

PLAN COMMISSION AGENDA
VILLAGE HALL BOARD ROOM
25 E. STATE STREET
TUESDAY, MAY 3, 2022
7:00 PM

## ROLL CALL

## APPROVAL OF MINUTES

1. Approval of Plan Commission Minutes dated March 1, 2022

## PUBLIC HEARING

1. Petition \#22-03: The petitioner, Phelan-JK/JB, Midwest, LLC, requests the following actions for the vacant properties generally located between Smoke Tree Plaza and Sullivan Road, east of Evergreen Drive in North Aurora, Illinois:
a) Map Amendment to establish the O-R-I Office, Research and Light Industrial Zoning District
b) Special Use - Planned Unit Development with deviations to the Zoning Ordinance
c) Preliminary Final Plat of Subdivision
d) Site Plan Approval

## NEW BUSINESS

1. Petition \#22-03: The petitioner, Phelan-JK/JB, Midwest, LLC, requests the following actions for the vacant properties generally located between Smoke Tree Plaza and Sullivan Road, east of Evergreen Drive in North Aurora, Illinois:
a) Map Amendment to establish the O-R-I Office, Research and Light Industrial Zoning District
b) Special Use - Planned Unit Development with deviations to the Zoning Ordinance
c) Preliminary Final Plat of Subdivision
d) Site Plan Approval

## OLD BUSINESS

## PLAN COMMISSIONER COMMENTS AND PROJECT UPDATES

## ADJOURNMENT

# VILLAGE OF NORTH AURORA PLAN COMMISSION MEETING MINUTES <br> MARCH 1, 2022 

## CALL TO ORDER

Chairman Mike Brackett called the meeting to order.

## ROLL CALL

In attendance: Chairman Mike Brackett, Commissioners, Anna Tuohy, Aaron Anderson, Scott Branson, Alexander Negro, Richard Newell, and Doug Botkin

Not in attendance: Mark Bozik and Tom Lenkart

Staff in attendance: Village Administrator Steve Bosco, Community \& Economic Development Director Mike Toth and Planner David Hansen

Also in attendance: Kevin Drendel, Village Attorney

## APPROVAL OF MINUTES

1. Approval of Plan Commission Minutes dated February 1, 2022

Motion for approval made by Commissioner Newell and seconded by Commissioner Branson. All in favor. Motion approved.

## PUBLIC HEARING

1. Petition \#22-02: The petitioner, Fiduciary Real Estate Development, Inc., requests the following actions in the R-4 General Residence District, Planned Unit Development for the vacant tract of land situated west of Orchard Road, south of West Mooseheart Road and east of Deerpath Road:
a) Special Use - Planned Unit Development Amendment with deviations to the Planned Unit Development and Zoning Ordinance
b) Preliminary Final Plat of Subdivision
c) Site Plan Approval

Chairman Mike Brackett called the public hearing to order.
Chairman Brackett explained Mike Toth will introduce the petition, which will be followed by the petitioner's presentation and public comments. The Plan Commission will then close the public hearing and discuss the petition amongst Commissioner's and ask any questions they may have.

Mike Toth introduced Petition \#22-02, which is a 21.7 acre tract of land located east of Deerpath Rd, south of West Mooseheart Rd, and north of Orchard Rd. The developer will give a presentation and provide background on the project itself and then the Village will give their presentation and explain the developer's request in more detail.

The petitioner, Tony DeRosa (Vice President for Fiduciary Real Estate Development, Inc.) presented their Seasons at North Aurora project. DeRosa gave a brief overview on the company, which is based out of Milwaukee, Wisconsin. DeRosa mentioned mixed-use and luxury multifamily products are their specialty and have developed and owned up to 11,000 apartments in their history. DeRosa shared some completed projects that are similar to the Seasons at North Aurora concept, which included their first Seasons development, Seasons at Randall Road in West Dundee, which was completed a few years ago. That development was two phases, which consisted of 380 total apartments. DeRosa showed pictures of the completed project's clubhouse, interior finishes, and overall site. DeRosa mentioned his other team members are here tonight include David Ferrell and Ashley Poull. AG Architecture is their design company and Manhard Consulting Engineering is their civil engineering firm.

DeRosa presented their Seasons at North Aurora concept in greater detail, which includes 260 apartment units ( 26 studio, 104 one bedroom, 104 two bedroom, and 26 three bedroom units). DeRosa mentioned it was a 21.7 acre site and the current zoning is R-4 General Residence District and the proposed multi-family development is a permitted use with a density of about 12 units per acre. DeRosa mentioned there is Connector Road that divides the two sites and the road is about $\$ 1$ million to build and Fiduciary will be building it as part of the site development. Parcels to the south of the connector road are zoned B-2 General Business District for future commercial, but are not part of this development. DeRosa stated the area's apartment occupancy is around 95\% and there is a lack of newer multi-family housing in North Aurora. DeRosa added North Aurora has older rental housing stock, lack modern amenities and this development will target all age groups. Apartment prices would be $\$ 1,400$ (studio) to $\$ 2,700$ ( 3 bedroom). The development will have a condo and townhome type feel with garages and private entry's, maintenance free living with attached/detached garages, oversized windows, balconies, open concept floor plans, walk in closets, in unit washer/dryer and stainless steel appliances. It will also have a clubhouse, walkability connections throughout the site and on-site management team. DeRosa showed images of the proposed development, which included the clubhouse, outdoor areas, interior gathering areas, and exterior elevations. DeRosa mentioned the east-west connector road would divide the 40 acres of parcels with multi-family permitted on north side and commercial on both ends and the first developer to build on site must build the connector road. DeRosa added the parking screened to interior of development, there is a landscape buffer around perimeter, stormwater features on north side of development, trail/sidewalk connections throughout the site. Parking will be assigned by unit for both garages and exterior parking spaces. DeRosa showed a two-minute fly through 3-D presentation of what the site would look like.

DeRosa outlined the PUD Ordinance development standards for apartment uses for the site, which included the following: building height be limited to three stories (development is two stories), apartments unit have individual access from exterior (each unit will have individual access from the exterior of the building), one parking space provided for each dwelling unit in an interior enclosed area ( $66 \%$ enclosed parking spaces per unit a total of 172 spaces); at least $25 \%$ of each apartment building covered in masonry ( $25.8 \%$ will be covered), and architectural monotony standards must be met (DeRosa mentioned cement siding, big windows, and lots of design to avoid monotony on the exterior). DeRosa shared some conclusions from preliminary traffic study, which included the development would not have a detrimental impact. Some traffic study details included Orchard Rd is estimated to increase $8 \%$ per day ( $60 \%$ of it would use Orchard to the south
via the connector road that comes out to .73 trips per minute). Deerpath Rd traffic would increase $3 \%$ trips increase per day ( $15 \%$ of the traffic is estimated to go south on Deerpath Rd, which is about .18 trips per minute). DeRosa added current conditions as well as improvements as part of the development will help mitigate congestion and commercial development would have more traffic impact than residential one. DeRosa said Fiduciary is working with Kane County Department of Transportation on traffic improvements for Orchard Rd, which would include a southbound deceleration lane on Orchard Rd into the connector road and a dedicated northbound left turn lane into the connector road DeRosa showed the elevations for the clubhouse, floorplans and building exterior contrast. DeRosa added the current tax bill is around $\$ 600$ tax bill, but would increase to about $\$ 800,000$ a year after the development is completed. DeRosa continued and said this would help retailers in area that are struggling, that the development will hopefully be a catalyst to help commercial develop to the south in the future and that the development is highest and best use of property according to our research.

Mike Toth presented slides regarding the Village's codes, zoning designation, the current PUD, and the Annexation Agreement for the property. In 2012, the property was annexed and a PUD ordinance was approved, which established the B-2 General Business District for the properties north and south of the connector road area with area north of connector road having an R-4 General Residence District zoning designation which allows multi-family as a permitted use. The PUD established standards in 2012 and was amended in 2013 which had a few changes. One change was, in the 2012 PUD, both interior and exterior access was required, but the 2013 PUD only requires exterior access which the development is providing. Another change is that the 2012 PUD ordinance required $20 \%$ of the total units must include an interior enclosed parking space, while 2013 PUD ordinance requires $100 \%$ of parking spaces ( 260 spaces) would need to be provided interior enclosed parking.

Toth stated, if the site plan met all requirements of the PUD and Annexation Agreement, the site plan would only need to be submitted to the Plan Commission for review and could have been forwarded to the Village Board for approval without a need for a public hearing. Toth elaborated and said site plan reviews are required for any development to go to the Plan Commission for review and Village Board for approval. However in this PUD ordinance, once anyone submitted a site plan for the property it would come to the Plan Commission for review and developer would only be required to send notice to the adjacent property owners. No signs or newspaper listings would have been required if this would have happened. Site plan approval standards are included in the annexation agreement instead of the PUD, which means Village Board has final say over the site development standards. He added they are included in staff report for guidance tonight on Page 5. Another approval to be considered is the establishment of Lot 1 of Seasons at North Aurora subdivision and preliminary plat that has been submitted.

Toth explained the reason why the public hearing was triggered, signs on the property and letters sent to property owners, etc. were because of Planned Unit Development and Zoning Ordinance amendments. First, the enclosed parking spaces deviation. They are providing 172 enclosed parking spaces, but they need 260 enclosed spaces to avoid it. More garages on property could be a negative due to storage component. Second, is the plan submittal process deviation. As long as the plan being submitted for permit review matches the plans approved by the Village Board they do not need to go through the final review process. Third, the landscape buffer along Orchard

Road. Kane County requires 170 feet of ROW and has jurisdiction for the Road. Upon review, Kane County requires another 15 feet into the buffer yard so the landscape buffer has been reduced to 35 feet instead of 50 feet allowable by code. This has been customary since the Orchard Acres development to the south of this proposed development, on northwest part of Oak St and Orchard Rd., also had same thing happen - the 50 foot buffer was reduced to a 35 feet setback. Given those deviations, staff has reviewed the site plan and is recommending approval with eight conditions upon approval, which are listed on the last page of the staff report.

Chairman Mike Brackett opened the public hearing for public comment. Chairman Brackett mentioned no one signed up on the sheet, but anyone who would like to speak is free to do so in an orderly manner.

Ann Snodgrass (1525 W. Mooseheart Rd.) had a few questions regarding how long the plan been under consideration, what is the time frame for the development, any traffic studies on Mooseheart Rd towards White Oak Dr, how will this impact the schools, and will a left turn be allowed on Orchard Rd. Toth mentioned the Village has been in contact with the Village for months and have a had a few meetings about the project both internal and external and the plan tonight was first seen about a month ago. Toth said the next step is to send it to the Village Board for further discussion with final consideration coming in April or May. It would then have to go through permitting process if approved before site work could begin. DeRosa said the construction target date is mid to late summer with 20 months start to finish with the first building completed in 10 months and one building finished every 30 days after commencement of construction. DeRosa said roughly 10 school age kids per 100 units is about the average they see so they would expect 25-30 school age kids at the development. KOLA traffic consultant, Luay Aboona, said the intersection for Orchard Rd/White Oak and White Oak/W Mooseheart will be looked at as the traffic is further studied and the new access road will be a full intersection with a left and right turn out onto Orchard with stop sign control. DeRosa mentioned they are working with KDOT and that the development will not warrant a need for a traffic signal. Snodgrass asked if there will be any more meetings for residents to speak and asked about how the construction traffic routes will enter and exit during construction. DeRosa said they will work with the Village regarding access for the site. Steve Bosco mentioned tonight the Plan Commission will make a recommendation to the Village Board and next the Village Board would look at it at a Committee of a Whole (COW) meeting which is a public meeting where people can attend again. Bosco said there will be at least two COW meetings then will be a third meeting for approval is the likely route and residents can speak at each meeting. Meetings are held here at Village Hall and packets will be posted online. Public hearing notices are only for Plan Commission meeting and will not be updated on site. Toth added Village Board meetings are held $1^{\text {st }}$ and $3^{\text {rd }}$ Monday of the month and packets are posted online typically by Thursday afternoon prior to that meeting.

Michelle Pitts (2041 Westover Rd.) has lived near Deerpath Rd for 42 years and had questions about the need for the multi-family housing in the area and didn't want to bring certain type of people to town. She was also concerned about the environmental impact of marshland in Mirador since it floods every year and has a good amount of wildlife in that area. Toth mentioned there are IDNR reports that are submitted as part of the process. Bosco mentioned governments speak with acronyms a lot and explained what each of the following were: IGA stands for "intergovernmental agreement", the IDNR is the "Illinois Department of Natural Resources" and PUD is a "Planned

Unit Development". The petitioner questioned what type of people or demographics she was referring to. DeRosa mentioned demand for this type of development is stronger than 20 years ago and many people want to rent now due to maintenance free living. Retirees, young professional, and snowbirds will be attracted to this development. High quality of housing is as nice or nicer than brand new than single family home and average income $10-15 \%$ higher than income in the community as a whole. Rooftops drive retail and should help bring more retail to area and help maintain existing retail.

Jared Placek, Engineer with Manhard Engineering, addressed stormwater concerns and explained there are two stormwater management ponds proposed on the development and the current conditions of the stormwater drain north into the Mirador pond. Currently the site is uncontained and unrestricted north into the area, which has been mentioned as a flooding concern. Part of the development stormwater detention basin would hold water for an extended period of time and allows water to slow down. As a result, it will increase amount of time the water heads north. As required by law, the development will improve the current conditions and in regards to IDNR species endangered in the area, not on the site, but in the area, include herons, but the development doesn't show to have a negative impact on that and will continue to work with IDNR and other governmental agencies. Toth mentioned Village Engineer will review stormwater as well as need to follow the Kane County Stormwater Ordinance.

Dan Carter (1516 W Mooseheart Rd.) had questions about the construction access points, village curfews in regards to the social aspects of the development, dumpster locations and wondered if there would be streetlights at connector road and Deerpath Rd. Toth shared there appears to be eight dumpsters on site and the two access points for the property are on the connector road. Dumpsters would have to follow code of $6-8 \mathrm{ft}$ of solid wall or fence with a gate and 6 foot concrete pad. Toth added construction access points will be determined as part of the engineering review and erosion control plan. Bosco stated that curfews generally apply to certain activities after a certain time, but the development would most likely be noise control complaints where a resident can call the police if there is excessive noise. DeRosa mentioned loud parties are not allowed on the weekend; clubhouse gatherings are mostly with family; speakers and pool-related activities are kept at a minimum as well. Carter asked if W Mooseheart Rd will be overflow parking and there will be no access to W Mooseheart Rd from the development. DeRosa said Fiduciary looked into going to W. Mooseheart Rd for access, but after review, traffic going to the connector road made the most sense for the area and creates more buffer green space for the site and the connector road would only have access to the site. DeRosa said the management company controls noise for the clubhouse activities and if residents are loud they can be cited. It could lead to a break in their lease if continued. DeRosa added that no parking is needed on W. Mooseheart Rd since the site has adequate amount of parking. Toth added two parking spaces per unit are required and the developer is providing 2.3 parking spaces per unit. Toth said he spoke with the Police Department regarding W. Mooseheart Rd and the road isn't supposed to be parked on and cars would be towed if parked there. If it became an issue the Village can enact more specific prohibited parking, if needed.

Steve Poss (832 Benson Ct.) asked what the benefit to the community is since it will add additional people and traffic to the surrounding areas. Kevin Drendel shared the Village does not own the property and must accept the proposal and process it accordingly. Drendel said the Village doesn't
have the ability to just say no if it meets the requirements and outlined how the property owner has private property rights, which gives them opportunity to pursue a development how they see fit. The municipality has zoning controls the developer must follow, but the Village cannot deny a property outright because people don't like it. Poss asked if this will impact property values. DeRosa added empirical research suggests multi-family adjacent to the single family homes does have a positive impact on property values. Multi-family tends to drive new businesses to the area as well. Toth added business owners tend to look for demographic details, including area income, as part of their research. Toth also added the Comprehensive Plan suggests a transition from singlefamily to multi-family to commercial rather than a straight jump from commercial to single-family zoning. DeRosa added typically a desirable community has vibrant retail and business because of the people who spend money in that area. The more people spending more money, the more businesses stay open and property values tend to rise.

Max S. (unknown address) asked if the public hearing process results in a vote or just lets residents know what is happening. Bosco explained this meeting takes input by the Plan Commission who is appointed by the Mayor and Village Board. The Plan Commission role is to hear the public input, staff report, developer presentation, and add any conditions they see fit. The Plan Commission then votes to approve or deny the project, but the vote is a recommendation not a final act. Bosco continued it will then go to the Mayor and Village Board, who are elected and they make the final decision to approve it or not. Max S. was concerned about the impact on nature and the number of kids it may add to the schools. He asked if the Village plans to expand the elementary and middle schools. Bosco said the school district is a different taxing body and would make that decision. Bosco mentioned the percentage of property taxes that go to the Village is $5 \%-6 \%$ which would be around $\$ 50,000$ while the schools would receive $60-70 \%$ of the property tax bill. Toth stated a land cash fee and school district impact fee is required for developments and it is paid at the time of the permit. Max S. asked if the east side of Orchard Rd. is part of the development. Toth said not at this time and not a lot of concepts have been submitted for that site. That property is zoned similar to these parcels where it's mostly commercial property, but allows $30-40 \%$ residential should a developer request it. Max S. mentioned more senior living in the area would be nice addition if possible.

Dan Carter asked if the only reason we are here today is for the public hearing regarding the garage situation. Toth stated yes, mostly since the PUD deviation triggered the public notice and once that was opened then landscape buffer was added as a KDOT requirement upon their review. Toth said the developer could meet that code if they do $100 \%$ garages, but as mentioned before having too many garages could lead to parking spillover since the garages tend to be used for storage instead of parking. Drendel added in 2012 there was a public hearing for the zoning, annexation agreement and PUD and amended again in 2013, which also went through a hearing process so this is technically the third hearing process this property has gone through. Bosco explained properties are zoned throughout the community and each district has different standards of what can go in where. Staff works with the developer for a few months to get through what they are asking for so they can have all the details lined up for a meeting like this. We can't notice a public hearing until we find what the change is about and a developer has submitted all the required information.

Jacqueline S. (resident of Tanner Trails) had a few questions regarding ADA units on the property, minimum lease terms, how many three bedroom units there will be, what the maximum people is
allowed for gathering area in the clubhouse, environmental concerns for detention regarding pipe size and the depth of the pond. DeRosa mentioned ADA units will be available due to law and $2 \%$ of the units typically need to comply. Minimum lease terms are 6 , but most leases are usually $12-$ 18 month leases. Toth stated occupancy limits are determine by the local code, which would be the North Aurora Fire Protection District. Jared Placek, Engineer from Manhard Engineering, shared the existing pipe on the south end of W Mooseheart Rd is 12 inches in diameter widens to 21 inches as it travels north to the marsh area. The development would install a smaller pipe to keep the water in the detention basin as long as possible with the water levels in the ponds for two-year storm event reaching 2-3 feet and 100 year flood event reaching 5-6 feet with the capacity to handle 100 years storm events. Toth added there are 26 three-bedroom units on the plan.

Ann Snodgrass had a few more questions regarding occupancy requirements and asked if the site could be voted down if there are enough residents that oppose it. DeRosa stated anyone who lives in the apartment is required to be on the lease and they track everyone who lives there including tenant vehicles. Toth stated again the fire district determines the number of occupants in a building. Drendel added that there are laws regarding defining a family and a municipality cannot make such determination in regards to those terms. Bosco said the Village can vote it down, but there is underlining zoning in place already so the developer could resubmit a site plan and it could be approved by the Village Board. Snodgrass mentioned she didn't think a $\$ 1,400$ monthly rent is luxury for a studio. She moved to North Aurora recently from a local community where projects like these have been turned down and developers don't always follow through on what they offer. She prefers condo ownership instead of rental apartment units. Snodgrass asked about the development by Woodman's and what is the rental rate and occupancy rate. Toth said The Springs are usually at $95 \%$ occupancy, which has 300 units over 18 acres.

Hugo Cardenas (3S701 Deerpath Rd) mentioned he has Oak Trees on his property and believes some are 300 years old. He was wondering if developer could look into preserving the root structure. Cardenas was also concerned about the condition of the rental community after five years. He added there is a potential for residents breaking into his vehicles. Cardenas also shared that the Spring Apartments are not his neighbors, but he can hear the music from his backyard so he was concerned how close the clubhouse was to his house. He also concern about the connector road being too close to the Oak Trees on his property. Cardenas mentioned when most people drink they get loud and happy and could cause noise issues. Cardenas said he would like the developer to look into the Oak Trees which are supposedly 300 years old as they are a key component of why he moved to the property in the first place.

Matt Berger, (resident of Mirador) had a question regarding who is the property owner of this site and have there been any proposals in the past regarding single family homes on this site. Toth mentioned Stan Zepelak is the original property owner of site, but is unsure if developer has officially bought it. Toth stated the village has only a few phone calls for multi-family or commercial on this site, but nothing for single family homes since he started with the Village in 2013.

Chairman Mike Brackett closed the public hearing.

## NEW BUSINESS

1. Petition \#22-02: The petitioner, Fiduciary Real Estate Development, Inc., requests the following actions in the R-4 General Residence District, Planned Unit Development for the vacant tract of land situated west of Orchard Road, south of West Mooseheart Road and east of Deerpath Road:
a) Special Use - Planned Unit Development Amendment with deviations to the Planned Unit Development and Zoning Ordinance
b) Preliminary Final Plat of Subdivision
c) Site Plan Approval

Commissioner Doug Botkin thanked the staff and developer for providing a detailed presentation. Botkin mentioned the Comprehensive Plan calls for single-family housing in that location so the project complies with the zoning, but not necessarily the Comprehensive Plan. Deviating from the Comprehensive Plan is always a thing to look out for, but the plan tonight is legal and should be considered since the property is zoned that certain way. The main question is do we like the development and developer and so far I do and would vote yes.

Commissioner Aaron Anderson thanked the residents for engaging in the process and asked if the renderings and fly through is what the plan is going to be and the impact on surrounding infrastructure. Commissioner Anderson mentioned multifamily developments are newer to North Aurora, but has been written on the wall for 15 years and has now made its way here. Commissioner Anderson questioned how the 20-30 school kid information was determined. DeRosa said 10 school age kids per 100 units is the average and that's how they got that estimate. DeRosa encouraged staff and members to reach out to other communities about their other properties to get feedback how well those communities are doing and how their standards are being held up. DeRosa said he can provide tours of those communities if anyone was interested. DeRosa added the age range for the development is pretty much any age from 22 to 82 . Commissioner Anderson asked how it was determined to locate the clubhouse adjacent to the single family residential housing. DeRosa said the landscape buffer makes it difficult to have the clubhouse anywhere else on site due to pavement and other accessory structures not allowed in the buffer area. DeRosa mentioned if they were allowed to encroach in the landscape setback it would be easier to move the clubhouse more east off the property line. DeRosa said they looked into having all three story buildings and adding 100 more apartments to the site to make it work, but prefer the less dense two-story plan you see here tonight. DeRosa added the site scale fits two-story more, but it appears to come down to the 1:1 garage unit's provision.

Chairman Brackett also agreed the clubhouse location pushed up next to the private property concerned him. Toth added the site's primary access is pushed back 400-500 feet due to KDOT provisions, which is why the clubhouse is located where it is. The landscape plan shows adding fencing and evergreens along the adjacent property owner to the west, which allows more buffering and screening for both parties. Chairman Brackett mentioned he thought the clubhouse location is odd since it's not centralized in the development to all the units.

Commissioner Scott Branson shared there were homes here before Mirador and Tanner Trails were built so development does happen and changes the landscape. Commissioner Branson shared that
the three-bedroom apartments will probably be filled with more kids the developer is projecting, but rooftops drive retail and there are lots of new retail opportunities for the Village. Commissioner Branson mentioned he liked the residential plan for that area compared to having an industrial or commercial development next to the existing single family homes. Commissioner Branson also shared concerns regarding the clubhouse location and for the Oak Trees adjacent to the clubhouse area.

Commissioner Anna Tuohy thanked the residents for coming out and sharing their perspectives, views and concerns. Commissioner Tuohy mentioned she lives in Tanner Trails and understands the traffic concerns for the development. She asked if there was only a fence/gate along the west side perimeter of the development or was it for the entire development. DeRosa said the only fencing on the site is along the west side of the clubhouse, which is anticipated to be a six foot wood board-on-board fence. Commissioner Tuohy asked how many residents would be on site if it was at $100 \%$ capacity. DeRosa shared it would be around 420 residents on site if occupancy was $100 \%$. Commissioner Tuohy also shared the concern about the clubhouse proximity to the property owner to the west. DeRosa said that concern is noted and will be looked into. Toth said looking into an alternative clubhouse locations can be added as a condition to the list of staff conditions, should the Plan Commission want to recommend approval.

Multiple Commissioners asked about why the buffer dictates the location of the clubhouse and pool and why the clubhouse is so far away from other buildings. Toth shared KDOT requires a full access road to the connector road be 500 feet back from Orchard Road and the clubhouse likes to be the primary access point in most developments so possible tenants don't need to drive through the entire site to get to the clubhouse. DeRosa shared many complexes don't have the clubhouse centralized, but is the point closest to the main access point of the site. Commissioner Tuohy said the demand is here since apartments are full occupancy in most parts of the Village and people who want to move here can't do that do to lack of inventory. Commissioner Tuohy also asked if there have been any crime increase in The Springs since this proposed development is a similar, but less dense apartment community. Bosco stated the Police Department pulled police calls to the Springs and are currently reviewing it. Chairman Brackett shared more density makes it appear there are more calls, but should be viewed propositionally compared to subdivisions with same amount of residents. DeRosa shared after five years, we do not lower our standards and have detailed credit, landlord references and criminal background checks.

Commissioner Tuohy asked how much the average income may be for each unit type. DeRosa mentioned median income for the area is about $\$ 85,000$ and with $30 \%$ going to rent on average you are looking between $\$ 50,000$ incomes for studios to $\$ 90,000$ for the three-bedroom units if not higher. Commissioner Tuohy also asked about the traffic concern and would like more information on intersections for Deerpath Rd/Oak St., W. Mooseheart Rd./Deerpath Rd., Tanner Rd./Deerpath Rd., W. Mooseheart Rd./ White Oak Dr., and Orchard Rd./White Oak Dr. as well as Orchard Rd. and Deerpath Rd. in regards to the connector road. DeRosa shared KDOT has jurisdiction of Orchard Rd., but it appears the Village will maintain the connector road once built. DeRosa shared stop light is not warranted at this point, but if Mango Creek (land to the east) is developed it would trigger the signalized intersection. Toth said the connector road was also added to relieve traffic on Deerpath Rd. to Orchard Rd. and vision triangle provisions will be taken into consideration at the time the intersections are developed.

Commissioner Alexander Negro mentioned he was also concerned with location of the clubhouse and asked who is responsible for paying for the stoplight. Toth shared he believes there is a shared cost between Village and Developer, but will check the Annexation Agreement.

Commissioner Richard Newell thanked the residents for the community interest and taking time to be there. Commissioner Newell shared that current demographic trends in the United States show younger groups aren't buying regardless of economic status and prefer to rent on many occasions. Commissioner Newell also mentioned the clubhouse location seemed weird, but understands why it was placed there. Commissioner Newell asked where the stormwater management goes. Jared Placek mentioned best management practices according to law will be utilized and make it naturalized way to make sure it doesn't pollute anything downstream. Commissioner Newell also mentioned he had concerns about the traffic study as noted by Commissioner Tuohy. Commissioner Botkin mentioned although the clubhouse is close to property owner to the west, but if the developer moved it to the center, an apartment building with a balcony would most likely be next to the property owner and may be harder to screen and reduce noise.

Chairman Brackett shared the main concerns he's heard: traffic in regards to the signalization/stop sign on the connector road, the intersections for Deerpath Rd. and Orchard Rd., stormwater management and the location of the clubhouse area. Commissioner Tuohy would like the traffic study to be looked into more going forward. Toth stated clubhouse could be put in as a condition, stormwater would be addressed through permitting and engineering review and the traffic study would be reviewed by the Village engineer going forward and more detailed analysis will be done.

Bosco mentioned there are several options to consider. One option would be to ask the developer to gather more information and come back, if that would help the Plan Commission make a recommendation. Another option would be to vote as-is or add conditions to forward this project onto the Village Board for review. DeRosa mentioned KDOT still has jurisdiction on some roads so they may require certain traffic criteria and will make the ultimate decision on those intersection improvements. Commissioner Tuohy said she was good with the eight conditions in the report as well as adding a traffic and clubhouse location condition to it. Commissioner Anderson said he was in favor to send it on to the Village Board if there is community interest in it. Toth said that he can work with the Village Attorney to draft the Plan Commission conditions in more detail. Toth said staff will provide draft minutes to Village Board for the upcoming COW meeting and outline the main comments and concerns mentioned tonight. Commissioner Botkin asked the clubhouse condition to state that the developer should examine alternate clubhouse locations and not state it is required to be moved. Bosco asked for clarification on the conditions regarding to traffic. Chairman Brackett said the condition was to turn left onto Orchard Rd. from the connector road and to further examine the site in regards to traffic flow on Deerpath Rd., W Mooseheart Rd., and White Oak Dr. Commissioner Negro asked if stop light language is needed to be included in the conditions and how fast the developer would be able to look into alternate options for the clubhouse location. Chairman Brackett mentioned the stoplight would be determined by Kane County as part as their review so it does not need to be included. Bosco said there is a formula they use to determine a stop sign vs. a signalized intersection. Toth shared the annexation agreement appears to indicate the stoplight cost on Orchard Rd. and connector road is tied to cost
sharing between the two development sites. DeRosa stated it would take about a week to modify the clubhouse location, but it would be ready in time for the Village Board meeting. Commissioner Anderson asked to add a condition looking into protecting the root structure for the Oak Trees on the property west of the development. Commissioner Tuohy said the IDNR requirement would apply to the site for wildlife so that would not need to be added as a condition.

Motion for approval of Petition \#22-02 with the following conditions approved above regarding clubhouse placement, root structures of the Oak Trees on the western perimeter of the development and look into the traffic study in greater detail with staff's eight conditions was made by Commissioner Tuohy and seconded by Commissioner Newell. Vote: Botkin - Yes, Newell - Yes, Negro - Yes, Anderson - Yes, Tuohy - Yes, Branson - Yes, Brackett - Yes. Motion approved.

Bosco mentioned there will be two to three more public meetings for public comment discuss the topic before it would be considered for approval by the Village Board. If anyone has any questions they can reach out to Village and more specifically myself and the Community Development Department.

## OLD BUSINESS - None



## PLAN COMMISSIONER COMMENTS AND PROJECT UPDATES

Toth mentioned the recreational vehicles item went to the Committee of the Whole meeting on February 21, 2022 and staff is working on finalizing the new ordinance to bring to the Village Board. Staff provided the Village Board with all the Plan Commission's comments and decided to keep the time as Thursday 6 pm to Monday noon and change the two week periods to April 1-15 and October 15-30.

Toth shared that in 2020 Aurora Pack brought forward their full expansion plan and recently submitted building plans that were different than what was approved. This resulted in a minor change that needed to be approved by the Village Board. It was deemed a minor change since it met all the criteria for the PUD for the I-3 District, but changes were significant enough that Village Board needed to approve the altered site plan. Toth also shared permits are getting ready for the Orchard Acres development, which includes Starbucks and Taco Bell.

## ADJOURNMENT

Motion to adjourn made by Commissioner Anderson and seconded by Commissioner Botkin. All in favor. Motion approved.

Respectfully Submitted,
Jessica Watkins
Village Clerk

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

## GENERAL INFORMATION

Meeting Date: May 3, 2022
Petition Number: \#22-03

Petitioner: Phelan-JK/JB, Midwest, LLC
Location: The subject properties are generally located between Smoke Tree Plaza and Sullivan Road, east of Evergreen Drive.

Property Index Numbers: 15-09-251-001, 15-09-252-001,-002,-003,-004,-005,-006,-007
\& 15-09-201-033
Development Size: $\pm 28$ acres
Requests: 1) Map Amendment to establish the O-R-I Office, Research and Light Industrial Zoning District 2) Special Use - Planned Unit Development with deviations to the Zoning Ordinance 3) Site Plan Approval 4) Preliminary Final Plat of Subdivision

Current Zoning: B-2 General Business District; E-R Estate Rural Residence District; O-R Office and Research District

Current Land Use: Vacant Land


Comprehensive Plan Designation: 'Office/Industrial'

## PROPOSAL

Phelan-JK/JB, Midwest, LLC is proposing to construct two speculative industrial warehouse buildings totaling 429,610 square feet on the vacant $\pm 28$ acres located between Smoke Tree Plaza and Sullivan Road east of Evergreen Drive. Access to the development will be provided via two full access drives a new access point at Smoke Tree Plaza and the Fairview Drive entrance at Sullivan Road. The developers are labeling this project the 'Park 88 Logistics Center.'

## BACKGROUND

The development of the subject properties with industrial warehouse building(s) has been discussed for over a year. Original concept development plans were first introduced to staff in early 2021 by a different development group. After refining their original concept plans to improve access and internal site circulation, the updated concept plans including two industrial warehouse buildings (earlier plans

Staff Report
Petition \#22-03
Page 2 of 6
included one large warehouse building) with a central access drive directly linking Sullivan Road and Smoke Tree Plaza, was created. Having two buildings with a central access drive and loading docks oriented towards the interior of the property was viewed as being the ideal plan as business activities would be confined to the center of the site, thus reducing any impact the business operations could have on surrounding properties.

At the March 15, 2021 Committee of the Whole meeting, the Village Board first discussed the concept development plans. While the Village Board was generally supportive of the concept development plans, they did have concerns regarding the potential traffic impact, specifically truck traffic entering and exiting the property utilizing Smoke Tree Plaza from Route 31 at Lovedale Lane. Staff notes the access plan included as part of that concept plan discussion specified trucks using the Smoke Tree Plaza entrance and only passenger vehicles utilizing the Sullivan Road entrance.

In order to provide the Village Board with specific information relative to their traffic concerns, the developer consulted with traffic engineers to perform a Preliminary Traffic Review. The intent of their review was to provide information on the estimated traffic to be generated by the development, a review of the proposed access and circulation system, and a review the truck routes to and from the development. At the June 21, 2021 Committee of the Whole meeting, the developer solicited feedback from the Village Board on the Preliminary Traffic Review that was prepared. According to the updated access plan, inbound truck traffic could enter the site from the south via Sullivan Road and exit to the north onto Smoke Tree Plaza. Passenger vehicles could also take access from either entrance to the site. The Village Board seemed supportive of the use of the Smoke Tree Plaza entrance for truck traffic, but was skeptical of the use of Sullivan Road for trucks.

Per a 2003 Intergovernmental Agreement between the City of Aurora and the Village of North Aurora, the City of Aurora maintains jurisdiction of Sullivan Road, which is classified by the City of Aurora as a city truck route. The petitioner has met with the City of Aurora to discuss a full access point to the development at the Fairview Drive entrance. Such discussions are ongoing and will most likely require geometric improvements to allow full access in close proximity to the roundabout at Highland Ave.

## REQUESTED ACTIONS

## Map Amendment to establish the O-R-I Office, Research and Light Industrial Zoning District

The development consists of eight (8) parcels. The petitioner is requesting a map amendment ("rezoning") to change the zoning of Parcels \#1-7 to the O-R-I Office, Research and Light Industrial District. Parcels \#1-6 currently comprise of properties located in the E-R Estate Rural District. The parcels are designated E-R District by default due to the elimination of the A - Agricultural District in 2013 when the Zoning Ordinance was updated. Parcel \#7 is currently located in the O-R Office Research District. The northernmost parcel adjacent to Smoke Tree Plaza (Parcel \#8) is located in the B-2 General Business District and would be subdivided to allow a portion (Lot 2) to remain in the B-2 District in order ensure future commercial use of the property. The
 remainder of Parcel \#8 would be rezoned to the O-R-I District. According to the Zoning Ordinance: The purpose of the O-R-I Office and Light Industrial Research District is to provide for the grouping of office, research and light industrial uses compatible in scope of services and methods of operation.

## Contiguous Zoning

North: B-2 General Business District, South: O-R Office Research District, O-R-I Office Research Industrial District, and R-1 Single Family Residence District, East: B-2 General Business District, West: BNSF Railroad Right-of-Way and B-2 General Business District

## Comprehensive Plan Land Use Recommendations

The Comprehensive Plan designates the subject properties as 'Office/Industrial', which is consistent with the O-R-I Office, Research and Light Industrial District.

The proposed development area is included as part of a subarea listed in the Comprehensive Plan's Commercial and Industrial Areas Plan: This industrial area includes a large distribution facility and vacant land accessed by Smoketree Lane, Fairview Drive and Evergreen Drive. The Village should encourage key roadway improvements, landscaping treatments, and signage. Potential roadways improvements include extensions of Fairview Drive to Smoketree Lane, and Smoketree Lane west to provide access to additional industrial properties. Access to this area should be encouraged from Evergreen Drive.

The specific parcels associated with the proposed development are also referenced in the Comprehensive Plan's IL Route 31 South End Subarea Plan: There is a large area of undeveloped land, north of Sullivan Road west of the movie theatre. Recommended street improvements would open this entire area up for development. The Village should remain flexible with regard to potential new development for this site. While most areas of the Village have a clear land use preference, as designated on the Land Use Plan, a number of uses could be considered appropriate for these specific parcels. Proximity to the Interstate, commercial uses, and the Provena/Mercy Hospital Complex could all impact land use decisions. For these reasons different land uses and a more flexible approach to development should be considered. Regardless of the use, the primary goal for the Village should be to support high-quality, attractive, well-designed development.

## Special Use -Planned Unit Development with deviations

Per Section 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. The total site area for the proposed development is $\pm 28$ acres and the use considered nonresidential. The following table illustrates the proposed bulk regulations and bulk regulations required of the O-R-I Office, Research and Light Industrial District:

| Bulk Regulations | Proposed | O-R-I District |
| :--- | :--- | :--- |
| Lot Area, Minimum | $\mathbf{2 9 . 4 2}$ acres (Post Subdivision) | 2 acres |
| Lot Width, Minimum | $\mathbf{1 1 4 . 1 3}$ ft. (@ Sullivan Road) <br> $\mathbf{1 6 7 . 2 7}$ ft. (@ Smoke Tree Plaza) <br> $\mathbf{+ 1 , 2 4 5}$ ft. (Development Interior) | 150 ft. |
| Building Height, Maximum | Building A = 45 ft. <br> Building B = 43 ft. | $50 \mathrm{ft}$. |
| Floor Area Ratio (FAR), <br> Maximum | $\mathbf{n} / \mathbf{a}$ | None |
| Lot Coverage, Maximum | $\mathbf{3 5 \%}$ | $60 \%$ |

Staff Report
Petition \#22-03
Page 4 of 6

## Lot Width (Zoning Ordinance Deviation Required)

The Zoning Ordinance defines Lot Width as the minimum horizontal distance between the side lot lines of a lot measured at the required front yard setback line. The front yard setback in the O-R-I District is 30 feet. While the actual size of the development area is considerably wide, the access point on Sullivan Road would be 114.13 feet in width where 150 feet is required per the O-R-I District. That portion of the property is not intended to accommodate a building, but rather the access drive that eventually leads to the development.

## Yard Regulations

The configuration of the Park 88 Logistics Center boundaries are atypical in that there are no clearlydefined front, rear and side yards. After review of the yard areas it does not appear that any deviations would be required. Section 17.2.4 of the Zoning Ordinance grants authority to the Community Development Director to receive, review and make decisions on zoning interpretations. With respect to setback and yard dimensions required as part of the Park 88 Logistics Center, the Community Development Director has made the final determination:

All setback and yard dimensions shall be governed by the Preliminary Site Plan, prepared by Pinnacle Engineering Group, dated April 6, 2022. In no event shall any improvements be constructed closer to the adjacent property line than what is included on the Preliminary Site Plan.

## Site Plan Approval

Per Section 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 industrial development for which a site plan has not already been approved.

After refining their original concept plans to improve access and internal site circulation, the updated plans now include two industrial warehouse buildings (earlier plans included one large warehouse building) with a central access drive directly linking Sullivan Road and Smoke Tree Plaza. Having two buildings with a central access drive and loading docks oriented towards the interior of the property was viewed as being the ideal plan as business activities would be confined to the center of the site, thus reducing any impact the business operations could have on surrounding properties.

## Preliminary Final Plat of Subdivision

A Plat of Subdivision, known as the Final Plat of Subdivision Park 88 Logistics Center, is being proposed. Lot 1 of the Park 88 Logistics Center would consist of the entirety of the development and be 29.42 acres in area. As previously mentioned, Lot 2 would be created through the subdivision of Parcel \#8 in order ensure future commercial use of the property and would be 1.2 acres in area. An access easement would be granted to Lot 2 in order to allow any future development to utilize the proposed access to the Park 88 Logistics Center, thus reducing the amount of curb cuts in that general area. The additional land area included in the overall development can be attributed to the vacation of Fairview Drive. Fairview Drive is a north/south right-of-way that was once used as an access drive into the property from Sullivan Road. As part of the vacation of Fairview Drive, the Village would no longer be responsible for the right-of-way, which is currently in a state of deterioration. Fairview Drive would essentially become the private access drive for the development.

## FINDINGS

The Community Development Department finds that the information presented in Petition \#22-03 meets the Standards for Map Amendments, Specials Uses, Site Plan Review and Planned Unit Developments as set forth in the Zoning Ordinance. Based on the above considerations, Staff recommends the Plan Commission make the following motion recommending approval of Petition \#22-03, subject to the following conditions:

1. Any traffic improvements made on Sullivan Road adjacent to the development's entrance shall be to the satisfaction of the Village of North Aurora and the City of Aurora.
2. In no event shall any improvements be constructed closer to the adjacent property line than what is included on the Preliminary Site Plan, prepared by Pinnacle Engineering Group, dated April 6, 2022.
3. The use of guardhouses and driveway gates shall be prohibited in order to allow on-site traffic to flow freely and prevent spillover onto adjacent streets and properties.
4. Semi trucks shall be prohibited from parking or idling on the perimeter access drives, passenger vehicle parking lots, and passenger vehicle drive aisles.
5. On-site management shall effectively monitor and regulate all on-site trucking activities in order to minimize any light, sound and odor emissions as well as any other performance standards per Section 12.5 of the Zoning Ordinance.
6. The six (6) foot fence included in the residential buffer area located to the south of Building A shall be opaque.
7. Any perimeter fencing shall be black, metallic, non-chain link construction and limited to eight (8) feet in height.
8. All business activities shall be conducted completely within the confines of the buildings.
9. The keeping of any goods, material, merchandise or equipment outside of the building(s) shall be prohibited.
10. A photometric plan shall be approved by the Village prior to building permit issuance.
11. 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.
12. Quality trees and shrubs located along the perimeter of the development shall be preserved to the greatest extent possible to maintain natural landscape buffering.
13. Construction traffic shall not impede on the ability of the Village and Fire Protection District to provide emergency services.
14. All dumpsters located on the subject property shall be screened per Section 14.11.A of the Zoning Ordinance.
15. All ground-mounted and rooftop mechanicals shall be properly screened per the requirements of the Zoning Ordinance.
16. All signage shall adhere to the requirements of the Sign Ordinance.
17. A signage easement shall be included on Lot 2 and be large enough to accommodate the monument sign and required landscaped base.

## APPLICATION FOR SPECIAL USE

VILLAGE OF NORTH AURORA
Board of Trustees
25 East State Street
North Aurora, IL 60542

PETITION NO. 22-03
FILE NAME Park 88 Leartics Cantse DATE STAMP
I. APPLICANT AND OWNER DATA

Name of Applicant Phelan-JK/JB, Midwest, LLC, a Delaware limited liability company
Applicant Address c/o Phelan Development 2600 S 25th Ave. Suite 105 Broadview, IL 60155
Applicant Telephone \# (773) 520-8766
Email Address jknigge@phelandevco.com

Property Owner(s) Multiple Property Owners - See attached Property Owner Info
Owner Address See attached Property Owner Info
Owner Telephone \# See attached Property Owner Info

## II. ADDRESS, USE AND ZONING OF PROPERTY

Address of Property FAIRVIEW RD, located North of SULLIVAN RD, NORTH AURORA, IL 60542
(indicate location if no common address)
Legal Description: See attached Legal Description

Parcel Size $\pm 27.99$ Acres
Present Use Vacant, Unimproved Land
(business, manufacturing, residential, etc.)
E-R ESTATE RURAL DISTRICT, B-2 GENERAL BUSINESS DISTRICT and O-R
Present Zoning District OFFICE RESEARCH DISTRICT (see attached Parcels and Present Zoning District)
(Zoning Ordinance Classification)

## III. PROPOSED SPECIAL USE

## Proposed Special Use $\frac{\text { Industrial Planned Development, O-R-I Office Research and Light Industrial District }}{\text { (Zoning Ordinance Classification) }}$

Code Section that authorizes Special Use Title 17 Chapter 10.2
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
Applicant intends to develop an approximately 263,862 square foot industrial office/warehouse building, with approximately 167 car parking spots, 33 exterior docks, 47 trailer positions, and a second building containing approximately 166,114 square foot industrial building, with approximately 126 car parking spots, 22 exterior docks, and 47 trailer positions. In total, the project costs to improve the Subject Property are estimated to be approximately $\$ 50,000,000$
What are the existing uses of property within the general area of the Property in question? $\qquad$
The general area of the Subject Property includes a mixture of office, industrial, hotel, self-storage, and other commercial uses.

To the best of your knowledge, can you affirm that there is a need for the special use at the particular location? (Explain)
Yes. Pursuant to the Title 17 Chapter 5.4(B) of the North Aurora Code of Ordinances, "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." Furthermore, Section 4.3 of Appendix A of the North Aurora Code of Ordinances state "all planned unit developments are subject to special use and the requirements of that procedure."

## 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.
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.).
2. Legal Description of the subject property(s).
3. 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 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.kanedupageswed.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 hearings) 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.


[^0]
## Owner

March 31, 2022
Date

Date

## Exhibit

Owner Authorizations And

Disclosure of Beneficiaries

## G.E.S. Properties LLC

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 mail notices to properties within 250 feet and posting a sign(s) 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.


Date
$\frac{3.30 \cdot 2021}{\text { Date }}$

## G.E.S. Properties LLC

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 mail notices to properties within 250 feet and posting a sign (s) 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 hearings) 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



## Date

$3.30 \cdot 2021$
Date

# Beverly Evans, as Trustee under Beverly Evans Living Trust dated January 25, 1999 

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


## Date



## Beverly Evans, as Trustee under Beverly Evans Living Trust dated January 25, 1999

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 mail notices to properties within 250 feet and posting a sign(s) 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



Date


## STATE OF ILLINOIS )

COUNTY OF KANE )

I, Beverly Evans, being first duly sworn on oath depose and say that I am trustee of the Beverly Evans Living Trust dated January 25, 1999 and that the following are all of the beneficiaries of the Beverly Evans Living Trust dated January 25, 1999:

$\qquad$
$\qquad$
$\qquad$
$\qquad$


SUBSCRIBED AND SWORN TO
before me this $30^{\text {th }}$ day of $\qquad$ , 2022.


A Notary Public in and for such County


# Charles G. Graves Declaration of Trust dated February 5, 2008 

STATE OF ILLINOIS ) ) SS COUNTY OF KANE )

 , being first duly sworn on oath depose and say that I am trust officer of Charley G Graver and that the following are all of the beneficiaries of the Declrorfou of Th ut.

Stab Graver
SHoAh cirques
$\qquad$
$\qquad$
$\qquad$


A Notary Public in and for such County

Charles G. Graves Declaration of Trust dated February 5, 2008

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 mail notices to properties within 250 feet and posting a signs) 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 hearings) 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.


Date


CHanger G. Gator Docisatan!

## Akshar Murti Hospitality Inc.

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 mail notices to properties within 250 feet and posting a sign(s) 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


## Date

$\frac{03 / 30 / 22}{\text { Date }}$

## Akshar Murti Hospitality Inc.

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
Oryate
Owner

## Date

03/30/22
Date

## G.A.L.A.B.R., Inc

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 siatements and the statements contained in any documents submitted herewith are true to the best of my (our) knowledge and belief.


Date


## G.A.L.A.B.R., Inc

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 mail notices to properties within 250 feet and posting a signs) 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.
1 (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


## Date

$\frac{3.3 /-22}{\text { Date }}$

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
See attached $\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$

I, Jess Knigge, Manager $\qquad$ , being first duly sworn on oath certifies that all of the above statements and the statements contained in any papers or plans submitted herewith are true and correct.


March 31, 2022
Date

## SUBSCRIBED AND SWORN TO



| TAX PARCEL NO. | STE ADDRESS | PROPERTY OWNER | MAILING ADDRESS |
| :---: | :---: | :---: | :---: |
| 15-09-276-012 | 401 SULLIVAN RD, AURORA, IL 60506 | RUPPRECHT, MARK G \& VICKIE E | OS124 SURREY DR ELBURN, IL, 60119 |
| 15-09-276-011 | 421 SULLIVAN RD, NORTH AURORA, IL 60542 | TIM KIM LLC | 2210 LaRKDALE DR GLENVIEW, IL, 60025-4169 |
| 15-09-276-010 | SULIVAN RD, NORTH AURORA, 1160542 | ESS C TVVs JV TVVs reit sub lle | 2795 E COTTONWOOD PKWY STE 300 SALT LAKE CITY, UT, 84121-6928 |
| 15-09-752-012 | 441 SULLIVAN RD, NORTH AURORA, IL 60542 | STEFANICH, RICHARD F \&FEIDEN-STEFANICH UNDA | 441 SULLIVAN RD AURORA, IL, 60506-0618 |
| 15-09-252-011 | 461 SULIIVAN RD, NORTH AURORA, IL 60542 | GEBHARDT, LYNETTE K \& ADRIAN W | 13048 MT ZION CHURCH RD CULPEPER, VA, 22701-5551 |
| 15-09-252-010 | 481 SULLIVAN RD, NORTH AURORA, IL 60542 | ZAPATA, Mario | 133 N BUCKINGHAM DR SUGAR GROVE, il, $60554-4226$ |
| 15-09-252-009 | 501 SULIVAN RD, AURORA, IL 60505 | GALABRINC \% LAURENCEA SEXTON RA | 576 NORCROSS ST BATAVA, 11.60510 |
| 15-09-252-008 | 541 SULLIVAN RD, NORTH AURORA, IL 60542 | G ALABRINC\% LAURENCEA SEXTON RA | 576 NORCROSSST BATAVIA, IL, 60510 |
| 15-09-400-023 | 400 SULLIVAN RD, AURORA, IL 60506 | AURORA PROPERTY HOLDINGS LIC CASCADE CAPITAL GROUP, DANIEL GARDEN | 3450 OAKTON ST SKOKIE, LL, 60076-2951 |
| 15-09-251-002 | 591 SULLIVAN RD, AURORA, IL 60506 | INTERNATL BROTHERHOOD ELECTRIC WORKS, TRUST: TRH 461 | 591 SULLIVAN RD AURORA, IL, 60506 |
| 15-092-251-007 | 581 SULLIVAN RD, AURORA, IL 60506 | WU, XIN \& ZHANG, RUI | 1733 ROBINWOOD IN RIVERWOODS, IL, 60015-1650 |
| 15-09-181-007 | 608 SPRINGBROOK DR, AURORA, IL 60506 | MATA, SAIVADOR | 608 SPRIINGBROOK DR AURORA, IL, 60506-1134 |
| 15-09-176-045 | 609 SPRINGBROOK DR, AURORA, 1160506 | DREW, MICHAELS | 609 SPPINEBBROOK AURORA, IL, 50505 |
| 15-09-176-044 | 1557 CAMBERIDGE AVE, AURORA, IL 80506 | MARTINEZ, GILBERTO \& HECTOR E MARTINEZ | 1557 CAMBRIDGE AVE AURORA, IL, 60505-1113 |
| 15-09-176-043 | 1563 CAMPRIDGE AVE, AURORA, 1160506 | GODINEZ, DOLIA \& AGUSTIN | 1563 CAMBRIDGE AVE AURORA, 12,60505 |
| 15-09-176-042 | 1567 CAMBRIDGE AVE, AURORA, IL 60506 | BAUTSTA, GIOVANNI PINA \& KOVAC, MONIQUE LYNN | 1567 CAMBRIDGE AVE AURORA, 11, 60506-1113 |
| 15-09-176-041 | 1571 CAMBRIDGE AVE, AUAORA, II 60505 | Vandeventer. HELEN M Harold r \& ERVEN H | 1571 CAMBRIDGE AVE AURORA, IL 60505 |
| 15-09-176-040 | 1603 CAMBRIDGE AVE, AURORA, 1160506 | LOPEZ, FERNANDO RAMIREZ | 1603 CAMBRIDGE AVE AURORA, IL, 60506-1115 |
| 15-09-176-039 | 1609 CAMBRIDGE AVE, AURORA, II 60506 | EEVIN, SCOTT A KERRY J | 1609 CAMBRIDGE AVE AURORA, 14,60506 |
| 15-09-176-038 | 1613 CAMBRIDGE AVE, AURORA, it 60506 | ARROYO, FRANCISCO $\mathcal{I}$ GARCLA \& ELIZABETH | 1613 CAMBRIDGE AVE AURORA, IL, 60506-1115 |
| 15-09-176-037 | 1619 CAMBRIOGE AVE, AURORA, II 60505 | FAVELA, MARIA \& V VELAZQUEZ, DAVID A | 1619 CAMBRIDGE AVE AURORA, IL, S050E-1115 |
| 15-09-176-036 | 1623 CAMPRIDGE AVE, AURORA, IL 60506 | CARranza, IOSEL | 1623 CAMBRIDGE AVE AURORA, IL, 60505-1115 |
| 15-09-176-035 | 615 TINLEY DR, AURORA, 1260506 | HORICE, MONICAL | 615 TINLEY DR AURORA, 11, 60506-1100 |
| 15-09-101-009 | 310 EVERGREEM DR, NORTH AURORA, 1160542 | DART CONTAINER CORF | 500 HOGSEACK RD MASON, MI, 48854-9541 |
| 15-09-201-014 | 360-376 SMOKE TREE IND PR, AURORA, IL 60506 | OLI KENT BANK, TRUST: 3510 \%CHICAGO TTLE LT 3000003510 SMOKETREE I | PO BOX 272 NORTH AURORA, IL, 60542 |
| 15-09-201-034 | 344-356 SMOKE TREE IND PK, AURORA, 1160505 | OLD KENT BANK, TRUST: 3510 \%CHICAGO TITLE LT 3000003510 SMOKETREE I | PO BOX 272 NORTH AURORA, IL, 60542 |
| 15-09-201-031 | 1-2 SMOKE TREE PLAZA, NORTH AURORA, IL 60542 | GERALD REALTY Holdings ue | 213 HANSEN BLVO NORTH AURORA, IL, 60542-8923 |
| 15-09-201-036 | 2015 SMOKE TREE LN, NORTH AURORA, IL60542 | NORTH AURORA HOTEL LLC | 202 SMOKE TREE PLAZA DR NORTH AURORA, IL, 60542-1858 |
| 15-09-201-037 | 201 SMOKE TREE LN, NORTM AURORA, 1160542 | NORTH AURORA HOTEL LLC | 201 SMOKE TREE PLAZA DR NORTH AURORA, 1L, 60542-1858 |
| 15-09-201-023 | S LINCOLNWAY, NORTH AURORA, HL 60542 | AKSHAR MURTI HOSPITALITYINL | 31 N GREEN BAY RD WAUXEGAN, IL, 60085-4406 |
| 15-09-201-024 | 3085 UNCOLNWAY, NORTH AURORA, IL 60542 | AKSHAR MURTI HOSPTALITYINC | 31 N GREEN BAY RD WAUKEGAN, IL, 60085-4405 |
| 15-09-223-003 | 3105 UNCOLN WAY, NORTH AURORA, IL CO542 | NORTH AURORA STORAGE LLC JOHN P MUR PHY | 11811 N KNOXVILLE AVE, DUNLAP, IL, 61525-9471 |
| 15-09-276-001 | S LINCOLNWAY ST, NORTH AURORA, IL 60542 | AVG NO AURORALLC | 9595 WILSHIRE BLVD STE 700 BEVERLY HILLS, CA, 90212.2507 |
| 15-09-276-024 | 3205 UNCOLNWAY ST, NORTM AURORA, IL 60542 | AVG NO AURORALLC | 9595 WILSHIRE BIVO STE 700 BEVERLY HILLS, CA, $90212-2507$ |
| 15-09-276-029 | 4165 UNCOLNWAY, NORTH AURORA, 1260542 | ES5 C TIVS JV TIVS REMS SUB LLC | 2795 E COTTONWOOD PKWY STE 300 SALT LAKE CITY, UT, 84121-6928 |

## Exhibit Property Owners And <br> Present Zoning District

## EXHIBIT <br> LIST OF OWNERS

| OWNER | PINS | Address | Phone | Date Acquired |
| :---: | :---: | :---: | :---: | :---: |
| G.E.S. Properties LLC | $\begin{aligned} & 15-09-251-001 ; 15-09- \\ & 252-001 ; 15-09-252-002 \end{aligned}$ | 25315 Dauberman Road, Elburn, IL 60119 | 630.801.9699 | 7/5/2001 |
| Beverly Evans, as Trustee under Beverly Evans Living Trust dated January 25, 1999 | $\begin{aligned} & 15-09-252-003 ; 15-09- \\ & 252-004 ; 15-09-252-005 \end{aligned}$ | 25315 Dauberman Road, Elburn, IL 60119 | 630.801.9699 | 9/8/1999 |
| Charles G. Graves Declaration of Trust dated February 5, 2008 | 15-09-252-007 | 25315 Dauberman Road, Elburn, IL 60119 | 630.801.9699 | 4/23/2020 |
| G.A.L.A.B.R., Inc | 15-09-252-006 | 1 N. Constitution Dr., Aurora, IL 60506 | 630.897.1534 | 9/15/1999 |
| Akshar Murti Hospitality Inc. | 15-09-201-033-0000 | 150 S. Wacker Dr. Ste 2600, Chicago, IL | 312.725.3476 | 3/15/2018 |

## Present Zoning District

| OWNER | PJNs | Present Zoning District |
| :---: | :---: | :---: |
| G.E.S. Properties LLC | $\begin{aligned} & 15-09-251-001 ; 15-09- \\ & 252-001 ; 15-09-252-002 \end{aligned}$ | E-R ESTATE RURAL DISTRICT |
| Beverly Evans, as Trustee under Beverly Evans Living Trust dated January 25, 1999 | $\begin{aligned} & 15-09-252-003 ; 15-09- \\ & 252-004 ; 15-09-252-005 \end{aligned}$ | E-R ESTATE RURAL DISTRICT |
| Charles G. Graves Declaration of Trust dated February 5, 2008 | 15-09-252-007 | E-R ESTATE RURAL DISTRICT |
| G.A.L.A.B.R., Inc | 15-09-252-006 | O-R OFFICE RESEARCH DISTRICT |
| Akshar Murti Hospitality Inc. | 15-09-201-033-0000 | B-2 GENERAL BUSINESS DISTRICT |

## Exhibit <br> LEGAL DESCRIPTIONS

PARCEL 1:
THAT PART OF THE NORTHEAST $1 / 4$ OF SECTION 9 , TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE EAST LINE OF THE RIGHT OF WAY OF THE OTTAWA, OSWEGO AND FOX RIVER VALLEY RAILROAD COMPANY, THAT IS 696.31 FEET NORTH OF THE SOUTH LINE OF SAID NORTHEAST 1/4 FOR THE PLACE OF BEGINNING; THENCE NORTH ALONG SAID RIGHT OF WAY LINE 696.31 FEET TO AN OLD CLAIM LINE; THENCE EAST ALONG SAID OLD CLAIM LINE 607 FEET; THENCE SOUTH 696.31 FEET TO A POINT; THENCE WESTERLY 607 FEET TO THE PLACE OF BEGINNING, IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

## PARCEL 2:

THAT PART OF THE NORTHEAST $1 / 4$ OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE SOUTH LINE OF SAID NORTHEAST 1/4, 1370.34 FEET WEST OF THE SOUTHEAST $1 / 4$ THEREOF; THENCE NORTH 1251.45 FEET TO A POINT OF BEGINNING; THENCE CONTINUING NORTH 139.05 FEET TO OLD CLAIM LINE; THENCE WESTERLY ALONG OLD CLAIM LINE 647 FEET TO A POINT IN THE EVANS' EAST LINE; THENCE SOUTH ALONG SAID EVANS' EAST LINE AND WEST LINE OF SAID DRIVEWAY, 139.05 FEET TO THE NORTHWEST CORNER OF MICHAEL DUY'S LAND; THENCE EASTERLY ALONG SAID DUY'S NORTH 647 FEET TO A POINT OF BEGINNING, IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

## PARCEL 3:

THAT PART OF THE NORTHEAST $1 / 4$ OF SECTION 9 , TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE SOUTH LINE OF SAID NORTHEAST CORNER 1370.34 FEET WEST OF THE SOUTHEAST QUARTER THEREOF; THENCE NORTH 1112.40 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUING NORTH 139.05 FEET TO A POINT WHICH IS THE SOUTHEAST CORNER OF WHITTAKER'S LAND; THENCE WESTERLY PARALLEL WITH AND 139.05 FEET SOUTH OF AN OLD CLAIM LINE 647 FEET TO A POINT IN THE EAST LINE OF EVAN'S LAND, AND ON THE WEST LINE OF A 40 FOOT DRIVEWAY, THENCE SOUTH ALONG SAID EVANS'
EAST LINE 139.05 FEET; THENCE EASTERLY PARALLEL TO THE AFORESAID OLD CLAIM LINE 647 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

PARCEL 4:
THAT PART OF THE NORTHEAST $1 / 4$ OF SECTION 9 , TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE SOUTH LINE OF SAID NORTHEAST QUARTER 1370.34 FEET WEST OF THE SOUTHEAST QUARTER THEREOF; THENCE NORTH 973.35 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING NORTH 139.05 FEET; THENCE WESTERLY PARALLEL WITH AN 278.10 FEET SOUTH OF OLD CLAIM LINE 647 FEET TO A POINT IN THE EAST LINE OF EVANS' LAND AND ON THE WEST LINE OF A 40 FOOT DRIVEWAY; THENCE SOUTH ALONG SAID EVANS' EAST LINE 139.05 FEET; THENCE EASTERLY PARALLEL TO THE AFORESAID OLD CLAIM LINE 647 FEET TO THE POINT OF BEGINNING, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

PARCEL 5:

THAT PART OF THE NORTHEAST $1 / 4$ OF SECTION 9 , TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE SOUTH LINE OF SAID NORTHEAST CORNER 1370.34 FEET WEST OF THE SOUTHEAST CORNER THEREOF; THENCE NORTH 514.10 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 459.25 FEET; THENCE WESTERLY PARALLEL WITH AND 417.15 FEET SOUTH OF CLAIM LINE 627 FEET TO THE CENTER LINE OF A PRIVATE ROAD; THENCE SOUTH ALONG THE CENTER LINE OF SAID PRIVATE ROAD 460.31 FEET TO A LINE DRAWN WEST, PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST 1/4, FROM THE POINT OF BEGINNING; THENCE EAST ALONG SAID PARALLEL LINE 627 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

PARCEL 6:
THE WEST 75 FEET OF THAT PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE SOUTH LINE OF SAID NORTHEAST QUARTER 1797.34 FEET WEST OF THE SOUTHEAST CORNER THEREOF; THENCE NORTH 396 FEET; THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER, 180 FEEL TO THE EAST LINE OF A 40 FOOT PRIVATE ROADWAY; THENCE SOUTH ALONG SAID EAST LINE 396 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER; THENCE EAST ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER 180 FEET TO THE POINT OF BEGINNING, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS

THAT PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE NORTH LINE OF SAID NORTHEAST QUARTER WITH THE EASTERLY RIGHT OF WAY LINE OF BURLINGTON NORTHERN INC.; THENCE SOUTH 0 DEGREES 14 MINUTES 0 SECONDS WEST ALONG SAID EASTERLY RIGHT OF WAY LINE 707.79 FEET; THENCE SOUTH 89 DEGREES 46 MINUTES 0 SECONDS EAST 626 FEET; THENCE SOUTH 0 DEGREES 14 MINUTES 0 SECONDS WEST 20.64 FEET TO THE SOUTH RIGHT OF WAY LINE OF SMOKE TREE PLAZA AS DEDICATED BY DOCUMENT 2011K068110, FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 0 DEGREES 14 MINUTES 0 SECONDS WEST 388.36 FEET; THENCE NORTH 89 DEGREES 46 MINUTES 0 SECONDS WEST 390 FEET; THENCE SOUTH 0 DEGREES 14 MINUTES 0 SECONDS WEST 119.75 FEET TO THE SOUTH LINE OF THE NORTH 75 RODS OF SAID NORTHEAST QUARTER; THENCE EAST ALONG SAID SOUTH LINE 656.44 FEET TO A POINT ON THE WEST LINE OF TRACT OF LAND CONVEYED BY DEED 2013K0541156; THENCE NORTH 0 DEGREES 01 MINUTES 21 SECONDS WEST, ALONG SAID WEST LINE, 442.17 FEET TO THE AFOREMENTIONED SOUTHERLY RIGHT OF WAY LINE OF SMOKE TREE PLAZA AS DEDICATED BY DOCUMENT 2011K068110 THENCE NORTHWESTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE TO THE POINT OF BEGINNING, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

PIN: 15-09-252-006
THAT PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8 EASTOF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE WEST ALONG THE SOUTH LINE OF SAID NORTH EAST QUARTER 1641.34 FEET; THENCE NORTH 396 FEET FOR THE POINT OF BEGINNING; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER 271 FEET; THENCE NORTH 118.10 FEET; THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER 607 FEET TO THE EAST LINE OF A PRIVATE ROAD; THENCE SOUTH ALONG SAID EAST LINE 118.10 FEET TO A POINT 396 FEET NORTH OF THE SOUTH LINE OF SAID NORTHEAST QUARTER; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER 336 FEET TO THE POINT OF BEGINNING, EXCEPTING FROM THAT PART, THE WESTERLY 180 FEET, IN THE VILLAGE OF NORTH AURORA AND THE TOWNSHIP OF AURORA, KANE COUTNY, ILLINOIS.

$$
\begin{aligned}
& \text { Exhibit } \\
& \text { Response to Special } \\
& \text { Use Standards }
\end{aligned}
$$

## 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.

Yes. The proposed special use is authorized in the zoning district in which the property will be located pursuant to Chapter 10.2 of the Village Zoning Code.
2. The proposed special use is deemed necessary for the public convenience at that location.

Yes. The proposed special use is necessary for the public convenience at the location and required by Chapter 5.4 of the Village Zoning Code.
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.

> The proposed special use does not create excessive additional impacts at public expense for public facilities and services. The proposed development will increase the economic welfare of the community through additional property tax revenue, employment opportunities, and increased economic activity due to future emplovees visiting local businesses.
4. The proposed use is in conformance with the goals and policies of the Comprehensive Plan, and all Village codes and regulations.

The proposed use is in conformance with the Village codes and regulations. Additionally, the proposed use is in conformance with the goals and policies of the Comprehensive Plan. The Comprehensive Plan, the plan identifies the Subject Property in Area 12 and states that Area 12 is an "industrial area." The Comprehensive Plan also states that an objective is to "encourage and support redevelopment of key vacant sites or obsolete uses near the Route 31/I-88 interchanges that have the potential to catalyze additional investment in the area." Furthermore, the Comprehensive Plan recommends that the Village should "remain flexible" regarding potential new development to this particular site and states "the primary goal for the Village should be to support high-quality, attractive, well-designed development."

The proposed development achieves all these goals. The proposed development's anticipated uses will include office, warehouse, distribution, and/or logistics. The Subject Property is currently vacant land, and the proposed development has the potential to catalyze the area. Finally, the proposed development achieves the Village's goal of supporting high-quality, attractive, well-designed development.
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.

The proposed special use will be designed located, operated, and maintained so as to be harmonious and comparable in use and appearance with the existing and the intended character of the general vicinity. The Subject Property is surrounded by commercial uses and the proposed development is in line with the Village's Comprehensive Plan. Additionally, as shown in the provided materials, the proposed development will aesthetically enhance the existing site and 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.

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. The surrounding properties are commercial in nature and the transformation of the subject property from undeveloped vacant land to a brand-new state-of-the-art development will increase the value of nearby property.
7. The proposed special use is compatible with development on adjacent or neighboring property.

The proposed special use is comparable to with development on neighboring properties. The neighboring properties are commercial in nature and the subject property will align with the Village's Comprehensive Plan.
8. The proposed special use minimizes potentially dangerous traffic movements, and provides adequate and safe access to the site.

The proposed special use minimizes potentially dangerous traffic movements and provides adequate and safe access to the site. Traffic engineers were engaged to studv the impact of traffic and the site plan has been carefully considered to minimize any potential dangerous traffic movements.
9. The proposed special use provides the required number of parking spaces and maintains parking areas, in accordance with the requirements of this Ordinance.

Yes. The proposed special use provides the required number of parking spaces and maintains parking areas, in accordance with the requirements of this Ordinance. The proposed development will provide for a total of 293 car parking spaces (with 80 land banked parking spaces for future) and 94 trailer positions.
10. The proposed special use is served by adequate utilities, drainage, road access, public safety, and other necessary facilities.

Yes. 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.

Yes. The proposed special use conforms with the requirements of this Ordinance and other applicable regulations.

## APPLICATION FOR MAP AMENDMENT

VILLAGE OF NORTH AURORA<br>25 East State Street<br>North Aurora, IL 60542

PETITION NO. $22-03$
FILE NAME Park 98 Lalan cs Carrat RECEIVED
DATE STAMP

## I. APPLICANT AND OWNER DATA

VILLASE OF
AORTH A LFORA

Name of Applicant* Phelan-JK/JB, Midwest, LLC, a Delaware limited liability company
Address of Applicant c/o Phelan Development 2600 S 25th Ave. Suite 105 Broadview, IL 60155
Telephone Numbers (773) 520-8766
Name of Owner(s)* Multiple Property Owners - See attached Property Owner Info
Telephone Number $\qquad$
Email Address jknigge@phelandevco.com
If Applicant is other than owner, attach letter of authorization from Owner.
Title of Record to the real estate was acquired by Owner on Multiple Parcels - See attached Title Info

## II. ADDRESS, USE AND ZONING OF PROPERTY

Address of Property FAIRVIEW RD, located North of SULLIVAN RD, NORTH AURORA, IL 60542
(Indicate location if no common address)
Legal Description: See attached Legal Description

Parcel Size $\pm 27.99$ Acres

Present Use $\frac{\text { Vacant, Unimproved Land }}{\text { (Business, manufacturing, residential, etc.) }}$
E-R ESTATE RURAL DISTRICT, B-2 GENERAL BUSINESS DISTRICT and O-R
Present Zoning District OFFICE RESEARCH DISTRICT (see attached Parcels and Present Zoning District) (Zoning Ordinance Classification)
*In the event that the applicant or owner is a trustee of a land trust or a beneficiary or beneficiaries of a land trust, a statement identifying each beneficiary of such land trust by name and address and defining his//her interest therein shall be attached hereto. Such statement shall be verified by the trustee or by a beneficiary.

Proposed Zoning District $\begin{aligned} & \text { Industrial Planned Development, O-R-I Office } \\ & \text { Research and Light Industrial District }\end{aligned}$ (Zoning Ordinance Classification)
Has the present applicant previously sought to rezone the property or any part thereof? $\qquad$ If so, when? $\qquad$
To what zoning district classification? N/A
What type of improvement to the Property is planned?
Applicant intends to develop an approximately 263,862 square foot industrial office/warehouse building, with approximately 167 car parking spots, 33 exterior docks, 47 trailer positions, and a second building containing approximately 166,114 square foot industrial building, with approximately 126 car parking spots, 22 exterior docks, and 47 trailer positions. In total, the project costs to improve the Subject Property are estimated to be approximately $\$ 50,000,000$

The anticipated uses will consist of office, warehousing,
What will be the actual use of such improvement(s)? $\begin{aligned} & \text { distribution, and/or uses consistent within the zoning classification }\end{aligned}$ of O-R-I Office Research and Light Industrial District.
What are the existing uses of the property within the general area of the Property in question?
The general area of the Subject Property includes a mixture of office, industrial, hotel, self-storage, and other commercial uses.

## IV <br> CHECKLIST FOR ATTACHMENTS

The following items are attached hereto and made a part hereof:

1. Legal Description (may be included in items 2 or 5 below)
2. Two (2) copies of an Illinois Land Surveyor's plat of survey showing the nearest dedicated east-west and north-south streets, the right-of-way width and the distance of each street form the property in question.
3. Five (5) copies of a plot plan, $81 / 2^{\prime \prime} \times 11^{\prime \prime}$ or $81 / 2 \times 14^{\prime \prime}$ showing proposed construction if any.
4. A written certified list containing the names of registered owners, their mailing addresses and tax parcel numbers, of all properties within 250 feet of the property for which the amendment is requested.
5. A copy of owner's title insurance policy commitment or deed for the subject property.
6. Filing fee in the amount of $\$ 300.00$; if paid by check make payable to the 'Village of North Aurora'. Please note, an escrow deposit will also be required per Village Code.
7. Letter of authorization letter from owner, if applicable.
8. Disclosure of beneficiaries of land trust, if applicable.

Completed forms for the following must accompany application, if applicable:
9. Visit the Illinois Department of Natural Resources' website www.dnr.state.il.us and initiate a consultation using DNR's EcoCat online application
10. Visit the Kane DuPage Soil and Water Conservation District's website

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 mail notices to properties within 250 feet and posting a sign(s) 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.


[^1]
## Owner

March 31, 2022
Date

Date

## Exhibit

## Owner Authorizations

 AndDisclosure of Beneficiaries

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 mail notices to properties within 250 feet and posting a signs) 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 hearings) 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


Date

$$
\frac{3 \cdot 30 \cdot 2021}{\text { Date }}
$$

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 mail notices to properties within 250 feet and posting a signs) 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 hearings) 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


Date

$$
\frac{3.30 \cdot 2021}{\text { Date }}
$$

## Beverly Evans, as Trustee under Beverly Evans Living Trust dated January 25, 1999

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


## Date

$\frac{3-30-22}{\text { Date }}$

## Beverly Evans, as Trustee under Beverly Evans Living Trust dated January 25, 1999

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 mail notices to properties within 250 feet and posting a signs) 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 hearings) 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



## Date



## STATE OF ILLINOIS )

COUNTY OF KANE )

I, Beverly Evans, being first duly sworn on oath depose and say that I am trustee of the Beverly Evans Living Trust dated January 25, 1999 and that the following are all of the beneficiaries of the Beverly Evans Living Trust dated January 25, 1999:

$\qquad$
$\qquad$
$\qquad$
$\qquad$


SUBSCRIBED AND SWORN TO
before me this $30^{\text {th }}$ day of $\qquad$ , 2022.


A Notary Public in and for such County


# Charles G. Graves Declaration of Trust dated February 5, 2008 

## STATE OF ILLINOIS )

 , being first duly sworn on oath depose and say that I am trust officer of Charles G Graver and that the following are all of the beneficiaries of the Declonetron of Tn ut.

Sreob Gitaver
SHah Giaquer
$\qquad$
$\qquad$
$\qquad$


A Notary Public in and for such County

Charles G. Graves Declaration of Trust dated February 5, 2008

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 mail notices to properties within 250 feet and posting a signs) 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 hearings) 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.


Date


CHanter G. Graver Doclinatall

## Akshar Murti Hospitality Inc.

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 mail notices to properties within 250 feet and posting a sign(s) 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


Owner

Date

03/30/22
Date

## Akshar Murti Hospitality Inc.

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


Owner

## Date



## G.A.L.A.B.R., Inc

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 hearings) 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.


$$
\frac{3-3 /-22}{\text { Date }}
$$

## G.A.L.A.B.R., Inc

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 mail notices 10 properties within 250 feet and posting a signs) 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 hearings) 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



## Date



Following are the names and addresses of all properties within 250 feet of the property in questions for which the Map Amendment is being requested.

TAX PARCEL NO.
See attached
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$
$\qquad$

I, Jess Knigge, Manager statements and the statements contained in any papers or plans submitted herewith are true and correct.


March 31, 2022
Date

## SUBSCRIBED AND SWORN TO

Before me this
 day of $\qquad$ March 20 22


| MALED NOTIGES FOR PHELAN DEVELOPMENT NORTH AURORA PLANNED DEVELOPMENT PUBLIC HEARING |  |  | (4) P HEL AN |
| :---: | :---: | :---: | :---: |
| TAX PARCEL NO. | SITE ADDRESS | PROPERTY OWNER | MAILING ADDRESS |
| 15-09-276-012 | 401 SULLIVAN RD, AURORA, IL 60506 | RUPPRECHT, MARK G \& VICKIE E | OS124 SURREY DR ELBURN, IL, 60119 |
| 15-09-276-011 | 421 SULLIVAN RD, NORTH AURORA, IL 60542 | TJM KIM Lic | 2210 LARKDALE DR GIENVIEW, IL, 60025-4169 |
| 15-09-276-010 | SULIIVAN RD NORTH AURORA, IL 60542 | ESS C TVE JV TVS RET SUB LLC | 2795 E COTTONWOOD PKWY STE 300 SALT LAKE CTY, UT, 84121-6928 |
| 15-09-252-012 | 441 SULIIVAN RD, NORTH AURORA, 1160542 | STEFANICH, RICHARD F \&FEIDEN-STEFANICH UNDA | 441 SULLIVAN RD AURORA, 12, 60506-0618 |
| 15-09-252-011 | 461 SULLIVAN RD, NORTH AURORA, 1150542 | GEBMARDT, LYNEITE K \& ADRIAN W | 13049 MT Z1ON CHURCH HD CUUPEPER, VA, 22701-5551 |
| 15-09-252-010 | 481 SULIIVAN RD, NORTH AURORA, IL 60542 | zapata, Mario | 133 N BUCKINGHAM DR SUGAR GROVE, 11, $60554-4226$ |
| 15-09-252-009 | 501 SULLIVAN RD, AURORA, IL 60506 | GALABRINC\% LAURENCE A SEXTONRA | 576 NORCROSSSI BATAVIA, 14,60510 |
| 15-09-252-008 | 541 SULLIVAN RD, NORTH AURORA, 1160542 | GA LABRINC\% LAURENCEA SEXTON RA | 576 NORCROSS ST BATAVA, 11,60510 |
| 15-09-400-023 | 400 SULIIVAN RD, AURORA, IL 50505 | AURORA PROPERTY HOLIINGS LLC CASCADE CAPITAL GROUP, DAAIEL GARDEN | 3450 OAKTON ST SKOKIE, IL, 60076-2951 |
| 15-09-251-002 | 591 SULLIVAN RD, AURORA, il 60506 | INTERNATL BROTHERHOOO ELECTRIC WOAKS, TRUST: TR\# 461 | 591 SULLIVAN RD AURORA, IL, 60506 |
| 15-09-251-007 | 581 SULLIVAN RD, AURORA, 1160506 | WU, XIN \& ZHANG, RUI | 1733 ROBINWOOD LN RIVERWOODS, IL, 60015-1650 |
| 15-09-181-007 | 608 SPRINGBROOK DR, AURORA, IL 60506 | MATA, 5alvador | 608 SPRINGEROOK DR AURORA, II, 60506-1134 |
| 15-09-176-045 | 609 SPRINGBROOK DR, AURORA, IL60506 | drew, MICHAELS | 509 SPRINGBROOK AURORA, IL, 60506 |
| 15-09-176-044 | 1557 CAMARIDGE AVE, AURORA, IL 10505 | MARTINEZ, GILBERTO \& HECTOR E MARTINEZ | 1557 CAM BRIDGE AVE AURORA, 1L, $60506-1113$ |
| 15-09-176-043 | 2563 CAMBRIDEE AVE, AURORA, IL 60505 | GODINEZ, DOLIA \& AGUSTIN | 1563 CAMBRIDGE AVE AURORA, 11, 60506 |
| 15-09-176-042 | 1567 CAMBRIDGE AVE, AURORA, IL 60505 | BAITISTA, GIOVANNI PINA \& XOVAC, MONIQUE LYNN | 1567 CAMBRIDGE AVE AURORA, 1I, $60506-1113$ |
| 15-09-176-041 | 1571 CAMBRIDGE AVE, AURORA, 1160505 | VANDEVENTER, HELEN M HAROLO R \& ERVEN H | 1571 CAM BRIDGE AVE AURORA, 11,60506 |
| 15-09-175-040 | 1503 CAMRRIDGE AVE, AURORA, IL 60506 | LOPEZ, FERNANDO RAMIREZ | 1603 CAMARIOGE AVE AURORA, 11, 60506-1115 |
| 15-09-176-039 | 1509 CAMERIDGE AVE, AURORA, IL 60506 | ERVIN, SCOTT A KERRY J | 1609 CAMBRIDGE AVE AURORA, 11,60506 |
| 15-09-176-038 | 2513 CAMBRIDGE AVE, AURORA, IL EO50E | ARROYO, FRANCISCO I GARCIA \& ELIZABETH | 1613 CAM BRIDGE AVE AURORA, $11,60506-1115$ |
| 15-09-176-037 | 1619 CAMBRIDGE AVE, AURORA, IL 60506 | FAVELA, MARIA E \& VELAZQUEZ, DAVIDA | 1619 CAM MRIDGE AVE AURORA, 11, 60506-1115 |
| 15-09-176-036 | 1623 CAMBRIDGE AVE, AURORA, IL 60505 | CARRANZA, JOSEL | 1623 CAM ARIDGE AVE AURORA, $11.60506-1115$ |
| 15-09-176-035 | 615 TINLEY DR, AURORA, IL 60506 | HORICE, MONICAL | 615 TINLEY DR AURORA, IL, $50506-1100$ |
| 15-09-101-009 | 310 EVERGREEN DR, NOATH AURORA, IL 60542 | DART CONTAINER CORP | 500 HOGSBACK RD MASON, M1, 48854-9541 |
| 15-09-201-014 | 360-376 SMOKE TREE IND PK, AURORA, IL 60506 | OL KENI BANK, TRUST: 3510\%CHICAGO TITLE LT 3000003510 SMOKETREE I | PO BOX 272 NORTH AURORA, 11.60542 |
| 15-09-201-034 | 344-356 SMOKE TREE IND FK, AURORA, IL 60506 | OLD KENT BANK, TRUST: $3510 \%$ CHICAGO TITLE LT 3000003510 SMOKETREE I | PO BOX 272 NORTH AURORA, 112,60542 |
| 15-09-201-031 | 1-2 SMOKE TREE PLAZA, NORTH AURORA, IL 60542 | GERALD REALTY HOLDINGSLLC | 213 HANSEN BLVD NORTH AURORA, 11, 60542-8923 |
| 15-09-201-036 | 201 SMOKE TREE LN, NORTH AURORA, IL 60542 | NORTH AURORA HOTEL LLC | 201 SMOKE TREE PLAZA OR NORTH AURORA, IL, 60542-185B |
| 15-09-201-037 | 201 SMOKE TREE LN, NORTH AURORA, IL 60542 | NORTH AURORA HOTEL LLE | 2015 SMOKE TRES PLAZA OR NORTH AURORA, 1L, 60542-1858 |
| 15-09-201-023 | S LINCOLNWAY, NORTH AURORA, 1160542 | AKSHAR MURTI HOSPITALITY INC | 31 N GREEN BAY RD WAUKEGAN, IL, 50085-4405 |
| 15-09-201-024 | 3085 UINCOLNWAY, MORTH AURORA, IL 60542 | AKSHAR MURTI HOSPTTALTYY INC | 31 N GREEN BAY RD WAUKEGAN, IL, 60085-4406 |
| 15-09-228-003 | 3105 UNCOLN WAY, NORTH AURORA, 1160542 | NORTH AURORA STORAGE LLC JOHN P MURPHY | 11811 N KNOXMUE AVE, DUNLAP, $11.61525-9471$ |
| 15-09-275-001 | S LINCOLNWAYST, NORTH AURORA, 1160542 | AVG NO AURORALLC | 9595 WULSHIRE BLVD STE 700 BEVERLY HILLS, CA, 90212-2507 |
| 15-99-276-024 | 320 S LNCOLNWAY ST, NORTH AURORA, IL 60542 | avg no auroralle | 9595 WILSHIRE BLVD STE 700 BEVERLY HILLS, CA, 90212.2507 |
| 15-09-276-029 | 416 S LINCOLNWAY, NORTH AURORA, IL 60542 | ESS C TIVS JV tivs reit sub lle | 2795 E COTTONWOCD PRWY STE 300 SALT LAKE CITY, UT, 84121-6928 |

## Exhibit Property Owners And <br> Present Zoning District

EXHIBIT
LIST OF OWNERS

| OWNER | PINs | Address | Date Acquired |  |
| :--- | :--- | :--- | :--- | :--- |
|  | $15-09-251-001 ; ~ 15-09-$ <br> $252-001 ; ~ 15-09-252-002 ~$ | 2S315 Dauberman Road, <br> Elburn, IL 60119 |  |  |
| G.E.S. Properties LLC |  |  |  |  |

## Present Zoning District

| OWNER | PINs | Present Zoning District |
| :--- | :--- | :--- | :--- |
| G.E.S. Properties LLC | 15-09-251-001; 15-09- |  |
| 252-001; 15-09-252-002 |  |  |$\quad \square$ E-R ESTATE RURAL DISTRICT

## Exhibit <br> LEGAL DESCRIPTIONS

PINS: 15-09-251-001; 15-09-252-001; 15-09-252-002; 15-09-252-003; 15-09-252-004; 15-09-252-005; 15-09-252-007

PARCEL 1:
THAT PART OF THE NORTHEAST $1 / 4$ OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE EAST LINE OF THE RIGHT OF WAY OF THE OTTAWA, OSWEGO AND FOX RIVER VALLEY RAILROAD COMPANY, THAT IS 696.31 FEET NORTH OF THE SOUTH LINE OF SAID NORTHEAST 1/4 FOR THE PLACE OF BEGINNING; THENCE NORTH ALONG SAID RIGHT OF WAY LINE 696.31 FEET TO AN OLD CLAIM LINE; THENCE EAST ALONG SAID OLD CLAIM LINE 607 FEET; THENCE SOUTH 696.31 FEET TO A POINT; THENCE WESTERLY 607 FEET TO THE PLACE OF BEGINNING, IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

## PARCEL 2:

THAT PART OF THE NORTHEAST $1 / 4$ OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE SOUTH LINE OF SAID NORTHEAST $1 / 4,1370.34$ FEET WEST OF THE SOUTHEAST $1 / 4$ THEREOF; THENCE NORTH 1251.45 FEET TO A POINT OF BEGINNING; THENCE CONTINUING NORTH 139.05 FEET TO OLD CLAIM LINE; THENCE WESTERLY ALONG OLD CLAIM LINE 647 FEET TO A POINT IN THE EVANS' EAST LINE; THENCE SOUTH ALONG SAID EVANS' EAST LINE AND WEST LINE OF SAID DRIVEWAY, 139.05 FEET TO THE NORTHWEST CORNER OF MICHAEL DUY'S LAND; THENCE EASTERLY ALONG SAID DUY'S NORTH 647 FEET TO A POINT OF BEGINNING, IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

PARCEL 3:
THAT PART OF THE NORTHEAST $1 / 4$ OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE SOUTH LINE OF SAID NORTHEAST CORNER 1370.34 FEET WEST OF THE SOUTHEAST QUARTER THEREOF; THENCE NORTH 1112.40 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUING NORTH 139.05 FEET TO A POINT WHICH IS THE SOUTHEAST CORNER OF WHITTAKER'S LAND; THENCE WESTERLY PARALLEL WITH AND 139.05 FEET SOUTH OF AN OLD CLAIM LINE 647 FEET TO A POINT IN THE EAST LINE OF EVAN'S LAND, AND ON THE WEST LINE OF A 40 FOOT DRIVEWAY, THENCE SOUTH ALONG SAID EVANS'
EAST LINE 139.05 FEET; THENCE EASTERLY PARALLEL TO THE AFORESAID OLD CLAIM LINE 647 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

PARCEL 4:
THAT PART OF THE NORTHEAST $1 / 4$ OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE SOUTH LINE OF SAID NORTHEAST QUARTER 1370.34 FEET WEST OF THE SOUTHEAST QUARTER THEREOF; THENCE NORTH 973.35 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING NORTH 139.05 FEET; THENCE WESTERLY PARALLEL WITH AN 278.10 FEET SOUTH OF OLD CLAIM LINE 647 FEET TO A POINT IN THE EAST LINE OF EVANS' LAND AND ON THE WEST LINE OF A 40 FOOT DRIVEWAY; THENCE SOUTH ALONG SAID EVANS' EAST LINE 139.05 FEET; THENCE EASTERLY PARALLEL TO THE AFORESAID OLD CLAIM LINE 647 FEET TO THE POINT OF BEGINNING, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

PARCEL 5:

THAT PART OF THE NORTHEAST $1 / 4$ OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE SOUTH LINE OF SAID NORTHEAST CORNER 1370.34 FEET WEST OF THE SOUTHEAST CORNER THEREOF; THENCE NORTH 514.10 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 459.25 FEET; THENCE WESTERLY PARALLEL WITH AND 417.15 FEET SOUTH OF CLAIM LINE 627 FEET TO THE CENTER LINE OF A PRIVATE ROAD; THENCE SOUTH ALONG THE CENTER LINE OF SAID PRIVATE ROAD 460.31 FEET TO A LINE DRAWN WEST, PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST $1 / 4$, FROM THE POINT OF BEGINNING; THENCE EAST ALONG SAID PARALLEL LINE 627 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

PARCEL 6:
THE WEST 75 FEET OF THAT PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE SOUTH LINE OF SAID NORTHEAST QUARTER 1797.34 FEET WEST OF THE SOUTHEAST CORNER THEREOF; THENCE NORTH 396 FEET; THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER, 180 FEEL TO THE EAST LINE OF A 40 FOOT PRIVATE ROADWAY; THENCE SOUTH ALONG SAID EAST LINE 396 FEET TO THE SOUTH LINE OF SAID NORTHEAST QUARTER; THENCE EAST ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER 180 FEET TO THE POINT OF BEGINNING, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS

THAT PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE NORTH LINE OF SAID NORTHEAST QUARTER WITH THE EASTERLY RIGHT OF WAY LINE OF bURLINGTON NORTHERN INC.; THENCE SOUTH 0 DEGREES 14 MINUTES 0 SECONDS WEST ALONG SAID EASTERLY RIGHT OF WAY LINE 707.79 FEET; THENCE SOUTH 89 DEGREES 46 MINUTES 0 SECONDS EAST 626 FEET; THENCE SOUTH 0 DEGREES 14 MINUTES 0 SECONDS WEST 20.64 FEET TO THE SOUTH RIGHT OF WAY LINE OF SMOKE TREE PLAZA AS DEDICATED BY DOCUMENT 2011 K068110, FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 0 DEGREES 14 MINUTES 0 SECONDS WEST 388.36 FEET; THENCE NORTH 89 DEGREES 46 MINUTES 0 SECONDS WEST 390 FEET; THENCE SOUTH 0 DEGREES 14 MINUTES 0 SECONDS WEST 119.75 FEET TO THE SOUTH LINE OF THE NORTH 75 RODS OF SAID NORTHEAST QUARTER; THENCE EAST ALONG SAID SOUTH LINE 656.44 FEET TO A POINT ON THE WEST LINE OF TRACT OF LAND CONVEYED BY DEED 2013K0541156; THENCE NORTH 0 DEGREES 01 MINUTES 21 SECONDS WEST, ALONG SAID WEST LINE, 442.17 FEET TO THE AFOREMENTIONED SOUTHERLY RIGHT OF WAY LINE OF SMOKE TREE PLAZA AS DEDICATED BY DOCUMENT 2011K068110; THENCE NORTHWESTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE TO THE POINT OF BEGINNING, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

THAT PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 8 EASTOF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE WEST ALONG THE SOUTH LINE OF SAID NORTH EAST QUARTER 1641.34 FEET; THENCE NORTH 396 FEET FOR THE POINT OF BEGINNING; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER 271 FEET; THENCE NORTH 118.10 FEET; THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER 607 FEET TO THE EAST LINE OF A PRIVATE ROAD; THENCE SOUTH ALONG SAID EAST LINE 118.10 FEET TO A POINT 396 FEET NORTH OF THE SOUTH LINE OF SAID NORTHEAST QUARTER; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER 336 FEET TO THE POINT OF BEGINNING, EXCEPTING FROM THAT PART, THE WESTERLY 180 FEET, IN THE VILLAGE OF NORTH AURORA AND THE TOWNSHIP OF AURORA, KANE COUTNY, ILLINOIS.

## MAP AMENDMENT STANDARDS APPLICATION FOR MAP AMENDMENT

## Please provide a typed response to each of the following standards:

1. Is the proposed amendment consistent with the existing use and zoning of nearby property?
2. Does the proposed amendment diminish the existing zoning of the subject property?
3. Does the proposed amendment promote the public health, safety, comfort, convenience and general welfare?
4. Does the proposed amendment provide a relative gain to the public, as compared to the hardship imposed upon the applicant?
5. Is the proposed amendment not feasible for development as it is presently zoned?
6. Has the property in question been vacant, as presently zoned, for a significant length of time considered in the context of development in the area where the property is located?
7. Is there evidence of community need for the use proposed by the applicant?
8. Is the proposed amendment consistent with the comprehensive plan?
9. Does the proposed amendment benefit the residents of the Village as a whole and not just the applicant, property owners, neighbors of any property under consideration, or other special interest groups?
10. Does the proposed amendment avoid creating nonconformities?
11. Does the proposed amendment remain consistent with the trend of development, if any, in the general area of the property in question?
12. Are adequate public facilities available including but not limited to, schools, parks, police and fire protection, roads, sanitary sewers, storm sewers, and water lines, or are public facilities reasonably capable of being provided prior to the development of the use which would be permitted on the subject property if the Amendment were adopted.

## Map Amendment Standards

1. Is the proposed amendment consistent with the existing use and zoning of nearby property?

Nearby property is currently zoned as ORI Office Research Industrial District, $O-R$ Office Research District to the south and B-2 General Business District to the north and east. The proposed amendment is consistent with the existing use and zoning of the general vicinity.
2. Does the proposed amendment diminish the existing zoning of the Subject Property?

The proposed amendment does not diminish the existing zoning of the subject property.
The proposed amendment will allow applicant to redevelop vacant land and build a brand-new high-end development that will provide a substantial benefit to the community.
3. Does the proposed amendment promote the public health, safety, comfort, convenience and general welfare?

The proposed amendment promotes the public health, safety, comfort, convenience, and general welfare of the community. The proposed development will increase economic activity in the area, provide employment opportunities, increase tax revenues, and improve the aesthetics of the surrounding area.
4. Does the proposed amendment provide a relative gain to the public, as compared to the hardship imposed upon the applicant?

The proposed amendment provides a gain to the public as it will allow applicant to develop the property into a productive and useful site that will bring jobs and revenue to the community. If not granted, the applicant will suffer a hardship as the Subject Property must be rezoned in order to redevelop the site.
5. Is the proposed amendment not feasible for development as it is presently zoned?

The proposed development is not feasible as it is presently zoned E-R Estate Rural District, B-2 General Business District, and O-R Office Research District and the Map Amendment is necessary to allow for the development of the property.
6. Has the property in question been vacant, as presently zoned, for a significant length of time considered in the context of development in the area where the property is located?

Yes. The Subject Property is currently undeveloped vacant land owned by multiple owners and has not been utilized for a significant time. The proposed development would bring the entire subject property under a single owner and create a use for the subject property other than vacant land.
7. Is there evidence of community need for the use proposed by the applicant?

There is a community need for the proposed use. The proposed use will replace vacant undeveloped land with a new development including office, warehousing, distribution. and/or logistics uses that will benefit the community through increased economic activity and tax revenue. Additionally, the demand for the anticipated uses of the proposed development is high in the current market.
8. Is the proposed amendment consistent with the comprehensive plan?

The Comprehensive Plan, the plan identifies the Subject Property in Area 12 and states that Area 12 is an "industrial area." The Comprehensive Plan also states that an objective is to "encourage and support redevelopment of key vacant sites or obsolete uses near the Route 31/I-88 interchanges that have the potential to catalyze additional investment in the area." Furthermore, the Comprehensive Plan recommends that the Village should "remain flexible" regarding potential new development to this particular site and states "the primary goal for the Village should be to support high-quality. attractive, well-designed development.,"

The proposed development achieves all these goals. The proposed development's anticipated uses will include office, warehouse, distribution, and/or logistics. The Subject Property is currently vacant land. and the proposed development has the potential to catalyze the area. Finally, the proposed development achieves the Village's goal of supporting high-quality, attractive, well-designed development.
9. Does the proposed amendment benefit the residents of the Village as a whole and not just the applicant, property owners, neighbors of any property under consideration, or other special interest groups?

Yes. The Subject Property is currently vacant land. If the proposed development is allowed, the residents of the Village will benefit from new economic activity, an increase in tax revenue, and an increase in employment opportunities.
10. Does the proposed amendment avoid creating nonconformities?

Yes. The proposed amendment allows for the proposed use and avoids creating nonconformities.
11. Does the proposed amendment remain consistent with the trend of development, if any, in the general area of the property in question?

The proposed use is consistent with the trend of development in the general area of the property. Recently, a similar request was granted for the property located north of the Subject Property at 314 Kingswood Drive. Furthermore, the demand for the anticipated uses of the proposed development is high in the current market.
12. Are adequate public facilities available including but not limited to, schools, parks, police and fire protection, roads, sanitary sewers, storm sewers, and water lines, or are public facilities reasonably capable of being provided prior to the development of the use which would be permitted on the subject property if the Amendment were adopted.

Yes. Adequate public facilities are available and reasonably capable of being provided prior to the development.

Illinois Department of Natural Resources

February 02, 2022

Leia Cooney
Pinnacle Engineering Group
1051 E. Main St, Suite 217
East Dundee, IL 60118
RE: Smoketree/Sullivan Road
Project Number(s): 2209264
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.

Adam Rawe
Division of Ecosystems and Environment
217-785-5500









## general planting notes:




3. NO PLANT MATERAL OR LLANT SIZE SUBSTTUTTIONS WIL BE ACCEPTED WTHOUT APPROVAL BY THE LANDSCAPE ARCHITECT



REJECTANY LAANT MATERAL D DEMED TO NOT MEET THE REQUNRED STANDARDS.


8. ROOT SYSTEMS SHALL BE LARGE ENOUGH TO ALLOW FOR FUL RECOVERY OF THE TREE AND SHALL CONFORM TO STANDARD

10. ALL SPRING TREES MUST BE FRESHLY DUG IN THE MOST RECENT SPRING.


13. ALL PLANT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH PLANTING DETALL

15. WHLIE PLANTING TREES AND SHRUES, BACKFILL Z OF P PLANTING HOLE AND WATER TREE THOROUGHLY BEFORE INSTALLING THE
16. THE CONTRACTOR MUST LABEL ALL TREES WITH THE COMMON AND BOTANICAL NAMES PRIOR TO FINAL INSPECTION.
17. OAK TREEES SALLL BE TREATED FOR TWO-LIIE CHESTNUT BORER BOTH AT THE TIME OF INSTALLATION AND DURING THE SECOND

19. ALL PLANTNG BEDS AND TRER RINGS SHALL HAVE A4 DEEP TRENCHED BED EDGE CREATED BY ETHERA ALAT LANDSCAPE




 e, uniform Lawn.
23. ALL FIISH GRADING AND LAWN AREAS TO BE INSTALLLD BY LANDSCAPE CONTRACTOR.
24. ALL DISTURBED AREAS WTHHIN THE PROJECT SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION.
25. ALL DISTUUBED AREAS OUTSIDE THE LIMTS OF WORK SHALL BE RESTORED TO ORIGINAL OR BETTTR CONITTON AT NO
26. THE CONTRACTOR SHALL VERIFY ALL EXISTING UTLLTIES, INCLUDING ANY IRRIGATION LINES, PRIOR TO DIGGING. CONSULT
27. TREES SHaLL BE INSTALLED NO CLOSER THAN:
-10 FEET FROM ANY FRE HYORANT
7 FEET R ROM STORM SEWVR, SAN
28. THE CONTRACTOR STORM SEWER ENSURE SANTTAR SORY SEWER LATERALIS, AND WATER SERVICE
28. THE CONTRACTOR SHALL ENSURE THAT SOIL CONDITIONS AND COMPACTION ARE AEEQUTE TO ALLOW FOR PROPER DRAANAGE

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


WATERNG AND MAITENANCE INSTRUCTIO





Escavate frepr to bat



 Manternacce eriol






$\left.{ }^{( }\right)=$SPECIIFIED PLANT SPACING PER PLANTING LIST

## SOIL PLACEMENT NOTES




SRIL, 1 Part topsoll, 1 Part organic sol.
(5) $\frac{\operatorname{PLANT} \text { SPACING }}{34=1 \cdot \square}$
3. TREE And Shrub holes shall be flled with a prepared planting mxture of 1 Part topsoll, 2 Parts planting soil mix.
 AREAS Shall be 1"Below all adacent hard surfaces, walks, Ano curbs.)
PLLCE APPROXIMATEL 12 OF TOTAL AMOUNT OF SOIL REQURED. WORK INTO TOP OF LOOSENED SUBGRADE TO CREATE A TRANSITION
LAYERR THEN NEENY PL
NOTED.


DO Not SPREAD IF PLANTING SOIL OR SUbGRADE IS FROZZN, MUDDY, OR EXCESSIVELY WET
Finsh graing: Grade soll to a smooth, uniform sur face plane with a Loose unformly fine texture
ROLL AND RAKE, REMOVE RIDGES, AND FILL DEPRESSIONS TO MEET FINSH GRADES.
restore planting beds if eroded or otherwise disturbed after finish grading and before planting
(6) TRENCHED BED EDGE




PROPOSED FACILITY- BUILDING B

 $\xrightarrow[\text { NLEVATION: }]{\text { NORTH }}$

$\Rightarrow$ PHELAN

$\square$ Parvin-Clauss

- CHM C OM Design • Fabicaction • Instalation • Maintenance 16.5 Tube way Drive C Carolstream - Ill in is is 60188 e-mail/signseparvinclauss.com PROJECT:
$\forall P_{D E} \operatorname{HV}_{E} E_{L} L_{P} A_{M E N} N_{N}$
512 Fairview Drive
North Aurora, IL 60506

CUSTOMER APPROVAL: DATE

AUTHORIZED SIGNATURE
REPRESENTATIVE
Lisa Staszak/KZ
Bill Marlow
4.27.22
$\overline{\text { SCALE }}$
SHEET NO.
1 of 2
(1) $3^{\prime}-6^{\prime \prime} \times 10^{\prime}-3^{\prime \prime} \times 1^{\prime}-5$ " (36 Sq.Ft.) double face monument signs ( $6^{\prime}-O^{\prime \prime} \times 12^{\prime}-O^{\prime \prime}$ overall)

Cabinet: fabricated aluminum painted PMS 428 Grey
Radius End-caps: fabricated aluminum painted PMS 428 Grey
Skirt: fabricated aluminum painted PMS 428 Grey
Reveals: fabricated aluminum painted PMS 428 Grey
Address Panel: .O80" aluminum painted PMS 428 Grey, 3M 220-12 Black vinyl graphics applied Tenant Panels: .O80" aluminum painted PMS 428 Grey, vinyl graphics applied
Mounting: $4^{\prime \prime}\left(4^{112 "} 2^{\prime \prime}\right.$ O.D.) Sch. 40 steel column set in $2^{\prime}-O^{\prime \prime}$ dia. $\times 5^{\prime}-0^{\prime \prime}$ deep concrete foundation
Sullivan Road, South Access Drive - Park Entry Monument Sign

FILE NAME
9710
FILE NAME PHE9710

REVISIONS:
$\square$

3
4



Parvin-Clauss


Cabinet: fabricated aluminum painted PMS 428 Grey
Radius End-caps: fabricated aluminum painted PMS 428 Grey
Skirt: fabricated aluminum painted PMS 428 Grey
Reveals: fabricated aluminum painted PMS 428 Grey
Address Panel: .O80" aluminum painted PMS 428 Grey, 3M 220-12 Black vinyl graphics applied
Tenant Panels: .O80" aluminum painted PMS 428 Grey, vinyl graphics applied
Mounting: 3" (31/2" O.D.) Sch. 40 steel column set in $1^{\prime}-6 "$ dia. $\times 4^{\prime}-9$ " deep concrete foundation

Smoketree Plaza, North Access Drive - Park Entry Monument Sign

This sign is built to UUSTandards
for operation in North America.
"This Document is owned by, and the information contained in it is proprietary to, Parvin-Clauss Sign Company. By receipt hereof the holder agrees not to use the information, disclose it to any third party,
nor reproduce this document without the prior written consent of Parvin-Claus Sign Company. Holder also agrees to immediately return this document upon request of Parvin-Claus Sign Company."
© Copyright 2022 by Parvin-Clauss Sign Co.



## FINAL PLAT OF SUBDIVISION

PARK 88 LOGISTICS CENTER
Being a subdivision of part of the northeast quarter of section
9, township 38 North, RANGE 8 , EAST OF THE THIRD PRINCIPAL


```
OWNER'S CERTIFICATE
STATE OF ILLINOIS)
TNIITO CERTIEYTHAT
```



```
CAUSED THE SAME TOBE SURVEYED, SUBDIVDED AND PLATED AS SHOWN
N T
ALSO TO THE BEST OF MY KNOWLEDGE, THE LOTS THAT ARE HEREBY
WEST AURORA SCHOOL DISTRICT 129
Dated this __ day of
BY:
NOTARY CERTIFICATE
STATE OF
CountY of
```

$\qquad$

```
ME AFORESAID STATE AND COUNTY DO
 EREBY CERTIFY THAT,
NOWN TO ME TO BE THE SAME PERSON(S).WHOSE NAMER(S) ISARE)
```





```
GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS __ DAY OF
NOTARY PUBLIC
```

KANE COUNTY CLERK CERTIFICATE
TATE OF ILLINOIS)

俍

given under my name and seal this __ day of ___ ${ }^{20}$ _
County Clerk
KANE COUNTY RECORDER CERTIFICATE
state of luinois)
county of kane)

County RECORDER
LANNING COMMISSION CERTIFICATE
STATE OF ILLINOIS) , ss
COUNTY OF KANE)
APproved by the planning commission of the village of north
DATED THIS__DAY OF
$\qquad$ ,20_
$\overline{\text { CHAIRPERSON }}$
VLLAGE ENGINEER CERTFICATG
STATE OF ILLINOIS)
county of KANe) , ss
APproved by the village engineer of north aurora, illinois, this
DAY OF
20
VILLAGE ENGINEER
VLLAGE BOARD CERTFICATE
STATE OF ILLINOIS)
county of kane)
Approved by the village of north aurora board at a meeting held
This_-DAY of
VILLAGE PRESIDENT
VILIAGE CLERK
LLAGE COMMUNITY DEVELOPMENT CERTIFICATE
County of kane) iss
APRROVED BY THE VILLAGE COMMUNITY DEVELOPMENT DIRECTOR OF NORTH
AURORA, ILIINOIS, THIS ——DAY OF 20
COMMUNTTY DEVELOPMENT DIRECTOR

## GENERAL NOTES


$\frac{\text { INGRESS-EGRESS EASEMENT PROVISIONS }}{\text { AN EASEMENT IS HEREBY GRANTED FOR THE EEN }}$

 AREA SHALL NOT BE CLOSED FOR AMY REASNON OXCERTT EMS OF MCTORIZED VEHICLES. THE EASEME BULLINGS OR OBSTRUCTIONS SHALL BE PLACED ON THE SAID EASEMENT AREAS.

CROSS ACCESS EASEMENT PROVISIONS
SUBDIVIION, THEIR HERES SUCCESSORS AND ASEIGNS CREATTED BY THE PROP HERTY WITHIN THIS
 EASEMENT" ON THE PLAT FOR THE PERPETUAL RIGHT, RRVILEGEE AND AUTHORITY TO TRAVERSE
THE ENTIRE EASEMENT AREAS AS PEDESTRANS. THE EASEMENT AREA SHALL NOT BE CLOSED


## SURVEYOR'S CERTIFICATE








 | PARCEL |
| :---: |
| THAT PART |

 Parallel totel
COUNT, ILINO




 EXEETNG FROM
COUNT, LILNOIS






## mancenam uar

FOR REVIEW


## Traffic Impact Study Proposed Warehouse Development

North Aurora, Illinois


Prepared For:

# - - - PINNACLE 



Kenig, Lindgren, O'Hara, Aboona, Inc.
April 28, 2022

## 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 development to be located in North Aurora, Illinois. The site, which is currently vacant, is located directly west of the Cinemark Tinseltown USA (Cinemark) parcel and south of Smoketree Lane, less than one mile from the I-88/IL 31 interchange. As proposed, the development is to consist of two warehouse buildings totaling approximately 429,000 square feet. Access to the development will be provided via two access drives, one on Smoketree Lane and one on Sullivan 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 the traffic generated by the proposed development.

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

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning 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. Base Conditions - Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area adjusted to account for any decreases due to the ongoing COVID 19 pandemic.
2. No-Build Conditions - Analyze the capacity of the existing roadway system increased to account for ambient traffic growth in the area.
3. Projected Conditions - Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed development.


Site Location
Figure 1


## 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 is located in North Aurora, on a currently vacant parcel of land directly west of the Cinemark parcel and south of Smoketree Lane. IL 31 is located just east of the site and the I-88/IL 31 interchange is located approximately one mile to the north. Land uses in the vicinity of the site are primarily commercial, with a residential area located on the west side of Evergreen Drive.

## Existing Roadway System Characteristics

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

IL 31 (Lincolnway Street) is a north-south, minor arterial roadway that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with Sullivan Road, IL 31 provides a left-turn lane, two through lanes, and a right-turn lane on the northbound approach and a left-turn lane, a through lane, and a combined through/right-turn lane on the southbound approach. A standard-style crosswalk is provided on the north leg and a high-visibility crosswalk is provided on the south leg. At its signalized intersection with the I-88 on/off ramps, IL 31 provides a left-turn lane, a through lane, and a combined through/right-turn lane on the northbound approach and a left-turn lane, two through lanes, and a channelized right-turn lane that is under yield sign control on the southbound approach. At its signalized intersection with Lovedale Lane/Cinemark access drive/Smoketree Plaza, IL 31 provides a left-turn lane, a through lane, and a combined through/right-turn lane on the northbound and southbound approaches. A standardstyle crosswalk is provided on the north leg of the intersection. IL 31 carries an Annual Average Daily Traffic (AADT) volume of 21,600 vehicles (IDOT 2019), is under the jurisdiction of the FIllinois Department of Transportation (IDOT), and has a posted speed limit of 35 miles per hour.

Sullivan Road is an east-west, major collector roadway that generally provides one lane in each direction west of IL 31 and two lanes in each direction east of IL 31. At its signalized intersection with IL 31, Sullivan Road provides a left-turn lane, a through lane, and a combined through/rightturn lane on the eastbound approach and a left-turn lane, two through lanes, and a right-turn lane on the westbound approach. Standard-style crosswalks are provided on the east and west legs of the intersection. At its roundabout intersection with Highland Avenue, Sullivan Road provides one lane on the eastbound and westbound approaches that are under yield sign control. High-visibility crosswalks are provided on the east and west legs of the intersection. Sullivan Road carries an AADT volume of 11,700 vehicles east of IL 31 (IDOT 2018) and 13,400 vehicles west of IL 31 (IDOT 2018). Sullivan Road is under the jurisdiction of the City of Aurora, has a posted speed limit of 30 miles per hour, and is a designated truck route.


The I-88 ramps provide full access to both eastbound and westbound I-88 and intersect IL 31 opposite the access drive for Eden Supportive Living Fox Valley. At its signalized intersection with IL 31, the I-88 ramps provide a combined left-turn/through lane and a right-turn lane and the access drive provides a combined left-turn/through/right-turn lane. A standard-style crosswalk is provided on the east leg of the intersection. The I-88 on-ramp carries an AADT volume of 10,900 vehicles (IDOT 2019) and the I-88 off-ramp carries an AADT volume of 10,400 vehicles (IDOT 2019).

Lovedale Lane is an east-west, local roadway that provides one lane in each direction and intersects IL 31 aligned opposite the Cinemark access drive/Smoketree Plaza. At its signalized intersection with IL 31, the Cinemark access drive/Smoketree Plaza provides a combined left-turn/through lane and a right-turn lane and Lovedale Lane provides a combined left-turn/through/right-turn lane. A standard-style crosswalk is provided on the east leg of the intersection. At its unsignalized intersection with Smoketree Plaza, the Cinemark access drive provides a combined leftturn/through lane on the eastbound approach and a combined through/right-turn lane on the westbound approach. Lovedale Lane is under the jurisdiction of the Village of North Aurora.

Highland Avenue is a north-south, major collector roadway that provides one lane in each direction and intersects Sullivan Road opposite the Allergy/Asthma Clinic access drive. At its roundabout intersection with Sullivan Road, Highland Avenue and the access drive provides one lane to enter the roundabout with the Highland Avenue approach under yield sign control. A high-visibility crosswalk is provided on the south leg of the intersection. Highland Avenue carries an AADT volume of 6,150 vehicles (IDOT 2018) and is under the jurisdiction of the City of Aurora.

Smoketree Plaza/Smoketree Lane is a north-south (Smoketree Plaza) and east-west (Smoketree Lane) local roadway that extends from IL 31 to Evergreen Drive and provides one lane in each direction. At its unsignalized T-intersection with the Cinemark access drive, Smoketree Plaza provides a combined left-turn/right-turn lane that is under stop sign control. At its unsignalized intersection with the Rodeway Inn access drive, Smoketree Lane provides a combined leftturn/through lane on the eastbound approach and a combined through/right-turn lane on the westbound approach. The southbound approach from the Rodeway Inn access drive provides a combined left-turn/right-turn lane and is under stop sign control. At its at-grade crossing with the BNSF Railway tracks, Smoketree Lane is under yield sign control on the eastbound and westbound approaches. At its unsignalized intersection with Evergreen Drive, Smoketree Lane provides a combined left-turn/right-turn lane on the westbound approach. Smoketree Plaza/Smoketree Lane is under the jurisdiction of the Village of North Aurora and has a posted speed limit of 25 miles per hour.

Evergreen Drive is a north-south local roadway that provides one lane in each direction. At its unsignalized T-intersection with Smoketree Lane, the north leg is the access drive for Styrofoam Recycling. Evergreen Drive provides a combined through/right-turn lane on the northbound approach and the Styrofoam Recycling access drive provides a combined left-turn/through lane on the southbound approach that is under yield sign control. Evergreen Drive carries an AADT volume of 950 vehicles (IDOT 2018) and is under the jurisdiction of the Village of North Aurora.

## Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Video Collection Units on Tuesday, April 5, 2022 during the weekday morning (6:30 to 9:00 A.M.) and evening (3:00 to 6:00 P.M.) peak periods at the following intersections:

- IL 31 with Sullivan Road
- IL 31 with Interstate 88 Ramps
- IL 31 with Lovedale Lane/Cinemark access drive/Smoketree Plaza
- Sullivan Road with Highland Avenue
- Cinemark access drive with Smoketree Plaza
- Smoketree Lane with the Rodeway Inn access drive
- Smoketree Lane with Evergreen Drive/Styrofoam Recycling access drive

The results of the traffic counts indicate that the weekday morning peak hour generally occurs from 7:15 A.M. to 8:15 A.M. and the weekday evening peak hour generally occurs from 4:15 to 5:15 P.M.

To determine the impact of the ongoing COVID-19 pandemic on the existing traffic volumes, the 2022 traffic volumes at the intersection of IL 31 with Sullivan Road were compared with traffic volumes previously conducted by KLOA, Inc. in 2016 that were increased by a regional growth factor (as discussed later). The results of the comparison showed that the traffic volumes were approximately 25 percent lower during the weekday morning peak hour and 10 percent lower during the weekday evening peak hour compared to the 2016 traffic volumes increased by a regional growth factor. As such, the Year 2022 traffic volumes were increased by 25 and 10 percent during the weekday morning and weekday evening peak hours, respectively, to estimate the Year 2022 base traffic volumes. Figure 4 illustrates the Year 2022 base peak hour traffic volumes. Figure 5 illustrates the Year 2022 base peak hour truck volumes. Copies of the traffic count summary sheets are included in the Appendix.



## Crash Data

KLOA, Inc. obtained crash data ${ }^{1}$ for the most recent available five years (2016 to 2020) for the intersections of IL 31 with Sullivan Road, the I-88 ramps, and Lovedale Lane as well as the intersections of Sullivan Road with Highland Avenue, Smoketree Lane with the Rodeway Inn access drive, and Smoketree Lane with Evergreen Drive. A summary of the crash data is found in Tables 1 through 4. No crashes occurred at the intersections of Smoketree Lane with the Rodeway Inn access drive or Evergreen Drive during the time period surveyed. A review of the crash data found that no fatal crashes occurred at the intersections during the review period.

Table 1
IL 31 WITH SULLIVAN ROAD - CRASH SUMMARY

| Year | Type of Crash Frequency |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Angle | Head On | Object | Rear End | Sideswipe | Turning | Other | Total |  |
| 2016 | 1 | 0 | 1 | 7 | 0 | 8 | 0 | 17 |  |
| 2017 | 2 | 0 | 1 | 5 | 0 | 5 | 0 | 13 |  |
| 2018 | 1 | 0 | 0 | 3 | 0 | 12 | 1 | 17 |  |
| 2019 | 2 | 0 | 1 | 2 | 1 | 8 | 0 | 14 |  |
| 2020 | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{1}$ | $\underline{1}$ | $\underline{7}$ | $\underline{0}$ | $\underline{9}$ |  |
| Total | $\mathbf{6}$ | $\mathbf{0}$ | $\mathbf{3}$ | $\mathbf{1 8}$ | $\mathbf{2}$ | $\mathbf{4 0}$ | $\mathbf{1}$ | $\mathbf{7 0}$ |  |
| Average | $\mathbf{1 . 2}$ | $\mathbf{0 . 0}$ | $<\mathbf{1 . 0}$ | $\mathbf{3 . 6}$ | $<\mathbf{1 . 0}$ | $\mathbf{5 . 0}$ | $<\mathbf{1 . 0}$ | $\mathbf{1 4 . 0}$ |  |

[^2]Table 2
IL 31 WITH I-88 RAMPS - CRASH SUMMARY

| Year | Type of Crash Frequency |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Angle | Head On | Object | Rear End | Sideswipe | Turning | Other | Total |  |  |
| 2016 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 7 |  |  |
| 2017 | 0 | 0 | 0 | 2 | 1 | 9 | 0 | 12 |  |  |
| 2018 | 0 | 0 | 0 | 3 | 1 | 12 | 0 | 16 |  |  |
| 2019 | 0 | 0 | 1 | 6 | 0 | 11 | 0 | 18 |  |  |
| 2020 | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{1}$ | $\underline{0}$ | $\underline{10}$ | $\underline{0}$ | $\underline{11}$ |  |  |
| Total | $\mathbf{0}$ | $\mathbf{0}$ | $\mathbf{1}$ | $\mathbf{1 5}$ | $\mathbf{2}$ | $\mathbf{4 6}$ | $\mathbf{0}$ | $\mathbf{6 4}$ |  |  |
| Average | $\mathbf{0 . 0}$ | $\mathbf{0 . 0}$ | $<\mathbf{1 . 0}$ | $\mathbf{3 . 0}$ | $<\mathbf{1 . 0}$ | $\mathbf{9 . 2}$ | $\mathbf{0 . 0}$ | $\mathbf{1 2 . 8}$ |  |  |

Table 3
IL 31 WITH LOVEDALE LANE - CRASH SUMMARY

| Year | Type of Crash Frequency |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Angle | Head On | Object | Rear End | Sideswipe | Turning | Other | Total |  |
| 2016 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 |  |
| 2017 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 4 |  |
| 2018 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 7 |  |
| 2019 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 4 |  |
| 2020 | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{2}$ | $\underline{1}$ | $\underline{3}$ |  |
| Total | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{7}$ | $\mathbf{0}$ | $\mathbf{9}$ | $\mathbf{2}$ | $\mathbf{2 1}$ |  |
| Average | $<\mathbf{1 . 0}$ | $<\mathbf{1 . 0}$ | $<\mathbf{1 . 0}$ | $\mathbf{1 . 4}$ | $\mathbf{0 . 0}$ | $\mathbf{1 . 8}$ | $<\mathbf{1 . 0}$ | $\mathbf{4 . 2}$ |  |

Table 4
SULLIVAN ROAD WITH HIGHLAND AVENUE - CRASH SUMMARY

| Year | Type of Crash Frequency |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Angle | Head On | Object | Rear End | Sideswipe | Turning | Other | Total |  |
| 2016 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |  |
| 2017 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 |  |
| 2018 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |  |
| 2019 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 |  |
| 2020 | $\underline{0}$ | $\underline{0}$ | $\underline{2}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{0}$ | $\underline{2}$ |  |
| Total | $\mathbf{0}$ | $\mathbf{0}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{0}$ | $\mathbf{3}$ | $\mathbf{0}$ | $\mathbf{1 2}$ |  |
| Average | $\mathbf{0 . 0}$ | $\mathbf{0 . 0}$ | $<\mathbf{1 . 0}$ | $\mathbf{1 . 0}$ | $\mathbf{0 . 0}$ | $<\mathbf{1 . 0}$ | $\mathbf{0 . 0}$ | $\mathbf{2} .4$ |  |

## 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 buildings totaling 429,000 square feet of space. Access to the development will be provided via one access drive on Sullivan Road and one access drives on Smoketree Lane as summarized below:

- The Sullivan Road access drive will be located on the north side of the road approximately 345 feet east of the Sullivan Road/Highland Avenue roundabout and immediately west of the Fairview Dental access drive. Given that Sullivan Road is a designated truck route and the tight turn between IL 31 and Smoketree Plaza, all semi-trailer trucks traveling to and from the development will be directed to use this access drive. This access drive will provide one inbound lane and one outbound lane with larger radii to accommodate the turning truck traffic. In addition, an approximate 225 -foot eastbound left-turn lane with a 110 -foot taper will be provided on Sullivan Road serving the proposed access drive and Fairview Dental access drive.
- The Smoketree Lane access drive will be located on the south side of the road aligned opposite the Rodeway Inn access drive. This access drive will provide one inbound lane and one outbound lane with larger radii to accommodate the turning truck traffic.

A site plan depicting the proposed development layout and access is included in the Appendix.

## Directional Distribution

The directions from which passenger vehicles will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. Given that Sullivan Road is a designated truck route and the tight turn between IL 31 and Smoketree Lane, all semi-trailer trucks traveling to and from the development will be direct to use the Sullivan Road access drive. Figure 6 illustrates the directional distribution of passenger vehicle and truck traffic.


## Peak Hour Traffic Volumes

The volume of traffic estimated to be generated by the proposed warehouse development was determined based a review of trip generation data published by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual, $11^{\text {th }}$ Edition. Land Use Code 150 (Warehouse) was utilized to estimate the trips for the development. Table 5 shows the estimated trips to be generated by the proposed development.

Table 5
ESTIMATED VEHICLE TRIP GENERATION

| Facility/Size | Weekday Morning <br> Peak Hour |  |  | Weekday Evening <br> Peak Hour |  |  | Daily <br> Trips |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | In | Out | Total | In | Out | Total |  |
| Warehouse $\mathbf{- 4 2 9 , 0 0 0 ~ s . f . ~ ( L U C ~ 1 5 0 ) ~}$ |  |  |  |  |  |  |  |
| Passenger Vehicle Traffic | 52 | 12 | 64 | 14 | 50 | 64 | 458 |
| Truck Traffic | 4 | 5 | 9 | 7 | 6 | 13 | 258 |
| Total | $\mathbf{5 6}$ | $\mathbf{1 7}$ | $\mathbf{7 3}$ | $\mathbf{2 1}$ | $\mathbf{5 6}$ | $\mathbf{7 7}$ | $\mathbf{7 1 6}$ |

## 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 (Figure 6). Figure 7 illustrates the traffic assignment of the new passenger vehicle trips and Figure 8 illustrates the traffic assignment of the new truck trips.

## Background (No-Build) Traffic Conditions

The Year 2022 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 2050 Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated April 18,2022 , the existing traffic volumes were increased by an annually compounded growth rate of approximately 1.2 percent for six years (one-year buildout plus five years) totaling approximately seven percent to represent Year 2028 conditions. Figure 9 illustrates the Year 2028 no-build traffic volumes. A copy of the CMAP projections letter is included in the Appendix.

## Total Projected Traffic Volumes

The new development-generated passenger vehicle trips (Figure 7) and truck trips (Figure 8) were added to the existing traffic volumes taking into account background growth (Figure 9) to determine the Year 2028 total projected traffic volumes. Figure 10 illustrates the Year 2028 total projected traffic volumes.





## 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 modifications are required.

## Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the Year 2022 base, Year 2028 no-build, and Year 2028 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's Highway Capacity Manual (HCM), $6^{\text {th }}$ Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the signalized 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 base, no-build, and total projected conditions are presented in Tables 6 through 11. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6
IL 31 WITH SULLIVAN ROAD - SIGNALIZED


TABLE 7
IL 31 WITH I-88 RAMPS - SIGNALIZED

|  | Peak Hour | Eastbound |  | Westbound | Northbound |  | Southbound |  |  | Overall |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | L/T | R | L/T/R | L | T/R | L | T | R |  |
| 000000000 | Weekday <br> Morning | $\begin{gathered} \hline \mathrm{F} \\ 85.0 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{B} \\ 19.9 \\ \hline \end{gathered}$ | C-24.1 | $\begin{gathered} \hline \mathrm{F} \\ 99+ \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{B} \\ 14.2 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{B} \\ 14.0 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{D} \\ 43.5 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \mathrm{C} \\ 21.0 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{D} \\ 45.7 \end{gathered}$ |
|  |  | D - 42.3 |  |  | E-63.7 |  | C-31.3 |  |  |  |
|  | Weekday Evening | $\begin{gathered} \mathrm{E} \\ 75.8 \\ \hline \end{gathered}$ | $\begin{gathered} \text { B } \\ 14.8 \\ \hline \end{gathered}$ | C-22.0 | $\begin{gathered} \hline \text { F } \\ 99+ \\ \hline \end{gathered}$ | $\begin{gathered} \text { C } \\ 23.9 \\ \hline \end{gathered}$ | $\begin{gathered} \text { B } \\ 19.3 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{E} \\ 60.1 \\ \hline \end{gathered}$ | $\begin{gathered} \mathrm{A} \\ 8.5 \end{gathered}$ | $\begin{gathered} \mathrm{D} \\ 48.1 \end{gathered}$ |
|  |  | D-41.0 |  |  | E-65.2 |  | D-39.2 |  |  |  |
|  | Weekday <br> Morning | $\begin{gathered} \text { F } \\ 99+ \end{gathered}$ | $\begin{gathered} \mathrm{C} \\ 23.0 \end{gathered}$ | C-24.3 | $\begin{gathered} \text { F } \\ 99+ \end{gathered}$ | $\begin{gathered} \mathrm{B} \\ 13.7 \end{gathered}$ | $\begin{gathered} \text { B } \\ 14.0 \end{gathered}$ | $\begin{gathered} \mathrm{D} \\ 45.0 \end{gathered}$ | $\begin{gathered} C \\ \text { C } \\ 31.7 \end{gathered}$ | $\begin{gathered} \mathrm{E} \\ 57.9 \end{gathered}$ |
|  |  | D - 50.4 |  |  | F-85.5 |  | D-37.8 |  |  |  |
|  | Weekday Evening | $\begin{gathered} \mathrm{F} \\ 91.7 \end{gathered}$ | $\begin{gathered} \hline \text { B } \\ 16.4 \end{gathered}$ | C-22.0 | $\begin{gathered} \hline \mathrm{F} \\ 99+ \end{gathered}$ | $\begin{gathered} \hline \mathrm{C} \\ 23.2 \end{gathered}$ | $\begin{gathered} \hline \mathrm{B} \\ 19.3 \end{gathered}$ | $\begin{gathered} \hline \mathrm{E} \\ 64.3 \end{gathered}$ | $\begin{gathered} \hline \mathrm{B} \\ 10.2 \end{gathered}$ | $\begin{gathered} \mathrm{E} \\ 56.4 \end{gathered}$ |
|  |  | D - 48.7 |  |  | E-79.2 |  | D-42.5 |  |  |  |
|  | Weekday <br> Morning | $\begin{gathered} \mathrm{F} \\ 99+ \end{gathered}$ | $\begin{gathered} c \\ \mathrm{C} \\ 24.6 \end{gathered}$ | C-24.3 | $\begin{gathered} \mathrm{F} \\ 99+ \end{gathered}$ | $\begin{gathered} \mathrm{B} \\ 13.3 \end{gathered}$ | $\begin{gathered} \text { B } \\ 14.0 \end{gathered}$ | $\begin{gathered} \mathrm{D} \\ 45.4 \end{gathered}$ | $\begin{gathered} C \\ \text { C } \\ 32.2 \end{gathered}$ | $\begin{gathered} \mathrm{E} \\ 60.2 \end{gathered}$ |
|  |  | D - 51.0 |  |  | F-91.3 |  | D-38.3 |  |  |  |
|  | Weekday <br> Evening | $\begin{gathered} \mathrm{F} \\ 91.7 \end{gathered}$ | $\begin{gathered} \hline \text { B } \\ 16.8 \end{gathered}$ | C-22.0 | $\begin{gathered} \hline \mathrm{F} \\ 99+ \end{gathered}$ | $\begin{gathered} \hline \mathrm{C} \\ 22.5 \end{gathered}$ | $\begin{gathered} \hline \text { B } \\ 19.3 \end{gathered}$ | $\begin{gathered} \hline \mathrm{E} \\ 64.6 \end{gathered}$ | $\begin{gathered} \hline \text { B } \\ 10.4 \end{gathered}$ | E59.6 |
|  |  | D - 48.7 |  |  | F-88.2 |  | D - 42.8 |  |  |  |
| Letter denotes Level of Service Delay is measured in seconds. |  | L - Left Turn R - Right Turn <br> T - Through  |  |  |  |  |  |  |  |  |

TABLE 8
IL 31 WITH LOVEDALE LANE/CINEMARK ACCESS DRIVE - SIGNALIZED


Table 9
CAPACITY ANALYSIS RESULTS - UNSIGNALIZED - BASE CONDITIONS

| Intersection | Weekday Morning Peak Hour |  | Weekday Evening Peak Hour |  |
| :---: | :---: | :---: | :---: | :---: |
|  | LOS | Delay | LOS | Delay |
| Sullivan Road with Highland Avenue ${ }^{1}$ |  |  |  |  |
| - Overall | C | 15.5 | B | 11.1 |
| - Eastbound Approach | C | 17.3 | A | 8.0 |
| - Westbound Approach | B | 11.7 | B | 13.8 |
| - Northbound Approach | C | 18.9 | A | 9.2 |
| - Southbound Approach | -- | -- | A | 7.4 |
| Cinemark Access Drive with Smoketree Plaza ${ }^{2}$ |  |  |  |  |
| - Southbound Approach | A | 9.4 | A | 9.3 |
| - Eastbound Left Turn | A | 0.0 | A | 7.3 |
| Smoketree Lane with Rodeway Inn Access Drive ${ }^{\mathbf{2}}$ |  |  |  |  |
| - Southbound Approach | A | 9.2 | A | 9.1 |
| - Eastbound Left Turn | A | 7.4 | A | 0.0 |
| Smoketree Lane with Evergreen Drive/Styrofoam Recycling Access Drive ${ }^{3}$ |  |  |  |  |
| - Westbound Approach | A | 9.2 | A | 8.9 |
| LOS = Level of Service $1-$ Roundabout <br> Delay is measured in seconds $2-$ Two-way stop control |  | 3 - Yield |  |  |

Table 10-
CAPACITY ANALYSIS RESULTS - UNSIGNALIZED - NO-BUILD CONDITIONS

| Intersection | Weekday Morning Peak Hour |  | Weekday Evening Peak Hour |  |
| :---: | :---: | :---: | :---: | :---: |
|  | LOS | Delay | LOS | Delay |
| Sullivan Road with Highland Avenue ${ }^{1}$ |  |  |  |  |
| - Overall | C | 19.3 | B | 12.8 |
| - Eastbound Approach | C | 22.1 | A | 8.7 |
| - Westbound Approach | B | 13.3 | C | 16.4 |
| - Northbound Approach | C | 24.4 | B | 10.2 |
| - Southbound Approach | -- | -- | A | 8.0 |
| Cinemark Access Drive with Smoketree Plaza ${ }^{2}$ |  |  |  |  |
| - Southbound Approach | A | 9.5 | A | 9.4 |
| - Eastbound Left Turn | A | 0.0 | A | 7.3 |
| Smoketree Lane with Rodeway Inn Access Drive ${ }^{\mathbf{2}}$ |  |  |  |  |
| - Southbound Approach | A | 9.3 | A | 9.1 |
| - Eastbound Left Turn | A | 7.4 | A | 0.0 |
| Smoketree Lane with Evergreen Drive/Styrofoam Recycling Access Drive ${ }^{3}$ |  |  |  |  |
| - Westbound Approach | A | 9.2 | A | 8.9 |
| LOS = Level of Service $1-$ Roundabout <br> Delay is measured in seconds $2-$ Two-way stop control |  | 3 - Yield |  |  |

Table 11
CAPACITY ANALYSIS RESULTS - UNSIGNALIZED - TOTAL CONDITIONS

| Intersection | Weekday Morning Peak Hour |  | Weekday Evening Peak Hour |  |
| :---: | :---: | :---: | :---: | :---: |
|  | LOS | Delay | LOS | Delay |
| Sullivan Road with Highland Avenue ${ }^{1}$ |  |  |  |  |
| - Overall | C | 19.8 | B | 13.1 |
| - Eastbound Approach | C | $22 . .7$ | A | 8.8 |
| - Westbound Approach | B | 13.4 | C | 16.9 |
| - Northbound Approach | C | 24.7 | B | 10.2 |
| - Southbound Approach | -- | -- | A | 8.1 |
| Cinemark Access Drive with Smoketree Plaza ${ }^{2}$ |  |  |  |  |
| - Southbound Approach | A | 9.6 | A | 9.6 |
| - Eastbound Left Turn | A | 0.0 | A | 7.3 |
| Smoketree Lane with Rodeway Inn Access Drive/Proposed Access Drive ${ }^{\mathbf{2}}$ |  |  |  |  |
| - Northbound Approach | A | 8.6 | A | 8.9 |
| - Southbound Approach | A | 9.9 | A | 9.6 |
| - Eastbound Left Turn | A | 7.4 | A | 0.0 |
| - Westbound Left Turn | A | 7.4 | A | 7.4 |
| Smoketree Lane with Evergreen Drive/Styrofoam Recycling Access Drive ${ }^{\mathbf{3}}$ |  |  |  |  |
| - Westbound Approach | A | 9.2 | A | 8.9 |
| Sullivan Road with Proposed Access Drive ${ }^{2}$ |  |  |  |  |
| - Southbound Approach | D | 25.3 | F | 99+ |
| - Eastbound Left Turn | A | 9.9 | B | 11.6 |
| LOS = Level of Service $1-$ Roundabout <br> Delay is measured in seconds $2-$ Two-way stop control |  | 3 - Yield |  |  |

## 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.

## IL 31 with Sullivan Road

The results of the capacity analysis indicate that this intersection currently operates at an overall Level of Service (LOS) D during the weekday morning and weekday evening peak hours. All the intersection movements operate at LOS D or better during both peak hours except the eastbound left-turn movement and the westbound through movement. During both peak hours, the eastbound left-turn movement operates at LOS F and the westbound through movement operates on the threshold between LOS D/E. This is due in part to the fact that IL 31 is the primary road at this intersection and receives the majority of the green time.

Under Year 2028 no-build conditions, the intersection is projected to operate at an overall LOS D during both the weekday morning and evening peak hours. All the intersection movements are projected to continue to operate at LOS D or better during both peak hours except the eastbound left-turn movement and the westbound through movement. The eastbound left-turn movement is projected to continue to operate at LOS F during both peak hours and the westbound movement is projected to continue to operate on the threshold of LOS D/E during the weekday evening peak hour.

Under Year 2028 total projected conditions, the intersection is projected to continue to operate at an overall LOS D during the weekday morning and evening peak hours. All the intersection movements are projected to continue to operate at LOS D or better during both peak hours except the eastbound left-turn movement and the westbound through movement. The eastbound left-turn movement is projected to continue to operate at LOS F during both peak hours and the westbound movement is projected to continue to operate on the threshold of LOS D/E during the weekday evening peak hour. It is recommended that the signal timings at this intersection be optimized. With the reallocation of some green time from the IL 31 approaches to the Sullivan Road approaches, the intersection is projected to operate at LOS D and all the movements are projected to operate at LOS D or better during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development and no additional roadway improvements or traffic control modifications are required at this intersection.

## IL 31 with I-88 Ramps

The results of the capacity analysis indicate that this intersection currently operates at LOS D during the weekday morning and weekday evening peak hours. All the intersection movements operate at LOS D or better during both peak hours except the eastbound left-turn/through movement, the northbound left-turn movement, and the southbound through movement. The eastbound through/left-turn movement and the northbound left-turn movement operate at LOS E or F during both peak hours and the northbound through movements operates at LOS E during the evening peak hour.

Under Year 2028 no-build conditions, the overall intersection is projected to operate on the threshold between LOS D/E during the weekday morning and evening peak hours. All the intersection movements are projected to continue to operate at LOS D or better during both peak hours except the eastbound left-turn/through movement, the northbound left-turn movement, and the southbound through movement, which are projected to continue to operate at LOS E or F.

Under Year 2028 total projected conditions, the intersection is projected to operate at an overall LOS E during the weekday morning and weekday evening peak hours. All the intersection movements are projected to continue to operate at LOS D or better during both peak hours except the eastbound left-turn/through movement, the northbound left-turn movement, and the southbound through movement, which are projected to continue to operate at LOS E or F. The development-generated traffic is projected to represent just over one percent of the traffic at this intersection during the peak hours. As such, the development will have a limited impact on the operation of this intersection and no roadway improvements or traffic signal modifications are required.

## IL 31 with Lovedale Lane/Cinemark Access Drive

The results of the capacity analysis indicate that the intersection currently operates at an overall LOS A during the weekday morning and evening peak hours. All the intersection movements operate at LOS D or better during both peak hours except the eastbound left-turn movement, eastbound through/right-turn movement, and westbound approach during the evening peak hour, which are projected to operate at LOS E. This is due in part to the fact that IL 31 is the primary road at this intersection and receives the majority of the green time.

Under Year 2028 no-build conditions, the overall intersection is projected to operate at LOS B during the weekday morning and evening peak hours. All the intersection movements are projected to continue to operate at LOS D or better during both peak hours except the eastbound left-turn movement, eastbound through/right-turn movement, and westbound approach during the evening peak hour, which are projected to continue to operate at LOS E.

Under Year 2028 total projected conditions, the overall intersection is projected to operate at LOS B during the weekday morning and evening peak hours. All the intersection movements are projected to continue to operate at LOS D or better during both peak hours except the eastbound left-turn movement, eastbound through/right-turn movement, and westbound approach during the weekday evening peak hour, which are projected to continue to operate at LOS E. As such, intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

## Sullivan Road with Highland Avenue

The results of the capacity analysis indicate that the roundabout currently operates at an overall LOS C during the weekday morning peak hour and at LOS B during the weekday evening peak hour. All approaches currently operate at LOS C or better during the peak hours.

Under Year 2028 no-build conditions, the roundabout is projected to continue to operate at LOS C during the weekday morning peak hour and at LOS B during the weekday evening peak hour. All approaches are projected to continue operating at LOS C or better during the peak hours.

Under Year 2028 total projected conditions, the roundabout is projected to continue to operate at LOS C during the weekday morning peak hour and at LOS B during the weekday evening peak hour. All approaches are projected to continue to operate at LOS C or better during the peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

## Smoketree Plaza with Cinemark Access Drive

The results of the capacity analysis indicate that the Smoketree Plaza southbound approach currently operates at LOS A during the weekday morning and weekday evening peak hours. The eastbound left-turn movement is projected to operate at LOS A during both peak hours. It should be noted that given the proximity of the intersection to IL 31, the southbound approach and the eastbound approach does experience some queuing as the traffic on these approaches must wait for the green phase for the Cinemark/Smoketree Plaza approach at its intersection with IL 31. Under Year 2028 no-build conditions, the southbound approach and eastbound left-turn movement are projected to continue operating at their current levels of service. Under Year 2028 total projected conditions, the southbound approach and the eastbound left-turn movement are projected to continue to operate at LOS A during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

## Smoketree Lane with Evergreen Drive/Styrofoam Recycling Access Drive

Since the southbound approach at this intersection is under yield sign control, the intersection was analyzed assuming all-way stop sign control. The results of the capacity analysis indicate that the westbound, northbound, and southbound approaches all currently operate at LOS A during the weekday morning and evening peak hours. Under Year 2028 no-build conditions, all approaches are projected to continue operating at LOS A during both peak hours. Under Year 2028 total projected conditions, all approaches are projected to operate at LOS A during the weekday morning and evening peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

## Sullivan Road with Proposed Access Drive

Access to the development is proposed via an access drive located on the north side of Sullivan Road approximately 345 feet east of the Sullivan Road/Highland Avenue roundabout and immediately west of the Fairview Dental access drive. Given that Sullivan Road is a designated truck route and the tight turn between IL 31 and Smoketree Lane, all semi-trailer trucks will be directed to use this access drive. This access drive will provide one inbound lane and one outbound lane with larger radii to accommodate the turning truck traffic. In addition, an approximate 225foot eastbound left-turn lane with a 110 -foot taper will be provided on Sullivan Road serving the proposed access drive and Fairview Dental access drive.

It should be noted that the proximity of the proposed access drive to the Highland Avenue roundabout and the Fairview Dental access drive should not pose any operational issues due to the following:

- The lower travel speeds experienced along Sullivan Road within the vicinity of the access drive, as westbound vehicles are slowing down as they approach the roundabout and westbound vehicles are starting to accelerate after exiting the roundabout.
- The excellent sight lines that will be provided between the roundabout, the proposed access drive, and the Fairview Dental access drive with the elimination of the existing trees and brush as part of the construction of the access drive.
- The eastbound left-turn lane proposed to be provided on Sullivan Road serving the proposed access drive and the Fairview Dental access drive.
- The lower volume of traffic projected to use the access drive and that currently uses the Fairview Dental access drive.

Further, it is important to note that Sullivan Road is designated a truck route and currently has a number of access drives serving industrial and warehouse uses located along Sullivan Road.

Under Year 2028 total projected conditions, the southbound approach from the proposed access drive is projected to operate at LOS D during the weekday morning peak hour and at LOS F during the weekday evening peak hour. The development traffic will be able to exit onto Sullivan Road. However, during the evening peak period this traffic will experience some additional delay. This is common and expected for an access drive intersecting a major roadway such as Sullivan Road. Further, it is important to note that the analysis provides a conservative (worst-case) analysis as it did not consider the following factors:

- The signalized intersection of Sullivan Road and IL 31 and the roundabout at Sullivan Road/Highland Avenue intersection, which both create additional gaps in the Sullivan Road traffic stream.
- The median that will be provided along Sullivan Road with proposed left-turn lane that will allow exiting vehicles to complete a two-stage left turn.

As such, the access drive approach is projected to operate better than the capacity analyses are indicating.

## Smoketree Lane with Rodeway Inn Access Drive/Proposed Access Drive

The results of the capacity analysis indicate that the southbound approach currently operates at LOS A during the weekday morning and weekday evening peak hours. The eastbound left-turn movement is projected to operate at LOS A during both peak hours. Under Year 2028 no-build conditions, the southbound approach and eastbound left-turn movement are projected to continue operating at their current levels of service.

Access to the development is proposed via an access drive on located on the south side of Smoketree Lane aligned opposite the Rodeway Inn access drive. This access drive will provide one inbound lane and one outbound lane with larger radii to accommodate the turning truck traffic. Under Year 2028 total projected conditions, the northbound approach from the proposed development and the southbound approach are projected to operate at LOS A during the weekday morning and evening peak hours. The eastbound and westbound left turns are projected to operate at LOS A during both peak hours. As such, the proposed site access drive will provide efficient and flexible access to the site with limited impact on Smoketree Lane.

## 6. Conclusion

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

- Access to the development will be provided via one access drive on Sullivan Road and one access drive on Smoketree Lane as summarized below:
- The Sullivan Road access drive will be located on the north side of the road approximately 345 feet east of the Sullivan Road/Highland Avenue roundabout and immediately west of the Fairview Dental access drive. Given that Sullivan Road is a designated truck route and the tight turn between IL 31 and Smoketree Plaza, all semi-trailer trucks will be directed to use this access drive. This access drive will provide one inbound lane and one outbound lane with larger radii to accommodate the turning truck traffic. In addition, an approximate 225 -foot eastbound left-turn lane with a 110-foot taper will be provided on Sullivan Road serving the proposed access drive and Fairview Dental access drive.
- The Smoketree Lane access drive will be located on the south side of the road aligned opposite the Rodeway Inn access drive. This access drive will provide one inbound lane and one outbound lane with larger radii to accommodate the turning truck traffic.
- The proximity of the proposed access drive to the Highland Avenue roundabout and the Fairview Dental access drive should not pose any operational issues due tio the following:
- The lower travel speeds experienced along Sullivan Road within the vicinity of the access drive, as westbound vehicles are slowing down as they approach the roundabout and westbound vehicles are starting to accelerate after exiting the roundabout.
- The excellent sight lines that will be provided between the roundabout, the proposed access drive, and the Fairview Dental access drive with the elimination of the existing trees and brush as part of the construction of the access drive.
- The eastbound left-turn lane proposed to be provided on Sullivan Road serving proposed the access drive and the Fairview Dental access drive.
- The lower volume of traffic projected to use the access drive and currently using the Fairview Dental access drive.
- That Sullivan Road is designated a truck route and that a number of access drives serving industrial and warehouse uses are currently located along Sullivan Road.
- The proposed access system will be adequate in accommodating the traffic projected to be generated by the proposed development.
- The results of the capacity analyses indicate that the existing roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development.


## Appendix

> Traffic Count Summary Sheets Site Plan CMAP 2050 Projections Letter Level of Service Criteria Capacity Analysis Summary Sheets

## Traffic Count Summary Sheets

Turning Movement Data
IL 31 Southbound
 Site Code:
Start Date: 04/05/2022
Page No: 1 Sullivan Rd
Westbound



00000000000000000 $000000-000000-$







Start Time



| Single-Unit Trucks | 28 | 12 | 9 | 49 | 11 | 12 | 26 | 0 | - | 49 | 6 | 57 | 0 | - | 63 | 24 | 82 | 19 | 0 | - | 125 | 286 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% Single-Unit Trucks | 1.9 | 0.9 | 2.4 | 1.6 | 2.2 | 0.8 | 3.9 | . | - | 1.9 | 1.3 | 1.8 | . | - | 1.8 | 3.8 | 2.1 | 1.7 | 0.0 | - | 2.2 | 1.9 |
| Articulated Trucks | 21 | 15 | 3 | 39 | 17 | 18 | 53 | 0 | - | 88 | 4 | 85 | 0 | - | 89 | 49 | 92 | 8 | 0 | - | 149 | 365 |
| \% Articulated Trucks | 1.4 | 1.2 | 0.8 | 1.2 | 3.4 | 1.3 | 7.9 | . | - | 3.4 | 0.9 | 2.7 | . | - | 2.5 | 7.7 | 2.4 | 0.7 | 0.0 | - | 2.7 | 2.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | $\cdots$ | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | . | - | - | . | - | - | - | - | 1 | - | - | - | . | 1 | - | - | - | - | - | 4 | - | - |
| \% Pedestrians | - | - | - | . | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

Count Name: IL+31+with+Sullivan+Road
Site Code:
Start Date: 04/05/2022
Page No: 3
IL 31
 Southbound
Right


00

| Start Time | Sullivan Rd <br> Eastbound |  |  |  |  |  |  | $\begin{gathered} \text { ng Red } \mathrm{Mc} \\ \text { mound } \\ \text { ond } \end{gathered}$ | Iem | nt Pea | Ho | Dat | (7:15 <br> IL 31 <br> Northbound | AM) |  | IL 31 <br> Southbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 7:15 AM | 68 | 46 | 10 | 124 | 11 | 51 | 19 | 0 | 0 | 81 | 18 | 153 | 0 | 0 | 171 | 43 | 149 | 39 | 0 | 0 | 231 | 607 |
| 7:30 AM | 75 | 94 | 8 | 177 | 14 | 63 | 27 | 0 | 0 | 104 | 24 | 178 | 0 | 0 | 202 | 32 | 149 | 62 | 0 | 0 | 243 | 726 |
| 7:45 AM | 94 | 84 | 15 | 193 | 16 | 54 | 28 | 0 | 0 | 98 | 28 | 131 | 0 | 0 | 159 | 29 | 145 | 70 | 0 | 0 | 244 | 694 |
| 8:00 AM | 70 | 60 | 18 | 148 | 14 | 37 | 31 | 0 | 0 | 82 | 10 | 152 | 0 | 0 | 162 | 34 | 175 | 65 | 0 | 0 | 274 | 666 |
| Total | 307 | 284 | 51 | 642 | 55 | 205 | 105 | 0 | 0 | 365 | 80 | 614 | 0 | 0 | 694 | 138 | 618 | 236 | 0 | 0 | 992 | 2693 |
| Approach \% | 47.8 | 44.2 | 7.9 | - | 15.1 | 56.2 | 28.8 | 0.0 | - | - | 11.5 | 88.5 | 0.0 | - | - | 13.9 | 62.3 | 23.8 | 0.0 | - | - | - |
| Total \% | 11.4 | 10.5 | 1.9 | 23.8 | 2.0 | 7.6 | 3.9 | 0.0 | - | 13.6 | 3.0 | 22.8 | 0.0 | $\checkmark$ | 25.8 | 5.1 | 22.9 | 8.8 | 0.0 | - | 36.8 | - |
| PHF | 0.816 | 0.755 | 0.708 | 0.832 | 0.859 | 0.813 | 0.847 | 0.000 | - | 0.877 | 0.714 | 0.862 | 0.000 | - | 0.859 | 0.802 | 0.883 | 0.843 | 0.000 | - | 0.905 | 0.927 |
| Lights | 289 | 278 | 48 | 615 | 49 | 196 | 86 | 0 | - | 331 | 78 | 567 | 0 | - | 645 | 115 | 584 | 228 | 0 | - | 927 | 2518 |
| \% Lights | 94.1 | 97.9 | 94.1 | 95.8 | 89.1 | 95.6 | 81.9 | - | - | 90.7 | 97.5 | 92.3 | - | - | 92.9 | 83.3 | 94.5 | 96.6 | - | $\checkmark$ | 93.4 | 93.5 |
| Buses | 3 | 3 | 0 | 6 | 0 | 1 | 0 | 0 | - | 1 | 2 | 7 | 0 | - | 9 | 2 | 6 | 1 | 0 | $\checkmark$ | 9 | 25 |
| \% Buses | 1.0 | 1.1 | 0.0 | 0.9 | 0.0 | 0.5 | 0.0 | - | - | 0.3 | 2.5 | 1.1 | - | - | 1.3 | 1.4 | 1.0 | 0.4 | - | - | 0.9 | 0.9 |
| Single-Unit Trucks | 9 | 2 | 3 | 14 | 2 | 4 | 6 | 0 | - | 12 | 0 | 14 | 0 | - | 14 | 9 | 13 | 6 | 0 | $\cdots$ | 28 | 68 |
| \% Single-Unit Trucks | 2.9 | 0.7 | 5.9 | 2.2 | 3.6 | 2.0 | 5.7 | - | - | 3.3 | 0.0 | 2.3 | - | $\checkmark$ | 2.0 | 6.5 | 2.1 | 2.5 | - | $\checkmark$ | 2.8 | 2.5 |
| Articulated Trucks | 6 | 1 | 0 | 7 | 4 | 4 | 13 | 0 | $\checkmark$ | 21 | 0 | 26 | 0 | - | 26 | 12 | 15 | 1 | 0 | $\checkmark$ | 28 | 82 |
| \% Articulated Trucks | 2.0 | 0.4 | 0.0 | 1.1 | 7.3 | 2.0 | 12.4 | - | - | 5.8 | 0.0 | 4.2 | - | - | 3.7 | 8.7 | 2.4 | 0.4 | - | - | 2.8 | 3.0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

$\qquad$
Turning Movement Peak Hour Data (4:15 PM)
Northbound

IL31









Turning Movement Data IL 31
Southbound



## :on əద̂e

| D <br> 言 <br> O <br> 5 |  |  |
| :---: | :---: | :---: |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |

8
0.0
0
0
South
Right

00000000 0000000000000000 $\stackrel{\substack{2 \\ 卜}}{2}$





8
0
0
0





Eastbound
I-88 Ramps
Eastbound



| Start Time |
| :---: |
| 6:30 AM |
| 6:45 AM |
| Hourly Total |
| 7:00 AM |
| 7:15 AM |
| 7:30 AM |
| 7:45 AM |
| Hourly Total |
| 8:00 AM |
| 8:15 AM |
| 8:30 AM |
| 8:45 AM |
| Hourly Total |
| *** BREAK *** |
| 3:00 PM |
| 3:15 PM |
| 3:30 PM |
| 3:45 PM |
| Hourly Total |
| 4:00 PM |
| 4:15 PM |
| 4:30 PM |
| 4:45 PM |
| Hourly Total |
| 5:00 PM |
| 5:15 PM |
| 5:30 PM |
| 5:45 PM |
| Hourly Total |
| Grand Total |
| Approach \% |
| Total \% |
| Lights |
| \% Lights |
| Buses |


| \% Buses | 0.1 | 0.0 | 0.5 | 0.0 | - | 0.4 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.5 | 1.4 | 0.0 | 0.0 | - | 0.9 | 0.0 | 1.5 | 0.2 | - | - | 0.8 | 0.7 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Single-Unit Trucks | 53 | 1 | 86 | 0 | - | 140 | 1 | 1 | 1 | 0 | - | 3 | 97 | 36 | 0 | 0 | - | 133 | 0 | 47 | 50 | 0 | - | 97 | 373 |
| $\begin{aligned} & \text { \% Single-Unit } \\ & \text { Trucks } \end{aligned}$ | 2.8 | 50.0 | 2.9 | 0.0 | - | 2.9 | 3.6 | 12.5 | 6.7 | - | - | 5.9 | 3.8 | 1.5 | 0.0 | 0.0 | - | 2.6 | 0.0 | 1.7 | 1.9 | - | - | 1.8 | 2.4 |
| Articulated Trucks | 39 | 0 | 148 | 0 | - | 187 | 0 | 0 | 0 | 0 | - | 0 | 132 | 23 | 1 | 0 | - | 156 | 0 | 18 | 64 | 0 | - | 82 | 425 |
| \% Articulated | 2.0 | 0.0 | 5.1 | 0.0 | - | 3.9 | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 5.1 | 0.9 | 2.5 | 0.0 | - | 3.1 | 0.0 | 0.6 | 2.5 | - | - | 1.5 | 2.8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{aligned} & \text { \% Bicycles on } \\ & \text { Road } \\ & \hline \end{aligned}$ | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | . | $\checkmark$ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | $\checkmark$ | 0.0 | 0.0 | 0.0 | 0.0 | . | $\checkmark$ | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | . | - | 11 | - | . | - | - | . | 0 | - | - | - | - | - | 0 | . | - |
| \% Pedestrians |  |  |  |  |  |  |  |  |  |  | 100.0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Start Time | 1-88 Ramps Eastbound |  |  |  |  |  | Turning Movement Peak Hour Data (7:15 AM) |  |  |  |  |  |  |  |  |  |  |  | IL 31 <br> Southbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Tum | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 7:15 AM | 79 | 0 | 131 | 0 |  | 210 | 0 | 1 | 1 | 0 | 0 | 2 | 106 | 113 | 0 | 0 | 0 | 219 | 1 | 106 | 151 | 0 | 0 | 258 | 689 |
| 7:30 AM | 68 | 0 | 143 | 1 | 0 | 212 | 1 | 0 | 1 | 0 | 0 | 2 | 150 | 126 | 1 | 0 | 0 | 277 | 0 | 140 | 146 | 0 | 0 | 286 | 777 |
| 7:45 AM | 97 | 0 | 142 | 0 | 0 | 239 | 0 | 2 | 1 | 0 | 0 | 3 | 135 | 137 | 3 | 0 | 0 | 275 | 0 | 116 | 142 | 0 | 0 | 258 | 775 |
| 8:00 AM | 52 | 0 | 143 | 1 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 116 | 3 | 0 | 0 | 236 | 0 | 122 | 127 | 0 | 0 | 249 | 681 |
| Total | 296 | 0 | 559 | 2 | 0 | 857 | 1 | 3 | 3 | 0 | 0 | 7 | 508 | 492 | 7 | 0 | 0 | 1007 | 1 | 484 | 566 | 0 | 0 | 1051 | 2922 |
| Approach \% | 34.5 | 0.0 | 65.2 | 0.2 | - | - | 14.3 | 42.9 | 42.9 | 0.0 | - | - | 50.4 | 48.9 | 0.7 | 0.0 | - | - | 0.1 | 46.1 | 53.9 | 0.0 | - | - | - |
| Total \% | 10.1 | 0.0 | 19.1 | 0.1 | - | 29.3 | 0.0 | 0.1 | 0.1 | 0.0 | - | 0.2 | 17.4 | 16.8 | 0.2 | 0.0 | - | 34.5 | 0.0 | 16.6 | 19.4 | 0.0 | - | 36.0 | - |
| PHF | 0.763 | 0.000 | 0.977 | 0.500 | - | 0.896 | 0.250 | 0.375 | 0.750 | 0.000 | - | 0.583 | 0.847 | 0.898 | 0.583 | 0.000 | - | 0.909 | 0.250 | 0.864 | 0.937 | 0.000 | - | 0.919 | 0.940 |
| Lights | 275 | 0 | 510 | 2 | - | 787 | 1 | 3 | 2 | 0 | - | 6 | 439 | 467 | 6 | 0 | - | 912 | 1 | 457 | 545 | 0 | - | 1003 | 2708 |
| \% Lights | 92.9 | - | 91.2 | 100.0 | - | 91.8 | 100.0 | 100.0 | 66.7 | - | - | 85.7 | 86.4 | 94.9 | 85.7 | - | - | 90.6 | 100.0 | 94.4 | 96.3 | - | - | 95.4 | 92.7 |
| Buses | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 6 | 10 | 0 | 0 | - | 16 | 0 | 9 | 1 | 0 | - | 10 | 29 |
| \% Buses | 0.0 | - | 0.5 | 0.0 | - | 0.4 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 1.2 | 2.0 | 0.0 | - | - | 1.6 | 0.0 | 1.9 | 0.2 | - | - | 1.0 | 1.0 |
| Single-Unit Trucks | 13 | 0 | 16 | 0 | - | 29 | 0 | 0 | 1 | 0 | - | 1 | 32 | 6 | 0 | 0 | - | 38 | 0 | 15 | 10 | 0 | - | 25 | 93 |
| \% Single-Unit Trucks | 4.4 | - | 2.9 | 0.0 | - | 3.4 | 0.0 | 0.0 | 33.3 | . | - | 14.3 | 6.3 | 1.2 | 0.0 | . | - | 3.8 | 0.0 | 3.1 | 1.8 | - | - | 2.4 | 3.2 |
| Articulated Trucks | 8 | 0 | 30 | 0 | - | 38 | 0 | 0 | 0 | 0 | - | 0 | 31 | 9 | 1 | 0 | - | 41 | 0 | 3 | 10 | 0 | - | 13 | 92 |
| \% Articulated Trucks | 2.7 | . | 5.4 | 0.0 | - | 4.4 | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 6.1 | 1.8 | 14.3 | - | - | 4.1 | 0.0 | 0.6 | 1.8 | - | - | 1.2 | 3.1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{aligned} & \text { \% Bicycles on } \\ & \text { Road } \end{aligned}$ | 0.0 | . | 0.0 | 0.0 | . | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |


| Start Time | I-88 Ramps <br> Eastbound |  |  |  |  |  | Access Dr <br> Westbound |  |  |  |  |  | IL 31 <br> Northbound |  |  |  |  |  | IL 31 Southbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ | Left | Thru | Right | U-Tum | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total |  |
| 4:15 PM | 126 | 0 | 145 | 0 | 0 | 271 | 0 | 1 | 1 | 0 | 2 | 2 | 132 | 105 | 1 | 1 |  | 239 | 1 | 140 | 101 | 0 | 0 | 242 | 754 |
| 4:30 PM | 97 | 0 | 147 | 0 | 0 | 244 | 2 | 0 | 1 | 0 | 0 | 3 | 129 | 132 | 1 | 0 | 0 | 262 | 1 | 171 | 104 | 0 | 0 | 276 | 785 |
| 4:45 PM | 129 | 0 | 173 | 1 | 0 | 303 | 1 | 0 | 1 | 0 | 0 | 2 | 123 | 124 | 0 | 0 | 0 | 247 | 0 | 153 | 106 | 0 | 0 | 259 | 811 |
| 5:00 PM | 110 | 0 | 151 | 0 | 0 | 261 | 1 | 1 | 0 | 0 | 1 | 2 | 122 | 129 | 2 | 0 | 0 | 253 | 1 | 149 | 101 | 0 | 0 | 251 | 767 |
| Total | 462 | 0 | 616 | 1 | 0 | 1079 | 4 | 2 | 3 | 0 | 3 | 9 | 506 | 490 | 4 | 1 | 0 | 1001 | 3 | 613 | 412 | 0 | 0 | 1028 | 3117 |
| Approach \% | 42.8 | 0.0 | 57.1 | 0.1 | - | - | 44.4 | 22.2 | 33.3 | 0.0 | - | - | 50.5 | 49.0 | 0.4 | 0.1 | - | - | 0.3 | 59.6 | 40.1 | 0.0 | - | - | - |
| Total \% | 14.8 | 0.0 | 19.8 | 0.0 | - | 34.6 | 0.1 | 0.1 | 0.1 | 0.0 | - | 0.3 | 16.2 | 15.7 | 0.1 | 0.0 | - | 32.1 | 0.1 | 19.7 | 13.2 | 0.0 | - | 33.0 | - |
| PHF | 0.895 | 0.000 | 0.890 | 0.250 | - | 0.890 | 0.500 | 0.500 | 0.750 | 0.000 | - | 0.750 | 0.958 | 0.928 | 0.500 | 0.250 | - | 0.955 | 0.750 | 0.896 | 0.972 | 0.000 | - | 0.931 | 0.961 |
| Lights | 456 | 0 | 572 | 1 | - | 1029 | 4 | 1 | 3 | 0 | - | 8 | 479 | 478 | 4 | 1 | - | 962 | 3 | 605 | 398 | 0 | $\checkmark$ | 1006 | 3005 |
| \% Lights | 98.7 | - | 92.9 | 100.0 | - | 95.4 | 100.0 | 50.0 | 100.0 | - | - | 88.9 | 94.7 | 97.6 | 100.0 | 100.0 | $\checkmark$ | 96.1 | 100.0 | 98.7 | 96.6 | - | $\cdots$ | 97.9 | 96.4 |
| Buses | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 4 | 0 | 0 | - | 4 | 0 | 3 | 1 | 0 | - | 4 | 10 |
| \% Buses | 0.0 | - | 0.3 | 0.0 | - | 0.2 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | - | 0.4 | 0.0 | 0.5 | 0.2 | - | - | 0.4 | 0.3 |
| Single-Unit Trucks | 4 | 0 | 15 | 0 | - | 19 | 0 | 1 | 0 | 0 | - | 1 | 12 | 6 | 0 | 0 | - | 18 | 0 | 5 | 4 | 0 | - | 9 | 47 |
| Trucks <br> \% Single-Unit | 0.9 | . | 2.4 | 0.0 | - | 1.8 | 0.0 | 50.0 | 0.0 | - | - | 11.1 | 2.4 | 1.2 | 0.0 | 0.0 | - | 1.8 | 0.0 | 0.8 | 1.0 | - | - | 0.9 | 1.5 |
| Articulated Trucks | 2 | 0 | 27 | 0 | - | 29 | 0 | 0 | 0 | 0 | - | 0 | 15 | 2 | 0 | 0 | $\checkmark$ | 17 | 0 | 0 | 9 | 0 | $\checkmark$ | 9 | 55 |
| \% Articulated Trucks | 0.4 | - | 4.4 | 0.0 | - | 2.7 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 3.0 | 0.4 | 0.0 | 0.0 | - | 1.7 | 0.0 | 0.0 | 2.2 | - | - | 0.9 | 1.8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $\cdots$ | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \\ \hline \end{gathered}$ | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |





| \% Buses | 0.0 | 0.6 | 1.4 | 0.0 | - | 0.8 | 1.0 | 0.5 | 0.0 | 0.0 | - | 0.7 | 1.9 | 0.0 | 1.4 | 0.0 | - | 1.5 | 0.0 | 0.0 | 0.0 | . | . | 0.0 | 0.9 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Single-Unit Trucks | 0 | 22 | 3 | 0 | - | 25 | 17 | 22 | 0 | 0 | - | 39 | 2 | 0 | 25 | 0 | - | 27 | 0 | 0 | 0 | 0 | - | 0 | 91 |
| $\begin{gathered} \text { \% Single-Unit } \\ \text { Trucks } \end{gathered}$ | 0.0 | 1.2 | 0.7 | 0.0 | - | 1.1 | 1.8 | 1.0 | 0.0 | 0.0 | - | 1.2 | 0.4 | 0.0 | 2.2 | 0.0 | - | 1.7 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 1.3 |
| Ariculated Trucks | 0 | 34 | 6 | 0 | - | 40 | 7 | 34 | 0 | 0 | - | 41 | 1 | 0 | 4 | 0 | - | 5 | 0 | 0 | 0 | 0 | - | 0 | 86 |
| \% Articulated Trucks | 0.0 | 1.8 | 1.4 | 0.0 | - | 1.7 | 0.7 | 1.5 | 0.0 | 0.0 | - | 1.3 | 0.2 | 0.0 | 0.4 | 0.0 | - | 0.3 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 1.2 |
| Bicycles on Road | 0 | 1 | 0 | 0 | - | 1 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| \% Bicycles on Road | 0.0 | 0.1 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | . | 0 | - | . | - | . | . | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | . |  |  |  |  |  |  |


| Start Time | Sullivan Rd Eastbound |  |  |  |  |  |  | Turn | ing <br> Sulliv <br> Wes | Movem <br> an Rd <br> ound | ent | eak | Hour | Data | $7: 15$ Highla North | AM) <br> A Ave <br> ound |  |  | Access Rd <br> Southbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ |  |
| 7:15 AM | 0 | 82 | 20 | 0 | 0 | 102 | 47 | 72 | 0 | 0 | 0 | 119 | 17 | 0 | 55 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 293 |
| 7:30 AM | 0 | 105 | 20 | 0 | 0 | 125 | 47 | 92 | 0 | 0 | 0 | 139 | 13 | 0 | 86 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 363 |
| 7:45 AM | 0 | 129 | 29 | 0 | 0 | 158 | 56 | 103 | 0 | 1 | 0 | 160 | 21 | 0 | 60 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 399 |
| 8:00 AM | 0 | 97 | 30 | 0 | 0 | 127 | 44 | 67 | 0 | 0 | 0 | 111 | 19 | 0 | 60 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| Total | 0 | 413 | 99 | 0 | 0 | 512 | 194 | 334 | 0 | 1 | 0 | 529 | 70 | 0 | 261 | 0 | 0 | 331 | 0 | 0 | 0 | 0 | 0 | 0 | 1372 |
| Approach \% | 0.0 | 80.7 | 19.3 | 0.0 | - | - | 36.7 | 63.1 | 0.0 | 0.2 | - | - | 21.1 | 0.0 | 78.9 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 30.1 | 7.2 | 0.0 | - | 37.3 | 14.1 | 24.3 | 0.0 | 0.1 | - | 38.6 | 5.1 | 0.0 | 19.0 | 0.0 | - | 24.1 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - |
| PHF | 0.000 | 0.800 | 0.825 | 0.000 | - | 0.810 | 0.866 | 0.811 | 0.000 | 0.250 | - | 0.827 | 0.833 | 0.000 | 0.759 | 0.000 | - | 0.836 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.860 |
| Lights | 0 | 401 | 96 | 0 | - | 497 | 187 | 316 | 0 | 1 | - | 504 | 68 | 0 | 248 | 0 | - | 316 | 0 | 0 | 0 | 0 | - | 0 | 1317 |
| \% Lights | - | 97.1 | 97.0 | - | - | 97.1 | 96.4 | 94.6 | - | 100.0 | - | 95.3 | 97.1 | - | 95.0 | - | - | 95.5 | - | - | - | - | $\checkmark$ | - | 96.0 |
| Buses | 0 | 4 | 2 | 0 | - | 6 | 1 | 5 | 0 | 0 | - | 6 | 2 | 0 | 2 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 16 |
| \% Buses | - | 1.0 | 2.0 | - | - | 1.2 | 0.5 | 1.5 | - | 0.0 | - | 1.1 | 2.9 | - | 0.8 | - | - | 1.2 | - | - | - | - | - | - | 1.2 |
| Single-Unit Trucks | 0 | 3 | 1 | 0 | - | 4 | 5 | 4 | 0 | 0 | - | 9 | 0 | 0 | 9 | 0 | - | 9 | 0 | 0 | 0 | 0 | - | 0 | 22 |
| \% Single-Unit Trucks | - | 0.7 | 1.0 | - | - | 0.8 | 2.6 | 1.2 | . | 0.0 | - | 1.7 | 0.0 | . | 3.4 | . | - | 2.7 | . | - | . | . | - | . | 1.6 |
| Articulated Trucks | 0 | 5 | 0 | 0 | - | 5 | 1 | 9 | 0 | 0 | - | 10 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 17 |
| \% Articulated Trucks | . | 1.2 | 0.0 | . | - | 1.0 | 0.5 | 2.7 | . | 0.0 | - | 1.9 | 0.0 | . | 0.8 | . | - | 0.6 | . | - | . | - | - | . | 1.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{aligned} & \text { \% Bicycles on } \\ & \text { Road } \end{aligned}$ | . | 0.0 | 0.0 | . | . | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | . | 0.0 | . | - | 0.0 | - | . | . | . | - | - | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |


| Start Time | Sullivan Rd Eastbound |  |  |  |  |  |  | Turn | ing <br> Sulliv <br> Wes | Movem <br> an Rd <br> ound | ent | eak | Hour | Data | 4:15 Highl North | PM) <br> A Ave <br> ound |  |  | Access Rd <br> Southbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ |  |
| 4:15 PM | 0 | 78 | 20 | 0 | 0 | 98 | 43 | 134 | 1 | 0 | 0 | 178 | 22 | 0 | 66 | 0 | 0 | 88 | 4 | 0 | 2 | 0 | 0 | 6 | 370 |
| 4:30 PM | 3 | 77 | 13 | 0 | 0 | 93 | 35 | 159 | 5 | 0 | 0 | 199 | 33 | 0 | 65 | 0 | 0 | 98 | 0 | 1 | 0 | 0 | 0 | 1 | 391 |
| 4:45 PM | 1 | 80 | 18 | 1 | 0 | 100 | 44 | 124 | 2 | 0 | 0 | 170 | 25 | 0 | 50 | 0 | 0 | 75 | 2 | 1 | 1 | 0 | 0 | 4 | 349 |
| 5:00 PM | 0 | 95 | 17 | 0 | 0 | 112 | 58 | 121 | 1 | 0 | 0 | 180 | 29 | 0 | 49 | 0 | 0 | 78 | 0 | 2 | 2 | 0 | 0 | 4 | 374 |
| Total | 4 | 330 | 68 | 1 | 0 | 403 | 180 | 538 | 9 | 0 | 0 | 727 | 109 | 0 | 230 | 0 | 0 | 339 | 6 | 4 | 5 | 0 | 0 | 15 | 1484 |
| Approach \% | 1.0 | 81.9 | 16.9 | 0.2 | - | - | 24.8 | 74.0 | 1.2 | 0.0 | - | - | 32.2 | 0.0 | 67.8 | 0.0 | - | - | 40.0 | 26.7 | 33.3 | 0.0 | - | - | - |
| Total \% | 0.3 | 22.2 | 4.6 | 0.1 | - | 27.2 | 12.1 | 36.3 | 0.6 | 0.0 | - | 49.0 | 7.3 | 0.0 | 15.5 | 0.0 | - | 22.8 | 0.4 | 0.3 | 0.3 | 0.0 | - | 1.0 | $\checkmark$ |
| PHF | 0.333 | 0.868 | 0.850 | 0.250 | - | 0.900 | 0.776 | 0.846 | 0.450 | 0.000 | - | 0.913 | 0.826 | 0.000 | 0.871 | 0.000 | - | 0.865 | 0.375 | 0.500 | 0.625 | 0.000 | - | 0.625 | 0.949 |
| Lights | 4 | 323 | 66 | 1 | - | 394 | 175 | 527 | 9 | 0 | - | 711 | 107 | 0 | 228 | 0 | - | 335 | 6 | 4 | 5 | 0 | - | 15 | 1455 |
| \% Lights | 100.0 | 97.9 | 97.1 | 100.0 | - | 97.8 | 97.2 | 98.0 | 100.0 | - | - | 97.8 | 98.2 | - | 99.1 | - | $\checkmark$ | 98.8 | 100.0 | 100.0 | 100.0 | - | $\checkmark$ | 100.0 | 98.0 |
| Buses | 0 | 0 | 2 | 0 | - | 2 | 1 | 0 | 0 | 0 | - | 1 | 2 | 0 | 0 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 5 |
| \% Buses | 0.0 | 0.0 | 2.9 | 0.0 | - | 0.5 | 0.6 | 0.0 | 0.0 | - | - | 0.1 | 1.8 | - | 0.0 | - | - | 0.6 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.3 |
| Single-Unit Trucks | 0 | 4 | 0 | 0 | - | 4 | 3 | 6 | 0 | 0 | - | 9 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 15 |
| \% Single-Unit Trucks | 0.0 | 1.2 | 0.0 | 0.0 | - | 1.0 | 1.7 | 1.1 | 0.0 | . | - | 1.2 | 0.0 | . | 0.9 | . | - | 0.6 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 1.0 |
| Articulated Trucks | 0 | 3 | 0 | 0 | - | 3 | 1 | 5 | 0 | 0 | - | 6 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 9 |
| \% Articulated Trucks | 0.0 | 0.9 | 0.0 | 0.0 | - | 0.7 | 0.6 | 0.9 | 0.0 | . | - | 0.8 | 0.0 | - | 0.0 | . | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{aligned} & \text { \% Bicycles on } \\ & \text { Road } \end{aligned}$ | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 0.0 | . | 0.0 | . | - | 0.0 | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



| Single-Unit Trucks | 0 | 11 | 0 | - | 11 | 7 | 0 | 0 | - | 7 | 0 | 0 | 0 | - | 0 | 18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% Single-Unit Trucks | 0.0 | 5.4 | - | - | 5.2 | 4.0 | 0.0 | - | - | 3.4 | 0.0 | 0.0 | - | - | 0.0 | 3.9 |
| Articulated Trucks | 0 | 8 | 0 | - | 8 | 9 | 0 | 0 | - | 9 | 0 | 0 | 0 | - | 0 | 17 |
| \% Articulated Trucks | 0.0 | 3.9 | . | - | 3.8 | 5.1 | 0.0 | . | - | 4.3 | 0.0 | 0.0 | . | - | 0.0 | 3.7 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | . | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | . | 9 | - | - | - | - | 1 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

Count Name: Smoketree Plaza with Smoketree Site Code:
Start Date: 04/05/2022
Page No: 3

| Turning Movement Peak Hour Data (7:15 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Smoketree Plaza <br> Eastbound |  |  |  |  | Smoketree Plaza |  |  |  |  | Smoketree Plaza Access Drive Southbound |  |  |  |  | Int. Total |
|  | Left | Thru |  | Peds | App. Total | Thru | Right | Westbound <br> U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 7:15 AM | 1 | 12 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 3 | 29 |
| 7:30 AM | 0 | 5 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 2 | 16 |
| 7:45 AM | 0 | 5 | 0 | 0 | 5 | 16 | 1 | 0 | 1 | 17 | 1 | 0 | 0 | 0 | 1 | 23 |
| 8:00 AM | 0 | 7 | 0 | 0 | 7 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 1 | 29 | 0 | 0 | 30 | 49 | 1 | 0 | 1 | 50 | 6 | 0 | 0 | 0 | 6 | 86 |
| Approach \% | 3.3 | 96.7 | 0.0 | - | - | 98.0 | 2.0 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 1.2 | 33.7 | 0.0 | - | 34.9 | 57.0 | 1.2 | 0.0 | - | 58.1 | 7.0 | 0.0 | 0.0 | - | 7.0 | $\cdot$ |
| PHF | 0.250 | 0.604 | 0.000 | - | 0.577 | 0.766 | 0.250 | 0.000 | - | 0.735 | 0.500 | 0.000 | 0.000 | - | 0.500 | 0.741 |
| Lights | 1 | 20 | 0 | - | 21 | 46 | 1 | 0 | - | 47 | 6 | 0 | 0 | - | 6 | 74 |
| \% Lights | 100.0 | 69.0 | - | - | 70.0 | 93.9 | 100.0 | - | - | 94.0 | 100.0 | - | - | $\checkmark$ | 100.0 | 86.0 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Buses | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 6 | 0 | - | 6 | 2 | 0 | 0 | - | 2 | 0 | 0 | 0 | - | 0 | 8 |
| \% Single-Unit Trucks | 0.0 | 20.7 | - | - | 20.0 | 4.1 | 0.0 | - | - | 4.0 | 0.0 | - | - | - | 0.0 | 9.3 |
| Articulated Trucks | 0 | 3 | 0 | - | 3 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 4 |
| \% Articulated Trucks | 0.0 | 10.3 | - | - | 10.0 | 2.0 | 0.0 | - | - | 2.0 | 0.0 | - | - | - | 0.0 | 4.7 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 1 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - |

Count Name: Smoketree Plaza with Smoketree
access Dr TMC
Site Code:
Start Date: $04 / 05 / 2022$
Page No: 4

| Start Time | Turning Movement Peak Hour Data (4:15 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Smoketree Plaza Eastbound |  |  |  |  | Smoketree Plaza |  |  |  |  | Smoketree Plaza Access Drive Southbound |  |  |  |  | Int. Total |
|  | Left | Thru |  | Peds | App. Total | Thru | Right | $\begin{aligned} & \text { Westboun } \\ & \text { U-Turn } \end{aligned}$ | Peds | App. Total | Left | Right | U-Tum | Peds | App. Total |  |
| 4:15 PM | 0 | 13 | 0 | 0 | 13 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 4:30 PM | 0 | 11 | 0 | 0 | 11 | 7 | 1 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 20 |
| 4:45 PM | 0 | 22 | 0 | 0 | 22 | 6 | 0 | 0 | 0 | 6 | \% | 0 | 0 | 0 | 1 | 29 |
| 5:00 PM | 0 | 18 | 0 | 0 | 18 | 3 | 3 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 2 | 26 |
| Total | 0 | 64 | 0 | 0 | 64 | 18 | 5 | 0 | 2 | 23 | 4 | 0 | 0 | 0 | 4 | 91 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | - | 78.3 | 21.7 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 70.3 | 0.0 | - | 70.3 | 19.8 | 5.5 | 0.0 | - | 25.3 | 4.4 | 0.0 | 0.0 | - | 4.4 | - |
| PHF | 0.000 | 0.727 | 0.000 | - | 0.727 | 0.643 | 0.417 | 0.000 | - | 0.719 | 0.500 | 0.000 | 0.000 | - | 0.500 | 0.784 |
| Lights | 0 | 62 | 0 | - | 62 | 14 | 5 | 0 | - | 19 | 4 | 0 | , | - | 4 | 85 |
| \% Lights | - | 96.9 | - | - | 96.9 | 77.8 | 100.0 | - | - | 82.6 | 100.0 | - | - | - | 100.0 | 93.4 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Buses | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 2 | 0 | - | 2 | 3 | 0 | 0 | - | 3 | 0 | 0 | 0 | - | 0 | 5 |
| \% Single-Unit Trucks | - | 3.1 | - | - | 3.1 | 16.7 | 0.0 | - | - | 13.0 | 0.0 | - | - | - | 0.0 | 5.5 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| \% Articulated Trucks | - | 0.0 | - | - | 0.0 | 5.6 | 0.0 | - | - | 4.3 | 0.0 | - | - | - | 0.0 | 1.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 |
| Pedestrians | . | - | . | 0 | - | . | - | . | 2 | . | - | . | . | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | . | - | - | 100.0 | - | - | - | - | - | - | - |

Site Code:

$$
\begin{aligned}
& \text { Start Date: 04/05/2022 } \\
& \text { Page No: } 1
\end{aligned}
$$

Start Date: 04/05/2022
Page No: 1
-
Evergreen Dr
Southbound
U-Tum




| Single-Unit Trucks | 3 | 1 | 0 | - | 4 | 2 | 1 | 0 | - | 3 | 4 | 2 | 0 | - | 6 | 13 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% Single-Unit Trucks | 3.2 | 2.9 | 0.0 | - | 3.0 | 2.9 | 1.3 | 0.0 | - | 2.0 | 6.7 | 2.3 | - | - | 4.1 | 3.0 |
| Articulated Trucks | 2 | 5 | 0 | . | 7 | 7 | 0 | 0 | - | 7 | 7 | 7 | 0 | . | 14 | 28 |
| \% Articulated Trucks | 2.1 | 14.7 | 0.0 | - | 5.3 | 10.1 | 0.0 | 0.0 | - | 4.7 | 11.7 | 8.0 | - | - | 9.5 | 6.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | . | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - |

Count Name: Smoketree Ln with Evergreen
Site Code:
Start Date:
Page No: 3
Start Date: 04/05/2022
Page No: 3


[^3]| Start Time | Turning Movement Peak Hour Data (7:15 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Smoketree Plaza Westbound |  |  |  |  | Evergreen Dr <br> Northbound |  |  |  |  | Evergreen Dr Southbound |  |  |  |  | Int. Total |
|  | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Tum | Peds | App. Total |  |
| 7:15 AM | 2 | 2 | 0 | 0 | 4 | 7 | 8 | 1 | 0 | 16 | 1 | 3 | 0 | 0 | 4 | 24 |
| 7:30 AM | 2 | 7 | 0 | 0 | 9 | 7 | 6 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 23 |
| 7:45 AM | 6 | 3 | 0 | 0 | 9 | 5 | 7 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 2 | 23 |
| 8:00 AM | 2 | 1 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 7 | 10 | 0 | 0 | 17 | 26 |
| Total | 12 | 13 | 0 | 0 | 25 | 19 | 27 | 1 | 0 | 47 | 11 | 13 | 0 | 0 | 24 | 96 |
| Approach \% | 48.0 | 52.0 | 0.0 | - | - | 40.4 | 57.4 | 2.1 | - | - | 45.8 | 54.2 | 0.0 | - | - | - |
| Total \% | 12.5 | 13.5 | 0.0 | - | 26.0 | 19.8 | 28.1 | 1.0 | $\checkmark$ | 49.0 | 11.5 | 13.5 | 0.0 | - | 25.0 | - |
| PHF | 0.500 | 0.464 | 0.000 | - | 0.694 | 0.679 | 0.844 | 0.250 | - | 0.734 | 0.393 | 0.325 | 0.000 | - | 0.353 | 0.923 |
| Lights | 12 | 10 | 0 | - | 22 | 17 | 27 | 1 | - | 45 | 7 | 12 | 0 | - | 19 | 86 |
| \% Lights | 100.0 | 76.9 | - | - | 88.0 | 89.5 | 100.0 | 100.0 | $\checkmark$ | 95.7 | 63.6 | 92.3 | - | $\checkmark$ | 79.2 | 89.6 |
| Buses | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | $\checkmark$ | 1 | 2 |
| \% Buses | 0.0 | 7.7 | - | - | 4.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 9.1 | 0.0 | - | - | 4.2 | 2.1 |
| Single-Unit Trucks | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 1 |
| \% Single-Unit Trucks | 0.0 | 7.7 | - | - | 4.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 1.0 |
| Articulated Trucks | 0 | 1 | 0 | - | 1 | 2 | 0 | 0 | - | 2 | 3 | 1 | 0 | - | 4 | 7 |
| \% Articulated Trucks | 0.0 | 7.7 | - | - | 4.0 | 10.5 | 0.0 | 0.0 | - | 4.3 | 27.3 | 7.7 | - | - | 16.7 | 7.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | $\checkmark$ | 0.0 | 0.0 | 0.0 | - | $\checkmark$ | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Count Name: Smoketree Ln with Evergreen
Drive
Site Code:
Start Date: $04 / 05 / 2022$
Page No: 4

| Start Time | Turning Movement Peak Hour Data (4:15 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Smoketree Plaza |  |  |  |  | Evergreen Dr |  |  |  |  | Evergreen Dr Southbound |  |  |  |  | Int. Total |
|  | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Tum | Peds | App. Total |  |
| 4:15 PM | 6 | 0 | 0 | 0 | 6 | 1 | 3 | 0 | 0 | 4 | 4 | 5 | 0 | 0 | 9 | 19 |
| 4:30 PM | 4 | 0 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 6 | 2 | 2 | 0 | 0 | 4 | 14 |
| 4:45 PM | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 8 |
| 5:00 PM | 12 | 2 | 1 | 0 | 15 | 0 | 3 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 4 | 22 |
| Total | 24 | 2 | 2 | 0 | 28 | 2 | 12 | 0 | 0 | 14 | 10 | 11 | 0 | 0 | 21 | 63 |
| Approach \% | 85.7 | 7.1 | 7.1 | - | - | 14.3 | 85.7 | 0.0 | - | - | 47.6 | 52.4 | 0.0 | - | - | - |
| Total \% | 38.1 | 3.2 | 3.2 | - | 44.4 | 3.2 | 19.0 | 0.0 | - | 22.2 | 15.9 | 17.5 | 0.0 | - | 33.3 | - |
| PHF | 0.500 | 0.250 | 0.500 | - | 0.467 | 0.500 | 0.600 | 0.000 | - | 0.583 | 0.625 | 0.550 | 0.000 | - | 0.583 | 0.716 |
| Lights | 23 | 1 | 2 | - | 26 | 0 | 12 | 0 | - | 12 | 8 | 10 | 0 | - | 18 | 56 |
| \% Lights | 95.8 | 50.0 | 100.0 | - | 92.9 | 0.0 | 100.0 | - | - | 85.7 | 80.0 | 90.9 | - | $\cdots$ | 85.7 | 88.9 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Buses | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | $\cdots$ | 0.0 | 0.0 |
| Single-Unit Trucks | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 2 | 1 | 0 | - | 3 | 4 |
| \% Single-Unit Trucks | 4.2 | 0.0 | 0.0 | - | 3.6 | 0.0 | 0.0 | - | - | 0.0 | 20.0 | 9.1 | - | - | 14.3 | 6.3 |
| Articulated Trucks | 0 | 1 | 0 | - | 1 | 2 | 0 | 0 | - | 2 | 0 | 0 | 0 | $\checkmark$ | 0 | 3 |
| \% Articulated Trucks | 0.0 | 50.0 | 0.0 | - | 3.6 | 100.0 | 0.0 | - | - | 14.3 | 0.0 | 0.0 | - | - | 0.0 | 4.8 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## Site Plan





WB-65 TURNING EXHIBIT - 1 OF 4 ENTERING SMOKETREE PLAZA (RIGHT) JOB NO. 2335.00-IL 04/28822
PINNACLE ENGINEERING GROUP



PINNACLE ENGINEERING GROUP


## CMAP 2050 Projections Letter

Kelly Pachowicz
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60048

## Subject: Sullivan Road east of Highland Avenue Development IDOT

Dear Ms. Pachowicz:
In response to a request made on your behalf and dated April 18, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.
ROAD SEGMENT Current ADT $\quad$ Year 2050 ADT

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.
Sincerely,


Jose Rodriguez, PTP, AICP
Senior Planner, Research \& Analysis

## Level of Service Criteria




[^0]:    Applicant or Authorized Agent
    Jess Knigge - Manager
    Phelan-JK/JB, Midwest, LLC

[^1]:    Applicant or Authorized Agent
    Jess Knigge - Manager
    Phelan-JK/JB, Midwest, LLC

[^2]:    ${ }^{1}$ 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]:    

