER LLC
C/O ILLINOIS CORPORATION SERVICE CO
Street, Apt. No.; or PO Box No. 801 ADLAI STEVENSON DRIVE
City, State, ZIP+4 SPRINGFIELD, IL 62703
PS Form 3800, June 2002 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7004 1160 0005 7987 8386

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06-23-406-008
Sent To McDONALD'S CORP
C/O PRENTICE HALL CORPORATION
Street, Apt. No.; or PO Box No. 801 ADLAI STEVENSON DRIVE
City, State, ZIP+4 SPRINGFIELD, IL 62703
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7011 0110 0001 4439 8699

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-29-304-004
Sent To NICOR/SOUTHERN CO.
241 RALPH MCGILL BLVD NE
BIN 10081
City, State, ZIP+4 ATLANTA GA 30309-3374
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7011 0110 0001 4439 8545

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-101-013
Sent To MUTUAL TRUST LIFE INSURANCE COMPANY
1200 JORIE BLVD
Street, Apt. No.; or PO Box No. OAK BROOK IL 60523
City, State, ZIP+4
PS Form 3800, August 2006 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7011 0110 0001 4439 8569

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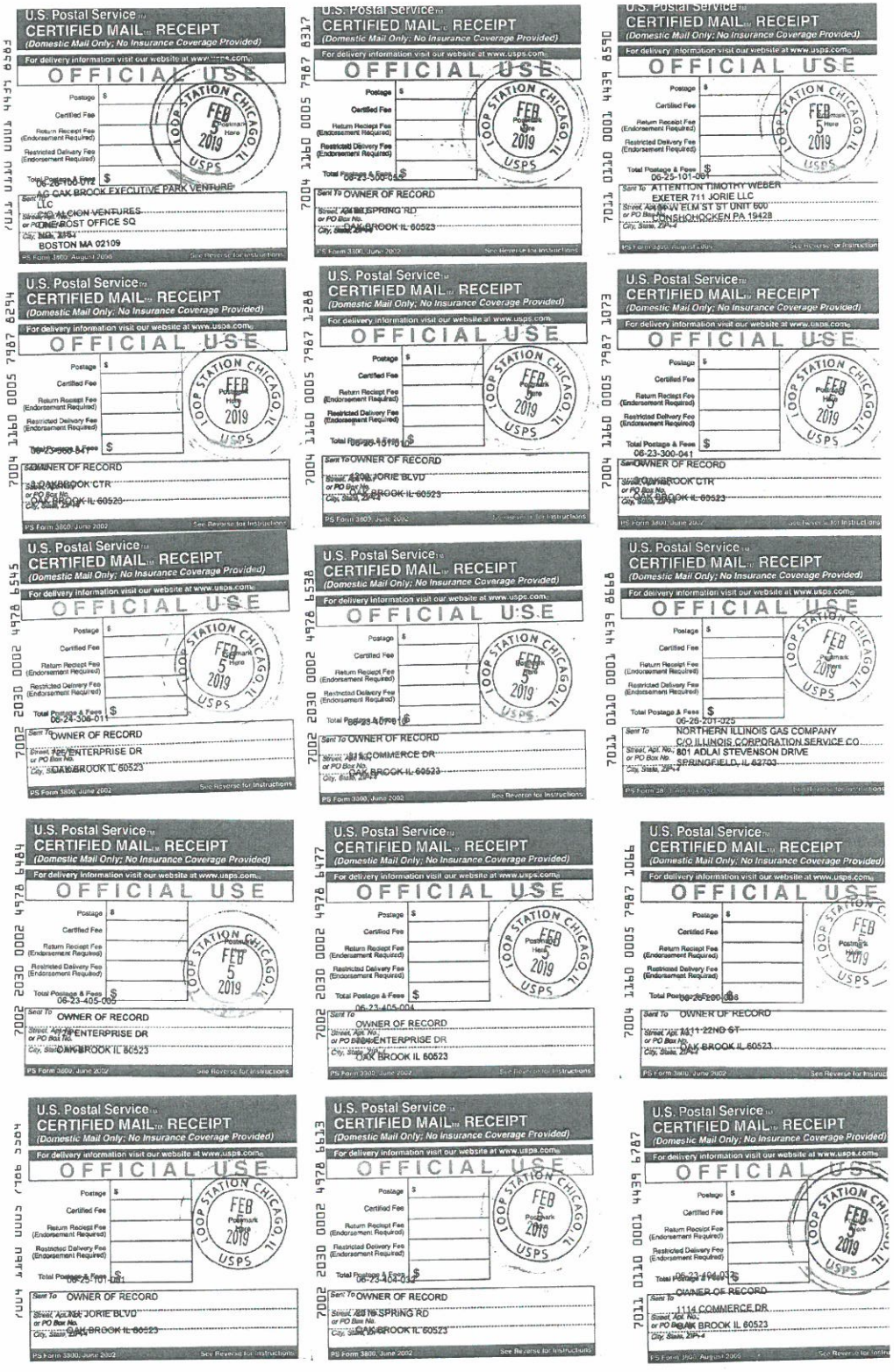
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-29-300-054
Sent To OWNER OF RECORD
2000 SPRING RD
Street, Apt. No.; or PO Box No. OAK BROOK IL 60523
City, State, ZIP+4
PS Form 3800, June 2002 See Reverse for Instructions
LOOP STATION CHICAGO IL FEB 5 2019 USPS
7004 1160 0005 7987 8249

P.O



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Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To AG OAK BROOK EXECUTIVE PARK VENTURE LLC
Street, Apt. No., or PO Box No. C/O ALCION VENTURES ONE POST OFFICE SQ
City, State, ZIP+4 BOSTON MA 02109
PS Form 3800, August 2006 See Reverse for Instructions
7004 1160 0005 7987 8317
06-26-101-001

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Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1111 SPRING RD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 8317
06-23-300-042

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To ATTENTION TIMOTHY WEBER
Street, Apt. No., or PO Box No. EXETER 711 JORIE LLC 1 W ELM ST ST UNIT 600
City, State, ZIP+4 CONSHOHOCKEN PA 19428
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 6590
06-26-101-001

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1 OAKBROOK CTR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 8294
06-23-300-041

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Postage $
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 4200 JORIE BLVD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 1288
06-26-151-010

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1 OAKBROOK CTR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 1073
06-23-300-041

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1 ENTERPRISE DR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2030 0002 4978 6545
06-24-306-011

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Postage $
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 33 S COMMERCE DR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2030 0002 4978 6538
06-24-306-010

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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To NORTHERN ILLINOIS GAS COMPANY
Street, Apt. No., or PO Box No. C/O ILLINOIS CORPORATION SERVICE CO 801 ADLAI STEVENSON DRIVE
City, State, ZIP+4 SPRINGFIELD, IL 62703
PS Form 3800, June 2002 See Reverse for Instructions
7011 0110 0001 4439 6668
06-26-201-025

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1 ENTERPRISE DR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2030 0002 4978 6484
06-23-405-005

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Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1 ENTERPRISE DR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2030 0002 4978 6477
06-23-405-004

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Restricted Delivery Fee (Endorsement Required)
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LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1111 22ND ST
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 1066
06-26-200-008

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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
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LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 4200 JORIE BLVD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7986 3264
06-25-101-001

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Restricted Delivery Fee (Endorsement Required)
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LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1111 SPRING RD
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7002 2030 0002 4978 6513
06-23-404-032

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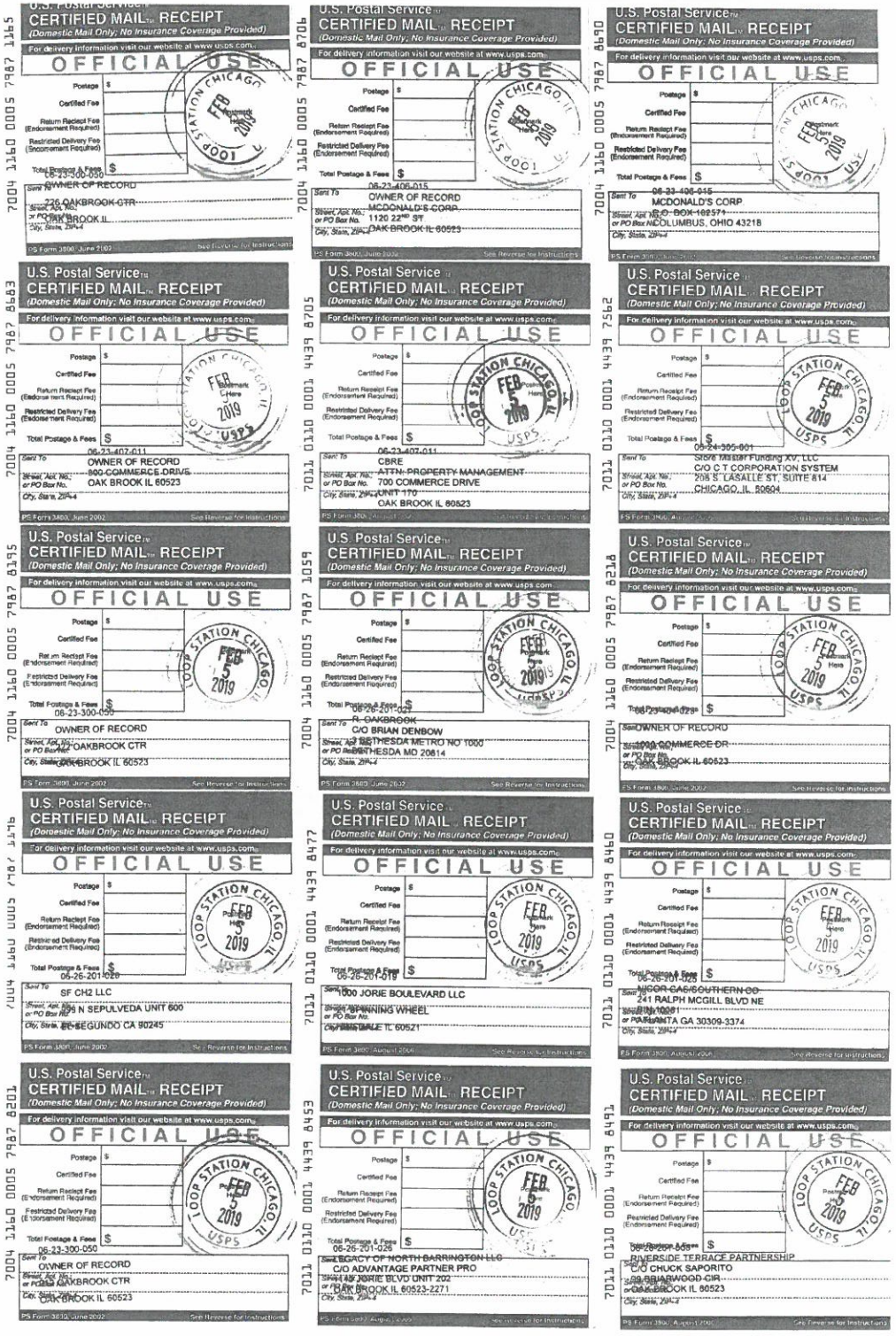
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Postmark Here
LOOP STATION CHICAGO IL FEB 5 2019 USPS
Sent To OWNER OF RECORD
Street, Apt. No., or PO Box No. 1114 COMMERCE DR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 6787
06-23-404-033



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Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-300-050
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 226 OAKBROOK CTR
City, State, ZIP+4 OAK BROOK IL
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 1465
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-406-015
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. MCDONALD'S CORP
1120 22ND ST
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 8704
LOOP STATION CHICAGO IL FEB 5 2019 USPS

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-33-406-015
Sent To MCDONALD'S CORP
Street, Apt. No.; or PO Box No. P.O. BOX 182571
City, State, ZIP+4 COLUMBUS, OHIO 43218
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 8690
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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-407-011
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 800 COMMERCE DRIVE
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 8683
LOOP STATION CHICAGO IL FEB 5 2019 USPS

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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-407-011
Sent To CBRE
Street, Apt. No.; or PO Box No. ATTN: PROPERTY MANAGEMENT
700 COMMERCE DRIVE
City, State, ZIP+4 UNIT 170
OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 8705
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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
09-24-305-001
Sent To Shore Master Funding XV, LLC
Street, Apt. No.; or PO Box No. C/O C T CORPORATION SYSTEM
208 S. LASALLE ST. SUITE 814
City, State, ZIP+4 CHICAGO, IL 60604
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 7562
LOOP STATION CHICAGO IL FEB 5 2019 USPS

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-300-050
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 22 OAKBROOK CTR
City, State, ZIP+4 OAKBROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 8195
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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-022
Sent To C/O BRIAN DENBOW
Street, Apt. No.; or PO Box No. 7 BETHESDA METRO NO 1000
City, State, ZIP+4 BETHESDA MD 20814
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 1059
LOOP STATION CHICAGO IL FEB 5 2019 USPS

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Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. 1010 COMMERCE DR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 8218
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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-029
Sent To SF CH2 LLC
Street, Apt. No.; or PO Box No. 356 N SEPULVEDA UNIT 600
City, State, ZIP+4 EL SEGUNDO CA 90245
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 8477
LOOP STATION CHICAGO IL FEB 5 2019 USPS

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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-019
Sent To 1000 JORIE BOULEVARD LLC
Street, Apt. No.; or PO Box No. SPINNING WHEEL
City, State, ZIP+4 HINSDALE IL 60521
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 8477
LOOP STATION CHICAGO IL FEB 5 2019 USPS

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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-028
Sent To MCOR CAS/SOUTHERN CO
Street, Apt. No.; or PO Box No. 241 RALPH MCGILL BLVD NE
City, State, ZIP+4 ATLANTA GA 30309-3374
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 8460
LOOP STATION CHICAGO IL FEB 5 2019 USPS

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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-23-300-050
Sent To OWNER OF RECORD
Street, Apt. No.; or PO Box No. OAKBROOK CTR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, June 2002 See Reverse for Instructions
7004 1160 0005 7987 8201
LOOP STATION CHICAGO IL FEB 5 2019 USPS

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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-026
Sent To LEGACY OF NORTH BARRINGTON LLC
Street, Apt. No.; or PO Box No. C/O ADVANTAGE PARTNER PRO
1944 N JORIE BLVD UNIT 202
City, State, ZIP+4 OAK BROOK IL 60523-2271
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 8453
LOOP STATION CHICAGO IL FEB 5 2019 USPS

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Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
06-26-201-033
Sent To RIVERSIDE TERRACE PARTNERSHIP
Street, Apt. No.; or PO Box No. C/O CHUCK SAPORITO
99 SHADWOOD CIR
City, State, ZIP+4 OAK BROOK IL 60523
PS Form 3800, August 2006 See Reverse for Instructions
7011 0110 0001 4439 8491
LOOP STATION CHICAGO IL FEB 5 2019 USPS

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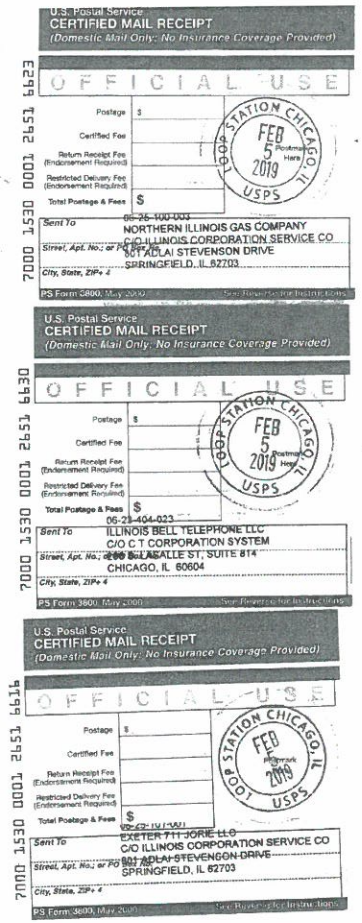

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $

LOOP STATION CHICAGO, IL
FEB 5 2019
Postmark Here
USPS

7000 1530 0001 2651 6623

06-25-100-003
Sent To NORTHERN ILLINOIS GAS COMPANY
C/O ILLINOIS CORPORATION SERVICE CO
Street, Apt. No.; or PO Box No. 801 ADLAI STEVENSON DRIVE
City, State, ZIP+4 SPRINGFIELD, IL 62703

PS Form 3800, May 2000 See Reverse for Instructions

U.S. Postal Service
CERTIFIED MAIL RECEIPT
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Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $

LOOP STATION CHICAGO, IL
FEB 5 2019
Postmark Here
USPS

7000 1530 0001 2651 6630

06-23-404-023
Sent To ILLINOIS BELL TELEPHONE LLC
C/O C T CORPORATION SYSTEM
Street, Apt. No.; or PO Box No. 208 S. LASALLE ST, SUITE 814
City, State, ZIP+4 CHICAGO, IL 60604

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OAK BROOK COMMONS

OAK BROOK, ILLINOIS

PLANNED DEVELOPMENT SUBMISSION

FEBRUARY 22, 2019

APPLICANT:	HINES 444 W LAKE STREET, STE 2400, CHICAGO, IL 60606
OWNER:	McDONALD'S CORPORATION 110 CARPENTER STREET, CHICAGO, IL 60607
ARCHITECT/PLANNER:	ANTUNOVICH ASSOCIATES 224 W HURON ST, CHICAGO, IL 60654
CIVIL ENGINEER:	V3 COMPANIES 7325 JANES AVENUE, WOODRIDGE, IL 60517
LANDSCAPE ARCHITECT:	WOLFF LANDSCAPE ARCHITECTURE 307 N MICHIGAN AVENUE, STE 601, CHICAGO, IL 60601
TRAFFIC ENGINEER:	GEWALT HAMILTON ASSOCIATES 625 FOREST EDGE DRIVE, VERNON HILLS, IL 60061
ZONING ATTORNEY:	HOLLAND & KNIGHT LLP 131 S DEARBORN STREET, CHICAGO, IL 60603
FISCAL IMPACT ANALYSIS:	SB FRIEDMAN DEVELPOMENT ADVISORS 221 N LASALLE ST #820, CHICAGO, IL 60601

TABLE OF CONTENTS

Hines

Planned Development
Hines – Oak Brook Commons
Planned Development Commission
Public Hearing -- February 28, 2019

Table of Contents

Tab 1	*Introduction and Summary of Oak Brook Commons*
Tab 2	*Consistency with Oak Brook Planned Development Standards*
Tab 3	*Site Development Departures*
Tab 4	*Fiscal Impact Analysis*
Tab 5	*Comparative Traffic Analysis*
Tab 6	*Environmental Impact Analysis*
Tab 7	*Preliminary Stormwater Report*
Tab 8	*Projected Water Demand and Wastewater Flow Calculations*
Tab 9	*Village Plan Comments*
Tab 10	*Hines Response to Village Plan Comments*
Tab 11	*Property Owner Authorization*
Tab 12	*Planned Development Application*
Tab 13	*Affidavit of Service on Surrounding Properties and Mailing List*
Tab 14	*Notice of Public Hearing*

Plan Documents (Architectural, Landscape, Civil Engineering, and Survey) Bound Separately

Midwest Regional Office
444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

1

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Hines – Oak Brook Commons
Planned Development Commission
Public Hearing -- February 28, 2019

I. Introduction

Hines Interests Limited Partnership ("***Hines***") is pleased to submit the proposed Oak Brook Commons planned development ("***Project***") for review by the Oak Brook Planned Development Commission pursuant to the planned development regulations of Chapter 15 of the Oak Brook Zoning Ordinance.

Oak Brook Commons will represent the premier mixed-use community in suburban Chicago in regards to building quality, master plan execution, sustainability, and locational amenities.

The Project will be located at the property commonly known as 1120 West 22nd Street and 2111 McDonald's Drive, at the northeast corner of 22nd Street and Spring Road in Oak Brook ("***Subject Property***"). The Property is currently the site of the now-vacant, antiquated McDonald's Headquarters office building and unused surface parking lots over a majority of the site. As described throughout our proposal, the Property is generally intersected north to south by McDonald's Drive, which serves as an important dividing element between the more dense uses of the Project to the east, and the less dense and more retail elements to the west.

In addition to the other materials attached as Tabs 1 through 14 to this document, we have also provided a separate bound set of plan documents that include Detailed Architectural drawings (Sheets A1 - A31); Landscape plans (Sheets L1 – L20); Civil Engineering plans (C1 – C7-2); and ALTA / NSPS Land Title Survey (collectively, "***Plan Documents***").

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Chicago, Illinois 60606
P 312 419 4900

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II. Summary of Oak Brook Commons

A. Integrated Development. Hines is the contract purchaser for the entire Property. Hines will ensure the construction, development, and maintenance of an integrated and cohesive development.

Hines currently manages and maintains some of the premier residential and commercial buildings in Chicago. As set forth below, the attached plan sheets, and the other information that we have submitted in support of the proposed development, the Project satisfies the applicable Planned Development Standards set forth in Sections 13-15-1 and 13-15-3 of the Zoning Ordinance.

B. 22nd Street Corridor – Retail & Hotel Activation. Oak Brook Commons will deliver significant retail offerings at the corner of Spring Road and 22nd Street, complimenting and adding to the upscale food and beverage and retail options that currently exist in the Village. A high-end limited-service hotel is also planned to line 22nd Street with strong I-88 visibility. These project components will visually activate the 22nd Street corridor and help to grow the tax base of the Village.

C. Public Green Space Amenity. The site plan has been laid out so that density and height increase towards the east and interior of the Site, with vertical density lining a centrally located urban public green space that will be unlike any that exists in the Village today. The green space will be an activated and programmable amenity for retail customers, office workers, hotel guests, residents of the Project, and residents of the broader Oak Brook community. The green space will serve as the central gathering spot for this integrated mixed-use community for all seasons.

D. Office. The office component of the Project will represent the first multi-tenant office property of scale to be built in the Village in two decades – in fact, since the last Hines office building delivery at 700 Commerce. Hines has developed a decades-long reputation for delivering office buildings of the highest quality throughout Chicago, and intends to elevate the standard for workplace environments in suburban Chicago. Hines' creative office product will offer timeless architecture, efficient floor plate design, and a suite of cutting edge amenities coveted by corporate tenants in their pursuit of attracting and retaining the modern workforce. Hines will seek to attract notable corporate headquarter tenants to Oak Brook, and the Project proposes the flexibility to construct one or two office buildings as dictated by market demand.

E. Residential. Hines has planned and structured the residential components of the Project in a thoughtful and deliberate manner to ensure that they respond to the policies of the Village and to ensure that they successfully address the housing stock needs of the community. The residential components of the Project will provide the Village with a diversified upscale housing stock that does not currently exist in the community.

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444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

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The Project calls for up to 96 for-sale residential units and up to 280 luxury apartments. These residential vertical developments will represent a new opportunity for current Oak Brook residents to stay in the Village after transitioning out of traditional single-family home living.

The luxury apartment residences will also provide an attractive entry point to the Village for affluent young professionals that ultimately want to purchase property in the community, and will support current and prospective commercial tenants in their efforts to attract and retain high-end professional talent.

The luxury apartment residences are expected to (i) have average unit sizes larger than typical downtown apartment buildings, (ii) be constructed at "condo" quality with the highest quality finishes and amenities in the Chicago suburbs, (iii) have average rents of approximately $2,700 per month (requiring an average annual income of approximately $130,000 to qualify), and (iv) be valued at exit in excess of $550,000 per unit. The luxury apartment building will be developed with the infrastructure, amenities, and unit finish quality to enable a potential conversion to for-sale condominiums should market forces support this strategy in the future.

F. Proposed Uses. The planned program for Oak Brook Commons is outlined below, although proposed uses, with the exception of the luxury apartment residential building, are intended to be interchangeable based upon market demand:

- Upscale Food and Beverage / Other Retail -- up to 50,000 gross square feet (GSF)
- Modern Creative Office -- up to 350,000 GSF
- High-End Limited Service Hotel – up to 200,000 GSF and up to 250 keys
- Luxury Apartment Residential -- up to 350,000 GSF and up to 280 units
- Distinguished For-Sale Residential -- up to 270,000 GSF and up to 96 units

G. Positive Project Elements. Oak Brook Commons will compliment adjacent uses and benefit the Village by adding new workers, residents, and guests within walking proximity to Oakbrook Center, where they will shop and dine on a regular basis and directly augment the tax base of the Village.

The Fiscal Impact Analysis (Tab 4) demonstrates that at full build out the development will ultimately generate approximately $1.3 million in net annual on-going revenues to the Village. Because the Project will be an infill redevelopment built on the site of a former major corporate office center, there will be limited need for additional Village services and therefore minimal

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444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

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additional service costs to the Village. For example, Village staffing levels, including those of the Police and Fire departments, have not decreased since McDonald's moved away from Oak Brook. Therefore, existing Village capacity is expected to be sufficient to serve the Project population. There are not anticipated to be any material annual additional expenses to the Village generated by the Project. In addition, the Project is expected to generate, in aggregate, one-time building permit fees of approximately $6.4 million.

The master plan and development program also address concerns regarding traffic and drainage frequently raised by the Village. The diversity of product types and uses in the mixed-use development ensures that vehicular traffic will come and go from the Property at diverse times throughout the day, rather than the monolithic traffic pattern imposed by the previous singular office use at the Property that exacerbated peak rush hour traffic. This is confirmed by the comparative traffic analysis prepared by Gewalt Hamilton (Tab 5).

The Property currently exists as one enormous, impervious asphalt parking lot. The Oak Brook Commons development of thoughtful landscaping, green roofs or other similar environmentally sensitive elements, and significant public park area will increase the total amount of permeable ground cover at the Property.

H. Full Review of Project Impacts. Hines knows well and appreciates the Village's focus on how new developments may impact various elements of the Village. The Village's Planned Development regulations rightly require detailed information on traffic, environmental impacts, fiscal impacts on the Village and demand on Village services, utility and public improvements, drainage and storm water analysis, and lighting. Hines has studied all of these issues and has provided this information for Village review as part of the Planned Development review process. We are particularly aware of concerns regarding new development impacts on Village services and will strive to minimize undue strain on the excellent services provided by the Village public works, public safety, and other Village departments. Our submittals in this regard include the following:

- Fiscal Impact Analysis (Tab 4)
- Comparative Traffic Analysis and Traffic Count Report (Tab 5)
- Environmental Impact Analysis (Tab 6)
- Preliminary Stormwater Report (Tab 7)
- Water Demand and Wastewater Flow Calculations (Tab 8)
- Lighting and Photometric Report (Plan Documents, Sheets L17 – L20)

I. Project Phasing The proposed planned development will advance in stages. The first stage will consist of the demolition of the existing building and delivery of horizontal improvements to the majority of the Property (generally those portions of the Property west of McDonald's Drive and those portions of the Property east of and adjoining McDonald's Drive, plus perimeter areas along Commerce Drive and 22nd Street), including grading, site prep, utility

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444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

work, parking, sidewalks, landscaping, and lighting. This work will be followed by the vertical development of the retail and apartment components of the Project. Critically, Phase 1 will also include completion of the public central park amenity. The office, hotel, and condo components of the Project will advance on the remainder of the Property as capital market demand enables financing to be secured for these additional components of the Project.

J. Oak Brook Commons Team

Hines has assembled a development team with the expertise, financial capability, Oak Brook-specific experience, and creativity to ensure a complete and successful Project.

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- Master Developer – Hines

Hines is a privately owned global real estate investment, development and management firm, founded in 1957, with a presence in 207 cities in 24 countries and $116.4 billion of assets under management. Hines has 109 developments currently underway around the world, and historically, has developed, redeveloped or acquired 1,319 properties, totaling over 431 million square feet. With extensive experience in investments across the risk spectrum and all property types, and a pioneering commitment to sustainability, Hines is one of the largest and most respected real estate organizations in the world.

Hines is a global leader in environmentally sustainable development. In 1999, Hines became the first international and privately held real estate company in the world to commit to Energy Star, and in 2004 was the first commercial real estate firm to win the Energy Star Sustained Excellence Award. Hines will pursue sustainability accreditation throughout the Project, through incorporation of green roofs, permeable pavers, or other environmentally sensitive design and construction techniques.

Hines has been active in Chicago since 1981 and has delivered over 10 million square feet of commercial and residential developments in the city and suburbs. Hines has a history of successful development in the Village of Oak Brook, having delivered Oak Brook Pointe at 700 Commerce in 2000. Oak Brook Pointe represents an example of successful development execution, as it achieved fully leased status shortly after opening and remains a highly coveted office address nearly twenty years later.

- Master Planner – Antunovich Associates

Oak Brook Commons has been thoughtfully master planned by Antunovich Associates, an acclaimed Architectural, Planning and Interior Design firm with deep experience designing significant mixed-use projects in Illinois and across the country. Antunovich Associates is uniquely qualified to lead the visioning and design of Oak Brook Commons, as the Principals at the firm have worked within the Village of Oak Brook with the McDonald's Corporation since 1978.

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444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

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Joe Antunovich has been personally involved in the planning and design of the 1.0 million square foot McDonald's Office Campus on the former Butler Estate and the re-entitlement of the 35-acre Autumn Oaks property along Ginger Creek for 600,000 square feet of office space. More recently, Antunovich Associates prepared master plans for McDonald's properties in Oak Brook, including the 100-acre Office Campus Headquarters and its former Headquarters site on 22nd Street in anticipation of McDonald's moving to the West Loop in Chicago. As a result of these efforts and the extensive coordination over the years with Village staff, Antunovich has developed an uncommon understanding of the site and the Village's priorities and concerns.

Antunovich also has a history of successful work with Hines, having led the design of the redevelopment of the former Children's Memorial Hospital site in Lincoln Park. The project, Lincoln Common, is a complex mixed-use development that will deliver a collection of new construction and renovated historic buildings consisting of 538 apartments, 32 condos, 150 senior living units, 100,000 square feet of retail, and 50,000 square feet of office space in one of Chicago's most historic and beloved neighborhoods.

- Legal Counsel -- Holland & Knight, Peter Friedman

Holland & Knight and Peter Friedman have extensive experience in zoning, entitlement, and land development matters. Having previously worked on the establishment of the Village's Planned Development regulations and having served for five years as Village Attorney, Mr. Friedman is uniquely able to guide the Project through the Village review process in accordance with all of the Village's planning and zoning regulations.

- Civil Engineer – V3 Companies
- Landscape Architect – Wolff Landscape Architecture
- Traffic Engineer – Gewalt Hamilton Associates
- Fiscal and Economic Impact Consultant – SB Friedman Development Advisors

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444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

2

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III. General Planned Development Standards (13-15-3A and 3B)

The Oak Brook planned development standards are set forth in Section 13-15-2 of the Village Zoning Ordinance. The Oak Brook Commons development satisfies the most fundamental planned development requirements of providing -- in the context of the development of a premier mixed-use community -- specific, unique, and tangible public benefits to the Village and its corporate and residential citizens. The development will include exceptional amenities, landscape features, architectural and site design, and the creation and maintenance of special manmade and natural features of the site, all as more specifically set forth below.

Section 13-15-4 of the Village Zoning Ordinance recognizes that planned developments often do not fit perfectly within the otherwise applicable regulations of the underlying zoning district. The Ordinance provides that the Village Board may approve allowances or departures from the underlying zoning district regulations as part of a planned development approval. In accordance with Section 13-15-4 of the Zoning Ordinance, we have specifically identified the departures that we are requesting as part of the proposed development. We have provided this information under Tab 3 of this submittal. Hines has taken a measured approach to these requests and believes that each of these requests is critically important to the success of the development. Each of the requests, being integral to the overall development, satisfies the applicable planned development standards, as more specifically described below for the entire Project.

A. Consistency with Plans. The Oak Brook Commons planned development will be consistent with the Oak Brook Comprehensive Plan, the 2007 Commercial Areas Revitalization Study, and the February 2019 Draft Commercial Areas Revitalization Plan.

1. 1990 Comprehensive Plan. The 1990 Plan places the Property in Planning District 1, which includes the Oakbrook Center as well as most of the business and commercial activities at the time in the Village (p. 21). Throughout the Plan, the Village emphasizes the need to maintain and enhance the restaurant and commercial vitality of the Village for its residents and for its non-resident daytime population. The Plan encourages office developments, local services and facilities for the Village's daytime employee population, and appropriate landscaped parking areas. (p. 59). Finally, the Plan encourages attractive surface lot landscaping and the use of enclosed parking for office and related facilities and uses (p. 58).

The Oak Brook Commons Project is consistent with the 1990 Plan. The Project will activate a prime underutilized segment of the Village's commercial planning area with high quality retail, office, hotel, and residential

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444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

elements. The Project parking plan includes extensive surface parking landscaping and enclosed parking decks for the residential and office components of the development. The Project has been planned to provide commercial diversity and vitality for the benefit of Project residents as well as other Village residents and non-resident daytime visitors.

2. 2007 Commercial Areas Revitalization Study. The 2007 Study includes the Property in the Commercial Areas Revitalization Study Area. The goals and policies of this Area include increased beautification, promotion of mixed used developments as a way to provide housing options for residents in all stages of life while contributing to the critical mass of dining and shopping establishments in the community, provision of hotel and lodging options within the community, and maintaining a wide array of office types. The 2007 Study also recommends dining and entertainment options for the west part of the Property and offices on the east part of the Property (pp. 33 and 73). Finally, as part of the Commerce Drive Subarea (Figure 17), the 2007 Study concludes that the Village should promote and encourage the construction of parking decks for office buildings.

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The proposed Oak Brook Commons is consistent with the 2007 Study and satisfies its goals and policies. The Project will activate the 22nd Street – Spring Road site with a modern, first-rate mixed-use development that will include a beautiful public green space amenity at the center of the Property. The Project will also include residential components that will provide the Village with a new, diversified upscale housing stock that does not currently exist in the community, a new hotel and lodging option, and high quality office components served substantially by new, enclosed parking decks. The Project will also include excellent food, dining, and other retail establishments at gateway points along the perimeter of the western portions of the Property, while focusing office components in the eastern portion of the Property.

3. February 2019 Draft Commercial Areas Revitalization Plan. The Draft February 2019 Plan designates the Property as a "mixed-use" site optimally used for commercial, office, cultural, institutional, and/or residential uses in a vertical arrangement, with a key guiding development principal to ensure high-quality architecture and development design that creates quality retail, office, and mixed use spaces that attract quality tenants (pp. 3, 5). The Plan also recommends that the commercial areas, including the Property, promote a healthy and mutually reinforcing mix of commercial, retail, restaurant, entertainment and multi-family uses along the commercial corridor (p. 7).

The Plan designates the Property as a potential site for mixed-use residential, which is a land use designation that will "play an important role in assisting Oak Brook in realizing its vision for its commercial areas by providing the residential/housing options that will better accommodate employees of local businesses and provide a strong resident customer base for local shopping, dining, services, and entertainment." Two of the key Plan policies are (1) to encourage and promote high quality architecture for multi-family and mixed-use developments and (2) to provide covered parking for multi-story mixed-use and multi-family developments within the commercial corridor (p. 15).

Midwest Regional Office
444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

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Finally, the 2019 Draft Plan designates the Property as "Opportunity Site C" within the Commerce Drive Subarea, and recommends that the Village consider the Property a "top redevelopment priority," preferably for mixed-use developments (p. 24). The Plan explains that the Property's large surface parking lots should be replaced with a mixed-use development with parking provided by the multi-level structured parking.

The proposed Oak Brook Commons planned development is consistent with the Draft 2019 Commercial Areas Revitalization Plan. The Project will be materially less dense than the illustrative concepts included on Page 25 of the 2019 Draft Plan. The Project will create a diversified, premier mixed-use development with visible, high-end retail, office, hotel, and residential components, along with a public, open green area that will be an activated and programmable amenity for retail customers, office workers, hotel guests, residents of the Project, and residents of the broader Oak Brook community. This open space and plaza is an element that the updated 2019 plan specifically calls for and Oak Brook Commons will deliver. The Project will replace the current surface parking lots and vacant corporate headquarters building with new buildings with excellent architecture, landscaped surface parking largely for retail uses, and covered deck parking for the other Project uses.

The higher density elements of the Project will be oriented toward the eastern portion of the Property for appropriate and high visibility from Interstate 88. The residential components will provide new, diversified upscale housing options to attract young professionals wanting to live close to their workplace and to the myriad of other first-class amenities that Oak Brook offers its residents and nonresident daytime population. The residential vertical development will also create a new opportunity for current Oak Brook residents to stay in the Village after transitioning from traditional single-family home living. These residential components will strengthen the long term vitality of Oak Brook's commercial areas, while responding to the changing residential needs of current and future Oak Brook populations.

Accordingly, the proposed Oak Brook Commons mixed-use planned development will not be inconsistent with the planning policies, goals, objectives, or provisions of either the 2007 Commercial Areas Revitalization Study or the draft February 2019 Commercial Areas Revitalization Plan. The Project will also not be inconsistent with either the intent or spirit of the Village's 1990 comprehensive Plan.

B. Public Welfare. Oak Brook Commons will be designed, located, operated, and maintained so that it will not impair an adequate supply of light and air to adjacent property. The orientation of the uses and buildings on the Property has been carefully arranged to align with surrounding uses and structures. The density of the development is weighted toward the east, where the Property is adjacent and directly visible from Interstate 88 and non-retail, non-pedestrian areas and uses adjacent to the Property. The western portion of the Property along McDonald's Drive is where the luxury residential apartment building will be located, and further east is where the restaurant and other retail

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Chicago, Illinois 60606
P 312 419 4900

establishment will generally be located. This layout ensures a natural use and density transition from east to west and across Spring Road to the Oakbrook Center.

Further, the Project will not create dangerous fire conditions or otherwise endanger the public health, safety and welfare. All applicable building and fire codes will be followed. Hines will ensure that the construction, development, and maintenance of the Project and all of its elements are premier quality and designed to allow residents and visitors to safely use all buildings and areas of the development. The parking and traffic layout of the Project will provide safe and efficient ingress and egress for pedestrians and vehicles.

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C. Impact on other Property. The proposed Oak Brook Commons will not be injurious to the use or enjoyment of other property in the neighborhood for their respected zoned purposes. Nor will the Project prevent the normal and orderly development and improvement of surrounding properties or be inconsistent with or alter the community or essential character of the neighborhood. And the Project will most certainly not substantially diminish or impair property values within the neighborhood, or be incompatible with other property in the immediate vicinity.

To the contrary, the mix of retail, residential, office, hotel, and public open space amenity will be accretive to the surrounding properties, businesses, and uses and to the Village as a whole. As SB Friedman rightly concluded in its attached report (Tab 4), "[t]he proposed Project would represent a new paradigm in suburban development in the Chicago region that offers a mix of complementary uses in the suburban office context to foster vibrancy and activity in places that were formerly active during daytime, weekday hours. A successful project would re-activate the currently vacant McDonalds Plaza site and could represent a transition for Oak Brook into the new wave of suburban centers. . . . The Project as proposed will diversify and enhance Oak Brook's tax base, increase its sales tax-generating potential and help maintain its place as a competitive regional office center." In providing this state of the art development, Hines will ensure that the Project complies with all applicable noise, lighting, and other performance standards so as not to adversely impact any surrounding properties. The Photometric Lighting Study (*Plan Documents, Sheets L17 – L20*), further demonstrates the Project's sensitivity to surrounding properties and uses.

Additionally, neither the noise nor lighting for the Project is anticipated to have negative environmental impacts compared to existing conditions. Noise associated with the mixed-use development will primarily be pedestrian and automobile in nature. The existing site has larger surface parking lots with significant parking lot lighting. A majority of the new parking will be contained in parking structures, so the impact of parking lot lighting will be reduced.

D. Impact On Public Facilities And Resources. The Project has been planned and designed with adequate utilities, road access, drainage, and

Midwest Regional Office
444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

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other necessary facilities to serve the development. The Property is already fully and adequately served by 22nd Street, Spring Road, Commerce Drive, and McDonald's Drive. No new public road improvements are expected or required. Existing drainage patterns, stormwater detention and restricted discharge from the site will be maintained in accordance with the current stormwater management requirements of the Village and DuPage County. The project is not located in a special flood hazard zone and no regulatory wetlands are located on site. Further, because Village staffing levels have remained relatively constant since McDonald's was fully utilizing the site (with a day time population of approximately 1400 people), there will be limited need for additional Village services and thus minimal additional service costs to the Village as a result of the Project. Therefore, the proposed development will have no material negative impact to the Village.

E. Archaeological, Historical Or Cultural Impact. There are no known archaeological, historical, or cultural resource located on or off of the Property that are impacted by the Project.

F. Parking And Traffic. The Project provides ingress and egress to the Property in a manner that minimizes traffic congestion in the public streets. The Property is served by full signalized intersections at McDonald's Drive and 22nd Street, and McDonald's Drive at Commerce Drive. Additionally, the nature of the mixed use development will lessen congestion on adjacent roads. The Project's traffic consultant, Gewalt Hamilton, compared the traffic generations between the former McDonald's Plaza and restaurant and the proposed uses to be included in Oak Brook Commons (Tab 5). The mix of uses in Oak Brook Commons will promote a significant opportunity for multi-purpose trips that means residents, employees, patrons, and visitors will be able to park their vehicle once and not have to drive again throughout the day. The mix of uses that comprise Oak Brook Commons will actually generate fewer trips than the former McDonald's uses during the key weekday morning peak hour and an increase of only one trip per minute in each direction during the weekday evening peak hour. These traffic patterns are less onerous than the monolithic morning and evening peak hour traffic associated with the traditional, former McDonald's office campus use.

The Project has also been designed internally for required parking and circulation dynamics. The Project is not seeking departures from the off-street parking spaces required under Section 13-12-5 of the Zoning Ordinance. As explained in Tab 3, we are seeking relatively minor departures in the dimensions for some of the parking stalls and aisles in the development. However, the Project will ensure that all drive aisles, turning areas, and other on-site areas provide the required emergency vehicle access as directed by the Village fire officials.

G. Adequate Buffering. The Project has substantial landscaping, public open space, and other buffering features to protect uses within the development and surrounding properties. The central open public space amenity provides a unique place of open area for use by residents and visitors. This area

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444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

has been planned with extensive, functional landscaping and buffering to allow various public outdoor uses to exist easily within the overall development. The parking areas have extensive landscaping and buffering, while maintaining adequate and safe sight lines for vehicles and pedestrians. And, the perimeter of the Property along 22nd Street and Spring Road will be developed with substantial landscaping and related outdoor elements appropriate to serve in this prominent gateway location for the Village.

H. Signage. All signage for the Project will generally be in conformity with the Village's sign regulations at Chapter 11 of the Village Zoning Ordinance, except as otherwise provided in the ordinance approving the planned development. The Plan sheets and elevations show the general scope and location of the signage that will be part of the Project and this signage will be scaled appropriately to the buildings and uses of the Project and consistent with the Village's sign standards and other sign uses within the Village's commercial corridor.

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I. Ownership/Control Area. As previously noted, the Property is under ownership and/or unified control of the applicant, as McDonald's (the current owner) has authorized Hines to apply for planned development approval for the Project and Hines is the sole contract purchaser of the entire Property.

J. Need. There is a clear showing of need for the proposed planned development. The Village's own 2007 and 2019 Commercial Revitalization Plans each emphasize the need for the mixed-use redevelopment of the Property with retail, office, modern parking structures, public open space, lodging and restaurant and other dining elements. In addition to being a net fiscal positive for the Village, the Project will re-activate the currently vacant McDonalds Plaza into a vibrant, mixed-use concept that represents a transition for Oak Brook into the new wave of suburban centers. The Project, as proposed, will diversify Oak Brook's tax base, increase its sales tax-generating potential and help maintain its place as a competitive regional office center. There is a clear consensus that there is a cognizable need for the development of this key gateway Village property. Mixed use developments like the proposed Project also contribute to the reduction of vehicle trips and assist in creating a more pedestrian friendly environment. By nature, this mixed-use development will diversity the land use mix within Oak Brook's commercial areas and strengthen the economic vitality of the community.

K. Compliance With Subdivision Regulations And Plat Act. The Project does not contemplate a subdivision of land or any new public improvements to be dedicated to the Village. Nevertheless, to the extent applicable, the Project will comply with all standards, regulations and procedures of the village's subdivision regulations and the plat act except as is expressly provided otherwise in the Zoning Ordinance, the subdivision regulations, or by the Village Board in the ordinance approving the planned development for the Project.

Midwest Regional Office
444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

L. Covenants And Restrictions To Be Enforceable By Village. To the extent there are any covenants, deed restrictions, easements, or similar restrictions to be recorded in connection with the Project, the applicant will work with the Village Attorney to ensure that the final covenants are protective of and generally enforceable by the Village as well as by future landowners within the Project.

M. Security And Site Control. The Project will include all necessary and appropriate property and building security and site control measures. The parking, landscaping, buffering, traffic patterns, location of uses, and building designs will be developed and maintained so as to prevent adverse impacts on neighboring properties.

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Midwest Regional Office
444 W Lake, Suite 2400
Chicago, Illinois 60606
P 312 419 4900

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IV. Additional Planned Development Standards (13-15-3C).

A. Integrated Design. As clearly demonstrated on the plan sheets included with this proposal, the Oak Brook Commons development will be laid out and developed with an integrated overall design providing for safe, efficient, convenient and harmonious grouping of structures, uses and facilities. The plan includes the strategic placement of the luxury apartment building on the west side of McDonald's drive, with the pubic green plaza to the east and the retail and dining elements of the project to the west. The more intense office and hotel uses are situated to the east and south portions of the property, with the planned residential condo elements directly north of the public green space. There is appropriate relation of space inside and outside buildings to intended uses and structural features throughout the development site.

B. Beneficial Common Open Space. As previously noted, the site plan has been laid out so that density and height increase towards the east and interior of the Site, with vertical density lining a centrally located urban public green space that will be unlike any that exists in the Village today. The green space will be an activated and programmable amenity for retail customers, office workers, hotel guests, residents of the Project, and residents of the broader Oak Brook community. The green space will serve as the central gathering spot for this integrated mixed-use community for all seasons.

C. Functional And Mechanical Features. The Project has been planned and laid out so that exposed storage areas, trash and garbage retainers, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures are accounted for in the design of the Project and made as unobtrusive as possible. These features have been placed and located to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.

D. Visual And Acoustical Privacy. The Project provides reasonable visual and acoustical privacy for uses internal and external to the development. Primarily the use of significant landscape features as well as the uses and buildings themselves will be used and planned as appropriate for the protection and aesthetic enhancement of property and the privacy of its occupants. Neither the noise nor lighting for the Project is anticipated to have any negative environmental impacts compared to existing conditions. Any noise associated with the mixed-use development will primarily be pedestrian and automobile in nature. The existing site has larger surface parking lots with significant parking lot lighting. A majority of the new parking will be contained in parking structures, so the impact of parking lot lighting will be reduced.

E. Energy Efficient Design. The Project will be designed with consideration given to various methods of site design and building location, architectural design of individual structures, and landscaping design capable of reducing energy consumption within the development. The major vertical elements of the Project – the apartment, condo, hotel and office buildings -- will

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P 312 419 4900

achieve "LEED Certification." The Project will have a LEED accredited professional on all scopes of work, including the horizontal elements. The Project team for each vertical scope of the Project will submit preliminary / early-stage LEED checklists at the time of construction permit application.

Significantly, the Project includes plans to crush demolished concrete onsite and use the crushed concrete as site fill. This will divert a significant amount of material away from landfills (perhaps as much as 8,000 cubic yards of concrete diverted and re-used on site). This commitment will also avoid the need for thousands of truck trips to and from the Property that would otherwise be taking concrete to landfills and bringing in new fresh fill. This is not only environmentally responsible, but it will also reduce traffic burden caused by the demolition work.

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F. Drives, Parking And Circulation. The Oak Brook Commons Project has been master planned to provide efficient, safe, and the necessary parking and related facilities to serve all elements of the mixed-use development. Principal vehicular access is provided from 22nd and Commerce Drive and internally by McDonald's Drive. The drives, roads, and access points serving the development have been designed to encourage smooth traffic flow with controlled turning movements, as necessary, and minimum hazards to vehicular or pedestrian traffic. Specifically, McDonald's Drive will be re-striped at Commerce Drive for separate northbound left and right turn lanes. McDonald's Drive will be striped in the center to provide two-way left turn lanes north to south. This will help ensure adequate movement along McDonald's drive to prevent stacking problems from the east and west sides of the development. Special attention has been given to the location and number of access points to the public streets, the width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, adequate provision for service by emergency vehicles, and arrangement of parking areas that are safe and convenient, and that do not detract from the design of the proposed buildings and structures and the neighboring properties. Sidewalks will be provided internally and also at the southwestern perimeter of the Property to encourage connection to the Oakbrook Center to the immediate west of the development.

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

The existing site is largely broken up into 7 separate drainage areas. A portion of the site has a restricted discharge into existing storm sewer in Commerce Drive and 22nd Street. The rest of the site drains to existing detention basins on the south side of the site and also to an underground vault located on the Gibson's parcel. The project includes the construction of a new native detention basin, surface parking, and underground utilities. The proposed development is expected to have a positive environmental impact. The existing site contains approximately 13.65 acres of impervious surface while the

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P 312 419 4900

proposed project is expected to have approximately 13.64 acres of impervious surface.

The proposed development also includes the construction of a native planted detention basin. This minor increase in green space and native detention basin will provide a positive environmental impact by increasing stormwater infiltration, water quality, and landscaping on the site. The water quality of the direct runoff from the existing, large surface parking lots is substantially worse (oil, gas, grease, metals) than the water quality of runoff from the new development, which will include more overall green space as well as additional rooftop green space or other similar environmentally sensitive elements. In addition, the majority of the new parking will be within parking structures, with the runoff flowing through oil-water separators before being discharged into the storm sewer system. This will result in a significant improvement in the water quality of the stormwater runoff. Further, existing drainage patterns, stormwater detention and restricted discharge from the site will be maintained in accordance with the current stormwater management requirements of the Village and DuPage County.

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P 312 419 4900

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V. Special Building Permit Provisions.

As presented to the Board in January, the proposed planned development will advance in stages, with the first stage consisting of the demolition of the existing building and then the delivery of horizontal improvements to the majority of the Subject Property, including grading, site preparation, utility work, parking, sidewalks, landscaping, and lighting, followed by the vertical development of the retail, apartment, and public central park amenity components of the development. The office, hotel, and condominium elements of the development will each advance as their respective capital market demand enables financing to be secured for the particular component.

Accordingly, the building permit and construction timing requirements set forth in Section 13-15-7C-G of the Zoning Code will have to be tailored to the specific phasing of the proposed development and incorporated into the planned development ordinance adopted by the Board. Subsection E of Section 13-15-7 specifically authorizes the Board to approve a phasing plan that includes parameters for the commencement and completion of construction activities related to a planned development. The general elements of our proposed phasing plan are as follows:

- The Project will require multiple building permits for the different Phases and elements of the development.
- Phase I:
  - A complete application for a demolition permit in compliance with the applicable Village Building Code requirements for the demolition of the existing building on the Property ("***Phase 1A Permit***") will be filed within six months after the date of adoption of the ordinance approving the planned development ("***PD Adoption Date***").
  - The work under the Phase 1A Permit will commence within 12 months, and will be completed within 24 months, after the PD Adoption Date.
  - A complete application for a building permit in compliance with the applicable Village Building Code requirements for the horizontal improvements to the Phase 1 portion of the Project ("***Phase 1B Permit***"), which will include grading, site preparation, utility work, parking, sidewalks, landscaping, lighting, and the public central park amenity components of the Project, will be filed within nine months after the PD Adoption Date.
  - The work under the Phase 1B Permit will commence within 24 months, and will be completed within 36 months, after the PD Adoption Date.

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P 312 419 4900

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- A complete application for a building permit in compliance with the applicable Village Building Code requirements for the luxury apartment building element of the Phase 1 portion of the Project ("***Phase 1C Permit***"), will be filed within 24 months after the PD Adoption Date.
- The work under the Phase 1C Permit will be completed within 36 months after the issuance of the Phase 1C Permit.
- Complete applications for building permits in compliance with the applicable Village Building Code requirements for the retail elements of the Phase 1 portion of the Project ("***Phase 1D Permits***") will be filed as soon as practicable following execution of the respective contractual agreements with the retail owners and operators. The Work under the Phase 1D permits will commence and be completed in accordance with the applicable provisions of the Village Building Code.

- Phase II:
  - Individual building permits for the different elements of the Phase 2 portion of the Project ("***Phase 2 Permits***") will be applied for as soon as practicable and will comply with the applicable Village Building Code requirements. Construction under any Phase 2 Permit will likewise comply with all applicable Village Building Code requirements.

This phasing plan is not a departure from the underlying ORA-2 zoning district, because the building permit and construction commencement and completion timing requirements are set forth in the planned development regulations and not the ORA-2 regulations. We will work with the Village Attorney and the Village Board on additional specifics in order to accurately incorporate these matters in the ordinance approving the planned development.

VI. Special Provisions on End Product Size and Use.

As we have indicated, we are proposing that the final planned development ordinance include provisions allowing flexibility for the precise size, footprint, and height of the various buildings in the development, without exceeding, of course, our overall proposed maximum FAR and maximum building height specifications. Likewise, with the exception of the residential apartment building, we are requesting flexibility on the specific uses of the various buildings on the site, so that the development can timely respond to market demands as necessary; provided, of course, that the uses will always be limited to those specifically permitted pursuant to the planned development ordinance adopted by the Village Board. We would request that any specific change in use be subject to Village Board approval and not constitute an amendment to the approved planned development ordinance.

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P 312 419 4900

3

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Supplemental to 1/28/19 Planned Development Application
Hines – Oak Brook Commons
Site Development Departures
February 6, 2019 – Revised February 22, 2019

This document provides additional information regarding the specific departures that are being requested as part of the proposed Oak Brook Commons planned development at 1120 West 22nd Street and 2111 McDonald's Drive in Oak Brook ("***Subject Property***").

1. Maximum Floor Area Ratio (FAR) (Section 13-10B-3A). We have confirmed with Village Staff that the maximum FAR under the ORA-2 District is 1.2. Our proposed maximum FAR is 1.603. The basis for these calculations is included on Sheet A5 of the Plan Documents and is summarized as follows:

- Site Area: 761,071 SF
- 17.47 acres (as confirmed with Village Staff, this includes McDonald's Drive)
- Gross Floor Area: 1,220,000 SF, comprised as follows:
    - Retail: 50,000 SF
    - Residential Apartment Buildings: 350,000 SF
    - Residential Condominium Buildings: 270,000 SF
    - Office Buildings: 350,000 SF
    - Hotel Building: 200,000 SF

Please note that, as we have discussed with Village staff, the difference between these FAR calculations and the staff's previous FAR calculations result from our use of more specific and accurate site area information and more accurately adhering to the components of gross floor area as set forth in the Village Code. However, our design, volume, area, and bulk of the buildings have remained the same through all of our presentations, including specifically our presentation to the Village Board on January 8, 2019. We also note that that the FAR for the portion of the development west of McDonald's Drive will have a FAR of 1.236, just slightly over the district standard (notwithstanding that our calculations do not include the Gibson's surface parking lot directly north of the proposed residential apartment building). The higher density portion of the development is deliberately positioned on that portion of the property closest to the Tollway. The 2007 Commercial Areas Revitalization Study noted that the FAR standards within the commercial revitalization study area were generally lower (more restrictive) than most similarly zoned uses. The density of the Project is compatible with the surrounding developments and satisfies, as an integral element of the proposed development, the applicable planned development standards as set forth in our standards analysis under Tab 2 of his submittal.

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P 312 419 4900

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2. Maximum Structure Height (Section 13-10B-3B). Under the ORA-2 regulations, the maximum structure height for the Subject Property is "not more than twelve (12) stories or one hundred seventy four feet (174'), whichever is less." We are only requesting a departure for the residential buildings of the development. Specifically, the maximum height of the residential apartment building will be 18 stories (up to 4 parking levels and up to 14 residential floors) and 192 feet. *See Plan Documents, Sheets A5, A6, and A14.* The maximum height of the residential condominium buildings will each be up to 13 stories and 150 feet. *See Plan Documents, Sheets A5 and A6.* We believe that these requests are reasonable and important for the success of the development. For reference, the recently approved Jupiter development is planned at 22 stories and 286 feet in height. The heights of the residential components of the proposed Oak Brook Commons are compatible with the surrounding developments and satisfy, as integral elements of the proposed development, the applicable planned development standards as set forth further in our standards analysis under Tab 2 of this submittal.

3. Permitted Uses (Section 13-10B-1). Residential uses are not specifically listed as permitted uses under the ORA-2 District regulations. The proposed planned development will include up to 280 market-rate apartments and up to 96 condominium units. *See Plan Documents, Sheet A5*). Residential uses are specifically recommended for the Property in the current draft of the Commercial Areas Revitalization Plan. The residential components of the proposed Oak Brook Commons are compatible with the surrounding developments and satisfy, as integral elements of the proposed development, the applicable planned development standards as set forth further in our standards analysis under Tab 2 of this submittal.

4. Building Setbacks (Section 13-10B-3C). As applicable to the Subject Property, under the ORA-2 District regulations, front yards must be no less than 100 feet in depth, rear yards must be no less than 20 feet in depth, and side yards must be no less than 30 feet (but no less than 100 feet if abutting 22nd Street and no less than 50 feet if abutting another street). The proposed setbacks for the development are (i) 30 feet along Spring Road, (ii) 50 feet along 22nd Street (except 45 feet where the property line slants northerly at the eastern end of the Subject Property), (iii) 20 feet along Commerce Drive between 22nd Street and McDonald's Drive, (iv) 15 feet along Commerce Drive between McDonald's Drive and the eastern property boundary line, (v) 25 feet along the eastern property boundary line, (vi) 10 feet along the west side of McDonald's Drive, (vii) 10 feet abutting the retail building on the east side of McDonald's Drive, and (viii) 5 feet abutting the residential condo building on the east side of McDonald's Drive. These setbacks are shown on Plan Document Sheet A7.2.

It should be noted that the 2007 Commercial Areas Revitalization Study noted that while established setbacks may be appropriate in some locations, the development potential of properties may be negatively impacted and may actually prevent the Village from realizing some development objectives (p. 83). The planned setbacks for Oak Brook Commons are appropriate for the location of the uses along the major roads that line the perimeter of the Property. The

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P 312 419 4900

setbacks allow for meaningful development without sacrificing landscape amenities and the overall appearance and functionality of the site for the mixed-use development. Accordingly, the proposed setbacks of the proposed Oak Brook Commons are compatible with the surrounding developments and satisfy, as an integral element of the proposed development, the applicable planned development standards as set forth further in our standards analysis under Tab 2 of this submittal.

5. Parking Dimensions (Section 13-12-3C). The off-street parking regulations are set forth in Chapter 12 of the Zoning Code. On the following page we have included a summary of Oak Brook's off-street parking matrix from the Zoning Code, as well as what we are proposing for the proposed development for all 90 degree, 60 degree, and parallel stall dimensions for both the surface and deck parking. The proposed parking dimensions are consistent with many similar developments and local parking codes in the Chicago area. The dimensions will not interfere with the safe and efficient operation of the traffic flow and parking operations of the site. Accordingly, the proposed parking dimensions are compatible with the surrounding developments and satisfy, as an integral element of the proposed development, the applicable planned development standards as set forth further in our standards analysis under Tab 2 of this submittal.

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As explained further under Tab 1 of this Submittal, there are two additional concepts that we would request be addressed in the final planned development ordinance, as follows:

- Specificity on End Product Size and Use. As we have indicated, we are proposing that the final planned development ordinance include provisions allowing flexibility for the precise size and height of the various buildings in the development, without exceeding, of course, our overall proposed maximum FAR and maximum building height specifications. Likewise, with the exception of the residential apartment building, we will be requesting flexibility on the specific uses of the various buildings on the site, so that the development can timely respond to market demands as necessary; provided, of course, that the uses will always be limited to those specifically permitted pursuant to the planned development ordinance adopted by the Village Board.

- Building Permit and Construction Timing. As presented to the Board, the proposed planned development with advance in stages, with the first stage consisting of the horizontal improvements to the majority of the Subject Property, including demolition of the existing building and then proceeding to grading, site preparation, utility work, parking, sidewalks, landscaping, and lighting, followed by the vertical development of the retail, apartment, and public central park amenity components of the development. The office, hotel, and condo components of the development will advance as their respective capital market demand enables financing for each to be secured. Accordingly, the building permit and construction timing requirements set forth in Section 13-15-

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P 312 419 4900

7C-G of the Zoning Code will have to be tailored to the specific phasing of the proposed development and incorporated into the planned development ordinance adopted by the Board. This is technically not a departure from the underlying ORA-2 zoning district, but we wanted to identify it again in this submittal. We have provided more detail on these permit timing issues under Tab 2 of this submittal.

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Attachment to 2/6/19 Supplement (revised February 22, 2019)
Village of Oak Brook – Village Code
Title 13 – Zoning Regulations
Chapter 12
OFF STREET PARKING AND LOADING

13-12-3: OFF STREET PARKING REGULATIONS:

Size and Aisles

MINIMUM STANDARDS OF PARKING SPACES, AISLES AND PARKING BAYS FOR PARKING ACCESSORY TO NONOFFICE USES.

Angle of Parking	Width of Space, Feet and Inches	Width of Space Parallel to Aisle, Feet and Inches	Depth of Space Perpendicular to Aisle, Feet and Inches	Width of Aisle, Feet and Inches	Head-In to Curb, Feet and Inches
60 Degree	9'0"	10'5"	20'1"	17'0"	57'2"
90 Degree	9'0"	9'0"	18'0"	27'0"	63'0"

MINIMUM STANDARDS OF PARKING SPACES, AISLES AND PARKING BAYS FOR PARKING ACCESSORY TO OFFICE AND HOTEL USES.

Angle of Parking	Width of Space, Feet and Inches	Width of Space Parallel to Aisle, Feet and Inches	Depth of Space Perpendicular to Aisle, Feet and Inches	Width of Aisle, Feet and Inches	Head-In to Curb, Feet and Inches
60 Degree	8'6"	9'10"	19'5"	16'0"	54'10"
90 Degree	8'6"	8'6"	17'6"	24'0"	59'0"

OAK BROOK COMMONS PROPOSED STANDARDS OF PARKING SPACES, AISLES AND PARKING BAYS FOR ALL ACCESSORY PARKING (SURFACE AND DECK).

Angle of Parking	**Width of Space, Feet and Inches**	**Width of Space Parallel to Aisle, Feet and Inches**	**Depth of Space Perpendicular to Aisle, Feet and Inches**	**Width of Aisle, Feet and Inches**	**Head-In to Curb, Feet and Inches**
60 Degree	**8'6"**	**9'10"**	**19'5"**	**16'0"**	**54'10"**
90 Degree	**8'6"**	**8'6"**	**18'0"**	**24'0"**	**60'0"**
Parallel	**8'0"**	**N/A**	**20'0" long**	**24'0"**	**N/A**

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4

SBFRIEDMAN

MEMORANDUM

To: David Bach, Hines
From: Ranadip Bose, SB Friedman Development Advisors
312-384-2407, rbose@sbfriedman.com
Date: February 22, 2019

RE: DRAFT Oak Brook Commons Fiscal Impact Analysis

Introduction and Context

SB Friedman Development Advisors ("SB Friedman") was engaged by Hines to conduct a fiscal impact analysis for the proposed redevelopment of the 17.47-acre former McDonalds Plaza property (the "Site") in Oak Brook, Illinois, into a mixed-use redevelopment called Oak Brook Commons (the "Project"). The Project is expected to include a 280-unit apartment building, two 48-unit condominium buildings, a 250-unit hotel, approximately 350,000 square feet of office and up to 49,000 square feet of retail. The proposed Project program is shown in **Figure 1** below. The proposed Project, which is to be located at the northeast corner of 22nd Street and Spring Road, is at a highly visible location with direct I-88 frontage and is adjacent to Oakbrook Center – one of the largest Class A malls in the Chicago region.

Figure 1. Project Program.

Use	Number of Units/ Hotel Keys/ Square Feet
Apartments	280
Condo	96
Hotel	252
Retail	49,000
Office – Professional	240,000
Office – Medical	110,000

Source: Hines

Suburban office nationwide and in the Chicago region has historically been developed as an isolated, standalone land use that lacks a dynamic environment. With the changing preferences of younger millennial workers – the largest generational segment of the workforce – there has been greater interest in transitioning suburban office centers into mixed-use, urban-feel environments. The proposed Project would represent a new paradigm in suburban development in the Chicago region that offers a mix of complementary uses in the suburban office context to foster vibrancy and activity in places that were formerly active during daytime, weekday hours. A successful project would re-activate the currently vacant McDonalds Plaza site and could represent a transition for Oak Brook into the new wave of suburban centers. Other suburban employment centers in our region, including Schaumburg and Hoffman Estates, are seeing similar mixed-use projects take the place of former traditional corporate campuses. The Project as proposed will diversify and enhance Oak Brook's tax base, increase its sales tax-generating potential and help maintain its place as a competitive regional office center.

This memo serves as a summary of our preliminary findings regarding the annual fiscal impact of the Project on the Village of Oak Brook (the "Village"). We describe key assumptions and projected operating revenues and expenses for the Village that would be generated by the Project. Our fiscal impact estimates reflect stabilized annual operational revenues and expenses for the Project at full build out. We also outline revenues associated with building permits.

Analysis Approach

SB Friedman created a stabilized operational fiscal model based on a review of current municipal service standards and budgets. This model was used to estimate the Project's net operational fiscal impact, and accounts for the expenses and revenues associated with municipal operations.

Operating revenue projections in the model account for the key ongoing municipal revenue sources that would be derived from residents, visitors and employees. These include sales taxes, utility taxes, hotel taxes and fines/user charges.

To estimate the municipal operating expenses, SB Friedman utilized an interview-based approach to predict the future costs associated with new development. SB Friedman conducted interviews with the following Village staff and department chiefs regarding current and future levels of service anticipated due to the Project:

- Tony Budzikowski, Director of Development Services, Village of Oak Brook
- Chief Barry Liss, Fire Chief, Village of Oak Brook
- Chief James Kruger, Police Chief, Village of Oak Brook
- Deputy Chief Jason Cates, Deputy Police Chief, Village of Oak Brook

Overall Project Impact

From a fiscal perspective, the Project would generate revenues for the Village from new residents, visitors and employees. The new population would patronize the Village's existing retail offerings and would increase other tax revenues, such as the hotel tax. Additionally, the higher population of people would likely mean a greater amount of revenue to the Village from permits and fees.

Because the Project will be an infill redevelopment built on the site of a former major corporate office center, there will be limited need for additional Village services and therefore minimal additional service costs to the Village. According to data from JLL, McDonalds Plaza had a headcount of 1,400 people when the Site was fully occupied. We estimated a total of approximately 2,200 new residents, employees and visitors to the Project based on data from Hines, previous projects and industry benchmarks. Our analysis is presented in **Figure 2** below.

Figure 2. Project Population Generation Estimates.

	Apartments	Condo	Hotel	Retail	Office – Professional	Office – Medical	TOTAL
Number of Bedrooms*/Hotel Keys/Square Feet	392	240	252	49,000	240,000	110,000	
Assumed Occupancy	95%	95%	65%				
Estimated Occupied Total Bedrooms / Hotel Rooms	372	228	164				
Population per Occupied Bedroom/Hotel Room/1,000 SF [1]	1.15	1.20	1.1	2.7	4.2	1.6	
Total Project-Generated Residents	428	274					702
Total Project-Generated Daily Visitors			180				180
Total Estimated Project-Generated Employment [2]			20	133	1,000	175	1,328
TOTAL RESIDENTS, VISITORS AND EMPLOYEES [3]	**428**	**274**	**200**	**133**	**1,000**	**175**	**2,210**

[1] Sources: Illinois School Consulting Service, SB Friedman
[2] Sources: Hines, SB Friedman
[3] Retail/restaurant customers at the Project are not separately tabulated as they are likely to primarily be local residents, employees at local office buildings and visitors to hotels and the regional mall within the Village.
*Further detail on our bedroom analysis is presented in **Appendix B1**

Our analysis estimates that the Project could generate approximately 700 new residents, 1,300 employees and 180 daily hotel visitors. Due to varying work schedules, the daytime population (residents that will not work outside of the Site and daytime employees that will work on the Site) is therefore projected to be between 1,300 – 1,500. The difference between the projected daytime population range from the Project and the daytime population from the Site when occupied by McDonalds is insignificant. Furthermore, our interviews with the Village indicated that Village staffing levels, include those of the Police and Fire departments, have not decreased since McDonalds moved away from Oak Brook. Therefore, existing Village capacity should be sufficient to serve the Project population.

The total Project population – including residents, visitors and employees – amounts to a small percentage of the total Village population when also including residents, visitors and employees. Based on data from the Village, Oakbrook Center, US Census and Hines, we estimated approximately 8,100 Village residents, 43,000 non-resident employees, 56,000 daily non-local mall visitors and 1,400 daily hotel visitors. In total, the Village population that is inclusive of residents, visitors and employees is approximately 110,000. The Project total population of approximately 2,200 represents 2% of the Village total. Therefore, the impacts of increased population generated by the Project are likely to be minimal.

Additionally, no significant infrastructure additions will be required as part of the Project. The site is development-ready and has both existing utility connections and an existing street network. As a result, there will be no capital additions to the Village that result from the Project.

The Project is estimated to generate approximately $1.3 million in annual on-going revenues to the Village. There are not anticipated to be any material annual additional expenses to the Village generated by the Project. Therefore, as shown in **Figure 3** below, the Project is estimated to be a fiscal net positive for the Village, with an annual net fiscal impact of $1.3 million. In addition, the Project will generate, in aggregate, one-time building permit fees of approximately $6.4 million.

Figure 3. Preliminary Estimate of Annual Net Fiscal Impact to the Village.

	Apartments	Condos	Hotel	Retail	Office - Professional	Office - Medical	Total
ANNUAL REVENUES	$249,000	$159,000	$282,000	$353,000	$212,000	$41,000	$1,297,000
ANNUAL EXPENSES	$0	$0	$0	$0	$0	$0	$0
NET FISCAL IMPACT	**$249,000**	**$159,000**	**$282,000**	**$353,000**	**$212,000**	**$41,000**	**$1,297,000**

One Time Permit Fees: $6.4 million (further detail presented in **Appendix B2)**

The following sections outline the detailed calculations of on-going project revenues and our rationale for no material increase in ongoing expenses.

Project Revenues

The net fiscal impact model estimates only those revenues that are likely to occur on an ongoing, annual basis. Such revenues include all taxes, Village fines, fees and licenses. The analysis does not consider revenues that are a part of enterprise funds (e.g. the Village Sports Core Fund), as those types of funds are self-supported by revenues that occur outside of the Village's conventional funding streams. Our full revenue analysis is shown in **Figure 7**. Certain items of the revenue analysis are described in further detail below.

In total, we estimate approximately $1.3 million in revenues annually to the Village generated by the Project

SALES TAX REVENUES

Municipal sales tax revenues (1.0% distributive share of state sales tax collections and a 0.5% non-home-rule sales tax) generated by the Project are split into two categories:

- Those generated by eligible sales made within Oak Brook by new residents, visitors and employees of the Project, and
- Those generated by the sales-tax generating uses of the Project.

Sales Tax Generated by Project Residents, Visitors and Employees. To estimate sales tax generated by Project users, we assumed different spending profiles for Project residents, visitors and employees based on spending data from Esri Business Analyst, Oxford Economics and the International Council of Shopping Centers respectively. We estimated the percentage of sales in each major spending category (e.g. clothing) that are likely to occur within the Village, based on the level of sales that occur within the Village and within a ten-minute drive time of the Site. This reflects the supply of sales tax-generating establishments available within the Village corporate limits compared to the supply of such establishments within a ten-minute drive time of the Site and approximates the likely retail choices available to the Project population. To ensure there is no double counting of sales tax generation by new residents, visitors and employees of the Project and those generated by the sales-tax generating uses of the Project, we deducted estimated spending generated by the Project population that would occur within the Project from our per-person spending figures. This analysis, as shown in **Figure 4A** below, yields the projected spending per-person within the Village (but outside of the Project) from the project Population.

We then multiplied the projected spending per-person figures by the number of projected residents, visitors or employees from the Project to estimate the total sales tax-eligible spending. By applying the local municipal share (1.0%) of sales tax and the home rule sales tax rate (0.5%) we estimated the total annual local sales tax generation of $208,000 from residents, visitors or employees from the Project. The results of this analysis are presented in **Figure 4B** below.

Figure 4A. Sales Tax-Eligible Spending Per Person in Oak Brook.

	Apartment and Condo Residents		Office Employees		Hotel Visitors	
Sales Tax-Eligible Category	Annual Spending per Resident [1]	% Spent in Oak Brook [4]	Annual Spending per Employee [2]	% Spent in Oak Brook [4]	Daily Spending per Visitor [3]	% Spent in Oak Brook [4]
Motor Vehicle & Parts Dealers	$6,300	1%	$0	1%		
Furniture & Home Furnishings Stores	$1,000	69%	$0	69%	$25	69%
Electronics & Appliance Stores	$1,200	20%	$1,100	20%		
Bldg Materials, Garden Equip. & Supply Stores	$2,300	66%	$0	66%		
Food & Beverage Stores	$4,800	10%	$1,600	10%		
Health & Personal Care Stores	$2,000	35%	$700	35%		
Gasoline Stations	$2,900	0%	$0	0%		
Clothing & Clothing Accessories Stores	$1,700	90%	$1,400	90%		
Sporting Goods, Hobby, Book & Music Stores	$800	31%	$400	31%		
General Merchandise Stores	$5,100	58%	$3,000	58%		
Miscellaneous Store Retailers	$1,100	34%	$1,200	34%		
Food Services & Drinking Places	$3,400	45%	$2,400	45%	$40	45%
Spending Per Person in Oak Brook	$10,100		$5,000		$35	
Less Retail Sales Per Person Within the Project [5]	$400		$300		$5	
NET SALES TAX-ELIGIBLE SPENDING PER PERSON IN OAK BROOK	**$9,700**		**$4,700**		**$30**	

Figure 4B. Sales Tax Revenues Generated by Project Residents, Visitors and Employees

	Apartments	Office	Hotel	TOTAL
Sales Tax-Eligible Sales in Oak Brook per Person	$9,700	$4,700	$30	
Number of Residents, Employees or Visitors	702	1,175	180 Daily Visitors (65,700 Annual)	
Total Sales Tax-Eligible Sales in Oak Brook from Project Population	$6,800,000	$5,500,000	$1,900,000	
Local Distributive Sales Tax Share (1%)	$68,000	$55,000	$19,000	**$142,000**
Non-Home Rule Sales Tax (0.5%) [6]	$31,000	$26,000	$9,000	**$66,000**
TOTAL SALES TAX REVENUES FROM PROJECT RESIDENTS, VISITORS AND EMPLOYEES	**$99,000**	**$81,000**	**$28,000**	**$208,000**

[1] Source: Esri Business Analyst
[2] Source: International Council of Shopping Centers
[3] Source: Oxford Economics
[4] The percentage spent in Oak Brook was estimated as the ratio of one and half times the sales within the Village of Oak Brook (from Esri Business Analyst data) to the sales within the 10-minute drive time of the Site. The one and a half times factor approximates the likelihood that people tend to purchase goods closer to their place of work or residence than further out within a 10-minute drive time. Further analysis is presented in **Appendix B3**.
[5] To ensure there is no double counting of sales we assume that 10% of all food and beverage spending and 2% of general merchandise purchases by Project residents, visitors and employees are going to occur within the Project.
[6] Qualifying food and drugs were excluded from the calculation of the Village Non-Home Rule Sales Tax revenue estimates. We estimated, based on spending data from the Bureau of Labor Statistics, that qualifying food and drug purchases account for 10% of resident spending and 5% of office employee spending.

Sales Tax Generated by Project Uses. We estimated the amount of sales tax generated by the Project's retail square footage using likely retail tenancies and sales per square foot estimates prepared by Hines and SB Friedman. Although it is possible that the office and hotel uses could have small concession areas that generate some amount of retail sales tax, it is likely that those amounts would be insignificant for this analysis and were therefore not included. We estimate, as shown in **Figure 5** below, that the retail uses of the Project could generate approximately $285,000 in sales tax revenues annually for the Village.

Figure 5. Retail Sales Tax-Eligible Sales and Sales Tax Revenues.

Retail Tenant	Square Footage	Sales per Square Feet	% Sales Tax-Eligible	Annual Sales Tax-Eligible Sales
Full-Service Restaurant 1	7,000	$1,000	100%	$7,000,000
Full-Service Restaurant 2	9,000	$667	100%	$6,000,000
Quick Casual Restaurant	7,000	$357	100%	$2,500,000
Financial Services/Wealth Management	7,000	$0	0%	$0
Miscellaneous Soft Goods Store	4,000	$500	100%	$2,000,000
Coffee Shop	3,000	$500	100%	$1,500,000
			Sales Tax-Eligible Sales	**$19,000,000**
			Local Distributive Sales Tax Share (1%)	$190,000
			Non-Home Rule Sales Tax (0.5%)	$95,000
			TOTAL SALES TAX REVENUES FROM PROJECT RETAIL SALES	**$285,000**

Sources: Hines, SB Friedman

In total, we estimate that the Project could generate approximately $494,000 in sales tax revenues annually for the Village, as presented in **Figure 6** below.

Figure 6. Total Sales Tax Revenues

TOTAL SALES TAX REVENUES FROM PROJECT RESIDENTS, VISITORS AND EMPLOYEES	$208,000
TOTAL SALES TAX REVENUES FROM PROJECT RETAIL SALES	$285,000
TOTAL ANNUAL SALES TAX REVENUES	**$494,000**

HOTEL TAX REVENUES

The Village collects a 3.0% tax on all hotel sales. To project the hotel tax, we estimated a likely average daily rate (ADR) for the Project hotel using data on hotel tax collections from the Village budget and rack rates at comparable hotels in Oak Brook. Based on our analysis, we estimate an ADR of $125 and occupancy rate of 65% for the Project hotel, which leads to an annual revenue per room estimate of approximately $30,000. Using this revenue factor, we estimated that the 252-key hotel could generate approximately $7.5 million in annual room revenues and $224,000 in hotel tax revenues annually for the Village. Further detail on our hotel analysis is presented in **Appendix B4**.

OTHER REVENUES

The other revenues considered in our analysis are as follows:

- Utility/telecommunications tax
- State rebates (motor fuel tax, income tax and use tax)
- Village licenses and fees; and
- Charges for Fire/EMS services

To estimate the utility and telecommunications tax revenues, we used data from the 2019 Village budget to calculate a per- resident or employee share of the tax. We then applied that number to the projected number of residents and employees for each use to derive our estimate.

To estimate licenses and fee revenues, we used data from the 2019 Village budget to calculate, depending on the item, either a per resident share of the item or a per resident and employee share. From there, we allocated budget revenue items on either a per resident or on a per resident and employee basis to the estimated Project population.

We estimated revenue from state rebates by using the per household figures given by the Illinois Department of Revenue. We estimated revenues from service charges for fire and EMS calls based on the Village rate of $1,600 per resident call and $1,800 per non-resident call and the projected number of calls generated by the Project. Methodology for estimating the number of police and fire calls is discussed in the following section.

Figure 7. Projected Annual Village Revenues Generated by the Project

	Apartment	Condos	Hotel	Retail	Office - Professional	Office - Medical	TOTAL
Property Tax [1]	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Sales Tax Generated by Project Residents, Visitors and Employees							
Local Distributive (1.0%) [2]	$42,000	$27,000	$19,000	$0	$47,000	$8,000	$142,000
Non-Home Rule (0.5%) [2]	$19,000	$12,000	$9,000	$0	$22,000	$4,000	$66,000
Sales Tax Generated by Project Uses							
Local Distributive (1.0%) [2]				$190,000			$190,000
Non-Home Rule (0.5%) [2]				$95,000			$95,000
Hotel/Motel Tax (3%) [3]			$224,000				$224,000
Utility/Telecom Tax [3]	$51,000	$32,000	$2,000	$16,000	$118,000	$21,000	$239,000
State Motor Fuel Tax Rebate [4]	$11,000	$7,000	$0	$0	$0	$0	$18,000
State Income Tax Rebate [4]	$41,000	$26,000	$0	$0	$0	$0	$67,000
State Use Tax Rebate [4]	$10,000	$7,000	$0	$0	$0	$0	$17,000
Licenses and Fees [5]	$6,000	$4,000	$0	$1,000	$10,000	$2,000	$23,000
Charges for Fire/EMS Service [6]	$71,000	$45,000	$27,000	$51,000	$14,000	$7,000	$215,000
TOTAL REVENUES	**$249,000**	**$159,000**	**$282,000**	**$353,000**	**$212,000**	**$41,000**	**$1,297,000**

[1] Source: Village of Oak Brook
[2] Sources: Village of Oak Brook, Illinois Department of Revenue
[3] Source: Village of Oak Brook Municipal Code
[4] Source: Illinois Municipal League
[5] Source: Village of Oak Brook 2019 Adopted Budget
[6] Source: Oak Brook Fire Department
*Totals may not sum due to rounding

Project Expenses

Our interviews with Village staff indicate that the Project is unlikely to cause any material additional Village expenses or staffing increases for general government purposes. Similarly, the Hines team confirmed with the Oak Brook Village Manager that the Project is unlikely to cause any material additional Village administrative expenses. This is typical of infill redevelopment projects as communities typically already have the service and administrative capacity to fully serve these projects. For example, no new public streets are being added as a result of the Project and therefore public works crews would have no new costs related to snow removal, street maintenance and/or street resurfacing over time. Because of the increase in intensity of development, there is a chance that police and fire service call volumes may increase but our research and interviews with the police and fire chiefs suggest that the projected increases in call volumes would not result in staffing increases. Therefore, the Project is not anticipated to generate any material additional Village expenses.

The results of our police and fire service call projections and analysis are as follows (further detail on police and fire call data is presented in **Appendix B5-B6**).

FIRE/EMS

To estimate the number of fire and EMS service calls that could be generated by the Project, SB Friedman used call data from comparable properties for each specific land use type. For land uses that have comparable properties in the Village – hotel, retail and office – data was provided by the Village Fire Department. For land uses that do not have comparable properties in the Village – apartments and condominiums – data was provided for comparable properties in similar suburban Chicago communities by fire departments in those respective communities. We used this data to estimate the number of calls generated per residential unit, hotel room or commercial square foot to estimate the number of annual calls that could be generated by the Project. The results of our analysis are presented in **Figure 8** below.

Figure 8. Estimated Annual Fire/EMS Service Calls Generated by the Project.

	Apartment	Condos	Hotel	Retail	Office - Professional	Office - Medical	TOTAL
Number of Units/Hotel Keys/Square Feet	280	96	252	49,000	240,000	110,000	
Projected Fire/EMS Calls per Unit/Key/1,000 SF [1]	0.16	0.29	0.06	0.58	0.03	0.03	
ANNUAL PROJECT FIRE/EMS CALLS	**44**	**28**	**15**	**29**	**8**	**4**	**127**

See **Appendix B5** for service call data of comparable projects.
Sources: Village of Oak Brook Fire Department, SB Friedman

We estimated that, given the proposed program, the Project could generate approximately 130 fire and EMS calls annually. Our interviews with the Village Fire Department indicated that the department could likely handle an additional 1,000 service calls annually without the need for additional staffing or equipment. Therefore, no material additional expenses are expected for the Fire Department as a result of the Project.

POLICE

We used a similar methodology to estimate the number of police service calls that could be generated by the Project. The Village Police Department provided service call data for comparable hotel and retail establishments in the Village. Additionally, the Police Department provided service call data for McDonalds Plaza dating back to 2013; the 2013-2015 data was used to estimate service calls for the Project office components. To estimate service calls for the Project's residential components, we used police service call data from previous projects in similar communities. As with the fire and EMS call analysis, we used the data to estimate the number of police service calls generated per residential unit, hotel room or commercial square foot to estimate the number of annual calls that could be generated by the Project. The results of our analysis are presented in **Figure 9** below.

Figure 9. Estimated Annual Police Service Calls Generated by the Project.

	Apartment	Condos	Hotel	Retail	Office - Professional	Office - Medical	TOTAL
Number of Units/Hotel Keys/Square Feet	280	96	252	49,000	240,000	110,000	
Projected Police Calls per Unit/Key/1,000 SF [1]	0.34	0.39	0.28	2.83	0.48	0.48	
ANNUAL PROJECT POLICE CALLS	**95**	**38**	**72**	**139**	**116**	**53**	**512**

See **Appendix B6** for service call data of comparable projects.
Sources: Village of Oak Brook Police Department, SB Friedman

We estimated that, given the proposed program, the Project could generate approximately 510 police service calls annually. Data provided for McDonalds plaza shows that the highest number of annual calls servicing the property over the last five years was 188. Therefore, the Project could generate approximately 320 additional calls annually over the level of service provided when the property was fully occupied by McDonalds. Our interviews with the Village Police Department indicated that, at the estimated number of annual service calls generated by the Project, the Police Department has sufficient capacity and would not be required to add additional personnel or equipment. Therefore, no material additional expenses are expected for the Police Department as a result of the Project.

Net Fiscal Impact

The Project is estimated to generate only revenues for the Village without generating any material increase in Village expenses. Therefore, the net fiscal impact of the Project is estimated to be positive, generating approximately $1.3 million in ongoing revenues for the Village annually.

In addition to being a net fiscal positive for the Village, the Project is intended to re-activate the currently vacant McDonalds Plaza into a vibrant, mixed-use concept that represents a transition for Oak Brook into the new wave of suburban centers. The Project, as proposed, will diversify Oak Brook's tax base, increase its sales tax-generating potential and help maintain its place as a competitive regional office center.

Further detail on our analysis is presented in **Appendix B**.

Appendix A

LIMITATIONS OF OUR ENGAGEMENT

Our report is based on estimates, assumptions and other information developed from research of local government fiscal policies, knowledge of the industry, and phone calls during which we obtained certain information. The sources of information and bases of the estimates and assumptions are stated in the report. Some of this information was provided by Hines, the Village, JLL and other sources, is assumed to be accurate, and has been relied upon to prepare this analysis, unless otherwise noted. While sources used are ones which we deem reliable, no guarantee can be made as to their accuracy. Some assumptions inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from those described in our memorandum, and the variations may be material.

The terms of this engagement are such that we will have no obligation to revise the report to reflect events or conditions that occur subsequent to the date of the report. These may include changes in local fiscal policy or other factors.

Our report is intended for your information and for submission to local governmental entities reviewing the Project and should not be relied upon for any other purposes. Otherwise, neither the report nor its contents, nor any reference to our Firm, may be included or quoted in any offering circular or registration statement, appraisal, sales brochure, prospectus, loan, or other agreement or document without our prior written consent.

Appendix B1. Residential Bedroom Mix (Preliminary Estimation)

	Apartments	Condo
Residential Unit Mix		
Total Number of Units	280	96
Studio/Convertible Units	42	0
1 Bedroom Units	140	0
2 Bedroom Units	84	48
3 Bedroom Units	14	48
TOTAL NUMBER OF BEDROOMS	**392**	**240**

Source: Hines, SB Friedman

Appendix B2. Building Permit Fee Estimates***

	Estimated Hard Cost *	Fee (%)	Permit Fees ($)
Demolition	$2,567,000	2.00%	$51,340
Horizontal Infrastructure	$5,100,000	2.00%	$102,000
Building A - Retail / Restaurant **	$2,000,000	2.00%	$40,000
Building B - Retail / Restaurant **	$2,500,000	2.00%	$50,000
Building C - Retail / Restaurant **	$1,500,000	2.00%	$30,000
Building D - Retail / Restaurant **	$1,750,000	2.00%	$35,000
Building E - Multifamily	$80,000,000	2.00%	$1,600,000
Building E - Retail / Restaurant **	$1,250,000	2.00%	$25,000
Building G - Hotel	$49,000,000	2.00%	$980,000
Building H - Office **	$53,000,000	2.00%	$1,060,000
Building J - Office **	$26,000,000	2.00%	$520,000
Building K - Condo	$48,000,000	2.00%	$960,000
Building L - Condo	$48,000,000	2.00%	$960,000
Total	**$320,667,000**	**2.00%**	**$6,413,340**

Source: Hines

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

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

***Hines is not a vertical development expert in all product types and has relied on broker opinions in certain instances.

Appendix B3. Oak Brook Spending Analysis.

Spending Category	Sales in Oak Brook	Sales within a 10-minute Drive Time of the Project Site	% Spent in Oak Brook vs. 10-minute Drive Time	Percentage Spent in Oak Brook After Local Preference Multiplier Applied [1]
Motor Vehicle & Parts Dealers	$5,379,112	$761,048,864	0.7%	1.1%
Furniture & Home Furnishings Stores	$102,369,205	$223,486,110	45.8%	68.7%
Electronics & Appliance Stores	$28,189,334	$213,307,309	13.2%	19.8%
Bldg Materials, Garden Equip. & Supply Stores	$74,752,066	$171,046,665	43.7%	65.6%
Food & Beverage Stores	$23,701,426	$371,161,321	6.4%	9.6%
Health & Personal Care Stores	$29,457,696	$127,273,123	23.1%	34.7%
Gasoline Stations	$0	$143,125,845	0.0%	0.0%
Clothing & Clothing Accessories Stores	$256,621,987	$428,176,403	59.9%	89.9%
Sporting Goods, Hobby, Book & Music Stores	$22,414,503	$108,692,205	20.6%	30.9%
General Merchandise Stores	$306,651,537	$788,113,893	38.9%	58.4%
Miscellaneous Store Retailers	$32,628,001	$145,045,596	22.5%	33.7%
Food Services & Drinking Places	$128,796,201	$426,412,130	30.2%	45.3%

Source: Esri Business Analyst, SB Friedman

[1] A local preference multiplier of 1.5 is assumed.

Appendix B4. Hotel Rate Analysis

Hotel	Number of Rooms	Nightly Rack Rate*	% Deviation from Average
DoubleTree by Hilton Chicago Oak Brook	428	$212	133%
Hyatt House Chicago Oak Brook	144	$197	124%
Hyatt Lodge at McDonalds Campus	218	$159	100%
The Drake Hotel Oak Brook	84	$152	96%
Le Meridien Chicago Oakbrook Center	172	$143	90%
Hilton Chicago Oak Brook Hills Resort Conference Center	386	$143	90%
Residence Inn Chicago Oak Brook	156	$135	85%
Marriott Chicago Oak Brook	350	$116	73%
TOTAL	1938		

Source: Greater Oak Brook Chamber of Commerce and Economic Development Partnership, Village of Oak Brook, SB Friedman

*Publicly available room rate from a search for a 2-night stay from June 16 - June 19, 2019, performed February 1, 2019

Project Hotel ADR Analysis	
2017 Hotel Tax Revenue (from Budget)	$1,265,583
Hotel Tax	3%
Total Hotel Sales	$42,186,100
Average Sales/Room	$21,768
Assumed Average Occupancy	60%
ADR Estimate to Achieve Average Sales/Room	$100
Project Hotel Deviation from Average Rate [1]	125%
Project Hotel ADR	**$125**

Source: Village of Oak Brook 2019 Adopted Budget, SB Friedman

[1] Proposed project is assumed to have the same ADR level as the Hyatt House in Oak Brook and therefore the rack rate deviation from average for Hyatt House was used to estimate the ADR for the Project Hotel.

Appendix B5. Fire Call Data

Name of Building/Establishment	Municipality	Use Type	Number of Units/Keys/ SF	Number of Fire/EMS Calls			Average Annual Calls	Average Calls per Unit/Key/ 1,000 SF
				2016	2017	2018		
Office Building	Oak Brook	Office	233,166	16	8	7	10	0.04
Regency Towers	Oak Brook	Office	441,720	11	13	6	10	0.02
Costco	Oak Brook	Retail	147,246	28	27	18	24	0.17
Gibsons Restaurant	Oak Brook	Retail	15,000	12	18	15	15	1.00
Marriott Hotel	Oak Brook	Hotel	350	14	19	29	21	0.06
Hyatt House Hotel	Oak Brook	Hotel	144	0	3	21	8	0.06
Hyatt Lodge Hotel	Oak Brook	Hotel	218	12	11	18	14	0.06
Elmhurst 255	Elmhurst	Apartments	192			12	12	0.06
Courthouse Square	Wheaton	Apartments	149			6	6	0.04
Avant at the Arboretum	Lisle	Apartments	310			115	115	0.37
Optima Old Orchard	Skokie	Condos	660			288	288	0.44
Crescent Court	Elmhurst	Condos	67			11	11	0.16
Opera Club	Oak Park	Condos	37			13	13	0.35
Oak Brook Club	Oak Brook	Condos	424			92	92	0.22

Use Type	Average Annual Calls per Unit/Key/1,000 SF
Office	0.03
Hotel	0.06
Retail	0.58
Apartments	0.16
Condos	0.29

Sources: CoStar, Village of Oak Brook Fire Department, SB Friedman

Appendix B6. Police Call Data

Name of Building/ Establishment	Municipality	Use Type	Number of Units/ Keys/SF	Number of Police Calls			Average Annual Calls	Average Calls per Unit/Key/ 1,000 SF
				2016	2017	2018		
McDonalds Plaza	Oak Brook	Office	330,000	188 (in 2013)	156 (in 2014)	135 (in 2015)	160	0.48
Le Meridien	Oak Brook	Hotel	172	43	58	48	50	0.29
Marriott	Oak Brook	Hotel	350	86	87	122	98	0.28
Gibsons	Oak Brook	Retail	15,000	26	35	32	31	2.07
J Alexanders	Oak Brook	Retail	7,885	14	15	18	16	1.99
Jasons Deli	Oak Brook	Retail	2,000	13	10	10	11	5.50
Chipotle	Oak Brook	Retail	2,313	3	6	13	7	3.17
Chase Bank	Oak Brook	Retail	6,153	15	16	13	15	2.38
Fifth Third Bank	Oak Brook	Retail	3,769	7	6	8	7	1.86
Brook Estates	Highland Park	Apartments	128		45		45	0.35
One Arlington	Arlington Heights	Apartments	214		106		106	0.50
Dunton Tower	Arlington Heights	Apartments	216		55		55	0.25
AMLI St. Charles	St. Charles	Apartments	400	156 (in 2013)			156	0.26
Lakeview Place	Addison	Condos	162	63 (in 2013)			63	0.39

Use Type	Average Annual Calls per Unit/Key/1,000 SF
Office	0.48
Hotel	0.28
Retail	2.83
Apartments	0.34
Condos	0.39

Sources: CoStar, Village of Oak Brook Police Department, SB Friedman

5

GHA GEWALT HAMILTON ASSOCIATES, INC.
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Memorandum

To: **Peter Friedman**
Holland & Knight LLP

From: Bill Grieve, P.E., PTOE
Senior Transportation Engineer

Date: January 29, 2018

Subject: ***Oak Brook Commons***

The departure of the McDonald's Corporation from Oak Brook has offered an exciting opportunity to redevelop their former office headquarters and restaurant property. Oak Brook Commons will afford a unique opportunity to provide a variety of land-uses that will allow for a person to reside, work, shop, and play within the Village, not only within its own property limits, but as well within its direct proximity to the Oak Brook Shopping Center.

Gewalt Hamilton Associates, Inc. (GHA) has been retained as the traffic engineering consultant for the proposed mixed-use redevelopment. Our work scope will be phased so as to ultimately provide the HINES development team with a "road map" of sorts that defines the traffic planning opportunities and constraints of Oak Brook Commons from both a vehicular and multi-modal standpoint.

This first phase compares the traffic generations between the former McDonald's Plaza and restaurant versus the proposed mix of residences, shopping, office space, and hotel uses. *Exhibit 1* summarizes the traffic generation calculations, which are based on the most recent rate information published by the Institute of Transportation Engineers (ITE) in their manual titled *Trip Generation, 10th Edition.*

Pertinent comments include:

- The mix of uses that comprise Oak Brook Commons will actually generate slightly fewer trips than the former McDonald's uses during the weekday morning peak hour.
- Oak Brook Commons will generate somewhat more trips during the weekday evening peak hour; about 1 trip per minute in each direction (in + out).

Key Finding. The mix of uses in Oak Brook Commons will promote a significant opportunity for multi-purpose trips that means residents, employees, patrons, and visitors will be able to park their vehicle once and not have to drive again throughout the day. We used a conservative trip interaction discount factor of 20%, which meets IDOT guidelines for Traffic Impact Studies (TIS). In reality, the internal trip capture rate could be much higher, perhaps 35% or more.

Exhibit 1
Traffic Generation Comparisons
Oak Brook Commons

Part A. Planned Development Submission (January 28, 2019)

			Weekday Peak Hours					
			Morning			Evening		
	Size	ITE Code	In	Out	Sum	In	Out	Sum
Apartments & Condos	376 Dwellings	#222	28	90	118	83	53	136
Hotel	252 Rooms	#310	71	50	121	83	80	163
Office	350,000 SF	#710	305	50	355	60	314	374
Retail	50,000 SF	#820	110	67	177	156	169	325
	Subtotals =		**514**	**257**	**771**	382	616	998
	Less Interaction @ 20% =		-103	-51	-154	-76	-123	-199
	Totals =		**411**	**206**	**617**	306	493	799

Part B. Previous McDonald's Campus

			Weekday Peak Hours					
			Morning			Evening		
	Size	ITE Code	In	Out	Sum	In	Out	Sum
Office Plaza	327,600 SF 1,400 Employees	#710	268	54	322	80	340	420
Restaurant	9,600 SF	#934	197	189	386	163	151	314
	Subtotals =		**465**	**243**	**708**	243	491	734
	Less Interaction @ 10% =		-47	-24	-71	-24	-49	-73
	Totals =		**418**	**219**	**637**	219	442	661
Part C. Increments (Part A. - Part B.)			***-7***	***-13***	***-20***	*+87*	*51*	*+138*

Notes:

1) Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition).

2) For McDonald's Plaza, general office used as headquarters use lacks data. Employees used as the variable.

GHA GEWALT HAMILTON ASSOCIATES, INC.

6

January 28, 2019
Revised February 22, 2019

OAK BROOK COMMONS

ENVIRONMENTAL IMPACT ANALYSIS

The Oak Brook Commons project is a proposed mixed-use development on an approximate 17.47 acre site that currently contains the old McDonald's Headquarters office building, a McDonald's restaurant site (building already removed), and large surface parking lots. The subject site is located at the northeast corner of 22nd Street and Spring Road. The existing site is largely broken up into 7 separate drainage areas. A portion of the site has a restricted discharge into existing storm sewer in Commerce Drive and 22nd Street. The rest of the site drains to existing detention basins on the south side of the site and also to an underground vault located on the Gibsons parcel. The proposed mixed-use project includes the construction of various buildings intended for retail, residential, hotel and office use. The project also includes the construction of a new native detention basin, surface parking, and underground utilities.

The proposed development is expected to have a positive environmental impact. The existing site contains approximately 13.65 acres of impervious surface while the proposed project is expected to have approximately 13.64 acres of impervious surface. The proposed development also includes the construction of a native planted detention basin, along with permeable pavers in certain areas. This minor increase in green space, the native detention basin, and the permeable pavers will all provide a positive environmental impact by increasing stormwater infiltration, water quality, and landscaping on the site.

The water quality of the direct runoff from the existing, large surface parking lots is substantially worse (oil, gas, grease, metals) than the water quality of runoff from the new development, which will include more overall greenspace as well as additional rooftop greenspace. In addition, the majority of the new parking will be within parking structures, with the runoff flowing through triple basins/oil-water separators before being discharged into the storm sewer system. This will result in a significant improvement in the water quality of the stormwater runoff.

Existing drainage patterns, stormwater detention and restricted discharge from the site will be maintained in accordance with the current stormwater management requirements of the Village and DuPage County.

The project is not located in a special flood hazard zone and no regulatory wetlands are located on site. Therefore, the proposed development will have no negative impact to Special Management Areas.

Neither the noise nor lighting for the project is anticipated to have any negative environmental impacts compared to existing conditions. Any noise associated with the mixed-use development will primary be pedestrian and automobile in nature. The existing site has larger surface parking lots with significant parking lot lighting. A majority of the new parking will be contained in parking structures, so the impact of parking lot lighting will be reduced. A Photometric Plan has been submitted to demonstrate that the proposed project will comply with the Village Ordinance for lighting.

7

PRELIMINARY STORMWATER MANAGEMENT REPORT

PROJECT SITE:

OAK BROOK COMMONS
2111 MCDONALD'S DRIVE
OAK BROOK, DUPAGE COUNTY, ILLINOIS

PREPARED FOR:

Hines
444 W. Lake St. Suite 2400
Chicago, IL 60606
312.419.4937

PREPARED BY:

V3 COMPANIES, LTD.
7325 JANES AVENUE
WOODRIDGE, ILLINOIS 60517
630.724.9200

JANUARY 28, 2018
REVISED: FEBRUARY 22, 2018

Oak Brook Commons

OAK BROOK, DUPAGE COUNTY, ILLINOIS

Preliminary Stormwater Report
TABLE OF CONTENTS

INTRO: **Project Narrative**

SECTION 1: **Project Exhibits**

- Project Location Map
- Aerial Map
- USGS Topographic Map
- USGS Hydrologic Map
- FEMA FIRM Map
- DuPage RFM Map
- National Wetlands Inventory Map
- DuPage County Wetland Map
- DuPage County Soils Map

SECTION 2: **Existing Conditions**

- Existing Impervious/Pervious Exhibit
- Existing Curve Number Calculation
- Existing Storm Drainage Exhibit

SECTION 3: **Proposed Conditions**

- Proposed Impervious/Pervious Exhibit
- Proposed Curve Number Calculation
- Proposed Storm Drainage Exhibit

Oak Brook Commons

2111 McDonald's Drive
Oak Brook, DuPage County, Illinois

INTRODUCTION

The proposed Oak Brook Commons development is located on the east and west sides of McDonald's Drive in Oak Brook, DuPage County, Illinois. The site is surrounded by Commerce Drive to the north, Interstate-88 and an existing office building to the east, 22nd Street to the south, and Spring Road to the west. The 17.47 acre site currently contains McDonald's Drive, an 8-story office building (Parcel 1), and a McDonald's Restaurant that was recently demolished (Parcels 2 and 3), each with at-grade parking. A Project Location Exhibit and Aerial Map are provided in Section 1.

The proposed site is a mixed-use development with several different buildings, parking structures, and at grade parking lots. The proposed site includes 3 residential buildings, 2 office buildings, 1 hotel, and five retail buildings. The proposed site also includes three parking structures and at grade parking.

The FEMA Flood Insurance Rate Map (FIRM) and the DuPage County Regulatory Flood Map show no Special Flood Hazard Areas on site. These exhibits are provided in Section 1. The National Wetland Inventory Map (NWI) and the DuPage County Wetlands Map show no wetlands located on the project site. These exhibits are provided in Section 1.

EXISTING CONDITIONS

The existing site contains two existing buildings, a large amount of surface parking, and two detention ponds. One pond is a wet bottom basin and the other is a dry bottom basin. A survey completed in July, 2018 of the site was used to determine the existing pervious and impervious coverage on the site. The existing site contains approximately 13.49 acres of pavement/building area, approximately 3.71 acres of greenspace area, approximately 0.16 acres of water surface in the existing wet bottom pond and approximately 0.11 acres of Permeable Pavers, for a total of 3.82 acres pervious area and 13.65 acres of impervious area. The existing site has a Curve Number (CN) of 93. An Existing Pervious/Impervious Area Exhibit and Existing CN Calculation are provided in Section 2.

Various historical plans and reports were reviewed to determine the existing drainage patterns and stormwater runoff storage that is currently provided on site.

The existing site is largely broken up into 7 separate drainage areas. The east side of the site containing the office building and large surface parking lot is divided into 4 main drainage areas. Approximately 4.76 acres drains north and ultimately to a 30" storm sewer in Commerce Drive. Approximately 4.97 acres drains south to an existing storm sewer within 22nd Street at 3 different connection points, which ultimately flows to a 36" storm sewer. Improvements in 2009 added additional parking near the McDonald's HQ building. These improvements required 299 CF of volume control improvements, which was accomplished using two infiltration basins south of the existing office building.

The west side of the site is broken up into 3 separate drainage areas. Approximately 2.81 acres drains south to two existing detention basins. These two detention basins are interconnected and have a total permitted volume of 1.12 acre-feet. The flow is restricted and discharges to a storm sewer in McDonald's Drive. Approximately 3.76 acres of the site drain north to an underground detention vault located on the Gibsons Parcel. This vault has a permitted volume of 2.94 acre feet. A portion of the Gibsons site also drains to this underground vault. A small portion of the site, approximately 0.10 acres drains to an existing detention basin at the southwest corner of Commerce Drive and McDonald's Drive. This detention basin has a permitted volume of 0.55 acre feet. The underground vault on the Gibsons site has a restricted flow and discharges to this smaller detention basin, which then ultimately has a restricted release to a 12" storm sewer at the southwest corner of Commerce Drive and McDonald's Drive.

An Existing Drainage and Stormwater Management Plan is provided in Section 2 that illustrates the existing drainage areas and stormwater storage areas that are provided.

PROPOSED CONDITIONS

The stormwater management requirements for the site fall under the jurisdiction of the DuPage County Stormwater Ordinance. The ordinance requires site runoff storage for new developments, except for those that do not increase impervious area by 25,000 SF or more compared to the site as it existed in 1992.

An aerial image from 1988 was reviewed and it was determined that there was more impervious area coverage when the survey was completed in July, 2018 than existed in 1988. Because of this, the survey was used to compare the new impervious area to determine the need for any stormwater improvements.

Based on the current site plan, the proposed site contains 13.65 acres of pavement/building area, 3.79 acres of greenspace, and at a minimum 0.04 acres of permeable pavers. Therefore, the proposed site will have a total impervious area of 13.64 acres and 3.83 acres of pervious area. The proposed site has a Curve Number of 93. A Proposed Pervious/Impervious Exhibit and Proposed CN calculation are provided in Section 3.

The proposed site will maintain the existing drainage patterns and stormwater runoff storage that exist currently. The proposed site east of McDonald's Drive will be broken up in 3 major drainage areas. Approximately 4.76 acres will drain north to the existing 30" storm sewer in Commerce Drive. Approximately 4.97 acres will drain south to the storm sewer in 22nd Street. The 299 CF of volume control volume in the existing infiltration basins will be accommodated for in the final condition.

The existing detention basins west of McDonald's Drive, on the south side of the site will be impacted by the proposed site. New, naturalized detention basins will be constructed to accommodate for the impact to the existing detention basins. The proposed, native planted detention basins will provide a minimum of 1.12-acre feet of storage. The

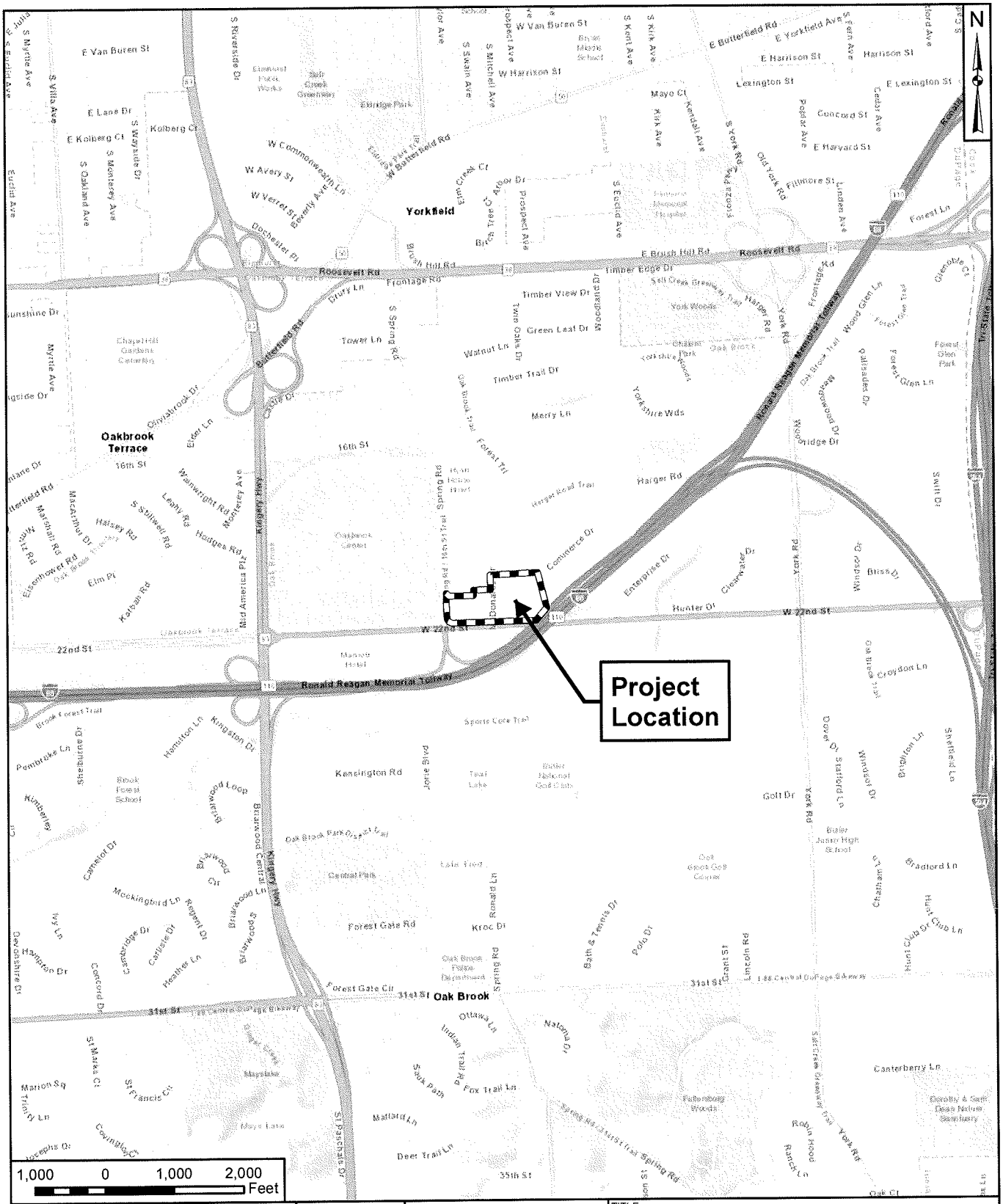
proposed basins will have a retaining wall on the north side and will meet the IDOT required setbacks off of 22nd Street. Approximately 3.76 acres of the proposed site will drain to the underground detention vault on the Gibsons parcel, which maintains the drainage patterns of the existing conditions. Approximately 0.10 acres of the site will drain to the detention basin at the southwest corner of Commerce Drive and McDonalds Drive, as it does today.

A Proposed Drainage and Stormwater Management Plan is provided in Section 3.

CONCLUSION

It is our opinion that the proposed stormwater design conforms to the requirements of the Village of Oak Brook and DuPage County. Because the proposed site will not result in an increased amount of impervious area, additional stormwater management requirements will not be required. The proposed development will maintain all existing stormwater management features that currently exist on the site.

SECTION 1



V3 Companies 7325 Janes Avenue Woodridge, Illinois 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	PROJECT NO.: 18203 CREATED BY: JWG DATE: 01/21/19	CLIENT: Hines 444 West Lake Street Suite 2400 Chicago, IL 60606	TITLE: **PROJECT LOCATION MAP**
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	SCALE: See Scale Bar	BASE LAYER: ESRI World Street Map	SITE: Oak Brook Commons 2111 McDonald Drive Oak Brook, IL 60523
			EXHIBIT: 1

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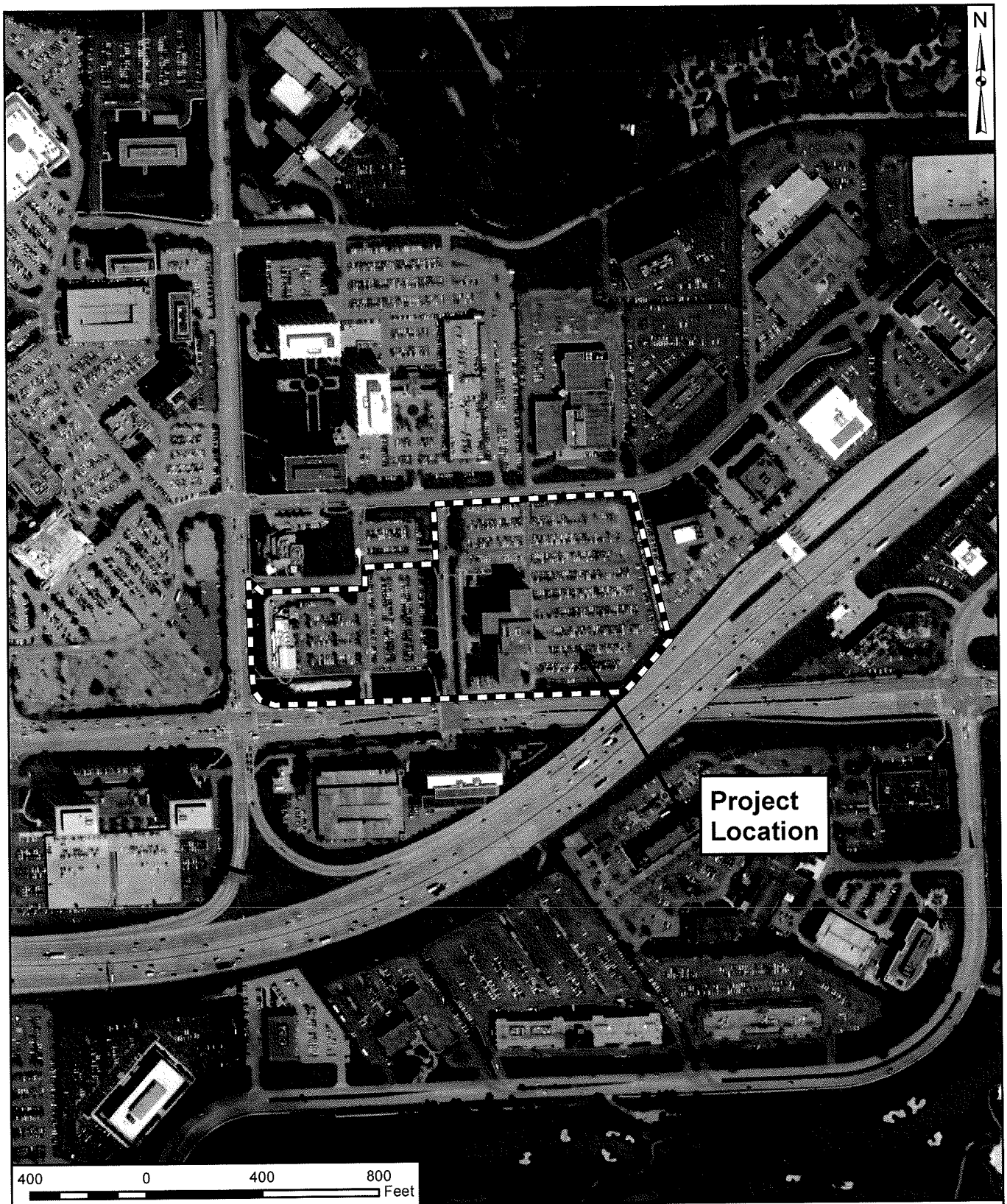

V3 Companies 7325 Janes Avenue Woodridge, Illinois 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	PROJECT NO.: 18203	CLIENT: Hines 444 West Lake Street Suite 2400 Chicago, IL 60606	TITLE: **AERIAL MAP**	
	CREATED BY: JWG			
	DATE: 01/21/19	BASE LAYER: DigitalGlobe Imagery (2017)	SITE: Oak Brook Commons 2111 McDonald Drive Oak Brook, IL 60523	EXHIBIT: 2
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	SCALE: See Scale Bar			

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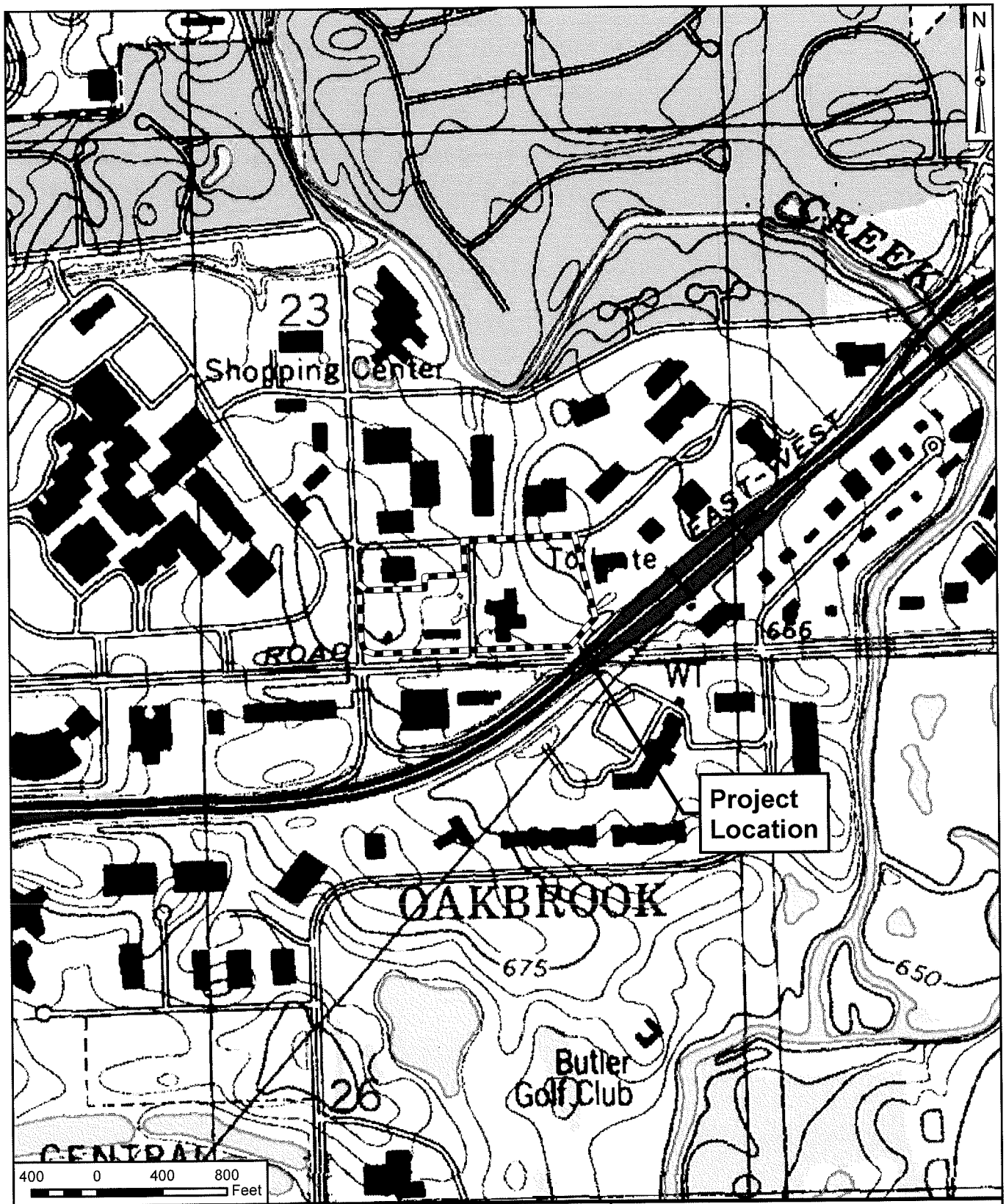

V3 Companies 7325 Janes Avenue Woodridge, Illinois 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	PROJECT NO.: 18203 CREATED BY: JWG	CLIENT: Hines 444 West Lake Street Suite 2400 Chicago, IL 60606	TITLE: **USGS TOPOGRAPHIC MAP**
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	DATE: 01/21/19 SCALE: See Scale Bar	BASE LAYER: USGS Topographic Map Hinsdale Quadrangle (1997)	SITE: Oak Brook Commons 2111 McDonald Drive Oak Brook, IL 60523

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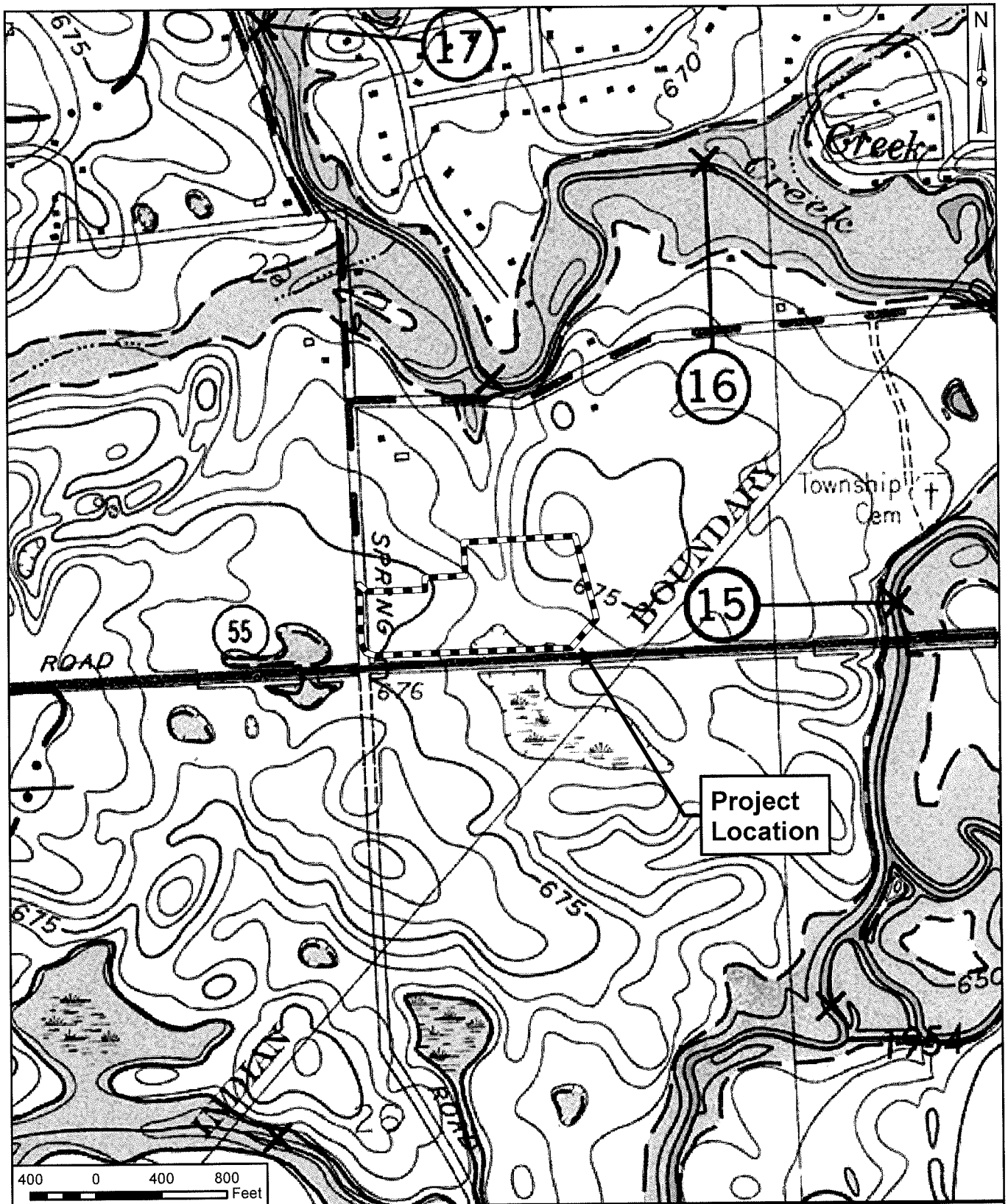

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630.724.9202 fax
www.v3co.com

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PROJECT NO.:	18203
CREATED BY:	JWG
DATE:	01/25/19
SCALE:	See Scale Bar
CLIENT:	Hines 444 West Lake Street Suite 2400 Chicago, IL 60606
BASE LAYER:	USGS Hydrologic Atlas (Hinsdale Quadrangle)
TITLE:	**USGS HYDROLOGIC MAP**
SITE:	Oak Brook Commons 2111 McDonald Drive Oak Brook, IL 60523
EXHIBIT:	4

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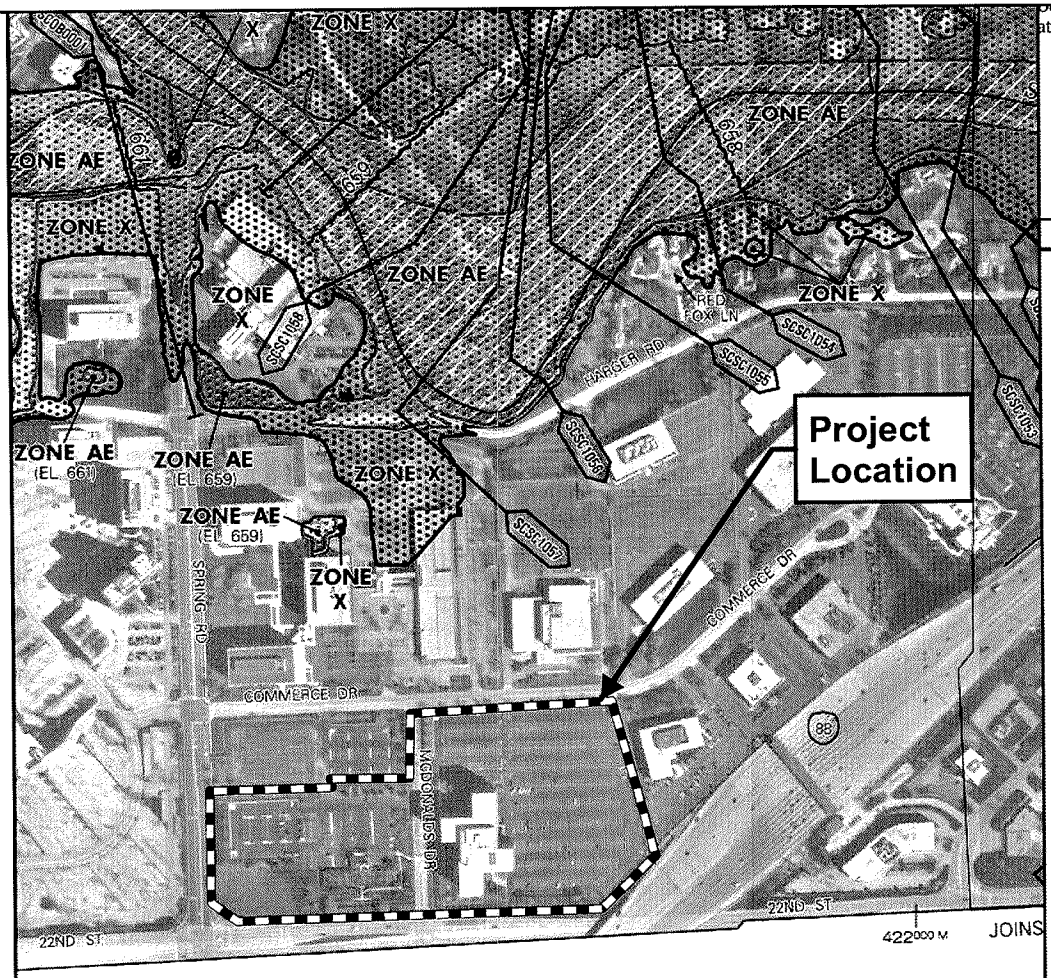

ood insurance is available in this community, contact yo
ational Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000

N

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0606H

FIRM

FLOOD INSURANCE RATE MAP

DuPAGE COUNTY,
ILLINOIS
AND INCORPORATED AREAS

PANEL 0606 OF 1006

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DuPAGE COUNTY	170197	0606	H
ELMHURST, CITY OF	170205	0606	H
OAK BROOK, VILLAGE OF	170214	0606	H
OAKBROOK TERRACE, CITY OF	170215	0606	H
VILLA PARK, VILLAGE OF	170217	0606	H

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
17043C0606H

EFFECTIVE DATE
DECEMBER 16, 2004

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance

V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

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PROJECT NO.:	18203
CREATED BY:	RMS
DATE:	01/25/19
SCALE:	Not To Scale
CLIENT:	Hines 444 West Lake Street Suite 2400 Chicago, IL 60606
BASE LAYER:	FEMA FIRM Panel 17043C0606H

TITLE:

FEMA FLOOD INSURANCE RATE MAP (FIRM)

SITE:

Oak Brook Commons
2111 McDonalds Drive
Oak Brook, IL 60523

EXHIBIT: 5

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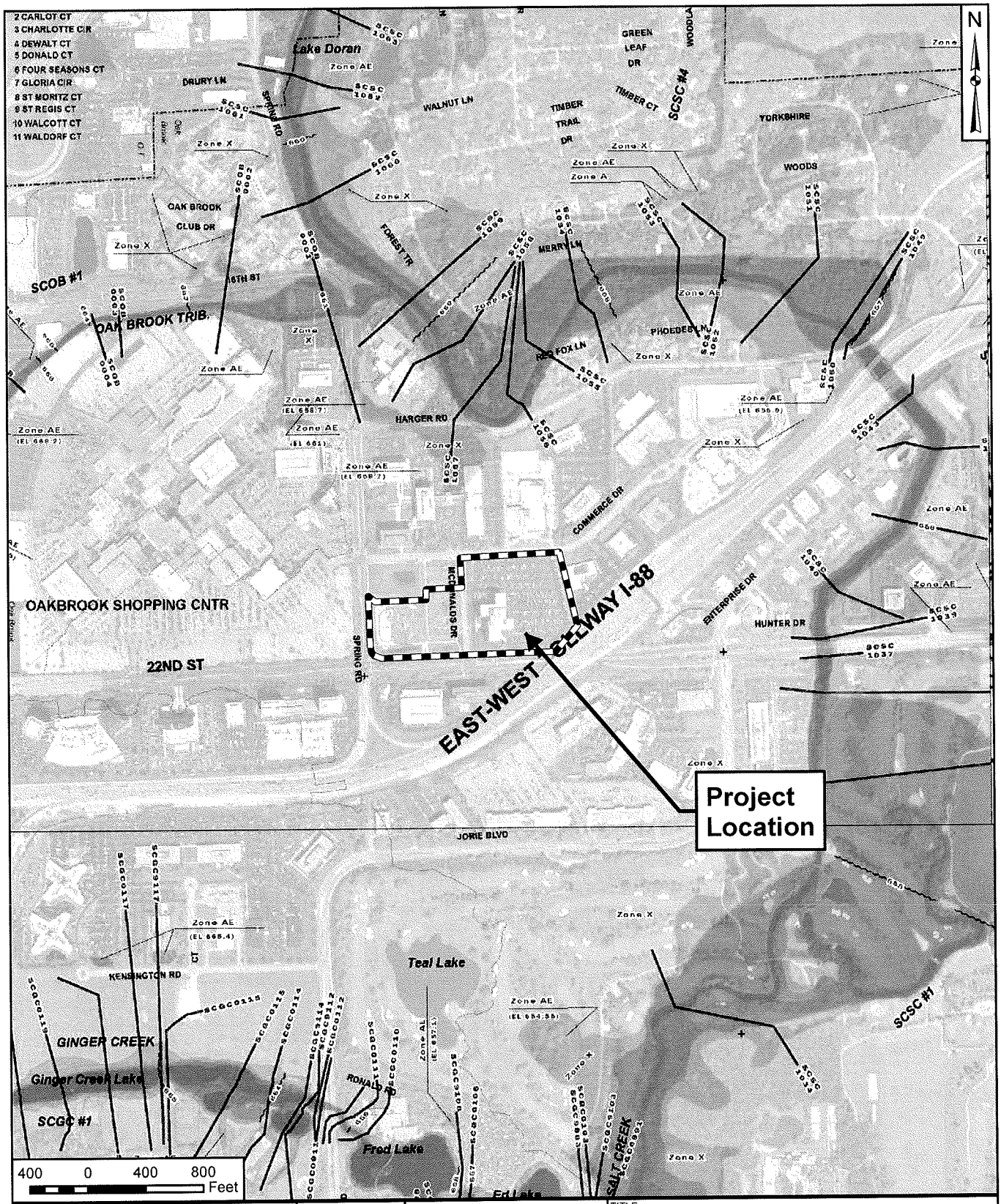

V3 Companies 7325 Janes Avenue Woodridge, Illinois 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	PROJECT NO.: 18203	CLIENT: Hines 444 West Lake Street Suite 2400 Chicago, IL 60606	TITLE: **DUPAGE COUNTY REGULATORY FLOOD MAP (RFM)**
	CREATED BY: JWG		
	DATE: 01/25/19	BASE LAYER: DuPage County RFM Panels 0179 and 0177	SITE: Oak Brook Commons 2111 McDonald Drive Oak Brook, IL 60523
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	SCALE: See Scale Bar		EXHIBIT: 6

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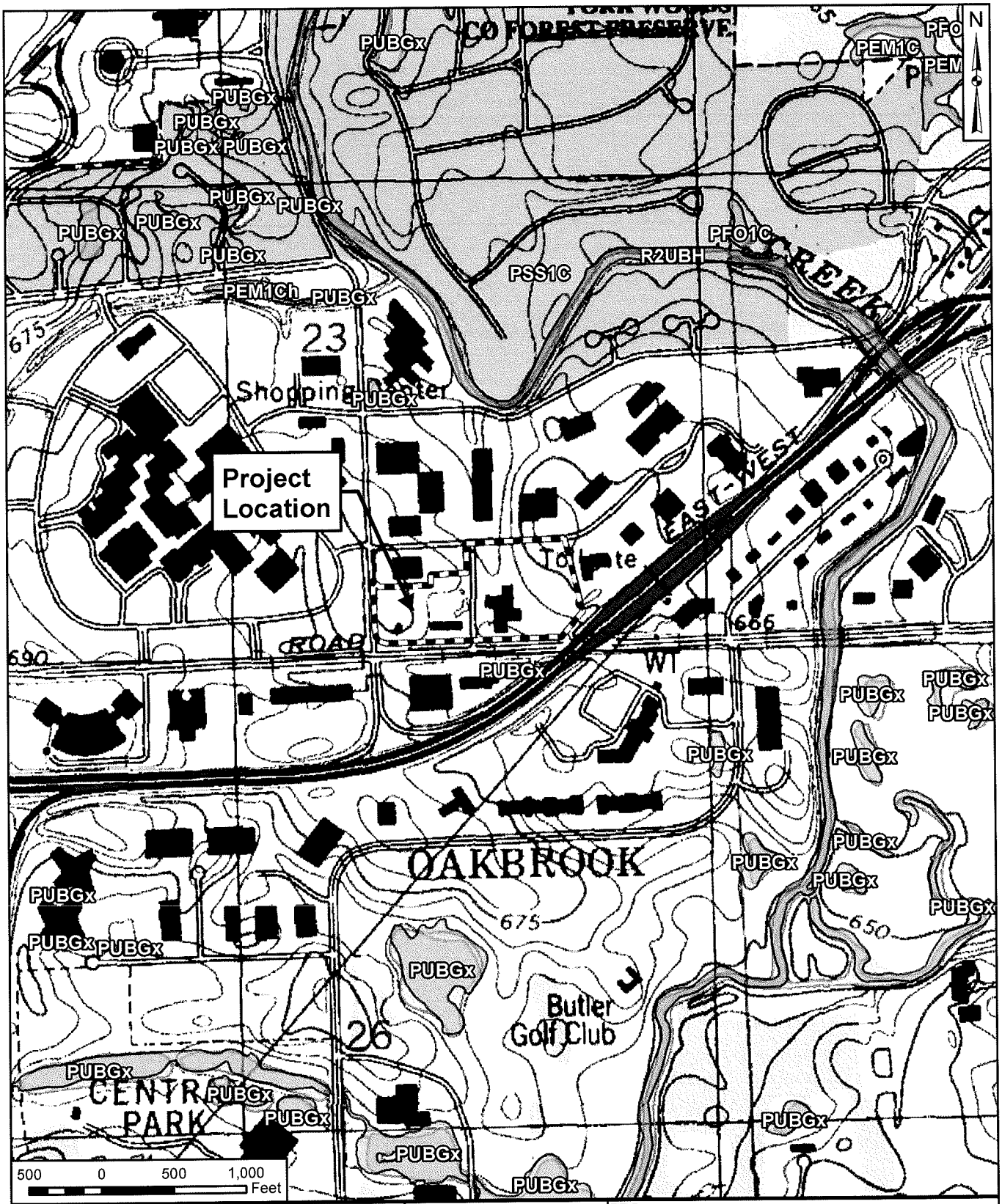

V3 Companies 7325 Janes Avenue Woodridge, Illinois 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	PROJECT NO.: 18203	CLIENT: Hines 444 West Lake Street Suite 2400 Chicago, IL 60606	TITLE: **NATIONAL WETLANDS INVENTORY (NWI) MAP**	
	CREATED BY: JWG			
	DATE: 01/25/19	BASE LAYER: USGS Topographic Map Hinsdale Quadrangle (1997)	SITE: Oak Brook Commons 2111 McDonald Drive Oak Brook, IL 60523	EXHIBIT: 7
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	SCALE: See Scale Bar			

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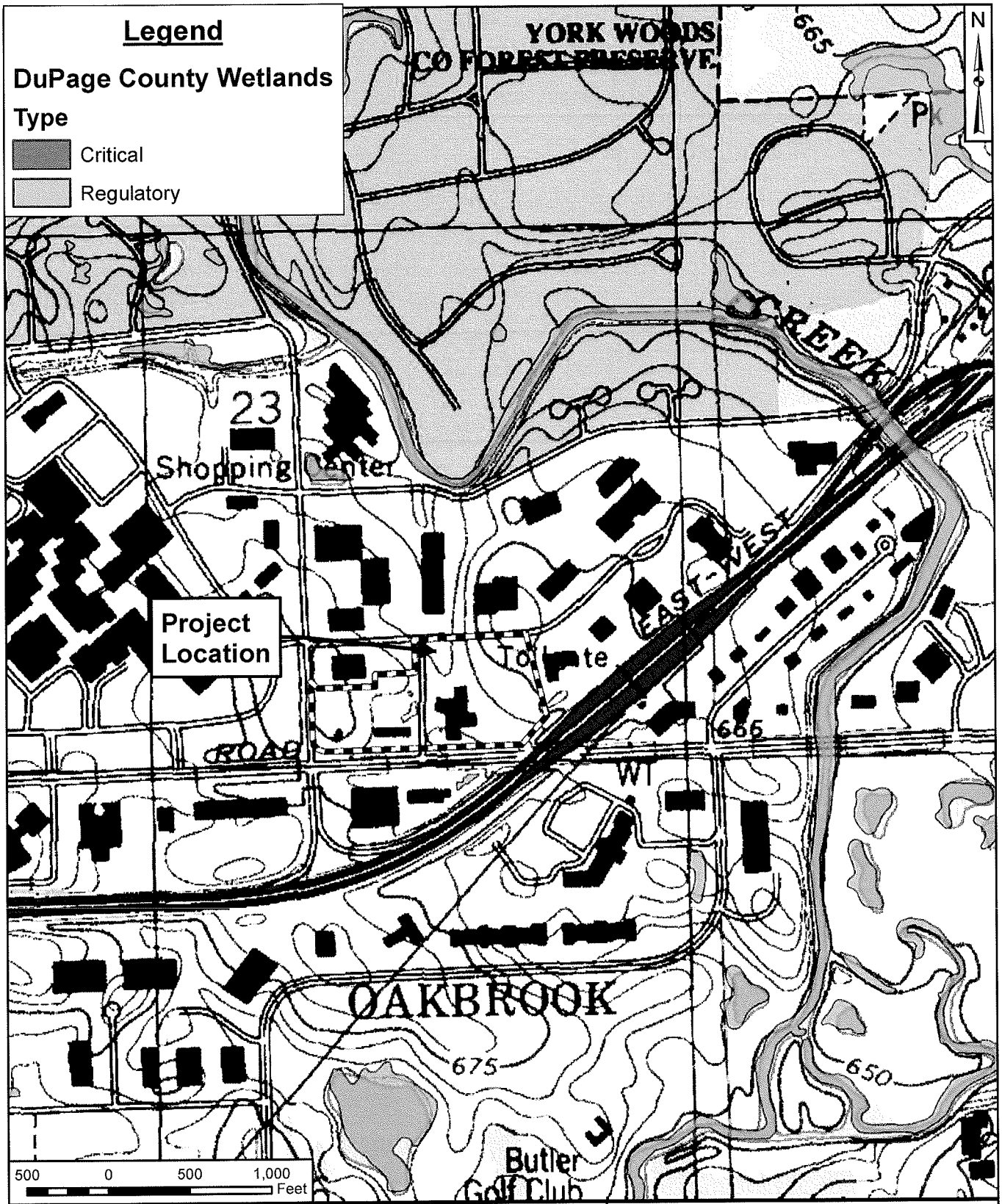

V3 Companies 7325 Janes Avenue Woodridge, Illinois 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	PROJECT NO.: 18203	CLIENT: Hines 444 West Lake Street Suite 2400 Chicago, IL 60606	TITLE: DUPAGE COUNTY WETLANDS MAP
	CREATED BY: JWG		
	DATE: 01/25/19	BASE LAYER: USGS Topographic Map Hinsdale Quadrangle (1997)	SITE: Oak Brook Commons 2111 McDonald Drive Oak Brook, IL 60523
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	SCALE: See Scale Bar		EXHIBIT: 8

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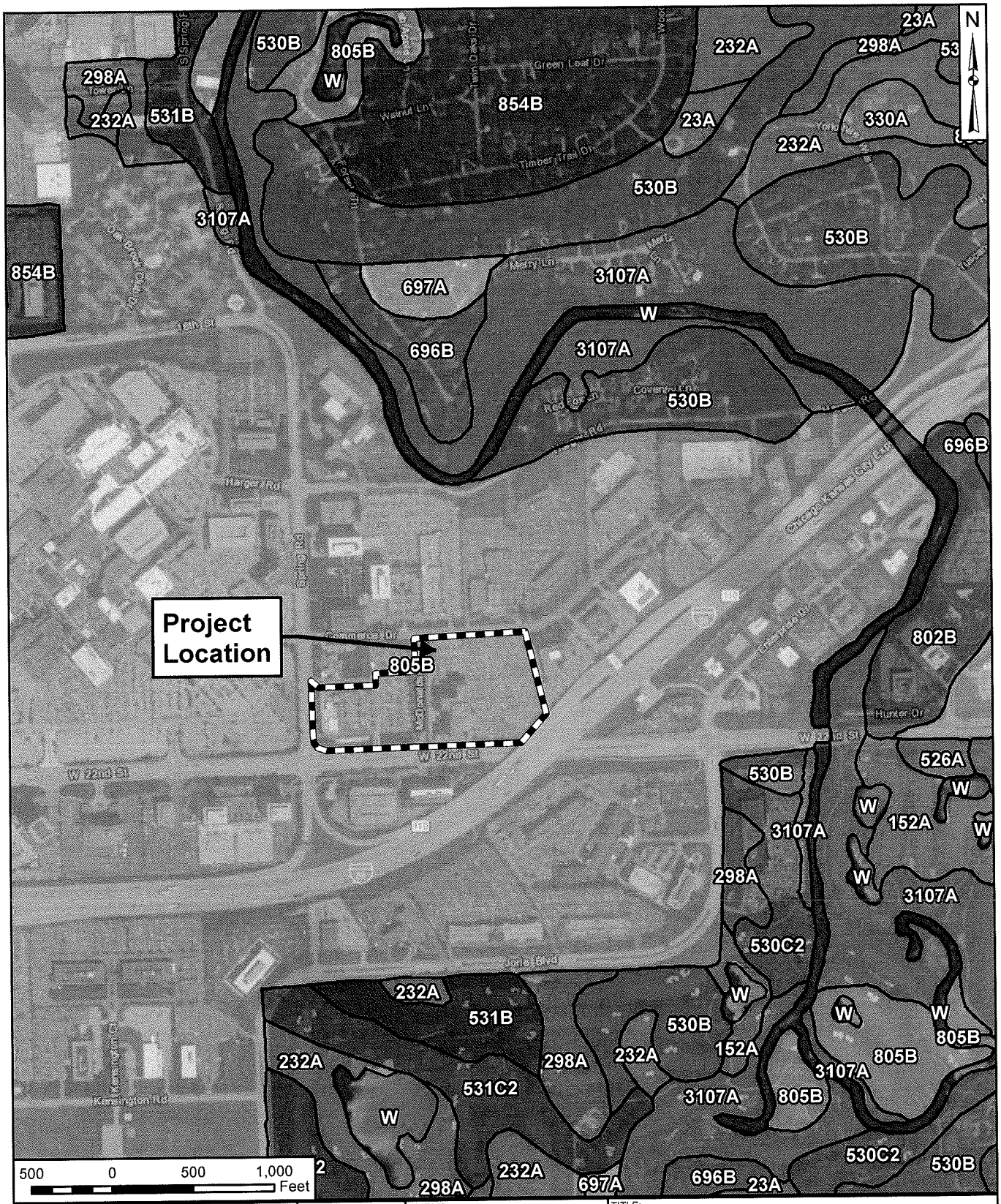

V3 Companies 7325 Janes Avenue Woodridge, Illinois 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	PROJECT NO.: 18203	CLIENT: Hines 444 West Lake Street Suite 2400 Chicago, IL 60606	TITLE: **SOIL SURVEY OF DUPAGE COUNTY, ILLINOIS (2015)**	
	CREATED BY: JWG			
	DATE: 01/25/19	BASE LAYER: DigitalGlobe Imagery (2017)	SITE: Oak Brook Commons 2111 McDonald Drive Oak Brook, IL 60523	EXHIBIT: 9
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	SCALE: See Scale Bar			

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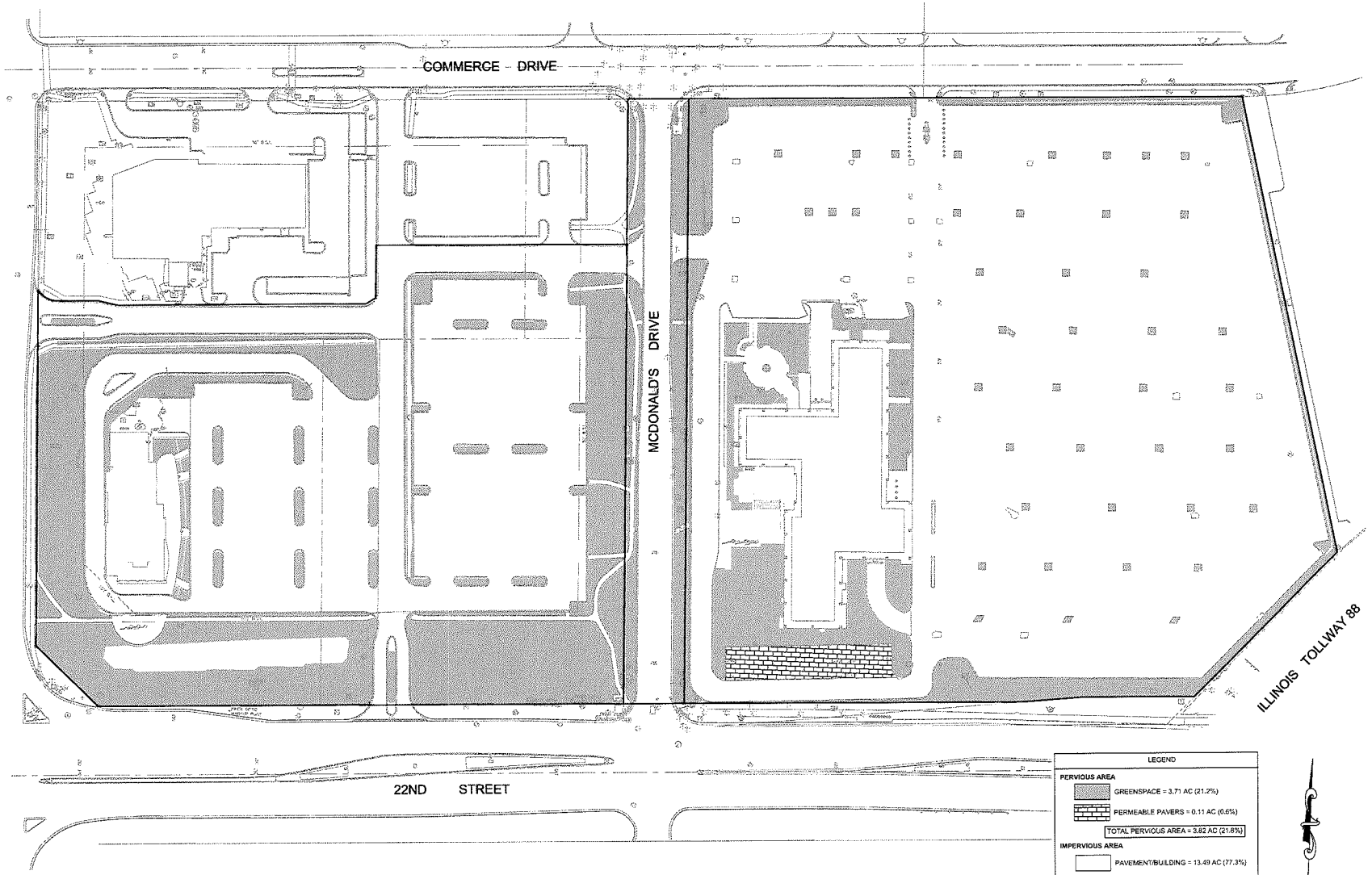
SECTION 2



OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Existing Pervious/Impervious Area Exhibit

C5

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers ° **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **February 22, 2019**

Worksheet 2: Runoff curve number and runoff

Project	Oak Brook Commons	By	RMS	Date	1/25/2019
Location	Oak Brook	Checked	JRB	Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

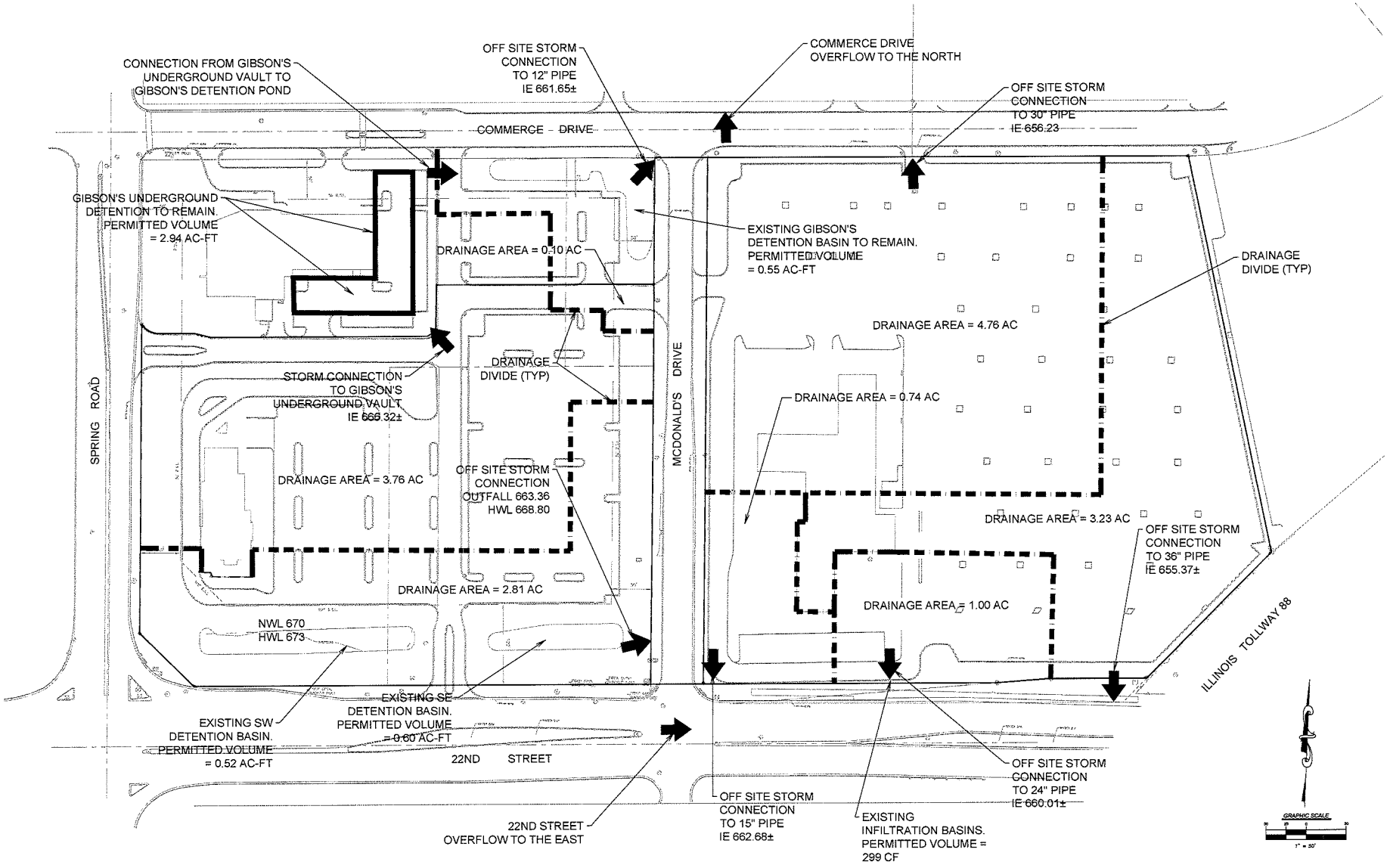
Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
D	Open Space (Pervious Area)	76			3.82	290.32
	Impervious (pavement, concrete)	98			13.49	1322.02
	Pond Area	100			0.16	16
[1] Use only one CN source per line		**Totals** ➡			17.47	1628.34

CN (weighted) = total product/total area = 93.21 ; **Use CN** ➡ **93**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency	yr			
Rainfall, P (24-hour)	in			
Runoff, Q	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)



OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

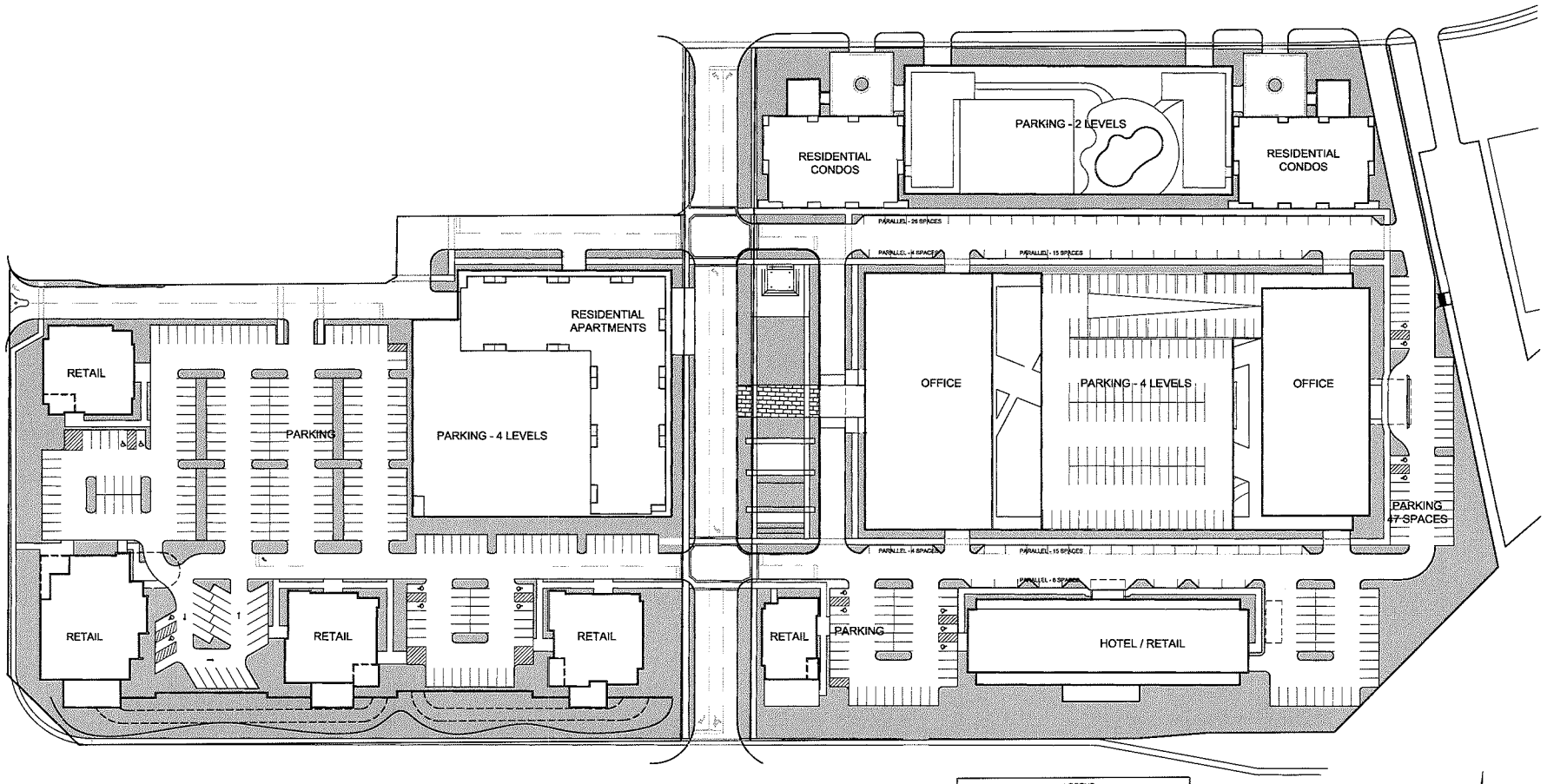
Existing Drainage and Stormwater Management Plan

C1

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers ° **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **February 22, 2019**

SECTION 3



LEGEND	
PERVIOUS AREA	
GREENSPACE = 3.79 AC (21.7%)	
PERMEABLE PAVERS = 0.04 AC (0.2%)	
TOTAL PERVIOUS AREA = 3.83 AC (21.9%)	
IMPERVIOUS AREA	
PAVEMENT/BUILDING = 13.64 AC (78.1%)	
TOTAL IMPERVIOUS AREA = 13.64 AC (78.1%)	
PROJECT SITE CURVE NUMBER = 93	
PROJECT AREA = 17.47 AC	

GRAPHIC SCALE
50 25 0 50
1" = 50'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Proposed Pervious/Impervious Area Exhibit

C6

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers ° **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **February 22, 2019**

Worksheet 2: Runoff curve number and runoff

Project	Oak Brook Commons	By	RMS	Date	2/22/2019
Location	Oak Brook	Checked	JRB	Date	

Check one: ☐ Present ☑ Developed

1. Runoff curve number

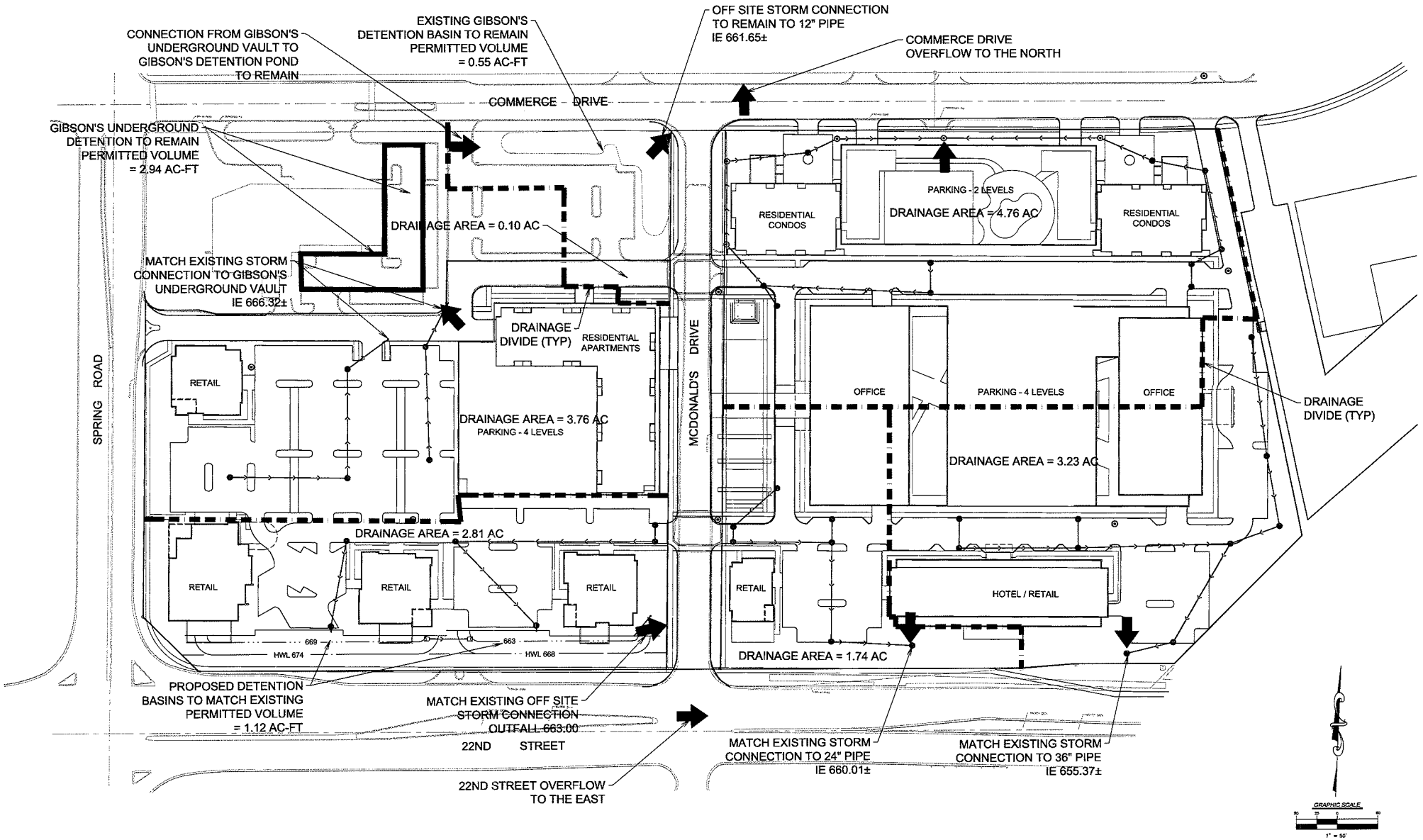
Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
D	Open Space (Pervious Area)	76			3.83	291.08
	Impervious (pavement, concrete)	98			13.64	1336.72
[1] Use only one CN source per line				**Totals** ➡	17.47	1627.8

CN (weighted) = total product/total area = 93.18 ; **Use CN** ➡ **93**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency	yr			
Rainfall, P (24-hour)	in			
Runoff, Q	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)



OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Proposed Drainage and Stormwater Management Plan

C2

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers ° **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **February 22, 2019**

8

Projected Water Demand And Wastewater Flow

Oak Brook Commons, Oakbrook

V3 Project Number: **18203**
Date: Original: 01/28/2019
Revised: 02/22/2019

Preliminary Overall Development

BUILDING USE	UNIT TYPE	BUILDING AREA (SF)	# EMPLOYEES	# SEATS	# UNITS	# PATRONS	WATER USAGE RATE	UNITS	AVG. DAILY WATER DEMAND/WASTE WATER FLOW - GPD	WASTE WATER FLOW IN P.E.
Residential #1 (Market-Rate Apartment Building)										
	Studio/ Convertible				42		100	GPD/ UNIT	4,200	42.0
	1 Bedroom				140		150	GPD/ UNIT	21,000	210.0
	2 Bedroom				84		300	GPD/ UNIT	25,200	252.0
	3 Bedroom				14		300	GPD/ UNIT	4,200	42.0
Residential #2 (Condominium Building)					48		300	GPD/ UNIT	14,400	144.0
Residential #3 (Condominium Building)					48		300	GPD/ UNIT	14,400	144.0
Office Building #1		240,000					0.10	GPD/ SF	24,000	240.0
Office Building #2		110,000					0.10	GPD/ SF	11,000	110.0
Hotel					252		150	GPD/ ROOM	37,800	378.0
Restaurant #1 (Retail A)		10,000					1.0	GPD/ SF	10,000	100.0
Restaurant #2 (Retail B)		11,000					1.0	GPD/ SF	11,000	110.0
Retail #3 (Retail C)		10,000					0.1	GPD/ SF	1,000	10.0
Retail #4 (Retail D)		9,000					0.10	GPD/ SF	900	9.0
Retail #5 (Retail E)		3,000					0.10	GPD/ SF	300	3.0
Retail #6 (Retail F)		7,000					0.10	GPD/ SF	700	7.0
							TOTALS		180,100	1,801

Notes:

1. The following table has been prepared to determine the anticipated water demand/sewer load. The estimated flows are based on building gross area and associated IEPA unit sewage flows.
2. Building area and unit counts are based on the Master Site Plan and Project Area Summary dated 02/22/19.

Calculations for Design Max. Flow - Full Buildout

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

Peaking Factor = 3.62

Design Max. Flow = Peaking Factor x Average Flow (GPD) = 652,094 GPD

RESIDENTIAL #1 - MARKET-RATE APARTMENT BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
192'-0"	18	21	280	23,750 SF	350,000 SF	420

RESIDENTIAL #2 - CONDOMINIUM BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
150'-0"	13	4	48	10,060 SF	135,000 SF	100

RESIDENTIAL #3 - CONDOMINIUM BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
150'-0"	13	4	48	10,060 SF	135,000 SF	100

OFFICE BUILDING #1				
HEIGHT	STORIES	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
95'-0"	7	36,923 SF	240,000 SF	800

OFFICE BUILDING #2				
HEIGHT	STORIES	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
95'-0"	8	22,000 SF	110,000 SF	400

HOTEL					
HEIGHT	STORIES	ROOMS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)
108'-0"	8	37	252	25,000 SF	200,000 SF

PARKING		
STRUCTURED	ON-GRADE	TOTAL PARKING
1,728	434	2,162

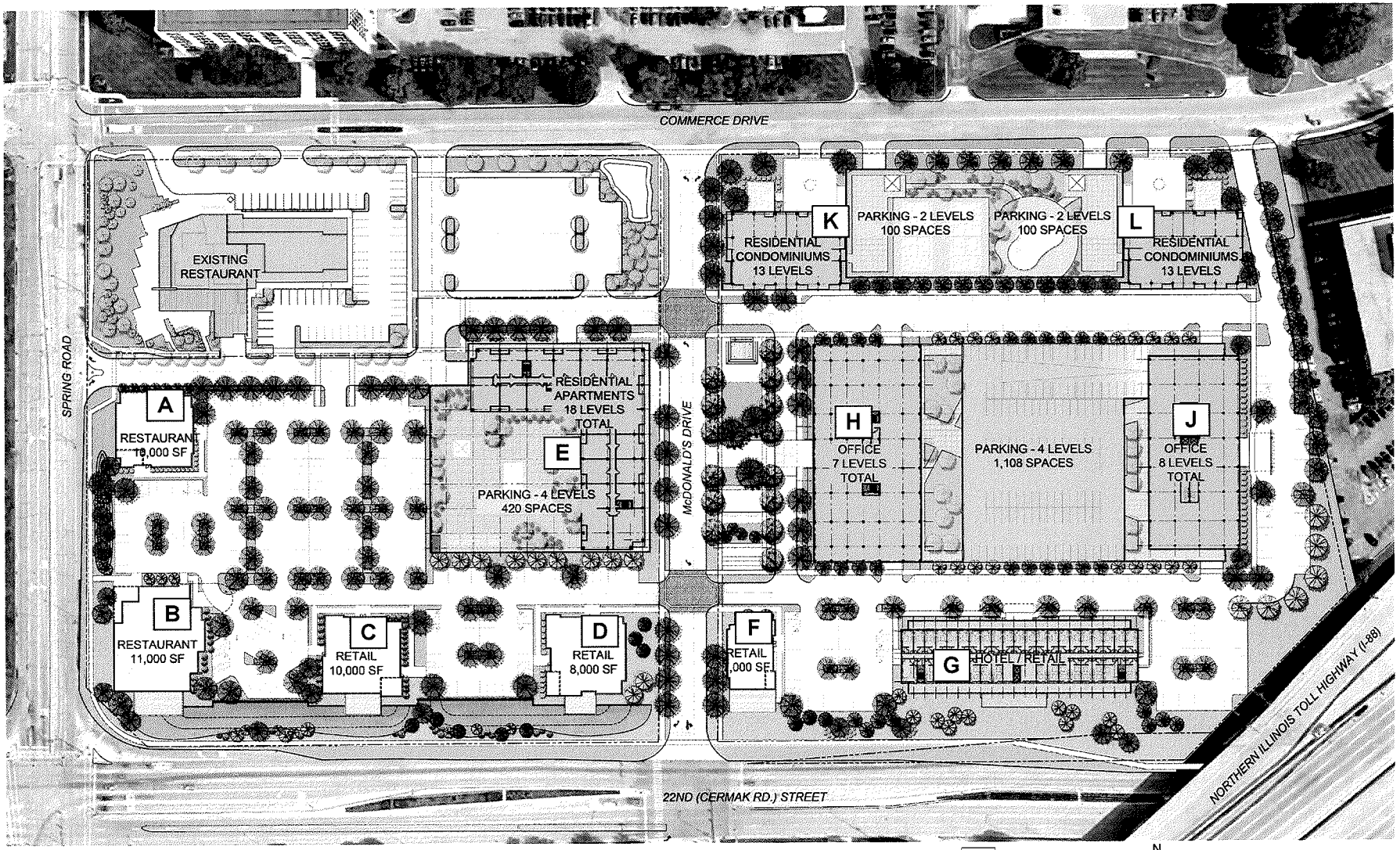
RETAIL				
HEIGHT	HEIGHT	STORIES	AREA (SF)	SURFACE PARKING
RETAIL A	20'-0"	1	UP TO 10,000 SF	
RETAIL B	20'-0"	1	UP TO 11,000 SF	
RETAIL C	20'-0"	1	UP TO 10,000 SF	
RETAIL D	20'-0"	1	UP TO 9,000 SF	
RETAIL E	20'-0"	1	3,000 SF	
RETAIL F	20'-0"	1	UP TO 7,000 SF	
TOTAL			50,000 SF	254

Project Summary

Site Area (Including McDonald's Drive): 761,071 SF / 17.47 Acres

Parking:		
	On-Grade	Up To 434 Spaces
	Structured	Up To 1,728 Spaces
	Total	Up To 2,162 Spaces

Residential Condominiums	Up To 96 Units	270,000 SF
Residential Market-Rate Apartments	Up To 280 Units	350,000 SF
Office		350,000 SF
Hotel		200,000 SF
Retail		50,000 SF
Total Building Area	Not To Exceed	1,220,000 SF



OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OVERALL PLAN - TYPICAL LEVEL

A7

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers ° **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **February 22, 2019**

9

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DATE: February 11, 2019

TO: Peter Friedman

FROM: Tony Budzikowski

RE: **Preliminary Comments** for Oak Brook Commons

In response to the Planned Development (PD) submittal provided by Hines on January 28, 2019 and the supplement provided on February 6, 2019 for the Oak Brook Commons project, please see our preliminary staff comments below.

- **Project Proposal**

  A general concern about the recent supplemental submittal dated February 6, 2019 and some confusion about the building heights of the project. The supplement submitted last week references a 20-story apartment building and two, 15-story condominium buildings. Previous presentations to the Village Board and staff were that an 18-story apartment building and two, 13-story condominium buildings were being proposed. I would recommend maintaining the previously referenced building heights of 18-stories and 13-stories respectively.

  Please note that the summary data on page A5 is consistent with the 18-story and 13-story references but contradicts the other plan sheets in the plan submittal package. This further confuses the matter and what is being proposed.

- **Application**

  1. Provide revised cover letter similar to that provided for the preliminary Board review that occurred on January 8th. The cover letter should provide a summary of the project to the PD Commission. Please remember that the PD Commission has technically not seen your project yet and you are in essence just starting the project with them.

  2. Provide statement demonstrating compliance with PD standards in accordance with Section 13-15-6.B.4. The standards are provided in subsection B and C of 13-15-3.

- **Site Plan**

  1. A dimensioned geometric plan has not been submitted that shows parking space dimensions, drive aisle and street dimensions, handicapped accessible (h.c.) space dimensions.

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2. Identify in plan legend and on plan(s) the approximate number of h.c. spaces on the plan. The Illinois Administrative Code identifies that over 1,000 off-street parking spaces requires 20 h.c. spaces plus 1 space for each 100 spaces over 1,000. The addition of h.c. spaces will likely reduce the number of other off-street parking spaces provided on-site.

3. Can a sidewalk connection be provided just west of building B through the landscape area in an east-west direction? It would seem that if a pedestrian crosses at Spring/ 22nd Street, it would be convenient and more efficient for a pedestrian to enter the site at building B (if topography/ grading permits). Otherwise, a pedestrian would need to walk all the way around the site beyond buildings A and D to enter the development.

4. Why hasn't a sidewalk been provided on the east side of McDonald's Drive from 22nd Street to Commerce Drive?

- **Landscape Plan**

1. No outdoor patio area is being proposed for building A. Is this an oversight or is the intent to just provide outside seating on the sidewalk/ paver area on the east and south sides of the building?

2. Outdoor patio areas are being proposed on the south sides of buildings B, C, D and F. The patios proposed for buildings B, C and D will cantilever over the naturalized detention basins being proposed along 22nd Street. Does this raise any concerns or issues with insects and/ or birds? Is noise abatement going to be necessary from 22nd Street because there is no landscape screening between the patio areas and 22nd Street.

3. How is trash/ refuse being accommodated at each retail/ restaurant outlot? Exterior refuse areas will likely be provided in the parking lot and reduce the number and configuration of the parking spaces and lot. The alternative is to build these refuse areas into the building.

4. In the parking areas between buildings B, C and D. Please add some sort of hedge between the parking lot and the retaining wall on the north side of the naturalized detention areas for screening purposes.

5. Some issues have been raised concerning the location of parkway trees and the turning radiuses on street corners along McDonald's Drive and throughout some of the parking lots. These should be evaluated to determine if some shade trees need to be removed.

6. Please add on the landscape plan a legend or note referencing minimum sizes for shade trees, parkway trees, evergreen trees, shrubs/ hedges and other landscaping materials to be used throughout. Will the "park" area between office building H and the apartment

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building be planted with larger trees and other plant material for initial "first impressions"?

7. F3 and F4 in the conceptual lighting palette are obviously more decorative in nature and we don't want to discourage the aesthetic that you are trying to create and achieve. How will these fixtures perform in terms of glare and should there be any cause for concern?

- **Building Elevations**
  - Provide a detail and narrative regarding the exterior elevations for the parking decks associated with this project. This was an issue/ concern in the development of the Rush Medical building and I'd like to get some initial details on this portion of the building structure(s) because I anticipate that this comment will be raised during the hearing process.

- **Traffic and Parking**

1. Traffic and parking study has not been provided at this time so comments are based upon initial reviews of the plan submittal.

2. Multiple concerns have been expressed about traffic flow, vehicle stacking and left-turn movements at McDonald's Drive and the "intersection" just north of buildings D and F. Primary concern is number of stacking spaces at 22nd Street signal and left turn movements south bound from the eastern drive aisle that would block the intersection at buildings D and F. *Comment: Should the east leg of the access drive change to only right-in right-out or one-way east bound (counter-clockwise) around buildings H and J?*

3. See email from D.C. Jason Cates dated February 4, *2019 for more information related to #2 above (attached).*

4. The existing north-south driveway access from 22nd Street to Commerce Drive is being removed (west of McDonald's Drive) as part of this redevelopment proposal. This drive aisle has historically been used as a cut-through similar to McDonald's Drive. Staff does have concerns that more cut-through traffic will now utilize McDonald's Drive to avoid Spring Drive and further multiply the cut-through problem which could impact the level of service on McDonald's Drive.

5. Initial quantity of off-street parking spaces seems low throughout the development. Understanding that this is a mixed-use proposal and shared parking is anticipated based upon peak demand(s), would like to see the rational and justification for the number of spaces provided for restaurant/ retail, multiple family and office. This will likely be provided in the traffic and parking study but this has not been provided at this time.

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a. If the restaurant square footage is maxed out as proposed for buildings A through D, a total of 390 parking spaces are required by code with 269 spaces being proposed. This isn't even taking into account the 3,000 square foot retail space in building E and no h.c. spaces being provided on the plan.

b. Is it appropriate to design a valet area into the parking lot configuration in anticipation that one or more restaurant outlots will need this amenity? It may be appropriate to be proactive rather than face the issue after the fact. This has been a major issue at Oakbrook Center and more commonplace with new restaurant construction. See also Freedom Drive in Naperville for other examples.

c. The parking ratio for the apartment building is 1.85 spaces per unit. Please provide rational and justification for this parking ratio. Perhaps another suburban apartment project that is not a transit oriented development? Also, does the parking total include visitor/ guest parking in the building?

d. The parking ratio for office buildings H and J are code compliant at 1 space per 300 square feet of floor area. Is this enough parking from a marketability standpoint? The Village has recently entertained several parking variation requests for office buildings seeking 4 and 5 parking spaces per 1,000 square feet of floor area because the code requirement does not adequately reflect market conditions and parking demand for their buildings.

- **Economic, Fiscal and Impact Studies** – report has not been provided at this time so unable to provide any comments.

- **Other**

1. Are you amenable to changing the name of McDonald's Drive? Recognizing a historic figure or resident that has made a significant contribution to the community could be an option.

2. Due to parking concerns identified in the traffic and parking section of this memo, consideration should be given to removing one of the four (4) retail/ restaurant outlots identified as A through D and possibly reconfiguring the site plan to take into account more parking and a valet lane.

3. With #2 (above) in mind, you may wish to look at adding some additional retail/ service floor area to building E to compensate for a potential lost outlot.

4. Summary data has been provided concerning projected water demand and wastewater flow. Public Works has asked if this information can be "mined down" even further in order to conduct water modeling for a

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future capital improvements project? Also, does the spreadsheet that's been provided identify the maximum design flow and does future buildout mean everything on the submitted site plan?

5. Please review and revise the Project Area Summary, page A5. Double check project data numbers, labeling of buildings, etc. so that it is consistent with the plan submittal data.

As I mentioned, staff met last Thursday to discuss the project submittal and these were some of the comments that were generated. Also, I'm hoping that the traffic and parking report will assist us in clarifying some of the issues referenced above.

Please let me know if you'd like to review and further discuss.

Tony Budzikowski, AICP
Development Services Director

C: encl

Tony Budzikowski

From: Jason Cates
Sent: Monday, February 4, 2019 7:55 AM
To: Tony Budzikowski
Subject: RE: STAFF REVIEW - Hines / Oak Brook Commons - Planned Development - McDonald's Headquarter Property Redevelopment

Tony,

We are still working on gathering historical data from similar businesses within Oak Brook.

In reviewing the plans I can see one potential concern related to the flow of traffic on McDonalds Dr. The southernmost intersection (north side of D & F) may be too close to 22nd St. It seems to me that during peak travel times, lunch and evening rush, vehicles turning left from "F" to go south on McDonald's Dr. could end up blocking the intersection depending on how much traffic is "stacked" waiting to turn onto 22nd St. Do you know if this has been considered? Additionally, based on the proximity to 22nd St. we'd want to ensure the landscaping did not present any line of sight issues for those left turners.

Thanks,
Jason

Deputy Chief Jason Cates
Oak Brook Police Department
1200 Oak Brook Rd.
Oak Brook, IL 60523
(630) 368-8716 Desk
(630) 368-8717 Fax

The Men and Women of the Oak Brook Police Department will provide the community with the highest quality of law enforcement services, preserve and protect the lives, property and constitutional guarantees of all persons with a commitment to professional excellence through loyalty, honor and teamwork.

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From: Tony Budzikowski <tbudzikowski@oak-brook.org>
Sent: Wednesday, January 30, 2019 11:45 AM
To: Jason Cates <jcates@oak-brook.org>
Subject: FW: STAFF REVIEW - Hines / Oak Brook Commons - Planned Development - McDonald's Headquarter Property

From: Tony Budzikowski <tbudzikowski@oak-brook.org>
Sent: Monday, February 11, 2019 1:53 PM
To: Friedman, Peter (CHI - X66566) <peter.friedman@hklaw.com>; 'Van Schaack, Greg' <Greg.VanSchaack@hines.com>
Cc: James Patterson <jpatterson@oak-brook.org>
Subject: FW: Hines Comments
Here are some comments from Fire.

From: Barry Liss
Sent: Monday, February 11, 2019 1:52 PM
To: Gail Polanek <gpolanek@oak-brook.org>; Tony Budzikowski <tbudzikowski@oak-brook.org>
Subject: Hines Comments
Following our most recent meeting regarding comments related to the proposed Hines Development, the Fire Department has composed the following comments:

- The height of several of the proposed high rise buildings may require "Fire Department Utility Rooms" on certain floors. The location and size of these small utility rooms will be determined following submittal of plans. As an example, a 20-story facility, based on design, may require one or two rooms, dividing the building in half or thirds. The purpose of these secured utility rooms is to house necessary high rise firefighting equipment in the event of an emergency. Rooms can ONLY be accessed by Fire Department personnel through the use and installation of a Knox Box key entry system.
- Providing the necessary equipment and supplies for the utility closets may fall upon the developer based upon impact needs.
- We need to ensure that the fire truck circulation and maneuverability exhibit is actually using Oak Brook Fire specifications of its largest vehicle (Ladder 94).
- Several cut in into the development need to be softened, allowing easier access by Fire Department apparatus.
- Landscaping and location of trees in close proximity to vehicular access points and turns must be limited to prevent accidental contact.
- Signage of all buildings, indicating locations of sprinkler connections, fire alarm command panel rooms, front and rear addressing and no parking zones must meet all requirements and needs.
- Adequate private fire hydrants must be established to meet the 100' connection distance to all fire department sprinkler connections throughout the complex.
- Emergency exits and egress out of all structures must safely exit away from any obstacles, barriers or dangers.
- All building structures and parking structures must meet fire code and be fully alarmed with fire sprinkler systems.
- Knox Boxes will be required throughout as identified through plan review.
- Access of emergency vehicles throughout the complex must be ensured, including adequate distances between parking rows.

Thank You
Barry Liss

Barry Liss
Fire Chief
Village of Oak Brook
1200 Oak Brook Rd
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Fax: 630-368-5205
Email: bliss@oak-brook.org
Web: www.oak-brook.org Follow us:

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Responses in blue by applicant.

DATE: February 11, 2019

TO: Peter Friedman

FROM: Tony Budzikowski

RE: **Preliminary Comments** for Oak Brook Commons

In response to the Planned Development (PD) submittal provided by Hines on January 28, 2019 and the supplement provided on February 6, 2019 for the Oak Brook Commons project, please see our preliminary staff comments below.

- **Project Proposal**

  A general concern about the recent supplemental submittal dated February 6, 2019 and some confusion about the building heights of the project. The supplement submitted last week references a 20-story apartment building and two, 15-story condominium buildings. Previous presentations to the Village Board and staff were that an 18-story apartment building and two, 13-story condominium buildings were being proposed. I would recommend maintaining the previously referenced building heights of 18-stories and 13-stories respectively.

  Please note that the summary data on page A5 is consistent with the 18-story and 13-story references but contradicts the other plan sheets in the plan submittal package. This further confuses the matter and what is being proposed.

  Apartment building remained at 18-stories and the condo building remained at 13-stories respectively to match the previous presentation and the summary data on page A5.

- **Application**

  1. Provide revised cover letter similar to that provided for the preliminary Board review that occurred on January 8th. The cover letter should provide a summary of the project to the PD Commission. Please remember that the PD Commission has technically not seen your project yet and you are in essence just starting the project with them.
     Revised cover letter has been provided with this issuance.

  2. Provide statement demonstrating compliance with PD standards in accordance with Section 13-15-6.B.4. The standards are provided in subsection B and C of 13-15-3.
     Statement has been provided with this issuance.

- **Site Plan**

1. A dimensioned geometric plan has not been submitted that shows parking space dimensions, drive aisle and street dimensions, handicapped accessible (h.c.) space dimensions.

   Dimensioned geometric plan has been provided with this issuance, please see sheet A7.1 for clarification.

2. Identify in plan legend and on plan(s) the approximate number of h.c. spaces on the plan. The Illinois Administrative Code identifies that over 1,000 off-street parking spaces requires 20 h.c. spaces plus 1 space for each 100 spaces over 1,000. The addition of h.c. spaces will likely reduce the number of other off-street parking spaces provided on-site.

   H.C. spaces have been identified in sheet A7.1 in compliance with Illinois Administrative Code.

3. Can a sidewalk connection be provided just west of building B through the landscape area in an east-west direction? It would seem that if a pedestrian crosses at Spring/ 22nd Street, it would be convenient and more efficient for a pedestrian to enter the site at building B (if topography/ grading permits). Otherwise, a pedestrian would need to walk all the way around the site beyond buildings A and D to enter the development.

   Sidewalk has been provided per sheet A6.

4. Why hasn't a sidewalk been provided on the east side of McDonald's Drive from 22nd Street to Commerce Drive?

   Sidewalk has been provided per sheet A6.

- **Landscape Plan**

1. No outdoor patio area is being proposed for building A. Is this an oversight or is the intent to just provide outside seating on the sidewalk/ paver area on the east and south sides of the building?

   Outdoor patio area configured and designed by individual restaurant tenants.

2. Outdoor patio areas are being proposed on the south sides of buildings B, C, D and F. The patios proposed for buildings B, C and D will cantilever over the naturalized detention basins being proposed along 22nd Street. Does this raise any concerns or issues with insects and/ or birds? Is noise abatement going to be necessary from 22nd Street because there is no landscape screening between the patio areas and 22nd Street.

   There are no concerns about birds. Typical drain down time in the retention meadow will be less than the two weeks needed for mosquitos to transition from larvae to hatch. Additionally, native plants provide habitat for mosquito predators like dragonflies and birds.

3. How is trash/ refuse being accommodated at each retail/ restaurant outlot? Exterior refuse areas will likely be provided in the parking lot and reduce the number and configuration of the parking spaces and lot. The alternative is to build these refuse areas into the building.

   Refuse areas will be incorporated into the building. Please see sheet A7.1 for clarification.

4. In the parking areas between buildings B, C and D. Please add some sort of hedge between the parking lot and the retaining wall on the north side of the naturalized detention areas for screening purposes.

   Landscape screening has been added between parking and the retaining wall at buildings B, C, and D.

5. Some issues have been raised concerning the location of parkway trees and the turning radiuses on street corners along McDonald's Drive and throughout some of the parking lots. These should be evaluated to determine if some shade trees need to be removed.

   Shade trees are shifted and omitted to better meet IDOT standards for planting in urban areas.

6. Please add on the landscape plan a legend or note referencing minimum sizes for shade trees, parkway trees, evergreen trees, shrubs/ hedges and other landscaping materials to be used throughout. Will the "park" area between office building H and the apartment building be planted with larger trees and other plant material for initial "first impressions"?

   A note is added to the landscape plan indicating minimum sizes for plant material.

7. F3 and F4 in the conceptual lighting palette are obviously more decorative in nature and we don't want to discourage the aesthetic that you are trying to create and achieve. How will these fixtures perform in terms of glare and should there be any cause for concern?

   Fixture F3 is a vertical light element with a white acrylic diffuser. It produces a glowing light suitable for pedestrian areas, plazas, and entrances. Fixture F4 casts all light downward, controlling glare. It is designed for the illumination of walkways and parking areas.

- **Building Elevations**

1. Provide a detail and narrative regarding the exterior elevations for the parking decks associated with this project. This was an issue/ concern in the development of the Rush Medical building and I'd like to get some initial details on this portion of the building structure(s) because I anticipate that this comment will be raised during the hearing process.

   Articulated facades with architectural metal screening will be designed to obscure open spaces of parking decks.

- **Traffic and Parking**

1. Traffic and parking study has not been provided at this time so comments are based upon initial reviews of the plan submittal.

   Traffic study will be provided with the PD submittal.

2. Multiple concerns have been expressed about traffic flow, vehicle stacking and left-turn movements at McDonald's Drive and the "intersection" just north of buildings D and F. Primary concern is number of stacking spaces at 22nd Street signal and left turn movements south bound from the eastern drive aisle that would block the intersection at buildings D and F. *Comment: Should the east leg of the access drive change to only right-in right-out or one-way east bound (counter-clockwise) around buildings H and J?*

   Traffic study will be provided with the PD submittal.

3. See email from D.C. Jason Cates dated February 4, *2019 for more information related to #2 above (attached).*

   Traffic study will be provided with the PD submittal.

4. The existing north-south driveway access from 22nd Street to Commerce Drive is being removed (west of McDonald's Drive) as part of this redevelopment proposal. This drive aisle has historically been used as a cut-through similar to McDonald's Drive. Staff does have concerns that more cut-through traffic will now utilize McDonald's Drive to avoid Spring Drive and further multiply the cut-through problem which could impact the level of service on McDonald's Drive.

   Traffic study will be provided with the PD submittal.

5. Initial quantity of off-street parking spaces seems low throughout the development. Understanding that this is a mixed-use proposal and shared parking is anticipated based upon peak demand(s), would like to see the rational and justification for the number of spaces provided for restaurant/ retail, multiple family and office. This will likely be provided in the traffic and parking study but this has not been provided at this time.

   Based on the mixture of retail and restaurant types that are anticipated for this development, ample surface parking will be provided to comply with Oak Brook Village Zoning, Section 13-12-5. See answers below for details concerning each area.

   a. If the restaurant square footage is maxed out as proposed for buildings A through D, a total of 390 parking spaces are required by code with 269 spaces being proposed. This isn't even taking into account the 3,000 square foot retail space in building E and no h.c. spaces being provided on the plan.

      Handicap spaces and parking distribution has been clarified per sheet A7.1. Buildings "A" & "B" have been designated as restaurant spaces; we will provide 10 spaces per 1,000 square feet for these buildings based on

the usable square footage. Buildings "C," "D," "F," and the retail portion of "E" have been designated as retail spaces; we will provide a minimum of 4 cars per 1,000 square feet based on the usable square footage.

b. Is it appropriate to design a valet area into the parking lot configuration in anticipation that one or more restaurant outlots will need this amenity? It may be appropriate to be proactive rather than face the issue after the fact. This has been a major issue at Oakbrook Center and more commonplace with new restaurant construction. See also Freedom Drive in Naperville for other examples.

Buildings "A" and "B" are anticipated restaurant locations. Valet zones will be added at request of the tenants.

c. The parking ratio for the apartment building is 1.85 spaces per unit. Please provide rational and justification for this parking ratio. Perhaps another suburban apartment project that is not a transit oriented development? Also, does the parking total include visitor/ guest parking in the building?

The parking ratio for the apartment building is 1.5 spaces per unit (280 units with 420 parking).

d. The parking ratio for office buildings H and J are code compliant at 1 space per 300 square feet of floor area. Is this enough parking from a marketability standpoint? The Village has recently entertained several parking variation requests for office buildings seeking 4 and 5 parking spaces per 1,000 square feet of floor area because the code requirement does not adequately reflect market conditions and parking demand for their buildings.

In addition to the adjacent garage parking, the office occupants will have access to surrounding surface parking lots and parallel parking spaces; the plan reflects parking spaces closer to 4 cars per 1,000 square feet for the office buildings. We may be providing more than code minimum based on market demand.

- **Economic, Fiscal and Impact Studies** – report has not been provided at this time so unable to provide any comments.

Report will be provided with PD Submittal.

- **Other**

1. Are you amenable to changing the name of McDonald's Drive? Recognizing a historic figure or resident that has made a significant contribution to the community could be an option.

Applicant is open to this possibility.

2. Due to parking concerns identified in the traffic and parking section of this memo, consideration should be given to removing one of the four (4) retail/ restaurant outlots identified as A through D and possibly reconfiguring the site plan to take into account more parking and a valet lane.

   Please see response from Traffic & Parking #5a

3. With #2 (above) in mind, you may wish to look at adding some additional retail/ service floor area to building E to compensate for a potential lost outlot.

   Please see response from Traffic & Parking #5a

4. Summary data has been provided concerning projected water demand and wastewater flow. Public Works has asked if this information can be "mined down" even further in order to conduct water modeling for a future capital improvements project? Also, does the spreadsheet that's been provided identify the maximum design flow and does future buildout mean everything on the submitted site plan?

   V3 has discussed the water demand and wastewater flow calculations with Doug Patchin from Oak Brook public works. The calculations are based on full buildout of the master plan. The reference to "future" has been removed. The calculations have been updated based on the latest master plan, and they do identify the maximum design flow.

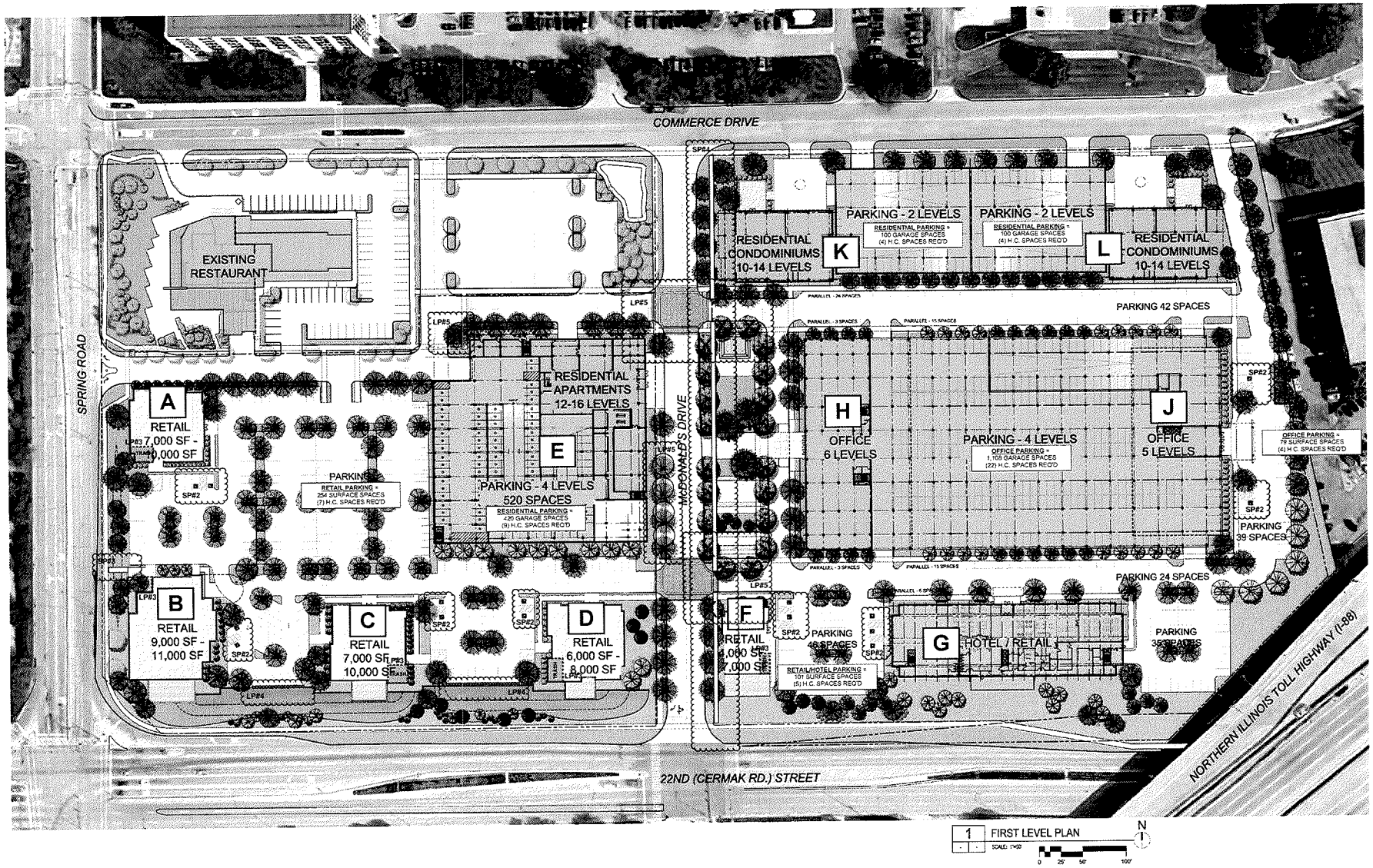
5. Please review and revise the Project Area Summary, page A5. Double check project data numbers, labeling of buildings, etc. so that it is consistent with the plan submittal data.

   Sheet A5 has been updated to align with the plan submittal data.

As I mentioned, staff met last Thursday to discuss the project submittal and these were some of the comments that were generated. Also, I'm hoping that the traffic and parking report will assist us in clarifying some of the issues referenced above.

Please let me know if you'd like to review and further discuss.

Tony Budzikowski, AICP
Development Services Director



OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OVERALL PLAN - GROUND LEVEL

A6

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers ° **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **January 28, 2019**

ANTUNOVICH ASSOCIATES
ARCHITECTURE · PLANNING · INTERIOR DESIGN
Chicago, Washington DC

February 15, 2019

Re: Oak Brook Commons – Fire Dept Comments

Dear Barry Liss,

The team has the following responses (in blue) to your comments concerning the master plan submitted for Oak Brook Commons:

Following our most recent meeting regarding comments related to the proposed Hines Development, the Fire Department has composed the following comments:

- *The height of several of the proposed high rise buildings may require "Fire Department Utility Rooms" on certain floors. The location and size of these small utility rooms will be determined following submittal of plans. As an example, a 20-story facility, based on design, may require one or two rooms, dividing the building in half or thirds. The purpose of these secured utility rooms is to house necessary high rise firefighting equipment in the event of an emergency. Rooms can ONLY be accessed by Fire Department personnel through the use and installation of a Knox Box key entry system.*
  - We will comply. Utility rooms to be incorporated into final building designs.
- *Providing the necessary equipment and supplies for the utility closets may fall upon the developer based upon impact needs.*
- *We need to ensure that the fire truck circulation and maneuverability exhibit is actually using Oak Brook Fire specifications of its largest vehicle (Ladder 94).*
  - We received the specifications for ladder 94 from Oak Brook and have revised the fire truck exhibits accordingly.
- *Several cut in into the development need to be softened, allowing easier access by Fire Department apparatus.*
  - Curb returns and radii at driveways will be softened as needed to allow for proper access for fire dept vehicles. Minor adjustments may be needed and will be made with final engineering.
- *Landscaping and location of trees in close proximity to vehicular access points and turns must be limited to prevent accidental contact.*
  - Tree locations will be adjusted to provide proper sight lines and sight triangles.
- *Signage of all buildings, indicating locations of sprinkler connections, fire alarm command panel rooms, front and rear addressing and no parking zones must meet all requirements and needs.*
  - We will comply. Life safety features to be incorporated into final building designs.
- *Adequate private fire hydrants must be established to meet the 100' connection distance to all fire department sprinkler connections throughout the complex.*
  - The preliminary utility plan has been revised to indicate the locations of fire dept connections for each building, and a fire hydrant has been located within 100' of all.
- *Emergency exits and egress out of all structures must safely exit away from any obstacles, barriers or dangers.*
  - We will comply.
- *All building structures and parking structures must meet fire code and be fully alarmed with fire sprinkler systems.*
  - We will comply.

- *Knox Boxes will be required throughout as identified through plan review.*
    - We will comply. Life safety equipment to be incorporated into final building designs.

- *Access of emergency vehicles throughout the complex must be ensured, including adequate distances between parking rows.*
    - We received the specifications for Ladder 94 from Oak Brook and have revised the fire truck exhibits accordingly. Minor modifications may be needed to some curb radii in final engineering. The necessary emergency vehicles will have access throughout the complex.

Sincerely,

ANTUNOVICH ASSOCIATES, INC.

11

McDonald's Corporation
110 N. Carpenter St.
Chicago, Illinois 60607-2101
Direct Dial Number
(630) 623-4059
Email Address
val.mathelier@us.mcd.com

January 25, 2019

Mr. Tony Budzikowski
Director of Development Services
Village of Oak Brook
1200 Oak Brook Rd.
Oak Brook, IL 60523

Dear Mr. Budzikowski:

McDonald's Corporation ("***McDonald's***") is the current owner of the Property generally located at the northeast corner of 22nd Street and Spring Road in Oak Brook, and commonly known as 1120 West 22nd Street and 2111 McDonald's Drive ("***Subject Property***").

McDonald's has authorized Hines Interests Limited Partnership ("***Hines***") to apply for a planned development and other related zoning relief and Village approvals to authorize Hines to undertake its proposed Oak Brook Commons development on the Subject Property. Please be advised that this authorization is made on the condition that each ordinance, resolution or other Village approval pertaining to the Oak Brook Commons development shall include a provision that provides for automatic termination, without further Village action, in the event Hines has not acquired title to the Subject Property within 90 days of the date of such ordinance, resolution or Village approval, as applicable.

Please let me know if you need any further information from McDonald's with regard to this matter.

Sincerely,

Val D. Mathelier
Senior Director-U.S. Legal Department
McDonald's Corporation

Document #1810139

12

VILLAGE OF
OAK BROOK
Illinois

APPLICATION FOR
PLANNED DEVELOPMENT

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

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

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

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

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

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

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

PUBLIC HEARING SIGNS (each lot frontage) 7 **Enter Number of Street Frontages/Per Parcel/ Address**

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

LOCATION OF SUBJECT PROPERTY: NE Corner of 22nd and Spring Road PERMANENT PARCEL NO/s.: See Attached

LEGAL ADDRESS/S: 1120 West 22nd Street; 2111 McDonald's Drive, Oak Brook, Illinois ZONING DISTRICT: ORA-2

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

OWNER(S) OF RECORD: McDonald's Corporation PHONE: (630) 623-4059

ADDRESS: 110 N. Carpenter Street CITY: Chicago STATE: IL ZIP: 60607

Owner Contact E-mail Address/s: Val Mathelier, Val.mathelier@us.mcd.com

NAME OF APPLICANT[1] (and Billing Information): Hines Interests Limited Partnership PHONE: 312-419-4916

ADDRESS: 444 West Lake Street, Suite 2400 CITY: Chicago STATE: IL ZIP: 60606

Applicant Contact E-mail Address/s: See Attached

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

/s/ Val Mathelier — Signature of Owner — 1/28/19 — Date

/s/ Greg Van Schaack — Signature of Applicant[1] — 1/28/19 — Date

Print Name and Email: Val Mathelier, Valmathelier@us.mcd.com

Print Name and Email: Greg Van Schaack, Email attached

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

* Note: Plus all applicable third party costs and recoverable expenses.

** List each waiver or variation on a separate sheet with applicable fees calculated.

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

Date Application Filed _____ Fee Paid $_____ Escrow Paid $_____ Receipt No. _____ Received By _____

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

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

Planned Development Commission _____

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

Attachment to Planned Development Application
Hines – Oak Brook Commons
January 28, 2019

- Permanent Parcel Nos.
  - 06-23-407-007;
  - 06-23-407-006;
  - 06-23-406-015;
  - 06-23-406-017

- Applicant Contact E-mail
  - Greg Van Schaack, Greg.VanSchaack@hines.com
  - David Bach, David.Bach@hines.com
  - Peter Friedman, Peter.Friedman@hklaw.com

Subject Property Verification

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

1. Permanent Index Number (P.I.N. from Real Estate Tax Bill): 06 23 407 006
2. Common Address: 2111 McDonald's Drive
3. Type the Complete Legal Description below or attach a separate page with the legal

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

See Attached

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

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

Date called: _____

I verify that the information provided above is accurate.

Peter Friedman
Printed Name

Signature

Date: 1/28/19 **Relationship to Applicant:** Zoning Attorney

Subject Property Verification

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

1. Permanent Index Number (P.I.N. from Real Estate Tax Bill): 06 23 407 007
2. Common Address: 2111 McDonald's Drive
3. Type the Complete Legal Description below or attach a separate page with the legal

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

See Attached

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

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

Date called: _____

I verify that the information provided above is accurate.

Peter Friedman
Printed Name

Signature

Date: 1/28/19 **Relationship to Applicant:** Zoning Attorney

Subject Property Verification

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

1. Permanent Index Number (P.I.N. from Real Estate Tax Bill): 06 23 406 015
2. Common Address: 1120 West 22nd Street
3. Type the Complete Legal Description below or attach a separate page with the legal

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

See attached

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

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

Date called: _____

I verify that the information provided above is accurate.

Peter Friedman
Printed Name

Signature

Date: 1/28/19 **Relationship to Applicant:** Zoning Attorney

Subject Property Verification

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

1. Permanent Index Number (P.I.N. from Real Estate Tax Bill): 06 23 406 017
2. Common Address: 1120 West 22nd Street
3. Type the Complete Legal Description below or attach a separate page with the legal

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

See Attached

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

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

Date called: _____

I verify that the information provided above is accurate.

Peter Friedman
Printed Name

Signature

Date: 1/24/19 **Relationship to Applicant:** Zoning Attorney

PARCEL 1:

LOT 4 IN OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION UNIT 1 (EXCEPT THAT PORTION FALLING WITHIN LOT 3 OF BUTLER COMPANY-M-1, INC. ASSESSMENT PLAT NO. 1, RECORDED JULY 8, 1964 AS DOCUMENT R64-24068), BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 12, 1968 AS DOCUMENT R68-30335, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:

LOT 1 IN MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, BEING A RESUBDIVISION OF LOTS 1 AND 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2, BEING A RESUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 17, 2009 AS DOCUMENT R2009-111381, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:

LOT 2 IN THE FINAL SUBDIVISION PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 4, BEING A RESUBDIVISION OF LOT 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, BEING A RESUBDIVISION IN PART OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 1, 2018 AS DOCUMENT NUMBER R2018-071747 IN THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS.

2111 McDonald's Drive, Oak Brook, IL (Parcel 1) PIN 06-23-407-006 and 06-23-407-007

1120 West 22nd Drive, Oak Brook, IL (Parcel 2 and Parcel 3) PINS 06-23-406-015 and 06-23-406-017

NAMES OF SURROUNDING PROPERTY OWNERS

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

NAME OF PROPERTY OWNER	MAILING ADDRESS OF PROPERTY OWNER	PROPERTY ADDRESS	PARCEL NUMBER
	See attached Exhibit		

(Attach additional sheets if necessary)

Property Site Address	Taxpayer Name	Taxpayer Mailing Address	PIN
100 Orchard Center, Oak Brook, Illinois	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661	06-23-300-037
5 OAKBROOK CTR OAK BROOK IL	NEIMAN MARCUS GROUP INC C/O RYAN LLC PTS	PO BOX 460389 HOUSTON TX 77056	06-23-300-041
6 OAKBROOK CTR OAK BROOK IL	NEIMAN MARCUS GROUP INC C/O RYAN LLC PTS	PO BOX 460389 HOUSTON TX 77056	06-23-300-041
8 OAKBROOK CTR OAK BROOK IL	NEIMAN MARCUS GROUP INC C/O RYAN LLC PTS	PO BOX 460389 HOUSTON TX 77056	06-23-300-041
206 OAKBROOK CTR OAK BROOK IL	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661-7905	06-23-300-050
208 OAKBROOK CTR OAK BROOK IL	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661-7905	06-23-300-050
212 OAKBROOK CTR OAK BROOK IL	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661-7905	06-23-300-050
222 OAKBROOK CTR OAK BROOK IL	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661-7905	06-23-300-050
226 OAKBROOK CTR OAK BROOK IL	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661-7905	06-23-300-050
232 OAKBROOK CTR OAK BROOK IL	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661-7905	06-23-300-050
2857 OAKBROOK CTR SERVICE YARD 7 OAK BROOK IL	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661-7905	06-23-300-050
Parking Lot	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661-7905	06-23-300-051
2020 SPRING RD OAK BROOK IL	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661-7905	06-23-300-054
2022 SPRING RD OAK BROOK IL	OAK BROOK SHOPPING CENTER C/O PROPERTY TAX DEPT	PO BOX 617905 CHICAGO IL 60661-7905	06-23-300-054
925 OAKBROOK CTR PARKIKNG DECK GREEN OAK BROOK IL	RBP OAK BROOK LLC C/O ROCK BRIDGE CAPITAL	4100 REGENT ST UNIT G COLUMBUS OH 43219	06-23-300-055
2100 SPRING RD OAK BROOK IL	AT&T COMMUNICATIONS OF IL	PO BOX 7207 BEDMINSTER NJ 07921	06-23-404-020
1000 COMMERCE DR OAK BROOK IL	SMITH, WILLIAM JR	10 S LASALLE ST UNIT 2650 CHICAGO IL 60603	06-23-404-021
900 COMMERCE DR OAK BROOK IL	CBRE INC	814 COMMERCE DR OAK BROOK IL 60523	06-23-404-022
814 COMMERCE DR OAK BROOK IL	AT&T COMMUNICATIONS IL	PO BOX 7207 BEDMINSTER NJ 07921	06-23-404-023
1000 COMMERCE DR OAK BROOK IL	COMMERCE PLAZA PROP LLC C/O ZELLER REALTY GROUP	401 N MICHIGAN UNIT 1300 CHICAGO IL 60611-4271	06-23-404-032
1114 COMMERCE DR OAK BROOK IL	COMMERCE PLAZA PROP LLC C/O ZELLER REALTY GROUP	401 N MICHIGAN UNIT 1300 CHICAGO IL 60611-4271	06-23-404-032
2001 SPRING RD OAK BROOK IL	COMMERCE PLAZA PROP LLC C/O ZELLER REALTY GROUP	401 N MICHIGAN UNIT 1300 CHICAGO IL 60611-4271	06-23-404-032
2015 SPRING RD OAK BROOK IL	COMMERCE PLAZA PROP LLC C/O ZELLER REALTY GROUP	401 N MICHIGAN UNIT 1300 CHICAGO IL 60611-4271	06-23-404-032
2021 SPRING RD OAK BROOK IL	800 ENTERPRISE PROP LLC C/O MICHAEL BIALAS	222 N LASALLE ST NO 1000 CHICAGO IL 60601	06-23-405-003
800 ENTERPRISE DR OAK BROOK IL	FALCON INSURANCE CO	724 ENTERPRISE DR OAK BROOK IL 60523	06-23-405-004
724 ENTERPRISE DR OAK BROOK IL	FALCON INSURANCE CO	724 ENTERPRISE DR OAK BROOK IL 60523	06-23-405-005
724 ENTERPRISE DR OAK BROOK IL	VILLAGE OF OAK BROOK	1200 OAK BROOK RD OAK BROOK IL 60523	06-23-405-006
Public Way	DAN MANAGEMENT CORP FOR BRAESIDE REALTY TRUST	10 E 22ND ST NO 116 LOMBARD IL 60148	06-23-405-007
A Small (a couple feet) parcel	2105 SPRING ROAD LLC C/O GIBSONS STEAKHOUSE	1050 N STATE ST UNIT 4 CHICAGO IL 60610	06-23-406-013
2105 SPRING RD OAK BROOK IL	MC DONALDS CORP**	PO BOX 182571 COLUMBUS OH 43218**	06-23-406-014 (PART) (TAXPAYER INFO FOR 2017 TAX YEAR)**
Was divided into Gibson's/McDonald's	2105 SPRING ROAD LLC C/O GIBSONS STEAKHOUSE	1050 N STATE ST UNIT 4 CHICAGO IL 60610	06-23-406-016** (2018 TAX YEAR PIN FOR PART OF 06-23-406-014)
2105 SPRING RD OAK BROOK IL	OAK BROOK COMMERCE CENTER C/O EQUITY PROPERTY TAX G	PO BOX D6494 CHICAGO IL 60606-6494	06-23-407-002
903 COMMERCE DR OAK BROOK IL	823 COMMERCE DR C/O CBRE	700 COMMERCE DR UNIT 450 OAK BROOK IL 60523	06-23-407-003
823 COMMERCE DR OAK BROOK IL	WALKER PARTNERS LLC	815 COMMERCE DR UNIT 100 OAK BROOK IL 60523	06-23-407-010
815 COMMERCE DR OAK BROOK IL	VILLAGE OF OAK BROOK	1200 OAK BROOK RD OAK BROOK IL 60523	06-24-306-011
725 ENTERPRISE DR OAK BROOK IL			
	NICOR GAS/SOUTHERN CO	241 RALPH MCGILL BLVD NE BIN 10081 ATLANTA GA 30309-3374	06-25-100-003
Along highway	EXETER 711 JORIE LLC ATTN TIMOTHY WEBER	101 W ELM ST ST UNIT 600 CONSHOHOCKEN PA 19428	06-25-101-001
711 JORIE BLVD OAK BROOK IL	AG OAK BROOK EX PARK VENT C/O ALCION VENTURES	ONE POST OFFICE SQ NO 315 BOSTON MA 02109	06-26-100-012
1211 22ND ST OAK BROOK IL	AG OAK BROOK EX PARK VENT C/O ALCION VENTURES	ONE POST OFFICE SQ NO 315 BOSTON MA 02109	06-26-100-012
1225 22ND ST OAK BROOK IL	AG OAK BROOK EX PARK VENT C/O ALCION VENTURES	ONE POST OFFICE SQ NO 315 BOSTON MA 02109	06-26-100-012
1301 22ND ST OAK BROOK IL	AG OAK BROOK EX PARK VENT C/O ALCION VENTURES	ONE POST OFFICE SQ NO 315 BOSTON MA 02109	06-26-100-012
1315 22ND ST OAK BROOK IL	VILLAGE OF OAK BROOK	1200 OAK BROOK RD OAK BROOK IL 60523	06-26-100-013
1219 22ND ST OAK BROOK IL	MUTUAL TR LIFE INS CO	1200 JORIE BLVD OAK BROOK IL 60523	06-26-101-010
1200 JORIE BLVD OAK BROOK IL			
	NICOR GAS/SOUTHERN CO	241 RALPH MCGILL BLVD NE BIN 10081 ATLANTA GA 30309-3374	06-26-101-021
Along highway	DAN MANAGEMENT CORP FOR BRAESIDE REALTY TRUST	10 E 22ND ST NO 116 LOMBARD IL 60148	06-26-200-003
1111 22ND ST OAK BROOK IL	OAK BROOK GATEWAY LLC ATTN DMITRY GORDEEV	30 VREELAND DR NO 30 2-3 SKILLMAN NJ 08558	06-26-200-008
1111 22ND ST OAK BROOK IL	OAK BROOK PARK DISTRICT	1450 FOREST GATE RD OAK BROOK IL 60523	06-26-201-001
Along highway	RIVERSIDE TERRACE PRTNRSP C/O CHUCK SAPORITO	99 BRAIRWOD CIR OAK BROOK IL 60523	06-26-201-008
1100 JORIE BLVD OAK BROOK IL	900 JOIRE BOULEVARD LLC	21 SPINNING WHEEL HINSDALE IL 60521	06-26-201-011
900 JORIE BLVD OAK BROOK IL	1010 JORIE BOULEVARD LLC	21 SPINNING WHEEL HINSDALE IL 60521	06-26-201-019
1000 JORIE BLVD OAK BROOK IL	1010 JORIE BOULEVARD LLC	21 SPINNING WHEEL HINSDALE IL 60521	06-26-201-019
1010 JORIE BLVD OAK BROOK IL			
	NICOR GAS/SOUTHERN CO	241 RALPH MCGILL BLVD NE BIN 10081 ATLANTA GA 30309-3374	06-26-201-025
Along highway	LEGACY OF N BARRINGTON C/O ADVANTAGE PARTNER PRO	1110 JORIE BLVD UNIT 202 OAK BROOK IL 60523-2271	06-26-201-026
1110 JORIE BLVD OAK BROOK IL	R OAK BROOK C/O BRIAN DENBOW	3 BETHESDA METRO NO 1000 BETHESDA MD 20814	06-26-201-027
790 JORIE BLVD OAK BROOK IL	SF CH2 LLC	999 N SEPULVEDA UNIT 600 EL SEGUNDO CA 90245	06-26-201-028
800 JORIE BLVD OAK BROOK IL	SF CH2 LLC	999 N SEPULVEDA UNIT 600 EL SEGUNDO CA 90245	06-26-201-028
810 JORIE BLVD OAK BROOK IL	BUTLER NATIONAL GOLF CLUB	2616 S YORK RD OAK BROOK IL 60523	06-26-202-002
2616 YORK RD OAK BROOK IL 60523	CARAVANA LLC	1930 W RIO SALADO PKWY TEMPE AZ 85281-2339	06-24-305-001
720 ENTERPRISE DR OAK BROOK IL 60523	AAG 714 LLC	714 ENTERPRISE DR NO 100 OAK BROOK IL 60523	06-24-305-002
714 ENTERPRISE DR OAK BROOK IL 60523	JAR MANAGEMENT LLC	708 ENTERPRISE DR OAK BROOK IL 60523	06-24-305-003
708 ENTERPRISE DR OAK BROOK IL 60523	PHILLIPS FLOWERS & GIFTS	524 N CASS AVE WESTMONT IL 60559	06-24-305-004
700 ENTERPRISE DR OAK BROOK IL 60523	620 ENTERPRISE DR LLC	620 ENTERPRISE DR OAK BROOK IL 60523	06-24-305-005
620 ENTERPRISE DR OAK BROOK IL 60523			

Property Site Address	Taxpayer Name	Taxpayer Mailing Address	PIN
602 ENTERPRISE DR OAK BROOK IL 60523	COMMONWEALTH EDISON CO	3 LINCOLN CENTRE, 4TH FLR OAKBROOK TERRACE, IL 60181	06-24-305-007
616 ENTERPRISE DR OAK BROOK IL 60523	TEAMWORK INVESTMENTS LLC ATTN: RONALD G KAMINSKI	921 W VAN BUREN UNIT N-B CHICAGO IL 60607	06-24-305-008
610 ENTERPRISE DR OAK BROOK IL 60523	AURIEMMA PROP MGMT LLC	628 W WALNUT ST HINSDALE IL 60521-3155	06-24-305-009
700 COMMERCE DR OAK BROOK IL 60523	CBRE - MGMT OFFICE ATTN: PROPERTY MGMT	700 COMMERCE DR UNIT 170 OAK BROOK IL 60523	06-24-304-007
800 COMMERCE DR OAK BROOK IL 60523	CBRE ATTN: PROPERTY MGMT	700 COMMERCE DR UNIT 170 OAK BROOK IL 60523	06-23-407-011
1120 22ND ST OAK BROOK IL 60523	McDONALD'S CORP	PO BOX 182571 COLUMBUS OH 43218	06-23-406-015
1120 22ND ST OAK BROOK IL 60523	McDONALD'S CORP	PO BOX 182571 COLUMBUS OH 43218	06-23-406-017
1120 22ND ST OAK BROOK IL 60523	McDONALD'S CORP	PO BOX 182571 COLUMBUS OH 43218	06-23-407-006
1120 22ND ST OAK BROOK IL 60523	McDONALD'S CORP	PO BOX 182571 COLUMBUS OH 43218	06-23-407-007

WAIVERS and VARIATIONS
(Site Development Departures)

Zoning Ordinance Section	Brief description of each waiver or variation sought	Fee Each
13-10B-3-A	Maximum Floor Area Ratio	$ 500.00
13-10B-3-B	Maximum Structure Height	
13-10B-1	Permitted Uses - Residential	
13-10B-3-C	Building Setbacks - 22nd/McDonald's Drive	
13-12-3-C	Parking Stall Width	
13-12-3-C	Parking Drive Aisle Width	

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

13

AFFIDAVIT

February 5, 2019

Village of Oak Brook
Plan Commission
Village Hall
1200 Oak Brook Rd
Oak Brook, IL 60523

RE: Case Number 2019-01-ZO-PUD

Plan Commission:

The undersigned, Megan R. Cawley, being first duly sworn under oath, deposes and states the following:

That the undersigned certifies they have complied with the requirements of Section 13-15-5 of the Oak Brook Zoning Ordinance, Title 13 of the Village Code of Oak Brook, by serving written notice, by certified USPS first class mail, return receipt requested (i) to the taxpayers of record and owner of record of the property commonly known as 2111 McDonald's Drive, Oak Brook, IL and 1120 22ND Street, Oak Brook, IL (jointly the "Property"), which is the subject of the application for planned development and (ii) to the taxpayers of record and residents of all property within five hundred (500) feet of the Property, excluding the number of feet occupied by streets, alleys, other public ways in each direction of the lot lines of the Property, and that the notice contained:

- the identification number designation of the application;
- the date and time of the public hearing;
- the location of the public hearing; and
- the general location of the Property, the legal description of the Property and its street addresses and a short description of the proposed planned development and the purpose of the public hearing.

Further, that the undersigned, made a bona fide effort to determine the address of the parties to be notified under the above ordinance, that the accompanying list of names and addresses of surrounding property taxpayers and residents within 500 feet is a complete list.

Megan R. Cawley

Signature

Subscribed and sworn to before me this 5th day of February, 2019.

Kevin McDermott

Notary Public

OFFICIAL SEAL
KEVIN MCDERMOTT
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 09/17/2022

#63140526_v1

06-23-300-037
OAKBROOK SHOPPING CENTER LLC
C/O PROPERTY TAX DEPT.
PO BOX 617905
CHICAGO IL 60661

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

06-23-300-050
OAKBROOK SHOPPING CENTER LLC
C/O PROPERTY TAX DEPT.
PO BOX 617905
CHICAGO IL 60661-7905

06-23-300-051
OAKBROOK SHOPPING CENTER LLC
PO BOX 617905
CHICAGO IL 60661-7905

06-23-300-054
OAKBROOK SHOPPING CENTER LLC
C/O PROPERTY TAX DEPT.
PO BOX 617905
CHICAGO IL 60661-7905

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

06-23-404-020
AT&T COMMUNICATIONS OF ILLINOIS
PO BOX 7207
BEDMINSTER NJ 07921

06-23-404-021
WILLIAM SMITH JR.
10 S LASALLE ST UNIT 2660
CHICAGO IL 60603

06-23-404-022
CBRE INC.
814 COMMERCE DR
OAK BROOK IL 60523

06-23-404-023
AT&T COMMUNICATIONS OF ILLINOIS
PO BOX 7207
BEDMINSTER NJ 07921

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

06-23-405-003
800 ENTERPRISE PROPERTY LLC
C/O MICHAEL BIALAS
222 N LASALLE ST NO 1000
CHICAGO IL 60601

06-23-405-004
FALCON INSURANCE COMPANY
724 ENTERPRISE DR
OAK BROOK IL 60523

06-23-405-005
FALCON INSURANCE COMPANY
724 ENTERPRISE DR
OAK BROOK IL 60523

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

06-23-405-006
VILLAGE OF OAK BROOK
1200 OAK BROOK RD
OAK BROOK IL 60523

06-23-405-007
DAN MANAGEMENT CORP. FOR BRAESIDE
REALTY TRUST
10 E 22ND ST NO 116
LOMBARD IL 60148

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

06-23-406-014 (PART) (TAXPAYER INFO FOR 2017 TAX YEAR)**
MCDONALD'S CORP.
PO BOX 182571
COLUMBUS OH 43218**

06-23-406-016** (2018 TAX YEAR PIN FOR PART OF 06-23-406-014)
2105 SPRING ROAD LLC
C/O GIBSON'S STEAKHOUSE
1050 N STATE ST UNIT 4
CHICAGO IL 60610

06-23-407-002
OAK BROOK COMMERCE CENTER LLC
C/O EQUITY PROPERTY TAX
PO BOX 06494
CHICAGO IL 60606-6494

06-23-407-003
823 COMMERCE LLC
C/O CBRE
700 COMMERCE DR UNIT 450
OAK BROOK IL 60523

06-23-407-010
WALKER PARTNERS LLC
815 COMMERCE DR UNIT 100
OAK BROOK IL 60523

06-24-306-011
VILLAGE OF OAK BROOK
1200 OAK BROOK RD
OAK BROOK IL 60523

06-25-100-003
NICOR GAS/SOUTHERN CO.
241 RALPH MCGILL BLVD NE BIN 10081
ATLANTA GA 30309-3374

06-25-101-001
ATTENTION TIMOTHY WEBER
EXETER 711 JORIE LLC
101 W ELM ST ST UNIT 600
CONSHOHOCKEN PA 19428

06-26-100-012
AG OAK BROOK EXECUTIVE PARK VENTURE LLC
C/O ALCION VENTURES
ONE POST OFFICE SQ
NO. 315
BOSTON MA 02109

06-26-201-027
R. OAKBROOK
C/O BRIAN DENBOW
3 BETHESDA METRO NO 1000
BETHESDA MD 20814

06-26-101-010
MUTUAL TRUST LIFE INSURANCE COMPANY
1200 JORIE BLVD.
OAK BROOK IL 60523

06-26-101-021
NICOR/SOUTHERN CO.
241 RALPH MCGILL BLVD NE
BIN 10081
ATLANTA GA 30309-3374

06-26-200-003
DAN MANAGEMENT CORP FOR BRAESIDE
REALTY TRUST
10 E 22ND ST NO 116
LOMBARD IL 60148

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

06-26-201-001
OAK BROOK PARK DISTRICT
1450 FOREST GATE RD
OAK BROOK IL 60523

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

06-26-201-011
900 JORIE BOULEVARD LLC
21 SPINNING WHEEL
HINSDALE IL 60521

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

06-26-201-019
1000 JORIE BOULEVARD LLC
21 SPINNING WHEEL
HINSDALE IL 60521

06-26-201-025
NICOR GAS/SOUTHERN CO.
241 RALPH MCGILL BLVD NE
BIN 10081
ATLANTA GA 30309-3374

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

06-26-201-028
SF CH2 LLC
999 N SEPULVEDA UNIT 600
EL SEGUNDO CA 90245

06-23-300-050
OWNER OF RECORD
208 OAKBROOK CTR
OAK BROOK IL 60523

06-23-300-054
OWNER OF RECORD
2020 SPRING RD
OAK BROOK IL 60523

06-23-300-041
OWNER OF RECORD
5 OAKBROOK CTR
OAK BROOK IL 60523

06-23-300-050
OWNER OF RECORD
226 OAKBROOK CTR
OAK BROOK IL

06-26-200-008
BRE ILLINOIS OFFICE OWNER LLC
C/O PROPERTY TAX
P.O. BOX A3879
CHICAGO, IL 60690

06-23-300-041
OWNER OF RECORD
6 OAKBROOK CTR
OAK BROOK IL 60523

06-23-300-050
OWNER OF RECORD
232 OAKBROOK CTR
OAK BROOK IL 60523

06-23-300-055
OWNER OF RECORD
2100 SPRING RD
OAK BROOK IL 60523

06-23-300-041
OWNER OF RECORD
8 OAKBROOK CTR
OAK BROOK IL 60523

06-23-300-050
OWNER OF RECORD
2857 OAKBROOK CTR
SERVICE YARD 7
OAK BROOK, IL 60523

06-23-404-020
OWNER OF RECORD
1000 COMMERCE DR
OAK BROOK IL 60523

06-23-300-050
OWNER OF RECORD
206 OAKBROOK CTR
OAK BROOK IL 60523

06-23-404-022
OWNER OF RECORD
814 COMMERCE DR
OAK BROOK IL 60523

06-23-404-021
OWNER OF RECORD
900 COMMERCE DR
OAK BROOK IL 60523

06-23-300-050
OWNER OF RECORD
212 OAKBROOK CTR
OAK BROOK IL 60523

06-23-300-050
OWNER OF RECORD
222 OAKBROOK CTR
OAK BROOK IL 60523

06-23-404-032
OWNER OF RECORD
2001 SPRING RD
OAK BROOK IL 60523

06-23-404-032
OWNER OF RECORD
2015 SPRING RD
OAK BROOK IL 60523

06-23-404-032
OWNER OF RECORD
2021 SPRING RD
OAK BROOK IL 60523

06-23-405-003
OWNER OF RECORD
800 ENTERPRISE DR
OAK BROOK IL 60523

06-23-405-004
OWNER OF RECORD
724 ENTERPRISE DR
OAK BROOK IL 60523

06-23-405-005
OWNER OF RECORD
724 ENTERPRISE DR
OAK BROOK IL 60523

06-25-101-001
OWNER OF RECORD
711 JORIE BLVD
OAK BROOK IL 60523

06-23-300-054
OWNER OF RECORD
2022 SPRING RD
OAK BROOK IL 60523

06-23-300-054
OWNER OF RECORD
925 OAKBROOK CTR
PARKING DECK – GREEN
OAK BROOK IL 60523

06-23-300-037
OWNER OF RECORD
100 OAKBROOK CENTER DRIVE
OAK BROOK IL 60523

06-23-406-013
OWNER OF RECORD
2105 SPRING RD
OAK BROOK IL 60523

06-23-407-002
OWNER OF RECORD
903 COMMERCE DR
OAK BROOK IL 60523

06-23-407-003
OWNER OF RECORD
823 COMMERCE DR
OAK BROOK IL 60523

06-23-407-010
OWNER OF RECORD
815 COMMERCE DR
OAK BROOK IL 60523

06-24-306-011
OWNER OF RECORD
725 ENTERPRISE DR
OAK BROOK IL 60523

06-26-200-008
OWNER OF RECORD
1111 22ND ST
OAK BROOK IL 60523

06-23-404-023
OWNER OF RECORD
1000 COMMERCE DR
OAK BROOK IL 60523

06-23-404-032
OWNER OF RECORD
1114 COMMERCE DR
OAK BROOK IL 60523

06-26-100-012
OWNER OF RECORD
1225 22ND ST
OAK BROOK IL 60523

06-26-100-012
OWNER OF RECORD
1301 22ND ST
OAK BROOK IL 60523

06-26-100-012
OWNER OF RECORD
1315 22ND ST
OAK BROOK IL 60523

06-26-100-013
OWNER OF RECORD
1219 22ND ST
OAK BROOK IL 60523

06-26-101-010
OWNER OF RECORD
1200 JORIE BLVD
OAK BROOK IL 60523

06-26-200-003
OWNER OF RECORD
1111 22ND ST
OAK BROOK IL 60523

06-26-100-012
OWNER OF RECORD
1211 22ND ST
OAK BROOK IL 60523

06-23-406-014 (2017)
06-23-406-016 (2018)
OWNER OF RECORD
2105 SPRING RD
OAK BROOK IL 60523

06-23-407-007
MCDONALD'S CORP.
P.O. BOX 182571
COLUMBUS, OHIO 43218

06-23-407-007
OWNER OF RECORD
2111 MCDONALD'S DRIVE
OAK BROOK IL 60523

06-26-201-008
OWNER OF RECORD
1100 JORIE BLVD
OAK BROOK IL 60523

06-26-201-028
OWNER OF RECORD
810 JORIE BLVD
OAK BROOK IL 60523

06-24-305-008
TEAMWORK INVESTMENTS LLC
ATTN: RONALD G. KAMINSKI
921 W. VAN BUREN
UNIT N-B
CHICAGO, IL 60607

06-26-201-011
OWNER OF RECORD
900 JORIE BLVD
OAK BROOK IL 60523

06-26-202-002
BUTLER NATIONAL GOLF CLUB
2616 SOUTH YORK RD.
OAK BROOK IL 60523

06-26-202-002
OWNER OF RECORD
2616 SOUTH YORK RD.
OAK BROOK IL 60523

06-26-201-019
OWNER OF RECORD
1000 JORIE BLVD
OAK BROOK IL 60523

06-24-305-001
CARAVANA LLC
1930 W. RIO SALADO PARKWAY
TEMPE ARIZONA 85281-2339

06-24-305-001
OWNER OF RECORD
720 ENTERPRISE DRIVE
OAK BROOK IL 60523

06-26-201-019
OWNER OF RECORD
1010 JORIE BLVD
OAK BROOK IL 60523

06-24-305-002
AAG 714 LLC
714 ENTERPRISE DRIVE
NO. 100
OAK BROOK IL 60523

06-24-305-002
OWNER OF RECORD
714 ENTERPRISE DRIVE
OAK BROOK IL 60523

06-26-201-025
OWNER OF RECORD
KEVIN WILL CALL
OAK BROOK IL 60523

06-24-305-003
JAR MANAGEMENT LLC
708 ENTERPRISE DRIVE
OAK BROOK IL 60523

06-24-305-003
OWNER OF RECORD
708 ENTERPRISE DRIVE
OAK BROOK IL 60523

06-26-201-026
OWNER OF RECORD
1110 JORIE BLVD
OAK BROOK IL 60523

06-24-305-004
PHILLIPS FLOWERS & GIFTS
524 N. CASS AVE.
WESTMONT, IL 60559

06-24-305-004
OWNER OF RECORD
700 ENTERPRISE DRIVE
OAK BROOK IL 60523

06-26-201-027
OWNER OF RECORD
790 JORIE BLVD
OAK BROOK IL

06-24-305-005
620 ENTERPRISE DR., LLC
620 ENTERPRISE DRIVE
OAK BROOK IL 60523

06-24-305-005
OWNER OF RECORD
620 ENTERPRISE DRIVE
OAK BROOK IL 60523

06-26-201-028
OWNER OF RECORD
800 JORIE BLVD
OAK BROOK IL 60523

06-24-305-007
COMMONWEALTH EDISON CO.
3 LINCOLN CENTRE
4TH FLOOR
OAKBROOK TERRACE, IL 60181

06-24-305-007
OWNER OF RECORD
602 ENTERPRISE DRIVE
OAK BROOK IL 60523

06-24-305-008
OWNER OF RECORD
616 ENTERPRISE DRIVE
OAK BROOK IL 60523

06-23-407-011
OWNER OF RECORD
800 COMMERCE DRIVE
OAK BROOK IL 60523

06-23-406-015
MCDONALD'S CORP.
P.O. BOX 182571
COLUMBUS, OHIO 43218

06-24-305-009
AURIEMMA PROPERTY MANAGEMENT LLC
628 W. WALNUT STREET
HINSDALE, IL 60521-3155

06-24-305-009
OWNER OF RECORD
610 ENTERPRISE DRIVE
OAK BROOK IL 60523

06-24-304-007
CBRE-MGMT OFFICE
ATTN: PROPERTY MANAGEMENT
700 COMMERCE DRIVE
UNIT 170
OAK BROOK IL 60523

06-24-305-001
Store Master Funding XV, LLC
C/O C T CORPORATION SYSTEM
208 S. LASALLE ST, SUITE 814
CHICAGO, IL 60604

06-24-304-007
OWNER OF RECORD
700 COMMERCE DRIVE
OAK BROOK IL 60523

06-23-407-011
CBRE
ATTN: PROPERTY MANAGEMENT
700 COMMERCE DRIVE
UNIT 170
OAK BROOK IL 60523

06-23-407-006
OWNER OF RECORD
2111 MCDONALD'S DRIVE
OAK BROOK IL 60523

06-23-406-015
OWNER OF RECORD
MCDONALD'S CORP.
1120 22ND ST.
OAK BROOK IL 60523

06-23-406-017
MCDONALD'S CORP.
P.O. BOX 182571
COLUMBUS, OHIO 43218

06-23-406-017
OWNER OF RECORD
1120 22ND ST.
OAK BROOK IL 60523

06-23-407-006
MCDONALD'S CORP. 012-0901
P.O. BOX 182571
COLUMBUS, OHIO 43218

06-26-201-027
SF CH2 LLC
C/O CAPITOL CORPORATE SERVICES INC
1315 W LAWRENCE AVE
SPRINGFIELD, IL 602704

06-23-300-037
OAKBROOK SHOPPING CENTER LLC
C/O ILLINOIS CORPORATION SERVICE CO
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-23-300-041
OAKBROOK SHOPPING CENTER LLC
C/O ILLINOIS CORPORATION SERVICE CO
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-23-407-007
McDONALD'S CORP
C/O PRENTICE HALL CORPORATION
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-23-407-006
McDONALD'S CORP
C/O PRENTICE HALL CORPORATION
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-23-300-055
RBP OAK BROOK LLC
C/O C T CORPORATION SYSTEM
208 S. LASALLE ST, SUITE 814
CHICAGO, IL 60604

06-23-404-020
ILLINOIS BELL TELEPHONE LLC
C/O C T CORPORATION SYSTEM
208 S. LASALLE ST, SUITE 814
CHICAGO, IL 60604

06-23-404-023
ILLINOIS BELL TELEPHONE LLC
C/O C T CORPORATION SYSTEM
208 S. LASALLE ST, SUITE 814
CHICAGO, IL 60604

06-25-100-003
NORTHERN ILLINOIS GAS COMPANY
C/O ILLINOIS CORPORATION SERVICE CO
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-25-101-001
EXETER 711 JORIE LLC
C/O ILLINOIS CORPORATION SERVICE CO
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-26-100-012
AG OAK BROOK EXECUTIVE PARK
VENTURE LLC
C/O C T CORPORATION SYSTEM
208 S. LASALLE ST, SUITE 814
CHICAGO, IL 60604

06-23-406-017
McDONALD'S CORP
C/O PRENTICE HALL CORPORATION
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-26-201-025
NORTHERN ILLINOIS GAS COMPANY
C/O ILLINOIS CORPORATION SERVICE CO
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-23-406-015

McDONALD'S CORP
C/O PRENTICE HALL CORPORATION
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-26-101-021
NORTHERN ILLINOIS GAS COMPANY
C/O ILLINOIS CORPORATION SERVICE CO
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-26-200-008
OAK BROOK GATEWAY LLC
C/O ILLINOIS CORPORATION SERVICE CO
801 ADLAI STEVENSON DRIVE
SPRINGFIELD, IL 62703

06-26-201-028
SF CH2 LLC
C/O CAPITOL CORPORATE SERVICES INC
1315 W LAWRENCE AVE
SPRINGFIELD, IL 602704

14

Holland & Knight

131 South Dearborn Street, 30th Floor | Chicago, IL 60603 | T 312.263.3600 | F 312.578.6666
Holland & Knight LLP | www.hklaw.com

NOTICE OF PUBLIC HEARING
VILLAGE OF OAK BROOK PLANNED DEVELOPMENT COMMISSION
FEBRUARY 28, 2019 AT 7:00 P.M.

NOTICE IS HEREBY GIVEN that a public hearing before the Planned Development Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be held on **Thursday, February 28, 2019 at 7:00 p.m. in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523** for the purpose of considering the application from the Petitioners, McDonald's Corporation, 110 N. Carpenter St., Chicago, IL 60607 (630-623-4039) owner of the property, and Hines Interests Limited Partnership, 444 West Lake St., Suite 2400, Chicago, IL 60606 (312-419-4916), contract purchaser of the property at N.E. Corner of 22nd and Spring Road, legal address: 1120 W. 22nd St. and 2111 McDonald's Drive, Oak Brook, Illinois 60523, seeking a planned development as provided for under Chapter 15 of Title 13, the Zoning Ordinance of the Village of Oak Brook, Illinois, as amended.

The Petitioners have submitted an application, case number 2019-01-Z0-PUD, seeking approval of a planned development to be located at N.E. Corner of 22nd and Spring Road, legal address: 1120 W. 22nd St. and 2111 McDonald's Drive, Oak Brook, Illinois 60523 as described below.

Project Description: Petitioners have applied to the Village for Planned Development approval to allow for the development of a mixed used development to be known as Oak Brook Commons. The development will include the demolition of the existing McDonald's headquarters office building, to be replaced by a mixed-use ground-up redevelopment consisting of upscale food and beverage and other retail uses, residential of up to 380 units, office, and hotel elements, plus a public green space amenity and associated parking and related facilities. In accordance with the zoning regulations, as part of the planned development, the Petitioners have requested modifications and departures from the standard zoning provisions.

The subject property may be generally described as N.E. Corner of 22nd and Spring Road (except that portion at the corner of Spring Rd. and Commerce Drive which is an existing Gibson's Restaurant), legal address: 1120 W. 22nd St. and 2111 McDonald's Drive, Oak Brook, Illinois 60523, with the legal description as follows:

PARCEL 1:

LOT 4 IN OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION UNIT 1 (EXCEPT THAT PORTION FALLING WITHIN LOT 3 OF BUTLER COMPANY-M-1, INC. ASSESSMENT PLAT NO. 1, RECORDED JULY 8, 1964 AS DOCUMENT R64-24068), BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL

MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 12, 1968 AS DOCUMENT R68-30335, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:

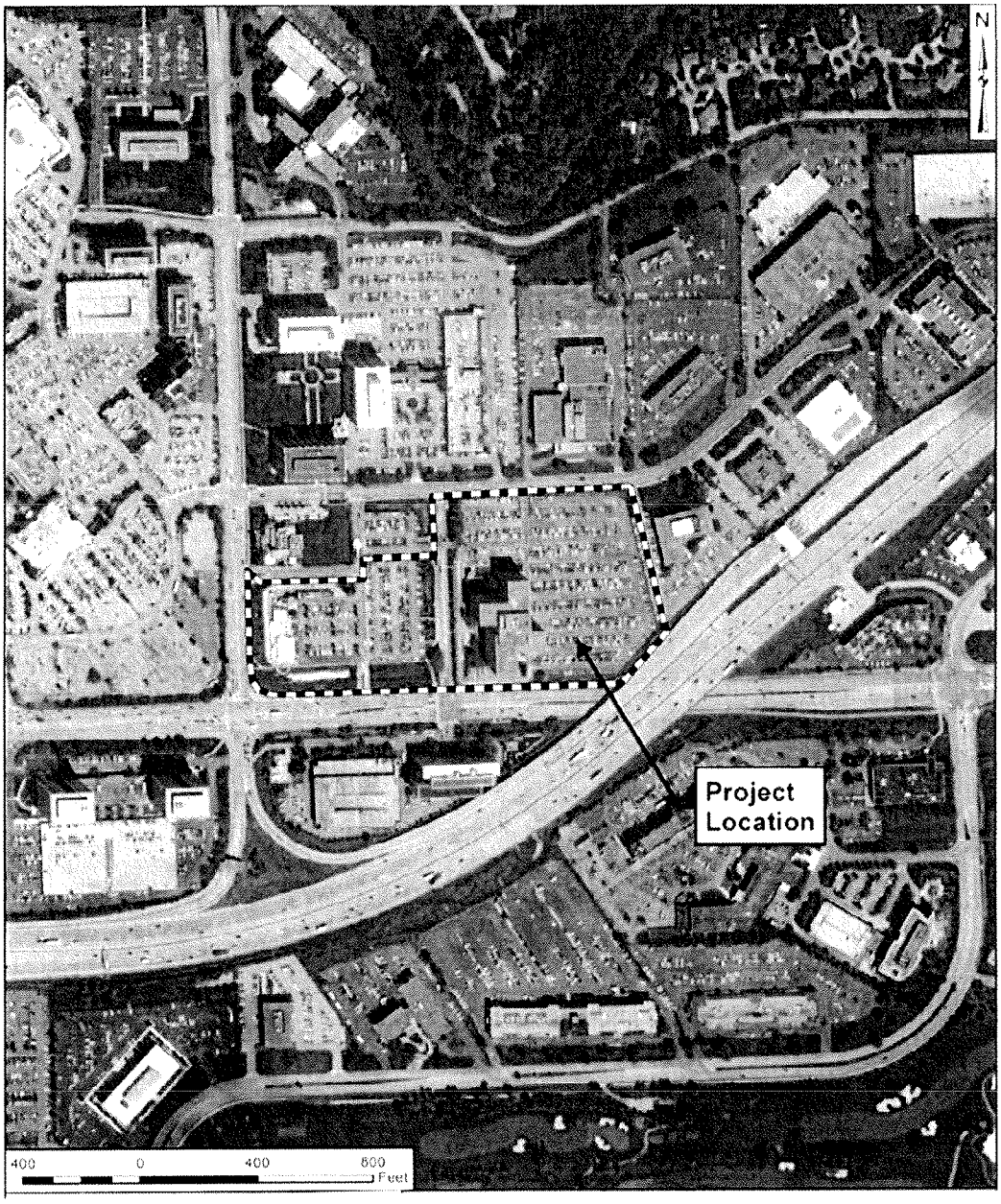
LOT 1 IN MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, BEING A RESUBDIVISION OF LOTS 1 AND 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2, BEING A RESUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 17, 2009 AS DOCUMENT R2009-111381, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:

LOT 2 IN THE FINAL SUBDIVISION PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 4, BEING A RESUBDIVISION OF LOT 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, BEING A RESUBDIVISION IN PART OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 1, 2018 AS DOCUMENT NUMBER R2018-071747 IN THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS.

2111 McDonald's Drive, Oak Brook, IL (Parcel 1) PIN 06-23-407-006 and 06-23-407-007

1120 22nd St., Oak Brook, IL (Parcel 2 and Parcel 3) PINS 06-23-406-015 and 06-23-406-017


N
Project Location
400
0
400
800
Feet

OAK BROOK COMMONS

OAK BROOK, ILLINOIS

PLANNED DEVELOPMENT SUBMISSION

FEBRUARY 22, 2019

APPLICANT:	HINES 444 W LAKE STREET, STE 2400, CHICAGO, IL 60606
OWNER:	McDONALD'S CORPORATION 110 CARPENTER STREET, CHICAGO, IL 60607
ARCHITECT/PLANNER:	ANTUNOVICH ASSOCIATES 224 W HURON ST, CHICAGO, IL 60654
CIVIL ENGINEER:	V3 COMPANIES 7325 JANES AVENUE, WOODRIDGE, IL 60517
LANDSCAPE ARCHITECT:	WOLFF LANDSCAPE ARCHITECTURE 307 N MICHIGAN AVENUE, STE 601, CHICAGO, IL 60601
TRAFFIC ENGINEER:	GEWALT HAMILTON ASSOCIATES 625 FOREST EDGE DRIVE, VERNON HILLS, IL 60061
ZONING ATTORNEY:	HOLLAND & KNIGHT LLP 131 S DEARBORN STREET, CHICAGO, IL 60603
FISCAL IMPACT ANALYSIS:	SB FRIEDMAN DEVELOPMENT ADVISORS 221 N LASALLE ST #820, CHICAGO, IL 60601

DRAWING INDEX

ARCHITECTURAL

SHEET A1*	COVER SHEET
SHEET A2*	DRAWING INDEX
SHEET A3*	AERIAL RENDERING
SHEET A4*	AERIAL RENDERING
SHEET A5*	PROJECT AREA SUMMARY
SHEET A6*	OVERALL PLAN - GROUND LEVEL
SHEET A7*	OVERALL PLAN - TYPICAL LEVEL
SHEET A7.1+	PARKING & PAVED STREET DIMENSIONED PLAN
SHEET A7.2+	SITE SETBACKS PLAN
SHEET A8*	RETAIL - FLOOR PLANS
SHEET A9	RESIDENTIAL APARTMENTS - BUILDING E
SHEET A10*	RESIDENTIAL APARTMENTS BUILDING E - GROUND FLOOR PLAN
SHEET A11*	RESIDENTIAL APARTMENTS BUILDING E - PARKING FLOOR PLAN
SHEET A12*	RESIDENTIAL APARTMENTS BUILDING E - TYPICAL FLOOR PLAN
SHEET A13	RESIDENTIAL APARTMENTS BUILDING E - BUILDING ELEVATIONS
SHEET A14*	RESIDENTIAL APARTMENTS BUILDING E - BUILDING SECTION
SHEET A15*	HOTEL - BUILDING G
SHEET A16*	HOTEL BUILDING G - FLOOR PLANS
SHEET A17*	HOTEL BUILDING G - BUILDING ELEVATIONS
SHEET A18*	OFFICE - BLDG H
SHEET A19*	OFFICE BUILDING H - GROUND FLOOR PLAN
SHEET A20*	OFFICE BUILDING H - TYPICAL FLOOR PLAN
SHEET A21*	OFFICE BUILDING H - BUILDING ELEVATIONS
SHEET A22	OFFICE BUILDING H & J - BUILDING SECTION
SHEET A23	OFFICE - BUILDING J
SHEET A24*	OFFICE BUILDING J - FLOOR PLANS
SHEET A25	OFFICE BUILDING J - BUILDING ELEVATIONS
SHEET A26	CONDOMINIUM - BUILDINGS K & L
SHEET A27*	CONDOMINIUM BUILDING K - FLOOR PLANS
SHEET A28*	CONDOMINIUM BUILDING L - FLOOR PLANS
SHEET A29	CONDOMINIUM BUILDINGS K & L - BUILDING ELEVATIONS
SHEET A30*	SIGNAGE
SHEET A31	SIGNAGE

LANDSCAPE

SHEET L1*	OVERALL LANDSCAPE PLAN
SHEET L2*	OVERALL LANDSCAPE KEY PLAN
SHEET L3*	DEVELOPMENT LANDSCAPE REQUIREMENTS
SHEET L4*	PLAN ENLARGEMENTS
SHEET L5*	SITE SECTIONS
SHEET L6	SITE SECTIONS
SHEET L7	SITE BENCHMARK IMAGES
SHEET L8*	CENTRAL PARK ENLARGEMENT
SHEET L9	CENTRAL PARK SECTION/ELEVATIONS
SHEET L10	CENTRAL PARK BENCHMARK IMAGERY
SHEET L11	SHADE TREES
SHEET L12	SHADE TREES
SHEET L13	ORNAMENTAL TREES
SHEET L14	EVERGREEN PLANTS
SHEET L15	SHRUBS
SHEET L16	MATERIAL PALETTE
SHEET L17*	CONCEPTUAL LIGHTING PLAN
SHEET L18*	CONCEPTUAL LIGHTING PALETTE
SHEET L19*	PHOTOMETRICS PLAN
SHEET L20+	PHOTOMETRICS PLAN

CIVIL

SHEET C1	EXISTING DRAINAGE AND STORMWATER MANAGEMENT PLAN
SHEET C2*	PROPOSED DRAINAGE AND STORMWATER MANAGEMENT PLAN
SHEET C3*	PRELIMINARY GRADING PLAN
SHEET C4*	PRELIMINARY UTILITY PLAN
SHEET C5*	EXISTING PERVIOUS/IMPERVIOUS AREA EXHIBIT
SHEET C6*	PROPOSED PERVIOUS/IMPERVIOUS AREA EXHIBIT
SHEET C7-1*	FIRE TRUCK CIRCULATION AND MANEUVERABILITY EXHIBIT
SHEET C7-2*	FIRE TRUCK CIRCULATION AND MANEUVERABILITY EXHIBIT

SURVEY

ALTA / NSPS LAND TITLE SURVEY

* *DRAWINGS HAVE BEEN REVISED SINCE JANUARY 28TH SUBMISSION*
\+ *DRAWINGS HAVE BEEN ADDED SINCE JANUARY 28TH SUBMISSION*

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

AERIAL RENDERING

A3

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Oak Brook, Illinois | **February 22, 2019**

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

AERIAL RENDERING

A4

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Oak Brook, Illinois | **February 22, 2019**

RESIDENTIAL #1 - MARKET-RATE APARTMENT BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
192'-0"	**18**	**21**	**280**	**23,750 SF**	**350,000 SF**	**420**

RESIDENTIAL #2 - CONDOMINIUM BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
150'-0"	**13**	**4**	**48**	**10,060 SF**	**135,000 SF**	**100**

RESIDENTIAL #3 - CONDOMINIUM BUILDING						
HEIGHT	STORIES	UNITS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
150'-0"	**13**	**4**	**48**	**10,060 SF**	**135,000 SF**	**100**

OFFICE BUILDING #1				
HEIGHT	STORIES	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
95'-0"	**7**	**36,923 SF**	**240,000 SF**	**800**

OFFICE BUILDING #2				
HEIGHT	STORIES	AREA / FLOOR (SF)	TOTAL AREA (SF)	PARKING
95'-0"	**8**	**22,000 SF**	**110,000 SF**	**400**

HOTEL					
HEIGHT	STORIES	ROOMS / FLOOR	TOTAL UNITS	AREA / FLOOR (SF)	TOTAL AREA (SF)
108'-0"	**8**	**37**	**252**	**25,000 SF**	**200,000 SF**

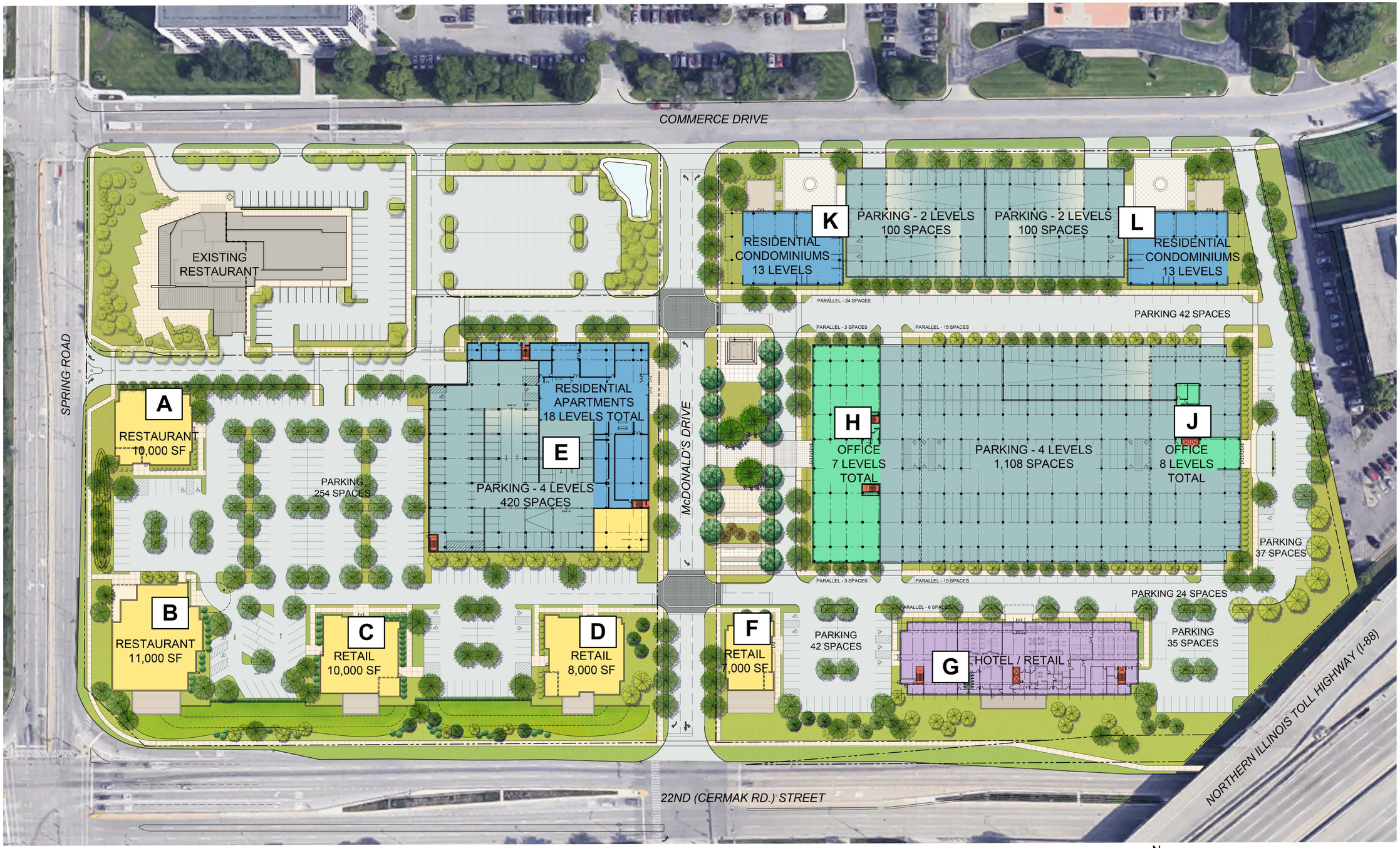
PARKING		
STRUCTURED	ON-GRADE	TOTAL PARKING
1,728	**434**	**2,162**

RETAIL				
HEIGHT	HEIGHT	STORIES	AREA (SF)	SURFACE PARKING
RETAIL A	20'-0"	1	UP TO 10,000 SF	
RETAIL B	20'-0"	1	UP TO 11,000 SF	
RETAIL C	20'-0"	1	UP TO 10,000 SF	
RETAIL D	20'-0"	1	UP TO 9,000 SF	
RETAIL E	20'-0"	1	3,000 SF	
RETAIL F	20'-0"	1	UP TO 7,000 SF	
TOTAL			**50,000 SF**	**254**

Project Summary

Site Area (Including McDonald's Drive):			761,071	SF
			17.47	Acres
Parking:	On-Grade	Up To	434	Spaces
	Structured	Up To	1,728	Spaces
	Total	Up To	2,162	Spaces

Residential Condominiums	Up To	96 Units	270,000	SF
Residential Market-Rate Apartments	Up To	280 Units	350,000	SF
Office			350,000	SF
Hotel			200,000	SF
Retail			50,000	SF
Total Building Area		Not To Exceed	1,220,000	SF



1 FIRST LEVEL PLAN
SCALE: 1"=50'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OVERALL PLAN - GROUND LEVEL

A6

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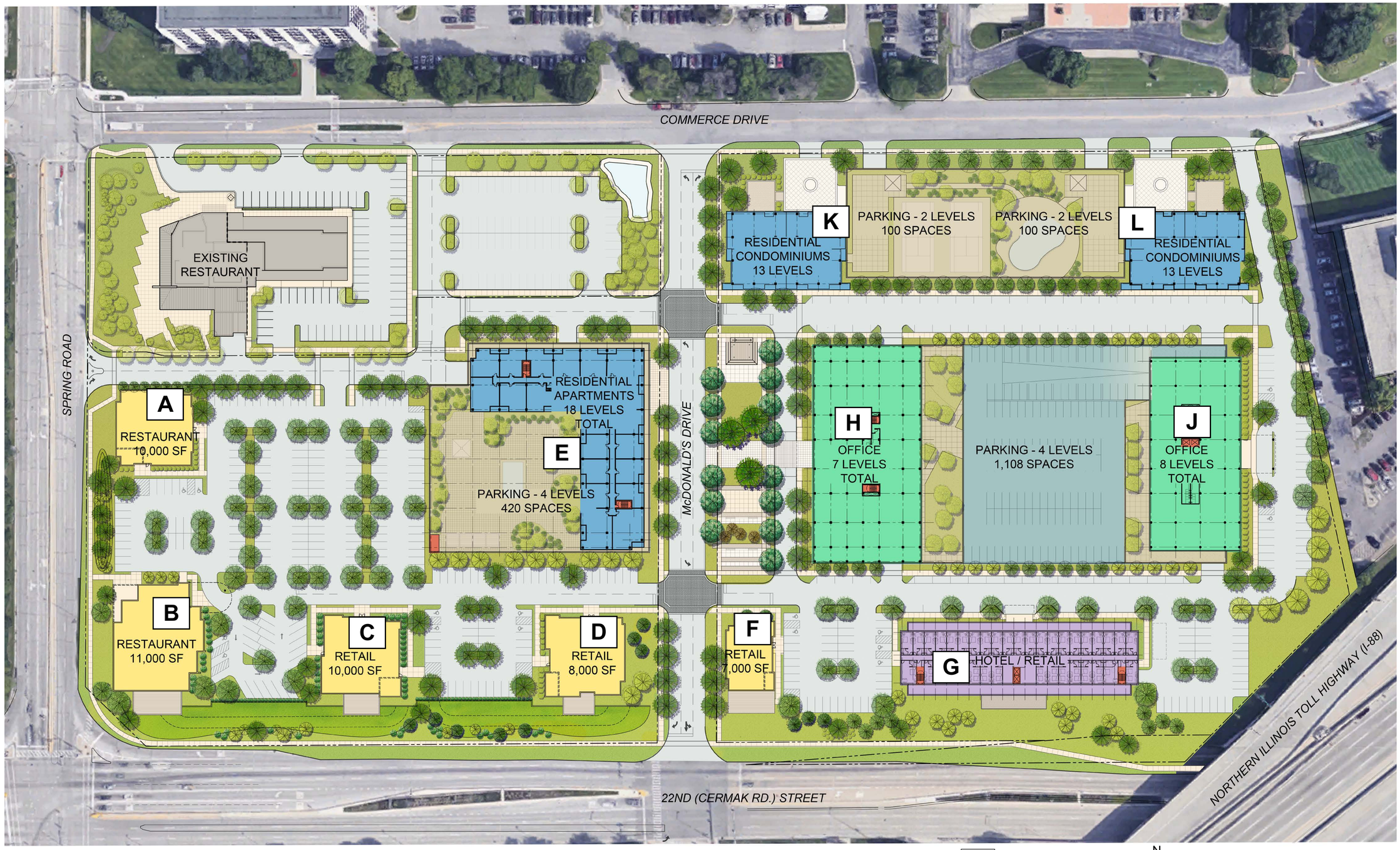

1 - - TYPICAL UPPER LEVEL PLAN

SCALE: 1"=50'

N

0 25' 50' 100'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OVERALL PLAN - TYPICAL LEVEL

A7

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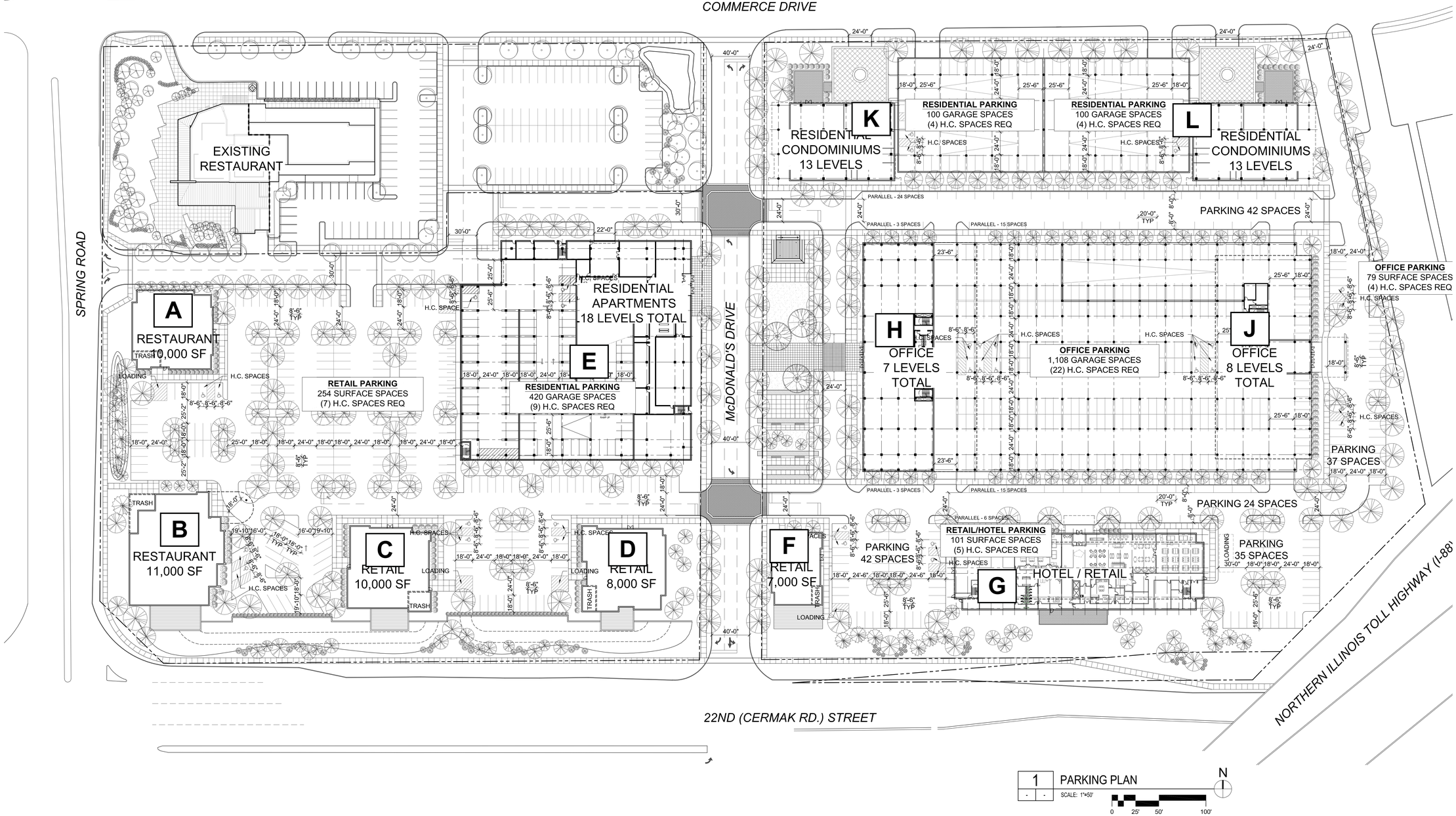

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

PARKING & PAVED STREET DIMENSIONED PLAN

A7.1

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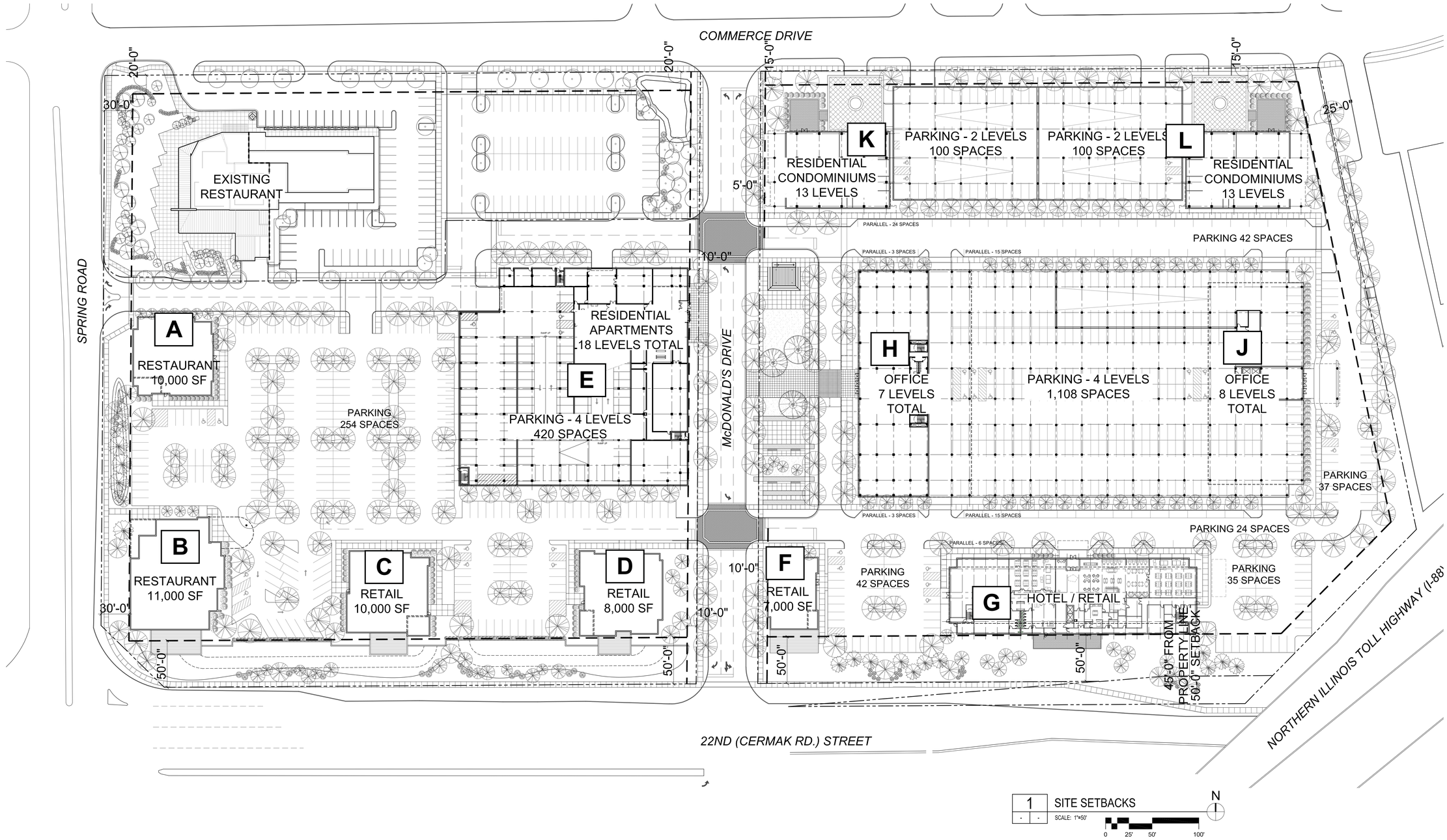

1 SITE SETBACKS
SCALE: 1"=50'

N

0 25' 50' 100'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

SITE SETBACKS PLAN

A7.2

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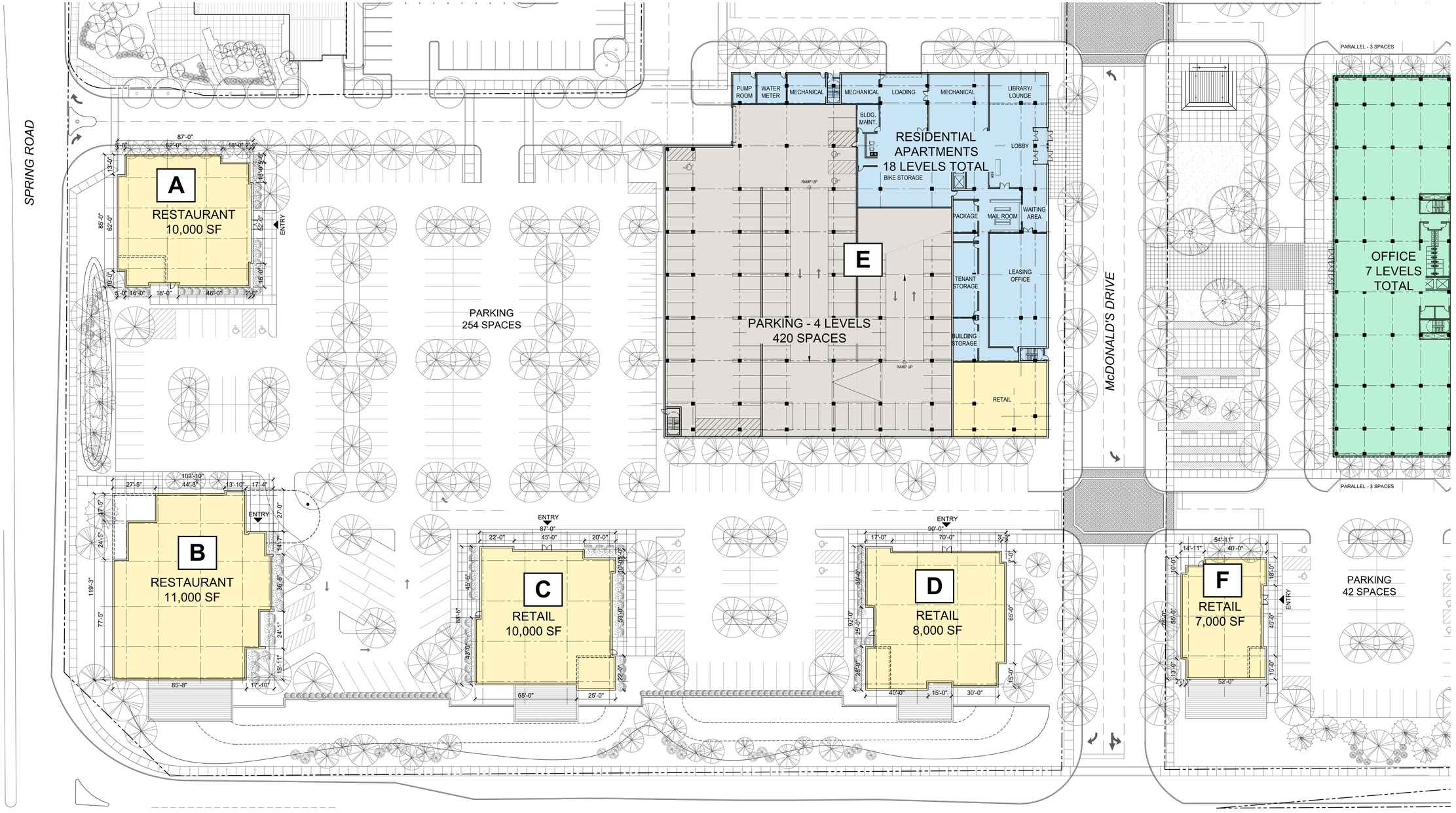

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RETAIL - FLOOR PLANS

A8

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OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

RESIDENTIAL APARTMENTS - BUILDING E

A9

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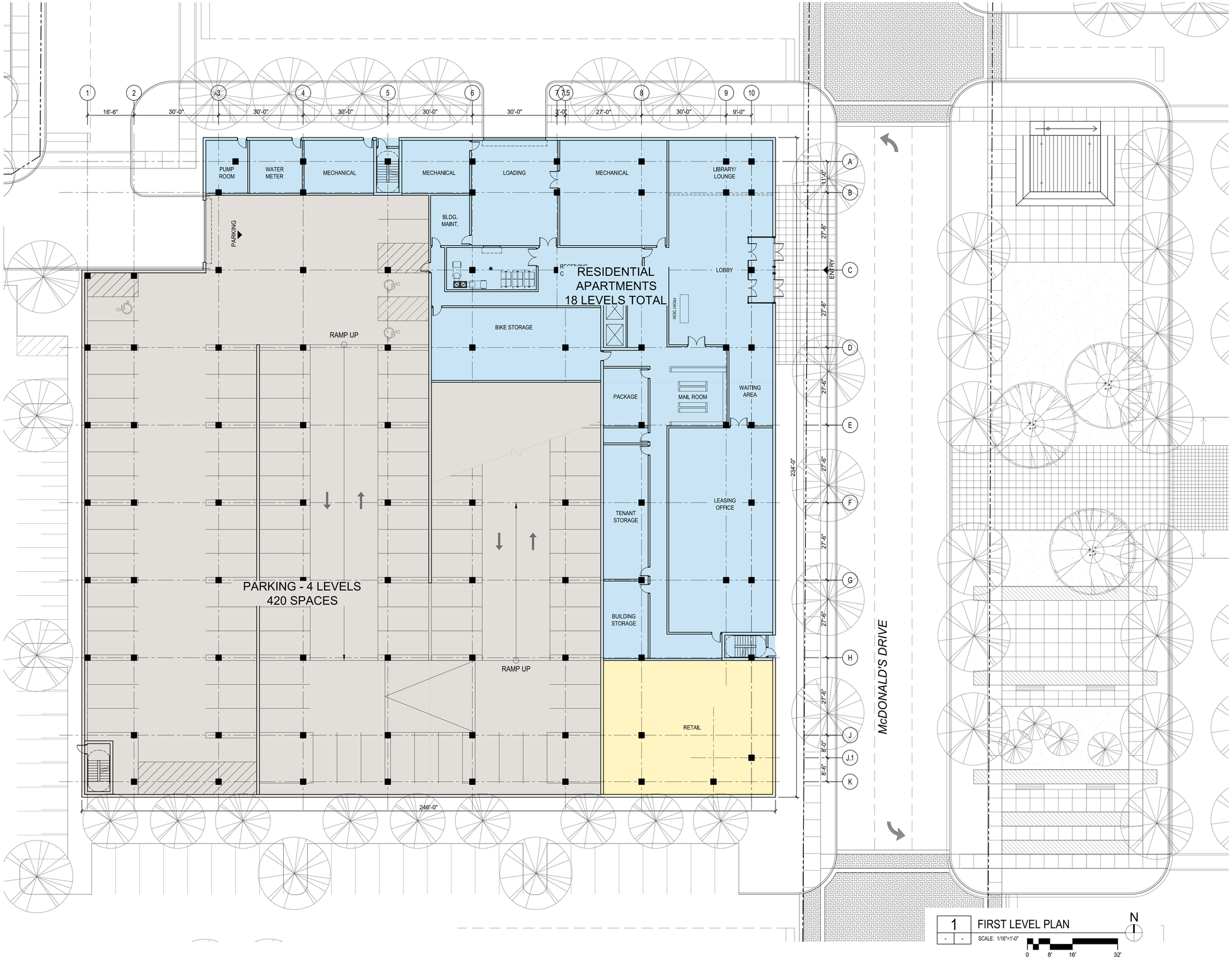
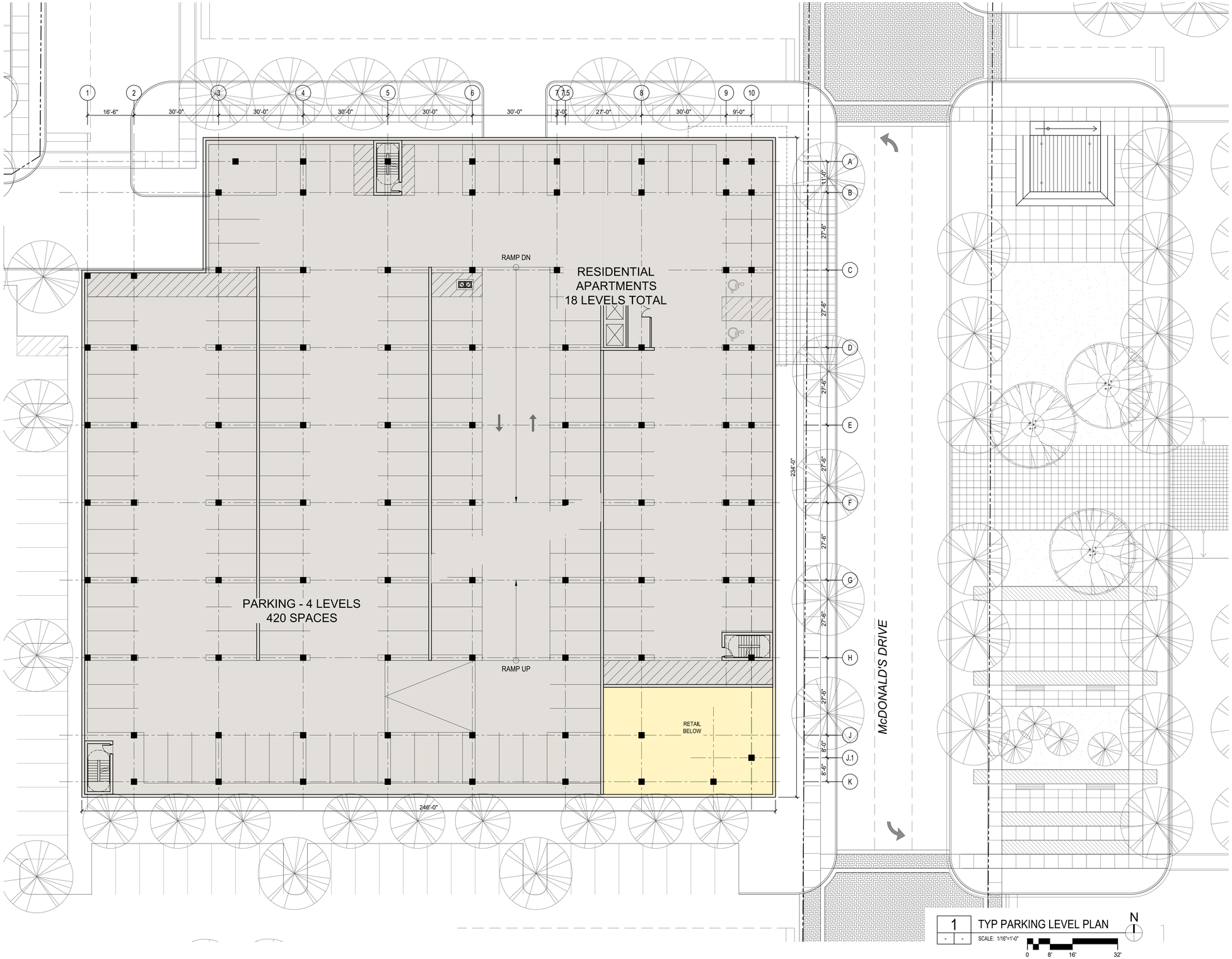


FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

APARTMENT BUILDING E - GROUND FLOOR PLAN

A10

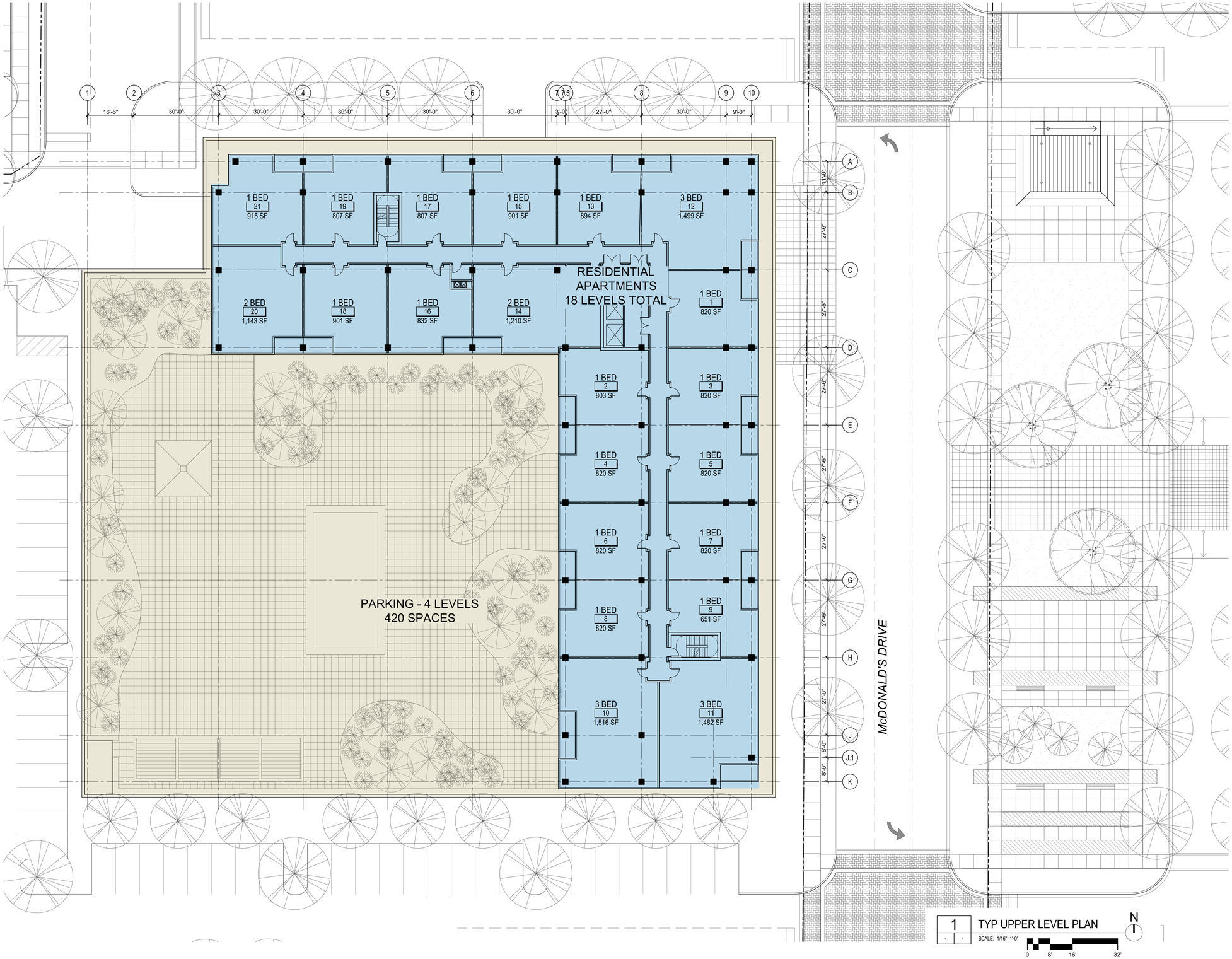


FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

APARTMENT BUILDING E - PARKING FLOOR PLAN

A11

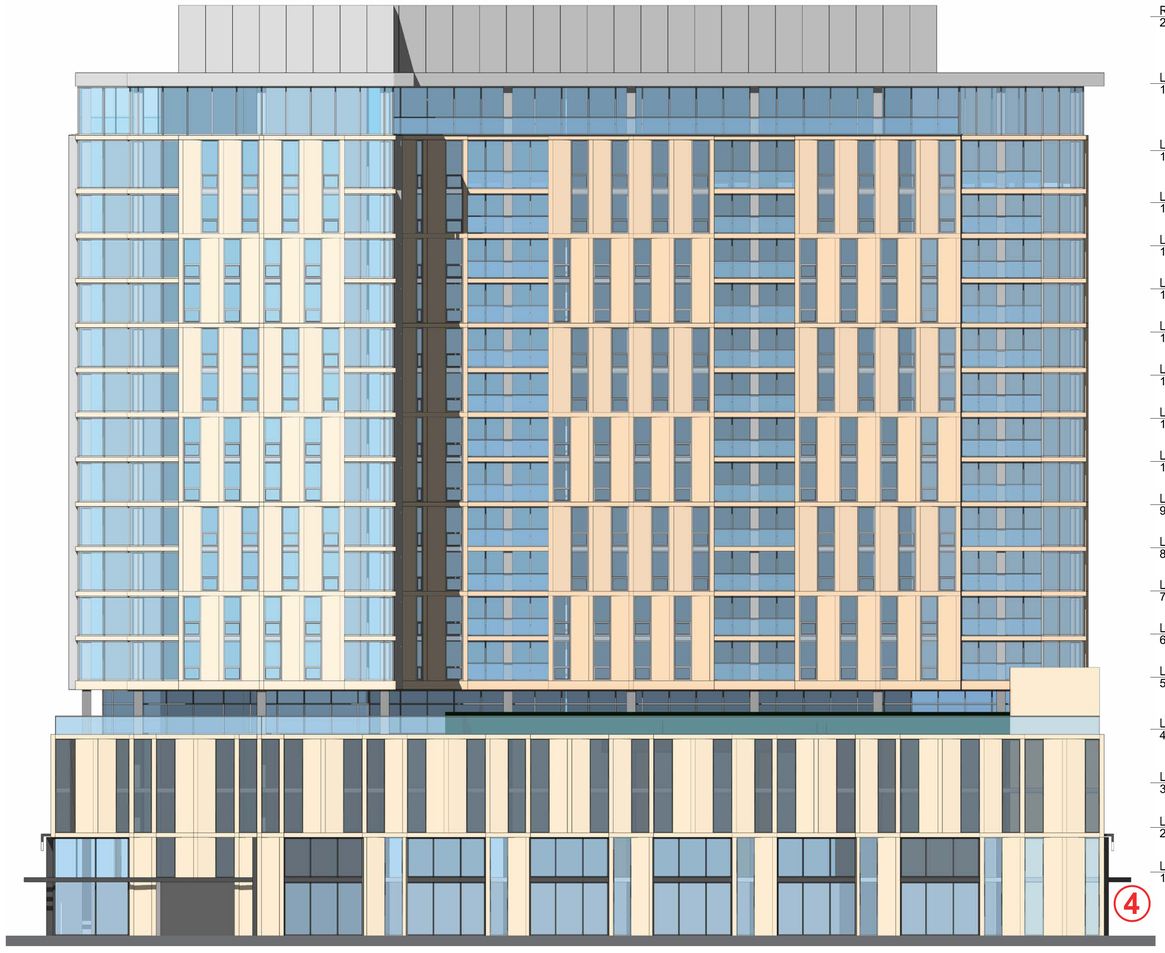


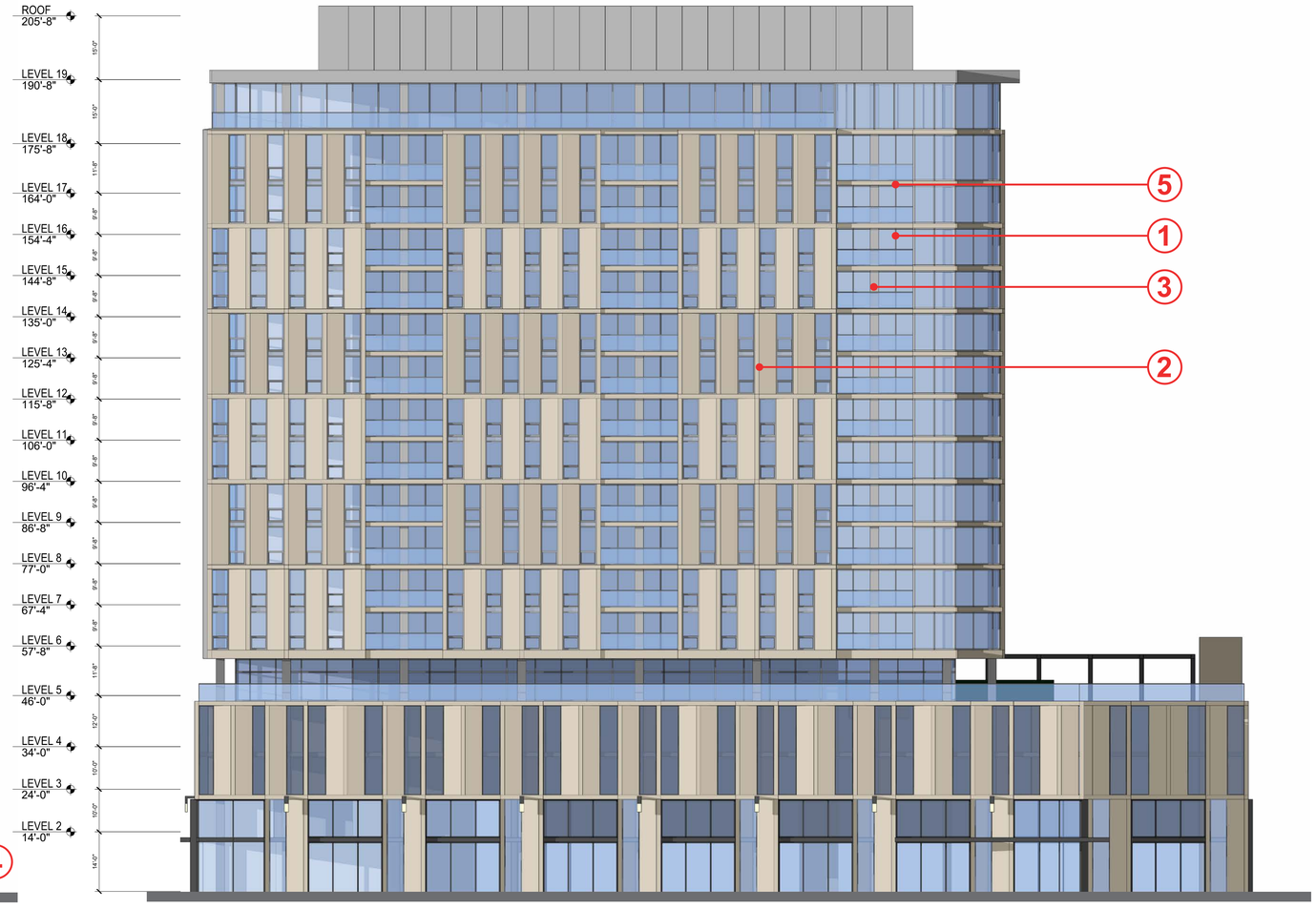
*FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

APARTMENT BUILDING E - TYPICAL FLOOR PLAN

A12





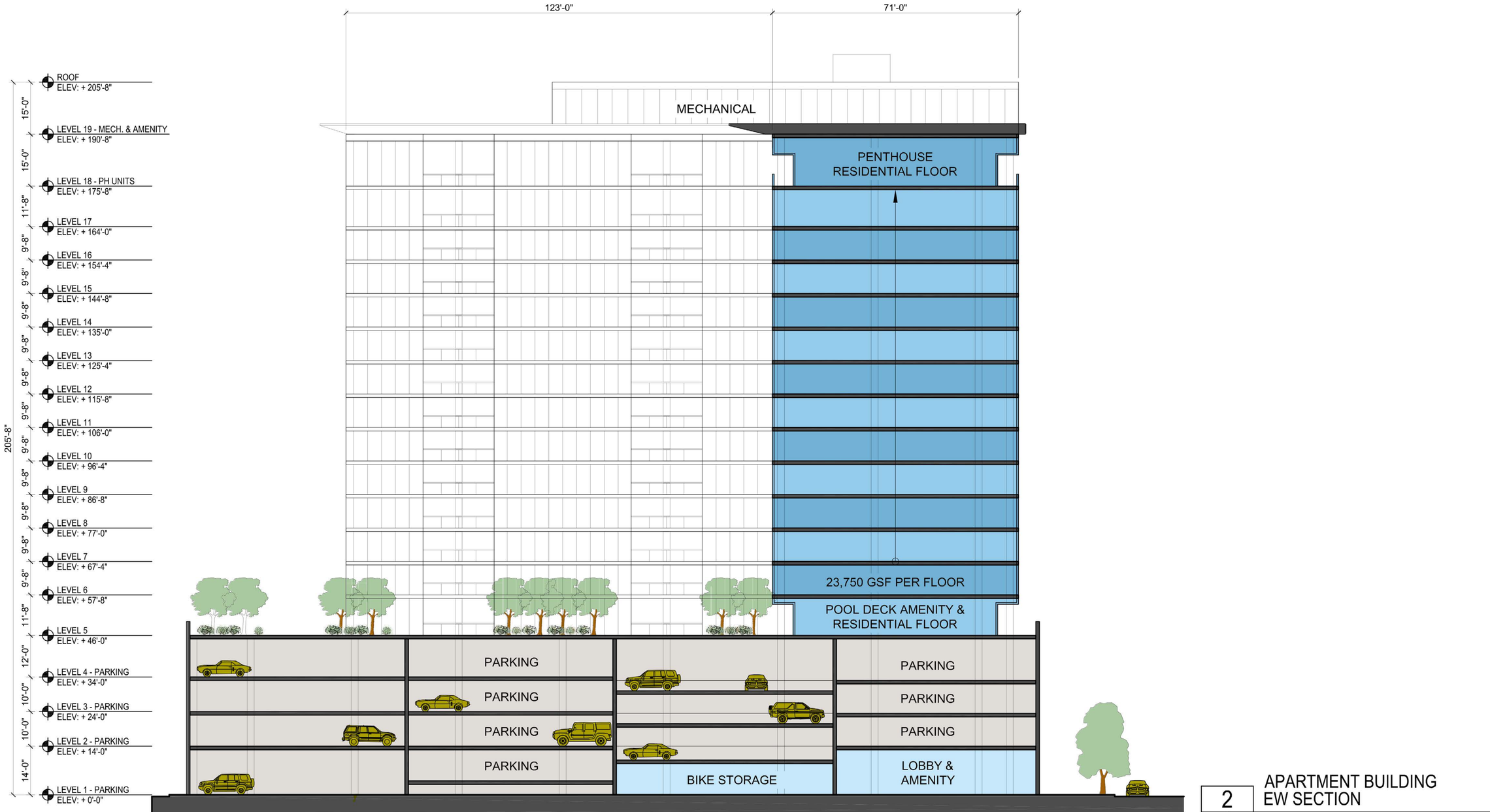
4

2 ELEVATION - NORTH
SCALE: 1/16"=1'-0"
0 8' 16' 32'

1 ELEVATION - EAST
SCALE: 1/16"=1'-0"
0 8' 16' 32'

EXTERIOR MATERIAL LEGEND

1. ALUM. WINDOW WALL GLAZING SYSTEM, TYP
2. PRE-FINISHED METAL PANELS (FIRE RATED CORE), TYP
3. METAL PANEL CLAD COLUMN
4. ENTRY CANOPY - SILVER FINISH
5. FORMED ALUMINUM SLAB EDGE COVER
6. METAL SCREEN



APARTMENT TOWER	PARKING : 420 SP TOTAL
+/- 280 UNITS	(RESIDENTIAL 1.5X)

2 - A3.00

APARTMENT BUILDING
EW SECTION

SCALE: 1"=20'

0 10' 20' 40'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

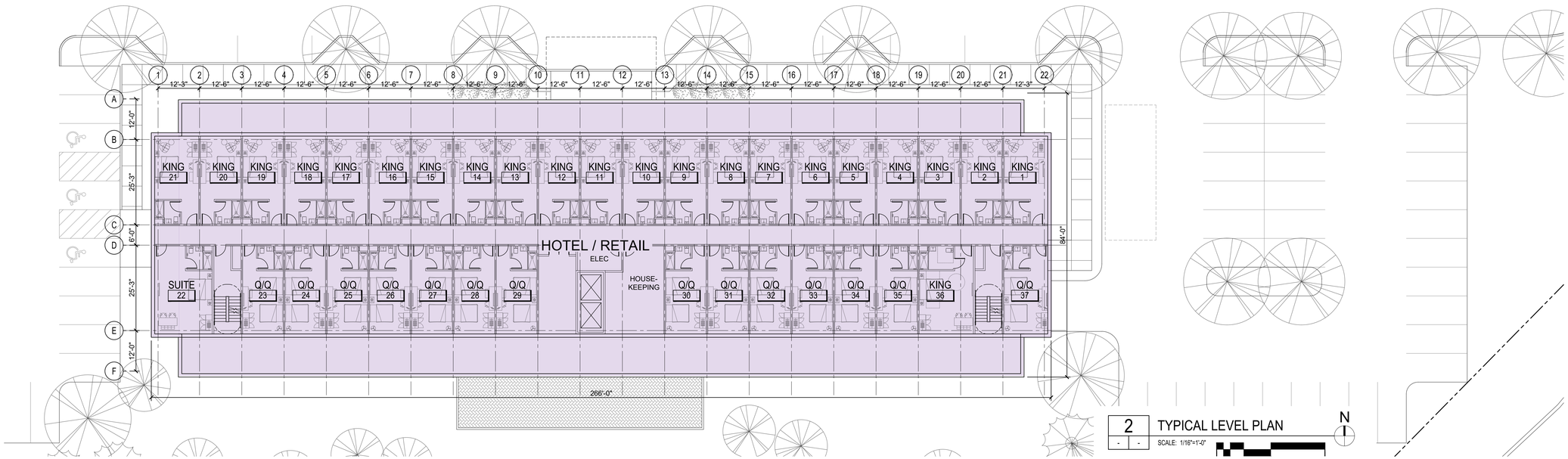
APARTMENT BUILDING E - BUILDING SECTION

A14

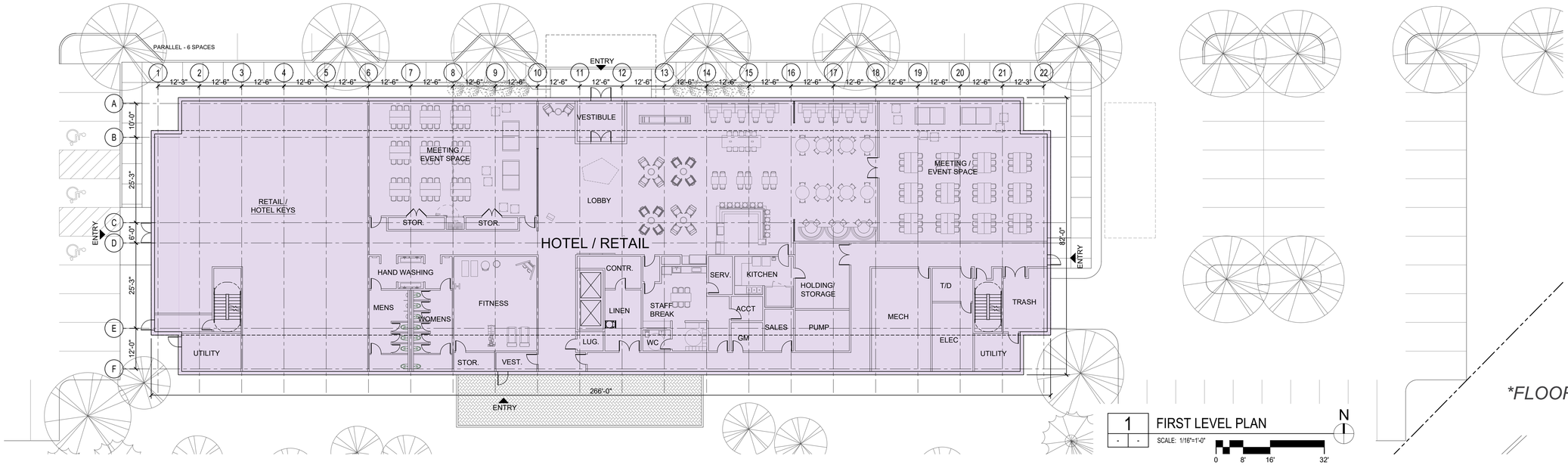
OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

HOTEL - BUILDING G

A15



2 TYPICAL LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'
N



1 FIRST LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'
N

FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

HOTEL BUILDING G - FLOOR PLANS

A16

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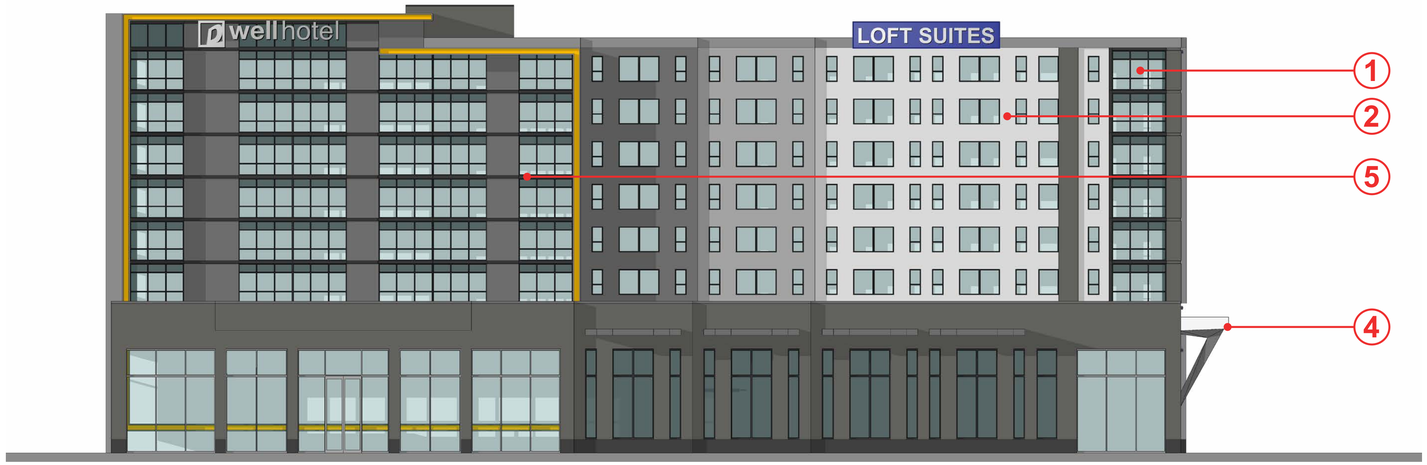
2 ELEVATION - WEST
SCALE: 1/16"=1'-0"
0 8' 16' 32'



1 ELEVATION - SOUTH
SCALE: 1/16"=1'-0"
0 8' 16' 32'

EXTERIOR MATERIAL LEGEND

1. ALUM. WINDOW WALL GLAZING SYSTEM, TYP
2. PRE-FINISHED METAL PANELS (FIRE RATED CORE), TYP
3. METAL PANEL CLAD COLUMN
4. ENTRY CANOPY - SILVER FINISH
5. FORMED ALUMINUM SLAB EDGE COVER
6. METAL SCREEN

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE - BUILDING H

A18

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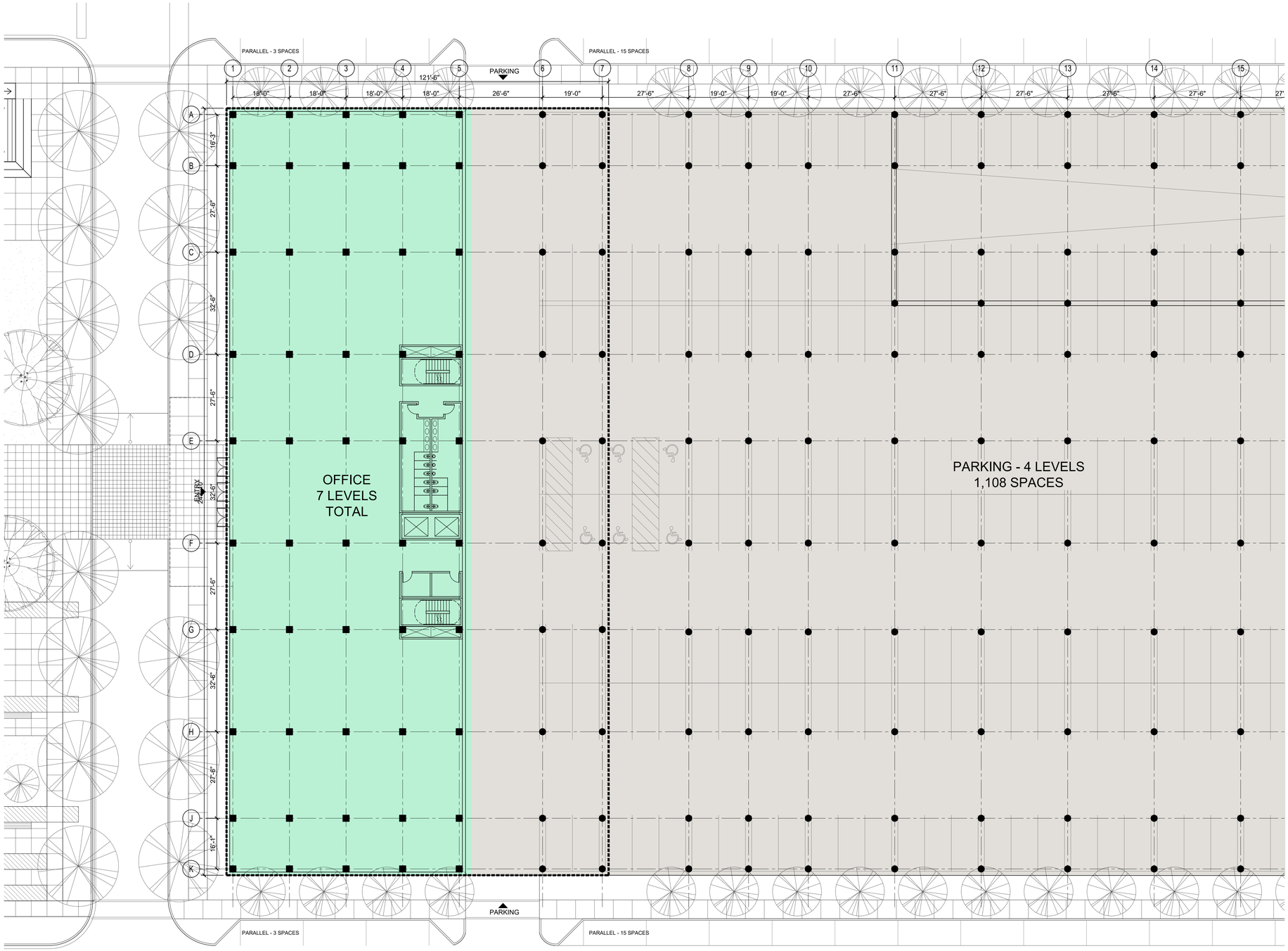

1 FIRST LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'
N

FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE BUILDING H - GROUND FLOOR PLAN

A19

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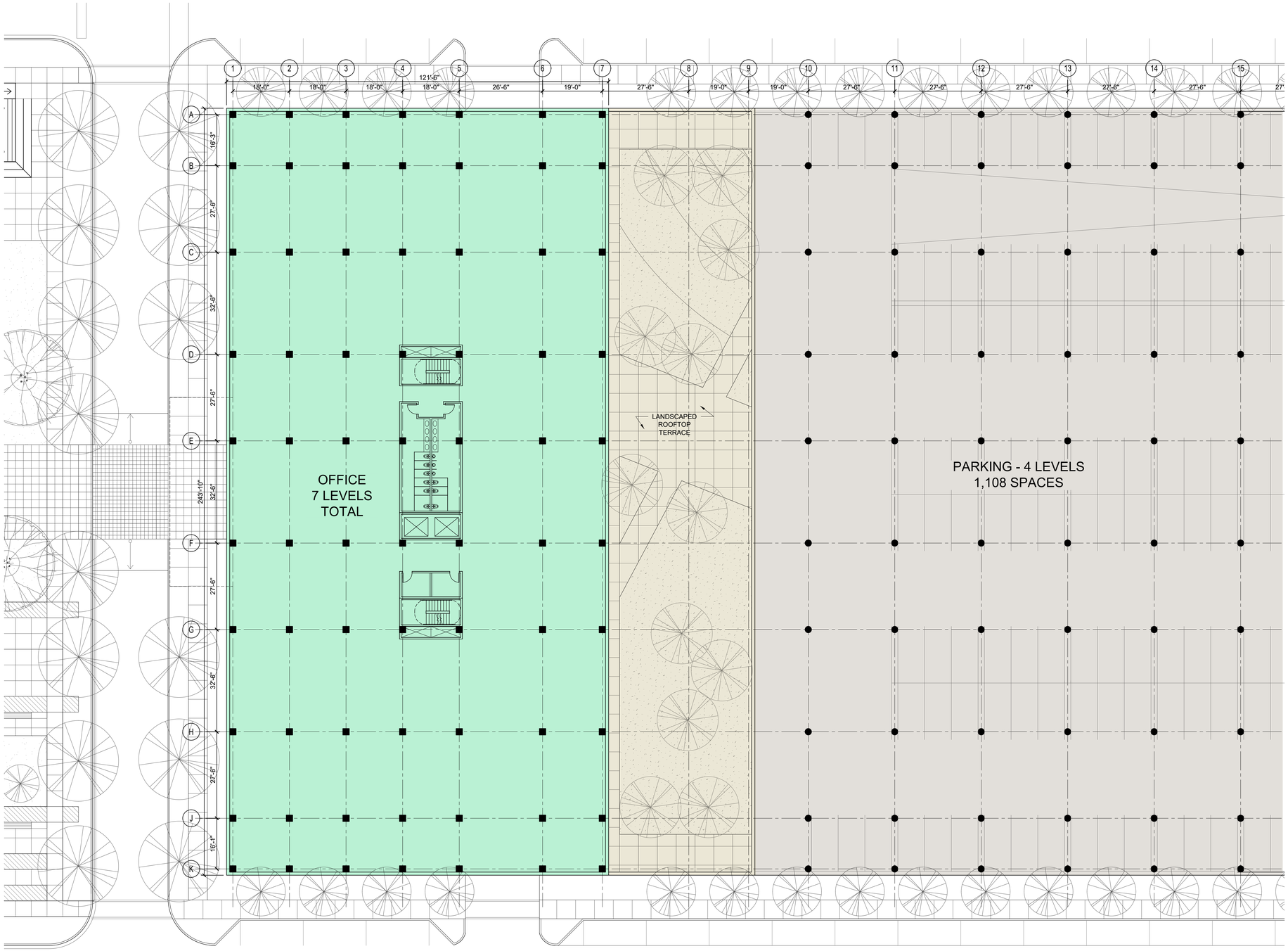

1 TYPICAL LEVEL PLAN

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

0 8' 16' 32'

N

**FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE*

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE BUILDING H - TYPICAL FLOOR PLAN

A20

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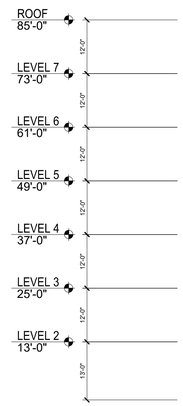
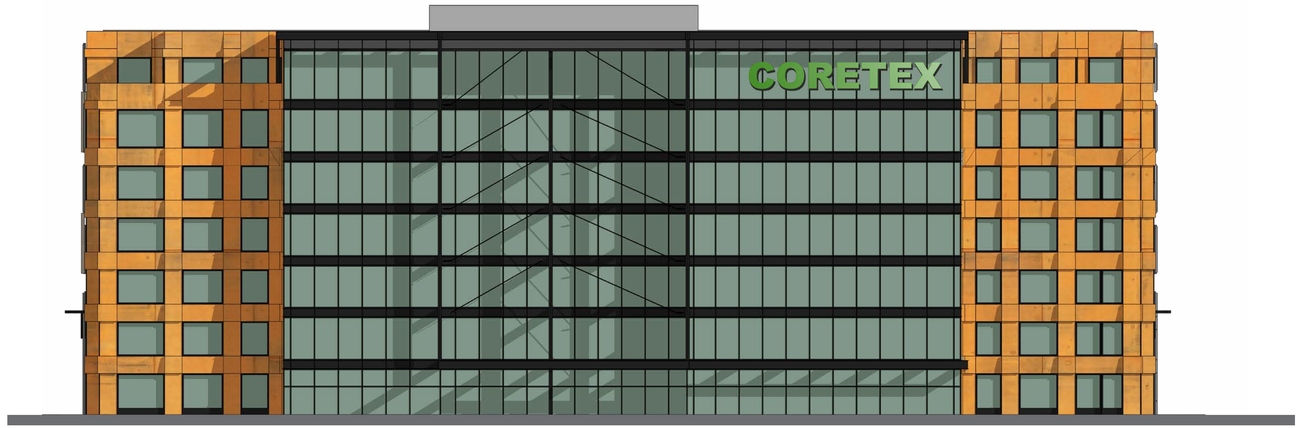


2 ELEVATION - EAST
SCALE: 1/16"=1'-0"
0 8' 16' 32'

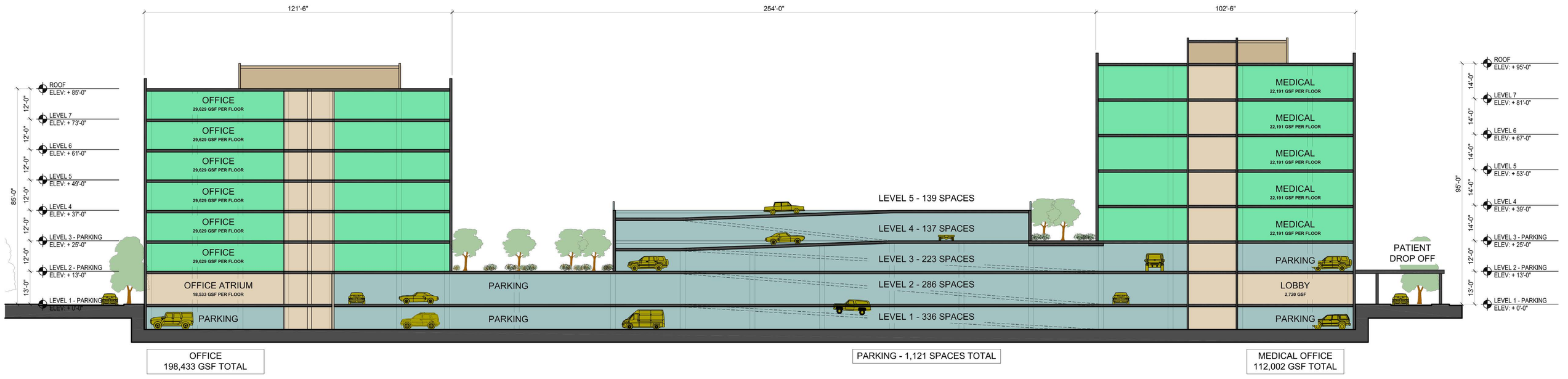


1 ELEVATION - NORTH
SCALE: 1/16"=1'-0"
0 8' 16' 32'

EXTERIOR MATERIAL LEGEND

1. ALUM. WINDOW WALL GLAZING SYSTEM, TYP
2. PRE-FINISHED METAL PANELS (FIRE RATED CORE), TYP
3. METAL PANEL CLAD COLUMN
4. ENTRY CANOPY - SILVER FINISH
5. FORMED ALUMINUM SLAB EDGE COVER
6. METAL SCREEN

Compass Blanc // Address // January 23, 2019 //



1 - A3.00 OFFICE BUIDLING EW SECTION

SCALE: 1"=20'

0 10' 20' 40'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE BUILDINGS H & J - BUILDING SECTION

A22

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Oak Brook, Illinois | **February 22, 2019**

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE - BUILDING J

A23

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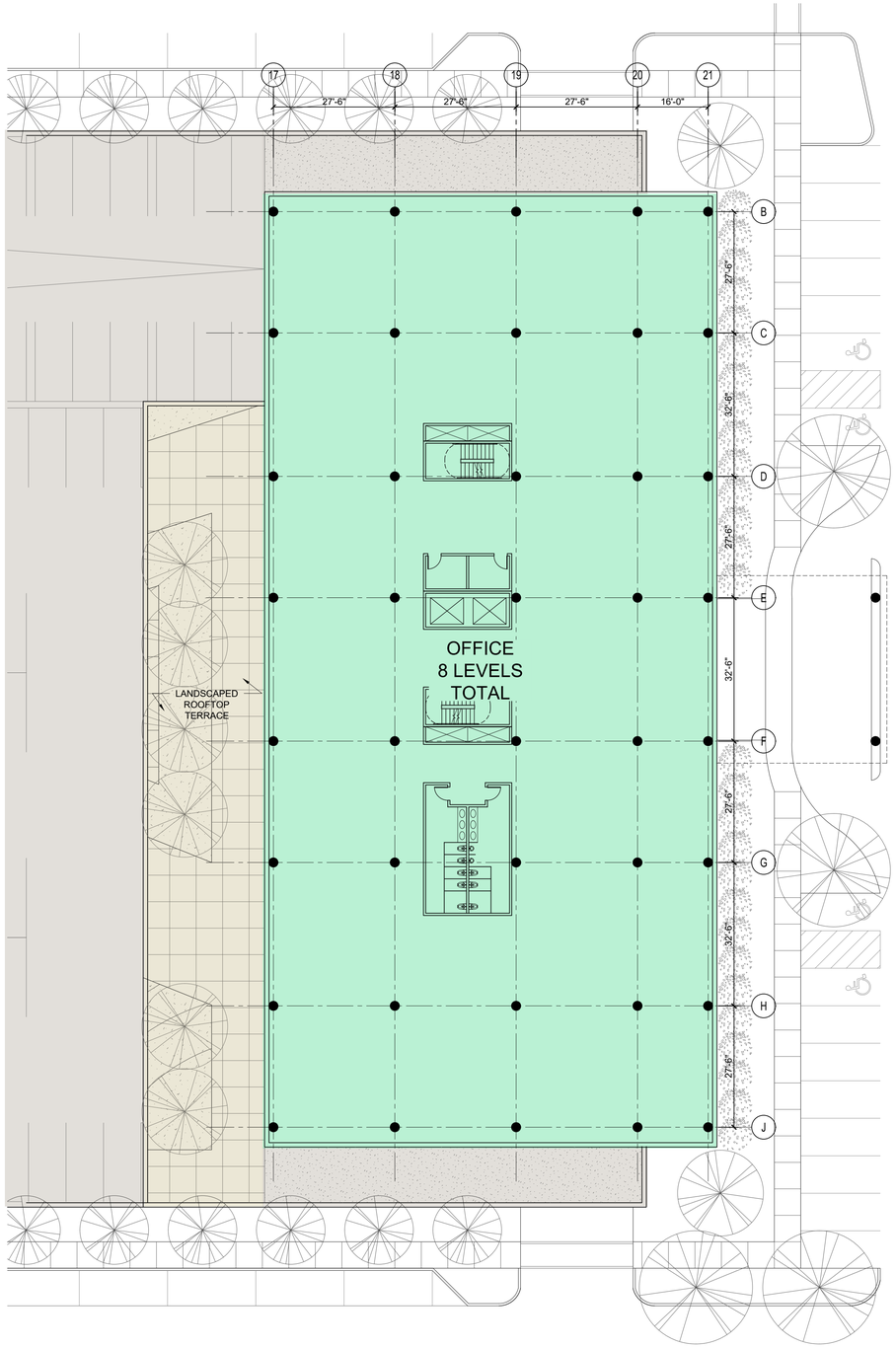
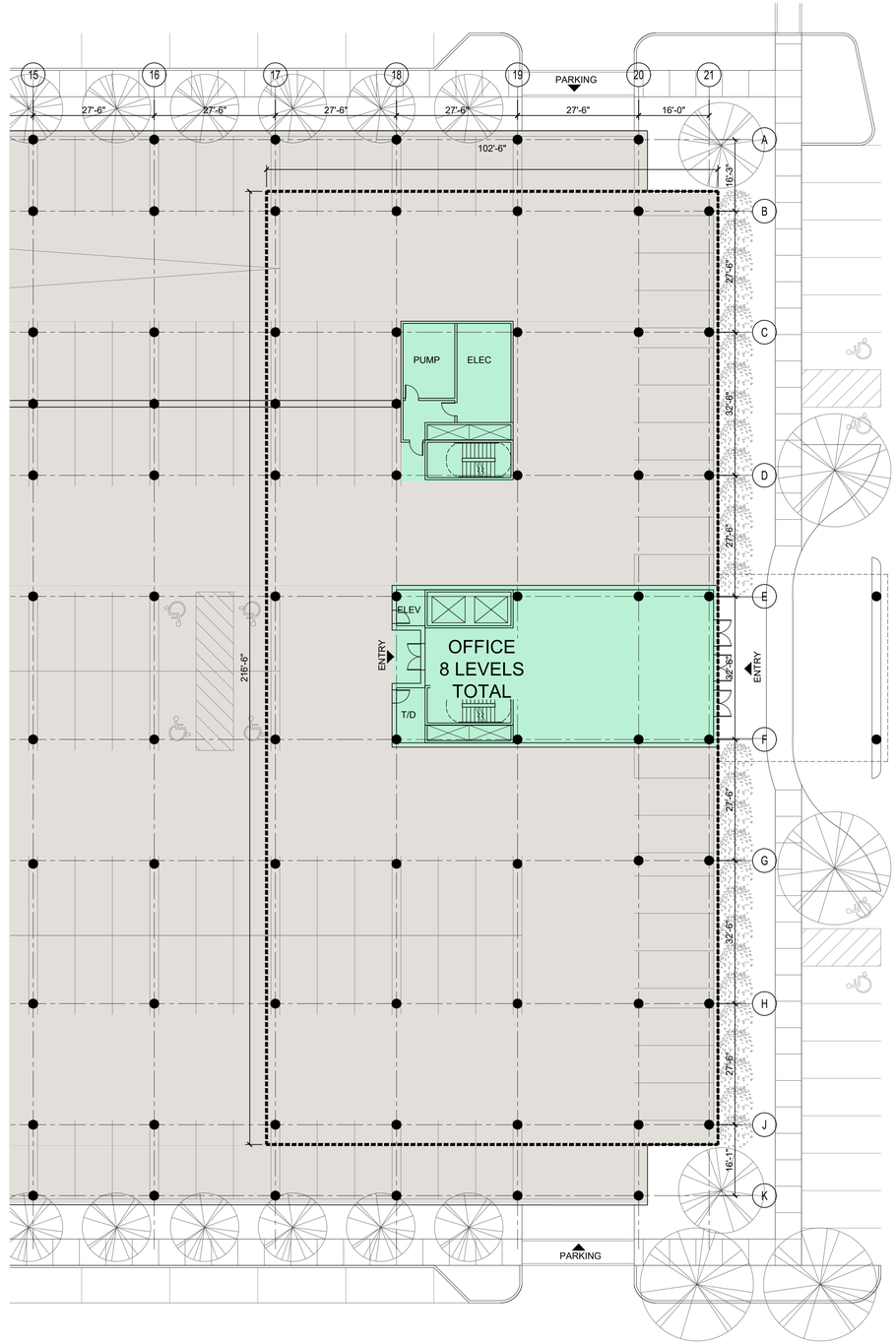
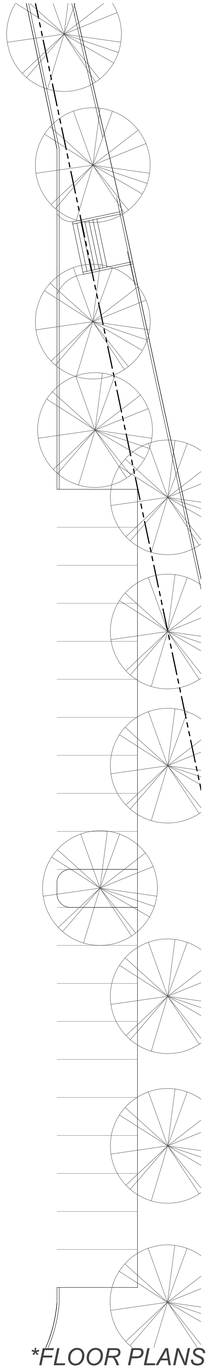
Oak Brook, Illinois | **February 22, 2019**



2 TYPICAL LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'
N



1 FIRST LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'
N



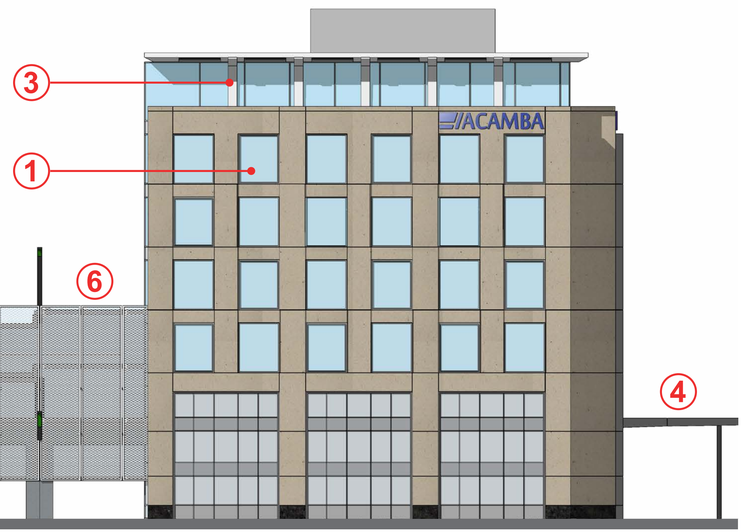
FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OFFICE BUILDING J - FLOOR PLANS

A24

2 ELEVATION - WEST
SCALE: 1/16"=1'-0"
0 8' 16' 32'



1 ELEVATION - NORTH
SCALE: 1/16"=1'-0"
0 8' 16' 32'

EXTERIOR MATERIAL LEGEND

1. ALUM. WINDOW WALL GLAZING SYSTEM, TYP
2. PRE-FINISHED METAL PANELS (FIRE RATED CORE), TYP
3. METAL PANEL CLAD COLUMN
4. ENTRY CANOPY - SILVER FINISH
5. FORMED ALUMINUM SLAB EDGE COVER
6. METAL SCREEN

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

CONDOMINIUM - BUILDINGS K & L

A26

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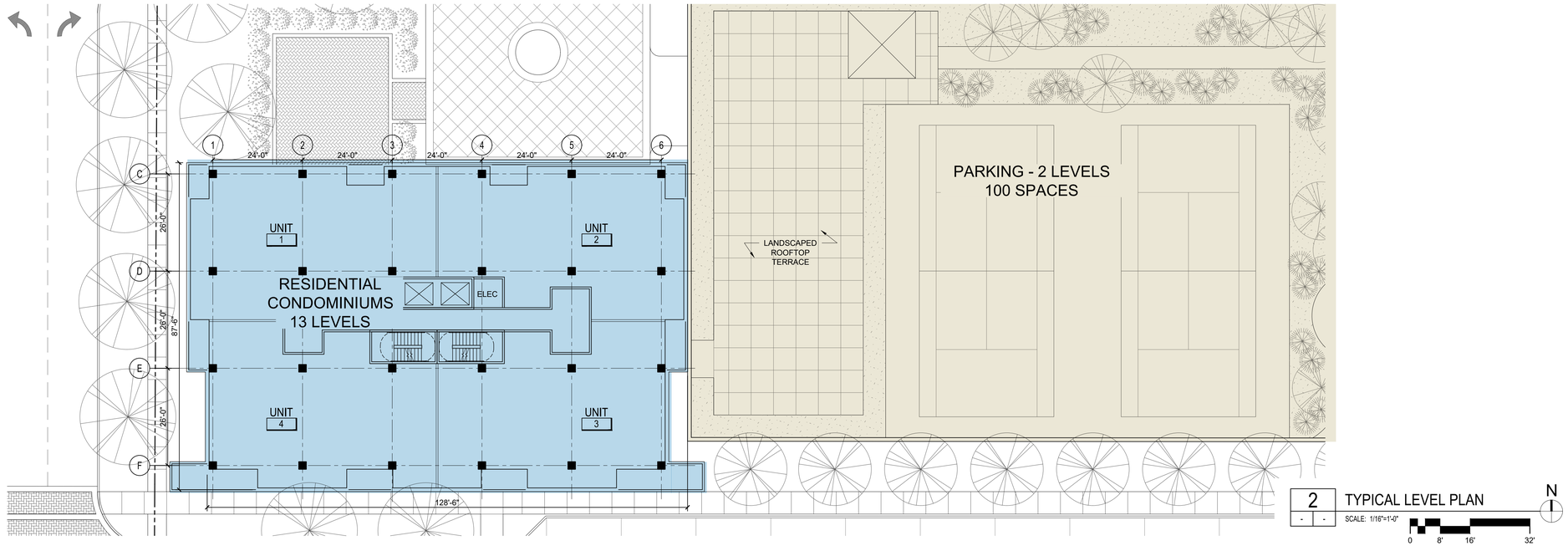
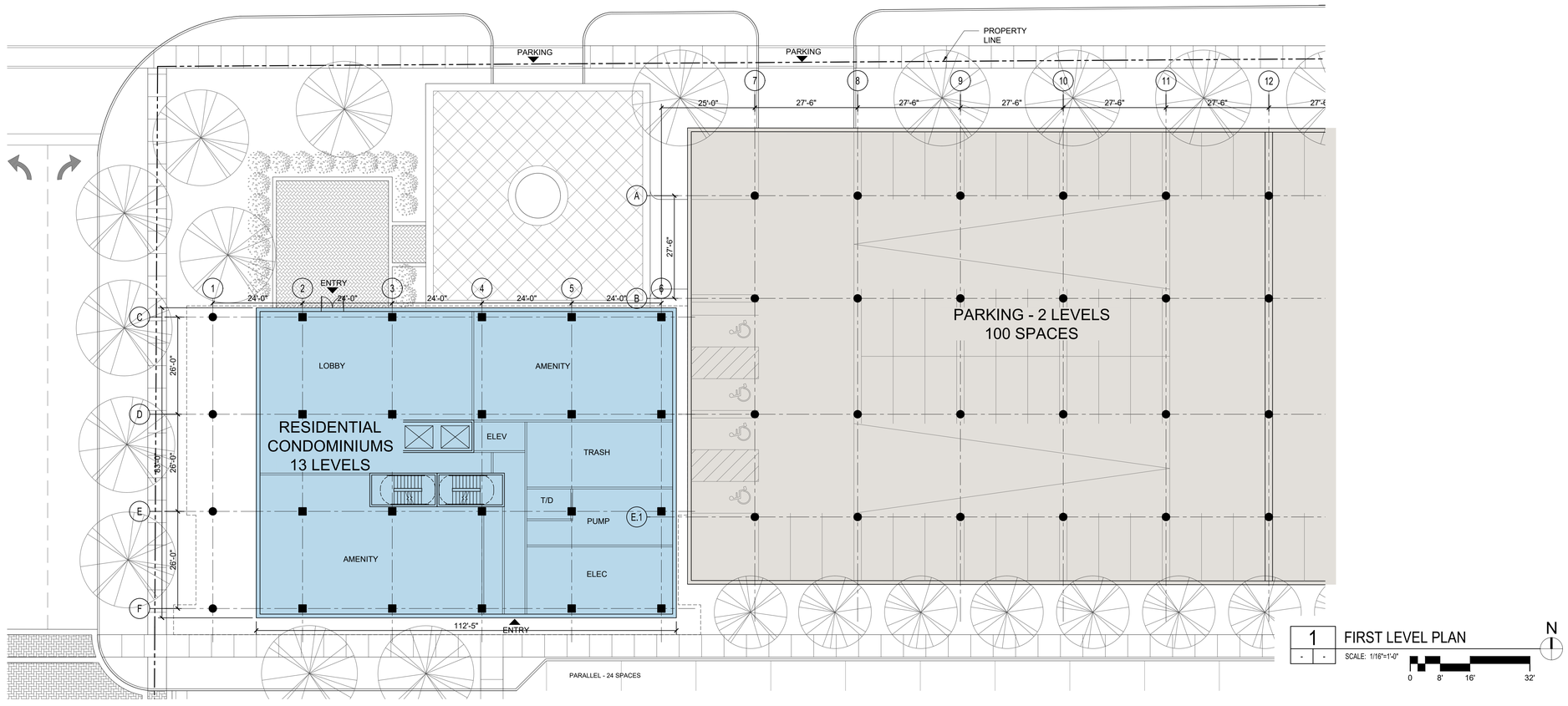


2 TYPICAL LEVEL PLAN

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

0 8' 16' 32'

N



1 FIRST LEVEL PLAN

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

0 8' 16' 32'

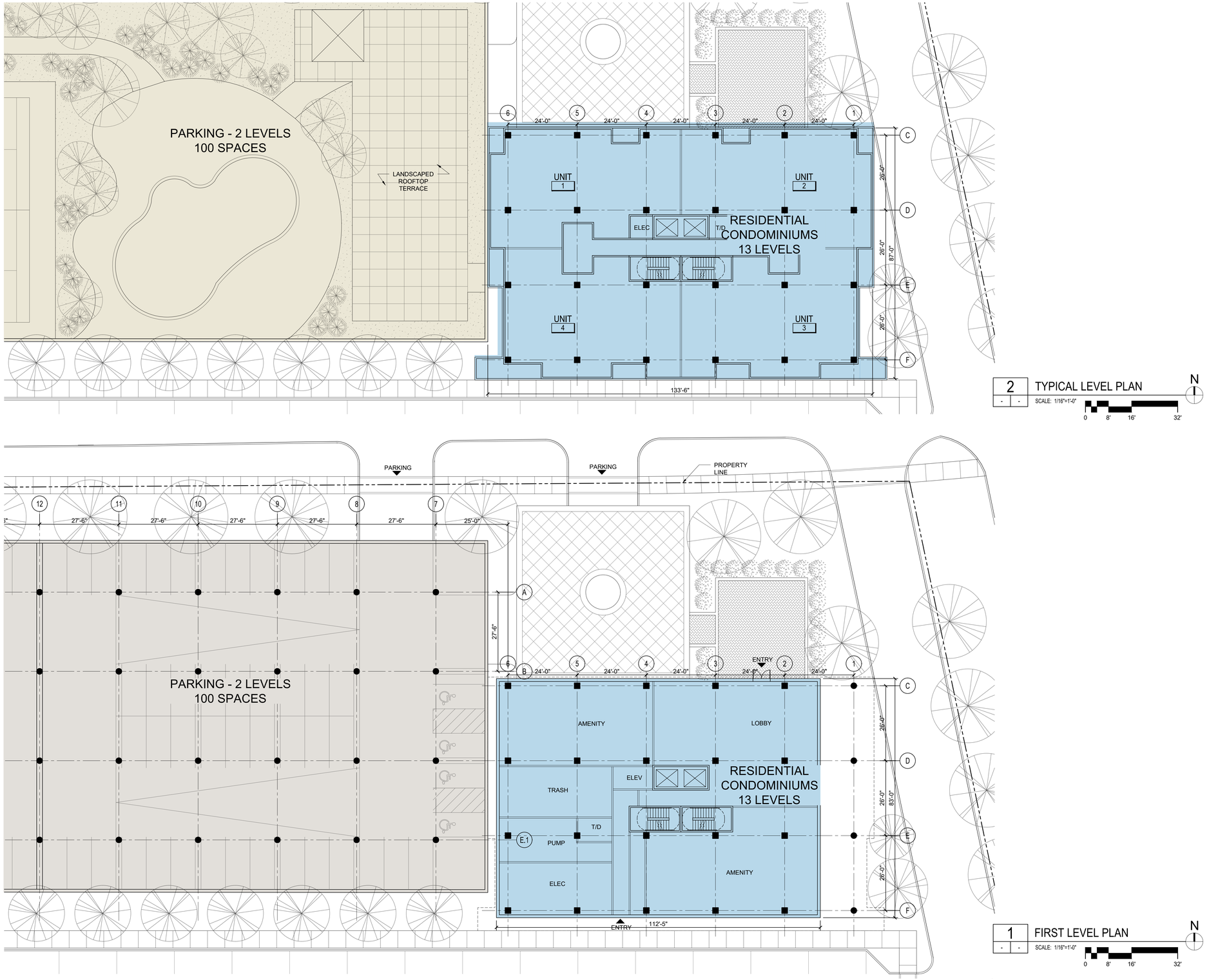
N

FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

CONDOMINIUM BUILDING K - FLOOR PLANS

A27



2 TYPICAL LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'
N

1 FIRST LEVEL PLAN
SCALE: 1/16"=1'-0"
0 8' 16' 32'
N

FLOOR PLANS & UNIT MIX ARE ILLUSTRATIVE

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

CONDOMINIUM BUILDING L - FLOOR PLANS

A28

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4 ELEVATION - WEST
SCALE: 1/16"=1'-0"
0 8' 16' 32'

3 ELEVATION - SOUTH
SCALE: 1/16"=1'-0"
0 8' 16' 32'

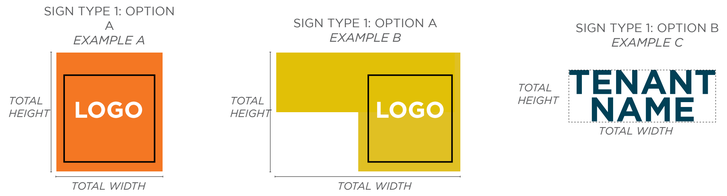
EXTERIOR MATERIAL LEGEND

1. ALUM. WINDOW WALL GLAZING SYSTEM, TYP
2. PRE-FINISHED METAL PANELS (FIRE RATED CORE), TYP
3. METAL PANEL CLAD COLUMN
4. ENTRY CANOPY - SILVER FINISH
5. FORMED ALUMINUM SLAB EDGE COVER
6. METAL SCREEN

SIGN MATRIX:

SIGN TYPE	FUNCTION	QUANTITY	MAXIMUM WIDTH	HEIGHT	MAXIMUM AREA	ILLUMINATION	
TYPE 1/OPTION A: *Building Storefront Wall Sign*	Primary Identification	1 (Corner tenants allowed 2nd sign on 2nd facade)	1/2 storefront lineal ft./ 2/3 storefront if < 15'-0"	Between 9'-0" and 20'-0" aff	1sf per 1 lineal ft. of storefront 200 sf maximun	Internal illum. or spot lit Restaurants allowed neon	*NOTE: Maintain 2'-0" from adjacent tenant's lease line*
TYPE 1/OPTION B: *Canopy (above or on) or Awning Sign (large angled face)*	Primary Identification	1 (Alternate to wall sign)	1/2 storefront lineal ft./ 2/3 storefront if < 15'-0"	Between 9'-0" and 20'-0" aff	1sf per 1 lineal ft. of storefront 200 sf maximum	Internal illum. or spot lit Restaurants allowed neon	*NOTE: Allowed a awning sign or canopy sign (not both)*
TYPE 2: *Awning Sign (On Valance)*	Secondary Identification	1 per awning	2/3 length of awning	6" high letters on valance, max.	5 sf maximum	Non-illuminated	
TYPE 3: *Blade Sign*	Secondary Identification	1 (Corner tenants 2 blade signs)	2'-9"	Between 9'-0" and 20'-0" aff	5 sf maximum	Internal illum. or spot lit	*NOTE: Blade signs are strongly encouraged*
TYPE 4: *Window Signs*	Tertiary Identification and/ or Informational	1/2 max (10%) of window area allowed (20%)	N/A	N/A	1/2 max. (10%) of window area allowed (20%)	Non-illuminated	
TYPE 5: *Window Graphics*	Pedestrian Wayfinding	20% max. of total window sf	N/A	N/A	20% max. of total window sf	Non-illuminated	
TYPE 6: *Plaques*	Pedestrian Level Identification	1	N/A	5'-0" aff	1.5 sf maximum	Illuminated w/concealed light source	
TYPE 7: *Hours of Operation Signs*	Pedestrian Level Identification	1	N/A	5'-0" aff	1.5 sf maximum	Non-illuminated	
TYPE 8: *Address Number (Provided by Landlord)*	Service	1	N/A	N/A 1.5 sf maximum		N/A	
TYPE 9: *Back of House (Provided by Landlord)*	Service	1	N/A	N/A	1.5 sf maximum	N/A	*NOTE: Rear entry door tenant name and suite number*
TYPE 10: *Menu Boards (For Restaurants Only)*	Pedestrian Level Identification	1	1'-0"	5'-0" aff	1.5 sf maximum	Illuminated w/concealed light source	*NOTE: Vertical format only*
TYPE 11: *Ground/Monument Sign*	Vehicular & Pedestrian Level Identification	1 if under 700' frontage; 2 if 700' or more frontage	30'-0"	10'-0"	100 sf per face 200 sf total	Illuminated w/concealed light source	

SIGN DIAGRAM: *HOW TO CALCULATE ALLOWABLE SQUARE FOOTAGE*



SIGN TYPE 1: OPTION A
Allowable square footage is the **total** height multiplied by the **total** width of the physical sign (Examples A and B). If the sign is on a background then the entire background is included in the calculation.

SIGN TYPE 1: OPTION B
1. If the sign consists of individual letters (engraved included) attached directly to the building or wall, the size is calculated by drawing a rectangle around all lines of copy (includes all spaces between letters and copy). (Example C)

Both Options A & B can be used for a single tenant, but must be within 1 sf sign area per linear foot of building facade, inclusive of both sign types.

FOR SIGNAGE ON UPPER FLOORS
While nearly all retail space is located on the first floor, retail space on the second floor may occur. All methods of determining location, area and position of signage are the same as the calculation used for first floor space. Any unique conditions that occur may require landlord review to ensure the best signage for the tenant and the project.

FOR SIGNAGE ON STAND ALONE BUILDINGS
Sign area for separate stand alone buildings is calculated the same way as all other retail, ie. 1 sf sign area per linear foot of building facade. For these buildings however, this area can only be used for 2 of the 4 facades. The other 2 facades are limited to .5 sf sign area per linear foot of building facade, this calculation is to be used for sign types 1, 2 and 3. Linear frontage of a building is calculated as the building is seen from the 4 main straight on elevations only. Any building or structure with more than 4 sides does not receive more signs or sign area than stated above.

BUILDING & STOREFRONT - TYPE A

Some select storefronts may extend above the second level finish floor. In these cases, it will be the tenant's responsibility to design all vertical structures with which to support their storefront system and façade materials, including but not limited to connection details for their material connecting to the podium edge, and all waterproofing needed

RETAIL STORE SIGNAGE

In order to create variety, a mixture of signs and graphic treatments will be encouraged per Storefront elevation, unless otherwise specified below. A graphic designer is to choose from the following list and create an overall package for the Tenant.

ENCOURAGED SIGN TYPES

TYPE 1 Option A - Storefront Fascia Sign
The primary storefront fascia sign is to be located in order to accent the main
entry to the store. These signs must be restrained and should not be the
dominant façade feature. One facia sign per Storefront elevation is allowed and does count towards the overall allowable signage square footage. Signs may be multi-layered using a combination of halo illuminated reverse channel letters, indirectly illuminated dimensional letters and other acceptable color and material treatments provided for in the general Criteria for Tenant signs.

Primary storefront signs must be positioned within the Landlord's designated sign area at a ratio of one (1) square foot per one linear foot of Tenant frontage.

Neon: open face channel letter or exposed neon signage will be strictly scrutinized and might be approved only when presented with a high level of quality and style. All neon signage must be reviewed and approved on a case by case basis by the Landlord.

TYPE 1 Option B - Canopy or Awning Sign
Canopies, awnings and awning graphics are encouraged. Dimensional or applied graphics are acceptable and incorporated into the canopy or awning. The Tenant may apply a painted, silk screened, etched or fabricated sign into the canopy, awning and/or valance itself.

The requirements for both elements are as follows:

- No part of a canopy or awning shall be permitted to block a neighbor's signage or storefront
- No sign is permitted to project from an awning
- Merchandising is not allowed on the canopies or awnings
- The sign is limited in width to 2/3 the length of the awning or canopy

Type 1 - Storefront Fascia Signs

Individual channel letters and logos shall be formed of welded aluminum, .036 minimum on sides and .080 minimum on backs with no exposed mounting hardware. Letter and logo faces shall be a minimum of 1/8" thick acrylic, non-yellowing material. Letters shall be internally illuminated. Transformers that ensure uniform lighting in cold temperatures shall be utilized.

Cast acrylic letters with embedded L.E.D. Lighting may be used if approved on an individual basis by the

F.C.O. letters must have a minimum depth of 4" and pegged off of the surface a minimum of 3/4". They may be externally illuminated with high quality designed down or up lights. Up lights must be shielded from glare to residents above and must be directed at building elements or signage.

TYPE 2 - Blade or Canopy Sign

Tenants are encouraged to provide blade signs identifying their place of business.

Each blade sign should conform with the following criteria:

- The signs shall be no larger than four (4) square feet
- Blade signs are limited to 1 per tenant
- The furthest edge of the sign shall be no more than 2'-9" from the face of the building
- Sign must be located no less than 9'-0" above grade mounted perpendicular to the face of the building and are not illuminated. Merchandising information is not allowed. Suitable materials consist of wood, painted metal, acrylic or other
- materials expressly approved, in writing, by the Landlord.

TYPE 3 - Storefront Window Signs

Signs behind the Storefront glazing systems are included as part of the Tenant's total graphics package. These signs are not to be illuminated, are to be placed on soffits behind the glass, wall or hung down to float behind the glass.

They must comply with the following guidelines:

- Signs mounted behind glass are to be no closer than twelve inches (12") from face of glass
- No exposed neon allowed behind the glass unless approved by Landlord
- Only Tenant's trade name or logo may be displayed in this location
- Window signs cannot exceed 10% of total aggregate signage permitted

TYPE 4 - Storefront Window Graphics

Small-scaled pedestrian level graphic designs may be incorporated into or applied to glazing, provided that visibility to merchandise is not obscured.

Signage and graphics that are applied to the storefront glazing system must comply with the following guidelines:

- Only Tenant's trade name or logo may be displayed in this location
- Store identification graphics shall be no more than 4" in height and may be located at any point on the window surface
- Graphics must be created from high-quality, durable materials and be professionally applied directly to the interior face of the glass storefront. Techniques include silk-screening, the application of pressure sensitive machine-cut vinyl, metal leaf/applique, and etching or sandblasting glass
- All signs applied with adhesive will be finished on both sides of the storefront glass with no visible mastic or adhesive
- Graphics cannot exceed 10% of the total aggregate signage permitted

TYPE 9 - Restaurant Menu Boards

Fast Casual or Fast Food Restaurants

For food service tenants where the customer walks into the space and up to a counter to order, illuminated and framed menu boards are permitted only at the back wall or soffit of the Tenant's space and are subject to the Landlord's approval.

The menu boards for these tenants are subject to the following criteria:

- Menu boards are permanent elements within the lease area. They are to be built into the wall surface and trimmed to enhance the finished appearance
- Text is to be permanently affixed to its backing through the use of hand lettered or silk-screened paint, individual die-cut vinyl letters or etching
- Some changeable word systems may be permitted with the Landlord's approval
- Acceptable backing materials include metal, wood, acrylic, glass and the limited use of seamless plastic laminates
- Maximum size - 48" high, for a total of 30% of total counter length. Subject to approval based on the proportion to the storefront

Table Service Restaurants

For food service tenants where the customer is either self-seated or seated by wait staff and then orders at the table, the limited use of "special" boards, with grease pencil or chalk applications, are acceptable when they are integral with and complementary to the entire storefront design.

"Special" boards are to comply with the following criteria:

- Illuminated and framed menu boards are not permitted on the exterior of the storefront.
- Food supplier names and advertisements are not permitted on menu boards
- Menu boards shall be in a vertical format, and shall not exceed 4 square feet

LANDSCAPE MATERIAL SIZING

Shade Tree Typical - 3” Caliper
Shade Tree Central Park - 4” Caliper
Shade Tree Specimen Central Park - 6” Caliper
Evergreen Tree - 8’ Height
Ornamental Tree Typical - 8’ Height or 3” Caliper
Ornamental Tree Cenral Park - 10’ Height

Deciduous Shrub - 3’ Height and Spread
Evergreen Shrub - 2’ Height and Spread
Ornamental Grass - #1
Herbaceous Perennial - #1
Groundcover - Quart
Retention Meadow - Plug 38/Flat

25'-0" 50'-0" 100'-0"
NORTH

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

OVERALL LANDSCAPE PLAN

L1

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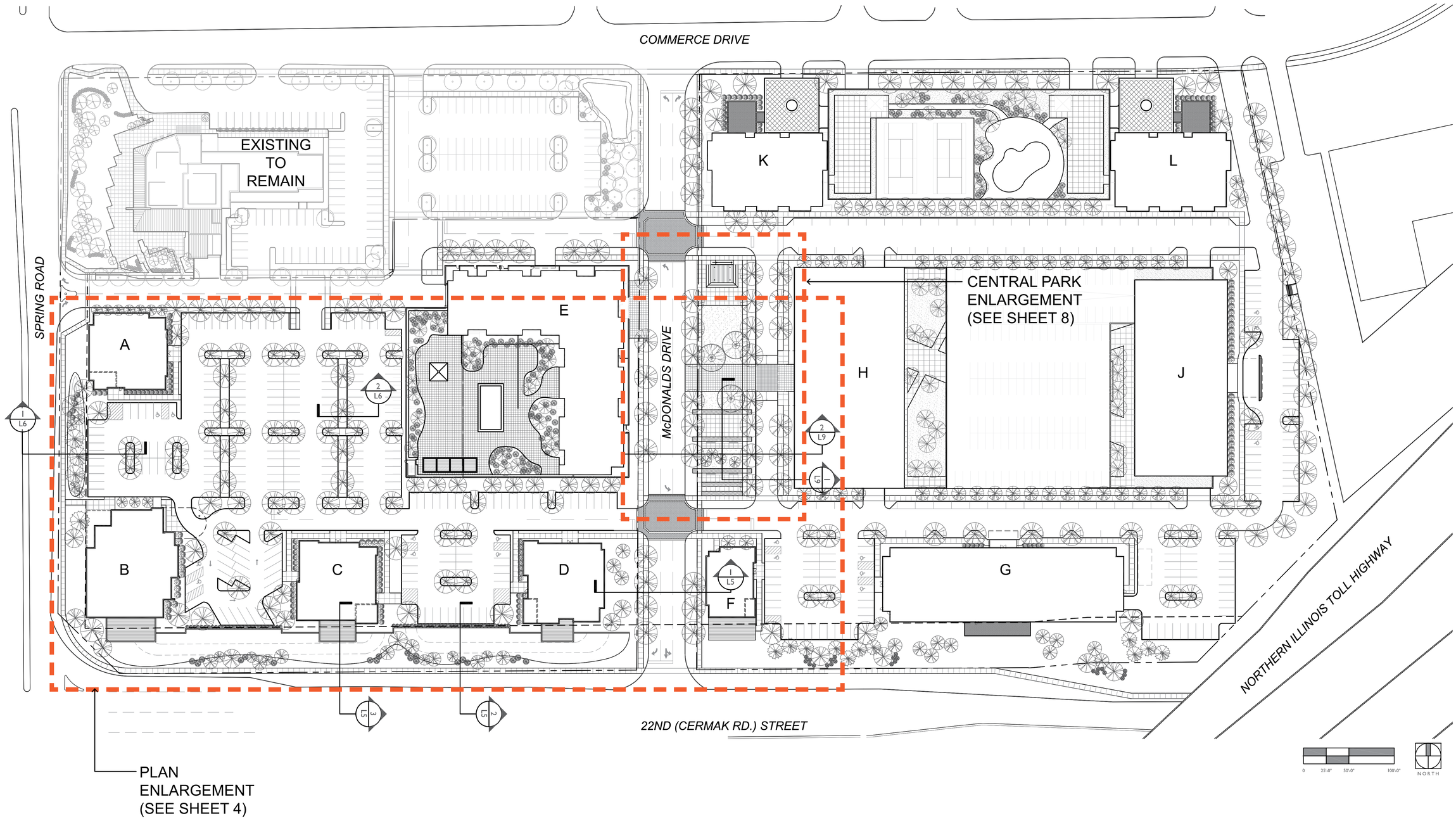

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

OVERALL LANDSCAPE KEY PLAN

L2

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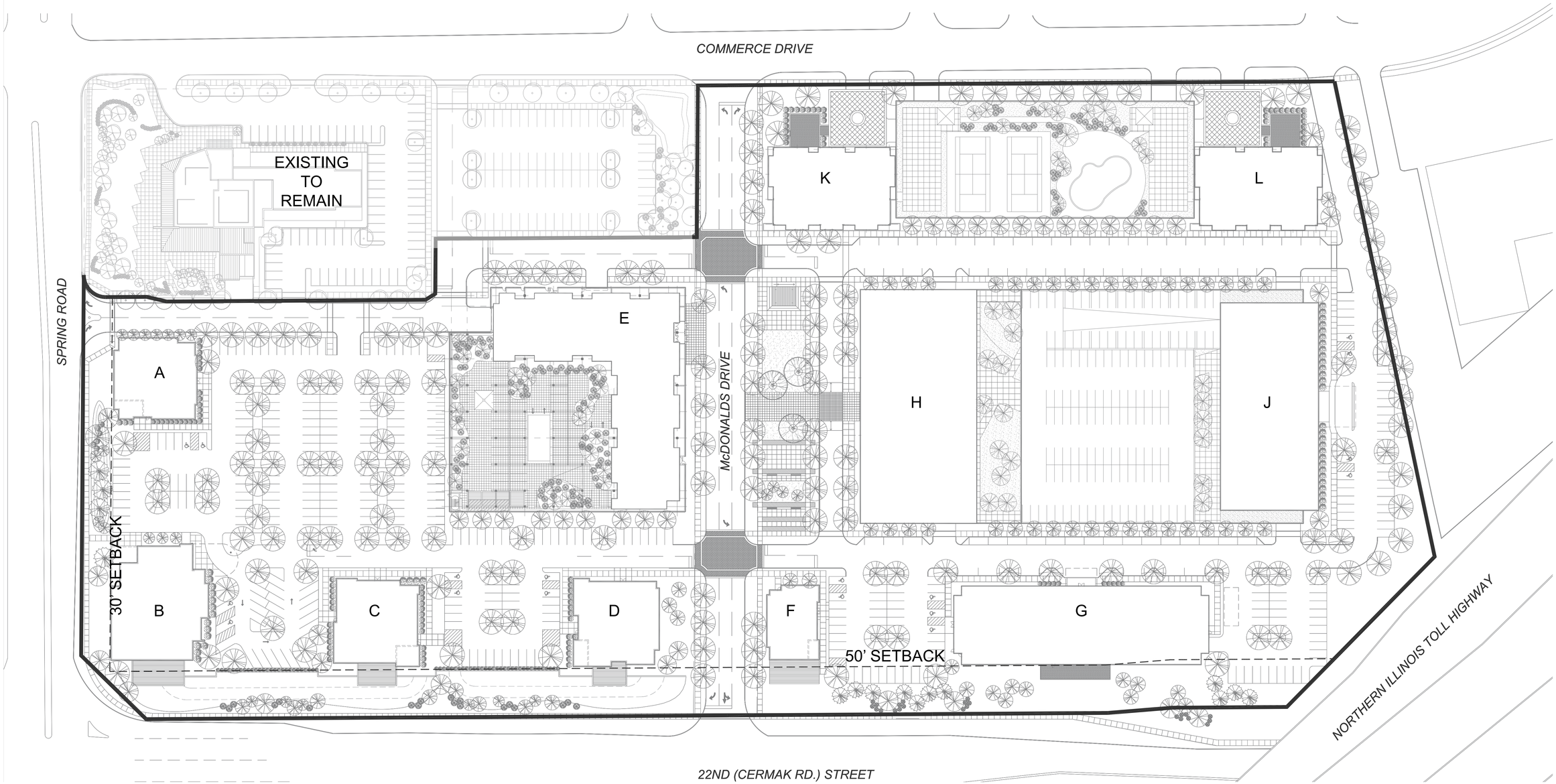

Site Area : 17.47 acres

Exclusions:

Building Footprints:	6.52 acres
Setback Areas:	1.69 acres
Total Lot Area Exclusions:	8.21 acres

TOTAL SITE AREA: (Site Area - Total Lot Exclusions) =	9.26 acres
x 10%:	0.93 acres
TOTAL LANDSCAPE REQUIRED:	0.93 acres
TOTAL LANDSCAPE PROVIDED:	2.46 acres

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

DEVELOPMENT LANDSCAPE REQUIREMENTS

L3

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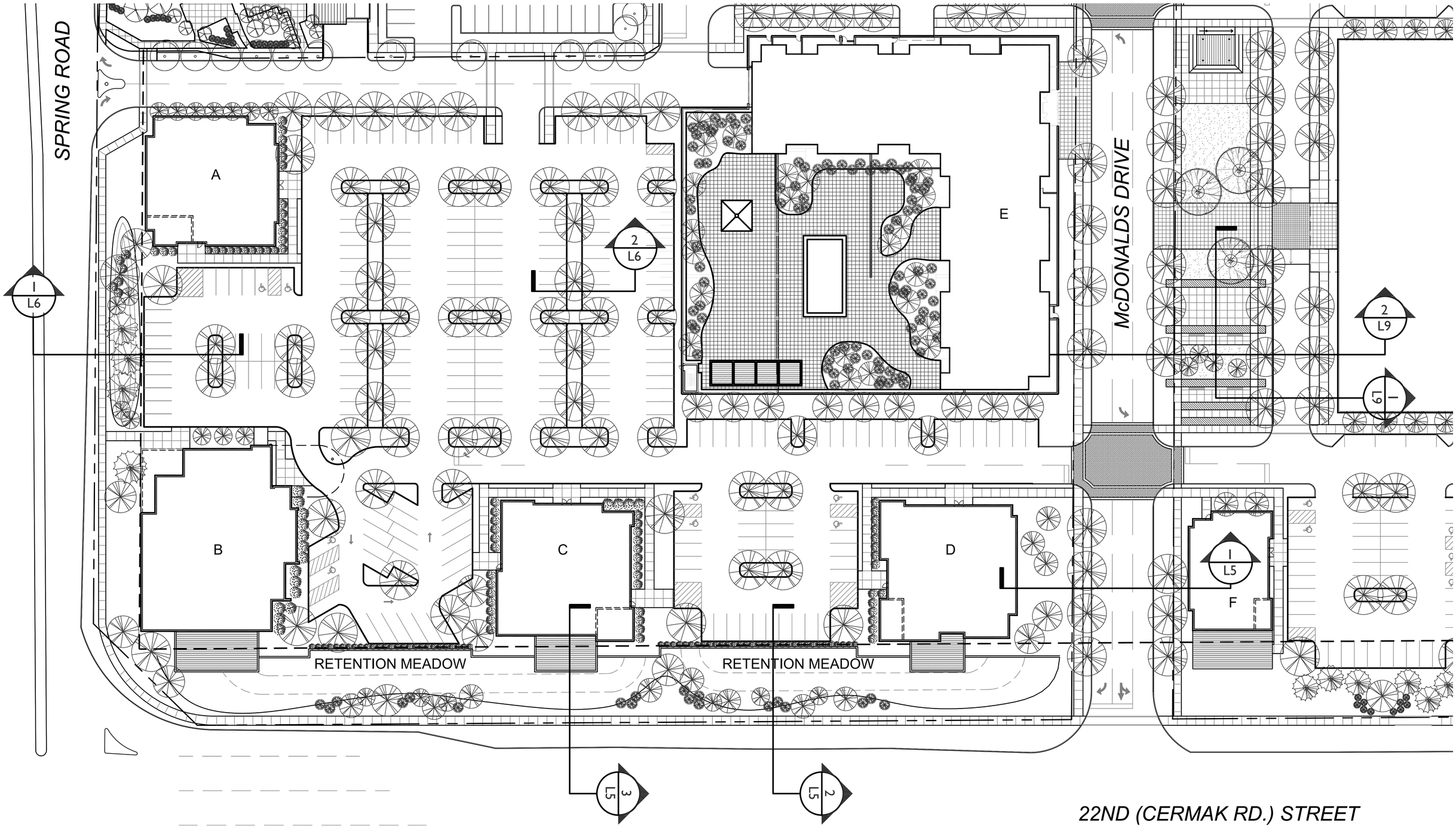

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

PLAN ENLARGEMENTS

L4

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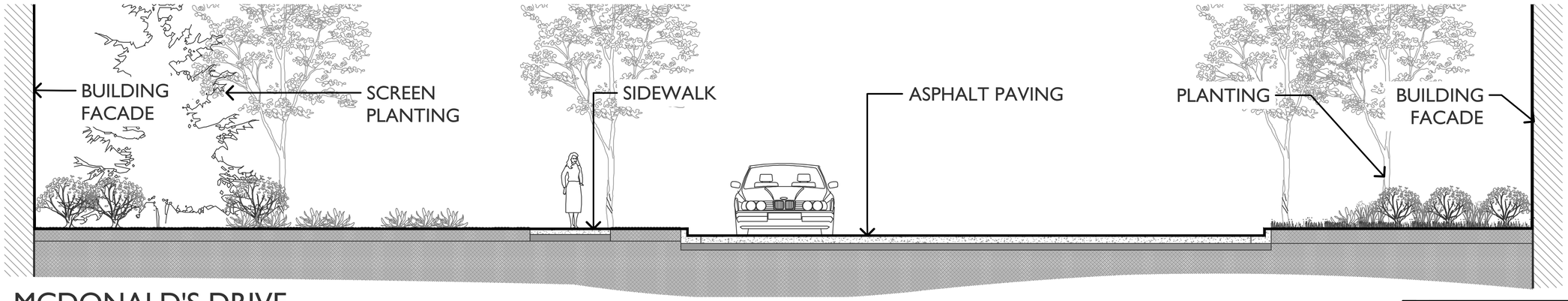
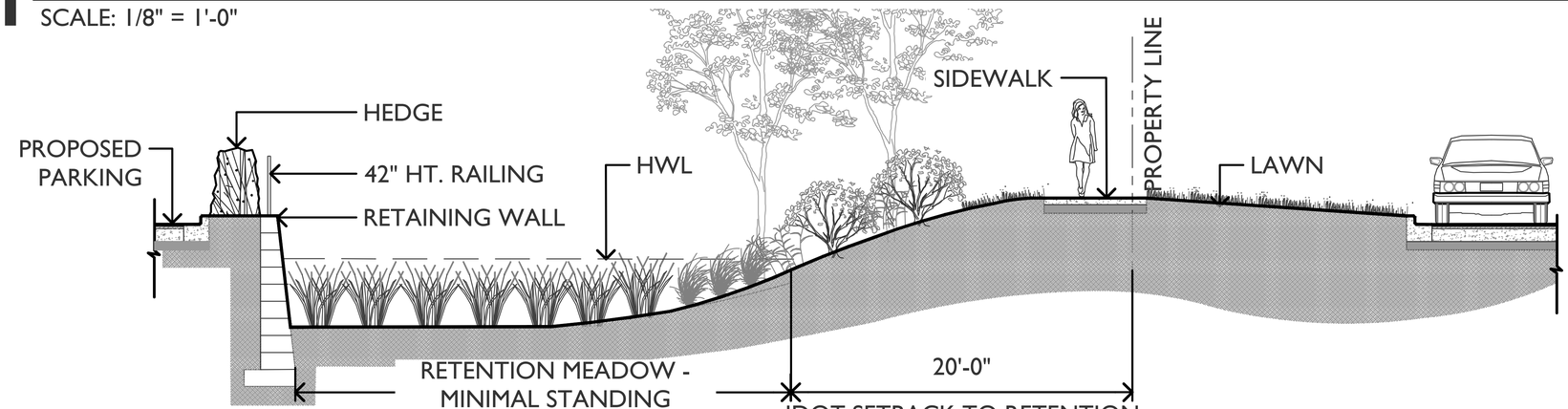


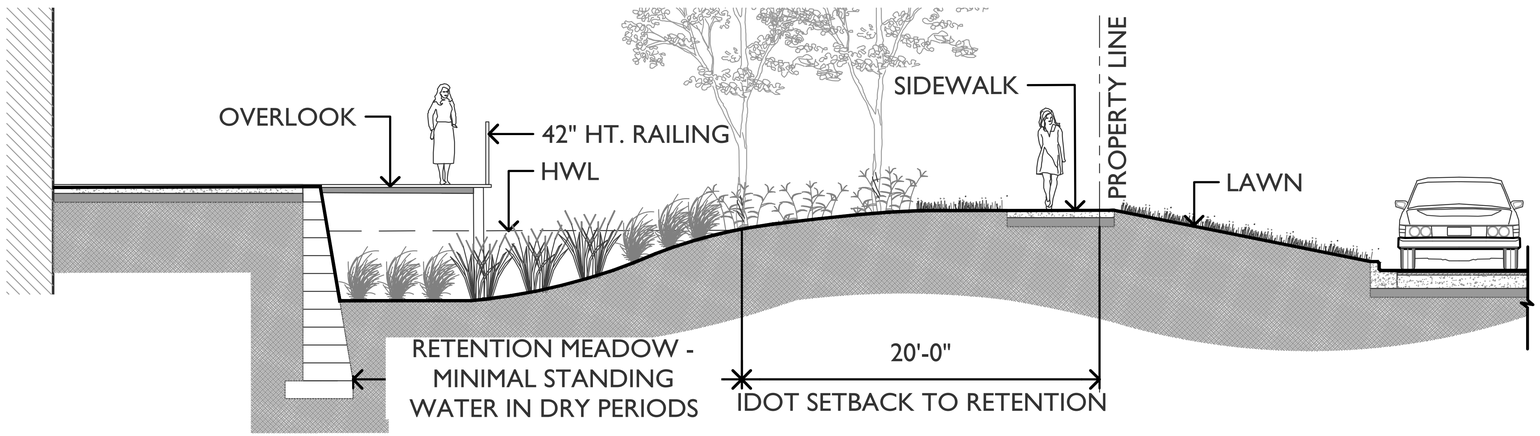
MCDONALD'S DRIVE

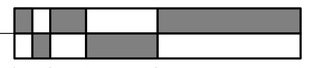
SCALE: 1/8" = 1'-0"



2 NATURAL RETENTION AREA AT PARKING

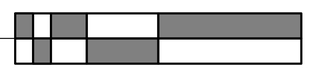
SCALE: 1/8" = 1'-0"

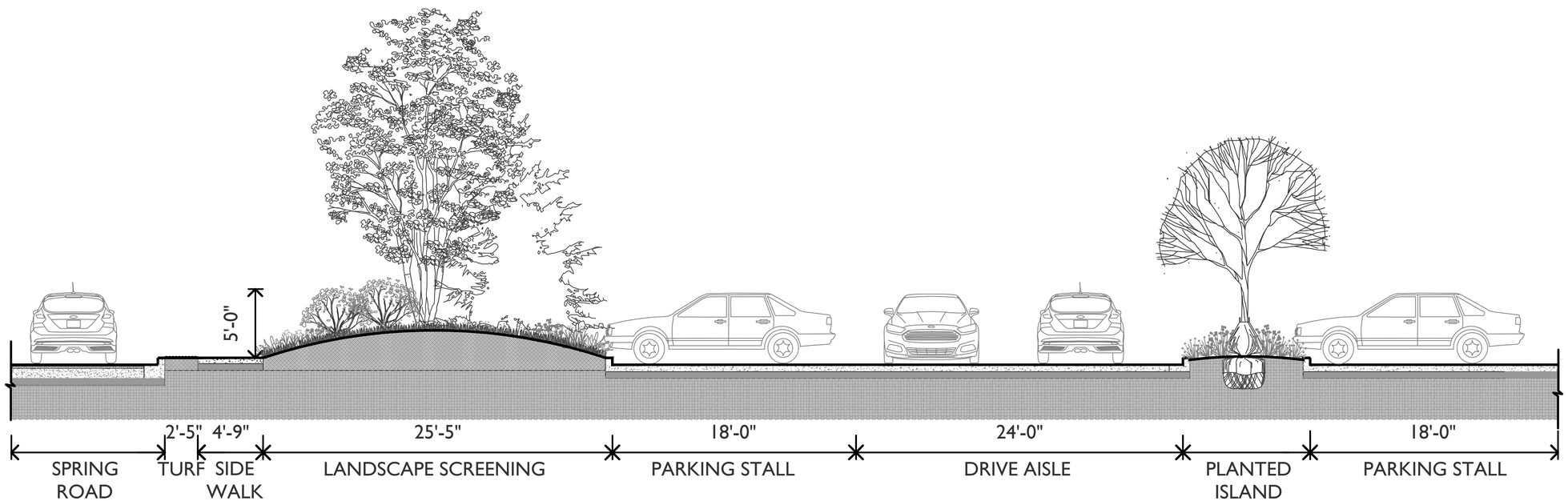




3 NATURAL RETENTION AREA AT LOOKOUT

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

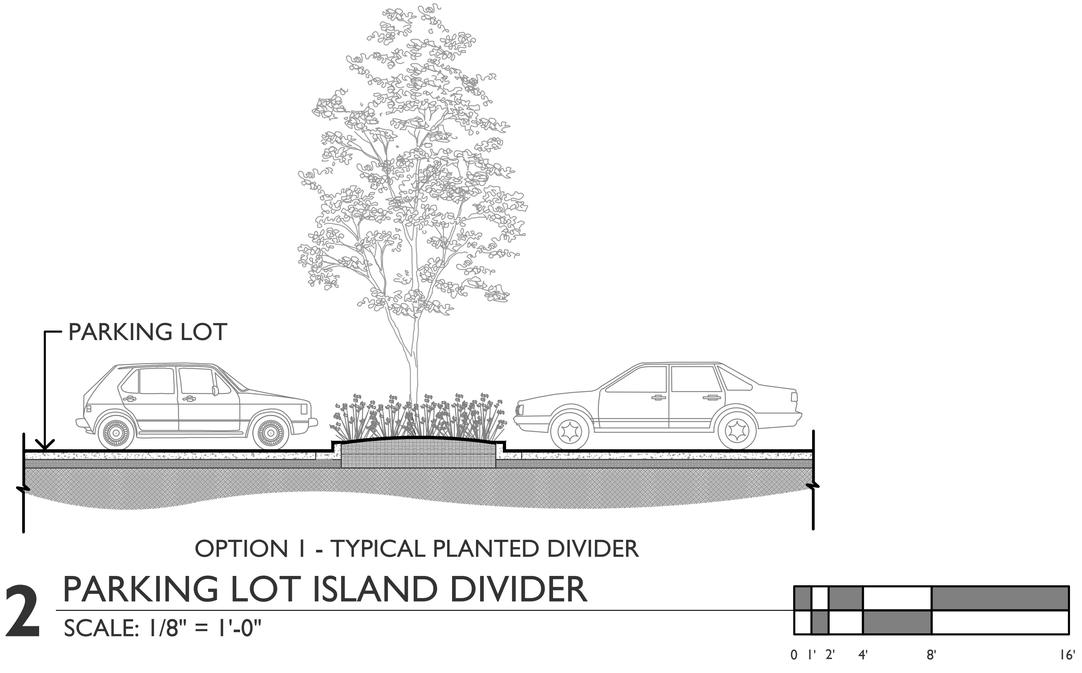




LANDSCAPE SCREENING

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

0 1' 2' 4' 8' 16'



OPTION 1 - TYPICAL PLANTED DIVIDER

2 PARKING LOT ISLAND DIVIDER

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

0 1' 2' 4' 8' 16'

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

SITE SECTIONS

L6

MODULAR RETAINING WALLS

PLANTING SCREEN

RETENTION MEADOW

PARKING ISLAND PLANTING

BUILDING E - RESIDENTIAL

SPECIAL INTERSECTION PAVING

McDONALD'S DRIVE

SPECIAL INTERSECTION PAVING

ENTRY FLOWER GARDEN

SHADE GARDEN

EVERGREEN HEDGE

LIGHT COLUMN

ORNAMENTAL MEADOW

PAVILION

LAWN

BENCH

PICNIC TABLE

FLUSH PEDESTRIAN CROSSING

BUILDING H - OFFICE

NORTH

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

CENTRAL PARK ENLARGEMENT

L8

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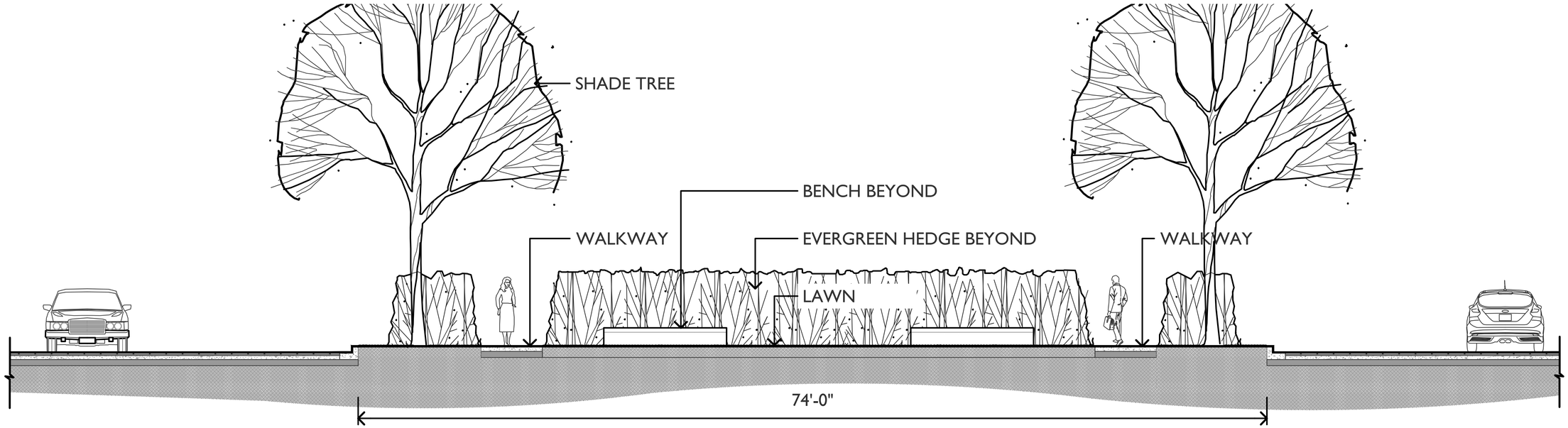
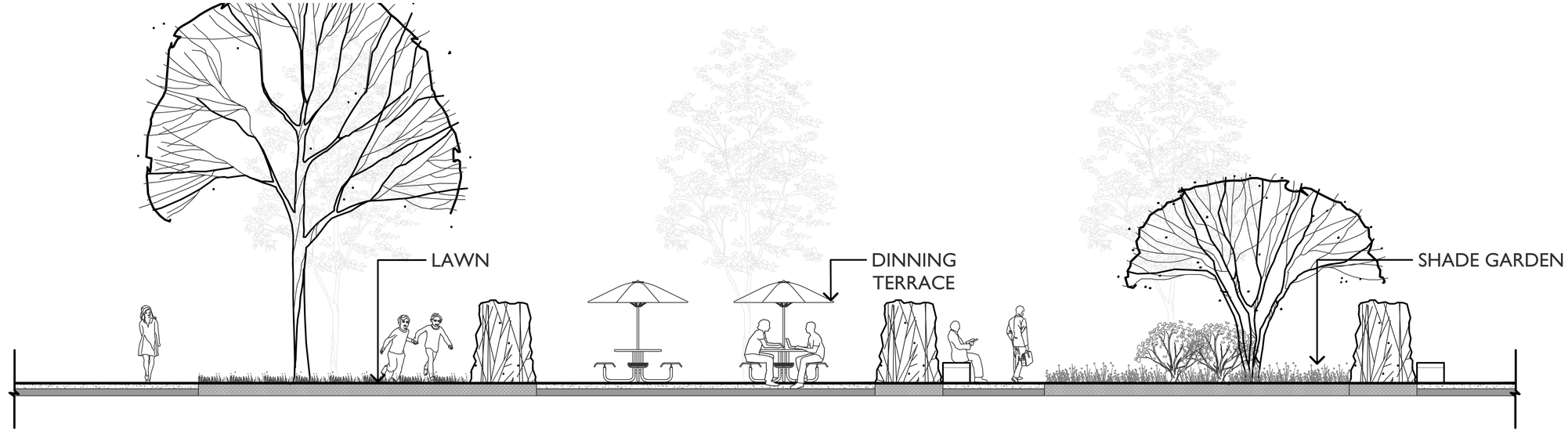


1 PARK

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

0 1' 2' 4' 8' 16'



2 GARDEN ROOMS

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

0 1' 2' 4' 8' 16'

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

CENTRAL PARK SECTION/ELEVATIONS

L9

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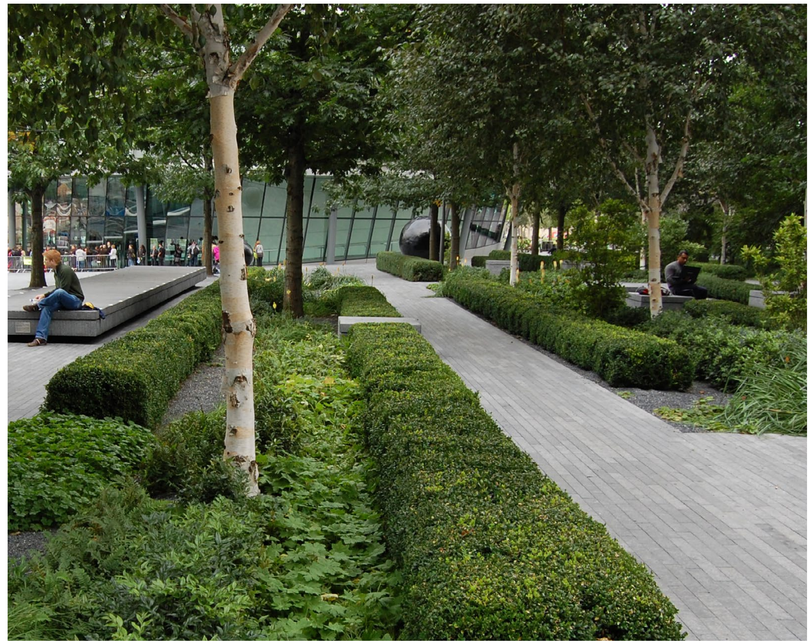
PAVILION

GARDEN ROOMS - VIEW FROM ABOVE



SHADE GARDEN

DINING TERRACE

LAWN WITH PEOPLE AND PERFORMANCE SPACE

GARDEN ROOM

ORNAMENTAL GRASSES AND SHADE TREES

SPRING | SUMMER | FALL | WINTER

ACER × FREEMANII ‘AUTUMN BLAZE’
AUTUMN BLAZE MAPLE

GLEDITSIA TRIACANTHOS
VAR. INERMIS ‘SKYLINE’
SKYLINE THORNLESS HONEYLOCUST

ACER MIYABEI ‘MORTON’
STATE STREET MAPLE

	SPRING	SUMMER	FALL	WINTER
ULMUS CARPINIFOLIA ‘MORTON GLOSSY’ TRIUMPH ELM				
QUERCUS BICOLOR SWAMP WHITE OAK				
CELTIS OCCIDENTALIS ‘CHICAGOLAND’ CHICAGOLAND COMMON HACKBERRY				

SPRING | SUMMER | FALL | WINTER

CRATAEGUS VIRIDIS ‘WINTER KING’
WINTER KING GREEN HAWTHORN

BETULA PLATYPHYLLA
VAR. JAPONICA ‘WHITESPIRE’
WHITESPIRE JAPANESE WHITE BIRCH

PICEA OMORIKA
SERBIAN SPRUCE

JUNIPERUS VIRGINIANA
EASTERN RED CEDAR

JUNIPERUS CHINENSIS VAR. SARGENTII ‘VIRIDIS’
GREEN SARGENT JUNIPER

TAXUS × MEDIA ‘HICKSII’
HICKS YEW

PICEA ABIES
NORWAY SPRUCE

PICEA PUNGENS
COLORADO GREEN SPRUCE

THUJA OCCIDENTALIS ‘TECHNY’
MISSION ARBORVITAE

JUNIPERUS HORIZONTALIS ‘PLUMOSA COMPACTA YOUNGSTOWN’
YOUNGSTOWN ANDORRA COMPACT JUNIPER

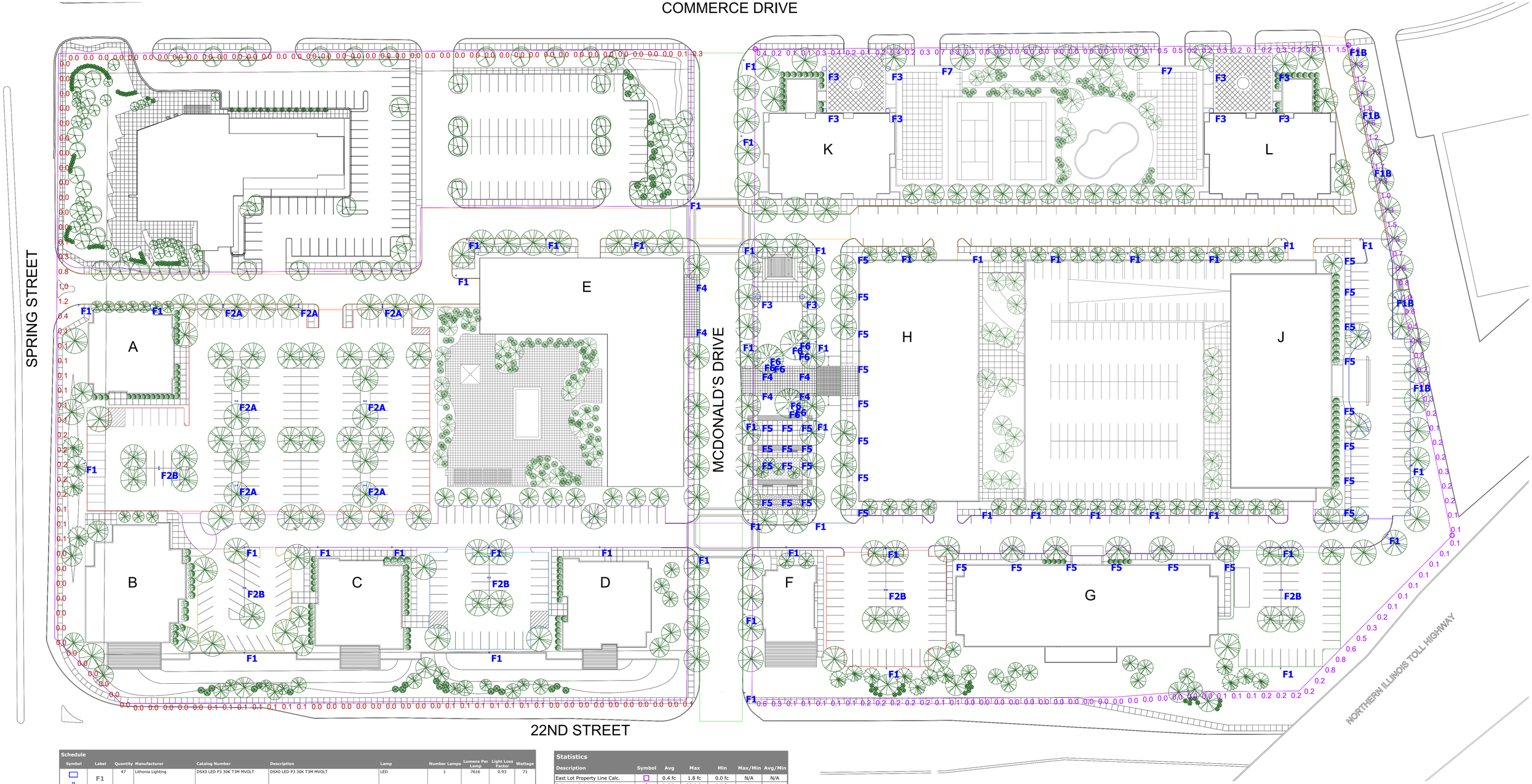
	SPRING	SUMMER	FALL	WINTER
ARONIA MELANOCARPA ‘MORTON’ IROQUOIS BEAUTY BLACK CHOKEBERRY				
HYDRANGEA PANICULATA ‘TARDIVA’ TARDIVA HYDRANGEA				
RHUS AROMATICA ‘GRO-LOW’ GRO-LOW FRAGRANT SUMAC				

BROOM FINISH CONCRETE PAVING

CONTEMPORARY BENCH

SPECIAL INTERSECTION PAVING

PRECAST PAVERS



Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	F1	47	Lithonia Lighting	DSX0 LED P3 30K T3M MVOLT	DSX0 LED P3 30K T3M MVOLT	LED	1	7616	0.93	71
	F1B	5	Lithonia Lighting	DSX0 LED P3 30K T3M MVOLT HS	DSX0 LED P3 30K T3M MVOLT with houseside shield	LED	1	6172	0.93	71
	F2A	7	Lithonia Lighting	DSX0 LED P3 30K TFTM MVOLT	DSX0 LED P3 30K TFTM MVOLT	LED	2	7841	0.93	142
	F2B	5	Lithonia Lighting	DSX0 LED P3 30K TFTM MVOLT	DSX0 LED P3 30K TFTM MVOLT	LED	2	7841	0.93	142
	F3	10	BEGA		84 121 K3	LED 23,6W	1	2297	0.93	28
	F4	6	BEGA		84 991	LED 46.8W	1	7353	0.93	54
	F5	34	Louis Poulsen Lighting		Flint Pullert 3000K - ny MC-Pet 21-05-14	LED 3000K	1	538	0.93	14
	F6	9	LUMENPULSE	LBIL-120/277-30K-FL-SL-DALI	LUMENBEAM INGROUND LARGE This file has been calculated by Lumenpulse to represent a different configuration.		1	3173	0.93	42
	F7	2	BEGA Converted by LUMCat V 15.03.2017 / M.S.		99 402 K3	LED 16W	1	1855	0.93	19

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
East Lot Property Line Calc.		0.4 fc	1.8 fc	0.0 fc	N/A	N/A
Full Area Calc.	+	0.6 fc	30.9 fc	0.0 fc	N/A	N/A
Main Parking Lot Calc.	+	2.8 fc	6.4 fc	0.9 fc	7.1:1	3.1:1
McDonald's Drive Calc.	+	1.4 fc	3.0 fc	0.3 fc	10.0:1	4.7:1
MOB Parking Calc.	+	1.0 fc	1.9 fc	0.1 fc	19.0:1	10.0:1
Roadway #1 Calc.	+	1.9 fc	3.5 fc	0.4 fc	8.8:1	4.8:1
Roadway #2 Calc.	+	1.7 fc	5.1 fc	0.2 fc	25.5:1	8.5:1
Small Parking #1 Calc.	+	2.7 fc	6.4 fc	1.3 fc	4.9:1	2.1:1
Small Parking #2 Calc.	+	2.2 fc	5.1 fc	0.9 fc	5.7:1	2.4:1
Small Parking #3 Calc.	+	2.1 fc	6.1 fc	0.8 fc	7.6:1	2.6:1
Small Parking #4 Calc.	+	2.2 fc	6.0 fc	0.9 fc	6.7:1	2.4:1
West Lot Property Line Calc.		0.1 fc	1.2 fc	0.0 fc	N/A	N/A

NOTES:
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**FIELD VERIFICATION REQUIRED.

OAK BROOK COMMONS - A LUXURY DEVELOPMENT

CONCEPTUAL LIGHTING PLAN

L17

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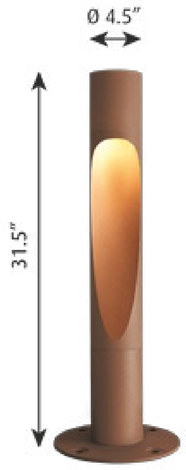
F1 & F2 LUMINAIRE - PARKING / ROADWAY

F1 & F2 WOOD POLE - PARKING / ROADWAY

F3 - RESIDENTIAL POLE LIGHT

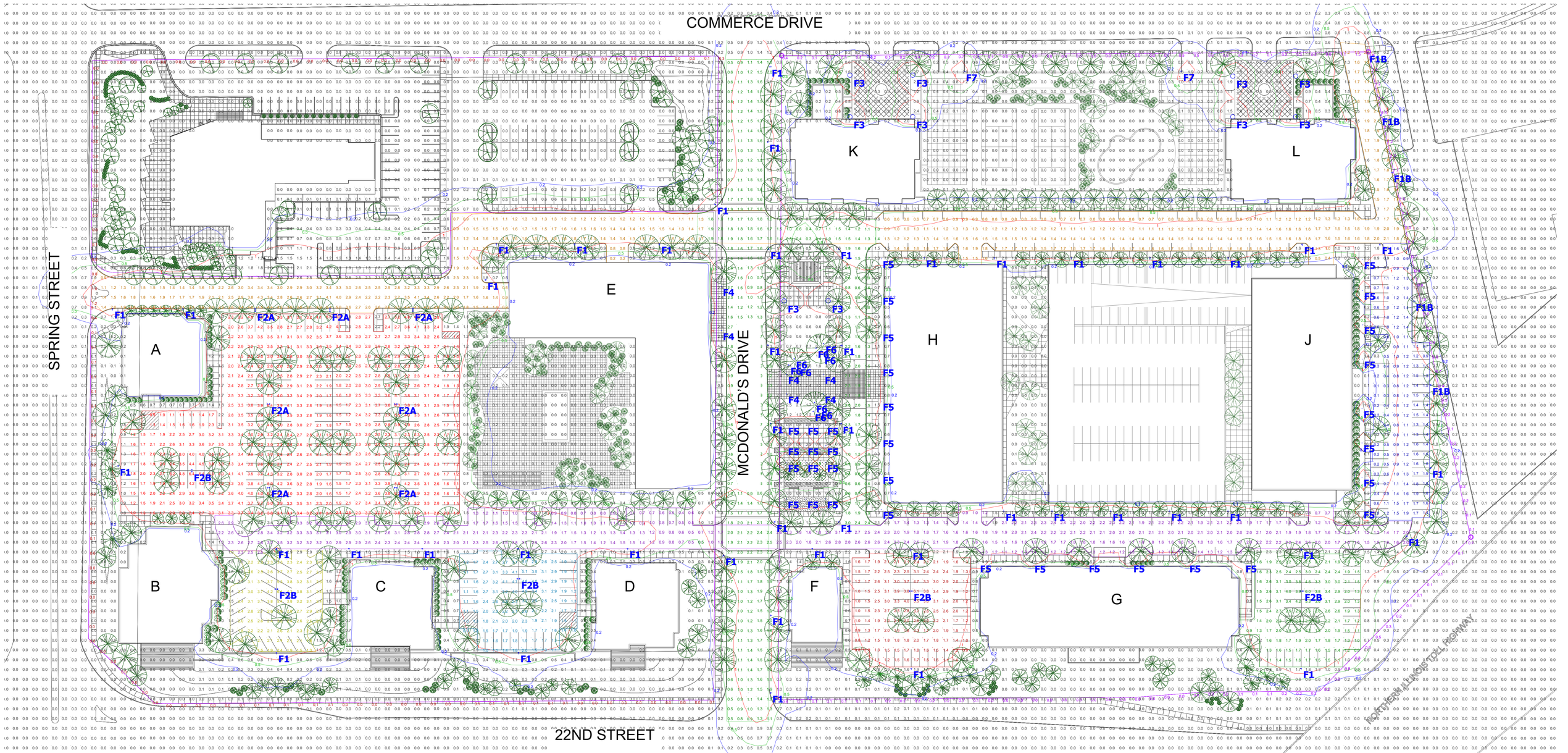
F4 - LIGHT COLUMN



F5 - BOLLARD LIGHT

F6 - FLUSH MOUNTED TREE LIGHTING IN PARK

F7 - DRIVEWAY POLE LIGHT



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	F3	10	BEGA		84 121 K3	LED 23,6W	1	2297	0.93	28
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MOB Parking Calc.		1.0 fc	1.9 fc	0.1 fc	19.0:1	10.0:1
Roadway #1 Calc.		1.9 fc	3.5 fc	0.4 fc	8.8:1	4.8:1
Roadway #2 Calc.		1.7 fc	5.1 fc	0.2 fc	25.5:1	8.5:1
Small Parking #1 Calc.		2.7 fc	6.4 fc	1.3 fc	4.9:1	2.1:1
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OAK BROOK COMMONS - A LUXURY DEVELOPMENT

PHOTOMETRICS PLAN

L19

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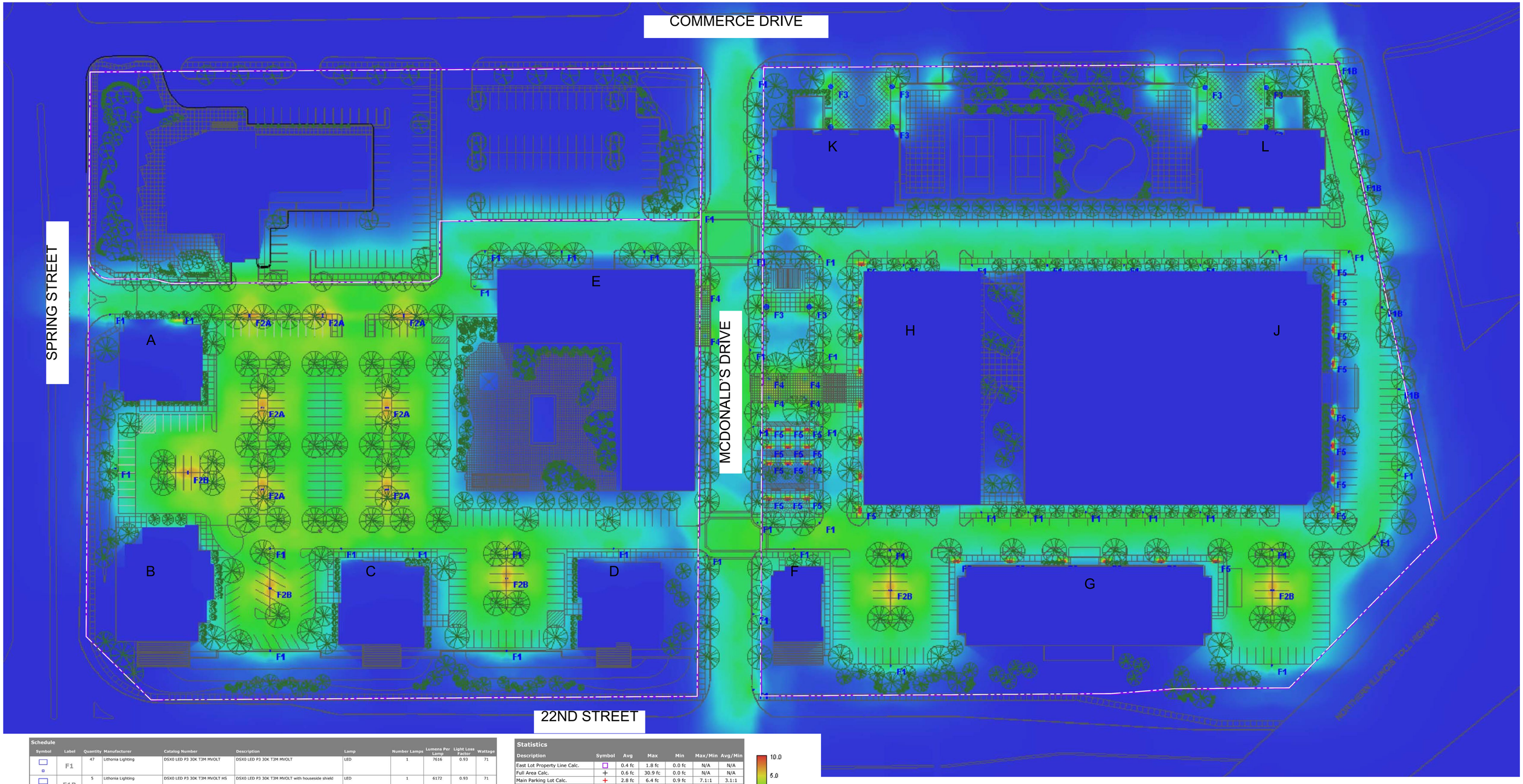

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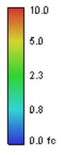

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OAK BROOK COMMONS - A LUXURY DEVELOPMENT

PHOTOMETRICS PLAN

L20

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers © **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **February 22, 2019**

CONNECTION FROM GIBSON'S UNDERGROUND VAULT TO GIBSON'S DETENTION POND

OFF SITE STORM CONNECTION TO 12" PIPE IE 661.65±

COMMERCE DRIVE OVERFLOW TO THE NORTH

OFF SITE STORM CONNECTION TO 30" PIPE IE 656.23

COMMERCE DRIVE

GIBSON'S UNDERGROUND DETENTION TO REMAIN. PERMITTED VOLUME = 2.94 AC-FT

DRAINAGE AREA = 0.10 AC

EXISTING GIBSON'S DETENTION BASIN TO REMAIN. PERMITTED VOLUME = 0.55 AC-FT

DRAINAGE DIVIDE (TYP)

DRAINAGE AREA = 4.76 AC

STORM CONNECTION TO GIBSON'S UNDERGROUND VAULT IE 666.32±

DRAINAGE DIVIDE (TYP)

SPRING ROAD

MCDONALD'S DRIVE

DRAINAGE AREA = 0.74 AC

DRAINAGE AREA = 3.76 AC

OFF SITE STORM CONNECTION OUTFALL 663.36 HWL 668.80

DRAINAGE AREA = 3.23 AC

OFF SITE STORM CONNECTION TO 36" PIPE IE 655.37±

DRAINAGE AREA = 2.81 AC

DRAINAGE AREA = 1.00 AC

NWL 670
HWL 673

ILLINOIS TOLLWAY 88

EXISTING SE DETENTION BASIN. PERMITTED VOLUME = 0.60 AC-FT

EXISTING SW DETENTION BASIN. PERMITTED VOLUME = 0.52 AC-FT

22ND STREET

OFF SITE STORM CONNECTION TO 24" PIPE IE 660.01±

OFF SITE STORM CONNECTION TO 15" PIPE IE 662.68±

EXISTING INFILTRATION BASINS. PERMITTED VOLUME = 299 CF

22ND STREET OVERFLOW TO THE EAST

GRAPHIC SCALE
50 25 0 50
1" = 50'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Existing Drainage and Stormwater Management Plan

C1

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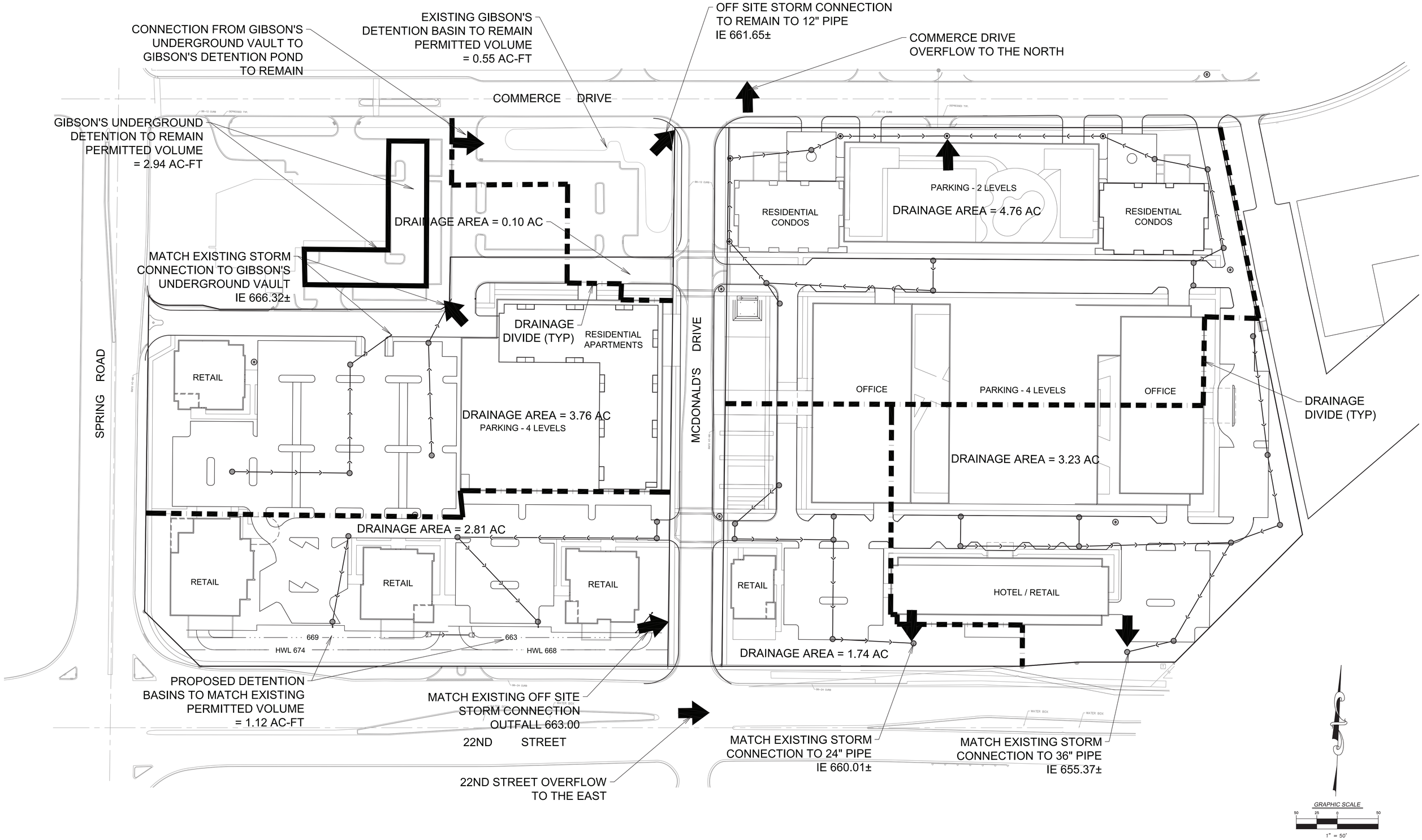

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Proposed Drainage and Stormwater Management Plan

C2

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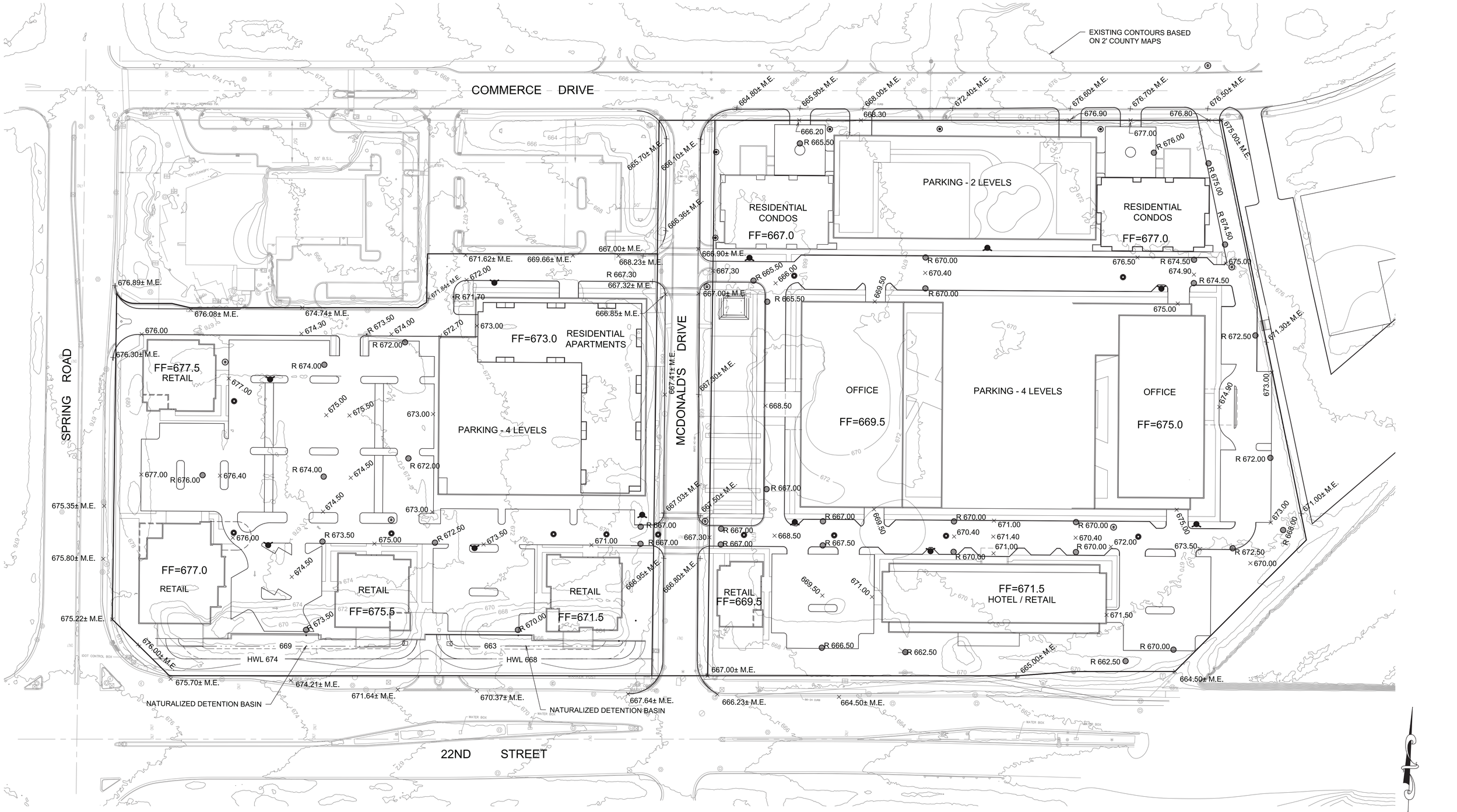
Oak Brook, Illinois | **February 22, 2019**



OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Preliminary Grading Plan

C3

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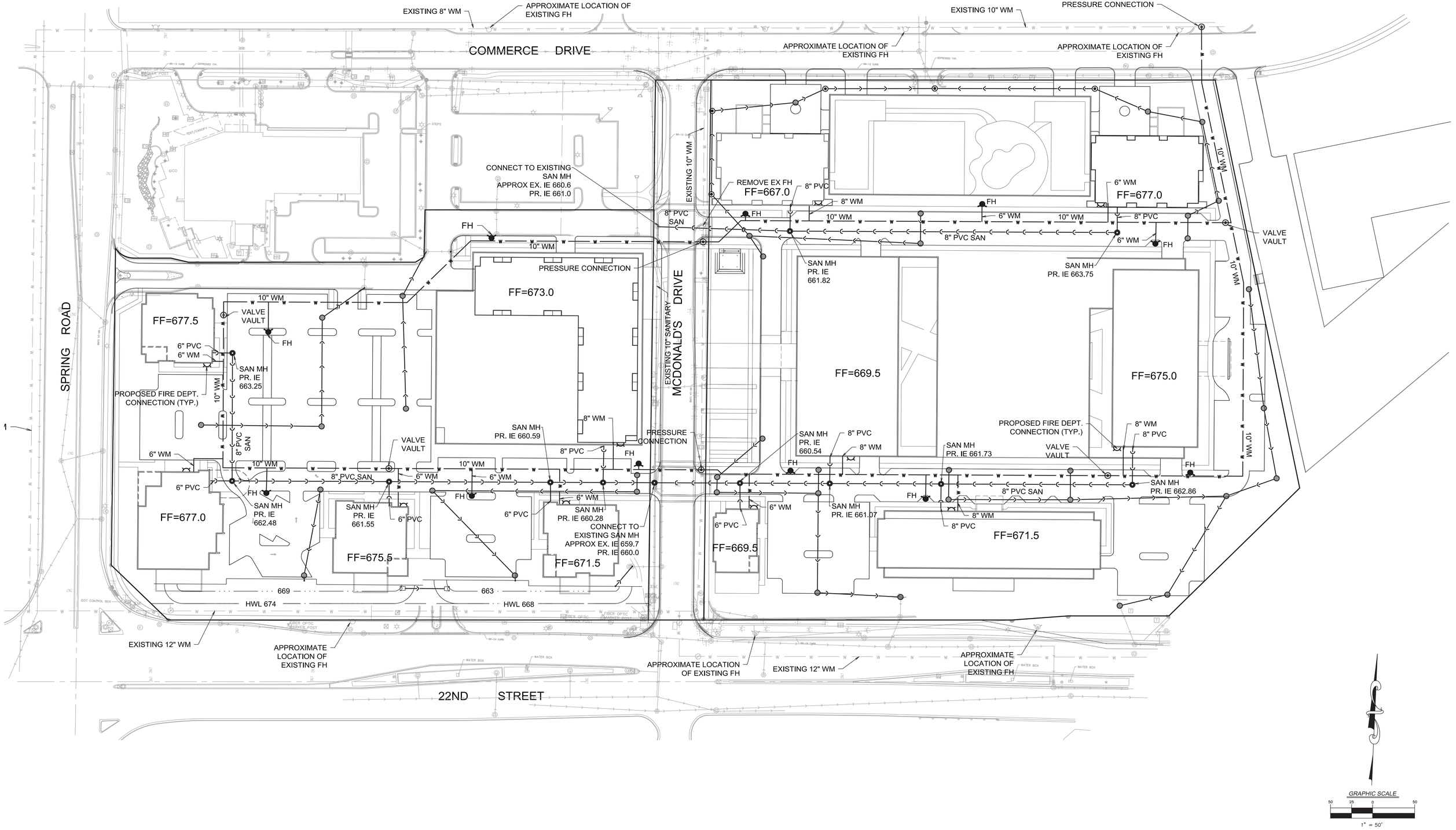
Oak Brook, Illinois | **February 22, 2019**



OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Preliminary Utility Plan

C4

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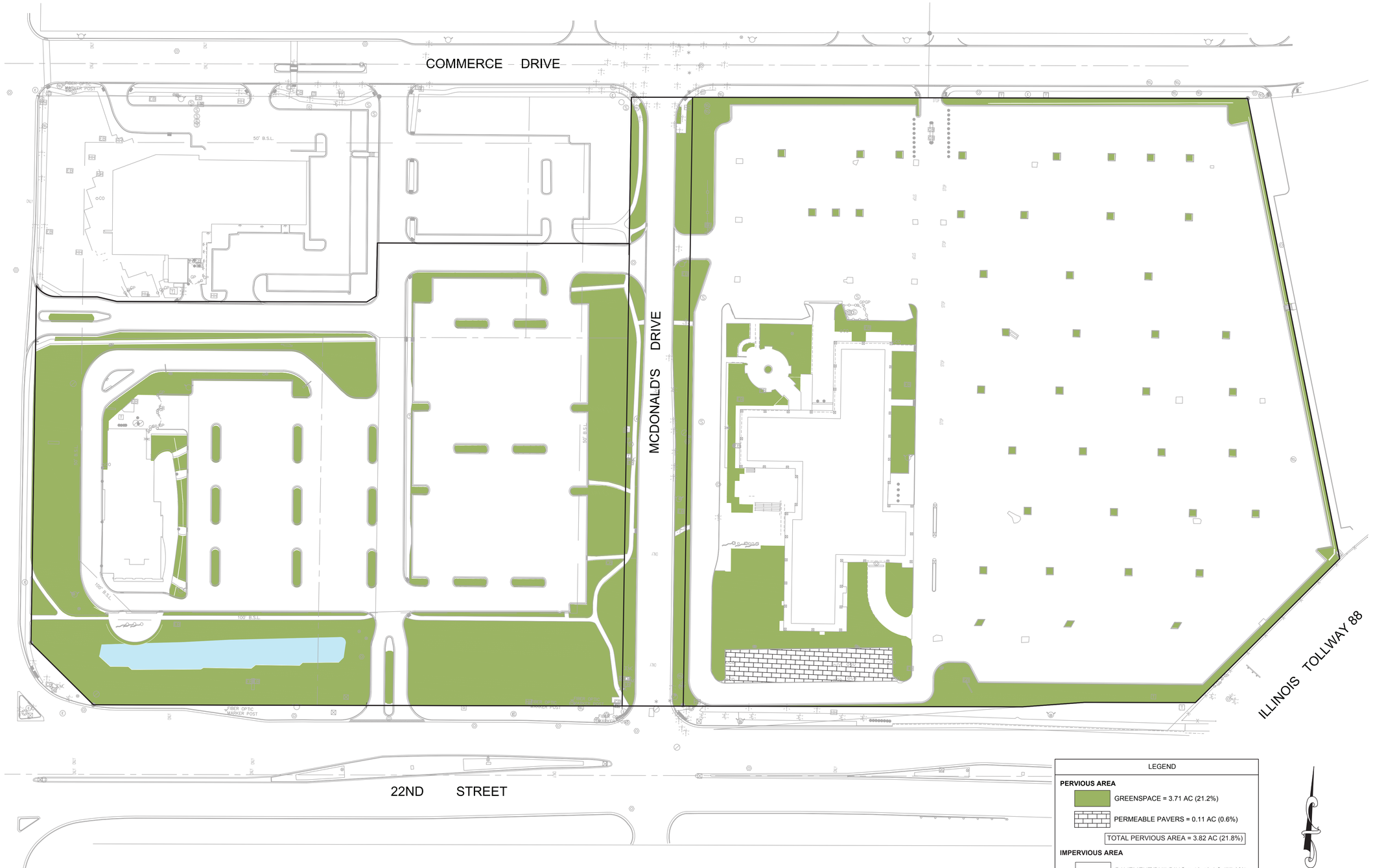

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Existing Pervious/Impervious Area Exhibit

C5

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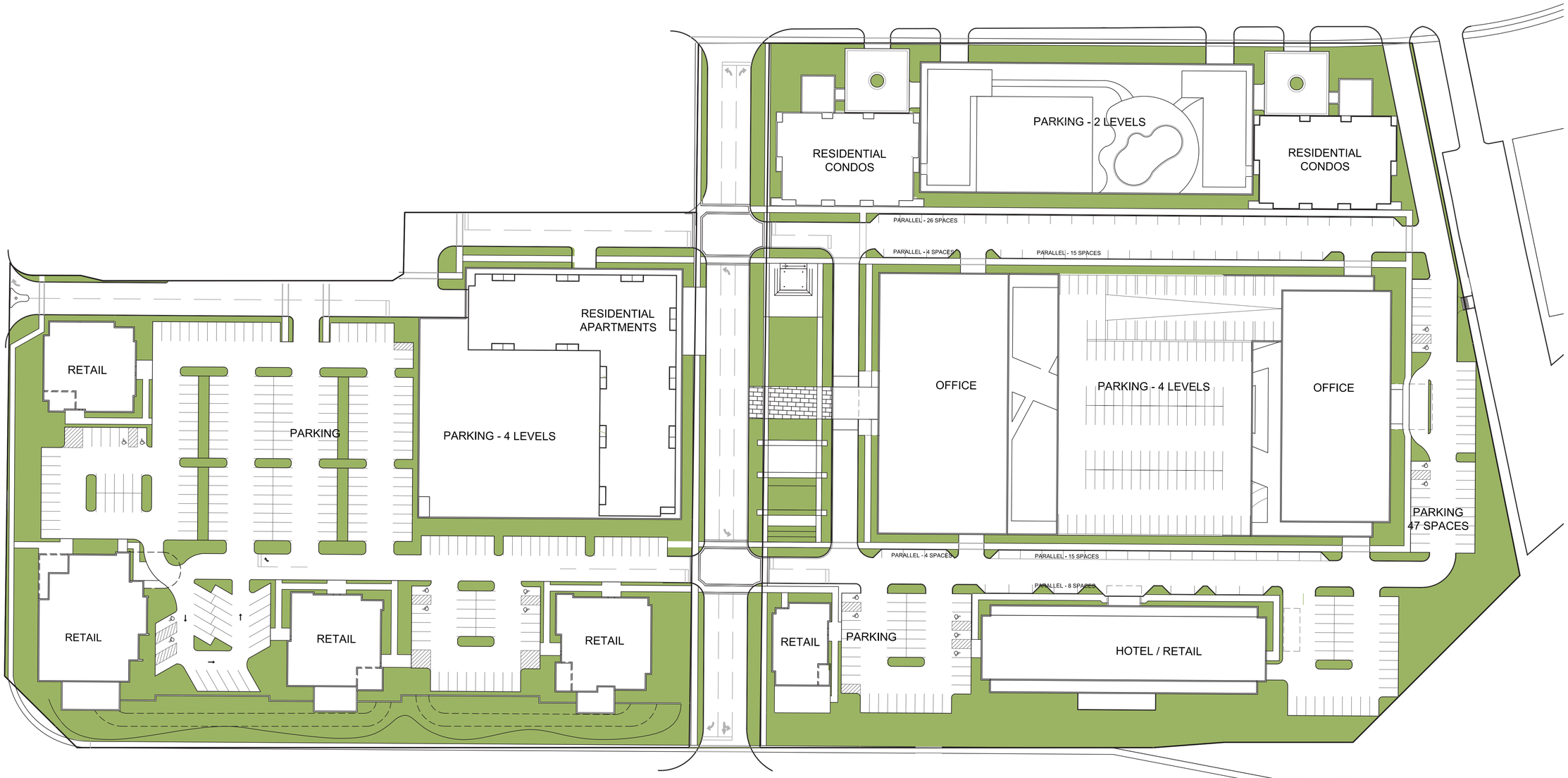

LEGEND	
PERVIOUS AREA	
GREENSPACE = 3.79 AC (21.7%)	
PERMEABLE PAVERS = 0.04 AC (0.2%)	
TOTAL PERVIOUS AREA = 3.83 AC (21.9%)	
IMPERVIOUS AREA	
PAVEMENT/BUILDING = 13.64 AC (78.1%)	
TOTAL IMPERVIOUS AREA = 13.64 AC (78.1%)	
PROJECT SITE CURVE NUMBER = 93	
PROJECT AREA = 17.47 AC	

GRAPHIC SCALE
50 25 0 50
1" = 50'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Proposed Pervious/Impervious Area Exhibit

C6

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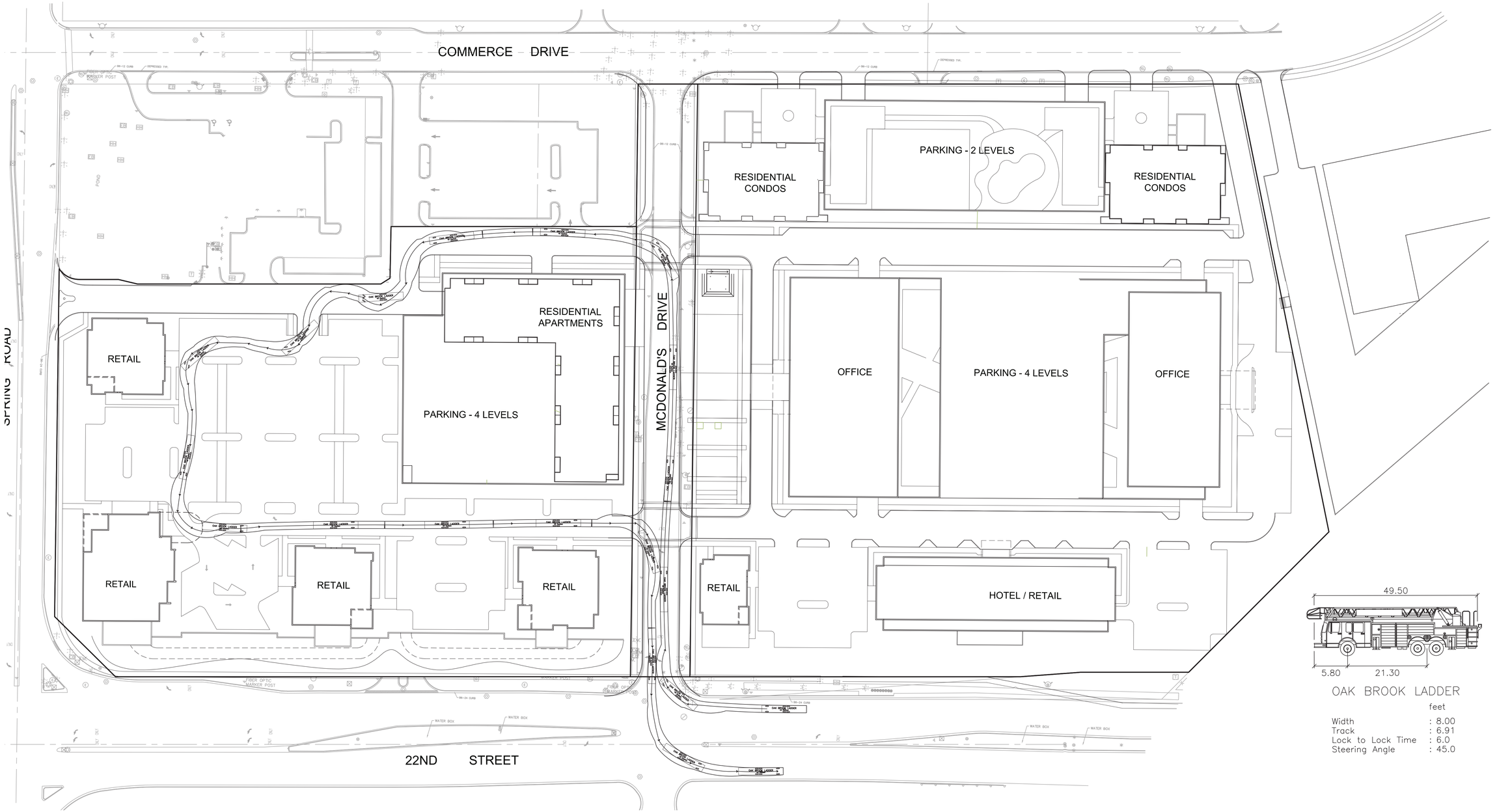
Oak Brook, Illinois | **February 22, 2019**



OAK BROOK LADDER

feet

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

GRAPHIC SCALE

50 25 0 50

1" = 50'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Fire Truck Circulation and Maneuverability Exhibit

C7-1

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Oak Brook, Illinois | **February 22, 2019**

COMMERCE DRIVE

RESIDENTIAL CONDOS

PARKING - 2 LEVELS

RESIDENTIAL CONDOS

RESIDENTIAL APARTMENTS

RETAIL

PARKING - 4 LEVELS

MCDONALD'S DRIVE

OFFICE

PARKING - 4 LEVELS

OFFICE

RETAIL

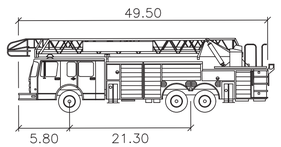
RETAIL

RETAIL

RETAIL

HOTEL / RETAIL

22ND STREET



OAK BROOK LADDER

feet

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

GRAPHIC SCALE

50 25 0 50

1" = 50'

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

Fire Truck Circulation and Maneuverability Exhibit

C7-2

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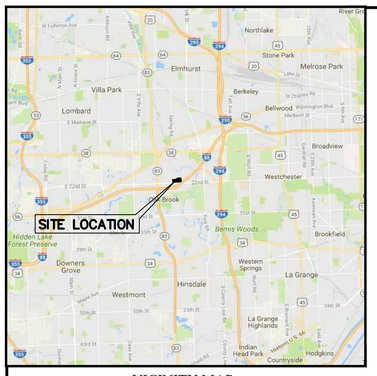
Oak Brook, Illinois | **February 22, 2019**

ALTA / NSPS LAND TITLE SURVEY



VICINITY MAP
NO SCALE

LEGAL DESCRIPTION

PARCEL 1:

LOT 4 IN OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION UNIT 1 (EXCEPT THAT PORTION FALLING WITHIN LOT 3 OF BUTLER COMPANY–M–1, INC. ASSESSMENT PLAT NO. 1, RECORDED JULY 8, 1964 AS DOCUMENT R64–24068), BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 12, 1968 AS DOCUMENT R68–30335, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
LOT 1 IN MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, BEING A RESUBDIVISION OF LOTS 1 AND 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2, BEING A RESUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 17, 2009 AS DOCUMENT R2009–111381, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:

THE PROPOSED LAND DESCRIBED AS FOLLOWS;

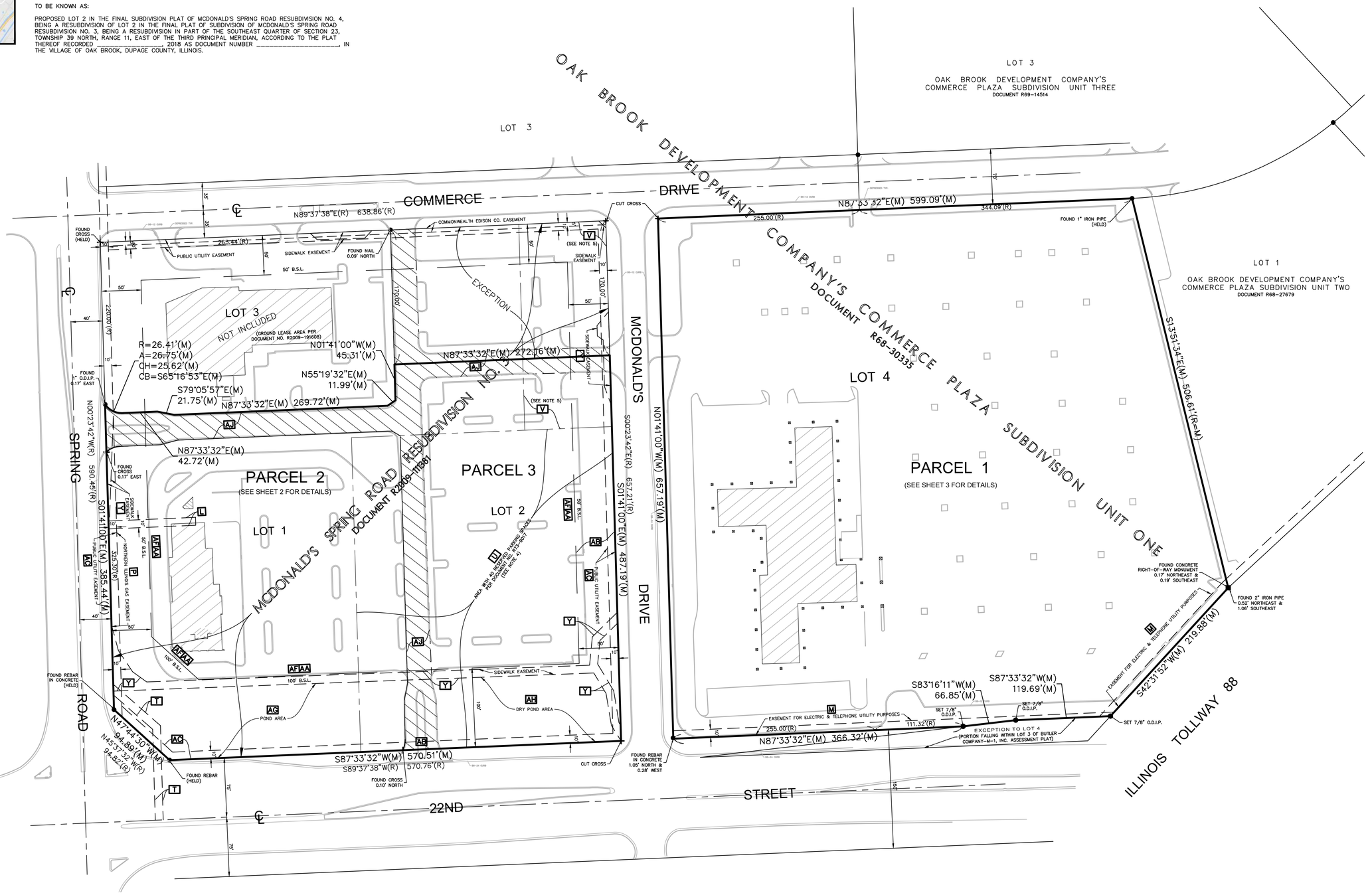
LOT 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3 (EXCEPT THE NORTH 170.00 FEET AS MEASURED ALONG THE EASTERLY LINE THEREOF), BEING A RESUBDIVISION IN PART OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 17, 2009 AS DOCUMENT NUMBER R2009–111381, IN THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS.

TO BE KNOWN AS:

PROPOSED LOT 2 IN THE FINAL SUBDIVISION PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 4, BEING A RESUBDIVISION OF LOT 2 IN THE FINAL PLAT OF SUBDIVISION OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, BEING A RESUBDIVISION IN PART OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED _____, 2018 AS DOCUMENT NUMBER _____, IN THE VILLAGE OF OAK BROOK, DUPAGE COUNTY, ILLINOIS.

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

ASSUMED MERIDIAN



NOTES

1. THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION AND EASEMENTS OF RECORD AS IDENTIFIED IN TITLE COMMITMENT NUMBER 18008368NC ISSUED BY CHICAGO TITLE INSURANCE COMPANY HAVING AN EFFECTIVE DATE OF MAY 7, 2018.
2. THE BASIS OF BEARINGS FOR THIS SURVEY IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD 83 (2011), ZONE 1201 (ILLINOIS EAST).
3. THIS SITE FALLS WITHIN "OTHER AREAS ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 170214 0606 H, MAP NUMBER 17043C0606H HAVING AN EFFECTIVE DATE OF DECEMBER 16, 2004.

[K] 4. THE LAST EXTENTION TO THE LEASE REFERENCED IN DOCUMENT NO. R2004–084500 EXPIRED ON SEPTEMBER 30, 2006.

[U] 5. THE SURVEY SHOWS THE AFFECTED OFF–STREET PARKING AREA REFERENCED IN DOCUMENT NO. R73–9017, HOWEVER THE DOCUMENT DOES INDICATE THE LOCATION WITHIN THAT AREA OF THE 40 RESERVED PARKING SPACES.

[V] 6. THE EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED AS DOCUMENT NO. R83–118706 PERTAIN TO MAINTENANCE OF ON–SITE STORM SEWERS AND DETENTION FACILITIES AND GRANTS THE VILLAGE OF OAK BROOK RIGHT OF ACCESS TO PERFORM SAID MAINTENANCE OPERATIONS. THE AFFECTED AREA IS NOTED AS "AF" ON THE SURVEY.

LEGEND

- ● FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED (HELD LOCATION) (CONTROL POINT)
- ■ CONCRETE MONUMENT
- + CROSS IN CONCRETE
- MANHOLE
- STORM STRUCTURE
- SANITARY MANHOLE
- VALVE VAULT
- FIRE HYDRANT
- FLARED END SECTION
- UTILITY POLE
- UTILITY POLE W/LIGHT
- UTILITY POLE W/TSF
- GUY POLE
- OVERHEAD TRAFFIC SIGNAL
- TRAFFIC SIGNAL MANHOLE
- OHW OVERHEAD WIRES
- GAS METER
- ELECTRIC METER
- TRANSFORMER PAD
- TELEPHONE PEDESTAL
- ELECTRIC PEDESTAL
- TELEPHONE MANHOLE
- CABLE TELEVISION PEDESTAL
- ELECTRIC MANHOLE
- VALVE BOX
- B/BOX
- SIGN
- BOLLARD POLE
- LIGHT
- LIGHT POLE
- HAND HOLE
- MAILBOX
- GAS MARKER
- ELECTRIC MARKER
- TELEPHONE MARKER
- FLAG POLE
- POST INDICATOR VALVE
- GATE POST
- DS DOWN SPOUT
- TELEPHONE NETWORK INTERFACE
- IRRIGATION CONTROL VALVE
- ELECTRIC BOX
- SIAMESE WATER CONNECTION
- WATER MARKER
- BORING HOLE
- GAS VALVE
- SANITARY SEWER
- FLOW STORM SEWER
- W WATER MAIN
- G GAS MAIN
- E ELECTRIC LINE
- T TELEPHONE LINE
- CONIFEROUS TREE W/APPROX. DIAMETER
- DECIDUOUS TREE W/APPROX. DIAMETER MS=MULTI–STEM (DRIP LINE SHOWN IS APPROXIMATE)
- 18 ELEVATION
- BITUMINOUS PAVEMENT
- CONCRETE SURFACE
- DEPRESSED CURB
- GRAVEL SURFACE
- LANDSCAPE AREA
- STONE SURFACE
- DETECTABLE TACTILE WARNING SURFACE
- WOOD FENCE
- CHAIN LINK FENCE
- METAL FENCE
- METAL GUARDRAIL
- OVERHEAD TRAFFIC SIGNAL

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
TF = TOP OF FOUNDATION
FF = FINISHED FLOOR
FES = FLARED END SECTION
VCP = VITRIFIED CLAY PIPE
DIP = DUCTILE IRON PIPE
PVC = POLYVINYL CHLORIDE
RCP = REINFORCED CONCRETE PIPE
CMP = CORRUGATED METAL PIPE
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(D) = DEED BEARING OR DISTANCE
A = ARC LENGTH
R = RADIUS
CH = CHORD
CB = CHORD BEARING
B.S.L. = BUILDING SETBACK LINE
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND
- PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE

[AJ] ACCESS EASEMENT PER DOCUMENT NO. R2009–191608

SCHEDULE B EXCEPTIONS

*[K] LEASE MADE BY MCDONALD'S CORPORATION TO CHICAGO SMSA LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP DATED OCTOBER 30, 1991, A MEMORANDUM THEREOF WHICH WAS RECORDED DECEMBER 16, 1991 AS DOCUMENT R91–168363 AND RE–RECORDED JANUARY 9, 1992 AS DOCUMENT R92–005653, DEMISING THE LAND FOR A TERM OF YEARS BEGINNING OCTOBER 1, 1991 AND ENDING SEPTEMBER 30, 1996, AND ALL RIGHTS THEREUNDER OF, AND ALL ACTS DONE OR SUFFERED THEREUNDER BY, SAID LESSEE OR BY ANY PARTY CLAIMING BY, THROUGH, OR UNDER SAID LESSEE.

MEMORANDUM OF AGREEMENT TO EXTEND LEASE MADE BY MCDONALD'S CORPORATION, A DELAWARE CORPORATION (LANDLORD) AND CHICAGO SMSA LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP, D/B/A VERIZON WIRELESS (TENANT) RECORDED FEBRUARY 2, 2004 AS DOCUMENT R2004–084500, TO EXTEND LEASE FOR A TERM OF 3 YEARS BEGINNING OCTOBER 1, 2003 AND ENDING SEPTEMBER 30, 2006.

(AFFECTS PARCEL 1)

[L] RIGHT, TITLE AND INTEREST OF MCDONALD'S USA, LLC, A DELAWARE LIMITED LIABILITY COMPANY, IN AND TO THE LAND, AS DISCLOSED BY THEIR EXECUTION OF THE MEMORANDUM OF LEASE RECORDED AS DOCUMENT R2009–191608, AND OF ALL PARTIES CLAIMING THEREUNDER.

[M] PUBLIC UTILITY EASEMENT IN FAVOR OF ILLINOIS BELL AND COMMONWEALTH EDISON AS SHOWN AND SET FORTH IN THE GRANT OF EASEMENT RECORDED FEBRUARY 11, 1970 AS DOCUMENT R70–4217.

(AFFECTING A STRIP OF LAND 10 FEET IN WIDTH, WHICH IS LOCATED 352.23 FEET SOUTH OF THE NORTH LINE OF LOT 4 AND RUNS FROM THE WEST LINE OF LOT 4 TO A POINT 110 FEET EAST OF AND PARALLEL WITH THE WEST LINE)

(AFFECTS PARCEL 1)

[M] PUBLIC UTILITY EASEMENT 10 FEET IN WIDTH LYING NORTH OF AND ADJOINING THE NORTH RIGHT OF WAY LINE OF 22ND STREET, BEING A SOUTHERLY PORTION OF LOT 4 AFORESAID, WITH THE RIGHT TO USE THE SURFACE FOR PAVED ROADWAYS, PARKING AND LANDSCAPE PURPOSES AS SHOWN AND SET FORTH ON THE PLAT OF OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION UNIT ONE, RECORDED AS DOCUMENT R68–30335.

(AFFECTS PARCEL 1)

*[N] COVENANTS AND RESTRICTIONS CONTAINED IN THE DEED RECORDED SEPTEMBER 26, 1969 AS DOCUMENT R69–42735 RELATING TO APPROVAL OF PLANS AND SPECIFICATIONS AND LOCATION AND SPECIFICATIONS OF SIGNS ON THE LAND.

(AFFECTS PARCEL 1)

[P] GRANT DATED DECEMBER 27, 1960 AND RECORDED DECEMBER 27, 1960 AS DOCUMENT 991699 FROM BUTLER COMPANY TO NORTHERN ILLINOIS GAS COMPANY, A CORPORATION OF ILLINOIS, OF AN EASEMENT AND RIGHT TO CONSTRUCT, MAINTAIN, AND OPERATE A GAS MAIN AND NECESSARY APPURTENANCES THERETO BENEATH THE SURFACE OF THE FOLLOWING DESCRIBED PREMISES TOGETHER WITH PROVISIONS THEREIN CONTAINED:

A STRIP OF LAND 10 FEET IN WIDTH, IN THE EAST 1/2 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, THE CENTER LINE OF WHICH IS DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE SOUTH LINE OF THE SOUTH EAST 1/4 OF SAID SECTION 23 WHICH IS 45 FEET EAST OF THE SOUTHWEST CORNER OF SAID SOUTH EAST 1/4; THENCE NORTHERLY ALONG A LINE 45 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4 OF SECTION 23 TO THE NORTH LINE THEREOF; THENCE CONTINUING ALONG THE LAST DESCRIBED COURSE A DISTANCE OF 180 FEET, TO THE SOUTH BANK OF SALT CREEK; THENCE WESTERLY TO THE WEST LINE OF THE NORTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

(AFFECTS PARCEL 2, PARCEL 3 AND OTHER PROPERTY)

*[Q] COVENANTS AND RESTRICTIONS (BUT OMITTING ANY SUCH COVENANT OR RESTRICTION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID COVENANT (A) IS EXEMPT UNDER CHAPTER 42, SECTION 3607 OF THE UNITED STATES CODE OR (B) RELATES TO HANDICAP BUT DOES NOT DISCRIMINATE AGAINST HANDICAPPED PERSONS), CONTAINED IN DEED FROM CHICAGO TITLE AND TRUST COMPANY, A CORPORATION OF ILLINOIS, AS TRUSTEE UNDER TRUST AGREEMENT DATED OCTOBER 18, 1967 AND KNOWN AS TRUST NUMBER 51250, TO CASSU INVESTMENT GROUP, LTD., AN LIMITED PARTNERSHIP, DATED DECEMBER 22, 1970 AND RECORDED DECEMBER 24, 1970 AS DOCUMENT R70–146960, WHICH RELATES TO THE APPROVAL OF PLANS AND SPECIFICATIONS OF IMPROVEMENTS AND LOCATION OF SIGNS TO BE ERECTED ON THE LAND.

NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

*[R] COVENANTS AND RESTRICTIONS (BUT OMITTING ANY SUCH COVENANT OR RESTRICTION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID COVENANT (A) IS EXEMPT UNDER CHAPTER 42, SECTION 3607 OF THE UNITED STATES CODE OR (B) RELATES TO HANDICAP BUT DOES NOT DISCRIMINATE AGAINST HANDICAPPED PERSONS), CONTAINED IN THE TRUSTEE'S DEED RECORDED JULY 10, 1972 AS DOCUMENT R72–39059, RELATING TO THE APPROVAL OF PLANS AND SPECIFICATIONS OF BUILDINGS TO BE ERECTED ON THE PROPERTY IN QUESTION AND PROVIDING FOR NO ADVERTISING SIGNS EXCEPT THOSE DESIGNATED IN EXHIBIT A.

NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION.

(AFFECTS THAT PORTION OF PARCEL 2 FALLING WITHIN LOTS 1 AND 2 IN MCDONALD'S SPRING ROAD RESUBDIVISION NO. 1)

*[S] COVENANTS AND RESTRICTIONS (BUT OMITTING ANY SUCH COVENANT OR RESTRICTION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID COVENANT (A) IS EXEMPT UNDER CHAPTER 42, SECTION 3607 OF THE UNITED STATES CODE OR (B) RELATES TO HANDICAP BUT DOES NOT DISCRIMINATE AGAINST HANDICAPPED PERSONS), CONTAINED IN THE TRUSTEE'S DEED RECORDED APRIL 1, 1969 AS DOCUMENT R69–19514, RELATING TO THE APPROVAL OF PLANS AND SPECIFICATIONS OF BUILDINGS TO BE ERECTED ON THE PROPERTY IN QUESTION AND LOCATION OF SIGNS TO BE ERECTED ON THE PROPERTY.

(AFFECTS THAT PORTION OF PARCEL 2 FALLING WITHIN LOTS 1 AND 2 IN MCDONALD'S SPRING ROAD RESUBDIVISION NO. 1)

[T] PUBLIC UTILITY EASEMENT IN FAVOR OF NORTHERN ILLINOIS GAS AS SET FORTH IN THE GRANT RECORDED SEPTEMBER 4, 1962 AS DOCUMENT R62–30628

AFFECTS THE FOLLOWING DESCRIBED PROPERTY;
A STRIP OF LAND 10 FEET IN WIDTH BEGINNING AT A POINT IN THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, WHICH IS 98 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHEAST 1/4 A DISTANCE OF 117 FEET; THENCE NORTHWESTERLY AT AN ANGLE OF 45 DEGREES TO THE LAST DESCRIBED LINE TO A POINT WHICH IS 167 FEET NORTH OF THE SOUTH LINE OF SAID SOUTHEAST 1/4 AND 45 FEET EAST OF THE WEST LINE OF SAID SOUTHEAST 1/4 IN DUPAGE COUNTY, ILLINOIS.

(AFFECTS PARCEL 2, LOT 1)

[U] COVENANT FOR OFF–STREET PARKING RECORDED FEBRUARY 20, 1973 AS DOCUMENT R73–9017 GRANTING THE USE OF 40 PARKING SPACES ON THE LAND TO LOT 4 IN OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION.

(AFFECTS LOT 1 IN OAK BROOK INVESTMENT COMPANY ASSESSMENT PLAT NO. 2)

(AFFECTS UNDERLYING OF PARCEL 2 AND 3)

[V] DECLARATION OF EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS RELATING TO ON–SITE STORM SEWERS AND ON–SITE DETENTION FACILITIES, RECORDED MAY 26, 1993 AS DOCUMENT R93–118706.

(AFFECTS THAT PART OF LOT 2 OF PARCEL 2 FALLING WITHIN LOT 1 IN OAK BROOK DEVELOPMENT COMPANY'S COMMERCE PLAZA SUBDIVISION UNIT 4)

[Y] EASEMENT IN FAVOR OF THE VILLAGE OF OAK BROOK, ILLINOIS, A MUNICIPAL CORPORATION, AND ITS/THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO RECONSTRUCT, OPERATE, REPAIR, REPLACE AND OTHERWISE MAINTAIN THE SIDEWALK, TOGETHER WITH THE RIGHT OF ACCESS THERETO, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT RECORDED MARCH 3, 2005 AS DOCUMENT NO. R2005–043463, AS AMENDED BY AMENDMENT RECORDED MARCH 1, 2006 AS DOCUMENT R2006–037564, AND AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381.

(AFFECTS PARCELS 2, 3 AND OTHER PROPERTY)

(FOR FURTHER PARTICULARS, SEE RECORD.)

*[Z] TERMS, PROVISIONS AND CONDITIONS CONTAINED IN:

RESOLUTION 2004–SD–FF+Zo–V–R–885 GRANTING APPROVAL OF THE FINAL PLAT OF SUBDIVISION FOR MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2 AND GRANTING A VARIATION FROM THE PROVISIONS OF SECTION 14–6–3K OF TITLE 14 ("SUBDIVISION REGULATIONS") OF THE VILLAGE CODE RELATIVE TO PUBLIC UTILITY EASEMENTS AND REQUIRING A COVENANT AS TO SETBACK ALONG COMMERCE DRIVE, A COPY OF WHICH WAS RECORDED JUNE 16, 2005 AS DOCUMENT R2005–126134.

ORDINANCE 2004–ZA–SU–S–1083 GRANTING SPECIAL USES TO MCDONALD'S RESTAURANT FOR A DRIVE–THROUGH AND OUTDOOR DINING AREA ADJACENT TO A RESTAURANT, A COPY OF WHICH WAS RECORDED JUNE 16, 2005 AS DOCUMENT R2005–126136.

ORDINANCE 2008–ZA–SU–S–1228 GRANTING A SPECIAL USE TO ALLOW OUTDOOR DINING AT THE PROPOSED GIBSON'S STEAKHOUSE AT THE SOUTHEAST CORNER OF SPRING ROAD AND COMMERCE DRIVE IN THE VILLAGE OF OAK BROOK, A COPY OF WHICH WAS RECORDED MAY 28, 2008 AS DOCUMENT R2008–087155.

RESOLUTION 2009–SD–FF+Zo–V–R–1045 APPROVING THE FINAL PLAT FOR THE MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3 AND A VARIATION FROM SECTION 14–6–3 ("SUBDIVISION REGULATIONS") OF THE VILLAGE CODE OF THE VILLAGE OF OAK BROOK, A COPY OF WHICH WAS RECORDED JULY 17, 2009 AS DOCUMENT R2009–111380.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

[AA] BUILDING SETBACK LINES, AND THE PROVISIONS RELATING THERETO, AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2 RECORDED JUNE 16, 2005 AS DOCUMENT R2005–126135.

REFERENCE IS MADE TO SAID PLAT FOR LOCATIONS.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

[AB] NOTES AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 2 RECORDED AS DOCUMENT R2005–126135:

THERE SHALL BE ONLY ONE ACCESS DRIVEWAY TO 22ND STREET, LOCATED ON THE COMMON LOT LINE OF LOTS 1 AND 2.

NO PORTION OF LOT 2 LOCATED WITHIN 50 FEET OF COMMERCE DRIVE RIGHT–OF–WAY, AS SAID EXISTS AS OF THE DATE OF THIS PLAT OF SUBDIVISION, SHALL BE UTILIZED FOR A PARKING STRUCTURE OR FOR A SURFACE PARKING LOT UNLESS AND UNTIL A RELEASE OR MODIFICATION OF THE RESTRICTION IS AGREED TO BY MEANS OF A RESOLUTION BY THE BOARD OF TRUSTEES OF THE VILLAGE OF OAK BROOK.

BUILDING SET–BACKS SHALL BE GOVERNED BY THE THEN APPLICABLE PROVISIONS OF THE VILLAGE OF OAK BROOK ZONING ORDINANCES, SUBJECT TO THE VARIATION PROCEDURES SET FORTH THEREIN.

STORMWATER MANAGEMENT FACILITIES (INCLUDING DETENTION) THAT MEET THE REQUIREMENTS IN EFFECT AT THE TIME MUST BE CONSTRUCTED AT THE TIME OF DEVELOPMENT OF THESE LOTS, EVEN THOUGH SOME LOTS MAY BE BELOW THE DETENTION THRESHOLD, DETENTION IS REQUIRED SINCE THE SUBDIVISION IS GREATER THAN 1.0 ACRES.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

[AC] EASEMENT IN FAVOR OF THE VILLAGE OF OAK BROOK AND TO THOSE PUBLIC AND PRIVATE UTILITY COMPANIES OPERATING WITHIN THE VILLAGE OF OAK BROOK, INCLUDING BUT NOT LIMITED TO, HINSDALE SANITARY DISTRICT, AMERITECH, NORTHERN ILLINOIS GAS COMPANY, AND COMMONWEALTH EDISON COMPANY, AND ITS/THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE PLAT RECORDED JUNE 16, 2005 AS DOCUMENT NO. R2005–126135, AND IN THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381.

REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATIONS.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

*[AD] TERMS, PROVISIONS AND CONDITIONS CONTAINED IN THE LAWN SPRINKLER SYSTEM COVENANT RECORDED JULY 27, 2005 AS DOCUMENT R2005–162420.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

*[AE] ACCESS NOTE AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381:

THERE SHALL BE ONLY ONE ACCESS DRIVEWAY TO 22ND STREET, LOCATED ON LOT 2. EXISTING ACCESS TO REMAIN.

[AF] BUILDING SETBACK LINES AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381.

REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATIONS.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

[AG] POND AREA AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381.

(AFFECTS PARCEL 2 AND 3)

[AH] DRY POND AREA AS SHOWN ON THE PLAT OF MCDONALD'S SPRING ROAD RESUBDIVISION NO. 3, RECORDED AS DOCUMENT R2009–111381.

(AFFECTS LOT 2 OF PARCEL 3)

*[AI] LAWN SPRINKLER SYSTEM COVENANT RUNNING WITH LAND RECORDED JULY 15, 2010 AS DOCUMENT R2010–090091.

(AFFECTS PARCEL 2, 3 AND OTHER PROPERTY)

[AJ] EASEMENT FOR OVERFLOW PARKING AND ACCESS IN FAVOR OF GIBSON'S STEAKHOUSE – OAK BROOK, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, AS CONTAINED IN THE MEMORANDUM OF LEASE RECORDED AS DOCUMENT R2009–191608.

(AFFECTS LOT 2 OF PARCEL 3 AND OTHER PROPERTY)

SCHEDULE B EXCEPTIONS AK IS CIRCULAR IN NATURE IN THAT IT REFERENCES MATTERS SHOWN ON THIS SURVEY.

SCHEDULE B EXCEPTIONS A, C, J, D, E, F, AL, G, H, AO, O, W, X, AM AND AN ARE NOT SURVEY RELATED AND THEREFORE NOT SHOWN.

* NOT PLOTTABLE

STRIPED PARKING DATA
REGULAR SPACES = 1164
HANDICAPPED SPACES = 22
TOTAL SPACES = 1186

AREA SUMMARY

PARCEL 1	423,916 SQUARE FEET	OR	9.732 ACRES
PARCEL 2	146,672 SQUARE FEET	OR	3.367 ACRES
PARCEL 3	143,784 SQUARE FEET	OR	3.300 ACRES
TOTAL	714,372 SQUARE FEET (TO HEAVY LINES) (BASED ON MEASURED VALUES)	OR	16.400 ACRES

SURVEYOR'S CERTIFICATION

TO: HINES INTERESTS LIMITED PARTNERSHIP, A DELAWARE LIMITED PARTNERSHIP; CHICAGO TITLE INSURANCE COMPANY; AND THEIR SUCCESSORS AND/OR ASSIGNS.

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 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 07/03/2018.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184–002778
LICENSE EXPIRES 4/30/2019

DATE OF PLAT OR MAP: 07/12/2018

BY: _____
SCOTT C. KREBS
IL PROFESSIONAL LAND SURVEYOR NO. 3509
LICENSE EXPIRES 11/30/18

K:\Psdata\2018 Projects\18.0244\18.0244–LTS.dwg

PROJECT NO.: 18.0244 | 1 OF 3 | SCALE: 1" = 60'

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT
The Plaza I & II
2111 McDonald's Drive

CLIENT
McDonald's Corporation
2111 McDonald's Drive - REF Accounting Dept. 212
Oak Brook IL 60523

DATE: 07–09–18 | PC TK | DRAWN BY RHM | CHECKED BY SK | BOOK 494 PG 8–10

NO.	REVISIONS	DATE	BY

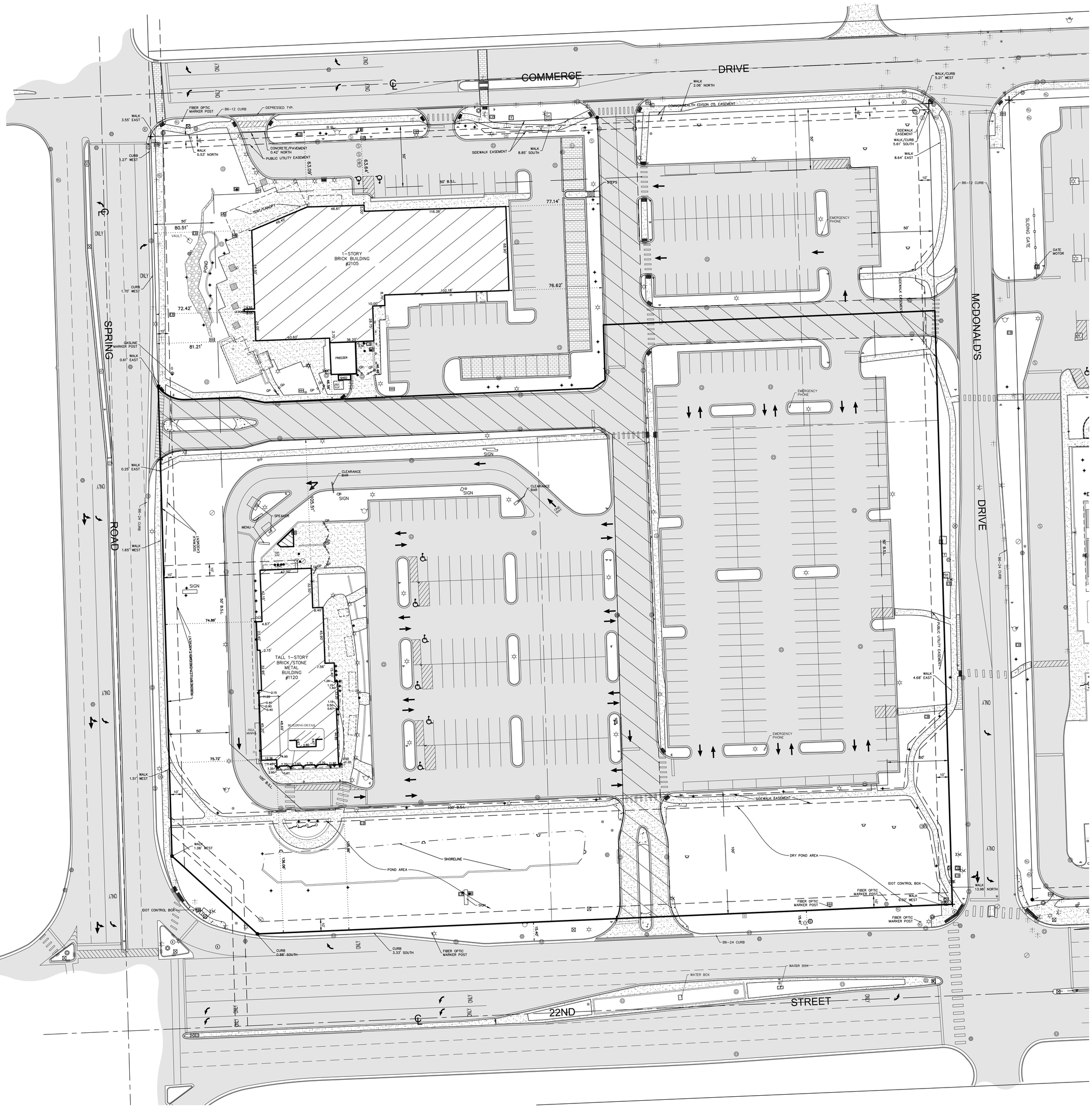
ALTA / NSPS LAND TITLE SURVEY

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

ASSUMED MERIDIAN



K:\Psdata\2018 Projects\18.0244-LTS.dwg

PROJ NO.: 18.0244

SCALE: 1" = 30'

2 OF 3

COMPASS SURVEYING LTD

ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING

2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT

The Plaza I & II
2111 McDonald's Drive

CLIENT

McDonald's Corporation
2111 McDonald's Drive - REF Accounting Dept. 212
Oak Brook IL 60523

DATE: 12-16-16	PC TK	DRAWN BY MRA	CHECKED BY SK	BOOK 494 PG 8-10

NO.	REVISIONS	DATE	BY

ALTA / NSPS LAND TITLE SURVEY

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

ASSUMED MERIDIAN

COMMERCE DRIVE

MCDONALD'S DRIVE

22ND STREET

ILLINOIS TOLLWAY 88

ALLEY

CUT CROSS

B6-12 CURB

WALL END 0.54' NORTH

DEPRESSED TYP. CURB 1.16' NORTH

CONCRETE 7.30' NORTH

WALK 1.09' EAST

WALK 0.97' SOUTH

WALK 6.58' WEST

CURB 7.50' SOUTH

CURB 7.36' SOUTH

CURB 7.47' SOUTH

CONCRETE 0.27' SOUTH

WALL 5.61' SOUTH

CONCRETE 0.18' SOUTH

WALL 5.06' SOUTH

WALL 1.73' WESTERLY

CAMERA

EMERGENCY PHONE

SLIDING GATE

GATE MOTOR

STOP

TRENCH DRAIN

STORM STRUCTURE

STAIRS W/ HANDRAIL

CURB 4.72' EAST

CURB 4.68' EAST

CURB 4.84' EAST

CURB 0.11 NORTH

CURB 2.90' NORTH

BENCH TYP.

METAL RAMP

MOTOR

STAIRS

8-STORY BUILDING

STAND PIPES

GRATE COVER TYP.

WATER BOX

WATER BOX

CONCRETE 6.48' SOUTH

EASEMENT FOR ELECTRIC & TELEPHONE UTILITY PURPOSES

SIGN

TEST STATION

FENCE 2.83' SOUTHEAST

FENCE 2.14' SOUTHEAST

FENCE 1.91' SOUTHEAST

CURB CORNER 7.91' NORTHWEST

CURB CORNER 7.71' NORTHWEST

WALL 3.13' WESTERLY

CONCRETE 2.93' WESTERLY

ALK 3.96' NORTH

FIBER OPTIC MARKER POST

DOT CONTROL BOX

50'

64.89'

64.93'

12.21'

100.02'

60.00'

47.00'

25.00'

75.00'

46.93'

K:\Psdata\2018 Projects\18.0244-LTS.dwg

COMPASS SURVEYING LTD

ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING

2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT

The Plaza I & II
2111 McDonald's Drive

CLIENT

McDonald's Corporation
2111 McDonald's Drive - REF Accounting Dept. 212
Oak Brook IL 60523

DATE: 12-16-16	PC TK	DRAWN BY MRA	CHECKED BY SK	BOOK 494 PG 8-10

NO.	REVISIONS	DATE	BY

PROJ. NO. 16-0244

3 OF 3

SCALE: 1" = 30'

Traffic Impact Study

Oak Brook Commons

Oak Brook, Illinois

February 25, 2019

Prepared for:

Hines

c.

GHA GEWALT HAMILTON ASSOCIATES, INC.

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701
www.gha-engineers.com

Traffic Impact Study

To: **Greg VanSchaack and David Bach**
Hines

From: Bill Grieve, P.E., PTOE
Senior Transportation Engineer

Date: February 25, 2019

Subject: ***Oak Brook Commons***

Part I – Project Context and Summary Statement

The departure of the McDonald's Corporation from Oak Brook has offered an exciting opportunity to redevelop their former office headquarters and restaurant property. Oak Brook Commons will afford a unique opportunity to provide a variety of land-uses that will allow for a person to reside, work, shop, and play within the Village, not only within its own property limits, but as well within its direct proximity to the Oak Brook Shopping Center.

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study (TIS) for Oakbrook Commons. The following summarizes our findings and includes various recommendations for your consideration. *Exhibits* and *Appendices* referenced are located at the end of this document. Briefly summarizing, we believe that the development traffic generated can be integrated on the adjacent roads. Reasons include:

- Oak Brook Commons has excellent road system accessibility via the East-West Tollway (I-88), 22nd Street, Spring Road, Commerce Drive, and Harger Road.

- The mix of uses in Oak Brook Commons will promote a significant opportunity for multi-purpose trips that means residents, employees, patrons, and visitors will be able to park their vehicle once and not have to drive again throughout the day. It is probable that oak Brook Commons will generate *fewer* trips than the McDonald's campus did.

- McDonald's Drive will be widened to provide three lanes from 22nd Street to Commerce Drive. This will allow the flexibility to provide separate left turn lane access throughout Oak Brook Commons.

- Traffic operations at the intersections in the site vicinity will operate similarly with Oak Brook Commons traffic being added, after considering the Year 2030 "No-Build" analysis horizon.

- Sidewalks will be provided around the entire perimeter of the property and bicycle facilities will be provided throughout the development to promote pedestrian mobility and encourage non-auto trips.

Part II - Background Information

Site Location Map, Existing Traffic Operations, and Roadway Inventory

Exhibit 1 provides a site location map, *Exhibit 2* illustrates the existing traffic operations, and *Appendix A* provides a photo inventory of the site vicinity. Pertinent comments regarding land-uses in the site vicinity and transportation components, both vehicular and non-auto mobility include:

Land Uses

- Oak Brook Commons will be developed on the former McDonald's Plaza and restaurant property, bounded generally by Commerce Drive on the north, commercial development and the East-West Tollway (I-88) on the east, 22nd Street on the south, and Spring Road on the west.
- Oakbrook Center, a regional mall, is located directly west across Spring Road.
- Commerce Plaza is located directly north across Commerce Drive.
- Commercial buildings border the site to the south and east.
- A hotel is located in the northeast corner of the Spring Road intersection with Harger Road.

Roadway Network

East-West Tollway (I-88)

- I-88 is under the jurisdiction of the Illinois State Toll Highway Authority (ISTHA).
- I-88 has an interchange with westbound off / on ramps that intersect 22nd Street opposite Spring Road. The northbound approach has a separate left turn lane and a combined left / through / right turn lane.

22nd Street

- 22nd Street is an east-west route that is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is designated a Strategic Regional Arterial (SRA) route. It is classified as a "Minor Arterial" on the IDOT Functional Classification map.
- 22nd Street has three through travel, lanes in each direction. Separate left turn lanes are provided at its signalized intersection with McDonald's Drive. Dual left turn lanes and separate right turn lanes are provided at its signalized intersection with Spring Road and the I-88 westbound ramps.
- The posted speed limit is 40-mph.

Spring Road

- Spring Road is a north-south street under the jurisdiction of the Village of Oak Brook. It is classified as "Major Collector" on the IDOT Functional Classification map.
- It has two through travel lanes in each direction. Separate left-turn lanes are provided at its signalized intersections with Harger Road, and Commerce Drive. A separate northbound right turn lane is also provided at Commerce Drive.
- At its signalized intersection with 22nd Street, the southbound (Spring Road) and northbound (I-88 westbound ramps) operate "split phase". The southbound approach has a separate left turn lane, a shared left turn / thorough lane, and a shared through / right turn lane.
- The posted speed limit is 30-mph.

Harger Road

- Harger Road is an east-west street under the jurisdiction of the Village of Oak Brook. It is classified as a "Minor Collector" on the IDOT Functional Classification map.
- At its signalized intersection with Spring Road, the westbound approach has a left lane, through lane, and right-turn lane and the eastbound approach from Oakbrook Center has a left lane and shared through right-turn lane in the eastbound direction.
- The posted speed limit is 30-mph

Commerce Drive

- Commerce Drive is an east-west street under the jurisdiction of the Village of Oak Brook.
- At its signalized intersection with Spring Road, Commerce Drive has a westbound left lane, through lane, and right-turn lane and in the eastbound approach from Oak Brook Shopping Center has a left turn lane and shared through right-turn lane.
- The posted speed limit is 25-mph along Commerce Drive and 30-mph along Spring Road.

McDonald's Drive

- McDonald's Drive is a north-south street under the jurisdiction of the Village of Oak Brook. It extends from 22nd Street on the south to Commerce Drive on the north.
- It currently has one travel lane in each direction but widens at its signalized intersection with 22nd Street to provide a separate southbound left turn lane.
- McDonald's Drive has Stop control at Commerce Drive.
- The posted speed limit is 25-mph.

Non-Auto Mobility

- In the site vicinity, sidewalks are located along the west side of McDonald's Drive, the east side of Spring Road, the south side of Commerce Drive, the north side of 22nd Street from the east to McDonald's Drive, and the south side of 22nd Street.
- Pace bus operates several routes that will serve Oak Brook Commons; Route #301 – Roosevelt Road, Route #322 – Cermak Road / 22nd Street, Route #332 – River Road / York Road, Route #877 – Harvey / Downers Grove Limited, and Route# 888 – Homewood / Naperville Limited.

Existing and Year 2030 "No-Build" Traffic

GHA conducted weekday morning and evening peak period traffic counts on Thursday, February 7, 2019. *Exhibit 3* summarizes the peak hour traffic volumes, which occurred from 7:45-8:45 AM and 4:30-5:30 PM, as well as the Annual Average Daily Traffic (AADT) 24-hour volumes that were obtained from the IDOT web-site. Summaries of the existing peak period traffic counts can be found in *Appendix B*. No unusual activities (e.g. roadway construction, inclement weather (e.g. snowstorm, polar vortex, or excessive emergency vehicle activity) were observed during our counts that would be expected to impact traffic volumes or travel patterns in the site vicinity.

Typical industry practice suggests that other area development growth be considered to project volumes to test for an analysis horizon that is "build-out + 5-years". CMAP was contacted for their Year 2050 traffic projections, which are provided in *Appendix C*. Build-out is expected to be completed in 2025. Thus, the future analysis horizon becomes the Year 2030. *Exhibit 4* illustrates the Year 2030 No-Build traffic assignment, which considers the following growth on the area roads:

- 22nd Street = 5%
- Spring Road = 10%
- Harger Road = 10%
- Commerce Drive and McDonald's Drive = Unavailable

Part III – Project Traffic Characteristics

Site Plan

Attached as *Exhibit 5* is the overall plan for Oak Brook Commons prepared by Antonovich Associates dated February 22, 2019. The project area summary includes the following land-uses and maximum densities:

- Apartments and Condominiums = 376 Dwellings
- Hotel = 252 Rooms
- Office = 350,000 Square Feet
- Retail = 50,000 Square Feet

Oak Brook Commons will have excellent vehicle accessibility, including:

- McDonald's Drive will basically bisect the development from east to west, with direct connections to 22nd Street and Commerce Drive.
- The existing right turn in/out drive on Spring Road will remain.
- The existing drive on Commerce Drive between Spring road and McDonald's drive will remain.
- Two internal east-west circulation private "streets" will serve the eastern portion of the development and will also connect to the uses on the west side of McDonald's Drive. These private streets will be connected to a north-south full access drive onto Commerce Drive at the east end of the property.
- The east-west streets will have internal access to the parking garages planned in the office buildings.
- The condominium residential buildings will have direct access to Commerce Drive via motor-courts and parking garage access.

Discussion Point. The residential buildings should have direct parking garage access to the northern internal east-west street. This will help minimize the traffic impacts along Commerce Drive.

Traffic Generations and Trip Distribution

Exhibit 6 tabulates the traffic generation calculations for the proposed development. Traffic generations are based on historically observed trip rate data published by the Institute of Transportation Engineers (ITE) in the most recent, 10th Edition of the manual *Trip Generation*. The ITE pertinent trip generation pages are provided in *Appendix D*.

Also shown on *Exhibit 6* is a comparison of trips generated by Oak Brook Commons versus the vacated McDonald's Plaza and restaurant.

Key Finding. The mix of uses in Oak Brook Commons will promote a significant opportunity for multi-purpose trips that means residents, employees, patrons, and visitors will be able to park their vehicle once and not have to drive again throughout the day. A conservative trip interaction discount factor of 20% was used, which meets IDOT guidelines for Traffic Impact Studies (TIS), especially when the developments are along SRA routes. In reality, the internal trip capture rate could be much higher, perhaps 35% or more.

If the trip interaction factor of 20% is applied:

- The mix of uses that comprise Oak Brook Commons will actually generate slightly *fewer* trips than the former McDonald's uses during the weekday morning peak hour.
- Oak Brook Commons will generate somewhat more trips during the weekday evening peak hour; about 1 trip per minute in each direction (in + out).

If the trip interaction factor of 35% is applied:

- The mix of uses that comprise Oak Brook Commons will generate over 120 *fewer* than the former McDonald's uses during the weekday morning peak hour.
- Oak Brook Commons will also generate *fewer* trips during the weekday evening peak hour.

Exhibit 7 presents the anticipated trip distribution, which is primarily based on the expected vehicle travel patterns and the existing and Year 2030 No-Build traffic volumes, as well as the proposed access system.

Discussion Point. As can be seen from *Exhibit 7*, the weekday morning and evening peak hours will have somewhat different trip distributions. It is anticipated that more Oak Brook Commons traffic will be oriented to/from the Oakbrook Center during the evening peak hour.

Traffic Assignments

Exhibit 8 illustrates the Site Traffic assignment, which is based on the project traffic characteristics summarized in *Exhibits 6 and 7* (e.g. traffic generations and trip distribution) and the site access drives. Site traffic and the existing volumes (see *Exhibit 3*) were combined to produce the Year 2030 Total Traffic assignment, which is illustrated in *Exhibit 10*.

Discussion Point. The total traffic volumes are probably overstated, because a smaller discount for internally "captured trips" was taken at 20%, rather than the probable discount of 35% or more (see discussion points above).

Discussion Point. During the weekday evening peak hour, a portion of site trips destined to the westbound I-88 on-ramp were routed via Spring Road, due to the very heavy existing and Year 2030 No-Build westbound left turn volume from 22nd Street.

Part IV – Traffic Evaluation

Intersection Capacity and Queue Analyses

Capacity analyses are a standard measurement in the transportation industry that identifies how an intersection operates. *Exhibit 10 – Part A* lists the analysis parameters, as published in the Transportation Research Board's (TRB) Highway Capacity Manual – 6th Edition, 2016 (HCM). They are measured in terms of level of service (LOS). LOS A is the best rating, with LOS F being the worst. LOS C is considered appropriate for "design" purposes and LOS D is usually considered as providing the lower threshold of "acceptable" operations. LOS E and F are usually considered unacceptable.

The capacity analyses were modeled using the Synchro v10 software. Synchro is a dynamic traffic model that provides a visual representation of traffic flow. *Exhibit 10 - Part B* summarizes the intersection capacity and queue analysis results. The capacity analysis summary printouts are provided in *Appendix E*.

Key Finding. The 22nd Street intersection with Spring Road and the I-88 ramps consistently operate at LOS E and F. Oak Brook Commons traffic will have a marginal impact on operations versus the Year 2030 No-Build analysis horizon.

Key Finding. The important Commerce Drive intersection with McDonald's Drive will operate at LOS F during the Year 2030 Total Traffic horizon, due to the long delay of the northbound left turn movement. However, it is the intention to achieve the "design" LOS C at this intersection by implementing the following improvements:

- All-Way Stop control will be installed.
- McDonald's Drive will provide separate northbound left and right turn lanes.
- Commerce Drive should be restriped to provide a separate westbound left turn lane.

Key Finding. The 22nd Street intersection with McDonald's Drive operates overall at the "design" LOS C or better during both the morning and evening peak hours. However, the eastbound, westbound, and southbound left turn movement operate at LOS E or LOS F during the weekday evening peak hour under all three conditions tested; existing traffic (Year 2019), Year 2030 No-Build Traffic, and Year 2030 Total Traffic. This can be attributed to IDOT "claiming" the vast majority of traffic signal "green time" to help progress through traffic on 22nd Street.

Roadway and Site Access Operations

Based on the Oak Brook Commons development plan and the results of the capacity analyses, a series of roadway and access recommendations were developed. The components include:

McDonald's Drive

- McDonald's Drive will be widened to provide three lanes from 22nd Street to Commerce Drive. This will allow the flexibility to provide separate left turn lane access throughout Oak Brook Commons.
- The two east-west internal street intersections and the circulation aisle aligned opposite them will have Stop control at McDonald's Drive. One eastbound and one westbound lane in each direction will adequately accommodate the anticipated traffic volumes within Oak Brook Commons.
- A "Do Not Block Intersection" sign will be posted north of the southern internal east-west street to help ensure northbound left turns do not create congestion into the 22nd Street intersection.
- Traffic will be monitored as the development proceeds to determine if additional operational measures should be considered.

McDonald's Drive @ 22nd Street

- The developer and the Village will coordinate with IDOT to see if additional traffic signal time can be given to the McDonald's Drive approach at 22nd Street.

McDonald's Drive @ Commerce Drive

- All-Way Stop sign control will be implemented.
- Separate northbound left and right turn lanes will be provided.
- A separate westbound left turn lane will be striped on Commerce Drive.

Spring Road @ Site Access

- No intersection improvements are proposed, nor are any required to accommodate site traffic.

Commerce Drive @ West Site Access

- No intersection improvements are proposed, nor are any required to accommodate site traffic.

Commerce Drive @ East Site Access

- No intersection improvements are proposed, nor are any required to accommodate site traffic.
- The Oak Brook Commons drive will provide one inbound and one outbound lane.
- Exiting site traffic should have Stop control.

Commerce Drive @ Residential Condominium Buildings Access

- The number of site access drives onto Commerce Drive will be minimized, which is an example of good access management strategy.
- Motor-court and parking garage access will be combined, as possible.

East-West Internal Streets Access

- Parking lots and parking garages on the east side of McDonald's Drive for the hotel, retail (other than Building B), office, and condominiums will all have direct access to the two internal streets. This will help distribute site traffic most effectively to the access points on McDonald's Drive, Commerce Drive, or Spring Road.

Non-Auto Mobility

- Sidewalks will be provided around the entire perimeter of the Oak Brook Commons property, including where disconnects currently occur, and on the east side of McDonald's Drive. Accordingly, sidewalks have been added near Building B and along the east side of McDonald's Drive.
- Bike facilities will be located throughout the development to encourage non-auto trips.

Part V - Technical Addendum

The following *Exhibits* and *Appendices* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

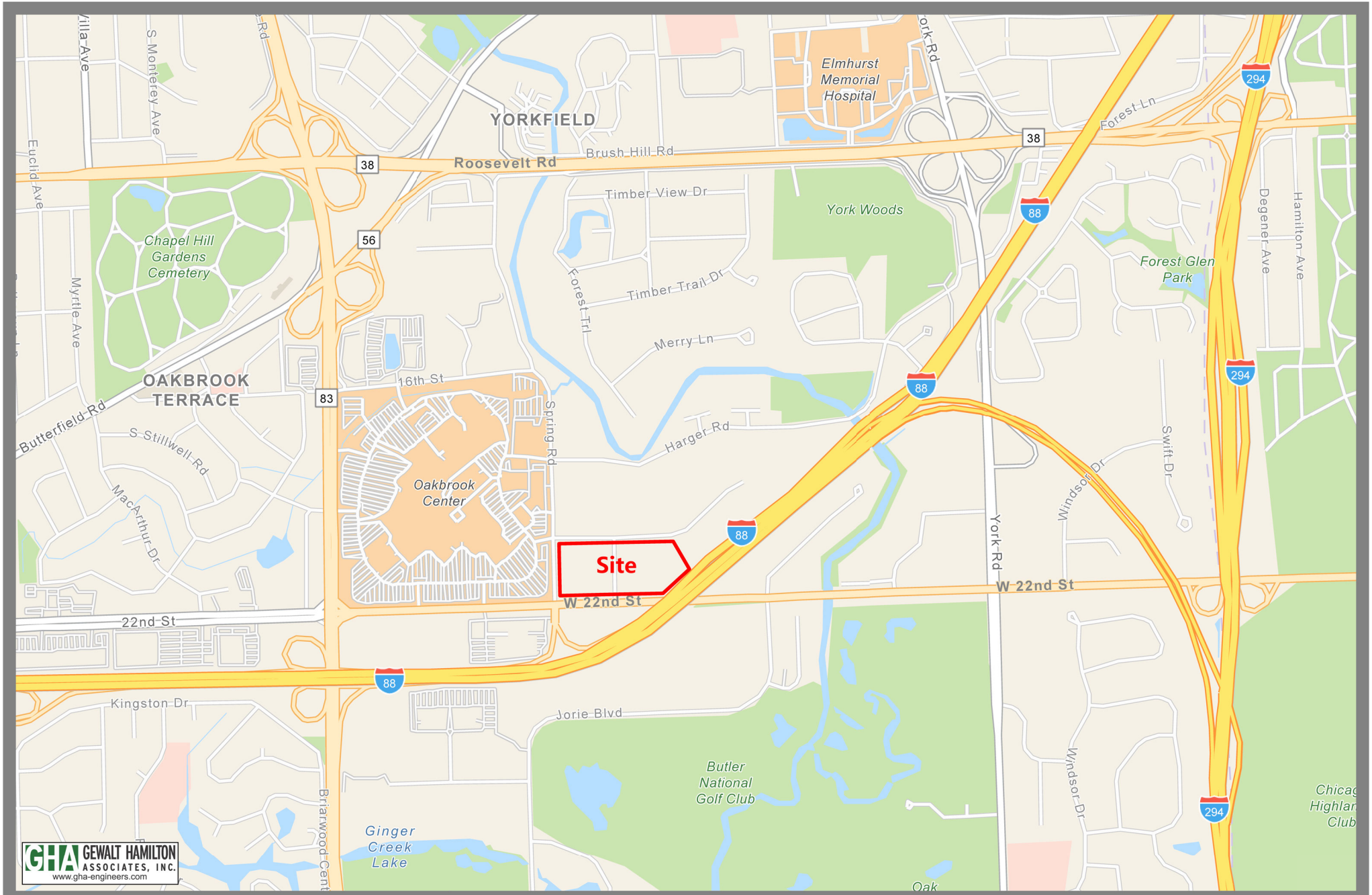
Exhibits

1. Site Location Map
2. Existing Traffic Operations
3. Existing Traffic
4. Year 2030 "No-Build" Traffic
5. Site Plan
6. Traffic Generation Comparisons
7. Trip Distribution
8. Site Traffic
9. Year 2030 Total Traffic
10. Intersection Capacity Analyses

Appendices

A. Photo Inventory
B. Traffic Count Summaries
C. CMAP Correspondence
D. ITE Trip Generation Manual - 10th Edition Land Use Excerpts
E. Capacity Analysis Worksheets

EXHIBITS



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www.gha-engineers.com

N

1 inch = 2,000 Feet

Exhibit 1 - Location Map

Proposed Oak Brook Commons
Oak Brook, IL

Map Center: 87.94247°W 41.85179°N

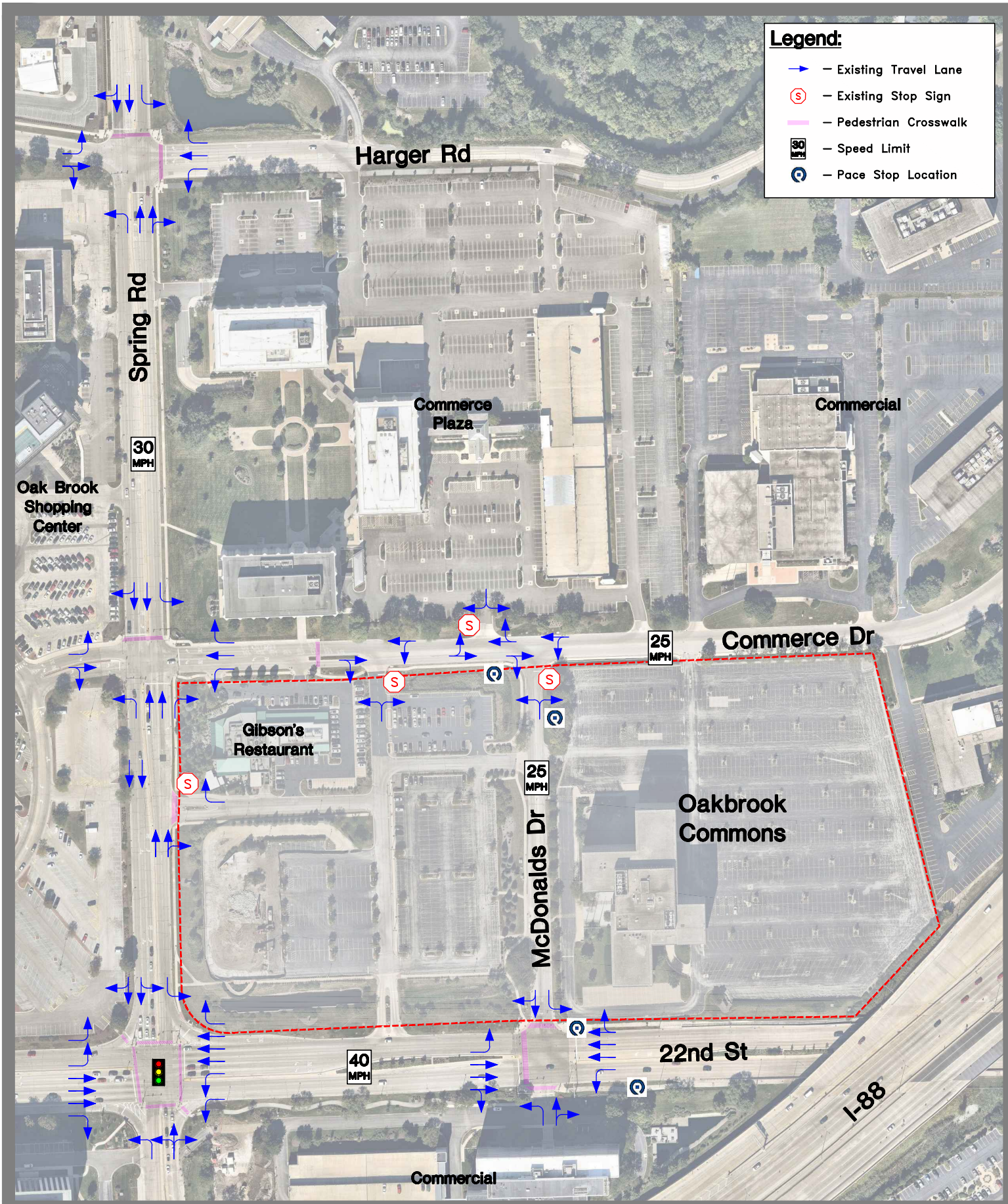

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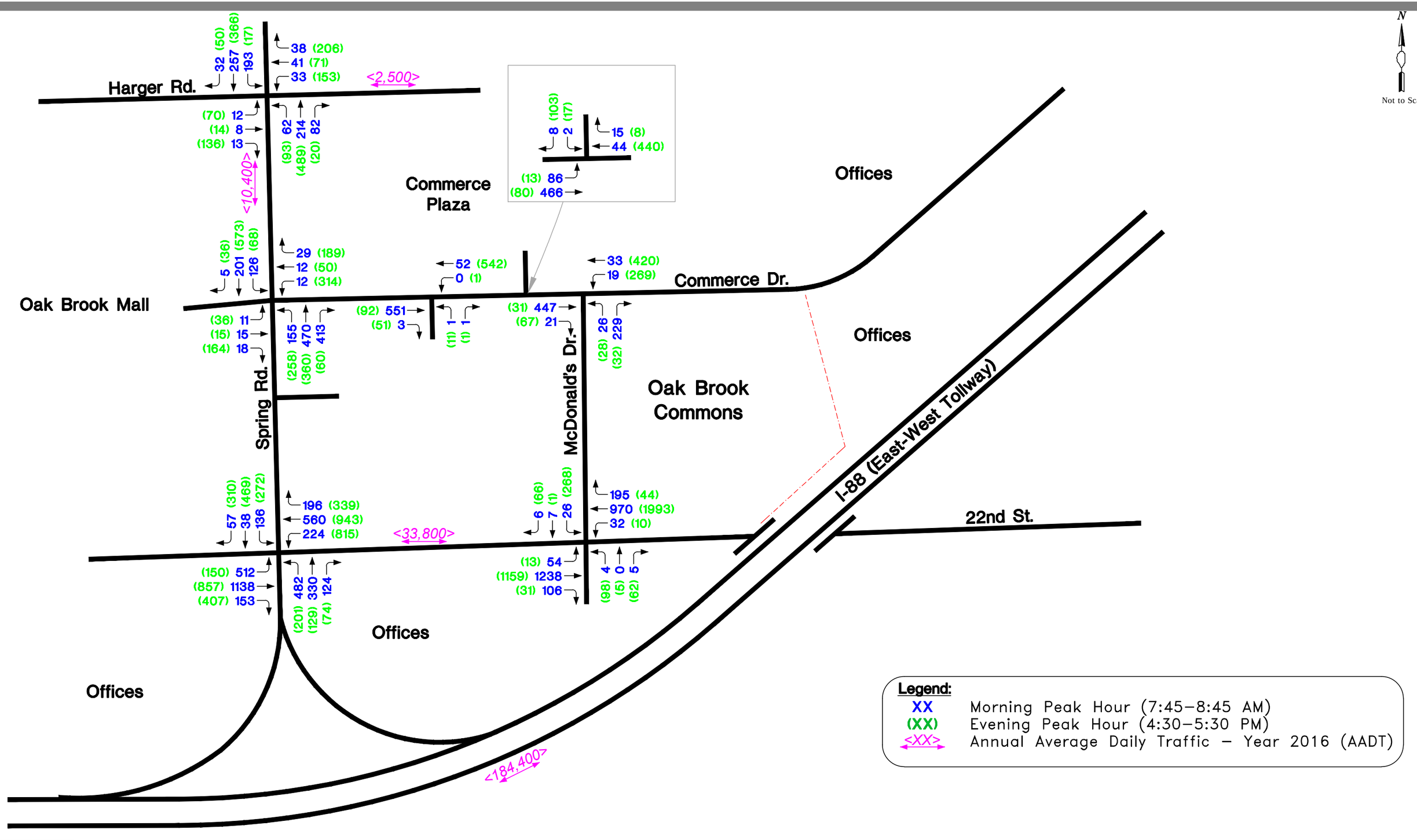
Exhibit 2
Existing Traffic Operations



Legend:

XX	Morning Peak Hour (7:45–8:45 AM)
(XX)	Evening Peak Hour (4:30–5:30 PM)
<XX>	Annual Average Daily Traffic – Year 2016 (AADT)

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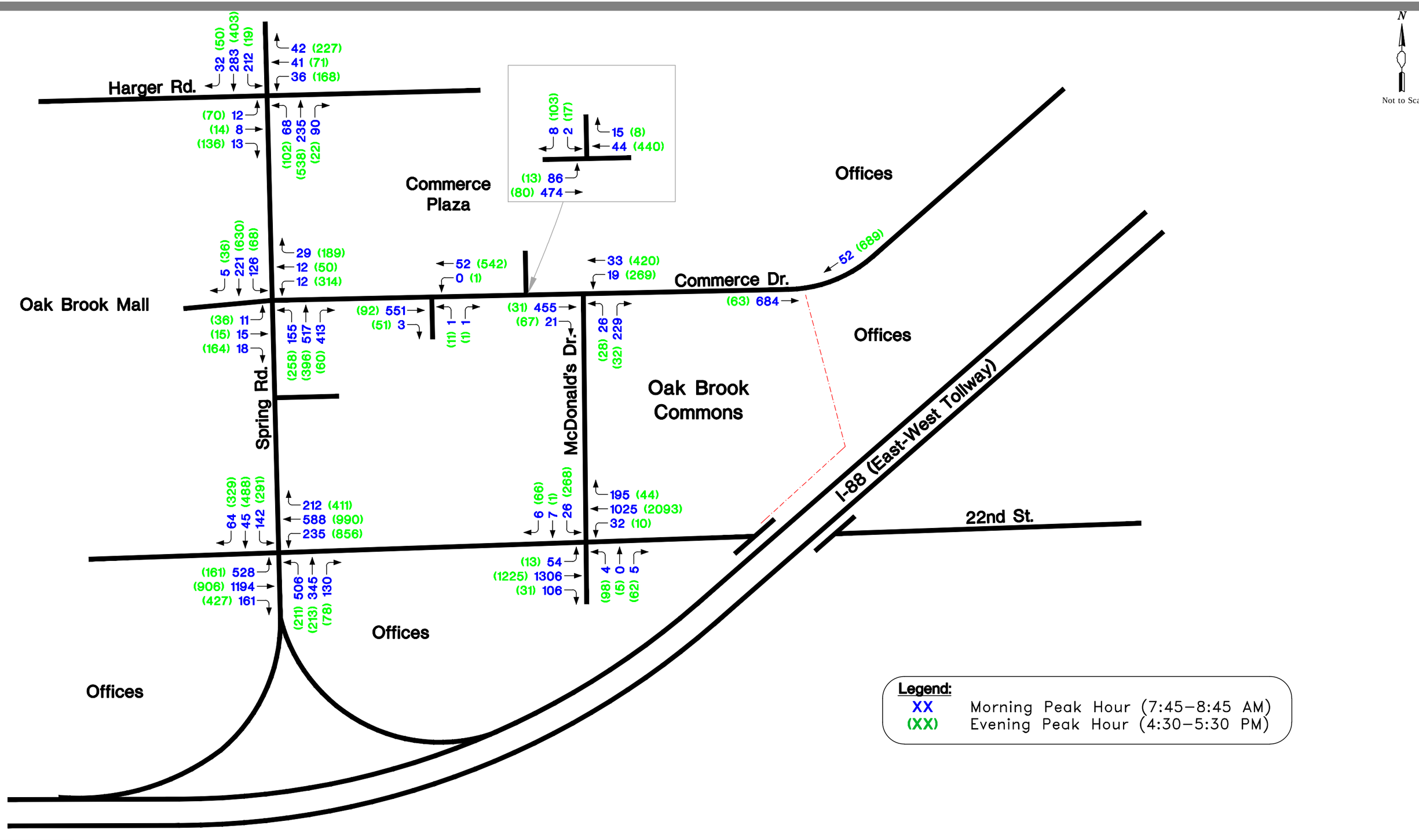
Exhibit 3
Existing Traffic

Sources: 1) GHA 02/07/2019 2) IDOT Website



Legend:

XX	Morning Peak Hour (7:45–8:45 AM)
(XX)	Evening Peak Hour (4:30–5:30 PM)

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Exhibit 4
Year 2030 "No-Build" Traffic

Sources: CMAP Year 2030 Projections

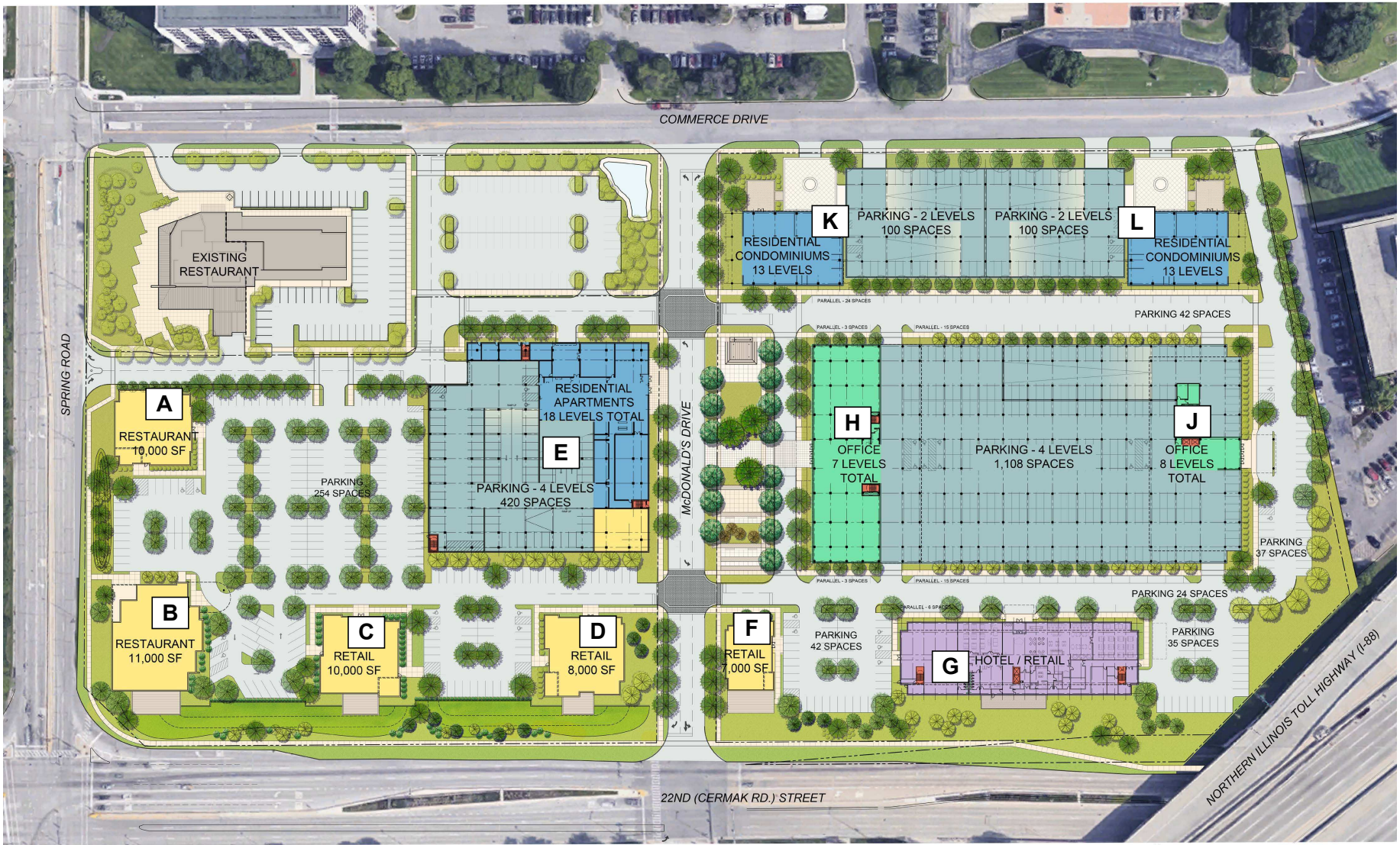

Exhibit 5 - Site Plan

OAK BROOK COMMONS - PLANNED DEVELOPMENT SUBMISSION

OVERALL PLAN - GROUND LEVEL

A6

Hines Developers **Antunovich Associates** Architects, Planners, Interior Designers **Wolff Landscape Architecture, Inc.** Landscape Architects **V3 Companies** Civil Engineers

Oak Brook, Illinois | **February 22, 2019**

Exhibit 6A
Traffic Generation Comparisons
Oak Brook Commons

Part A. Planned Development Submission (January 28, 2019)

			Weekday Peak Hours					
		ITE	Morning			Evening		
	Size	Code	In	Out	Sum	In	Out	Sum
Apartments & Condos	376 Dwellings	#222	28	90	118	83	53	136
Hotel	252 Rooms	#310	71	50	121	83	80	163
Office	350,000 SF	#710	305	50	355	60	314	374
Retail	50,000 SF	#820	110	67	177	156	169	325
Subtotals =			**514**	**257**	**771**	**382**	**616**	**998**
Less Interaction @ 20% =			-103	-51	-154	-76	-123	-199
Totals =			**411**	**206**	**617**	**306**	**493**	**799**

Part B. Previous McDonald's Campus

			Weekday Peak Hours					
		ITE	Morning			Evening		
	Size	Code	In	Out	Sum	In	Out	Sum
Office Plaza	327,600 SF 1,400 Employees	#710	268	54	322	80	340	420
Restaurant	9,600 SF	#934	197	189	386	163	151	314
Subtotals =			**465**	**243**	**708**	**243**	**491**	**734**
Less Interaction @ 10% =			-47	-24	-71	-24	-49	-73
Totals =			**418**	**219**	**637**	**219**	**442**	**661**

Part C. Increments (Part A. - Part B.)

			-7	***-13***	***-20***	***+87***	***+51***	***+138***

Conclusions:
1) The mix of uses that comprise Oak Brook Commons will actually generate fewer trips than the former McDonald's uses during the morning peak hour.
2) Oak Brook Commons will generate somewhat more trips during the weekday evening peak hour, about 1 trip per minute in each direction.

Notes:
a) Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition).
b) For McDonald's Plaza, general office used as headquarters use lacks data. Employees used as the variable.

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Exhibit 6B
Traffic Generation Comparisons
Test 2. Oak Brook Commons - 35% Trip Interaction

Part A. Planned Development Submission (January 28, 2019)

			Weekday Peak Hours					
		ITE	Morning			Evening		
	Size	Code	In	Out	Sum	In	Out	Sum
Apartments & Condos	376 Dwellings	#222	28	90	118	83	53	136
Hotel	252 Rooms	#310	71	50	121	83	80	163
Office	350,000 SF	#710	305	50	355	60	314	374
Retail	50,000 SF	#820	110	67	177	156	169	325
Subtotals =			**514**	**257**	**771**	**382**	**616**	**998**
Less Interaction @ 35% =			-180	-90	-270	-134	-216	-350
Totals =			**334**	**167**	**501**	**248**	**400**	**648**

Part B. Previous McDonald's Campus

			Weekday Peak Hours					
		ITE	Morning			Evening		
	Size	Code	In	Out	Sum	In	Out	Sum
Office Plaza	327,600 SF 1,400 Employees	#710	268	54	322	80	340	420
Restaurant	9,600 SF	#934	197	189	386	163	151	314
Subtotals =			**465**	**243**	**708**	**243**	**491**	**734**
Less Interaction @ 10% =			-47	-24	-71	-24	-49	-73
Totals =			**418**	**219**	**637**	**219**	**442**	**661**

Part C. Increments (Part A. - Part B.)

			-84	***-52***	***-136***	***+29***	***-42***	***-13***

Conclusions:
1) The mix of uses that comprise Oak Brook Commons will generate over 120 fewer trips than the former McDonald's uses during the morning peak hour.
2) Oak Brook Commons will also generate fewer trips during the weekday evening peak hour.

Notes:
a) Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition).
b) For McDonald's Plaza, general office used as headquarters use lacks data. Employees used as the variable.

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N

Not to Scale

Harger Rd.

25% (10%)

20% (10%)

15% (10%)

5% (5%)

5% (10%)

5% (5%)

Commerce Plaza

Offices

10% (10%)

10% (10%)

Commerce Dr.

Oak Brook Mall

5% (15%)

5% (15%)

Spring Rd.

McDonald's Dr.

Oak Brook Commons

Offices

I-88 (East-West Tollway)

22nd St.

20% (20%)

15% (15%)

20% (15%)

15% (15%)

15% (15%)

15% (15%)

5% (5%)

5% (5%)

Offices

Offices

Legend:

XX% (XX%) ⟹ Trip Distrubtion
AM PM

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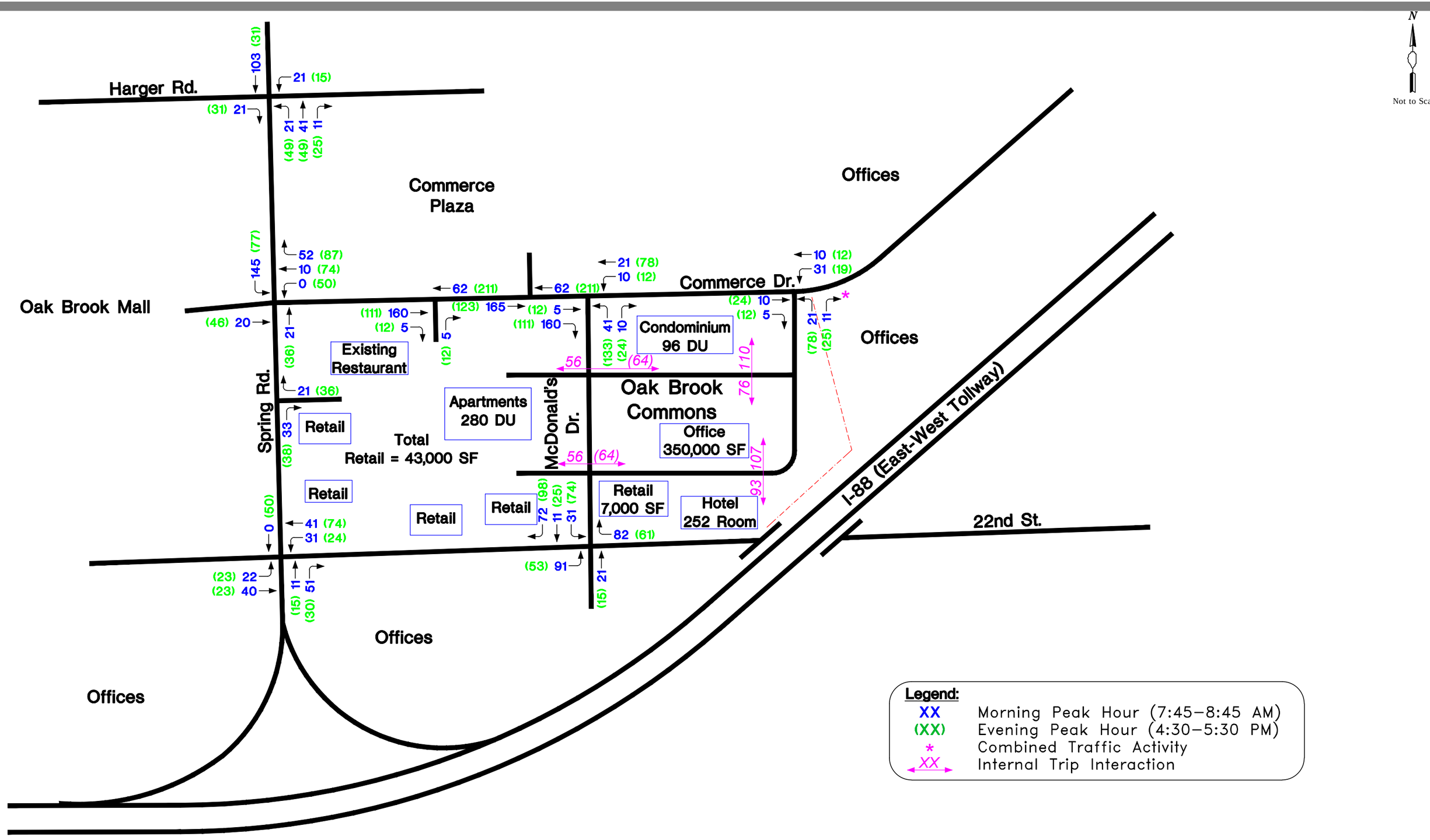
Exhibit 7
Trip Distribution



GHA GEWALT HAMILTON ASSOCIATES, INC.

Exhibit 8
Site Traffic

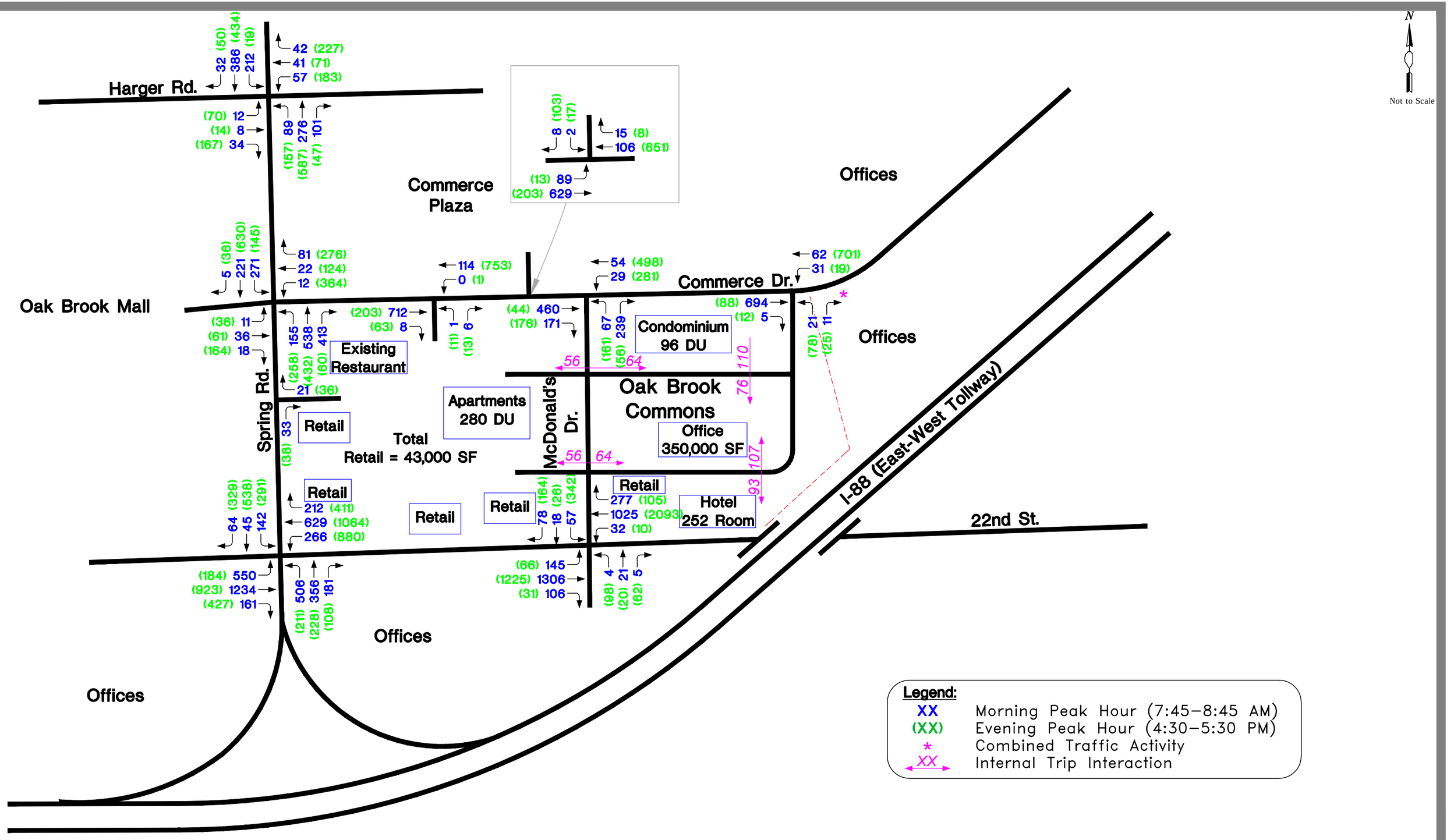


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Exhibit 9
Total Traffic

Exhibit 10
Intersection Capacity and Queue Analyses

Proposed Oak Brook Commons - Oak Brook, Illinois

Part A. Parameters - Type of Traffic Control *(Source: Highway Capacity Manual 6th Edition)*

I. Traffic Signals

LOS	Delay (sec / veh)	Description
A	<10	All signal phases clear waiting vehicles without delay
B	>10 and < 20	Minimal delay experienced on select signal phases
C	>20 and < 35	Some delay experienced on several phases; often used as design criteria
D	>35 and < 55	Usually considered as the acceptable delay standard
E	>55 and < 80	Very long delays experienced during the peak hours
F	>80	Unacceptable delays experienced throughout the peak hours

II. Stop Sign

LOS	Delay (sec / veh)
A	< 10
B	>10 and < 15
C	>15 and < 25
D	>25 and < 35
E	>35 and < 50
F	>50

Part B. Results

Roadway Conditions		LOS Per Movement By Approach (> = Shared Lane, - = Non Critical or not Allowed Movement)												Intersection / Approach	
		Eastbound			Westbound			Northbound			Southbound			Delay	
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	(sec / veh)	LOS
1. Spring Rd & 22nd St	**Signalized**	Eastbound			Westbound			Northbound			Southbound			**Intersection Delay**	
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	E	D	A	F	D	B	E	E	<	F	C	<	54.0	D
	• 95th Queue Length (cars)	14	18	1	7	10	6	27	23	-	10	2	-	-	-
2030 No-Build (See Exhibit 4)	• Current	E	D	A	F	D	B	E	E	<	F	C	<	55.7	E
	• 95th Queue Length (cars)	14	19	1	8	10	7	30	26	-	10	2	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	E	D	A	F	D	A	E	E	<	F	C	<	59.2	E
	• 95th Queue Length (cars)	15	20	1	10	11	5	30	32	-	10	2	-	-	-
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	E	D	B	F	C	A	F	E	<	F	E	<	64.8	E
	• 95th Queue Length (cars)	5	14	8	27	8	0	13	12	-	15	22	-	-	-
2030 No-Build (See Exhibit 4)	• Current	E	E	C	F	C	A	F	F	<	E	F	<	71.7	E
	• 95th Queue Length (cars)	5	15	8	29	9	0	14	14	-	16	23	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	E	E	B	F	C	A	F	F	<	E	F	<	84.0	F
	• 95th Queue Length (cars)	6	16	8	30	10	0	14	18	-	16	27	-	-	-
2030 Total Traffic (See Exhibit 8)	• As Planned	E	F	C	F	D	A	F	F	<	E	F	<	72.0	E
-Adjusted Signal Timings	• 95th Queue Length (cars)	6	19	9	24	10	0	14	18	-	16	26	-	-	-
2. Spring Rd & Harger Rd	**Signalized**	Eastbound			Westbound			Northbound			Southbound			**Intersection Delay**	
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	B	B	<	B	C	A	A	B	<	A	B	<	11.6	B
	• 95th Queue Length (cars)	1	1	-	1	2	0	1	3	-	3	3	-	-	-
2030 No-Build (See Exhibit 4)	• Current	B	B	<	B	C	A	A	B	<	A	B	<	11.7	B
	• 95th Queue Length (cars)	1	1	-	1	2	0	1	3	-	3	3	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	B	B	<	B	C	A	A	B	<	A	B	<	13.8	B
	• 95th Queue Length (cars)	1	1	-	2	2	0	2	4	-	3	5	-	-	-
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	B	B	<	B	C	A	B	B	<	A	C	<	16.0	B
	• 95th Queue Length (cars)	2	2	-	4	3	2	2	6	-	1	6	-	-	-
2030 No-Build (See Exhibit 4)	• Current	B	B	<	B	C	A	B	B	<	B	C	<	16.5	B
	• 95th Queue Length (cars)	2	3	-	5	3	2	2	7	-	1	6	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	C	B	<	C	C	A	B	B	<	A	C	<	17.3	B
	• 95th Queue Length (cars)	3	3	-	6	3	3	3	9	-	1	7	-	-	-

Part B. Results

Roadway Conditions	LOS Per Movement By Approach (> = Shared Lane; - = Non Critical or not Allowed Movement)												Intersection / Approach	
	Eastbound			Westbound			Northbound			Southbound			Delay	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	(sec / veh)	LOS
3. Spring Rd & Commerce Dr	**Signalized**	Eastbound			Westbound			Northbound			Southbound			**Intersection Delay**	
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	C	C	<	C	C	A	A	A	A	A	A	<	6.6	A
	• 95th Queue Length (cars)	1	1	-	1	1	0	2	5	1	2	2	-	-	-
2030 No-Build (See Exhibit 4)	• Current	C	C	<	C	C	A	A	A	A	A	A	<	6.6	A
	• 95th Queue Length (cars)	1	1	-	1	1	0	2	5	1	2	2	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	C	C	<	C	C	A	A	B	A	A	A	<	8.6	A
	• 95th Queue Length (cars)	1	2	-	1	2	1	2	6	2	4	3	-	-	-
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	C	B	<	C	C	A	C	C	A	B	C	<	23.0	C
	• 95th Queue Length (cars)	2	3	-	11	3	2	7	6	1	2	11	-	-	-
2030 No-Build (See Exhibit 4)	• Current	C	B	<	D	C	A	C	C	A	B	C	<	23.8	C
	• 95th Queue Length (cars)	2	3	-	11	3	2	7	6	1	2	12	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	C	D	<	D	C	A	C	C	A	B	D	<	29.6	C
	• 95th Queue Length (cars)	2	9	-	14	5	2	9	8	1	4	13	-	-	-
4. 22nd St & McDonalds Dr	**Signalized**	Eastbound			Westbound			Northbound			Southbound			**Intersection Delay**	
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	E	A	<	E	A	<	D	A	<	E	D	<	8.4	A
	• 95th Queue Length (cars)	3	3	-	3	9	-	1	0	-	2	1	-	-	-
2030 No-Build (See Exhibit 4)	• Current	E	A	<	E	A	<	D	A	<	E	D	<	8.3	A
	• 95th Queue Length (cars)	3	3	-	3	9	-	1	0	-	2	1	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	E	A	<	E	B	<	D	E	<	E	C	<	15.1	B
	• 95th Queue Length (cars)	8	4	-	3	14	-	1	2	-	4	3	-	-	-
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	E	B	<	E	C	<	D	B	<	E	B	<	22.4	C
	• 95th Queue Length (cars)	1	0	-	1	31	-	5	2	-	12	2	-	-	-
2030 No-Build (See Exhibit 4)	• Current	E	B	<	E	C	<	D	B	<	E	B	<	22.7	C
	• 95th Queue Length (cars)	1	7	-	1	33	-	5	2	-	12	2	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	F	B	<	E	D	<	D	B	<	E	B	<	33.5	C
	• 95th Queue Length (cars)	4	7	-	1	39	-	5	3	-	16	4	-	-	-
5. Spring Rd & West Site Access	**TWSC - WB Stops**	Eastbound			Westbound			Northbound			Southbound			**WB Approach Delay**	
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	-	-	-	-	-	A	-	-	-	-	-	-	0.0	A
	• 95th Queue Length (cars)	-	-	-	-	-	0	-	-	-	-	-	-	-	-
2030 No-Build (See Exhibit 4)	• Current	-	-	-	-	-	A	-	-	-	-	-	-	0.0	A
	• 95th Queue Length (cars)	-	-	-	-	-	0	-	-	-	-	-	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	-	-	-	-	-	B	-	-	-	-	-	-	13.7	B
	• 95th Queue Length (cars)	-	-	-	-	-	<1	-	-	-	-	-	-	-	-
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	-	-	-	-	-	A	-	-	-	-	-	-	0.0	A
	• 95th Queue Length (cars)	-	-	-	-	-	0	-	-	-	-	-	-	-	-
2030 No-Build (See Exhibit 4)	• Current	-	-	-	-	-	A	-	-	-	-	-	-	0.0	A
	• 95th Queue Length (cars)	-	-	-	-	-	0	-	-	-	-	-	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	-	-	-	-	-	B	-	-	-	-	-	-	11.5	B
	• 95th Queue Length (cars)	-	-	-	-	-	<1	-	-	-	-	-	-	-	-

Part B. Results

	Roadway Conditions	LOS Per Movement By Approach (> = Shared Lane; - = Non Critical or not Allowed Movement)												Intersection / Approach	
		Eastbound			Westbound			Northbound			Southbound			Delay	
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	(sec / veh)	LOS
6. Commerce Dr & North/South Drive	**TWSC - NB Stops**	Eastbound			Westbound			Northbound			Southbound			**NB Approach Delay**	
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	-	-	-	>	A	-	>	B	<	-	-	-	12.8	B
	• 95th Queue Length (cars)	-	-	-	-	0	-	-	0	-	-	-	-	-	-
2030 No-Build (See Exhibit 4)	• Current	-	-	-	>	A	-	>	B	<	-	-	-	12.8	B
	• 95th Queue Length (cars)	-	-	-	-	0	-	-	0	-	-	-	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	-	-	-	>	A	-	>	B	<	-	-	-	14.7	B
	• 95th Queue Length (cars)	-	-	-	-	0	-	-	<1	-	-	-	-	-	-
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	-	-	-	>	A	-	>	B	<	-	-	-	14.0	B
	• 95th Queue Length (cars)	-	-	-	-	0	-	-	<1	-	-	-	-	-	-
2030 No-Build (See Exhibit 4)	• Current	-	-	-	>	A	-	>	B	<	-	-	-	14.0	B
	• 95th Queue Length (cars)	-	-	-	-	0	-	-	<1	-	-	-	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	-	-	-	>	A	-	>	B	<	-	-	-	14.9	B
	• 95th Queue Length (cars)	-	-	-	-	0	-	-	<1	-	-	-	-	-	-
7. Commerce Dr & Parking Access	**TWSC - SB Stops**	Eastbound			Westbound			Northbound			Southbound			**SB Approach Delay**	
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	>	A	-	-	-	-	-	-	-	>	B	<	10.0	B
	• 95th Queue Length (cars)	-	<1	-	-	-	-	-	-	-	-	0	-	-	-
2030 No-Build (See Exhibit 4)	• Current	>	A	-	-	-	-	-	-	-	>	B	<	10.0	B
	• 95th Queue Length (cars)	-	<1	-	-	-	-	-	-	-	-	0	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	>	A	-	-	-	-	-	-	-	>	B	<	11.2	B
	• 95th Queue Length (cars)	-	<1	-	-	-	-	-	-	-	-	<1	-	-	-
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	>	A	-	-	-	-	-	-	-	>	B	<	13.3	B
	• 95th Queue Length (cars)	-	0	-	-	-	-	-	-	-	-	1	-	-	-
2030 No-Build (See Exhibit 4)	• Current	>	A	-	-	-	-	-	-	-	>	B	<	13.3	B
	• 95th Queue Length (cars)	-	0	-	-	-	-	-	-	-	-	1	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	>	A	-	-	-	-	-	-	-	>	C	<	18.2	C
	• 95th Queue Length (cars)	-	0	-	-	-	-	-	-	-	-	1	-	-	-

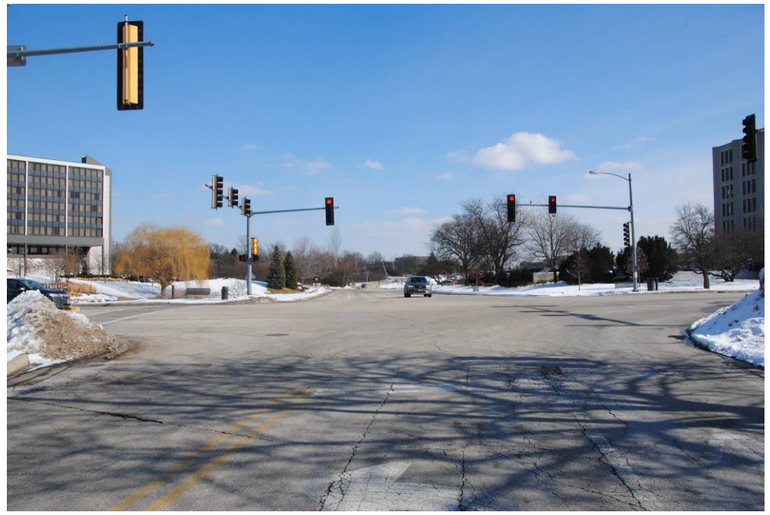
Part B. Results

	Roadway Conditions	LOS Per Movement By Approach (> = Shared Lane, - = Non Critical or not Allowed Movement)												Intersection / Approach	
		Eastbound			Westbound			Northbound			Southbound			Delay	
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	(sec / veh)	LOS
8. Commerce Dr & McDonalds Dr	**TWSC - NB Stops**	Eastbound			Westbound			Northbound			Southbound			**NB Approach Delay**	
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	-	-	-	>	A	-	>	C	<	-	-	-	17.3	C
	• 95th Queue Length (cars)	-	-	-	-	<1	-	-	3	-	-	-	-	-	-
2030 No-Build (See Exhibit 4)	• Current	-	-	-	>	A	-	>	C	<	-	-	-	17.3	C
	• 95th Queue Length (cars)	-	-	-	-	<1	-	-	3	-	-	-	-	-	-
2030 Total Traffic (See Exhibit 8)	• As Planned	-	-	-	>	A	-	C	-	C	-	-	-	18.8	C
	• 95th Queue Length (cars)	-	-	-	-	<1	-	1	-	3	-	-	-	-	-
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	-	-	-	>	A	-	>	C	<	-	-	-	19.7	C
	• 95th Queue Length (cars)	-	-	-	-	1	-	-	1	-	-	-	-	-	-
2030 No-Build (See Exhibit 4)	• Current	-	-	-	>	A	-	>	C	<	-	-	-	19.7	C
	• 95th Queue Length (cars)	-	-	-	-	1	-	-	1	-	-	-	-	-	-
2030 Total Traffic (See Exhibit 8)	• As Planned	-	-	-	>	A	-	F	-	A	-	-	-	171.2	F
	• 95th Queue Length (cars)	-	-	-	-	1	-	11	-	<1	-	-	-	-	-
2030 Total Traffic (See Exhibit 8)	• As Planned	-	B	<	C	D	-	B	-	A	-	-	-	21.9	C
-Intersection All-Way Stop Control	• 95th Queue Length (cars)	-	2	-	3	9	-	2	-	<1	-	-	-	-	-

9. Commerce Dr & East Site Access	**TWSC - NB Stops**	Eastbound			Westbound			Northbound			Southbound			**NB Approach Delay**	
A. Weekday Morning Peak Hour															
2030 Total Traffic (See Exhibit 8)	• As Planned	-	-	-	>	A	-	>	C	<	-	-	-	16.4	C
	• 95th Queue Length (cars)	-	-	-	-	<1	-	-	1	-	-	-	-	-	-
B. Weekday Evening Peak Hour															
2030 Total Traffic (See Exhibit 8)	• As Planned	-	-	-	>	A	-	>	C	<	-	-	-	19.6	C
	• 95th Queue Length (cars)	-	-	-	-	1	-	-	1	-	-	-	-	-	-

APPENDIX A
Photo Inventory

Looking north along Spring Rd at Harger Rd



Looking east along Harger Rd at Spring Rd

Looking south along Spring Rd

Looking west along Harger Rd at Spring Rd

Looking north along Spring Rd at Commerce Dr

Looking east along Commerce Dr at Spring Rd

Looking south along Spring Rd at Commerce Dr

Looking west along Commerce Dr at Spring Rd

Looking north along McDonalds Dr at Commerce Dr

Looking east along Commerce Dr at McDonalds Dr

Looking south through Commerce Dr at McDonalds Dr

Looking west along Commerce Dr at McDonalds Dr

Looking north through 22nd St at McDonalds Dr

Looking east along 22nd St at McDonalds Dr

Looking south along McDonalds at 22nd St

Looking west along 22nd St at McDonalds Dr

Looking north along I-88 Off-Ramp at 22nd St

Looking east along 22nd St at Spring Rd & I-88 Off/On-Ramp

APPENDIX B

Existing Traffic Count Summaries

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: 22nd St & McDonald Dr
Site Code:
Start Date: 02/07/2019

Turning Movement Data

Start Time	McDonald Dr Southbound						22nd St Westbound						McDonald Dr Northbound						22nd St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	0	3	0	3	4	29	183	5	0	1	217	0	0	0	0	0	0	8	270	6	0	1	284	505
7:15 AM	3	0	6	0	0	9	28	237	1	0	1	266	2	0	0	0	0	2	18	334	14	0	0	366	643
7:30 AM	0	0	4	0	0	4	36	253	6	0	0	295	1	0	0	0	0	1	21	330	15	0	0	366	666
7:45 AM	0	2	12	0	0	14	61	244	5	1	3	311	0	0	3	0	3	3	23	373	17	0	0	413	741
Hourly Total	4	2	25	0	3	31	154	917	17	1	5	1089	3	0	3	0	3	6	70	1307	52	0	1	1429	2555
8:00 AM	4	4	5	0	1	13	54	210	10	0	2	274	2	0	0	0	0	2	23	308	14	0	0	345	634
8:15 AM	2	1	5	0	1	8	44	241	11	0	2	296	2	0	1	0	0	3	39	304	8	0	0	351	658
8:30 AM	2	1	8	0	0	11	37	257	5	0	1	299	0	0	1	0	3	1	30	285	17	0	0	332	643
8:45 AM	2	0	7	0	0	9	37	246	7	1	0	291	1	0	0	0	0	1	24	223	20	0	0	267	568
Hourly Total	10	6	25	0	2	41	172	954	33	1	5	1160	5	0	2	0	3	7	116	1120	59	0	0	1295	2503
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	6	0	24	0	0	30	8	245	0	0	0	253	6	1	4	0	0	11	2	211	1	0	0	214	508
3:15 PM	4	0	19	0	0	23	6	282	1	2	0	291	6	0	9	0	0	15	4	289	1	3	0	297	626
3:30 PM	7	0	23	0	0	30	7	370	2	0	0	379	7	0	11	0	0	18	8	230	0	0	0	238	665
3:45 PM	16	0	21	0	0	37	5	400	2	1	0	408	3	0	8	0	0	11	3	224	3	0	0	230	686
Hourly Total	33	0	87	0	0	120	26	1297	5	3	0	1331	22	1	32	0	0	55	17	954	5	3	0	979	2485
4:00 PM	5	0	62	0	0	67	16	408	3	1	0	428	13	0	19	0	1	32	2	225	1	0	1	228	755
4:15 PM	3	0	37	0	0	40	16	432	1	1	0	450	5	3	22	0	0	30	7	276	4	0	0	287	807
4:30 PM	21	1	75	0	0	97	11	533	2	0	0	546	23	1	33	0	1	57	2	264	6	0	0	272	972
4:45 PM	18	0	52	0	3	70	15	503	4	1	0	523	8	0	17	0	0	25	6	278	3	0	1	287	905
Hourly Total	47	1	226	0	3	274	58	1876	10	3	0	1947	49	4	91	0	2	144	17	1043	14	0	2	1074	3439
5:00 PM	15	0	90	0	3	105	11	511	4	0	0	526	17	2	31	0	2	50	9	278	3	0	0	290	971
5:15 PM	12	0	51	0	1	63	7	422	0	0	0	429	14	2	17	0	3	33	14	338	1	1	3	354	879
5:30 PM	5	0	46	0	0	51	6	381	2	0	0	389	7	0	19	0	0	26	12	265	0	1	0	278	744
5:45 PM	5	1	35	0	0	41	7	330	1	1	0	339	11	0	12	0	0	23	9	300	1	1	0	311	714
Hourly Total	37	1	222	0	4	260	31	1644	7	1	0	1683	49	4	79	0	5	132	44	1181	5	3	3	1233	3308
6:00 PM	6	0	21	0	0	27	4	333	0	1	0	338	9	1	26	0	0	36	4	251	0	0	0	255	656
6:15 PM	3	0	17	0	0	20	4	278	1	0	0	283	5	0	12	0	0	17	2	211	2	1	0	216	536
6:30 PM	2	0	17	0	1	19	3	215	0	0	1	218	6	0	6	0	0	12	2	224	1	0	0	227	476
6:45 PM	5	0	19	0	0	24	2	181	0	0	0	183	5	1	1	0	0	7	0	182	0	1	0	183	397
Hourly Total	16	0	74	0	1	90	13	1007	1	1	1	1022	25	2	45	0	0	72	8	868	3	2	0	881	2065
Grand Total	147	10	659	0	13	816	454	7695	73	10	11	8232	153	11	252	0	13	416	272	6473	138	8	6	6891	16355
Approach %	18.0	1.2	80.8	0.0	-	-	5.5	93.5	0.9	0.1	-	-	36.8	2.6	60.6	0.0	-	-	3.9	93.9	2.0	0.1	-	-	-
Total %	0.9	0.1	4.0	0.0	-	5.0	2.8	47.0	0.4	0.1	-	50.3	0.9	0.1	1.5	0.0	-	2.5	1.7	39.6	0.8	0.0	-	42.1	-
Lights	143	10	638	0	-	791	429	7575	73	10	-	8087	152	11	249	0	-	412	269	6374	136	8	-	6787	16077
% Lights	97.3	100.0	96.8	-	-	96.9	94.5	98.4	100.0	100.0	-	98.2	99.3	100.0	98.8	-	-	99.0	98.9	98.5	98.6	100.0	-	98.5	98.3
Mediums	3	0	20	0	-	23	25	105	0	0	-	130	1	0	3	0	-	4	3	82	2	0	-	87	244
% Mediums	2.0	0.0	3.0	-	-	2.8	5.5	1.4	0.0	0.0	-	1.6	0.7	0.0	1.2	-	-	1.0	1.1	1.3	1.4	0.0	-	1.3	1.5
Articulated Trucks	1	0	1	0	-	2	0	15	0	0	-	15	0	0	0	0	-	0	0	17	0	0	-	17	34

% Articulated Trucks	0.7	0.0	0.2	-	-	0.2	0.0	0.2	0.0	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	0.0	-	0.2	0.2
Pedestrians	-	-	-	-	13	-	-	-	-	-	11	-	-	-	-	-	13	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: 22nd St & McDonald Dr
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (7:30 AM)

Start Time	McDonald Dr Southbound						22nd St Westbound						McDonald Dr Northbound						22nd St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	0	0	4	0	0	4	36	253	6	0	0	295	1	0	0	0	0	1	21	330	15	0	0	366	666
7:45 AM	0	2	12	0	0	14	61	244	5	1	3	311	0	0	3	0	3	3	23	373	17	0	0	413	741
8:00 AM	4	4	5	0	1	13	54	210	10	0	2	274	2	0	0	0	0	2	23	308	14	0	0	345	634
8:15 AM	2	1	5	0	1	8	44	241	11	0	2	296	2	0	1	0	0	3	39	304	8	0	0	351	658
Total	6	7	26	0	2	39	195	948	32	1	7	1176	5	0	4	0	3	9	106	1315	54	0	0	1475	2699
Approach %	15.4	17.9	66.7	0.0	-	-	16.6	80.6	2.7	0.1	-	-	55.6	0.0	44.4	0.0	-	-	7.2	89.2	3.7	0.0	-	-	-
Total %	0.2	0.3	1.0	0.0	-	1.4	7.2	35.1	1.2	0.0	-	43.6	0.2	0.0	0.1	0.0	-	0.3	3.9	48.7	2.0	0.0	-	54.6	-
PHF	0.375	0.438	0.542	0.000	-	0.696	0.799	0.937	0.727	0.250	-	0.945	0.625	0.000	0.333	0.000	-	0.750	0.679	0.881	0.794	0.000	-	0.893	0.911
Lights	6	7	22	0	-	35	187	918	32	1	-	1138	5	0	4	0	-	9	106	1297	54	0	-	1457	2639
% Lights	100.0	100.0	84.6	-	-	89.7	95.9	96.8	100.0	100.0	-	96.8	100.0	-	100.0	-	-	100.0	100.0	98.6	100.0	-	-	98.8	97.8
Mediums	0	0	3	0	-	3	8	27	0	0	-	35	0	0	0	0	-	0	0	14	0	0	-	14	52
% Mediums	0.0	0.0	11.5	-	-	7.7	4.1	2.8	0.0	0.0	-	3.0	0.0	-	0.0	-	-	0.0	0.0	1.1	0.0	-	-	0.9	1.9
Articulated Trucks	0	0	1	0	-	1	0	3	0	0	-	3	0	0	0	0	-	0	0	4	0	0	-	4	8
% Articulated Trucks	0.0	0.0	3.8	-	-	2.6	0.0	0.3	0.0	0.0	-	0.3	0.0	-	0.0	-	-	0.0	0.0	0.3	0.0	-	-	0.3	0.3
Pedestrians	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: 22nd St & McDonald Dr
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	McDonald Dr Southbound						22nd St Westbound						McDonald Dr Northbound						22nd St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:30 PM	21	1	75	0	0	97	11	533	2	0	0	546	23	1	33	0	1	57	2	264	6	0	0	272	972
4:45 PM	18	0	52	0	3	70	15	503	4	1	0	523	8	0	17	0	0	25	6	278	3	0	1	287	905
5:00 PM	15	0	90	0	3	105	11	511	4	0	0	526	17	2	31	0	2	50	9	278	3	0	0	290	971
5:15 PM	12	0	51	0	1	63	7	422	0	0	0	429	14	2	17	0	3	33	14	338	1	1	3	354	879
Total	66	1	268	0	7	335	44	1969	10	1	0	2024	62	5	98	0	6	165	31	1158	13	1	4	1203	3727
Approach %	19.7	0.3	80.0	0.0	-	-	2.2	97.3	0.5	0.0	-	-	37.6	3.0	59.4	0.0	-	-	2.6	96.3	1.1	0.1	-	-	-
Total %	1.8	0.0	7.2	0.0	-	9.0	1.2	52.8	0.3	0.0	-	54.3	1.7	0.1	2.6	0.0	-	4.4	0.8	31.1	0.3	0.0	-	32.3	-
PHF	0.786	0.250	0.744	0.000	-	0.798	0.733	0.924	0.625	0.250	-	0.927	0.674	0.625	0.742	0.000	-	0.724	0.554	0.857	0.542	0.250	-	0.850	0.959
Lights	66	1	264	0	-	331	39	1953	10	1	-	2003	62	5	97	0	-	164	30	1140	12	1	-	1183	3681
% Lights	100.0	100.0	98.5	-	-	98.8	88.6	99.2	100.0	100.0	-	99.0	100.0	100.0	99.0	-	-	99.4	96.8	98.4	92.3	100.0	-	98.3	98.8
Mediums	0	0	4	0	-	4	5	12	0	0	-	17	0	0	1	0	-	1	1	16	1	0	-	18	40
% Mediums	0.0	0.0	1.5	-	-	1.2	11.4	0.6	0.0	0.0	-	0.8	0.0	0.0	1.0	-	-	0.6	3.2	1.4	7.7	0.0	-	1.5	1.1
Articulated Trucks	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	0	2	0	0	-	2	6
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	0.0	-	0.2	0.2
Pedestrians	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Commerce Dr & North Driveway
Site Code:
Start Date: 02/07/2019

Turning Movement Data

Start Time	North Dr Southbound					Commerce Dr Westbound					Commerce Dr Eastbound					
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	1	0	0	1	1	0	3	0	0	3	66	19	0	0	85	89
7:15 AM	1	0	0	0	1	2	8	0	0	10	91	14	0	0	105	116
7:30 AM	3	1	0	1	4	3	11	0	1	14	81	25	0	0	106	124
7:45 AM	2	0	0	0	2	6	10	0	0	16	117	33	0	0	150	168
Hourly Total	7	1	0	2	8	11	32	0	1	43	355	91	0	0	446	497
8:00 AM	1	1	0	0	2	2	13	0	0	15	126	20	0	0	146	163
8:15 AM	0	0	0	1	0	3	8	0	0	11	101	18	0	0	119	130
8:30 AM	5	1	0	0	6	4	12	0	0	16	130	15	0	0	145	167
8:45 AM	2	0	0	0	2	2	16	0	0	18	100	12	0	0	112	132
Hourly Total	8	2	0	1	10	11	49	0	0	60	457	65	0	0	522	592
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	5	3	0	0	8	0	39	0	0	39	18	1	0	0	19	66
3:15 PM	12	2	0	0	14	2	38	0	0	40	22	5	0	0	27	81
3:30 PM	5	3	0	1	8	1	55	0	0	56	13	6	0	0	19	83
3:45 PM	10	2	0	0	12	0	43	0	0	43	15	4	0	0	19	74
Hourly Total	32	10	0	1	42	3	175	0	0	178	68	16	0	0	84	304
4:00 PM	28	3	0	0	31	0	105	0	1	105	27	0	0	0	27	163
4:15 PM	20	2	0	0	22	1	88	0	0	89	19	3	0	0	22	133
4:30 PM	16	5	0	0	21	3	101	0	0	104	23	3	0	0	26	151
4:45 PM	23	3	0	0	26	2	92	0	0	94	20	2	0	0	22	142
Hourly Total	87	13	0	0	100	6	386	0	1	392	89	8	0	0	97	589
5:00 PM	44	7	0	0	51	2	169	0	0	171	18	5	0	0	23	245
5:15 PM	16	6	0	1	22	1	90	0	0	91	16	1	0	0	17	130
5:30 PM	12	1	0	0	13	0	66	0	0	66	11	1	0	0	12	91
5:45 PM	10	3	0	0	13	0	63	0	0	63	10	4	0	0	14	90
Hourly Total	82	17	0	1	99	3	388	0	0	391	55	11	0	0	66	556
6:00 PM	11	1	0	0	12	0	51	0	0	51	8	0	0	0	8	71
6:15 PM	7	1	0	0	8	1	36	0	0	37	6	0	0	0	6	51
6:30 PM	3	1	0	0	4	0	21	0	0	21	11	0	0	0	11	36
6:45 PM	4	1	0	0	5	0	14	0	0	14	7	1	0	0	8	27
Hourly Total	25	4	0	0	29	1	122	0	0	123	32	1	0	0	33	185
Grand Total	241	47	0	5	288	35	1152	0	2	1187	1056	192	0	0	1248	2723
Approach %	83.7	16.3	0.0	-	-	2.9	97.1	0.0	-	-	84.6	15.4	0.0	-	-	-
Total %	8.9	1.7	0.0	-	10.6	1.3	42.3	0.0	-	43.6	38.8	7.1	0.0	-	45.8	-
Lights	241	47	0	-	288	35	1129	0	-	1164	1034	192	0	-	1226	2678
% Lights	100.0	100.0	-	-	100.0	100.0	98.0	-	-	98.1	97.9	100.0	-	-	98.2	98.3
Mediums	0	0	0	-	0	0	23	0	-	23	20	0	0	-	20	43
% Mediums	0.0	0.0	-	-	0.0	0.0	2.0	-	-	1.9	1.9	0.0	-	-	1.6	1.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	2	0	0	-	2	2
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.2	0.0	-	-	0.2	0.1
Pedestrians	-	-	-	5	-	-	-	-	2	-	-	-	-	0	-	-

% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Commerce Dr & North Driveway
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	North Dr Southbound					Commerce Dr Westbound					Commerce Dr Eastbound					
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	2	0	0	0	2	6	10	0	0	16	117	33	0	0	150	168
8:00 AM	1	1	0	0	2	2	13	0	0	15	126	20	0	0	146	163
8:15 AM	0	0	0	1	0	3	8	0	0	11	101	18	0	0	119	130
8:30 AM	5	1	0	0	6	4	12	0	0	16	130	15	0	0	145	167
Total	8	2	0	1	10	15	43	0	0	58	474	86	0	0	560	628
Approach %	80.0	20.0	0.0	-	-	25.9	74.1	0.0	-	-	84.6	15.4	0.0	-	-	-
Total %	1.3	0.3	0.0	-	1.6	2.4	6.8	0.0	-	9.2	75.5	13.7	0.0	-	89.2	-
PHF	0.400	0.500	0.000	-	0.417	0.625	0.827	0.000	-	0.906	0.912	0.652	0.000	-	0.933	0.935
Lights	8	2	0	-	10	15	39	0	-	54	470	86	0	-	556	620
% Lights	100.0	100.0	-	-	100.0	100.0	90.7	-	-	93.1	99.2	100.0	-	-	99.3	98.7
Mediums	0	0	0	-	0	0	4	0	-	4	4	0	0	-	4	8
% Mediums	0.0	0.0	-	-	0.0	0.0	9.3	-	-	6.9	0.8	0.0	-	-	0.7	1.3
Articulated Trucks	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
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Commerce Dr & North Driveway
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (4:15 PM)

Start Time	North Dr Southbound					Commerce Dr Westbound					Commerce Dr Eastbound					
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:15 PM	20	2	0	0	22	1	88	0	0	89	19	3	0	0	22	133
4:30 PM	16	5	0	0	21	3	101	0	0	104	23	3	0	0	26	151
4:45 PM	23	3	0	0	26	2	92	0	0	94	20	2	0	0	22	142
5:00 PM	44	7	0	0	51	2	169	0	0	171	18	5	0	0	23	245
Total	103	17	0	0	120	8	450	0	0	458	80	13	0	0	93	671
Approach %	85.8	14.2	0.0	-	-	1.7	98.3	0.0	-	-	86.0	14.0	0.0	-	-	-
Total %	15.4	2.5	0.0	-	17.9	1.2	67.1	0.0	-	68.3	11.9	1.9	0.0	-	13.9	-
PHF	0.585	0.607	0.000	-	0.588	0.667	0.666	0.000	-	0.670	0.870	0.650	0.000	-	0.894	0.685
Lights	103	17	0	-	120	8	446	0	-	454	77	13	0	-	90	664
% Lights	100.0	100.0	-	-	100.0	100.0	99.1	-	-	99.1	96.3	100.0	-	-	96.8	99.0
Mediums	0	0	0	-	0	0	4	0	-	4	3	0	0	-	3	7
% Mediums	0.0	0.0	-	-	0.0	0.0	0.9	-	-	0.9	3.8	0.0	-	-	3.2	1.0
Articulated Trucks	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
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Commerce Dr & South Driveway
Site Code:
Start Date: 02/07/2019

Turning Movement Data

Start Time	Commerce Dr Westbound					South Driveway Northbound					Commerce Dr Eastbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:00 AM	5	0	0	0	5	1	0	0	0	1	2	84	0	0	86	92
7:15 AM	9	0	0	0	9	0	0	0	0	0	1	107	2	0	110	119
7:30 AM	14	0	0	0	14	1	0	0	0	1	2	106	0	0	108	123
7:45 AM	11	0	0	0	11	0	0	0	0	0	1	153	0	0	154	165
Hourly Total	39	0	0	0	39	2	0	0	0	2	6	450	2	0	458	499
8:00 AM	14	0	0	0	14	1	1	0	0	2	1	147	0	0	148	164
8:15 AM	8	0	0	0	8	0	1	0	0	1	0	121	1	0	122	131
8:30 AM	15	0	0	0	15	0	1	0	2	1	1	142	0	0	143	159
8:45 AM	16	0	0	0	16	0	1	0	0	1	0	112	0	0	112	129
Hourly Total	53	0	0	0	53	1	4	0	2	5	2	522	1	0	525	583
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	44	0	0	0	44	1	3	0	0	4	2	18	1	0	21	69
3:15 PM	50	1	0	0	51	0	10	0	0	10	3	28	0	0	31	92
3:30 PM	60	0	0	0	60	0	4	0	0	4	4	19	0	0	23	87
3:45 PM	54	0	0	0	54	0	5	0	0	5	3	20	0	0	23	82
Hourly Total	208	1	0	0	209	1	22	0	0	23	12	85	1	0	98	330
4:00 PM	132	1	0	0	133	0	1	0	0	1	3	27	0	1	30	164
4:15 PM	106	0	0	0	106	0	1	0	0	1	6	24	1	0	31	138
4:30 PM	118	0	0	0	118	0	3	0	2	3	9	25	0	0	34	155
4:45 PM	113	0	0	0	113	0	5	0	2	5	19	22	0	0	41	159
Hourly Total	469	1	0	0	470	0	10	0	4	10	37	98	1	1	136	616
5:00 PM	216	1	0	0	217	1	2	0	4	3	17	22	0	0	39	259
5:15 PM	101	1	0	0	102	0	2	0	0	2	12	17	0	0	29	133
5:30 PM	79	0	0	0	79	0	4	0	0	4	17	12	0	0	29	112
5:45 PM	70	2	0	0	72	0	7	0	1	7	23	14	0	0	37	116
Hourly Total	466	4	0	0	470	1	15	0	5	16	69	65	0	0	134	620
6:00 PM	61	1	0	0	62	0	1	0	1	1	20	8	0	0	28	91
6:15 PM	41	2	0	0	43	0	7	0	0	7	7	6	1	0	14	64
6:30 PM	23	0	0	0	23	0	5	0	0	5	4	11	0	0	15	43
6:45 PM	18	0	0	0	18	1	9	0	1	10	1	7	0	0	8	36
Hourly Total	143	3	0	0	146	1	22	0	2	23	32	32	1	0	65	234
Grand Total	1378	9	0	0	1387	6	73	0	13	79	158	1252	6	1	1416	2882
Approach %	99.4	0.6	0.0	-	-	7.6	92.4	0.0	-	-	11.2	88.4	0.4	-	-	-
Total %	47.8	0.3	0.0	-	48.1	0.2	2.5	0.0	-	2.7	5.5	43.4	0.2	-	49.1	-
Lights	1356	9	0	-	1365	5	71	0	-	76	156	1230	6	-	1392	2833
% Lights	98.4	100.0	-	-	98.4	83.3	97.3	-	-	96.2	98.7	98.2	100.0	-	98.3	98.3
Mediums	22	0	0	-	22	1	2	0	-	3	1	21	0	-	22	47
% Mediums	1.6	0.0	-	-	1.6	16.7	2.7	-	-	3.8	0.6	1.7	0.0	-	1.6	1.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	1	1	0	-	2	2
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.6	0.1	0.0	-	0.1	0.1
Pedestrians	-	-	-	0	-	-	-	-	13	-	-	-	-	1	-	-

% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Commerce Dr & South Driveway
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Commerce Dr Westbound					South Driveway Northbound					Commerce Dr Eastbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:45 AM	11	0	0	0	11	0	0	0	0	0	1	153	0	0	154	165
8:00 AM	14	0	0	0	14	1	1	0	0	2	1	147	0	0	148	164
8:15 AM	8	0	0	0	8	0	1	0	0	1	0	121	1	0	122	131
8:30 AM	15	0	0	0	15	0	1	0	2	1	1	142	0	0	143	159
Total	48	0	0	0	48	1	3	0	2	4	3	563	1	0	567	619
Approach %	100.0	0.0	0.0	-	-	25.0	75.0	0.0	-	-	0.5	99.3	0.2	-	-	-
Total %	7.8	0.0	0.0	-	7.8	0.2	0.5	0.0	-	0.6	0.5	91.0	0.2	-	91.6	-
PHF	0.800	0.000	0.000	-	0.800	0.250	0.750	0.000	-	0.500	0.750	0.920	0.250	-	0.920	0.938
Lights	45	0	0	-	45	1	1	0	-	2	2	559	1	-	562	609
% Lights	93.8	-	-	-	93.8	100.0	33.3	-	-	50.0	66.7	99.3	100.0	-	99.1	98.4
Mediums	3	0	0	-	3	0	2	0	-	2	0	4	0	-	4	9
% Mediums	6.3	-	-	-	6.3	0.0	66.7	-	-	50.0	0.0	0.7	0.0	-	0.7	1.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	1	0	0	-	1	1
% Articulated Trucks	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	33.3	0.0	0.0	-	0.2	0.2
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Commerce Dr & South Driveway
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Commerce Dr Westbound					South Driveway Northbound					Commerce Dr Eastbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
4:15 PM	106	0	0	0	106	0	1	0	0	1	6	24	1	0	31	138
4:30 PM	118	0	0	0	118	0	3	0	2	3	9	25	0	0	34	155
4:45 PM	113	0	0	0	113	0	5	0	2	5	19	22	0	0	41	159
5:00 PM	216	1	0	0	217	1	2	0	4	3	17	22	0	0	39	259
Total	553	1	0	0	554	1	11	0	8	12	51	93	1	0	145	711
Approach %	99.8	0.2	0.0	-	-	8.3	91.7	0.0	-	-	35.2	64.1	0.7	-	-	-
Total %	77.8	0.1	0.0	-	77.9	0.1	1.5	0.0	-	1.7	7.2	13.1	0.1	-	20.4	-
PHF	0.640	0.250	0.000	-	0.638	0.250	0.550	0.000	-	0.600	0.671	0.930	0.250	-	0.884	0.686
Lights	549	1	0	-	550	1	11	0	-	12	51	90	1	-	142	704
% Lights	99.3	100.0	-	-	99.3	100.0	100.0	-	-	100.0	100.0	96.8	100.0	-	97.9	99.0
Mediums	4	0	0	-	4	0	0	0	-	0	0	3	0	-	3	7
% Mediums	0.7	0.0	-	-	0.7	0.0	0.0	-	-	0.0	0.0	3.2	0.0	-	2.1	1.0
Articulated Trucks	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
Pedestrians	-	-	-	0	-	-	-	-	8	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: McDonald Dr & Commerce Dr
Site Code:
Start Date: 02/07/2019

Turning Movement Data

Start Time	Commerce Dr Westbound					McDonald Dr Northbound					Commerce Dr Eastbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:00 AM	1	3	0	1	4	29	2	0	1	31	0	67	0	0	67	102
7:15 AM	6	1	0	0	7	35	4	0	0	39	7	84	0	0	91	137
7:30 AM	7	1	0	0	8	44	7	0	0	51	5	77	0	1	82	141
7:45 AM	7	4	0	0	11	64	8	0	0	72	8	113	0	0	121	204
Hourly Total	21	9	0	1	30	172	21	0	1	193	20	341	0	1	361	584
8:00 AM	8	5	0	0	13	63	7	0	1	70	7	118	0	0	125	208
8:15 AM	6	3	0	3	9	48	5	0	0	53	3	99	0	0	102	164
8:30 AM	9	7	0	0	16	54	6	0	1	60	3	125	0	0	128	204
8:45 AM	15	3	0	0	18	57	2	0	0	59	6	92	0	0	98	175
Hourly Total	38	18	0	3	56	222	20	0	2	242	19	434	0	0	453	751
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	36	22	0	0	58	6	3	0	0	9	7	14	0	0	21	88
3:15 PM	35	8	0	0	43	4	5	0	0	9	14	10	0	0	24	76
3:30 PM	53	24	0	0	77	3	4	0	0	7	8	8	0	0	16	100
3:45 PM	43	26	0	0	69	7	0	0	0	7	9	8	0	0	17	93
Hourly Total	167	80	0	0	247	20	12	0	0	32	38	40	0	0	78	357
4:00 PM	96	51	0	0	147	9	8	0	2	17	19	11	0	1	30	194
4:15 PM	77	29	0	0	106	5	12	0	0	17	14	7	0	0	21	144
4:30 PM	94	77	0	0	171	8	8	0	0	16	17	11	0	0	28	215
4:45 PM	83	61	0	0	144	12	7	0	4	19	11	12	0	0	23	186
Hourly Total	350	218	0	0	568	34	35	0	6	69	61	41	0	1	102	739
5:00 PM	164	82	0	0	246	8	9	0	0	17	21	4	0	0	25	288
5:15 PM	83	49	0	1	132	4	4	0	0	8	18	4	0	0	22	162
5:30 PM	64	38	0	0	102	3	3	0	1	6	9	3	0	0	12	120
5:45 PM	59	32	0	0	91	4	3	0	0	7	10	5	0	0	15	113
Hourly Total	370	201	0	1	571	19	19	0	1	38	58	16	0	0	74	683
6:00 PM	50	21	0	0	71	3	2	0	0	5	6	3	0	0	9	85
6:15 PM	33	14	0	0	47	2	3	0	0	5	3	4	0	0	7	59
6:30 PM	20	11	0	0	31	1	0	0	0	1	8	4	0	0	12	44
6:45 PM	11	16	0	0	27	2	2	0	1	4	7	1	0	0	8	39
Hourly Total	114	62	0	0	176	8	7	0	1	15	24	12	0	0	36	227
Grand Total	1060	588	0	5	1648	475	114	0	11	589	220	884	0	2	1104	3341
Approach %	64.3	35.7	0.0	-	-	80.6	19.4	0.0	-	-	19.9	80.1	0.0	-	-	-
Total %	31.7	17.6	0.0	-	49.3	14.2	3.4	0.0	-	17.6	6.6	26.5	0.0	-	33.0	-
Lights	1052	585	0	-	1637	468	97	0	-	565	201	882	0	-	1083	3285
% Lights	99.2	99.5	-	-	99.3	98.5	85.1	-	-	95.9	91.4	99.8	-	-	98.1	98.3
Mediums	7	3	0	-	10	7	17	0	-	24	18	2	0	-	20	54
% Mediums	0.7	0.5	-	-	0.6	1.5	14.9	-	-	4.1	8.2	0.2	-	-	1.8	1.6
Articulated Trucks	1	0	0	-	1	0	0	0	-	0	1	0	0	-	1	2
% Articulated Trucks	0.1	0.0	-	-	0.1	0.0	0.0	-	-	0.0	0.5	0.0	-	-	0.1	0.1
Pedestrians	-	-	-	5	-	-	-	-	11	-	-	-	-	2	-	-

% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: McDonald Dr & Commerce Dr
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Commerce Dr Westbound					McDonald Dr Northbound					Commerce Dr Eastbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:45 AM	7	4	0	0	11	64	8	0	0	72	8	113	0	0	121	204
8:00 AM	8	5	0	0	13	63	7	0	1	70	7	118	0	0	125	208
8:15 AM	6	3	0	3	9	48	5	0	0	53	3	99	0	0	102	164
8:30 AM	9	7	0	0	16	54	6	0	1	60	3	125	0	0	128	204
Total	30	19	0	3	49	229	26	0	2	255	21	455	0	0	476	780
Approach %	61.2	38.8	0.0	-	-	89.8	10.2	0.0	-	-	4.4	95.6	0.0	-	-	-
Total %	3.8	2.4	0.0	-	6.3	29.4	3.3	0.0	-	32.7	2.7	58.3	0.0	-	61.0	-
PHF	0.833	0.679	0.000	-	0.766	0.895	0.813	0.000	-	0.885	0.656	0.910	0.000	-	0.930	0.938
Lights	30	18	0	-	48	228	22	0	-	250	18	454	0	-	472	770
% Lights	100.0	94.7	-	-	98.0	99.6	84.6	-	-	98.0	85.7	99.8	-	-	99.2	98.7
Mediums	0	1	0	-	1	1	4	0	-	5	3	1	0	-	4	10
% Mediums	0.0	5.3	-	-	2.0	0.4	15.4	-	-	2.0	14.3	0.2	-	-	0.8	1.3
Articulated Trucks	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
Pedestrians	-	-	-	3	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: McDonald Dr & Commerce Dr
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Commerce Dr Westbound					McDonald Dr Northbound					Commerce Dr Eastbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
4:30 PM	94	77	0	0	171	8	8	0	0	16	17	11	0	0	28	215
4:45 PM	83	61	0	0	144	12	7	0	4	19	11	12	0	0	23	186
5:00 PM	164	82	0	0	246	8	9	0	0	17	21	4	0	0	25	288
5:15 PM	83	49	0	1	132	4	4	0	0	8	18	4	0	0	22	162
Total	424	269	0	1	693	32	28	0	4	60	67	31	0	0	98	851
Approach %	61.2	38.8	0.0	-	-	53.3	46.7	0.0	-	-	68.4	31.6	0.0	-	-	-
Total %	49.8	31.6	0.0	-	81.4	3.8	3.3	0.0	-	7.1	7.9	3.6	0.0	-	11.5	-
PHF	0.646	0.820	0.000	-	0.704	0.667	0.778	0.000	-	0.789	0.798	0.646	0.000	-	0.875	0.739
Lights	422	269	0	-	691	28	26	0	-	54	63	31	0	-	94	839
% Lights	99.5	100.0	-	-	99.7	87.5	92.9	-	-	90.0	94.0	100.0	-	-	95.9	98.6
Mediums	2	0	0	-	2	4	2	0	-	6	4	0	0	-	4	12
% Mediums	0.5	0.0	-	-	0.3	12.5	7.1	-	-	10.0	6.0	0.0	-	-	4.1	1.4
Articulated Trucks	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
Pedestrians	-	-	-	1	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Spring Rd & 22nd St
Site Code:
Start Date: 02/07/2019

Turning Movement Data

Start Time	Spring Rd Southbound						22nd St Westbound						Spring Rd Northbound						22nd St Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	11	4	22	0	0	37	34	107	42	0	0	183	21	33	91	1	0	146	43	232	79	0	0	354	720
7:15 AM	17	6	22	0	0	45	40	126	70	0	0	236	24	50	85	0	0	159	46	302	95	0	0	443	883
7:30 AM	13	7	29	0	0	49	37	143	70	0	0	250	24	43	85	0	0	152	42	300	99	0	0	441	892
7:45 AM	19	8	37	0	0	64	43	140	59	0	0	242	34	76	110	4	0	224	42	321	138	0	0	501	1031
Hourly Total	60	25	110	0	0	195	154	516	241	0	0	911	103	202	371	5	0	681	173	1155	411	0	0	1739	3526
8:00 AM	13	8	36	0	0	57	39	125	46	0	0	210	30	98	129	0	0	257	48	283	136	0	0	467	991
8:15 AM	14	11	30	0	0	55	58	160	54	0	2	272	32	66	122	1	2	221	34	274	111	0	0	419	967
8:30 AM	11	11	33	0	0	55	56	135	65	0	0	256	28	93	128	1	0	250	29	260	127	0	0	416	977
8:45 AM	22	15	25	0	0	62	65	135	47	0	0	247	32	92	120	2	0	246	30	204	104	0	0	338	893
Hourly Total	60	45	124	0	0	229	218	555	212	0	2	985	122	349	499	4	2	974	141	1021	478	0	0	1640	3828
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	46	57	59	0	0	162	43	140	80	0	0	263	13	34	45	0	0	92	76	149	21	0	0	246	763
3:15 PM	48	44	61	1	0	154	45	158	107	1	0	311	10	33	43	0	0	86	89	208	27	1	0	325	876
3:30 PM	49	72	68	0	0	189	70	220	164	0	0	454	10	27	43	0	0	80	83	160	42	0	0	285	1008
3:45 PM	55	57	57	0	0	169	91	214	140	1	2	446	10	39	54	0	2	103	83	162	27	0	0	272	990
Hourly Total	198	230	245	1	0	674	249	732	491	2	2	1474	43	133	185	0	2	361	331	679	117	1	0	1128	3637
4:00 PM	76	85	49	0	0	210	75	187	186	0	0	448	9	31	55	0	0	95	97	184	27	0	0	308	1061
4:15 PM	84	110	61	0	0	255	58	205	222	0	0	485	12	35	48	0	0	95	95	216	32	0	0	343	1178
4:30 PM	76	120	67	0	0	263	101	247	209	0	0	557	14	19	45	0	1	78	100	189	31	1	0	321	1219
4:45 PM	67	112	65	0	0	244	111	226	200	0	0	537	26	41	59	1	0	127	110	199	41	0	0	350	1258
Hourly Total	303	427	242	0	0	972	345	865	817	0	0	2027	61	126	207	1	1	395	402	788	131	1	0	1322	4716
5:00 PM	99	137	68	0	0	304	104	249	208	0	0	561	21	31	42	0	0	94	91	212	36	1	0	340	1299
5:15 PM	68	100	72	0	0	240	83	221	198	0	0	502	13	38	55	0	0	106	106	257	42	0	0	405	1253
5:30 PM	48	79	62	0	0	189	67	178	141	0	0	386	15	39	55	0	0	109	68	197	41	0	0	306	990
5:45 PM	60	71	64	0	0	195	71	165	125	0	0	361	14	38	55	0	0	107	69	229	47	1	0	346	1009
Hourly Total	275	387	266	0	0	928	325	813	672	0	0	1810	63	146	207	0	0	416	334	895	166	2	0	1397	4551
6:00 PM	51	68	62	0	0	181	79	168	99	1	0	347	7	41	45	0	0	93	55	174	38	0	0	267	888
6:15 PM	50	62	46	1	0	159	74	152	72	0	0	298	6	45	51	0	0	102	46	167	43	0	0	256	815
6:30 PM	39	44	48	0	0	131	57	120	57	0	0	234	10	58	56	0	0	124	39	159	23	0	0	221	710
6:45 PM	36	42	45	0	0	123	44	103	45	0	0	192	5	41	38	0	0	84	47	130	33	0	0	210	609
Hourly Total	176	216	201	1	0	594	254	543	273	1	0	1071	28	185	190	0	0	403	187	630	137	0	0	954	3022
Grand Total	1072	1330	1188	2	0	3592	1545	4024	2706	3	4	8278	420	1141	1659	10	5	3230	1568	5168	1440	4	0	8180	23280
Approach %	29.8	37.0	33.1	0.1	-	-	18.7	48.6	32.7	0.0	-	-	13.0	35.3	51.4	0.3	-	-	19.2	63.2	17.6	0.0	-	-	-
Total %	4.6	5.7	5.1	0.0	-	15.4	6.6	17.3	11.6	0.0	-	35.6	1.8	4.9	7.1	0.0	-	13.9	6.7	22.2	6.2	0.0	-	35.1	-
Lights	1064	1324	1178	2	-	3568	1527	3945	2677	3	-	8152	413	1129	1637	10	-	3189	1535	5083	1428	4	-	8050	22959
% Lights	99.3	99.5	99.2	100.0	-	99.3	98.8	98.0	98.9	100.0	-	98.5	98.3	98.9	98.7	100.0	-	98.7	97.9	98.4	99.2	100.0	-	98.4	98.6
Mediums	8	6	8	0	-	22	16	74	22	0	-	112	3	11	12	0	-	26	24	74	10	0	-	108	268
% Mediums	0.7	0.5	0.7	0.0	-	0.6	1.0	1.8	0.8	0.0	-	1.4	0.7	1.0	0.7	0.0	-	0.8	1.5	1.4	0.7	0.0	-	1.3	1.2
Articulated Trucks	0	0	2	0	-	2	2	5	7	0	-	14	4	1	10	0	-	15	9	11	2	0	-	22	53

% Articulated Trucks	0.0	0.0	0.2	0.0	-	0.1	0.1	0.1	0.3	0.0	-	0.2	1.0	0.1	0.6	0.0	-	0.5	0.6	0.2	0.1	0.0	-	0.3	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Spring Rd & 22nd St
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Spring Rd Southbound						22nd St Westbound						Spring Rd Northbound						22nd St Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	19	8	37	0	0	64	43	140	59	0	0	242	34	76	110	4	0	224	42	321	138	0	0	501	1031
8:00 AM	13	8	36	0	0	57	39	125	46	0	0	210	30	98	129	0	0	257	48	283	136	0	0	467	991
8:15 AM	14	11	30	0	0	55	58	160	54	0	2	272	32	66	122	1	2	221	34	274	111	0	0	419	967
8:30 AM	11	11	33	0	0	55	56	135	65	0	0	256	28	93	128	1	0	250	29	260	127	0	0	416	977
Total	57	38	136	0	0	231	196	560	224	0	2	980	124	333	489	6	2	952	153	1138	512	0	0	1803	3966
Approach %	24.7	16.5	58.9	0.0	-	-	20.0	57.1	22.9	0.0	-	-	13.0	35.0	51.4	0.6	-	-	8.5	63.1	28.4	0.0	-	-	-
Total %	1.4	1.0	3.4	0.0	-	5.8	4.9	14.1	5.6	0.0	-	24.7	3.1	8.4	12.3	0.2	-	24.0	3.9	28.7	12.9	0.0	-	45.5	-
PHF	0.750	0.864	0.919	0.000	-	0.902	0.845	0.875	0.862	0.000	-	0.901	0.912	0.849	0.948	0.375	-	0.926	0.797	0.886	0.928	0.000	-	0.900	0.962
Lights	55	35	133	0	-	223	191	539	219	0	-	949	124	330	482	6	-	942	139	1119	510	0	-	1768	3882
% Lights	96.5	92.1	97.8	-	-	96.5	97.4	96.3	97.8	-	-	96.8	100.0	99.1	98.6	100.0	-	98.9	90.8	98.3	99.6	-	-	98.1	97.9
Mediums	2	3	3	0	-	8	5	20	4	0	-	29	0	3	6	0	-	9	12	17	2	0	-	31	77
% Mediums	3.5	7.9	2.2	-	-	3.5	2.6	3.6	1.8	-	-	3.0	0.0	0.9	1.2	0.0	-	0.9	7.8	1.5	0.4	-	-	1.7	1.9
Articulated Trucks	0	0	0	0	-	0	0	1	1	0	-	2	0	0	1	0	-	1	2	2	0	0	-	4	7
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.4	-	-	0.2	0.0	0.0	0.2	0.0	-	0.1	1.3	0.2	0.0	-	-	0.2	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Spring Rd & 22nd St
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Spring Rd Southbound						22nd St Westbound						Spring Rd Northbound						22nd St Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:30 PM	76	120	67	0	0	263	101	247	209	0	0	557	14	19	45	0	1	78	100	189	31	1	0	321	1219
4:45 PM	67	112	65	0	0	244	111	226	200	0	0	537	26	41	59	1	0	127	110	199	41	0	0	350	1258
5:00 PM	99	137	68	0	0	304	104	249	208	0	0	561	21	31	42	0	0	94	91	212	36	1	0	340	1299
5:15 PM	68	100	72	0	0	240	83	221	198	0	0	502	13	38	55	0	0	106	106	257	42	0	0	405	1253
Total	310	469	272	0	0	1051	399	943	815	0	0	2157	74	129	201	1	1	405	407	857	150	2	0	1416	5029
Approach %	29.5	44.6	25.9	0.0	-	-	18.5	43.7	37.8	0.0	-	-	18.3	31.9	49.6	0.2	-	-	28.7	60.5	10.6	0.1	-	-	-
Total %	6.2	9.3	5.4	0.0	-	20.9	7.9	18.8	16.2	0.0	-	42.9	1.5	2.6	4.0	0.0	-	8.1	8.1	17.0	3.0	0.0	-	28.2	-
PHF	0.783	0.856	0.944	0.000	-	0.864	0.899	0.947	0.975	0.000	-	0.961	0.712	0.787	0.852	0.250	-	0.797	0.925	0.834	0.893	0.500	-	0.874	0.968
Lights	308	469	272	0	-	1049	398	933	809	0	-	2140	72	128	200	1	-	401	404	840	150	2	-	1396	4986
% Lights	99.4	100.0	100.0	-	-	99.8	99.7	98.9	99.3	-	-	99.2	97.3	99.2	99.5	100.0	-	99.0	99.3	98.0	100.0	100.0	-	98.6	99.1
Mediums	2	0	0	0	-	2	1	9	3	0	-	13	1	1	0	0	-	2	2	16	0	0	-	18	35
% Mediums	0.6	0.0	0.0	-	-	0.2	0.3	1.0	0.4	-	-	0.6	1.4	0.8	0.0	0.0	-	0.5	0.5	1.9	0.0	0.0	-	1.3	0.7
Articulated Trucks	0	0	0	0	-	0	0	1	3	0	-	4	1	0	1	0	-	2	1	1	0	0	-	2	8
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.4	-	-	0.2	1.4	0.0	0.5	0.0	-	0.5	0.2	0.1	0.0	0.0	-	0.1	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Spring Rd & Commerce Dr
Site Code:
Start Date: 02/07/2019

Turning Movement Data

Start Time	Spring Rd Southbound						Commerce Dr Westbound						Spring Rd Northbound						Commerce Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	2	35	23	0	0	60	3	0	0	0	0	3	63	70	13	0	0	146	2	0	2	0	0	4	213
7:15 AM	1	34	24	0	0	59	7	1	5	0	0	13	87	79	19	0	0	185	6	3	1	0	0	10	267
7:30 AM	1	46	18	0	0	65	4	3	6	0	0	13	82	79	16	0	0	177	3	5	1	0	0	9	264
7:45 AM	1	46	37	1	0	85	5	1	6	0	0	12	111	126	20	0	0	257	7	5	1	0	0	13	367
Hourly Total	5	161	102	1	0	269	19	5	17	0	0	41	343	354	68	0	0	765	18	13	5	0	0	36	1111
8:00 AM	1	52	33	0	1	86	9	3	2	0	2	14	110	121	35	0	0	266	4	4	3	0	0	11	377
8:15 AM	3	47	21	0	1	71	4	6	2	0	0	12	91	102	47	0	0	240	5	4	3	0	0	12	335
8:30 AM	0	54	35	0	1	89	11	2	2	0	1	15	101	116	53	1	0	271	2	2	4	0	0	8	383
8:45 AM	1	41	26	1	0	69	6	4	11	0	0	21	85	105	64	2	0	256	5	2	2	0	0	9	355
Hourly Total	5	194	115	1	3	315	30	15	17	0	3	62	387	444	199	3	0	1033	16	12	12	0	0	40	1450
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	2	83	6	1	1	92	17	2	28	0	0	47	9	54	27	0	0	90	47	5	5	0	0	57	286
3:15 PM	10	83	10	0	1	103	20	4	36	0	0	60	11	66	34	2	0	113	37	4	7	0	0	48	324
3:30 PM	4	101	10	0	1	115	27	3	38	0	0	68	8	70	51	0	0	129	48	6	7	0	0	61	373
3:45 PM	6	90	11	0	1	107	21	4	35	0	0	60	12	77	58	0	0	147	43	2	8	0	0	53	367
Hourly Total	22	357	37	1	4	417	85	13	137	0	0	235	40	267	170	2	0	479	175	17	27	0	0	219	1350
4:00 PM	5	108	15	2	2	130	47	9	73	0	2	129	9	69	58	0	0	136	37	4	11	0	0	52	447
4:15 PM	9	131	12	0	2	152	37	8	78	0	1	123	15	50	49	0	0	114	44	6	9	1	0	60	449
4:30 PM	5	137	19	0	0	161	32	8	80	0	0	120	16	84	50	1	1	151	43	4	11	0	0	58	490
4:45 PM	11	132	15	0	0	158	45	6	69	0	0	120	23	100	75	0	0	198	41	1	10	1	0	53	529
Hourly Total	30	508	61	2	4	601	161	31	300	0	3	492	63	303	232	1	1	599	165	15	41	2	0	223	1915
5:00 PM	11	166	17	1	4	195	70	27	107	0	0	204	17	84	70	0	1	171	36	5	8	0	1	49	619
5:15 PM	9	136	17	1	1	163	42	9	58	0	0	109	4	93	63	0	0	160	44	5	7	0	0	56	488
5:30 PM	5	98	17	0	0	120	31	8	40	0	0	79	16	63	63	1	0	143	49	1	16	0	0	66	408
5:45 PM	6	94	12	0	2	112	30	7	48	0	0	85	25	67	66	0	0	158	53	2	4	0	0	59	414
Hourly Total	31	494	63	2	7	590	173	51	253	0	0	477	62	307	262	1	1	632	182	13	35	0	1	230	1929
6:00 PM	6	88	6	0	1	100	17	2	37	1	0	57	17	79	40	0	0	136	57	4	4	0	0	65	358
6:15 PM	5	78	8	1	0	92	14	4	25	0	0	43	20	74	66	0	0	160	51	1	11	0	0	63	358
6:30 PM	6	62	6	0	0	74	13	0	18	0	0	31	17	60	58	0	0	135	58	2	7	0	0	67	307
6:45 PM	9	67	2	0	0	78	12	2	17	0	0	31	14	52	46	0	0	112	38	3	8	0	0	49	270
Hourly Total	26	295	22	1	1	344	56	8	97	1	0	162	68	265	210	0	0	543	204	10	30	0	0	244	1293
Grand Total	119	2009	400	8	19	2536	524	123	821	1	6	1469	963	1940	1141	7	2	4051	760	80	150	2	1	992	9048
Approach %	4.7	79.2	15.8	0.3	-	-	35.7	8.4	55.9	0.1	-	-	23.8	47.9	28.2	0.2	-	-	76.6	8.1	15.1	0.2	-	-	-
Total %	1.3	22.2	4.4	0.1	-	28.0	5.8	1.4	9.1	0.0	-	16.2	10.6	21.4	12.6	0.1	-	44.8	8.4	0.9	1.7	0.0	-	11.0	-
Lights	117	1987	397	8	-	2509	521	105	818	1	-	1445	961	1909	1134	6	-	4010	757	64	148	2	-	971	8935
% Lights	98.3	98.9	99.3	100.0	-	98.9	99.4	85.4	99.6	100.0	-	98.4	99.8	98.4	99.4	85.7	-	99.0	99.6	80.0	98.7	100.0	-	97.9	98.8
Mediums	2	19	1	0	-	22	3	18	2	0	-	23	2	25	7	0	-	34	2	16	2	0	-	20	99
% Mediums	1.7	0.9	0.3	0.0	-	0.9	0.6	14.6	0.2	0.0	-	1.6	0.2	1.3	0.6	0.0	-	0.8	0.3	20.0	1.3	0.0	-	2.0	1.1
Articulated Trucks	0	3	2	0	-	5	0	0	1	0	-	1	0	6	0	1	-	7	1	0	0	0	-	1	14

% Articulated Trucks	0.0	0.1	0.5	0.0	-	0.2	0.0	0.0	0.1	0.0	-	0.1	0.0	0.3	0.0	14.3	-	0.2	0.1	0.0	0.0	0.0	-	0.1	0.2
Pedestrians	-	-	-	-	19	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

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Count Name: Spring Rd & Commerce Dr
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Spring Rd Southbound						Commerce Dr Westbound						Spring Rd Northbound						Commerce Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	1	46	37	1	0	85	5	1	6	0	0	12	111	126	20	0	0	257	7	5	1	0	0	13	367
8:00 AM	1	52	33	0	1	86	9	3	2	0	2	14	110	121	35	0	0	266	4	4	3	0	0	11	377
8:15 AM	3	47	21	0	1	71	4	6	2	0	0	12	91	102	47	0	0	240	5	4	3	0	0	12	335
8:30 AM	0	54	35	0	1	89	11	2	2	0	1	15	101	116	53	1	0	271	2	2	4	0	0	8	383
Total	5	199	126	1	3	331	29	12	12	0	3	53	413	465	155	1	0	1034	18	15	11	0	0	44	1462
Approach %	1.5	60.1	38.1	0.3	-	-	54.7	22.6	22.6	0.0	-	-	39.9	45.0	15.0	0.1	-	-	40.9	34.1	25.0	0.0	-	-	-
Total %	0.3	13.6	8.6	0.1	-	22.6	2.0	0.8	0.8	0.0	-	3.6	28.2	31.8	10.6	0.1	-	70.7	1.2	1.0	0.8	0.0	-	3.0	-
PHF	0.417	0.921	0.851	0.250	-	0.930	0.659	0.500	0.500	0.000	-	0.883	0.930	0.923	0.731	0.250	-	0.954	0.643	0.750	0.688	0.000	-	0.846	0.954
Lights	5	193	125	1	-	324	29	8	11	0	-	48	412	457	153	1	-	1023	16	13	11	0	-	40	1435
% Lights	100.0	97.0	99.2	100.0	-	97.9	100.0	66.7	91.7	-	-	90.6	99.8	98.3	98.7	100.0	-	98.9	88.9	86.7	100.0	-	-	90.9	98.2
Mediums	0	5	0	0	-	5	0	4	0	0	-	4	1	8	2	0	-	11	1	2	0	0	-	3	23
% Mediums	0.0	2.5	0.0	0.0	-	1.5	0.0	33.3	0.0	-	-	7.5	0.2	1.7	1.3	0.0	-	1.1	5.6	13.3	0.0	-	-	6.8	1.6
Articulated Trucks	0	1	1	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	4
% Articulated Trucks	0.0	0.5	0.8	0.0	-	0.6	0.0	0.0	8.3	-	-	1.9	0.0	0.0	0.0	0.0	-	0.0	5.6	0.0	0.0	-	-	2.3	0.3
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Spring Rd & Commerce Dr
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Spring Rd Southbound						Commerce Dr Westbound						Spring Rd Northbound						Commerce Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:30 PM	5	137	19	0	0	161	32	8	80	0	0	120	16	84	50	1	1	151	43	4	11	0	0	58	490
4:45 PM	11	132	15	0	0	158	45	6	69	0	0	120	23	100	75	0	0	198	41	1	10	1	0	53	529
5:00 PM	11	166	17	1	4	195	70	27	107	0	0	204	17	84	70	0	1	171	36	5	8	0	1	49	619
5:15 PM	9	136	17	1	1	163	42	9	58	0	0	109	4	93	63	0	0	160	44	5	7	0	0	56	488
Total	36	571	68	2	5	677	189	50	314	0	0	553	60	361	258	1	2	680	164	15	36	1	1	216	2126
Approach %	5.3	84.3	10.0	0.3	-	-	34.2	9.0	56.8	0.0	-	-	8.8	53.1	37.9	0.1	-	-	75.9	6.9	16.7	0.5	-	-	-
Total %	1.7	26.9	3.2	0.1	-	31.8	8.9	2.4	14.8	0.0	-	26.0	2.8	17.0	12.1	0.0	-	32.0	7.7	0.7	1.7	0.0	-	10.2	-
PHF	0.818	0.860	0.895	0.500	-	0.868	0.675	0.463	0.734	0.000	-	0.678	0.652	0.903	0.860	0.250	-	0.859	0.932	0.750	0.818	0.250	-	0.931	0.859
Lights	35	569	68	2	-	674	189	47	314	0	-	550	60	360	258	1	-	679	164	11	36	1	-	212	2115
% Lights	97.2	99.6	100.0	100.0	-	99.6	100.0	94.0	100.0	-	-	99.5	100.0	99.7	100.0	100.0	-	99.9	100.0	73.3	100.0	100.0	-	98.1	99.5
Mediums	1	2	0	0	-	3	0	3	0	0	-	3	0	1	0	0	-	1	0	4	0	0	-	4	11
% Mediums	2.8	0.4	0.0	0.0	-	0.4	0.0	6.0	0.0	-	-	0.5	0.0	0.3	0.0	0.0	-	0.1	0.0	26.7	0.0	0.0	-	1.9	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	-	0.0	0.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Spring Rd & Harger Rd
Site Code:
Start Date: 02/07/2019

Turning Movement Data

Start Time	Spring Rd Southbound						Hager Rd Westbound						Spring Rd Northbound						Hager Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	3	54	26	0	0	83	5	3	2	0	0	10	13	35	5	0	0	53	3	0	1	0	0	4	150
7:15 AM	5	52	37	0	0	94	5	3	6	0	0	14	12	40	8	0	0	60	1	0	2	0	0	3	171
7:30 AM	6	53	47	0	0	106	6	5	6	0	0	17	15	38	7	0	0	60	4	0	2	0	0	6	189
7:45 AM	7	69	50	0	0	126	7	10	8	0	0	25	24	49	13	0	0	86	2	1	4	0	0	7	244
Hourly Total	21	228	160	0	0	409	23	21	22	0	0	66	64	162	33	0	0	259	10	1	9	0	0	20	754
8:00 AM	12	71	56	0	0	139	14	3	6	0	0	23	16	62	19	0	0	97	0	3	0	0	0	3	262
8:15 AM	6	47	44	0	0	97	10	16	14	0	0	40	19	44	14	0	0	77	8	2	7	0	0	17	231
8:30 AM	7	70	43	0	0	120	7	12	5	0	0	24	23	59	16	0	0	98	3	2	1	0	0	6	248
8:45 AM	17	48	30	0	0	95	7	13	11	0	0	31	23	48	19	0	0	90	6	3	4	0	2	13	229
Hourly Total	42	236	173	0	0	451	38	44	36	0	0	118	81	213	68	0	0	362	17	10	12	0	2	39	970
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	8	52	1	0	0	61	22	7	18	0	0	47	5	62	16	0	0	83	20	5	17	0	1	42	233
3:15 PM	13	43	4	0	0	60	27	12	28	0	0	67	1	65	22	0	0	88	29	4	15	0	0	48	263
3:30 PM	10	66	2	0	0	78	21	15	18	0	0	54	9	66	28	0	0	103	29	2	15	0	0	46	281
3:45 PM	8	67	5	0	1	80	22	20	12	0	1	54	7	69	28	0	0	104	28	5	12	0	0	45	283
Hourly Total	39	228	12	0	1	279	92	54	76	0	1	222	22	262	94	0	0	378	106	16	59	0	1	181	1060
4:00 PM	12	64	3	0	0	79	33	12	25	0	0	70	7	97	26	0	0	130	28	3	21	0	0	52	331
4:15 PM	11	75	3	0	1	89	37	11	35	0	1	83	6	70	22	0	1	98	31	4	28	0	1	63	333
4:30 PM	10	82	2	0	0	94	62	17	46	0	0	125	3	112	19	0	0	134	30	1	19	0	0	50	403
4:45 PM	16	91	3	0	0	110	40	21	34	0	0	95	8	121	30	0	0	159	31	5	17	0	0	53	417
Hourly Total	49	312	11	0	1	372	172	61	140	0	1	373	24	400	97	0	1	521	120	13	85	0	1	218	1484
5:00 PM	14	108	8	0	0	130	61	17	37	0	0	115	5	151	18	0	0	174	38	3	17	0	0	58	477
5:15 PM	10	85	4	0	0	99	43	16	36	0	0	95	4	105	26	0	0	135	37	5	17	0	0	59	388
5:30 PM	11	57	3	0	0	71	24	20	23	0	0	67	9	92	27	0	0	128	30	4	20	0	0	54	320
5:45 PM	15	60	4	0	0	79	21	18	14	0	0	53	3	78	20	0	0	101	33	6	16	0	0	55	288
Hourly Total	50	310	19	0	0	379	149	71	110	0	0	330	21	426	91	0	0	538	138	18	70	0	0	226	1473
6:00 PM	15	45	4	0	0	64	20	15	9	0	0	44	7	66	31	0	0	104	34	5	19	0	1	58	270
6:15 PM	14	38	2	0	0	54	23	12	10	0	0	45	4	72	24	0	0	100	32	3	15	0	0	50	249
6:30 PM	7	37	1	0	2	45	18	17	8	0	1	43	5	62	18	0	1	85	24	4	25	0	0	53	226
6:45 PM	8	32	2	2	0	44	18	9	12	0	0	39	4	42	32	0	1	78	30	6	11	0	1	47	208
Hourly Total	44	152	9	2	2	207	79	53	39	0	1	171	20	242	105	0	2	367	120	18	70	0	2	208	953
Grand Total	245	1466	384	2	4	2097	553	304	423	0	3	1280	232	1705	488	0	3	2425	511	76	305	0	6	892	6694
Approach %	11.7	69.9	18.3	0.1	-	-	43.2	23.8	33.0	0.0	-	-	9.6	70.3	20.1	0.0	-	-	57.3	8.5	34.2	0.0	-	-	-
Total %	3.7	21.9	5.7	0.0	-	31.3	8.3	4.5	6.3	0.0	-	19.1	3.5	25.5	7.3	0.0	-	36.2	7.6	1.1	4.6	0.0	-	13.3	-
Lights	241	1453	379	2	-	2075	546	304	419	0	-	1269	227	1684	476	0	-	2387	504	74	299	0	-	877	6608
% Lights	98.4	99.1	98.7	100.0	-	99.0	98.7	100.0	99.1	-	-	99.1	97.8	98.8	97.5	-	-	98.4	98.6	97.4	98.0	-	-	98.3	98.7
Mediums	3	10	4	0	-	17	6	0	3	0	-	9	4	18	9	0	-	31	6	2	6	0	-	14	71
% Mediums	1.2	0.7	1.0	0.0	-	0.8	1.1	0.0	0.7	-	-	0.7	1.7	1.1	1.8	-	-	1.3	1.2	2.6	2.0	-	-	1.6	1.1
Articulated Trucks	1	3	1	0	-	5	1	0	1	0	-	2	1	3	3	0	-	7	1	0	0	0	-	1	15

% Articulated Trucks	0.4	0.2	0.3	0.0	-	0.2	0.2	0.0	0.2	-	-	0.2	0.4	0.2	0.6	-	-	0.3	0.2	0.0	0.0	-	-	0.1	0.2
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Spring Rd & Harger Rd
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Spring Rd Southbound						Hager Rd Westbound						Spring Rd Northbound						Hager Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	7	69	50	0	0	126	7	10	8	0	0	25	24	49	13	0	0	86	2	1	4	0	0	7	244
8:00 AM	12	71	56	0	0	139	14	3	6	0	0	23	16	62	19	0	0	97	0	3	0	0	0	3	262
8:15 AM	6	47	44	0	0	97	10	16	14	0	0	40	19	44	14	0	0	77	8	2	7	0	0	17	231
8:30 AM	7	70	43	0	0	120	7	12	5	0	0	24	23	59	16	0	0	98	3	2	1	0	0	6	248
Total	32	257	193	0	0	482	38	41	33	0	0	112	82	214	62	0	0	358	13	8	12	0	0	33	985
Approach %	6.6	53.3	40.0	0.0	-	-	33.9	36.6	29.5	0.0	-	-	22.9	59.8	17.3	0.0	-	-	39.4	24.2	36.4	0.0	-	-	-
Total %	3.2	26.1	19.6	0.0	-	48.9	3.9	4.2	3.4	0.0	-	11.4	8.3	21.7	6.3	0.0	-	36.3	1.3	0.8	1.2	0.0	-	3.4	-
PHF	0.667	0.905	0.862	0.000	-	0.867	0.679	0.641	0.589	0.000	-	0.700	0.854	0.863	0.816	0.000	-	0.913	0.406	0.667	0.429	0.000	-	0.485	0.940
Lights	30	253	193	0	-	476	37	41	33	0	-	111	82	210	59	0	-	351	10	8	11	0	-	29	967
% Lights	93.8	98.4	100.0	-	-	98.8	97.4	100.0	100.0	-	-	99.1	100.0	98.1	95.2	-	-	98.0	76.9	100.0	91.7	-	-	87.9	98.2
Mediums	1	3	0	0	-	4	1	0	0	0	-	1	0	4	2	0	-	6	2	0	1	0	-	3	14
% Mediums	3.1	1.2	0.0	-	-	0.8	2.6	0.0	0.0	-	-	0.9	0.0	1.9	3.2	-	-	1.7	15.4	0.0	8.3	-	-	9.1	1.4
Articulated Trucks	1	1	0	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	1	0	0	0	-	1	4
% Articulated Trucks	3.1	0.4	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.6	-	-	0.3	7.7	0.0	0.0	-	-	3.0	0.4
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: Spring Rd & Harger Rd
Site Code:
Start Date: 02/07/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Spring Rd Southbound						Hager Rd Westbound						Spring Rd Northbound						Hager Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:30 PM	10	82	2	0	0	94	62	17	46	0	0	125	3	112	19	0	0	134	30	1	19	0	0	50	403
4:45 PM	16	91	3	0	0	110	40	21	34	0	0	95	8	121	30	0	0	159	31	5	17	0	0	53	417
5:00 PM	14	108	8	0	0	130	61	17	37	0	0	115	5	151	18	0	0	174	38	3	17	0	0	58	477
5:15 PM	10	85	4	0	0	99	43	16	36	0	0	95	4	105	26	0	0	135	37	5	17	0	0	59	388
Total	50	366	17	0	0	433	206	71	153	0	0	430	20	489	93	0	0	602	136	14	70	0	0	220	1685
Approach %	11.5	84.5	3.9	0.0	-	-	47.9	16.5	35.6	0.0	-	-	3.3	81.2	15.4	0.0	-	-	61.8	6.4	31.8	0.0	-	-	-
Total %	3.0	21.7	1.0	0.0	-	25.7	12.2	4.2	9.1	0.0	-	25.5	1.2	29.0	5.5	0.0	-	35.7	8.1	0.8	4.2	0.0	-	13.1	-
PHF	0.781	0.847	0.531	0.000	-	0.833	0.831	0.845	0.832	0.000	-	0.860	0.625	0.810	0.775	0.000	-	0.865	0.895	0.700	0.921	0.000	-	0.932	0.883
Lights	49	366	17	0	-	432	205	71	152	0	-	428	20	487	93	0	-	600	136	13	68	0	-	217	1677
% Lights	98.0	100.0	100.0	-	-	99.8	99.5	100.0	99.3	-	-	99.5	100.0	99.6	100.0	-	-	99.7	100.0	92.9	97.1	-	-	98.6	99.5
Mediums	1	0	0	0	-	1	1	0	1	0	-	2	0	2	0	0	-	2	0	1	2	0	-	3	8
% Mediums	2.0	0.0	0.0	-	-	0.2	0.5	0.0	0.7	-	-	0.5	0.0	0.4	0.0	-	-	0.3	0.0	7.1	2.9	-	-	1.4	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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX C
CMAP Correspondence

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

February 13, 2019

William C. Grieve, P.E., PTOE
Senior Transportation Engineer
Gewalt Hamilton Associates
625 Forest Edge Drive
Vernon Hills, IL 60061

Subject: ***Oak Brook Commons***
IDOT

Dear Mr. Grieve:

In response to a request made on your behalf and dated February 13, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volume	Year 2050 ADT
22nd St east of Spring Rd	33,800	38,400
Spring Rd north of 22nd St	10,400	13,300
Harger Rd east of Spring Rd	2,500	3,200

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2019_ForecastsTraffic\OakBrook\du-07-19\du-07-19.docx

APPENDIX D

ITE Trip Generation Excerpts – 10th Edition

Land Use: 222
Multifamily Housing (High-Rise)

Description

High-rise multifamily housing includes apartments, townhouses, and condominiums that have more than 10 levels (floors). They are likely to have one or more elevators. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), off-campus student apartment (Land Use 225), and high-rise residential with 1st-floor commercial (Land Use 232) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the high-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the 12 sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 1.57 residents per occupied dwelling unit.

For the 26 sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 98.4 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight dense multi-use sites for which 24-hour time-of-day person trip data were collected, the overall highest vehicle volumes during the AM and PM on a weekday were between 7:30 and 8:30 a.m. and 5:30 and 6:30 p.m., respectively. The Saturday and Sunday peak hours for person trips were between 5:00 and 6:00 p.m. and 4:45 and 5:45 p.m., respectively.

For the six center city core sites for which 24-hour time-of-day person trip data were collected, the overall highest vehicle volumes during the AM and PM on a weekday were between 8:00 and 9:00 a.m. and 6:00 and 7:00 p.m., respectively. The Saturday and Sunday peak hours for person trips were between 11:30 a.m. and 12:30 p.m. and 11:00 a.m. and 12:00 p.m., respectively.

For the 12 sites for which data were provided for both occupied dwelling units and residents, there was an average of 1.57 residents per occupied dwelling unit.

For the 26 sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 98.4 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the three center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 2.52 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.70 during Weekday, AM Peak Hour of Generator
- 1.88 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.22 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the six dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 2.81 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.49 during Weekday, AM Peak Hour of Generator
- 2.17 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.85 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, District of Columbia, Maryland, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Virginia, and Washington.

Source Numbers

105, 168, 169, 187, 305, 321, 356, 818, 862, 901, 910, 949, 963, 964, 966, 967

Multifamily Housing (High-Rise)
(222)

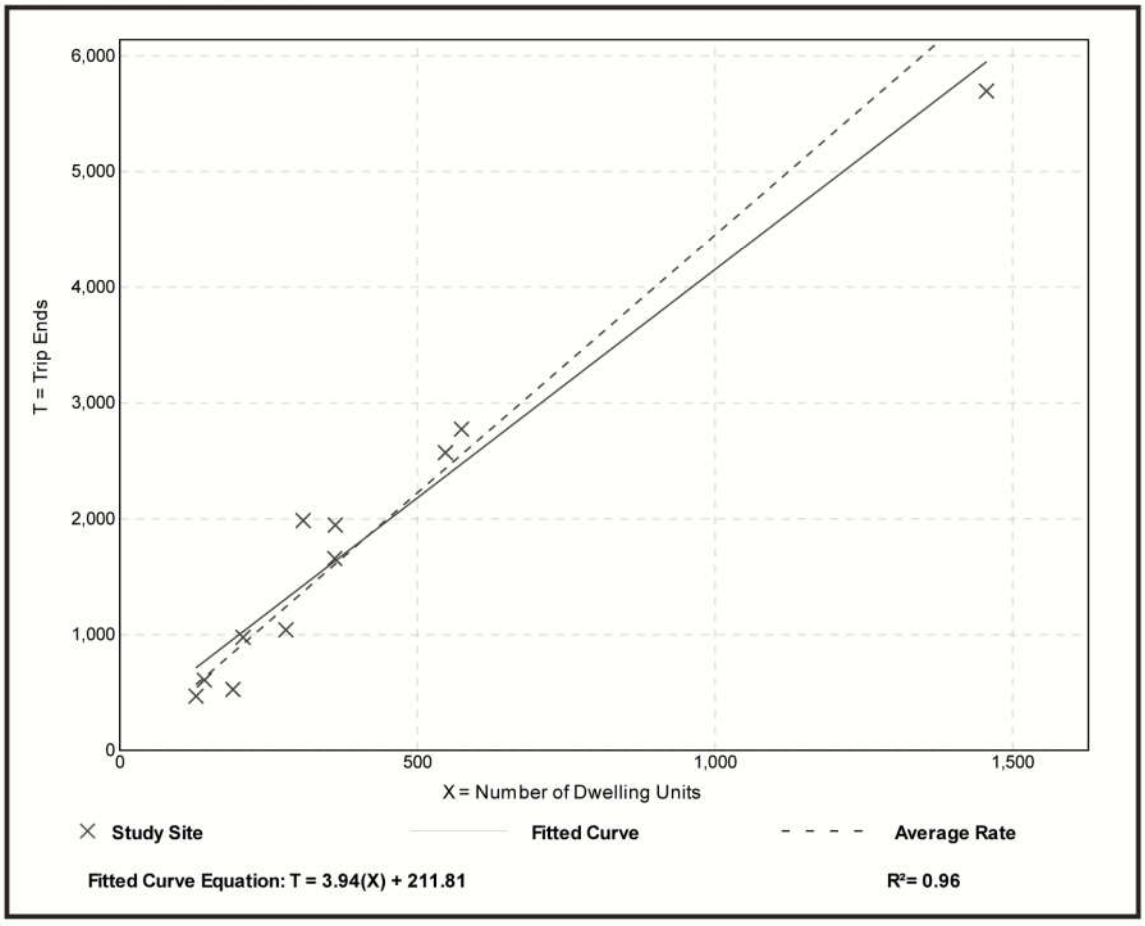
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 414
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.45	2.77 - 6.45	0.83

Data Plot and Equation



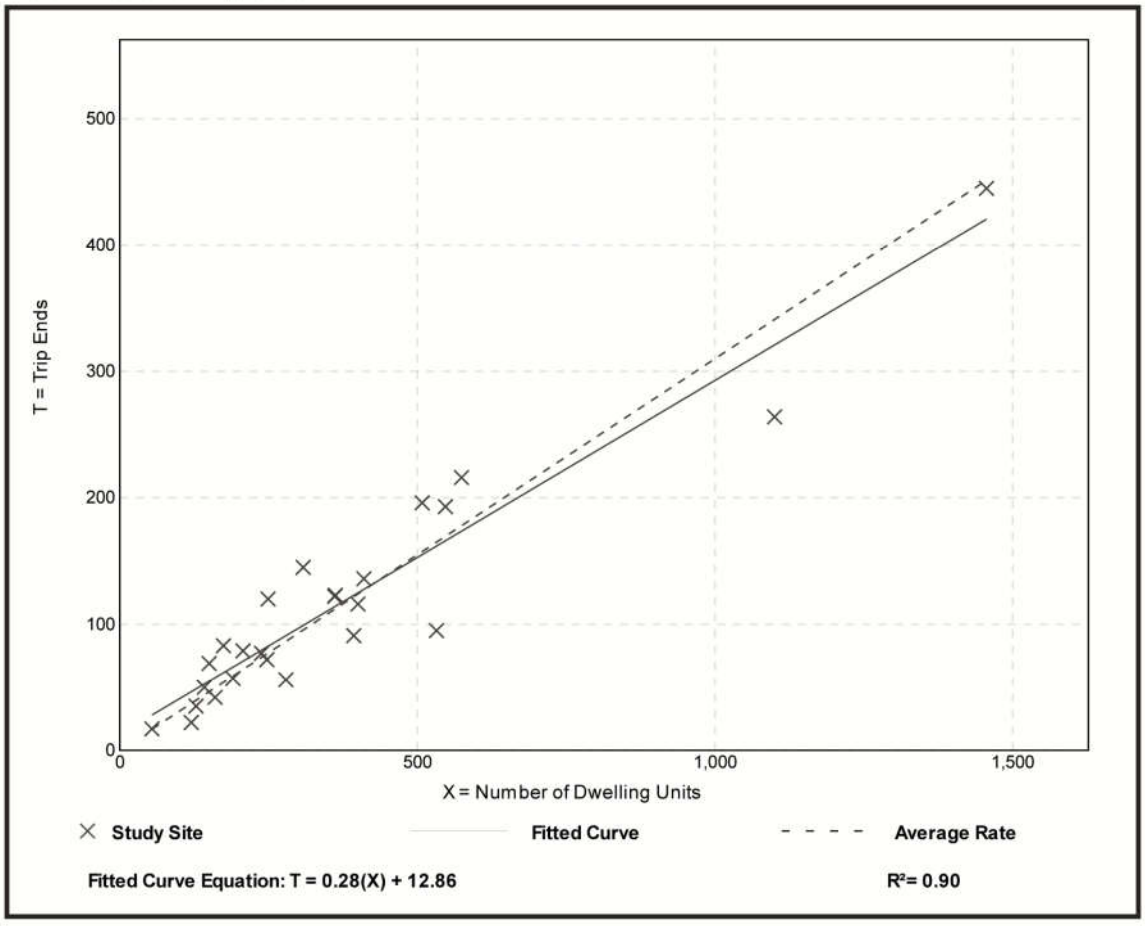
Multifamily Housing (High-Rise)
(222)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. Num. of Dwelling Units: 372
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.31	0.18 - 0.48	0.08

Data Plot and Equation



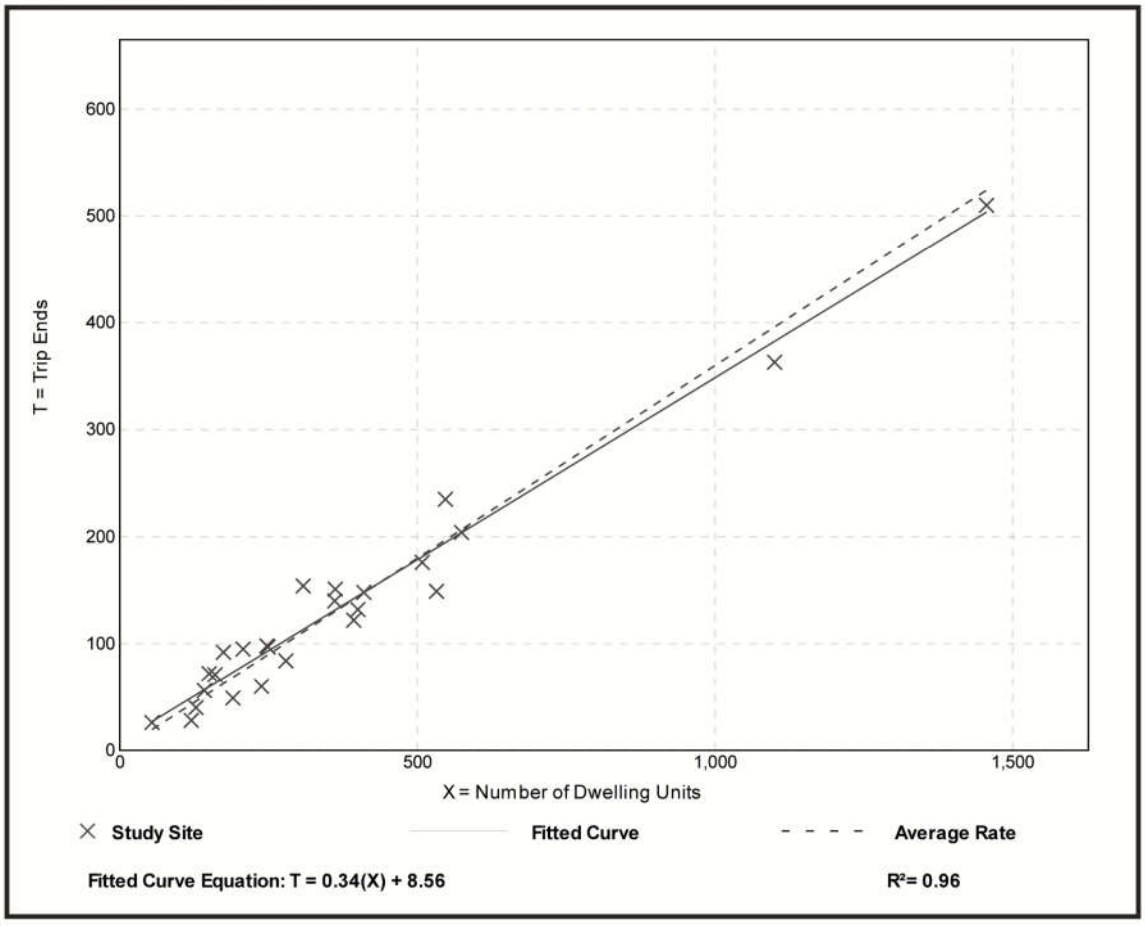
Multifamily Housing (High-Rise)
(222)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. Num. of Dwelling Units: 372
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.23 - 0.53	0.06

Data Plot and Equation



Land Use: 310
Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Studies of hotel employment density indicate that, on the average, a hotel will employ 0.9 employees per room.[1]

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties contained in this land use provide guest transportation services such as airport shuttles, limousine service, or golf course shuttle service, which may have an impact on the overall trip generation rates.

Time-of-day distribution data for this land use are presented in Appendix A. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 3:15 and 4:15 p.m., respectively. On Saturday and Sunday, the peak hours were between 5:00 and 6:00 p.m. and 10:15 and 11:15 a.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951

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[1] Buttke, Carl H. Unpublished studies of building employment densities, Portland, Oregon.

Hotel
(310)

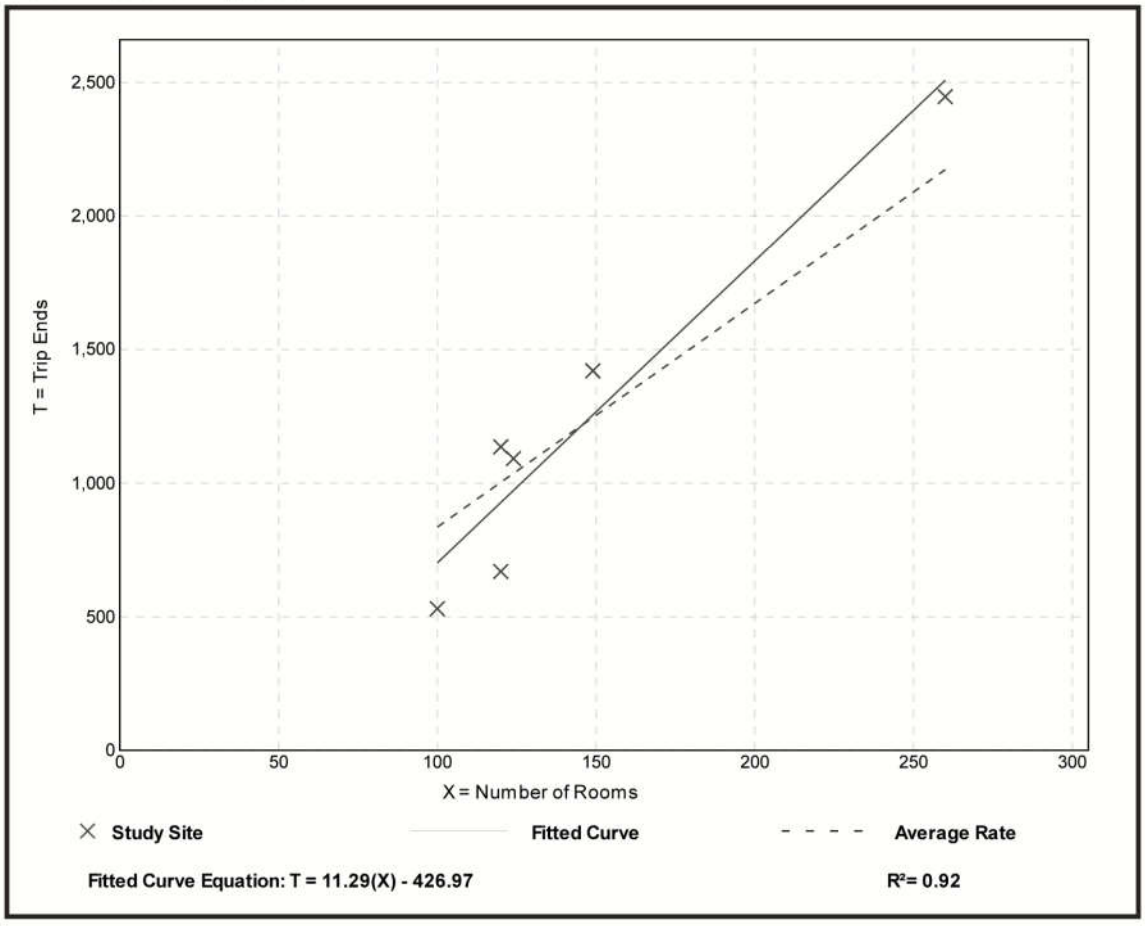
Vehicle Trip Ends vs: **Rooms**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Rooms: 146
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.36	5.31 - 9.53	1.86

Data Plot and Equation



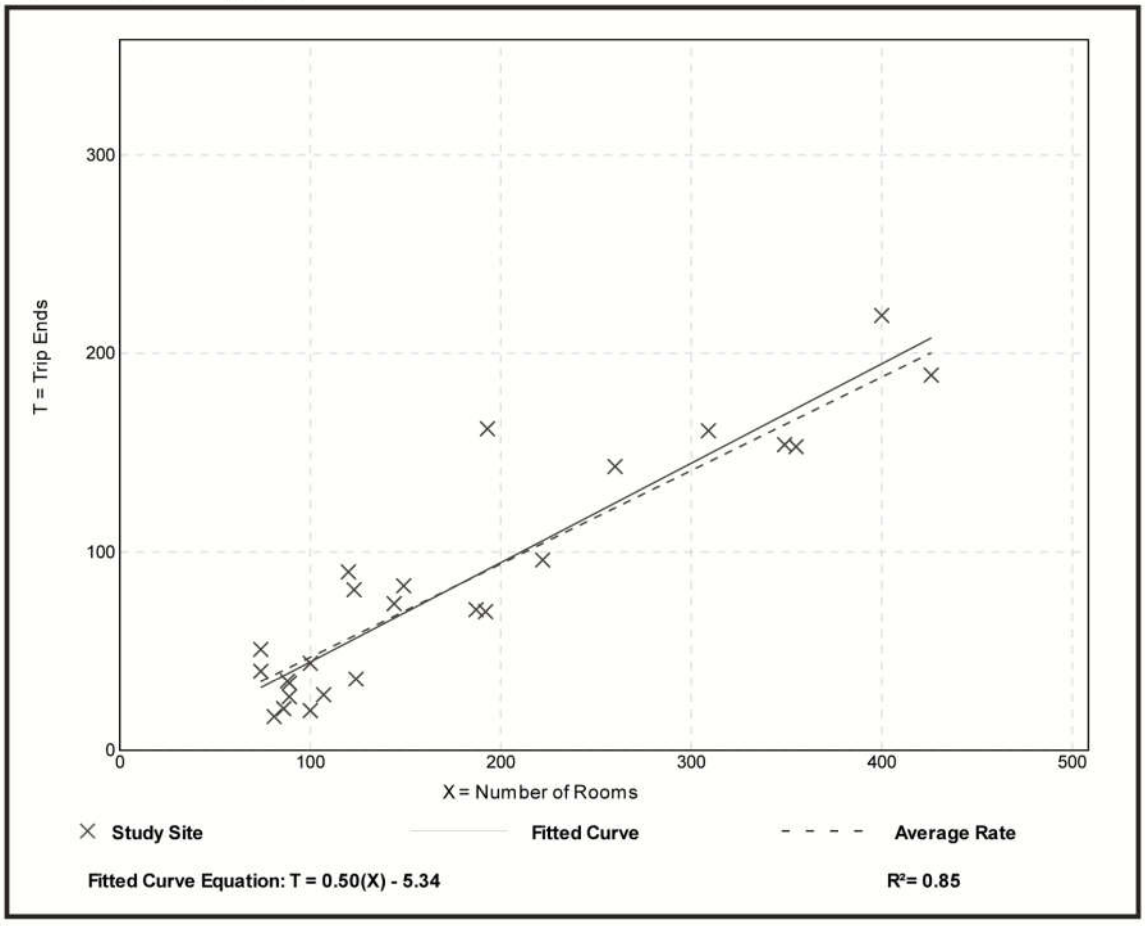
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	25
Avg. Num. of Rooms:	178
Directional Distribution:	59% entering, 41% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.20 - 0.84	0.14

Data Plot and Equation



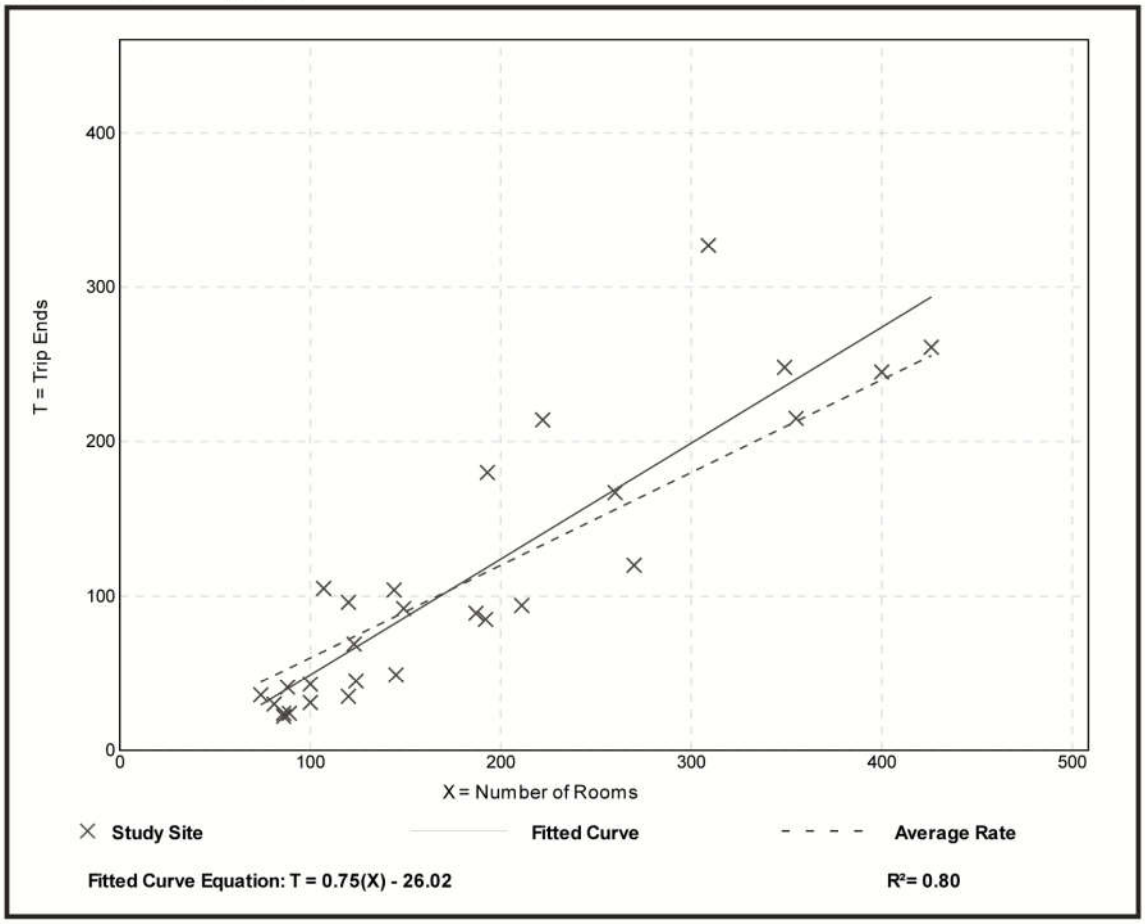
Hotel
(310)

Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Rooms: 183
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22

Data Plot and Equation



Land Use: 710
General Office Building

Description

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating trip generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating the trip generation. When the individual buildings are isolated and not related to one another, it is suggested that trip generation be calculated for each building separately and then summed.

Additional Data

The average building occupancy varied considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 16 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

For the three general urban/suburban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:45 and 9:45 a.m. and 12:45 and 1:45 p.m., respectively. For the three dense multi-use urban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 4:45 and 5:45 p.m., respectively. For the four center city core sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 9:00 and 10:00 a.m. and 12:45 and 1:45 p.m., respectively.

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 2.76 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.90 during Weekday, AM Peak Hour of Generator
- 2.91 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.02 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.47 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.47 during Weekday, AM Peak Hour of Generator
- 1.46 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.53 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.30 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.34 during Weekday, AM Peak Hour of Generator
- 1.32 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.41 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 418, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972

General Office Building
(710)

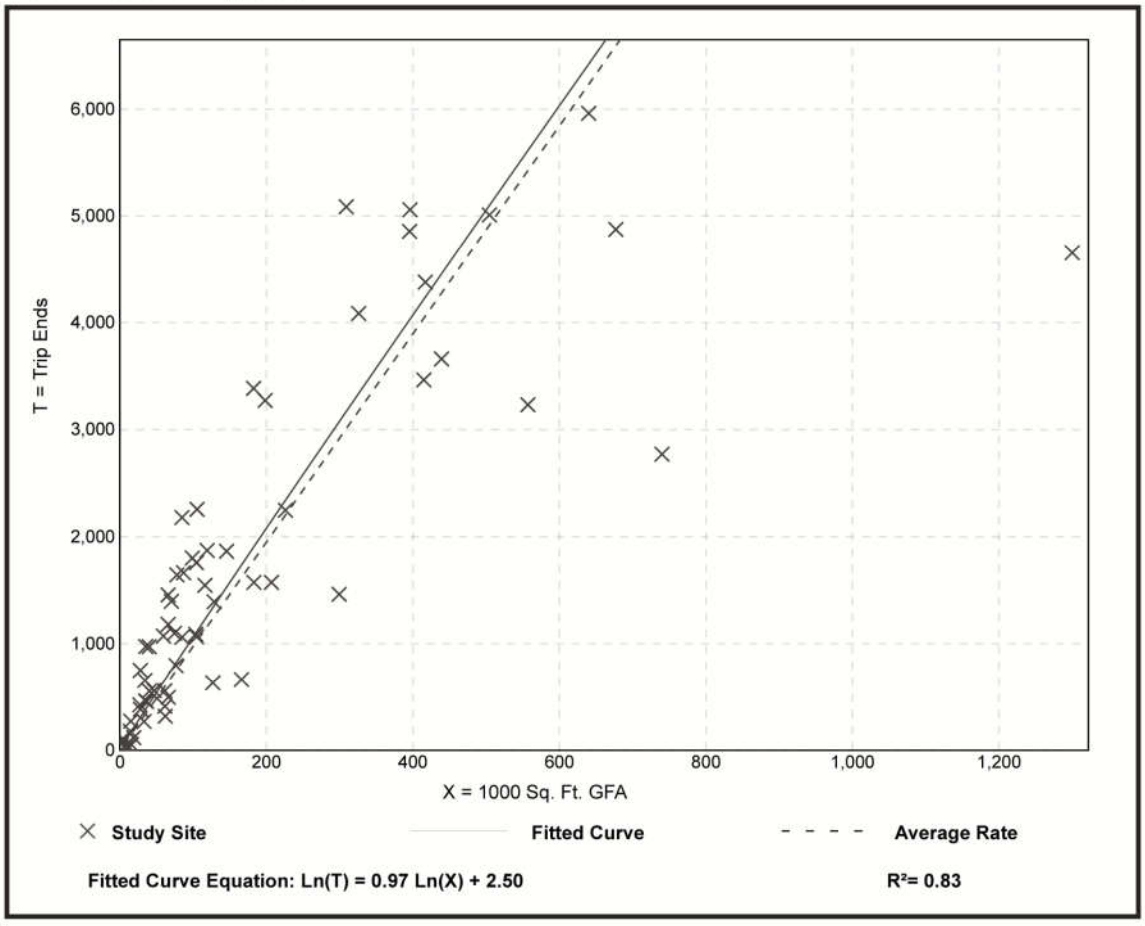
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 66
1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



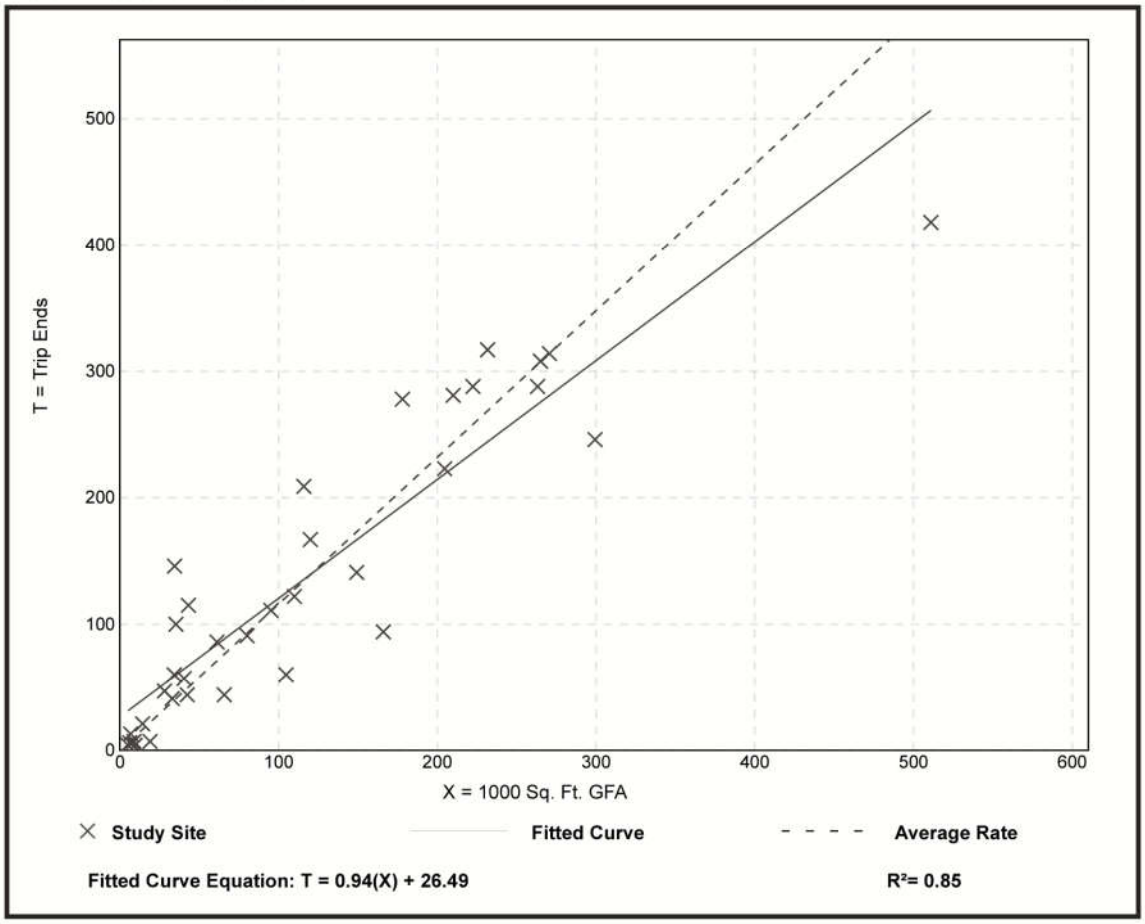
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 35
1000 Sq. Ft. GFA: 117
Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



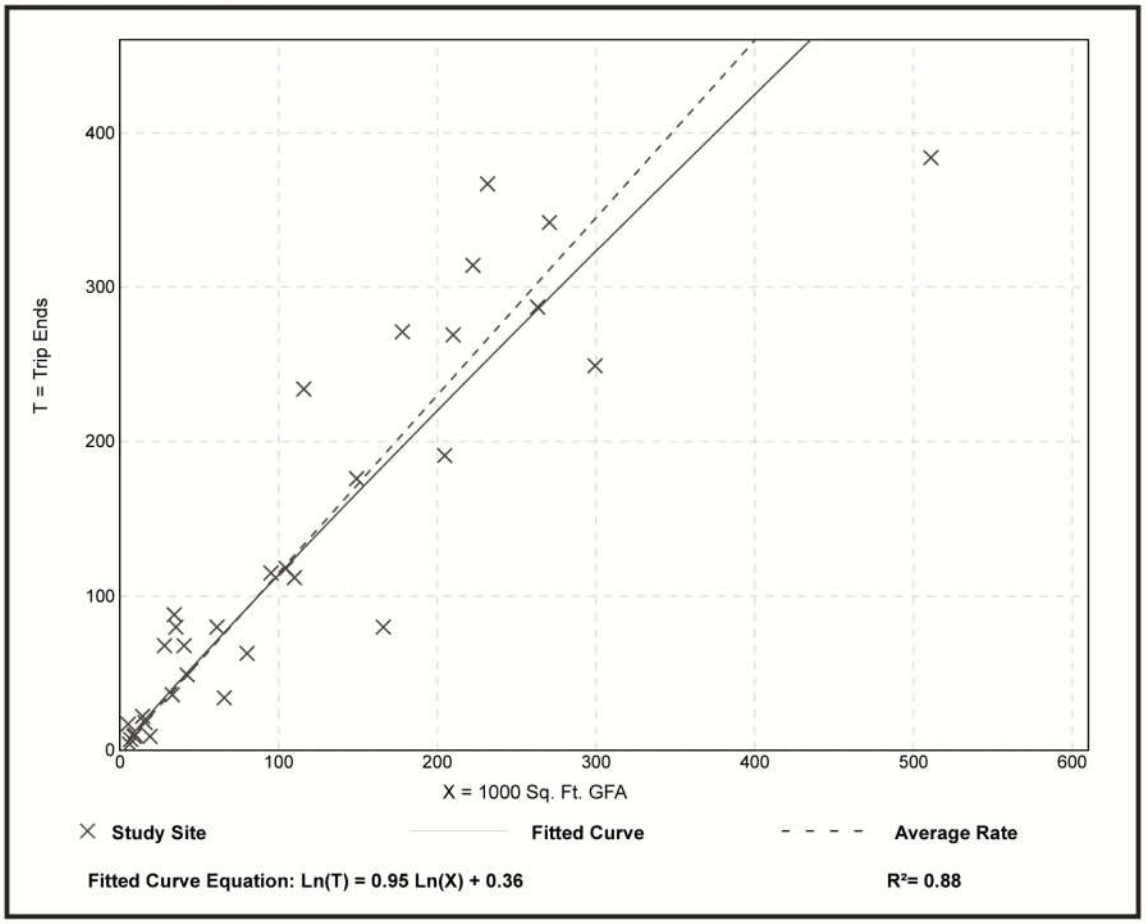
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 32
1000 Sq. Ft. GFA: 114
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



Land Use: 820
Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses).

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively.

The average numbers of person trips per vehicle trip at the 27 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.31 during Weekday, AM Peak Hour of Generator
- 1.43 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.46 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

105, 110, 154, 156, 159, 186, 190, 198, 199, 202, 204, 211, 213, 239, 251, 259, 260, 269, 294, 295, 299, 300, 301, 304, 305, 307, 308, 309, 310, 311, 314, 315, 316, 317, 319, 358, 365, 376, 385, 390, 400, 404, 414, 420, 423, 428, 437, 440, 442, 444, 446, 507, 562, 580, 598, 629, 658, 702, 715, 728, 868, 870, 871, 880, 899, 908, 912, 915, 926, 936, 944, 946, 960, 961, 962, 973, 974, 978

Shopping Center
(820)

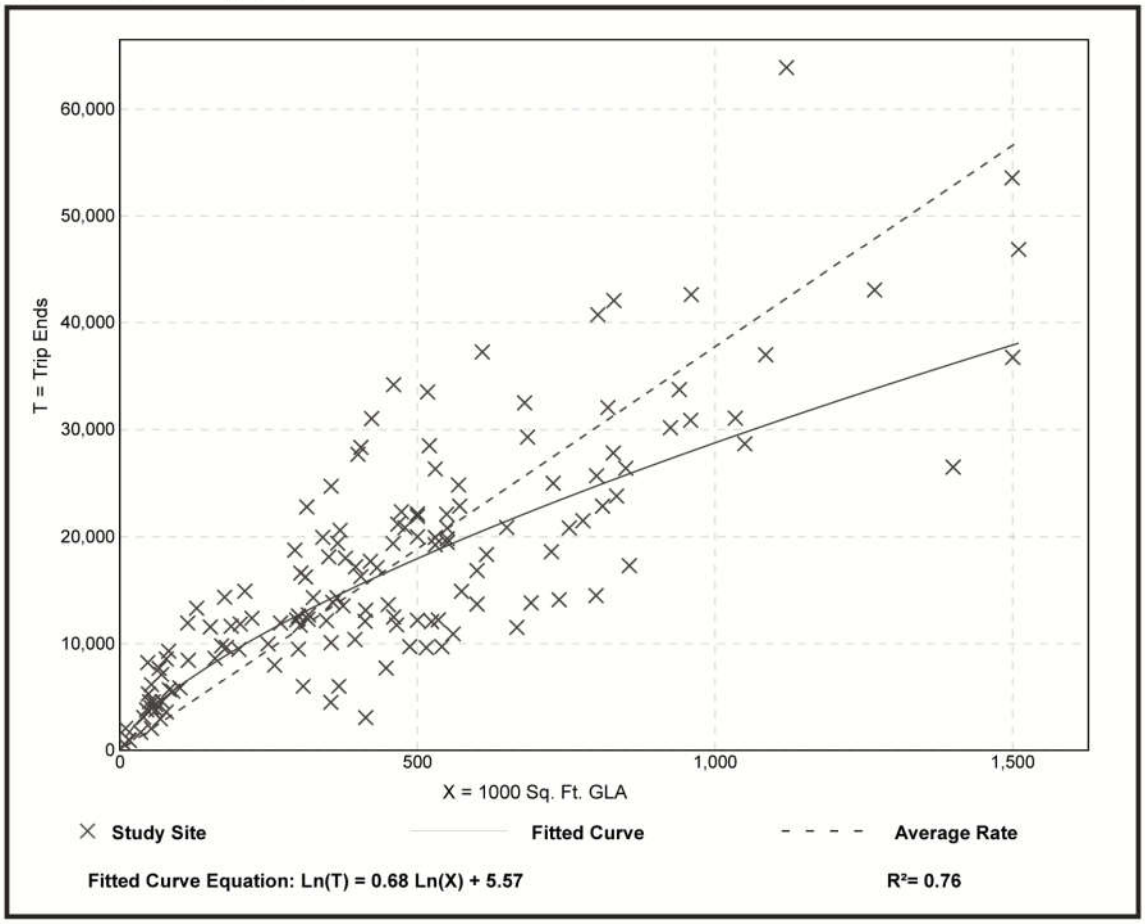
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 147
1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



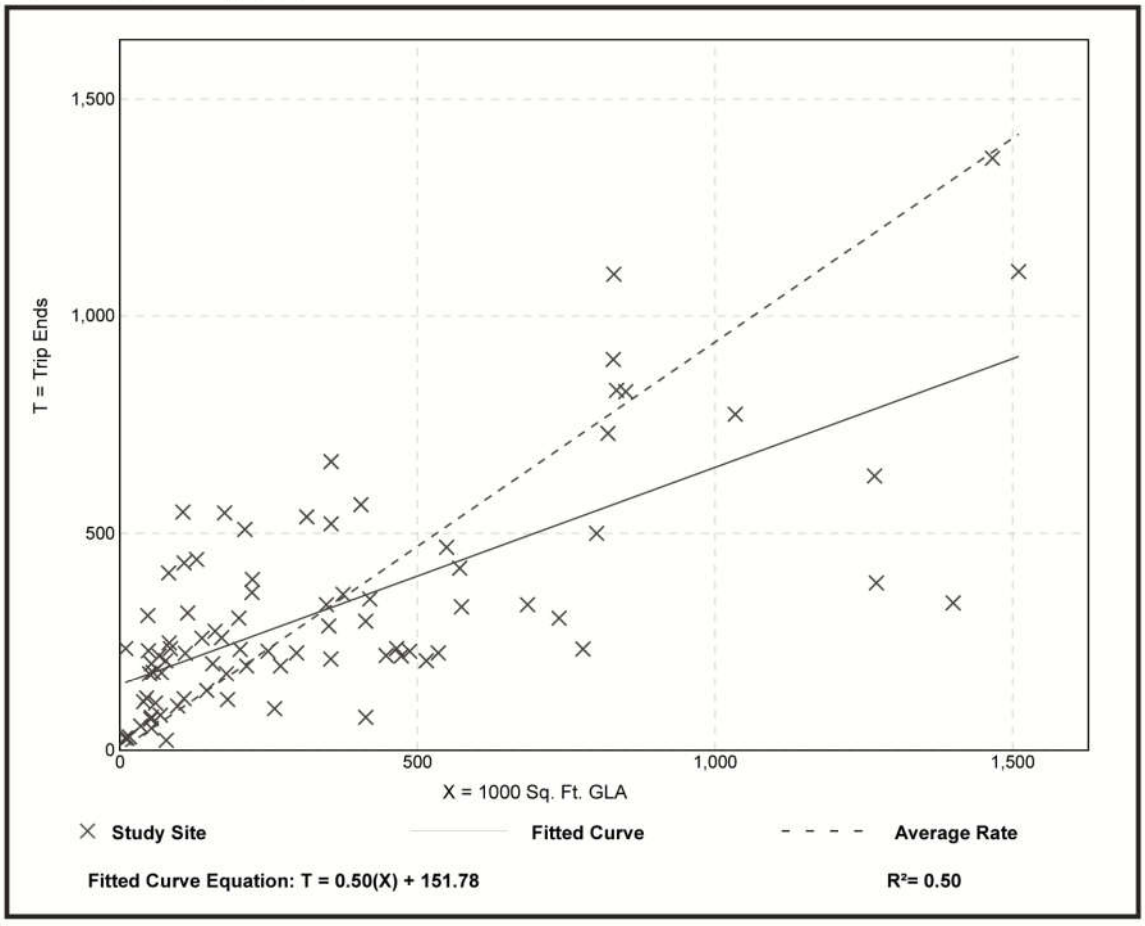
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 84
1000 Sq. Ft. GLA: 351
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



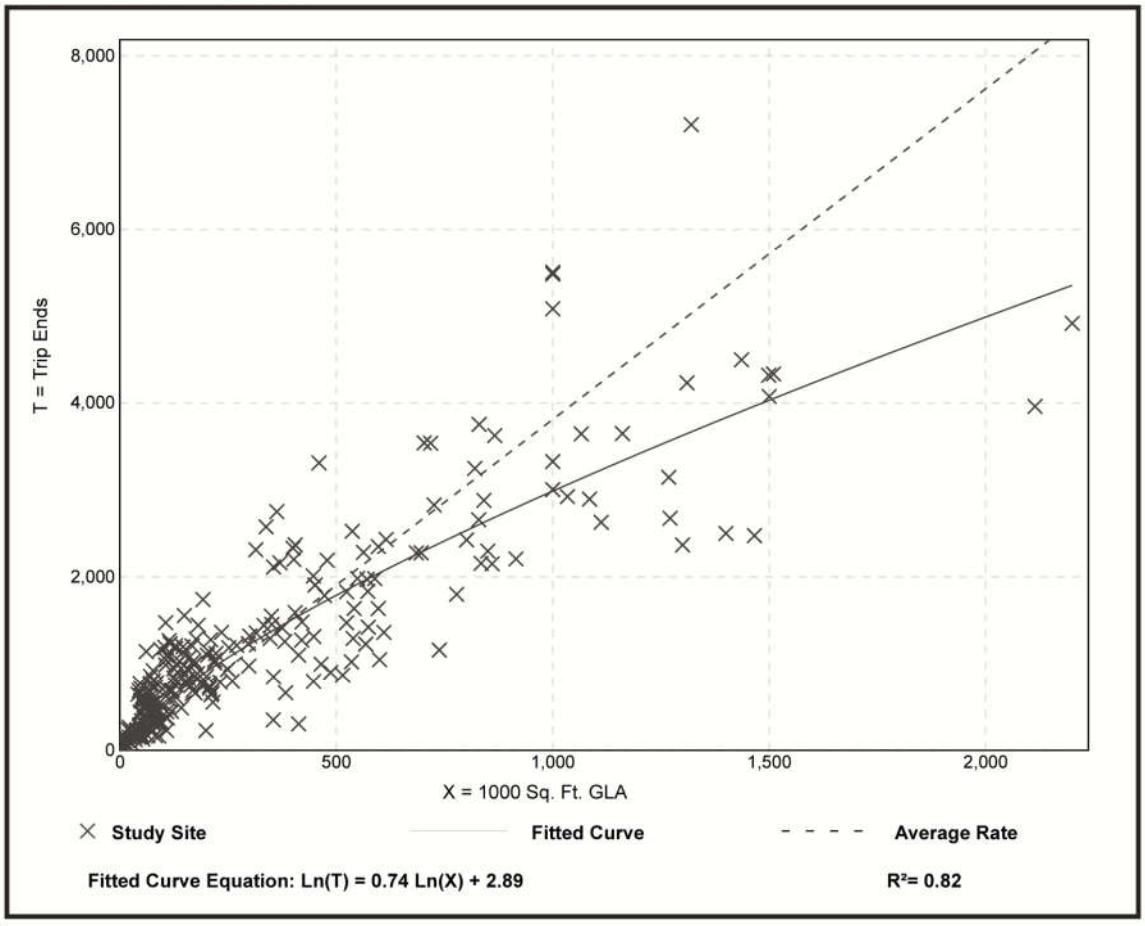
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 261
1000 Sq. Ft. GLA: 327
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

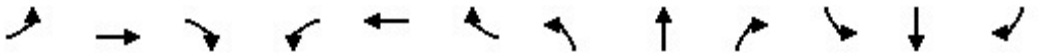
Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



APPENDIX E

Capacity Analysis Printouts



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	512	1138	153	224	560	196	482	330	124	136	38	57
Future Volume (vph)	512	1138	153	224	560	196	482	330	124	136	38	57
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1770	1786	0	1770	3221	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1770	1786	0	1770	3221	0
Satd. Flow (RTOR)			166			192		14			62	
Lane Group Flow (vph)	557	1237	166	243	609	213	524	494	0	148	103	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	5	2	8	1	6	7	8	8		7	7	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		7	7	
Switch Phase												
Minimum Initial (s)	2.5	15.0	8.0	2.5	15.0	8.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	21.0	14.0	7.0	21.0	14.0	14.0	14.0		14.0	14.0	
Total Split (s)	35.0	52.0	57.0	18.0	35.0	23.0	57.0	57.0		23.0	23.0	
Total Split (%)	23.3%	34.7%	38.0%	12.0%	23.3%	15.3%	38.0%	38.0%		15.3%	15.3%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Act Effct Green (s)	28.1	48.2	97.9	13.2	33.3	55.7	49.7	49.7		16.4	16.4	
Actuated g/C Ratio	0.19	0.32	0.65	0.09	0.22	0.37	0.33	0.33		0.11	0.11	
v/c Ratio	0.87	0.72	0.15	0.81	0.51	0.30	0.89	0.82		0.77	0.25	
Control Delay	73.7	48.3	1.0	85.8	46.5	11.4	66.4	57.1		89.8	28.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.7	48.3	1.0	85.8	46.5	11.4	66.4	57.1		89.8	28.2	
LOS	E	D	A	F	D	B	E	E		F	C	
Approach Delay		51.5			48.4			61.9			64.5	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	272	401	0	122	198	60	481	428		143	19	
Queue Length 95th (ft)	339	458	13	#174	246	145	#682	578		#245	50	
Internal Link Dist (ft)		893			650			391			398	
Turn Bay Length (ft)	250		300	250		150	200					
Base Capacity (vph)	698	1720	1091	308	1189	708	601	616		200	420	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.80	0.72	0.15	0.79	0.51	0.30	0.87	0.80		0.74	0.25	

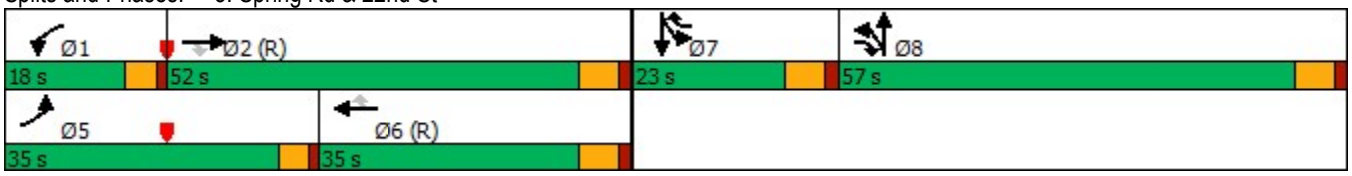
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 113 (75%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

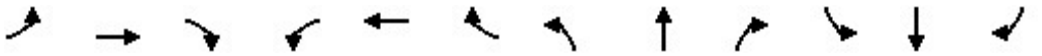
Maximum v/c Ratio: 0.89

Intersection Signal Delay: 54.0	Intersection LOS: D
Intersection Capacity Utilization 79.4%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 3: Spring Rd & 22nd St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	8	13	33	41	38	62	214	82	193	257	32
Future Volume (vph)	12	8	13	33	41	38	62	214	82	193	257	32
Satd. Flow (prot)	1770	1693	0	1770	1863	1583	1770	3394	0	1770	3479	0
Flt Permitted	0.728			0.636			0.561			0.473		
Satd. Flow (perm)	1356	1693	0	1185	1863	1583	1045	3394	0	881	3479	0
Satd. Flow (RTOR)		14				91		53			13	
Lane Group Flow (vph)	13	23	0	36	45	41	67	322	0	210	314	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7 4	4		3 8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	14.0	7.0	21.0		7.0	21.0	
Total Split (s)	20.0	30.0		20.0	30.0	30.0	20.0	50.0		20.0	50.0	
Total Split (%)	16.7%	25.0%		16.7%	25.0%	25.0%	16.7%	41.7%		16.7%	41.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	13.9	9.2		14.8	11.0	11.0	27.5	17.7		32.8	26.6	
Actuated g/C Ratio	0.27	0.18		0.29	0.21	0.21	0.54	0.35		0.64	0.52	
v/c Ratio	0.03	0.07		0.09	0.11	0.10	0.10	0.27		0.29	0.17	
Control Delay	14.8	16.8		15.2	21.0	1.5	6.8	13.7		7.3	12.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	14.8	16.8		15.2	21.0	1.5	6.8	13.7		7.3	12.2	
LOS	B	B		B	C	A	A	B		A	B	
Approach Delay		16.1			12.7			12.5			10.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	3	2		8	11	0	6	29		20	30	
Queue Length 95th (ft)	14	22		28	44	5	28	77		74	75	
Internal Link Dist (ft)		457			666			839			406	
Turn Bay Length (ft)	190			175		300	100			115		
Base Capacity (vph)	985	859		896	938	842	925	2871		876	2937	
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	0.01	0.03		0.04	0.05	0.05	0.07	0.11		0.24	0.11	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 51.3
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.29

Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 45.0% ICU Level of Service A
Analysis Period (min) 15

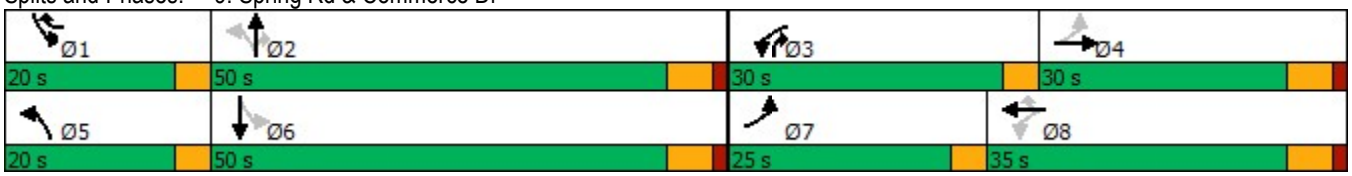
Splits and Phases: 6: Spring Rd & Harger Rd

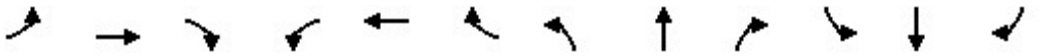
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	15	18	12	12	29	155	470	413	126	201	5
Future Volume (vph)	11	15	18	12	12	29	155	470	413	126	201	5
Satd. Flow (prot)	1770	1708	0	1770	1863	1583	1770	3725	1583	1770	3529	0
Flt Permitted	0.930			0.930			0.552			0.464		
Satd. Flow (perm)	1732	1708	0	1732	1863	1583	1028	3725	1583	864	3529	0
Satd. Flow (RTOR)		20				55			449		2	
Lane Group Flow (vph)	12	36	0	13	13	32	168	511	449	137	223	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7 4	4		3 8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	7.0	7.0	21.0	7.0	7.0	21.0	
Total Split (s)	25.0	30.0		30.0	35.0	20.0	20.0	50.0	30.0	20.0	50.0	
Total Split (%)	19.2%	23.1%		23.1%	26.9%	15.4%	15.4%	38.5%	23.1%	15.4%	38.5%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	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	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min	None	None	Min	
Act Effct Green (s)	13.7	9.8		13.7	9.8	18.3	45.3	38.1	41.4	41.5	30.9	
Actuated g/C Ratio	0.23	0.16		0.23	0.16	0.31	0.76	0.64	0.69	0.70	0.52	
v/c Ratio	0.03	0.12		0.03	0.04	0.06	0.19	0.21	0.36	0.19	0.12	
Control Delay	25.5	21.8		25.5	32.2	3.4	4.0	8.7	1.6	4.3	9.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.5	21.8		25.5	32.2	3.4	4.0	8.7	1.6	4.3	9.5	
LOS	C	C		C	C	A	A	A	A	A	A	
Approach Delay		22.7			14.8			5.2			7.5	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	4	6		4	5	0	15	53	0	12	22	
Queue Length 95th (ft)	19	36		20	24	11	55	120	32	45	57	
Internal Link Dist (ft)		157			348			200			839	
Turn Bay Length (ft)				175		175	85		125	540		
Base Capacity (vph)	953	812		1121	1056	991	1048	2810	1353	972	2663	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.01	0.04		0.01	0.01	0.03	0.16	0.18	0.33	0.14	0.08	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 59.7
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.36

Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Spring Rd & Commerce Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	1238	106	32	970	195	4	0	5	26	7	6
Future Volume (vph)	54	1238	106	32	970	195	4	0	5	26	7	6
Satd. Flow (prot)	1770	5024	0	1770	4958	0	1770	1583	0	1770	1732	0
Flt Permitted	0.950			0.950			0.769			0.460		
Satd. Flow (perm)	1770	5024	0	1770	4958	0	1432	1583	0	857	1732	0
Satd. Flow (RTOR)		13			34			256			7	
Lane Group Flow (vph)	59	1461	0	35	1266	0	4	5	0	28	15	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		3 8	8		7 4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	14.0		8.0	14.0	
Total Split (s)	30.0	82.0		15.0	67.0		15.0	38.0		15.0	38.0	
Total Split (%)	20.0%	54.7%		10.0%	44.7%		10.0%	25.3%		10.0%	25.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	10.4	117.2		8.4	115.4		14.5	8.3		16.3	11.8	
Actuated g/C Ratio	0.07	0.78		0.06	0.77		0.10	0.06		0.11	0.08	
v/c Ratio	0.48	0.37		0.35	0.33		0.03	0.02		0.19	0.10	
Control Delay	74.5	3.3		77.2	7.6		54.2	0.0		60.4	44.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	74.5	3.3		77.2	7.6		54.2	0.0		60.4	44.6	
LOS	E	A		E	A		D	A		E	D	
Approach Delay		6.1			9.5			24.1			54.9	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	60	48		34	130		3	0		26	7	
Queue Length 95th (ft)	m83	76		72	223		15	0		55	32	
Internal Link Dist (ft)		650			1302			101			672	
Turn Bay Length (ft)	75			150						175		
Base Capacity (vph)	300	3929		125	3823		420	539		280	375	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.37		0.28	0.33		0.01	0.01		0.10	0.04	

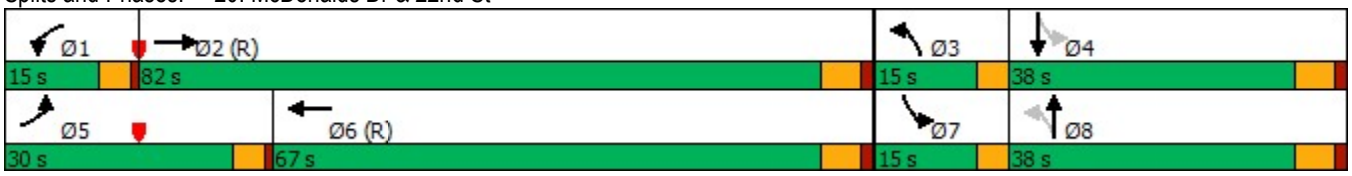
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 105 (70%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: McDonalds Dr & 22nd St



Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1038	0	0	231
Future Vol, veh/h	0	0	1038	0	0	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1128	0	0	251

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	564	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	469	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	469	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	551	3	0	52	1	1
Future Vol, veh/h	551	3	0	52	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	599	3	0	57	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	602	0	658	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	975	-	429	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	975	-	429	500
Mov Cap-2 Maneuver	-	-	-	-	429	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	462	-	-	975	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	12.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	86	466	44	15	2	8
Future Vol, veh/h	86	466	44	15	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	507	48	16	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	749	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	693	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	379	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1538	-	-	-	347	1011
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	496	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	731
HCM Lane V/C Ratio	0.061	-	-	-	0.015
HCM Control Delay (s)	7.5	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0

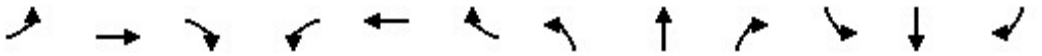
Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	447	21	18	33	26	223
Future Vol, veh/h	447	21	18	33	26	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	486	23	20	36	28	242

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	509	0	574	498
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1056	-	480	572
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1056	-	471	572
Mov Cap-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	559	-	-	1056	-
HCM Lane V/C Ratio	0.484	-	-	0.019	-
HCM Control Delay (s)	17.3	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.6	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	857	407	815	943	399	201	129	74	272	469	310
Future Volume (vph)	150	857	407	815	943	399	201	129	74	272	469	310
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1770	1760	0	1770	3327	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1770	1760	0	1770	3327	0
Satd. Flow (RTOR)			87			288		16			97	
Lane Group Flow (vph)	163	932	442	886	1025	434	218	220	0	296	847	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	5	2	8	1	6	7	8	8		7	7	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		7	7	
Switch Phase												
Minimum Initial (s)	2.5	15.0	8.0	2.5	15.0	8.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	21.0	14.0	7.0	21.0	14.0	14.0	14.0		14.0	14.0	
Total Split (s)	24.0	43.0	30.0	36.0	55.0	41.0	30.0	30.0		41.0	41.0	
Total Split (%)	16.0%	28.7%	20.0%	24.0%	36.7%	27.3%	20.0%	20.0%		27.3%	27.3%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Act Effct Green (s)	12.4	37.0	59.8	32.7	57.3	98.3	22.8	22.8		35.0	35.0	
Actuated g/C Ratio	0.08	0.25	0.40	0.22	0.38	0.66	0.15	0.15		0.23	0.23	
v/c Ratio	0.57	0.71	0.65	1.18	0.50	0.38	0.81	0.78		0.72	1.00	
Control Delay	74.0	55.0	19.2	147.8	27.8	1.9	84.1	76.0		63.9	80.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	74.0	55.0	19.2	147.8	27.8	1.9	84.1	76.0		63.9	80.2	
LOS	E	D	B	F	C	A	F	E		E	F	
Approach Delay		46.7			68.3			80.1			76.0	
Approach LOS		D			E			F			E	
Queue Length 50th (ft)	80	307	135	~538	237	57	207	194		269	397	
Queue Length 95th (ft)	118	359	196	#683	196	0	#327	#308		381	#546	
Internal Link Dist (ft)		893			650			391			398	
Turn Bay Length (ft)	250		300	250		150	200					
Base Capacity (vph)	446	1320	683	748	2043	1136	283	295		413	850	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.37	0.71	0.65	1.18	0.50	0.38	0.77	0.75		0.72	1.00	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

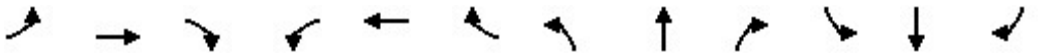
Maximum v/c Ratio: 1.18

Intersection Signal Delay: 64.8	Intersection LOS: E
Intersection Capacity Utilization 91.8%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Spring Rd & 22nd St

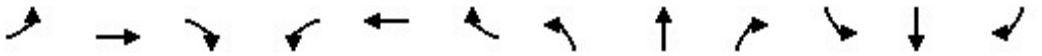


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	14	136	153	71	206	93	489	20	17	366	50
Future Volume (vph)	70	14	136	153	71	206	93	489	20	17	366	50
Satd. Flow (prot)	1770	1609	0	1770	1863	1583	1770	3518	0	1770	3476	0
Flt Permitted	0.707			0.505			0.404			0.445		
Satd. Flow (perm)	1317	1609	0	941	1863	1583	753	3518	0	829	3476	0
Satd. Flow (RTOR)		148				224		4			14	
Lane Group Flow (vph)	76	163	0	166	77	224	101	554	0	18	452	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7 4	4		3 8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	14.0	7.0	21.0		7.0	21.0	
Total Split (s)	20.0	30.0		20.0	30.0	30.0	20.0	50.0		20.0	50.0	
Total Split (%)	16.7%	25.0%		16.7%	25.0%	25.0%	16.7%	41.7%		16.7%	41.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	21.6	10.8		26.3	15.6	15.6	34.0	28.1		29.2	22.0	
Actuated g/C Ratio	0.31	0.16		0.38	0.23	0.23	0.49	0.41		0.43	0.32	
v/c Ratio	0.16	0.43		0.34	0.18	0.42	0.20	0.38		0.04	0.40	
Control Delay	16.7	11.5		18.2	28.1	7.3	10.6	16.3		10.0	20.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	16.7	11.5		18.2	28.1	7.3	10.6	16.3		10.0	20.2	
LOS	B	B		B	C	A	B	B		A	C	
Approach Delay		13.2			14.6			15.4			19.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	21	6		47	29	0	20	71		3	76	
Queue Length 95th (ft)	54	61		105	74	57	52	162		15	140	
Internal Link Dist (ft)		457			666			839			406	
Turn Bay Length (ft)	190			175		300	100			115		
Base Capacity (vph)	908	684		715	684	723	630	2370		649	2345	
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	0.08	0.24		0.23	0.11	0.31	0.16	0.23		0.03	0.19	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 68.7
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.43

Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Spring Rd & Harger Rd

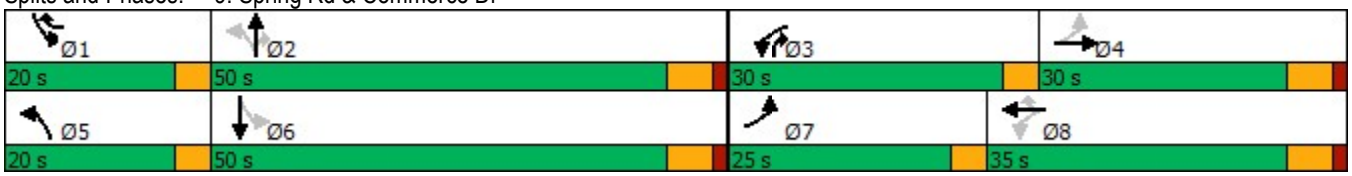


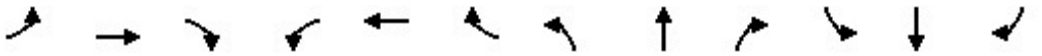
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	15	164	314	50	189	258	360	60	68	573	36
Future Volume (vph)	36	15	164	314	50	189	258	360	60	68	573	36
Satd. Flow (prot)	1770	1606	0	1770	1863	1583	1770	3725	1583	1770	3507	0
Flt Permitted	0.722			0.366			0.246			0.521		
Satd. Flow (perm)	1345	1606	0	682	1863	1583	458	3725	1583	970	3507	0
Satd. Flow (RTOR)		178				205			65		5	
Lane Group Flow (vph)	39	194	0	341	54	205	280	391	65	74	662	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7 4	4		3 8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	7.0	7.0	21.0	7.0	7.0	21.0	
Total Split (s)	25.0	30.0		30.0	35.0	20.0	20.0	50.0	30.0	20.0	50.0	
Total Split (%)	19.2%	23.1%		23.1%	26.9%	15.4%	15.4%	38.5%	23.1%	15.4%	38.5%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	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	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min	None	None	Min	
Act Effct Green (s)	23.4	13.7		39.5	30.8	42.2	54.1	42.7	68.5	42.7	32.5	
Actuated g/C Ratio	0.23	0.14		0.39	0.31	0.42	0.54	0.42	0.68	0.42	0.32	
v/c Ratio	0.11	0.52		0.71	0.10	0.26	0.63	0.25	0.06	0.16	0.58	
Control Delay	23.7	14.5		33.4	30.6	4.0	20.1	20.7	1.7	13.8	31.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.7	14.5		33.4	30.6	4.0	20.1	20.7	1.7	13.8	31.0	
LOS	C	B		C	C	A	C	C	A	B	C	
Approach Delay		16.1			23.1			18.8			29.3	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	16	9		167	27	0	100	90	0	23	194	
Queue Length 95th (ft)	42	82		287	65	46	175	144	14	52	277	
Internal Link Dist (ft)		157			348			200			839	
Turn Bay Length (ft)				175		175	85		125	540		
Base Capacity (vph)	724	527		560	568	781	466	1724	1091	633	1574	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.37		0.61	0.10	0.26	0.60	0.23	0.06	0.12	0.42	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 100.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71

Intersection Signal Delay: 23.0 Intersection LOS: C
Intersection Capacity Utilization 76.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 9: Spring Rd & Commerce Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1159	31	10	1993	44	98	5	62	268	1	66
Future Volume (vph)	13	1159	31	10	1993	44	98	5	62	268	1	66
Satd. Flow (prot)	1770	5065	0	1770	5070	0	1770	1602	0	1770	1587	0
Flt Permitted	0.950			0.950			0.709			0.591		
Satd. Flow (perm)	1770	5065	0	1770	5070	0	1321	1602	0	1101	1587	0
Satd. Flow (RTOR)		3			3			67			72	
Lane Group Flow (vph)	14	1294	0	11	2214	0	107	72	0	291	73	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		3 8	8		7 4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	14.0		8.0	14.0	
Total Split (s)	15.0	72.0		20.0	77.0		15.0	37.0		21.0	43.0	
Total Split (%)	10.0%	48.0%		13.3%	51.3%		10.0%	24.7%		14.0%	28.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	6.8	94.9		6.5	94.8		30.6	17.3		40.8	24.0	
Actuated g/C Ratio	0.05	0.63		0.04	0.63		0.20	0.12		0.27	0.16	
v/c Ratio	0.18	0.40		0.14	0.69		0.36	0.30		0.77	0.23	
Control Delay	77.9	12.3		72.6	22.1		44.0	16.2		61.2	11.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	77.9	12.3		72.6	22.1		44.0	16.2		61.2	11.9	
LOS	E	B		E	C		D	B		E	B	
Approach Delay		13.0			22.3			32.8			51.3	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	14	132		11	439		82	4		250	1	
Queue Length 95th (ft)	m20	0		33	764		120	49		311	44	
Internal Link Dist (ft)		650			1302			101			672	
Turn Bay Length (ft)	75			150						175		
Base Capacity (vph)	123	3205		182	3204		430	384		473	445	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.40		0.06	0.69		0.25	0.19		0.62	0.16	

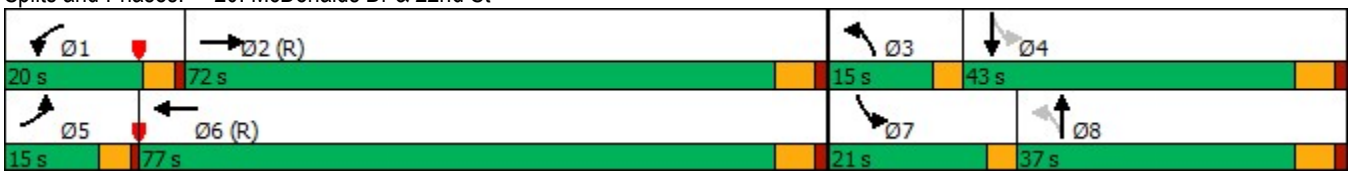
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 41 (27%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: McDonalds Dr & 22nd St



Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	678	0	0	1051
Future Vol, veh/h	0	0	678	0	0	1051
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	737	0	0	1142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	369	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	628	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	628	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	51	1	542	11	1
Future Vol, veh/h	92	51	1	542	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	55	1	589	12	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	155	0	719	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	591	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1425	-	395	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1425	-	395	922
Mov Cap-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	553	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	-	-	1425	-
HCM Lane V/C Ratio	0.031	-	-	0.001	-
HCM Control Delay (s)	14	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	80	440	8	17	103
Future Vol, veh/h	13	80	440	8	17	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	87	478	9	18	112

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	487	0	-	0	598	483
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1076	-	-	-	465	584
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1076	-	-	-	458	584
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1076	-	-	-	562
HCM Lane V/C Ratio	0.013	-	-	-	0.232
HCM Control Delay (s)	8.4	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	66	269	420	28	34
Future Vol, veh/h	31	66	269	420	28	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	72	292	457	30	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	106	0	1111	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	1041	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1485	-	231	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	340	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1485	-	170	993
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	340	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	312	-	-	1485	-
HCM Lane V/C Ratio	0.216	-	-	0.197	-
HCM Control Delay (s)	19.7	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	528	1194	161	235	588	212	506	345	130	142	45	64
Future Volume (vph)	528	1194	161	235	588	212	506	345	130	142	45	64
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1770	1786	0	1770	3228	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1770	1786	0	1770	3228	0
Satd. Flow (RTOR)			175			180		14			70	
Lane Group Flow (vph)	574	1298	175	255	639	230	550	516	0	154	119	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	5	2	8	1	6	7	8	8		7	7	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		7	7	
Switch Phase												
Minimum Initial (s)	2.5	15.0	8.0	2.5	15.0	8.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	21.0	14.0	7.0	21.0	14.0	14.0	14.0		14.0	14.0	
Total Split (s)	35.0	52.0	57.0	18.0	35.0	23.0	57.0	57.0		23.0	23.0	
Total Split (%)	23.3%	34.7%	38.0%	12.0%	23.3%	15.3%	38.0%	38.0%		15.3%	15.3%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Act Effct Green (s)	28.6	47.2	97.7	13.3	32.0	54.4	50.5	50.5		16.5	16.5	
Actuated g/C Ratio	0.19	0.31	0.65	0.09	0.21	0.36	0.34	0.34		0.11	0.11	
v/c Ratio	0.88	0.77	0.16	0.84	0.56	0.33	0.92	0.85		0.79	0.29	
Control Delay	74.2	50.5	1.0	89.5	47.9	12.6	70.4	58.9		92.6	28.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	74.2	50.5	1.0	89.5	47.9	12.6	70.4	58.9		92.6	28.7	
LOS	E	D	A	F	D	B	E	E		F	C	
Approach Delay		52.9			50.1			64.8			64.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	280	427	0	128	211	76	515	455		149	23	
Queue Length 95th (ft)	351	485	13	#189	258	164	#739	#641		#261	55	
Internal Link Dist (ft)		893			650			391			398	
Turn Bay Length (ft)	250		300	250		150	200					
Base Capacity (vph)	698	1685	1092	308	1140	689	601	616		200	427	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.82	0.77	0.16	0.83	0.56	0.33	0.92	0.84		0.77	0.28	

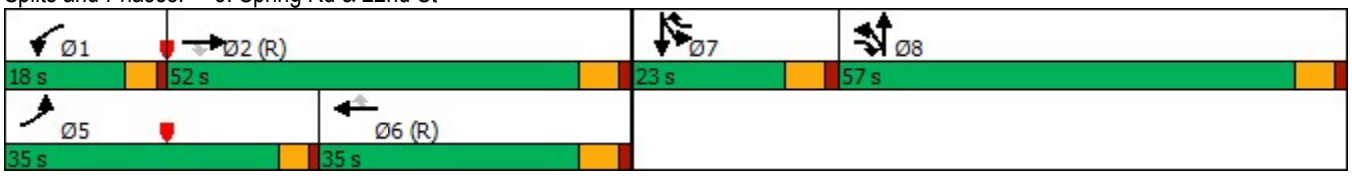
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 113 (75%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

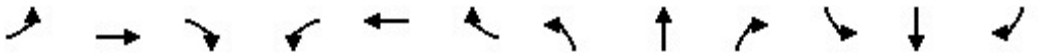
Maximum v/c Ratio: 0.92

Intersection Signal Delay: 55.7	Intersection LOS: E
Intersection Capacity Utilization 82.1%	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.

Splits and Phases: 3: Spring Rd & 22nd St



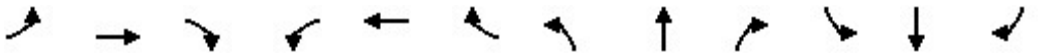


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	8	13	36	41	42	68	235	90	212	283	32
Future Volume (vph)	12	8	13	36	41	42	68	235	90	212	283	32
Satd. Flow (prot)	1770	1693	0	1770	1863	1583	1770	3391	0	1770	3486	0
Flt Permitted	0.728			0.627			0.546			0.460		
Satd. Flow (perm)	1356	1693	0	1168	1863	1583	1017	3391	0	857	3486	0
Satd. Flow (RTOR)		14				91		53			11	
Lane Group Flow (vph)	13	23	0	39	45	46	74	353	0	230	343	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7 4	4		3 8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	14.0	7.0	21.0		7.0	21.0	
Total Split (s)	20.0	30.0		20.0	30.0	30.0	20.0	50.0		20.0	50.0	
Total Split (%)	16.7%	25.0%		16.7%	25.0%	25.0%	16.7%	41.7%		16.7%	41.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	14.1	9.3		15.1	11.2	11.2	28.0	18.0		33.7	27.4	
Actuated g/C Ratio	0.27	0.18		0.29	0.21	0.21	0.54	0.35		0.65	0.53	
v/c Ratio	0.03	0.07		0.09	0.11	0.11	0.11	0.29		0.32	0.19	
Control Delay	15.6	17.4		16.0	21.7	2.4	6.8	14.1		7.4	12.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	15.6	17.4		16.0	21.7	2.4	6.8	14.1		7.4	12.2	
LOS	B	B		B	C	A	A	B		A	B	
Approach Delay		16.8			13.1			12.9			10.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	3	2		9	11	0	7	33		23	34	
Queue Length 95th (ft)	15	23		31	45	8	30	86		80	82	
Internal Link Dist (ft)		457			666			839			406	
Turn Bay Length (ft)	190			175		300	100			115		
Base Capacity (vph)	983	925		890	1011	901	921	2818		873	2890	
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	0.01	0.02		0.04	0.04	0.05	0.08	0.13		0.26	0.12	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 52.1
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.32

Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 46.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Spring Rd & Harger Rd

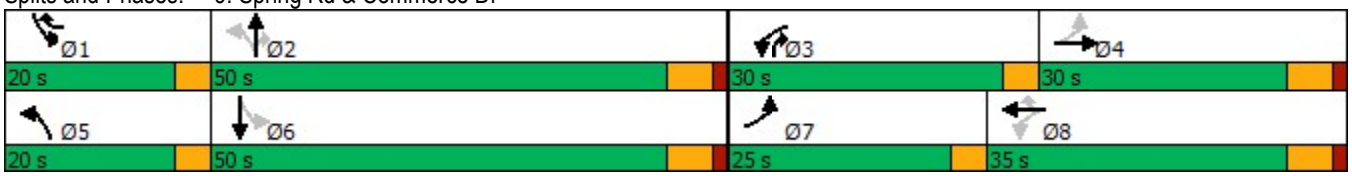


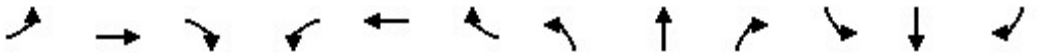
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	15	18	12	12	29	155	517	413	126	221	5
Future Volume (vph)	11	15	18	12	12	29	155	517	413	126	221	5
Satd. Flow (prot)	1770	1708	0	1770	1863	1583	1770	3725	1583	1770	3529	0
Flt Permitted	0.909			0.909			0.544			0.441		
Satd. Flow (perm)	1693	1708	0	1693	1863	1583	1013	3725	1583	821	3529	0
Satd. Flow (RTOR)		20				55			449		2	
Lane Group Flow (vph)	12	36	0	13	13	32	168	562	449	137	245	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7 4	4		3 8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	7.0	7.0	21.0	7.0	7.0	21.0	
Total Split (s)	25.0	30.0		30.0	35.0	20.0	20.0	50.0	30.0	20.0	50.0	
Total Split (%)	19.2%	23.1%		23.1%	26.9%	15.4%	15.4%	38.5%	23.1%	15.4%	38.5%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	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	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min	None	None	Min	
Act Effct Green (s)	13.7	9.9		13.7	9.9	18.3	47.0	39.9	43.3	43.2	32.6	
Actuated g/C Ratio	0.22	0.16		0.22	0.16	0.30	0.77	0.65	0.71	0.70	0.53	
v/c Ratio	0.03	0.12		0.03	0.04	0.06	0.19	0.23	0.36	0.20	0.13	
Control Delay	26.1	22.1		26.2	32.8	3.4	3.9	8.6	1.6	4.3	9.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.1	22.1		26.2	32.8	3.4	3.9	8.6	1.6	4.3	9.2	
LOS	C	C		C	C	A	A	A	A	A	A	
Approach Delay		23.1			15.1			5.3			7.4	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	4	6		5	5	0	15	60	0	12	25	
Queue Length 95th (ft)	19	36		20	24	11	55	132	32	45	62	
Internal Link Dist (ft)		157			348			200			839	
Turn Bay Length (ft)				175		175	85		125	540		
Base Capacity (vph)	922	789		1086	1026	965	1039	2768	1340	948	2623	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.01	0.05		0.01	0.01	0.03	0.16	0.20	0.34	0.14	0.09	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 61.4
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.36

Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Spring Rd & Commerce Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	1306	106	32	1025	195	4	0	5	26	7	6
Future Volume (vph)	54	1306	106	32	1025	195	4	0	5	26	7	6
Satd. Flow (prot)	1770	5029	0	1770	4963	0	1770	1583	0	1770	1732	0
Flt Permitted	0.950			0.950			0.769			0.460		
Satd. Flow (perm)	1770	5029	0	1770	4963	0	1432	1583	0	857	1732	0
Satd. Flow (RTOR)		13			31			252			7	
Lane Group Flow (vph)	59	1535	0	35	1326	0	4	5	0	28	15	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		3 8	8		7 4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	14.0		8.0	14.0	
Total Split (s)	30.0	82.0		15.0	67.0		15.0	38.0		15.0	38.0	
Total Split (%)	20.0%	54.7%		10.0%	44.7%		10.0%	25.3%		10.0%	25.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	10.4	117.2		8.4	115.4		14.5	8.3		16.3	11.8	
Actuated g/C Ratio	0.07	0.78		0.06	0.77		0.10	0.06		0.11	0.08	
v/c Ratio	0.48	0.39		0.35	0.35		0.03	0.02		0.19	0.10	
Control Delay	72.9	3.3		77.2	7.8		54.2	0.0		60.4	44.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	72.9	3.3		77.2	7.8		54.2	0.0		60.4	44.6	
LOS	E	A		E	A		D	A		E	D	
Approach Delay		5.9			9.6			24.1			54.9	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	60	51		34	139		3	0		26	7	
Queue Length 95th (ft)	m76	80		72	237		15	0		55	32	
Internal Link Dist (ft)		650			1302			101			672	
Turn Bay Length (ft)	75			150						175		
Base Capacity (vph)	300	3933		125	3826		420	535		280	375	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.39		0.28	0.35		0.01	0.01		0.10	0.04	

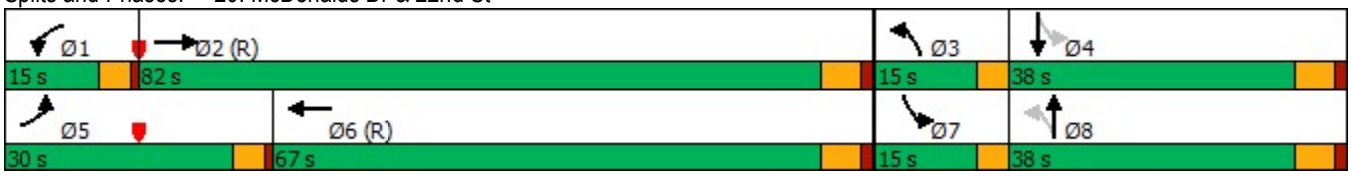
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 105 (70%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: McDonalds Dr & 22nd St



Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1085	0	0	251
Future Vol, veh/h	0	0	1085	0	0	251
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1179	0	0	273

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	590	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	451	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	451	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	551	3	0	52	1	1
Future Vol, veh/h	551	3	0	52	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	599	3	0	57	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	602	0	658	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	975	-	429	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	975	-	429	500
Mov Cap-2 Maneuver	-	-	-	-	429	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	462	-	-	975	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	12.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	86	466	44	15	2	8
Future Vol, veh/h	86	466	44	15	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	507	48	16	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	749	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	693	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	379	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1538	-	-	-	347	1011
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	496	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	731
HCM Lane V/C Ratio	0.061	-	-	-	0.015
HCM Control Delay (s)	7.5	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0

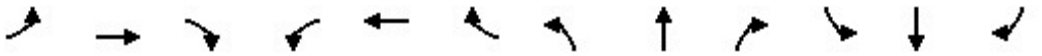
Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	447	21	18	33	26	223
Future Vol, veh/h	447	21	18	33	26	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	486	23	20	36	28	242

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	509	0	574	498
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1056	-	480	572
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1056	-	471	572
Mov Cap-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	559	-	-	1056	-
HCM Lane V/C Ratio	0.484	-	-	0.019	-
HCM Control Delay (s)	17.3	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.6	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	900	427	856	990	411	211	142	78	291	488	329
Future Volume (vph)	161	900	427	856	990	411	211	142	78	291	488	329
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1770	1764	0	1770	3327	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1770	1764	0	1770	3327	0
Satd. Flow (RTOR)			87			256		16			103	
Lane Group Flow (vph)	175	978	464	930	1076	447	229	239	0	316	888	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	5	2	8	1	6	7	8	8		7	7	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		7	7	
Switch Phase												
Minimum Initial (s)	2.5	15.0	8.0	2.5	15.0	8.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	21.0	14.0	7.0	21.0	14.0	14.0	14.0		14.0	14.0	
Total Split (s)	24.0	43.0	30.0	36.0	55.0	41.0	30.0	30.0		41.0	41.0	
Total Split (%)	16.0%	28.7%	20.0%	24.0%	36.7%	27.3%	20.0%	20.0%		27.3%	27.3%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Act Effct Green (s)	13.0	37.0	60.1	32.4	56.5	97.5	23.1	23.1		35.0	35.0	
Actuated g/C Ratio	0.09	0.25	0.40	0.22	0.38	0.65	0.15	0.15		0.23	0.23	
v/c Ratio	0.59	0.74	0.68	1.25	0.53	0.40	0.84	0.84		0.77	1.04	
Control Delay	73.9	56.1	20.3	173.7	29.2	2.1	87.4	82.2		67.0	89.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.9	56.1	20.3	173.7	29.2	2.1	87.4	82.2		67.0	89.8	
LOS	E	E	C	F	C	A	F	F		E	F	
Approach Delay		47.8			79.0			84.8			83.8	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	86	325	147	~585	250	0	219	214		291	~448	
Queue Length 95th (ft)	125	379	212	#730	217	0	#354	#352		408	#586	
Internal Link Dist (ft)		893			650			391			398	
Turn Bay Length (ft)	250		300	250		150	200					
Base Capacity (vph)	446	1320	686	742	2015	1118	283	295		413	855	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.39	0.74	0.68	1.25	0.53	0.40	0.81	0.81		0.77	1.04	

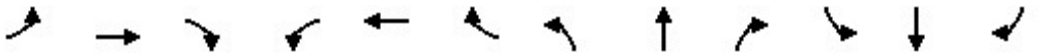
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay: 71.7	Intersection LOS: E
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

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

Splits and Phases: 3: Spring Rd & 22nd St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	14	136	168	71	227	102	538	22	19	403	50
Future Volume (vph)	70	14	136	168	71	227	102	538	22	19	403	50
Satd. Flow (prot)	1770	1609	0	1770	1863	1583	1770	3518	0	1770	3483	0
Flt Permitted	0.707			0.493			0.380			0.421		
Satd. Flow (perm)	1317	1609	0	918	1863	1583	708	3518	0	784	3483	0
Satd. Flow (RTOR)		148				247		4			12	
Lane Group Flow (vph)	76	163	0	183	77	247	111	609	0	21	492	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7 4	4		3 8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	14.0	7.0	21.0		7.0	21.0	
Total Split (s)	20.0	30.0		20.0	30.0	30.0	20.0	50.0		20.0	50.0	
Total Split (%)	16.7%	25.0%		16.7%	25.0%	25.0%	16.7%	41.7%		16.7%	41.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	21.5	10.6		27.2	16.0	16.0	36.2	30.3		31.1	23.8	
Actuated g/C Ratio	0.30	0.15		0.38	0.22	0.22	0.51	0.42		0.44	0.33	
v/c Ratio	0.17	0.45		0.38	0.19	0.45	0.23	0.41		0.05	0.42	
Control Delay	17.9	12.3		19.7	29.4	7.4	10.8	16.5		10.1	20.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	17.9	12.3		19.7	29.4	7.4	10.8	16.5		10.1	20.6	
LOS	B	B		B	C	A	B	B		B	C	
Approach Delay		14.1			15.2			15.6			20.2	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	21	6		55	29	0	22	79		4	86	
Queue Length 95th (ft)	58	63		123	77	60	59	185		17	158	
Internal Link Dist (ft)		457			666			839			406	
Turn Bay Length (ft)	190			175		300	100			115		
Base Capacity (vph)	885	665		684	660	720	618	2287		638	2267	
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	0.09	0.25		0.27	0.12	0.34	0.18	0.27		0.03	0.22	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 71.4
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.45

Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

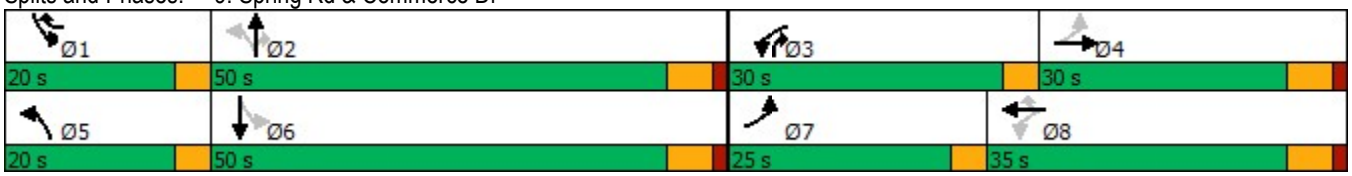
Splits and Phases: 6: Spring Rd & Harger Rd

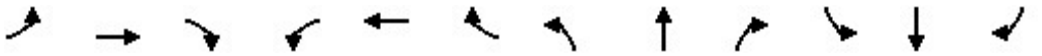
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	15	164	314	50	189	258	396	60	68	630	36
Future Volume (vph)	36	15	164	314	50	189	258	396	60	68	630	36
Satd. Flow (prot)	1770	1606	0	1770	1863	1583	1770	3725	1583	1770	3511	0
Flt Permitted	0.722			0.341			0.222			0.502		
Satd. Flow (perm)	1345	1606	0	635	1863	1583	414	3725	1583	935	3511	0
Satd. Flow (RTOR)		178				205			65		5	
Lane Group Flow (vph)	39	194	0	341	54	205	280	430	65	74	724	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7 4	4		3 8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	7.0	7.0	21.0	7.0	7.0	21.0	
Total Split (s)	25.0	30.0		30.0	35.0	20.0	20.0	50.0	30.0	20.0	50.0	
Total Split (%)	19.2%	23.1%		23.1%	26.9%	15.4%	15.4%	38.5%	23.1%	15.4%	38.5%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	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	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min	None	None	Min	
Act Effct Green (s)	23.0	13.3		39.7	31.0	42.4	57.5	46.1	72.5	45.7	35.5	
Actuated g/C Ratio	0.22	0.13		0.38	0.30	0.41	0.55	0.44	0.69	0.44	0.34	
v/c Ratio	0.12	0.54		0.74	0.10	0.27	0.65	0.26	0.06	0.16	0.61	
Control Delay	24.9	15.2		36.3	31.8	4.1	20.7	20.4	1.7	13.6	31.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.9	15.2		36.3	31.8	4.1	20.7	20.4	1.7	13.6	31.3	
LOS	C	B		D	C	A	C	C	A	B	C	
Approach Delay		16.9			24.9			18.9			29.6	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	17	10		179	29	0	100	101	0	23	217	
Queue Length 95th (ft)	42	82		287	65	46	175	158	14	52	307	
Internal Link Dist (ft)		157			348			200			839	
Turn Bay Length (ft)				175		175	85		125	540		
Base Capacity (vph)	701	513		536	552	764	447	1706	1119	626	1517	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.38		0.64	0.10	0.27	0.63	0.25	0.06	0.12	0.48	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 104.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74

Intersection Signal Delay: 23.8 Intersection LOS: C
Intersection Capacity Utilization 77.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 9: Spring Rd & Commerce Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1225	31	10	2093	44	98	5	62	268	1	66
Future Volume (vph)	13	1225	31	10	2093	44	98	5	62	268	1	66
Satd. Flow (prot)	1770	5065	0	1770	5070	0	1770	1602	0	1770	1587	0
Flt Permitted	0.950			0.950			0.709			0.591		
Satd. Flow (perm)	1770	5065	0	1770	5070	0	1321	1602	0	1101	1587	0
Satd. Flow (RTOR)		3			3			67			72	
Lane Group Flow (vph)	14	1366	0	11	2323	0	107	72	0	291	73	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		3 8	8		7 4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	14.0		8.0	14.0	
Total Split (s)	15.0	72.0		20.0	77.0		15.0	37.0		21.0	43.0	
Total Split (%)	10.0%	48.0%		13.3%	51.3%		10.0%	24.7%		14.0%	28.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	6.8	94.9		6.5	94.8		30.6	17.3		40.8	24.0	
Actuated g/C Ratio	0.05	0.63		0.04	0.63		0.20	0.12		0.27	0.16	
v/c Ratio	0.18	0.43		0.14	0.73		0.36	0.30		0.77	0.23	
Control Delay	77.9	12.4		72.6	23.0		44.0	16.2		61.2	11.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	77.9	12.4		72.6	23.0		44.0	16.2		61.2	11.9	
LOS	E	B		E	C		D	B		E	B	
Approach Delay		13.1			23.2			32.8			51.3	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	14	141		11	479		82	4		250	1	
Queue Length 95th (ft)	m18	164		33	830		120	49		311	44	
Internal Link Dist (ft)		650			1302			101			672	
Turn Bay Length (ft)	75			150						175		
Base Capacity (vph)	123	3205		182	3204		430	384		473	445	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.43		0.06	0.73		0.25	0.19		0.62	0.16	

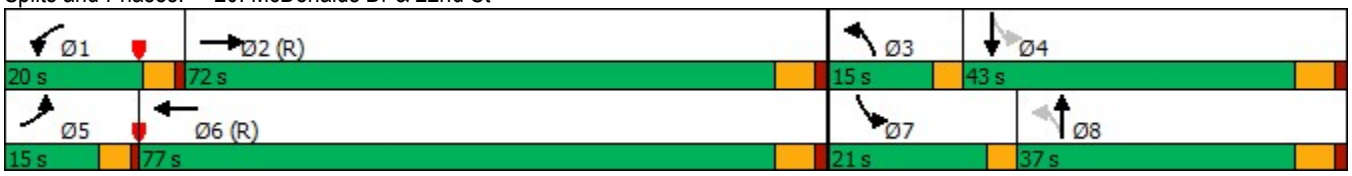
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 41 (27%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: McDonalds Dr & 22nd St



Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	714	0	0	1108
Future Vol, veh/h	0	0	714	0	0	1108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	776	0	0	1204

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	388	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	611	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	611	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	51	1	542	11	1
Future Vol, veh/h	92	51	1	542	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	55	1	589	12	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	155	0	719	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	591	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1425	-	395	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1425	-	395	922
Mov Cap-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	553	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	-	-	1425	-
HCM Lane V/C Ratio	0.031	-	-	0.001	-
HCM Control Delay (s)	14	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	80	440	8	17	103
Future Vol, veh/h	13	80	440	8	17	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	87	478	9	18	112

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	487	0	-	0	598	483
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1076	-	-	-	465	584
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1076	-	-	-	458	584
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1076	-	-	-	562
HCM Lane V/C Ratio	0.013	-	-	-	0.232
HCM Control Delay (s)	8.4	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	66	269	420	28	34
Future Vol, veh/h	31	66	269	420	28	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	72	292	457	30	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	106	0	1111	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	1041	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1485	-	231	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	340	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1485	-	170	993
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	340	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	312	-	-	1485	-
HCM Lane V/C Ratio	0.216	-	-	0.197	-
HCM Control Delay (s)	19.7	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	550	1234	161	266	629	212	506	356	181	142	45	64
Future Volume (vph)	550	1234	161	266	629	212	506	356	181	142	45	64
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1770	1768	0	1770	3228	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1770	1768	0	1770	3228	0
Satd. Flow (RTOR)			175			171		19			70	
Lane Group Flow (vph)	598	1341	175	289	684	230	550	584	0	154	119	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	5	2	8	1	6	7	8	8		7	7	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		7	7	
Switch Phase												
Minimum Initial (s)	2.5	15.0	8.0	2.5	15.0	8.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	21.0	14.0	7.0	21.0	14.0	14.0	14.0		14.0	14.0	
Total Split (s)	35.0	52.0	57.0	18.0	35.0	23.0	57.0	57.0		23.0	23.0	
Total Split (%)	23.3%	34.7%	38.0%	12.0%	23.3%	15.3%	38.0%	38.0%		15.3%	15.3%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Act Effct Green (s)	29.1	46.0	97.3	13.8	30.6	53.1	51.3	51.3		16.5	16.5	
Actuated g/C Ratio	0.19	0.31	0.65	0.09	0.20	0.35	0.34	0.34		0.11	0.11	
v/c Ratio	0.90	0.82	0.16	0.92	0.63	0.34	0.91	0.95		0.79	0.29	
Control Delay	75.9	53.0	1.0	116.7	44.1	8.8	67.6	72.0		92.6	28.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	75.9	53.0	1.0	116.7	44.1	8.8	67.6	72.0		92.6	28.7	
LOS	E	D	A	F	D	A	E	E		F	C	
Approach Delay		55.2			54.8			69.9			64.7	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	294	446	0	131	230	98	515	544		149	23	
Queue Length 95th (ft)	#383	506	13	#245	273	120	#739	#789		#261	55	
Internal Link Dist (ft)		893			650			391			398	
Turn Bay Length (ft)	250		300	250		150	200					
Base Capacity (vph)	698	1641	1087	314	1092	670	604	616		200	427	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.86	0.82	0.16	0.92	0.63	0.34	0.91	0.95		0.77	0.28	

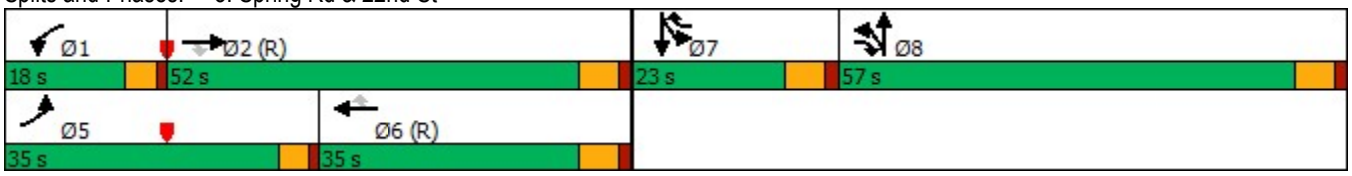
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 113 (75%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

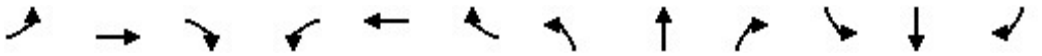
Maximum v/c Ratio: 0.95

Intersection Signal Delay: 59.2	Intersection LOS: E
Intersection Capacity Utilization 86.6%	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.

Splits and Phases: 3: Spring Rd & 22nd St



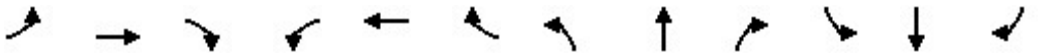


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	8	34	57	41	12	89	276	101	212	386	32
Future Volume (vph)	12	8	34	57	41	12	89	276	101	212	386	32
Satd. Flow (prot)	1770	1637	0	1770	1863	1583	1770	3398	0	1770	3497	0
Flt Permitted	0.728			0.532			0.490			0.438		
Satd. Flow (perm)	1356	1637	0	991	1863	1583	913	3398	0	816	3497	0
Satd. Flow (RTOR)		37				91		49			8	
Lane Group Flow (vph)	13	46	0	62	45	13	97	410	0	230	455	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7 4	4		3 8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	14.0	7.0	21.0		7.0	21.0	
Total Split (s)	20.0	30.0		20.0	30.0	30.0	20.0	50.0		20.0	50.0	
Total Split (%)	16.7%	25.0%		16.7%	25.0%	25.0%	16.7%	41.7%		16.7%	41.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	15.5	9.6		17.9	13.8	13.8	30.3	19.6		35.4	27.3	
Actuated g/C Ratio	0.27	0.17		0.32	0.24	0.24	0.53	0.35		0.62	0.48	
v/c Ratio	0.03	0.15		0.15	0.10	0.03	0.16	0.34		0.34	0.27	
Control Delay	16.7	14.4		17.2	22.3	0.1	7.7	15.8		8.4	14.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	16.7	14.4		17.2	22.3	0.1	7.7	15.8		8.4	14.9	
LOS	B	B		B	C	A	A	B		A	B	
Approach Delay		14.9			17.3			14.3			12.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	3	3		15	12	0	16	55		40	66	
Queue Length 95th (ft)	16	33		47	47	0	38	105		83	115	
Internal Link Dist (ft)		457			666			839			406	
Turn Bay Length (ft)	190			175		300	100			115		
Base Capacity (vph)	974	789		793	876	793	856	2631		828	2699	
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	0.01	0.06		0.08	0.05	0.02	0.11	0.16		0.28	0.17	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 56.8
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.34

Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 47.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Spring Rd & Harger Rd

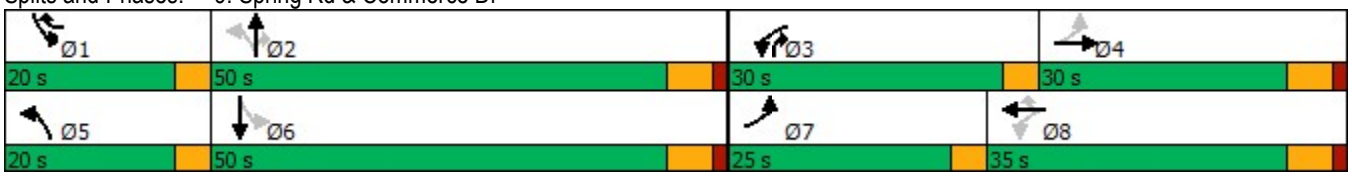


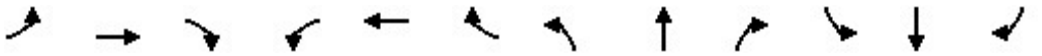
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	35	18	12	22	81	155	538	413	271	221	5
Future Volume (vph)	11	35	18	12	22	81	155	538	413	271	221	5
Satd. Flow (prot)	1770	1766	0	1770	1863	1583	1770	3725	1583	1770	3529	0
Flt Permitted	0.742			0.719			0.600			0.397		
Satd. Flow (perm)	1382	1766	0	1339	1863	1583	1118	3725	1583	740	3529	0
Satd. Flow (RTOR)		18				88			449		2	
Lane Group Flow (vph)	12	58	0	13	24	88	168	585	449	295	245	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7 4	4		3 8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	7.0	7.0	21.0	7.0	7.0	21.0	
Total Split (s)	25.0	30.0		30.0	35.0	20.0	20.0	50.0	30.0	20.0	50.0	
Total Split (%)	19.2%	23.1%		23.1%	26.9%	15.4%	15.4%	38.5%	23.1%	15.4%	38.5%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	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	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min	None	None	Min	
Act Effct Green (s)	13.8	10.1		13.8	10.1	23.2	49.0	37.2	41.4	51.5	38.5	
Actuated g/C Ratio	0.19	0.14		0.19	0.14	0.33	0.69	0.52	0.58	0.72	0.54	
v/c Ratio	0.04	0.22		0.04	0.09	0.15	0.20	0.30	0.41	0.43	0.13	
Control Delay	28.0	27.8		28.1	34.6	5.8	4.7	11.9	2.1	6.0	9.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.0	27.8		28.1	34.6	5.8	4.7	11.9	2.1	6.0	9.9	
LOS	C	C		C	C	A	A	B	A	A	A	
Approach Delay		27.8			13.7			7.2			7.8	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	5	17		5	10	0	17	71	0	32	26	
Queue Length 95th (ft)	20	61		21	38	32	58	162	39	101	63	
Internal Link Dist (ft)		157			348			200			839	
Turn Bay Length (ft)				175		175	85		125	540		
Base Capacity (vph)	720	662		852	829	818	1009	2448	1248	823	2365	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.09		0.02	0.03	0.11	0.17	0.24	0.36	0.36	0.10	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 71.2
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.43

Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 58.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 9: Spring Rd & Commerce Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	1306	106	32	1025	277	4	21	5	57	18	78
Future Volume (vph)	145	1306	106	32	1025	277	4	21	5	57	18	78
Satd. Flow (prot)	1770	5029	0	1770	4923	0	1770	1812	0	1770	1637	0
Flt Permitted	0.950			0.950			0.689			0.532		
Satd. Flow (perm)	1770	5029	0	1770	4923	0	1283	1812	0	991	1637	0
Satd. Flow (RTOR)		13			55			5			85	
Lane Group Flow (vph)	158	1535	0	35	1415	0	4	28	0	62	105	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		3 8	8		7 4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	14.0		8.0	14.0	
Total Split (s)	30.0	82.0		15.0	67.0		15.0	38.0		15.0	38.0	
Total Split (%)	20.0%	54.7%		10.0%	44.7%		10.0%	25.3%		10.0%	25.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	18.6	107.9		8.4	95.7		17.0	9.7		21.7	17.2	
Actuated g/C Ratio	0.12	0.72		0.06	0.64		0.11	0.06		0.14	0.11	
v/c Ratio	0.72	0.42		0.35	0.45		0.02	0.23		0.31	0.40	
Control Delay	79.9	3.9		77.2	15.2		50.0	61.3		58.2	21.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	79.9	3.9		77.2	15.2		50.0	61.3		58.2	21.2	
LOS	E	A		E	B		D	E		E	C	
Approach Delay		11.0			16.7			59.9			35.0	
Approach LOS		B			B			E			C	
Queue Length 50th (ft)	160	76		34	252		3	22		53	17	
Queue Length 95th (ft)	m192	m97		72	345		15	56		96	79	
Internal Link Dist (ft)		650			1302			101			672	
Turn Bay Length (ft)	75			150						175		
Base Capacity (vph)	300	3621		125	3160		410	390		303	416	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.53	0.42		0.28	0.45		0.01	0.07		0.20	0.25	

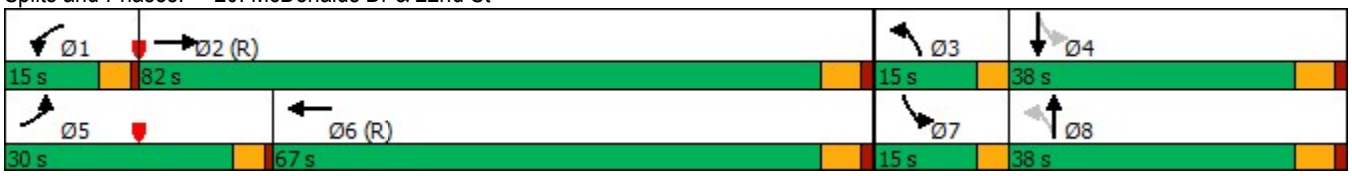
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 105 (70%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: McDonalds Dr & 22nd St



Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	1085	33	0	251
Future Vol, veh/h	0	21	1085	33	0	251
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	1179	36	0	273

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	608	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	439	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	439	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	439	-
HCM Lane V/C Ratio	-	-	0.052	-
HCM Control Delay (s)	-	-	13.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	712	8	0	114	1	6
Future Vol, veh/h	712	8	0	114	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	774	9	0	124	1	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	783	0	903	779
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	835	-	308	396
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	835	-	308	396
Mov Cap-2 Maneuver	-	-	-	-	308	-
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	-	-	835	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	14.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	89	629	106	15	2	8
Future Vol, veh/h	89	629	106	15	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	684	115	16	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	131	0	-	0	1001	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	878	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1454	-	-	-	269	928
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	406	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1454	-	-	-	240	928
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	406	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1454	-	-	-	590
HCM Lane V/C Ratio	0.067	-	-	-	0.018
HCM Control Delay (s)	7.7	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection	
Int Delay, s/veh	5.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	460	171	29	54	67	239
Future Vol, veh/h	460	171	29	54	67	239
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	500	186	32	59	73	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	686	0	716	593
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	123	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	908	-	397	506
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	908	-	383	506
Mov Cap-2 Maneuver	-	-	-	-	383	-
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	383	506	-	-	908	-
HCM Lane V/C Ratio	0.19	0.513	-	-	0.035	-
HCM Control Delay (s)	16.6	19.4	-	-	9.1	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	2.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	694	5	31	71	12	11
Future Vol, veh/h	694	5	31	71	12	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	754	5	34	77	13	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	759	0	902	757
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	852	-	308	408
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	852	-	295	408
Mov Cap-2 Maneuver	-	-	-	-	295	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	340	-	-	852	-
HCM Lane V/C Ratio	0.074	-	-	0.04	-
HCM Control Delay (s)	16.4	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	923	427	880	1064	411	211	157	108	291	538	329
Future Volume (vph)	184	923	427	880	1064	411	211	157	108	291	538	329
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1770	1749	0	1770	3337	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1770	1749	0	1770	3337	0
Satd. Flow (RTOR)			87			214		20			81	
Lane Group Flow (vph)	200	1003	464	957	1157	447	229	288	0	316	943	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	5	2	8	1	6	7	8	8		7	7	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		7	7	
Switch Phase												
Minimum Initial (s)	2.5	15.0	8.0	2.5	15.0	8.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	21.0	14.0	7.0	21.0	14.0	14.0	14.0		14.0	14.0	
Total Split (s)	24.0	43.0	30.0	36.0	55.0	41.0	30.0	30.0		41.0	41.0	
Total Split (%)	16.0%	28.7%	20.0%	24.0%	36.7%	27.3%	20.0%	20.0%		27.3%	27.3%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Act Effct Green (s)	14.0	37.0	61.0	31.5	54.5	95.5	24.0	24.0		35.0	35.0	
Actuated g/C Ratio	0.09	0.25	0.41	0.21	0.36	0.64	0.16	0.16		0.23	0.23	
v/c Ratio	0.62	0.76	0.67	1.33	0.60	0.41	0.81	0.97		0.77	1.12	
Control Delay	73.9	56.8	19.9	212.7	33.9	0.6	82.5	103.3		67.0	117.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.9	56.8	19.9	212.7	33.9	0.6	82.5	103.3		67.0	117.4	
LOS	E	E	B	F	C	A	F	F		E	F	
Approach Delay		48.6			94.9			94.1			104.7	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	98	335	147	~632	197	0	219	266		291	~525	
Queue Length 95th (ft)	139	390	212	m#741	m245	m1	#354	#461		408	#663	
Internal Link Dist (ft)		893			650			391			398	
Turn Bay Length (ft)	250		300	250		150	200					
Base Capacity (vph)	446	1320	695	720	1944	1085	283	296		413	840	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.45	0.76	0.67	1.33	0.60	0.41	0.81	0.97		0.77	1.12	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.33

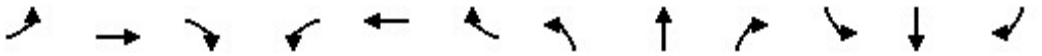
Intersection Signal Delay: 84.0	Intersection LOS: F
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Spring Rd & 22nd St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	14	167	183	71	227	151	587	47	19	434	50
Future Volume (vph)	70	14	167	183	71	227	151	587	47	19	434	50
Satd. Flow (prot)	1770	1604	0	1770	1863	1583	1770	3500	0	1770	3486	0
Flt Permitted	0.707			0.372			0.355			0.390		
Satd. Flow (perm)	1317	1604	0	693	1863	1583	661	3500	0	726	3486	0
Satd. Flow (RTOR)		182				247		8			11	
Lane Group Flow (vph)	76	197	0	199	77	247	164	689	0	21	526	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7 4	4		3 8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	8.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	14.0	7.0	21.0		7.0	21.0	
Total Split (s)	20.0	30.0		20.0	30.0	30.0	20.0	50.0		20.0	50.0	
Total Split (%)	16.7%	25.0%		16.7%	25.0%	25.0%	16.7%	41.7%		16.7%	41.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effct Green (s)	21.2	10.3		28.1	16.2	16.2	42.7	36.7		34.6	25.8	
Actuated g/C Ratio	0.27	0.13		0.36	0.21	0.21	0.55	0.47		0.44	0.33	
v/c Ratio	0.19	0.53		0.49	0.20	0.47	0.32	0.42		0.05	0.46	
Control Delay	20.4	13.4		24.0	32.1	7.9	11.3	15.9		10.0	22.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.4	13.4		24.0	32.1	7.9	11.3	15.9		10.0	22.2	
LOS	C	B		C	C	A	B	B		A	C	
Approach Delay		15.3			17.6			15.0			21.7	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	24	6		67	32	0	35	93		4	98	
Queue Length 95th (ft)	64	72		147	83	63	84	214		17	177	
Internal Link Dist (ft)		457			666			839			406	
Turn Bay Length (ft)	190			175		300	100			115		
Base Capacity (vph)	808	634		562	592	671	603	2044		623	2037	
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	0.09	0.31		0.35	0.13	0.37	0.27	0.34		0.03	0.26	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 78.3
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53

Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Spring Rd & Harger Rd

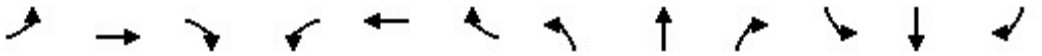
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	61	164	364	124	276	258	432	60	145	630	36
Future Volume (vph)	36	61	164	364	124	276	258	432	60	145	630	36
Satd. Flow (prot)	1770	1660	0	1770	1863	1583	1770	3725	1583	1770	3511	0
Flt Permitted	0.671			0.286			0.206			0.469		
Satd. Flow (perm)	1250	1660	0	533	1863	1583	384	3725	1583	874	3511	0
Satd. Flow (RTOR)		92				300			65		5	
Lane Group Flow (vph)	39	244	0	396	135	300	280	470	65	158	724	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7 4	4		3 8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	7.0	14.0		7.0	14.0	7.0	7.0	21.0	7.0	7.0	21.0	
Total Split (s)	25.0	30.0		30.0	35.0	20.0	20.0	50.0	30.0	20.0	50.0	
Total Split (%)	19.2%	23.1%		23.1%	26.9%	15.4%	15.4%	38.5%	23.1%	15.4%	38.5%	
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	0.0	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	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min	None	None	Min	
Act Effct Green (s)	27.8	18.0		47.2	38.5	55.8	58.3	41.5	70.7	50.5	36.8	
Actuated g/C Ratio	0.25	0.16		0.42	0.34	0.49	0.52	0.37	0.62	0.45	0.33	
v/c Ratio	0.12	0.72		0.84	0.21	0.32	0.72	0.34	0.06	0.33	0.63	
Control Delay	23.8	41.7		42.5	30.7	3.0	28.6	28.2	2.7	18.0	35.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.8	41.7		42.5	30.7	3.0	28.6	28.2	2.7	18.0	35.8	
LOS	C	D		D	C	A	C	C	A	B	D	
Approach Delay		39.2			26.3			26.3			32.6	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	18	114		225	77	0	121	136	0	63	247	
Queue Length 95th (ft)	41	213		#360	137	48	#224	203	19	111	331	
Internal Link Dist (ft)		157			348			200			839	
Turn Bay Length (ft)				175		175	85		125	540		
Base Capacity (vph)	639	435		520	632	932	406	1526	1012	568	1411	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.56		0.76	0.21	0.32	0.69	0.31	0.06	0.28	0.51	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 113.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84

Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 83.0%	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.

Splits and Phases: 9: Spring Rd & Commerce Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1225	31	10	2093	105	98	20	62	342	26	164
Future Volume (vph)	66	1225	31	10	2093	105	98	20	62	342	26	164
Satd. Flow (prot)	1770	5065	0	1770	5050	0	1770	1652	0	1770	1621	0
Flt Permitted	0.950			0.950			0.566			0.601		
Satd. Flow (perm)	1770	5065	0	1770	5050	0	1054	1652	0	1120	1621	0
Satd. Flow (RTOR)		3			7			67			178	
Lane Group Flow (vph)	72	1366	0	11	2389	0	107	89	0	372	206	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		3 8	8		7 4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	8.0		5.0	8.0	
Minimum Split (s)	9.5	21.0		9.5	21.0		9.5	14.0		9.5	14.0	
Total Split (s)	15.0	72.0		20.0	77.0		15.0	37.0		21.0	43.0	
Total Split (%)	10.0%	48.0%		13.3%	51.3%		10.0%	24.7%		14.0%	28.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	9.8	87.2		6.5	77.7		38.2	25.0		48.5	31.8	
Actuated g/C Ratio	0.07	0.58		0.04	0.52		0.25	0.17		0.32	0.21	
v/c Ratio	0.63	0.46		0.14	0.91		0.34	0.27		0.85	0.43	
Control Delay	91.8	14.1		72.6	40.2		38.3	18.6		62.7	12.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	91.8	14.1		72.6	40.2		38.3	18.6		62.7	12.1	
LOS	F	B		E	D		D	B		E	B	
Approach Delay		18.0			40.4			29.3			44.7	
Approach LOS		B			D			C			D	
Queue Length 50th (ft)	74	155		11	816		73	18		303	22	
Queue Length 95th (ft)	m97	m169		33	#971		118	68		402	92	
Internal Link Dist (ft)		650			1302			101			672	
Turn Bay Length (ft)	75			150						175		
Base Capacity (vph)	125	2945		182	2618		371	394		476	533	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.58	0.46		0.06	0.91		0.29	0.23		0.78	0.39	

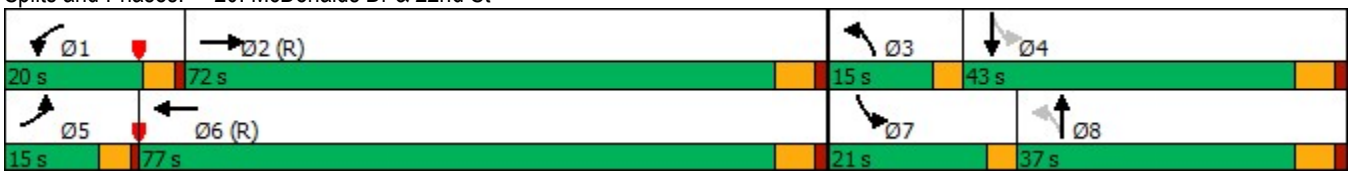
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 41 (27%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 33.5	Intersection LOS: C
Intersection Capacity Utilization 89.6%	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: 20: McDonalds Dr & 22nd St



Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	714	38	0	1158
Future Vol, veh/h	0	36	714	38	0	1158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	776	41	0	1259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	409	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	592	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	592	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	592	-
HCM Lane V/C Ratio	-	-	0.066	-
HCM Control Delay (s)	-	-	11.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	63	1	753	11	13
Future Vol, veh/h	203	63	1	753	11	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	68	1	818	12	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	289	0	1075	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	820	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1273	-	243	784
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	433	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1273	-	243	784
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	388	-	-	1273	-
HCM Lane V/C Ratio	0.067	-	-	0.001	-
HCM Control Delay (s)	14.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	203	651	8	17	103
Future Vol, veh/h	13	203	651	8	17	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	221	708	9	18	112

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	717	0	-	0	962	713
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	884	-	-	-	284	432
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	884	-	-	-	279	432
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	884	-	-	-	401
HCM Lane V/C Ratio	0.016	-	-	-	0.325
HCM Control Delay (s)	9.1	0	-	-	18.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.4

Intersection	
Int Delay, s/veh	32.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	176	281	498	161	56
Future Vol, veh/h	44	176	281	498	161	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	191	305	541	175	61

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	239	0	1295	144
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	1151	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1328	-	179	903
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	301	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1328	-	~ 138	903
Mov Cap-2 Maneuver	-	-	-	-	~ 138	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	301	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	171.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	138	903	-	-	1328	-
HCM Lane V/C Ratio	1.268	0.067	-	-	0.23	-
HCM Control Delay (s)	227.5	9.3	-	-	8.5	-
HCM Lane LOS	F	A	-	-	A	-
HCM 95th %tile Q(veh)	10.7	0.2	-	-	0.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

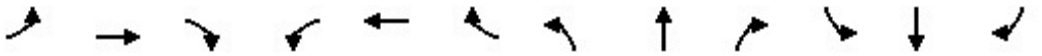
Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	12	19	701	78	25
Future Vol, veh/h	88	12	19	701	78	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	13	21	762	85	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	907	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	804	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	306	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1481	-	298	952
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	440	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	358	-	-	1481	-
HCM Lane V/C Ratio	0.313	-	-	0.014	-
HCM Control Delay (s)	19.6	-	-	7.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	923	427	880	1064	411	211	157	108	291	538	329
Future Volume (vph)	184	923	427	880	1064	411	211	157	108	291	538	329
Satd. Flow (prot)	3433	5353	1583	3433	5353	1583	1770	1749	0	1770	3337	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5353	1583	3433	5353	1583	1770	1749	0	1770	3337	0
Satd. Flow (RTOR)			87			214		20			82	
Lane Group Flow (vph)	200	1003	464	957	1157	447	229	288	0	316	943	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	5	2	8	1	6	7	8	8		7	7	
Permitted Phases			2			6						
Detector Phase	5	2	2	1	6	6	8	8		7	7	
Switch Phase												
Minimum Initial (s)	2.5	15.0	8.0	2.5	15.0	8.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	21.0	14.0	7.0	21.0	14.0	14.0	14.0		14.0	14.0	
Total Split (s)	24.0	34.0	30.0	44.0	54.0	42.0	30.0	30.0		42.0	42.0	
Total Split (%)	16.0%	22.7%	20.0%	29.3%	36.0%	28.0%	20.0%	20.0%		28.0%	28.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Act Effct Green (s)	14.0	28.0	52.0	39.5	53.5	95.5	24.0	24.0		36.0	36.0	
Actuated g/C Ratio	0.09	0.19	0.35	0.26	0.36	0.64	0.16	0.16		0.24	0.24	
v/c Ratio	0.62	1.00	0.77	1.06	0.61	0.41	0.81	0.97		0.75	1.09	
Control Delay	73.9	89.5	27.1	108.2	35.8	0.6	82.5	103.3		64.8	106.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.9	89.5	27.1	108.2	35.8	0.6	82.5	103.3		64.8	106.7	
LOS	E	F	C	F	D	A	F	F		E	F	
Approach Delay		70.3			56.7			94.1			96.2	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	98	~365	158	~516	210	0	219	266		288	~513	
Queue Length 95th (ft)	139	#469	228	m#605	m253	m1	#354	#461		404	#651	
Internal Link Dist (ft)		893			650			391			398	
Turn Bay Length (ft)	250		300	250		150	200					
Base Capacity (vph)	446	999	605	904	1908	1085	283	296		424	863	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.45	1.00	0.77	1.06	0.61	0.41	0.81	0.97		0.75	1.09	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 72.0	Intersection LOS: E
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Spring Rd & 22nd St

Intersection	
Intersection Delay, s/veh	21.9
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	176	281	498	161	56
Future Vol, veh/h	44	176	281	498	161	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	191	305	541	175	61
Number of Lanes	1	0	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12	27	13.5
HCM LOS	B	D	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	0%	20%	0%	100%
Vol Right, %	0%	100%	80%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	56	220	281	498
LT Vol	161	0	0	281	0
Through Vol	0	0	44	0	498
RT Vol	0	56	176	0	0
Lane Flow Rate	175	61	239	305	541
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.368	0.107	0.374	0.527	0.858
Departure Headway (Hd)	7.572	6.351	5.628	6.211	5.706
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	476	564	638	580	633
Service Time	5.313	4.092	3.66	3.939	3.434
HCM Lane V/C Ratio	0.368	0.108	0.375	0.526	0.855
HCM Control Delay	14.7	9.9	12	15.7	33.4
HCM Lane LOS	B	A	B	C	D
HCM 95th-tile Q	1.7	0.4	1.7	3.1	9.7