Meeting Held Electronically



COMMITTEE OF THE WHOLE MEETING MONDAY, JULY 19, 2021

(Immediately following the Village Board Meeting)

AGENDA

CALL TO ORDER

ROLL CALL

AUDIENCE COMMENTS

TRUSTEE COMMENTS

DISCUSSION

- Petition 21-06: Orchard Commons
- Petition 21-07: Oberweis Warehouse
- Body Worn Camera Purchase

EXECUTIVE SESSION

ADJOURN

Initials: SB

VILLAGE OF NORTH AURORA BOARD REPORT

TO: VILLAGE PRESIDENT & BOARD OF TRUSTEES

CC: STEVE BOSCO, VILLAGE ADMINISTRATOR

FROM: MIKE TOTH, COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR

SUBJECT: PETITION 21-06: ORCHARD COMMONS PUD AMENDMENT

AGENDA: JULY 19, 2021 COMMITTEE OF THE WHOLE MEETING

DISCUSSION

The subject properties are located in the B-2 General Business District and have already been granted a special use for a general commercial planned unit development, known as the Orchard Commons Planned Unit Development, approved by the Village Board in 2007.

The petitioner is proposing to subdivide Lots 1 & 2 in order to create four individual lots and develop each lot with either a restaurant (with drive-through facility) or a retail shop. The petitioner has submitted two separate plan sets, the only difference being site plan flexibility on the proposed Lot 2. "Option A" includes a restaurant with a drive-through facility and "Option B" includes retail shops on the proposed Lot 2.

A public hearing was conducted on this item before the Plan Commission at their July 6, 2021 meeting. The Plan Commission was generally supportive of the proposed development, but did raise a few concerns:

- East building elevations. The business entrances are oriented towards the parking lots; as such, the businesses do not face Orchard Road. The Plan Commission made comments about the appearance of the east building elevations, as they would appear from Orchard Road. The Plan Commission specifically mentioned 'Building 4' as the roof access ladder was shown on the eastern building elevation. The Plan Commission added a condition that architectural enhancements be made to the east building elevations. The petitioner has since made modifications to the east building elevations, which are included in the updated plan set, and will be presented to the Village Board.
- Landscaping near Madison Street. Certain Plan Commission members raised concern about the landscaping adjacent to each business entrance on Madison Street causing visibility issues. The Plan Commission added a condition that only low growth vegetation be used adjacent to the property entrances along Madison Street.
- Reduced parking lot aisle width. Two-way parking lot drive aisles are required to be at least 24' feet in width. The proposed two-way drive aisle within the southern parking lot areas on Lots 3 & 4 were depicted as 22' in width. According to the Plan Commission, the reduced drive aisle with could create conflicts and hazards in those areas. While they did not include this as a condition, they did ask that staff work with the petitioner, who has since modified the plan to increase the drive aisle within the southern parking lot areas on Lots 3 & 4 to 23' in width.

The Plan Commission unanimously recommended approval of Petition #21-06 subject to staff's conditions and their two added conditions. Staff would like to take this opportunity to solicit feedback from the Village Board on Petition #21-06.

STAFF REPORT TO THE VILLAGE OF NORTH AURORA PLANNING COMMISSION FROM: MIKE TOTH, COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR

GENERAL INFORMATION

Meeting Date: July 6, 2021

Petition Number: #21-06

Petitioner: Orchard Commons North Aurora, LLC

Requests: 1) Special Use - Planned Unit Development Amendment with deviations to the Planned Unit Development, North Aurora Zoning Ordinance and Sign Ordinance 2) Site Plan Approval 3) Preliminary Final Plat of Subdivision

Location: Lots 1 & 2 of Orchard Commons

Parcel Number(s): 15-06-126-008 & 15-06-126-007

Current Zoning: B-2 General Business District Planned Unit Development (PUD)

Contiguous Zoning: North: B-2 General Business District PUD, South: B-2 General Business District PUD/F – Farming (Unincorporated Kane County)/, East: B-2 General Business District PUD, West: B-2 General Business District PUD

Comprehensive Plan Designation: 'Regional Commercial'

BACKGROUND

The subject properties are located in the B-2 General Business District and have already been granted a special use for a general commercial planned unit development, known as the Orchard Commons Planned Unit Development, approved by the Village Board in 2007. The PUD was later amended in 2015 to allow a Brewpub on Lot 4 (Hardware Restaurant), Agriculture (Hardware Hop Farm) on Lot 8 and Microbrewery on Lot 3. In 2020 the Orchard Commons PUD was again amended to accommodate the development of a restaurant on Lot 3 (Fortunato Restaurant) and to allow the eventual development of a Microbrewery on Lot 8.

The petitioner is proposing to subdivide Lots 1 & 2 in order to create four individual lots and develop each lot with either a restaurant (with drive-through facility) or a retail shop. The petitioner has submitted two separate plan sets, the only difference being site plan flexibility on the proposed Lot 2. "Option A" includes a restaurant with a drive-through facility and "Option B" includes retail shops on the proposed Lot 2.



REQUESTED ACTIONS

Preliminary Final Plat of Subdivision

The Orchard Commons subdivision is currently comprised of eight separate lots, two of which are reserved for stormwater management. The proposed development would occur on Lots 1 & 2, consisting of 2.24 acres of land. As previously mentioned, the petitioner intends to subdivide Lots 1 & 2 in order to create four individual lots, known as the Orchard Acres Preliminary Plat of Subdivision. A final plat of subdivision will be provided at final engineering. As part of this request, preliminary final plat consideration is being requested.

Special Use -Planned Unit Development with deviations

According to the Orchard Commons Annexation Agreement, any change to the development of the property, which requires a formal amendment to the Annexation Agreement through a public hearing, shall be considered a 'major change' to the development. Major changes must be approved by the Village Board after such hearing and recommendation by the Plan Commission. The PUD Ordinance is part of the Annexation Agreement; therefore, deviations to the PUD are considered an amendment to the Annexation Agreement. Further, the original PUD was created as a special use, which requires any amendment to the PUD be conducted through the special use process.

The following table depicts the differing land uses contained in the Orchard Commons PUD, in comparison with the proposed plans:

Current Lots (Orchard Commons)	Proposed Lots (Orchard Acres)	Approved PUD Plan	Current Land Use	Proposed Land Use	Proposed Zoning Use Status
Lot 1	Lot 1	Bank	Vacant	Retail, Indoor	Permitted Use
	Lot 2	cc cc	Vacant	Option A: Restaurant with Drive-Through Facility Option B: Retail, Indoor	Permitted Uses
Lot 2	Lot 3	Retail Shops	Vacant	Restaurant with Drive-Through Facility	Permitted Use
	Lot 4	cc cc	Vacant	Coffee Shop/Restaurant with Drive- Through Facility	Permitted Use

Table 1.1

Staff reviewed the yard and bulk regulations of the B-2 General Business District and underlying PUD and determined the following deviations would be required:

Staff Report Petition #21-06 Page 3 of 4

Drive Aisle Width Minimum (Zoning Ordinance)

Per Chapter 13.8 'Design of off-street parking spaces', of the Zoning Ordinance, two-way traffic aisles are required to be at least 24' feet in width. According to the submitted plans, the proposed two-way drive aisle within the southern parking lot areas on Lots 3 & 4 would be 22' in width.

Monument Signage

Per the Orchard Commons PUD: a monument sign, not to exceed 6 feet in height, 9 feet 8 inches in width, and a sign area of 24 square feet on each sign face, for the benefit of the occupant of each commercial lot is approved and permitted on each separate commercial lot.

According to the petitioner: Each lot in Option A has a proposed monument sign with a 3' masonry base and an 8' x 8' signage panel. The panel is set to be a singular tenant panel but in the case of a multi-tenant building the cabinet can be modified to adjust for a multi-tenant scenario. There is also an additional monument sign at the entrance to the development at the corner of Oak Street and Madison Street as well as an additional monument sign at the entrance of Lot 3. In Option B, each Lot with the exception of Lot 2 will have a monument sign as it states above. All building façade signage will be done by Tenants.

Staff has added a condition that requires the monument signage on Madison Street to not exceed the size requirements governed by the PUD -- 6 feet in height, 9 feet 8 inches in width, and a sign area of 24 square feet on each sign face.

Site Plan Approval

Per the Orchard Commons PUD, prior to development of any one or more lots a final site plan shall be approved by the Village Administrator and Plan Commission without the need for a public hearing. The standards for review and approval of final site plans shall be limited to the following:

Compliance: Final site plan is in compliance with the terms of this PUD Ordinance and the Annexation Agreement.

Circulation: The traffic circulation for the one or more lots is deemed adequate for the use contemplated for such one or more lots and is in harmony with the traffic circulation needs for the larger development.

Pedestrian Pathways: Pedestrian pathways within such lots are approved as adequate for the use contemplated for such one or more lots and is in harmony with the pedestrian needs for the larger development. Sidewalks shall be required on one side only of the private drive and an eight (8) foot wide concrete sidewalk be required along the Oak Street frontage. No sidewalk shall be required along Tanner, Orchard or Deerpath frontages.

Site Plan Engineering: The final engineering for the area to be developed is in substantial compliance with the Final Subdivision Engineering and is approved by the Village Engineer.

Signage: Any signage other than signage permitted by Paragraph 21 herein and other than signage on buildings as permitted by Village ordinance shall require approval as part of the Final Site Plan.

Staff Report Petition #21-06 Page 4 of 4

FINDINGS

The Department of Community Development finds that the information presented **meets** the Standards for Specials Uses. The proposed site plans meet the Orchard Commons Site Plan Review Standards and the Orchard Commons Development PUD Ordinance, as amended. Based on the above considerations, Staff recommends the Plan Commission make the following motion recommending **approval** of Petition #21-06, subject to the following conditions:

- 1. An eight (8) foot sidewalk/bike path shall be installed along Oak Street, as depicted on the Preliminary Plan, and connect to the sidewalk located on the west side of Madison Street.
- 2. Cross access easement rights shall be established between Lots 1, 2, 3 & 4 of the Orchard Acres Subdivision to ensure shared parking and access in perpetuity.
- 3. Cross access easement rights shall be established between Lots 1 and 2 of the Orchard Acres Subdivision to ensure shared parking and access in perpetuity.
- 4. A photometric plan shall be submitted and approved by the Village prior to building permit issuance.
- 5. Parking spaces are not a permitted use of yard; as such, the easternmost parking space on Lot 1 shall be removed from the plan.
- 6. The proposed monument signage on Madison Street shall not exceed the size requirements governed by the PUD -- 6 feet in height, 9 feet 8 inches in width, and a sign area of 24 square feet on each sign face.

APPLICATION FOR SPECIAL USE

	AGE OF NORTH AUI	RORA	PETITION NO	21-06
25 Ea	l of Trustees st State Street		FILE NAME of	CHARD COMMONS LOTS 1 \$2
North	Aurora, IL 60542		DATE STAMP	RECEIVED
I.	APPLICANT AND			APR 2 9 2021 VILLAGE OF NORTH AURORA
	Name of Applicant	Orchard Commons		
	Applicant Address	226 N. Morgan Stree	t Suite 300, Chicago	, IL 60607
	Applicant Telephone			
	Email Address k.wa	rd@vequity.com/ c.	ilekis@vequity.com	1
II.	Owner Address Owner Telephone # ADDRESS, USE AN	ND ZONING OF PRO	OPERTY	
	Address of Property	Northwest Corner o		
	Legal Description:	(Indicate loca	tion if no common a	
	Parcel Size SEE AT	TTACHED SHEET		44
	Present Use LAND	(business, manu	ıfacturing, residential, etc	c.)
	Present Zoning Distri	ict B-2 GENERAL (Zoning Ordina	BUSINESS DISTR	ICT

III. PROPOSED SPECIAL USE

Proposed Special Use	
	(Zoning Ordinance Classification)
Code Section that authorizes Spec	cial Use
Has the present applicant previou	sly sought to rezone or request a special use for the property or
any part thereof? No	
If so, when?	to what district?
Describe briefly the type of use an	ad improvement proposed
This project consists of four lo	ots, Lot 1 will be a retail building, Lot 2 is set to be a retail
/restaurant with drive thru, Lo	t 3 and 4 are set to be a restaurant with a drive thru
•	perty within the general area of the Property in question? al area of the property are most generally vacant land. On
the adjacent corner there is a	PNC Bank and an Affordable Dentures and Impants. Further Nor
of the site there is a Gastropul	b and brewery.
To the best of your knowledge, ca	an you affirm that there is a need for the special use at the
Yes, according to Section 8.2	of North Aurora's code the following are
required uses for Special Use	Permit in Zoning District B-3; Drive Thru Facility

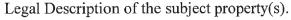
- 1. The proposed special use is, in fact, a special use authorized in the zoning district in which the property is located.
- 2. The proposed special use is deemed necessary for the public convenience at that location.
- 3. The proposed special use does not create excessive additional impacts at public expense for public facilities and services, and will be beneficial to the economic welfare of the community.
- 4. The proposed use is in conformance with the goals and policies of the Comprehensive Plan, and all Village codes and regulations.

- 5. The proposed special use will be designed, located, operated, and maintained so as to be harmonious and compatible in use and appearance with the existing or intended character of the general vicinity.
- 6. The proposed special use will not significantly diminish the safety, use, enjoyment, and value of other property in the neighborhood in which it is located.
- 7. The proposed special use is compatible with development on adjacent or neighboring property.
- 8. The proposed special use minimizes potentially dangerous traffic movements, and provides adequate and safe access to the site.
- 9. The proposed special use provides the required number of parking spaces and maintains parking areas, in accordance with the requirements of this Ordinance.
- 10. The proposed special use is served by adequate utilities, drainage, road access, public safety, and other necessary facilities.
- 11. The proposed special use conforms with the requirements of this Ordinance and other applicable regulations.

IV CHECKLIST FOR ATTACHMENTS

The following items are attached here to and made a part hereof:

1. Introduction Letter. Please include information relevant to the proposed use of the property and business operations (hours of operation, number of employees, etc.).



Illinois Land Surveyor's plat of survey.

Site Plan illustrating all existing and proposed improvements.

Statement and supporting data regarding Standards for Special Uses (above).

Filing fee in the amount of \$300.00, if paid by check make payable to the Village of North Aurora.

Specified escrow deposit (\$4,000 minimum). May be included with filing fee. Remaining funds refundable upon project completion.

- 8. Visit the Illinois Department of Natural Resources' website www.dnr.state.il.us and initiate a consultation using DNR's EcoCat online application.
- 9. Visit the Kane DuPage Soil and Water Conservation District's website www.kanedupageswcd.org for a Land Use Opinion Application

The Applicant authorizes the Village of North Aurora representatives to enter on to the property to make inspection during the hearing process.

The Applicant is responsible for publishing a legal notice in the newspaper, sending United States mail notices to properties within 250 feet, and posting a sign on the property advertising the public hearing. These shall be in accordance with village Ordinances at the times decided by the Village of North Aurora.

The undersigned hereby agrees to reimburse the Village for all costs of court reporter fees for attendance at and transcript of hearing(s) and other professional service fees for services rendered in connection with this application as defined in Appendix B of the North Aurora Zoning Ordinance. Such reimbursement shall be made promptly upon receipt of invoices from the Village, whether or not this application for special use is approved.

I (we) certify that all of the above statements and the statements contained in any documents submitted herewith are true to the best of my (our) knowledge and belief.

Applicant or Authorized Agent	Jumas Nummura
Applicant or Authorized Agent	Date
Owner	Date



AMERICAN EAGLE BANK

556 RANDALL ROAD * SOUTH ELGIN, IL 60177 2255 N. WESTERN AVE. * CHICAGO, IL 60647 847-742-7400 * Fax: 847-742-7824 773-328-2350 * Fax 773-328-2390 Website: www.amEbank.com

April 13, 2021

Village of North Aurora 25 East State Street North Aurora, IL 60542

To Whom It May Concern,

American Eagle Bank, as owner of Lot 1 of Orchard Commons, hereby gives authority to Vequity and all affiliated parties the right to apply for a Special Use Permit.

Thank you,

Barry Kreczmer
President & CCHB





Village of North Aurora 25 East State Street North Aurora, IL 60542

To Whom It May Concern,

Orchard Plaza, LLC, as owner of Lot 2 of Orchard Commons, hereby gives authority to Vequity and all affiliated parties the right to apply for a Special Use Permit.

Thank you,

Romanu Pl

MANNGONZ

STATE OF ILLINOIS)) SS	
COUNTY OF KANE)	
I, Kim Wood and say that I am trust officer of Orchard Combeneficiaries of the LLC	being first duly sworn on oath depose muns from and that the following are all of the
Chnopper Helis Andrew Cohen	
)	TRUST OFFICER
SUBSCRIBED AND SWORN TO Before me this 29th day of Apr	, 20 21.
A Notary Public in and for such County	OFFICIAL SEAL MOLLY CATHCART NOTARY PUBLIC - STATE OF ILLINOIS MY COMMISSION EXPIRES:10/31/21

Following are the names and addresses of all property owners within 250 feet of the property in questions for which the special use being is being requested.

TAX PARCEL NO.	PROPERTY OWNER	MAILING ADDRESS
15-06-155-011 15-06-127-001 15-06-120-061 15-06-126-03 15-06-126-002	NATIONAL CITY BANK Continental 344 Fund Thomas Tanner SPECWary UC " " Landware UC	130 S. Jeffleron St. Suit 300 Chicagoile bould Menomonee W134NBUTT Executive PKWy. Falls WI BOHT VAN EMMON YORKUILE LL WOSED 1033 Forest Tri Sugar Grove IL WOSEY " 1033 Forest Tri Sugar Grove
-		
		<u></u>
(1	
I, Kim Ward above statements and the correct. Applicant Signature	, being first duly statements contained in any papers	sworn on oath certifies that all of the or plans submitted herewith are true and 2/29/121 Date
SUBSCRIBED AND SW		
Before me this 22th	day of April, 2	2021
Notary Public	MOLLY NOTARY PUBLIC	CIAL SEAL CATHCART C-STATE OF ILLINOIS ON EXPIRES:10/31/21

Parcel 1:

Lot C-2SA in the subdivision of Lot C-2S in Parcel C-2 in Louis Joliet Mall, Recorded as Document Number R88-49116 dated October 13, 1988, being a subdivision of part of the East 1/2 of Section 26 and part of the West 1/2 of Section 25, all in Township 36 North, Range 9 East of the Third Principal Meridian, in Will County, Illinois.

Note: The land can also be described as follows:

That part of the East 1/2 of Section 26 and part of the West 1/2 of Section 25, all in Township 36 North, Range 9 East of the Third Principal Meridian, more particularly described as follows: Commencing at the part of intersection of the Northwesterly right of way line of Tonti Drive with the Northeasterly right of way line of Colorado Avenue as recorded on June 7, 1983 per Document Number R83-15542; thence along said Northeasterly right of way line of Colorado Avenue. The following 2 courses: (1) South 89°38'16" West a distance of 13.84 feet to a point; (2) North 44°09'45" West a distance of 171.16 feet to the point of beginning; thence North 44°09'45" West, continuing along said Northeasterly right of way line of Colorado Avenue a distance of 202.18 feet to a point; thence North 43°27'31" East a distance of 274.95 feet to a point on the Southwesterly right of way line of Route 30 (also known as Plainfield Road); thence South 46°32'29" East, along said right of way line of Route 30, a distance of 202.00 feet to a point; thence South 43°27'31" West a distance of 283.35 feet to the point of beginning. All in Will County, Illinois.

Parcel 2:

Easement for detention pond benefits, in favor of Parcel 1, as created by Detention Pond Agreement dated July 26, 1985 and recorded July 31, 1985 as Document Number R85-24384, by and between American National Bank and Trust Company of Chicago, Trust Number 39344 and Homart Development Co.



www.vequity.com 312.985.0976 April 13, 2021

RE: Northwest Corner of Oak & Orchard, North Aurora – Special Use Permit Application

Property Owner: Lot 1

American Eagle Bank 1111 East Wacker Drive, Suite 2800 Chicago, IL 60601 312.4027

Legal Description: Lot 1

LOT 1 IN THE FINAL PLAT OF ORCHARD COMMONS BEING A SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 6, 2007 AS DOCUMENT 2007K081978, IN KANE COUNTY, ILLINOIS

Parcel Size: Lot 1

39,720 SF

Property Owner: Lot 2

Orchard Plaza, LLC 1051 Kettle Avenue #200 North Aurora, IL 60542

Legal Description: Lot 2

LOT 2 IN FINAL PLAT OF ORCHARD COMMONS, BEING PART OF THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN AURORA TOWNSHIP, KANE COUNTY, ILLINOIS, RECORDED AUGST 6, 2007 AS DOCUMENT 2007K081978

Parcel Size: Lot 2

46,229 SF





VEQUITY

226 N MORGAN STREET

SUITE 300

CHICAGO, 1L 60607

www.vequity.com

SPECIAL USE STANDARDS:

- 1) THE PROPOSED SPECIAL USE IS, IN FACT, A SPECIAL USE AUTHORIZED IN THE ZONING DISTRICT IN WHICH THE PROPERTY IS LOCATED.
 - a. According to Section 8.2 of North Aurora's Zoning Code the following uses are authorized as Special Uses in Zoning District B-3: Drive-Through Facility.
- 2) THE PROPOSED SPECIAL USE IS DEEMED NECESSARY FOR THE PUBLIC CONVEIENCE AT THAT LOCATION.
 - a. The proposed plan is deemed necessary for the public convenience at this location. Petitioner is requesting special use for a drive through on three of the lots.
- 3) THE PROPOSED SPECIAL USE DOES NOT CREATE EXCESSIVE ADDDITIONAL IMPACTS AT THE PUBLIC EXPENSE FOR PUBLIC FACILITIES AND SERVICES AND WILL BE BENEFICIAL TO THE ECONOMIC WELFARE OF THE COMMUNITY.
 - a. The proposed plan does not create excessive additional impacts at the public expense. The proposed plan will create new opportunities for local citizens and contribute to the economic welfare of the community.
- 4) THE PROPOSED USE IS IN CONFORMANCE WITH THE GOAL AND POLICIES OF THE COMPREHENSIVE PLAN, AND ALL VILLAGE CODES AND REGULATIONS.
 - a. The proposed plan is in alignment with the goals and policies of the North Aurora Comprehensive Plan. Petitioner will be adding national tenants to a regional commercial area along Orchard Road. The petitioner will also be investing in significant infrastructure/utilities that will improve a currently vacant plot of land as well as adding in landscaping that will positively impact the character of the area.
- 5) THE PROPOSED SPECIAL USE WILL BE DESIGNED, LOCATED, OPERATED. AND MAINTAINED SO AS TO BE HARMONIOUS AND COMPATIBLE IN USE AND APPEARS WITH THE EXISTING OR INTENDED CHARACTER OF THE GENERAL VICINITY.
 - a. The proposed plan will allow the petitioner to develop a currently vacant stretch of land that will in turn enhance the northwest corner of Oak and Orchard. The proposed development will contribute to the general welfare of the area as the petitioner will further invest in this property and will make the retail center harmonious and compatible in use and appearance as the intended character of the general vicinity.
- 6) THE PROPOSED SPECIAL USE WILL NTO SIGNIFICANTLY DIMISH THE SAFETY, USE, ENJOYMENTS, AND VALUE OF OTHER PROPERTY IN THE NEIGHBORHOOD IN WHICH IT IS LOCATED.





VEQUITY

226 N MORGAN STREET

SUITE 300

CHICAGO, IL 60607

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- a. The proposed plan will allow the petitioner to develop a vacant piece of land that will in turn enhance the enjoyment and safety of the northwest corner of Oak and Orchard. The proposed development will provide new services to local residents, businesses, and visitors. The proposed uses are in the interest of the public convenience and will contribute to the general welfare of the area as the petition will further invest in this property.
- 7) THE PROPOSED SPECIAL USE IS COMPATIBLE WITH DEVELOPMENT ON ADJACENT OR NEIGHBORING PROPERTY.
 - a. The proposed plan is compatible with the development on adjacent or neighboring properties as all are within the B-3 Zoning District.
- 8) THE PROPOSED SPECIAL USE MINIMIZES POTENTIALLY DANGEROUS TRAFFIC MOVEMENTS AND PROVIDES ADEQUATE AND SAFE ACCESS TO THE SITE.
 - a. The proposed plan minimizes traffic movements by having all vehicular traffic enter and exit onto an access road vs. a main thoroughfare in Orchard Road. This access plan will maintain safe access across the entire site.
- 9) THE PROPOSED SPECIAL USE PROVIDES THE REQUIRED NUMBER OF PARKING SPACES AND MAINTAINS PARKING AREAS, IN ACCORDANCE WITH THE REQUIREMENTS OF THIS ORDINANCE.
 - a. The proposed plan meets all parking space and maintains parking space requirements. The current parking calculations for this building are set out below. As you can see this plan provides a surplus of 29 parking spaces.

OPTION A

	PARKI	NG CALCUL	ATION	
TENANT	OCCUPANCY	AREA	PARKING/SF	PARKING REQUIRED
BLDG 1	RETAIL	4,250	2/1000 SF	9
BLDG 2	RESTAURANT	±1020 SF SEATING AREA	1 per 60 sf of public seating area including outdoor area	17
BŁDG 3	RESTAURANT	±960 SF SEATING AREA	1 per 60 sf of public seating area Including outdoor area	16
BLDG 4	RESTAURANT	±300 SF PATIO ±650 SF SEATING AREA	1 per 60 sf of public seating area including outdoor area	16
тот	AL BUILDING LEASE AREA		TOTAL REQUIRED	58
			TOTAL PROVIDED	87
	90 Degree		SURPLUS/(DEFICIT)	29





OPTION B

VEQUITY

226 N MORGAN STREET SUITE 300 CHICAGO, IL 60607

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312.985.0976

	PARKII	NG CALCULA	TION	
TENANT	OCCUPANCY	AREA	PARKING/SF	PARKING REQUIRED
BLDG 1	RETAIL	4,250	2/1000 SF	9
BLDG 2B	RETAIL	4,000	2/1000 SF	8
BLDG 3	RESTAURANT	1960 SF SEATING AREA	1 per 60 sf of public seating area including outdoor area	16
BLDG 4	RESTAURANT	±300 SF PATIO ±650 SF SEATING AREA	1 per 60 sf of public seating area induding outdoor area	16
TOT	AL BUILDING LEASE AREA		TOTAL REQUIRED	49
			TOTAL PROVIDED	89
	90 Degree		SURPLUS/(DEFICIT)	40

- 10) THE PROPOSED SPECIAL USE IS SERVED BY ADEQUATE UTILITIES, DRAINAGE, ROAD ACCESS, PUBLIC SAFETY, AND OTHER NECESSARY FACILITIES.
 - a. The proposed plan will be adequately supplied by all new utility tie-ins, drainage, road access, and all other necessary facilities.
- 11) THE PROPOSED SPECIAL USE CONFORMS WITH THE REQUIREMENTS OF THIS ORDINANCE AND OTHER APPLICABLE REGULATIONS.
 - a. The proposed plan will confirm with all requirements of this ordinance as well as all other state and county jurisdictions that are applicable to this project.





226 N MORGAN STREET SUITE 300 CHICAGO, IL 60607

www.vequity.com
312,985.0976

June 28, 2021

RE: Proposed development of the Northwest Corner of Oak + Orchard, North Aurora, IL

Introduction

Vequity is submitting two different plan options (Option A & Option B) for the proposed subdivision and development of the northwest corner of Oak and Orchard Avenue, North Aurora, IL. The alternate plans show Lot 2 with and without a drive thru which is the only difference between the plan options. These alternate options allow for future leasing flexibility of Lot 2 which we feel is imperative in attracting high quality tenancy. Vequity is proposing to subdivide the existing two parcels under the current PUD into four individual lots within the development as follows:

OPTION A:

Lot 1 is a proposed retail building on a 25,927 SF lot. The proposed building with will be approximately 4,250 SF with 25 parking spaces.

Lot 2 is a proposed 3,000 SF restaurant/retail building on a 20,518 SF lot with 17 parking spaces. The drive thru as shown can accommodate the appropriate vehicle stacking per code. Future tenancy for this parcel would be general retail, fast food or bank/financial.

Lot 3 is a proposed 2,097 SF restaurant with drive-thru on a 20,909 SF lot with 16 parking spaces. The drive-thru as shown can accommodate the appropriate vehicle stacking per code.

Lot 4 is a proposed 2,235 SF Starbucks with drive thru and 29 parking spaces. This new prototype for Starbucks drive thru is a singular drive thru with a bypass lane to allow for better circulation of vehicles within the site. The drive thru currently has a stacking plan that is able to accommodate 8+ vehicles. The Starbucks plan also includes an outdoor patio for customers which is shown at the front of the restaurant.

OPTION B

Lot 1 Option B remains the same as Lot 1 Option A

Lot 2 is a proposed +-4000 SF retail building on a 20,518 SF lot with 19 parking spaces. The only variance in this plans is that the drive thru has been eliminated for leasing purposes as it allows for flexibility in future tenancy. This building is well suited for retail, medical, restaurant, or financial related future businesses.

Lot 3 is a proposed 2,097 SF fast food or fast casual restaurant with drive-thru on a 20,909 SF lot with 16 parking spaces. The drive-thru as shown can accommodate the appropriate vehicle stacking per code.





VEQUITY

226 N MORGAN STREET

SUITE 300

CHICAGO, IL 60607

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312.985.0976

Lot 4 is a proposed 2,235 SF Starbucks with drive thru and 29 parking spaces. This new prototype for Starbucks drive thru is a singular drive thru with a bypass lane to allow for better circulation of vehicles within the site. The drive thru currently has a stacking plan that is able to accommodate 8+ vehicles. The Starbucks plan also includes an outdoor patio for customers which is shown at the front of the restaurant.

<u>Signage</u>

Each lot in Option A has a proposed monument sign with a 3' masonry base and an 8' x 8' signage panel. The panel is set to be a singular tenant panel but in the case of a multi-tenant building the cabinet can be modified to adjust for a multi-tenant scenario. There is also an additional monument sign at the entrance to the development at the corner of Oak Street and Madison Street as well as an additional monument sign at the entrance of Lot 3.

In Option B, each Lot with the exception of Lot 2 will have a monument sign as it states above.

All building façade signage will be done by Tenants.



CIVIL ENGINEERING COVER SHEET

Consulting, LLC **MORKS**



OVIL BIGHINERING COVER SHEET

DISTING CONDIDIONS AND SITE DEMOUTTON PLAN

SITE DIMENSIONAL AND PAYING PLAN - 4 LOT - OPTION A

SITE UTILITY PLAN - 4 LOT - OPTION A

SITE UTILITY PLAN - 4 LOT - OPTION A

SITE GRADING PLAN - 4 LOT - OPTION A

SITE GRADING PLAN - 4 LOT - OPTION A

SITE GRADING PLAN - 4 LOT - OPTION A

SITE GRADING PLAN - 4 LOT - OPTION A

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INDEX OF DRAWINGS

SHEET NO.



PROL MORE OF PRANT STEE DAYS OF PRIST ISSUE DATE: 05-26-2011 SCALE NIS.



PRELIMINARY SITE DEVELOPMENT PLANS



LEGEND

EXISTING

PROPOSED RETAIL DEVELOPMENT

NWC OAK STREET & ORCHARD ROAD

NORTH AURORA, IL 60542

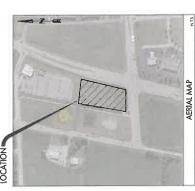


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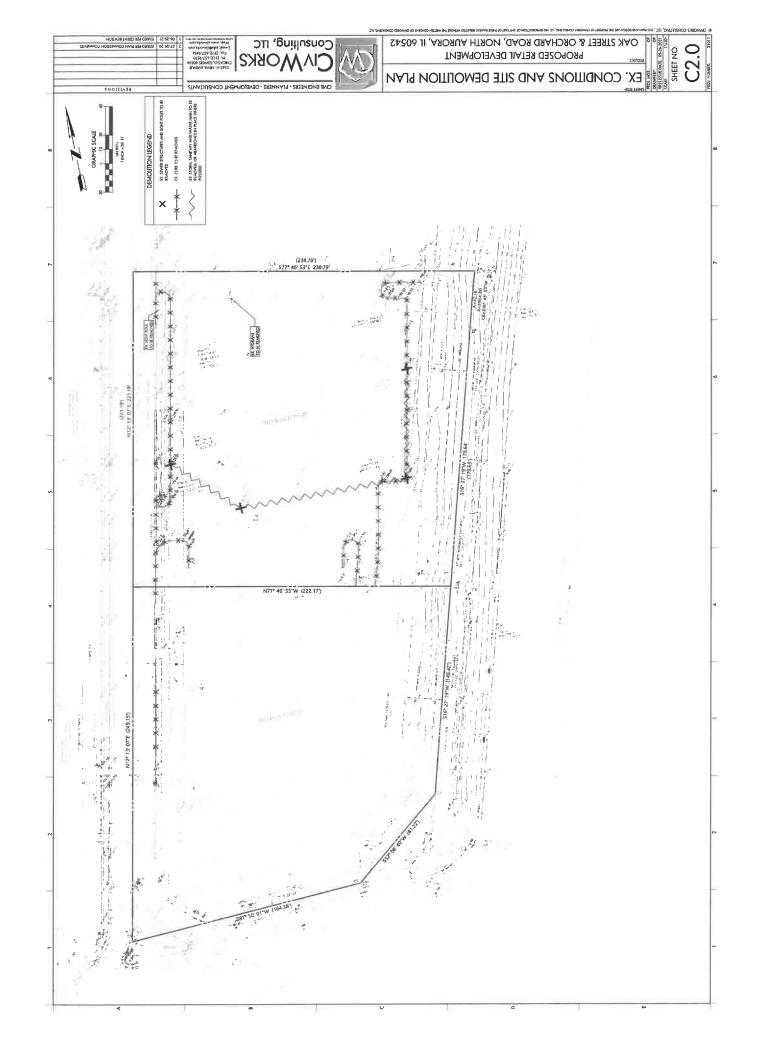
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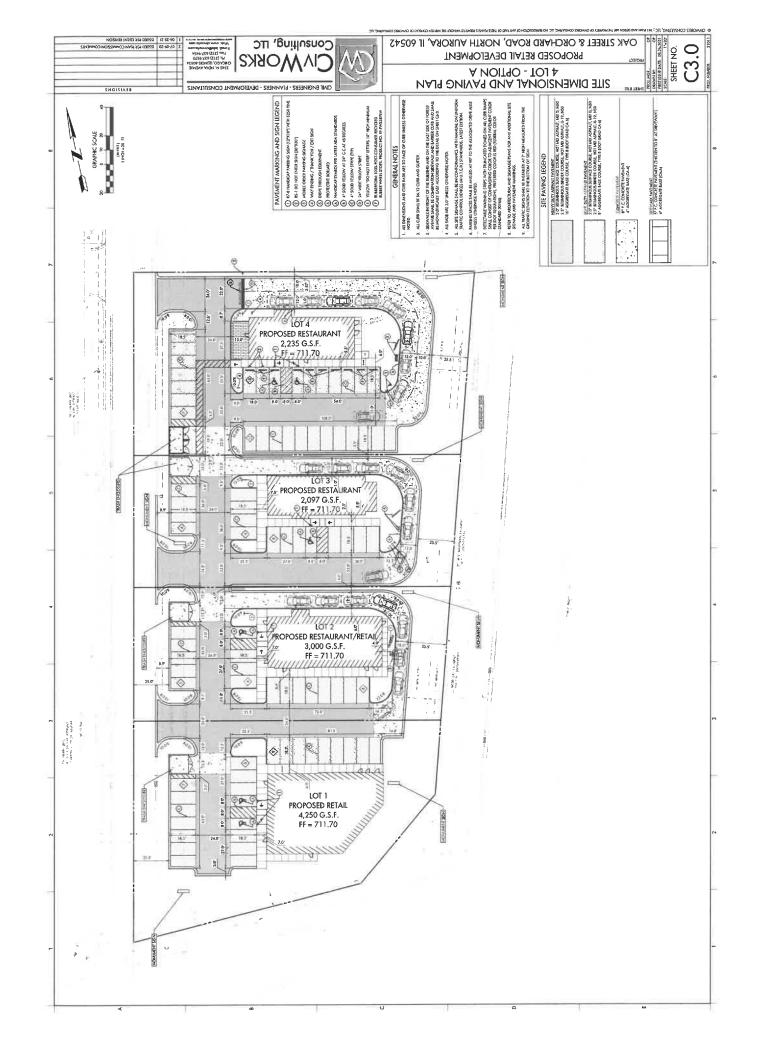
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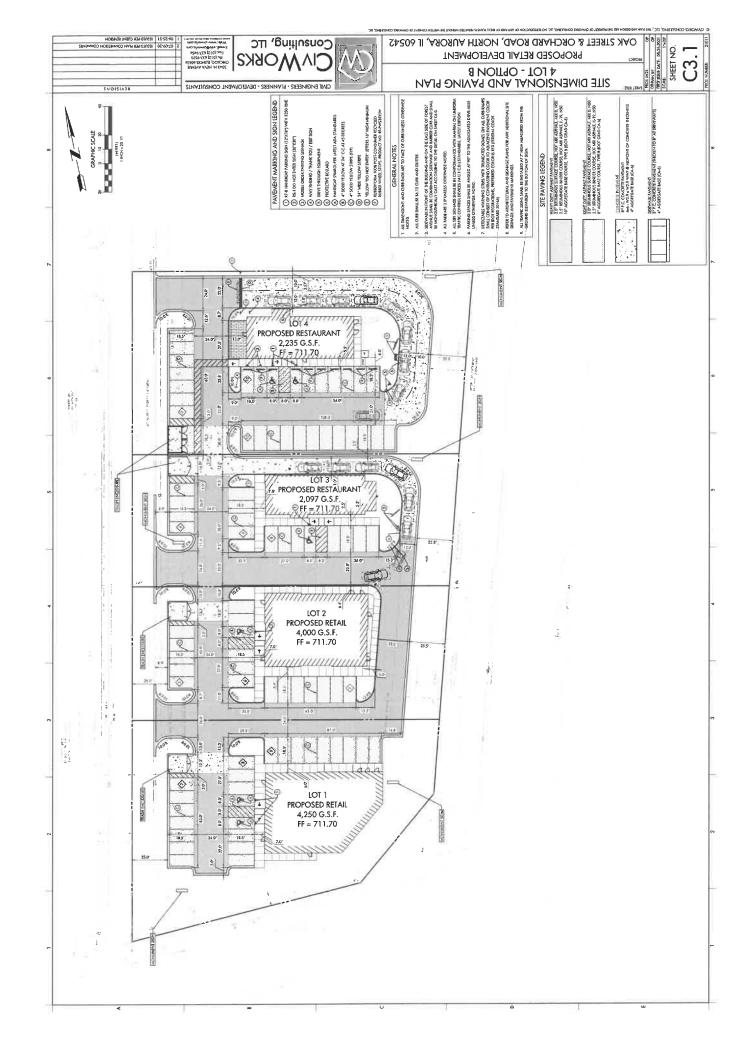
CONTACT JULIE AT 811 OR 800-892-0123

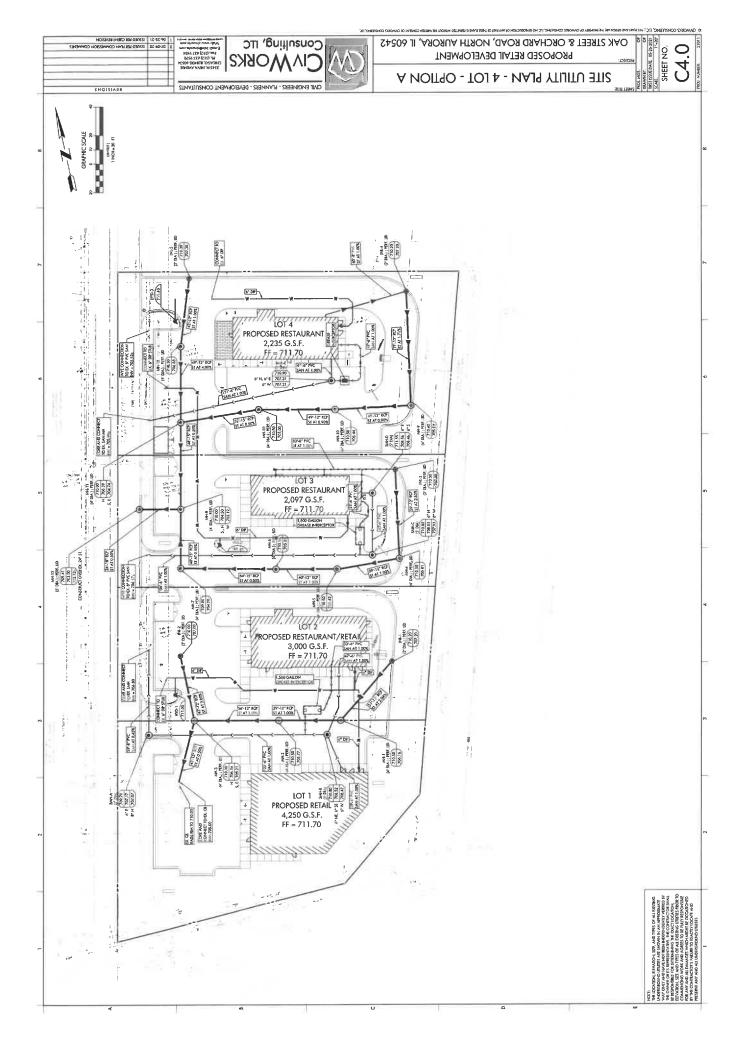
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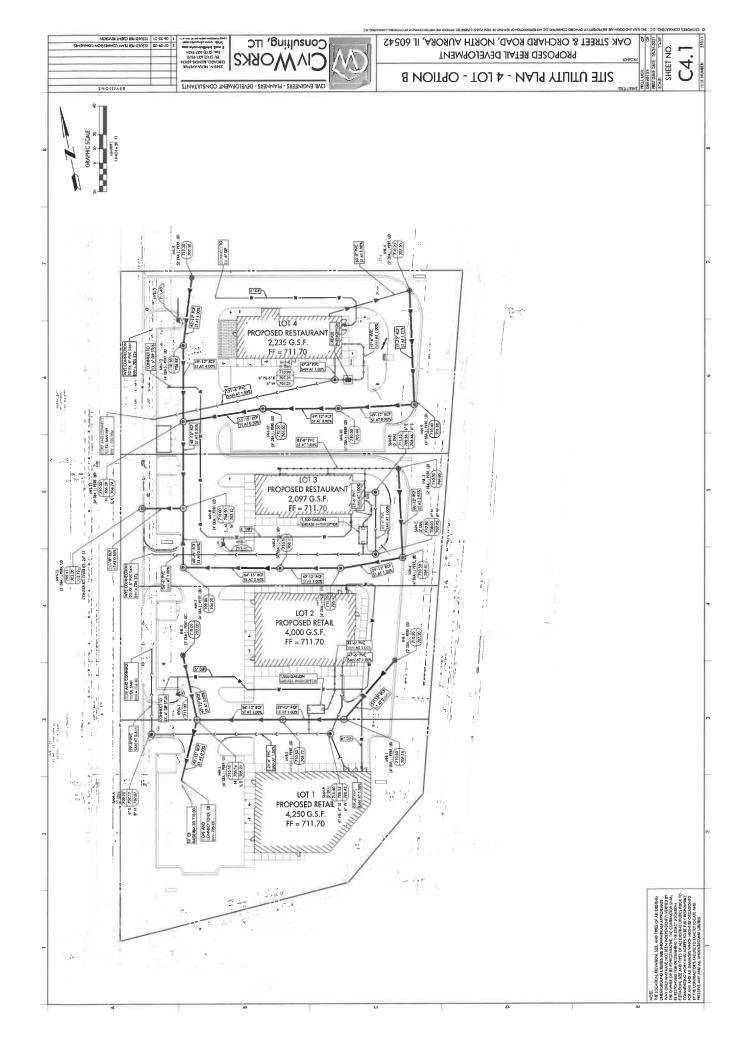
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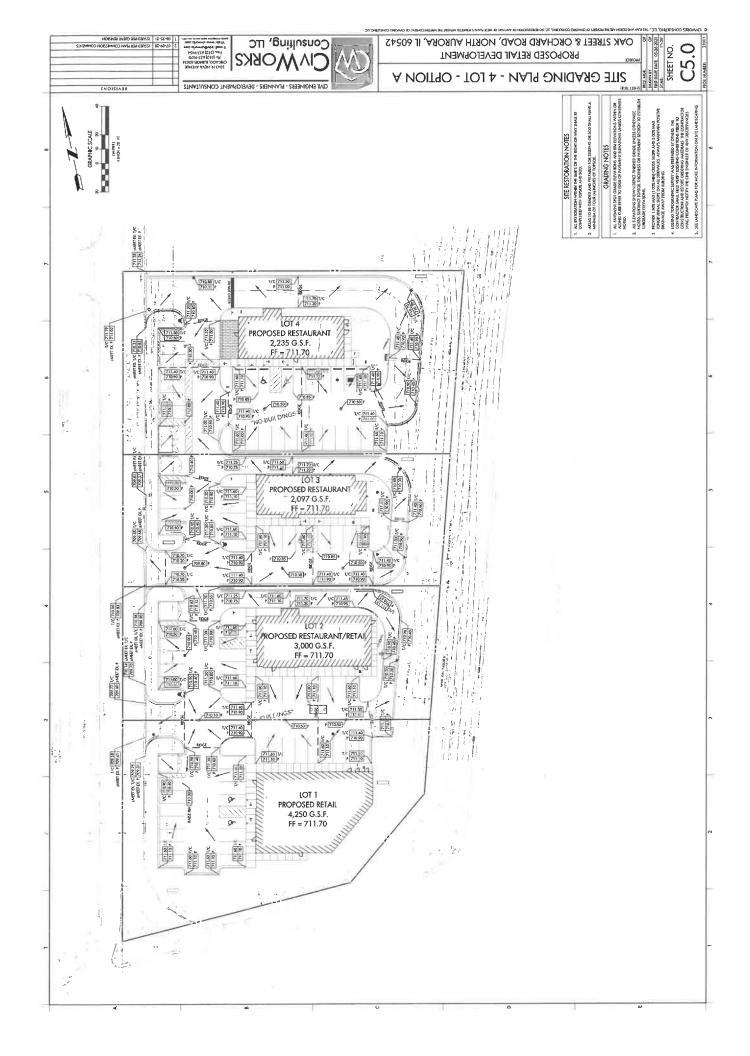


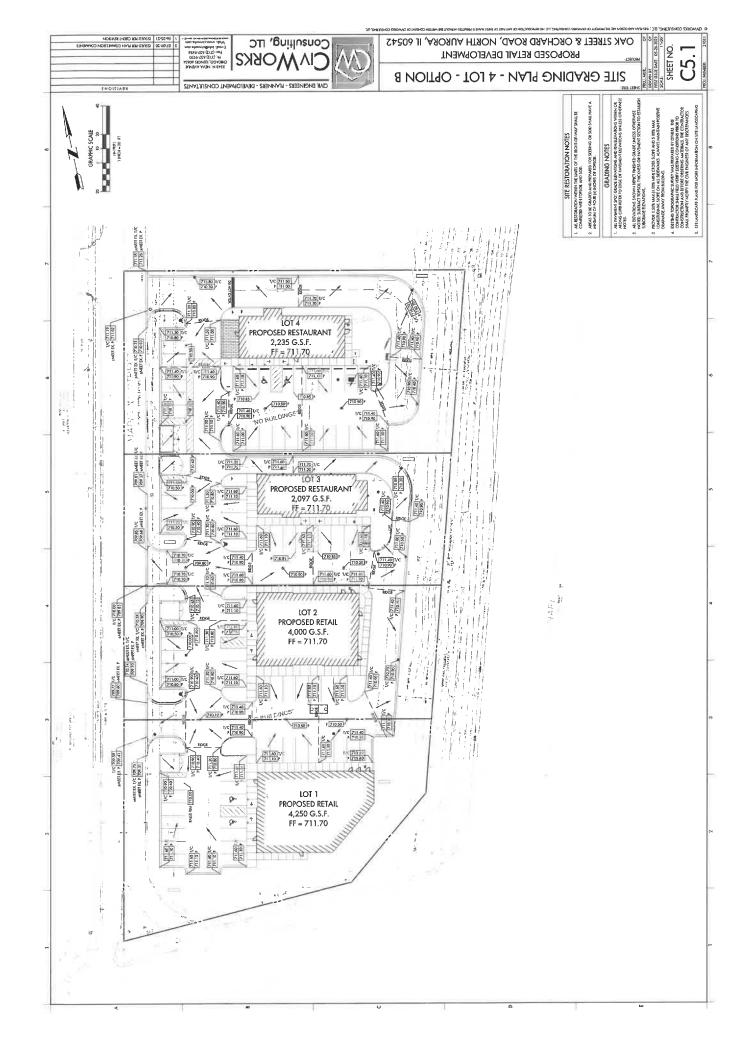












real estate, redefined. vequity

SITE DEVELOPMENT

ORCHARD RD. & OAK ST.

NORTH AURORA, IL 60542

20% PRELIMINARY DESIGN PACKAGE
OPTION A



(1) VICINITY AERIAL MAP



PROJECT KEY PLAN



SHEET INDEX

LENS ASSOCIATES
IL ENS ASSOCIATES
SUITE 1000
CALCAGO, IL 60006

wequity -

Vegutity
226 N Mangen Straut
Sucha 300
Chiesepo, IL 8060†
372.885-3987
Emai anthe@requity.com
www.vegutity.com
PROJECT TEAM.

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CODE SUMMARY

PROJECT DIRECTORY

OWNER
VEGUITY LLC
228 N MORGAN STREET
SUITE 300
CHICAGO, R. 80607
P., 312-885-0997

SEE DO(0) FOR ALL CODE REVIEW AND SLAMARIES.
 SEE OQ 01 FOR STANDARD ADA MOUNTING INFO
 SEE OQ 02 FOR GENERAL NOTES.

DIGGING NOTICE

CONTRACTOR TO VERIFY ALL LOCAL REQUIREMENTS IF DIGGING IS REQUIRED.

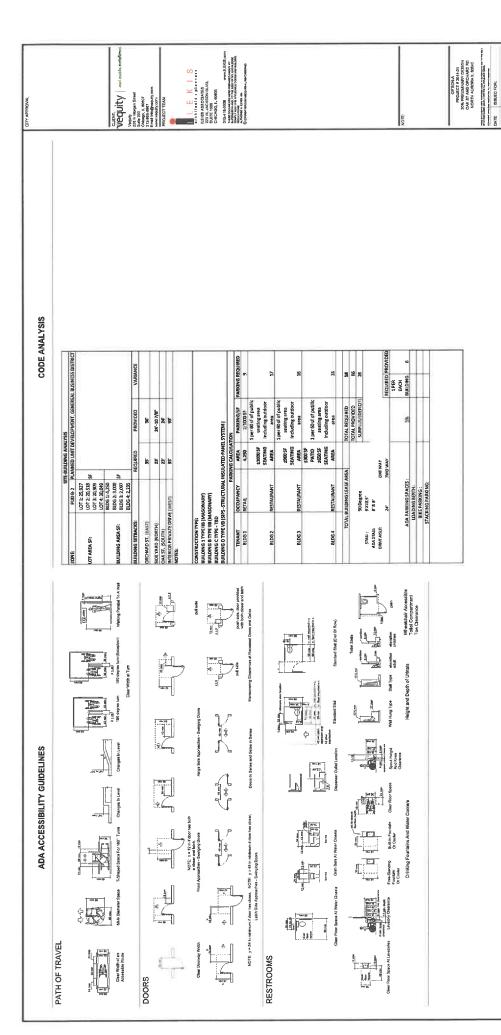
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SMTE 1988
CHICAGO, IL 80886
P. 31241 P40009

PRELIMINARY DESIGN PACKAGE

97/09/27 ISSUED PER CITY COIMMENTS 08/29/27 ISSUED PER CLIENT/CITY 08/29/27 ISSUED FOR CLIENT/CITY REVIEW

COVER SHEET, DRAWING INDEX & PROJECT INFO

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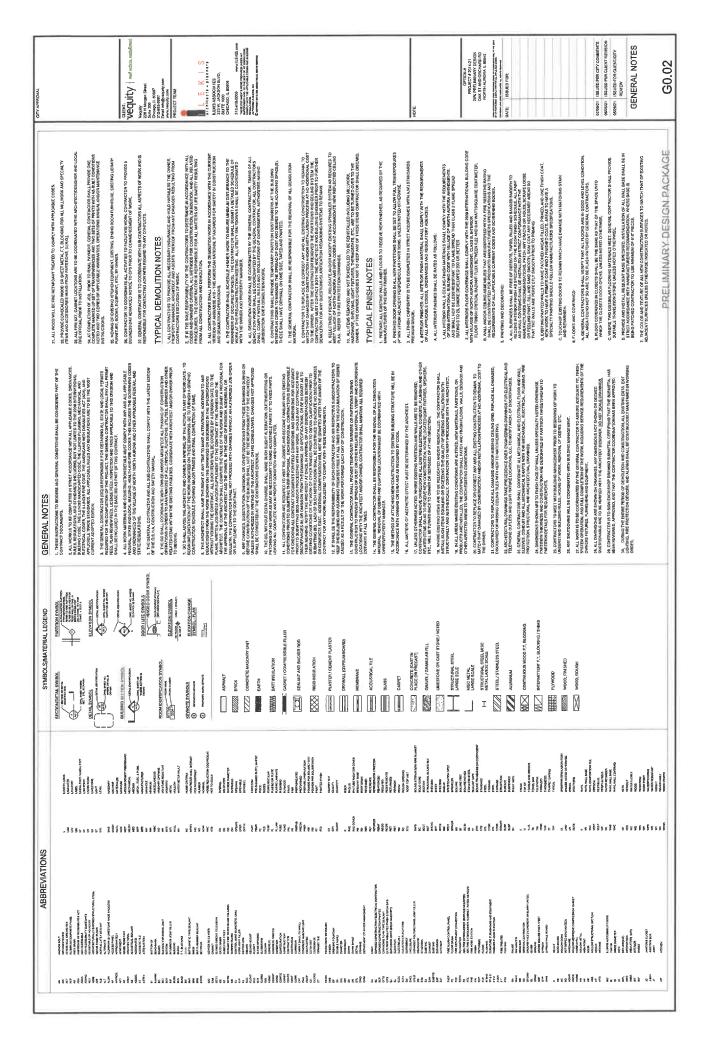


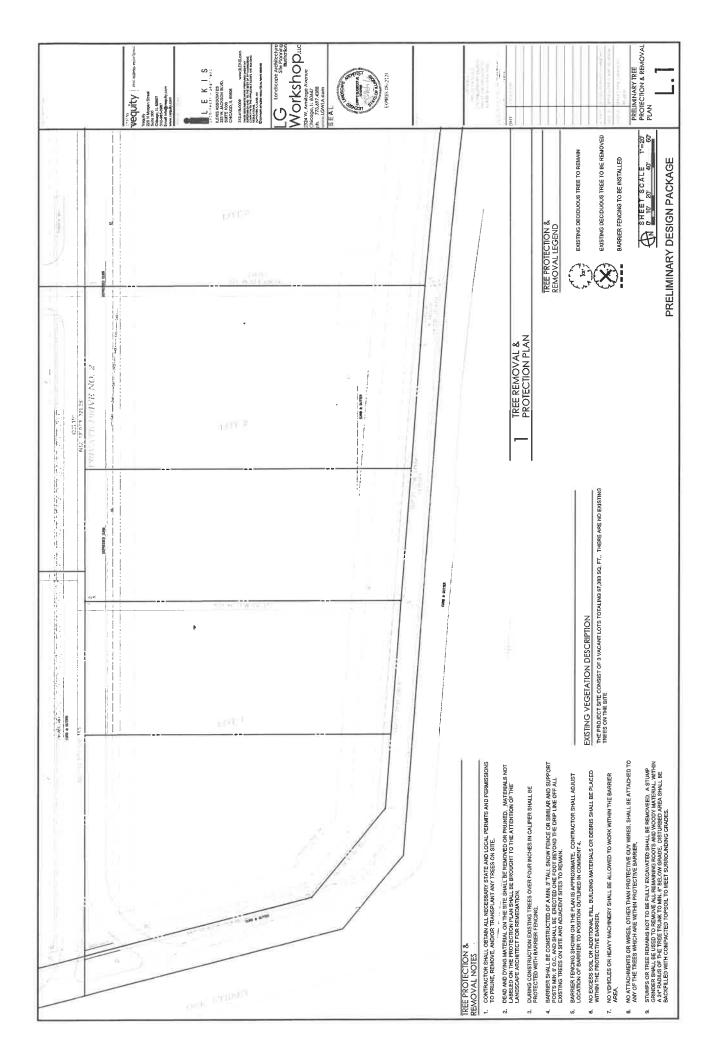
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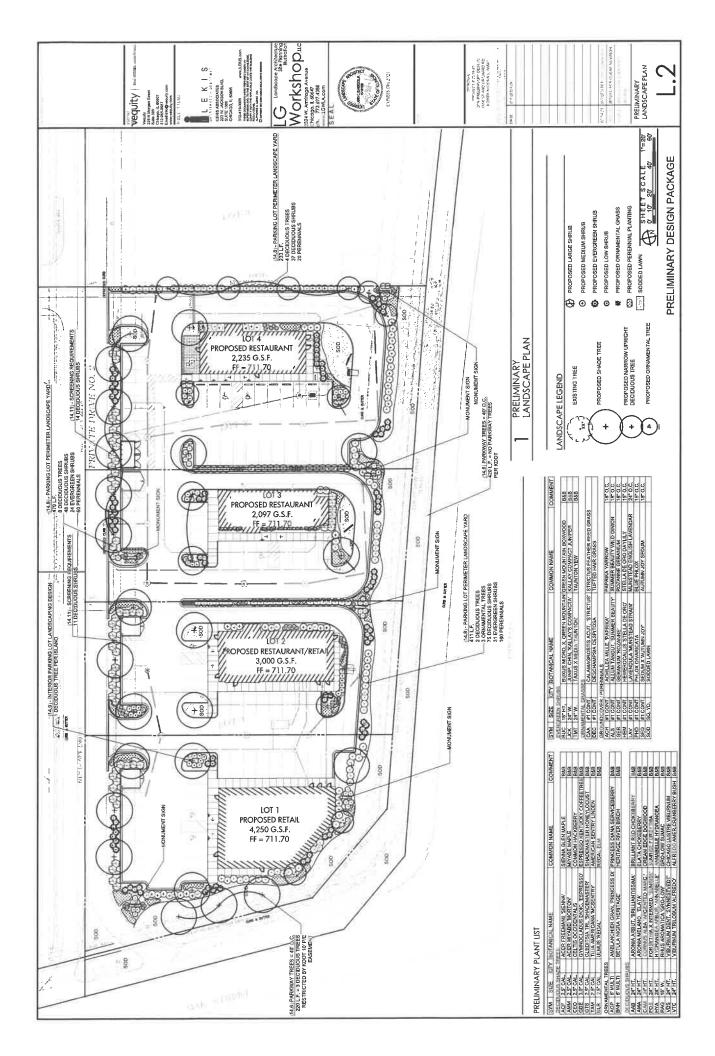
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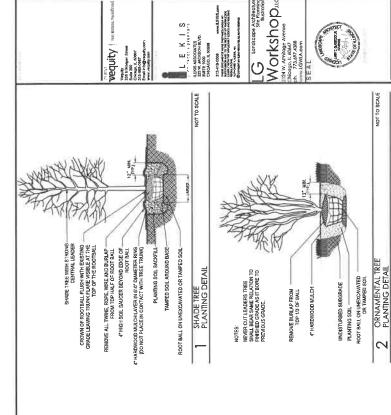
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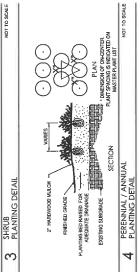






ANDSCAPE NOTES

- CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
- ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE VILLAGE OF NORTH ALRORA LANDSCAPING CODES AND ZOMING ORDINANCES.
- PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE DIGGERS HOTLINE LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.
- ALL PART MATERIAS (EXCEPT FOR GROUND/COURS, ARNUALS, AND PEREVANES) SHALL BE BALLED MALL PART MATERIAS, BALLE BE BALLED MAND BETT CHIPRENT STANDARDS OF THE AMERICAN ASSOCIATION OF MATERIALS MAND FAR DOWN INNESTEN TO STOKE AND STOKE AND
- IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT NAUVILLAGE STAFF.
- SOIL IN GROUNDCOVER BEDS SHALL BE AMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 4 INCHES OF SOIL.
- STRONGED, ROBERS TO TRECEN SOD SHALL BETLED TO FETH MAN FIRE SCALDED TO PROVIDE SHOWN HARE SUPPLIED. IF DISSTING SON IS, MALKARITY OF CLIV ON UNSUITMALE, YO FENE GRANDED TO PROSECTION TO THING ENERING SON AREAS SHALL HAVE THE SHADOLD WITH AUTOMATED SHOUGHTEN ON HAND SPACET TO REMOVE ALL BLADES AND ROOTS. IT OF THIS OFFICIAL TO SHADOLD TOPS OF THE SET THE PART GRANDED.
- TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.
- ALL SHRUB BEDS AND NONDJAL TREE PLANTINGS, UNLESS OTHERWISE NOTED, SHALL RECEIVE A 4 NINCHLYKTE OF SHERDDEN HANNOOD MILLO, ALL GRONDJOVER, ANNILLA, AND PERDINJAL BEDS SINCH THE SECTIVE A 3 INCHL LAYER OF THE SAME MALCH MATERIAL COSTS FOR MALCH SHALL BE CONSIDERED MICHOENTIAL AND SHALL BE INCLUDED IN THE COST OF PLANTINGS.
- NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL. FINAL APPROVAL FROM MUNICIPALITY.
- THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BOXDED WRITTEN ONE-YEAR WARRANTY RESERBENT GENERALING ON THE OWNERS POSSESSION DAYE). THIS AGREEMENT TO COME MANITEMANCE, REPAIR, AND REPLACEMENT OF ALL DEAD OR DAMAGED LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.
- CONTRACTOR SHALL PROVIDE TE EFFECTIVE FOR AN ALTOMATCH UNRECESSORY PORTRACTOR SHALL PROVIDE THE EFFECTIVE CONFIGURATION SYSTEM FOR COWNE FET PROFILE SHALL SHAME THE SHALL SHAME THE SHOP PRANMARES FOR APPROVIDE, AND APPLY FOR ALL INCESSARY PROVIDED THE SHALL SHAME THE SHALL SH CONTROLLER W/WIRELESS SO IRRIGATION WORK SHALL BE V INSTALLATION AND TESTING.
- SEEDED LAWN AREAS SHALL BE BID WITH A BID ALTERNATE FOR HYDROSEEDED LAWN, PRIOR TO SEEDING, 2 FOR INT OPPOSITION OF STEDING, 2 FOR INT OPPOSITION OF STEDING, 2 FOR INT OPPOSITION OF FOR INTERIOR SHALL BE ENTER STEDIES AND K FIR EDASSES (AND TACHFIER DR. PRIOR SCEEDING) SHALL BE ENTER STEDIES AND K FIRE BOARSES SHALL SHALL BE AND SHALL BY AND SHALL SHALL BY AND SHALL BY BY AND SHALL BY AND SHA
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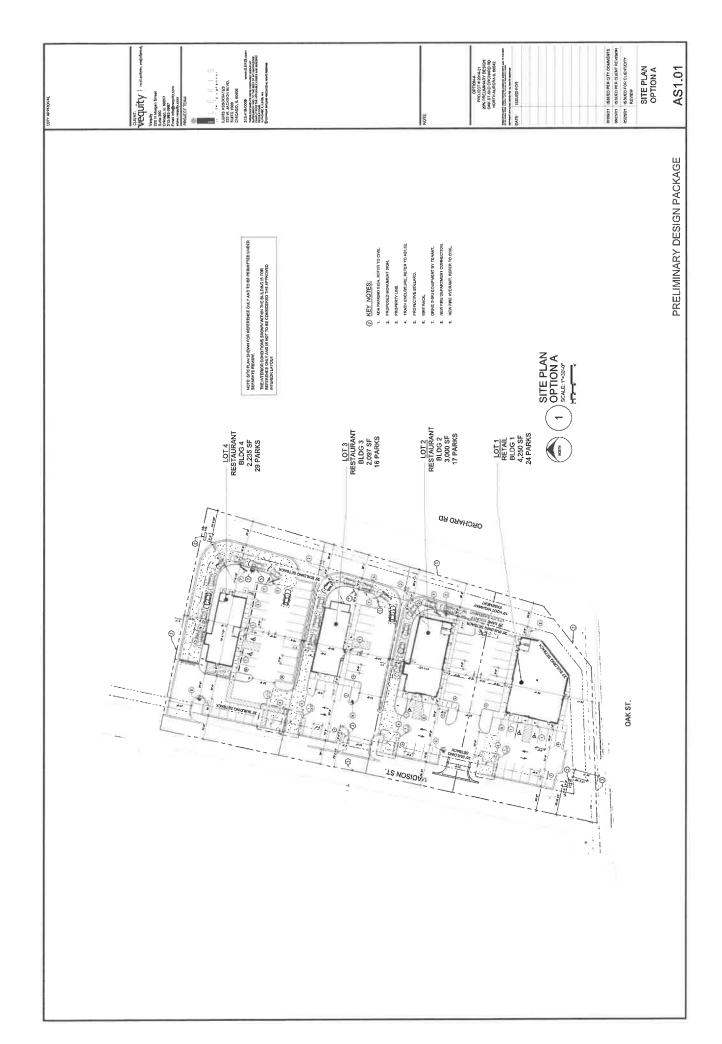


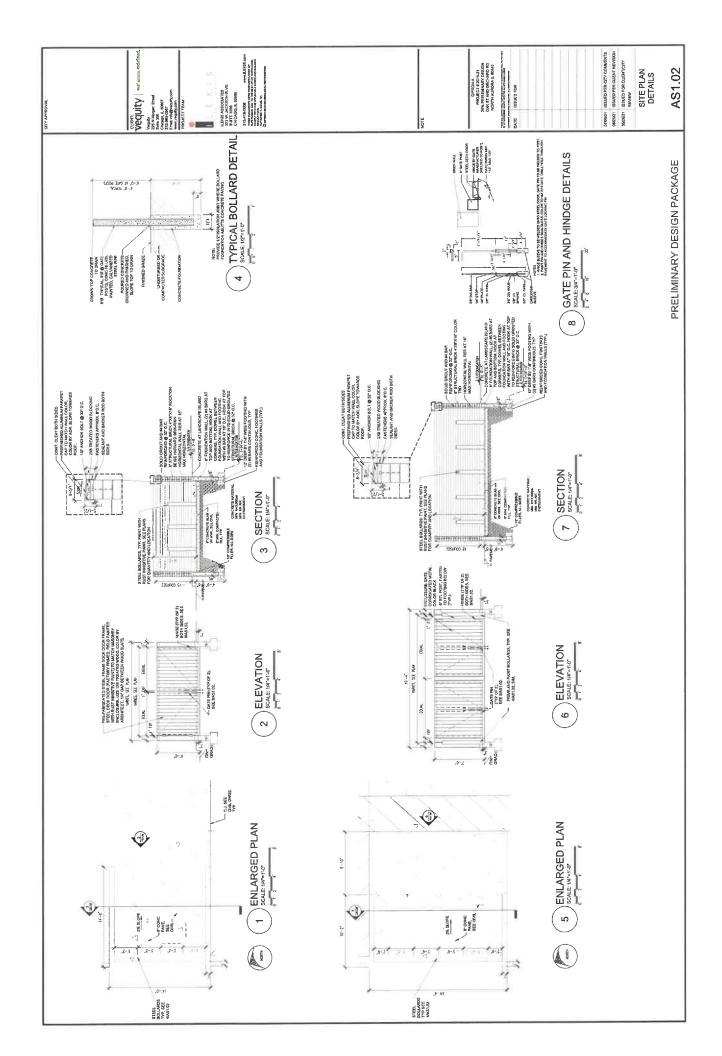
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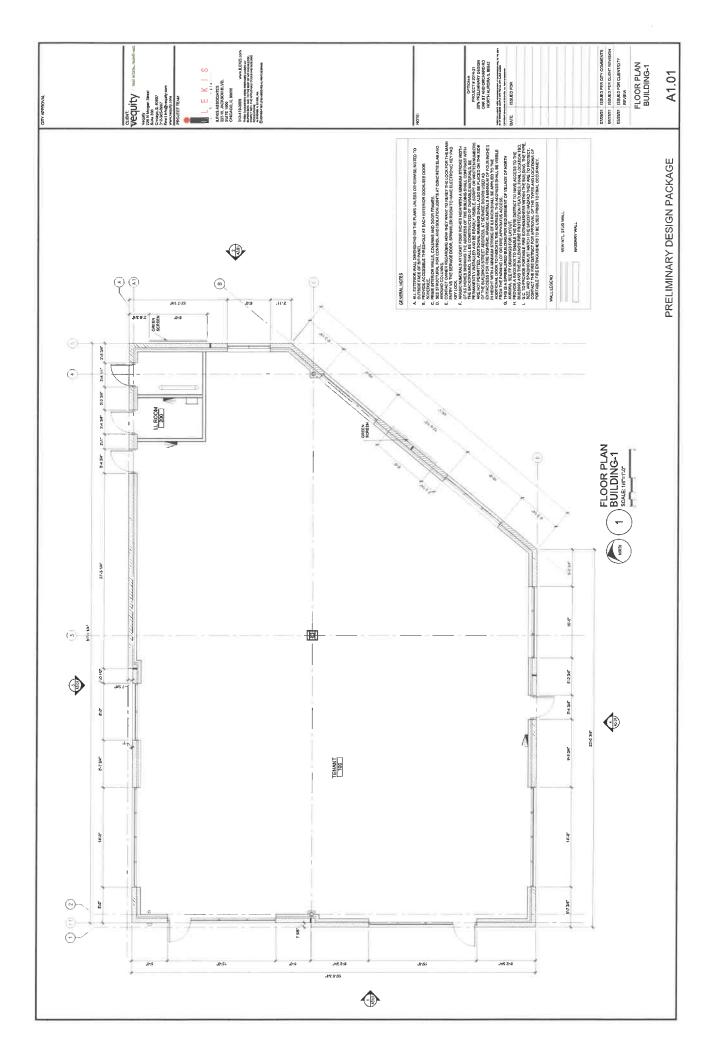
CROWN OF ROOTBALL FLUSH, WITH EXISTING GRADE REMOVE BURLAP FROM TOP 1/2 OF BALL OR ENTIRE CONTAINER 3" HARDWOOD MULCH PLANTING SOIL BACKFILL EXISTING SUBGRADE PRELIMINARY DESIGN PACKAGE

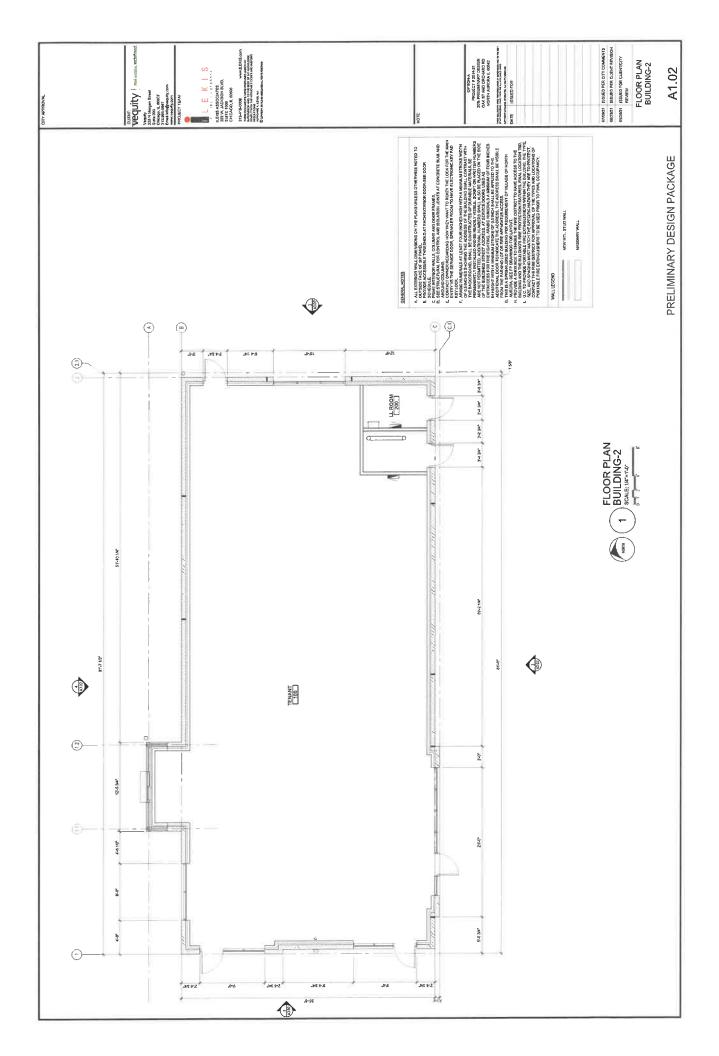
PRELIMINARY LANDSCAPE PLAN / DEFAILS & NOTES

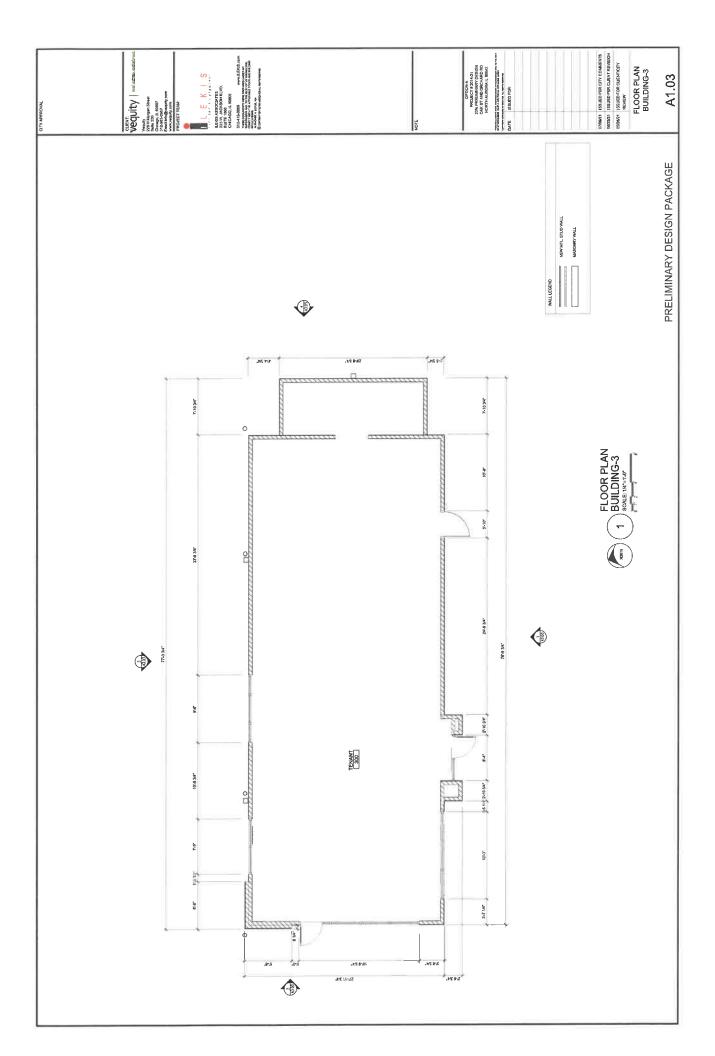
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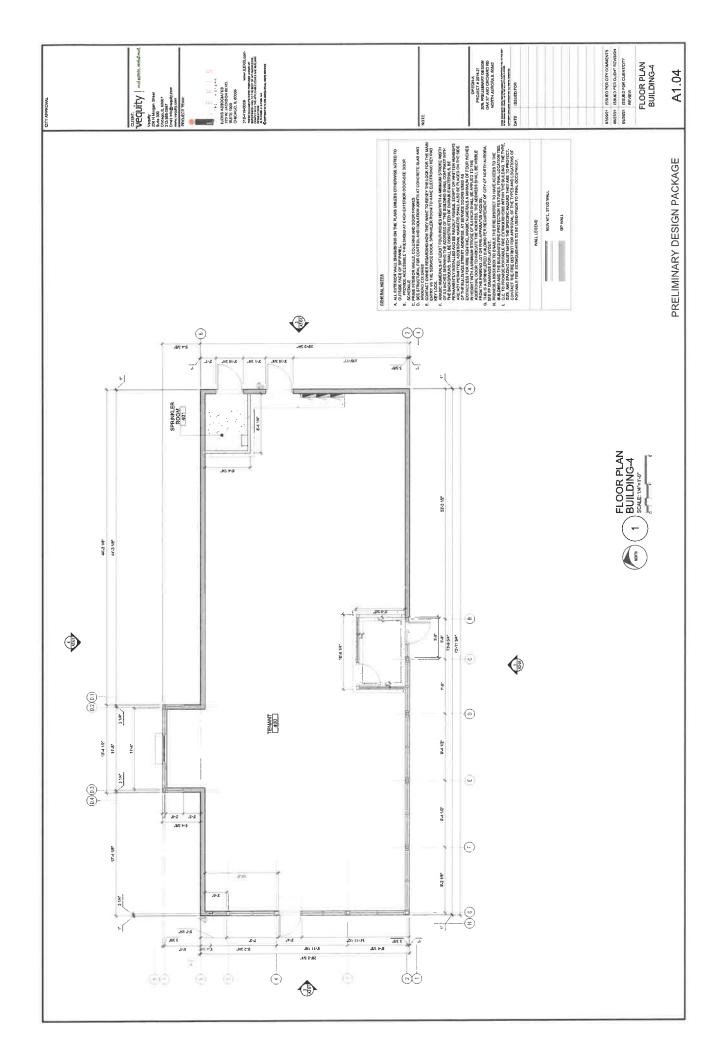


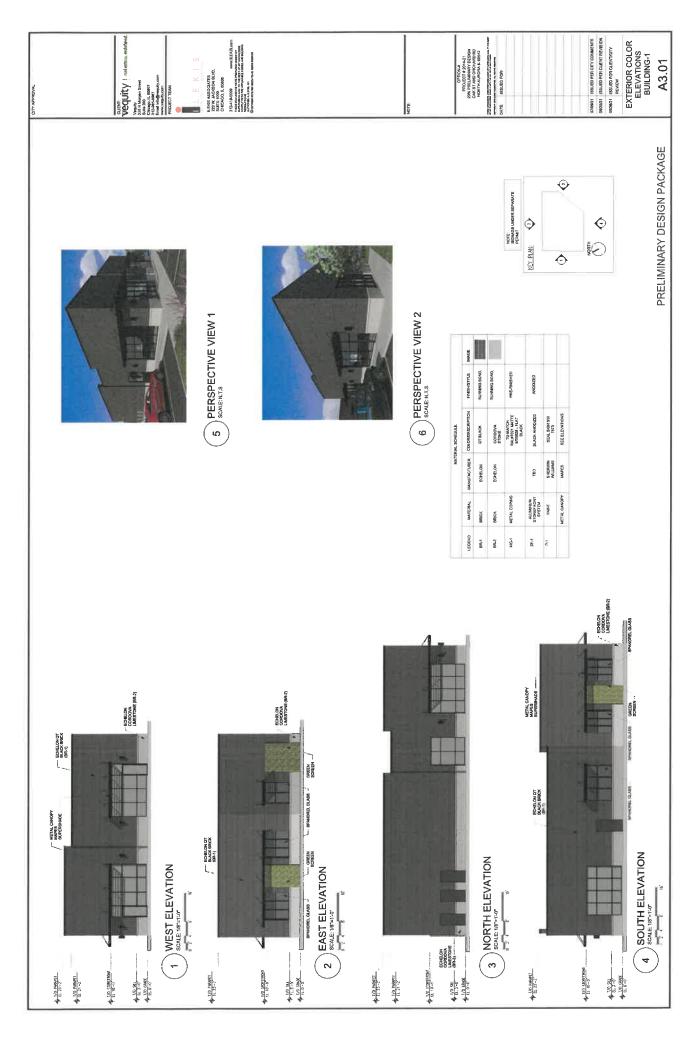


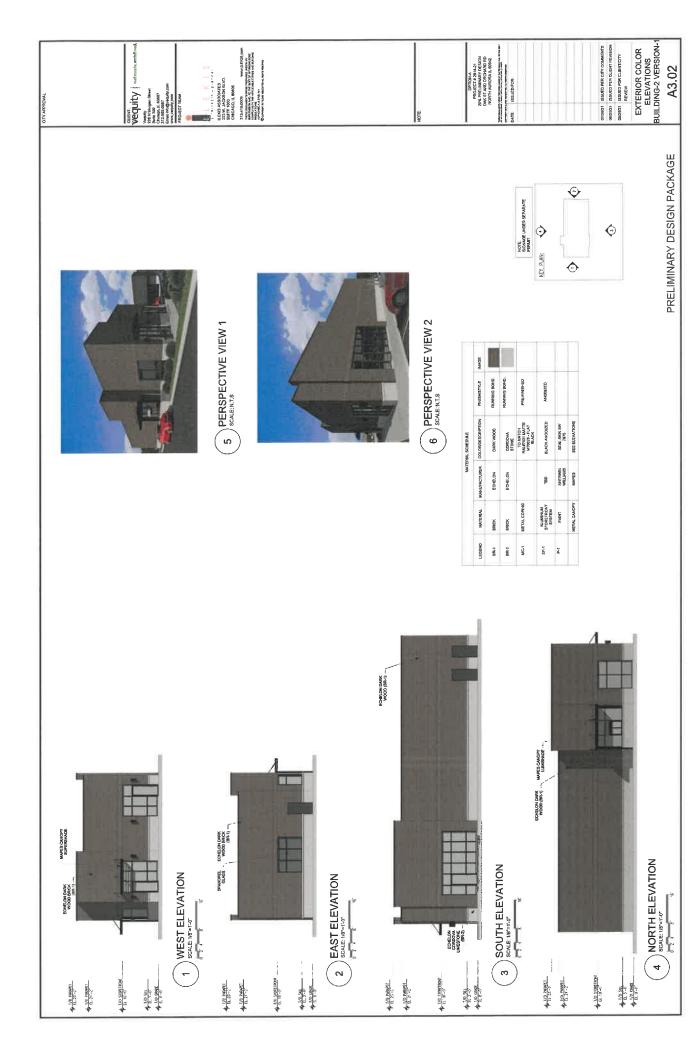


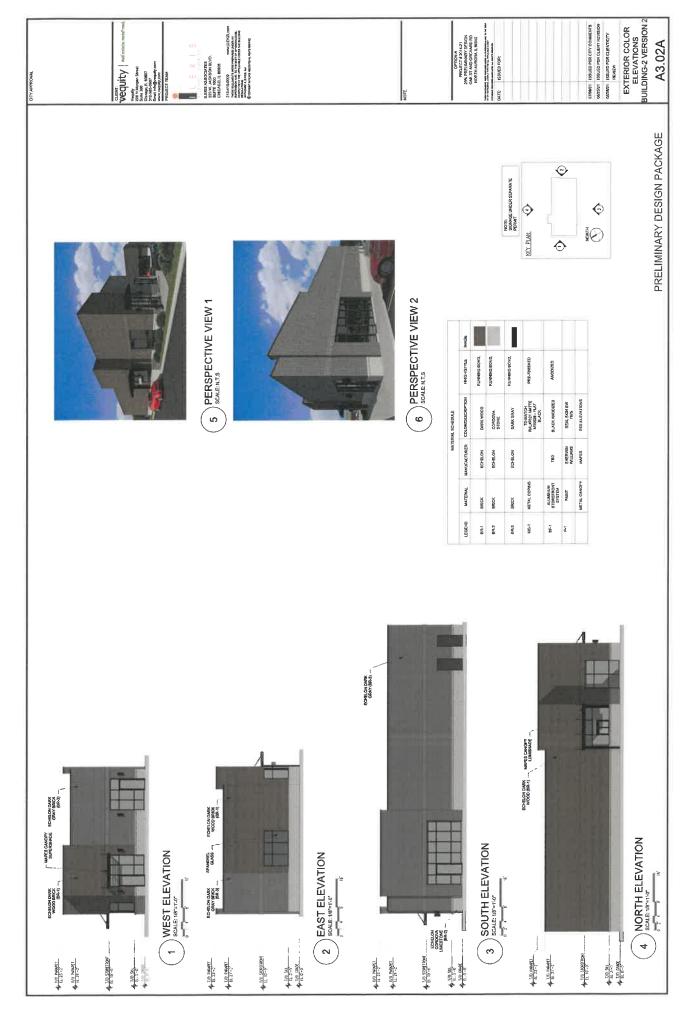




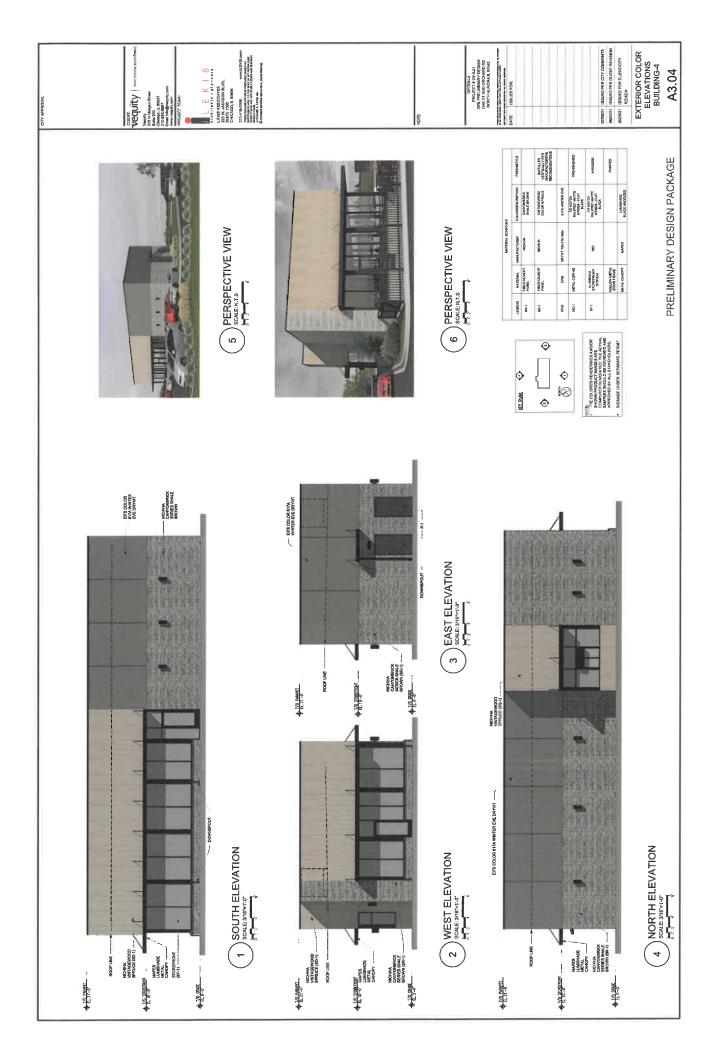












real estate. redefined.

SITE DEVELOPMENT

ORCHARD RD. & OAK ST.

NORTH AURORA, IL 60542

20% PRELIMINARY DESIGN PACKAGE
OPTION B











PERSPECTIVE VIEW SCALE: NTS FOR REFERENCE ONLY

SHEET INDEX

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TEALITY STATEMENT

TEXTS ASSOCIATES

STAT 1000

CHCAGO, IL 80000

wequity | ---

Vequity
228 N Mongen Shoet
Stute 300
Chicago, IL 60607
210, 595.06907
Ental Inte@requity.com
Www.vequity.com

PROJECT DIRECTORY

VICINITY AERIAL MAP

OWNER
VEGUITY LLC
228 N MONGAN STREET
SLITE 300
CHCAGO, IL 6000?
P. 312-895-0887

CODE SUMMARY

SEE GACI FOR ALL CODE REVIEW AND SUMMARES
 SEE GACI FOR STANDARD ADA MOUNTING INFO
 SEE DA.C2 FOR GENERAL NOTES

DIGGING NOTICE

CONTRACTOR TO VERIFY ALL LOCAL REQUIREMENTS IF OIGGING IS REQUIRED.

DPTION-B PROJECT # 2014-21 20% PREUMMARY DESIGN OAK ST AND ORCHARD RO NORTH AURORA IL 90542

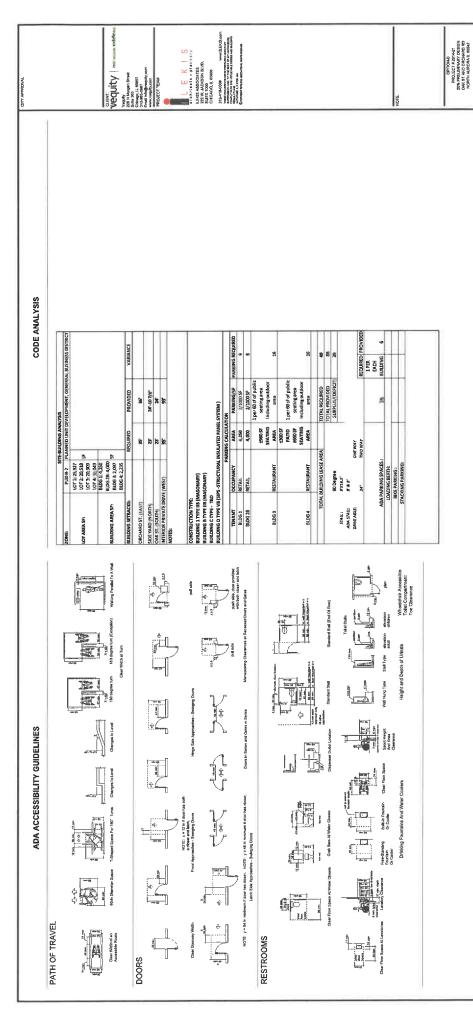
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PRELIMINARY DESIGN PACKAGE

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COVER SHEET, DRAWING INDEX & PROJECT INFO

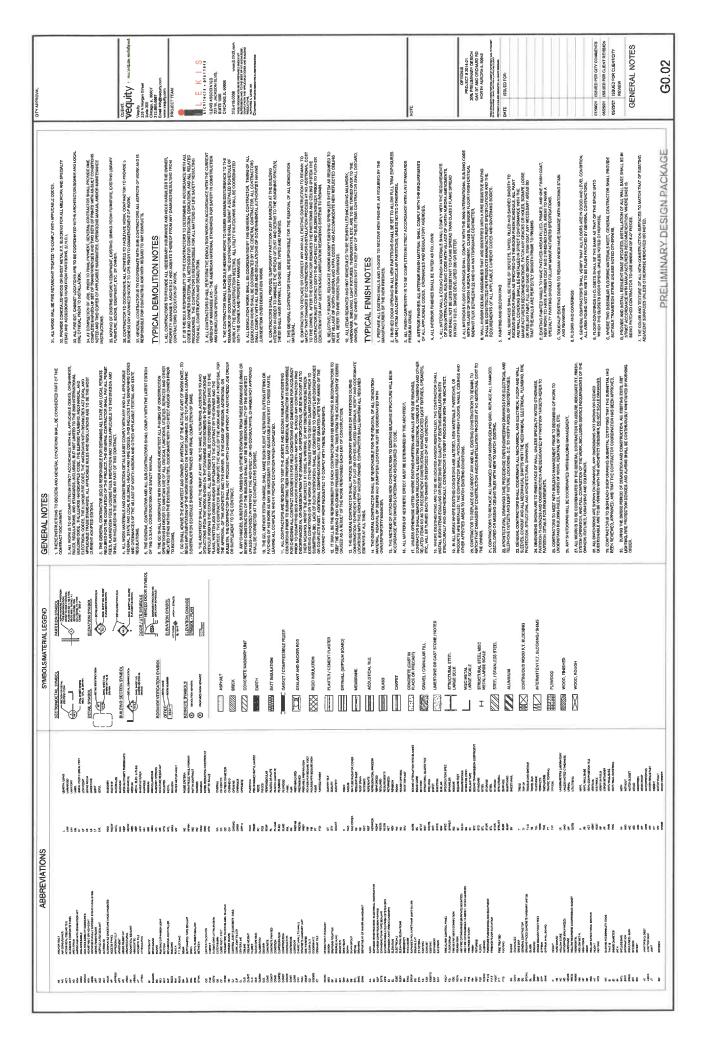
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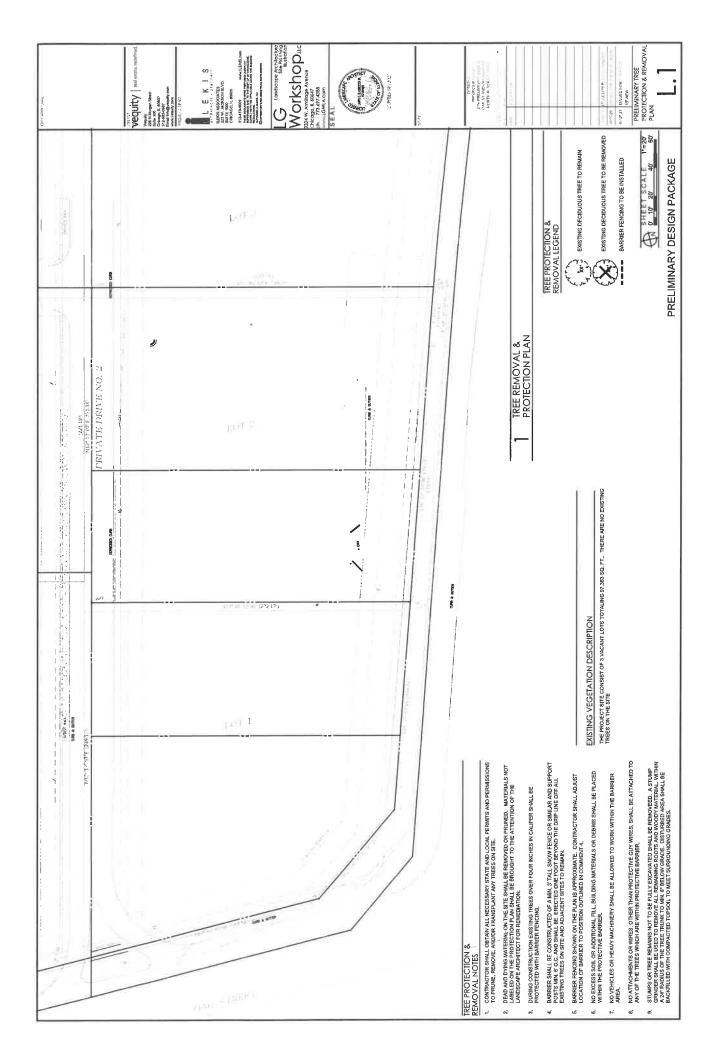


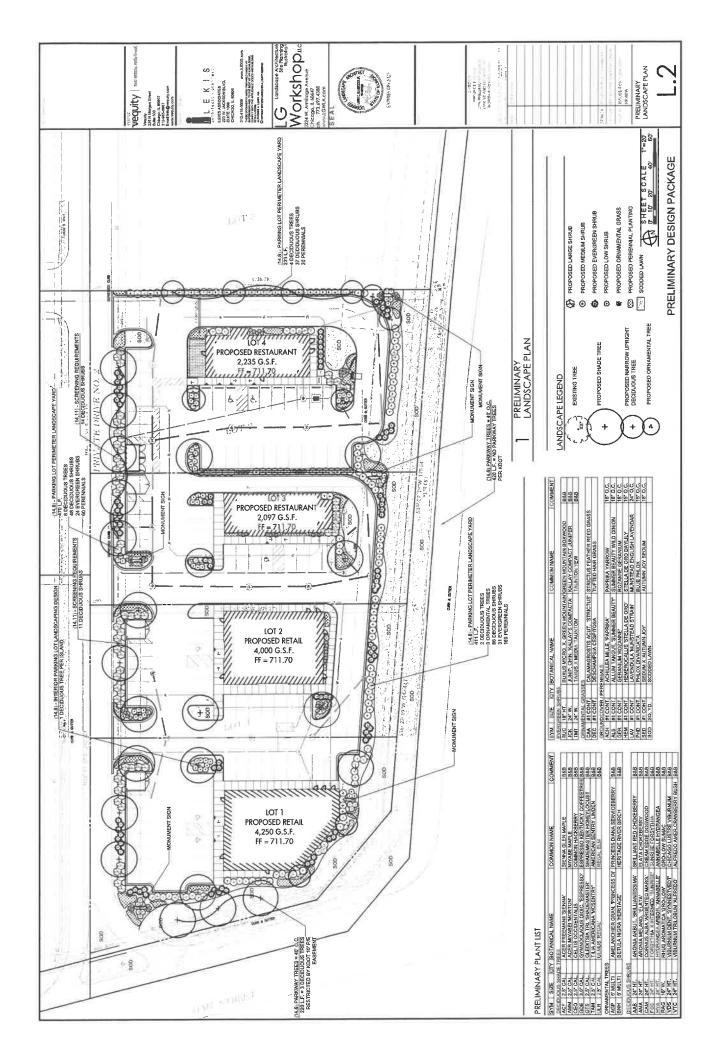
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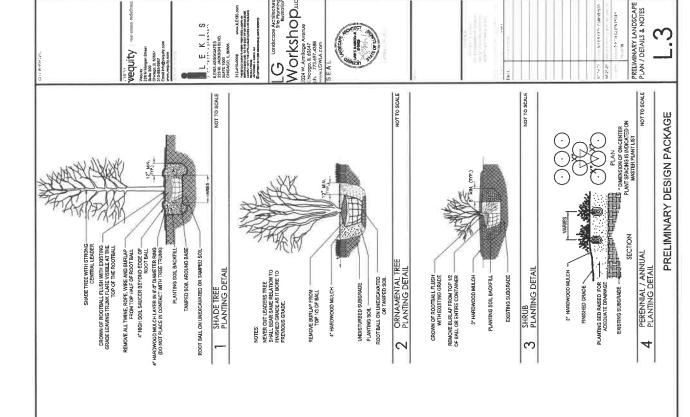
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CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS

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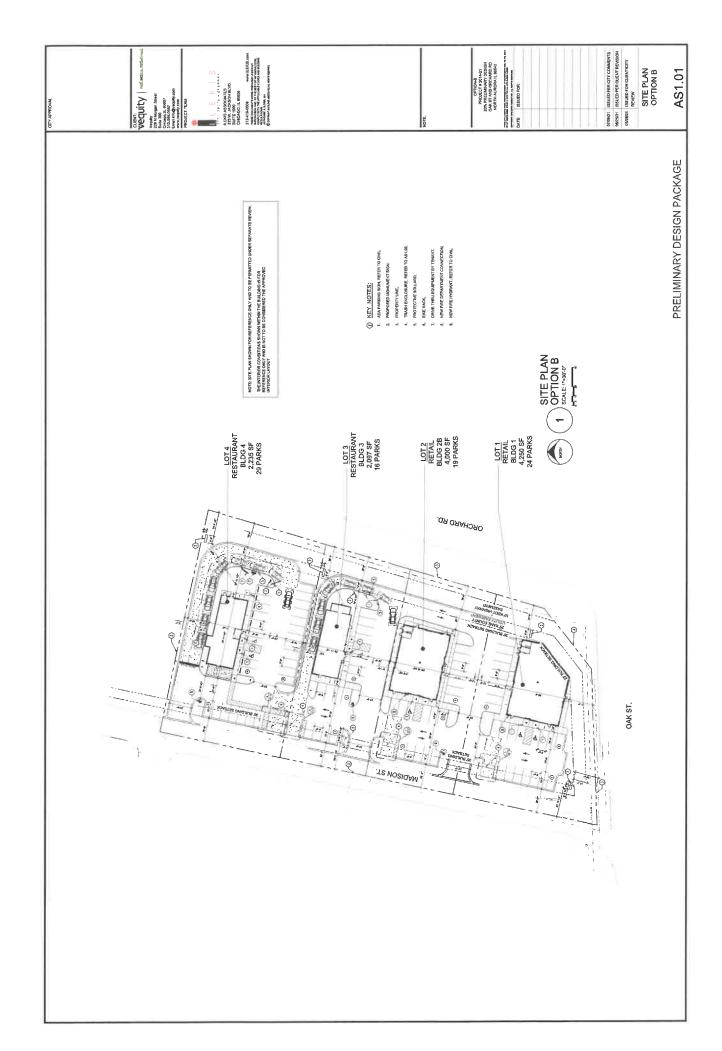
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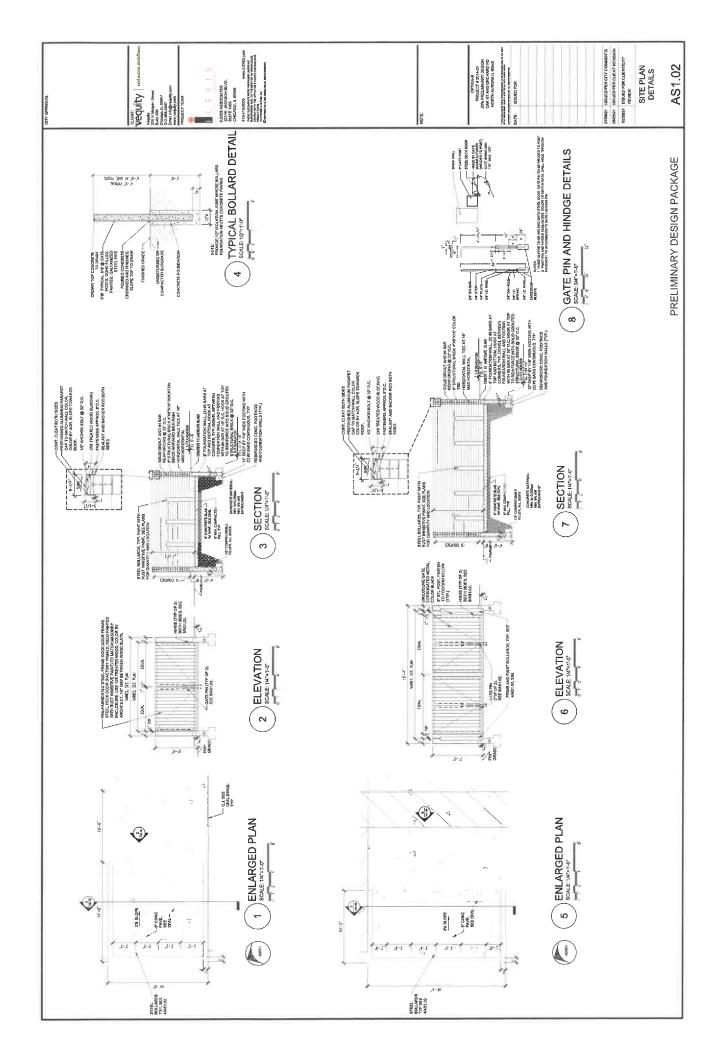
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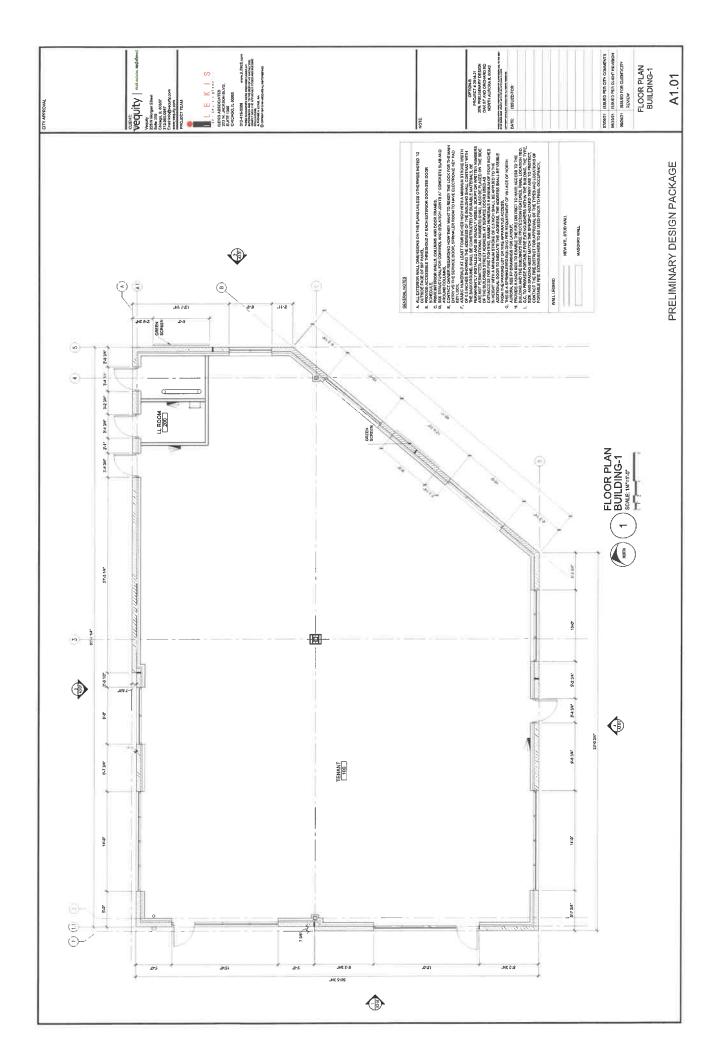
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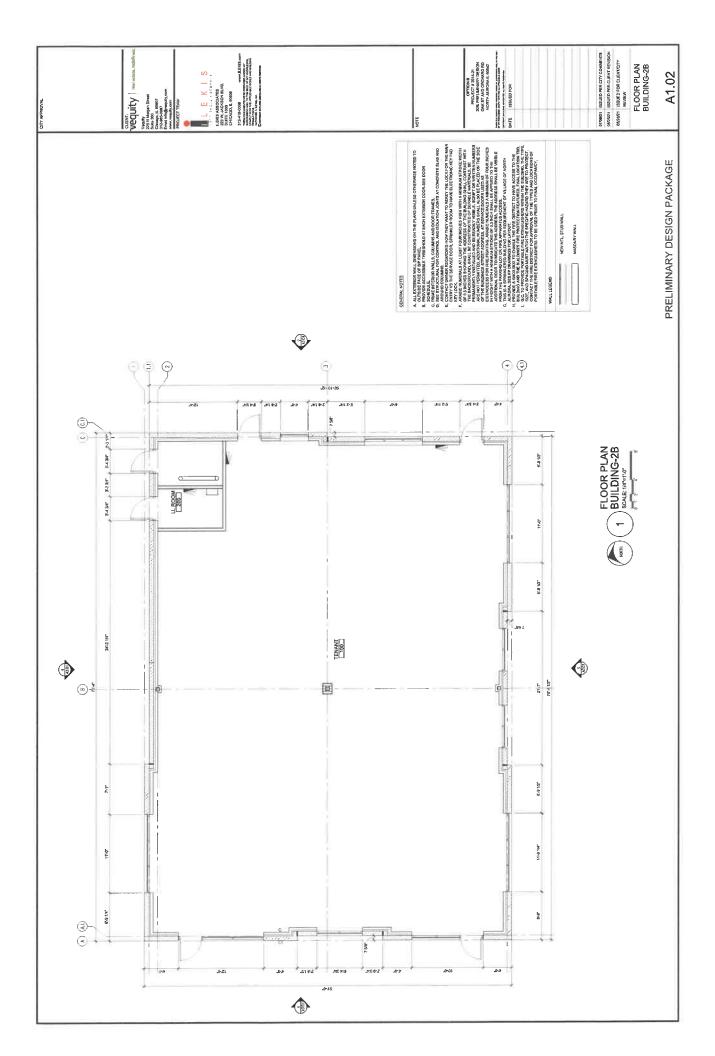
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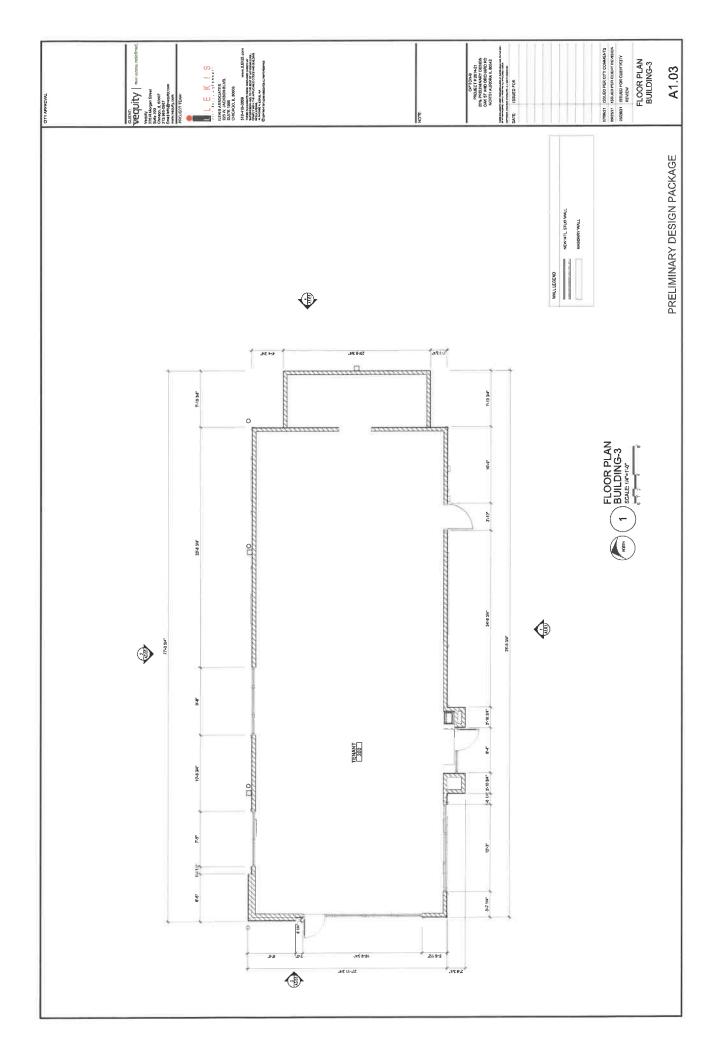
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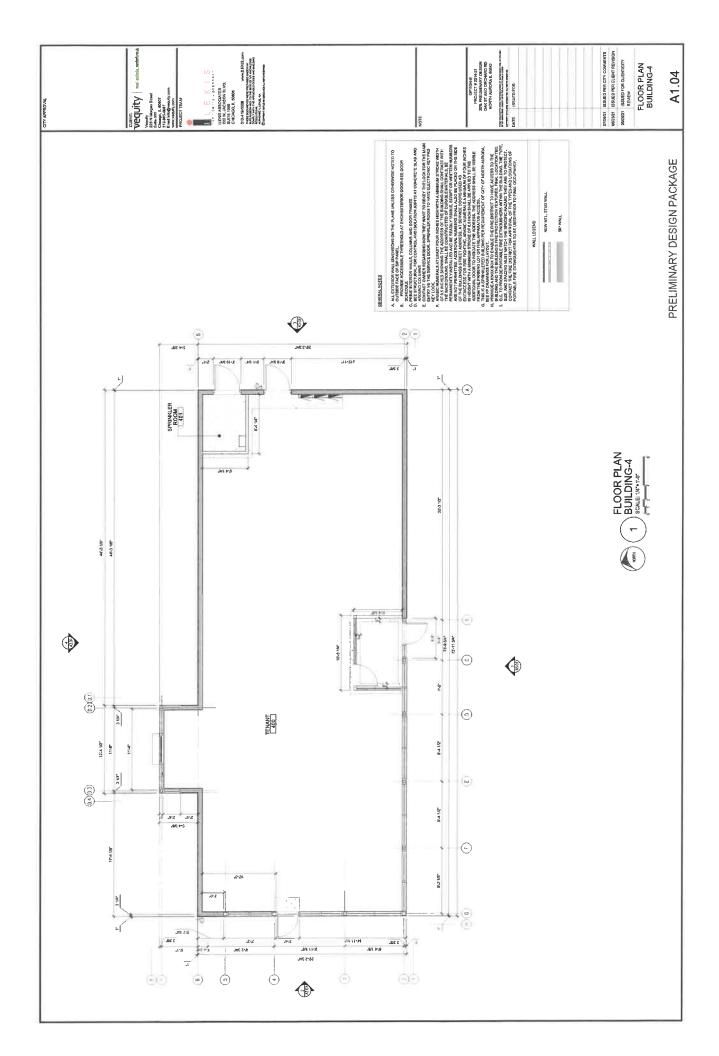


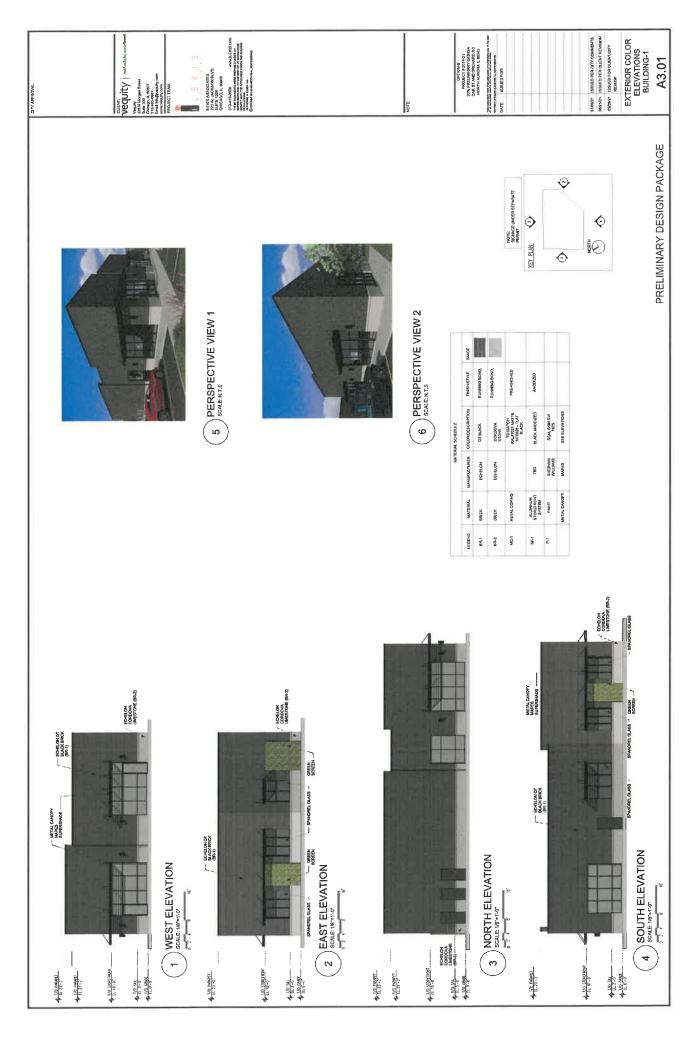


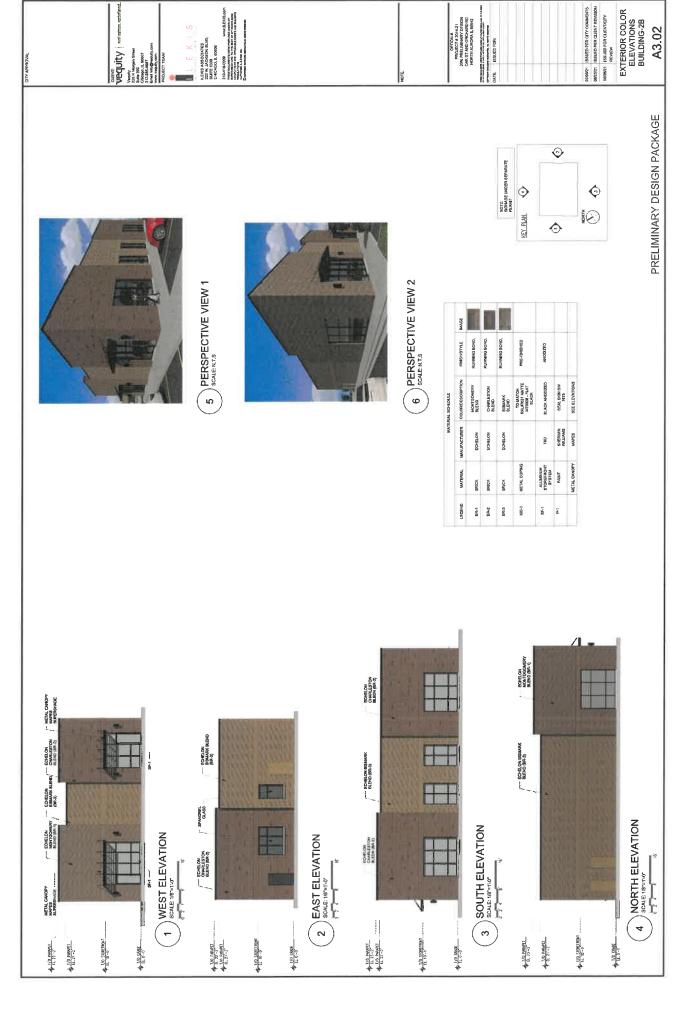






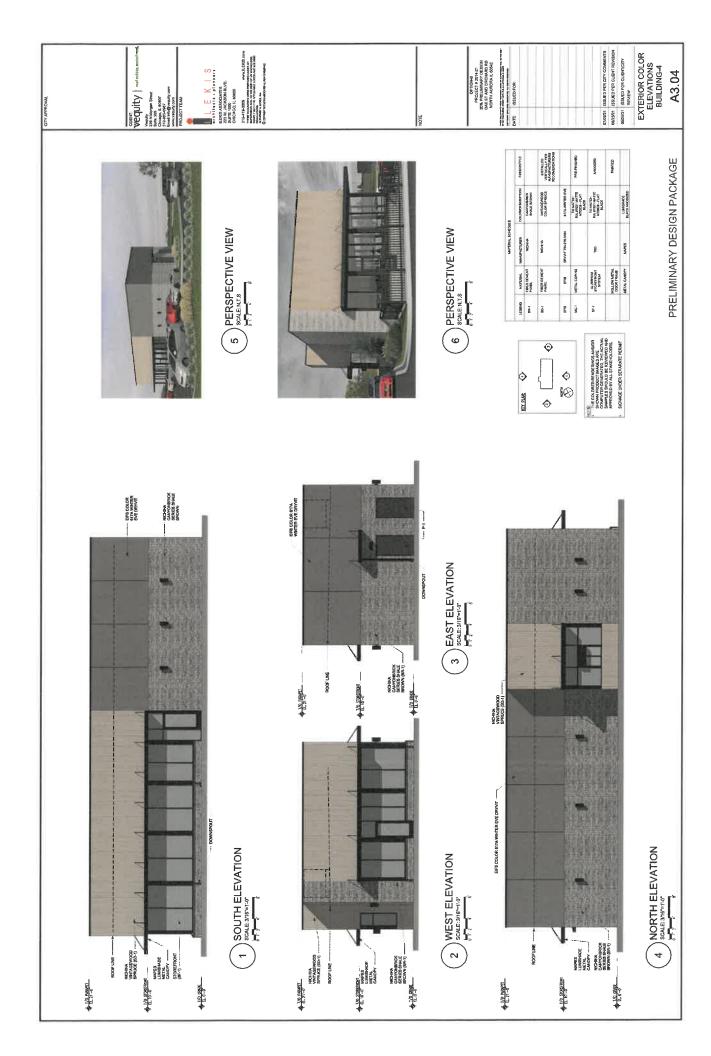






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VILLAGE OF NORTH AURORA BOARD REPORT

TO: VILLAGE PRESIDENT & BOARD OF TRUSTEES

CC: STEVE BOSCO, VILLAGE ADMINISTRATOR

FROM: MIKE TOTH, COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR

SUBJECT: PETITION 21-07: ICE CREAM DRIVE INDUSTRIAL DEVELOPMENT

AGENDA: JULY 19, 2021 COMMITTEE OF THE WHOLE MEETING

DISCUSSION

The petitioner is proposing to establish an industrial planned unit development consisting of three warehouse buildings with shared stormwater facilities. One of the three buildings is existing and in use by Oberweis Dairy. The largest of the three would be a +173,400 freestanding warehouse building adjacent to Ice Cream Drive and Randall Road to be built immediately on Lot 1. The last would be a freestanding building on Lot 2. The planned use of the buildings would be Warehousing, Storage, and Distribution Facility, which is classified as a permitted use in the I-2 General Industrial District.

A public hearing was conducted on this item before the Plan Commission at their July 6, 2021 meeting. The Plan Commission was generally supportive of the proposed development, but did raise a few concerns:

- Deceleration lane. In order to maintain traffic flow along northbound Randall Road, the Plan Commission added a condition that a deceleration lane be added to the south of the Randall Road entrance to the property. Although the petitioner's traffic study concluded that the existing roadway system has sufficient reserve capacity to accommodate the development-generated traffic and that no roadway improvements and/or traffic control modifications are required, the developers are currently evaluating the cost and design of a deceleration lane.
- IDNR update. The Plan Commission added a condition requiring confirmation from the Illinois Department of Natural Resources that the added trailer parking spaces will not have any adverse effects on any identified protected resources.
- Additional screening. The easternmost trailer parking spaces were added to the site plan closer to the Plan Commission public hearing date, after the landscape plan was submitted. With regard to the visual screening of those parking spaces, staff added a condition that requires the landscaping plan to be updated to include a contiguous tree line in order to screen the added trailer parking area located along the northern portion of Lot 1. To ensure visible screening of the trailer parking area, the Plan Commission added a condition that requires additional screening methods to the north of the trailer parking stalls to be further evaluated for optimal visual screening.

The Plan Commission unanimously recommended approval of Petition #21-07 subject to staff's conditions and their three added conditions. Staff would like to take this opportunity to solicit feedback from the Village Board on Petition #21-07.

STAFF REPORT TO THE VILLAGE OF NORTH AURORA PLANNING COMMISSION FROM: MIKE TOTH, COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR

GENERAL INFORMATION

Meeting Date: July 6, 2021

Petition Number: #21-07

Petitioner: Ted Staszak (d.b.a.

Transwestern Development Company)

Location: 840 Ice Cream Drive and the properties are generally located at the northeast corner of Randall Road and Ice Cream Drive, North Aurora, Illinois



Property Index Numbers: 15-05-400-060, -061; 15-05-451-001, -002, -003

Development Size: 16.18 acres

Requests: 1) Special Use to allow a Planned Unit Development with deviations to the Zoning Ordinance 2) Site Plan Approval 3) Preliminary Final Plat of Subdivision

Current Zoning: I-2 General Industrial District

Contiguous Zoning: North: I-1 Limited Industrial District, South: I-2 General Industrial District, East: I-2 General Industrial District, West: B-2 General Commercial District

Current Land Use: Warehouse Facility & Vacant Land

Comprehensive Plan Designation: 'Office/Industrial'

PROPOSAL

The petitioner is proposing to establish an industrial planned unit development consisting of three warehouse buildings with shared stormwater facilities. One of the three buildings is existing and in use by Oberweis Dairy. The largest of the three would be a ±173,400 freestanding warehouse building adjacent to Ice Cream Drive and Randall Road to be built immediately on Lot 1. The last would be a freestanding building on Lot 2. The planned use of the buildings would be *Warehousing, Storage, and Distribution Facility*, which is classified as a permitted use in the I-2 General Industrial District.

REQUESTED ACTIONS

Special Use -Planned Unit Development with deviations

Per Chapter 17.5.4 of the Zoning Ordinance, any nonresidential or multiple-family parcel, or parcels of land two acres or more in size, shall be required to be a planned unit development. Staff has reviewed the yard and bulk regulations of the I-2 General Industrial District. The following deviation to the I-2 General Industrial District is being requested:

Staff Report Petition #21-07 Page 2 of 3

Zero Lot Line Requested for Lot 2 Future Development

The petitioner is requesting an exception to the building interior side yard setback requirement of 15' on the east property line of Lot 2, per Chapter 9.3 of the Zoning Ordinance – Yard and Bulk Regulations. The petitioner requests a zero lot line, or 0' setback for a future building. Lot 2 would be located in the interior portion of the PUD and would meet the front and rear yard requirements. This request would allow flexibility for the placement of a building on Lot 2 in order to provide sound planning practices.

Site Plan Approval

Per Chapter 17.4.4.B of the Zoning Ordinance, site plan review shall be required for each building permit application for multi-family, townhouse, commercial, and <u>industrial development</u> for which a site plan has not already been approved. The Standards for Site Plan Review can be found in Chapter 4.4.D of the Zoning Ordinance.

Preliminary Final Plat of Subdivision

A three-lot Plat of Subdivision, known as the Oberweis Dairy Resubdivision, has been submitted. Lot 1 would consist of 9.16 acres and include the ±173,400 warehouse building adjacent to Ice Cream Drive and Randall Road. Lot 2, the vacant site that would include the future industrial building, would consist of 1.78 acres. Lot 3 would consist of 3.17 acres and comprises the stormwater management area for the entire development.

FINDINGS

The Community Development Department finds that the information presented **meets** the Standards for Specials Uses, Site Plan Review and Planned Unit Developments as set forth in the Zoning Ordinance. Based on the above considerations, staff recommends that the Plan Commission make the following motion recommending **approval** of Petition #21-07, subject to the following conditions:

- 1. Site plan review (non-public hearing) shall be obtained from the Plan Commission and Village Board prior to building permit issuance for the building to be located on Lot 2.
- 2. The petitioner shall provide additional land to the Village for the purposes of accessing the Well #8 site in exchange for comparable land to accommodate the petitioner's stormwater detention facilities.
- 3. Any perimeter fencing shall be black, metallic, non-chain link construction and limited to eight (8) feet in height.
- 4. All business activities shall be conducted completely within the confines of the buildings.
- 5. A photometric plan shall be submitted and approved by the Village prior to building permit issuance.
- 6. Any tree of good quality larger than six inches in diameter when measured twelve (12) inches above the ground, which are not located within fifteen (15) feet of or within a building footprint, within the road footprint or in those areas listed Section 16.12.010.C.3.a of the Subdivision Ordinance, shall be tagged by the petitioner and evaluated by the Village for preservation.

- 7. On-site management shall effectively monitor and regulate all on-site trucking activities in order to minimize any light, sound or odor emissions.
- 8. All dumpsters located on the subject property shall be screened per Section 14.11.A of the Zoning Ordinance.
- 9. The landscaping plan shall be updated to include a contiguous tree line in order to screen the added trailer parking area located along the northern portion of Lot 1.
- 10. All off-street passenger vehicle parking spaces shall be a minimum of eighteen feet, six inches in length.
- 11. Final right-of-way landscaping shall be approved per the Public Works Department prior to building permit issuance.

APPLICATION FOR SPECIAL USE

	LAGE OF NORTH AURORA	FILE NAME OBSINES PROPERTY PUD								
25 E	d of Trustees ast State Street									
Nort	h Aurora, IL 60542	DATE STAMP	RECEIVED							
I.	APPLICANT AND OWNER DATA		MAY 26 2021							
	Name of Applicant Ted Staszak		VILLAGE OF NORTH AURORA							
	Applicant Address 200 W. Madison St Suite 1200 Chicago, IL 60606									
	Applicant Telephone # 630-631-2183									
	Email Address ted.staszak@transwestern.com									
	Property Owner(s) Ice Cream Drive, LL	LC								
	Owner Address 951 Ice Cream Drive, North Aurora, IL 60542									
	Owner Telephone # 630-801-6101									
II.	ADDRESS, USE AND ZONING OF PROPERTY									
	Address of Property NEC of South Randall Road and Ice Cream Drive									
	(indicate location if no common address)									
	Legal Description: See Exhibit A for Legal Description of Parcels									
	Parcel Size Approximately 14.28 Acre	s								
	Present Use Vacant Land (business, ma	anufacturing, residential, etc.)								
	Present Zoning District <u>I-2 General Ind</u> (Zoning Ordi	lustrial District inance Classification)								

III. PROPOSED SPECIAL USE

Proposed Special Use I-2 General Industrial District (Zoning Ordinance Classification)
Code Section that authorizes Special Use Municipal Code 2002, Title 17 - Zoning, Chapter 9.2 Permitted and Special Use
Has the present applicant previously sought to rezone or request a special use for the property or
any part thereof? No
If so, when? N/A to what district? N/A
Describe briefly the type of use and improvement proposed <u>The proposed use is new</u>
development of a free-standing modern industrial building on Lot 1. Future
development of Lot 2 will also consist of a free-standing modern industrial building.
What are the existing uses of property within the general area of the Property in question?
The existing uses are warehousing, distribution, food production, and Village land.
To the best of your knowledge, can you affirm that there is a need for the special use at the
particular location? (Explain)
While the zoning is in place for the planned use of our development, the project is in
excess of two (2) acres of land and requires a special use application.

Attach hereto a statement with supporting data that the proposed special use will conform to the following standards:

- 1. The proposed special use is, in fact, a special use authorized in the zoning district in which the property is located. Applicant can confirm the specialized use is authorized in the zoning district the property is located in under I-2 General Industrial District classification.
- 2. The proposed special use is deemed necessary for the public convenience at that location. Applicant can confirm the special use will benefit the local economy.
- 3. The proposed special use does not create excessive additional impacts at public expense for public facilities and services, and will be beneficial to the economic welfare of the community. Applicant confirms through a traffic study the proposed special use will not create excessive additional impacts at public expense and will benefit the local economy.
- 4. The proposed use is in conformance with the goals and policies of the Comprehensive Plan, and all Village codes and regulations. Applicant can confirm the proposed use conforms with the goals and policies of the Comprehensive Plan and Village codes and regulations.

- 5. The proposed special use will be designed, located, operated, and maintained so as to be harmonious and compatible in use and appearance with the existing or intended character of the general vicinity. Applicant has produced designs harmonious and compatible with the existing development characteristics in the general vicinity.
- 6. The proposed special use will not significantly diminish the safety, use, enjoyment, and value of other property in the neighborhood in which it is located. Applicant can confirm the special use will not diminish the safety, use, enjoyment, and value of other property in the area.
- 7. The proposed special use is compatible with development on adjacent or neighboring property. Applicant can confirm the proposed use is compatible with adjacent developments.
- 8. The proposed special use minimizes potentially dangerous traffic movements, and provides adequate and safe access to the site. <u>Applicant can confirm the proposed use provides</u> adequate and safe access to the site.
- 9. The proposed special use provides the required number of parking spaces and maintains parking areas, in accordance with the requirements of this Ordinance. <u>Applicant can confirm</u> that the required number of parking spaces are met in accordance with requirements.
- 10. The proposed special use is served by adequate utilities, drainage, road access, public safety, and other necessary facilities. Applicant confirms the proposed use is served by adequate and necessary utilities, road access, and other facilities.
- 11. The proposed special use conforms with the requirements of this Ordinance and other applicable regulations. Applicant confirms that the requirements of this Ordinance and other applicable regulations are met.

IV CHECKLIST FOR ATTACHMENTS

The following items are attached here to and made a part hereof: See the checklist attached.

- 1. Introduction Letter. Please include information relevant to the proposed use of the property and business operations (hours of operation, number of employees, etc.).
- 2. Legal Description of the subject property(s).
- Illinois Land Surveyor's plat of survey.
- 4. Site Plan illustrating all existing and proposed improvements.
- 5. Statement and supporting data regarding Standards for Special Uses (above).
- 6. Filing fee in the amount of \$300.00, if paid by check make payable to the Village of North Aurora.
- 7. Specified escrow deposit (\$4,000 minimum). May be included with filing fee. Remaining funds refundable upon project completion.
- 8. Visit the Illinois Department of Natural Resources' website <u>www.dnr.state.il.us</u> and initiate a consultation using DNR's <u>EcoCat</u> online application.
- 9. Visit the Kane DuPage Soil and Water Conservation District's website www.kanedupageswcd.org for a Land Use Opinion Application

The Applicant authorizes the Village of North Aurora representatives to enter on to the property to make inspection during the hearing process.

The Applicant is responsible for publishing a legal notice in the newspaper, sending United States mail notices to properties within 250 feet, and posting a sign on the property advertising the public hearing. These shall be in accordance with village Ordinances at the times decided by the Village of North Aurora.

The undersigned hereby agrees to reimburse the Village for all costs of court reporter fees for attendance at and transcript of hearing(s) and other professional service fees for services rendered in connection with this application as defined in Appendix B of the North Aurora Zoning Ordinance. Such reimbursement shall be made promptly upon receipt of invoices from the Village, whether or not this application for special use is approved.

I (we) certify that all of the above statements and the statements contained in any documents submitted herewith are true to the best of my (our) knowledge and belief.

kal D	5/14/2021
Applicant or Authorized Agent	Date
Dre Obenveir	5/14/2021
Owner	Date

STATE OF ILLINOIS)		
) SS COUNTY OF KANE)		
I,		, being first duly sworn on oath depose
and say that I am trust officer of _		and that the following are all of the
beneficiaries of the		·
-		
Y		
		 -
		TRUST OFFICER
SUBSCRIBED AND SWORN TO)	
Before me this	_day of	, 20
A Notary Public in and for such Co	ounty	

Following are the names and addresses of all property owners within 250 feet of the property in questions for which the special use being is being requested.

TAX PARCEL NO.	PROPERTY OWNER	MAILING ADDRESS
15-05-326-001	Rubloff North Aurora LLC	N/A
15-05-326-003	Village of North Aurora	25 E State St North Aurora, IL
15-05-326-004	McVickers New Lenox LLC	NWC of Randall Rd/Orchard Gtwy Blvd
15-05-400-059	Village of North Aurora	201 S Randall Rd North Aurora, IL
15-05-477-001	Joyce Bousquet	197 Alder Dr North Aurora, IL
15-05-400-058	Little Miranda LLC	800 Airport Rd North Aurora, IL
15-05-400-050	Little Miranda LLC	Airport Rd North Aurora, IL 60542
15-05-452-001	North Aurora Ice Cream LLC	951 Ice Cream Dr North Aurora, IL
15-05-376-005	MP North Aurora East LLC	1100 Orchard Gateway Blvd North Aurora, IL
correct.	k, being first duly she statements contained in any papers or	sworn on oath certifies that all of the plans submitted herewith are true and
Applicant Signature		Date
SUBSCRIBED AND S Before me this		LAUREN E MCDONALD OFFICIAL SEAL Notary Public, State of Illinois My Commission Expires June 08, 2022



Transwestern Development Company - Introduction Letter

May 24th, 2021

Mike Toth Community and Economic Development Director Village of NORTH Aurora 25 E. State Street North Aurora, IL 60542

Re: Development & Planned Unit Development of +/- 14.28 Acres, Located at the NEC of Randall Road and Ice Cream Drive, North Aurora, IL.

Dear Conceptual Plan Review Committee of North Aurora,

Transwestern Development Company (TDC) is pleased to present this exciting development opportunity to construct a state of the art, Class A, freestanding modern industrial building, totaling 173,400 SF on the NEC of Randall Road and Ice Cream Drive in the Village of North Aurora. TDC is in the final stages of due diligence and anticipates deciding on a construction start date following a successful Board Review process.

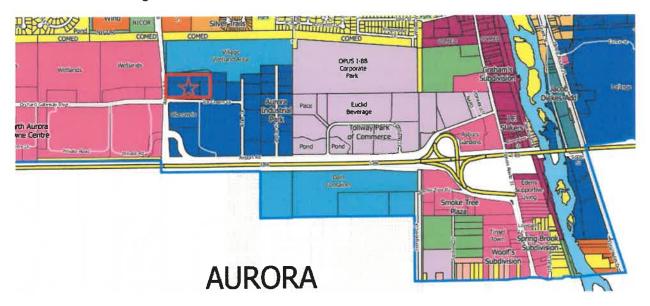
The total acreage for all three Lots is 14.28 acres. Lot 1 will be comprised of 9.36 acres for TDC's projected 173,400 SF project. Lot 2 will remain with current ownership and will be comprised of 1.78 acres. Lot 2 will be rough graded for future development when plans are completed. Lot 3 will be comprised of 3.14 acres and will serve as shared detention that accounts for all stormwater detention for the entire development.



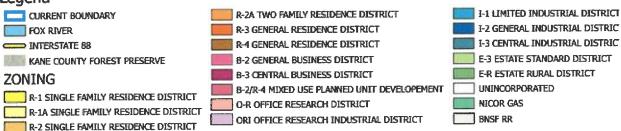


Current Zoning

The parcels of the proposed development are under I-2 Zoning, a designated General Industrial District. This zoning is in line with TDC's plans and TDC would like to confirm the proposed development conforms with the correct zoning use.



Legend



Current Use

The land is vacant and not currently being used at this time.



Exceptions Requested

Randall Road Landscape Buffer Reduction

Village of North Aurora Municipal Code 2002, Title 17 – Zoning, Chapter 14.10 – Buffer Yard Guidelines.C.3.a.

TDC is requesting an exception to the landscape buffer along Randall Road per Village of North Aurora Municipal Code 2002, Title 17 – Zoning, Chapter 14.10 – Buffer Yard Guidelines.C.3.a. This requires a 50' side yard setback along Randall Road, and TDC requests a reduction to 5' along Randall Road. This would allow for additional auto parking if required by a tenant, and the Randall Road Right-of-Way will be landscaped to provide an aesthetically pleasing side yard.

Zero Lot Line Requested for Lot 2 Future Development

Village of North Aurora Municipal Code 2002, Title 17 – Zoning, Chapter 9.3 – Yard and Bulk Regulations; Table 9-2

TDC is requesting an exception to the building interior side yard setback requirement of 15' on the east property line of Lot 2 per Village of North Aurora Municipal Code 2002, Title 17 – Zoning, Chapter 9.3 – Yard and Bulk Regulations; Table 9-2. TDC requests a zero lot line, or 0' setback for future building.



TRANSWESTERN DEVELOPMENT COMPANY OVERVIEW

Transwestern Development Company ("Transwestern") is the industrial development arm of Transwestern, a diversified real estate developer with expertise in all commercial property types. Transwestern specializes in industrial development and investment in state-of-the-art warehouse, distribution, and manufacturing facilities throughout the United States. The venture serves clients from five U.S. offices in Chicago, Atlanta, Dallas, Houston, and Los Angeles. The Transwestern Development and Transwestern teams have developed, constructed, and managed more than 138 million square feet of industrial and distribution space.

CHICAGO LEADERSHIP

Darcie Fankhauser, Regional Partner - Midwest - Darcie serves as Regional Partner of Transwestern Development Company where she is responsible for the implementation, execution, and management of Transwestern's development platform in the Midwest United States. Darcie has 16 years of experience in real estate including joint venture structuring, acquisition, and development. Prior to joining Transwestern, Darcie worked at Heitman Capital Management as the primary industrial acquisition officer covering all major markets. She participated in approximately \$3.0 billion of completed real estate acquisitions and developments across four product types: industrial, multi-family, office, and self-storage.

Ted Staszak, Vice President of Development - Ted serves as Vice President of Development for Transwestern where he is responsible for the implementation, execution, and management of Transwestern's development platform. Ted is expanding into new Midwestern markets like Columbus, Cincinnati, Minneapolis, and Indianapolis. Prior to joining TDC, Ted worked in various capital markets and investment sales roles with CBRE, culminating in over 15 years of experience. Ted continued his investment sales brokerage career at NAI Hiffman for two years following his departure from CBRE, before departing for the principal side of development.

Tim Stuchly, Vice President of Construction - Tim serves as Vice President of Construction for Transwestern where he is responsible for the oversight of all construction activity in the Chicago Metro area. Tim has over 13 years of experience in commercial construction including estimating, contract negotiation, project management, site supervision, and safety enforcement.

Marshall Huberty, Analyst - Marshall serves as Analyst to on the logistics team. He is responsible for underwriting land acquisition and development in the Midwest. Marshall earned his Real Estate and Urban Land Economics Bachelor's degree from the University of Wisconsin – Madison Grainger School of Business in December of 2019.

PINNACLE ENGINEERING

Pinnacle Engineering Group ("PEG") provides expert engineering services and solutions for a broad spectrum of private and public clients. The firm's commitment to providing resourceful, expeditious and highly skilled services continues to make PEG an industry leader. PEG's engineering staff is experienced in a wide variety of professional services that allow them to provide creative engineering solutions to complex projects.

FCL BUILDERS - GENERAL CONTRACTOR

FCL Builders ("FCL") is a general contractor and design builder primarily focused on e-commerce, warehousing, cold storage, food production and manufacturing facilities. Since its inception, FCL has delivered over 500 million square feet of industrial spaces.



Financially strong and conservatively managed, FCL completed approximately \$800 million of work in 2019 and proudly maintains a 97% customer retention rate. FCL's safety program and safety records are among the best in our industry.



Exhibit A: TDC Proposed Development - Legal Description

PARCEL 1:

THAT PART OF THE SOUTH HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 5; THENCE SOUTH 00 DEGREES 23 MINUTES 21 SECONDS WEST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, 175.02 FEET TO THE POINT OF BEGINNING AT THE POINT OF INTERSECTION WITH A LINE CONSTRUCTED 175.00 FEET SOUTHERLY OF AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 27 MINUTES 18 SECONDS WEST, ALONG SAID PARALLEL LINE, 2717.85 FEET TO THE POINT OF INTERSECTION WITH A LINE CONSTRUCTED 30 FEET EASTERLY OF AND PARALLEL (OR CONCENTRIC) WITH THE CENTERLINE OF COUNTY ROAD 14 (RANDALL ROAD); THENCE SOUTHERLY ALONG SAID PARALLEL (OR CONCENTRIC) LINE, BEING ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 5699.65 FEET FOR AN ARC DISTANCE OF 96.08 FEET TO A POINT OF TANGENCY; THENCE SOUTH 05 DEGREES 53 MINUTES 05 SECONDS EAST, ALONG SAID PARALLEL LINE, 531.53 FEET TO A POINT OF CURVATURE; THENCE SOUTHERLY ALONG SAID PARALLEL (OR CONCENTRIC) LINE, BEING ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 5759.58 FEET FOR AN ARC DISTANCE OF 262.50 TO THE NORTHWEST CORNER OF OBERWEIS DAIRY SUBDIVISION AS RECORDED JANUARY 6, 1995 AS DOCUMENT 95K001238 IN KANE COUNTY, ILLINOIS; THENCE NORTH 89 DEGREES 27 MINUTES 18 SECONDS EAST, ALONG THE NORTH LINE OF SAID SUBDIVISION, 1549.44 FEET TO THE NORTHEAST CORNER THEREOF; THENCE NORTH 00 DEGREES 23 MINUTES 21 SECONDS EAST, ALONG THE NORTHERLY EXTENSION OF THE MOST EASTERLY LINE OF SAID SUBDIVISION, 161.72 FEET TO THE POINT OF INTERSECTION WITH A LINE CONSTRUCTED 420 FEET NORTHERLY OF AND PARALLEL WITH THE NORTH LINE OF SERVICE MASTER SUBDIVISION (AS MEASURED ALONG SAID EASTERLY LINE AND SAID EASTERLY LINE EXTENDED NORTHERLY); THENCE NORTH 89 DEGREES 42 MINUTES 32 SECONDS EAST, PARALLEL WITH SAID NORTHERLY LINE, 412.24 FEET TO THE WEST LINE OF UNIT TWO. NORTH AURORA INDUSTRIAL PARK AS RECORDED JULY 28, 1975 AS DOCUMENT 1334883; THENCE NORTH 00 DEGREES 23 MINUTES 53 SECONDS EAST, ALONG THE WEST LINE, 180.07 FEET TO THE NORTHERLY LINE OF SAID UNIT TWO; THENCE NORTH 89 DEGREES 42 MINUTES 32 SECONDS EAST, ALONG SAID NORTHERLY LINE, 665.55 FEET TO SAID EAST LINE OF THE SOUTHEAST QUARTER; THENCE NORTH 00 DEGREES 23 MINUTES 21 SECONDS EAST, ALONG SAID EAST LINE, 549.89 FEET TO THE POINT OF BEGINNING, IN THE VILLAGE OF NORTH AURORA, IN KANE COUNTY, ILLINOIS.

EXCEPT THAT PART DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTH HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 5; THENCE SOUTH 00 DEGREES 23 MINUTES 21 SECONDS WEST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, 175.02 FEET TO THE POINT OF BEGINNING AT THE POINT OF INTERSECTION WITH A LINE CONSTRUCTED 175.00 FEET SOUTHERLY OF AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHEAST QUARTER: THENCE SOUTH 89 DEGREES 27 MINUTES 18 SECONDS WEST, ALONG SAID PARALLEL LINE. 2717.46 FEET TO THE POINT OF INTERSECTION WITH A LINE CONSTRUCTED 30 FEET EASTERLY OF AND PARALLEL (OR CONCENTRIC) WITH THE CENTERLINE OF COUNTY ROAD 14 (RANDALL ROAD); THENCE SOUTHERLY ALONG SAID PARALLEL (OR CONCENTRIC) LINE, BEING ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 5699.65 FEET FOR AN ARC DISTANCE OF 96.13 FEET TO A POINT OF TANGENCY; THENCE SOUTH 05 DEGREES 53 MINUTES 05 SECONDS EAST, ALONG SAID PARALLEL LINE, 531.53 FEET TO A POINT OF CURVATURE; THENCE SOUTHERLY ALONG SAID PARALLEL (OR CONCENTRIC) LINE, BEING ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 5759.65 FEET FOR AN ARC DISTANCE OF 62.55 FEET; THENCE NORTH 89 DEGREES 27



MINUTES 18 SECONDS EAST, PARALLEL WITH THE NORTH LINE OF OBERWEIS DAIRY SUBDIVISION AS RECORDED JANUARY 6, 1995 AS DOCUMENT 95K001238 IN KANE COUNTY, ILLINOIS, 1260.60 FEET TO THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 4 THEREOF; THENCE SOUTH 00 DEGREES 23 MINUTES 21 SECONDS WEST, 200.00 FEET TO THE NORTHEAST CORNER OF LOT 4 IN SAID OBERWEIS DAIRY SUBDIVISION; THENCE NORTH 89 DEGREES 27 MINUTES 18 SECONDS EAST, ALONG THE NORTH LINE OF SAID SUBDIVISION 305.54 FEET TO THE NORTHEAST CORNER THEREOF; THENCE NORTH 00 DEGREES 23 MINUTES 21 SECONDS EAST, ALONG THE NORTHERLY EXTENSION OF THE MOST EASTERLY LINE OF SAID SUBDIVISION, 161.30 FEET TO THE POINT OF INTERSECTION WITH A LINE CONSTRUCTED 420 FEET NORTHERLY OF AND PARALLEL WITH THE NORTH LINE OF SERVICE MASTER SUBDIVISION (AS MEASURED ALONG SAID EASTERLY LINE AND SAID EASTERLY LINE EXTENDED NORTHERLY); THENCE NORTH 89 DEGREES 42 MINUTES 32 SECONDS EAST, PARALLEL WITH SAID NORTHERLY LINE, 412.30 FEET TO THE WEST LINE OF UNIT TWO, NORTH AURORA INDUSTRIAL PARK AS RECORDED JULY 28, 1975 AS DOCUMENT 1334883; THENCE NORTH 00 DEGREES 23 MINUTES 53 SECONDS EAST, ALONG THE WEST LINE, 180.02 FEET TO THE NORTHERLY LINE OF SAID UNIT TWO; THENCE NORTH 89 DEGREES 42 MINUTES 32 SECONDS EAST, ALONG SAID NORTHERLY LINE, 666.0 FEET TO SAID EAST LINE OF THE SOUTHEAST QUARTER; THENCE NORTH 00 DEGREES 23 MINUTES 21 SECONDS EAST, ALONG SAID EAST LINE, 549,98 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT PROPERTY CONVEYED BY TRUSTEE'S DEED RECORDED FEBRUARY 15, 2018 AS DOCUMENT 2018K007531 DESCRIBED AS FOLLOWS: THAT PART OF THE SOUTH HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 5, THENCE SOUTH 00 DEGREES 23 MINUTES 21 SECONDS WEST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, 175.02 FEET; THENCE SOUTH 89 DEGREES 27 MINUTES 18 SECONDS WEST, PARALLEL WITH THE NORTH LINE OF SAID SOUTHEAST QUARTER, 2717.16 FEET TO A POINT 0.30 FEET EASTERLY OF THE CENTER LINE OF RANDALL ROAD; THENCE SOUTHERLY CONCENTRIC WITH THE CENTERLINE OF RANDALL ROAD, ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 5699.65 FEET FOR A DISTANCE OF 96.13 FEET TO A POINT OF TANGENCY; THENCE SOUTH 05 DEGREES 53 MINUTES 05 SECONDS EAST, PARALLEL WITH SAID CENTERLINE 531.53 FEET TO A POINT OF CURVATURE; THENCE SOUTHERLY PARALLEL WITH SAID CENTER LINE, ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 5759.65 FEET FOR A DISTANCE OF 62.55 FEET; THENCE NORTH 89 DEGREES 27 MINUTES 18 SECONDS EAST, PARALLEL WITH THE NORTH LINE OF OBERWEIS DAIRY SUBDIVISION, 25.15 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 27 MINUTES 18 SECONDS EAST, ALONG SAID PARALLEL LINE, 138.16 FEET; THENCE SOUTH 09 DEGREES 39 MINUTES 33 SECONDS EAST, 28.00 FEET; THENCE SOUTH 86 DEGREES 04 MINUTES 48 SECONDS WEST, 140.00 FEET; THENCE NORTHERLY, 36.00 FEET, ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 5784.65 FEET HAVING A CHORD BEARING OF NORTH 05 DEGREES 03 MINUTES 49 SECONDS WEST AND A CHORD DISTANCE OF 36.00 FEET TO THE POINT OF BEGINNING, ALL IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

PARCEL 2:

LOTS 2 AND 3 IN OBERWEIS DAIRY SUBDIVISION, BEING A SUBDIVISION IN PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 6, 1995 AS DOCUMENT 95K001238, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.



PARCEL 3:

LOT 4 IN OBERWEIS DAIRY SUBDIVISION (EXCEPT THE EAST 241.00 FEET THEREOF), BEING A SUBDIVISION IN PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 6, 1995 AS DOCUMENT 95K001238, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

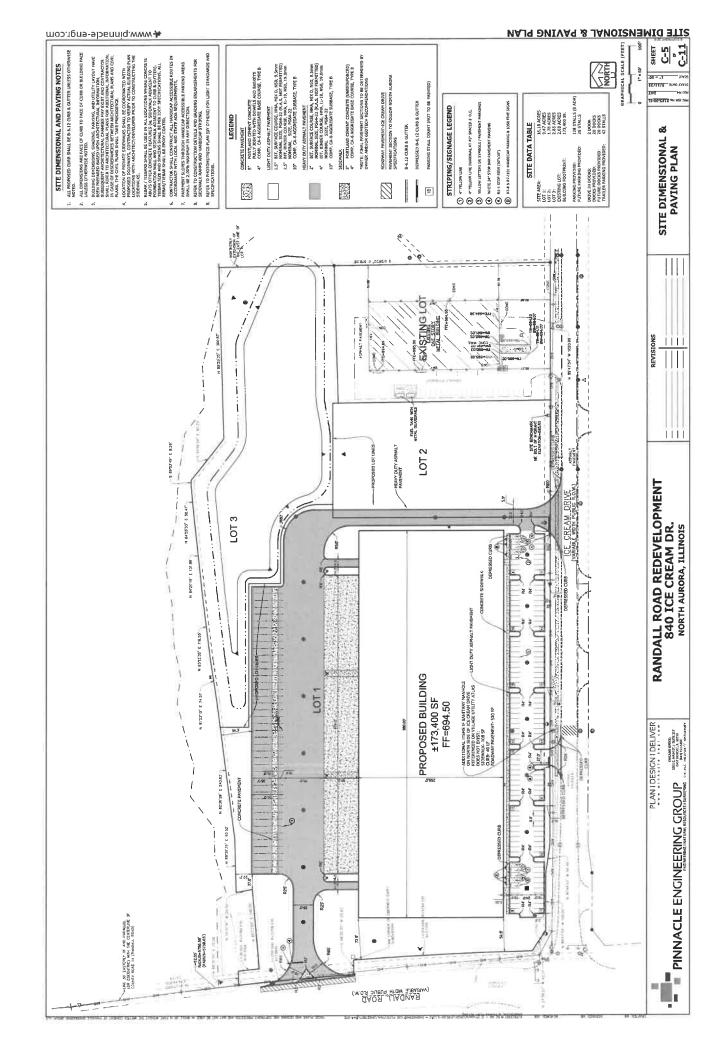
PARCEL 4:

THAT PART OF THE SOUTH HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 5, THENCE SOUTH 00 DEGREES 23 MINUTES 21 SECONDS WEST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, 175.02 FEET; THENCE SOUTH 89 DEGREES 27 MINUTES 18 SECONDS WEST, PARALLEL WITH THE NORTH LINE OF SAID SOUTHEAST QUARTER, 2717.46 FEET TO A POINT 30 FEET EASTERLY OF THE CENTER LINE OF RANDALL ROAD; THENCE SOUTHERLY, CONCENTRIC WITH THE CENTERLINE OF RANDALL ROAD, ALONG CURVE TO THE LEFT, HAVING A RADIUS OF 5699.65 FEET FOR A DISTANCE OF 96.13 FEET TO A POINT OF TANGENCY; THENCE SOUTH 05 DEGREES 53 MINUTES 05 SECONDS EAST, PARALLEL WITH SAID CENTER LINE, 531.53 FEET TO A POINT OF CURVATURE; THENCE SOUTHERLY, PARALLEL WITH SAID CENTER LINE, ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 5759.65 FEET FOR A DISTANCE OF 62.55 FEET; THENCE NORTH 89 DEGREES 27 MINUTES 18 SECONDS EAST, PARALLEL WITH THE NORTH LINE OF OBERWEIS DAIRY SUBDIVISION 256.76 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 83 DEGREES 28 MINUTES 42 SECONDS EAST, 243.83 FEET; THENCE NORTH 82 DEGREES 14 MINUTES 58 SECONDS EAST, 74.57 FEET; THENCE NORTH 84 DEGREES 04 MINUTES 18 SECONDS EAST, 116.55 FEET; THENCE NORTH 85 DEGREES 12 MINUTES 02 SECONDS EAST, 131.89 FEET; THENCE NORTH 85 DEGREES 47 MINUTES 16 SECONDS EAST, 58.47 FEET; THENCE SOUTH 88 DEGREES 12 MINUTES 06 SECONDS EAST, 9.28 FEET; THENCE SOUTH 50 DEGREES 55 MINUTES 11 SECONDS EAST, 92.23 FEET TO SAID PARALLEL LINE; THENCE SOUTH 89 DEGREES 27 MINUTES 18 SECONDS WEST, ALONG SAID PARALLEL LINE, 702.72 FEET TO THE POINT OF BEGINNING, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

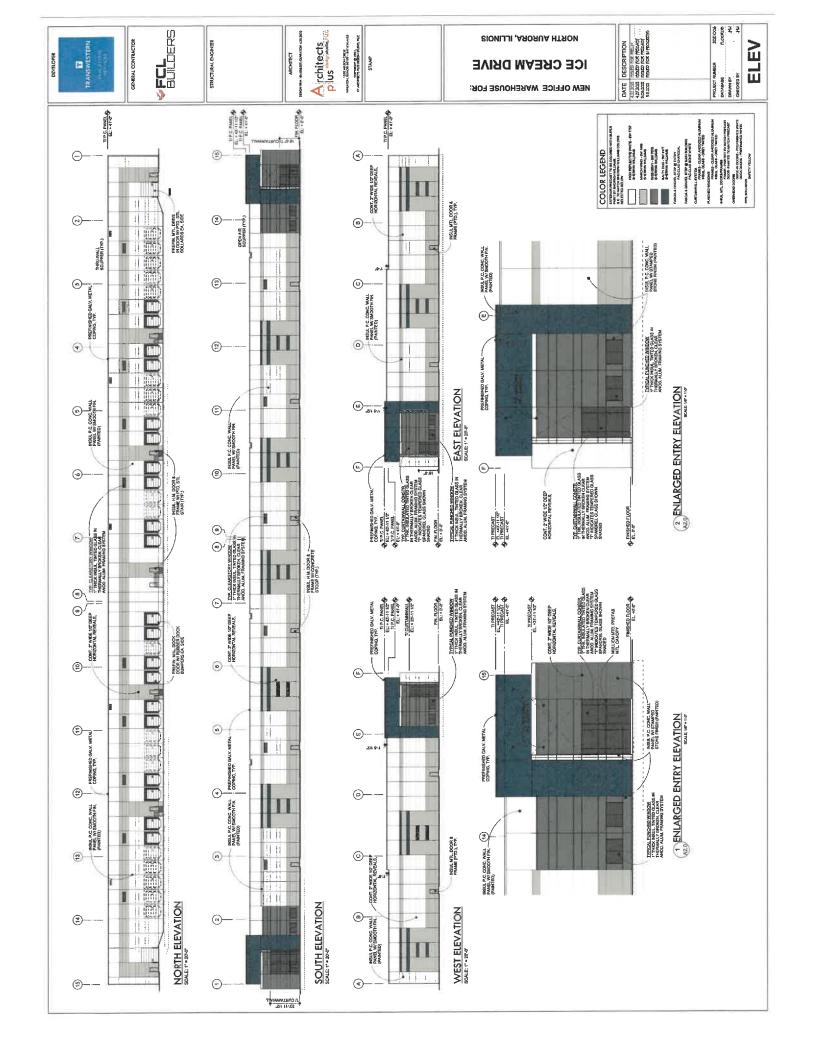
CONTAINING 704,782 SQUARE FEET OR 16.1796 ACRES

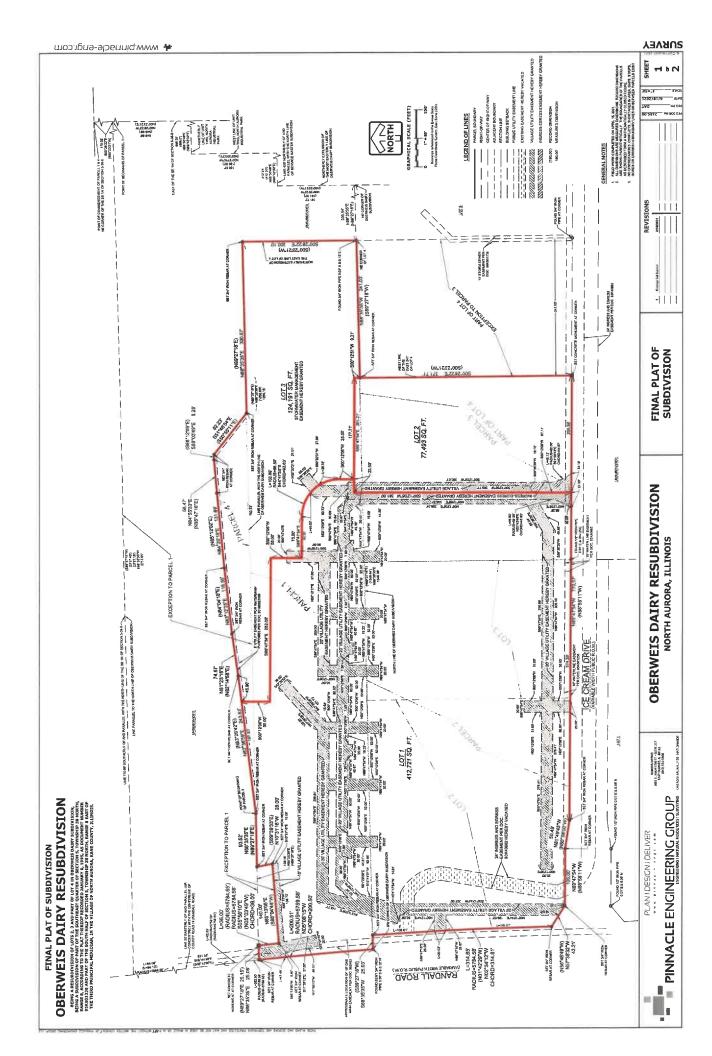


1051 E. MAIN STREET | SUITE 217 | EAST DUNDEE, IL 60118 | WWW.IPINNACLE-ENGR.COM | CHICAGO@PINNACLE-ENGR.COM









OWNER'S CERTIFICATE	PLANNING COMMISSION CERTIFICATE	
STATE OF ILLWOIS)	STATE OF ILLINOIS)	
COUNTY OF	COUNTY OF KANE)	
SECTION THE WASHINGTON AND AND AND AND AND AND AND AND AND AN	APPRIORDS BY THE PLANNING COMMESSION OF THE VILLAGE OF MORTHA AMERICA. ANTED THE DAV OF	
ALED TO THE BEST OF MY KNOWLEDGE. THE LOTS THAT VAE HEREBY CREATER BY THE CHARGE SCHOOL DISTORTS MOWN AS:	CHAMPERSON	
NSTRECT 129	VILLAGE ENGINEER CERTIFICATE STATE OF ILILANGE	VILLAGE UTILITY EASEMENT PROVISIONS AN EXQLUSIVE EASEMENT POR SERVING THE SUBDINGON AND OTHER PROPERTY WITH DOMESTIC
PAIED 1718 DAY OF	188	WATER, SANTTARY SEWERS, STORM WATER DRAINAGE AND OTHER VILLAGE (UTUTIES IS HEREBY RESERVED AND GRANHED TO THE VILLAGE OF REMEMBARS, SUCCESSORS AND ASSENCE STORMED ASSENCE SHOULD ASSENCE AND ASSENCE AND ASSENCE ASSENCE AND ASSENCE
EY; OWNER	APPROVED BY THE VILLAGE ENGINEER OF NORTH AURDRA, ILLINOIS, THIS	ASSERTED TO TREATMENT WAS THE WAS ALL ALL OWNER, WILLIAMS FOR THE WINDER, ACROSS, CONNECTION WITH THE SUBJECT, WHITE ALL ALL OWNER, AND ALL OWNER, ALL OWNER, ALL OWNER, ALL OWNER, ALL OWNER, ALL OWN
NOTARY CERTIFICATE	VILLAGE ENGINEER	PLAT AS DEDICATED FOR PUBLIC STREETS, TOGETHER WITH THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUBHES AND ROOTS AS MAY BE REASONWBLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GYEN, AND THE RIGHT TO BEHTEN UPON THE PROPERTY FOR ALL BUCKH PURPOSES.
STATE OF STA		OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES FACILITIES SUCH AS THE INSTALLATION OF THEES, SHALL HOUSE, BUSHES, PLAYMORIAND EQUIPMENT, FEWERS, SHEEDS ON OTHER OF THEM SHALL
COUNTY OF	ROTHCALE) 08	DOLLINGS, SOFT DOLLING THE REGISTER TO THE COLOR DOLLINGS WAS TO THE SOFT THE THE THE SOFT TH
THE AFORESALD STATE AND COUNTY DO . A NOTARY PUBLIC BN AND FOR HER Y CERTIFY THAT, (DWINEST) PERSONALLY	COMITY OF MALES. APPROCED BY THE VILLAGE OF NORTH AURORA BOARD AT A MEETING HELD. THIS DAY OF	
KNOWN TO ME TO BE THE EAME PERSONAS), WHOSE, WANGES) ISKNESS. SUBSICINED TO THE FOREGOING CERTIFICATE AS SUCH OWNERS). APPECATED REFORE ME THE EAM FORESONAL AND ACKNOWLEGED THE	VILAGE PRESIDENT	INGHESS-EGRESS EASEMENT PROVISIONS
EXECUTION OF THE AMBERD PLAT AND ACCOMPANTING INSTRUMENTS FOR THE URES AND PURPOCES THEREIN SET FIRST AS HS(THEIR) OWN PHEE AND VOLUNTARY ACT.	МЕМОЕ ОТЕЫК	SUBLYSTORY, THEN HEIRS, SUCCESSORES AND ASSIGNAL CREATED BY THE PLAY HERE ON DRAWN, AND TO ALL PRESENCE MONE WAS THE PLAY HERE AS THE SECURIOR SHOWN OF THE PLAY HERE AS THE SECURIOR SHOWN OF THE PLAY HERE AND THE PLAY HERE SECURIOR SHOWN OF THE PLAY HERE AND THE PLAY HERE SECURIOR SECURIOR SHOWN OF THE PLAY HERE AS THE PLAY HERE SECURIOR SHOWN OF THE PLAY HERE AND THE P
GIVEN LANDER MY HAND AND NOTARIAL SEAL THIS DAY OF	VILLAGE COMMUNITY DEVELOPMENT CERTIFICATE	AUTHORYTY OT TRAVEREE THE EAKELBETT AREAS AS PEREBITMANS AND DHEAATORS OF MOTORIZED VEHICLES. THE EAKELBETT AREAS SHALL NOT BE CLOSED FOR ANY REASON EXCEPT EMERGENCY PERMISS. THE DESIGNATIONS OF OBSITALCITIONS SHALL BEFOLED ON THE
	STATE OF ILLINOIS) COURTY OF KANE)	SAUD EASEMENT AREAS.
NOTARY PUBLIC	APPROVED BY THE VILLAGE COMMUNITY DEVELOPMENT DIRECTOR OF NORTH A MOTOR THE TAN OF THE T	STOBMAN TED MANAGEMENT FAMENTED PROMISED
	COMMISSION CONC. COME OF THE CONC.	THE AREA(S) OF THE PROPERTY DESIGNATED ON THIS PLAT AS "STORMWATER MAUMGENERT EASIERTY SHALL BE CONTRIBUDUSLY MARRATINED BY A RIPET AFFE MAUMER BY THE OWNER OF THE PROPERTY WITHIN WHICH THE LASELENT (3 STLATED, IN ACCORDANCE WITH THE
		PROVISIONS OF THE APPROVED MAINTENANCE PLAN THEREFORE WHICH IS ON FILE WITH THE VILLAGE OF HORTH AIRORA, KANE COMMY, ILLAOSE (THE VILLAGE), PROVIDED, MONORED, THAT
KANE COUNTY CLERK CERTHICATE STATE OF ILLHOIS)		THE REPOYNSBILLY FOR NEE COSTS FOR SUCH ANATHERINES SUPERIOR BEST ACCOUNTS. SUCH ACREEKENINGS AS MAY BE EXECUTED BY ALL OWNERS OF PROPERTY WITHIN THE SUBDIVISION WHO ARE BY SUCH AGREEKENINGS) MADE RESPONSBILE FOR SUCH MAINTENANCE.
COUNTY OF KANE)		COSIS, FURTHER, AN EXSEMENT ON, UNDER AND ABOVE THE STOKMANTER MANAGERENI EASEMENT IS HEREBY GRANTED TO, AND FOR THE USE AND BENETH OF THE LOTS IN THIS STREPHYSION FOR THE SIZE PURPOSE OF STORMANTER MANAGEMENT AND CONVEYANCE.
AND JITHES THE GUIDDER SHAFE HE WAS ALLE HE WAS ALL HE WAS ALLE HE WAS ALL HE WAS ALLE HE WAS ALL HE WA		NO CHANGE SHALL BE LABOR OF THE PERSONS CRANS. OF THE AND WHITH THE STROMWITTER MANAGEMET RESERVET, WOR SHALL AN' COBSTINCTION OF NOT WAS WANGEMENT RESERVET OF SERVETTED OF SHART WAS THE STORMWITTER WANGEMENT THAT BE STORMWITTER THAT BE STORMWITTER OF MANAGEMENT THAT BE STORMWITTEN THAT SHALLY WEIGHT, REDUCE THE
GIVEN UNDER MY NAME AND SEAL THIS DAY OF20		STORMWATER STORAGE CAPAGITY THEREOFF. THERE, STRUBLS, HURLALD NORMAL LAUDSCAPE PLAYTING, AND ANY OTHER RISTALATIONS SHALL BE PERMITTEN WITHIN THE STORMWATER MANAGEMENT EASEMENT ONLY WITH THE PRIOR WRITTEN APPROVAL OF THE VILLAGE ENGINEER.
GOUNTY GLERK		THE ROBERTY OWNER SHILL MANTANE MROPER VEGETATIVE COVER ON THE SURFACE OF THE STORMWITTE MANGELETIT EASENET, IR ACCORDANCE WITH THE APPROVED DESIGN PLANS, AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF SAID VEGETATIVE COVER.
KAUB CHINTY DECREDES CERMINATE		IN THE EVENT THE VILLAGE DETERMINES, IN 176 GOLE AND ASSOLUTE DISCRETION, THAT PRIDR MANTENANCE OF THE STORMANTER AMALGENENT ESSEMENT IS NOT PERFORMED AT ANY TIME, THE VILLAGE, AFTER THE VIO DAYS PRIOR WRITTEN MOTICE TO THE PROPERTY OWNERSIEN, MAY,
STATE OF ILLINOIS)		BUT SHALL NOT BE OBLIGATED TO, EMTER UPON THE STORAMMATER MAJANGEMENT EASEMENT FOR THE PURPOSE OF PERFORMING MAINTENANCE WORK ON AND TO THE STORAMMATER MANAGEMENT A REGISTRAL
COUNTY OF KANE) 133		IN THE REWIT THE VILLAGE SHALL CAUSE TO BE PERFORMED ANY WORK PURSUMAT TO THERE PARAMEDERS THE WILLAGE SHALL HAVE THE BIRST TO CHARDE THE THE DESCRIPTION CHARD.
THSI MSTRUMENT NO, WAS FILED FOR RECORDS IN THE RECORDERS OFFICE OF NAME COMPAT, IL HIODS, ON THE		PROPRETEY WHIN WICH, BUGHORN WAS REPORTED AND AUGUST SUPPORTED TO BEHAVIOR THE PERFORMENT TO DEFENT OF THE STORES OF OF SULDH WORN, OR ACTION, INCLUDING ADMASSTRAINE, COSTS, SITHER ERFORD OF ATTENDED BY THE AMOUNTS OF ADMASSTRAINE, COSTS, SITHER PROPERTY OWNERS, SHE WICHOUR TO THE AMOUNTS OF ADMASSD SON THE PROPERTY OWNERS, SHE WITHIN THE THE WAS DAVING A DEBAND IN WITHING THE THE STORES.
COUNTY RECORDER		MULAGE FOR ROLFO MANETIN, SIGH OLDINGER, TOGETHER WITH BITEREST MAD COSTS OF MOLICETINE SHALL RECORDER. ALEN WOR THE STORMWINE HANGERER FOREIGN HAD THE PROPERTY BOARD OF THE MOLICETINE SHALL RECORDER FOR THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE MOLICETINE SHALL
		the disjustance or the studied upon these pages absolutely asked to the studied or the studied upon the studied or the studied upon the studied or the studied upon the studied or the stu
		THE CONTROL OF STATE

OBERWEIS DAIRY RESUBDIVISION FINAL PLAT OF SUBDIVISION

SURVEYOR'S CENTIFICATE. THS IS TO CERTIFY THAT I, PAUL A. KIJAKER, AM ILLINOSE PROFESSIONAL LAND SURVEYOR. MANS S PHATED-FOR THE DIMERES THEREOF THE FOLLOWING DESCRIPED PROPERTY.

HARTEL IN THE PORTON HALF OF RECIDING I TOWNSON BE HEALTH OF THE THIRD PRINGWA, MINIOWAN, DECEMBED AND MANY OF THE THIRD PRINGWA, MINIOWAN, DECEMBED AND MANY OF THE THIRD PRINGWA, MINIOWAN, DECEMBED AND MANY OF THE THIRD PRINGWAY HARTEN AND MANY OF THE THIRD OF THE THIRD PRINGWAY HARTEN AND MANY OF THE THIRD THIRD PRINGWAY

THE THE OFFICE THE SERVICE AND A THE THE THE SERVICE AND A SERVICE THE THE SERVICE THE SERVICE AND A SERVICE AND A

A CONTRACT PRODUCTION OF THE P

LOTS AND IN DEREMDE DURY BARRANDON, REDIGA MELIRANTHON HE MAT OF THE SOUTHEAST DUATER OF SECTION 5, TOWNENS LOUNDS THE STREET FROM ESTED OF SECTION 5, TOWNENS CONTINUENCE FAULT OF THE STREET FROM ESTED OF THE STREET FROM LOT 411 GERMEE DARY SUBMERCH DOZETT THE EAST 31,00 RET THERGOP, SEHOL SUBMONSONIN MAT OF THE SOUTHEAST COST 411 GERMEE DARY SUBMONSONIN FOR THE SOUTHEAST COST 411 GERMEN ACCORDANCE TO SHE FOUND THE SERVICE OF SCIENCES AND SHE SOUTHER SERVICES OF SUBMONSONIN THE PLAT THEREOF RECORDED ANALYSIN, 4199 AS DOCUMENT RECORDED ANALYSIN CONTRACT AND SHE SUBMONSONIN THE SALE AND SHE SUBMONSONIN THE SERVICE OF SHE SUBMONSONIN THE SALE AND SHE SUBMONSONIN THE SALE AND SHE SUBMONSONIN THE SALE AND SHE SALE A

I FIRSTHER CERTIFY THAT THE TOTRIGORNO PROPERTY PALLS WITHIN THE CORPORATE LIMITS OF THE WILLIGE OF WORTH AURORA, AND INTERFECENTIAL THAT PARK OF SUD ROBERTY STATES CONTINUED BY TOUR "WITH THE SERVINGEST HAND AURIE ADDLE "Y, AS PSY INTERFECENTIAL WITH A PROPERTY STATES TO THE WINDOWN ALCODE INSTRUCTED AUGUST AND WAY AND YABREST TOWNOONLY LAW STATES TAGINS." I FURTHER CERTIFY THAT IRON STAKES HAVE BELN SET AT ALL LOT ORDINGES, POINTS OF CURVATURE AND TAMESHOT, ENCEST THAT BE CHARGITET AND MAKE AND MAKE AND BENEFICEN, AND THAT EACH FELSCON COMPINE CORRECTLY REPRESENTS SHO BRAYER AND SARDYISORA, IL REPRESIONES AND EACH IN FEET AND DECINAL PARTS IN FREED. CONTAINING 814,394 SOUARE FEET OR 14,1043 ACRES



PAUL A PA REVISIONS

SURVEY

SHEET

1202/21/9

OBERWEIS DAIRY RESUBDIVISION NORTH AURORA, ILLINOIS

PINNACLE ENGINEERING GROUP

PLAN I DESIGN I DELIVER

FINAL PLAT OF SUBDIVISION

IIII

ENGINEERING IMPROVEMENT PLANS

RANDALL ROAD REDEVELOPMENT

LEGEND

SANITARY MANHOLE STORM MANHOLE CATCH BASIN

NORTH AURORA, ILLINOIS 840 ICE CREAM DRIVE

PLANS PREPARED FOR



TRANSWESTERN DEVELOPMENT COMPANY

200 W MADISON STREET, CHICAGO, ILLINOIS 60606 (312) 881-7000





LOCATION MAP

TRANSWESTERN DEVELOPMENT COMPANY
THE STUCKLY- VICE PRESIDENT, CONSTRUCTION
200 W. MADISON STREET, SUITE 1200
CATCAGO, 11. 606-06
(312) 257-2890 CONTACTS

TYPINACLE ENGINEERING GROUP, LLC COST LACK TANN STREET SUITE 217 OSD LACK TANN STREET SUITE 217 STST DANNES, LLEWGIS 60118 STST DANNES, LLEWGIS 60118

RANULAR TRENCH BACKFILL

ITILITY CROSSING

STORM SEWER

SANITARY SEWER

VALVE SOX

POWER POLE WITH LIGHT

JUY WIRE

ALLAGE OF NORTH AURORA - PUBLIC WORKS TOWN LASYOWSKI, AUBLIC WORLDOWN LASYOWSKI, AUBLIC WORKS DIRECTOR AS EASTS TATE STREET WORTH AUROCA, IL 60542 VILLAGE OF NORTH AURORA -MIKE TOTH, COMMUNTY & ECOA 25 EAST STATE STREET NORTH AURORA, IL 60542 630-906-7498

UTILITY CONTACTS

NATURAL GAS NICOR GAS (847) 443-8157 COMED (800) 334-7661

HIGH WATER LEVEL (HWL.)
NORMAL WATER LEVEL (HWL.)
DIRECTION OF SURFACE FLOW
DITCH OR SWALE

PHONE/CABLE/INTERNET AT&T (877) 342-6586 COMCAST (800) 265-2278 OIRECTV (800) 521-5000 FROYTIER (800) 921-8102 METRONET (844) 692-6184

1

DIVERSION SWALE OVERFLOW RELIEF ROUTING TREE WITH TRUNK SIZE SOIL BORING TOPSOIL PROBE

GENERAL NOTES

BENCHMARKS

FENCE LINE, TEMPORARY SILT FENCE LINE, WIRE FENCE LINE, CHAIN LINK OR IRON FENCE LINE, WOOD OR PLASTIC COMCRETE STDEWALK

ALL UTLITY COMPAIES, INCLUDING THE VILLAGE OF NORTH AURORA, SHALL BE COTTED AND THEIR FUCLTITES SHALL BE LOCKTED PAIOR TO ARTY WORK IN ANY SIGEHEMY, BIGHT-CA-WAY, UNDER COUNTING PROME OF ARTY OWNER, TO EXCENDED THE OWNER SHOWN HEREIN ARE FOR CRAMIC.
LULISTRATION OWN WHO MEE NOT TO BE RELEIGH UPON. 1. THE VILLAGE OF NORTH AURORA BUILDING & ZONING DIVISION SWALL BE NOTIFIED AR HOURS PAIOR TO COMMENCEMENT OF WORK AND 24 HOURS PAIOR TO EACH INSPECTION AT (815) 895-4515. WORNHERT IL AGRES 22 8 EASTORDB, NORHERT ZIBED SCICKTED APPROXIMATEN'L IO NO HIMPEST OF NORTH AUGNOS, 25 18 EGUITHMEST ATANA IN SECTION 32, 1294, 186E, 10 ERACH IN TEL UNICATION 12, 1294, 186E, 10 ERACH SEED WEST ON HOOSEHEART TO APPROXIMATELY ILLIES TO THE STATION HOCKTED 65, 4 FT NORTH OF TRIJLES OF DISCORDINATELY.

1. PRIOR TO COMPRINEMENT OF ANY OFFSITE CONSTRUCTION, THE CONTRACTOR SHALL SECURE WRITTEN AUTHORIZATION THAT ALL OFFSITE EMEMENTS HAVE BEEN SECURED, AND THAT PERMISSION HAS BEEN GRANTED TO ENTER OUTO REVIATE PROPERTY.

4. EXCEPT WHOSE MODIFIED OF THE CONTRACT DISCUSIONS, ALL WORK REPORSED HERGON SHALL BE THI ACCROUNCE WITH THE FOLLOWING SPECIFICATIONS (LATEST EDITION):

A. WLASCH WHOSE MODIFIED OF THOSE DOPED CHARGET ORDINANCE.

B. "STANDARD SPECIFICATIONS FOR ARD, AND REDUCE CHARGET ORDINANCE." STANDARD SPECIFICATIONS FOR ARD, AND REDUCE CHARGET ORDINANCE.

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REVISIONS

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ATTACHMENTS

L-1-1-7 LANDSCAPING PLANS

DATED THIS 11TH DAY OF MAY, 2021.

ISSUED FOR REVIEW





Knowwhats below.

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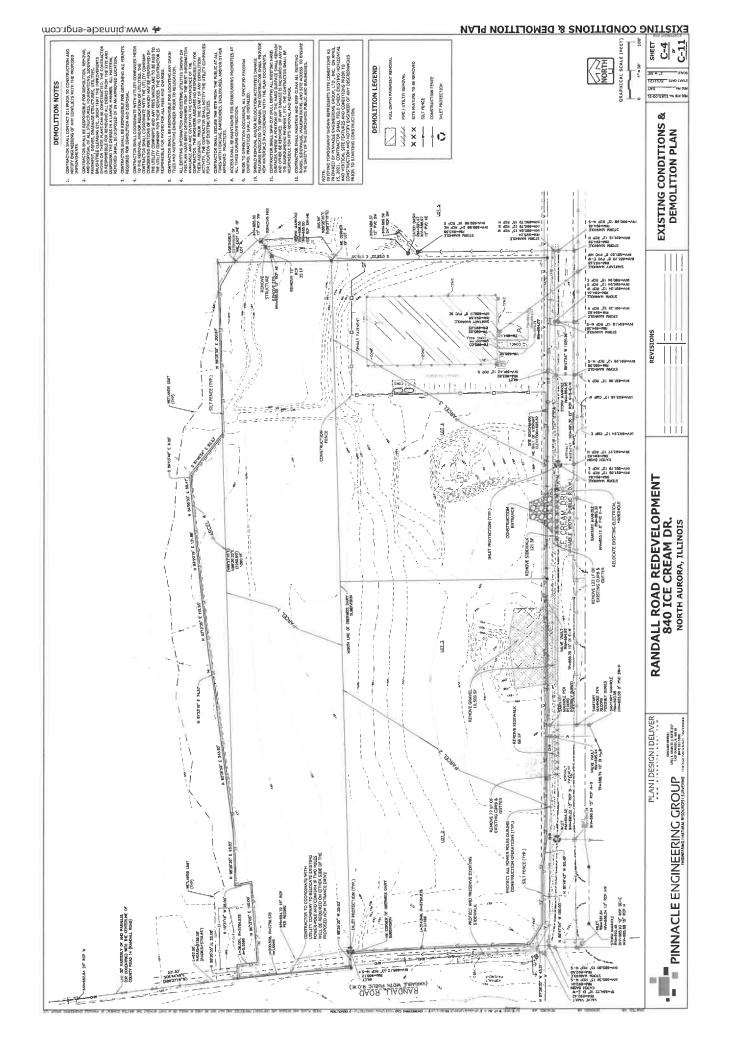
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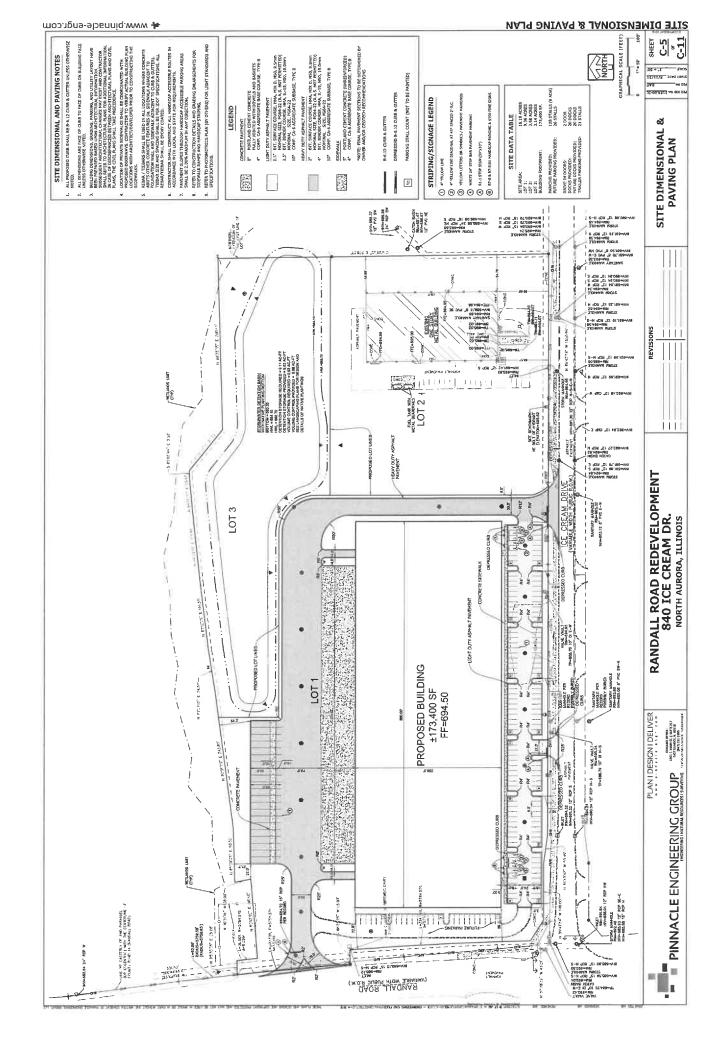
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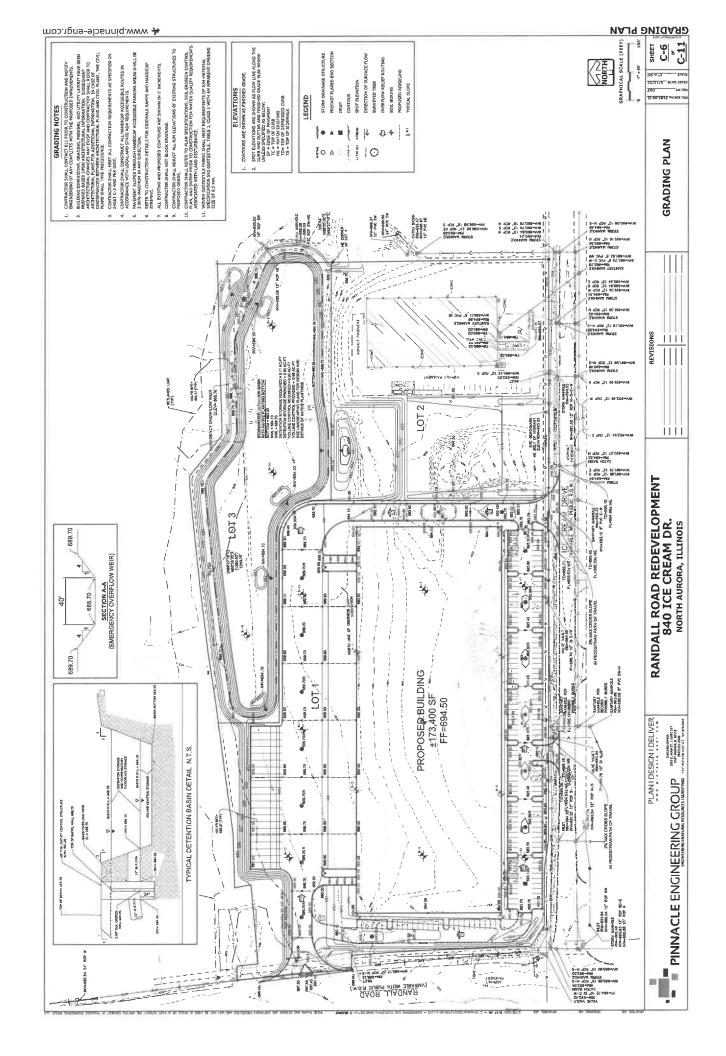
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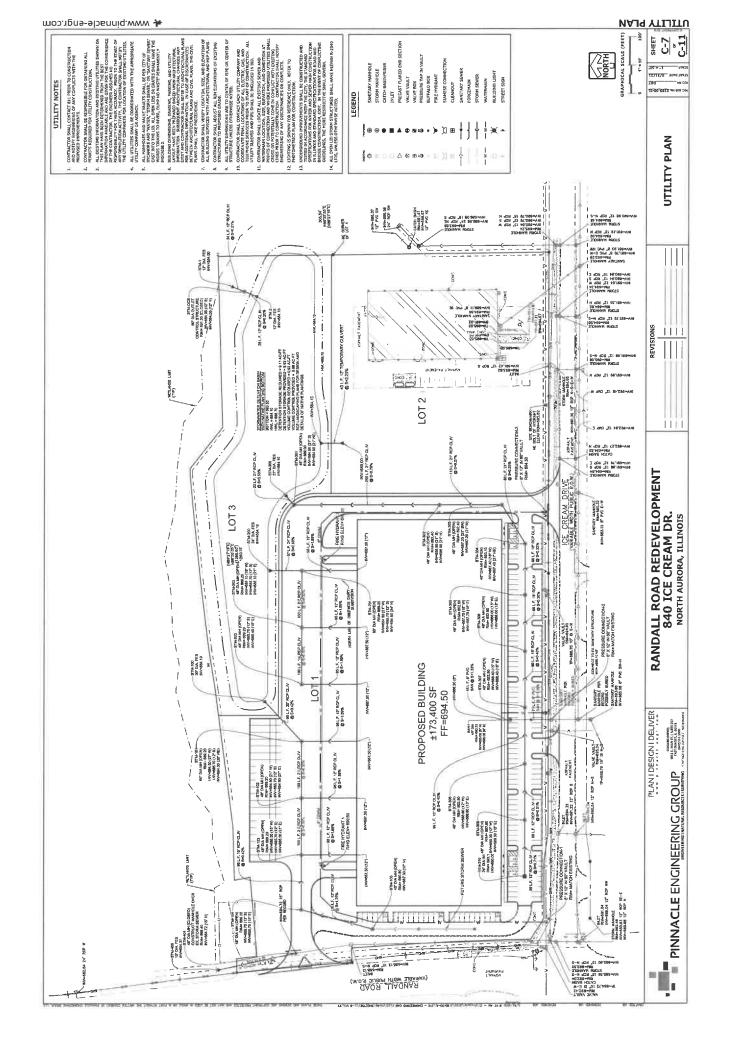
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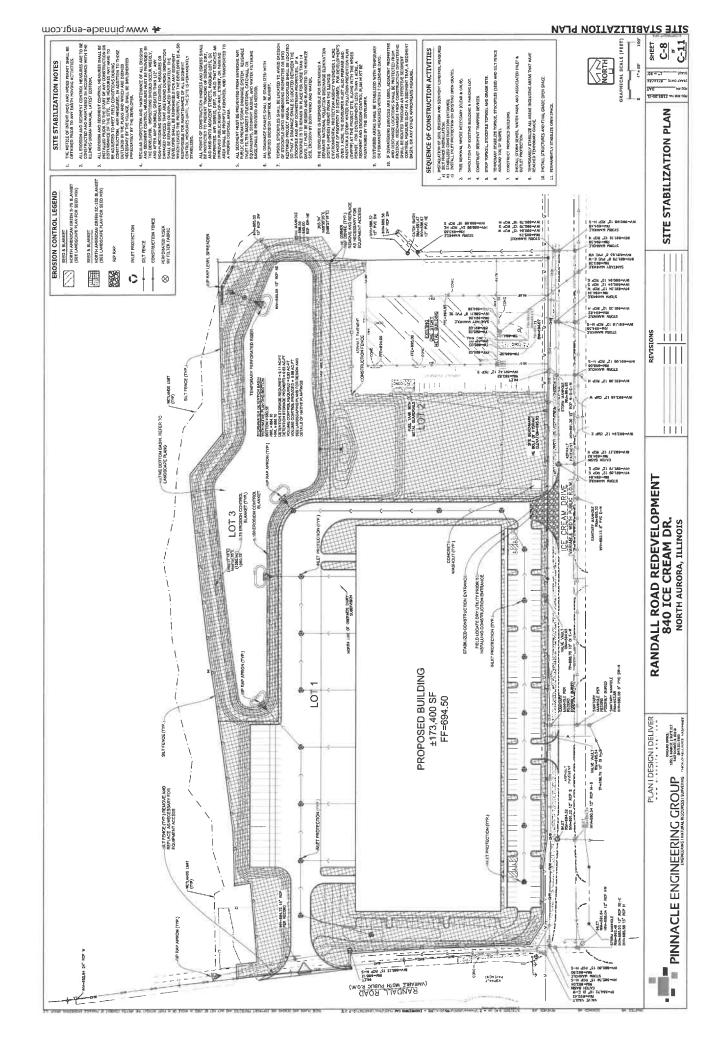
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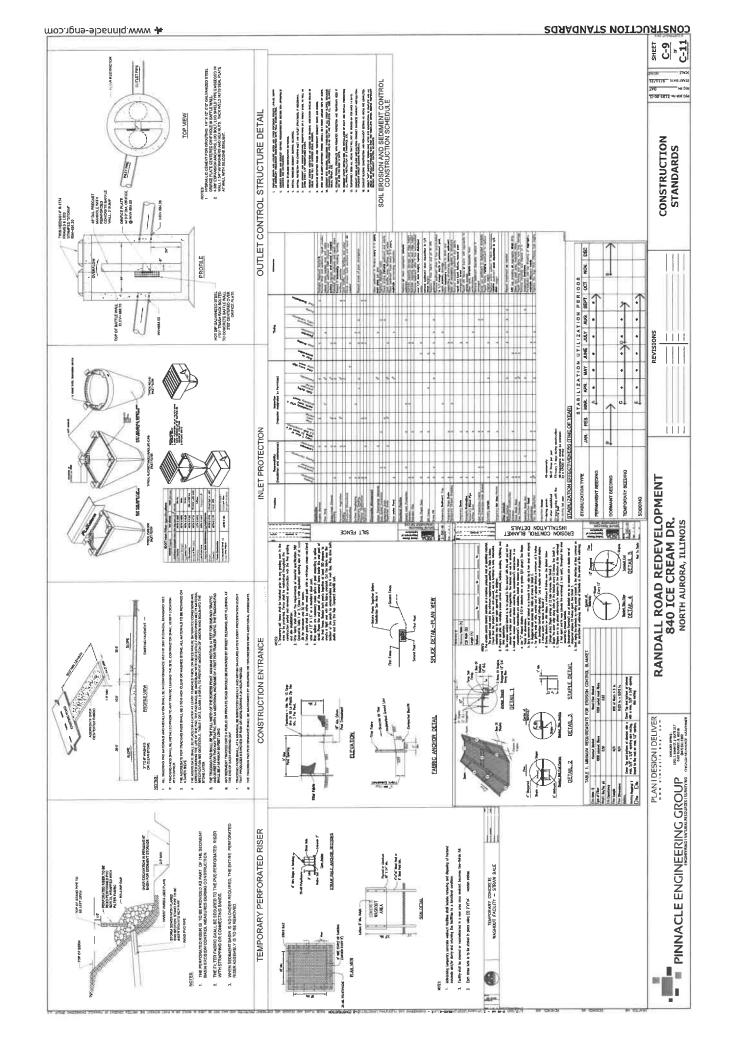


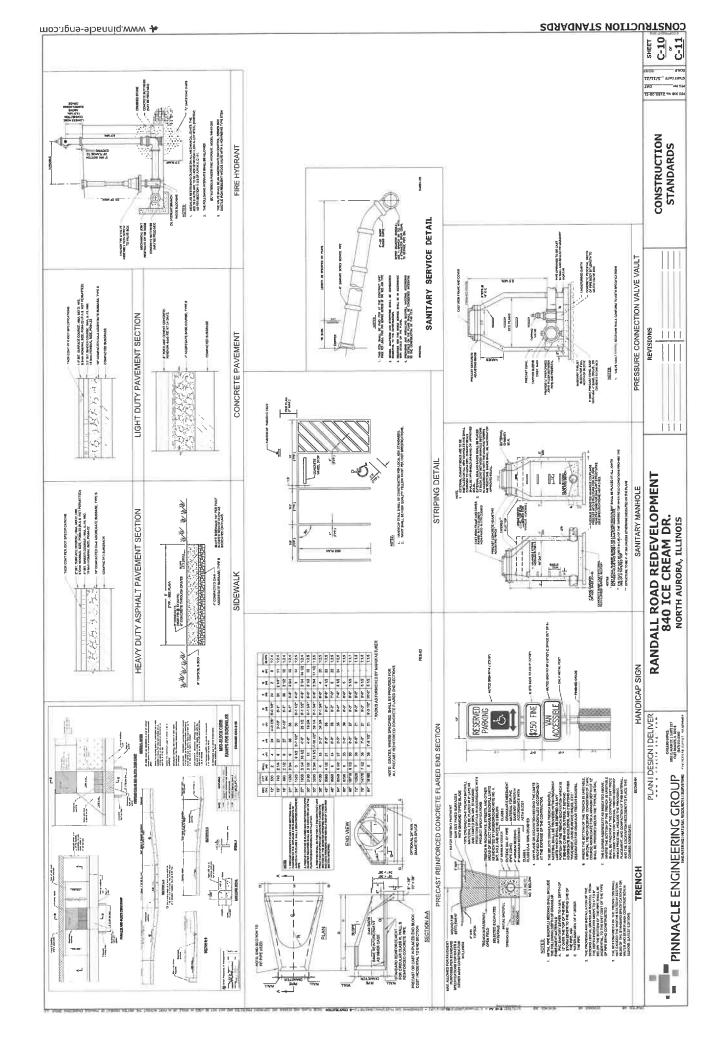


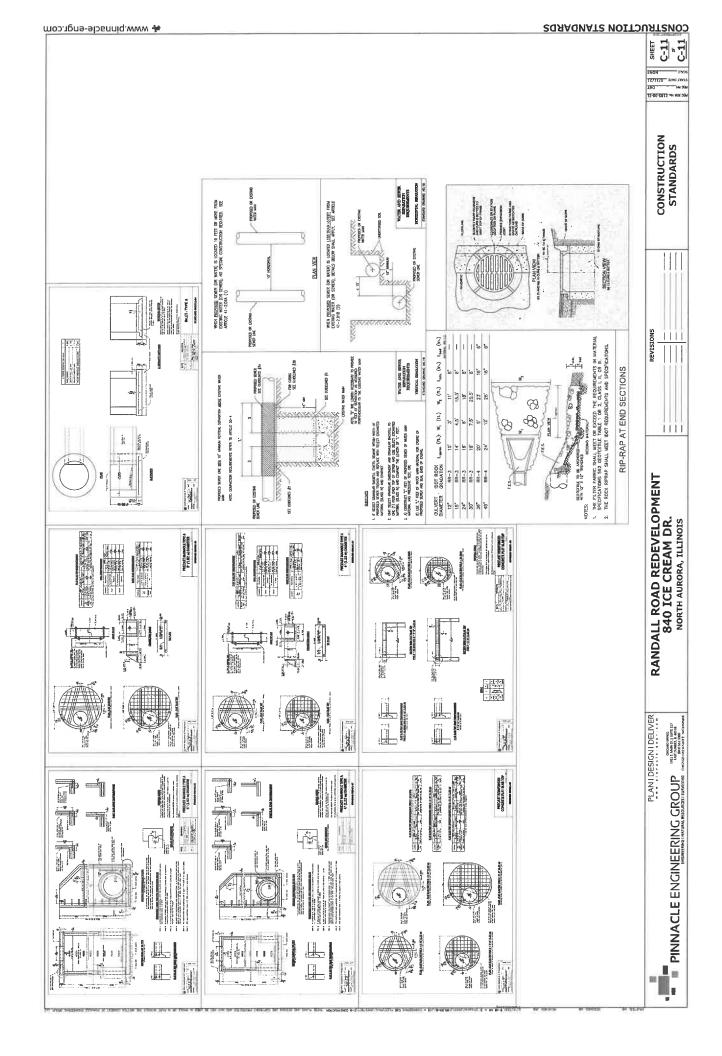


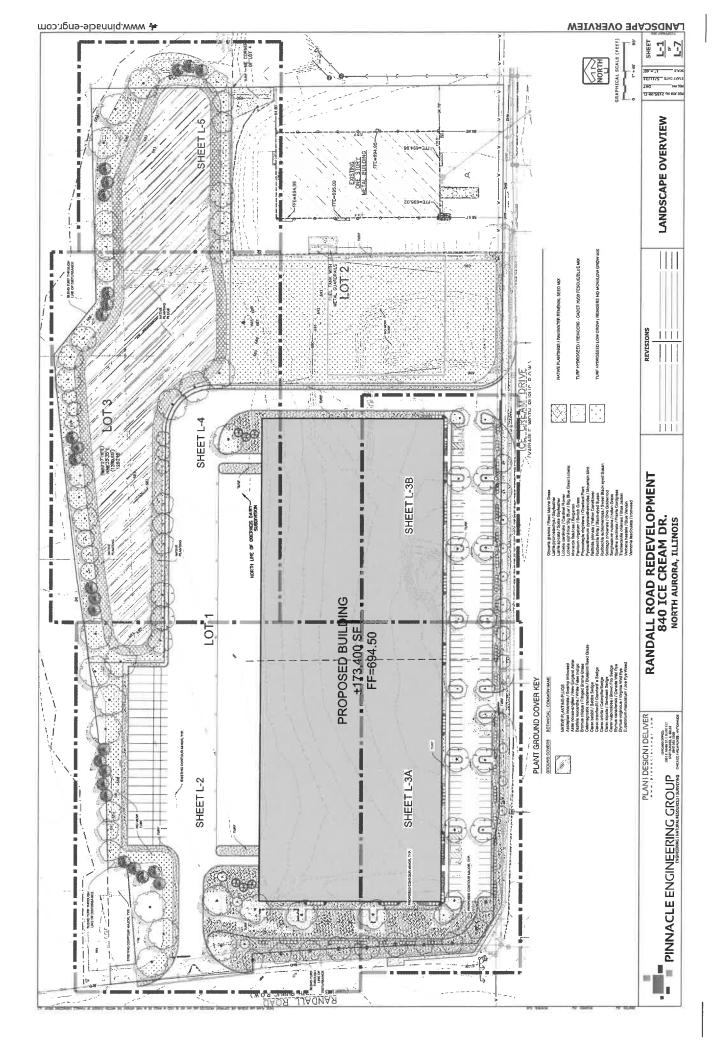


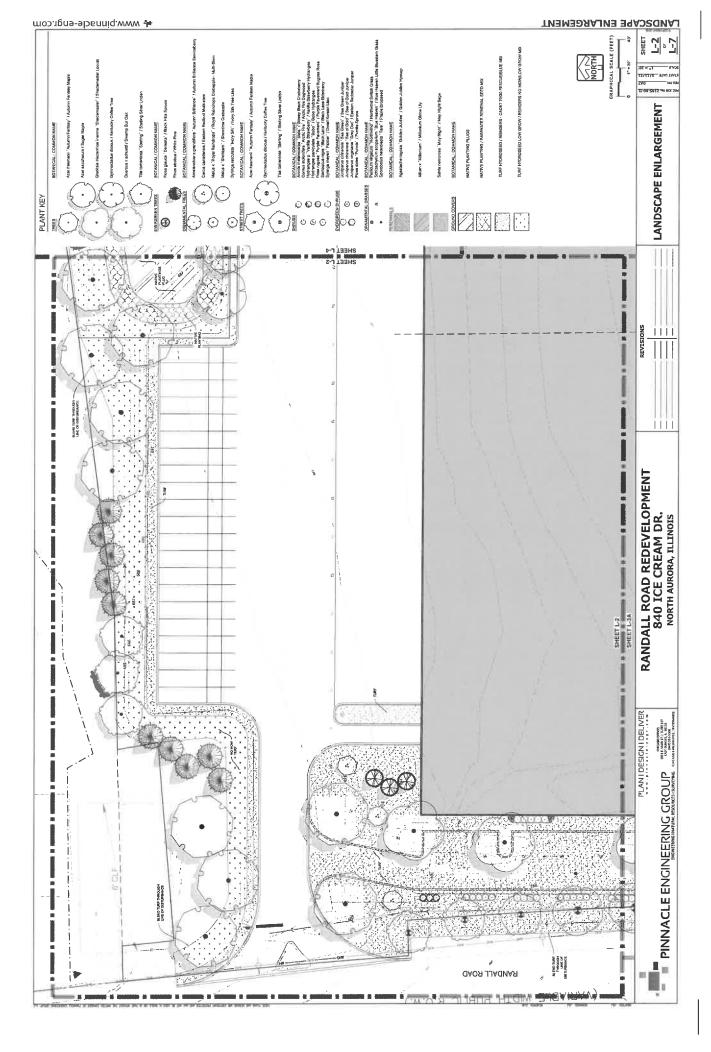


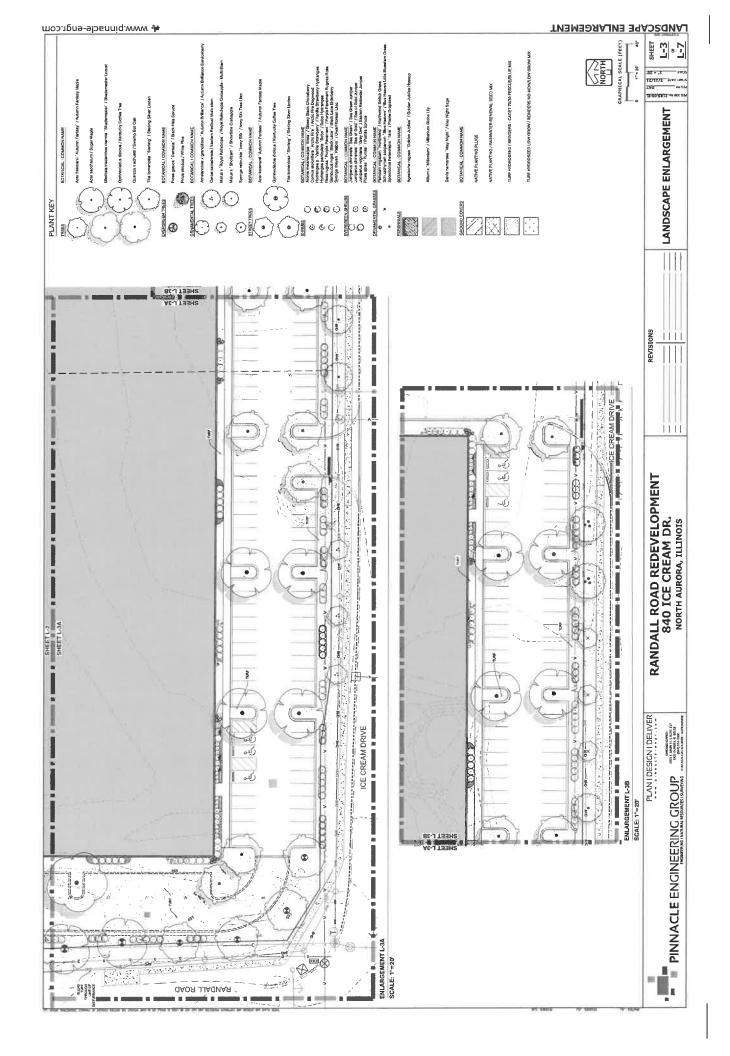


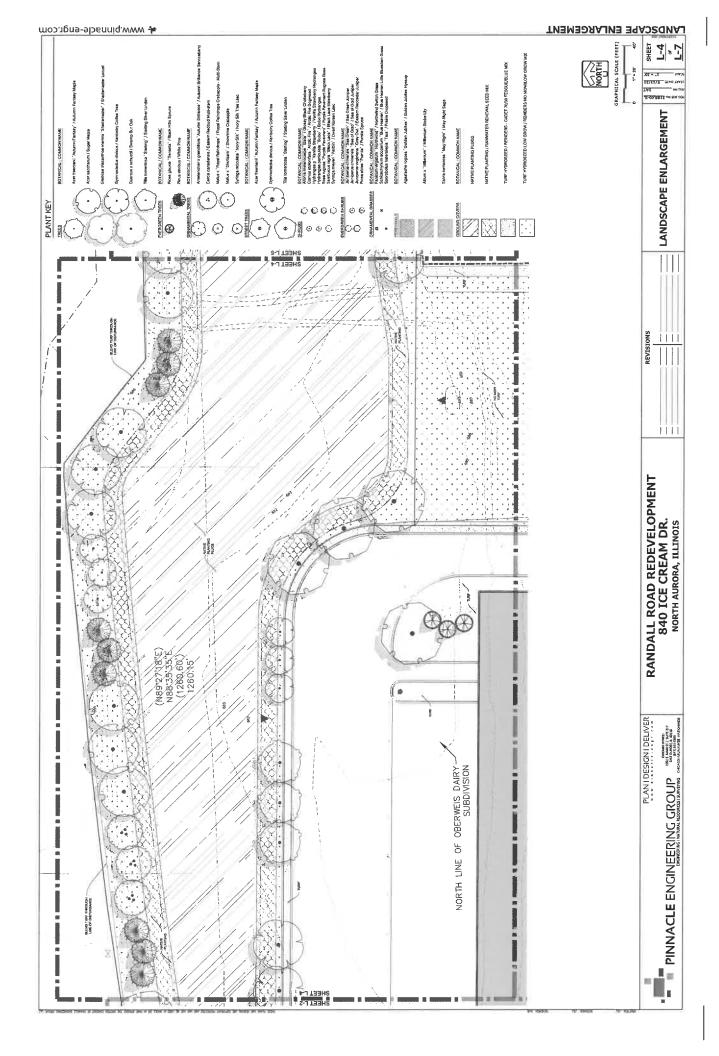


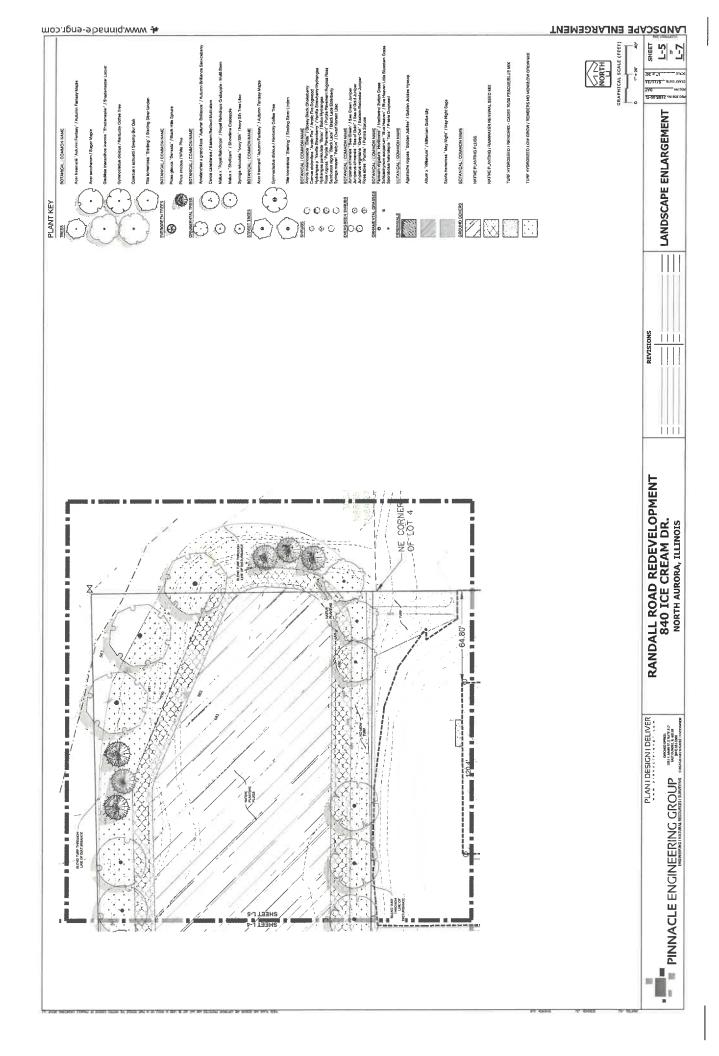


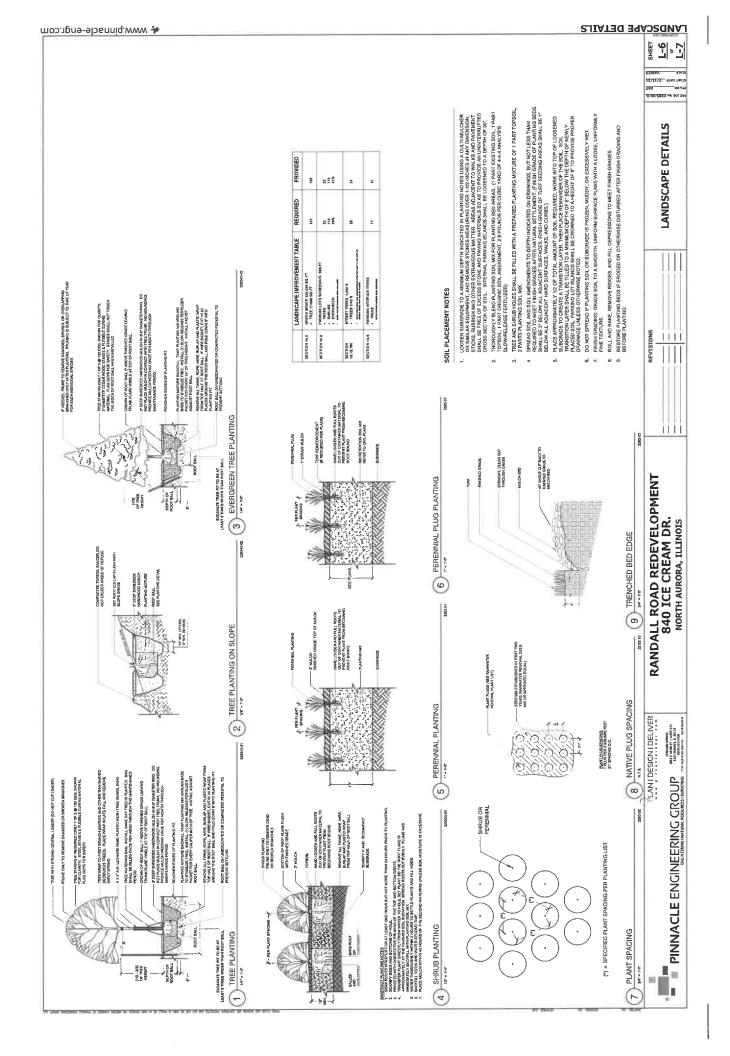












NATIVE SEEDING & PLUG PLANTINGS

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NATIVE PLUGS INSTALLATION

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THE CONTRACTOR MUST LABEL ALL TREES WITH THE COMMON AND BOTANICAL NAMES PRIOR TO FINAL INSPECTION. OAK TREES PRILE BETREATED FOR TWO-LINE CHESTNUT BORER BOTH AT THE TIME OF INSTALLATION AND DURING THE SECOND GROWNIOS SEASON. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" DEEP SHREDDED HARDWOOD MULCH, AND ALL TREES PLANTED IN TURF AREAS SHALL RECEIVE A 3" DEEP SHREDDED HARDWOOD MULCHED RING AS SHOWN IN PLANTING DETAILS.

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WHILE PLANTING TREES AND SHRUBS, BACKFILL§ OF PLANTING HOLE AND WATER TREE THOROUGHLY BEFORE INSTALLING THE REMAINDER OF SOIL MIXTURE. AFTER ALL SOIL HAS BEEN PLACED INTO THE PLANTING HOLE WATER THOROUGHLY AGAIN.

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ALL PLANT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH PLANTING DETAILS.

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ALL DISTURBED AREAS OUTSIDE THE LIMITS OF WORK SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES, INCLUDING ANY IRRIGATION LINES, PRIOR TO DIGGING. CONSULT J.U.L.I.E.

TREES SHALL BE INSTALLED NO CLOSER THAN:

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THE CONTRACTOR IS TO REVIEW ALL SITE ENGINEERING DOCUMENTS PRIOR TO INSTALLATION. ANY CONFLICTS MUST BE REPORTED TO HE MADSCAPE AROUNDED. A LANDSCAPE DRAWINGS ARE FOR THE INSTALLATION OF PLANT MATERIALS. ONLY UNLESS OTHERWINES SHARMLS.

THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS, FEES, AND LICENSES NECESSARY FOR THE INSTALLATION OF THIS PLAN

THE CONTRACTOR IS RESPONSIBLE TO CONDUCT A FINAL WALK THROUGH WITH THE LANDSCAPE ARCHITECT AND OR OWNERS REPRESENTATIVE TO ANSWER QLESTIONS, PROVIDE INSTRUCTIONS, AND ENSURE THAT PROJECT REQUIREMENTS HAVE BEEN MET

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REVISIONS

RANDALL ROAD REDEVELOPMENT 840 ICE CREAM DR. NORTH AURORA, ILLINOIS

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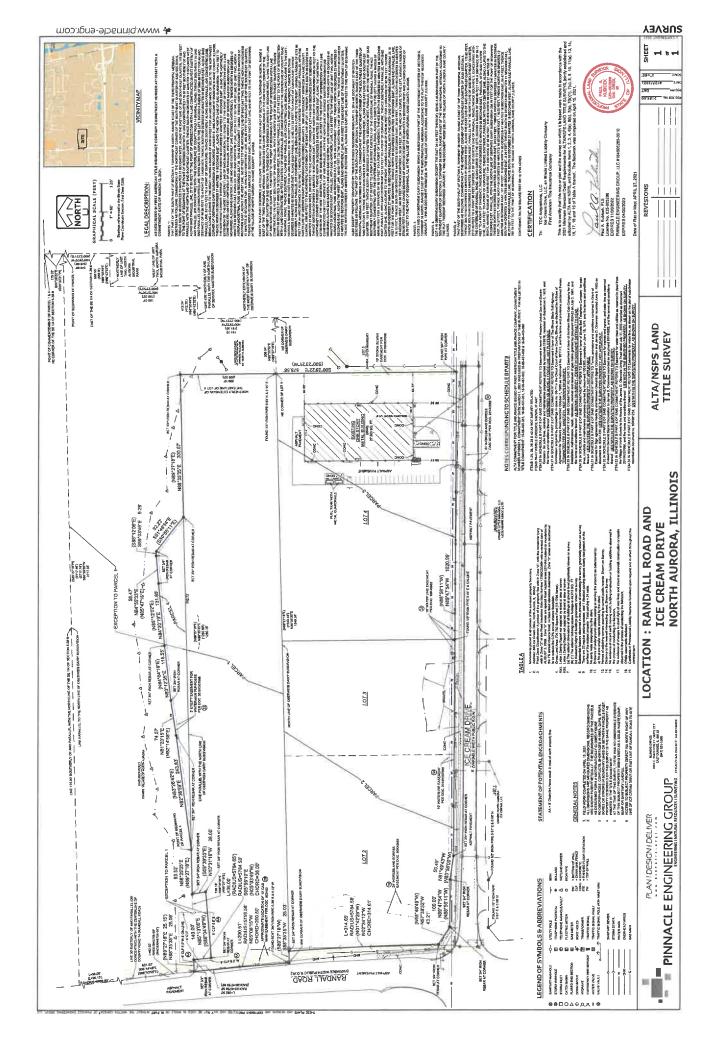
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LANDSCAPE GENERAL NOTES

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http://dnr.state.il.us

JB Pritzker, Governor

Colleen Callahan, Director

March 29, 2021

Leia Cooney Pinnacle Engineering Group 1051 E. Main St, Suite 217 East Dundee, IL 60118

RE: Ice Cream Drive

Project Number(s): 2112043

County: Kane

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Bradley Hayes

Bradley Hayer

Division of Ecosystems and Environment

217-785-5500

Traffic Impact Study Proposed Warehouse/Distribution Development North Aurora, Illinois

SITE

Prepared For:



TRANSWESTERN[®]

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

May 10, 2021

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed warehouse/distribution development to be located in North Aurora, Illinois. The site, which is currently vacant, is located in the northeast quadrant of the intersection of Randall Road with Ice Cream Drive. As proposed, the site will be developed with two warehouse/distribution buildings that will include an approximate 173,400 square-foot building and an approximate 29,333 square-foot building for a total of 202,733 square feet of space. Access to the development will be provided via two full movement access drives on Ice Cream Drive and one right-in/right-out access drive on Randall Road.

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

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

The sections of this report present the following:

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

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

- 1. Year 2021 Base Conditions Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area and adjusted to represent precovid conditions.
- 2. Year 2027 No-Build Conditions Analyzes the capacity of the existing roadway system using Year 2021 base peak hour traffic volumes increased by an ambient area growth factor not attributable to any particular development.
- 3. Year 2027 Projected Conditions Analyzes the capacity of the future roadway system using the projected traffic volumes that include the background traffic volumes and the net increase in traffic estimated to be generated by the proposed development.



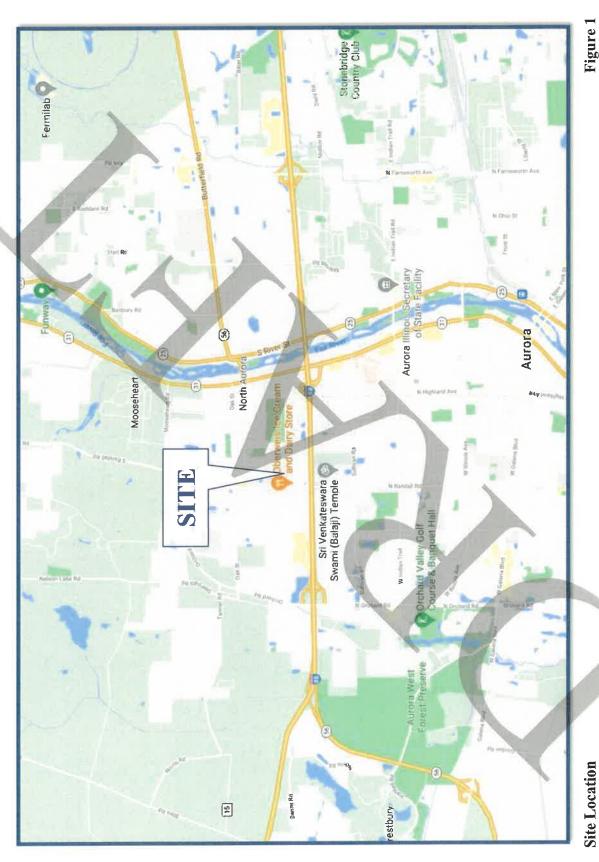


Figure 1



Proposed Warehouse/Distribution Development North Aurora, Illinois



Figure 2

3



2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site, which is currently vacant, is located in the northeast quadrant of the intersection of Randall Road with Ice Cream Drive. Land uses in the vicinity of the site are primarily industrial and commercial and include the Oberweis Ice Cream and Dairy store to the south.

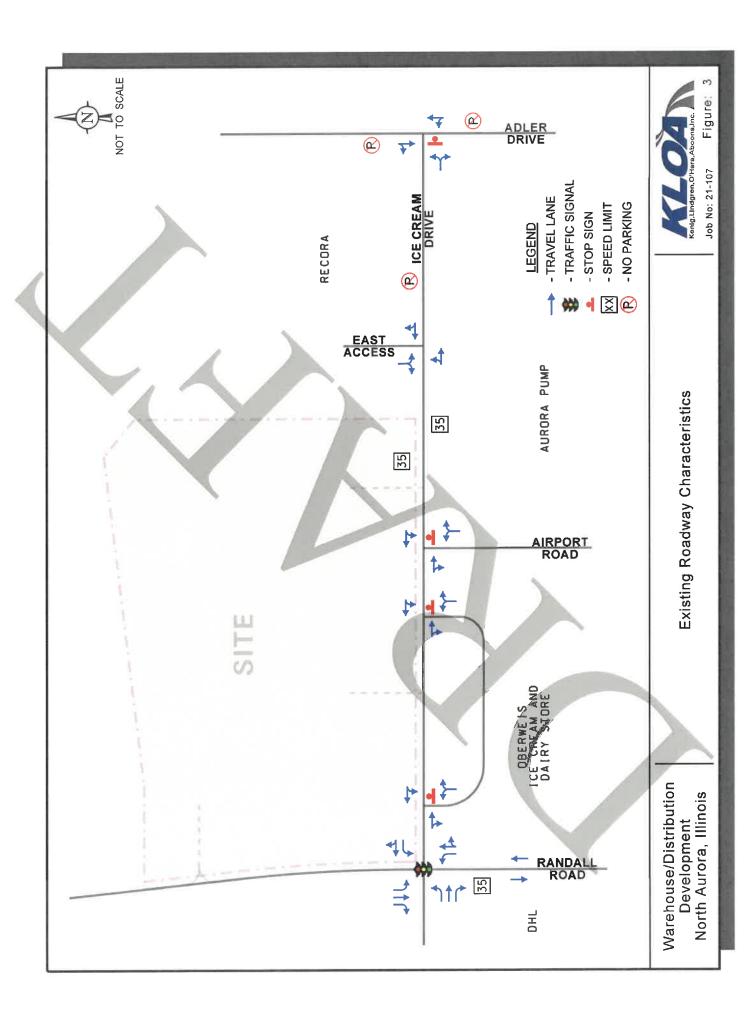
Existing Roadway System Characteristics

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

Randall Road is a north-south, minor arterial that generally provides a two-lane cross-section south of Miller Road/Staghorn Lane and a five-lane section north of Miller Road/Staghorn Lane. At its signalized intersection with Ice Cream Drive, Randall Road provides an exclusive left-turn lane and a combined through/right-turn lane on the northbound approach and an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the southbound approach. Randall Road is under the jurisdiction of the Village of North Aurora, carries an Annual Average Daily Traffic (AADT) volume of approximately 14,800 vehicles north of Ice Cream Drive and 17,700 vehicles south of Ice Cream Drive (IDOT 2018). Randall Road has a posted speed limit of 45 miles per hour.

Ice Cream Drive is an east-west, major collector that extends between Randall Road and Adler Drive and is aligned opposite Orchard Gateway Boulevard at its intersection with Randall Road. The road provides one lane in each direction. At their signalized intersection with Randall Road, Ice Cream Drive provides an exclusive left-turn lane and a combined through/right-turn lane and Orchard Gateway Boulevard provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. At its unsignalized intersection with Airport Drive, Ice Cream Drive provides a combined through/right-turn lane on the eastbound approach and a combined through/left-turn lane on the westbound approach. At its unsignalized "T" intersection with Adler Drive, Ice Cream Drive provides a combined left-turn/right-turn lane on the eastbound approach under stop sign control. At its unsignalized intersection with the access drive serving the Oberweis Ice Cream and Dairy store, Ice Cream Drive provides a combined through/right-turn lane on the eastbound approach and a combined through/left-turn lane on the westbound approach. At its unsignalized intersection with the access drive serving the building east of the site, Ice Cream Drive provides a combined through/left-turn lane on the eastbound approach and a combined through/right-turn lane on the westbound approach. Ice Cream Drive is under the jurisdiction of the Village of North Aurora, carries an Average Annual Daily Traffic (AADT) volume of approximately 2,600 vehicles (IDOT 2018) and has a posted speed limit of 35 miles per hour.





Orchard Gateway Boulevard is an east-west, major collector that extends west of Randall Road and is aligned opposite Ice Cream Drive at its intersection with Randall Road. The road has a fourlane cross section divided by a landscaped median with separate left-turn lanes. At its signalized intersection with Randall Road, Ice Cream Drive provides an exclusive left-turn lane and a combined through/right-turn lane and Orchard Gateway Boulevard provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. Orchard Gateway Boulevard is under the iurisdiction of the Village of North Aurora, has an AADT volume of 5,150 vehicles west of Randall Road, and a posted speed limit of 35 mph.

Adler Drive is a north-south, major collector roadway south of Ice Cream Drive that provides one lane in each direction. At its unsignalized "T" intersection with Ice Cream Drive, Adler Drive provides a combined through/left-turn lane on the northbound approach and a combined through/right-turn lane on the southbound approach. Adler Drive is under the jurisdiction of the Village of North Aurora and carries an AADT volume of approximately 2,250 vehicles (IDOT 2018).

Airport Drive is a north-south, local road that provides one lane in each direction. At its unsignalized intersection with Ice Cream Drive, Airport Drive provides a combined left-turn/rightturn lane on the northbound approach under stop sign control.

Existing Traffic Volumes

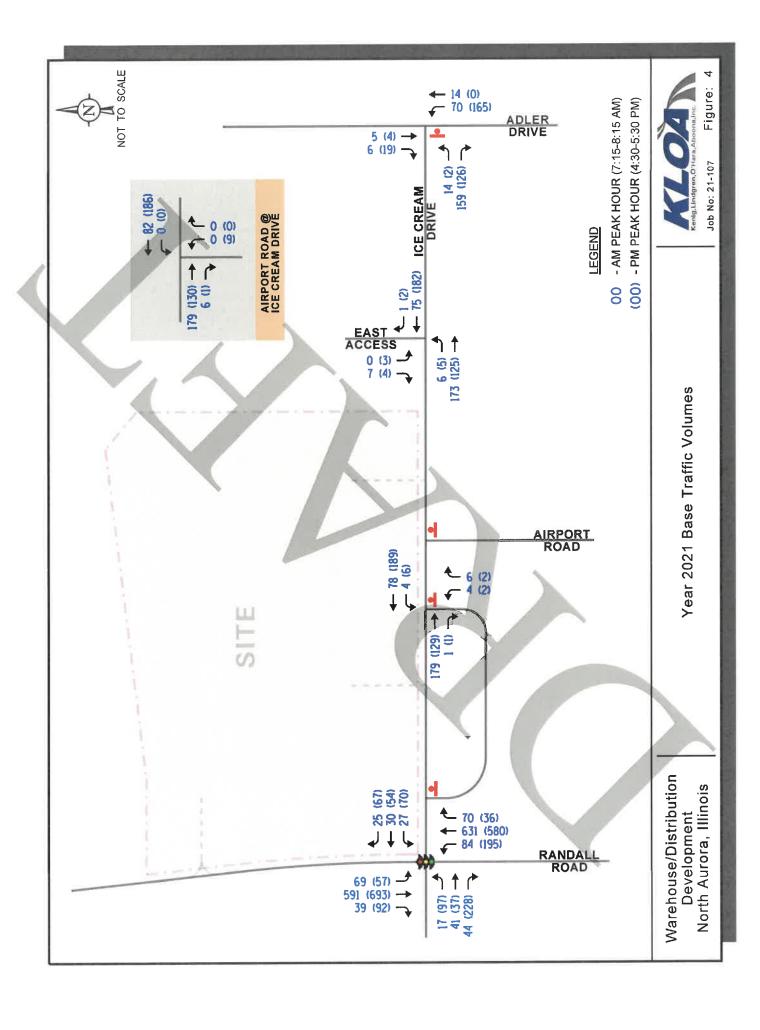
In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units at the following intersections:

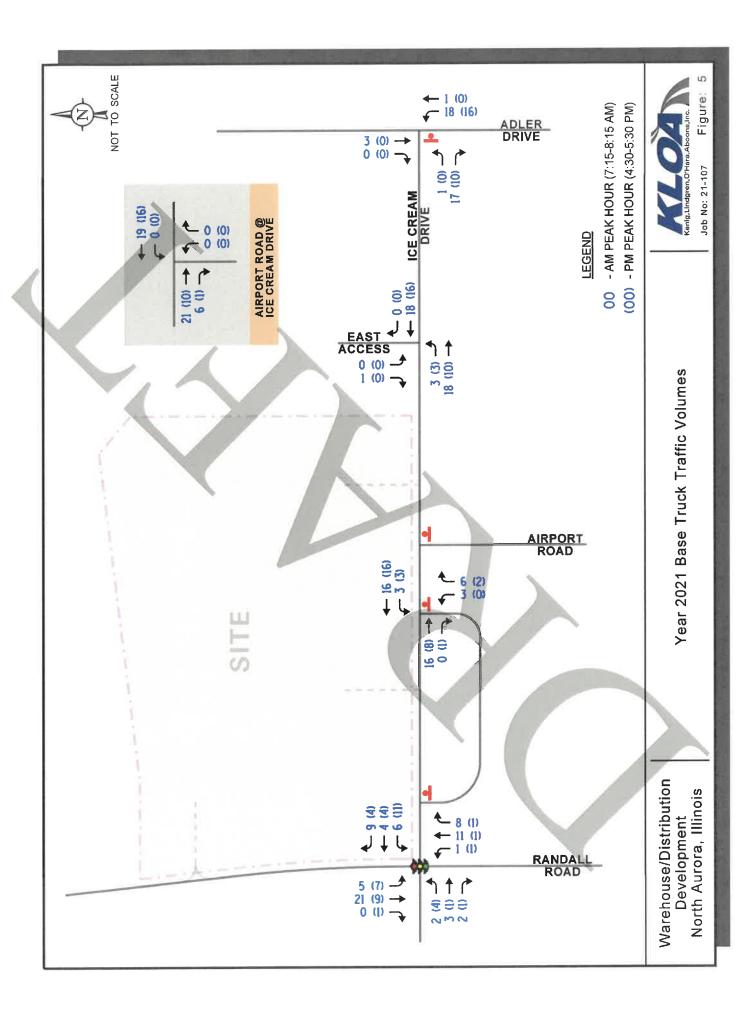
- Ice Cream Drive with Randall Road (Thursday, October 15, 2020)
- Ice Cream Drive with Adler Drive (Thursday, April 8, 2021)
- Ice Cream Drive with Airport Drive (Thursday, April 8, 2021)
- Ice Cream Drive with the access drive serving the Oberweis Ice Cream and Dairy Store (Wednesday, April 14, 2021)
- Ice Cream Drive with the access drive serving the building east of the site (Thursday, April 8, 2021)

The traffic counts were conducted during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:15 A.M. and 8:15 A.M. during the morning peak period and between 4:30 P.M. and 5:30 P.M. during the evening peak period. Copies of the traffic count summary sheets are included in the Appendix.

Due to the ongoing COVID-19 pandemic, it is anticipated that existing traffic volumes in the area are not representative of normal conditions. In order to accurately represent Year 2021 conditions due to the ongoing pandemic, the traffic volumes on Randall Road were increased by 40 percent during the weekday morning peak hour and 10 percent during the weekday evening peak hour based on a comparison of the Year 2021 traffic counts with Year 2018 IDOT's hourly traffic counts (and adjusted with CMAP) obtained from IDOT. The Year 2021 base traffic volumes, inclusive of heavy vehicles, are illustrated in Figure 4. The Year 2021 base heavy traffic volumes are illustrated in Figure 5.







Crash Analysis

KLOA, Inc. obtained crash data¹ for the most recent available past five years (2015 to 2019) at the intersections of Randall Road with Ice Cream Drive and Ice Cream Drive with Adler Drive. A summary of the crash data for the intersection of Randall Road with Ice Cream Drive is shown in **Table 1.** A review of the crash data revealed that no crashes occurred at the intersection of Ice Cream Drive with Adler Drive between 2015 and 2019. In addition, no fatalities were reported at any of the studied intersections during the review period.

Table 1
RANDALL ROAD WITH ICE CREAM DRIVE - CRASH SUMMARY

	Type of Accident Frequency						
Year	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2015	0	0	8	9	0	0	8
2016	0	1	2	2	1	0	6
2017	0	0	6	0	1	0	7
2018	0	0	7	0	2	0	9
2019	<u>1</u>	<u>0</u>	5	<u>0</u>	1	<u>0</u>	<u>7</u>
Total	1	1	28	2	5+	0	37
Average/Year	<1.0	<1.0	5.6	<1.0	1.0	0	7.4

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



3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be developed with two warehouse/distribution buildings that will include an approximate 173,400 square-foot building and an approximate 29,333 square-foot building for a total of 202,733 square feet of space. Access to the site will be provided via the following three access drives:

- A proposed full movement access drive on Ice Cream Drive located approximately 400 feet east of Randall Road which will primarily serve passenger vehicles. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.
- A proposed full movement access drive on Ice Cream Drive located approximately 100 feet east of Airport Drive which will serve both passenger vehicles and trucks. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.
- A proposed right-in/right-out access drive on Randall Road located approximately 545 feet north of Ice Cream Drive that will primarily serve trucks. This access drive will be channelized and signed to prohibit left-turn movements and will provide one inbound lane and one outbound lane. Outbound movements should be under stop sign control.

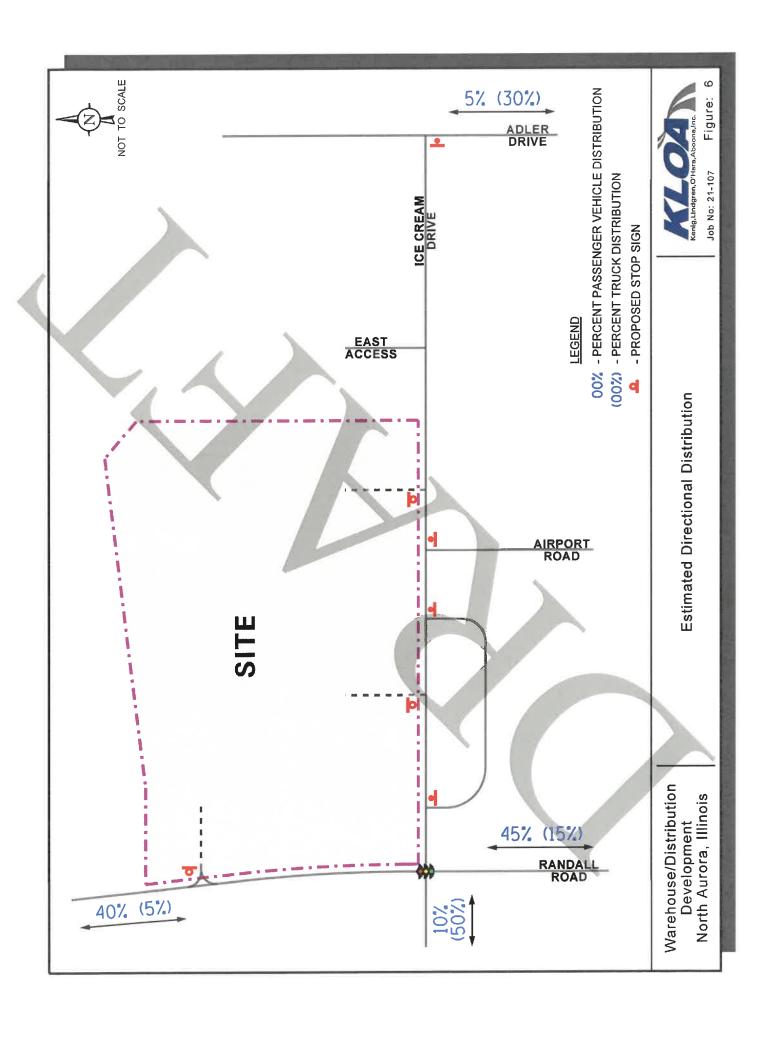
In addition, cross-access will be provided with the building located east of the site.

A copy of the preliminary site plan is included in the Appendix.

Directional Distribution

The directions from which traffic generated by the proposed warehouse/distribution development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. Figure 6 illustrates the directional distribution of the development-generated traffic.





Development-Generated Traffic Volumes

The estimates of traffic to be generated by the development are based upon the proposed land use type and size using data published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Further, based on ITE surveys, it is estimated that approximately 20 percent of the traffic approaching and department the development during the peak hours will be trucks with the remaining 80 percent consisting of passenger vehicles. Copies of the ITE trip generation sheets are included in the Appendix.

Table 2 shows the passenger vehicle and truck trips estimated to be generated by the proposed development during the weekday morning and weekday evening peak hours, as well as the two-way weekday daily traffic volumes.

Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land		Weekday Morning Peak Hour		Weekday Evening Peak Hour			Weekday Daily	
Use Code	Type/Size	In	Out	Total	In	Out	Total	Dany
150	Warehouse (202,733 s.f.)	39	11	50	14	38	52	366
	Passenger Vehicles (80%)	31	9	40	11	30	41	293
	Trucks (20%)	8	2	10	3	8	11	73



4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. The new passenger traffic assignment for the proposed warehouse/distribution development is illustrated in Figure 7 and the new truck traffic assignment is illustrated in Figure 8.

Background (No-Build) Traffic Conditions

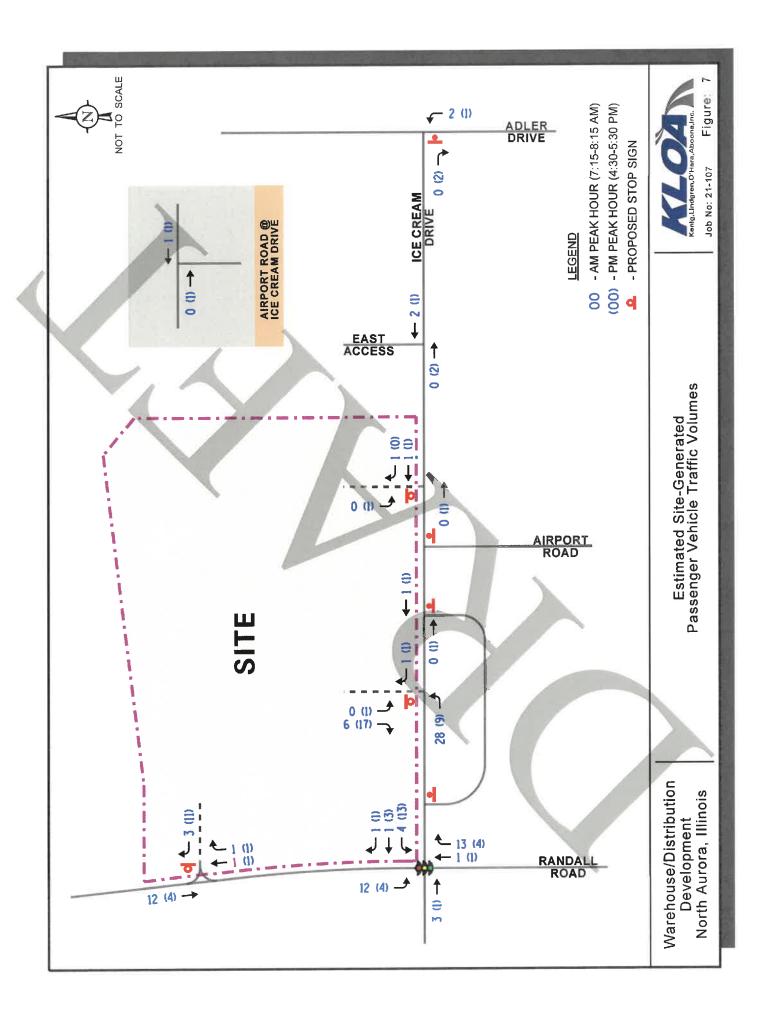
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 1.16 percent per year for six years (buildout year plus five years) for a total of 7.2 percent. A copy of the CMAP 2050 projections letter is included in the Appendix. In addition, the no-build traffic volumes included the traffic to be generated by the proposed warehouse/distribution development to be located on the north side of Overland Drive approximately one-third of a mile west of IL 31. This development will contain three warehouse buildings for a combined total of 1,056,811 square feet.

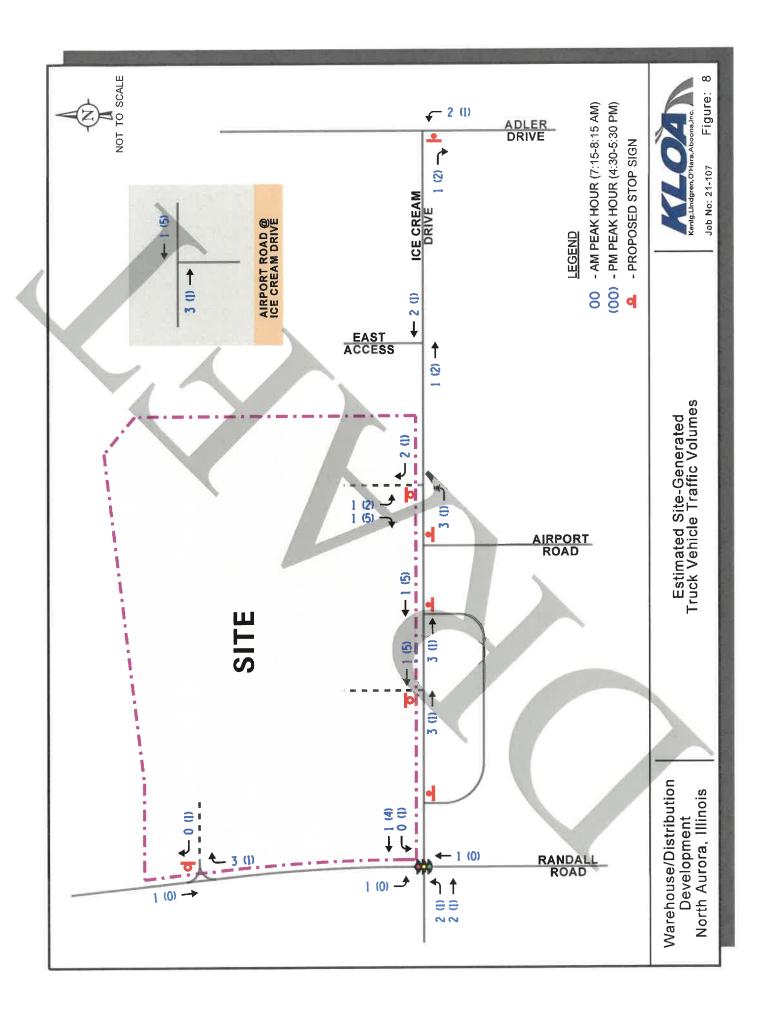
The Year 2027 no-build traffic volumes are illustrated in Figure 9.

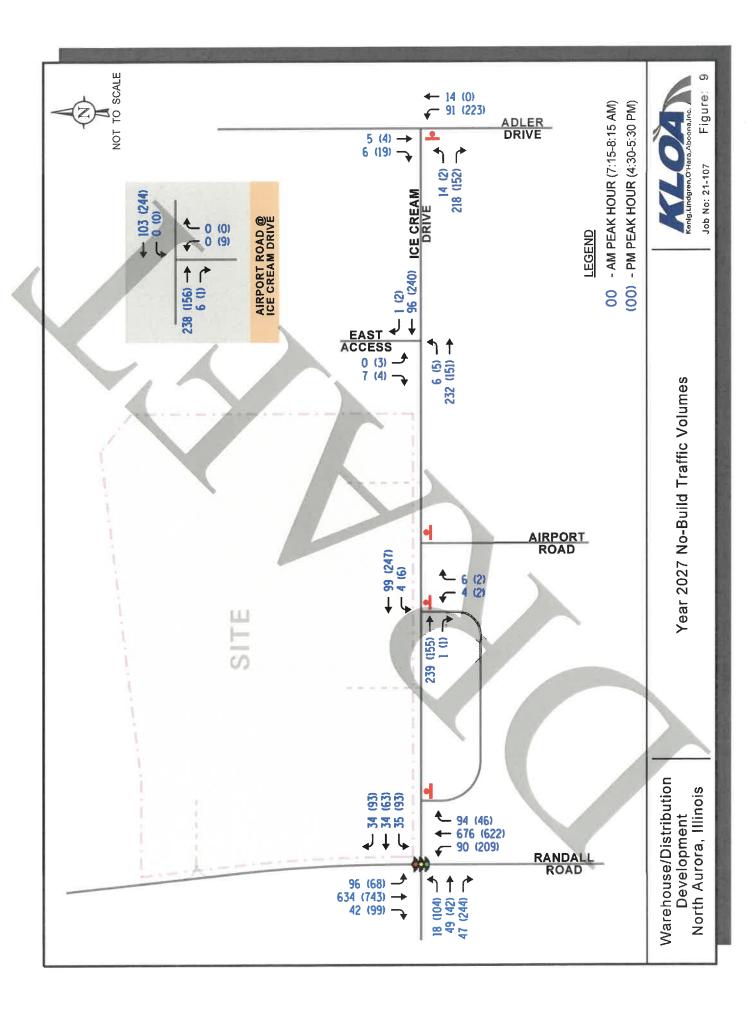
Total Projected Traffic Volumes

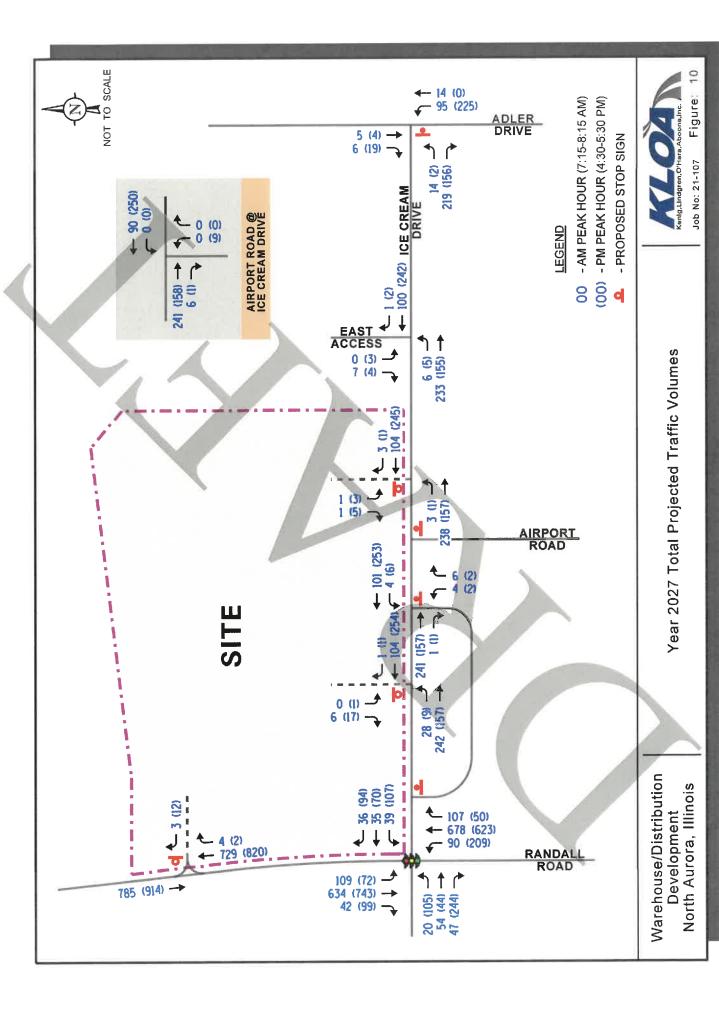
The development-generated traffic (Figures 7 and 8) was added to the Year 2027 no-build traffic volumes (Figure 9) to determine the Year 2027 total projected traffic volumes, as shown in Figure 10.











5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2021 base), Year 2027 no-build, and Year 2027 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's Highway Capacity Manual (HCM), 6th Edition and analyzed using the Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2021 base, Year 2027 no-build, and Year 2027 total projected conditions are presented in Tables 3 through 6. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.



Table 3 CAPACITY ANALYSIS RESULTS — RANDALL ROAD WITH ICE CREAM DRIVE — SIGNALIZED



Table 4
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2021 BASE TRAFFIC CONDITIONS

	Weekday Morning Peak Hour		Weekday Evening Peak Hour		
Intersection	LOS	Delay	LOS	Delay	
Ice Cream Drive with Oberweis Ice Crea	m Access Driv	⁄e			
Northbound Approach	В	11.5	В	10.8	
Westbound Left Turn	A	8.6	A	4.8	
Ice Cream Drive with Airport Drive				04	
 Northbound Approach 	A	0.1	В	11.0	
Westbound Left Turn	Á	0.1	A	0.1	
Ice Cream Drive with East Access Drive					
Eastbound Left Turns	A	7.9	A	8.4	
Southbound Approach	A	8.9	В	10.1	
Ice Cream Drive with Adler Drive					
Northbound Left Turns	A	7.6	Α	7.7	
Eastbound Approach	A	9.5	Α	9.2	



Table 5 CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS YEAR 2027 NO-BUILD TRAFFIC CONDITIONS

		Morning Hour	Weekday Evening Peak Hour		
Intersection	LOS	Delay	LOS	Delay	
Ice Cream Drive with Oberweis Ice	Cream Access Driv	re	1		
Northbound Approach	В	12.5	В	11.4	
Westbound Left Turn	A	8.9	Α	8.2	
Ice Cream Drive with Airport Drive					
 Northbound Approach 	A	0.1	В	12.0	
Westbound Left Turn	A	0.1	A	0.1	
Ice Cream Drive with East Access D	rive	4			
Eastbound Left Turns	A	8.0	A	8.7	
 Southbound Approach 	A	9.1	В	10.8	
Ice Cream Drive with Adler Drive					
 Northbound Left Turns 	A	7.7	A	7.8	
Eastbound Approach	A	9.9	A	9.4	



Table 6
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2027 TOTAL PROJECTED TRAFFIC CONDITIONS

		Weekday Morning Peak Hour		Weekday Evening Peak Hour	
Intersection	LOS	Delay	LOS	Delay	
Ice Cream Drive with Oberweis Ice Crea	m Access Driv	⁷ e	1		
 Northbound Approach 	В	12.5	В	11.4	
Westbound Left Turn	A	8.9	A	8.2	
Ice Cream Drive with Airport Drive				1	
 Northbound Approach 	A	0.1	В	12.1	
Westbound Left Turn	A	0.1	A	0.1	
Ice Cream Drive with East Access Drive		4			
Eastbound Left Turns	A	8.0	Α	8.7	
Southbound Approach	A	9.1	В	10.8	
Ice Cream Drive with Adler Drive					
 Northbound Left Turns 	A	7.7	Α	7.8	
Eastbound Approach	A	9.9	A	9.4	
Randall Road with Proposed Right-In/Ri	ght-Out Acces	s Drive			
Westbound Right Turns	В	14.0	C	15.8	
Ice Cream Drive with Proposed Full Mov	ement Access	Drive (West	ern)		
Eastbound Left Turns	A	7.5	A	7.8	
• Southbound Approach	Α	8.8	Α	9.9	
Ice Cream Drive with Proposed Full Mov	ement Access	Drive (Easte	ern)		
Eastbound Left Turns	A	8.5	A	9.0	
Southbound Approach	В	11.3	В	11.7	
LOS = Level of Service Delay is measured in seconds.					



Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Randall Road with Ice Cream Drive

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) B during the weekday morning peak hour and LOS C during the weekday evening peak hour. All intersection movements are operating at an acceptable LOS D or better during both peak hours.

Under Year 2027 no-build conditions, overall this intersection will continue to operate at the same existing levels of service during the weekday morning and evening peak hours with increases in delay of approximately one second and three seconds, respectively. All intersection movements will continue to operate at LOS D or better during both peak hours.

Under Year 2027 total projected conditions, overall this intersection will continue to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour with increases in delay of approximately one second compared to no-build conditions. All the intersection movements are projected to continue to operate at LOS D or better during the peak hours. A review of the capacity analyses indicates the following concerning the queuing along the Ice Cream Drive approach:

- The westbound through/right-turn lane will experience 95th percentile queues of approximately 125 feet during the weekday morning peak hour and 210 feet during the weekday evening peak hour.
- The westbound left-turn lane will experience 95th percentile queues of approximately 80 feet during the weekday morning peak bour and 160 feet during the weekday evening peak hour.

Therefore, the westbound queues will not extend to or beyond the proposed full movement access drives. In addition, the development-generated traffic represents only two percent of the Year 2027 total weekday morning peak hour traffic volumes and one percent of the Year 2027 total weekday evening peak hour traffic volumes. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements and/or traffic control modifications are required.



Ice Cream Drive with Oberweis Ice Cream Access Drive

The results of the capacity analysis indicate that the outbound movements from the Oberweis Ice Cream and Dairy store onto Ice Cream Drive are operating at LOS B during the weekday morning and evening peak hours. In addition, the westbound left-turn movement is operating at LOS A during both peak hours.

Under Year 2027 no-build conditions, all movements will operate at the same existing levels of service during the weekday morning and evening peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will continue to operate at the same levels of service during both peak hours with increases in delay of less than one second compared to no-build conditions. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Ice Cream Drive with Airport Drive

The results of the capacity analysis indicate that the northbound approach currently operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. In addition, the westbound left-turn movement is operating at LOS A during both peak hours.

Under Year 2027 no-build conditions, all movements will operate at the same existing levels of service during the weekday morning and evening peak hours with increases in delay of approximately one second.

Under Year 2027 total projected conditions, all movements will continue to operate at the same levels of service during both peak hours with increases in delay of less than one second. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Ice Cream Drive with East Access Drive

As previously indicated, cross-access will be provided with the building located east of the site. The results of the capacity analysis indicate that the southbound approach currently operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. In addition, the eastbound left-turn movement is operating at LOS A during both peak hours.

Under Year 2027 no-build conditions, all movements will operate at the same existing levels of service during the weekday morning and evening peak hours with increases in delay of less than one second.



Under Year 2027 total projected conditions, all movements will continue to operate at the same levels of service during both peak hours with increases in delay of less than one second. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Ice Cream Drive with Adler Drive

The results of the capacity analysis indicate that the northbound left-turn movement and the eastbound approach currently operate at LOS A during the weekday morning and evening peak hours.

Under Year 2027 no-build conditions, all movements will operate at the same existing levels of service during the weekday morning and evening peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, all movements will continue to operate at the same levels of service during both peak hours with increases in delay of less than one second. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Randall Road with Proposed Right-In/Right-Qut Access Drive

As previously indicated, a proposed right-in/right-out access drive will be located on Randall Road approximately 545 feet north of Ice Cream Drive. This access drive will be channelized and signed to prohibit left-turn movements and will provide one inbound lane and one outbound lane. Outbound movements should be under stop sign control.

The results of the capacity analysis indicate that the westbound right-turn movement will operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour with 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Ice Cream Drive with Proposed Full Movement Access Drive (Western)

As previously indicated, a proposed full movement access drive will be located on Ice Cream Drive approximately 400 feet east of Randall Road and will primarily serve passenger vehicles. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. It should be noted that the access drive will be located just west of the Oberweis access drive. However, given the limited traffic currently using the Oberweis access drive and projected to use the site access drive, the proximity of the two access drives should not pose any operational problems.



The results of the capacity analysis indicate that the outbound movements from the site access drive onto Ice Cream Drive will operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. Further, as discussed previously, the projected 95th percentile queues for the westbound approach of Ice Cream Drive at its intersection with Randall Road are not projected to extend to the access drive and, therefore, should not impede access to and from the access drive. Nevertheless, this access drive should be monitored in the future to ensure is providing efficient and orderly access to the development with limited impact on Ice Cream Drive. If necessary, turn movements to or from the access drives can be restricted during the critical peak periods.

Ice Cream Drive with Proposed Full Movement Access Drive (Eastern)

As previously indicated, a proposed full movement access drive will be located on Ice Cream Brive approximately 100 feet east of Airport Drive and will serve both passenger vehicles and trucks. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. It should be noted that the access drive will be located just east of the Airport Road. However, given the limited traffic currently using the Airport Road and projected to use the site access drive, the proximity of the road and access drive should not pose any operational problems.

The results of the capacity analysis indicate that the outbound movements from the site access drive to Ice Cream Drive will operate at LOS B during both peak hours with 95th percentile queues of two to three vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.



6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- Access to the site will be provided via the following:
 - A proposed full movement access drive on Ice Cream Drive located approximately 400 feet east of Randall Road and will primarily serve passenger vehicles. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.
 - A proposed full movement access drive on Ice Cream Drive located approximately 100 feet east of Airport Drive and will serve passenger vehicles and trucks. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.
 - A proposed right-in/right-out access drive on Randall Road located approximately 545 feet north of Ice Cream Drive. This access drive will be channelized and signed to prohibit left-turn movements and will provide one imbound lane and one outbound lane. Outbound movements should be under stop sign control.
 - o Cross-access will be provided with the building located east of the site.
- The projected 55th percentile queues for the westbound approach of Ice Cream Drive at its intersection with Randall Road are not projected to extend to the Ice Cream Drive western access drive and, therefore, should not impede access to and from the access drive. Nevertheless, this access drive should be monitored in the future to ensure is providing efficient and orderly access to the development with limited impact on Ice Cream Drive. If necessary, turn movements to or from the access drives can be restricted during the critical peak periods.
- The three access drives will provide the development with efficient and orderly access with limited impact on Ice Cream Drive and Randall Road.
- The results of the capacity analyses have shown that the existing roadway system has sufficient reserve capacity to accommodate the development-generated traffic and that no roadway improvements and/or traffic control modifications are required.



INTEROFFICE MEMORANDUM

TO: VILLAGE PRESIDENT GAFFINO AND NORTH AURORA BOARD OF TRUSTEES

FROM: DAVID C. FISHER, CHIEF OF POLICE **SUBJECT:** BODY WORN CAMERA PURCHASES

DATE: JULY 19, 2021

CC: STEVEN BOSCO, VILLAGE ADMINISTRATOR

<u>Issue</u>

Since last fall, staff has been researching the purchase of body worn cameras for officers. Since then, the Illinois legislature has passed a bill that makes it mandatory for police officers to wear body cameras to record their interactions with the public. For an agency our size that is not necessary until 2025, however, staff would like to move forward on the purchase ahead of that deadline.

Discussion

Staff has done initial research and identified three body camera companies that meet what we believe to be our current minimum requirements for body cameras. However, due to the technical nature of the project, staff would like to hire a Chicago-area company called Market Place to assist our department in selecting a body camera company. Staff believes hiring a company such as Market Place will help ensure that staff is aware of all the features available in the body camera industry and help identify any other companies that can provide a body camera system that meets our minimum requirements. Market Place will do the research based on staff recommendations as to what features are deemed necessary for the cameras, as well as software, storage, etc. Staff feels that by using Market Place, a business that has a background in body worn camera research and vetting, the department will be able to make the most informed recommendation to the Village Board. Market Place does not get paid through the village, but rather takes a percentage of the sale from the company that the village decides to purchase from.

The city of Aurora recently used Market Place successfully to assist them in their search for a body worn camera company.

Conclusion

Staff would like to use Market Place to assist in the search for a body worn camera system that meets the needs and requirements of the police department. Staff feels that this is the most comprehensible means of narrowing the field of camera companies.